

Cross border MSP for the EEZ, a case study from the Baltic Sea

The Federal Maritime and Hydrographic Agency of Germany (BSH) is the responsible authority for Maritime Spatial Planning (MSP) in the German Exclusive Economic Zone (EEZ) and likewise involved as a partner in several EU projects for the promotion of transnational cooperation.

BSH co-operates in several international working groups and committees dealing with MSP for many years, e.g. the EU Member States Expert Group on MSP, the HELCOM-VASAB MSP Expert Group in the Baltic Sea Region as well as in the OSPAR ICG MSP working group in the North Sea Region.

Especially in the Baltic Sea Region the BSH has gained long-term experiences in transnational EU-funded MSP-focused cooperation projects. It started with BALTSEAPLAN (2009 – 2012), had a follow up with PartiSEApate (2012-2014) and continues with Baltic SCOPE (2015 – 2017) and Baltic LINes (2016 – 2018). The latter two projects are briefly described here:

1. Baltic SCOPE – Towards coherence and cross-border solutions in Baltic Maritime Spatial Plans



- Duration: March 2015 – February 2017
- Funding: DG MARE European Maritime and Fisheries Fund
- Lead Partner: Swedish Agency for Marine and Water Management (SwAM)
- Budget: 2.6 million €
- Website: balticscope.eu

Background

The high and rapidly increasing demand for maritime space for different purposes, such as installations for the production of energy from renewable sources, maritime shipping and fishing activities, require an integrated planning and management approach. Maritime Spatial Planning (MSP) is an essential instrument for the efficient management of maritime activities. It ensures that any such activities are sustainable and in line with ecosystem approach to marine management.

The European Commission has adopted the MSP Directive (23 July 2014) which main purpose is to promote consistency and coherence of maritime spatial plans across marine regions. This emphasizes ongoing cooperation across borders and mechanisms that facilitate the exchange of best practices.

Target of the Project

The main target of this cooperation is to come up with common solutions of the cross-border maritime planning leading to greater alignment of national plans. That type of cooperation was never been executed before; thus, it is a unique exercise to challenge countries involved, learn from the gained experience and transfer the knowledge beyond the project and region.

Main Tasks

- **To accompany** the official ongoing or planned MSP processes which have begun in most BSR Member States in response to the MSP Directive
- **To carry out** concrete cross-border cooperation between Member States in the Baltic Sea Region, asking what is needed to achieve successful cross-border cooperation and where potential barriers may lie as well as developing recommendations for the cross-border MSP processes.
- **To develop two MSP case studies.** In both cases, South-West Baltic case and Central Baltic case, the project will follow a systematic step-by-step approach during which specific hot topics / issues are identified based on information brought together from the various inventories undertaken in each participating case country.



2. *Baltic LINes – Coherent Linear Infrastructures in Baltic Maritime Spatial Plans*



Baltic LINes

(Logo bitte auch auf deutscher Website durch dieses ersetzen)

- Duration: 2016–2019
- Funding: [Interreg Baltic Sea Region](#)
- Lead Partner: [German Federal Maritime and Hydrographic Agency \(BSH\)](#)
- Budget: 2.4 million €
- Website: balticlimes.eu

Background

Maritime Spatial Planning (MSP) is recognized by the European Commission in its Integrated Maritime Policy as an essential component for achieving Blue Growth. The particular role of MSP for blue growth has also been emphasized in the Limassol Declaration on EU Integrated Maritime Policy, which values its “improved planning transparency and a balanced approach between relevant sectors and stakeholders” of MSP.

Although MSP is a national competence, member states need to ensure that their national MSPs are coherent across sea basins. This is prescribed by the EU MSP Directive (2014) and also required in terms of spatial efficiency and connectivity. As a minimum issues that are transnational by nature, i.e. shipping routes, energy infrastructure and ecosystem considerations need to be coordinated. Sea space may be sub-optimally used and Blue Growth compromised e.g. if shipping lanes intersect with fixed installations (e.g. wind farms, pipelines). Already now it is increasingly difficult to find suitable space for efficient, transnational bundled corridors. All these uses entail massive investments with long-term planning cycles and long lasting impacts once being in place. At the same time the ecosystem of the Baltic Sea needs to be safeguarded.

Baltic LINes is supported as a flagship project by the HELCOMVASAB MSP Working Group and approved by the EUSBSR national coordinators. Its aims correspond directly to the ambition of this Horizontal Action to “Encourag[e] the use of maritime and landbased spatial planning in all Member States around the Baltic Sea and develop a common approach for cross border cooperation”. With its panBaltic approach, Baltic LINes helps to achieve the goal of implementing MSPs that are coherent across borders in a particularly comprehensive manner.

With all BSR countries preparing or revising their national MSPs during the project period, a window of opportunity has opened for ensuring Baltic Sea wide coordinated designations in MSP for linear infrastructures such as all sorts of pipelines, cables and shipping routes.

Target of the Project

Baltic LINes seeks to increase transnational coherence of shipping routes and energy corridors in Maritime Spatial Plans in the BSR. This prevents cross-border mismatches and secures transnational connectivity as well as efficient use of Baltic Sea space.

Main Tasks

- **To carry out** a structured and coordinated involvement process with relevant national/transnational stakeholders
- **To find out** about requirements for MSP of the shipping and energy sector and their spatial implications (considering forecasted economic, environmental as well as technological developments at sea and on land)
- **To visualize** gathered information in scenarios with the help of the MSP Challenge, a computer-supported simulation game based on accurate data and sectors' feedback, to support maritime spatial planners to understand the diverse challenges of sustainable planning of human activities in the marine and coastal ecosystem
- **To improve** access to relevant transnational MSP data needed for making spatial allocations for shipping and energy users in MSP by piloting the first ever BSR MSP data infrastructure
- **To set up** planning solutions applicable for national Maritime Spatial Plans to support transnational coherence of linear infrastructures
- **To develop** recommendations for a BSR agreement on transboundary consultations on linear infrastructures with in the MSP process



BALTIC LINES links to the North Sea area related Project NorthSEE which addresses transboundary MSP for linear infrastructures plus associated environmental aspects of general relevance for sustainable use of the sea basin.

3. NorthSEE – A North Sea Perspective on Shipping, Energy and Environment Aspects in MSP



(Logo bitte auch auf deutscher Website durch dieses ersetzen)

- Duration: 2016–2019
- Funding: [Interreg North Sea Region](#)
- Lead Partner: [German Federal Maritime and Hydrographic Agency \(BSH\)](#)
- Budget: 4 million €
- Website: northsee.eu

Background

Maritime Spatial Planning (MSP) is recognized by the European Commission in its Integrated Maritime Policy as an essential component for achieving Blue Growth. The particular role of MSP for blue growth has also been emphasized in the Limassol Declaration on EU Integrated Maritime Policy, which values its “improved planning transparency and a balanced approach between relevant sectors and stakeholders” of MSP.

The North Sea Region (NSR) is one of the busiest areas for shipping and exploitation of natural resources (oil, gas, wind, etc.) in the world, and contains unique natural reserves. The countries around the NSR are frontrunners when it comes to MSP. Most of them have implemented or are developing national Maritime Spatial Plans to promote sustainable development of the sea within their national boundaries. Although MSP is a national competence, member states need to ensure that their national MSPs are also coherent across seabasins. This is prescribed by the EU MSP Directive (2014) and also required in terms of spatial efficiency and connectivity.

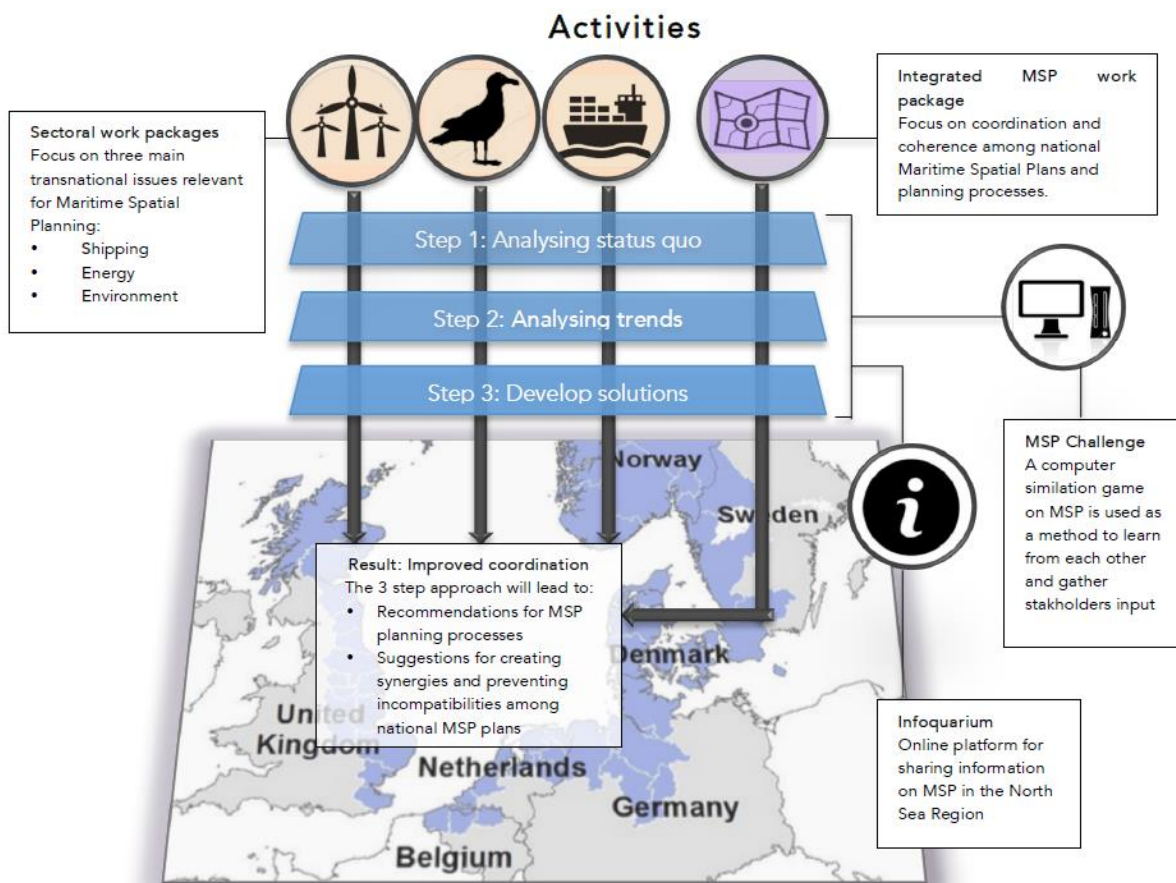
Relevant authorities have used their own planning methods and processes to develop these plans. Exchange of the different approaches can serve as a source of inspiration for improving national MSP processes. Furthermore exchange can improve mutual understanding of the different national MSP systems and hence facilitate coordination. Given that the North Sea is a transnational area, coordination among national Maritime Spatial Plans is useful to capture synergies and to prevent incompatibilities concerning shipping routes, energy infrastructure and environmental protection.

Target of the Project

The NorthSEE project aims to achieve greater coherence in Maritime Spatial Planning (processes) and in Maritime Spatial Plans (capturing synergies and preventing incompatibilities). The project seeks to create better conditions for sustainable development of the area in the fields of shipping, energy and environment protection.

Main Tasks

- **To suggest** a multi-level coordination framework capable of supporting ongoing coordination in MSP across the NSR in the long term
- **To develop** an information and planning platform for MSP, enabling planners and stakeholders to share evidence for MSP and test different planning options in the form of scenarios based on real data (MSP Challenge)
- **To increase** the capacity of stakeholders in key transnational sectors to actively contribute to MSP
- **To align** approaches for taking into account wider environmental issues in MSP
- **To facilitate** greater transnational coherence in MSP with respect to offshore energy infrastructure
- **To achieve** greater transnational coherence in using MSP to support environmental protection objectives
- **To facilitate** greater transnational coherence in MSP with respect to shipping routes



The conference is invited to

- take note of this report,
 - discuss similar activities, participation or other options of support through NSHC members for the North Sea area.
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