

Summary: Round table on MSP in Romania

DRAFT

15th Feb. 2017, 9:00-16:30

Ministry of Regional Development and Public Administration, Apolodor Street No. 17, "Sala Albastra", Bucharest, Romania

Content

1. Introduction	2
2. Participants	2
3. Format of the day	2
4. Introductory remarks by authority	3
5. Topic 1 - Establishing a framework - link between national and non-national strategies.	3
Steven Vandenborre: The Belgian experience	3
Discussion	3
6. Topic 2 - Data	4
Susanne Altvater: Results of the data study (MSP Platform)	4
Jacek Zaucha: The Polish experience	4
Steven Vandenborre: The Belgian experience	5
Discussion	5
7. Topic 3 - Cross-sector approaches	6
Emiliano Ramieri: The Italian experience	6
Discussion	6
8. Topic 4 - Land-sea interaction	7
Discussion	7
9. Wrap-up	7
10. Next steps	7
Appendix 1- Attendance list	9
Appendix 2 - Agenda	10
Appendix 3 - Presentations	12

1. Introduction

The idea of the round table was to share up-to-date information of on-going research and existing good practices, as well as to support the Romanian MSP authority and involved sectoral ministries. Specific needs from the MSP authority and sectoral ministries were identified beforehand:

- What is the relationship between the national plan and other national/European regulations?
- How to extract relevant conclusions from a mass of raw data?
- How to integrate cross-sectorally and analyse synergies or conflicts?
- What is the relationship between terrestrial and maritime areas and how to interact with ICZM aspects?

The roundtable addressed these identified topics and aimed to find out more about specific needs. During the day, the focus was on methodologies necessary for the elaboration of a national MSP. Discussions after the presentations linked directly to examples of current processes and provided input. The roundtable fostered a better understanding of the four selected aspects of MSP, taking into account the importance of strengthening collaboration between administrative institutions. Time for discussion and exchange concretely addressed the most pressing questions from the participants and provided answers how regarding MSP can be turned into a real planning process. The roundtable also took into account results of the MARSPLAN-BS project.

The meeting was held under the Chatham House Rule to encourage openness and the sharing of information. It was highlighted several times that further information is available on the MSP Platform website. The platform also has other experts, which could provide additional information.

Please see attached ppt. No. 1, Appendix 3

2. Participants

Participants have been selected by the Romanian MSP authority (MRDPAEF) and - other than invited experts - came from this authority (please see attendance list in Appendix 1). Some have been involved in the process for longer, whereas some are quite new to the topic and will deal with the subject during the next years.

The invited experts were:

- Steven Vandenborre (Belgian MSP authority),
- Jacek Zaucha (MSP Platform, s.Pro/MIG),
- Emiliano Ramieri (MSP Platform, Thetis), and
- Susanne Altvater (MSP Platform, s.Pro) who also moderated the meeting.

3. Format of the day

The day was a mix of presentations and group discussions. As a start, the MSP authority provided an overview of the current status of the national process, existing challenges and efforts. The following presentations brought participants up-to-date with current national MSP processes and provided ideas on how existing approaches could support the development and implementation of MSP in Romania. The day was structured into four topics although the last topic - land-sea interaction - was not debated in as much detail as the other three topics due to the strong interest of the participants in the first three topics.

After each presentation or a block of presentations on a specific topic, participants could ask questions to the presenter and collectively brainstorm about:

- a) What did I learn?
- b) What did I not understand?
- c) What can I take for my future work?

The results have been noted on a flip chart. The discussions can be a starting point for further discussion and meetings, also for example jointly with the Bulgarian MSP authority under the frame of the MSP Platform “workshops upon request” service.

Please see **Appendix 2** for a more detailed agenda.

4. Introductory remarks by authority

Bogdan Ghinea, as coordinator of the MSP process within the Romanian MSP authority, provided an overview of the current status of the national process and stressed that now the real process is starting. He expressed his hope that the round table will clarify steps within the MSP process to support the elaboration of the documents.

Afterwards, the round table continued with an overview of existing types of MSP approaches, for example in Lithuania, Belgium, England, Scotland and Germany (see presentation 2), and introduced the roundtable topics.

Participants discussed the different approaches and agreed that the strategic Lithuanian approach is of interest. It allows reservation of areas of special concern, e.g. for oil and gas, which is key for Romania, or to foresee areas already reserved by other uses like mineral resources, or priority no go areas to assure the maintenance of ecosystem services through healthy ecosystems. The approach could be implemented by a general plan and more detailed plans for specific sites, such as the Danube Delta with its very special conditions and sensitive environment. A vision for the sea space does not exist yet but a general approach to the EU Integrated Maritime Policy has been developed. The Romanian approach is to identify hot-spot areas as a first step of the stocktaking exercise to see which sectors and areas have to be planned. For example, the need for sand to mitigate coastal erosion and to ensure beach nourishment was mentioned. Finally, different options of the character of the Romanian MSP have been discussed, ranging from a) a descriptive document plus strategies, b) a strong regulatory framework to c) an in-between solution like in Poland.

Please see attached ppt. No. 2, Appendix 3

5. Topic 1 – Establishing a framework – link between national and non-national strategies.

An introductory presentation set the context for the session (presentation 3). Descriptors of the Maritime Strategic Framework Directive (MSFD) relevant for the MSP process were also presented (presentation 4).

Steven Vandenborre: The Belgian experience

After highlighting the main challenges when drafting the Belgian MSP, the presentation described in more detail the MSP procedure and content. The plan will be evaluated every 6 years. The MSFD will be spatially impacted by the MSP. Techniques to coordinate several processes are:

- Coordination of procedures, e.g. the consultation period of the MSP and the SEA procedure
- Multi-use of data, e.g. initial assessment of MSFD and the stocktaking for the MSP
- Involvement of units/persons in charge of other relevant policies
- Accommodation of potential evolutions of other processes

Discussion

Discussion points included

- When elaborating the MSP, link to terrestrial planning

- Important to focus on specific aspects when linking to other strategies and not trying to meet all expectations
- Always structure the process / consultation from the very beginning to assure real involvement of stakeholders and to plan financial resources realistically
- Problem: exchange of data between units, sectors or sub-regional administration -> MSP can be a good way to foster the exchange of data and support collaboration between different governance levels; this always needs a good internal planning
- The inter-ministerial group in Romania can push the process by the (state secretary, supported by the technical level)
- So far, a national strategy covering only land exists in Romania
- The Romanian MSP Plan will be approved by law, requiring specific consultation steps
- Cross-border consultation with other Black Sea countries might be really challenging
- Process needs time (6-10 years); updating an MSP plan is challenging. A balance between updating scope and resource needs must be pursued (e.g. updating of specific aspects more frequently and full update of the plan more rarely)
- In any case one should not wait for an ideal MSP and the approach of "trial and error" should be followed
- MSP has accommodate new (foreseeable) uses, in order to avoid time-consuming intermediary changes (BE)
- Learning from the Belgian MSP process: some areas are open for commercial, not yet defined activities
- Oil / gas: knowledge quite extensive -> no big changes seem necessary in Romanian MSP
- Conclusion:
 - A wide range of adaptive tools are available
 - Not always necessary to modify the whole plan but parts or sections of the plan
 - Translation for neighbour status -> install a trans-boundary committee to discuss important issues like exchange of data or bordering pipelines

Please see attached ppt. No. 3 and 4, Appendix 3

6. Topic 2 - Data

The session started with a presentation about a data study elaborated under the EU MSP Platform and continued with insights of the Polish and Belgian approaches and experiences.

Susanne Altvater: Results of the data study (MSP Platform)

The MSP Data Study (2017) referred to the guiding questions: what do planners need and which data have been used so far. It does not answer the question about the availability of data on national levels. In general, it can be concluded that different styles of planning create different types of evidence. However, countries are using similar data categories ranging from environmental and administrative to data about human activities and socio-economic impacts of activities. A list of data categories - available on the MSP Platform - was presented and distributed as a hand-out. The presentation also referred to data infrastructure reviews and data needs like moving from descriptive to strategic evidence and the need for spatial evaluation tools and exchange of practices.

Please see attached ppt. No. 5, Appendix 3

Jacek Zaucha: The Polish experience

The Polish draft of an MSP foresees a coastal strip, which is of importance for the whole approach. The available data covers both, land and sea. The presentation showed the data gathering and data inventory process. However, only 10% of the data was finally used when drafting the plan. During the stocktaking process, the focus was on a) what is there and b) what is planned there. Some information was available in the format and resolution as being not so suitable for the planning purposes. Therefore, it is important to use new kinds of information (collected from stakeholders) as well as existing data related to the key spatial

challenges and only use what is necessary. The presentation also referred to the most useful information, such data on erosion, mineral resources and storage of CO₂. Some of these were not been clear beforehand. Also, temporal closure of uses due to environmental needs seem to be a relevant way to combine uses. In the fishing sector, the ICES reference grid squares were too big to use for the planning. Instead, the net profit of large fishing vessels was assessed to identify the most important fishing grounds. This exercise took half a year and was far cheaper than the normal assessments taking several years. Presented maps underlined the findings of the Polish planning process.

Please see attached ppt. No. 6, Appendix 3

Steven Vandenborre: The Belgian experience

The process that is designed foresees a strong involvement of stakeholders to achieve transparency, trust and to share data. More useful information can be achieved via:

- Bond of trust – create the context for an exchange of information between authorities and stakeholders in which all parties feel that this exchange will contribute to a balanced MSP;
- Checks and balances
 - check by other stakeholders and/or independent check
 - required degree of validation depends on importance for MSP
- Smart planning
 - 'point of no return' only when information sufficiently mature
 - flexible planning process

Please see attached ppt. No. 7, Appendix 3

Discussion

- Take into account the findings of the MSP Data Study
- Data needs and types depend on step you are taking -> stocktaking, vision, compatibility assessment
- Polish experience
 - Only 10% of data have been finally used
 - Focus on: What is there and what is planned there?
 - Trial and error with most useful information
 - Use temporal data to soften conflicts
 - Assessment of most relevant fishing grounds
- Validated and non-validated data exist, e.g. data from formal monitoring and/or projects and studies. Although the latter are not validated, they can be useful if transparently shared and if all stakeholders are taken in consideration. Specific check-routines should be incorporated for accuracy, meaningfulness and security of data;
- The audience asked whether there have been any court cases related to ownership of data; in Belgium and Poland not so far
- It may useful to combine data of different time periods; however, it depends on the sector: for e.g. the fishing sector, these kind of data are useful
- Conclusion:
 - Data as incentive to support positive attitude of stakeholders
 - Use also qualitative data and local knowledge
 - Adapt indicators of how the uses affect each other in economic terms regarding MSP needs and show how uses change the value of maritime space
 - It is very important to define what MSP can deal with and what not (this affect data to be collected)
 - Multi-use of same data can be highly relevant to share cost and burden

7. Topic 3 – Cross-sector approaches

In this session, cross-sectoral approaches were discussed based on the Italian experience and complemented by insights gathered during other national processes.

Emiliano Ramieri: The Italian experience

The presentation focused on the policy perspective and dealt specifically with starting of the MSP process. In Italy, a multi-level governance system has been established. An Inter-ministerial Coordination Table elaborated the recently approved guidelines for the implementation of MSP and elaboration of MSP plans. It also identified marine areas to be covered by MSP. A Technical Committee, coordinated by the Ministry of Infrastructure and Transport (the Italian MSP competent authority) will be responsible for the elaboration of the MSP and the Strategic Environmental Assessment (SEA). The approach follows nested objectives: main scope, multi-sector strategic objectives and specific/operational objectives.

Please see attached ppt. No. 8, Appendix 3

Discussion

- The Romanian authority outlined the main conflicts. For example, there are strong conflicts between the oil sector and Natura 2000 sites.
 - A specific example was presented: a pipeline from the sea to the terrestrial part was conflicting with a RAMSAR site in the Danube Delta. A first compromise was found through a technical solution allowing the pipeline through a small part of a nature reserve with the advantage to avoid a long pipeline through the whole area, reducing the impact on the area and saving natural space and costs.
 - Other conflicts: fisheries and nature protection, nature protection and military
 - Approaches were discussed how to involve mayors and other stakeholders
 - The need to find synergies to reduce conflicts was outlined with different examples in Poland, Germany and Belgium
 - Show consequences (legal) for the sectors and implement them consequently to mitigate one-side approaches which do not take into account needs of other sectors
 - Beside matrix of conflicts and synergies among uses, a matrix of stakeholders is a proven tool to get a very good overview
 - Formalise process to find out who is already on board and whom to consult again; double consultation might be necessary for specific, more reluctant sectors
 - Conclusion: In Romania the stakeholder involvement should be used to adapt decisions; while elaborating the national MSP essential steps should be continuously communicated to the stakeholders to build trust among them
- ⇒ Combination of logical structure of MSP and legal/institutional procedure similar to Belgium and Italy
- Specific case of the Danube Delta: involvement of NGOs? There exist documents which define the involvement of stakeholders
 - During the MARSPLAN-BS project implementation there were consultations with the identified stakeholders. Also, within the formal procedure for drafting and approving the MSP, clear steps are stipulated for consultation with all identified stakeholders.
- ⇒ The strategies for an integrated involvement of NGOs like the WWF and for continuous funding should be not too complicated.
- How far upstream will the MSP authority plan the Danube River? It is still not clear how far the national MSP will approach these areas. *This question directly leads to the next topic, land-sea interaction.*
 - Recommendation: learn from existing friction cases and check the FAQ page of the MSP Platform

8. Topic 4 – Land-sea interaction

In a final session, participants started to identify what input/ results from the LSI workshop in Malta (2017) would be directly useful for their national MSP process and the involved authorities. Reflections and discussions focused on the following questions:

- Which of the presented approaches is most suitable for us?
- How can we avoid the artificial segregation between terrestrial and marine areas?

Please see attached ppt. No. 9, Appendix 3

Discussion

- Participants agreed that the approach to extend terrestrial planning into the marine area may not be practical in Romania. A decision will be taken within the Committee for MSP. Far more interesting is the management of LSI through ICZM initiatives or through coordination of separate terrestrial and maritime spatial plans.
- In Italy legislation provides a definition for land-sea and sea-land interaction. The MSP guidelines issued by the Inter-Ministerial Coordination Table provide initial general criteria for the identification of land areas to be considered for the analysis of LSI.
- Other examples of Latvia and Sweden show that planning of coastal waters is possible although MSPs exist. In Latvia, within the legislation on MSP there is no indication on landward limits, but just the overall requirement that the principle of land-sea-linkage shall be implemented. Until now, the terrestrial planning excluded coastal waters, except port administrative areas. Here, coastal municipalities are responsible for ports etc. Although coastal municipalities are allowed to plan coastal water areas related to the recreational development since 2015, there are no plans drafted or initiated on local levels that include coastal waters up to 2 km. Therefore, the implemented national MSP is applicable for coastal areas.
- Germany follows in specific cases a voluntary approach regarding the implementation of the MSP Directive.
- Spain is currently establishing a framework for MSP and provides an example for the sharing of competencies in coastal zones.
- Conclusion: The Romanian MSP authority will further analyse the legal and administrative situation to find the best available way for ensuring land-sea interaction in line with the existing ICZM approach and the MSPD. The specific case of the Danube Delta could be approached by using existing management plans and integrate them into a national MSP.

9. Wrap-up

The wrap-up showed that there are still challenging issues regarding each discussed topic. Specific aspects were mentioned by participants, which seem most interesting for the development of the MSP:

- Consider so-called white areas to allow modified planning in the future
- Categories for commercial activities should be included into the plan to open space for users
- How can a plan be modified if a zone is not marked yet? Is it necessary to change the whole plan?
- Link the licensing system to the MSP process and involve licensing offices and administration in stakeholder workshops and consultation
- Permits regarding specific sectors like renewables should be linked to the plan
- Flexible planning processes allow stakeholders to create ownership and to raise acceptance also among those sectors which are currently not interested in the MSP process

10. Next steps

Romanian participants agreed to further use the opportunity to gather information offered by the MSP Platform. The wrap-up showed that there are still many open and already very detailed questions. Here, a

further round table on these specific aspects or another way of information exchange is desirable. Also a new initiative for a second meeting jointly with the Bulgarian MSP authority was taken into account. Collaboration on future work on MSP aspects seems to be key for successful planning in each of the countries.

11. Appendix 1- Attendance list

Întâlnirea reprezentanților MDRAP cu reprezentanții MSP Platform.
15 februarie 2018, ora 09:00, sediul MDRAP (Sala Albastră)
FOAIE DE PREZENȚĂ / ATTENDANCE SHEET

Nr. crt.	Nume / Name	Instituția / Institution	Funcția / Position	Email	Semnătura / Signature
1	ȘIMONA AGAR	MDRAP - AGAR	consilier	sejda.gina@mdrap.ro	
2	ANGHEL CONSTANȚIN	MDRAP - DGERI	consilier	constantin.anghel@mdrap.ro	
3	VALERIU DANIEL	MDRAP - DGERI-DPS	consilier	daniel.milescu@mdrap.ro	
4	CĂTALINA PĂUN	MDRAP - AGARI	consilier	eatalina.pau@mdrap.ro	
5	AURIA IAROAȘ	MDRAP - AGARI	consilier	auria.iarosa@mdrap.ro	
6	ADELINA RADU	MDRAP - DGERI	consilier	adelina.radu@mdrap.ro	
7	Stefan Vambolone	Mănuș Spatial Planning Unit	MSP Platform	stefan.vambolone@mdrap.ro	
8	Suzanne Altiater	S. Pro (sustainable projects)	S. Altiater	altiat@mdrap.ro	
9	Jacobi Zauda	S. Pro / MIG	profesor	jacobi.zauda@mdrap.ro	
10	EMILIAN RAMIER	THETIS	Consiliant EU MSP Platform	emiliano.ramier@thetis.it	
11	EMILIA MILUTINOVICI	MDRAP/PSUD	șef unitate	emilia.milutina@mdrap.ro	
12	Ciprian Roșca	MDRAP	Secretar de Stat	ciprian.rosc@mdrap.ro	
13	BĂILEȘTEANU LIVIU	MDRAP	Director	liviu.bailesteanu@mdrap.ro	
14	Neculiu Radu	MDRAP	șef serviciu	radu.neculiu@mdrap.ro	
15	IRINA CĂPĂLĂ	MDRAP	consilier	irina.capala@mdrap.ro	
16	ANTONIA ANTONIA	MDRAP	consilier	antonia.antonio@mdrap.ro	

12. Appendix 2 – Agenda

9.00 – 9.30 Arrival

9.30 – 9.45 Welcome and introduction – Scope and objective of the round table

9.45 – 10.15 Tour de table / expectations of participants

10.15- 11.15 Establishing a framework – link between national and non-national strategies (understanding national MSP specificities: different country approaches with a focus on the relation between the national plan and other national/European regulations, MSFD and MSP D)

- What are key questions of the Romanian MSP authority? – Keynotes from the Ministry of Regional Development and Public Administration (10 min)
- Presentations:
 - Overview of MSP approaches in Europe
 - How are national plans and strategies/plans of other countries / sea basins / the EU interlinked? Examples of Italy and Belgium, other countries in relation to sea conventions and maritime strategies (*Thetis, Belgian MSP authority, s.Pro*) (20 min)

➤ Discussion: Lessons learned? (30 min)

The discussion is a collective brainstorming about:

- What did I learn from the approach?
- What have I not understood?
- What can I take for my future work
- What do I still need?

11.15 – 11.30 Coffee break

11.30-12.45 **Data** (different types of data, need of quantitative and qualitative data)

- What are key questions of the Romanian inter-ministerial group? Keynotes from involved authorities (10 min)
 - Presentations on data: a) data study (*Susanne Altvater*) b) results of projects taking place in the Mediterranean Sea like ADRIPLAN, data approaches in the Mediterranean Sea basin (*Emiliano Ramieri*); c) the data processing approach during the Polish MSP (*Jacek Zaucha*) (30 min)
 - Discussion: Lessons learned? (35 min)

12.45-13.30 Cross-sectoral integration and synergies - Brainstorming

- Brainstorming session among the members of the round table: where do you see critical points between sectors, where synergies, friction cases? Additionally very short presentations (à 5 minutes) related to practice examples will be provided by the experts (example of cross-sectoral integration in Belgium (*Steven Vandenborre*); friction cases/cross-sectoral integration in the Polish MSP (*Jacek Zaucha*))

13.30– 14.30 **Lunch**

14.30-15.45 Relation between terrestrial and maritime areas (topics for presentation: findings of the LSI workshop in Malta, practical examples, country approaches)

- What are key questions of the Romanian inter-ministerial group? – Keynotes from involved authorities (15 min)

- Presentation: results of the LSI workshop (*Susanne Altvater*) (30 min)
 - Discussion: Lessons learned? (30 min)

15.45 – 16.00 Coffee break

16.00 – 16.30 Wrap-up of needs of the MSP authority in Romania

Objective: To reflect on methods/key themes and outline next steps

13. Appendix 3 – Presentations

No. 1 Introduction Round Table

No. 2 Introduction to MSP approaches

No. 3 Link between national and non-national strategies – Example Belgium

No. 4 MSFD descriptors relevant for MSP

No. 5 Results of the data study

No. 6 Data for the national MSP process in Poland

No. 7 Data for the national MSP process in Belgium

No. 8 The Italian experience with cross-sectoral approaches

No. 9 Results of the workshop on land-sea interaction (Malta, 2017)

The idea of the round table

- To provide up-to-date information of on-going research and existing good practices
- to exchange information between colleagues of the Romanian MSP authority, involved sectoral ministries and experts from other Member States
- Peer discussion: a discussion under colleagues to learn more about the way in other countries

The idea of the round table

Specific needs have been identified beforehand:

- What is the relation between the national plan and other national/European regulations?
- How to extract relevant conclusions from a mass of raw data?
- How to integrate cross-sectoral aspects and analyse synergies or conflicts?
- What is the relation between terrestrial and maritime areas and how to interact with ICZM aspects?

Chatham House Rule

‘When a meeting is held under this rule, participants are free to use the information received, but neither the identity nor the affiliation of the speaker may be revealed.’

- To encourage openness and the sharing of information
- It allows people to express view that may not be those of their organisations, and therefore it encourages free discussions.



European
MSP Platform

For any future questions, please
contact us (info@msp-platform.eu)

or have a look on the platform..

Funded by:



Lead Partner:



Subcontractors:



Homepage

- Practical experiences
- Country information
- Sea Basin overview
- Funding opportunities
- News
- Upcoming events
- Twitter feed

MSP Database

We invite you to search for examples of MSP implementation experiences from throughout Europe in the extensive [Practices Database](#). Please also explore our [FAQ page](#), or [Submit a question](#) of your own!

Outputs of Searica meeting on Motorways of the Sea available

Searica organised an event on the topic of the 'Motorways of the Sea', bringing together members of the Intergroup to discuss the...

[All news](#)

MSP Platform

- [Submit a Question](#)
- [Mission](#)
- [Services](#)
- [Our team](#)

MSP in Europe

The European Maritime Spatial Planning Platform provides a single interface to draw together experience and expertise from across Europe and make it available in a readily accessible, implementation-oriented format. It serves as the gateway and exchange forum for all involved in MSP throughout Europe.

[Go to Country Overview](#)
 or
[Choose country](#)

Upcoming Events

Fourth Forum of the Outermost Regions
The European Commission will host the Fourth Forum of the Outermost Regions entitled "T..."

[All events](#)

Tweets by @EU_MSP_Platform

EU MSP Platform @EU_MSP_Platform
 Ireland's ocean energy capability one step closer to reality as SeaPower survives winter at Sea [goc.gl/aZWILT](#) @marinescotland

EU MSP Platform Retweeted

Open calls

European Commission Call for Proposals on MSP - deadline 31st March 2017! [Read more...](#)

[All funding programmes](#)

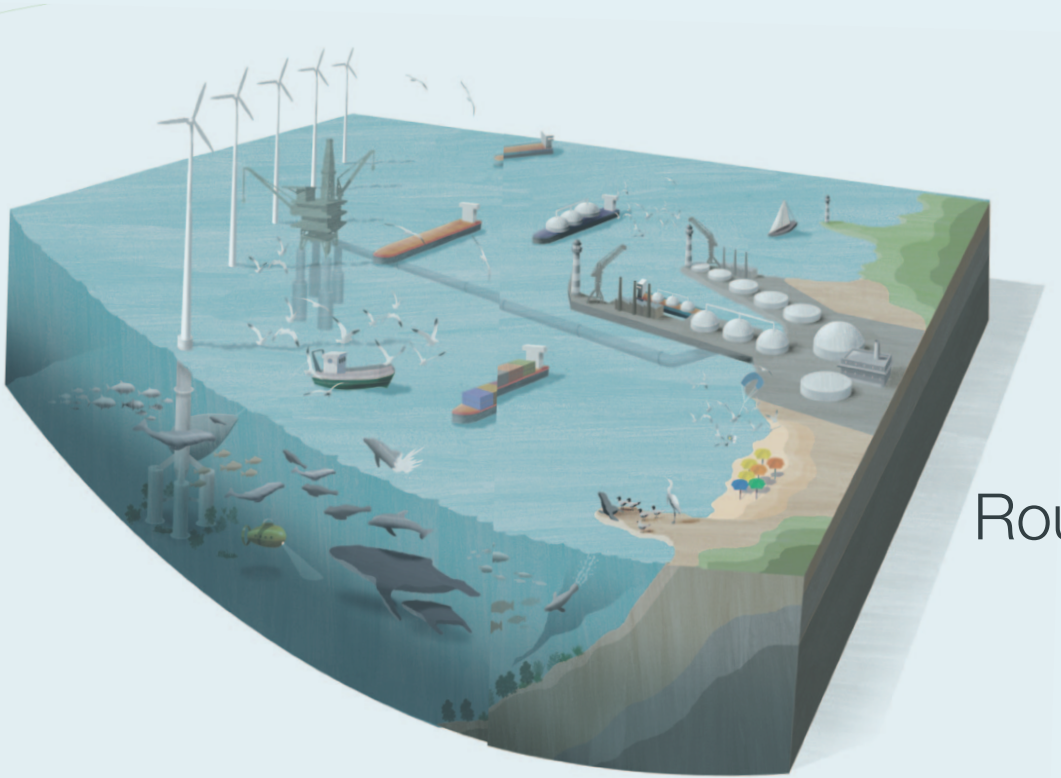
Submit a Question

- Response within 48 hours
- Sea basin expert reply
- Integration with FAQ page

Team

- Central Office - Berlin
- Brussels Office
- Sea basin help-desks:
 - Baltic Sea
 - North Sea
 - Atlantic Ocean
 - East Med
 - West Med
 - Black Sea

Introduction to MSP



Round table, Bucharest 15th Feb. 2018
Susanne Altvater, s.Pro

Offshore Wind

Emerging uses

No uses so far

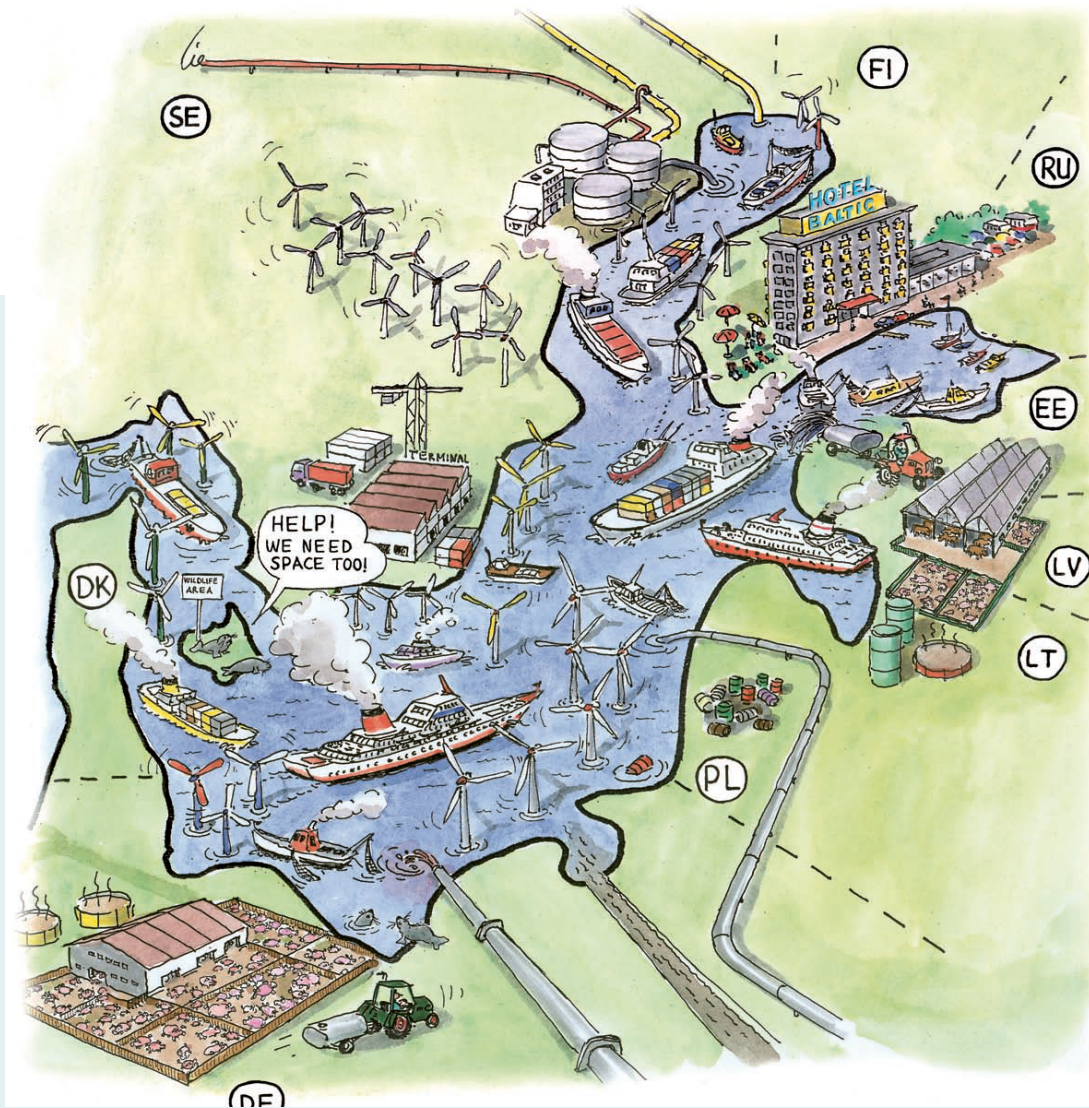
Motivation for MSP

Nature Protection

Small – busy spaces



European
MSP Platform



Offshore wind / new players



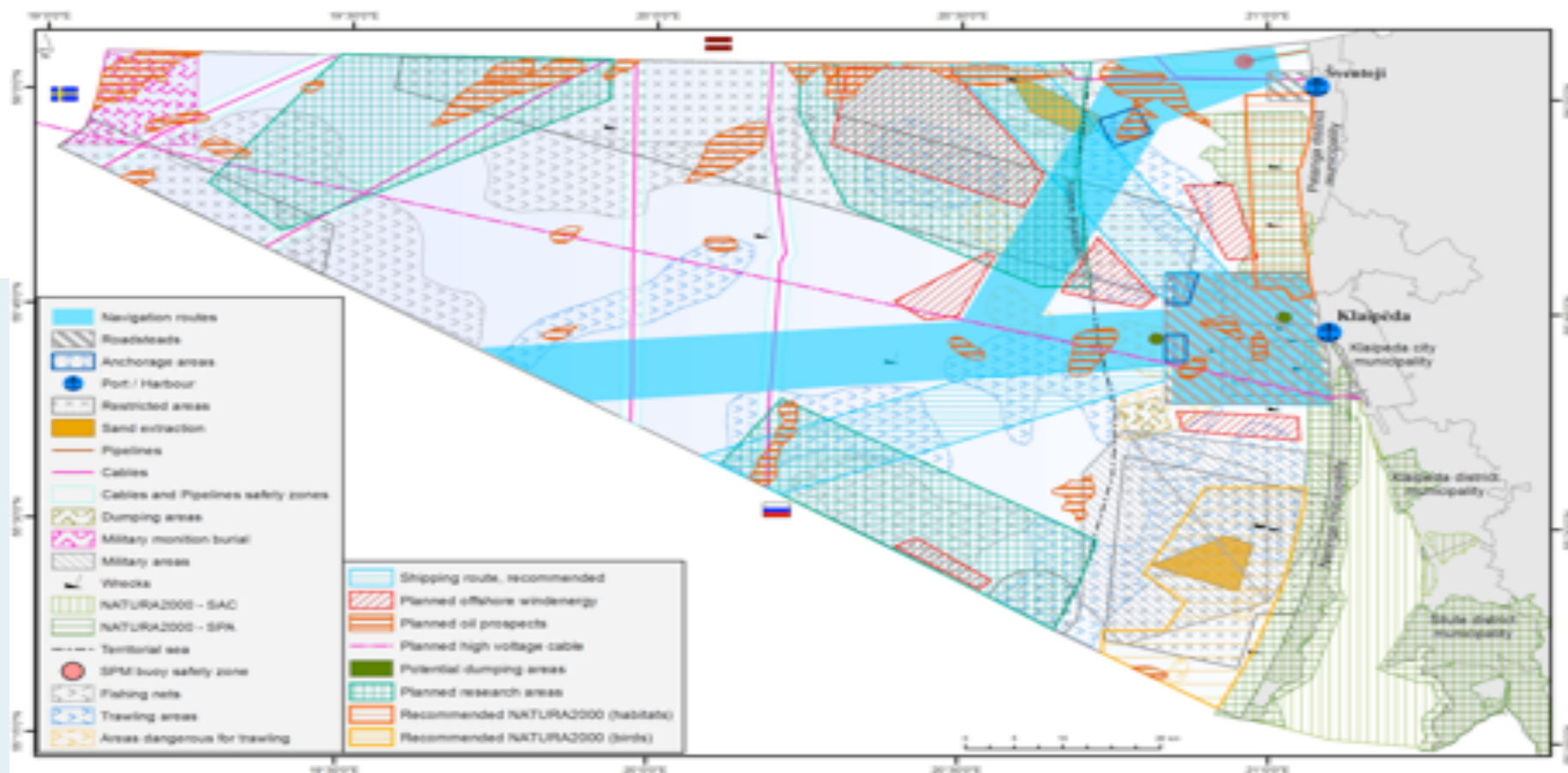
- New use, small space

Approaches of MSP

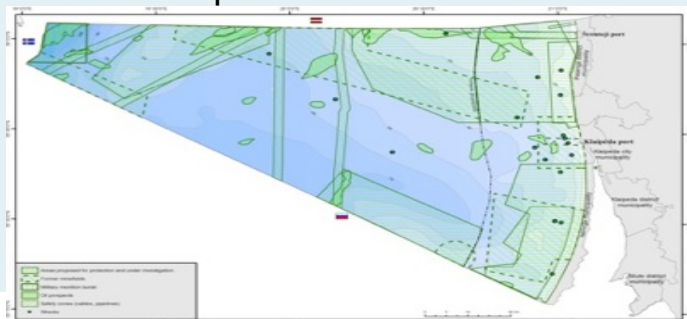


1. Strategic planning: not many uses yet - Where are the 'best' places ?

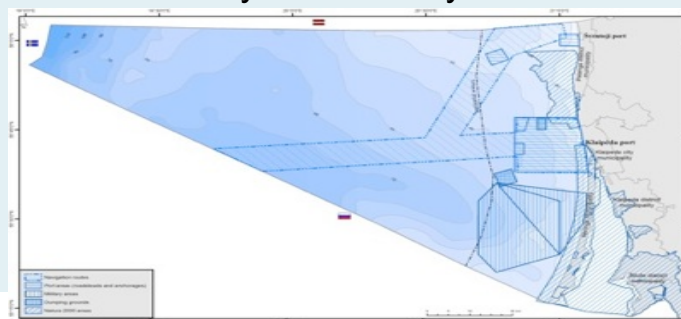
Example: Lithuania



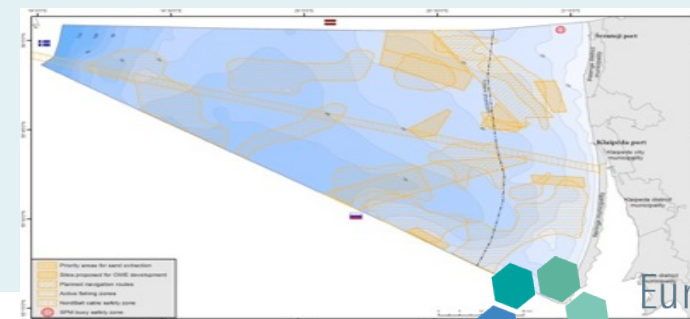
Areas of special concern



Areas already reserved by other uses

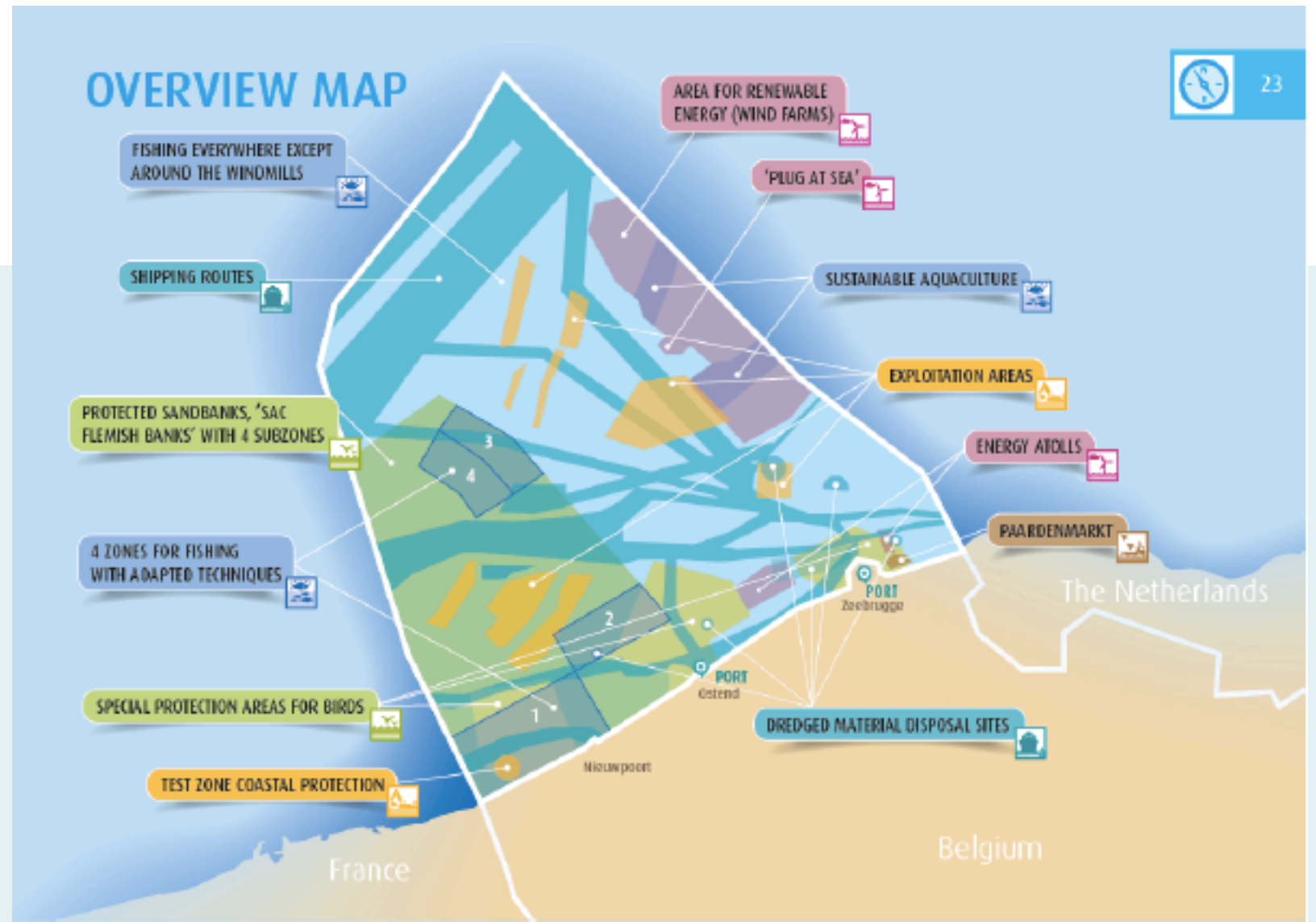


Priority (orange) no go areas (red)



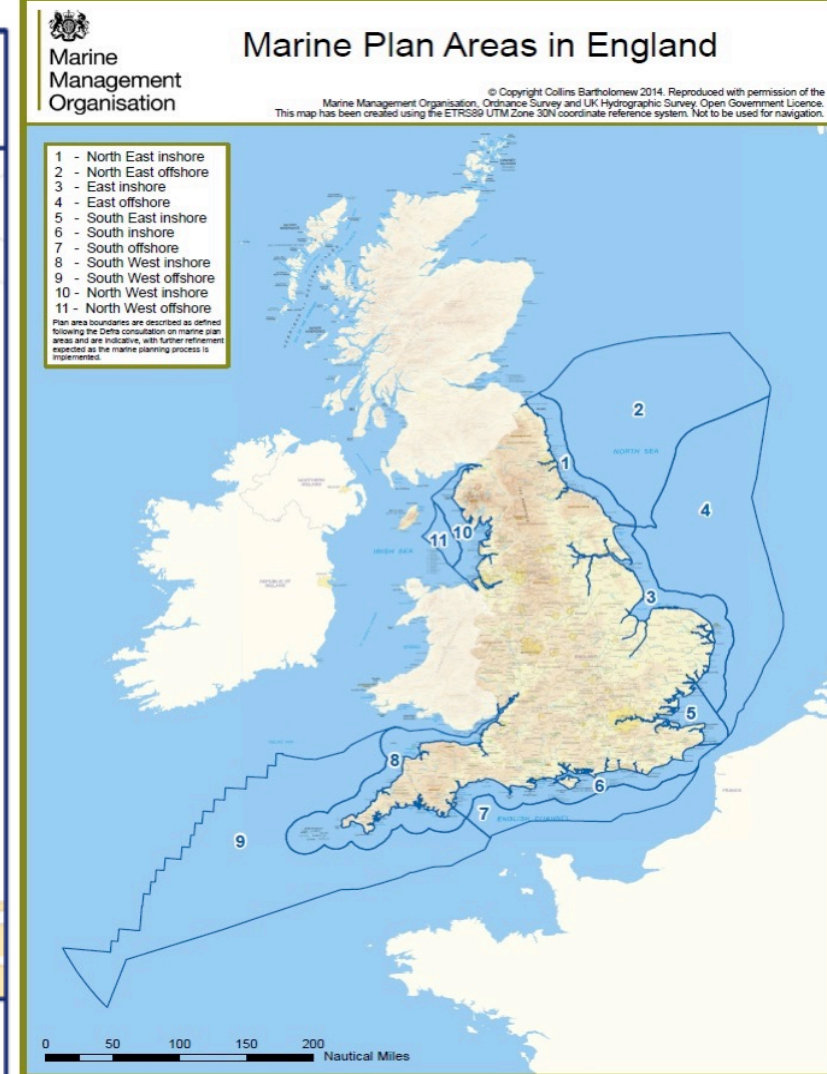
2. Planning the whole area: many uses

Example:
Belgium



3. Process - less planning

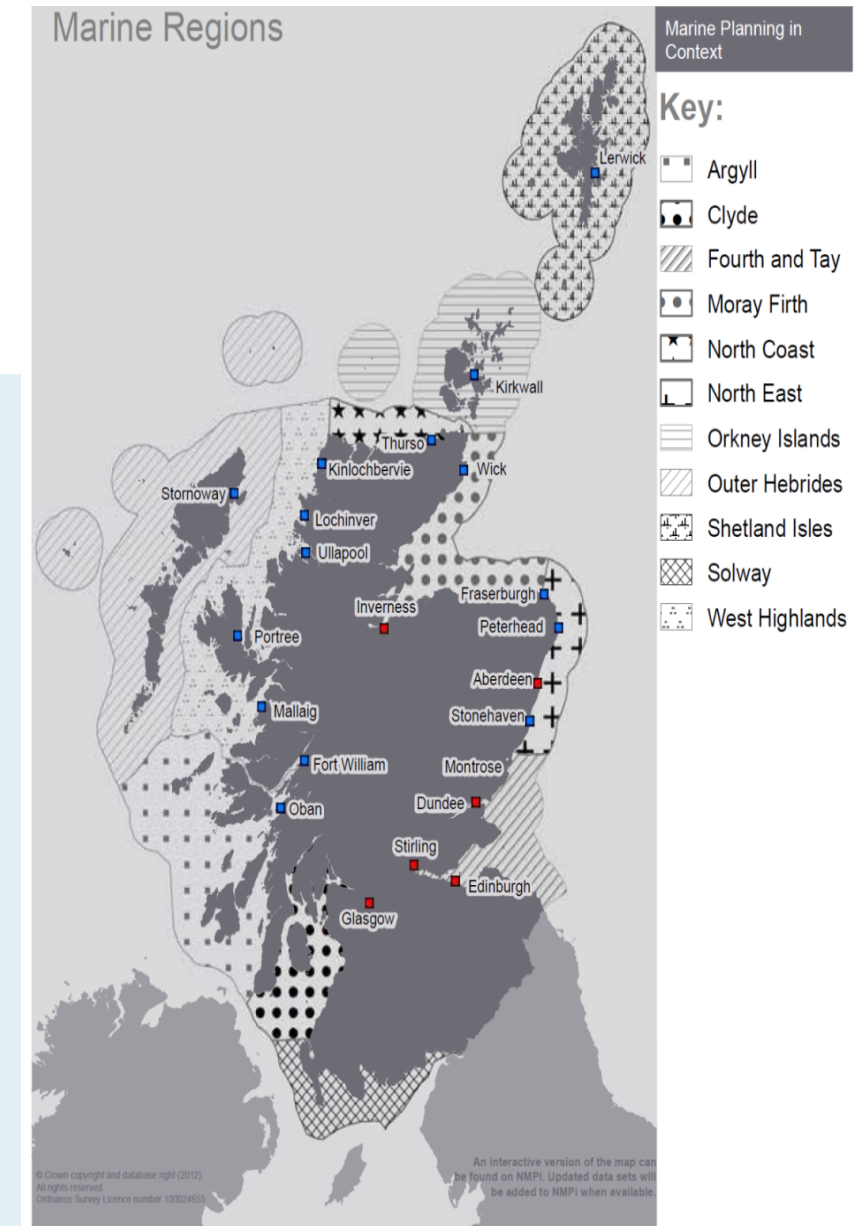
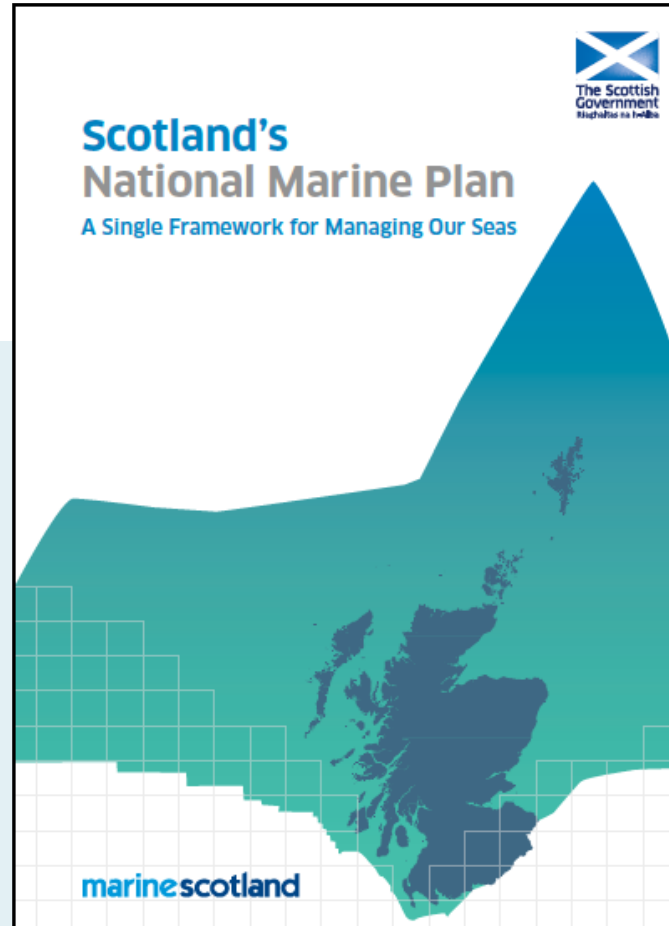
- Example England
 - Guidelines, rules are framing the process
 - Strong licensing system for specific uses



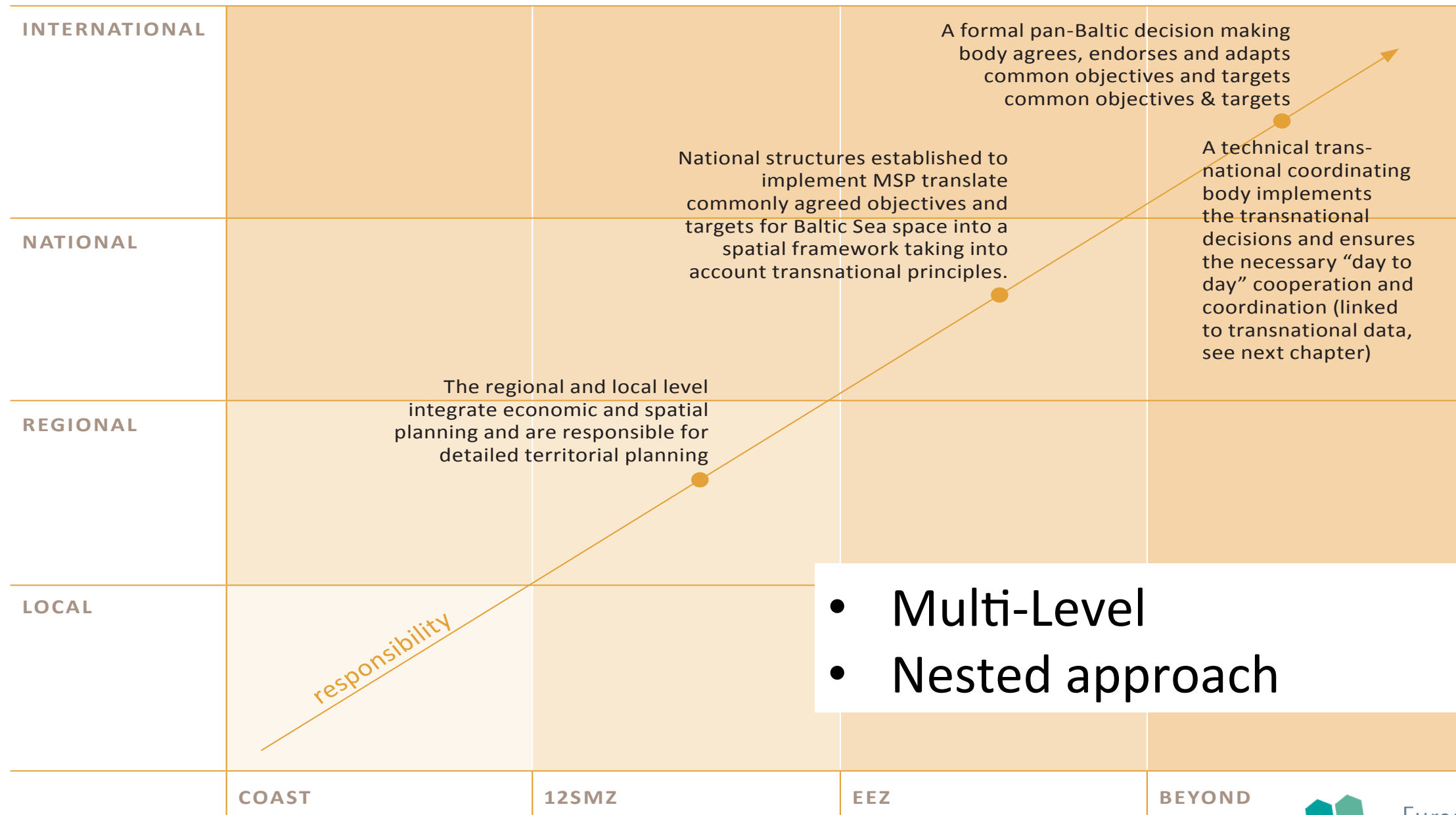
Source: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/325688/marine_plan_areas.pdf

4. Which areas need a joint planning? Nested approach

- Example Scotland
 - Hierarchy of plans
 - Regional and local level responsible for terrestrial planning
 - National structures implement MSP
 - Not everything has to be planned

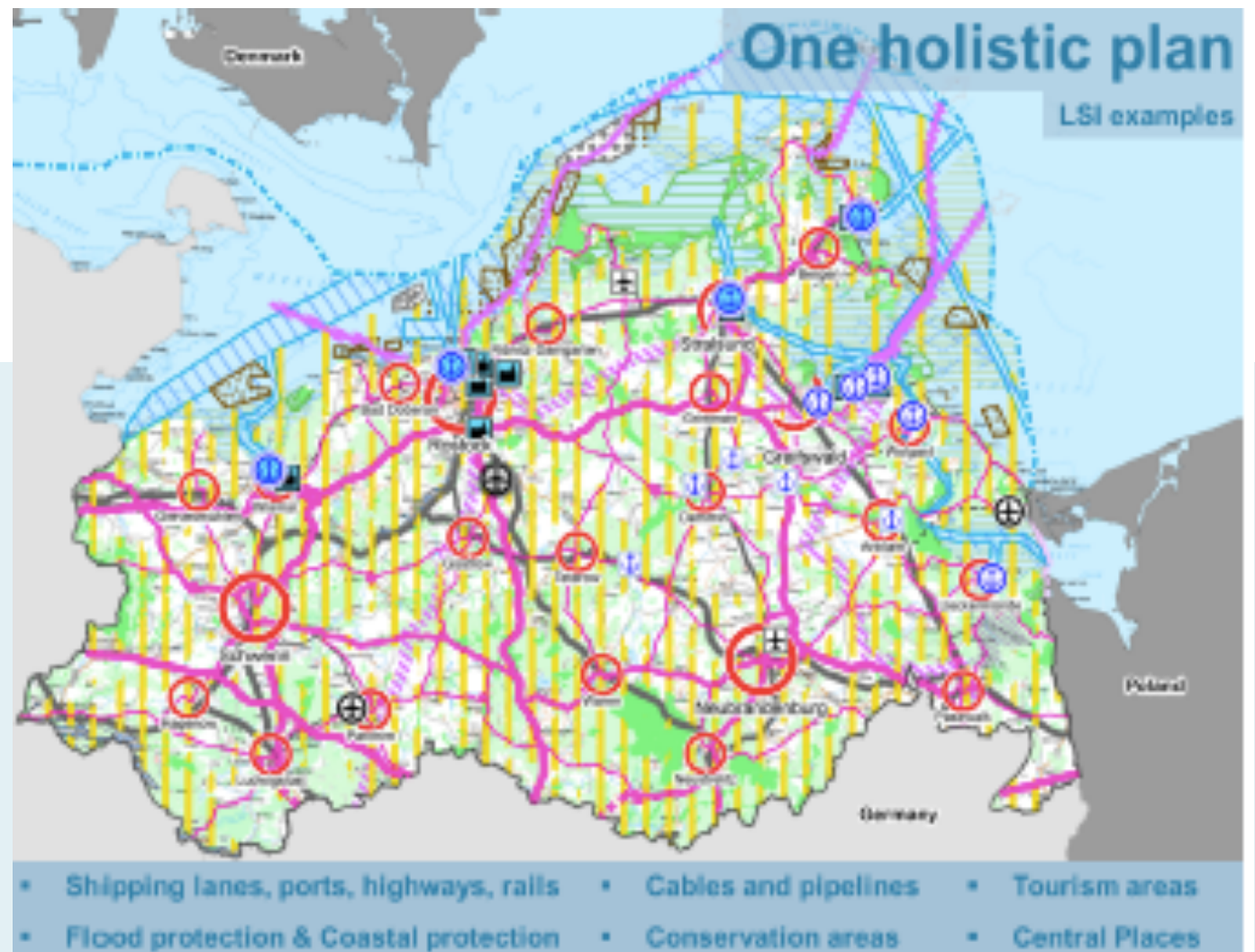


DIFFERENT ROLES & RESPONSIBILITIES IN MSP (A POSSIBLE SET UP)



5. Extending the terrestrial plan into the sea

- Example Mecklenburg-Vorpommern (Federal State of Germany)
 - Create one holistic plan with a common legal framework



Homepage

- Practical experiences
- Country information
- Sea Basin overview
- Funding opportunities
- News
- Upcoming events
- Twitter feed

MSP Database

We invite you to search for examples of MSP implementation experiences from throughout Europe in the extensive [Practices Database](#). Please also explore our [FAQ page](#), or [Submit a question](#) of your own!

Outputs of Searica meeting on Motorways of the Sea available

Searica organised an event on the topic of the 'Motorways of the Sea', bringing together members of the Intergroup to discuss the...

 All news

MSP Platform

-  [Submit a Question](#)
-  [Mission](#)
-  [Services](#)
-  [Our team](#)

MSP in Europe

The European Maritime Spatial Planning Platform provides a single interface to draw together experience and expertise from across Europe and make it available in a readily accessible, implementation-oriented format. It serves as the gateway and exchange forum for all involved in MSP throughout Europe.

 [Go to Country Overview](#)
or
[Choose country](#)



Upcoming Events

Fourth Forum of the Outermost Regions
The European Commission will host the Fourth Forum of the Outermost Regions entitled "T...

 All events

Tweets by @EU_MSP_Platform

 **EU MSP Platform** @EU_MSP_Platform
 Ireland's ocean energy capability one step closer to reality as SeaPower survives winter at Sea  goo.gl/aZWILT @marinescotland

  1h

 EU MSP Platform Retweeted

Open calls

European Commission Call for Proposals on MSP - deadline 31st March 2017! [Read more..](#)

 All funding programmes

And what about the Belgians...

Black Sea round table on transboundary MSP
15 February 2018

Steven Vandenborre (Belgian Marine Spatial Planning Unit)

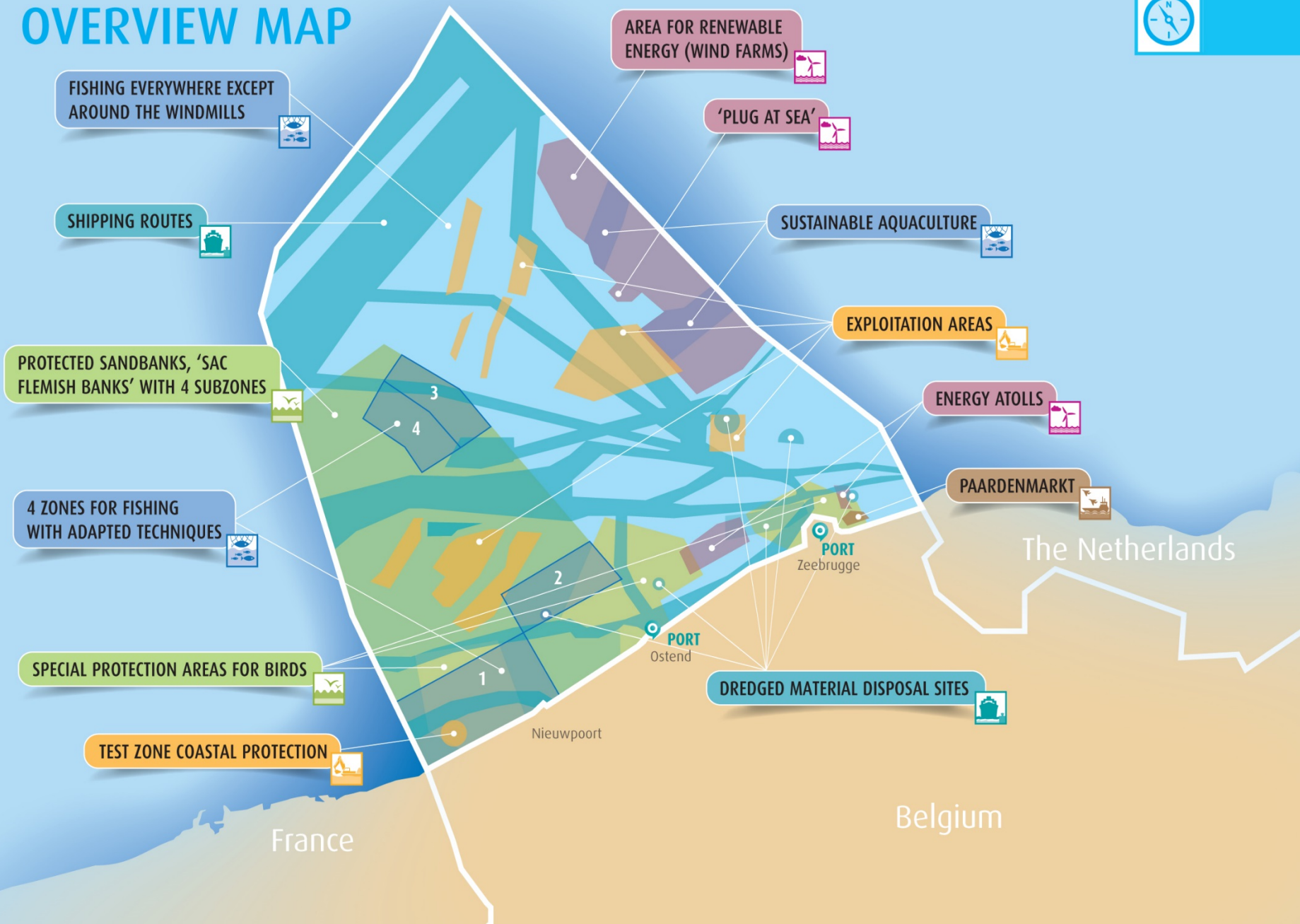


2 Topic 1

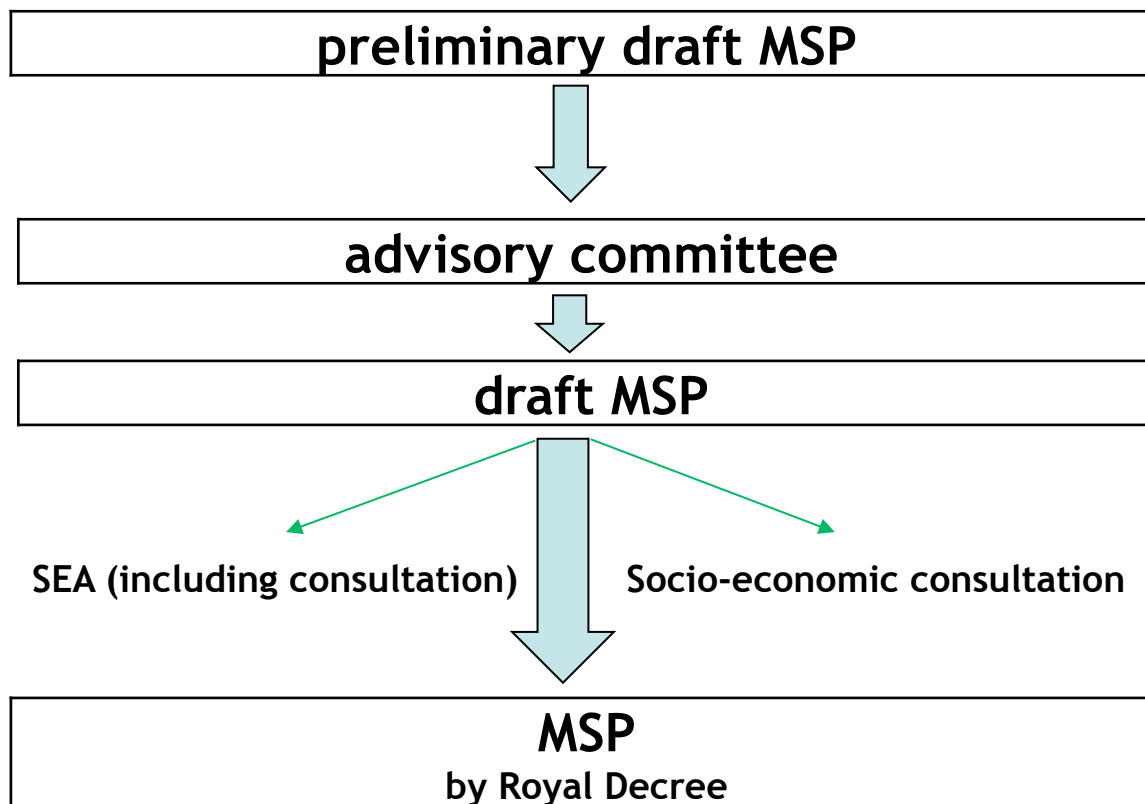
Establishing a framework - link between national and non-national strategies



OVERVIEW MAP



MSP procedure



MSP content

1° Spatial analysis of Belgian part of the North Sea:

- Introduction
- Physical aspects
- Nature value
- Existing user functions
- Existing spatial structure
- Spatial alliances and conflicts

2° A long term vision on spatial use

3° Clear economic, social and ecological objectives including indicators

4° The measures, funding, instruments and actions to implement the spatial plan



Some techniques to weave the policy tapestry...

- Coordination of procedures
- Multi-use of data
- Involvement of units/persons in charge of other relevant policies
- Accomodation of potential evolutions of other processes



"That's all Folks!"

Contact details

Steven Vandenborre
Marine Spatial Planning Unit
steven.vandenborre@milieu.belgie.be
0032-(0)473/90.07.55



The European MSP Platform

MSP as a measure for achieving GES according to the MSFD

*Black Sea Roundtable on MSP
Bucharest, 15 February*

Funded by:



Lead Partner:



Subcontractors:



MSP as a measure for achieving GES according to the MSFD

Overview of the main drivers of change coming from maritime activities that are expected to affect the MSFD descriptors. The table distinguishes between:

- Drivers potentially subject to spatial planning and the descriptors they are likely to influence (in bold) and
- Drivers beyond the remit of MSP but with pressures that might need explicit consideration when developing plans



Qualitative descriptor	Drivers subject to MSP	Drivers not subject to MSP
(D1) Biological diversity†	environmental protection‡, renewable energy generation (wind, wave, and tidal energy), cables and pipelines, oil and gas exploitation, sand and gravel extraction, benthic trawling, anchoring, other infrastructure	
(D2) Nonindigenous species	aquaculture, recreational boating, shipping, offshore wind farms, oil and gas exploitation, other infrastructure, and sources of new or altered habitat	aquaria (release of non-indigenous species)
(D3) Commercial fish and	environmental protection‡, fisheries (especially	other, more mobile fisheries and

Source: A. Gilbert et al., *Marine spatial planning and Good Environmental Status: a perspective on spatial and temporal dimensions*, 2015



(D5) Eutrophication	aquaculture, shipping (<u>NO_x</u> production, wastewater <u>release</u>)	land-based sources of nutrients, such as agriculture and urban <u>waste water</u>
(D6) Seafloor integrity†	benthic trawling, maintenance of shipping lanes, land <u>reclamation</u> , cables and pipelines, oil and gas exploitation, <u>renewable</u> energy generation, sand and gravel <u>extraction</u> , anchoring, other infrastructure	
(D7) Hydrographical <u>conditions†</u>	maintenance of shipping lanes, land reclamation, renewable energy generation, other infrastructure	
(D8) Contaminants	legacy sites from past disposal of wastes and <u>dredge spoil</u> , shipping lanes and oil platforms	land-based sources of contaminants, such as industry, <u>agriculture</u> , and urban wastewater
(D9) Contaminants in <u>seafood</u>	fisheries and aquaculture	land-based sources of contaminants
(D10) Marine litter		large variety of drivers, both <u>past</u> and <u>present</u> , and including <u>landbased</u> sources
(D11) Energy and	shipping and offshore wind farms, but potentially a	

Analysis of Planners' Needs

- Review of MSP plans, relevant strategy reports from Member States, appointed MSP authority, intention to develop MSP plan
- Guiding questions:
 - What do planners need to know at which stage of planning process?
 - What data categories and data sets does this translate into?
 - When/where do planners rely on their own or local knowledge?
 - What are the key knowledge gaps?
- Overview of data and information categories and data sets, relationship with INSPIRE spatial themes
- Known data deficiencies and knowledge gaps

General Outcomes

- **Different styles of planning, different types of evidence**
 - Political pressure to make space for something, future is the starting point, *versus*
 - What might be future needs, visualizing how space could be used, looking into the future
- **Interpretation, each country has different resources**
- **Countries are using similar data categories**
 - Four broad types: environmental, (administrative) boundaries, human activities, socio-economic impacts of activities.
 - Physical/biological/ecological layers/datasets mostly aligned with MSFD.
 - Predominance of descriptive data, less analytical data included.

Typical MSP Data Categories



European
MSP Platform

Administrative Units

- Boundary data

Activities and Uses

- Aquaculture
- Fishing
- Renewable energies
- Installations & infrastructure
- Maritime transport routes & traffic flows
- Ports
- Nature & species conservation sites & protected areas
- Military
- Raw material extraction areas
- Scientific research
- Submarine cable & pipeline routes
- Tourism and recreation
- Underwater cultural heritage
- Coastal defence

Spatial policy

Socio-economic data

- Human population
- Economic indicators
- Social indicators

Physical/Chemical/Biological information

- Physical characteristics
- Types of habitat
- Biological characteristics
- Pressures and impacts

Data Categories & INSPIRE

http://www.msp-platform.eu/sites/default/files/table_1_data_categories_.pdf

CATEGORY	Examples for datasets commonly used in marine plans	Relevant INSPIRE theme, numbers relate to Annex and subcategory
ADMINISTRATIVE BORDERS		
Boundary data	National	Administrative units (1.4)
	Regional	Administrative units (1.4)
	Local	Administrative units (1.4)
	Territorial water	Administrative units (1.4)
	EEZ	Administrative units (1.4)
ACTIVITIES/USES		
Aquaculture	Designated aquaculture areas	Agricultural and aquaculture facilities (3.9)
	Potential aquaculture areas	Agricultural and aquaculture facilities (3.9)
Fishing	Spawning and nursery areas	Habitats and biotopes (3.18)
	Fish migration routes	Habitats and biotopes (3.18); Species distribution (3.19)
	Inshore fisheries mapping	Production and industrial facilities (3.8)
	VMS amalgamated density layers	Production and industrial facilities (3.8)
	Number of vessels	Production and industrial facilities (3.8)
	Capacity of vessels	Production and industrial facilities (3.8)
	Vessels according to fishing method	Production and industrial facilities (3.8)
	Fishery harbours	Geographical names (1.3)
	Fish landings per harbour	
	Fish processing industry (location)	Production and industrial facilities (3.8)
	Gross added value (national)	

... more

Data Categories & INSPIRE



European
MSP Platform

Military	Military training areas	Area management/restriction/regulation zones and reporting units (3.11)
	Radar areas / military observation areas	Area management/restriction/regulation zones and reporting units (3.11)
	Munition disposal sites	Area management/restriction/regulation zones and reporting units (3.11)
Raw material extraction areas	Sand and gravel extraction areas (existing, potential)	Production and industrial facilities (3.8), Mineral resources (3.21)
	Natural gas extraction areas/concession areas	Production and industrial facilities (3.8); Mineral resources (3.21)
	Oil extraction areas /concession areas	Production and industrial facilities (3.8); Mineral resources (3.21)
	Carbon capture and storage areas	Production and industrial facilities (3.8); Mineral resources (3.21)
	Fracking	Production and industrial facilities (3.8)
	Coal mining	Production and industrial facilities (3.8); Mineral resources (3.21)
	Other	Production and industrial facilities (3.8); Mineral resources (3.21)
Scientific research	Research areas	Environmental monitoring facilities (3.7)
	Measuring stations / networks	Environmental monitoring facilities (3.7)
Submarine cable & pipeline routes	Telecommunication/Data cables in use	Utility and governmental services (3.6)
	Telecommunication/Data cables not in use	Utility and governmental services (3.6)
	High Voltage Cables	Utility and governmental services (3.6)
	Pipelines	Utility and governmental services (3.6)
Tourism & recreation	Recreation and tourism areas	
	Marinas	Geographical names (1.3)
	Distribution of activities/sports	
	Distribution of tourists (bed nights)	

Data Categories & INSPIRE

- Most of MSP data categories we identified map onto INSPIRE spatial themes
- A few are difficult to map because either related INSPIRE theme is missing or just not obvious where they are best placed, e.g.
 - Fishing
 - Renewable energies
 - Tourism
 - Ports
 - Spatial policy

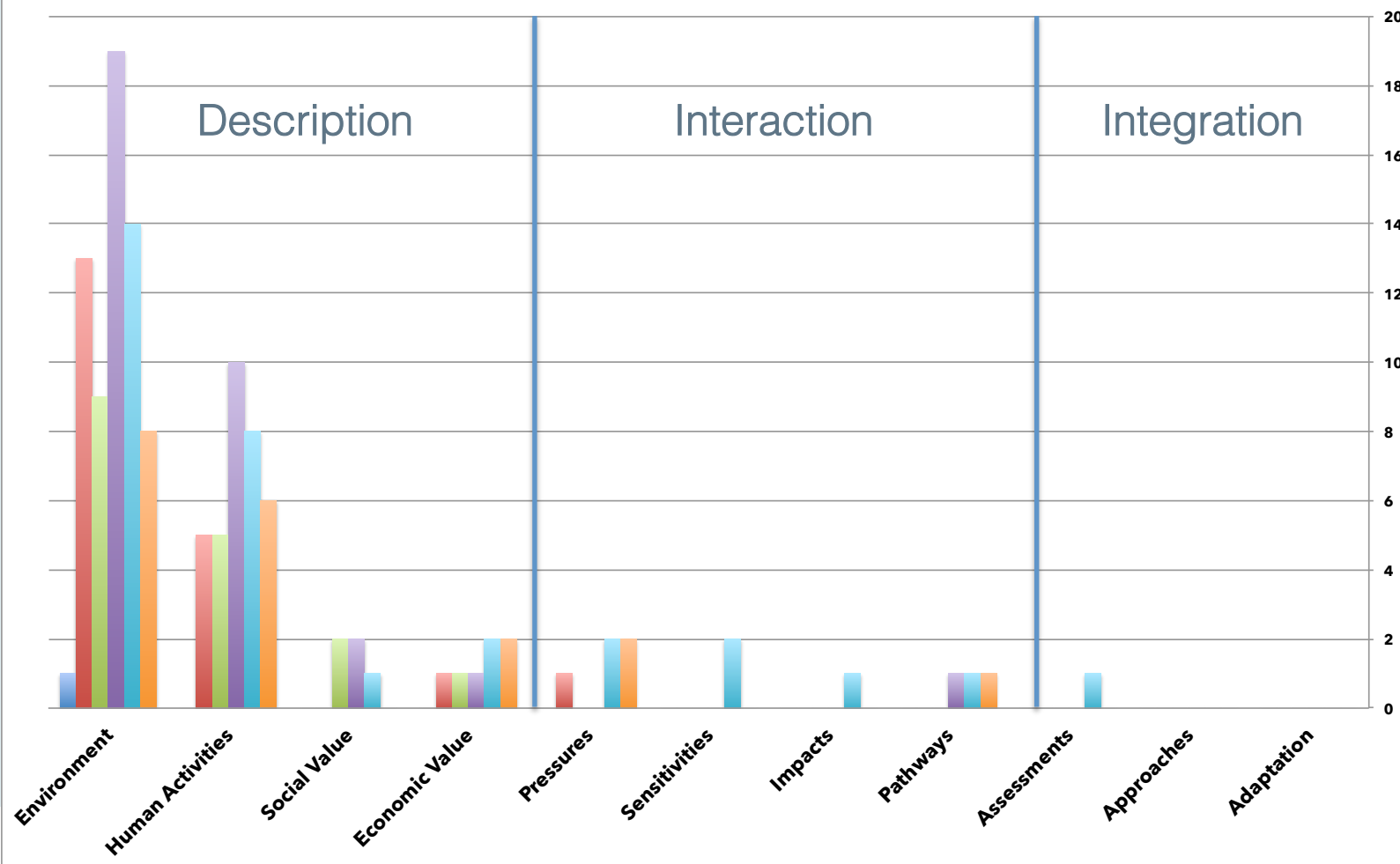
MMO Evidence Strategy 2015 – 2020, Part 1:





Scope of Data Infrastructures

Black Sea Mediterranean Sea Atlantic North Sea Baltic Sea European



Data and information needs...

Strongly depend on type of planning being carried out

...similarities

- Countries are trying to do similar things: stocktaking,...
- Each step needs different inputs and types of data/information
- Data categories used by MSP planners show many similarities

...differences

- Scope of activities and sea uses, weight given to each sector in terms of diversity of data specified

Data and information needs...

... Need for socio-economic data to go into MSP

- Data is badly compartmented, how to distinguish between terrestrial and marine data?

...linking MSFD and MSP data efforts

- Basis for implementing Ecosystem Based Approach

Data and information needs...



European
MSP Platform

...moving from descriptive to strategic evidence

- Demand for actual data for MSP overestimated
- Building strategic evidence base
- Not *what data* but *how* to aggregate and interpret data

... Need for spatial evaluation tools & exchange of practices

- Assessment, impact and conflict analysis
- Spatial dimension of future trends
- Future scenario planning



- **Common information gaps**

- Analysis of commercial fisheries information ...
- Cultural heritage and nature conservation ...
- Recreation and tourism ...
- Strategic assessment of cumulative effects
- Co-existence for marine planning and marine licensing
- Impact assessments and sustainability appraisals
- Impact displacement of activities over time
- Relationships between uses and ecosystems
- Assessing cause and effect, accumulation of impacts, risks
- Ecosystem service assessments
- Implementing full ecosystem approach



European
MSP Platform

Thank you

Data study and further information available here:
<http://www.msp-platform.eu/faq/msp-data>



- 1) Adriatic Sea: ADRIPlan Data Portal – operational
- 2) Baltic Sea: BalticLINEs – in development
- 3) Black Sea: MARSPLAN – pre-development pilot

Transboundary MSP data needs are different to national MSP data needs, different scope

- Coherence across boundaries, data harmonisation
- Language issues
- Political agreement
- Cooperation between local and regional interest groups

Polish experience on data and on cross-sectoral integration in the Polish MSP

Jacek Zaucha



European
MSP Platform

Funded by the



Black Sea round table on MSP
Bucharest 15th of Feb.

Akweny - wersja operacyjna 00 (P5)

Projekt Planu Zagospodarowania Przestrzennego
Polskich Obszarów Morskich

Kilko wykreślono na podstawie danych odczytanych z nawiązujących do Projektu Planu oraz danych własnych Wykonawcy.

Układ odniesienia: PL-1992
Skala: 1:1000000

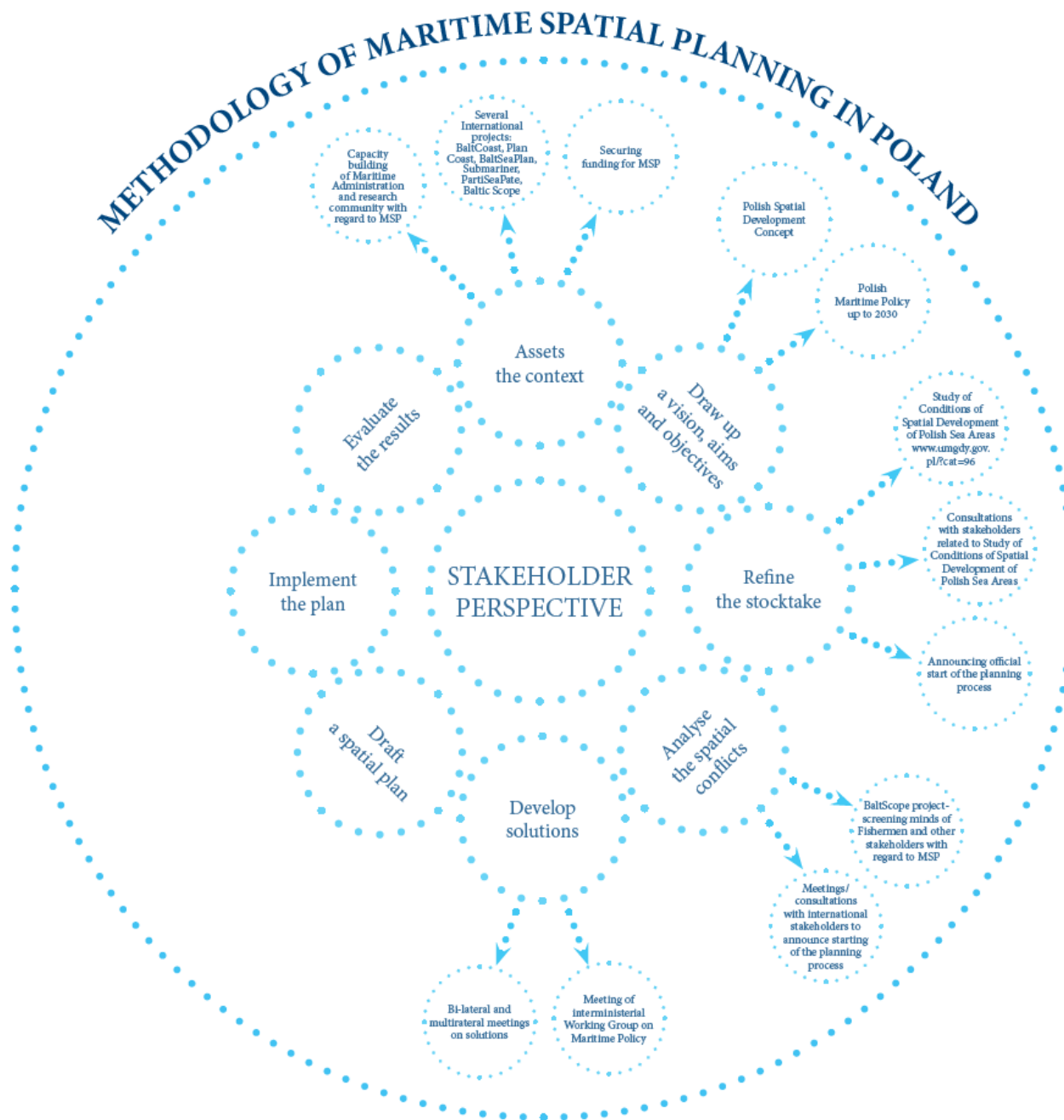
Opracowanie: styczeń 2017 r.

Wykonawca:
MIR
Morski Instytut Rybacki
Instytut Badawczy

Zadanie X

Fundusze Europejskie
Unia Europejska
Europejski Fundusz Regionalny

MGMŻS
Ministerstwo Gospodarki Morskiej i Żegligrzy Statystyki



Maritime spatial planning in Poland

Data



Maritime spatial planning in Poland

Cross-sectoral integration



Maritime spatial planning in Poland

Cross-sectoral integration

Key cross-sectoral problems

1. Defense versus shipping, fishery, port development
2. Off-shore wind versus fishing (cables and navigation)
3. Tourism+ infrastructure versus coastal protection
4. Tourism versus nature preservation
5. Fishing versus nature protection (not a spatial conflict!!!)

Maritime spatial planning in Poland

Cross-sectoral integration

Key synergies

1. Oil and gas extraction and mariculture
2. Off-shore wind and mariculture

Data gathering

Poland started preparation of maritime spatial plans in November 2013. Inventory was ready in May 2015

Key task is to diminish conflicts, open sea space for sustainable uses

Study of Conditions of Spatial Development of Polish Sea Areas



[http://www.umgdy.gov.pl/
wp-content/uploads/
2015/04/
INZ_Study_of_condition
s.pdf](http://www.umgdy.gov.pl/wp-content/uploads/2015/04/INZ_Study_of_conditions.pdf)

Inventory - gathering of data and information

- **Oceanographic** information;
- **natural environment** ;
- **Geological** information (sediments, deposits, mineral resources, etc).
- Current **use of sea space** (shipping routes, anchorage sites, cables and pipelines, areas of exploration and extraction of mineral resources, the areas of cultural heritage, dumping sites, military areas, fishing grounds and areas important for the conservation of commercial fish species, areas used for sports /tourist/recreational, ports and harbors).
- Knowledge on the **coastal areas** (land use, hydrography, roads, railways, tourism, population density, administrative division, coastal erosion);
- **Local and regional** spatial plans, studies, strategies, programmes - in order to ensure consistency between planning land and sea.
- International and **national legislation and strategic documents**.
- The results of the **relevant projects**.
- **Planned and potential uses** of marine areas (renewable energy, mining, mariculture, etc.)
- **Spatial analysis**

MAP 1

Present and future use of Public use areas

Map of conditions and future development
Scale: 1:2000

Legend:

- Public use areas:**
 - Boundary of internal use areas
 - Boundary of external use
 - Boundary of city
 - Courtyard
 - Boundary of other administrative borders
- Other use areas:**
 - Area for recreation (red)
 - Area for recreation (green)
 - Area for recreation (yellow)
 - Area for recreation (blue)
 - Area for recreation (purple)
 - Area for recreation (brown)
 - Area for recreation (pink)
 - Area for recreation (grey)
 - Area for recreation (white)
 - Area for recreation (black)
 - Area for recreation (orange)
 - Area for recreation (light blue)
 - Area for recreation (dark blue)
 - Area for recreation (light green)
 - Area for recreation (dark green)
 - Area for recreation (light brown)
 - Area for recreation (dark brown)
 - Area for recreation (light pink)
 - Area for recreation (dark pink)
 - Area for recreation (light grey)
 - Area for recreation (dark grey)
 - Area for recreation (light orange)
 - Area for recreation (dark orange)
 - Area for recreation (light blue-grey)
 - Area for recreation (dark blue-grey)
 - Area for recreation (light green-grey)
 - Area for recreation (dark green-grey)
 - Area for recreation (light brown-grey)
 - Area for recreation (dark brown-grey)
 - Area for recreation (light pink-grey)
 - Area for recreation (dark pink-grey)
 - Area for recreation (light grey-blue)
 - Area for recreation (dark grey-blue)
 - Area for recreation (light green-blue)
 - Area for recreation (dark green-blue)
 - Area for recreation (light brown-blue)
 - Area for recreation (dark brown-blue)
 - Area for recreation (light pink-blue)
 - Area for recreation (dark pink-blue)
 - Area for recreation (light grey-green)
 - Area for recreation (dark grey-green)
 - Area for recreation (light green-orange)
 - Area for recreation (dark green-orange)
 - Area for recreation (light brown-orange)
 - Area for recreation (dark brown-orange)
 - Area for recreation (light pink-orange)
 - Area for recreation (dark pink-orange)
 - Area for recreation (light grey-yellow)
 - Area for recreation (dark grey-yellow)
 - Area for recreation (light green-yellow)
 - Area for recreation (dark green-yellow)
 - Area for recreation (light brown-yellow)
 - Area for recreation (dark brown-yellow)
 - Area for recreation (light pink-yellow)
 - Area for recreation (dark pink-yellow)
 - Area for recreation (light grey-white)
 - Area for recreation (dark grey-white)
 - Area for recreation (light green-white)
 - Area for recreation (dark green-white)
 - Area for recreation (light brown-white)
 - Area for recreation (dark brown-white)
 - Area for recreation (light pink-white)
 - Area for recreation (dark pink-white)
 - Area for recreation (light grey-black)
 - Area for recreation (dark grey-black)
 - Area for recreation (light green-black)
 - Area for recreation (dark green-black)
 - Area for recreation (light brown-black)
 - Area for recreation (dark brown-black)
 - Area for recreation (light pink-black)
 - Area for recreation (dark pink-black)
- Other areas:**
 - Area for recreation (red)
 - Area for recreation (green)
 - Area for recreation (yellow)
 - Area for recreation (blue)
 - Area for recreation (purple)
 - Area for recreation (brown)
 - Area for recreation (pink)
 - Area for recreation (grey)
 - Area for recreation (white)
 - Area for recreation (black)
 - Area for recreation (orange)
 - Area for recreation (light blue)
 - Area for recreation (dark blue)
 - Area for recreation (light green)
 - Area for recreation (dark green)
 - Area for recreation (light brown)
 - Area for recreation (dark brown)
 - Area for recreation (light pink)
 - Area for recreation (dark pink)
 - Area for recreation (light grey)
 - Area for recreation (dark grey)
 - Area for recreation (light orange)
 - Area for recreation (dark orange)
 - Area for recreation (light blue-grey)
 - Area for recreation (dark blue-grey)
 - Area for recreation (light green-grey)
 - Area for recreation (dark green-grey)
 - Area for recreation (light brown-grey)
 - Area for recreation (dark brown-grey)
 - Area for recreation (light pink-grey)
 - Area for recreation (dark pink-grey)
 - Area for recreation (light grey-blue)
 - Area for recreation (dark grey-blue)
 - Area for recreation (light green-blue)
 - Area for recreation (dark green-blue)
 - Area for recreation (light brown-blue)
 - Area for recreation (dark brown-blue)
 - Area for recreation (light pink-blue)
 - Area for recreation (dark pink-blue)
 - Area for recreation (light grey-green)
 - Area for recreation (dark grey-green)
 - Area for recreation (light green-orange)
 - Area for recreation (dark green-orange)
 - Area for recreation (light brown-orange)
 - Area for recreation (dark brown-orange)
 - Area for recreation (light pink-orange)
 - Area for recreation (dark pink-orange)
 - Area for recreation (light grey-yellow)
 - Area for recreation (dark grey-yellow)
 - Area for recreation (light green-yellow)
 - Area for recreation (dark green-yellow)
 - Area for recreation (light brown-yellow)
 - Area for recreation (dark brown-yellow)
 - Area for recreation (light pink-yellow)
 - Area for recreation (dark pink-yellow)
 - Area for recreation (light grey-white)
 - Area for recreation (dark grey-white)
 - Area for recreation (light green-white)
 - Area for recreation (dark green-white)
 - Area for recreation (light brown-white)
 - Area for recreation (dark brown-white)
 - Area for recreation (light pink-white)
 - Area for recreation (dark pink-white)
 - Area for recreation (light grey-black)
 - Area for recreation (dark grey-black)
 - Area for recreation (light green-black)
 - Area for recreation (dark green-black)
 - Area for recreation (light brown-black)
 - Area for recreation (dark brown-black)
 - Area for recreation (light pink-black)
 - Area for recreation (dark pink-black)

Scale: 1:2000

North Arrow: [Symbol]

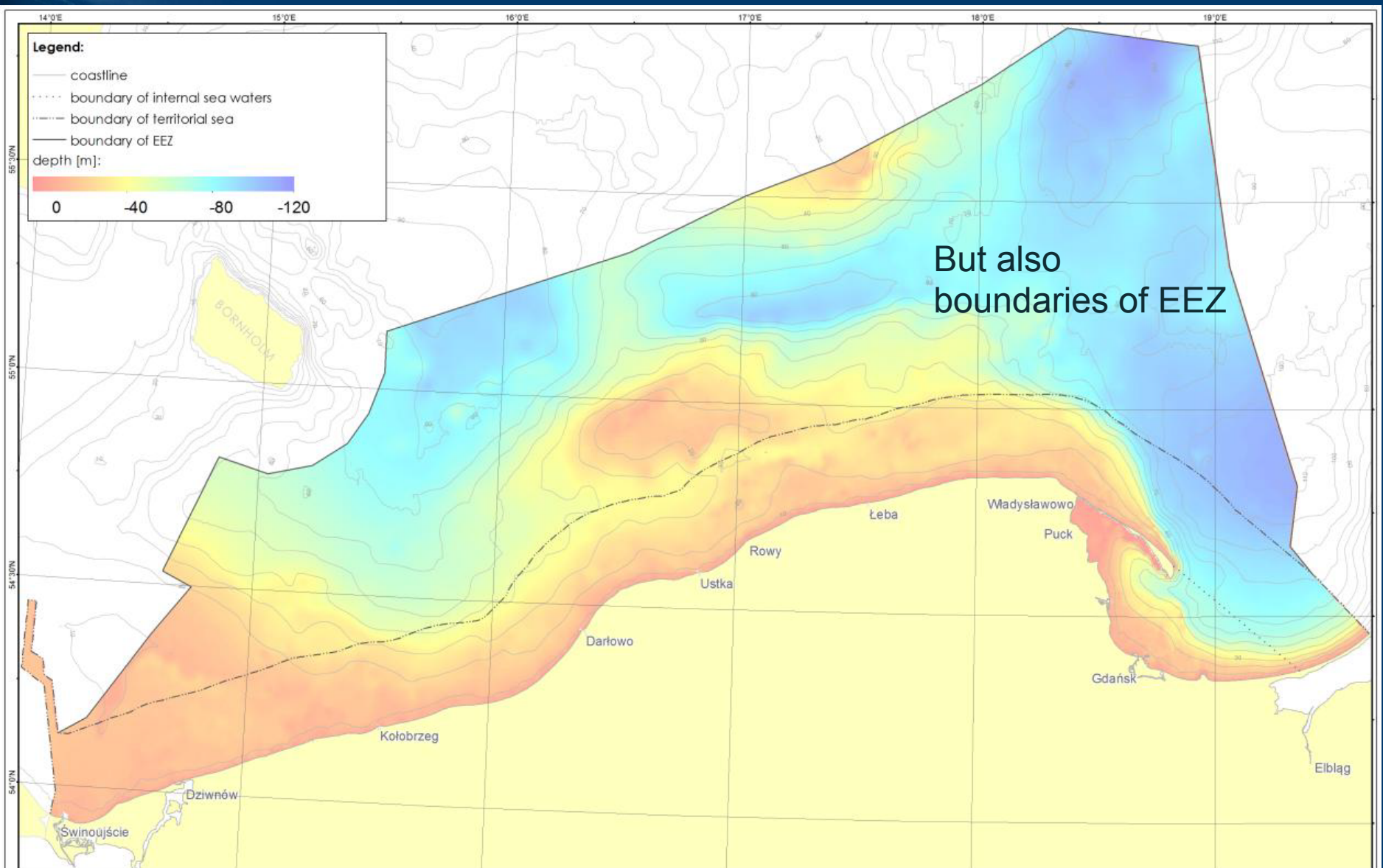
Title Block:

Project Name: [Text]
Client: [Text]
Date: [Text]
Author: [Text]
Version: [Text]

The most useful information

- **Borders**
- **Bathymetry and geology**
- **Coastal dynamics** (erosion)
- **Ecosystem services** (mainly provisioning one such as spawning grounds)
- **Existing uses** (including protected areas, military training grounds, shipping routes fishing grounds, tourist hot spots etc.)
- **Planned development** (strategies of ports, local terrestrial plans but also request to the plan submitted by stakeholders)

The most useful information



Study of conditions and directions of spatial development for Polish marine areas
The map was prepared based on data obtained for the inventory task
Coordinate system: PZ-1992
December 2014

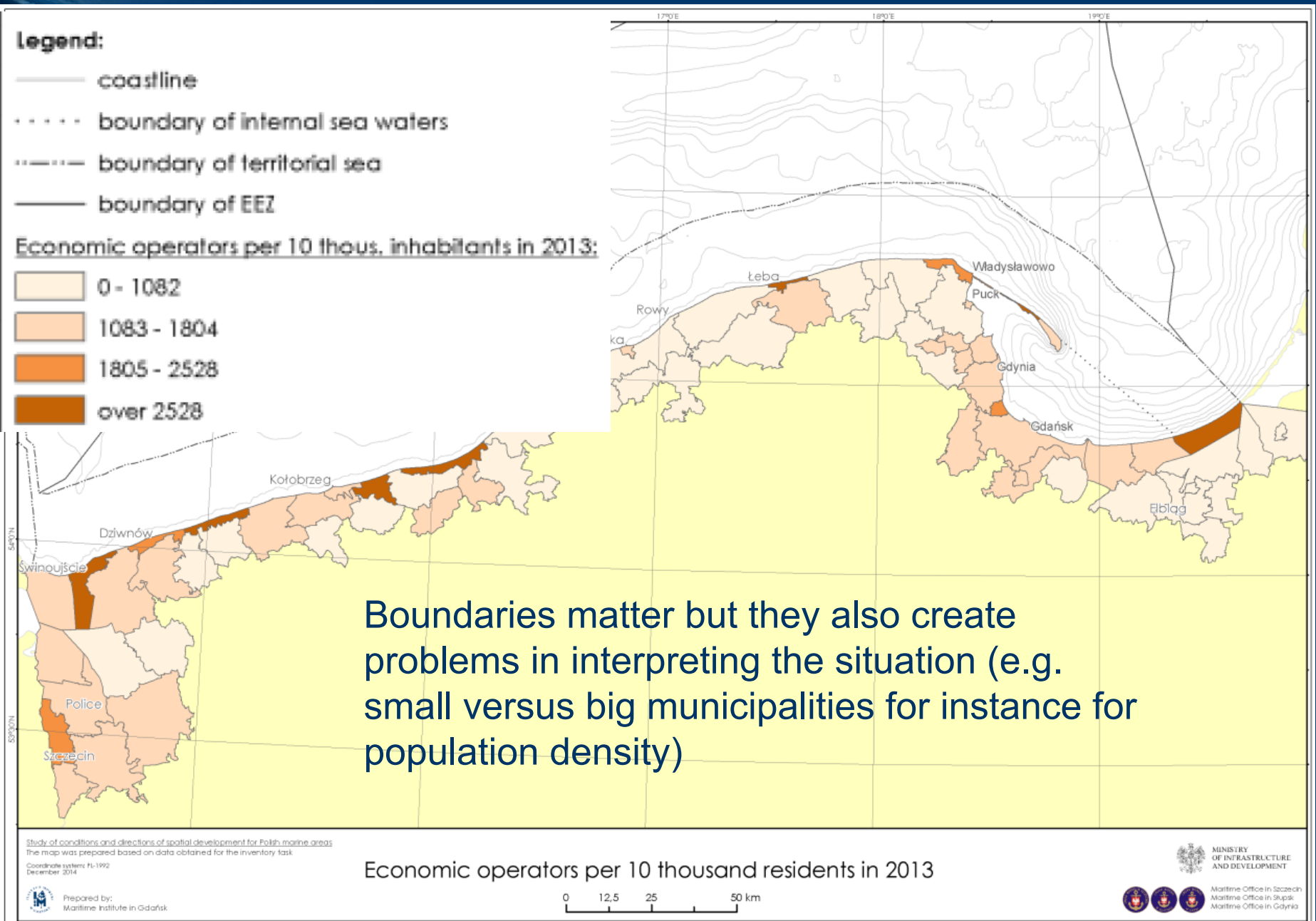
Bathymetry of Polish sea areas

0 12.5 25 50 km

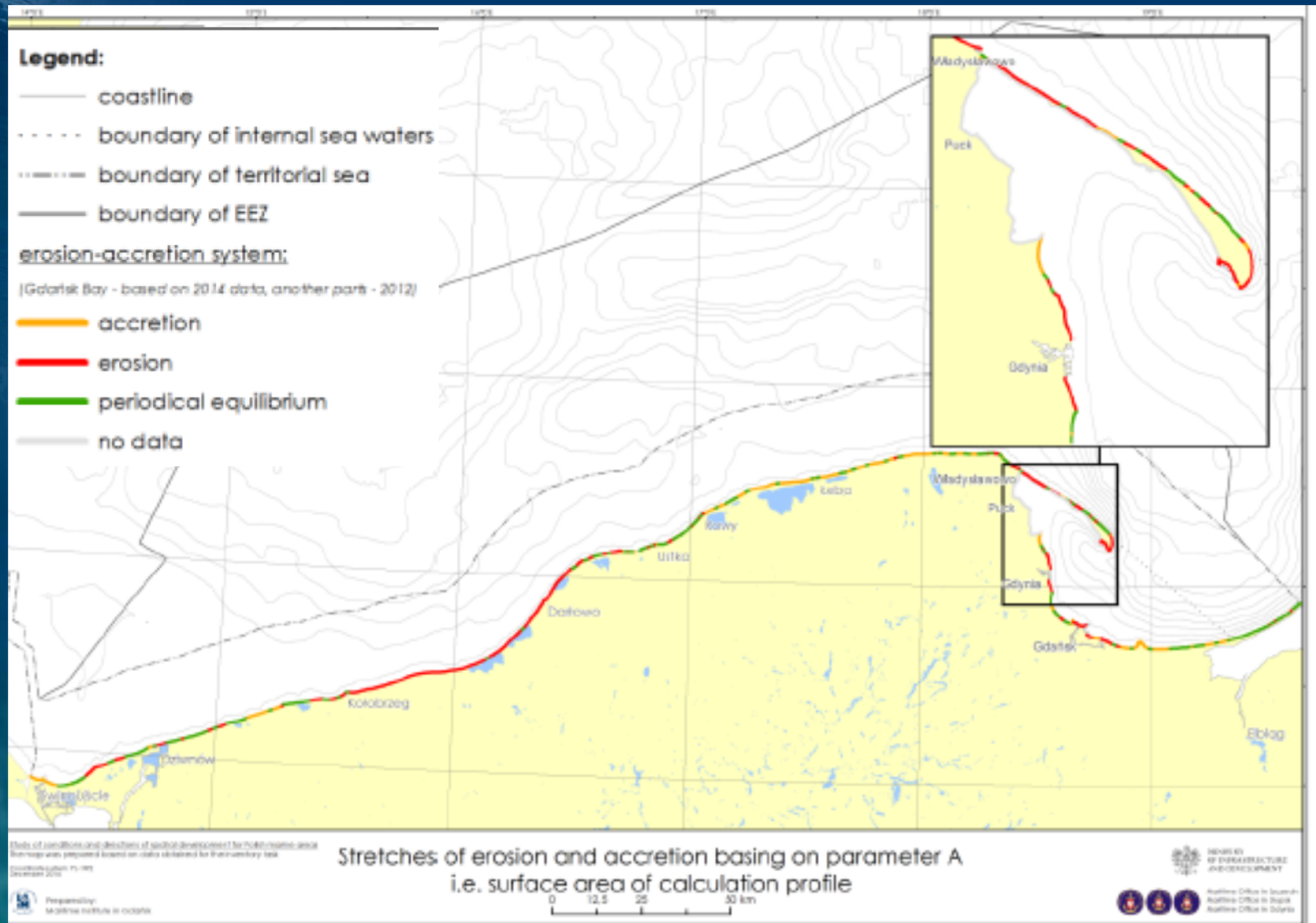
MINISTRY
OF INFRASTRUCTURE
AND DEVELOPMENT

Maritime Office in Szczecin
Maritime Office in Skupsk

The most useful information



The most useful information



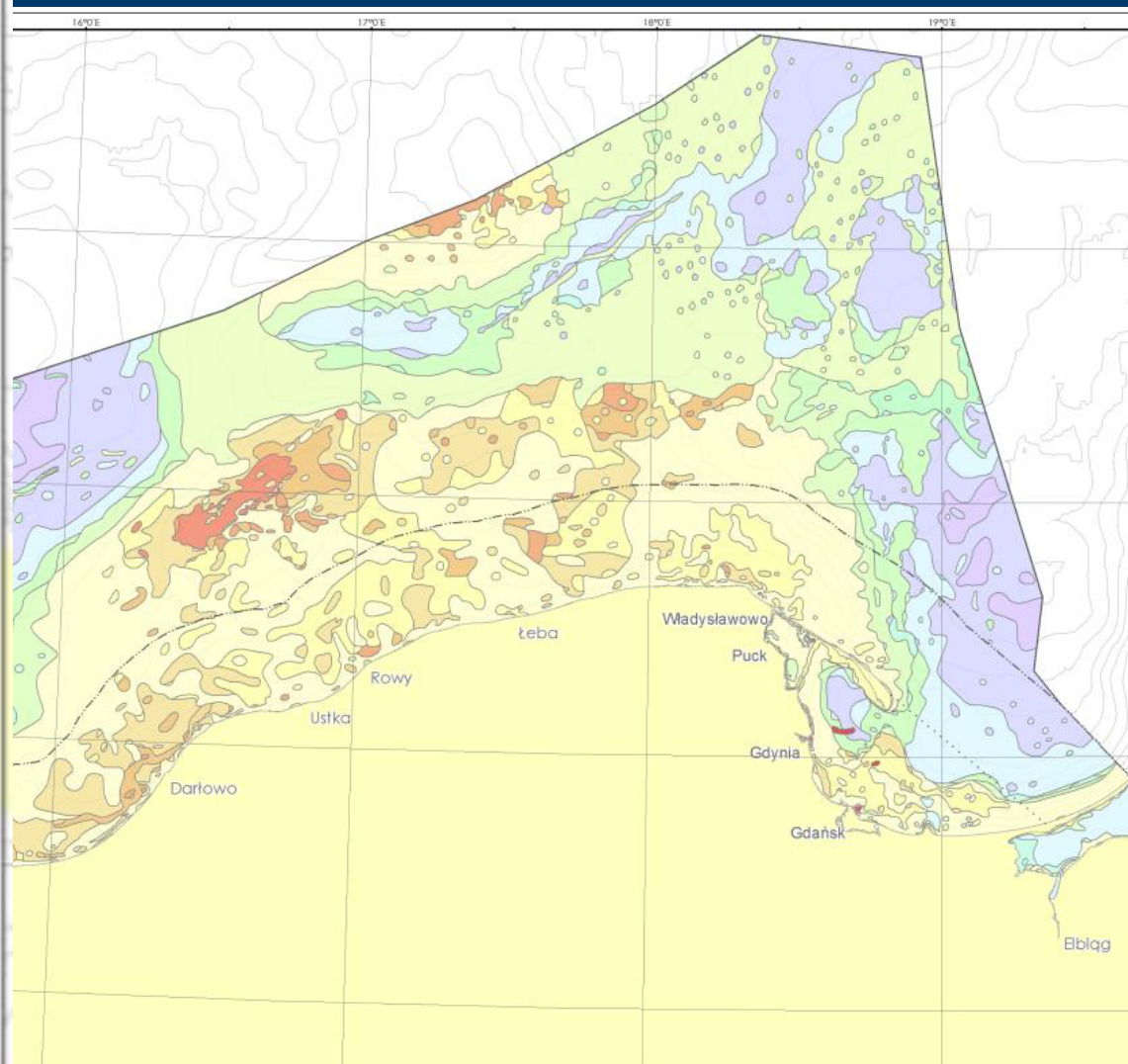
Legend:

- coastline
- boundary of internal sea waters
- boundary of territorial sea
- boundary of EEZ

Bottom surface sediments:

- clay
- silty clay
- sandy clay
- clayey silt
- silt
- sandy silt
- clayey sand
- sand-silt-clay
- silty sand
- sand - silt - gravel
- fine sand
- medium sand
- coarse sand
- vari sand
- gravelly sand
- sandy gravel
- boulders
- antropogenic
- tertiary coaly silt

The most useful information



Bottom surface sediments in Polish sea areas



MINISTRY
OF INFRASTRUCTURE
AND DEVELOPMENT



Maritime Office in Szczecin
Maritime Office in Skupik
Maritime Office in Gdynia

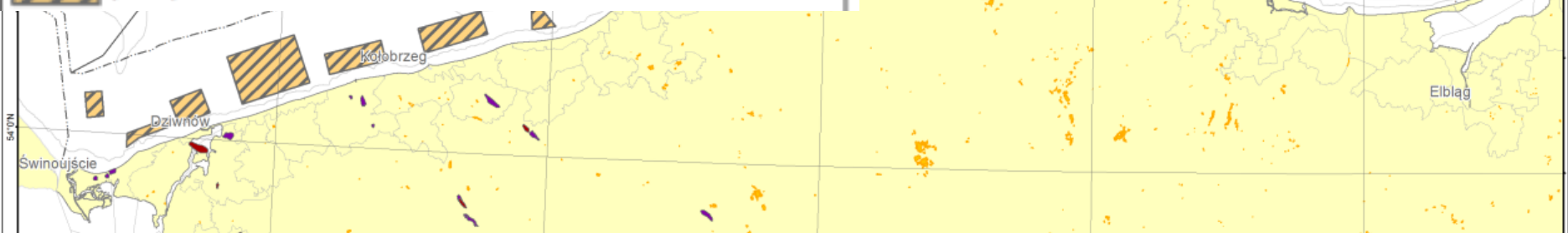
The most useful information

Legend:

- coastline
- boundary of internal sea waters
- boundary of territorial sea
- boundary of EEZ

Deposits:

- oil
- gas
- mineral aggregates
- sand with heavy minerals
- mineral salts
- potassium salts
- prospective areas with sand for beach nourishment



Study of conditions and directions of spatial development for Polish marine areas
The map was prepared based on data obtained for the inventory task
Coordinate system: PL-1992
December 2014



Prepared by:
Maritime Institute in Gdańsk

Mineral resources

0 12.5 25 50 km

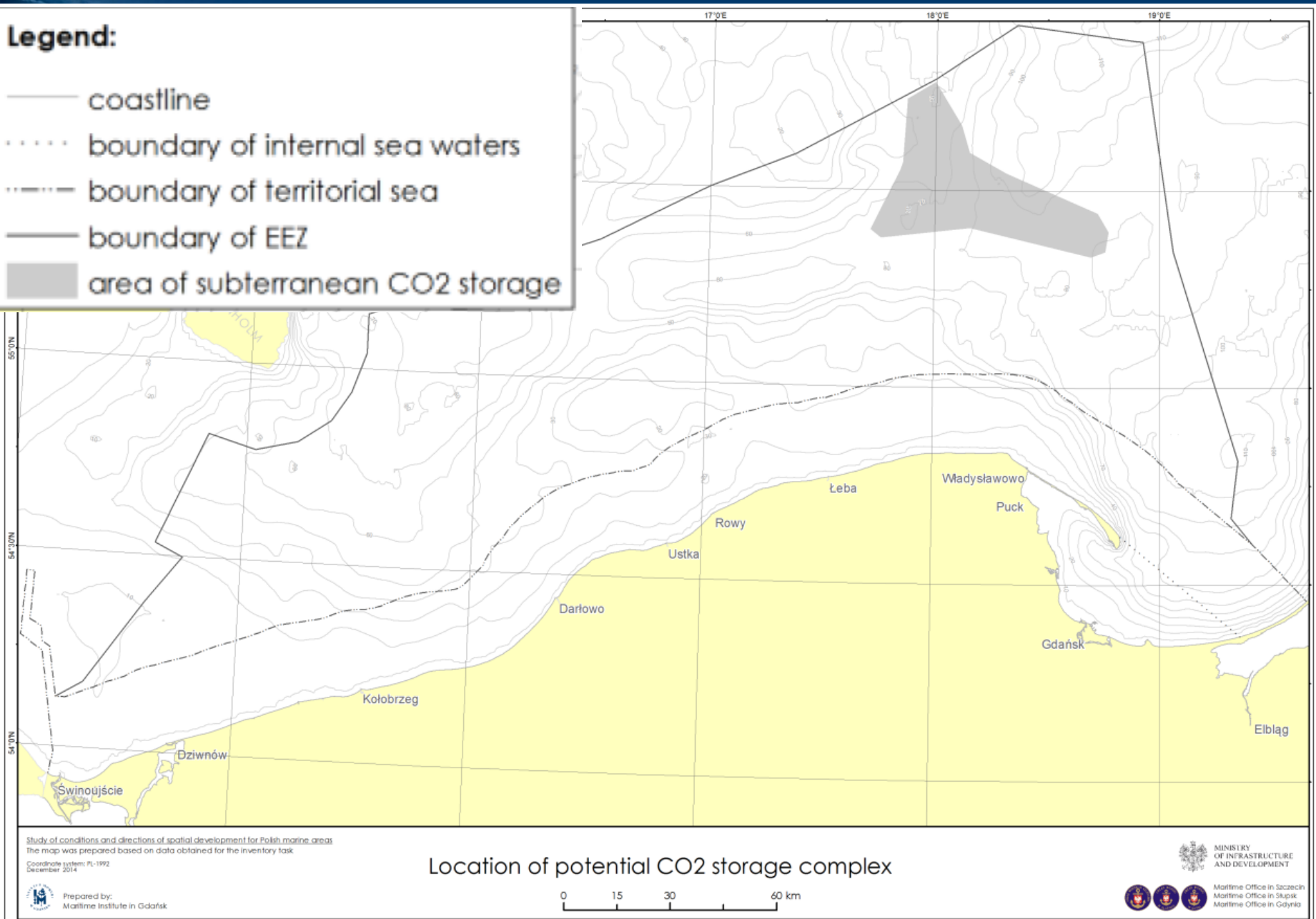


MINISTRY
OF INFRASTRUCTURE
AND DEVELOPMENT

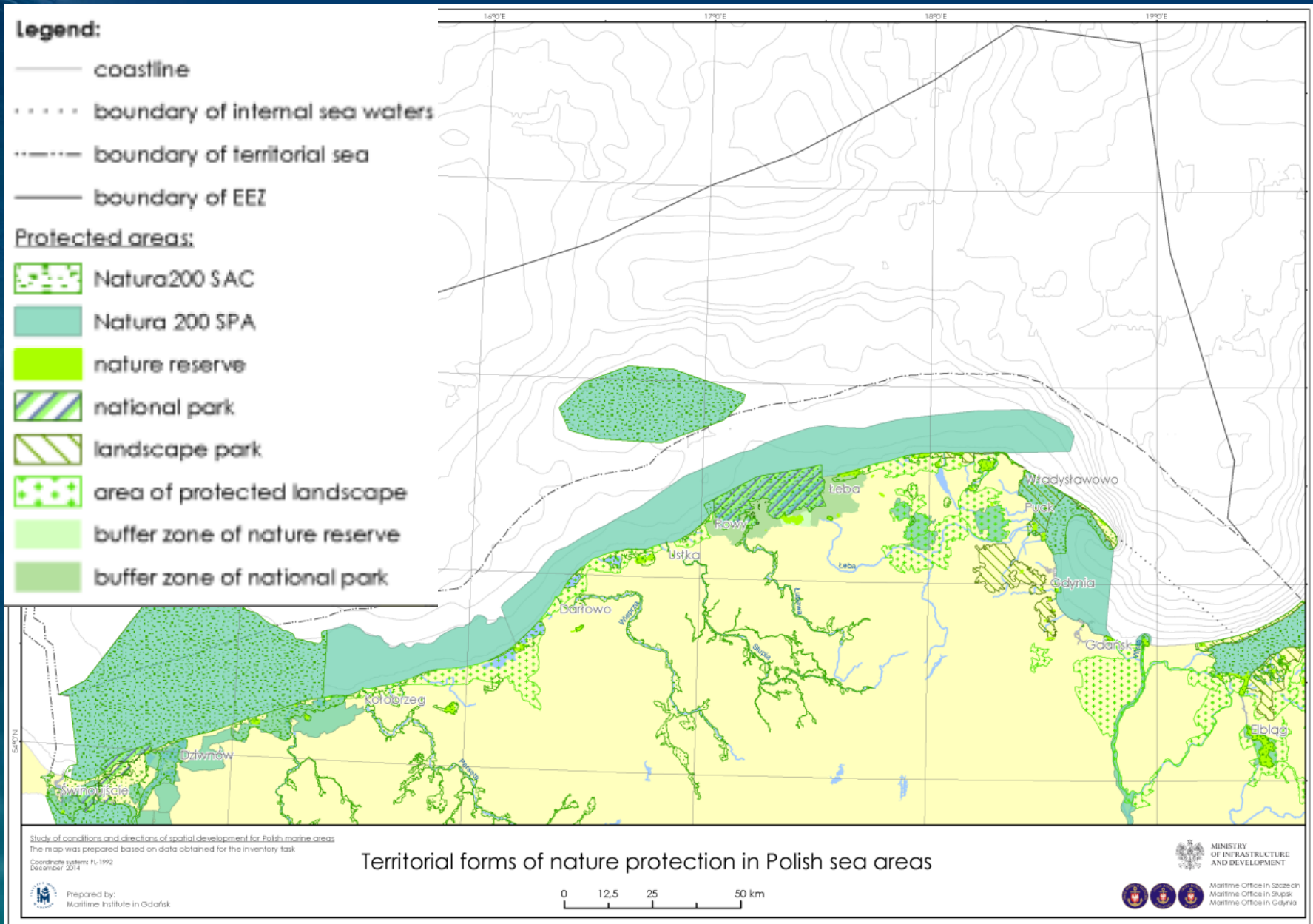


Maritime Office in Szczecin
Maritime Office in Gdynia
Maritime Office in Elbląg

The most useful information



The most useful information



Legenda:

Polskie obszary morskie

Granice obszarów morskich:

- wylączna strefa ekonomiczna
- morze terytorialne
- linia podstawowa
- granica strefy spornej
- granica terytorialnego zakresu działania dyrektora Urzędu Morskiego

Ochrona przyrody / Ochrona środowiska

 Ochrona przyrody / Ochrona środowiska

Obszary cenne przyrodniczo

Ranga

- 1 - 2
- 3 - 4
- 5 - 6
- 7 - 8
- 9 - 10

Ranking from
1 to 10



Valorisation of ecological importance Some Natura 200
areas are less and some more valuable

Projekt Planu Zagospodarowania Przestrzennego
Polskich Obszarów Morskich

Mapę wykonano na podstawie danych dostarczonych w ramach
przygotowania Projektu Planu oraz danych własnych Wykonawcy.

Układ odwrotny: PL-1992
Elipsoidalna odniesienia: GRS80

Opracowanie: październik 2017 r.



Ochrona przyrody i środowiska (O)
Obszary cenne przyrodniczo

(Projekt - wersja v.0 podwydzielenia akwenów)

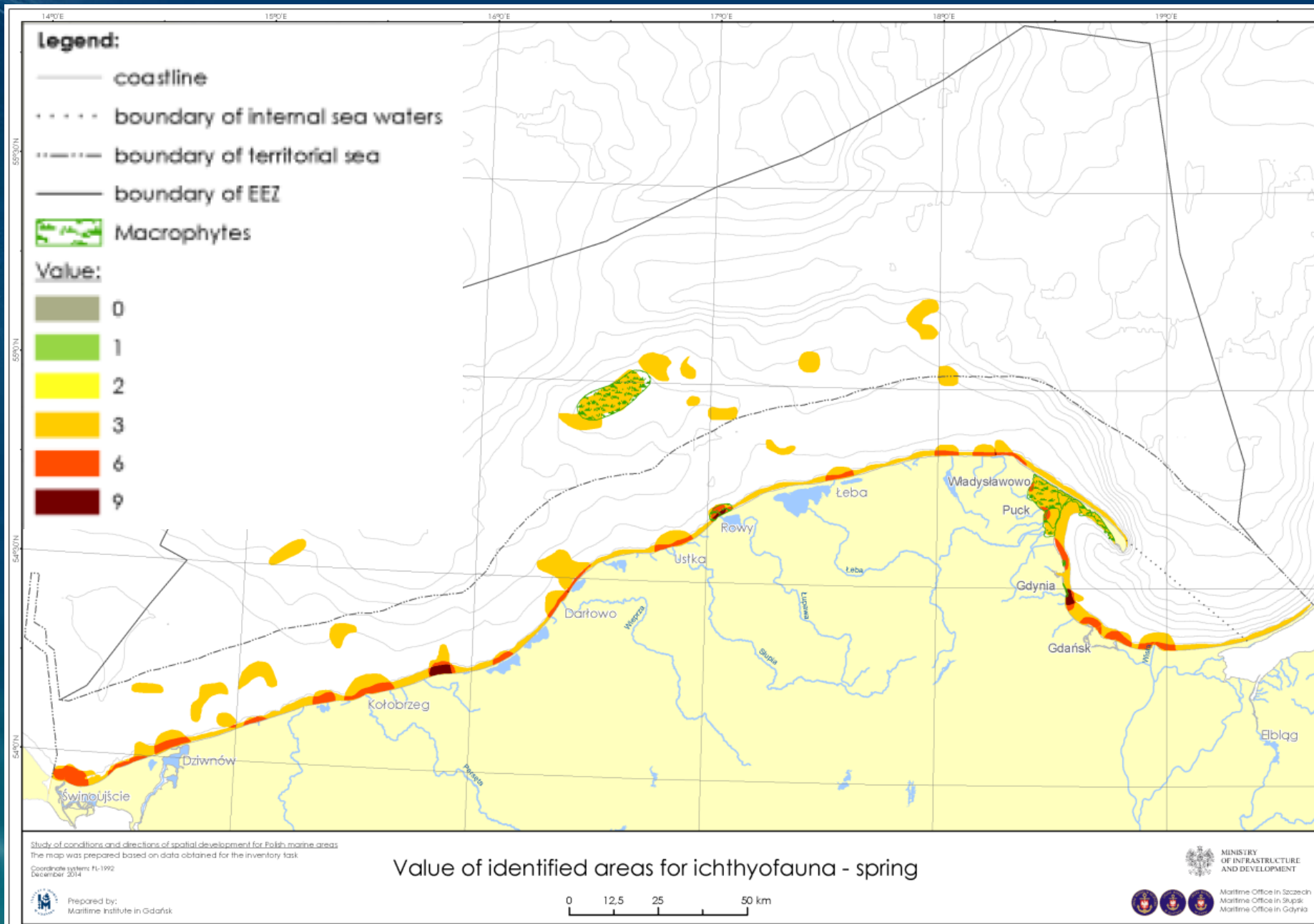


Fundusze Europejskie
Wzrost i Innowacja

Unia Europejska
Europejski Fundusz Społeczny



The most useful information



Legend:

- coastline
- · · · · boundary of internal sea waters
- - - - - boundary of territorial sea
- boundary of EEZ
- ▲ bathing area
- ▲ Blue Flag bathing area
- ◆ windsurfing spot
- ◆ windsurfing school
- wreck
- ✶ forbidden wreck (Maritime Office in Słupsk)
- ✶ entry prohibited (cemetery)
- ✶ accessible wreck (Maritime Office in Gdynia)
- ▽ scuba diving centres offering wreck diving
- most often visited wreck

The most useful information

Berths in marinas:

- 5 - 15
- 16 - 35
- 36 - 70
- 71 - 120
- 121 - 300
- 301 - 400



Study of conditions and directions of coastal development for Baltic seaside resorts
Partnership was prepared based on data collected for that territory sea

Geographical system P-100
December 2011

Prepared by:
Geographical Institute in Gdynia

Areas of intensification of active coastal tourism

0 12.5 25 50 km

MINISTRY OF INFRASTRUCTURE
AND REGIONS



Maritime Office in Słupsk
Maritime Office in Gdynia

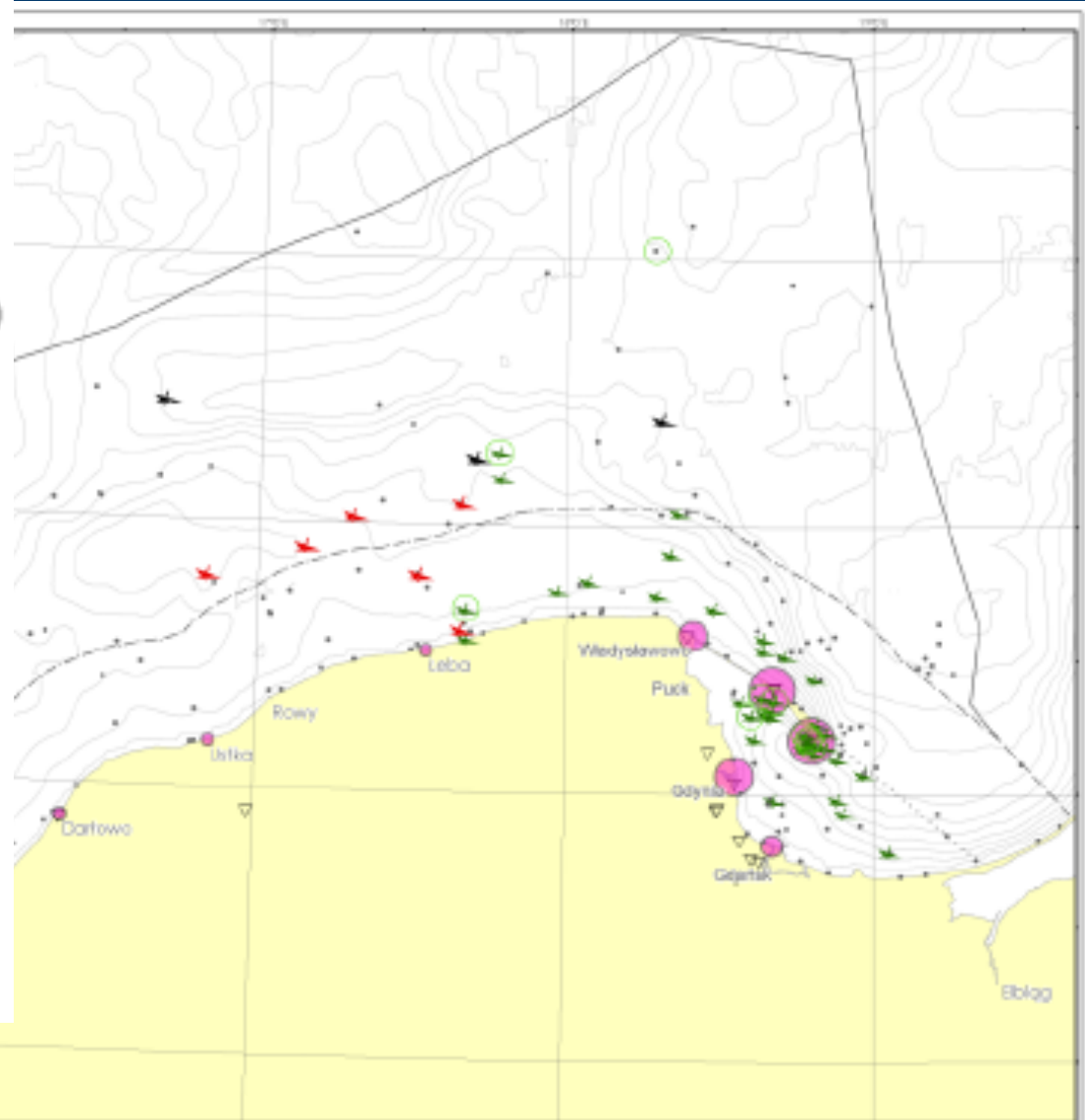
The most useful information

Legend:

- coastline
- boundary of internal sea waters
- - - - boundary of territorial sea
- boundary of EEZ
- wreck
- ✈ forbidden wreck (Maritime Office in Słupsk)
- ✈ wreck – entry prohibited (cemetery)
- ✈ accessible wreck (Maritime Office in Gdynia)
- most often visited wreck
- ▽ scuba diving centres offering wreck diving

Sum of departures for scuba diving in 2006-2013:

- less than 50
- 51 - 100
- 101 - 300
- 301 - 800
- over 800



State of environment and development of sectors development for both regions
 (with regard to the proposed coastal corridor for the maritime base)
 Gdynia region 15-16
 December 2011

Diving bases, departures from ports and most popular wrecks

0 12.5 25 50 km

MINISTRY OF INFRASTRUCTURE AND DEVELOPMENT

Maritime Office in Gdynia
 Maritime Office in Słupsk
 Maritime Office in Gdynia

The most useful information



LNG terminal



seaport:
construction, expansion, modernization



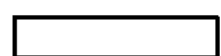
fishing port/haven:
construction, expansion, modernization



marina:
construction, expansion, modernization

 fairway

 potential new marina

 pier

 pipeline

 cable railway

 artificial reef



seaport (of basic importance
for national economy)



seaport



fishing port/haven



marina



lighthouse

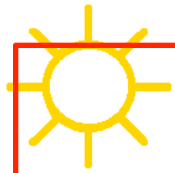
 boundary of port area

 fairway

 pier

The most useful information

Tourist infrastructure:



tourist center



bathing area



bathing area (Blue Flag 2013)

Wreck tourism:



wreck

Surprisingly
not so
important



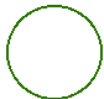
no diving



no diving - cemetery



wreck available for diving



most visited wreck



wreck diving centre

Windsurfing:

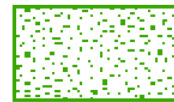


windsurfing spot



windsurfing school

Nature protection:



Natura2000 area: SAC



Natura2000 area: SPA

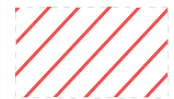


national park



nature reserve

Other:



planned offshore wind farms



military area



variants of navigable channel location



airport

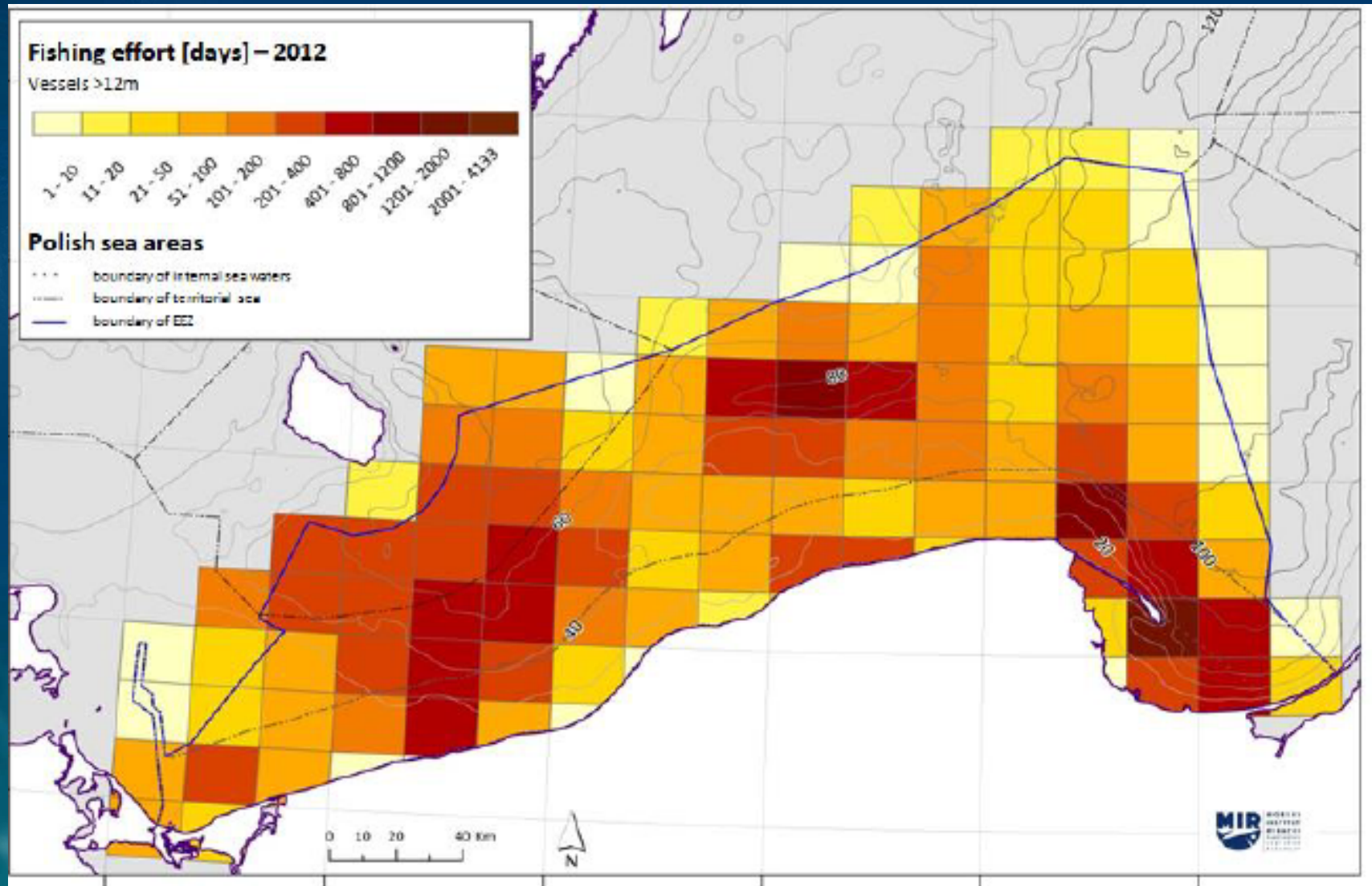
The most useful information

Combining
information!!!

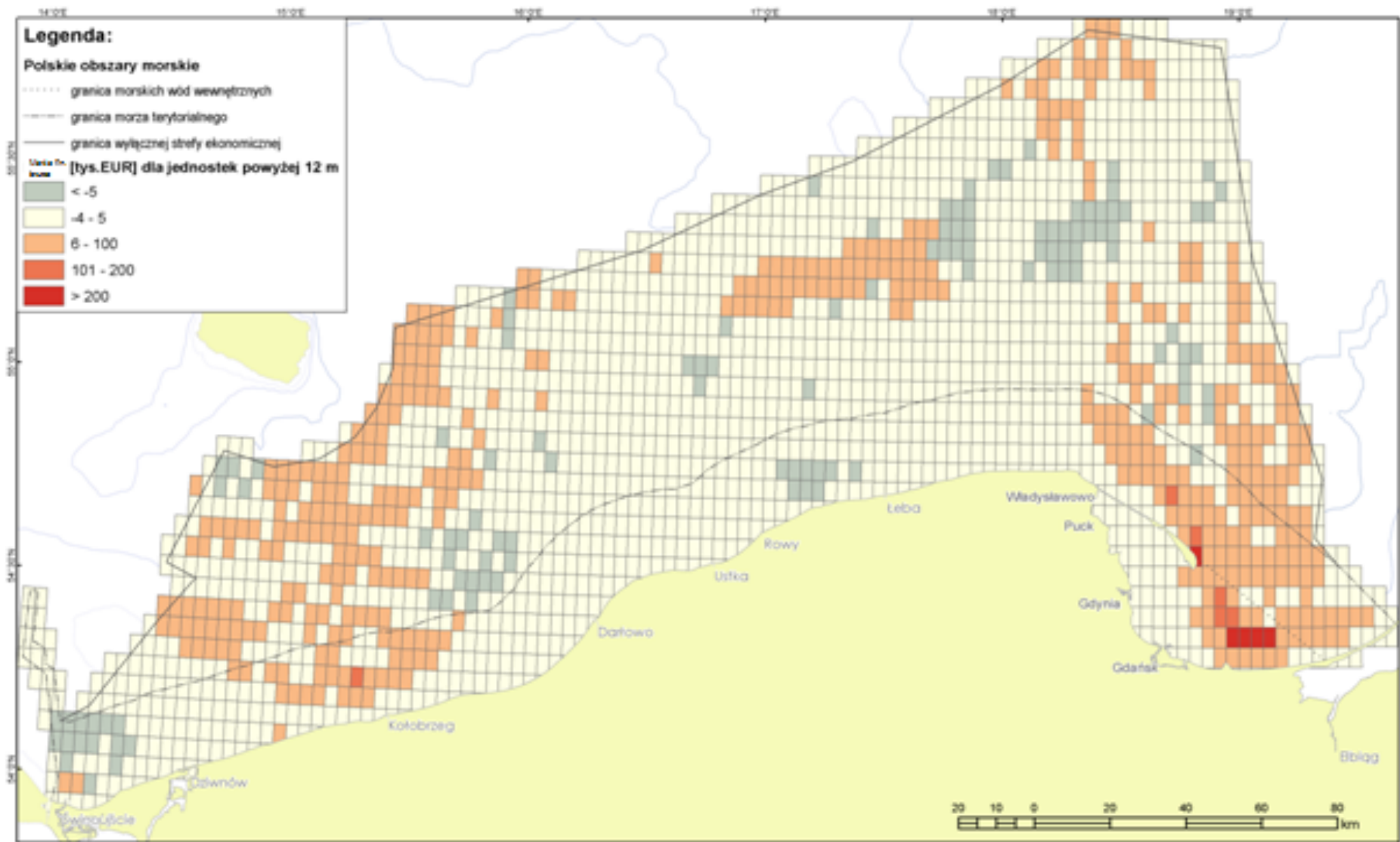


Fig. 4.14. Most important investments planned by coastal municipalities on the background of existing infrastructure and protected areas⁴²

Not very useful information

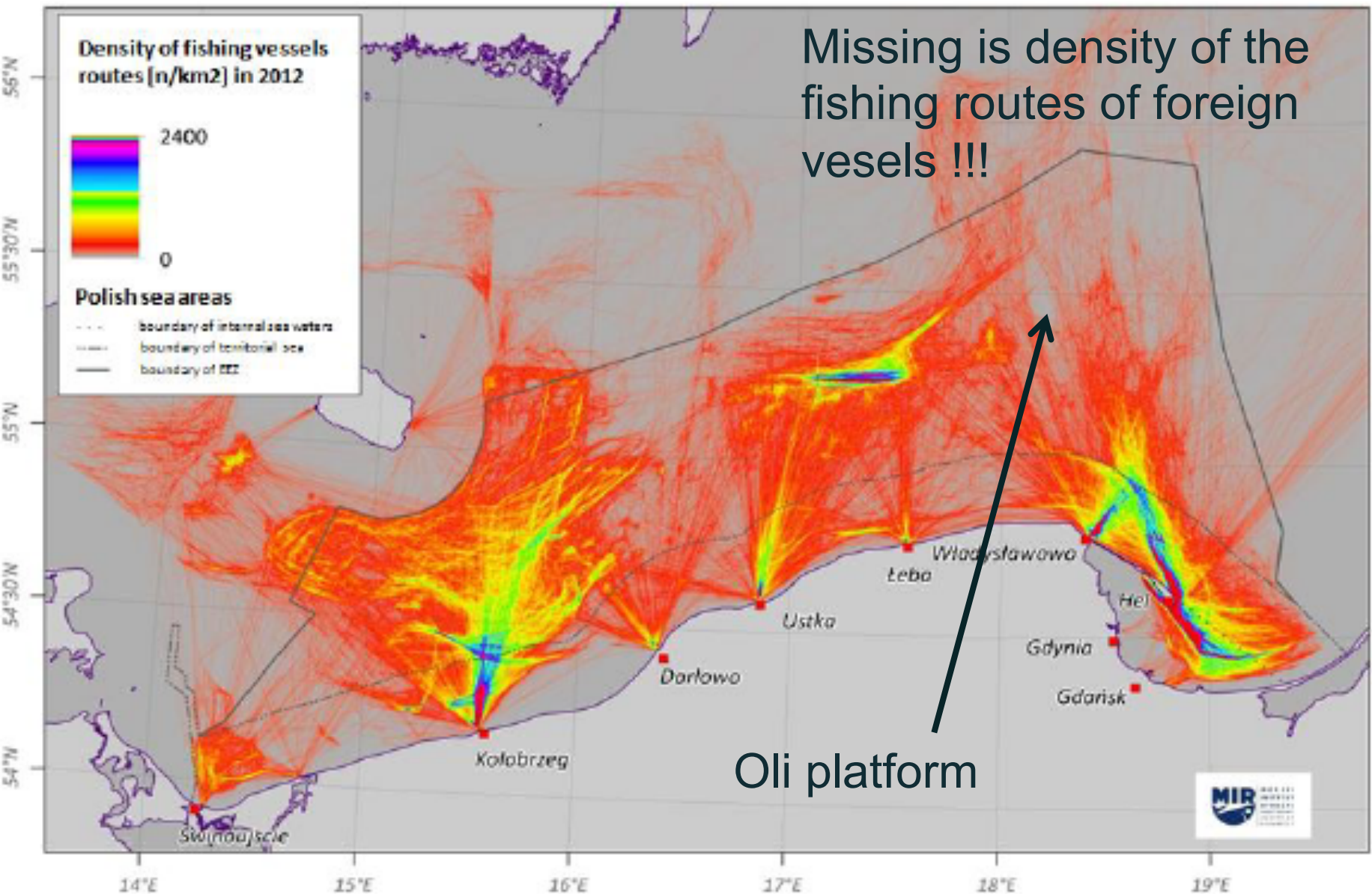


The most useful information

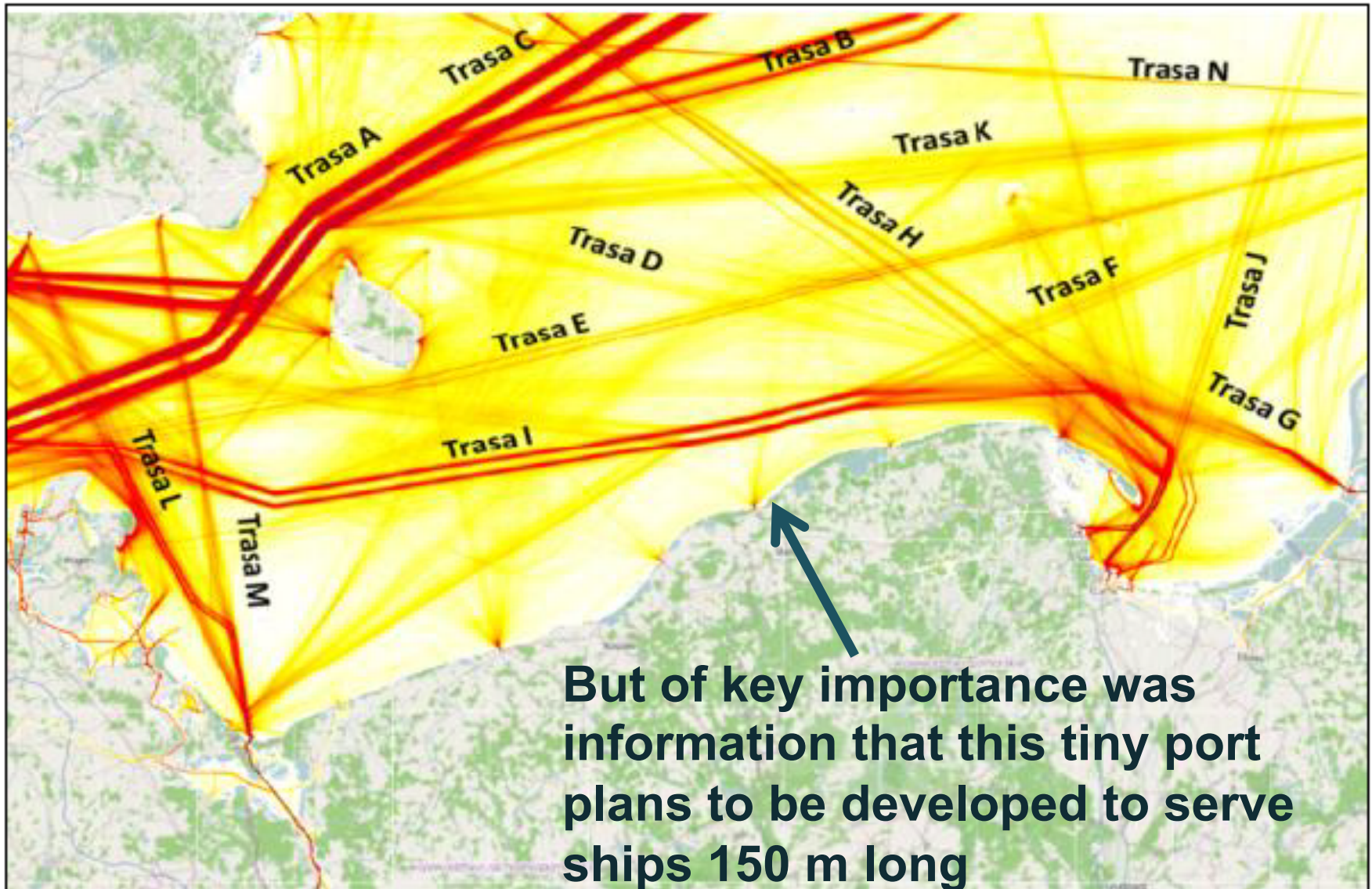


Net profit from fishing of big vessels (over 12 m long)

The most useful information



The most useful information



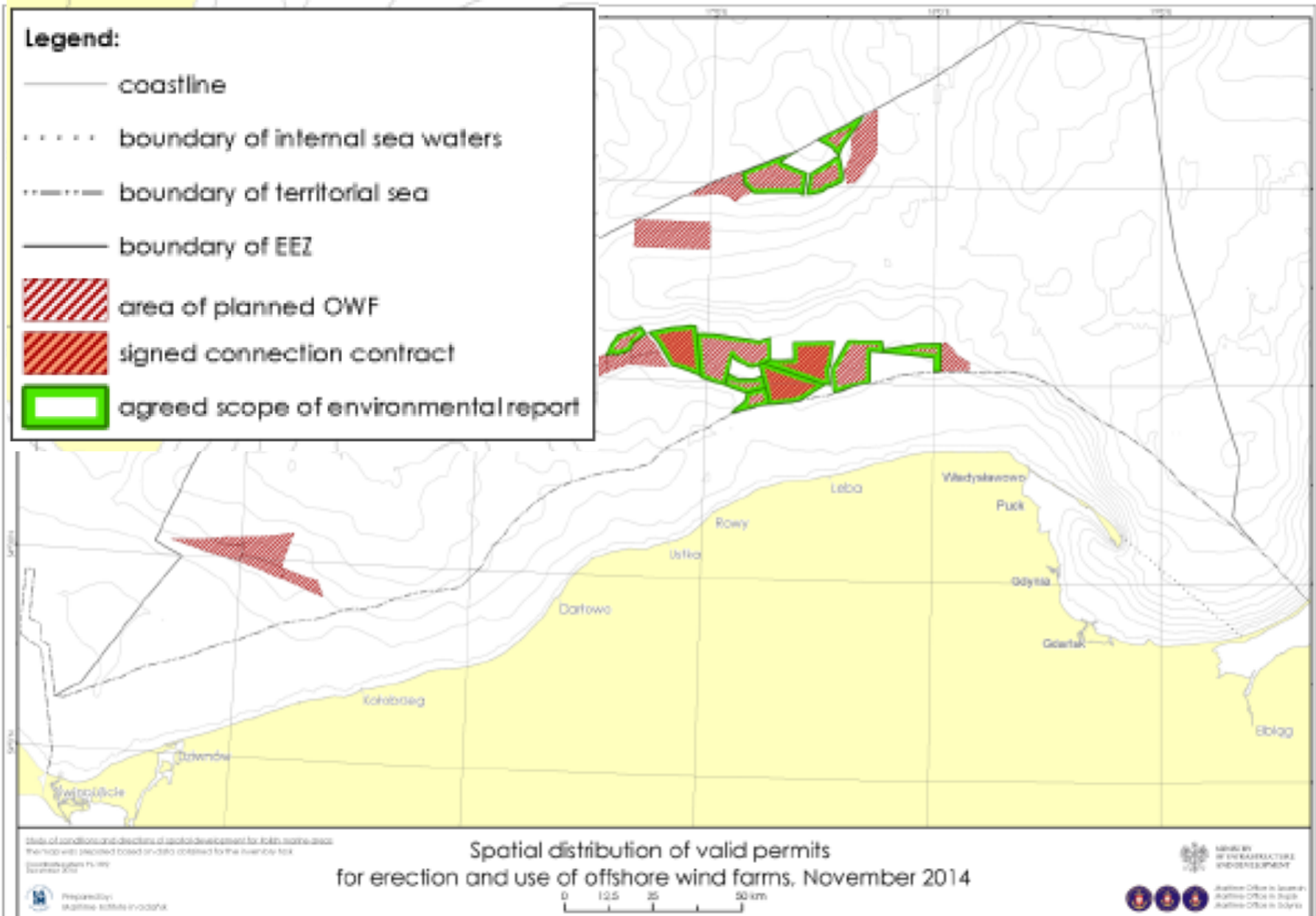
But of key importance was information that this tiny port plans to be developed to serve ships 150 m long

Fig. 7.1. Distribution of major and customary shipping routes in the southern Baltic Sea and the distribution

The most useful information

Legend:

- coastline
- boundary of internal sea waters
- boundary of territorial sea
- boundary of EEZ
-  area of planned OWF
-  signed connection contract
-  agreed scope of environmental report



The most useful information

Legend:

- coastline
- boundary of internal sea waters
- - - - - boundary of territorial sea
- boundary of EEZ

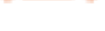
Extraction:

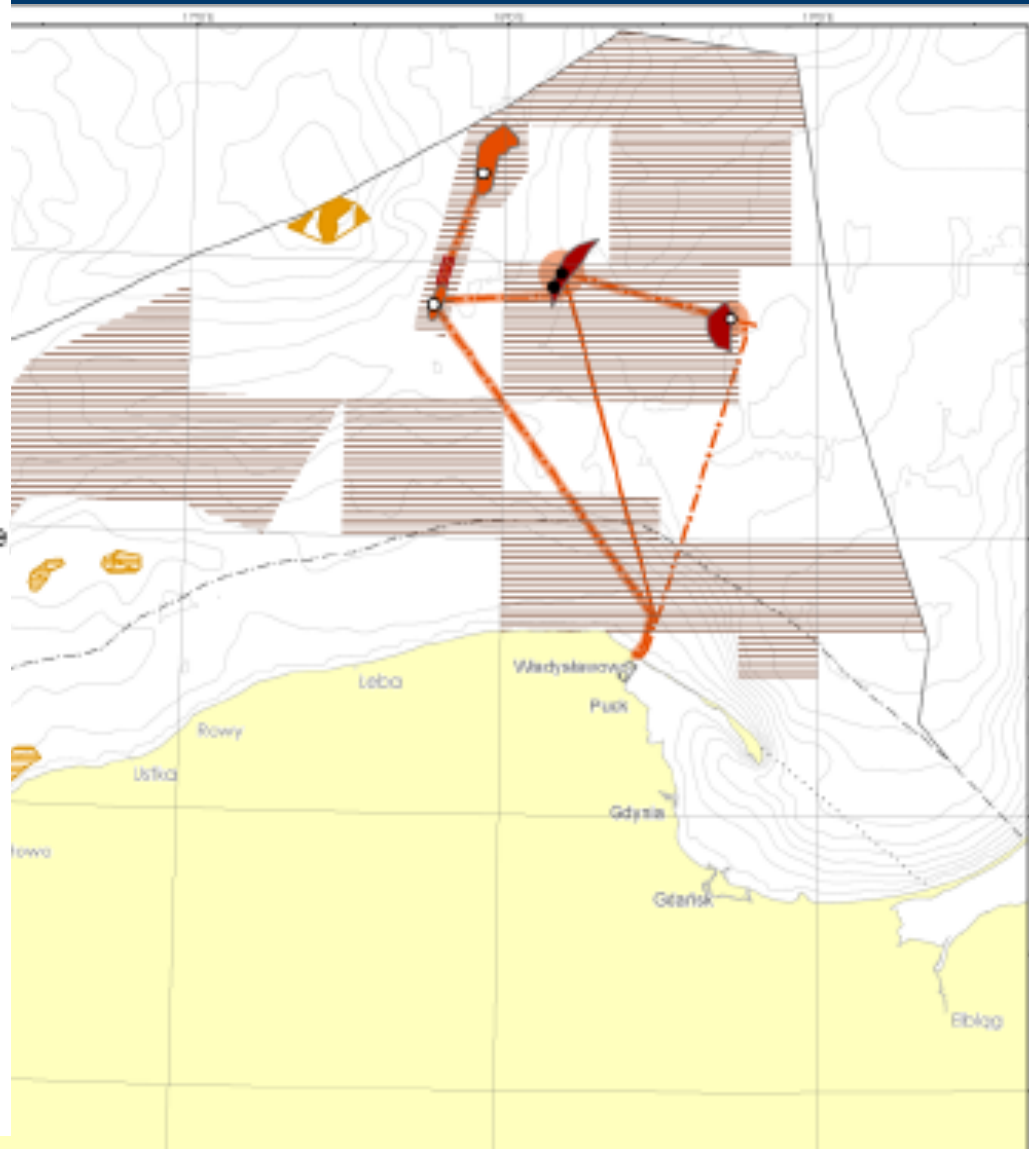
-  licence for extraction (oil)
-  licence for extraction (gas)
-  licence for extraction (aggregate)
-  planned licence for extraction (oil)
-  planned licence for extraction (aggregate)
-  licence for exploration (oil and gas)
-  other (planned)

Mining platforms:

-  existing
-  planned

Pipelines:

-  pipeline
-  planned pipeline
-  area for pipeline

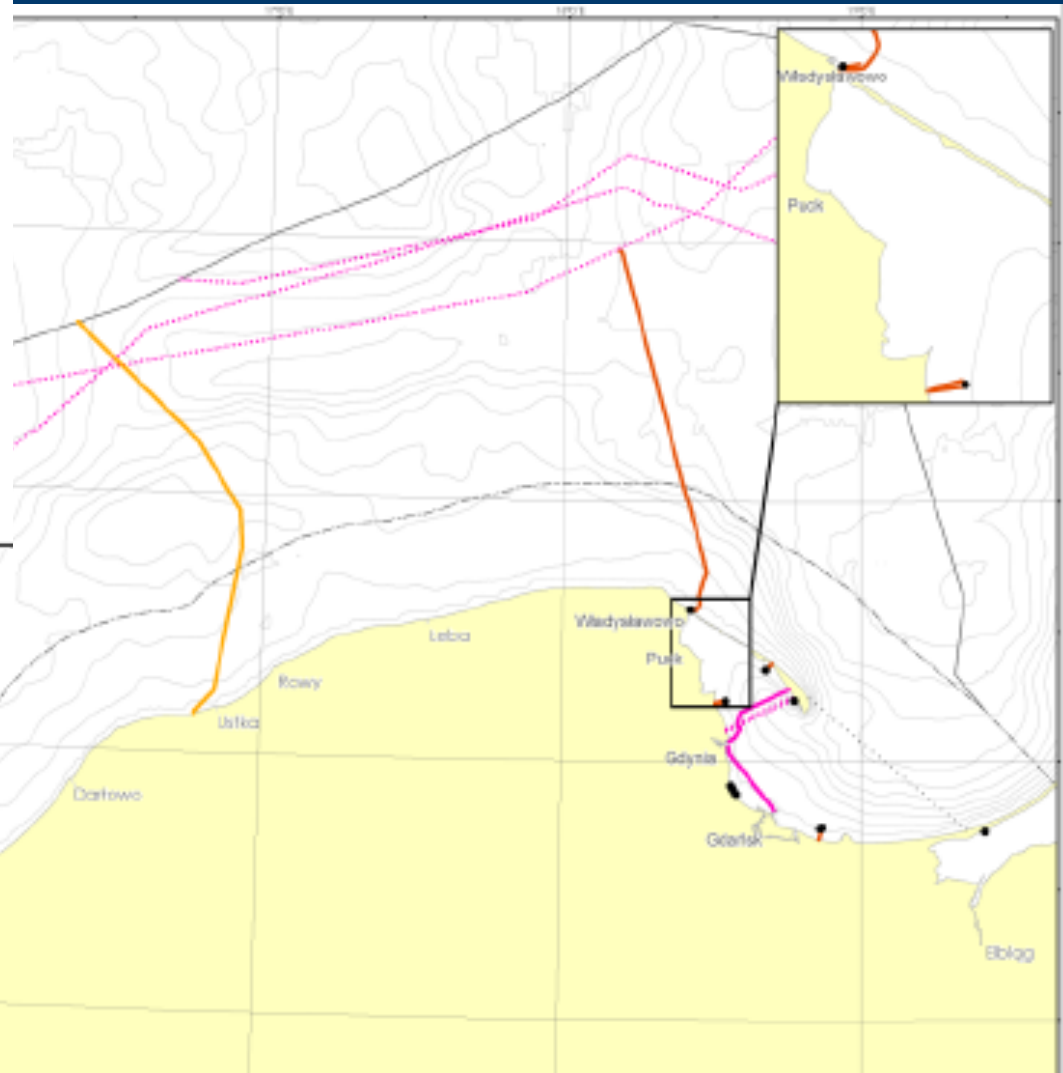


State of conditions and directions of spatial development for Polish waters areas
The map was prepared based on data obtained to the inventory task
Coordinates: N 54° 45' 00" E 18° 45' 00"
December 2014

The most useful information

Legend:

- coastline
- boundary of internal sea waters
- - - - - boundary of territorial sea
- boundary of EEZ
- pipeline
- power cable
- telecommunications cable
- telecommunications cable (not used)
- sewage discharge site



Existing elements of linear infrastructure

State of conditions and directions of spatial development for both voivodeships
The map was prepared based on data obtained from the inventory task

Geographic Information System

Geographic Information System

Prepared by:
Geographic Information System

MINISTRY OF INFRASTRUCTURE
AND DEVELOPMENT

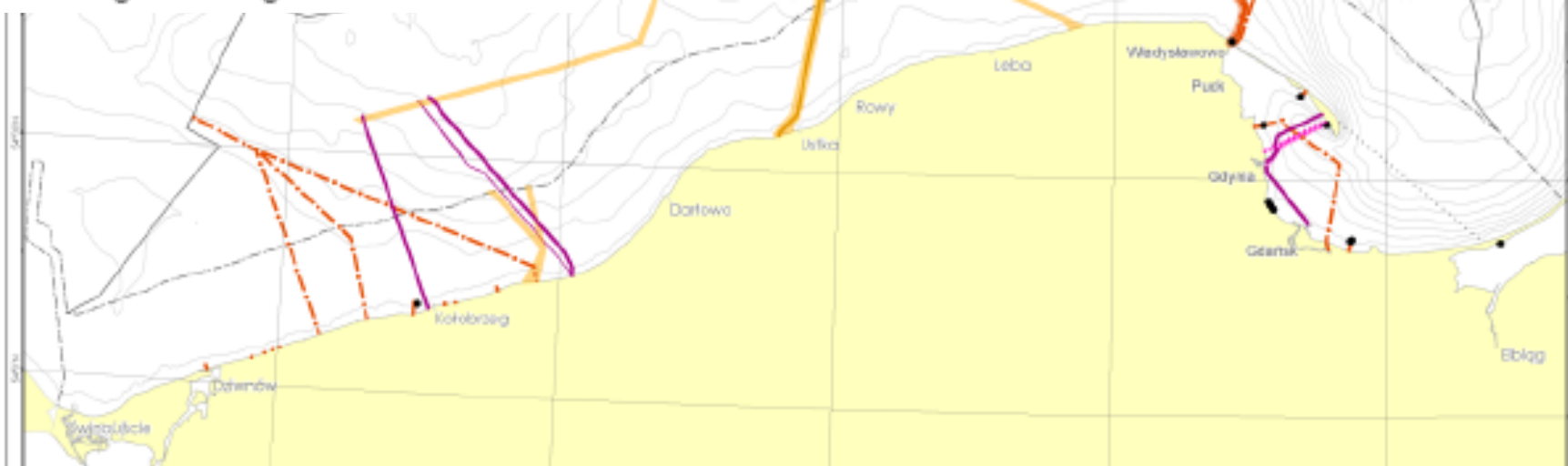


Regional Office in Szczecin
Regional Office in Poznań
Regional Office in Gdańsk

The most useful information

Legend:

- coastline
- · · · · boundary of internal sea waters
- - - - - boundary of territorial sea
- boundary of EEZ
- area for pipeline
- area for power cable
- area for telecommunications cable
- pipeline
- - - - - planned pipeline
- power cable
- telecommunications cable
- · · · · telecommunications cable (not used)
- sewage discharge



Location of planned cables and pipelines

0 12.5 25 50 km

The most useful information

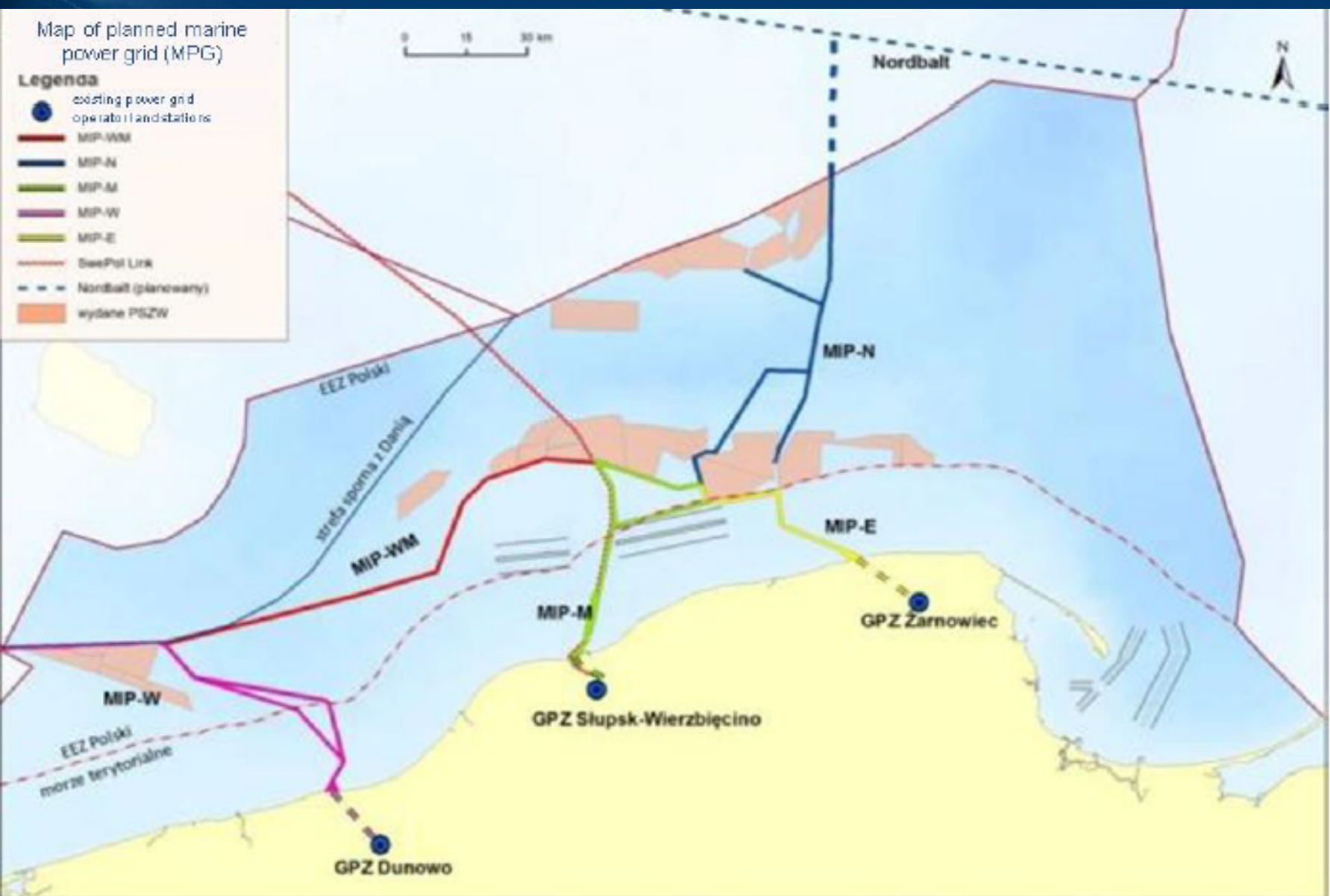
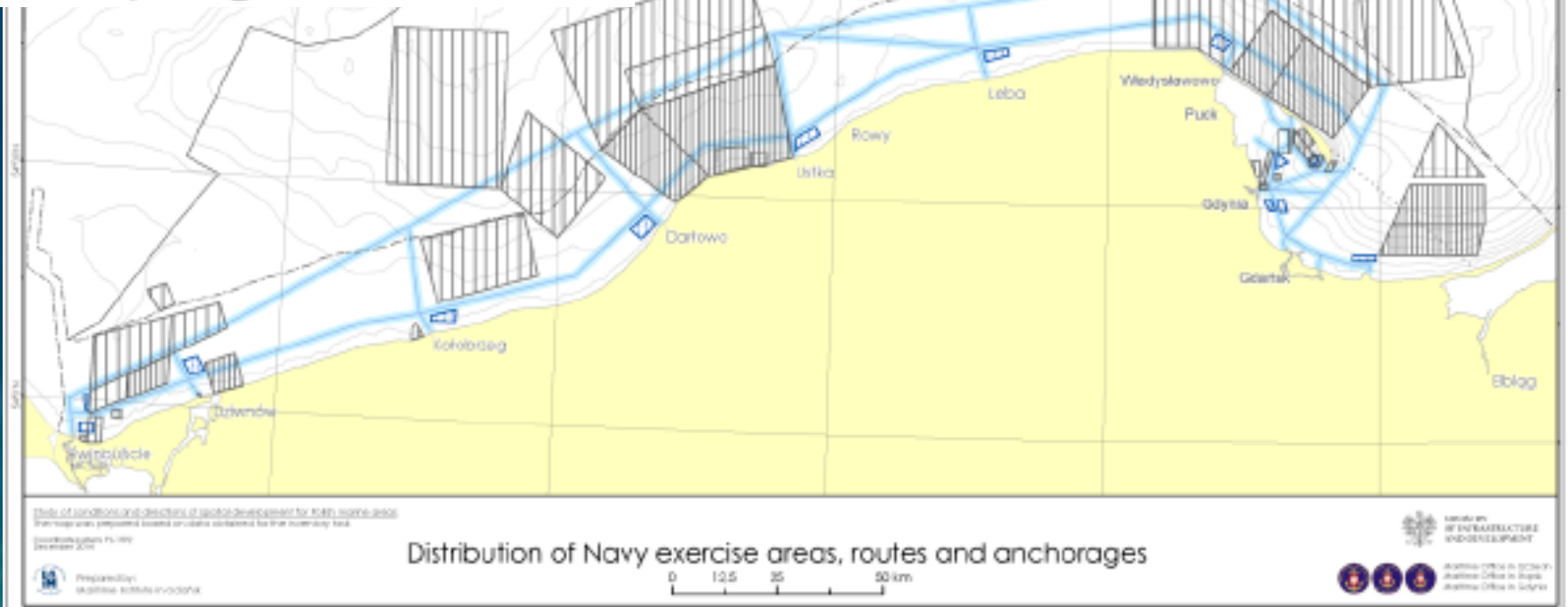


Fig. 8.11. Concept of Marine Power Grid (MPG)

Key information
how they
operate!!!!

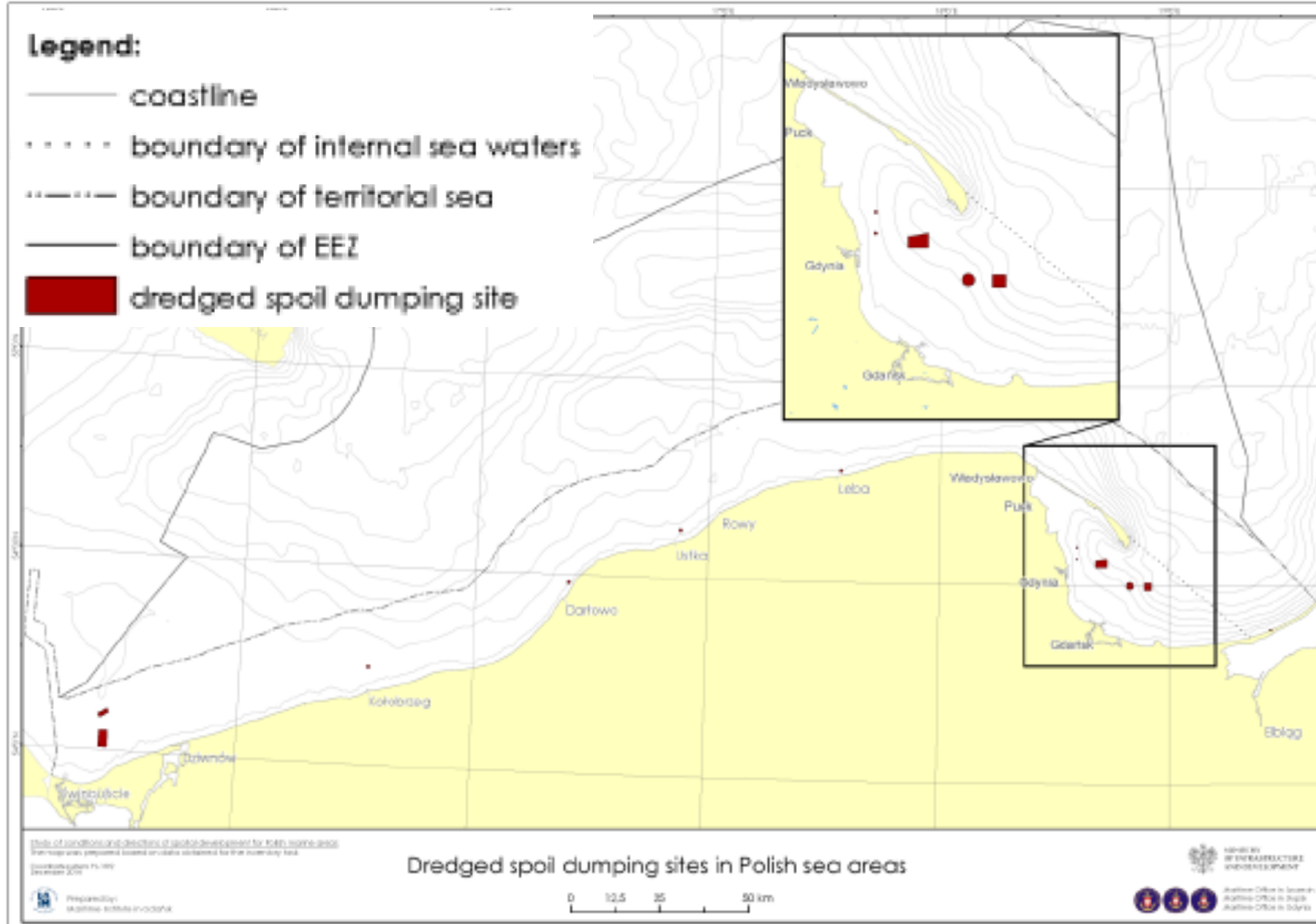
 Navy navigation route



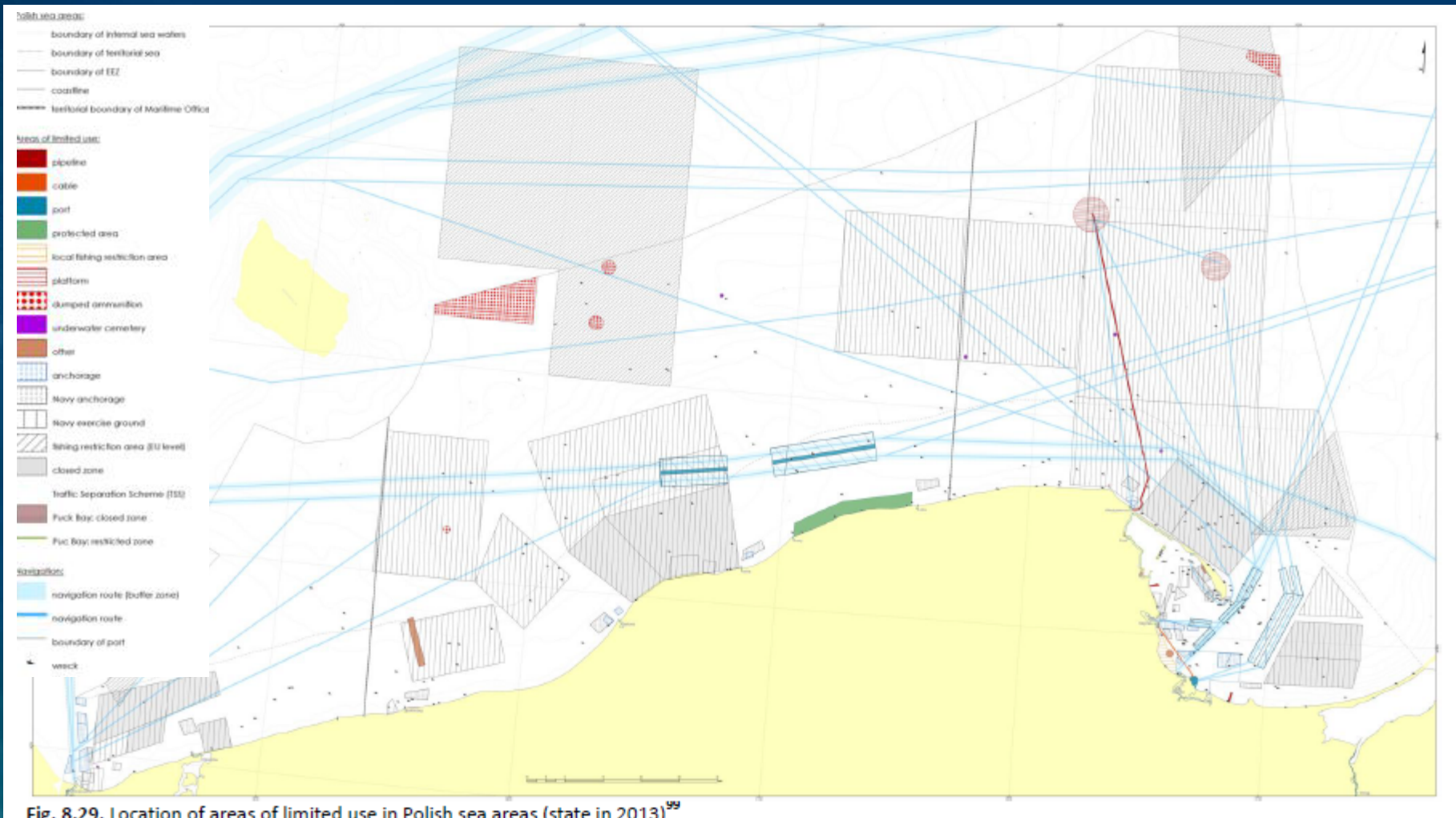
The most useful information

Legend:

- coastline
- boundary of internal sea waters
- - - - - boundary of territorial sea
- boundary of EEZ
- dredged spoil dumping site



The most useful information



Limited use AREAS

Areas of limited use:



pipeline



cable



port



protected area



local fishing restriction area



platform



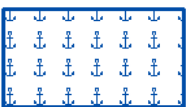
dumped ammunition



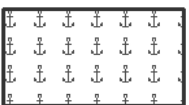
underwater cemetery



other



anchorage



Navy anchorage



Navy exercise ground

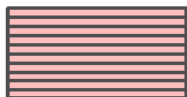


fishing restriction area (EU level)



closed zone

Traffic Separation Scheme (TSS)

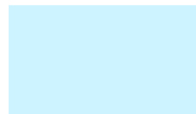


Puck Bay: closed zone



Puc Bay: restricted zone

Navigation:



navigation route (buffer zone)



navigation route



boundary of port



wreck

All important except
wrecks (general
solution)

Thank you for attention



European
MSP Platform

Funded by the



And what about the Belgians...

Black Sea round table on transboundary MSP
15 February 2018

Steven Vandenborre (Belgian Marine Spatial Planning Unit)



2 Topic 2

Data



role of stakeholders

**A lot of information is out there
seduce stakeholders to share**



role of stakeholders

MSP 2014-2020 - EVALUATION process and plan

- Informal questionnaire on marine spatial planning **process**
- HOW
- Informal questionnaire on marine spatial plan **content**
- WHAT



role of stakeholders

MSP 2020-2026 - PREPARATION of the plan

- **Informal questionnaire** on marine spatial plan process and content
- **Informal contacts** on marine spatial plan content
- **Formal consultation procedure** on marine spatial plan content and on strategical environmental assessment (SEA)
- **Other process** - long term vision 2050



role of stakeholders

MSP 2020-2026 - IMPLEMENTATION of the plan

- General - **low threshold for contact / (annual) follow-up meeting stakeholders (?)**
- Articles / actions to be implemented - **consultation / lead (?)**
- Realization of plans/projects - **concession/permit/EIA**



how to upgrade information

- **Bond of trust**
 - ‘trust arrives on foot and leaves by horseback’
- **Checks and balances**
 - check by other stakeholders and/or independent check
 - required degree of validation depends on importance for MSP
- **Smart planning**
 - ‘point of no return’ only when information sufficiently mature
 - flexible planning process



"That's all Folks!"

Contact details

Steven Vandenborre
Marine Spatial Planning Unit
steven.vandenborre@milieu.belgie.be
0032-(0)473/90.07.55





European
MSP Platform

Starting the MSP process: Italian experience

Round table on MSP in Romania

Bucharest, 15.02.2018 – Emiliano Ramieri

Funded by:



Lead Partner:



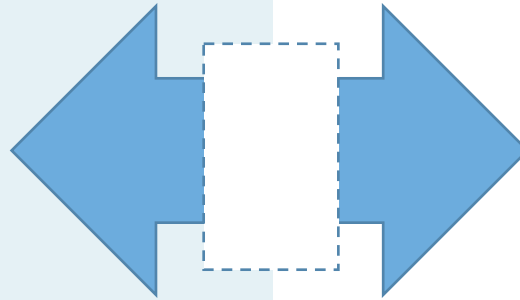
Subcontractors:



Statutory MSP Process

Legislative Decree 17 October 2016,
n. 201, transposing the EU MSP
Directive

Decree of the President of the
Council of Ministries of 1 December
2017 approving guidelines for the
elaboration of MSP plans



Project-based experiences



Multi-level governance (I)

- Needed to deal with fragmented competences and multi-level actors
- **Inter-Ministerial Coordination Table**, chaired by the Department for European Policies of the Presidency of the Council of Ministries: (i) elaboration and updating of guidelines for the implementation of MSP and elaboration of MSP plans, (ii) identification of marine areas for MSP, (iii) definition of criteria for the identification of land areas relevant for LSI; (iv) assessment of coherence of the MSP plans with guidelines
- **Competent Authority** - Ministry of Infrastructure and Transport: (i) analyze the existing planning framework, (ii) coordinate the information system supporting MSP, (iii) act as the interface with the EC, (iv) report to the Italian Parliament, (v) ensure stakeholder engagement, (vi) ensure cooperation with Members States and Third Countries, (vi) monitor the implementation of the MSP plan

Multi-level governance (II)

- **Technical Committee**, coordinated by the Ministry of Infrastructure and Transport also involves representatives of: Ministry of the Environment and Protection of Land and Sea; Ministry of Agricultural Policies, Food and Forestry; Ministry of Economic Development; Ministry of Cultural Heritage and Tourisms; representative of the Regions
- The Technical Committee **elaborates MSP plans** for each of the area and according to the guidelines defined by the Inter-Ministerial Coordination Table, including SEA and evaluation procedures related to Natura 2000 legislation
- Technical subjects to be involved?

Nested objectives

Main scope

- Promote sustainable Blue Economy
- Promote sustainable use of marine resources
- Ensure protection of the marine and coastal environment through the EBA approach
- Properly consider LSI
- Strengthen transboundary cooperation with MS and Third countries

Strategic objectives

- Prevent use of conflicts and ensure good state of ecosystem services
- Increase investors confidence
- Improve coordination
- Improve coherence between sea and land planning
- Foster sustainable development of aquaculture through allocated zone for aquaculture (AZA)
- Promote sustainable fishery
- Promote sustainable tourism also limiting coastal urbanisation and more.....

Specific objectives

To be defined for each plan together with operational objectives, according to defined guidelines and criteria



MSP is not a closed process

Existing strategic, regulatory and planning framework, e.g.: national strategic plan of the ports and logistics; strategic plan for aquaculture 2014-2020; programme of measures to achieve GES (MSFD), etc.



MSP Plans

Integrated framework for sector plans which will define coherent objectives and sectoral actions.

MG: Ecosystem Based Approach

- Main approach for MSP development, in coherence with MSFD goals
- **Strategic level:** GES definitions and related targets to be considered as part of MSP
- **Functional level:** SEA is the instrument to apply EBA within MSP

MG: Geographic scope

- **Marine waters** (including waters, the seabed and subsoil) falling under national jurisdiction, i.e. territorial waters (about 81,500 km²)
- **Coastal waters** (according to WFD definition) and transitional waters, which are not part of urban and rural planning
- **Three marine areas:** Western Mediterranean Sea, Adriatic Sea, Ionian Sea and Central Mediterranean Sea
- Same of MSFD ones, also to rely on same environmental data and indicators
- MSP plans can identify **sub-areas** based on geomorphological, ecological, economic, socio-cultural, landscaping criteria (e.g. *hot spots of conflicts or synergies*)

MG: Land Sea Interactions

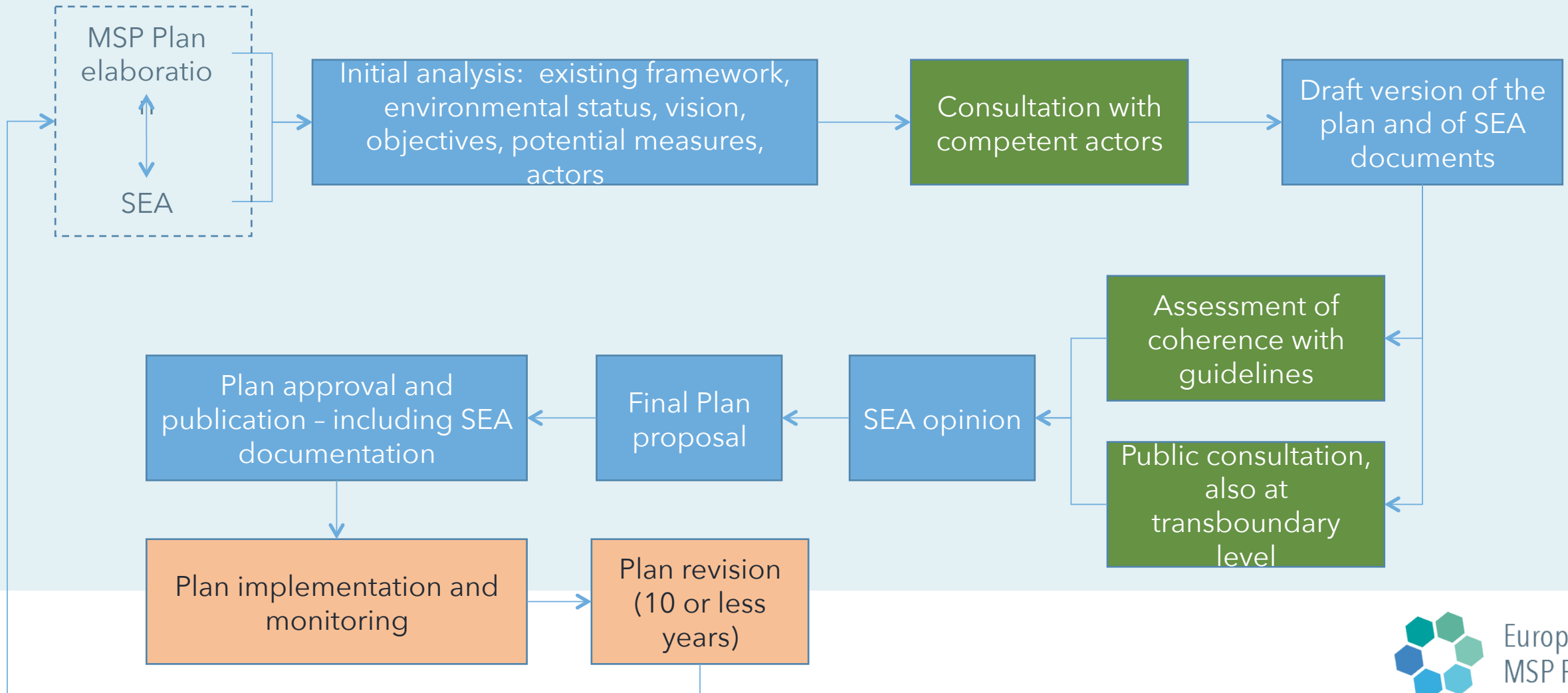
- LSI **definition** “interactions in which terrestrial natural phenomena or human activities have an impact on the marine environment, resources and activities and interactions in which marine natural phenomena or human activities have an impact on the terrestrial environment, resources and activities”
- In first instance coastal municipalities are land areas to be considered for the analysis of LSI, but following **specific geographic elements** shall be considered: watershed affecting coastal dynamic, coastal and marine protected areas, UNESCO sites, coastal areas with high landscaping value, important coastal infrastructure with particular reference to port areas
- The management of LSI should take into account the interactions of planning processes and coherence of plans for land and sea areas (including **ICZM**)



MG: Stakeholder engagement

- Ensured during MSP development, monitoring and implementation
- The technical Committee ensures engagement of a core set of institutional stakeholders and might be open to other public and private subjects
- The **MSP dedicated website** will be the main tool for the larger stakeholder participation, plus other instruments, as meetings and public consultations
- To be implemented also through and within the parallel **SEA process**

Process for MSP Plan elaboration



The European MSP Platform

Results from Conference 'MSP and Land-Sea Interactions'

*Black Sea Roundtable on MSP
Bucharest, 15 February 2018*

Funded by:



Lead Partner:



Subcontractors:



LSI and the MSP Directive

- LSI should be taken into account (Art 6)
- Through MSP or other formal or informal processes such as ICM - MSP should aim to promote coherence with other relevant processes (Art 7)

MSP should aim to integrate the maritime dimension of some coastal uses or activities and their impacts and ultimately allow an integrated and strategic vision' (recital 16)

LSI and the MSP Directive

Integrated Coastal Management

Often a voluntary practice

More landward in orientation

Stakeholder collaboration focus

Strategies and plans possible

Allocation of space possible

Maritime Spatial Planning

Now a statutory requirement

More marine in orientation

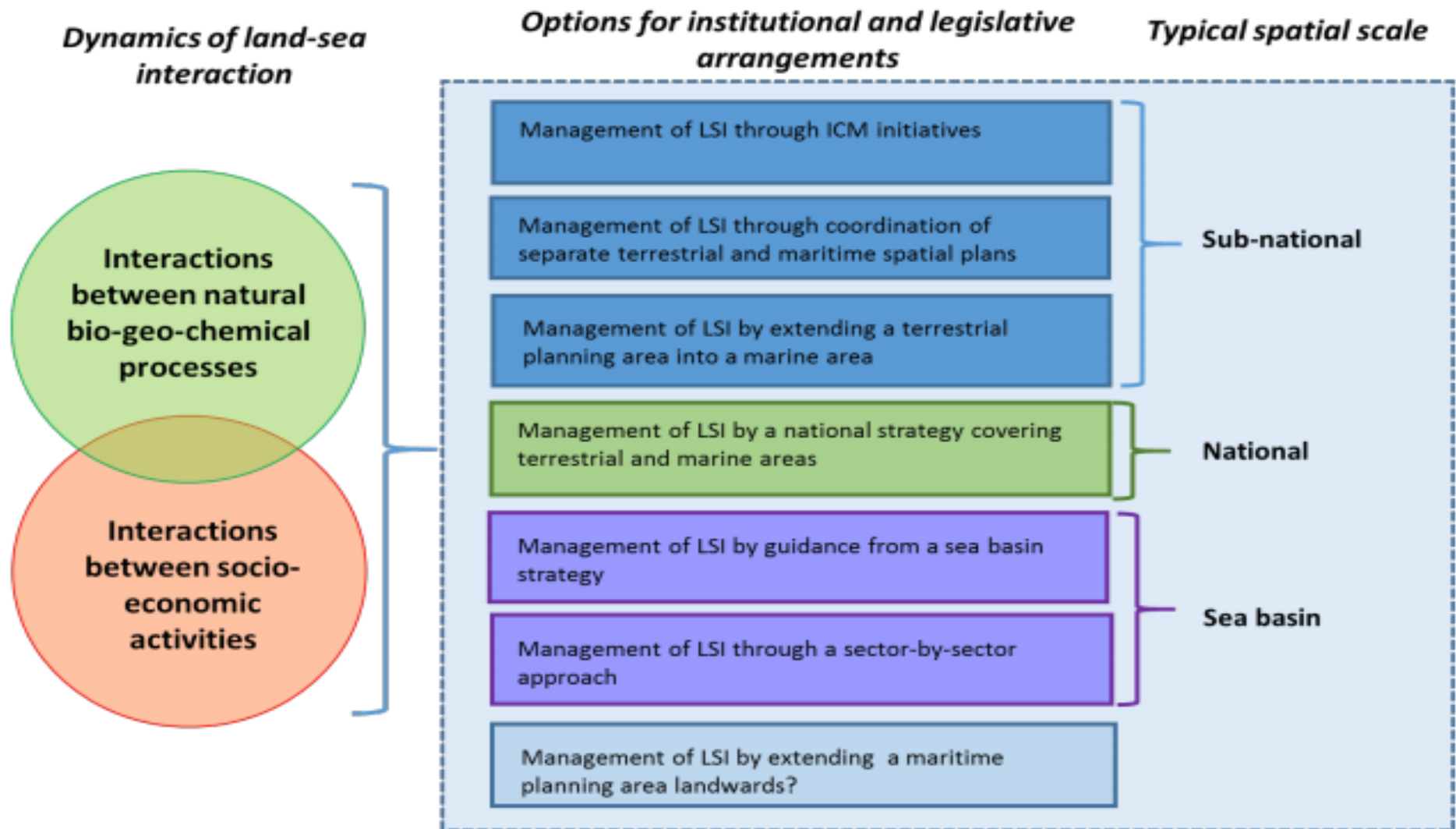
Planning policy focus

Formal plans a requirement

Allocation of space probable

**New opportunities to
address LSI issues**

A General Framework for Land Sea Interaction



LSI issues

- Context matters
- Experience of LSI issues varies between countries and sea basins
- Different physical / human geography
- Different legal /administrative arrangements
- Cultural norms and perspectives
- Experiences of small islands different from that of large countries with small coastal areas

Management of LSI through ICM initiatives

<i>Strengths</i>	<i>Challenges</i>	<i>Good Practice Proposals</i>
• Can provide carefully founded ICM principles on how to tackle LSI • Many sources of local expertise on LSI • Great diversity of applied ICM approaches • Many ICM projects have delivered practical results • Many well-established institutions with experience in engaging networks of stakeholders in LSI issues, some with connections to Regional Seas Conventions (Mediterranean) • Wide scope addressing both planning and management of LSI issues • Can work well for smaller areas • It is a process which can support MSP and terrestrial planning in well-defined coastal areas where LSI issues tend to be most intense • Detailed, problem-oriented and more flexible than statutory approaches • ICM can address LSI issues through visioning	• ICM is so far only voluntary with the exception of Mediterranean countries and is not on the political agenda • ICM does not necessarily inform licensing regimes; it needs to be driven forward by a national strategy in order to be effective • ICM is not understood in the same way in various regions / countries - unlike MSP it can be mean different things • Most ICM initiatives rely on project funding, which is not always secure • ICM tends to be focused on coastal areas and might not be strategic enough for complex LSI issues • ICM initiatives may place more emphasis on environmental protection (e.g. in the ICZM Protocol in the Mediterranean)	• Latvia developed permanent councils of coastal municipalities that approach common problems and share solutions • The formalized ICM protocol of the Barcelona Convention that applies to Mediterranean Member States could provide examples for other Member States

Management of LSI through coordination of separate terrestrial and maritime spatial plans

<i>Strengths</i>	<i>Challenges</i>	<i>Good Practices</i>
• Terrestrial plans are different from marine plans (4 maritime dimensions): a coordination recognizes those differences and allows plans to be more specialized • Allows for a combination of different points of view • May result in better stakeholder engagement in clearly separate plans • In some countries coordination / cooperation among different institutions is well-established: approach builds upon established practices • Both maritime spatial plans and terrestrial plans are legally enforceable and could provide a clear legislative framework to guide LSI	• Not holistic, may present difficulties in applying different land and sea-based procedures to shared LSI issues (e.g. connection of wind turbines with cables extending on land) • Risks of complex legislative fragmentation • Potential challenge dividing roles and responsibilities among responsible institutions • Governance structure is different and there might be communication / coordination / implementation issues particularly where different levels of government are involved • A great coordination effort is needed to properly address LSI issues, balance marine and terrestrial perspectives, and to ensure that LSI issues are addressed clearly and explicitly in both terrestrial and marine plans • Proper coordination between maritime and terrestrial plans only works when cross-border: neighboring countries that don't follow the same approach could slow down planning processes • Separate processes may not be optimal in terms of stakeholder engagement and developing holistic approaches to addressing LSI issues	• Belgium's State Secretary for the North Sea is responsible for both MSP and terrestrial planning • Malta has installed technical committees with expert decision-makers that support planning processes • In the UK a coastal concordat brings together all licensing bodies • Sweden has experience with coordinating terrestrial plans and MSPs • Transboundary pilot plans for Romania / Bulgaria are being developed through the MARSPLAN project

Management of LSI by extending a terrestrial planning area into a marine area

<i>Strengths</i>	<i>Challenges</i>	<i>Good Practice Proposals</i>
• More holistic - no fraction between land and sea • More coherent as overall control of planning under the authority of one body means conflicts are reduced and implementation is likely to be easier • Most LSI issues are covered in one plan / licensing process, as most LSI issues occur in coastal waters • Competent authority has full knowledge of all planning aspects - streamlines processes • Encourages coordination at the local level • Forces terrestrial planners to cooperate and integrates marine and terrestrial aspects in a supportive way without one "overrunning" the other • Territorial development aspects are easier to translate to stakeholders - how does it affect them e.g. more jobs, improved economy, etc.) potentially resulting in better stakeholder feedback and engagement with LSI issues	• There may be the danger of terrestrial dominance (as there is more expertise in terrestrial planning) • Possibly overlooks the scientific, societal and geographical differences between the two areas and the runs the risk of copying mistakes / approaches from the land and not developing new tools appropriate to the marine context • Applying terrestrial zoning practices to sea might be too rigid as it does not take in consideration some contradicting aspects of MSP - 4 dimensions, temporal differences (i.e. seasonality), regulation of different uses enabling synergies • Municipalities / authorities may not have sufficient data / experience/ understanding to take aspects of the marine area reasonably into account during the planning process • Offshore implications of LSI issues may not be addressed appropriately	• Germany (Mecklenburg-Vorpommern) • Finland • Connecting to ICM activities (such as the joint strategy on ICZM and MSFD applied in Croatia) was seen to be beneficial from an LSI perspective.

LSI in the Black Sea

<i>Significant LSI issues</i>	<i>Institutional and legislative arrangements</i>
• Mass coastal tourism and related environmental impacts • Lack of accurate and up to date data • Geopolitical barriers to addressing LSI • Lack of legislation and strategies to deal with LSI	Black Sea Basin Programme The programme provides opportunities to extend existing European experience to the Black Sea and is particularly useful concerning the development of transboundary cooperation and improving LSI practices through networking. Black Sea Commission The Commission on the Protection of the Black Sea against Pollution provides an inventory of data, partnership and governance of relevance to the environmental dimensions of LSI, as well as challenges related to political issues. It could take a lead in data standardization and monitoring of environmental aspects.

Different approaches

- Sub-national approaches to LSI
 - Kymenlaakso region/FI
 - LSI within the Belgian MSP-ICZM process
- National and sea-basin wide approaches to LSI
 - The Portuguese experience with ICZM
 - The Slovenian experience

The report is available here:

<http://www.msp-platform.eu/events/msp-conference-addressing-land-sea-interactions>