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## 2nd transnational stakeholder meeting on

# Environmental impact assessment of the Lithuanian maritime spatial plan

9 January, 2014

Ministry of Environmental Protection and Regional Development,  
Peldu street 25, Riga, Latvia

## Summary Report

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### Goals of the meeting:

- to introduce Latvian stakeholders with Lithuanian maritime spatial plan (MSP)
- to introduce stakeholders with the results of strategic environmental assessment (SEA) of the Lithuanian MSP
- to identify and discuss on issues related to the potential cross-border environmental impact

**Participants:** 50 persons participated in the workshop in total

Latvia Baltic Environmental Forum, Kurzeme Planning Region, Latvian Institute of Aquatic Ecology, VASAB Secretariat, Ministry of Defence, Ministry of Environmental Protection and Regional Development, , Ministry of Agriculture, Ministry of Economics, Environmental State Bureau, Maritime Administration of Latvia, State Land Service, Ventspils city municipality, Freeport of Riga Authority, Freeport of Ventspils Authority, Latvenergo AS, Association of Latvian Transit Business, Latvian Maritime Community, Latvian Association of Local and Regional Governments, Institute of Food Safety, Animal Health and Environment , University of Latvia, Faculty of Geography and Earth Sciences, Latvian Fishermen association, State Environmental Service, spatial planners practitioners, Environmental NGOs

Lithuania Coastal Research and Planning Institute (CORPI KU), Ministry of the Environment, UAB Sweeo Lietuva

### Meeting overview

*N. Blažauskas* from Coastal Research and Planning Institute presented to participants extension of general plan of Republic of Lithuania with marine solutions and results of strategic environmental assessment (SEA).



*N. Blažauskas* explained the main principles used for Lithuanian MSP and how they are fitting together with MSP principles defined in EU policies and MSP guidelines. The main MSP principles are sustainability, pan-Baltic thinking, pan-Baltic priorities and spatial efficiency. Main principles applied in Lithuanian MSP are:

- following the natural pattern – depth, geology ect. were taken into account;
- continuity - ensured blue corridors for nature protection purposes;
- connectivity – ensured connectivity for linear structures (cables, shipping lines);
- trans-Baltic perspective – ensured space for most intensively used shipping tracks;
- optimizing the used sea space.

Three alternative concepts (A, B and A+B) according to main priorities, functional zones determining future development trends and spatial allocation of future uses are developed for MSP in Lithuanian sea. All Lithuanian sea territory is divided into 7 zones. For each zone are identified sea space uses of first priority group and secondary priority group. Sea space uses within each of the group are also prioritised.

Strategic environmental assessment (SEA) for alternative concepts is accomplished and MSP is already updated according to notes of SEA. The most important notes were on:

- possible negative impact of planned new port infrastructure, small marinas, dumping sites –any developments should have EIA and take into consideration its results;
- increasing the intensity of the shipping calls for optimisation of shipping traffic as well as actions to minimize of air pollution and to increase safety of shipping;
- the Baltic Sea Region grid developments should be taken into account, when planning linear corridors for underwater infrastructure (communication cables, power lines ect.);
- explorations and exploitation of natural resources can be allowed according to MSP zoning and after EIA only. Sand from sea bottom can be used for the coastal protection purposes only.

Main discussion points regarding to the potential cross-border environmental impact:

- participants clarified existing and planned activities near the boarder, thinking about potential erosion risk and impact on Natura 2000 site “Nida-Pērkone”, which is allocated in Latvia next to the border with Lithuania.
- Participants were also interested why linear infrastructure corridor is planned along border, which is not ratified by Latvia. The explanation is quite practical - because there is already existing and functioning cables on place.
- Latvian local authorities were interested how MSP is taking into account the land use and developments plans of Lithuanian municipalities and Latvian municipalities allocated near to the border. Questions arose because all development plans in the sea according to the MSP zoning are foreseen in the northern part of Lithuanian sea. But Latvian coastal municipalities plan to develop local economy basing on tourism, recreation and nature protection. Although according to Lithuanian legislation it is not demand to consult neither Lithuanian nor Latvian local municipalities, MSP developers tried to inform and take into account plans of local coastal municipalities.
- Latvian environmental representatives were interested how the Lithuanian MSP is helping to achieve good environmental status (GES) set as the goal of the Marine Strategy Framework Directive (MSFD). Developers of the plan stressed that the priority of the Lithuanian MSP is to minimize impact of economic development.