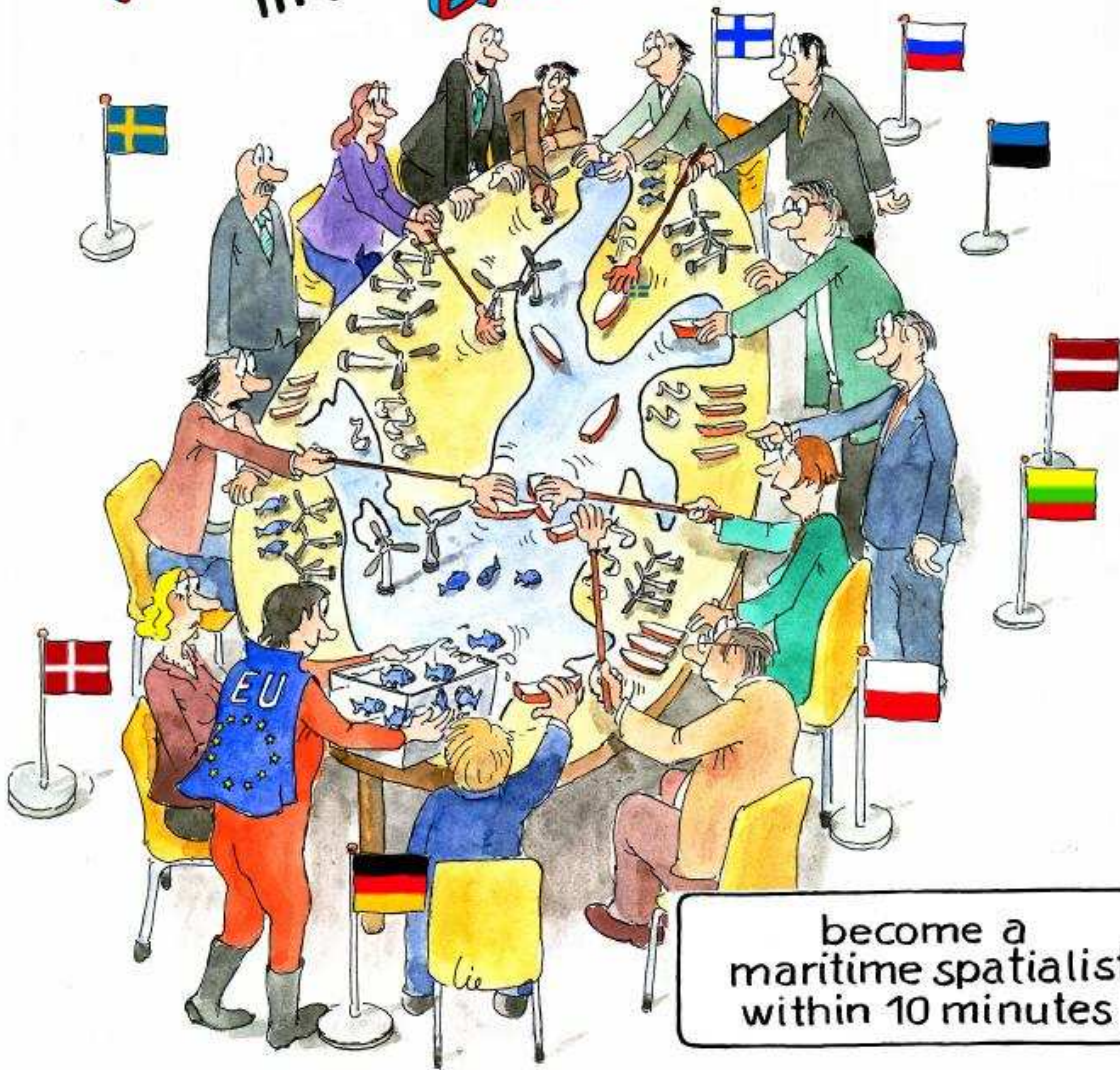


MARITIME SPATIAL PLANNING in the BALTIC SEA



become a
maritime specialist
within 10 minutes

More information on Maritime Spatial Planning:

www.wwf.de/baltic
www.baltseaplan.eu

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...the chaos starts here...



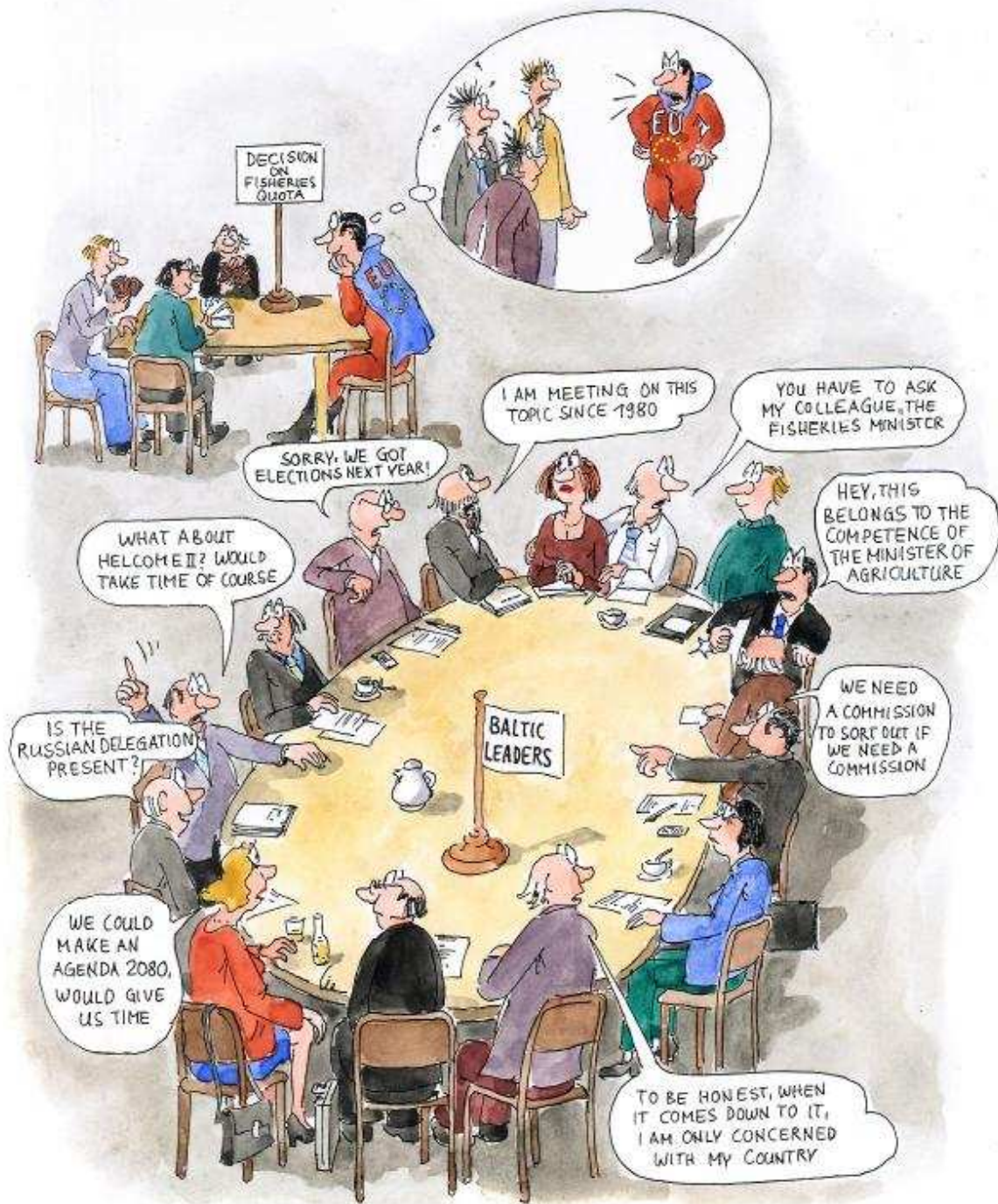
The Baltic Sea overused and polluted as if it belonged to no one. Is there nobody responsible? Who is governing the Baltic Sea?

...and continues.....



Everybody and nobody governs the Baltic Sea. The Baltic Sea is a labyrinth of jurisdictions. Too many "sheriffs" pursue sectoral and national interests.

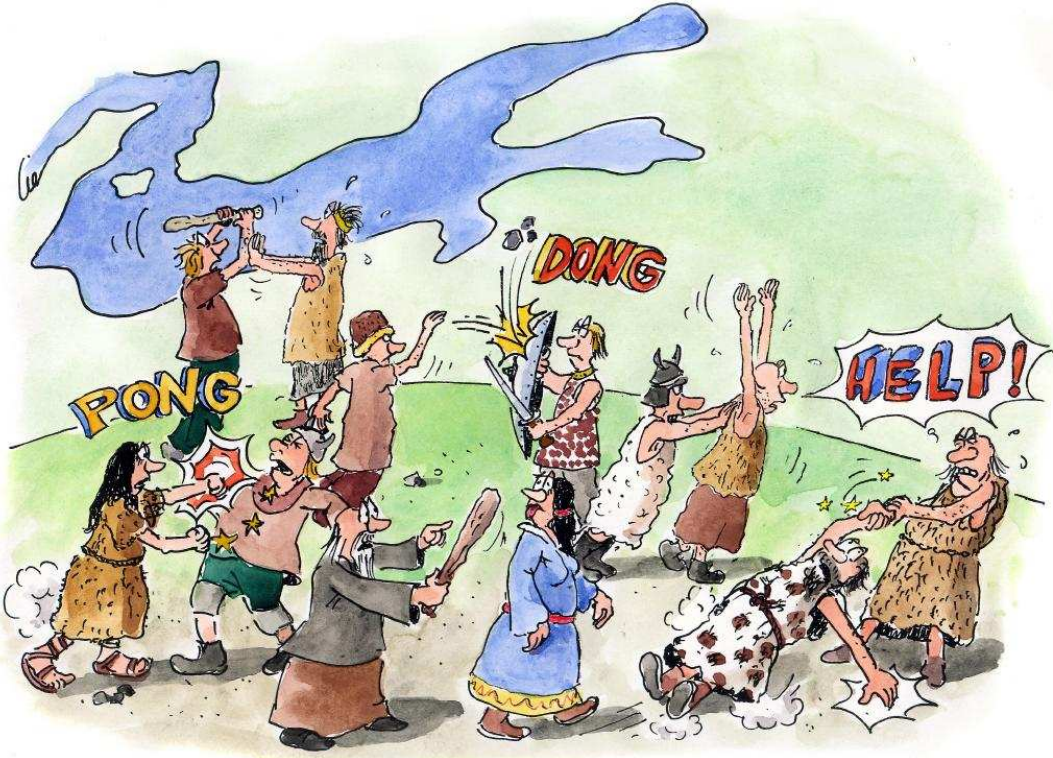
..... goes on.....



A jungle of rights, powers, responsibilities and national interests make progress really sloooooooow. Fortunately, there is a solution: a process called "Maritime Spatial Planning" (MSP). Sounds complicated and technical, but MSP has in fact been used over thousands of years, albeit on a less complex scale.

Back to history . . .

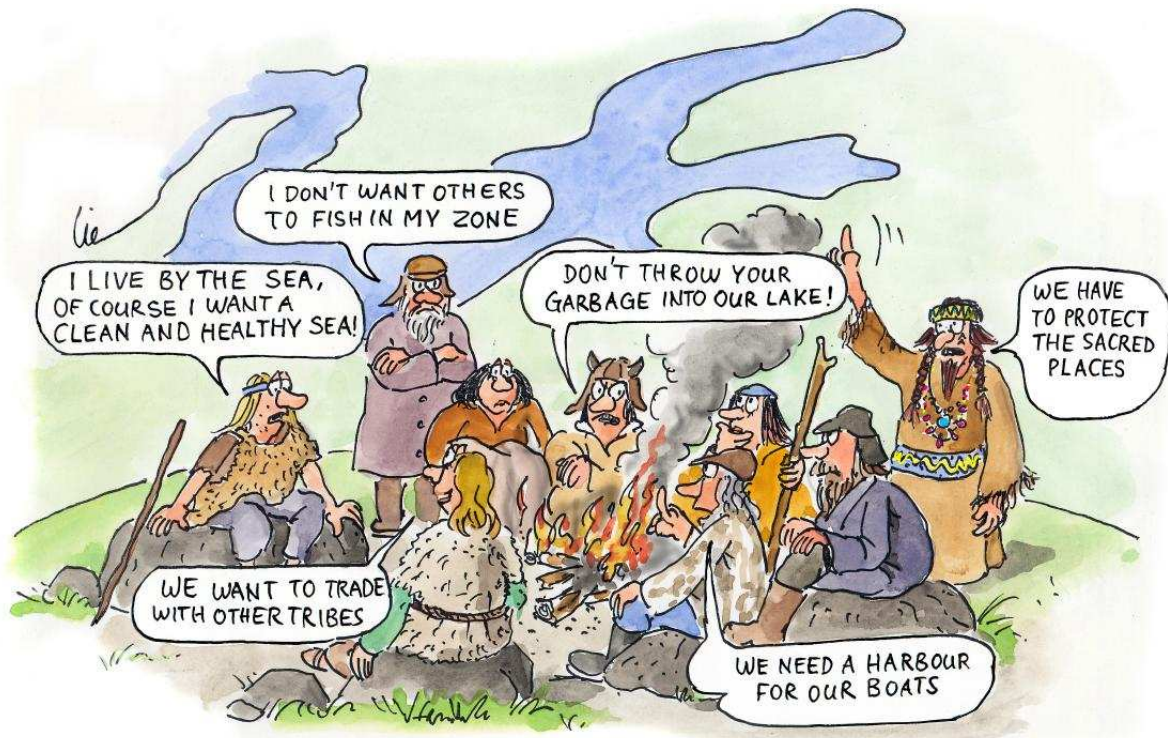
If one thousand years ago 9 tribal clans needed to sort out the joint use of the Baltic Sea, what did they do? Of course, the first approach usually was to go to war with everybody else and try to own it.



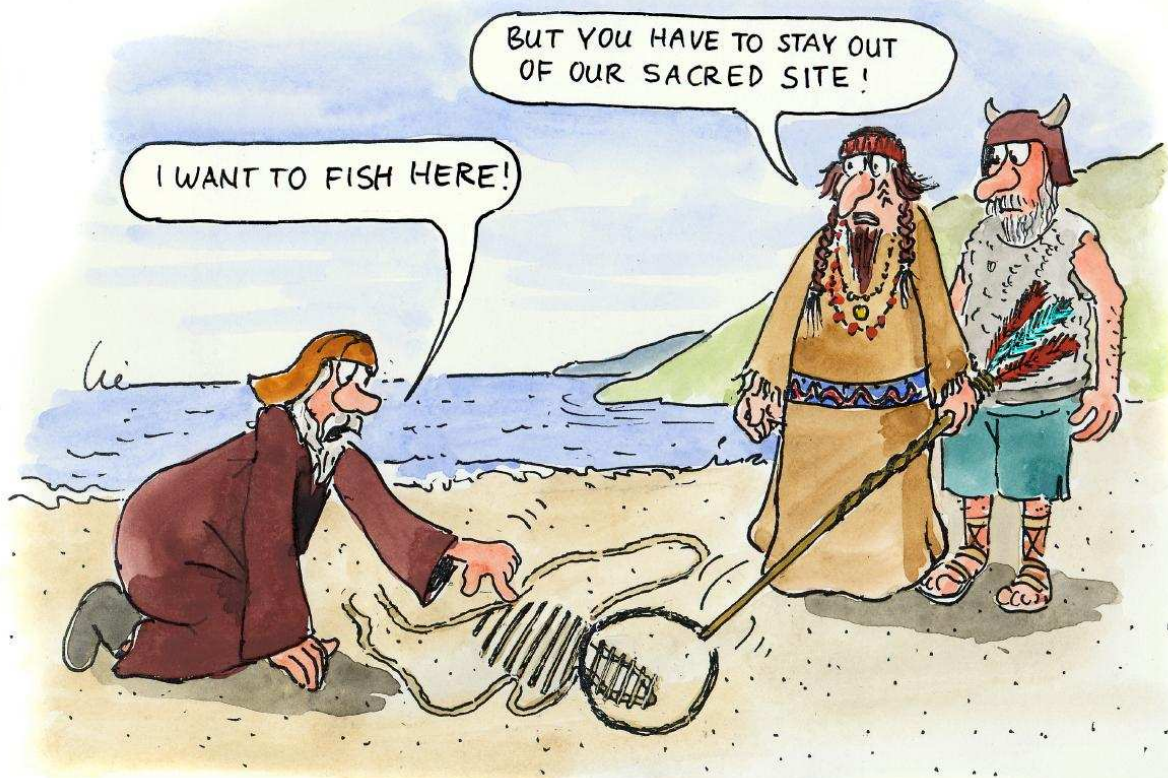
But what if this is not an option? Chances are the clans might understand that they need to sort it out more peacefully. How would they go about it? Would everybody negotiate with everybody? Would there be a gigantic debate between thousands of tribal people, discussing fishing, grazing, irrigation, housing, territory, places sacred to their beliefs?



Looks like what happens in the Baltic Sea Region today, doesn't it? This leads even to worse chaos. So what should the tribes do instead?



The answer is for the clan chiefs to take charge of negotiating an agreement. But there are many different ways in which the Sea can and will be used. In addition, care must be taken to protect all the sacred places and not to anger the Gods of the Baltic Sea (in today's language this would mean protection of species and biodiversity, of beauty and uniqueness). So how would smart tribal chiefs have sorted it out?



Answer: Firstly, by defining common ground, principles that all can agree to in order to overcome tribes thinking only about their own interests. The health of the sea must always be secured, so demands ultimately have to be adjusted to ensure they are met within the limits of the ecosystem. In modern language, this means adopting an "ecosystem-based approach".

Secondly, by giving all tribes and uses a voice in the debate. In maritime spatial planning this now means adopting "a participatory approach". All uses must be considered and opportunities provided for the voices and arguments of the interest groups to be heard.

Thirdly, by defining sea use rights, which today would be done by "spatial zoning".



... Transferred to our times

That's how smart leaders sorted it out, back when the problems were comparatively simple and understandable. In today's world, the number of different uses and their intensity has grown enormously and continues to do so, but the same methodology still applies:

- It must be dealt with as a top leadership issue (in this case, effective governance on a regional level)
- It requires guiding principles (principally an ecosystem-based approach, securing the health of the ecosystem)
- A participatory approach is needed (all uses must be considered, all user groups must be heard and involved)
- A zoning approach is essential

Adapted to today's world in the Baltic Sea Region, this does not look so very different. However, today there are more people living around the sea and it has been regarded as a free sea to be used by everybody with hardly any restrictions. The Baltic Sea has become too small to meet all the demands for use of space.

On land, we use spatial planning to solve these problems. There are many restrictions on using land, which we do not even recognise as limitations anymore because life on land would not be possible without them.

Now, when the need to use sea space for shipping, offshore wind farms, transport lines, fisheries and nature conservation is growing, a system similar to that used on land for managing these uses has to be put into place. The Baltic Sea is a sea shared by many countries, with different languages and government systems. Apart from harmonising the governance systems among these countries, a tool to sort out the sometimes conflicting uses is needed. Maritime Spatial Planning can offer this tool.

The Baltic Sea Region can be the first region in the world to achieve successful Maritime Spatial Planning based on sound evaluation of uses and suitability of areas for particular uses, integration of users' interests and ideas, as well as the need for a healthy ecosystem. In this way, the Baltic Sea can make history in demonstrating how different nations manage joint resources in an ecosystem-based, participatory and coordinated manner.

But how does it work?

Maritime Spatial Planning is the tool that can help sort out complex challenges on a crowded planet. Maritime Spatial Planning sounds awfully complicated, but in fact it isn't.....

.....Some definitions and explanations:

The UNESCO defines Maritime Spatial Planning as:

“Maritime Spatial Planning (MSP) is a public process of analyzing and allocating the spatial and temporal distribution of human activities in marine areas to achieve ecological, economic and social objectives that are usually specified through a political process.” (www.unesco.org)

MSP can be described as a multi-step process of:

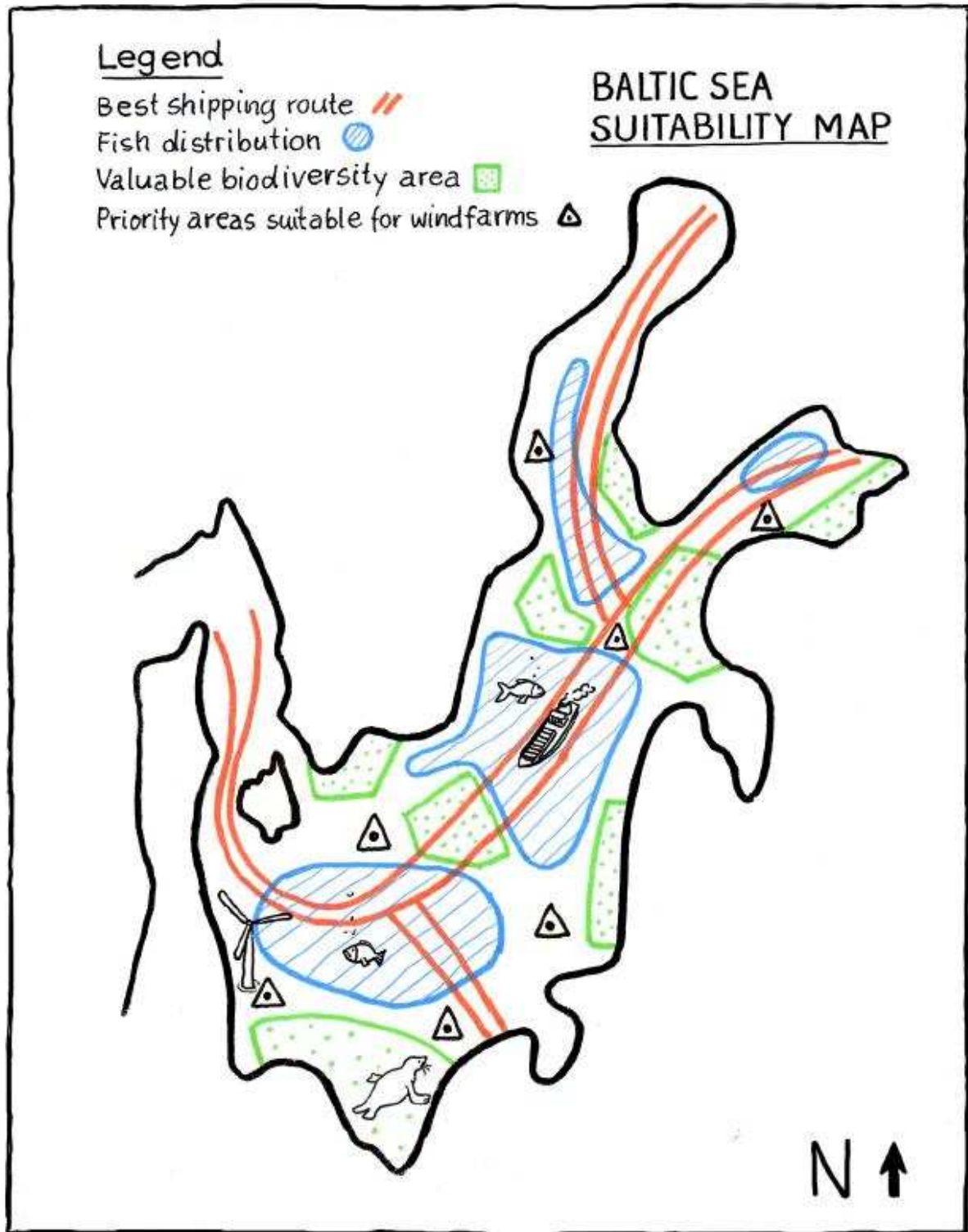
- **developing a joint vision,**
- **assessing the capacity of a sea area as well as identifying the interests to use it,**
- **defining areas that fit best to the corresponding uses, and**
- **defining what is allowed and what has to be restricted to keep the sea area healthy and productive in the long term.**

The final product will be a plan which should have a compulsory legal basis. After a certain period such a plan has to be reviewed – following the changes in society and knowledge and to be updated to take account of these changes.

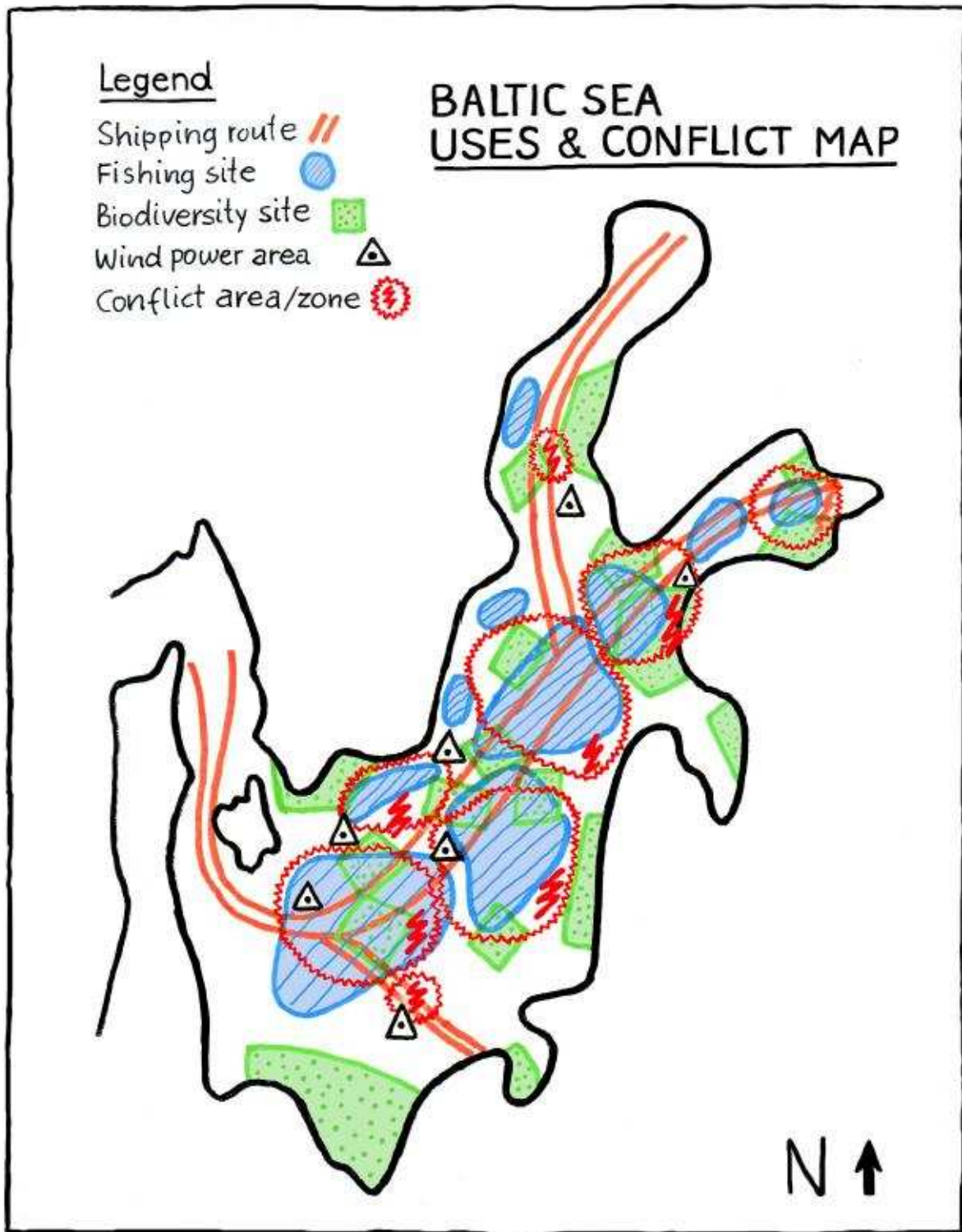
Maritime Spatial Planning in 6 steps:

- 1. Start the process by assessing the need and will to undergo an MSP process based on a vision, planning principles and a defined legal framework and strategies.**
- 2. Undertake initial stocktaking and systematic assessments of suitable areas for relevant sea uses.**
- 3. Find out compatibilities and conflicts of claims for use in an interactive process with stakeholders and based on sound mapping and analysing tools.**
- 4. Draft a zoning plan based on the outcome – discuss the draft plan including detailed regulations for the zones with stakeholders.**
- 5. Produce a final Maritime Spatial Zoning Plan including regulations for Management and Monitoring and obtain final stakeholder comments.**
- 6. Adopt the plan and organise implementation and monitoring.**

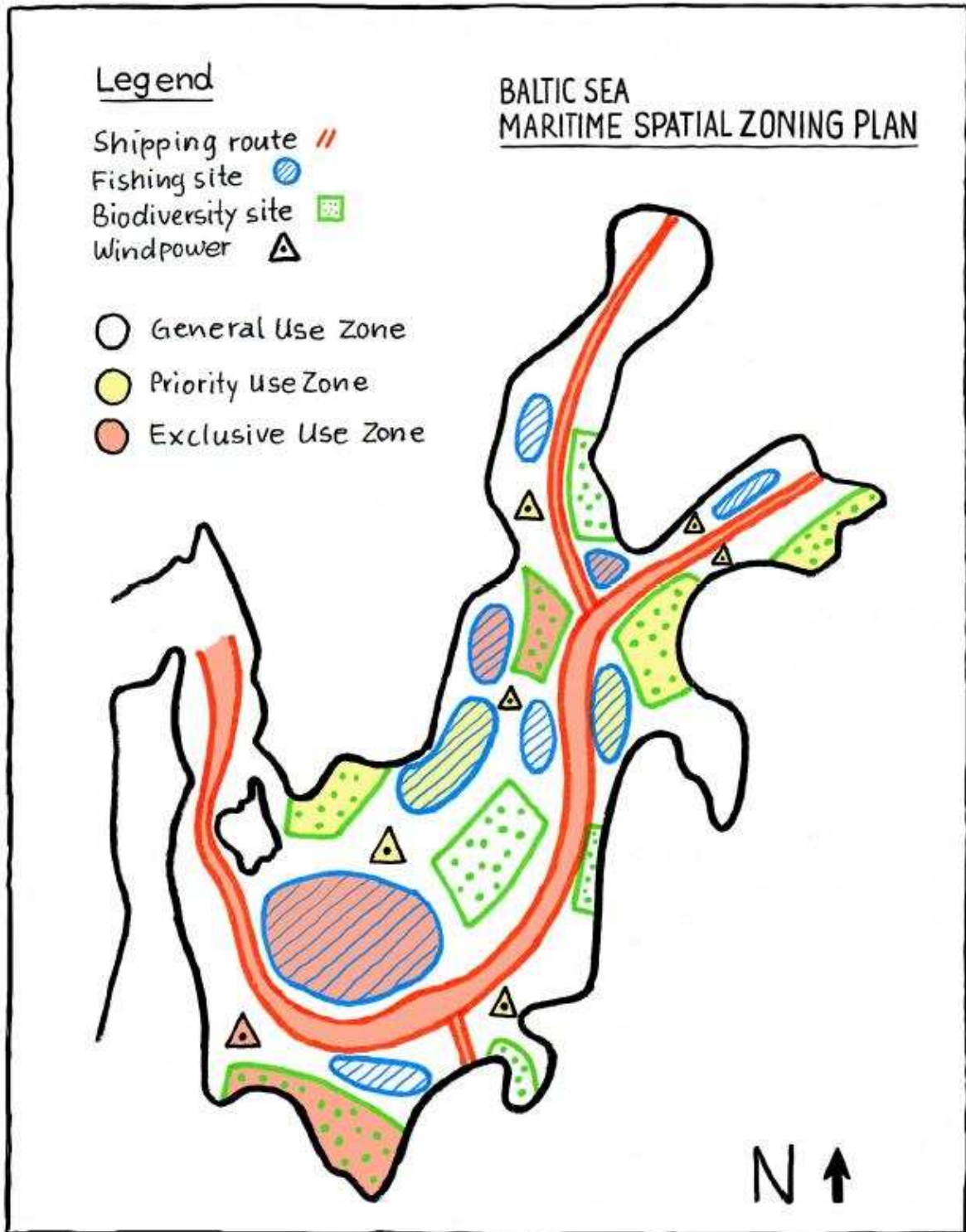
What it could look like ...



In a suitability map, the sea areas are mapped and classified according to their suitability for certain uses based on the best scientific and stakeholder knowledge, including areas important for the fish growth and reproduction, areas with good conditions for offshore wind farms, ideal shipping routes, areas that secure healthy biodiversity, routes where cables and pipelines can be placed securely, areas with resources like minerals oil or others...



On a second map, existing and sometimes overlapping or conflicting uses, areas and interests are displayed. It becomes obvious where use conflicts arise and where solutions must be negotiated and decided. The map only illustrates the conflicts – the solutions will have to be found following the agreed goals, principles and priorities of society. This happens through a process involving authorities, stakeholders and interest groups to establish a formal set of regulations for all uses.



The ultimate goal should be a Maritime Spatial Zoning Plan that identifies and manages current and future sea uses in a way that best meets the priorities and goals set by the participants. The Plan should be adopted by a formal political decision and supported by the development of management structures that deliver implementation and monitoring, as well as managing and granting any necessary permits and restrictions for certain uses in each area. As a result, the Plan will be the guiding document for future development and management of the sea.

This brochure was produced by WWF in the Framework of the BaltSeaPlan project.

WWF Germany

WWF is one of the world's largest and most experienced independent conservation organisations, with almost 5 million members and supporters and a global network active in some 100 countries.

WWF's mission is to stop the degradation of the planet's natural environment to build a future in which humans live in harmony with nature, by:

- conserving the world's biological diversity
- ensuring that the use of renewable natural resources is sustainable
- promoting the reduction of pollution and wasteful consumption

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The Baltic Sea Region Programme project BaltSeaPlan (2009-2012) will accompany the EU Maritime Policy by supporting the introduction of Integrated Maritime Spatial Planning (IMSP) and drawing up National Maritime Strategies in the partner countries (Germany, Denmark, Sweden, Finland, Russia, Latvia, Lithuania, Estonia and Poland). It also contributes to the implementation of the HELCOM recommendation on Broad-scale Maritime Spatial Planning and the VASAB Gdansk Declaration.

www.baltseaplan.eu



2009 Planning the future
2012 of the Baltic Sea



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