



PartiSEApate final conference documentation

# BALTIC MSP FORUM



17-18 JUNE 2014 RIGA, LATVIA



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## 1. Introduction

The Baltic MSP Forum was the final conference of the PartiSEApate project. It took place in Riga on 17-18 June 2014. There was a huge interest in the “hot topic” of MSP. About 200 participants from all over the Baltic Sea Region and beyond attended the meeting. Plenary sessions and workshops focussed on

- Results from the PartiSEApate project and other MSP pilot projects
- MSP Governance Framework for the Baltic Sea Region
- MSP developments in different countries
- „Blue Growth” and sector perspectives on MSP
- Data & research
- Methodological considerations and lessons learned of enhancing cooperation & consultation processes on different levels, on public participation and stakeholder involvement

At the conference, planners, decision-makers, representatives of sectors, researchers and other experts discussed controversially, but constructively in plenary sessions and workshops as well as informally during breaks. These fruitful discussions were what made the “Baltic MSP Forum” a big success as it made an important contribution to realizing the conference motto

creating common understanding





## 2. Plenary sessions

### 2.1 Opening and welcome speeches

**Moderator: Jan Ekebon**, Metsähallitus Natural Heritage Services

**Speakers:**

- **Solvita Zvidriņa**, Director of the Latvian State Regional Development Agency
- **Ulla Koski**, Chairperson of the VASAB Committee on Spatial Planning and Development of the Baltic Sea Region (CSPD/BSR)
- **Haitze Siemers**, European Commission, DG for Maritime Affairs and Fisheries, Head of Unit for Maritime Policy in the Baltic and North Sea
- **Thomas Johansson**, Head of the Marine Spatial Planning and Maritime Affairs Division of the Swedish Agency for Marine and Water Management (SwAM)
- **Joanna Przedzrymirska**, Maritime Institute Gdansk, PartiSEApate project Lead Partner: Transnational Cooperation for MSP

**Solvita Zvidriņa**, Director of the Latvian State Regional Development Agency

“On behalf of the Latvian Ministry of the Environmental Protection and Regional Development I would like to welcome you all to this Baltic Maritime Spatial Planning Forum. This remarkable Forum brings together experts interested in the well-being of the Baltic Sea as well as those interested in increased prosperity of people living around the sea.

The vulnerable and unique ecosystem of our Sea requires a careful and professional attitude to every maritime-related activity carried out in the Baltics. Maritime spatial planning is not a miracle, but should become a tool for smart governing of human activities within this fragile ecosystem.

We in Latvia understand the seriousness of the environmental and climate change implications. Latvia historically has been a maritime country and many coastal municipalities have large marine-related economies. A few years ago the Latvian government adopted the Spatial Development Strategy of Coastal Territories aiming at a sustainable and coherent development of these areas. By implementing Maritime Spatial Planning the linkage between terrestrial and maritime activities should become even stronger. Thus, local ports, fisheries, coastal tourism and other activities will have more clear rules and perspectives.

Latvia has already adopted the necessary legal basis for Maritime Spatial Planning. By using experience of pilot initiatives, Latvian maritime stakeholders are already quite familiar with the tasks and consequences of planning of the sea territory. The Ministry has started preparations for



launching the official planning process. The discussions of the Forum will certainly facilitate not only pan-Baltic, but also Latvian national maritime planning process.

I wish all participants intense two days of interesting and valuable discussions to ‘create a common understanding’ on maritime planning principles and practicalities as written in the headline of this Forum.”

**Ulla Koski**, Chairperson of the VASAB Committee on Spatial Planning and Development of the Baltic Sea Region (CSPD/BSR)

“On behalf of VASAB I would like to thank the organisers of this Forum for an excellent opportunity to exchange our views and experiences on the very topical theme of Maritime Spatial Planning.

In the Baltic Sea Region, VASAB’s key role is to represent planning knowledge, expertise and experience. This is why VASAB has been very active in the work on developing Maritime Spatial Planning since its preliminary phases. One could also say that VASAB has been, and still is, one of the key actors in this work in the region.

For planners, it is natural to have a long tradition of land use planning. Such planning is mostly guided by specific legislation and, at the same time, planning systems have been developed step by step over decades. With this background in mind, it is surprising that in maritime areas we haven’t had and don’t yet have any kind of planning system or tradition.

Maritime Spatial Planning and land use planning should not be viewed as separate entities. Land use planning includes many elements which are also very important in the planning of marine areas. From a Finnish perspective I would like to highlight some three aspects:

1. First of all, relevant sectors and needs should be analysed and assessed at the same time and during the same planning process.
2. Secondly, there should be real opportunities for public participation and free access to all planning information.
3. Thirdly, there has to be a democratic decision-making process when taking decisions on the most important choices during the planning process and when approving the final plan.

Developing MSP is a long-term effort by different actors and countries. The Baltic region offers an excellent forum for this kind of cooperation. Over the years, we have had many common processes and projects for collecting and exchanging information and knowledge, and these are still continuing. We also have a long tradition of establishing common principles, and working together on pilot projects and modelling. Moreover, all the countries have a clear political understanding of the importance of developing MSP in the region and engaging in close cooperation.

In other words, we have done a lot, but there is still more to be done during the coming years.

It won’t be long before an MSP directive is in force and all the EU member states will have to implement it. One of the challenges is the need for sufficient uniformity, while leaving room for Baltic MSP Forum report



specific national needs and solutions. Without a doubt, this is important because of the range of planning traditions and systems in the countries of the Baltic region, and thus different approaches to national solutions.

Right now, we are in an extremely interesting phase in the region. All the EU member states will have a lot of work to do when implementing the Directive in the coming two years. Now, more than ever, close cooperation in developing a common planning process is needed.

We have the opportunity now to consolidate our experience and our development work done over the years in different working and expert groups and projects as well as in international organisations.

This forum illustrates how active the MSP cooperation is in the region. During today and tomorrow, we will hear about studies, research, data, projects, cases, policies, and many more interesting topics.

I very much hope that after this forum we will have gained a lot more knowledge of MSP and the motivation to develop it in our own special region during the coming years.

I would like to extend a warm welcome to you all to this forum.”

- **Haitze Siemers**, European Commission, DG for Maritime Affairs and Fisheries, Head of Unit for Maritime Policy in the Baltic and North Sea

The BSR has always played a crucial role in the development of the EU's Integrated Maritime Policy. This region has been a frontrunner in terms of sea-basin approach with the European Strategy. Furthermore with BaltSeaPlan a particularly successful MSP project was implemented.

Despite all the progress that has been achieved ever since the IMP was launched, efforts need to be further directed towards the sea. Europe's future depends on growth and jobs, also in the maritime sector. However, “Blue Growth”, as defined in the corresponding communication of the EU Commission, needs to come as an especially innovative form of economic development. Conditions need to be set for new, innovative sectors, e.g. aquaculture, blue biotechnology, seabed mining, etc. Apart from that also innovative developments within traditional sectors need to be stimulated, e.g. through promotion of LNG fuel and stricter environmental regulations for the shipping sectors. Although economic activities at sea put stress on the marine environment, it needs to be underlined that Blue Growth is a sustainable form of economic development as it respects ecosystem needs.

In the context of Blue Growth, MSP is the tool for a sustainable management of sea uses. The upcoming EU Directive on MSP provides a wider legal framework and will make MSP a reality in the whole EU.





**Thomas Johansson**, Head of the Marine Spatial Planning and Maritime Affairs Division of the Swedish Agency for Marine and Water Management (SwAM)

SwAM had only just been created when the agency was invited to join forces with the other partners and launch the PartiSEApate project. Although this was not an easy decision at the time, SwAM is now glad that it agreed as contacts have been developed and knowledge and understanding of MSP has deepened through this project.

On the political scene, the Swedish Parliament has just adopted national MSP legislation which will enter into force on 1 September 2014. This legislation, the already existing government regulations as well as the EU MSP Directive set the framework for an MSP implementation. However, important tasks for planners remain. They need to find solutions for actual problems and balance interests.

The Swedish example shows that MSP is a true multi-level endeavour as 85 municipalities, 14 country administrations, 10 regions, 10-15 sectors as well as 8 neighbouring countries are potential stakeholders whose concerns need to be taken into account.

BSR countries should keep up their efforts for joint spatial planning of the Baltic Sea. The EUSBSR offers a valuable framework for a further development of MSP as it already represents the most important sectors.

**Joanna Przedzrymska**, Maritime Institute Gdansk, PartiSEApate project Lead Partner: Transnational Cooperation for MSP



In the scope of the PartiSEApate project 11 project partners have spent two years pushing for the development of MSP in the Baltic Sea Region. This project as well as its forerunners BaltCoast, Baltic MSP Forum report



PlanCoast and BaltSeaPlan have made a strong contribution to building up trust among parties responsible for or involved in MSP. They have fostered awareness that differences between countries and cultures exist, but that these differences are not necessarily a barrier for cooperation, if it is understood what is done differently and why. Different perspectives may also have great innovative potential.

### Issues raised in the discussion

Although a draft for MSP legislation had been developed four years ago in Sweden, the parliament only passed it very recently. A reason for this delay is that municipalities have been the main responsible bodies for MSP. They were afraid to lose competencies to the benefit of the national government.

Furthermore, the role VASAB has played in the development of MSP was discussed. VASAB has proven very valuable as it fostered cooperation between planners and sectors and increased the learning process in both groups. Without VASAB, planning would possibly be more sector oriented.

Although Finland does not have national MSP legislation yet, the country has a strong planning tradition, including real public participation and a democratic decision-making procedure.

There is a link between MSP and MSFD. In order to accommodate both approaches in a country's maritime policy the objectives may be formulated in a way that they are related to each other.

The issue of data for MSP is a hotly debated one. There is the need for data gathered with the same intention/purpose. However, the element of trust is also important in this respect. Data from other countries should be used and its compatibility should thereby be tested.

## 2.2 Plenary: MSP in Europe and the Baltic Sea Region, results from the PartiSEApate project

**Moderator:** Jan Ekebon, Metsähallitus Natural Heritage Services

### Speakers:

- **Lars Emmelin**, Blekinge Institute of Technology: MSP – What it is and what it is not
- **Holger Janßen**, Leibniz Institute for Baltic Sea Research: Reflections on MSP in Europe
- **Andrzej Cieslak**, Co-chair of the HELCOM-VASAB Working Group: HELCOM-VASAB Working Group. Intergovernmental MSP cooperation in the Baltic Sea Region
- **Janne Tamminen**, BSSSC and CPRM-BSC
- **Angela Schultz-Zehden**, EPCO, s.Pro – sustainable projects GmbH: PartiSEApate: Multi-Level-Governance in Maritime Spatial Planning





**Lars Emmelin, Blekinge Institute of Technology: MSP – What it is and what it is not**

MSP is a promising concept. However, MSP itself as well as related terms and approaches are often not precisely defined.

There is no unanimity what the rationale for MSP is: Is it an environment and resource use problem or a problem of institutional fragmentation and management?

Furthermore, there are different planning philosophies in the European Union, i.e. planning whole space vs. ad-hoc problem solving.

One of the most challenging elements of MSP is the ecosystem approach. The benefit of this approach is that it is a functional approach to time and space (in contrast to the cadastral system in land-based planning). In the context of the ecosystem approach the precautionary principle is often mentioned. However, this principle is hardly ever applied, because the nature of planning is development and not precaution.

Another problem is that stakeholder participation pretends to gather all parties involved at a table for open deliberation. There is the risk that stakeholders will have unrealistic expectation from the process as the terms “participation”, “consultation” and “decision-making” are often mixed up. Furthermore, parties invited represent a selection of stakeholders and it cannot be taken for granted that the conditions for deliberation apply, due to classified or proprietary information as well as tactical behaviour by stakeholders.

MSP claims to allocate areas according to the most suitable use. The decision about the most appropriate use is a subjective one, even if values of sea uses, especially ecosystem services, are identified and measured quantitatively. Planners tend to want overlook political and economic bargaining power, but this factors into the decision about which use is most appropriate.

Another shortcoming is that MSP is set up to plan for the present as well as the future, however this would mean to incorporate redundancies into the planning process. Redundancies are highly inefficient from an economic point of view. Even future developments belonging to the “known unknowns” (e.g. wind and wave power) are hard to predict precisely. Adaptive management and learning systems are a possible solution to this problem.

Experience of public involvement/SEA from comprehensive plans on land is varied and problematic. It is often conducted pro-forma and rather late in the process.

MSP should be more than an extension of terrestrial planning to the sea. We need a pragmatic MSP, a politically governed programme, adequate information and aggregation of information, time-set development restrictions, an adequate and realistic participation process as well as a constructive interplay of marine policy and management.



## Holger Janßen, Leibniz Institute for Baltic Sea Research: Reflections on MSP in Europe

The upcoming MSP directive is a compromise: ICZM, for instance, was abandoned, but the environmental orientation was kept. The question still arises, if countries are well prepared for MSP.

Although progress has been made in the past ten years, there are still some problems from an environmental perspective. MPAs show poor representativity (not all species that need protection are there), have a wrong focus, are underperforming, are just “paper parks”, which are not properly managed. The precautionary principle is currently not applied.

MPA design needs to be integrated in broader-scale MSP and ICZM. Integrated MSP could play an important role in the restoration of biodiversity and also fish stocks. However, the ecosystem approach has hardly been applied in MSP processes in Europe.

### Reasons & Challenges

- Wrong size (to small),
- insufficient connectivity,
- poor representativity,
- weak management,
- focus on species but not on functions
- **MPA design** needs to be **integrated in broader-scale MSP and ICZM**. Integrated MSP could play an important role in the restoration of biodiversity and also fish stocks. However, such ecosystem approach has **seldom been practiced** in MSP processes in Europe



## Andrzej Cieslak, Co-chair of the HELCOM-VASAB Working Group: HELCOM-VASAB Working Group. Intergovernmental MSP cooperation in the Baltic Sea Region

The HELCOM-VASAB Working Group is a merger of the two intergovernmental organizations HELCOM (focusing on Baltic Sea marine environment, maritime and land based sources of pollution) and VASAB (in charge of spatial planning). The objectives of HELCOM require spatial planning at sea. Because of this interdependency the joint working group was founded in 2010. The group meets twice per year.

The HELCOM-VASAB Working Group agreed on MSP Principles as well as on the MSP Roadmap. Currently, it is following up the implementation of the Roadmap, especially with regard to public



participation and consultation, the application of the ecosystem service approach as well as MSP information and data sharing.

MSP (pilot) projects are an important source of information for the Working Group as they test the MSP Principles adopted by the HELCOM-VASAB Working Group.

The Working Group is, furthermore, following up the implementation of the EU Directive on MSP and acting as the Horizontal Action Leader of MSP in the EU Strategy of the Baltic Sea Region.

## Baltic Sea MSP is in the air!

- There is momentum for Maritime Spatial Planning (MSP) in the Baltic Sea:
  - European MSP framework directive
  - draft Concept for MSP Legislation in Russian Federation.
- Important that whole Baltic involved in the same process (Russia and EU members)
  - Baltic Sea Days 2012 & 2014: Roundtable discussions on MSP in St.Petersburg
- HELCOM-VASAB MSP WG will ensure such harmonized implementation

### Janne Tamminen, BSSSC and CPRM-BSC

The CPRM is a think tank and a lobby organization. It is independent from EU institutions, but tries to implement EU policy especially in the spheres of cohesion, maritime issues and accessibility. The CPRM has 161 member regions in 28 EU members and other countries. There are six geographical commissions, the BSR commission is one of them. It stands for 23 regions in seven countries. The secretariat is located in the Helsinki-Uusimaa Region

In the framework of CPRM/BSR there is a working group on maritime issues. MSP is a particular focus of this working group. Its main concerns are the need for subsidiarity and involvement of regions. Furthermore, it is a proponent for linking MSP and ICZM.

The BSSSC (Baltic Sea States Subregional Co-operation) is another regional organization. It is a political network for decentralized authorities. Its Maritime Policy Working Group can give input to MSP in the BSR.



**Angela Schultz-Zehden**, EPCO, s.Pro – sustainable projects GmbH: PartiSEApate: Multi-Level-Governance in Maritime Spatial Planning

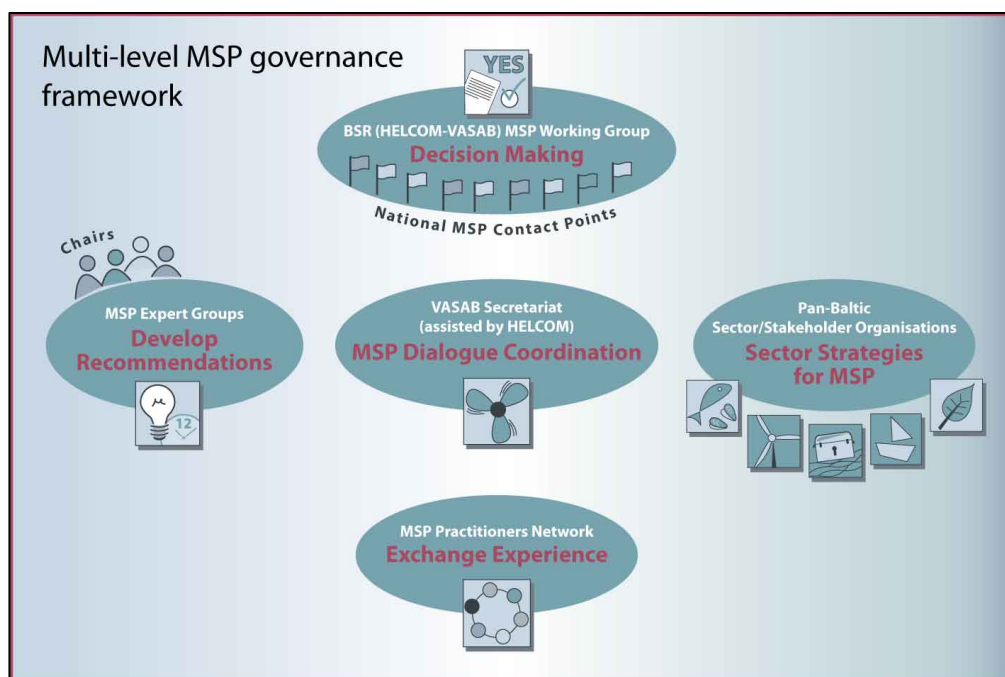
The Baltic Sea is a unique natural system. Actions have impacts across borders. MSP is necessary to avoid conflicts and maximize opportunities. The PartiSEApate project actively contributes to the development of MSP in the BSR.

In the framework of the project, recommendations for the future Governance Framework for MSP within the Baltic Sea Region were developed. These recommendations will feed into guidelines on transboundary consultation and cooperation as well on public participation in a transboundary context to be adopted by the HELCOM-VASAB Working Group by 2015.

The recommendation on the future governance framework for MSP are based on a variety of inputs. Lessons from previous projects (BaltSeaPlan, PlanBothnia) have been considered. Apart from that results of the stakeholder dialogue series organized by PartiSEApate, from three transboundary MSP cases as well as from 58 telephone interviews have been taken into account.

There is general agreement that MSP is a valuable tool for triggering intra- as well as intersectoral dialogue. While MSP experts see MSP as a chance to harmonize approaches and to increase predictability, sector representatives see it as a possibility to balance user interests and improved business decisions. However, they also voice concerns regarding MSP. Although MSP is generally accepted, various barriers still hamper a smooth, BSR-wide implementation of MSP.

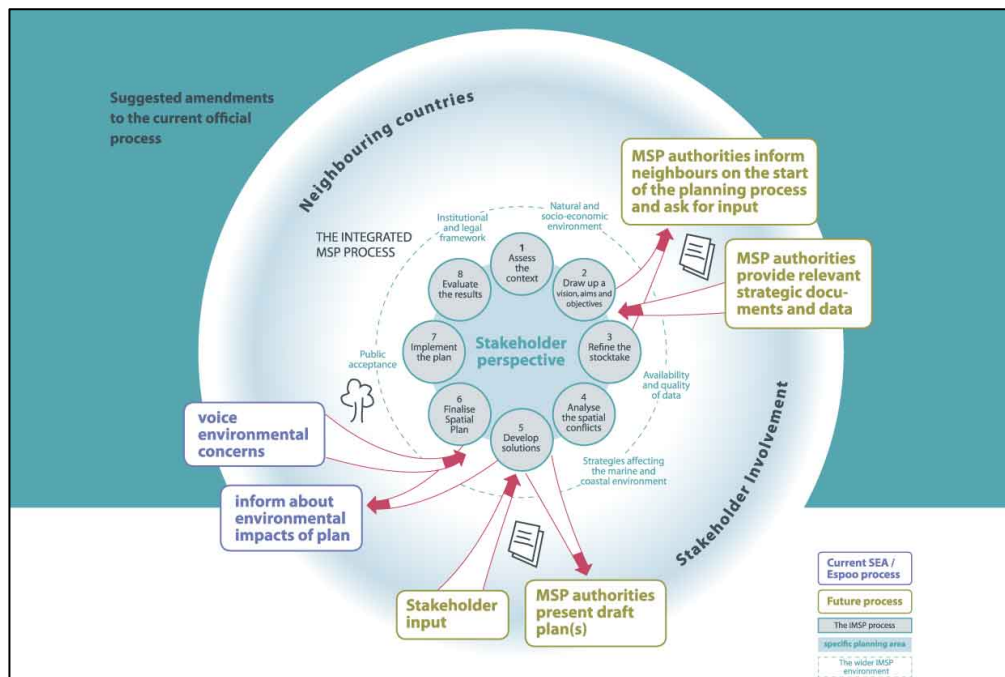
An improved governance framework could also improve the process of implementing MSP. The enhanced pan-Baltic dialogue is the central instrument for this endeavour, though several conditions have to be met for the dialogue to be effective.





In the proposed governance structure, the essential decision-making will still rest with the HELCOM-VASAB MSP Working Group. The VASAB secretariat will play an active role with regard to dialogue coordination. Sectors are encouraged to organise themselves (more strongly) across the BSR. New elements are time-limited MSP Working Groups appointed by and reporting to the HELCOM-VASAB Working Group as well as the MSP Practitioners Network, which shall increase informal communication among those in charge of planning.

With regard to cross-border consultations, PartiSEApate recommends that neighbouring countries should inform each other at a very early stage about the planning process. Neighbouring countries should be given the possibility that their suggestions will really make an impact. Furthermore, the planning country should ask for necessary information and data. This improved consultation process will allow for more synergies between neighbouring countries.





## 2.3 Panel discussion – MSP in the Baltic SEA Region until 2020 – Expectations and challenges

**Moderator:** Jan Ekebom, Metsähallitus Natural Heritage Services

**Panelists:**

- **Haitze Siemers**, EC DG for Maritime Affairs and Fisheries, Head of Unit for Maritime Policy in the Baltic and North Sea
- **Thomas Johansson**, Head of the Marine Spatial Planning and Maritime Affairs Division of the Swedish Agency for Marine and Water Management (SwAM)
- **Katarzyna Krzywda**, Polish Ministry of Infrastructure and Development, Department for Maritime Transport and Shipping Safety
- **Tiina Tihlman**, Finnish Ministry of the Environment
- **Kristine Rasina**, Ministry of Environmental Protection and Regional Development of Latvia
- **Anni Konsap**, Estonian Ministry of the Interior, Planning department
- **Lars Emmelin**, Blekinge Institute of Technology

### Issues raised in the panel discussion

The panelists discussed how MSP is expected to develop in the near future.

From an EU perspective, the next step is the adoption of the directive by the European Council, which is expected for the second half of July. Apart from the adoption of the legal text, the MSP implementation process should start as early as possible with concrete and actionable measures, which go beyond the sometimes rather open legal provisions.

Finland has a long tradition in (land-based) spatial planning, including planning of territorial waters. Cooperation structures and participation culture are well established. The Office of the Prime Minister and the Ministry of Environment are responsible to discuss MSP relevant issues with maritime sectors.

In Estonia, MSP is currently a tool for conflict resolution. Furthermore, stakeholders still do not know enough about the added value of MSP. A vision-based implementation of MSP is the aim of Estonia in the coming years.

In Sweden, not all relevant actors are familiar with MSP yet. By 2017 a plan should be developed. In the course of this process, efforts to involve actors in consultations should be kept up.

In Poland, cross-border consultations have already started. The Swedish counterparts were met twice, once in Visby and once in Warsaw. Data sharing was an important topic discussed during these meetings. Poland has been collecting data from different institutions for the last six months. The Polish Ministry of Infrastructure and Development passes on this data to the Maritime Institute to process it and convert it into information that is valuable to planners.





There are two approaches in terrestrial planning theory: ad-hoc problem solving and total planning (Aménagement du territoire). Both approaches lead to different planning processes and different results. The directive tends to be oriented towards total planning. However, it was stated that the ad-hoc problem solving approach might be more pragmatic. It seems easier to agree on problems that need to be solved than on a vision for a vast space. That is why visions tend to be rather vague.

The issue of knowledge exchange on MSP among sea basins was raised. There is definitely potential to share experience and learn from each other. However, planning is highly context specific. The own conditions need to be assessed and it needs to be carefully considered, in which cases lessons learned from another sea basin can be applied for one's own case.

It has been stressed that planning is a complex process. The success of MSP very much depends on the planners. Therefore communication skills are most important. Moreover, planning is a "team sport" and depends on the expertise of people with very different backgrounds. Currently, there is only one comprehensive, dedicated university programme, namely the ERASMUS Mundus course on Maritime Spatial Planning.

The question arose what can be done about disputed borders in the context of MSP. The advice given was threefold: 1) not to get engaged in solving the border issues, 2) to work with the system by addressing problems at the appropriate level, and 3) to communicate with neighbouring countries.

There is an interdependency of MSP and Blue Growth objectives. The ecosystem approach is designed to manage human activities, not nature itself. It should be the aim to produce maximum sustainable yield (in terms of value and jobs) from marine areas across time and space. Sustainability needs to be understood in its environmental, economic and social dimension. However, the example of unmanned ships shows how difficult it is to reconcile all aspects of sustainability as these unmanned ships produce value, but no jobs.

Another statement from the plenary was that planning itself does not produce anything, but at best sets conditions for other actors to act within. Many of these conditions take the form of restrictions. Planning is a driver of change and development, but it can also indicate which areas should be designated for cultural and natural heritage purposes and, thus, not be economically developed.



## 2.4 Plenary: Stakeholder Perspectives on MSP

**Moderator:** Angela Schultz-Zehden, s.Pro – sustainable-projects GmbH

### Speakers:

- **Angela Schultz-Zehden**, s.Pro – sustainable-projects GmbH: Towards Blue Growth in the Baltic: Stakeholder Perspectives on the Benefits of MSP around the Baltic Sea
- Shipping: **Kai Trümpler**, German Federal Maritime and Hydrographic Agency (BSH)
- Fishery: **Cornelius Hammer**, Thünen-Institute of Baltic Sea Fisheries, Germany: ICES – A Trans-Atlantic Maritime Research Organization
- Wind energy: **Tuuliki Kasonen**, General Manager, Estonian Wind Power Association
- Energy transmission operators: **Mart Landsberg**, Convener of ENTSO-E Regional Group Baltic Sea: ENTSO-E's Ten Year Network Development Plan
- Cultural heritage, recreation and tourism: **Iwona Pomian**, CBSS Working Group on underwater cultural heritage: Cultural Heritage, Recreation and Tourism
- Climate change adaptation and mitigation: **Maxi Nachtigall**, CBSS Expert Group on Sustainable Development – Baltic 21
- **Haitze Siemers**, European Commission, DG for Maritime Affairs and Fisheries, Head of Unit for Maritime Policy in the Baltic and North Sea

**Angela Schultz-Zehden**, s.Pro – sustainable-projects GmbH: Towards Blue Growth in the Baltic: Stakeholder Perspectives on the Benefits of MSP around the Baltic Sea

The commission staff working paper “A sustainable Blue Growth Agenda for the Baltic Sea region”, the BaltSeaPlan Vision 2030 as well as the summary results of PartiSEApate sector workshops and interviews were referred to for conceptualising Blue Growth in MSP and the Baltic Sea Region.

There are different perspectives on Blue growth and different ways of measurement. Looking at the size of sectors in terms of gross value added and employment, coastal tourism is by far the largest one, followed by fish for human consumption (due to processing and retail) as well as short-sea shipping. On the other hand, newer, innovative sectors such as offshore wind and marine aquaculture are still rather small in size, but they show considerable growth rates. Traditional as well as new sectors are among the ones that experts have rated as sectors with most future potential.

Contrasting these trends and MSP related issues brought up by sector stakeholders in workshops and during interviews with the sustainable MSP Vision 2030 as set out in BaltSeaPlan, it became obvious that further efforts need to be undertaken to integrate sectors into planning.

The shipping and ports sector is expecting further growth, notwithstanding the upcoming environmental and safety regulations. This growth will require deeper and wider shipping lanes. Ports tend to move out of the city centres and there is the tendency towards fewer and highly developed ports. Although this sector is a competitive one, there is still value to be added through



cooperation at sea basin level, e.g. a network of LNG terminals, joint approaches to compliance checks, as well as coherent safety standards and port procedures. Within the sector the understanding of what MSP means is still limited. However, an early involvement of shipping authorities is particularly necessary in the planning process, due to long licensing procedures for ports. Despite the fact that the sector finds it difficult to speak with one voice, there are several platforms for cooperation, e.g. IMO, IALA, IHO and ICS.

Fishery is traditionally very important in all BSR countries and a well-organised sector at pan-Baltic level. As it has faced few spatial restrictions in the past, it is eager to keep this position. With regard to MSP, communication between planners and this sector is insufficient. That is why planners should increase efforts to approach fishery representatives. There is the need for independent funding as well as better data. Pilot projects, integrating the fishery sector, should be carried out. The case of Mecklenburg-Vorpommern shows a positive example of integrating fishery needs into MSP: in the second revision of the plan of Mecklenburg-Vorpommern, essential fish habitats have been designated as priority areas.

Aquaculture produces the same product as fishery, but is a very new sector and so far very small. MSP is seen as a chance to receive greater recognition. The sector struggles with environmental regulations (zero nutrient emission regulations), licencing procedures as well as access to finance. From pan-Baltic cooperation, added value can be generated especially in terms of joint R&D, coherent approaches to legal regulations as well of promotion of the sector itself. Currently, aquaculture sites are hardly ever located in ideal places. Larger and further offshore areas are more suitable environmentally as well economically. However, more research on optimal sites and siting criteria is needed. Aquaculture sites are ultimately no permanent sites, which means they can be moved. Algae/seaweed and mussel cultivation bring the benefit of nutrient removal, but also require more space.

Offshore wind energy is the maritime sector showing highest growth rates, however this growth comes from activities in three countries only: Denmark, Sweden and Germany. The sector is highly dependent on national energy policies in its development. At pan-Baltic level, synergies can be created through smart grid solutions as well as energy trade among BSR countries. However, the political will for such an endeavour is currently lacking. MSP and offshore wind have the potential to reinforce each other as well as to push for a political and economic cooperation in offshore energy as well as grid development across the BSR.

Tourism as a traditional sector and represented in all BSR countries. Underwater cultural heritage has only recently been taken into account by MSP. However, the sector is of relevance, too. The ground of the Baltic Sea is covered with wrecks and other artefacts, submerged sites and relict cultural landscapes, although the exact coverage is unknown. Thus, underwater cultural heritage sets conditions for MSP. There is a CBSS Working Group on this issue which could serve as a platform for dialogue for MSP-related issues. Possible solutions to spatial allocation problems are zoning and site designation. MSP is seen as a chance to foster cooperation with other sectors.



Shipping: **Kai Trümpler**, German Federal Maritime and Hydrographic Agency (BSH)

Video: Baltic Sea Shipping Visualised through HELCOM Data (<http://helcom.fi/action-areas/shipping/ais-and-e-navigation/ais-video>)


The shipping sector does not have one voice in MSP and is hardly present in consultations. However, its concerns are still taken into account as transport ministries and ports tend to partly represent shipping interests.

Based on AIS data, different aspects and the scale of shipping activities have been illustrated by HELCOM in a video.


Fishery: **Cornelius Hammer**, Thünen-Institute of Baltic Sea Fisheries, Germany: ICES – A Trans-Atlantic Maritime Research Organization

**ICES CROSS-ATLANTIC**

- ☒ ICES brings scientists together
- ☒ ICES provides the working platform
- ☒ ICES coordinates the fieldwork
- ☒ ICES organizes and analyses the data
- ☒ ICES publishes it
- ☒ ICES provides the basis to make informed decisions



**ICES in a nutshell**



ICES is not a typical representative of the fishery sector, it is rather a research and network organisation consisting of approximately 4000 scientists as well as working groups for coordinating field work and research. Data are compiled, analysed and published. Politicians and managers use the database to take informed decisions. By providing this data, ICES can contribute to MSP. It could play an important role in developing standard formats for data collection in the future and act as a data repository for projects.

In 2014, ICES launched a strategic plan setting three priorities: aquaculture, the Arctic and integrated ecosystem assessment. The organisation develops tools and concepts for MSP and ICZM. It conducts research on ocean stressors and the Good Environmental Status and is going to produce ecosystems assessments in regional seas. With regard to the priority of aquaculture, the work of ICES focuses on

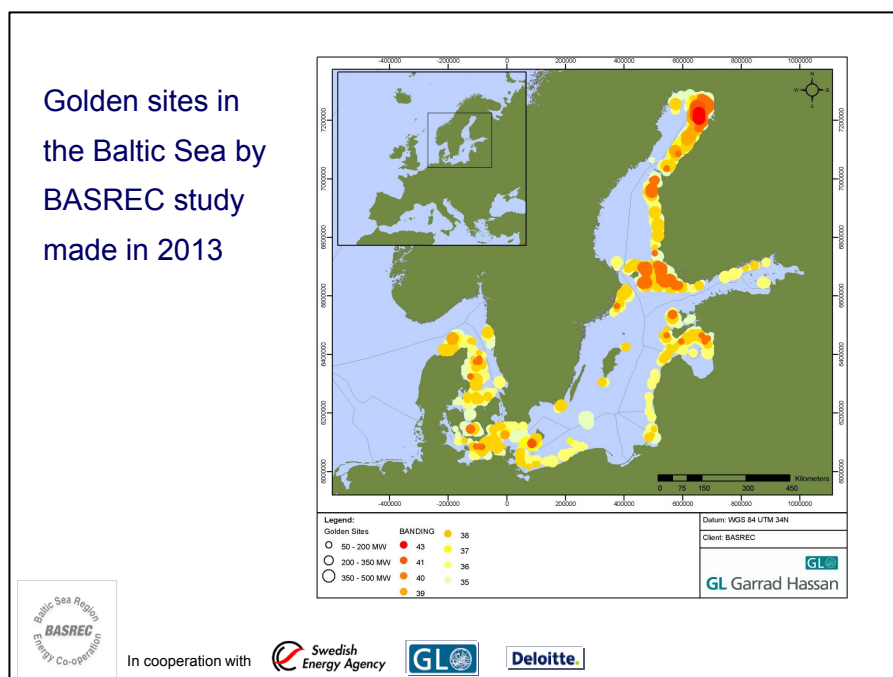


interaction between aquaculture and the environment. Concerning fishery ICES provides advice on more than 240 fish stocks.

ICES offers training programmes to promote skills, not only for scientists, but also for policy makers and stakeholders. In the future, MSP related trainings could be offered, too.

Wind energy: **Tuuliki Kasonen**, General Manager, Estonian Wind Power Association

The Baltic Sea Region is a spatial place for offshore energy development. This is illustrated by a BASREC study that marked the optimal sites for offshore wind turbines taking into account the factors distance from the shore, depth and winds. The result reveals that there are many places across the BSR that offer favourable conditions not only in countries that are currently developing wind power.



MSP creates the conditions for installing offshore energy in the right locations. Therefore, MSP and offshore energy must develop in a similar pace.

Energy transmission operators: **Mart Landsberg**. Convener of ENTSO-E Regional Group Baltic Sea: ENTSO-E's Ten Year Network Development Plan

ENTSO-E is a European network of transmission electricity system operators. It has a regional sub-group for the Baltic Sea. The network engages in system development, system operation, creating favourable conditions on the energy market as well as research and development.







With regard to the interdependency of offshore wind and grid development, it can be said that a more comprehensive integration of grids will be needed in the future. Differing national regulations on grids currently hamper the integration process and slow down offshore wind development. A harmonisation of the interconnection planning as well a more efficient communication among responsible bodies would contribute to a more extensive transmission grid in the Baltic Sea.



Cultural heritage, recreation and tourism: **Iwona Pomian**, CBSS Working Group on underwater cultural heritage: Cultural Heritage, Recreation and Tourism

Underwater cultural heritage comprises not only wrecks from different periods (many of which are in a very good condition), but also relict cultural landscapes and prehistoric settlements. The quantitative dimension of underwater cultural heritage sites is unknown. Still, detected sites should be compiled in an inventory.

### Stone Age on the Coast – Submerged Settlements





Left: Timmendorf-Nordmole, Right: Neustadt in Holstein, (Germany)

Landesamt f. Kultur und Denkmalpflege M-V,  
Harald Lübke


Archäologisches Landesmuseum Schleswig,  
Sönke Hartz



**BALTIC MSP FORUM**  
17-18 JUNE 2014 RIGA, LATVIA

Cultural Heritage, Recreation and Tourism

- Introduction
- Underwater Heritage
  - ~ submerged sites
  - Wrecks
  - War Graves, Protected Monuments – Heritage of the World War II
  - Forms of presentations
- RUTILUS
- ~100 - list
- ~summary



It is necessary to open up underwater cultural heritage sites for divers (also in designated underwater waterparks) as well as the general public in maritime museums or through GPS information.

Underwater cultural heritage has positive effects on the tourism sector and helps to strengthen regional identity.





Climate change adaptation and mitigation: **Maxi Nachtigall**, CBSS Expert Group on Sustainable Development – Baltic 21

The question, if climate change adaptation and mitigation are still in a nascent phase in the BSR cannot be answered with a clear yes or no. Several projects have helped to place the issue on the agenda. Especially the BALTADAPT project can be mentioned in this respect as it produced a climate change adaption and mitigation strategy. This strategy is currently being followed up by CBSS in cooperation with relevant national ministries as well as pan-Baltic Organisations.

Land-based planning is considered by the strategy in the context of infrastructure development. The link between climate change adaptation and mitigation efforts and MSP, however, needs to be intensified. CBSS already closely cooperates with different sectors, including those of maritime relevance, in the scope of the climate change adaptation and mitigation strategy. Apart from that planners could make use of collected data and planning tools on climate change developed by BALTADAPT and other projects.

**Haitze Siemers**, European Commision, DG for Maritime Affairs and Fisheries, Head of Unit for Maritime Policy in the Baltic and North Sea

“A Sustainable Blue Growth Agenda for the Baltic Sea Region” articulates the EU Commission Blue Growth agenda in a regional context. The document reveals that there are a number of sectors with great potential, for instance, tourism, fishery and aquaculture, blue biotechnology, shipping and offshore wind energy production.

Furthermore, the document highlights cross-cutting issues which secure the basis for Blue Growth in the BSR. Innovation is a main driver for growth. Co-existence of sea uses is a reality which can be made use of through synergies. Sustainability is a precondition for all maritime activities and the Horizontal Action “Spatial Planning” of the European Strategy of the Baltic Sea Region offers a forum for bringing different sectors together for MSP purposes. The BSR Blue Growth agenda recommends to develop a maritime technologies masterplan for the BSR and to merge existing Blue Growth related stakeholder fora in the BSR to jointly develop maritime opportunities more efficiently.

Stakeholder workshops with different sectors organised by DG MARE have shown that there is huge interest for MSP. MSP is seen as a fair chance to voice the own position and to arrange coexistence as well as a tool to preserve the marine environment.

The issue of data is another very pressing one. There is no need for more data, but for ways of how to use existing data more efficiently.



### Issues raised in the panel discussion

The Finnish defence sector wants to be integrated more strongly in MSP as safeguarding national security is very important for any economic activity. In some countries, e.g. the sectors was reluctant to become involved, although their needs still have to be taken into account by planners.

The question arose whether the aim of bundling of cables can be realistically achieved. This question was contested within the panel. There were different opinions concerning the risk that cables are damaged through anchors and the minimum depth of burying cables to save them from damage.

The findings of the BASREC study, which sited optimal locations for offshore wind power development, were taken up in the discussion. The issue of a wind park was raised, which is currently being developed in South Sweden in a place that does not appear on the BASREC map. The study takes into account the factors: distance from the shore, depth and winds. It neglects other environmental conditions. Therefore, the results of the BASREC study should be viewed as a first indication where to start offshore wind activities only.

Fishermen feel threatened by MSP as they have always been a major sea use sector. Balancing of interests in MSP is most important and should not neglect the human dimension of allocations. The fishery sector is important to secure food production. It was pointed out by a representative of the fishery sector that, less fish for food will be produced, If the sector loses out to other sectors. According to the sector representative, resulting options would only be a partial substitution through increased agricultural production (which negatively affects the environment, too) or importing fish (which goes along with exporting environmental pollution).

Nature conservation has been portrayed as a proponent for MSP. The environment could benefit, if MPAs and migration corridors are designated as priority areas. However, there is also the fear among stakeholders with a nature conservation background that all space will be allocated and possible adjustments/expansions of areas reserved for nature conservation will not be possible with plans in place.



## 2.5 Audience discussion: Are we prepared for MSP?

**Moderator: Jacek Zaucha**, Maritime Institute in Gdansk

Participants brainstormed on advanced as well as less advanced developments in MSP in the BSR.

MSP in the BSR is on the right track...	MSP in the BSR is on the wrong track...
<ul style="list-style-type: none"> <li>• All sectors are unhappy, indication for fairness?!</li> <li>• Terrestrial and Maritime Spatial Planning are not separated</li> <li>• There is long experience in the BSR, countries not so advanced yet can learn from the frontrunners</li> <li>• Basic principles are understood</li> <li>• Actors know each other and are “on speaking terms”</li> <li>• Neutral planning is aimed at</li> <li>• Guidelines for application of the ecosystem based approach are being developed</li> <li>• There are diverse approaches to MSP</li> </ul>	<ul style="list-style-type: none"> <li>• No clear understanding of what MSP is (more about Blue Growth or about ecosystem services?)</li> <li>• MPAs concentrate on species, not on function</li> <li>• Planning takes place for society, not yet with society</li> <li>• Insufficient learning process</li> <li>• Still sector by sector planning, instead of integrating all sectors</li> <li>• Flexible timeframes don’t have enough acceptance among planners</li> <li>• Insufficient monitoring and evaluation</li> <li>• Too much talk, not enough actions</li> <li>• Eastern Baltic region not ready for aquaculture</li> <li>• Too short timeframes</li> </ul>

This list is an indication of what will be on the agendas of the HELCOM-VASAB Working Group as well as other national and regional bodies in the next years.

The last contested issue discussed at the first conference day was if a joint vision for the Baltic Sea is feasible or if this would require a common administration.

The first conference day was concluded with the launch of the book “The Key to Governing the Fragile Baltic Sea, MSP in the Baltic Sea Region and Way Forward” written by Jacek Zaucha.



## 3. Workshops

### 3.1 MSP cases 1

**Moderator:** Talis Linkaits, VASAB secretariat

**Speakers:**

- Dutch MSP case: **Lodewijk Abspoel**, Ministry of Infrastructure and the Environment of the Netherlands
- Lithuanian MSP case: **Nerijus Blažauskas**, Coastal Research and Planning Institute, Klaipeda University
- Gulf of Bothnia/Quark area pilot case: **Johnny Berglund**, County Administrative Board of Västerbotten
- Adriatic-Ionian Region/ADRIPLAN project: **Francesco Musco**, Associate Professor, Department of Design and Planning in Complex Environments, Iuav University of Venice

The working session included presentations of several national MSP cases (Netherlands and Lithuania) as well as pilot cases of the Quark area in the Gulf of Bothnia and the EU DG MARE funded maritime spatial planning action ADRIPLAN for the Adriatic-Ionian Region. All cases underline the importance of stakeholder involvement and a thorough stocktaking of their needs.

Dutch MSP case: **Lodewijk Abspoel**, Ministry of Infrastructure and the Environment of the Netherlands

The presentation on MSP process for 2050 in the Netherlands underlined the importance of communication during the preparation of the maritime spatial plan and the involvement of stakeholders. For the preparation of the North Sea 2050 vision a range of different actions and tools were prepared, starting from consultations with all relevant stakeholders, writing up a “North Sea story”, drawing maps, producing newspapers and finally producing a commercial-style movie on MSP. The stakeholder process should be politically guided. Visualisation of the issues as well as separation of facts from fiction is important.

Lithuanian MSP case: **Nerijus Blažauskas**, Coastal Research and Planning Institute, Klaipeda University

In Lithuania, the official process of the extension of General Plan with marine solutions involved stocktaking, mapping, preparation of the concept for spatial distribution of maritime activities, reservation of areas for strategic national needs and prioritising uses in sea areas. Two alternatives of the concept were developed for discussion and SEA consultation. PartiSEApate contributed to the Lithuanian process through the element of cross-border consultations. The planning process was based on existing available data.



Gulf of Bothnia/Quark area pilot case: **Johnny Berglund**, County Administrative Board of Västerbotten

Pilot case in the Quark area was carried out by the SeaGIS project. The aim of the project was to increase the knowledge for MSP and create a common planning platform. A transregional GIS-based platform was created, which was also used for communication with stakeholders. The interest for MSP on local level was analysed in Finland and Sweden. Information about MSP was distributed to the general public. Thematic discussions were organized. However, their success was moderate, due to limited planning capacities in small municipalities.

Adriatic-Ionian Region/ADRIPLAN project: **Francesco Musco**, Associate Professor, Department of Design and Planning in Complex Environments, Iuav University of Venice

The ADRIPLAN project is at the beginning stage only. It is an experiment/test on transnational MSP in the region, in particular because there is no legislation for MSP in place yet. The intention of the project is to identify stakeholder needs and priorities, elaborate transboundary planning options and finally prepare a planning proposal. This proposal could be developed further by official authorities after the end of the project. At the beginning, boundaries of transboundary planning areas were discussed. The region involves also non-EU countries without defined approach to MSP. Two specific pilot areas were selected for more detailed study. In the communication between planners and different stakeholders (for example marine biologists) finding a common language turned out to be difficult.

### 3.2 Science input for the implementation of the MSP directive

**Host: ICES**

**Speakers:**


- **Anne Cooper**, ICES Advisory Programme Professional Officer: MSP – challenges for ICES advice
- **Wojciech Wawrzynski**, ICES Projects Coordinator: Science contribution to EU Directives – lessons learnt from implementation of the MSFD in the view of the MSP Directive
- **Kira Gee**, ICES Working Group Marine Planning and Coastal Zone Management: The ICES Working Group for Marine Planning and Coastal Zone Management
- **Periklis Panagiotidis**, ICES Data Centre: ICES GIS facility, data storages and products

In this workshop the relation of the work of the International Council for the Exploration of the Sea (ICES) to MSP was presented.

**Anne Cooper**, ICES Advisory Programme Professional Officer: MSP – challenges for ICES advice




ICES as an organisation is dedicated to global ocean sustainability. It has three main pillars: advisory services, science/research as well as data and information. Moreover, it has a huge network of actors and experts in the field. ICES works on the following topics: fisheries, renewable energies, marine and coastal uses and conflicts, the cultural dimension of ecosystem goods and services as well as risk assessment procedures. MSP requires a legal framework, consistency of approaches among neighbouring countries, stakeholder input, public participation as well as best possible scientific input. Given ICES' focus areas, it can contribute significantly to the implementation of MSP processes.



**ICES**  
CIEM

**International Council for the Exploration of the Sea**

- A global organization for enhanced ocean sustainability.
- A network of 4000 scientists from 300 institutes
- Established in 1902 to:
  - Coordinate & promote marine science
  - Collect & maintain marine data for shared use
  - Provide science-based advice on marine issues
- Membership: all coastal states in the north Atlantic



**Wojciech Wawrzynski**, ICES Projects Coordinator: Science contribution to EU Directives – lessons learnt from implementation of the MSFD in the view of the MSP Directive

ICES has given scientific input to the implementation process of the Water Framework Directive (WFD) as well as for the Marine Strategy Framework Directive (MSFD). The contribution made to the latter directive was outlined. ICES provides advice to the so-called “marine directors”, i.e. the heads of the bodies responsible for MSFD implementation, as well as to lower level working groups. Furthermore, ICES was engaged in several research projects that helped underpin the implementation of the MSFD directive scientifically. One example is the STAGES project, which assessed the prevailing knowledge base, identified knowledge gaps and worked out recommendations for a Europe-wide science policy interface platform. For the MSP Directive, ICES has, so far, helped develop the computer simulation game “MSP challenge” together with the Dutch Ministry of Infrastructure. It can be expected that ICES will provide more scientific input to the implementation of the EU MSP Directive in the future.





**Kira Gee**, ICES Working Group Marine Planning and Coastal Zone Management: The ICES Working Group for Marine Planning and Coastal Zone Management

Many of ICES' working groups deal with MSP related issues. The Working Group for Marine Planning and Coastal Zone Management (WGMPCZM) is especially dedicated to this topic. About 50 scientists from different disciplines as well as planners are members to the WGMPCZM. Meetings take place once a year. Additional experts can be invited to meetings, if required. This working group works on conceptual issues and examines empirical cases. The WGMPCZM publishes cooperative research reports serving as guidance to MSP practitioners. Main themes are: risk management approaches in MSP and ecosystem based management, process of MSP and ecosystem based management and the inclusion of cultural values. In the period from 2014 to 2016 the WGMPCZM will review relevant activities for MSP in various ICES member states and compile a development report. Furthermore, approaches and methods to develop and incorporate thresholds of acceptable environmental, social and economic changes in the context of MSP are being worked out. A typology of conflicts is being set-up and a training course for MSP in the context of the aforementioned simulation game are furthermore on the group's agenda. In addition, the WGMPCZM supports the ICES Data Centre in working out a strategy of how to provide data that are actually useful to planners.

**Periklis Panagiotidis**, ICES Data Centre: ICES GIS facility, data storages and products

The ICES Data Centre is concerned with the provision of data. Data are free and publicly accessible. The ICES Spatial Facility is especially relevant with regard to MSP. It is a collection of online and offline tools as well as of spatial data sets. It includes data and metadata. In addition to the regular database, there is a popular advice web application for people without a scientific background. For the extension of the database, MFSD and MSP related data are priorities in the next four years. The data flow does not only involve feeding databases, i.e. deciding which data are needed, collecting and cleansing them. ICES also develops indicators to measure relevant processes and provides analyses in its final assessment products.

### 3.3 MSP in the Baltic perspective

**Moderator: Tomas Andersson**, Swedish Agency for Marine and Water Management: Marine Spatial Planning in Sweden and the need for a Pan Baltic Baseline

Sweden has recently published a status report presenting information regarding the utilisation of marine resources, current conditions, and possible future demands in the Swedish part of the Baltic Sea (available at <https://www.havochvatten.se/en>). The report was presented by Tomas Andersson from the Swedish Agency for Marine and Water Management. The presentation focused on transboundary issues and the lack of comprehensive planning evidence from a Pan Baltic perspective.

With some of the Swedish stocktaking maps as a starting point, the audience was asked to complement the Swedish perspective with information from their respective countries. Sectors



discussed included energy, cultural heritage, offshore banks and sand extraction. Participants agreed that there is a need for a common baseline. The baseline should show not only the current status for each sector but also include the "known" future, for example planned wind power or other planned installations and activities. This information should be used as a starting point for national MSP and for setting national MSP into pan-Baltic perspective.

Another issues shortly taken up in the course of the workshop were dumped chemical weapons from World War II as there is the urgent need to tackle this problem.

The workshop was organised by Johanna Egerup and Tomas Andersson from the Swedish Agency for Marine and Water Management and was attended by approximately 25 persons from Finland, Estonia, Latvia, Poland, Denmark, Sweden and Russia.

### 3.4 Discussion on research needs for MSP

**Moderator: Holger Janßen**, Leibniz Institute for Baltic Sea Research

#### Speakers

- **Robert Aps**, Estonian Marine Institute, University of Tartu: GAP2 - Maritime Spatial Planning – connecting science, stakeholders and policy
- **Marcin Rakowski**, National Marine Fisheries Research Institute: Land-sea integration. What knowledge is necessary to bridge sea and land stakeholders? Case of small ports in Poland
- **Riku Varjopuro**, Finnish Environment Institute, Environmental Policy Centre: Preliminary findings of BALTWISE SEED project
- **Miina Karjalainen**, Kotka Maritime Research Centre, TOPCONS project: Marine spatial planning tool for the conservation of marine ecosystems in the eastern Gulf of Finland
- **Kira Gee**, University of Liverpool: Incorporating cultural ecosystem services into marine spatial planning: Identifying and mapping culturally significant sea areas
- **Henn Ojaveer**, Estonian Marine Institute, University of Tartu, BONUS INSPIRE project coordinator: Integrating spatial processes into ecosystem models for sustainable utilisation of fish resources
- **Francois Bastardie**, National Institute of Aquatic Resources, Technical University of Denmark: How spatial planning constrains cross-border fisheries: the bio-economic DISPLACE evaluation on the Baltic Sea
- **Bergh Øivind**, project coordinator, Institute of Marine Research, Norway: Fisheries and Aquaculture integration – the COEXIST project
- **Andrea Morf**, University of Gothenburg: Evaluation of spatial planning as a tool for integrated marine management: status, obstacles and research gaps

Numerous research projects have been undertaken on MSP at European as well as national level using various funding programmes, for example FP7 and ESPON. The relevance of their results to the future development of MSP in the BSR was discussed as well as ways of how to facilitate a large research basis for MSP.

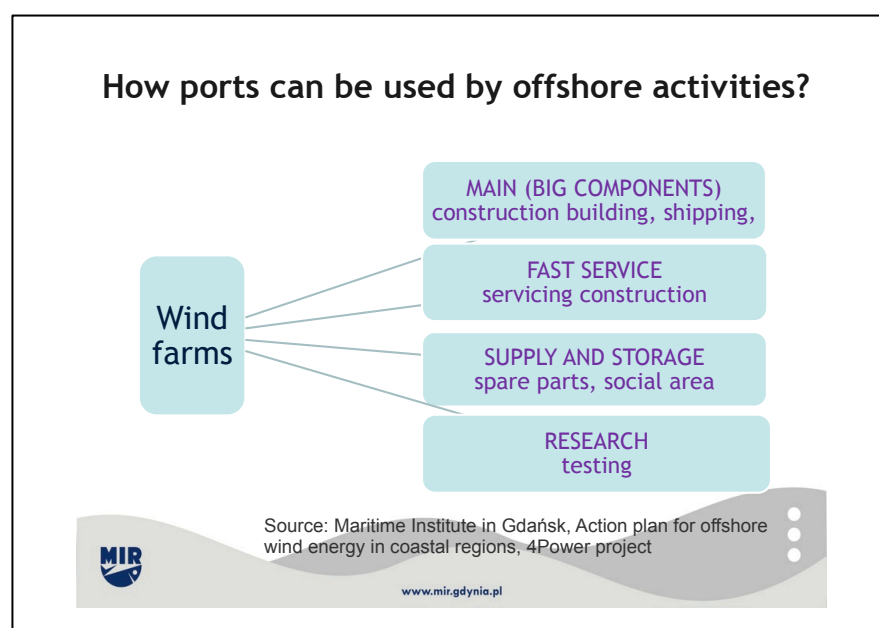


**Robert Aps**, Estonian Marine Institute, University of Tartu: GAP2 - Maritime Spatial Planning – connecting science, stakeholders and policy

Science needs transdisciplinary research. The context of MSP tends to be complex, uncertain and controversial and it cannot be adequately addressed based on the work done within the “linear” science-policy interface (SPI). It is believed that the way forward is to move towards a more participatory and “collaborative” SPI model. Mutual learning can happen through the adaptation process inherent in interaction and joint problem solving between science and society. The approach shall be “research to society”, instead of “research with society”. In the context of MSP, learning from ongoing planning processes is beneficial.

**Marcin Rakowski**, National Marine Fisheries Research Institute: Land-sea integration. What knowledge is necessary to bridge sea and land stakeholders? Case of small ports in Poland

The identified research needs include the analysis of potential development of ports (by sectors: fishery, tourism, shipments, offshore), development of standards for minimum infrastructure requirements for the planned function of operational bases for the construction and service of wind farms, use of ports as local centres of economic development, and impact of new methods of use of marine space on reassignment of the coastal areas, i.e. consequences to the land.



It has been discussed that there is no significant research on economic development issues carried out so far, especially in comparison to studies in the field of environment. Different attitudes towards sustainable use of marine resources (preference given to immediate profit vs. a more sustainable use of fish stocks) can be observed in different coastal areas in Poland. These disparities can be explained with the specific historical experiences on the Eastern and Western coast of Poland.



**Riku Varjopuro**, Finnish Environment Institute, Environmental Policy Centre: Preliminary findings of BALTWISE SEED project

A 'next generation' MSP project to be developed shall focus on transboundary planning and application of the ecosystem approach. The following issues need to be tackled: How to organise effective, efficient and acceptable transboundary MSP? What are the legal challenges of transboundary MSP? How to analyse and evaluate the potential impact of MSP on sustainability of the Baltic Sea ecosystem services and the maritime economy? How to analyse and describe spatial effects of future developments in the Baltic Sea? What are the knowledge needs and best practices for applying the ecosystem approach to MSP?

For preliminary findings 13 projects (BaltSeaPlan, GAP2, AQUABEST, AQUAFIMA, PartiSEApate, BSR EastWestWindow, BaltCoast, PlanCoast, MASPNOSE, TOPCONS, TPEA, PlanBothnia, HELCOM Base, SUBMARINER as well as the GoF MSP pilot in Russian Barents Sea) have been reviewed. Processes and procedures of MSP have been developed and tested. Some challenges remain: data needs for MSP have been identified, but not all problems have been solved. The factor of economic development is addressed in few projects as environment issues are more prominent. Furthermore, the strategic planning aspect of MSP is not well developed. The ecosystem approach is still a difficult issue. Ecosystem services might be compatible with blue growth as the ecosystem approach is about managing humans and their activities.

**Miina Karjalainen**, Kotka Maritime Research Centre, TOPCONS project: Marine spatial planning tool for the conservation of marine ecosystems in the eastern Gulf of Finland

The aim of the project TOPCONS is to create and test a prototype GIS-based tool for MSP. The approach is to develop efficient measures to protect marine ecosystems, integration of ecological knowledge within information about human pressures, use of interactive and clever technical solutions for interpreting the accumulated knowledge, communication of knowledge to the stakeholders.

Testing and adaptation of Bayesian Belief Networks (BBN) model to MSP will be done. The first version of the tool will include pre-selected human activities and their pressures, geological and hydrographical parameters defining the species distribution, probability of species distribution in the study area, changes in species presence/absence due to human pressures, location of protected areas and viewing possibility for original GIS and metadata sheets, stakeholder valuations. The next version will include species' abundance, recovery of species after short term disturbance, further human activities and resulting pressures, socio-economical valuation of the areas, effects from the activities taking place in the drainage area. The model will be applicable to other areas with suitable background datasets. The final seminar of the project will be held in Helsinki, Finland, on 25 November 2014.



## Datasets for the tool

- Existing, available datasets (geology, biology, hydrography) & new data collected
- Modelled data about key species, birds and fish
- Information about the human pressures (location, effects to environmental parameters)
- Stakeholder valuations from questionnaires and interviews

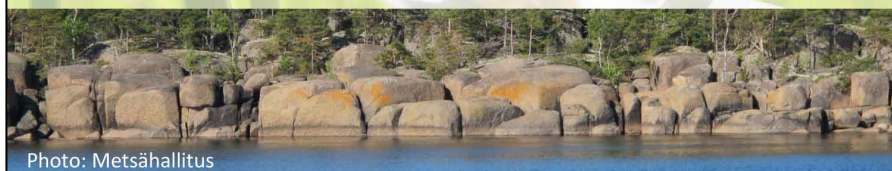


Photo: Metsähallitus

**Kira Gee**, University of Liverpool: Incorporating cultural ecosystem services into marine spatial planning: Identifying and mapping culturally significant sea areas

A growing range of ecosystem, social, cultural and economic demands is placed on the sea by a growing range of stakeholders. Hence, different requirements for MSP can be observed. We need to get to know the resource, what are we dealing with (ecology, different sea values, goods and services), establish risks that new uses or cumulative impacts might bring to the resource and to goods and services as well as to set priorities for MSP/management.


The following research needs have been identified: Codifying cultural values for MSP purposes, how to describe cultural values, strengths and limits of concepts such as Cultural Ecosystem Services (CES), identification of marine places of socio-cultural importance, criteria for rating impacts on cultural places of importance, mapping cultural places of importance, identify techniques capable of delivering cultural values information in the spatial format required by planners.

Cultural values are preference-based values rather than social norms. In MSP they are place-based values. There is no universal classification or definition of cultural values and cultural ecosystem services is one way of framing cultural values. The concept of culturally significant areas, developed by ICES Workshop on Mapping Cultural Dimensions of Marine Ecosystem Services (WKCES) could be used.






## Socio-cultural knowledge gap

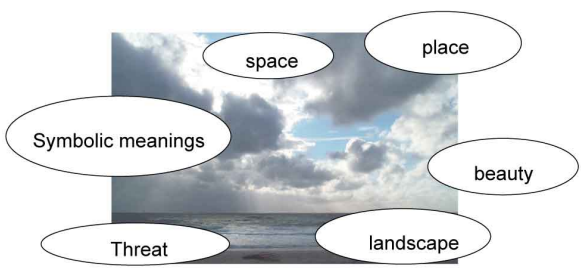


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**Geesthacht**  
Centre for Materials and Coastal Research

- The sea as a place of multiple meanings...
- The sea as a personal and social construct...
- ... a setting for generating economic and intangible value...



3

ICES WKCES criteria for determining cultural significance are: cultural uniqueness, broad cultural/community reliance, importance of the feature to the resilience of the social-ecological system, degree of tradition, dramatic cultural change.

Topics on risk assessment, mapping of culturally significant areas, recommendations for data collection were addressed by the presenter, as well as a test case/project “Assessing the Cultural Significance of the Dart Estuary” (Devon, UK) briefly introduced.

Cultural values can be included in MSP. The concept of culturally significant areas is analogous to „ecologically significant areas“. There is no universal definition of cultural values as this is dependent on context and scale, importance of inclusiveness when determining culturally significant areas and the risks to them. A broad method, open to adaptation, should be applied and testing is required.

**Henn Ojaveer**, Estonian Marine Institute, University of Tartu, BONUS INSPIRE project coordinator:  
Integrating spatial processes into ecosystem models for sustainable utilisation of fish resources

The recently started project INSPIRE addresses BONUS programme theme 3.3: “Improving stock assessments and resolving spatial heterogeneity and temporal dynamics of the Baltic Sea fish stocks”. It focuses on commercial fishing, i.e. cod, herring, sprat, flounder, and will fill in critical gaps in knowledge on the mechanisms of changes in spatial distributions of different life-history stages of fish (due to various drivers such as climate, fishing and species interactions). The impact of such changes on the structure and function of the Baltic ecosystem(s), the sensitivity and robustness of analytical fish stock assessment, particularly for flatfish are under research. The project will answer the following questions: What habitat (both pelagic and benthic) conditions characterize the spatial distributions of cod, herring, sprat and flounder? To what extent do fishing and species interactions





affect the local and basin-scale distribution of exploited stocks? What drives spatial connectivity and migrations of different fish species/populations? How does stock structure and separation of natural populations impact stock assessment outcomes? No new indicators will be created. The project will end in January 2018.

**Francois Bastardie**, National Institute of Aquatic Resources, Technical University of Denmark: How spatial planning constrains cross-border fisheries: the bio-economic DISPLACE evaluation on the Baltic Sea

The DISPLACE project model-based approach (a spatial model of fisheries to help MSP) is aiming at modelling the interaction between fisheries and spatial dynamics. The project area covers a part of the Western Baltic Sea (Denmark, Sweden, Germany).

It is expected that MSP will narrow fishing routes. At the same time MSP requires empowering the fishing industry and managers with the right tools and knowledge to engage in MSP dialogues. Impact assessment of planned offshore windmills and nature conservation zonation in the Baltic Sea is conducted with the DISPLACE model-based approach.

The key messages are: Stable profit from compensations is possible even if opportunities for fishing are constrained. Some individual vessels are strongly affected by management while winners make profit to the detriment of others. Higher costs from increased steaming time are balanced out by higher revenue from healthier stocks and decreased energy efficiency. There is a positive global effect on stocks and concentration of effort towards high catch rate grounds. DISPLACE is a support tool for fisheries and management for facilitating understanding of dynamics, reproducing observed patterns and evaluating alternative scenarios.

Biological sustainability, sensitive habitats as well as landscapes identified by the BALANCE project are being considered by the project.

**Fisheries and Aquaculture integration – the COEXIST project** by *Bergh Øivind*, project coordinator, Institute of Marine Research, Norway

There are competing claims on coastal zones. The COEXIST project was executed within EU 7FP and partners from the Baltic Sea region (Norway, Denmark, Germany and Finland).

The objective was to assess the existing spatial management tools for each case study and propose relevant improvements. Multi-criteria analysis was used and a multi- objective evaluation of marine spatial management of coastal zones was done.

For the economic success of aquaculture, diseases are the major problem in aquaculture, but by proper management they can be influenced.



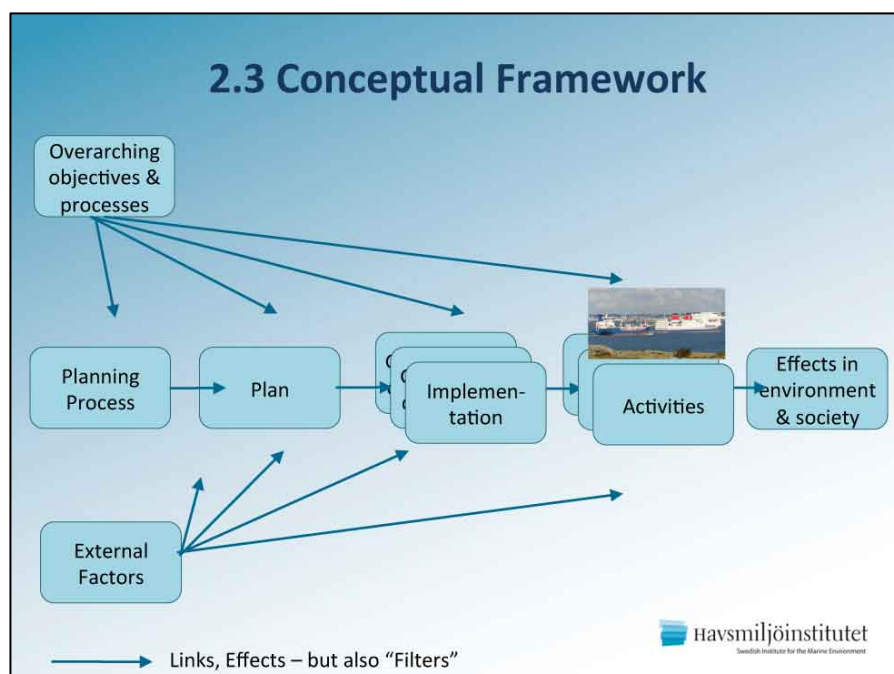
It can be concluded that any spatially based management system will require input from all relevant stakeholders. Adaptive management can incorporate uncertainty as part of an evolving process. ICZM provides the framework for adaptive management. Adoption of human centred ecosystem approach is needed.

Guidelines for best practices in Maritime Spatial Planning to integrate fisheries, aquaculture and further demands in European Coastal Zones (<http://www.coexistproject.eu/coexist-results/best-practices-guidelines>) are developed by the project.

**Andrea Morf**, University of Gothenburg: Evaluation of spatial planning as a tool for integrated marine management: status, obstacles and research gaps

The challenges in ICM and MSP are ecosystem sensitivity and growing pressures to the Baltic Sea, potential coastal & offshore conflicts, institutional complexity of countries with different priorities, political and administrative cultures, regulations & jurisdiction, instruments, responsibilities, various stages of developing MSP and ICZM.

In Sweden there is little practice of MSP in territorial waters, new legislation for EEZ and outer territorial waters is in place. EU Directives, pan-Baltic and Nordic institutions as well as global ones are external drivers for MSP. Evaluation of planning is important. There are no absolute values, but relative values (i.e. objectives). The whole chain, including process and impacts shall be evaluated.



Guiding objectives for monitoring and evaluation are goal/indicator based approaches. The Open Standards methodology is being tested in Sweden .



Three draft reports (on literature, needs and synthesis report) are produced and will be discussed at expert meetings. The reports will be finalised by the end of 2014 and a scientific publication is planned.

### 3.5 e-MSP: data needs for proper maritime planning

**Moderator: Manuel Frias Vega**, HELCOM Secretariat

Speakers:

- **Bettina Käppeler**, German Federal Maritime and Hydrographic Agency: Results of the PartiSEApate Stakeholder WS on MSP Data / Data Network and recommendations for a subgroup on MSP Data and Data Network under the HELCOM/VASAB MSP WG
- **Jens Peter Weiss Hartmann**, Danish Geodata Agency, Chairman of the Marine Spatial Data Infrastructure Working Group of the International Hydrographic Organization, Chairman of the MSDI Working Group of the Baltic Sea Hydrographic Commission: Marine spatial data infrastructure and sea basin cooperation
- **Jens Perus**, Centre for Economic Development, Transport and Environment of Southern Ostrobothnia: SeaGIS. Cooperation for ecosystem based planning of the marine environment using GIS
- **Fabio Ballini**, Maritime Environmental Research Group, World Maritime University: Maritime Spatial Planning considerations in the MONALISA 2.0 project
- **Dainis Jakovels**, Institute for Environmental Solutions, Latvia: Application of hyperspectral airborne remote sensing for marine ecosystem monitoring
- **Alessandro Pititto**, COGEA srl: EMODnet. The European Maritime Observation and Data Network


Implementation of the Integrated Maritime Policy (IMP) provoked changes in the water management of European countries. While MSP is a strong tool for implementing IMP it is a quite recent concept and still under development. Data management is one corner stone of MSP and was the subject of this session.






The main challenge of organising MSP processes within a transnational environment is access to validated, up-to-date, and comparable data. Thus many multi-level issues need to be solved within the European maritime framework. Creating a common European data space, harmonization and standardization of operating data as well as filling gaps are just a few of examples.


Optimal framing of Maritime Spatial Data Infrastructure (MSDI) at international, regional and local perspective was the main subject of the working section. The presenters were focused on the assessment of contributions from data agencies from around the Baltic Sea as well as from other European institutions. EMODnet (European maritime observation and data network) is a network of organisations that follows the vision of free access to interoperable data layers and data products within Europe. According to EMODnet the amount of existing data is sufficient. That is why EMODnet



is, currently, mainly concerned with harmonization of data and creating a comparable data environment.

Benefits


- 
**Enable effective and efficient maritime spatial planning and legislation for environment, fisheries, transport, border control, customs, and defence**
- 
**Reduce uncertainty in our knowledge and ability to forecast the behaviour of the sea, and the effects of human interaction with it**
- 
**Improve offshore operators' efficiency and costs in gathering and processing marine data for operational planning purposes**
- 
**Stimulate competition and innovation in established and emerging maritime sectors**
- 
**It has been estimated that an integrated marine data policy will save at least one billion Euros per year**

8


In the course of the PartiSEApate project recommendations for setting up a pan-Baltic Spatial Data Infrastructure have been worked out. There is a strong need for metadata to ensure data significance and reliability. As there are nine countries around Baltic Sea the implementation of data standards is important to allow for an unobstructed sharing and exchange of data. At the same time, an assessment of available data and data needs as well as the definition of gaps (basically with regard to relevant socio-economic and cultural data) are crucial to reach the aforementioned goals. A data infrastructure would not only create freely accessible datasets, but also strengthen SDI with relevant web services, agreements and organization. As mentioned in the presentation on the Danish case of MSDI preparation, the main drivers for up-to-date data in MSP are increased need for coordination within MSP, land-based planning as well as coordination among neighboring countries.

Subsequently, the focus of discussion was turned to the local level. Recent local experience of creating MSDI in the Quark region showed the similarity of challenges to regional data infrastructure development. The SeaGIS project aim at establishing a “1-stop-shop” for available data. The project Monalisa 2.0 is an example of improving data availability in the shipping sector. Monalisa 2.0. worked on dynamic route planning for ships. Advantages of this tested instrument are more efficient use of space by ships, saving fuel and reduced emissions. Another innovative approach to improve data availability is airborne remote sensing, which inter alia helps to collect data on bird migration as well as to monitor the distribution of hazardous substances.



### 3.6 How to enhance pan-Baltic cooperation and consultation on MSP

**Moderator:** Kira Gee, University of Liverpool

#### Speakers

- **Angela Schultz-Zehden**, s.Pro – sustainable projects GmbH: PartiSEApate: Multi-Level-Governance in Maritime Spatial Planning. Findings, Recommendations
- **Olga Sedioli**, Soil and Coast Protection and Land Reclamation Service, Emilia-Romagna Region, Italy: Transboundary cooperation and consultation in MSP: the Adriatic experience
- **Kai Trümpler**, German Federal Maritime and Hydrographic Agency: Multitude of uses on the sea. Potential conflicts between uses and/or uses and marine environment

The aim of the workshop was to discuss the PartiSEApate model for transboundary MSP governance and compare it to experiences from other European regions. Key questions included:

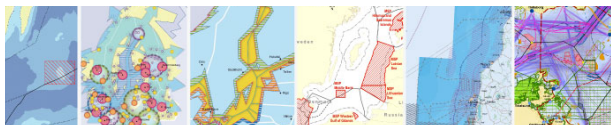
- What are the “hot topics” in transboundary MSP in other European regions?
- What experiences exist elsewhere with respect to transboundary MSP governance?
- Can MSP governance models be transferred between regions?

The workshop began with a presentation of the PartiSEApate governance model (Angela Schultz-Zehden, s.Pro, Germany), followed by a presentation of the Adriatic perspective on transboundary cooperation and consultation (Olga Sedioli, Emilia Romagna Region, Italy), a brief summary of North Sea experiences (Kai Trümpler, BSH, Germany), and a general discussion. The following lessons can be drawn.

**Differentiate between transboundary MSP processes.** Re-emphasis was made of the difference between cross-border processes (involving two neighbouring countries), pan-Baltic processes (involving more than two countries), consultation (a formal process occurring between countries) and cooperation (an informal process). All play a role in multilevel MSP governance, but each requires a different approach.

**Transboundary MSP is context-dependent.** The Baltic Sea, North Sea, Adriatic and European Atlantic all have different starting points with respect to transboundary MSP. There are different histories of cooperation, differences in existing governance structures (e.g. the availability of high level decision making groups, such as the HELCOM-VASAB MSP Working Group) and differences in the shared policy context (e.g. EU membership). Geography is also an issue, as countries face each other around the regional seas but are aligned next to each other in the case of the European Atlantic, making direct cooperation between all riparian countries more difficult.

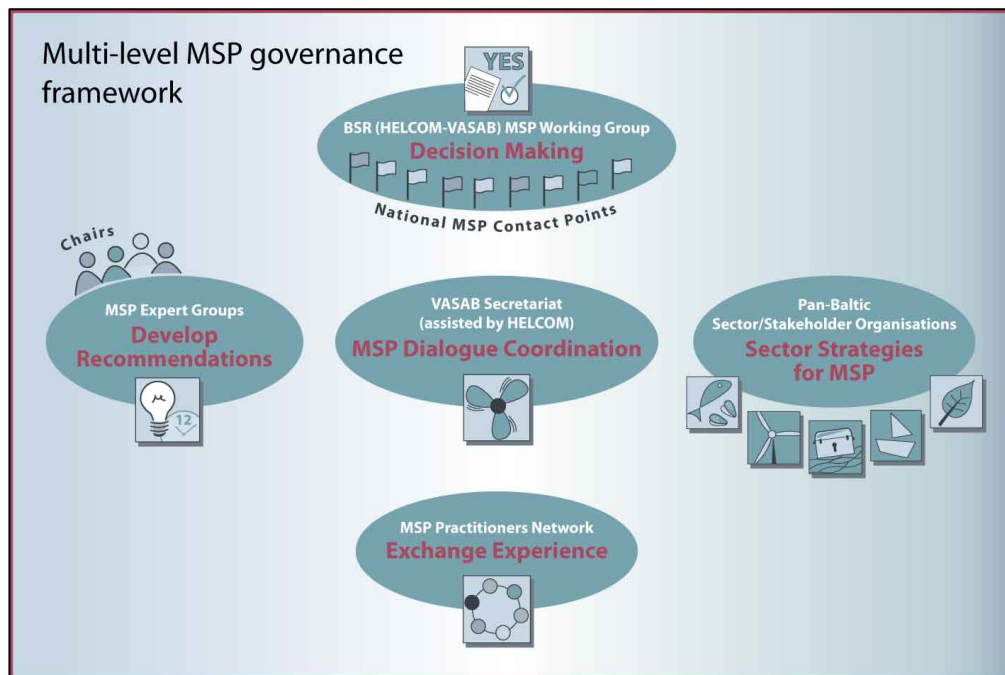
**Transboundary MSP needs time to grow.** The most significant difference, however, is the regions’ past experience with MSP projects. The Baltic and Adriatic have a long history of successful transnational MSP projects which has prepared the ground for “real life” transboundary MSP. Over the last 10 years, common themes in MSP have been identified, there is awareness of the need to think beyond national boundaries, and most importantly, trust has been generated between MSP



practitioners, relevant authorities and stakeholders. Key success factors include a core of MSP “champions” from the various countries, openness to different stakeholders and relevant authorities, the development of a common language, and better understanding of each other’s contexts and approaches to MSP. This core of trust and mutual understanding is a key element of a successful transboundary MSP process at sea basin scale. The lesson is that transboundary MSP, like any other MSP process, needs time to grow and cannot be forced in the short term.

**Transboundary MSP relies on similar roles and processes, although the structures delivering these may be different.** The PartiSEApate governance model suggests five main elements:

- A high level decision-making body
- Expert groups
- A practitioners’ network
- Sector groups
- A coordinating secretariat or “hub”.



Although they may be expressed in different ways, these same functions are likely to play a role in every transboundary MSP context. A high level decision-making body is needed to act as a link to national MSP processes and to give out mandates. Expert groups or consultants are needed to explore key MSP issues and develop recommendations. Practitioners need to find a way of getting to know, trust and learn from each other. Sector groups need to develop their own positions on key MSP issues and become involved in the dialogue. Competent hands are needed to drive and hold together the informal process.





### 3.7 MSP case 2

**Moderator:** Jacek Zaucha, Maritime Institute in Gdańsk

**Speakers:**

- Norwegian case: **Gro van der Meeren**, Institute of Marine Research: Norwegian Integrated management plans
- Portuguese case: **Margarida Almodovar**, Deputy Director of Directorate General for Maritime Policy: Maritime Spatial Planning in Portugal
- Portuguese case: **Helena Calado**, Campus Universitário de Ponta Delgada: The Portuguese Maritime Spatial Plan – First Attempt
- UK case: **Rachel Shucksmith**, Marine Spatial Planning Manager, NAFC Marine Centre, Shetland Islands: Marine Spatial Planning – UK perspective

Three MSP cases were presented at the session : Norway, Portugal and the United Kingdom.

Norwegian case: **Gro van der Meeren**, Institute of Marine Research: Norwegian Integrated management plans

In Norway, non-bidding planning has been initiated and is run by the Ministry of Environment (also responsible for terrestrial planning) with the aim to manage the sea in a wise way. Created plans had a huge implication as IMO traffic lines were shifted according to suggestions in the plans. On the other hand: before the plans were adopted licenses for oil extraction were released for locations, which in the plan were assessed as not optimal. This indicates that in the real process sometimes MSP principles are omitted. Another issue was an observed weak public participation which is surprising for a Scandinavian culture. The anticipated reason was that the EEZ is not as interesting for the general public as territorial waters would be. The main message from the Norwegian case is that we cannot exclude human beings from the sea.

Portuguese case: **Margarida Almodovar**, Deputy Director of Directorate General for Maritime Policy: Maritime Spatial Planning in Portugal; **Helena Calado**, Campus Universitário de Ponta Delgada: The Portuguese Maritime Spatial Plan – First Attempt

Portugal has a very long coastline and, hence needs to manage vast maritime areas. Given the economic crisis, an “affordable” approach to MSP needs to be chosen. The status quo of uses was mapped. This map was the basis for allocation plans. The proposed MSP system has not been officially adopted yet, legislation is pending. For that reason it is unclear how official MSP in Portugal will finally look like.



UK case: **Rachel Shucksmith**, Marine Spatial Planning Manager, NAFC Marine Centre, Shetland Islands: Marine Spatial Planning – UK perspective

In the United Kingdom, England, Scotland, Wales and Northern Ireland each have a different MSP system and approach. Moreover, they are at different stages in the process of MSP development. The Scottish case was examined more closely. In Scotland, a national plan defines rules and ideas, based on which regional plans are developed. These regional plans do not apply the zoning concept (which is more important in the Baltic Sea due to its limited space). In the plans there are so-called ‘constrain areas’, in which some uses should be avoided, but there can be exceptions, if compensation measures are fulfilled.

The session showed the numerous different approaches towards MSP, which are all still in line with the proposed EU MSP directive.

### 3.8 Ways of multi-level public participation and stakeholder involvement

**Moderator: Kristina Veidemane**, Baltic Environmental Forum

- **Göran Hallin**, Senior Partner, Kontigo AB: Stakeholders in Swedish Marine Planning. Towards a strategy for stakeholder involvement
- **Anni Konsap**, Ministry of the Interior, Estonia: Stakeholder involvement in maritime spatial planning in Estonia
- **Magdalena Matczak**, Maritime Institute in Gdansk: Handbook on multi-level consultation process in MSP

The session was dedicated to effective stakeholder participation in the MSP processes. At the beginning the moderator introduced the background of public participation and the forms of participation in the policy development process.

**Göran Hallin**, Senior Partner, Kontigo AB: Stakeholders in Swedish Marine Planning. Towards a strategy for stakeholder involvement

Mr. G. Hallin, Senior Partner, Kontigo AB presented the Swedish methodological approach for stakeholder categorisation and analysis that had been applied in the Study on Swedish stakeholders. The study was conducted to describe the strategic positions of stakeholders, i.e. to identify those who are proactive, reactive or dormant ones. The latter group of stakeholders is particularly important as they may not want to be involved in the participation process, but may sometimes vigorously defend their interests in retrospect. It was also pointed out that special attention should be paid to stakeholders with strong economic, political and scientific legitimacy. Planners should actively support small and weak stakeholders and ensure open processes throughout the planning process.



**Anni Konsap**, Ministry of the Interior, Estonia: Stakeholder involvement in maritime spatial planning in Estonia

Experience from Estonia to organise stakeholder involvement in MSP was presented by Ms. A. Konsap, Ministry of the Interior, Estonia. She presented two different examples of regional approaches to involve stakeholders in MSP. Even though the national Estonian Government has initiated MSP, it is implemented by regional authorities in Hiiumaa island waters and Pärnu Bay. The two pilot examples provide a solid basis on how to proceed with the stakeholder involvement process for the rest of the Estonian waters.

**Magdalena Matczak**, Maritime Institute in Gdansk: Handbook on multi-level consultation process in MSP

Next, Ms. M. Matczak, MIG Poland, introduced the objectives and structure of the Handbook on multi-level consultations in MSP which is developed in the scope of the PartiSEApate project. The approach of developing a checklist containing important questions for the successful consultation has been chosen to support planners in the implementation of different MSP steps. Ms. Matczak also presented an overview on what kind of consultation activities need to be performed at different planning levels and in different planning stages.

In the interactive phase of this workshop, participants were asked to give feedback on the proposed handbook and checklist. The following issues were brought up:

- It is important to understand whether the government should be considered as one stakeholder or if each ministry is a separate stakeholder. The answer to this question might differ in different countries, depending, among other things, on the existence of a harmonised national strategy with particular goals.
- National goals should take precedence over local interests.
- Different dimensions in the stocktaking process are provided by the public and the private sector. That is why they should be treated differently. The private sector plays an important role with regard to future uses.
- Consultations on spatial conflicts and possible solutions need to be organised at national and cross border level.
- For conflict resolution, all levels have to be addressed and bilateral/sector-oriented communication is the appropriate tool. However, it is also important to deal with case specific problems and, thus, consultations shall be organized with the involvement of selected participants.
- When drafting the plan, it is important to organize far reaching public consultation events. These events fulfil the function of 'learning platforms', because they allow to get to know the perspectives of different actors at different levels. In addition to public events, individual consultations with sector representatives need to be carried through.
- A tool box is needed on how to organise multilevel stakeholder events. The toolbox could contain cases on (successful) implementation practices for stakeholder identification and public participation.



## 4. Concluding plenary

**Moderator: Talis Linkaits**, VASAB secretariat

In this plenary, workshop moderators presented the main results of their workshops. After that **Jan Ekebon**, Metsähallitus Natural Heritage Services, concluded the conference with a final speech:

...."This has been a very successful conference. The timing was perfect - with the new MSP Directive just a few months old this forum gave us a chance to take stock, ventilate views, and discuss new ways forward now when we needed this opportunity the most. To choose Riga as the location and this hotel was a good choice and the technical arrangements have been impeccable. But it was the interesting programme and the excellent speakers that made this forum a success. The interesting programme attracted a large number of participants and with all of us in place magic happened. And this magic comes with many other names. You can call it:

Magic of trust, which Joanna mentioned the first morning session, or you can call it

Magic of a good MSP path already travelled, which became apparent in many presentations and perhaps most clearly in Jacek's book, or we can call it,

Magic of future work that all of us came here to find

This magic can not be achieved by just reading a book, or by just following pieces of legislation. It can only be achieved by coming together.

MSP in the Baltic Sea is on its way, like an armada of ships that move forward in a coordinated fashion. We have left the harbour where we stocked our ships with definitions, charts of advice and legal documents that all help us on our way. But now its time to sail. Sailing is teamwork. Sailing needs a common understanding of where we are heading and how to operate the rig and sails and what the various nautical terms mean. Sailing well requires that we train together. Frequently.

I have known many of you for way more than a decade and this is not a coincidence. We benefit from each other. We like each other. We work well together. Our slightly different views on MSP are not a problem and neither is the fact that many of us have a different background. These slight differences are our solution. These differences ensure that our joint BIG picture is much better than what it would be if we would work independently. It is important to understand this because MSP is an integrated holistic process. Therefore our success in MSP is 100% depending on how we work as a group. These two days in Riga proved that we indeed do know this and, consciously or subconsciously, we interact and cooperate very well. Now all we need to be a bit more courageous and hoist a few more sails and speed up. And don't forget that when an armada is sailing whoever arrives last to the next destination buys a round of beers for everybody else.

Thank you Talis and Zane for inviting me. Thank you to all of you that have organised this and thank you all for taking actively part in this event."



## 5. Agenda

### PROGRAMME OVERVIEW

Day 1 / 17 June 2014

The Twitter hashtag for the event is

**#balticmsp**

Conference is available online at

**[www.vasab.org](http://www.vasab.org)**

09:00 - 09:30	Registration	
09:30 - 10:30	Opening and welcome speeches - Moderator <b>Jan Ekebom</b>	
10:30 - 11:00	Coffee break	
11:00 - 12:15	Plenary: MSP in Europe and Baltic Sea Region, results of the PartiSEApate project - Moderator <b>Jan Ekebom</b>	
12:15 - 13:00	Panel Discussion: MSP in the Baltic Sea Region until 2020 – Expectations and challenges, national versus transnational MSP - Moderator <b>Jan Ekebom</b>	
13:00 - 14:00	Lunch break	
14:00 - 15:30	Plenary discussion: Stakeholder Perspectives on MSP - Moderator <b>Angela Schultz-Zehden</b> <i>Towards Blue Growth in the Baltics: Different Stakeholder Perspectives on the benefits of MSP around the Baltic Sea</i>	
15:30 - 16:00	Coffee break	
16:00 – 17:20	PARALLEL WORKING SESSIONS	
	<b>2A</b> Working session: MSP Cases	<b>2B</b> Working session hosted by ICES
	<i>Presentation of MSP cases</i> Moderator <b>Talis Linkaits</b> , VASAB	<i>Science input to implementation of EU directives</i>
17:20 – 17:30	Technical break	
17:30 – 17:50	Finalization of the 1st day - Audience Discussion: Are we prepared for MSP? Moderator <b>Jacek Zaucha</b> , Maritime Institute in Gdansk	
17:50	Opening of the book <i>The Key to Governing the Fragile Baltic Sea, MSP in the Baltic Sea Region and Way Forward</i> written by <b>Jacek Zaucha</b>	
19:00	Mingling and entertainment part – boat trip on the river Daugava	



## Day 2 /18 June 2014

PARALLEL WORKING SESSIONS I				
09:30 - 11:00	<b>3A</b> MSP in the Baltic perspective (hosted by SwAM)	<b>3B-4B</b> Discussion on research needs for MSP	<b>3C</b> e-MSP: data needs for proper maritime planning	<b>3D</b> How to enhance pan-Baltic cooperation and consultation on MSP
	Moderator: <i>Tomas Andersson</i> , SwAM	Moderator: <i>Holger Janßen</i> , Leibniz Institute for Baltic Sea Research	Moderator: <i>Manuel Frias Vega</i> , HELCOM	Moderator: <i>Kira Gee</i> , University of Liverpool
11:00 - 11:45	Coffee break			
PARALLEL WORKING SESSIONS II				
11:45 - 13:15	<b>4A</b> MSP case studies	<b>3B-4B</b> Discussion on research needs for MSP <i>(continued session)</i>	<b>4C</b> Ways of multi-level public participation and stakeholder involvement	
	Moderator: <i>Jacek Zaucha</i> , Maritime Institute in Gdansk	Moderator: <i>Holger Janßen</i> , Leibniz Institute for Baltic Sea Research	Moderator: <i>Kristina Veidemane</i> , Baltic Environmental Forum	
13:15 - 14:15	Coffee break			
14:15 - 15:00	<b>Concluding Plenary</b> Summing up the working sessions Messages to the VASAB Ministerial Conference			





## PROGRAMME DESCRIPTION

Day 1 / 17 June 2014

09:30 – 10:30

### Opening and welcome speeches

Moderator: **Jan Ekebom**, Metsähallitus Natural Heritage Services

- Director of the Latvian State Regional Development Agency **Solvita Zvidriņa**
- Chairperson of the VASAB Committee on Spatial Planning and Development of the Baltic Sea Region (CSPD/BSR) **Ulla Koski**
- EC DG for Maritime Affairs and Fisheries, Head of Unit for Maritime Policy in the Baltic and North Sea **Haitze Siemers**
- Head of Marine Spatial Planning and Maritime Affairs of Swedish Agency for Marine and Water Management (SwAM) **Thomas Johansson**
- Maritime Institute in Gdansk, PartiSEApate project Lead Partner **Joanna Przedzimirska**

11:00 – 12:15

### Plenary: MSP in Europe and Baltic Sea Region, results of the PartiSEApate project

Moderator: **Jan Ekebom**, Metsähallitus Natural Heritage Services

- Introduction to the topic: what is MSP and what is not by Prof **Lars Emmelin**, Blekinge Institute of Technology
- Reflections on MSP in Europe by **Holger Janßen**, Leibniz Institute for Baltic Sea Research
- Achievements of the joint HELCOM-VASAB Maritime Spatial Planning Working Group and Regional Baltic MSP Roadmap 2020 by **Andrzej Cieślak**, Co-Chair of the Working Group
- Multi-level participation in MSP by **Janne Tamminen**, BSSC and CPRM-BSC
- PartiSEApate project results and recommendations for transboundary MSP cooperation and consultation process by **Angela Schultz-Zehden**, EPCO, s.Pro – sustainable projects GmbH

12:15 – 13:00

### Panel Discussion: MSP in the Baltic Sea Region until 2020 – Expectations and challenges

Moderator: **Jan Ekebom**, Metsähallitus Natural Heritage Services

Participants of the panel discussion are national contact points for MSP and DG MARE.

- Readiness to implement EU Directive on MSP
- National *versus* transnational MSP
- Benefits and challenges in transnational cooperation

14:00 – 15:30

### Plenary: Stakeholder Perspectives on MSP

Moderator: **Angela Schultz-Zehden**, s.Pro – sustainable projects GmbH

**Towards Blue Growth in the Baltics:** Different Stakeholder Perspectives on the benefits of MSP around the Baltic Sea

- Energy Transmission Operators - **Mart Landsberg**, Convener of ENTSO-E Regional Group Baltic Sea
- Wind Energy - **Tuuliki Kasonen**, General Manager, Estonian Wind Power Association
- Fisheries - **Cornelius Hammer**, Thünen-Institute of Baltic Sea Fisheries, Germany
- Shipping - **Kai Trümpler**, German Federal Maritime and Hydrographic Agency (BSH)
- Cultural Heritage, Recreation and Tourism - **Iwona Pomian**, CBSS WG on underwater cultural heritage



- Climate Change Adaptation and Mitigation - **Maxi Nachtigall**, CBSS Expert Group on Sustainable Development – Baltic 21
- DG MARE - **Haitze Siemers**, Head of Unit for Maritime Policy in the Baltic and North Sea

## PARALLEL WORKING SESSIONS

16:00 – 17:20

### 2A Working session: MSP Cases

Moderator: **Talis Linkaits**, VASAB Secretariat

Presentation and discussion of relevant national MSP processes and pilot cases:

- Netherlands MSP case by **Lodewijk Abspoel**, Ministry of Infrastructure and the Environment of Netherlands
- Lithuanian MSP process by **Nerijus Blažauskas**, Coastal Research and Planning Institute, Klaipeda University
- Gulf of Bothnia, Quark area pilot case within SeaGIS project by **Johnny Berglund**, County Administrative Board of Västerbotten
- Outlining a Maritime Spatial Plan for Adriatic-Ionian Region: first indications from ADRIPLAN project by **Francesco Musco**, Associate Professor, Department of Design and Planning in Complex Environments, Iuav University of Venice

Comments and discussion

### 2B Working session hosted by the International Council for the Exploration of the Sea (ICES)

*Science input to implementation of EU directives*

- MSP - challenges for ICES advice by **Anne Cooper**, ICES Advisory Programme Professional Officer
- Science contribution to EU Directives - lessons learnt from implementation of the MSFD in the view of the MSP Directive by **Wojciech Wawrzynski**, ICES Projects Coordinator
- The ICES Working Group for Marine Planning and Coastal Zone Management by **Kira Gee**, ICES WGMPCZM
- ICES GIS facility, data storages and products by **Periklis Panagiotidis**, ICES Data Centre

Panel discussion

17:30 – 17:50

**Audience discussion:** Are we prepared for MSP?

Moderator: **Jacek Zaucha**, Maritime Institute in Gdansk

17:50 – 18:15



#### Opening of the book

*The Key to Governing the Fragile Baltic Sea, MSP in the Baltic Sea Region and Way Forward*  
 written by **Jacek Zaucha**



Day 2 / 18 June 2014

## PARALLEL WORKING SESSIONS

09:30 – 11:00

### 3A MSP in the Baltic perspective (hosted by Swedish Agency for Marine and Water Management)

Moderator: **Tomas Andersson**, Swedish Agency for Marine and Water Management

Sweden has recently published a status report showing its stocktake of the current situation of uses / environment in the Swedish part of the Baltic Sea.

Taking this report as well as other contributions as a starting point, the workshop aims to engage all participants in a joint drawing process to create a picture of the entire Baltic Sea.

Topics to be discussed:

*Creating an entire Baltic Sea picture based on Sweden's status report and engaging participants in joint drawing process. Interactive discussion.*

### 3B-4B Discussion on research needs for MSP

Moderator: **Holger Janßen**, Leibniz Institute for Baltic Sea Research

Numerous research projects have been undertaken at European as well as national level on MSP (FP7 / ESPON). The relevance of their results to the future development of MSP in the BSR as well as will be discussed as well as ways of how to facilitate a large research basis for MSP (incl. BONUS after 2017) in the BSR.

#### **Relevant results of research projects:**

- GAP2 - Maritime Spatial Planning – connecting science, stakeholders and policy by **Robert Aps**, Estonian Marine Institute, University of Tartu, Estonia
- Land-sea integration. What knowledge is necessary to bridge sea and land stakeholders? Case of small ports in Poland by **Marcin Rakowski**, National Marine Fisheries Research Institute, Poland
- Preliminary findings of BALTWISSEED project, Gulf of Finland by **Riku Varjopuro**, Finnish Environment Institute, Environmental Policy Centre
- Marine spatial planning tool for the conservation of marine ecosystems in the eastern Gulf of Finland by **Miina Karjalainen**, Kotka Maritime Research Centre, TOPCONS project

*Session continues after the coffee break.*

### 3C e-MSP: data needs for proper maritime planning

Moderator: **Manuel Frias Vega**, HELCOM Secretariat

Access to validated, up-to-date, and comparable data relevant to MSP is a key factor to ensure the success of transboundary MSP processes.

Based on PartiSEApate findings on MSP data need, contributions from data agencies from around the Baltic Sea as well as comparable networks throughout Europe, we want to discuss the optimal framing of such a Marine Spatial Data Infrastructure at International, Baltic Sea and National perspective.

- Results from the PartiSEApate stakeholder workshop on MSP data and a potential network by **Bettina Käppeler**, German Federal Maritime and Hydrographic Agency



- Marine spatial data infrastructure and sea basin cooperation from an international, regional and national perspective by **Jens Peter Weiss Hartmann**, Danish Geodata Agency, Chairman of the Marine Spatial Data Infrastructure Working Group of International Hydrographic Organization, Chairman of the MSDI Working Group of Baltic Sea Hydrographic Commission
- Presentation of SeaGIS project platform for data and knowledge by **Jens Perus**, Centre for Economic Development, Transport and Environment of Southern Ostrobothnia, Finland
- Maritime Spatial Planning considerations in the MONALISA 2.0 project by **Fabio Ballini**, Maritime Environmental Research Group, World Maritime University
- Application of hyperspectral airborne remote sensing for marine ecosystem monitoring by **Dainis Jakovels**, Institute for Environmental Solutions, Latvia
- Information about EMODnet Human Activities portal by **Alessandro Pititto**, COGEA srl

### 3D How to enhance pan-Baltic cooperation and consultation on MSP

Moderator: **Kira Gee**, University of Liverpool

Discussion on the PartiSEApate recommendations for the future transboundary governance model on MSP in the BSR. In order to stimulate discussion impulse statements / contributions from other transboundary processes, i.e. on MSP in other sea-basins or other topics within the Baltic Sea Region are welcome.

- Recommendations on pan-Baltic governance model and transboundary consultations in MSP presented by **Angela Schultz-Zehden**, EPCO, s.Pro – sustainable projects GmbH
- Adriatic Region perspective on transboundary cooperation and consultation process, results of SHAPE project by **Olga Sedioli**, Directorate General for Environment, Soil and Coast Protection, Emilia-Romagna Region, Italy
- German experience in projects for blue growth by **Wilfried Görmar**, VASAB CSPD/BSR member

11:45 – 13:15

### 4A MSP case studies

Moderator: **Jacek Zaucha**, Maritime Institute in Gdansk

Over the course of the last years more and more samples of real MSP cases have been developed throughout Europe. Even though their intention may be similar, these MSPs differ substantially ranging from statutory to more process or strategic oriented plans.

Based on MSP cases from within the Baltic Sea Region as well as other sea basins (i.e. UK, Portugal, Norway) we want to discuss the pros and cons of MSP types chosen and ways of how to align them.

- *Norway* – presented by **Gro van der Meeren**, Institute of Marine Research
- *Portugal* – presented by **Margarida Almodovar**, Deputy Director of Directorate General for Maritime Policy and **Helena Calado**, Campus Universitário de Ponta Delgada
- *United Kingdom* – presented by **Rachel Shucksmith**, Marine Spatial Planning Manager, NAFC Marine Centre, Shetland Islands

### 3B-4B Discussion on research needs for MSP – continued session

Moderator: **Holger Janßen**, Leibniz Institute for Baltic Sea Research

*Continued presentations and discussions*

**Relevant results of research projects:**



- Incorporating cultural ecosystem services into marine spatial planning: Identifying and mapping culturally significant sea areas by **Kira Gee**, University of Liverpool
- Integrating spatial processes into ecosystem models for sustainable utilisation of fish resources by **Henn Ojaveer**, Estonian Marine Institute, University of Tartu, BONUS INSPIRE project coordinator
- How spatial planning constrains cross-border fisheries: the bio-economic DISPLACE evaluation on the Baltic Sea by **Francois Bastardie**, National Institute of Aquatic Resources, Technical University of Denmark
- Fisheries and Aquaculture integration – the COEXIST project by **Bergh Øivind**, project coordinator, Institute of Marine Research, Norway
- Evaluation of spatial planning as a tool for integrated marine management: status, obstacles and research gaps by **Andrea Morf**, University of Gothenburg

#### 4C Ways of multi-level public participation and stakeholder involvement

Moderator: **Kristina Veidemane**, Baltic Environmental Forum

Effective stakeholder engagement is an important element of an MSP process. But practices on how such stakeholder processes are handled differ substantially in current MSP cases. Even less practice exists when it comes to stakeholder engagement in a transboundary context with the level of complexity increasing due to differing cultures, languages and levels in which countries are within the MSP process. Based on findings from the PartiSEApate cases as well as contributions from other processes we will highlight good practices, pros and cons of the various stakeholder involvement formats, problems encountered as well as solutions suggested.

- *PartiSEApate project conclusions on stakeholder involvement*
- Stakeholders in Swedish Marine Planning by **Göran Hallin**, Senior Partner, Kontigo AB
- Estonian MSP and experience of stakeholder involvement by **Anni Konsap**, Ministry of the Interior, Estonia

14:15 – 15:00

#### Concluding Plenary: Summing up. Messages to the VASAB Ministerial Conference

Moderator: **Talis Linkaits**, VASAB Secretariat

All moderators of the conference share conclusions of their working sessions. Discussion

VASAB Ministerial Conference will take place on 26 September 2014 in Tallinn, Estonia. What spatial planning ministers should decide about? What are the next steps to ensure multi-level transboundary planning in the Baltic Sea? Would you like to have forums of MSP practitioners become a tradition/regular?