



Stakeholder workshop on key messages on how to deal with shipping and nature conservation in MSP

Deliverable D.T.4.3.3



ABSTRACT

Title: Stakeholder workshop on key messages on how to deal with shipping and nature conservation in MSP. Deliverable D.T.4.3.3

Abstract:

The Plan4Blue project is conducting case studies to study cross-border aspects of economic activities and nature conservation and to identify possible roles for national MSP processes in addressing them. Key messages on how to handle shipping and Natura 2000 areas in MSP were discussed in a stakeholder workshop in March 13-14, 2019 in Tallinn.

The workshop we focussed on three elements:

- Environmental aspects of the cases
- How can MSP support sustainable development of the case?
- Key messages for MSP and other policy processes

There was altogether 24 participants that represented expertise on shipping, nature conservation and MSP.

Acknowledgements

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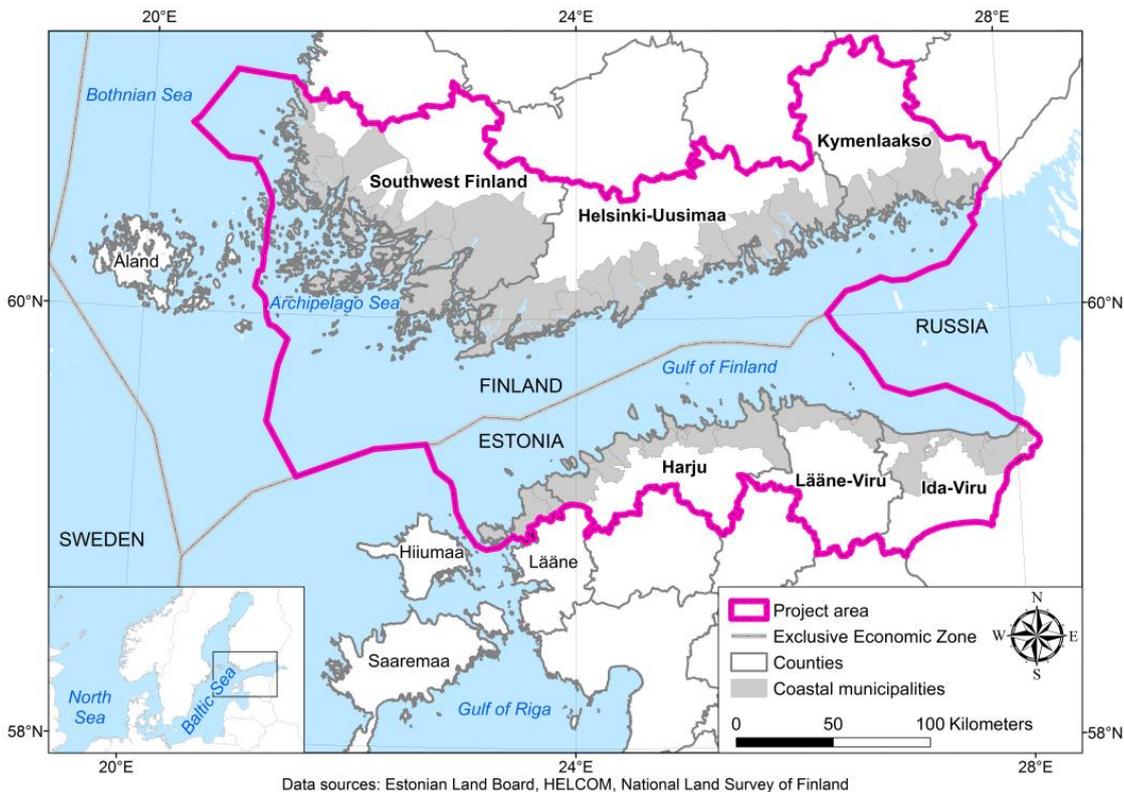
INTRODUCTION

Background

The Plan4Blue project is conducting three case studies to study cross-border aspects of economic activities and nature conservation and to identify possible roles for national MSP processes in addressing them. The case studies focus on shipping, pelagic fishing and Natura 2000 areas in the project area that covers Estonian and Finnish waters in Gulf of Finland and Archipelago sea areas (see map1 below). We will also compare and combine the results of three cases to produce the fourth, cross-sectoral synthesis to cover the whole project area. The results of each case and the synthesis will be discussed with spatial authorities and stakeholders with whom we will translate the results to fit the national MSP processes in Estonia and Finland.

The workshop that is reported in this deliverable is contributing to the case studies. In this workshop we covered shipping and Natura 2000 areas. The topics that were discussed during the workshop were:

- Environmental aspects of the cases
- How can MSP support sustainable development of the case?
- Key messages for MSP and other policy processes focussed on three elements:



Map 1. Plan4Blue project area.

The workshop

The workshop was organised in March 13-14 2019 in Tallinn, Estonia.

There were 24 participants that represented expertise on shipping, nature conservation and MSP

Agenda

DAY1, March 13, 2019	
12:00 – 13:00	Registration <ul style="list-style-type: none"> • coffee and sandwiches available
13:00 – 13:15	Opening of the workshop <ul style="list-style-type: none"> • Purposes of the workshop • Working methods
13:15 – 14:15	Presentation of the cases <ul style="list-style-type: none"> - Purposes of the cases - (draft) Key messages from the cases - Discussion
14:15 – 14:45	Break
14:45 – 15:45	Session 1: Environmental aspects of the cases <ul style="list-style-type: none"> • Key pressures and impacts that affect fishing, shipping and nature protection • Environmental impacts of fisheries and shipping • Environmental risk management strategies to minimize environmental pressures • Concrete examples, working with prepared human pressures diagrams
15:45 – 16:45	Separate groups for the cases <ul style="list-style-type: none"> • Shipping • Natura 2000
16:45 – 17:15	Session 2: How can MSP support sustainable development of the case? <ul style="list-style-type: none"> • Separate groups for the shipping and Natura 2000 cases • Identification of cross-sectoral interactions • Developing concrete examples how different types of interactions can be handled in MSP
17:15 onwards	Reports from the groups to present the cross-sectoral interactions Dinner
DAY 2, March 14, 2019	
09:00 – 09:15	Introduction to day 2
09:15 – 09:45	"Quantifying ecosystem services in the Estonian marine waters" Presentation by Dr. Jonne Kotta, Estonian Marine Institute
09:45 – 11:00	Session 3: Key messages for MSP and other policy processes <ul style="list-style-type: none"> • Separate groups for the cases • Presentation and discussion on the sector-specific (draft) key messages on MSP, illustration with concrete examples • Presentation and discussion on the key messages to sector decision-making
11:00 – 11:30	Break
11:30 – 12:30	Presentation of the group results and final discussion <ul style="list-style-type: none"> • The groups present case specific messages to the MSP process – especially the cross-sectoral ones. • What would be the messages for cross-border collaboration?
12:30 – 12:45	The end and the next steps





PLENARY SESSIONS

The plenary session in the first workshop day presented working methods and draft key messages from the cases. The key messages were presented as a food for thought for the following case-specific group works. They were presented to all workshop participants in order to give them an idea of what consideration have been found relevant for the other cases. The draft key messages were:

Draft key messages from the shipping case study

- Maritime sector is heavily guided by the **regulations proposed by IMO**, and most if not all changes connected to maritime safety and environmental impact of shipping originates from this source
 - long duration of IMO processes provides stability – predictability vs. inertia
- Important for MSP to acknowledge the **operation logic** of cargo and passenger transport and foreseeable **changes in global trade**. These tend to favour certain ports and certain modes of transport.
- The port network is somewhat fixed. As ports **specialize** and engage in **global competition**, changes in cargo volumes can be rapid and hard to forecast, and reflect on terrestrial traffic flows.
 - Shipping lanes' locations fixed, but intensity may change
- The maritime traffic on open seas typically enjoys "**freedom of navigation**".
- Constructions at sea (e.g. off-shore wind) cannot pose threat to the safety of shipping. The **safety margins of fairways** are linked to the size of vessels that use them, and it's foreseeable that the margins needed are growing.
- Concerning whole of northern Baltic Sea, functioning of the port network in times of crises can be thought of

Draft key messages from the pelagic fishing case study

- **Message: Fishing grounds and routes to them should be included in planning evidence of MSP process.** Such information is needed to ensure that planning decisions concerning other sea uses will not cause unnecessary harm to the fishing sector
 - Locations of intensive fishing effort and catch (expressed in tonnes and/or monetary value)
 - Several years' timeseries with spatial specificity and annual changes
 - Routes from fishing harbours to fishing grounds and back to landing sites
 - There are several sub-sectors within fisheries
 - Pelagic fishing in cross-border activity in many respects: fishing, fish populations, ownership and regulation
- **Message: Areas important for spawning and for different stages of fish life cycle is important to take into account in MSP.** This information can generate planning decisions to protect areas important for the fish stocks.
 - Fish species may have very distinctive areas for different life cycles + annual migration

- Spawning and nursery areas, sometimes called **essential fish habitats**, can be protected from human disturbance by planning decisions or these areas can be indicated in MSP.

Draft key messages from the Natura 2000 case study

- **Value in MSP:**

- The N2K network offers MSP an existing framework for efficiently protecting important nature values.... Taking the existing N2K network into account in the national MSP process ensures that an important aspect of nature values is incorporated into planning.

- **Uniqueness: Each Natura 2000 site is different**

- ...two kinds of N2K sites: ...the Birds Directive (SPA) or the Habitats Directive (SAC) sites. Each N2K site has different protection objectives, i.e. different natural habitats and species. Thus, each site sets different restrictions for sea use and must be considered individually in MSP.

- **Natura 2000 as a network:**

- The individual N2K sites should be considered as part of the network and of the environment surrounding them, since connectivity between populations and threats from outside the site boundaries need to be examined.

- **Influence from outside:**

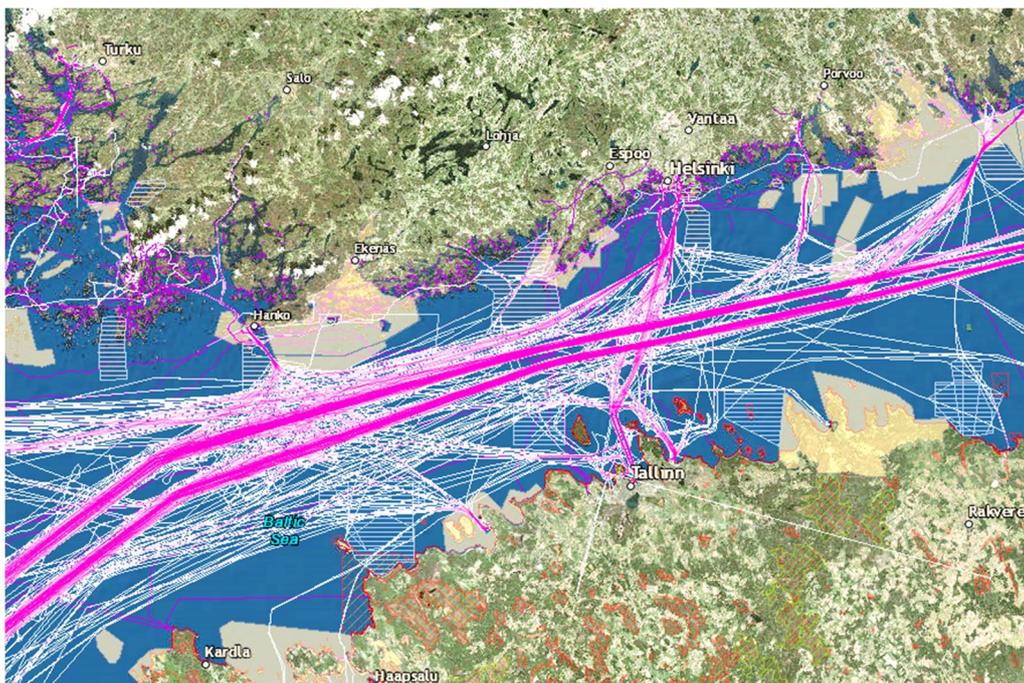
- MSP should consider the impact of human activities originating both from within and beyond the N2K sites, since local actions may have far-reaching influence on the surrounding sea. Therefore, restricted buffer zones around Natura 2000 sites may be determined for specific sea uses in specific environmental conditions.

During the second day Dr. Jonne Kotta from the Estonian Marine Institute gave a keynote presentation "Quantifying ecosystem services in the Estonian marine waters".

CASE MARITIME TRANSPORT

Introduction to the case shipping

Maritime transport covers shipment of goods (cargo) and people by sea, while the port operations are a necessary tool to enable maritime trade between trading partners. The Gulf of Finland sea area is characterized by sensitive environment, heavy maritime traffic and multiple ways of using the marine space (Map 2). The objective is to integrate the issues that are most vital to maritime transportation - safety, continued operation, business success and efficiency of sustainable eco-socio-technical maritime transportation system into the MSP options.



Map 2. Multiple uses of marine space in the Gulf of Finland. Lines represent transport routes (purple colour indicates intense traffic), areas shown in the sea are protected areas or areas reserved for military purposes.

The aim of MSP in the Gulf of Finland region is to allocate the necessary marine space for effective and efficient development of maritime transport and other Blue Economy sectors concerned. Actual use of allocated sea space for maritime transport development is governed and managed according to international and national legal requirements enforced at international and national level.

Group work on shipping

Introduction and maps for background info

The Gulf of Finland sea area is characterized by sensitive environment, heavy maritime traffic and the multi-use of marine space. Some map layers were created to illustrate different environmental pressures in the project area.

The aim of the two first sessions was to understand environmental impacts of maritime transport. The objective was to analyze the change in the state of environment due to maritime transport.

Third session aimed to update maritime transport case key messages to the planners.

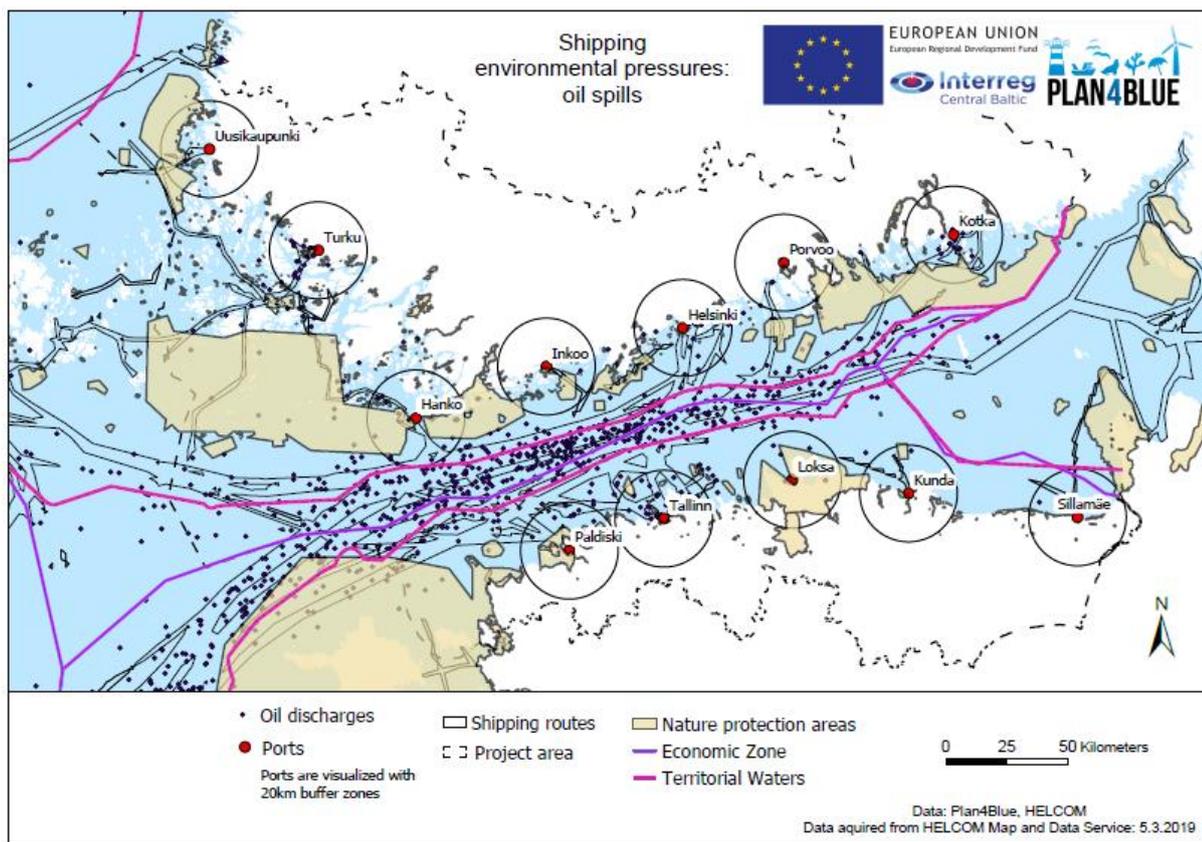


Figure 1 Shipping routes, oil spills, nature protection areas and ports in the project area

Session on environmental impacts of maritime transport

The participants were asked to think of maritime transport in a wide context taking into account mooring, anchoring, beaching, launching, shipping, industrial and ferry ports, dredging, deposition of material, port developments.

The participants were asked to think about a situation where the state of environment is changing due to maritime transport. The first brainstorming exercise was focusing on the consequences of maritime transport to the state of environment, such as loss of marine life, litter in marine environment, etc. In the second brainstorming session the participants analyzed what pressures cause these consequences. What is causing loss of marine life? Can be a number of things such as oil spills, anchoring, etc.

When looking at the pressures and the consequences measures can be identified which can help to prevent or to mitigate these pressures or consequences. Such measures can be legislative, technological, etc.

Such structure is borrowed from the Bowtie analysis. The Bowtie analysis provides a structure to evaluate procedures, measures, and controls used to prevent and mitigate risk (Mostia, 2009; Markowski and Kotynia, 2011; Badreddine and Ben Amor, 2013: as cited in Cormier et al., 2018). This technique is a valuable tool to help stakeholders characterize the risks with which they are concerned and understand how risks are being or could be managed (Chevreau et al., 2006; Gerkenmeier and Ratter, 2016: as cited in Cormier et al., 2018).

An example of Bowtie analysis inspired by the workshop is attached to the report as Annex I.

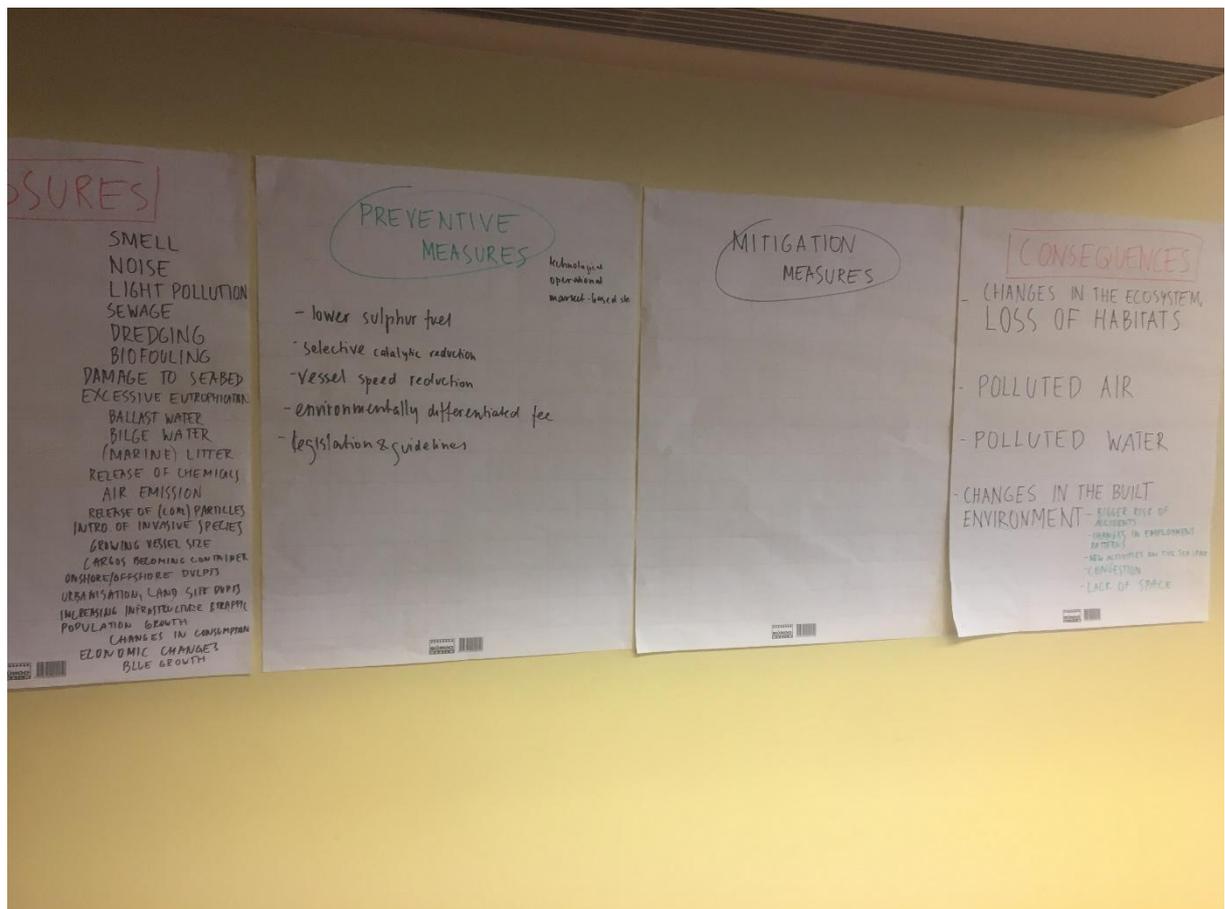


Figure 2 Workshop session in Tallinn

Session on key messages from the maritime transport case

The workshop aimed to build on the key messages agreed on the previous workshop held in Turku, Finland.

Maritime industry is a cornerstone of FIN-EST economy

- Maritime transport is the cleanest mode of transport per unit per mile.
- Maritime transport is clearly the biggest means of trade in both countries
- The amount of goods transported by maritime transport is growing, but growing vessel size may balance out the congestion at sea.

Maritime industry is both a heavily controlled and self-motivated industry

- Maritime sector is heavily guided by the **regulations proposed by IMO**, and most if not all changes connected to maritime safety and environmental impact of shipping originates from this source. The long duration of IMO processes provides stability and predictability for the industry –if also some inertia.
- Rules and regulation such as IMO and PARISMOU are also readily followed by the operators. Partly this is due to the fact that the Baltic sea is protected from sub-standard shipping, as short sea shipping prevails.
- Baltic Ports organization and informal co-operation between ports help to maintain and develop harbour technology to meet new standards.

Changes in maritime transport are driven by changes in operation logic and demographic and technological changes

- The **operation logic** of cargo and passenger transport and foreseeable **changes in global trade** tend to favour certain ports and certain modes of transport
- As ports **specialize** and engage in **global competition**, changes in cargo volumes of individual ports can be rapid and hard to forecast, and reflect both on maritime and terrestrial traffic flows. Developments in port network follow demographic changes, as goods are usually delivered close to consumption hotspots
- Changes in energy demand and sources will affect shipping routes & port functions, as ships seek to find suitable fuel bunkering terminals and clean modes of onshore power.
- Opening of the arctic ocean sees new trade route options
- Gentrification and growth of Russian ports increases the number of sea routes and traffic in the Gulf of Finland

Maritime transport is dependent of fixed infrastructure but enjoys freedom of sailing

- The port network itself is somewhat fixed, only relative weight of different ports changes in time.
- Most vessel traffic already follows the main shipping routes and utilizes deep water areas where the impact to marine life is milder than in the coastal areas. On the Finnish coast the archipelago naturally limits approach traffic to few deep water routes.
- Constructions at sea (e.g. off-shore wind) cannot pose threat to the safety of shipping. It is also to be noted that shipping in the Baltic sea area is highly scheduled activity and re-routing of shipping lines may be impossible or costly.
- The **safety margins of fairways** are linked to the size of vessels that use them, and it's foreseeable that the margins needed are growing. Also autonomous shipping requires bigger margins.

Leisure boating should receive more attention

- Leisure boats tend to operate in shallow water areas that are more sensitive to environmental impacts.
- Leisure boating is projected to increase in Estonia especially, and the marina network is growing. The Finnish coastline and archipelago also favor leisure boating.
- Leisure boats and leisure traffic are not well regulated or tracked. In Tallinn bay traffic zones for leisure boats have been established.

'Black swans' of future of maritime transport

- Major changes in trade routes and modes of traffic such as in role of air traffic, the possible Tallinn tunnel and completion of the Baltic railway link might shift the balance between ports and change the environmental pressure map of the industry.
- Concerning whole of northern Baltic Sea, functioning of the port network in times of crises can be thought of. A working maritime traffic is a basis for working port network.

Used material

Cormier, R., Elliott, M., and Kannen, A. 2018. IEC/ISO Bow-tie analysis of marine legislation: A case study of the Marine Strategy Framework Directive. ICES Cooperative Research Report No. 342. 56 pp. <https://doi.org/10.17895/ices.pub.4504>

Cormier, R., Kannen, A., Elliott, M., and Hall. P. 2015. Marine Spatial Planning Quality Management System. ICES Cooperative Research Report No. 327. 106 pp.

ICES. 2019. ICES VIEWPOINT: Biofouling on vessels – what is the risk, and what might be done about it? In Report of the ICES Advisory Committee, 2019, vp.2019.01. <https://doi.org/10.17895/ices.advice.4679>

European Federation for Transport and Environment (T&E). 2019. Air pollution from ships. <https://www.transportenvironment.org/what-we-do/shipping/air-pollution-ships>

CASE MARINE NATURA 2000

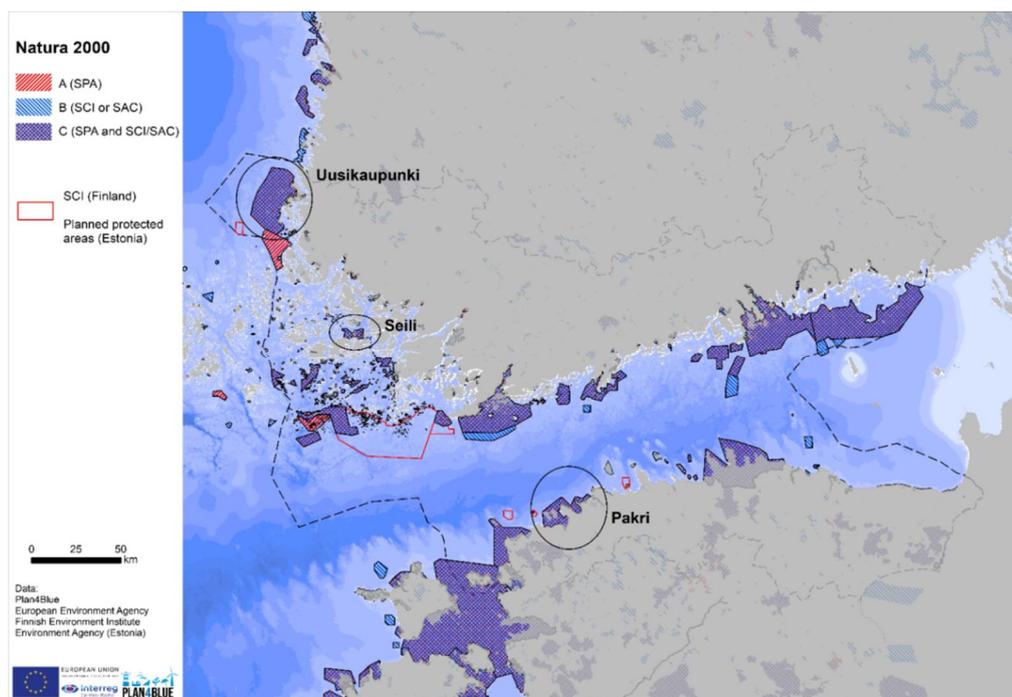
Introduction to the case Natura 2000

Natura 2000 (N2K) network is a large network of protected areas. N2K sites are based on two EU directives: Habitats Directive (92/43/EC) and on Birds Directive (2009/147/EC). The main aims of Natura 2000 sites and the network is to protect species and habitats that are important in EUs scale and to prevent the biodiversity loss.

The main aim of the marine N2K case is to spark up ideas and open discussion how marine N2K areas could be handled in Maritime Spatial Planning processes in Finland and in Estonia. National Maritime Spatial Planning processes are moving forward in both countries, and the question how to handle N2K in the MSP process is relevant in both countries. For more when planning cross-border projects and when there is cross-border cooperation it is important to know how each country handles their marine N2K sites in MSP process, and in general to make the cooperation smoother.

Marine Natura 2000 sites set legal limitations for the sea use and marine activities, but it is important to note that in general N2K sites are not “no go” areas – more likely they are areas where activities may be practiced, but it need to done in a sustainable way. One aim is to see roughly what activities could be practiced in and close by N2K sites and to get information how certain activities impact on protected species and habitats. Information on vulnerability of species and habitats and on impacts of different activities on them is collected in Plan4Blue work package 2 (vulnerability profile, info cards).

There are several marine Natura 2000 sites in the project area, bigger and smaller. There are several bigger N2K areas for example Uusikaupunki Archipelago N2K site in Finland and Pakri N2K site in Estonia. There are three types of Natura 2000 areas: A - areas based on Birds Directive, B - areas based on Habitats Directive and C - areas formed based on both, Birds and Habitats Directive. (Map 3)



Map 3. Marine Natura 2000 sites in the project area. Circled sites are selected for closer comparison: Uudenkaupungin saaristo (Archipelago of Uusikaupunki), Seilin saaristo (Archipelago of Seili) and Pakri. SPA area (Special Protection Area) indicates Birds directive protected sites and SAC area (Special Areas for Conservation) indicates Habitats directive (the Nature directives), SCI is Site of Community Importance.

There are four main questions in the marine Natura 2000 case. The questions are what kind preconditions marine N2K sites set for MSP, how is the N2K process like (defining and managing the sites), how marine N2K sites can be handled in MSP process, and if N2K assessment need to be done then how should it be done?

Results of the group work on marine Natura 2000

Session on environmental aspects of Natura 2000

The Sankey diagrammes showing pressures from human activities on different ecosystem components were explained to the participants. The diagrammes are based on classification developed in [HELCOM TAPAS project](#). The participants pointed out that explanatory notes should be added to the graphs.

The participants got the task to define, which links (Human activities – Pressures – Ecosystem components) can be considered in MSP and which links are more relevant for other planning levels? The group focussed on shipping and fishing sectors.

Shipping

Pressures that can be considered in MSP	Pressures to be considered in other planning levels
<ul style="list-style-type: none"> • Disturbance or damage to seabed from different activities (dredging, deposition of material, industrial and ferry ports) was mentioned most (6 times) • Physical loss (from dredging, deposition of material) (4 times) • Noise (both, ambient underwater noise and impulsive noise) (3 times) • Input of organic matter (from dredging) (2 times) • Changes in hydrological conditions (from dredging, industrial/ferry ports) (2 times) • Disturbance of species due to human presence • Extraction of, or mortality/injury, to species (from dredging) 	<ul style="list-style-type: none"> • Input of litter (assessment and planning) • Physical loss (assessment) • Changes in hydrological conditions (assessment) • Ports – species (level planning) • Recreational traffic – disturbance due to human presence (may be another planning) • Input of microbial pathogens (assessment) • Input or spread of non-indigenous species (handled by shipping regulations)

- We do not know all the links, some of the links are missing/cannot be used due to lack of knowledge, e.g. link between microbial pathogens and benthic fauna.
- We do not know what we have in ballast water.
- Disturbance by human presence can be considered (allocated space) in MSP.
- Noise issue should be taken into account, it should be quite easy to track, it influences marine mammals a lot, impulsive noise is the most important (construction etc.).
- Physical loss, physical disturbance is the most important aspect to consider because it has the most severe impact – loss of habitat and ecosystem function.
- It is easiest to control in MSP where to build and dredge.
- Disturbance or loss of habitat has the most severe impact and can be also affected by planning.
- Input of organic matter is important to consider in different occasions, for example in fish farming, cleaning of boats etc.
- Underwater noise, impulsive noise important to consider in sensitive species habitats. In Estonian MSP we do not plan/cannot consider litter.
- Disturbance to seabed and physical loss most important, MSP can decide about areas where ships can go and where not, it is more difficult to change the location of ports.
- Input of silt/organic matter is important to consider (e.g. impact on reefs) as the influence comes from outside of N2K areas.

- Estonia, MoE: Any kind of change is the highest priority of not doing, we do not have info about most of the seabed. All development/construction plans have to do inventory and impact assessment. Physical loss is covered by that. The basis should be that any kind of physical loss is bad.
- Estonia, MoFin: Physical loss and seabed damaging are important to consider if we know that in this place there are valuable habitats. In Natura 2000 areas we do not plan dredging or wind farms.
- In Estonia there is no systematic seabed mapping (for example as VELMU in Finland). Estonia has seabed data only for some project areas, monitoring sites, so the data is very scattered.
- Impact assessment is very dependent on concrete activity/development. As the level/spatial scale of activities is different, the topics can be handled on different levels. Irreversible physical loss and change of hydrological conditions should probably be handled on more detailed level than national MSP.
- The links between different levels are also important, e.g. if municipality wants to build a new harbour.
- Disturbance to species due to human presence may be should be handled more in other levels of planning as ports are long term infrastructure affecting the species.
- It is hard to consider input of microbial pathogens in MSP.
- There are also licencing processes that include impact assessments.
- Disturbance due to human presence is difficult to handle by MSP, at least concerning recreational traffic, which is dominating traffic in Natura 2000 sites.
- Invasive species cannot be handled in MSP but the are handled by shipping regulations.

Fishing

Pressures that can be considered in MSP	Pressures to be considered in other planning levels/impact assessment
<ul style="list-style-type: none"> • Mainly physical loss and disturbance or damage to seabed were mentioned • All actions affecting the seabed – causing habitat loss/disturbance or damage to seabed • Fishing methods affecting the seabed need to be considered, e.g. benthic trawling causing seabed loss • Spawning areas are important to consider 	<ul style="list-style-type: none"> • Extraction of, or mortality/injury, to species, including impact on endangered species • Ocean litter like ghost nets, mortality of species • Fishing policies in Estonia: fishing is allowed in all water areas (except some temporal or other restrictions defined by fishing and nature conservation law) – shall we consider establishing no-go areas for fishing? • Common interests – total ban of benthic fishing?

- It was discussed what is actually input of organic matter from fisheries and it was concluded that it was not clear (could be discarding but actually it is putting back what was taken out and also it is very hard to detect the amount of discarding). It is clear that aquaculture can cause input of organic matter, which needs to be considered also in MSP.
- In the context of MSP the benthic trawling and physical loss should be considered. Pelagic fishing is more an issue for environmental impact assessment.
- In Estonia the benthic trawling is allowed only deeper than 20 m, so in principle there is no benthic trawling in Estonia.
- There is no benthic trawling in Finland either. The fishing methods affecting the seafloor would be an issue for MSP but not in Estonia and Finland because those methods are not used in our countries (there is nothing to catch that way). It might become an issue when the cod returns. Extraction is regulated in fisheries policy, not in MSP.
- Fisheries is an old sector in Estonia, there are many acts regulating fishing, all sea area is fishing area. MSP will not plan/regulate fishing but there are some proposals to set conditions for other activities to consider fishing interests. MSP considers spawning areas.
- Total ban of benthic fishing could be common interest for Natura 2000 objectives and fisheries?

Session on possibilities of spatial analysis

Presentation on Spatial analysis for locating conflicts and potential – Natura 2000 case, *Tua Nylén, University of Turku*

Tua Nylén presented the possibilities and principles of spatial analysis in MSP and illustrated it with examples on quantifying Natura 2000 and its overlap with marine traffic and analysing its interaction with marine traffic (potential intensity of conflict between Natura 2000 and shipping). She stressed that the analysis should be tailored for each human activity and geographical place and the workflows must be made visible. The entire process can be visualised for the users and the results interpreted into recommendations for shipping in the vicinity of the Natura 2000 site.

- The quantification of Natura 2000 was calculated with help of grid and overlaying the raster layer with Natura 2000 network.
- The opinion of the participants was that it is quite a strait forward approach but it is difficult to visualise multiple human uses - many maps would be needed. It could be solved with interactive web maps. Another issue is cumulative impact, which is tricky to model. It is not necessarily a linear sum of all pressures and it depends on concrete pressures and nature values.
 - This process could be done separately for each small Natura 2000 site and then combined. Already a single pressure can become very complicated.

The participants got the task to define the strengths and needs for improvement of the presented spatial analysis.

Spatial analysis in MSP	
Strengths	What and how to improve?
<ul style="list-style-type: none"> • Can be used in communication with stakeholders • Can be used as background thematic maps – metadata shows the uncertainty • This is possible when we have data 	<ul style="list-style-type: none"> • There is a lot of variety in one habitat (e.g. in reef areas there are rockier and softer areas) and some values are not protected/covered by habitat type definition. • It is hard to visualise multiple human activities and the impacts on lots of environmental components. • Cumulative impact is hard to visualise and calculate. • Environmental vulnerability index combines different environmental components into one layer. However, all layers should be still available in case stakeholders want to see them.

- The planners need this kind of thematic maps, it is a good way to start conversation with stakeholders. It is difficult to put complicate nature into maps but we need it.
- It is good to add metadata, so we see the uncertainty but still could use this info.
- Estonian Marine Institute has done visualising impacts in similar way in different. The problem appears in case there are many layers that cannot be put on one map, especially if it is a stati report where interactive web maps cannot be used. In the Baltic LINes project the overlays of linear human infrastructure (shipping lanes, cables, pipelines) with benthic key species, Natura 2000 areas and different human uses (e.g. fishing catches) were done.
- What habitats or species to consider? The most abundant?
 - Ideally all present nature values should be considered, therefore the environmental vulnerability index was proposed that combines different values into a single data layer. It enables an easy comparison of sites, e.g. when deciding location of some activities the area with lowest nature values should be chosen. But for justification still concrete numbers and separate layers of nature values are needed.
- It is difficult to link it to pressures.
- Habitats Directive habitat types are sometimes not well defined, e.g. the underwater part of rocky shores has similar values as reef habitat but it is not protected (not covered by reef definition).

- The habitat types not necessarily represent nature values.
- The wave exposure is not a problem for reefs but other impacts are, e.g. erosion, decreased transparency of water.
- The aim of spatial analysis maps is visualising and providing info on potential impacts, not saying how shipping should be regulated (this is already a political decision).

Session on on key messages from Natura 2000 case

Heidi Lusenius presented the key messages for MSP from the Plan4Blue Natura 2000 case study and then they were discussed.

- The opinion of participants was that these were good key messages but it would be good to add a look into the future, considering the global changes, climate change and need for new areas.
- It is good to point out the network aspect, Natura 2000 is good because of that.
- In Finland there are quite a lot of nature values outside Natura 2000 network, those should be also taken into account in planning but this is complicate. It should be kept in mind that if we focus only on Natura 2000 values, there is a potential danger that some important values are not considered.
- The message should be that there are also important values outside Natura 2000. Huge areas providing ecosystem services and also small hotspot areas. Not all the valuable sites are protected.
- In Estonia the Natura 2000 sites are sort of „no go“ areas for developers. Although Ministry of the Environment says that activities are possible also in Natura 2000 sites if they do not harm the target species and habitats.
- It is not possible to set certain safety/buffer distance for all Natura 2000 sites because it is always different depending on protection objects, activities and location. Different aspects, such as currents, hydrological conditions etc. need to be taken into account – i.e. the impact assessment has to be done.
- Concerning the value of Natura 2000 for MSP, also the good influence of Natura 2000 sites on other sectors should be pointed out, e.g. blue tourism, bird watching, fishing (e.g. protecting spawning areas).
- The network is the second important aspect, especially for migratory species.
- People do not like Natura 2000, it is associated to restrictions. It is a bigger issue, nature protection should be better promoted. The feeling of ownership of protected areas by people is important. New positive messages for general public are needed.
- Unique species occur mostly in small bays etc. that are private waters and shorelines. The Finnish policy is to designate marine protected areas on public land.
- In Finland small scale dredging is a big problem. No impact assessment is required for that, only informing. If the area is not protected then it cannot be not allowed.
- Uniqueness: Info on Natura 2000 sites can be got from management plans but not all areas have management plans. Management plans are made mainly (as a first priority) for areas that need active management or where human pressure is high. Planners and Metsähallitus/Environmental Board should communicate/exchange information.
- A key message should be added that cumulative impacts are important to take into account (e.g. cumulative impact of all planned wind farms on migratory birds crossing the Baltic Sea).
 - The planning or permitting process should not be cut into pieces because the cumulative impact might be significant.



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