



Marine Spatial Planning as an important tool for implementing the MSFD

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Unesco:

“MSP is a public process of analyzing and allocating the spatial and temporal distribution of human activities in marine areas to achieve ecological, economical and societal objectives that are usually specified through a political process”



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Our Oceans, Seas and Coasts

A precious resource...

We all make use of our seas and oceans. Traditional uses (transport, fishing, tourism) now sit alongside more recent activities (mineral extraction, wind farms). The seas have enormous intrinsic value: unlike our cities, they provide us with a free horizon; we enjoy clean coastal and marine environments and the wildlife they support; and we benefit from their role in keeping our climate stable.

...under threat

But the unsustainable use of our seas threatens the fragile balance of marine ecosystems. Human activities that depend on the sea, such as fishing and tourism, suffer from damaged ecosystems and use-related competition will become increasingly serious.

What is the EU doing?

The EU Coastal and Marine Policy provides the legal impetus for the EU to protect and clean up its coasts, seas and oceans as part of an integrated strategy that will enable us to use them sustainably.

Calendar of Events

08-09/10/2012

6th meeting of the WG DIKE (Brussels) Postponed for 30-31 October 2012.

[Read more...](#)

23-24/10/2012

Workshop on contaminants and

What's new?

Call for proposals now published!

27/09/2012

Open call for proposals PP/ENV/SEA 2012 in the framework of the Pilot Project "New Knowledge for an integrated management of human activities in the sea" now published! Deadline for applications: 19 December 2012, 17:00 hrs (Brussels time) at the latest.





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Joint Planning of the Common Sea -

HELCOM-VASAB Maritime Spatial Planning Working Group

Ensuring the delicate balance between the use of sea's plentiful resources and maintaining its unique natural world

As envisioned by the ecosystem approach, Maritime Spatial Planning (MSP) provides the possibility of widening the horizon beyond purely sectoral policy measures towards an integrated spatial approach within the Baltic marine areas.

A joint co-chaired Working Group on Maritime Spatial Planning was launched in October 2010 by the Helsinki Commission (HELCOM) and the Vision and Strategies around the Baltic Sea (VASAB) Committee on Spatial Planning and Development of the Baltic Sea Region (CSPD/BSR). The Working Group was established to ensure cooperation among the Baltic Sea Region countries for coherent regional MSP processes in the Baltic Sea. The decision to set up this group was made at the HELCOM Moscow Ministerial Meeting on 20 May 2010, promoted by the VASAB Ministerial Declaration on 16 October 2009 in Vilnius.



HELCOM is the Horizontal Action Leader on Maritime Spatial Planning in the current [EU Strategy for the Baltic Sea Region \(EU SBSR\)](#).

The EU Strategy for the Baltic Sea Region has attributed HELCOM and VASAB a prominent role in promoting MSP in the region together with other stakeholders according to the Horizontal Action "Encourage the use of Maritime Spatial Planning in all Member States around the Baltic Sea and develop a common approach for cross-border cooperation".

Achievements:

1. Mandate for the joint HELCOM-VASAB MSP WG

The [Mandate for the joint HELCOM-VASAB MSP WG](#) was adopted by HELCOM and VASAB CSPD, setting out the overall aims of the Working Group as well as the anticipated tasks.

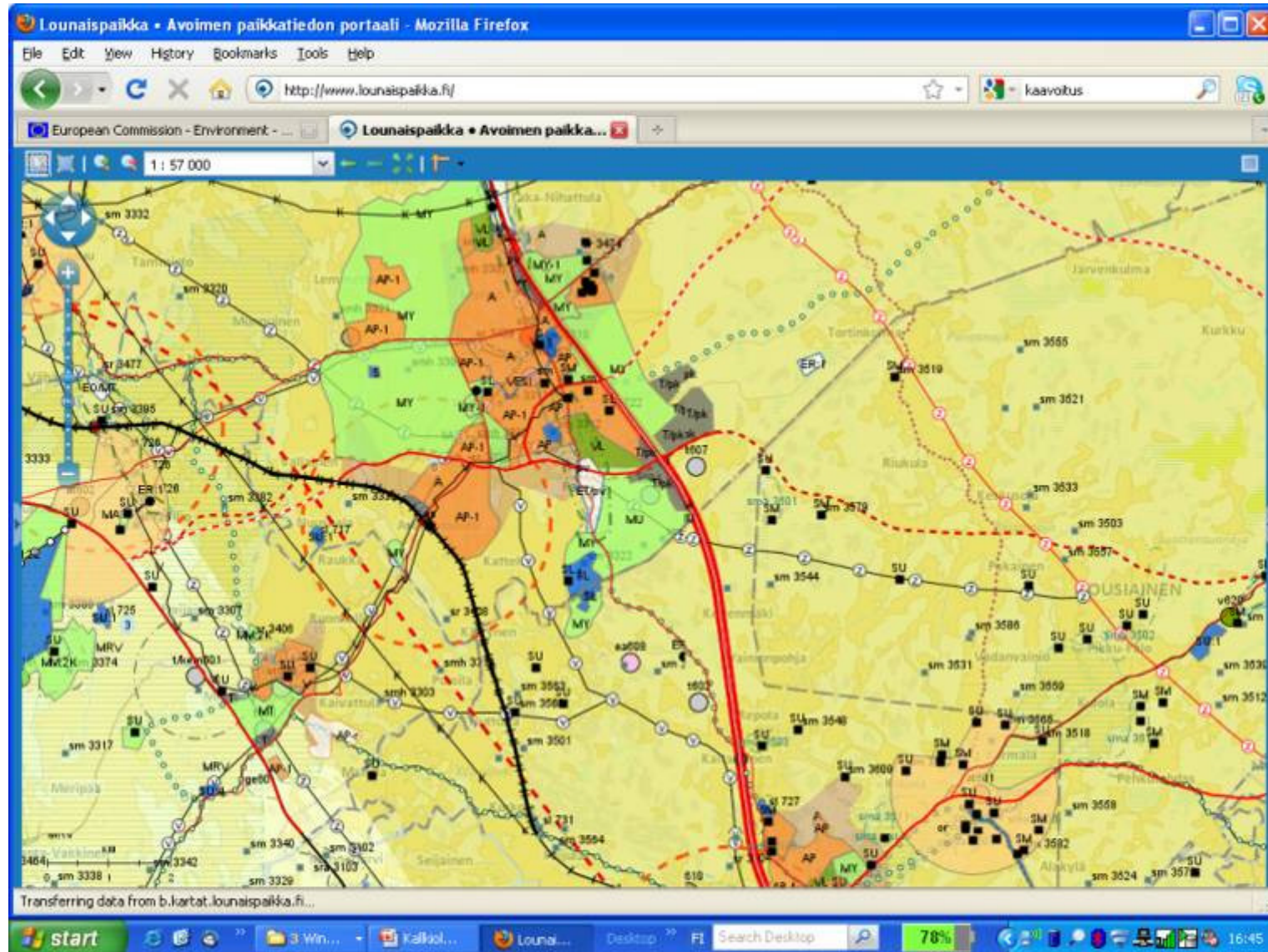
2. Joint HELCOM-VASAB Maritime Spatial Planning principles

The [HELCOM-VASAB Baltic Sea Broad-scale Maritime Spatial Planning Principles](#) were adopted by HELCOM and VASAB CSPD in the end of 2010, fulfilling the commitment set out in the HELCOM Baltic Sea Action Plan (BSAP, 2007) on creating MSP principles.

Ten principles to provide valuable guidance for achieving better coherence in the development of Maritime Spatial Planning (Helcom-Vasab):

1. Sustainable management
2. Ecosystem approach
3. Long term perspective and objectives
4. Precautionary Principle
5. Participation and Transparency
6. High quality data and information basis
7. Transnational coordination and consultation
8. Coherent terrestrial and maritime spatial planning
9. Planning adapted to characteristics and special conditions at different areas
10. Continuous planning

Planning on land



Planning on the sea

Just lines on water?



Planning on sea





MSP approach

- MSP should incorporate any relevant existing knowledge about the addressed sea area, integrate it to the actual needs, involve all the relevant stakeholders to set preferences, and be transparent
- It should be feasible in ecological, economical and social terms
- MSP must be adaptive because things change with time and new understanding accumulates



Special challenges on the sea

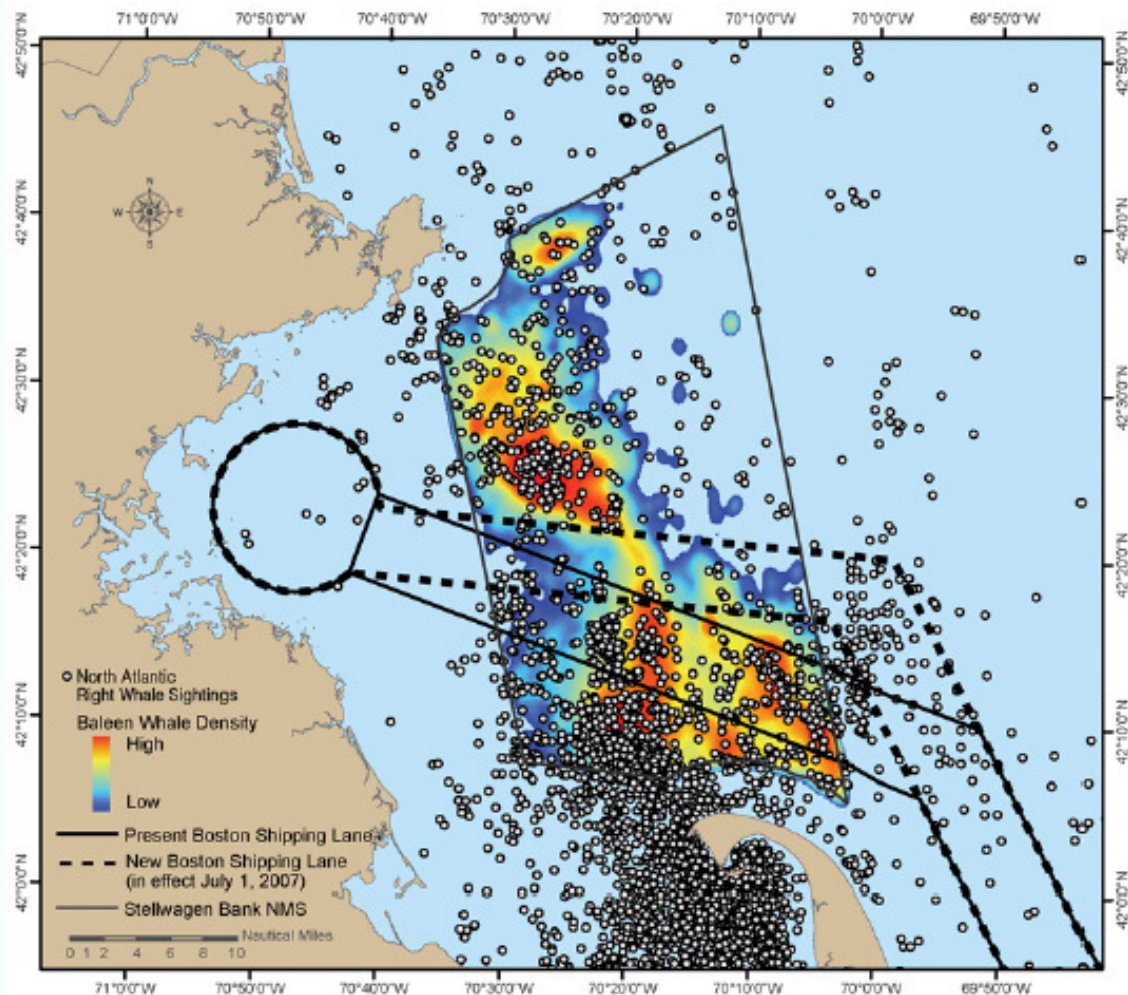
- Three dimensional system
- Dynamic environment (→ 4D)
- Planning doesn't usually result into concrete structures (comp. roads, buildings)
- Knowledge-base is insufficient in many aspects
- "Unpopulated" but still in the interest of many
- Difficult to determine stakeholders
- Often border areas (municipalities, states)
- Relatively new as a subject for planning



International context

- Shared interests in the same areas
 - Also conflicting interests among countries
 - Joint future-oriented communication platform needed
- International regulations
 - UN Law of the seas
 - Directives, conventions, interest groups
- International collaboration can be laborious
 - Meetings, meetings: it takes time to build up mutual understanding; commitment; shared working culture
 - Strong and multi-sectoral national interests (environment, economy, society, military, values)
 - Soft politeness and hard protection of own interest only, both, may provoke problems

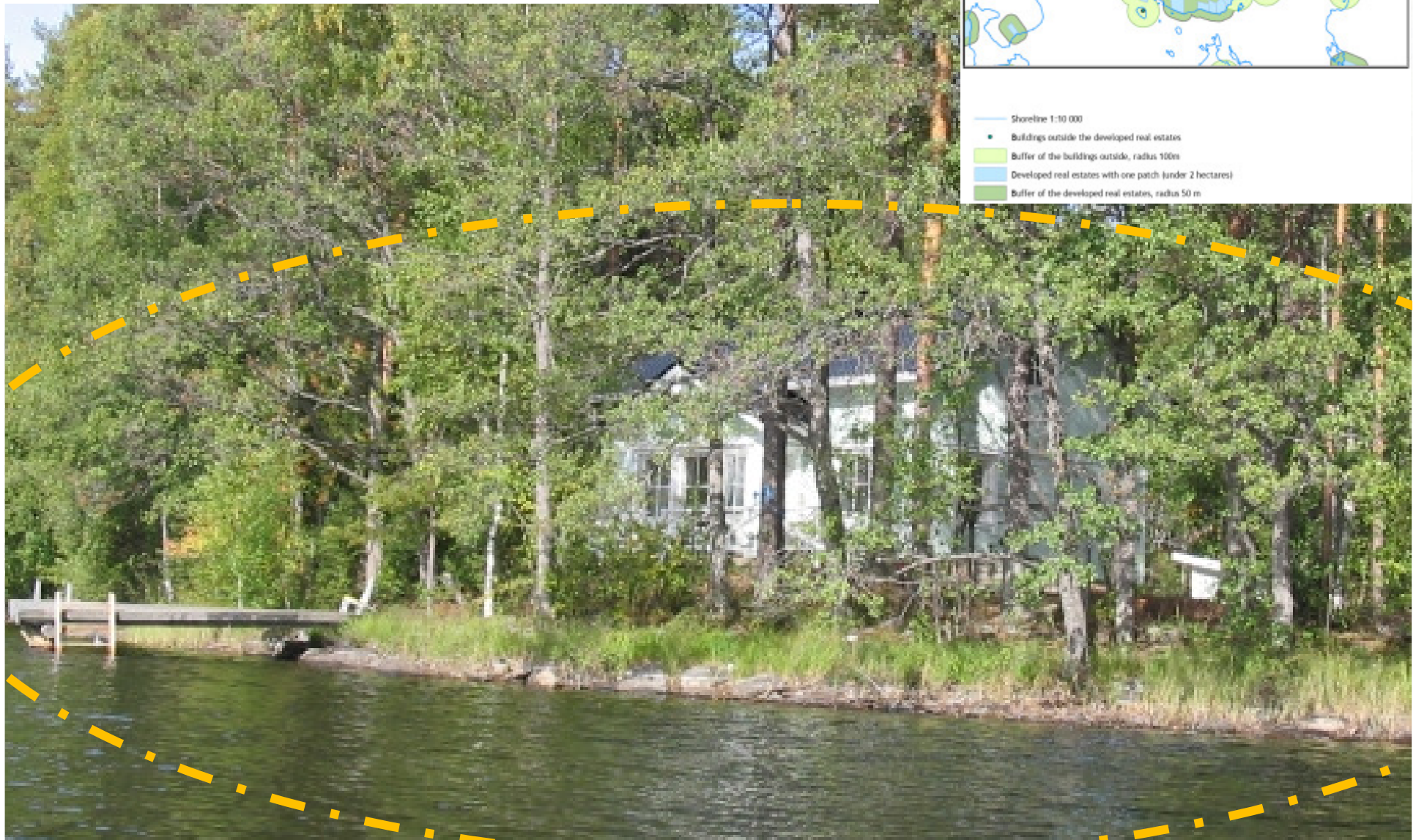
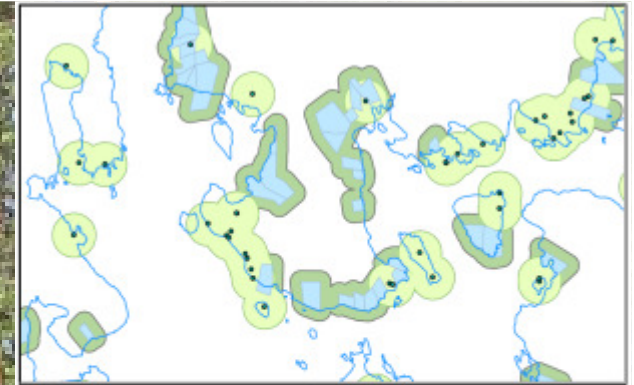
Stakeholder perspective 1



Baleen whale

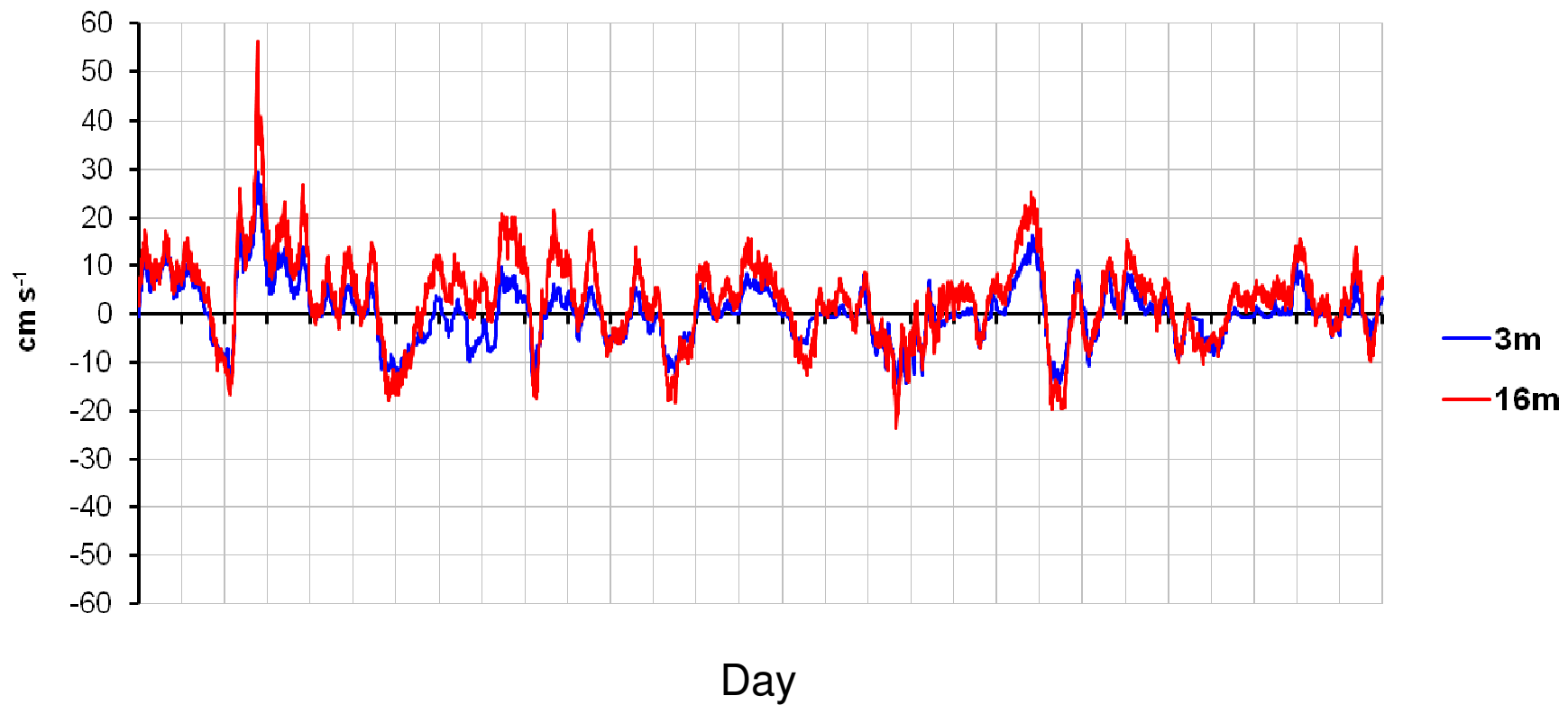
Example on planning a new shipping lane outside Boston to protect whale rich areas from heavy traffic

Stakeholder perspective 2



Environmental dynamics

- 3-D system



Spatial approach in the core

- MSP operates on and with maps: as much as possible of the gathered information should be spatial already at the beginning or be transformed into spatial form
- GIS helps to create alternative MSP regimes for discussion, and to identify the key areas of conflict among different priorities

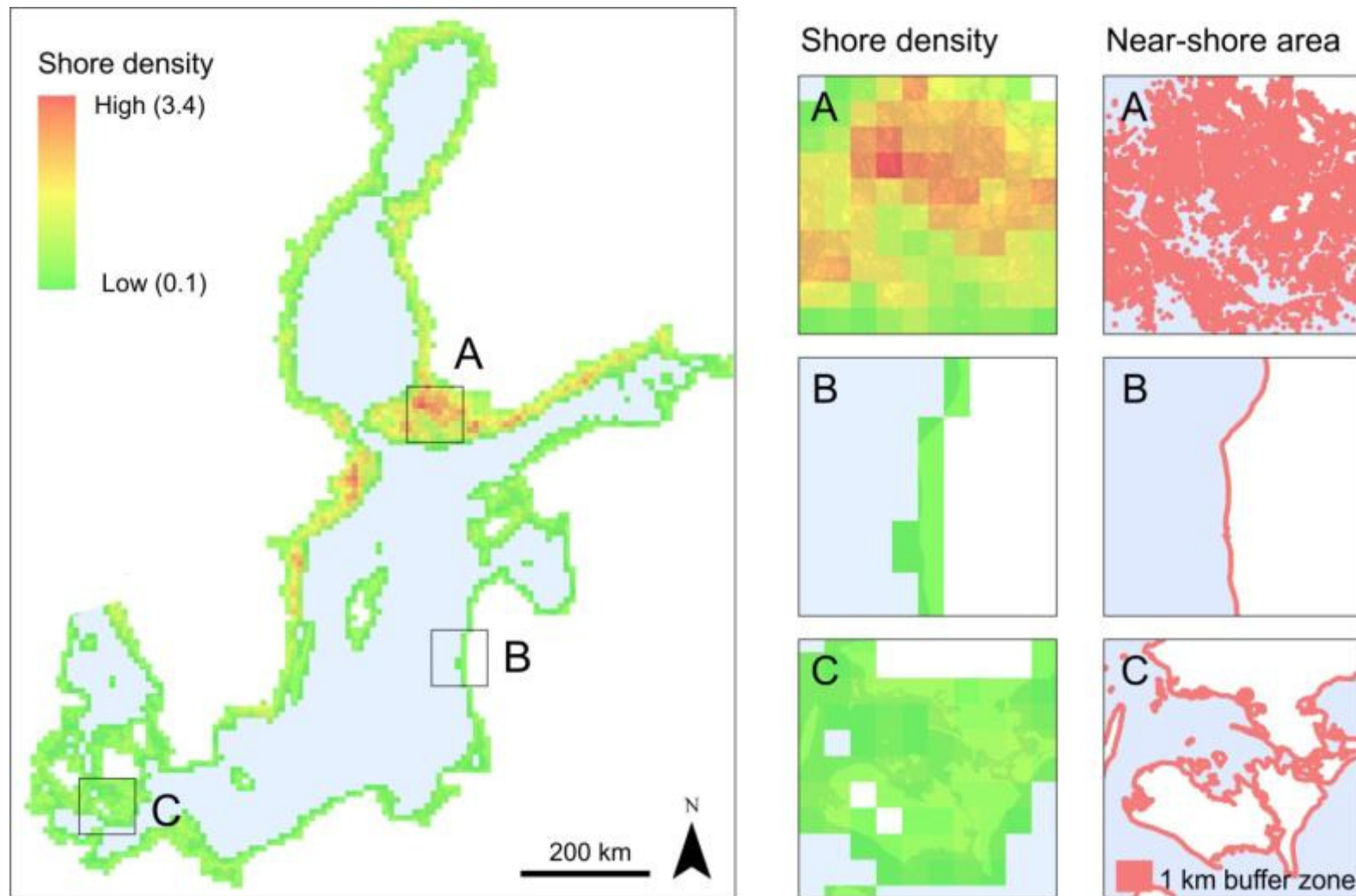


Figure 5.2.2.2-1. *Left*: Shore density in 100 km² square cells along the coasts of the Baltic Sea. *Right*: Three 100 km by 100 km example areas showing the shore density and the near-shore zone as 1 km buffer area from the shoreline. The near-shore zone covers 74 % of area A, 2 % of area B and 19 % of area C. Variables are computed from HELCOM shoreline data (HELCOM 2012).

Uplift mm a^{-1}

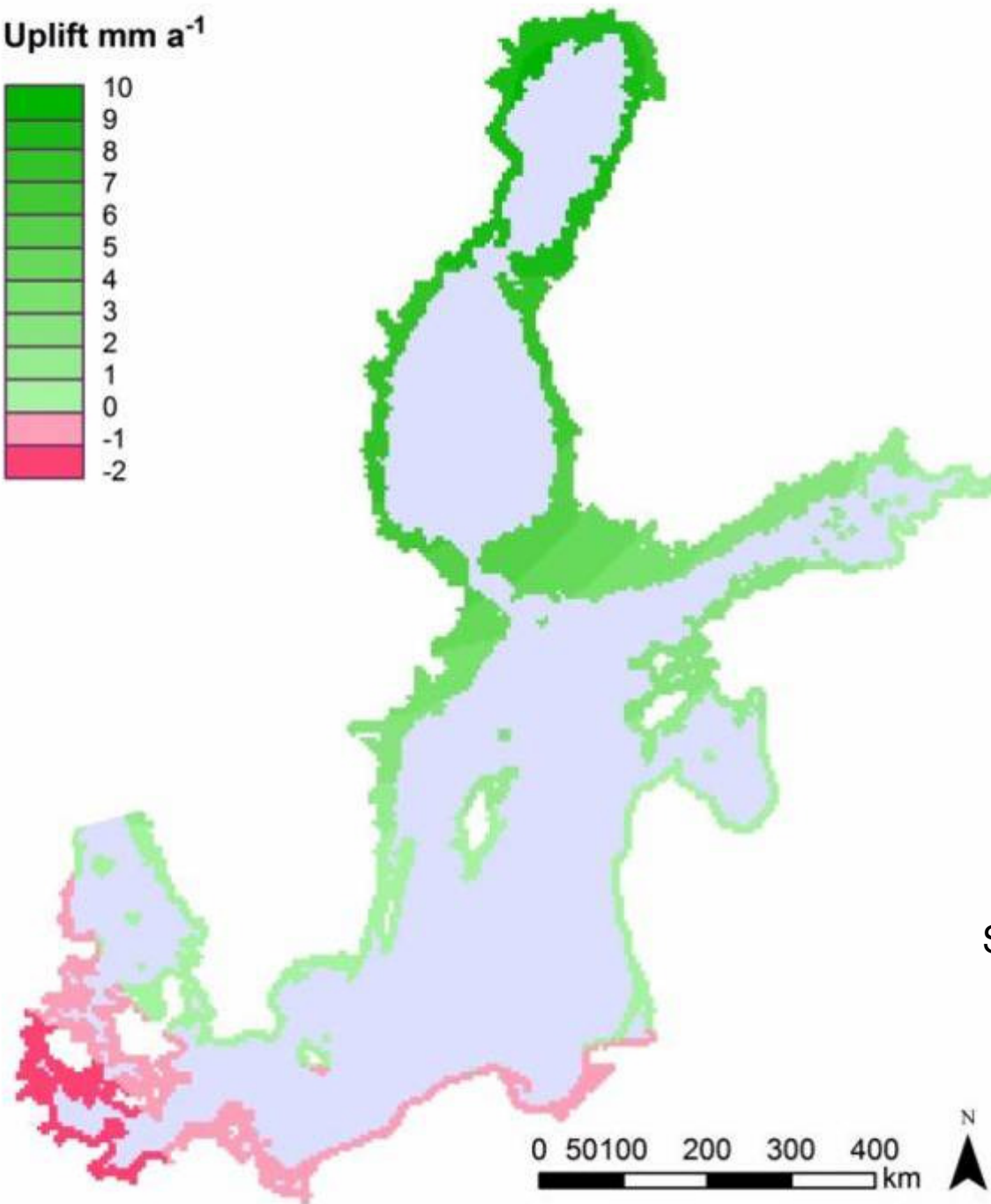
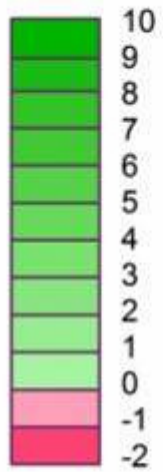
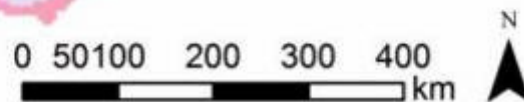


Figure 5.2.2.2-2. Rate of post-glacial land uplift in 25 km^2 square cells along the coasts of the Baltic Sea (after Voipio & Leinonen 1984).

Tolvanen et al 2012



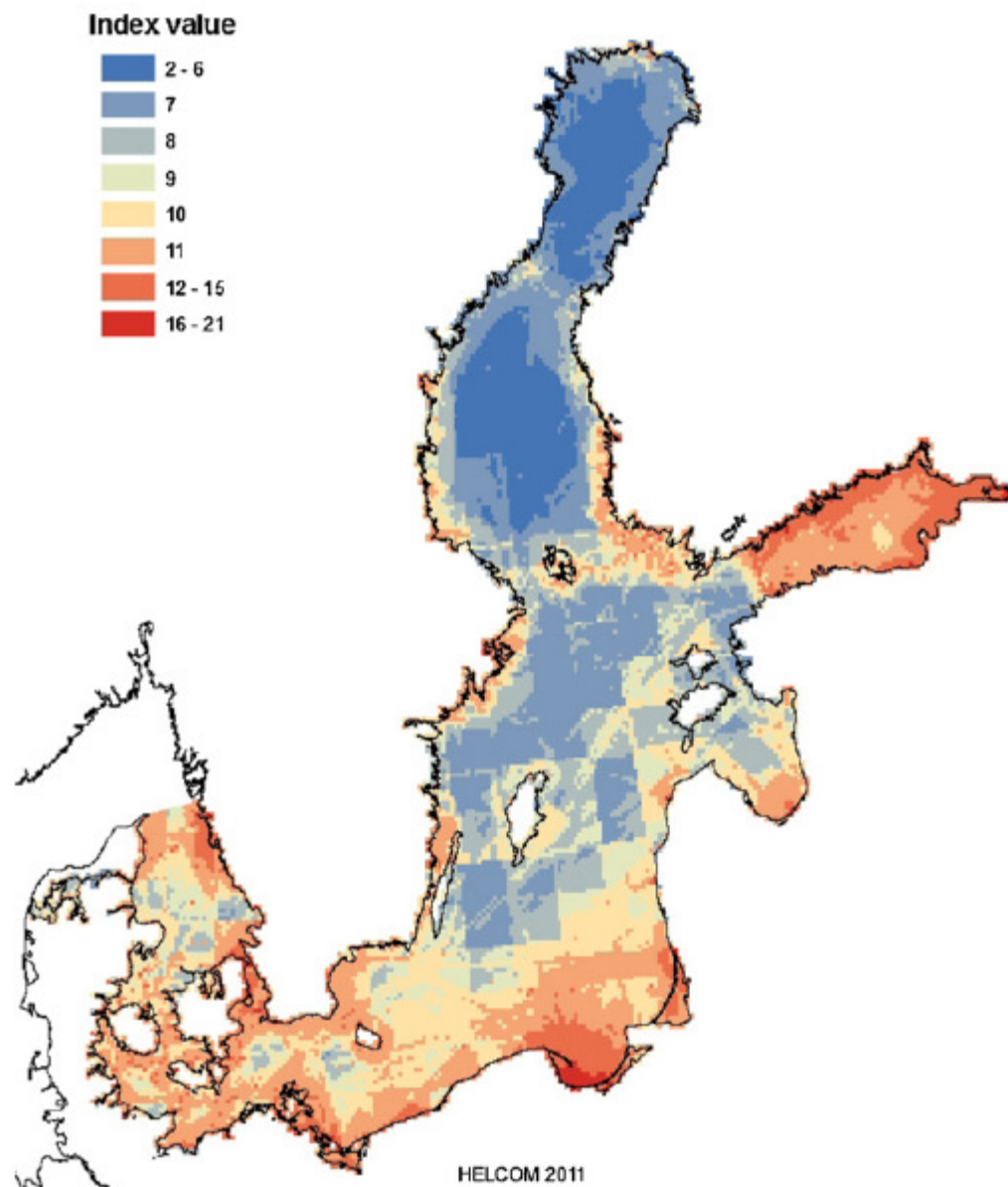
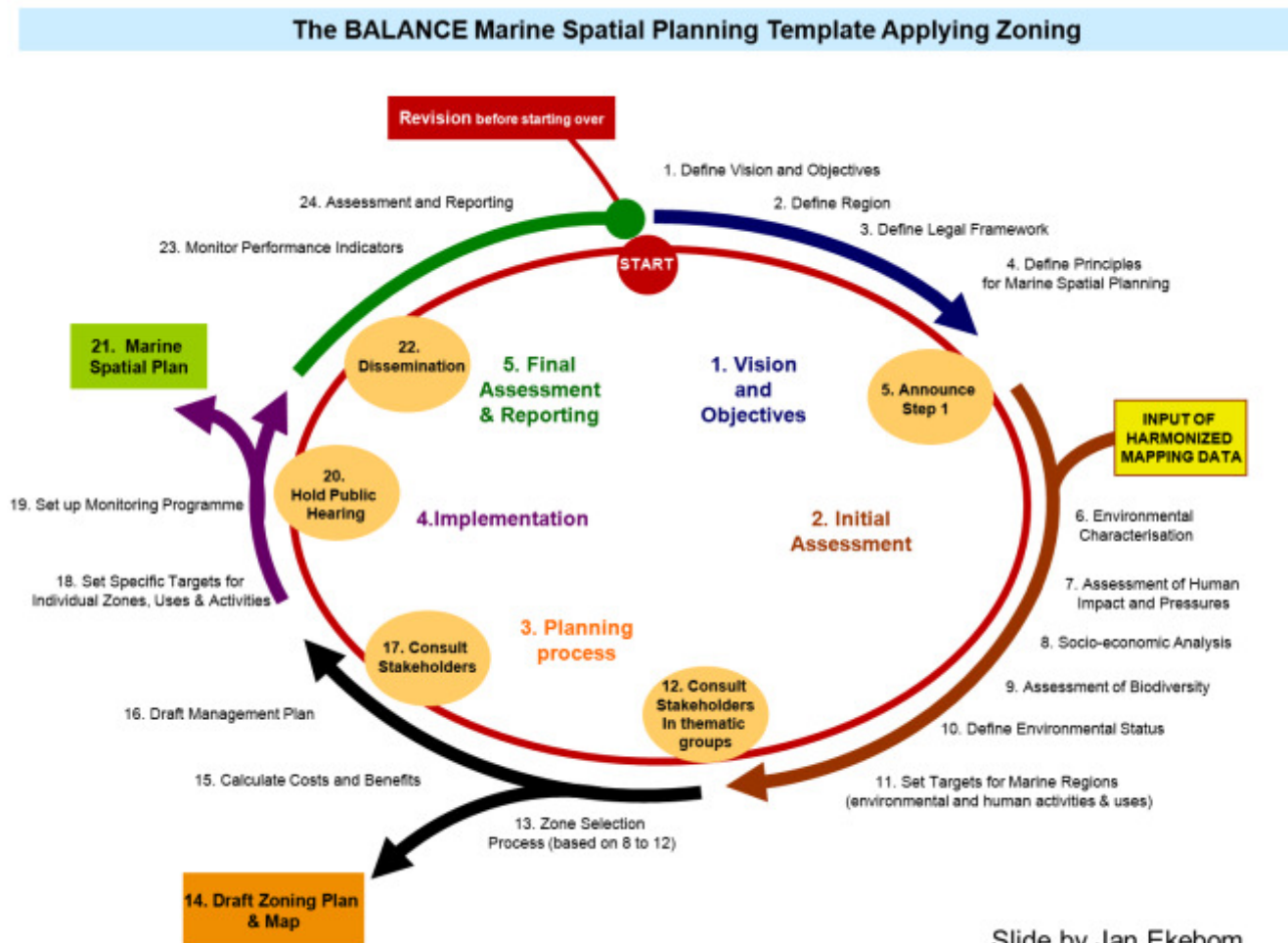


Fig. 7. Presentation of the sum of normalized anthropogenic pressures. Each of the 52 pressures is on the scale from 0 to 1. The assessment units are 5 km × 5 km squares.

Implementing MSP: iterative and participatory



Slide by Jan Ekebon
BONUS project

MAANTIETEEN LAITOS - DEPARTMENT OF GEOGRAPHY

STEP 1: DELINEATE THE COVERAGE OF THE AREA TO BE ZONED, NAME ALL THE MARINE AREAS INSIDE THE BOUNDARIES AS “*GENERAL USE ZONE*”



STEP 2: INVESTIGATE THE NATURAL VALUES OF THE ZONED AREA, TRY TO IDENTIFY THE MOST SUITABLE SITES THAT NEED TO BE INCLUDED INTO MORE STRINGENT ZONES



STEP 3: INCLUDE HUMAN ACTIVITIES ON THE MAP AND ADD NEW ZONING SITES OTHER THAN “*GENERAL USE*”. IF NEEDED, ADJUST THE BOUNDARIES OF THE ALREADY ZONED AREAS BASED ON THEIR SIGNIFICANCE (DEGREE OF PRESSURE)



STEP 4: INCLUDE CURRENT RESTRICTION AREAS ON THE MAP AND IF NEEDED, OVERRULE THE PREVIOUS ZONING STATUS TO MAKE THEM FIT INTO THE NEW ZONING MATRIX.



A DRAFT ZONING MAP.

MAP DATA NEEDED: A GENERAL MAP OF THE AREA AS A BASIS FOR THE ZONING MAP



MAP DATA NEEDED: DATA FROM THE BIODIVERSITY ASSESSMENT (STEP 9), E.G. ON IMPORTANT HABITATS AND SPECIES, MARXAN RESULTS, ETC)



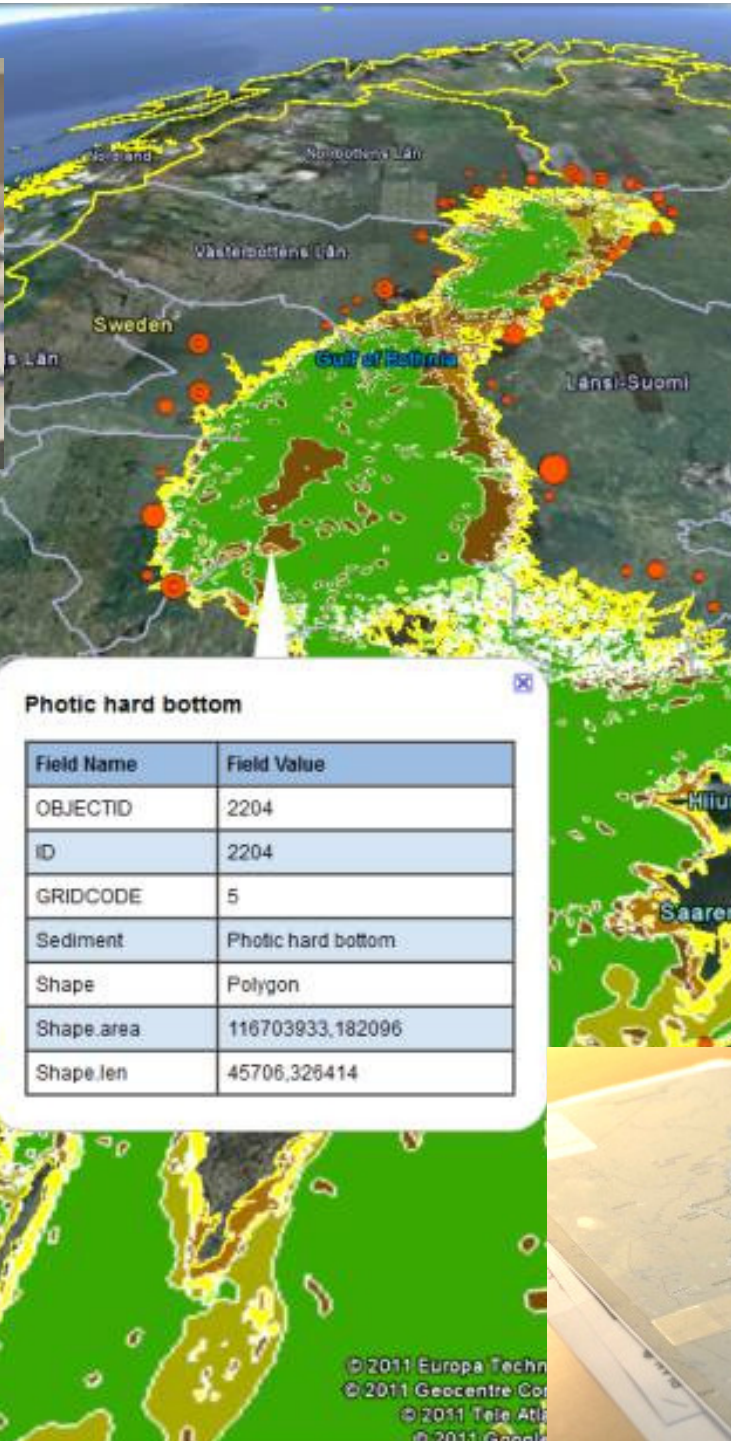
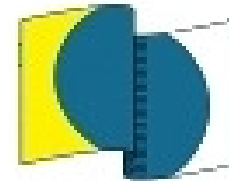
MAP DATA NEEDED: KNOWN, PLANNED OR ASSESSED HUMAN ACTIVITIES, E.G. SHIPPING LANES, HARBOURS, IMPORTANT FISHING AREAS, REGIONS OF HIGH RECREATIONAL ACTIVITY, DENSELY POPULATED AREAS, AND SUITABLE WIND ENERGY SITES ETC.



MAP DATA NEEDED: MILITARY AREAS, MARINE PROTECTED AREAS, NATURA 2000 SITES, CULTURAL PROTECTION AREAS, OIL DRILLING SITES ETC .



PLAN BOTHNIA



Plan Bothnia MSP5 Participants discussing the future of traffic patterns around the Bothnian Sea





2009 Planning the future 2012 of the Baltic Sea

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Middle Bank

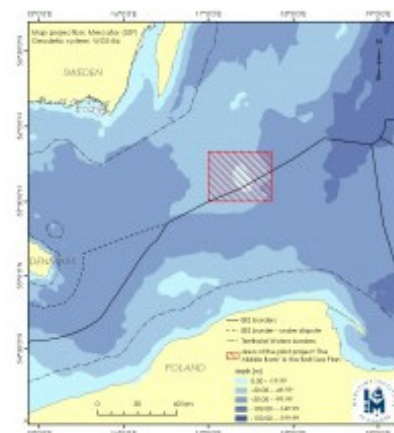
Responsible

[Maritime Institute in Gdańsk](#), [Royal Institute of Technology \(KTH\)](#)

Why maritime spatial plan (MSP) for the Middle Bank?

Southern Middle Bank is a dynamically growing area for offshore activities, in particular offshore wind energy, pipelines and aggregates mining. At the same time it is a marine protected area and lies on the border between the two exclusive economical zones: Poland and Sweden.

Maritime Spatial Plan (MSP) is urgently needed in order to put limitations on potential uses and avoid transboundary conflicts. A draft plan will be prepared by the Maritime Institute Gdańsk, who already have experience with the first Polish maritime spatial plan in the Western Gulf of Gdańsk. Swedish cooperation will comprise of data provision and carrying out the stakeholder participation. Based on the experiences from the Coastman project, the KTH will carry out stakeholder workshops focusing on conflicts in the Middle Bank area.



Planning area and main issues / conflicts

The area of the pilot project Middle Bank ("Södra midsjöbanken" in Swedish, "Ławica Środkowa" in Polish) lies on the intersection of EEZs of Poland and Sweden. The BaltSeaPlan Middle Bank planning area has been delineated along the coordinates 55°30' - 55°50'N and 17°00' - 17°45'E. There will be four working areas:

- Polish subpart,
- Swedish subpart,
- the subpart limited by the isobaths 20m
- the whole area (as described above).

The main issues/conflict which will be addressed by the pilot plan are: nature protection, sand and gravel extraction, mining, the offshore wind energy development, fishery, shipping, pipelines and submarine cables.



Gulf of Finland year 2014

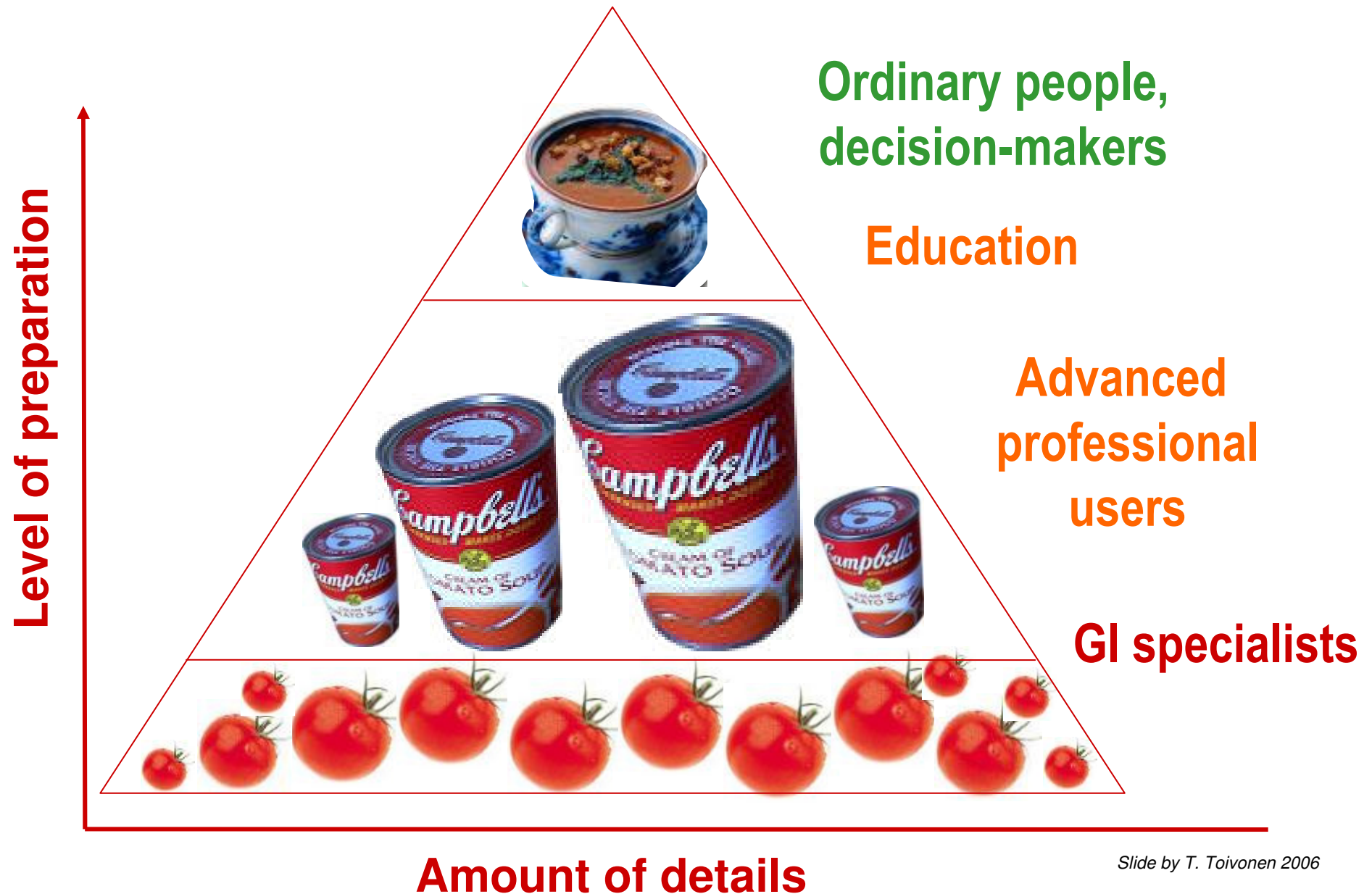
- International thematic year
 - Three coastal countries involved, also other interested participants
 - Environment and use pressures in focus
- MSP will be piloted and discussed
 - Environment and economy
 - Adjusting the legislative measures and actors in the different countries
 - Working cultures to be put together
 - Pilot work will be lead by HELCOM, operative teams are now getting established



MSP needs information infrastructures

- Redundant work by different actors should be replaced by a shared effort
- Information infrastructures involve intellectual property rights, user rights, data harmonization, agreeing about the technical standards to use, resolving compatibility problems and many other technical details alike
- Important to apply existing standards and regulations, such as the INSPIRE directive

INFORMATION ACCORDING TO USER NEEDS





Science-based training is demanded

- Natural resources and their use
- Social-ecological systems
 - Identification of conflicts; safety and security
- Governance and co-operation
 - Legislation and planning systems in different countries
 - CZM with MSP; relation to terrestrial planning
- Methods and tools to to use
- Who should be trained?
 - New MSP professionals
 - MSP able professionals in various fields
 - Further training of professionals at work



Conclusions

1. MSP is a complex and multifaceted topic with strong political demand
2. It is in many ways at its initial phase
3. Pilot projects try to show ways to go
4. Science-base is essential, curricula and teaching must be developed
5. Cross-disciplinary skills and methodological excellence are demanded

A photograph of a blue ship on a choppy sea at sunset. The ship is in the distance, centered horizontally. The sea is dark blue with many small waves. The sky is a mix of purple and pink. The text "Thank you for your attention" is written in white, italicized font at the bottom right.

Thank you for your attention