



MULTI-LEVEL GOVERNANCE  
IN MARITIME SPATIAL PLANNING  
THROUGHOUT THE BALTIC SEA REGION

**PartiSEApate**



# Cross-sectoral consultation in cross-border context: Lithuanian MSP case

offshore energy, shipping, fishery, environment

A. Ruskule (BEF-LV), N. Blažauskas (CORPI)

10 April 2014, Hamburg



Part-financed by the European Union  
(European Regional Development Fund)



**PartiSEAiate**



## Content:

- **Process of elaboration of LT MSP and cross-border consultations (LT-LV)**
- **Spatial Solutions of LT MSP**
- **Results of the SEA of LT MSP**
- **Cross-border & cross-sectoral issues addressed at the transnational consultation process**

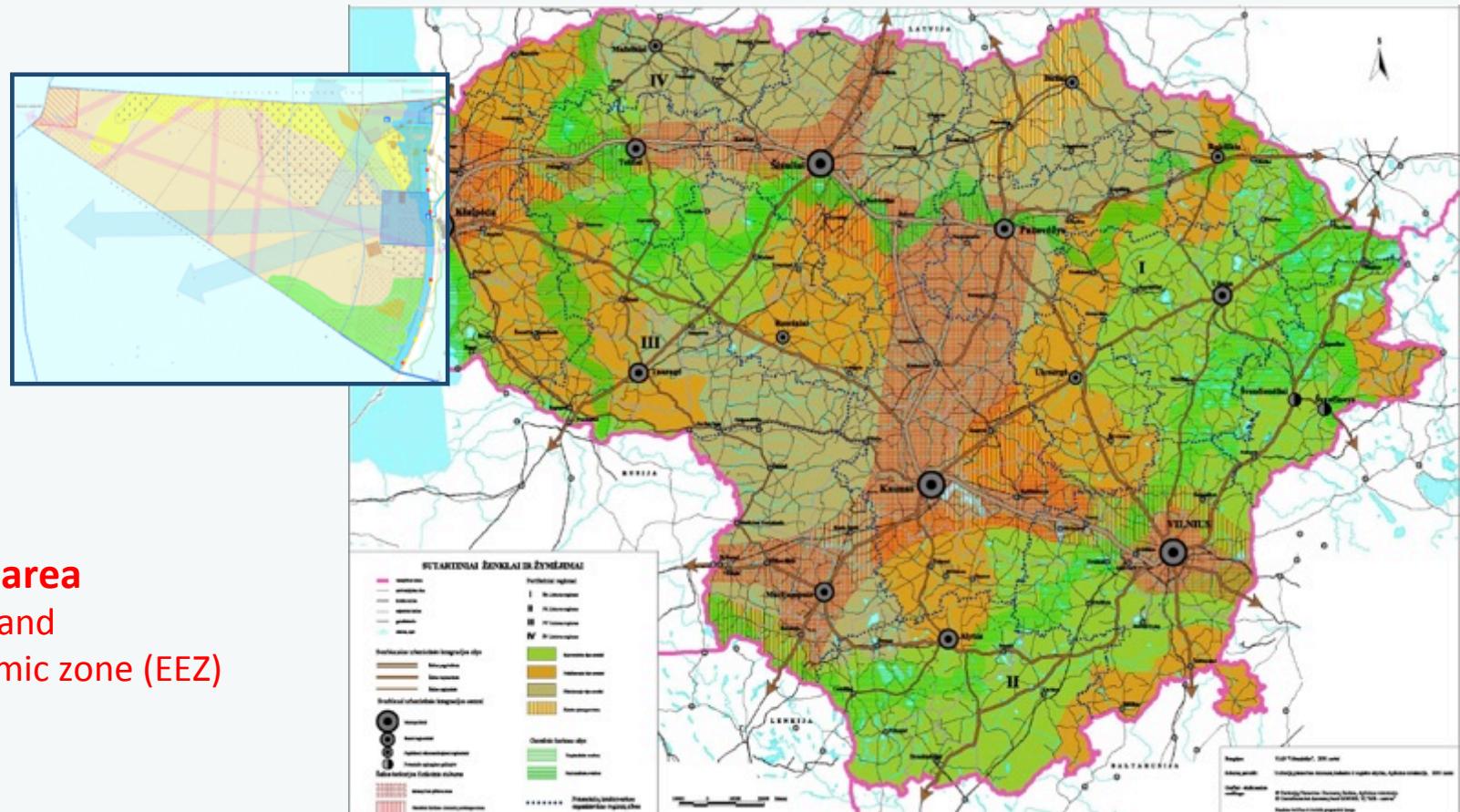


## MULTI-LEVEL GOVERNANCE IN MARITIME SPATIAL PLANNING ROUGHOUT THE BALTIC SEA REGION

# PartiSEAplate



## **Extension of General Plan of Republic of Lithuania with marine solutions**

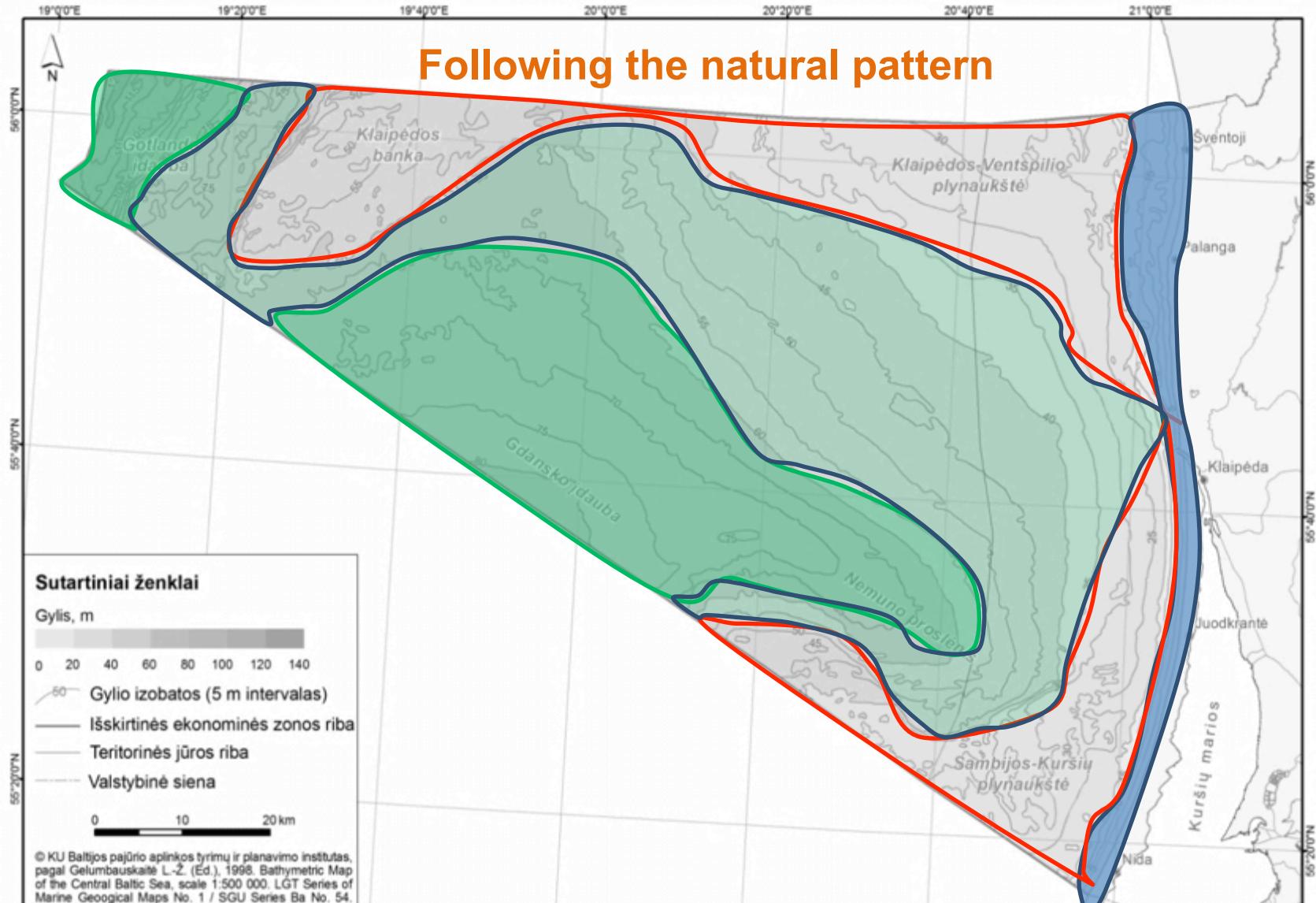


+ ~10% of the area  
Territorial (TW) and  
exclusive economic zone (EEZ)

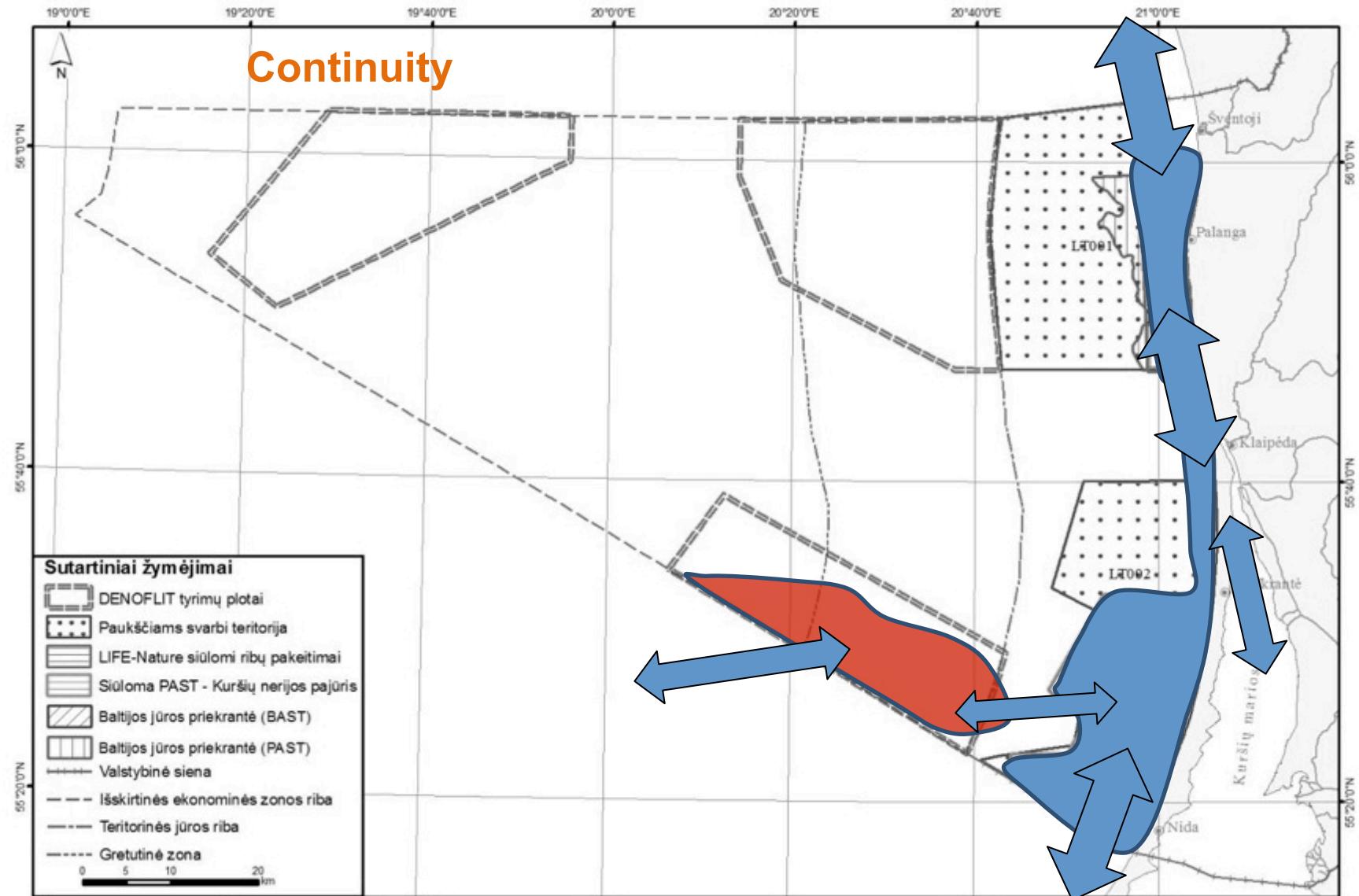
## Process of elaboration of LT MSP and cross-border consultations (LT-LV)

| Time line          | Elaboration of MSP & SEA  | Cross-border consultation  |
|--------------------|---|--|
| 2012-03            | Official start of elaboration of spatial solutions of LT-MSP    |  |
| 2012-12            | Concept of LT-MSP ready for consultations                       |  |
| 2012-12            | Start of elaboration of SEA                                     |  |
| 2013-06            |   | Unofficial consultation meeting in LV (PartiSEApate):  |
| 2013-09            |   | -Information to LV MoERD about transnational consultation on SEA for LT-MSP  |
| 2013-11            | MSP solutions ready for approval and transnational consultation | - LV Environmental State Bureau (ESB) informs LT MoE about participation in cross-border consultation  |
| 2013-12<br>2014-01 | Consultation process with LV                                    | -LT MoE requests LV to provide comments by 20 December. ESB requires longer consultation process:<br>- Public hearing on SEA announced by ESB from 19.12.2013 till 17.01.2014<br>- Public hearing meeting, organised by ESB in co-operation with PartiSEApate on 09.01.2014<br>- LV comments submitted to LT MoE on 24.01.2014 |
| 2014               | Approval of LT MSP solutions by all Ministries, Seimas,         |  |

# PLANNING PRINCIPLES

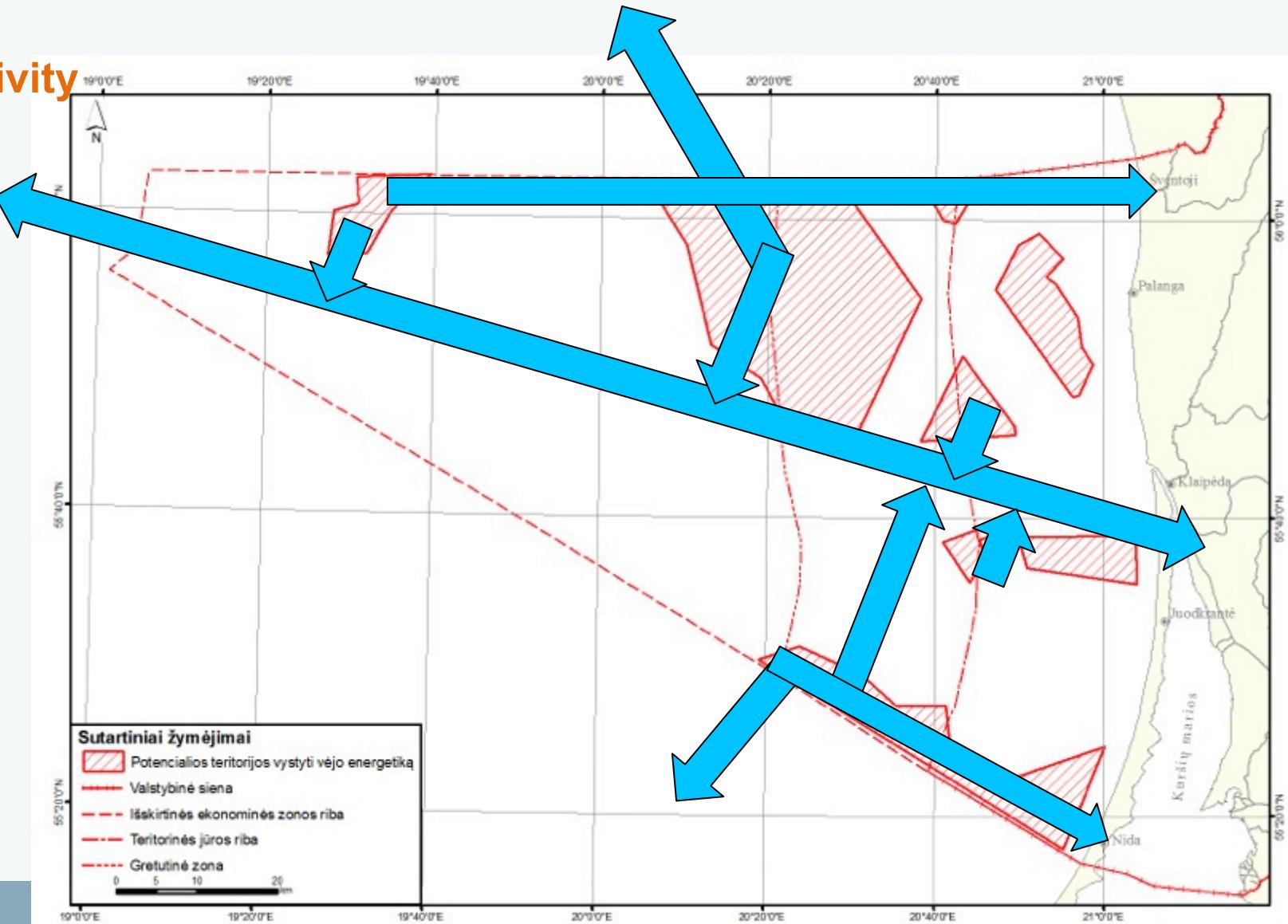


# PLANNING PRINCIPLES

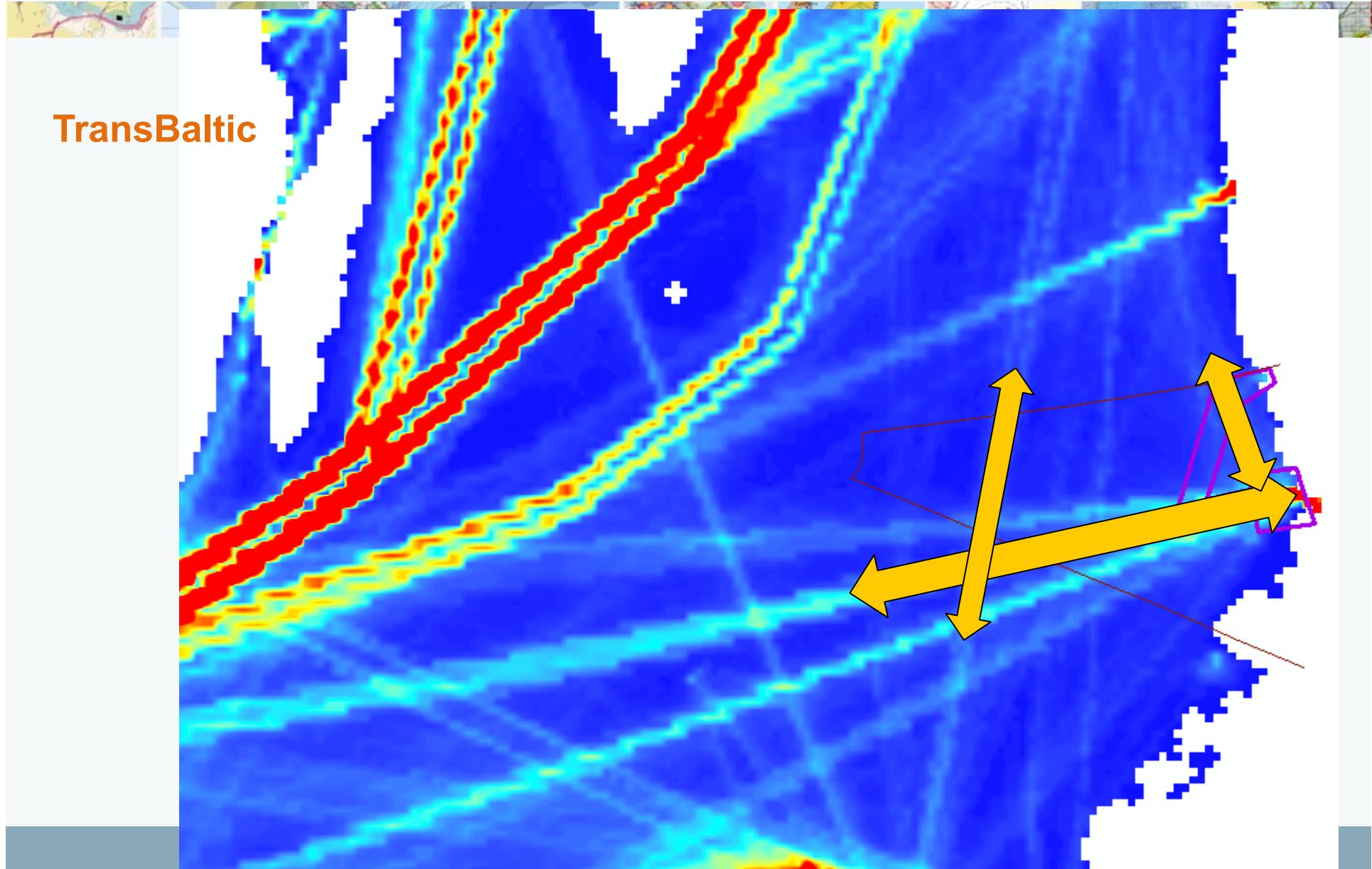


# PLANNING PRINCIPLES

## Connectivity

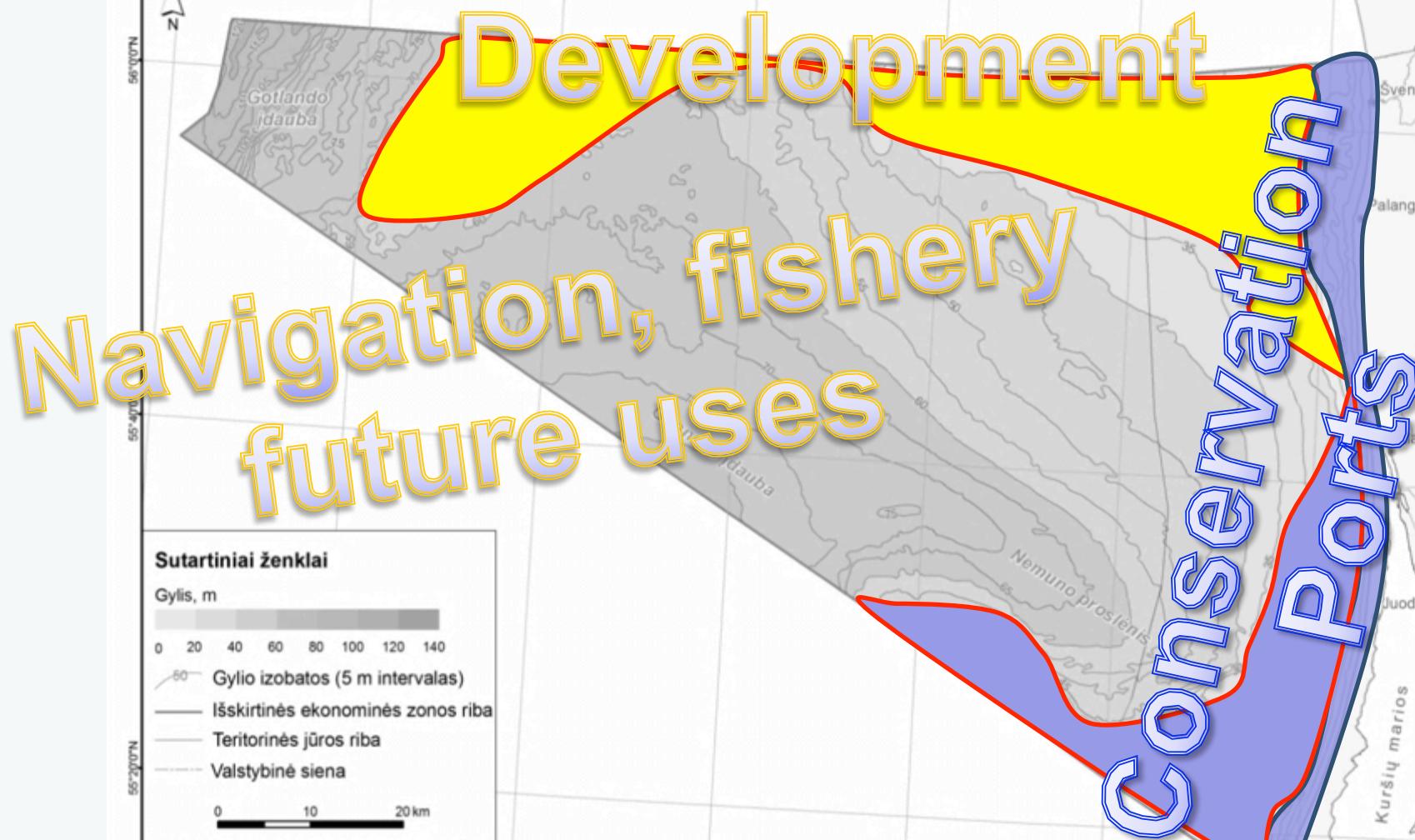


# PLANNING PRINCIPLES



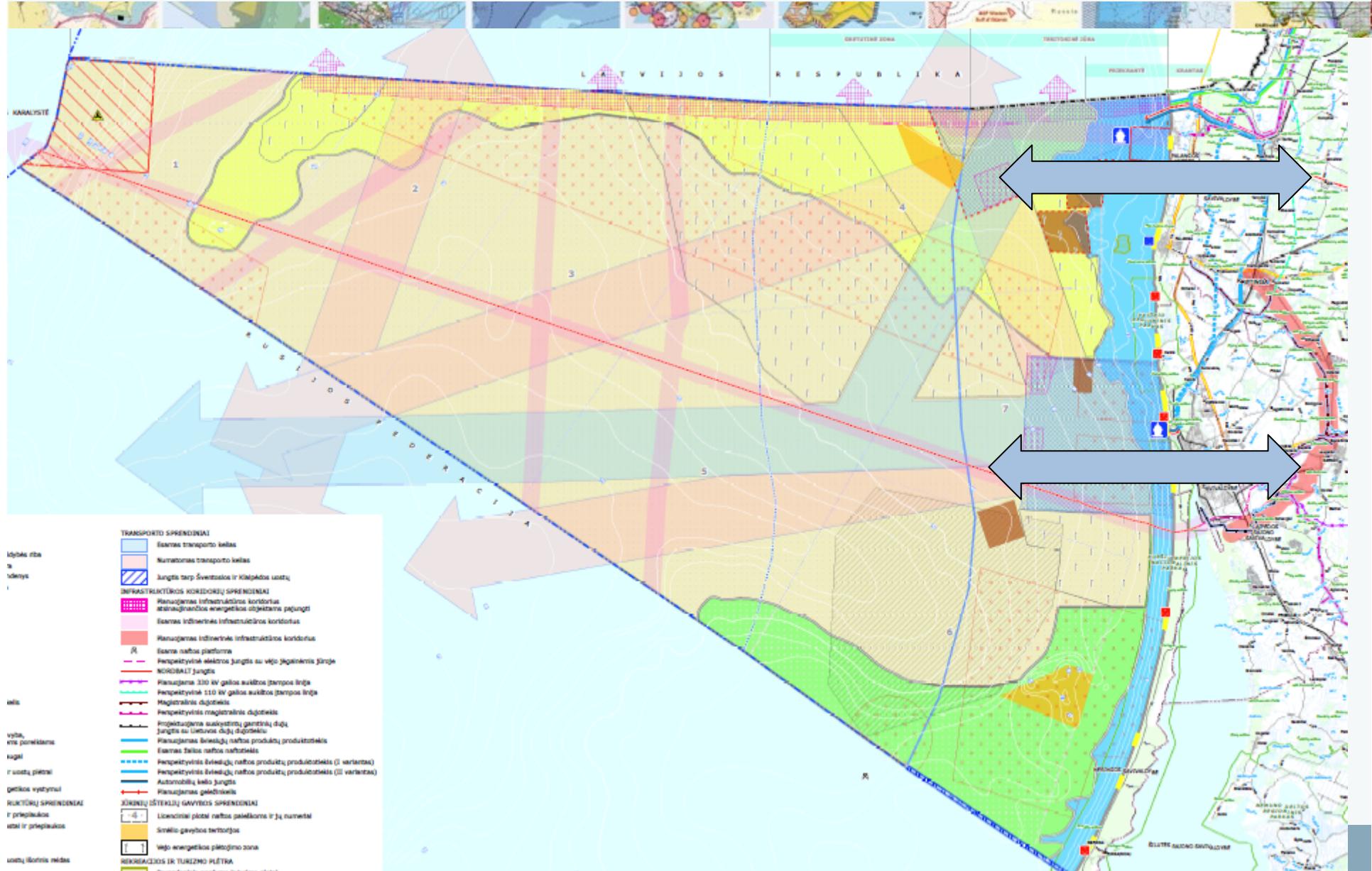
# PLANNING PRINCIPLES

Optimizing the used sea space



# CONCEPT SOLUTIONS

## Alternative A



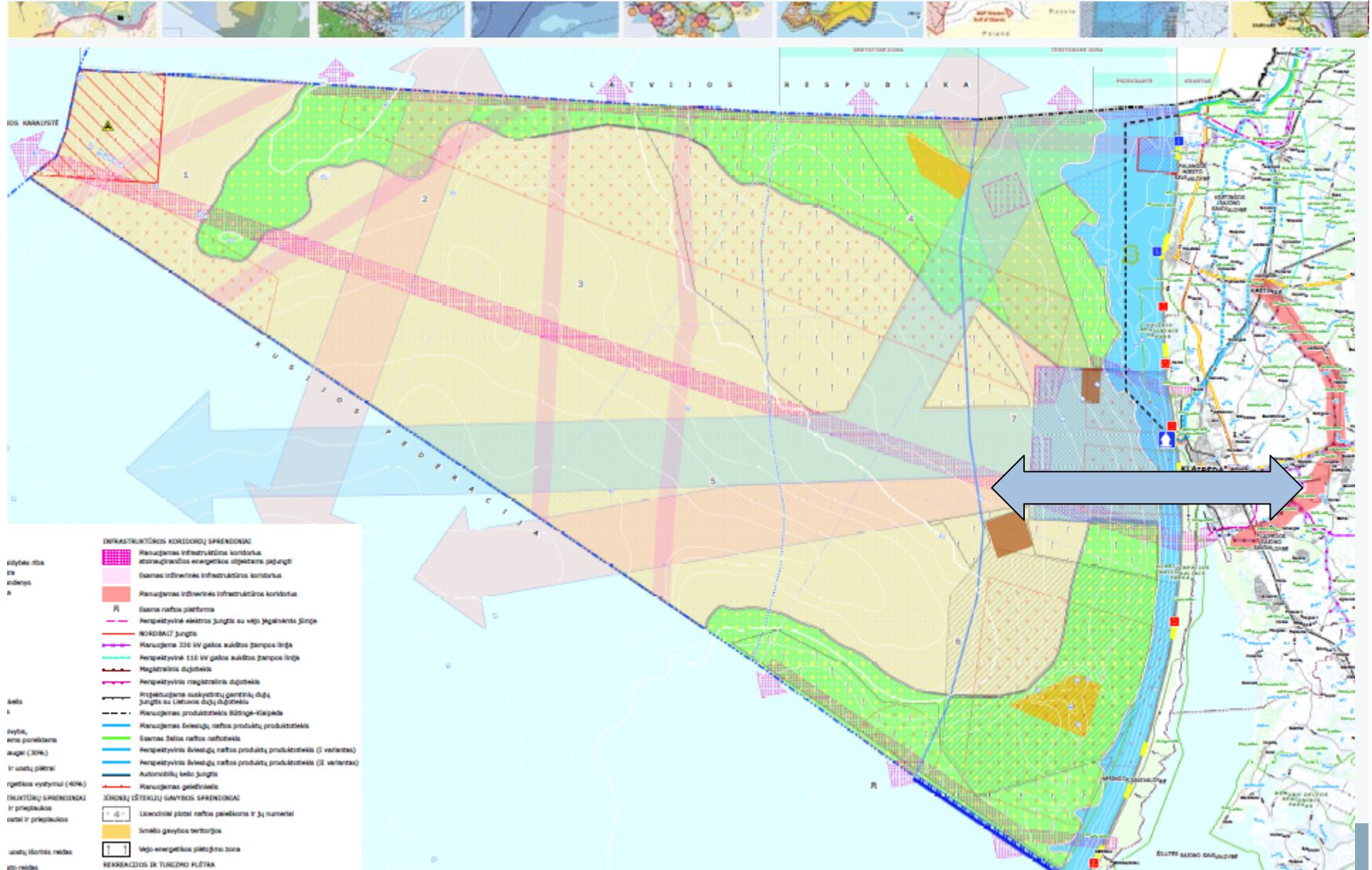


MULTI-LEVEL GOVERNANCE  
IN MARITIME SPATIAL PLANNING  
THROUGHOUT THE BALTIC SEA REGION

PartiSEApate

# CONCEPT SOLUTIONS

## Alternative B





### The main environmental problems in LT marine areas addressed in SEA:

- **Eutrophication:** main sources – agriculture, household waste waters; no significant contribution from marine activities;
- **Pollution with chemical compounds** (oil products, heavy metals, etc.): main source – marine transport, dredging and dumping as well as from river discharge and atmosphere
- **Activities in Klaipeda port:** influence on water exchange pattern in Curonian lagoon and on fish migration
- **Intensive fishery at sea:** reducing fish stocks, mortality of wintering birds, impacts on biodiversity; ghost nets
- **Shipping:** pollution, illegal and emergency discharge of oil, waste, ballast waters with possible diseases causing organisms
- **Coastal erosion:** degradation of recreational space, threat to hydrotechnical infrastructure

**Most sensitive** – areas important for birds and fish; nearshore zone up to 20 m – most important for biodiversity and stability of ecosystem

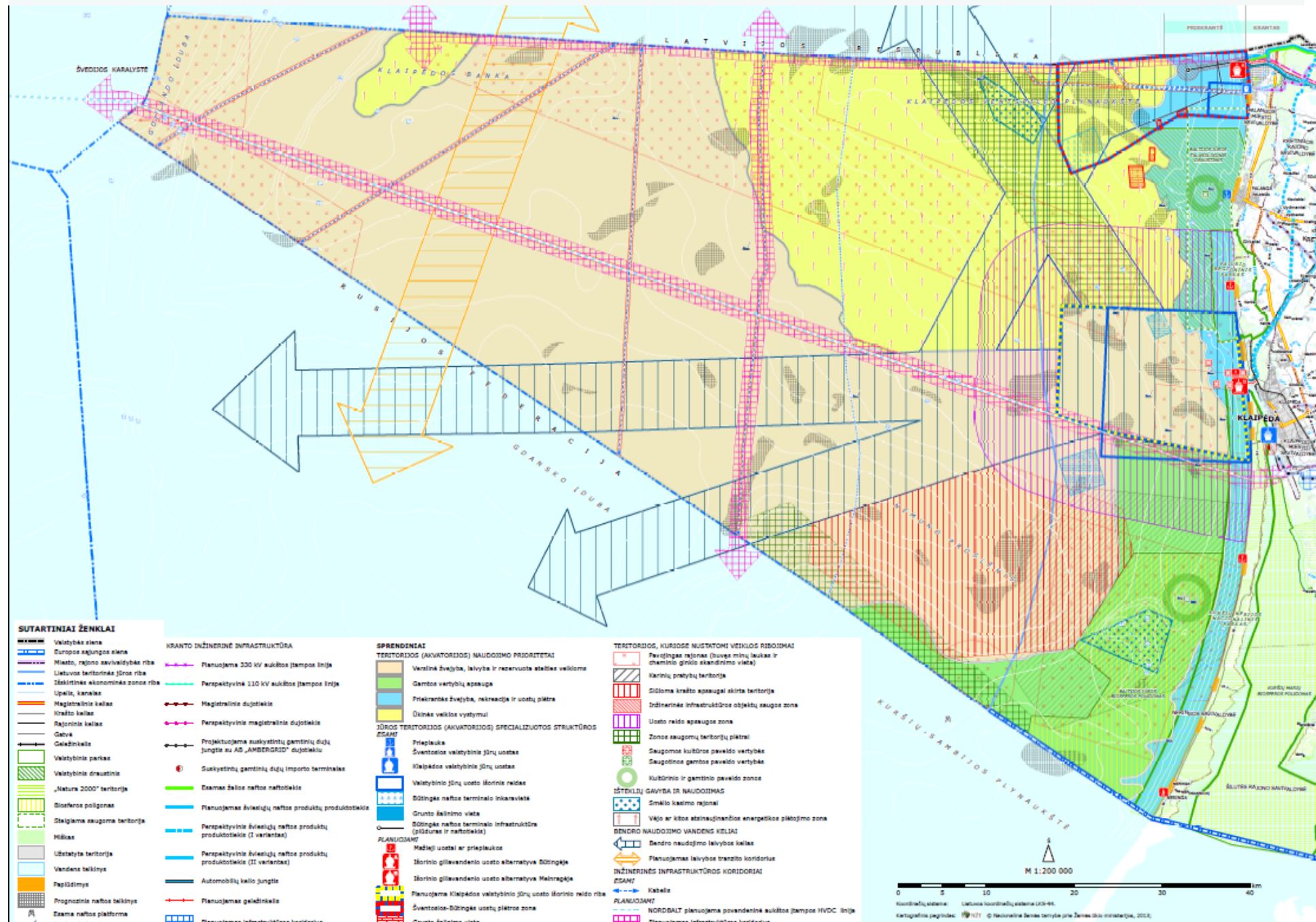


| Concept solutions   | Assessment of impact   | Proposed correction after SEA  |
|---|--|--|
| <b>Infrastructure development:</b> to use existing infrastructure lines for ther cables and power lines   | 😊: minimizing impact and limitations for other activties                                     | To foresee corridors for integrated Baltic Sea Region electricity grid |
| <b>Exploration&amp;explotation of natural resources:</b> oil, sand and gravel (not allowed in near shore area). Sand can be used only for coastal protection  | 😢: impact on all env. components; subject of EIA   | No   |
| <b>Offshore wind energy development</b><br>Alternative A: Priority zone in Northern part at depth of 20-50 m<br>Alternative B: development allowed in depth of 20 – 50 m, except nature protection areas, navigation corridors, roadsteads, dumping and sand extraction zones | 😢: impact on biodiversity, landscape, cultural heritage; in Sothern part – on Curonian Spit) | Priority zone in Norther part (alternative A)                          |



| Concept solutions  | Assessment of impact  | Proposed correction after SEA  |
|--|---|--|
| <b>Port infrastructure:</b><br>Alternative A: development of Šventoji- Butinge roadstead, including deep port facilities<br>Alternatives A&B: development of Klaipeda port within limits of existing roadstead | ☺: impact on all env. components; SEA needed for location of deep port, considering both alternatives)      | No   |
| <b>Development of small marinas</b>  | ☹: possible local impacts to water, sea bed, landscape, human health; subject of EIA and health assessment) | No   |
| <b>Optimization of dumping sites</b> of Klaipeda port; new site for Šventoji-Butinge area  | ☹: possible impact on water, sea bed, biodiversity; subject of EIA)   | New dumping site in the northern part for Šventoji port  |
| <b>Shipping:</b><br>Optimization of existing shipping corridors<br>New corridor to link Klaipeda port and Butinge<br>Establishment of transit corridor near Klaipeda bank, crossing EEZ of LT                  | ☺: minimization of air pollution; increasing safety of navigation   | Keep the existing shipping corridors<br><br>Establish priority for ship transit at Klaipeda bank |

# COMMON SPATIAL CONCEPT





### Impacts identified in SEA to Latvian marine waters:

«Developments foreseen in the Northern part [...] can have certain impact for marina areas of Latvia»

- The most significant impacts associates with deep port facilities in Šventoji-Butinge area:
  - New port could stimulate the coastal erosion, potentially increase water and air pollution
- Offshore wind energy parks limits other activities, particularly – navigation
  - Possible synergies in case OWE parks developed in adjacent Latvian marine waters ( harmonization of navigation routes and development of joint energy grid)



# PartiSEApate



## LT-LV transnational consultation process on SEA of LT-MSP

## LT-LV transnational consultation process on SEA of LT-MSP

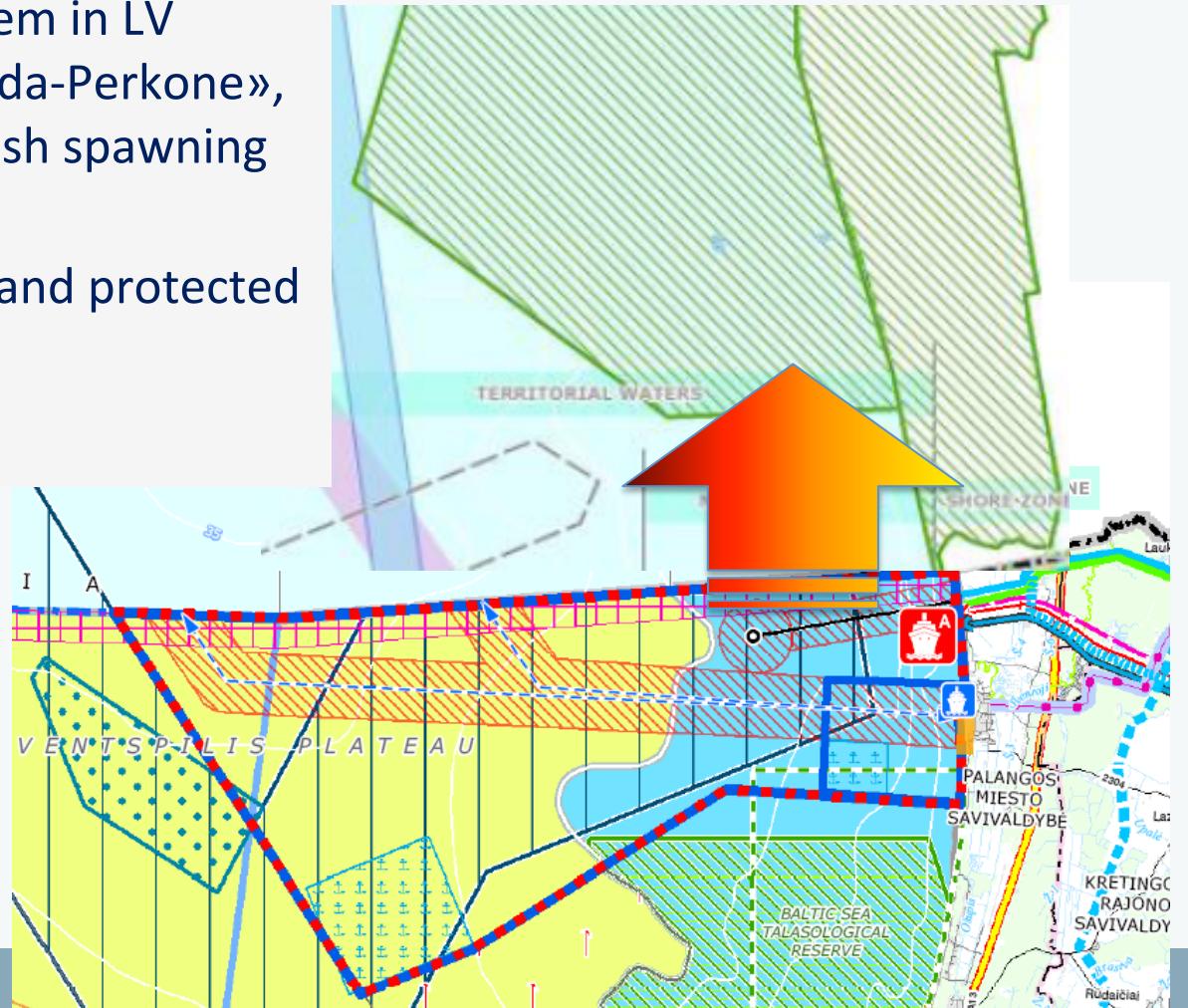


Comments to LT-MSP provided at:

- Public hearing meeting in Riga: environment, fishery, non-ratified border
- Official letters from following institutions:
  - **Ministry of Economy:** no major objections; comment about non-ratified border and limitations for exploring oil resources
  - **Ministry of Defence:** no objections
  - **Ministry of Agriculture:** comment about non-ratified border and limitations for exploration and use of marine resources; development of offshore wind energy in Klaipeda bank and related limitations for fishery
  - **Nature Conservation Agency:** Impacts on marine biodiversity from development of Šventoji-Bultinge port area
  - **Kurzeme Planning Region:** objections to Alternative A and Common Spatial solution – impact to marine biodiversity, nature protection areas, coastal erosion, cultural landscape and tourism
  - **Municipality of Rucava region:** Impacts of development plans on marine environment, coastal erosion and tourism

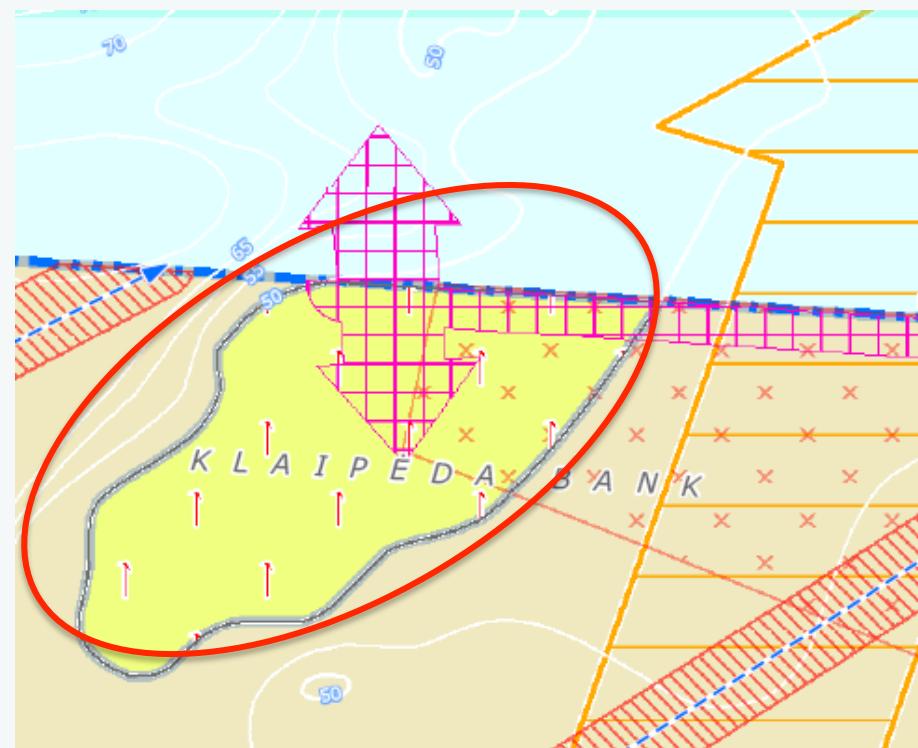
- Šventoji port development:

- Impact on marine ecosystem in LV territorial waters: MPA «Nida-Perkone», vulnerable reef habitats, fish spawning areas;
- Impacts on coastal erosion and protected area - Nature park «Pape»
- Impact on tourism





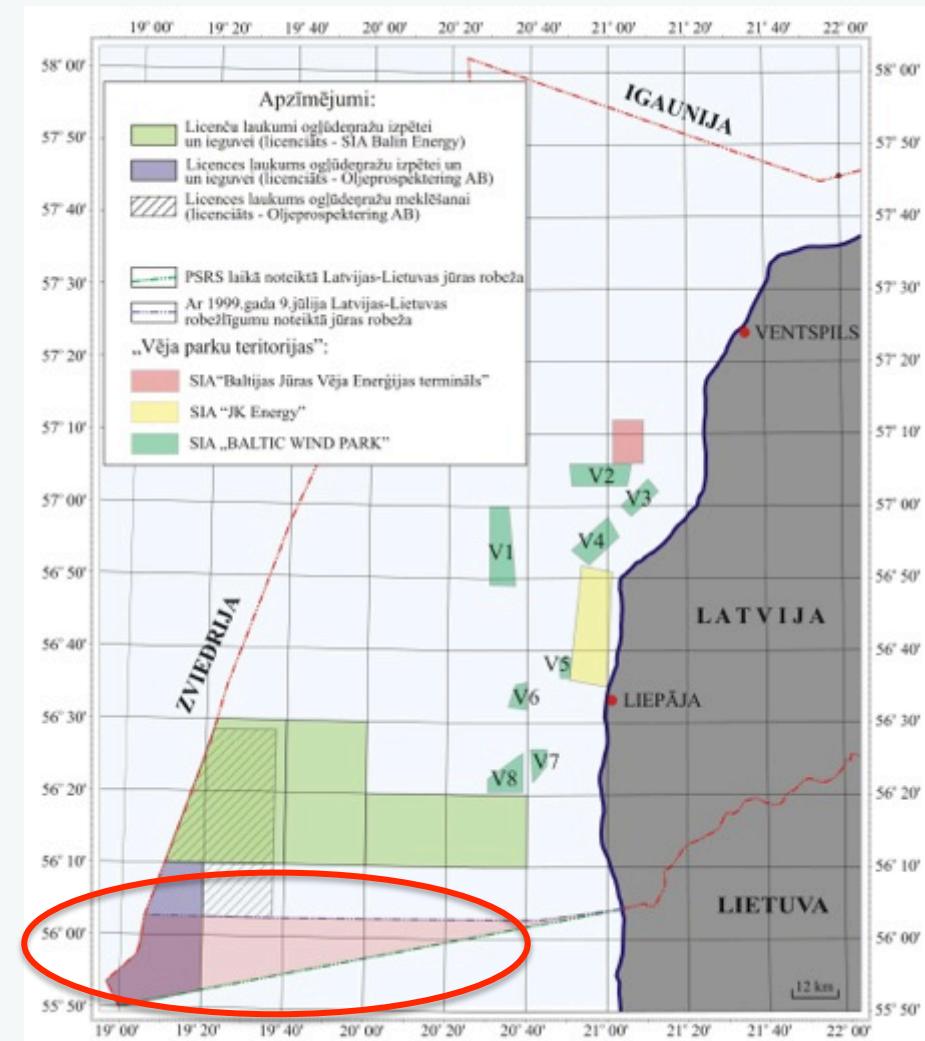
- Offshore wind energy in Klaipeda bank:
  - Limitations to fishery activities



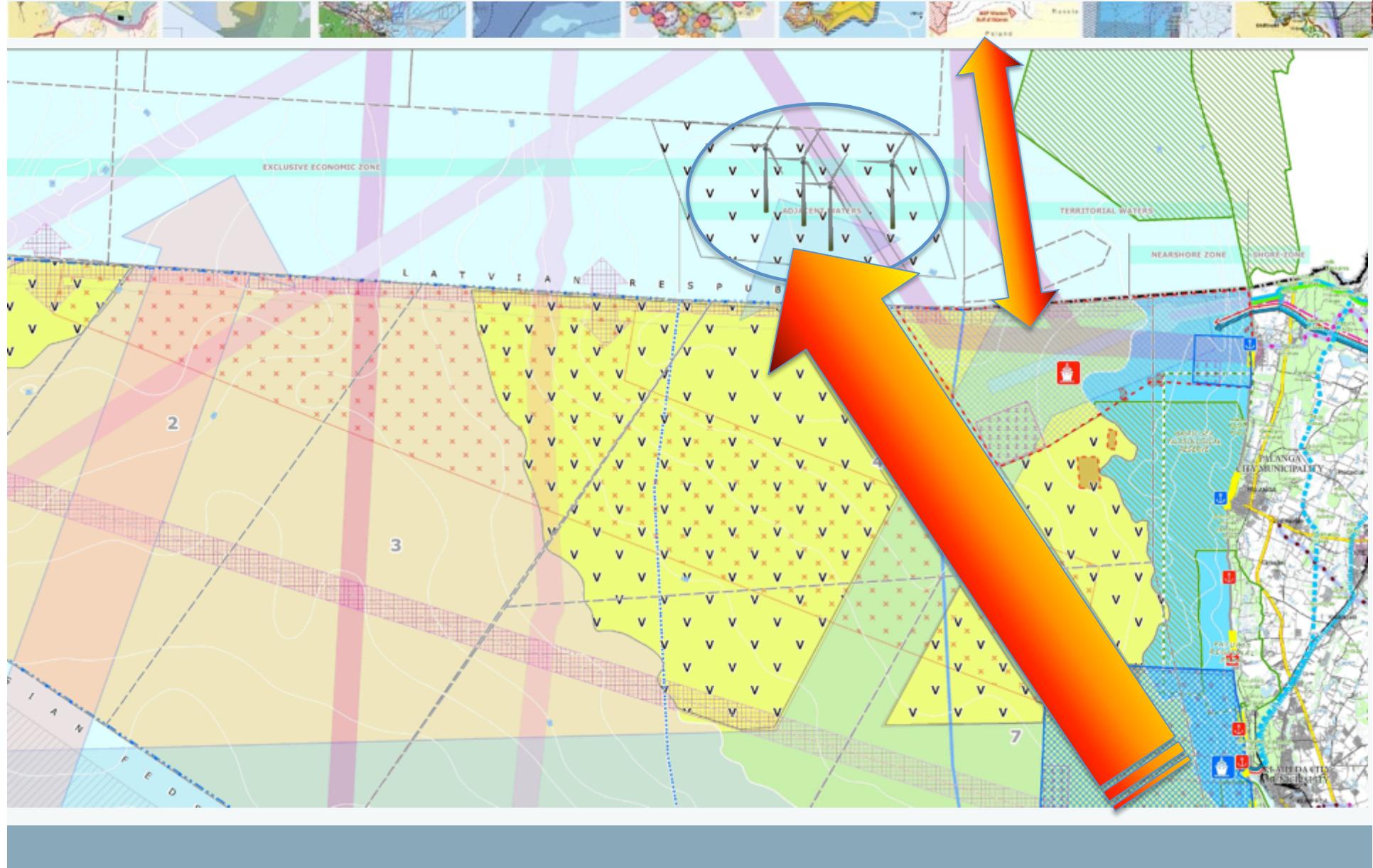


### Non-ratified marine border between EEZ of LV and LT:

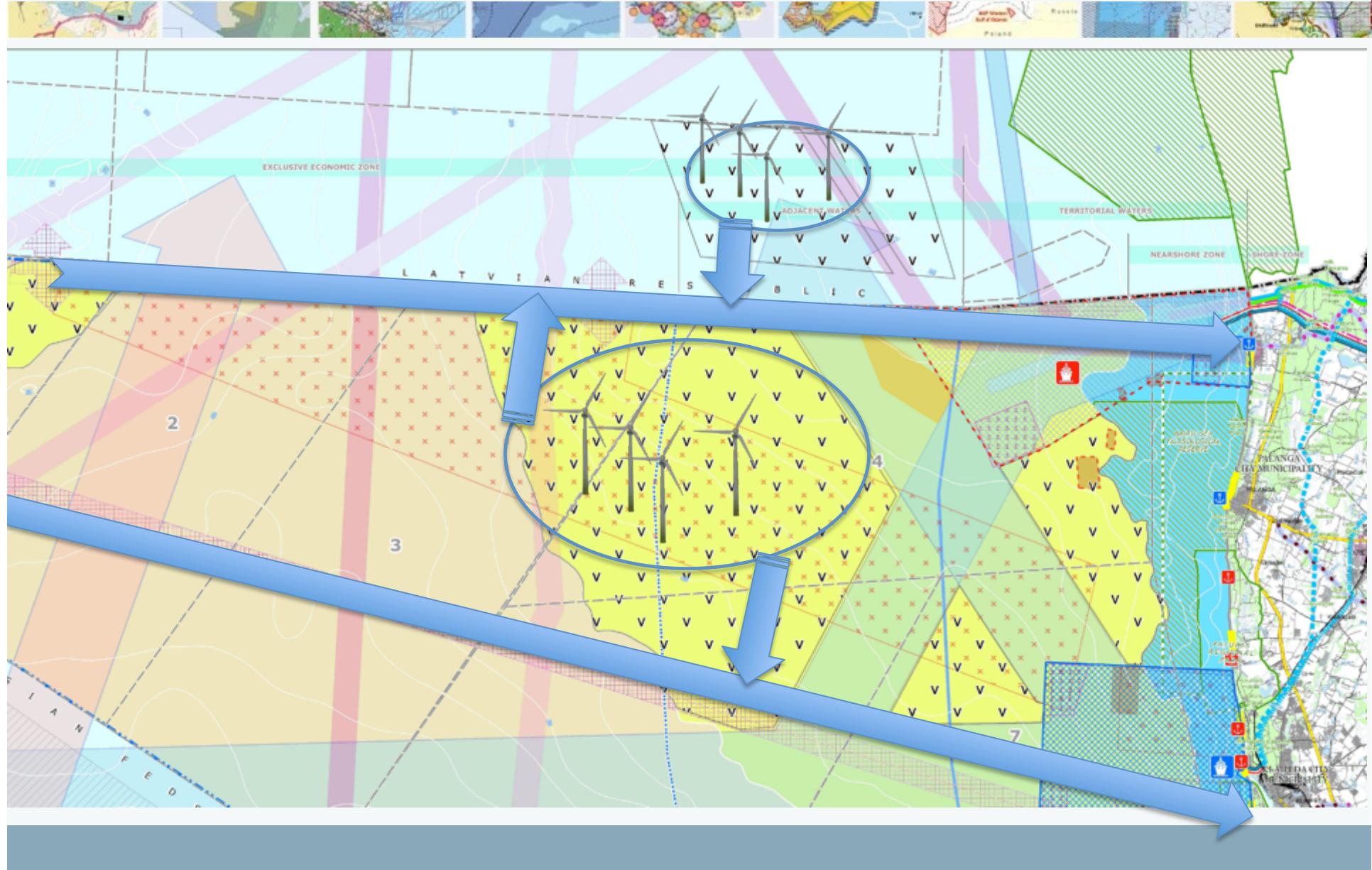
- Limitations to exploration and extraction of oil resources



# CONFLICT: shipping routes



# Opportunities for cross-border co-operation





## Cross-border & cross-sectoral issues addressed at the LT-LV transnational consultation process



Thank you!