Transboundary Collaboration in MSP – vision and reality

Angela Schultz-Zehden, s.Pro

Plan4Blue Final Conference, 4th June 2019, Helsinki

Who are we?

We develop and coordinate transnational studies on:

- Integrated Maritime Policy
- Maritime Spatial Planning
- Blue growth and assessment of future uses
- Innovative and sustainable marine uses
- Integrated management of estuaries

SUBMARINER NETWORK

Today is a special day...

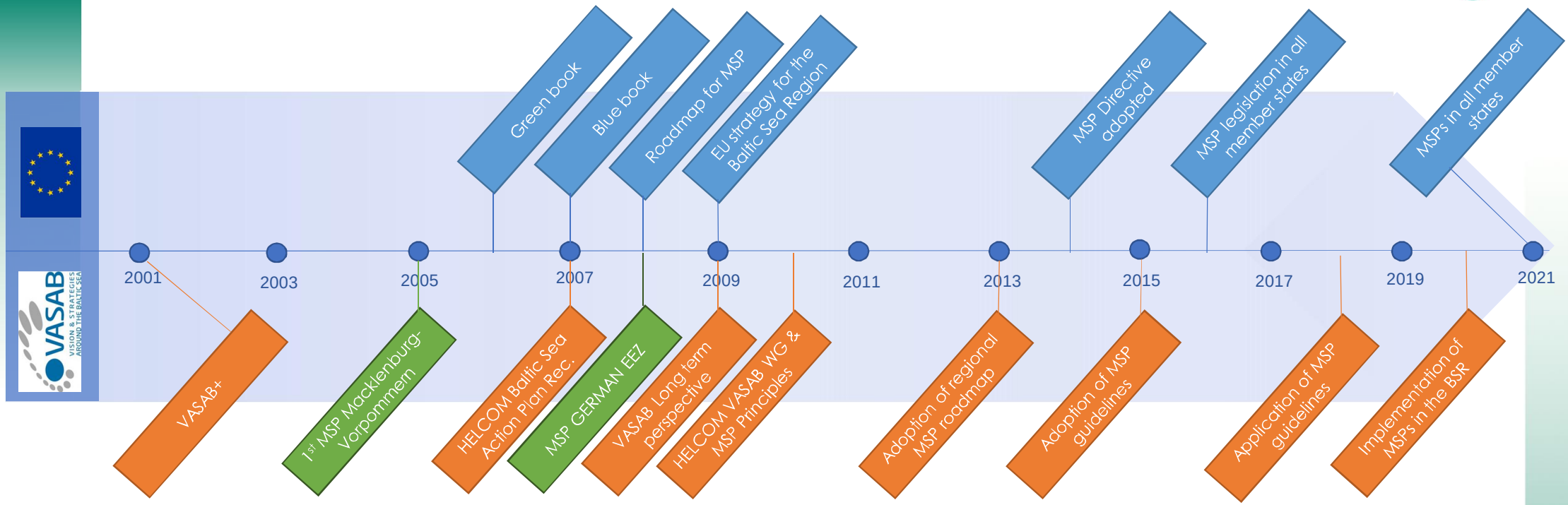
21st of September 2001

VASAB Ministerial Conference 2001

Wismar Declaration (21st Sept 2001):

Equally include offshore and landside coastal areas. Growing spatial conflicts in coastal waters like the one between offshore wind-mill parks and disturbed sea traffic show a need to apply instruments of spatial planning.

MSP History – in Baltic and Europe



Projects

Balt Coast 2004

PlanCoast Adriatic | Baltic | Black Sea

BaltSeaPlan 2009 Planning the future 2012 of the Baltic Sea

PLAN BOTHNIA

PartiSEApate

Baltic SCOPE

PLAN4BLUE

Pan Baltic Scope

BALTSPACE

Baltic LINes

MSP Projects - Building on each other

⇒ Transnational Hot Spots
⇒ Planning Forum

⇒ Transnational Sector Dialogues
⇒ BSR MSP Goverance System

2009 Planning the future
2012 of the Baltic Sea

⇒8 MSP Pilots
⇒BaltSeaPlan Vision 2030
⇒BaltSeaPlan Reports & Findings

=> MSP Handbook with Planning Cycle

=> Introduced concept of sea use planning

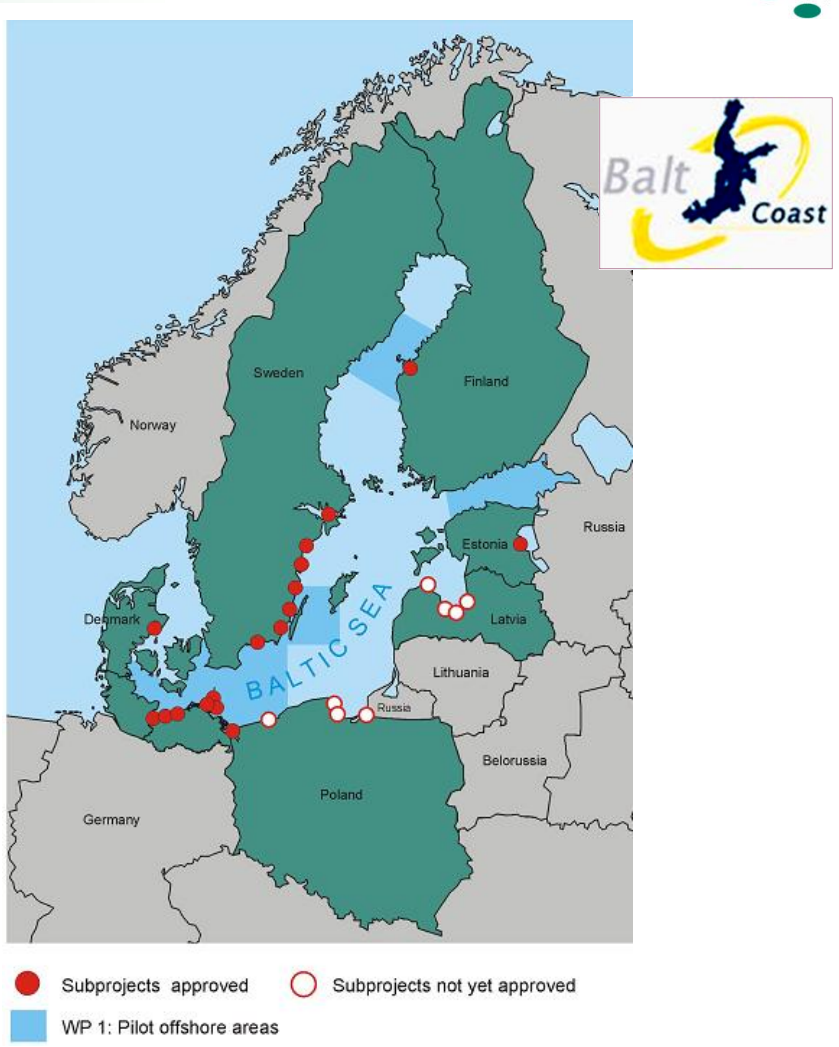
2001 2004 2008 2012 2014 2016 2018

Integrated Coastal Zone Management (ICZM) in the BSR

Development of joint recommendations for an integrated coastal zone development strategy

Integrate them in the overall strategy for sustainable development in the BSR.

This could help to implement the recommendation on ICZD on national, regional and local level leading to institutional and procedural changes.



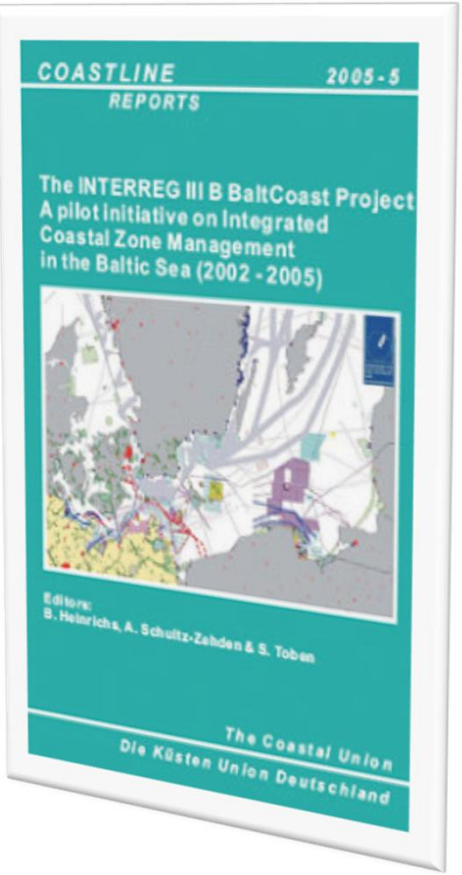
BaltCoast Recommendations (2005)

Use the strengths of spatial planning for
cross-sector coordination in offshore development:

- Promote preparation of spatial plans for offshore areas
- Use territorial impact assessment tools for projects

Introduce tools and methods for
spatial coordination of offshore uses

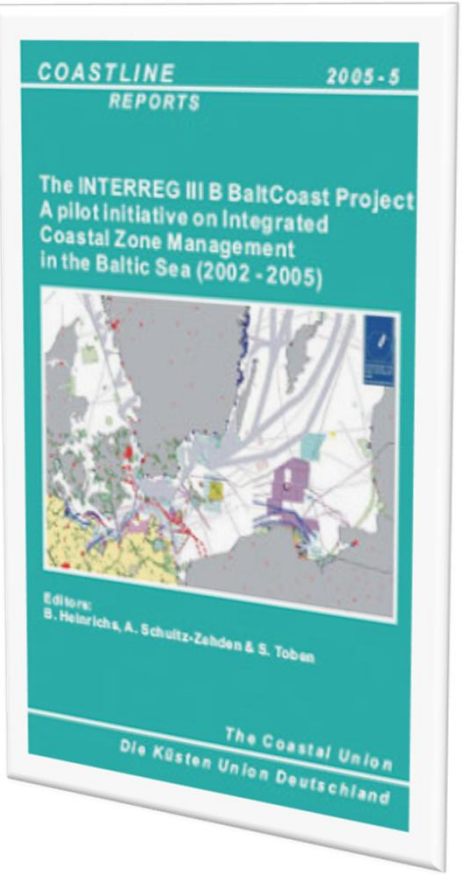
- Improve availability and accessibility of mapped information
- Define basic national policies for offshore development which are coordinated cross-sectorally
- Improve effectiveness of cross-border consultation for offshore development plans & projects
- Prepare indicative guidelines for content & procedures of offshore spatial planning
- Apply ICZM principles in offshore planning
- Ensure wide involvement of stakeholders in planning for offshore development



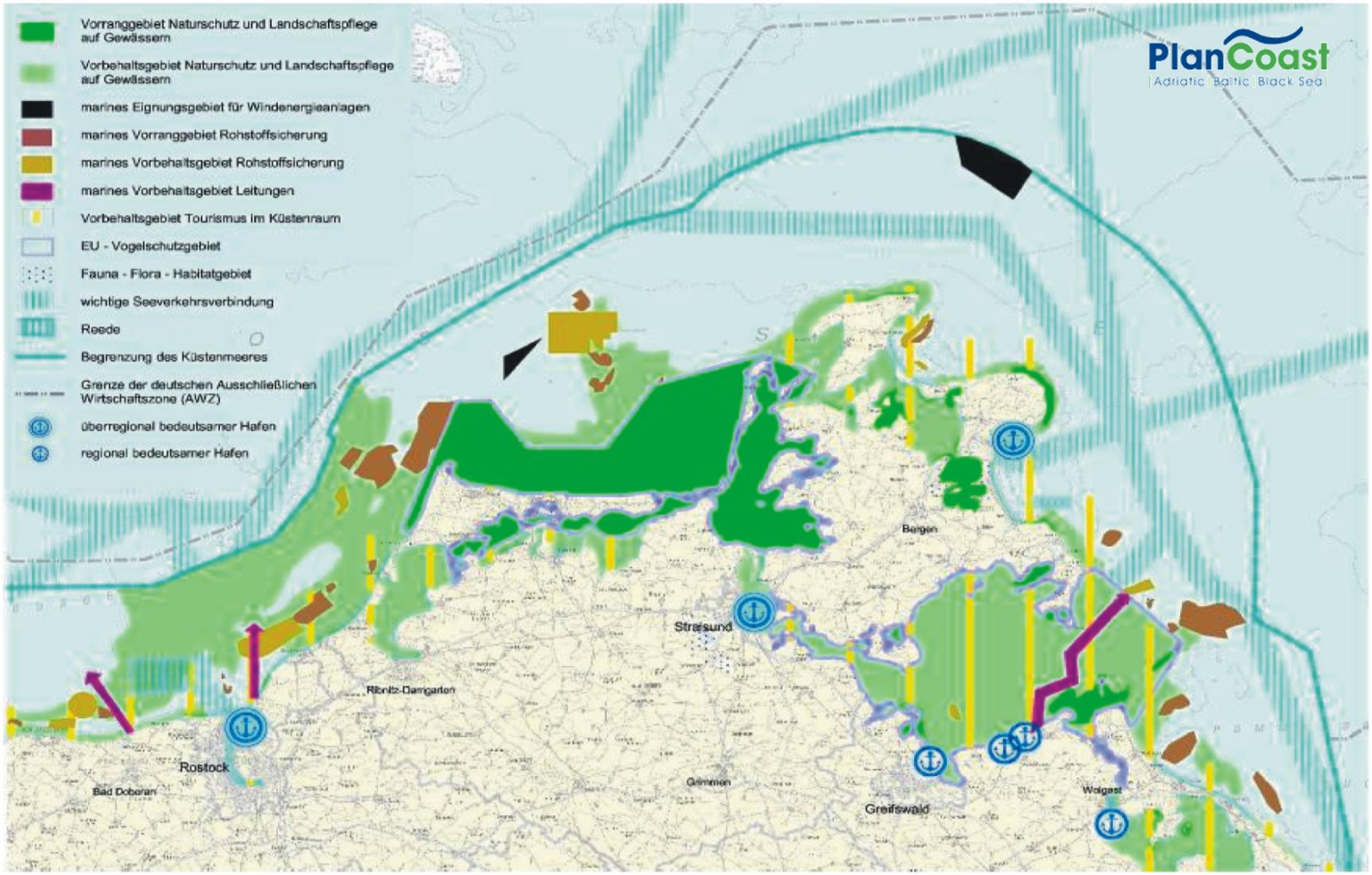
BaltCoast Recommendations (2)

Improve transnational discussion and concertation process

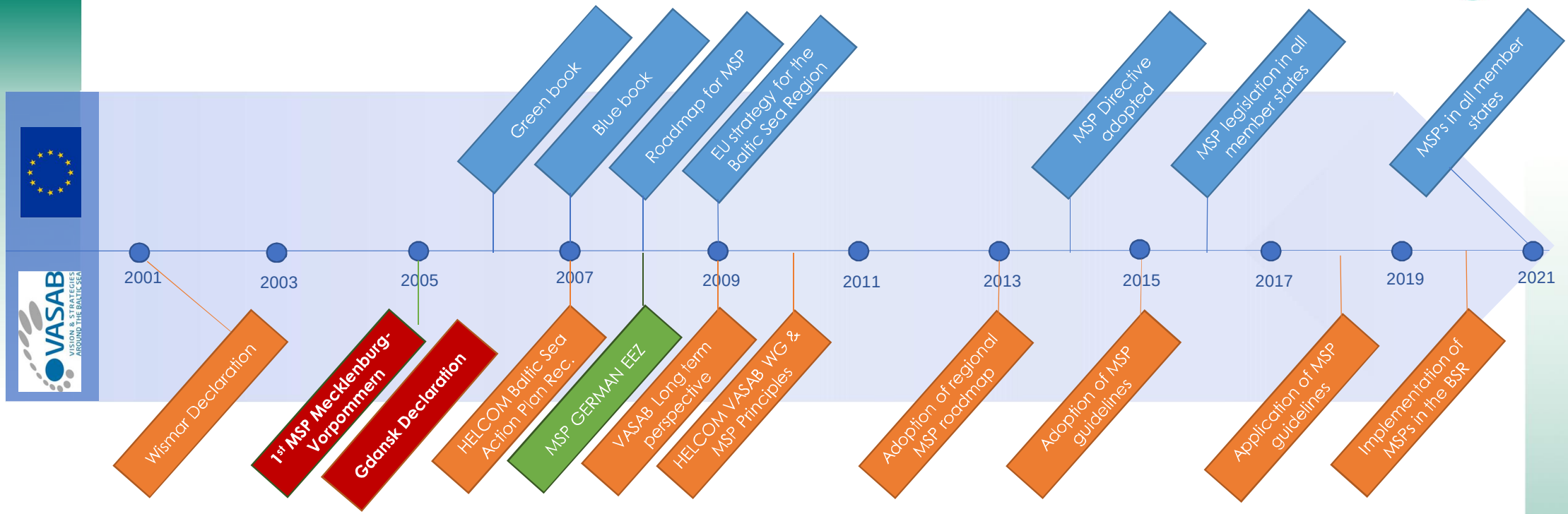
- Continued dialogue with HELCOM, Baltic 21, VASAB, EU Commission on principles of offshore spatial planning
- Seek continued consultation with the EU regarding recommendations on ICZM, EIA and SEA directive
- Develop transnationally concerted plans for offshore infrastructure corridors
- Promote transnational research & pilot projects
- Promote experience exchange with other regions



1st MSP adopted in German Baltic Sea - (2005)



MSP History – in Baltic and Europe



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PartiSEApate

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

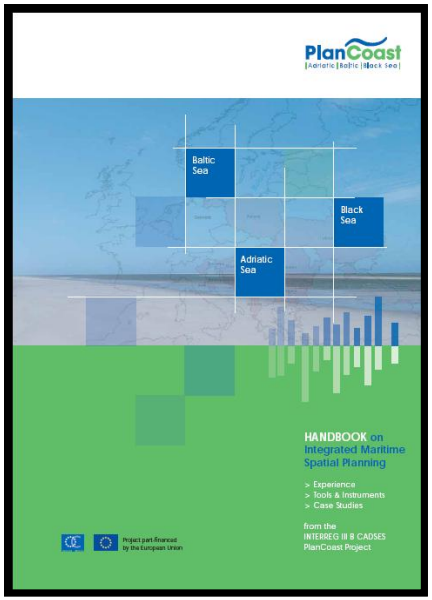
Pan Baltic Scope

PLAN BOTHNIA

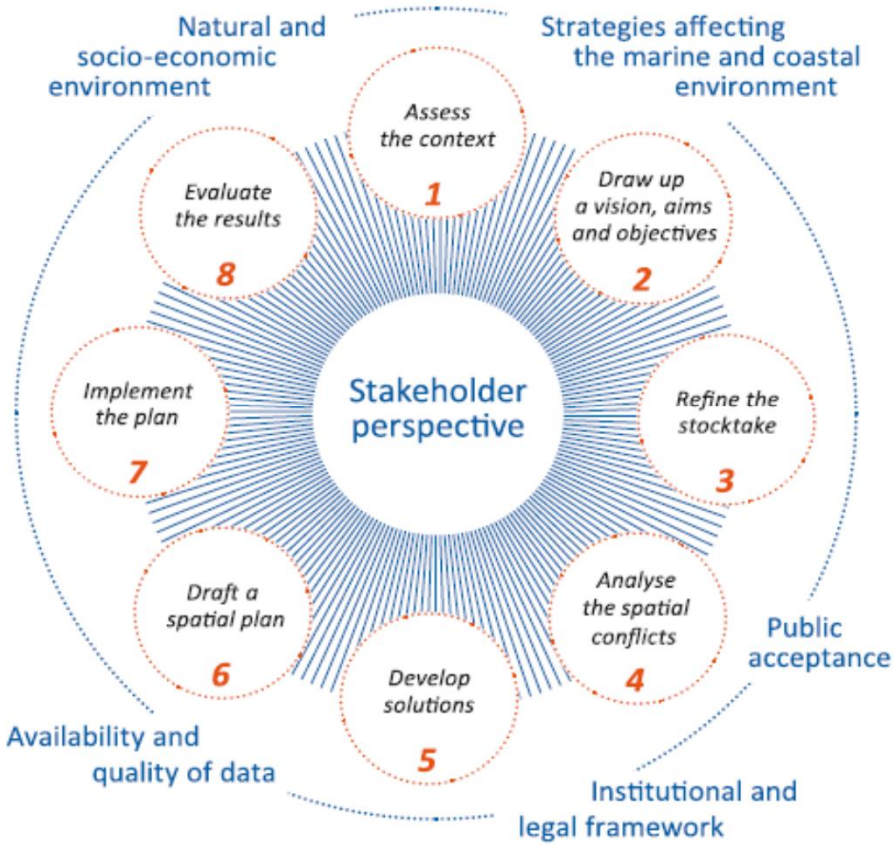
BALTSPACE

Baltic LINes

Defining the Planning Process (2008)

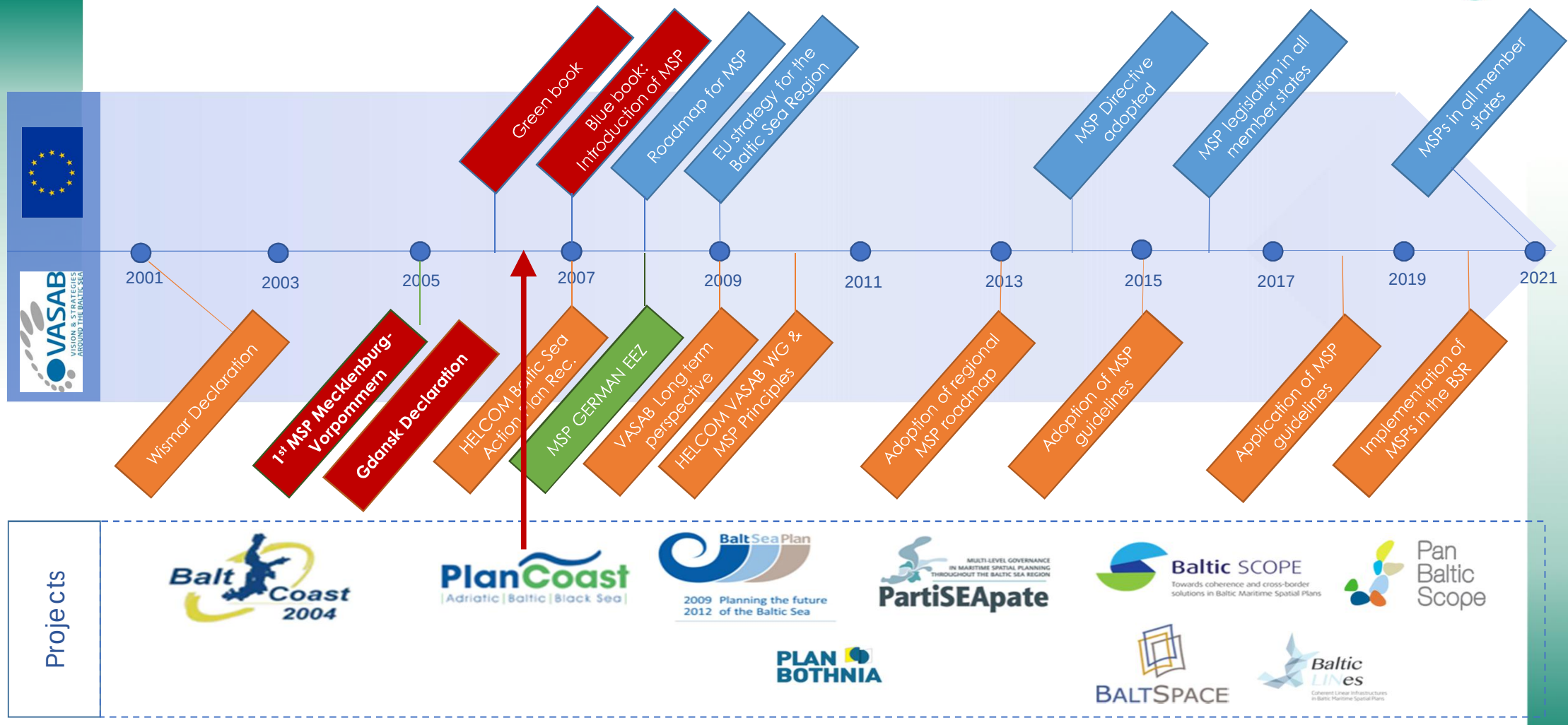


PlanCoast Handbook on IMSP



Schultz-Zehden, A., et al., PlanCoast (2008)

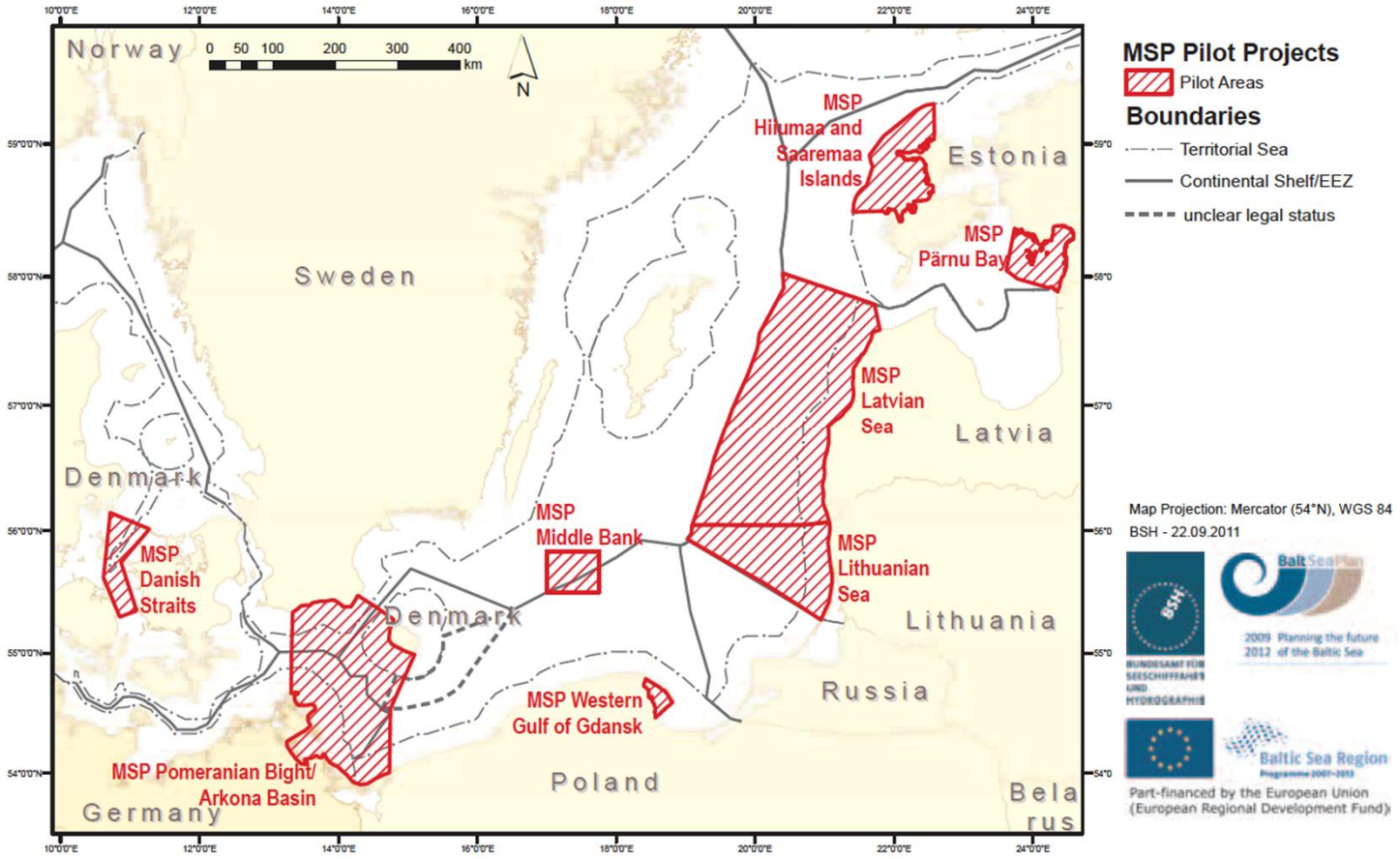
MSP History – in Baltic and Europe



BaltSeaPlan
2009 Planning the future
2012 of the Baltic Sea

What was BaltSeaPlan?

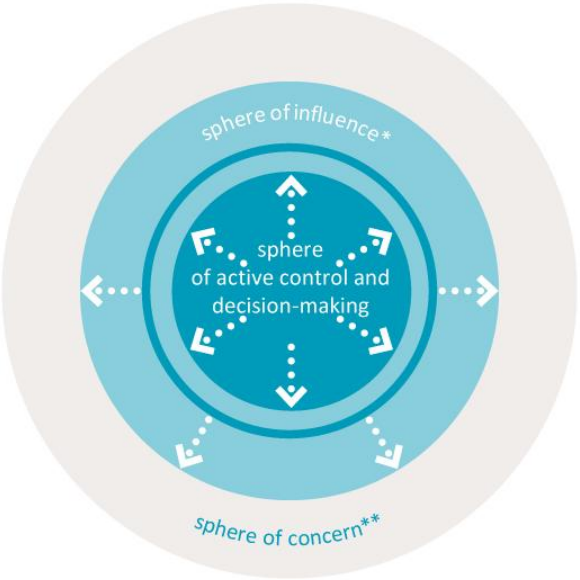
s.Pro sustainable projects



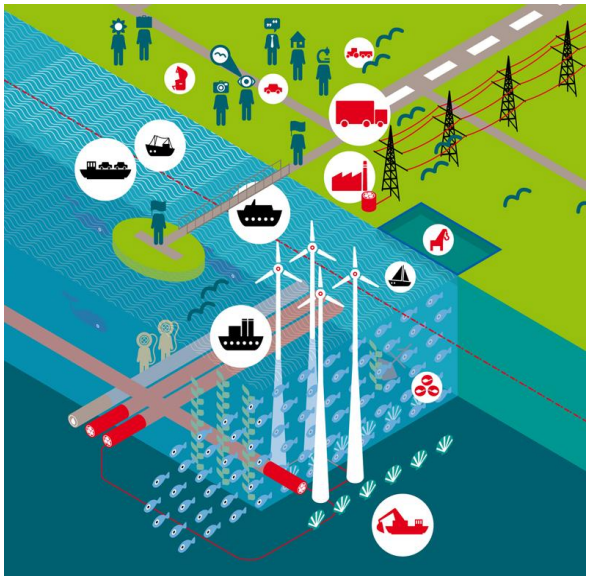
Expert Workshop: Learning from MSP in the Baltic Sea Region.
Brussels, 20 March 2013. Kira Gee. wwwbaltseaplan.eu

BaltSeaPlan Vision (2011)

How would we like to see in the region by 2030 -
how can MSP help to get there?



Extend our planning horizon –
increase sphere of influence
rather than wait for things to happen



Pan-Baltic Topics....

- *Healthy marine environment*
- *Coherent pan-Baltic energy policy*
- *Safe, clean and efficient maritime transport*
- *Sustainable fisheries*

Action Agenda of the VASAB Long Term Perspective (2009)

7TH CONFERENCE OF BSR MINISTERS FOR SPATIAL PLANNING AND DEVELOPMENT VILNIUS, LITHUANIA, 2009

Sea fully integrated

Actions related to MSP

Action 14: Motorways of the Sea ...

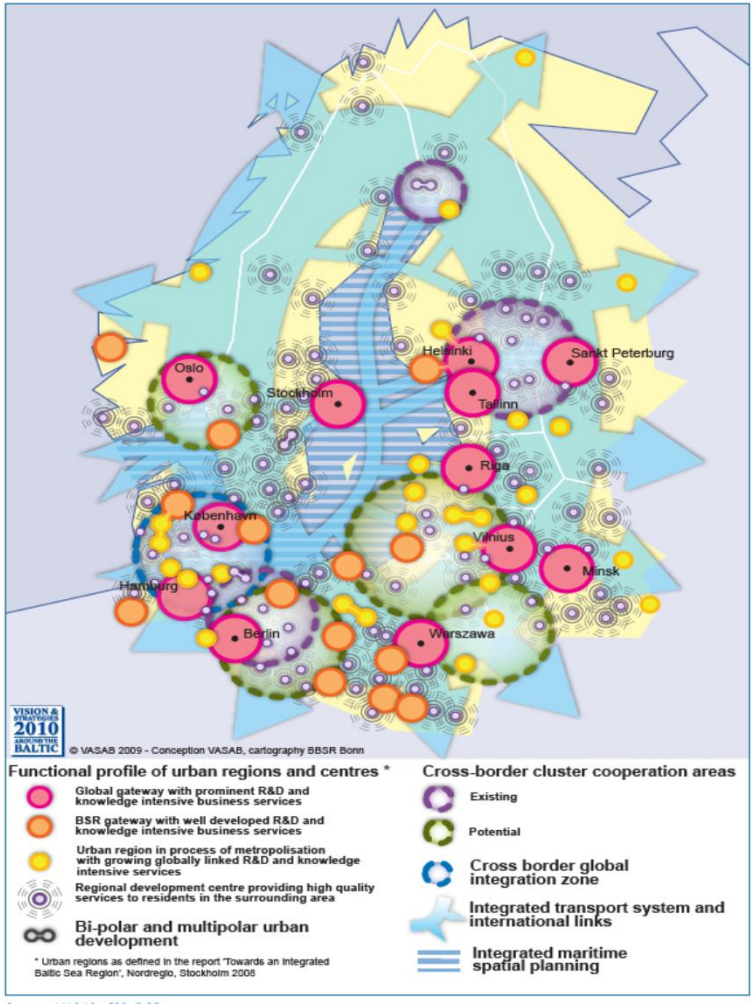
Action 15: Intelligent sea transport corridors ....

Action 17: BSR Energy Supergrid ...

Action 20: Common approach for Baltic Sea MSP

Action 21: Demonstration projects for areas of severe use conflicts (e.g. Gulf of Finland, Gulf of Riga, ...)

Action 22: Capacity building actions in MSP



A Healthy Marine Environment 2030

> Good Environmental Status achieved; pollution and nutrient inputs substantially reduced / good water quality achieved

> Important biota & habitats protected / high biodiversity achieved

Ecosystem approach as an overarching principle for MSP

Spatial planning implications:

>Habitat connectivity is ensured

>Environmental data translated into spatial information

>Research is more spatially focused; natural science research forms basis for quality objectives

>Transnational evaluation criteria have been developed

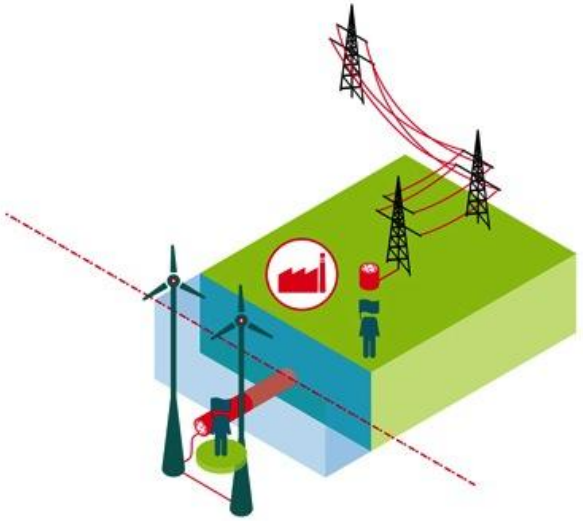
>Impacts of uses are evaluated across borders

A coherent pan-Baltic energy policy 2030

> The Baltic Sea Region relies on as much renewable energy as possible

> An allocation has been achieved between BSR countries in terms of which renewables are to be realised where depending on specific conditions; some countries will be net importers / others net exporters of renewable energy

> Offshore wind-farming has been realised in suitable areas



MSP Implications:

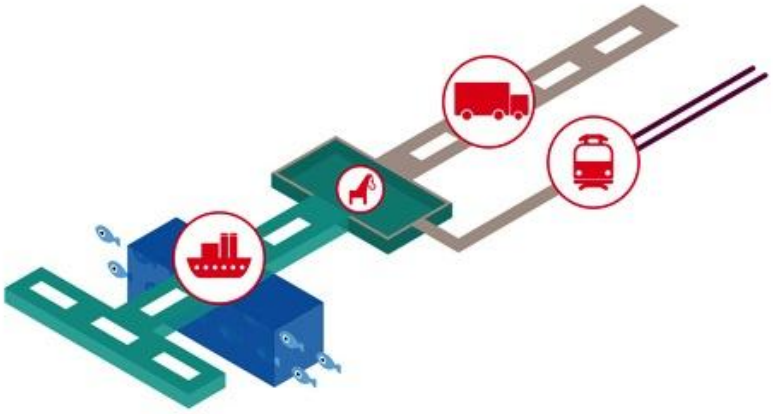
> A pan-Baltic energy infrastructure (SuperGRID) is in place
> Land- / sea-based grids well integrated
> Cable connections / oil & gas pipelines bundled in corridors
> Space set aside for renewable energy aims
> Co-uses promoted
> Locations outside risk areas & sensitive areas, based on environmental pre-screening & risk assessment of sites

Safe, clear and efficient Maritime Transport 2030

> Sea transport is an integral part of wider Baltic Sea Region transport policy with well-planned hinterland connections

> Separation schemes are in place – safe and efficient shipping along designated routes: Faster / less dangerous along these routes

> Ships use clean fuel and ports have adapted to this



MSP Implications:

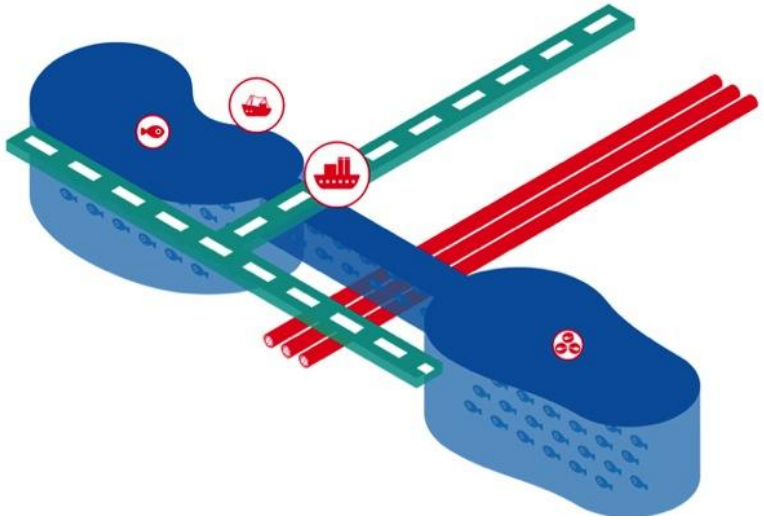
> Ports and shipping lanes based on integrated view
> Intelligent corridors / routes established; not impeded by fixed installations
> Rearrangement of shipping lanes possible
> Areas where shipping needs to be avoided or compulsory pilotage systems put in place
> Transnational contingency planning

Sustainable fisheries and aquaculture 2030

> Baltic Sea fisheries (incl mariculture) deliver high quality food AND are managed in such way that sustainable stocks are secured & integrity of ecosystems is preserved

> Established fishing practices in the Baltic are supplemented by extensive sea ranching schemes

> Marine aquaculture (incl. algae & mussel cultivation) has gained relevance, but is only allowed where environmentally sound



MSP Implications:

> Blue Corridors for fish are guaranteed
> Spawning & nursery areas are protected
> No-take rules and management practices have been implemented
> Area for marine aquaculture have been carefully selected
> Fisheries management legislation has been revised according to MSP needs

Key messages: From MSP Principles to Planning Principles

> Pan-Baltic Thinking....

the whole Baltic Sea as ONE planning space and ONE ecosystem

> Pan-Baltic Objectives & Targets....

For environment, energy, transport, fisheries

> Spatial allocation based on....

Baltic Sea wide environmental assessment

Socio-economic cost-benefit analysis

> Spatial connectivity....

Linear infrastructure, corridors and patches form backbone of national MSPs

> Spatial efficiency....

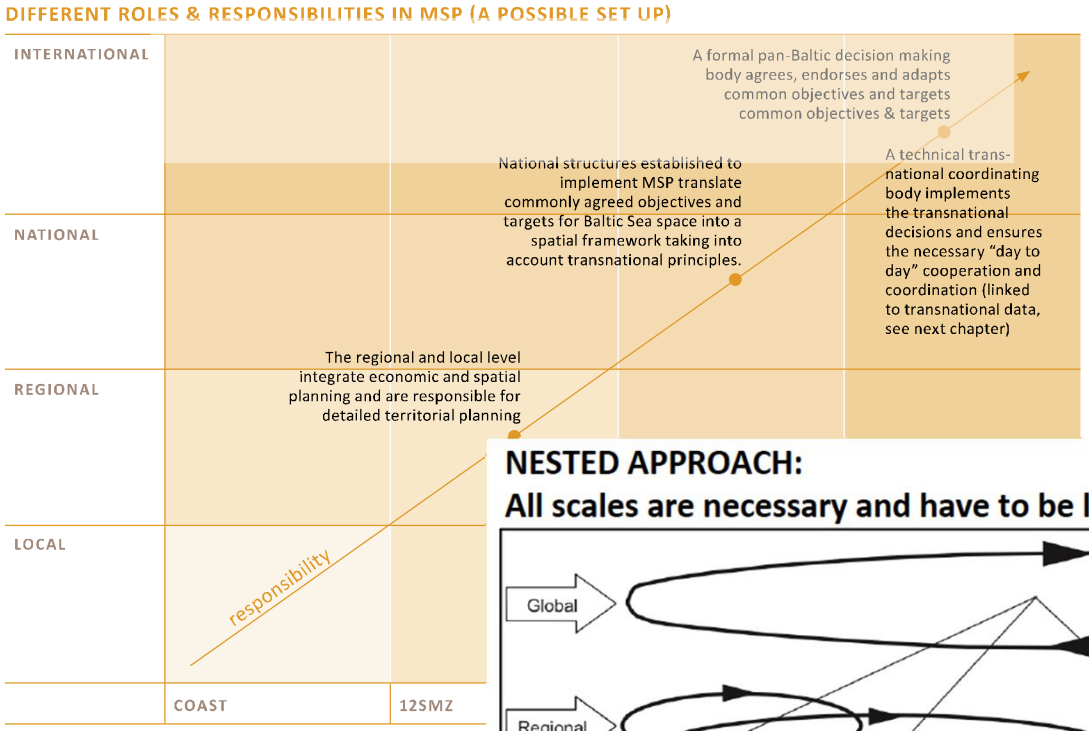
Baltic Sea space is used sparingly

Maximize use of "used" space – co-use

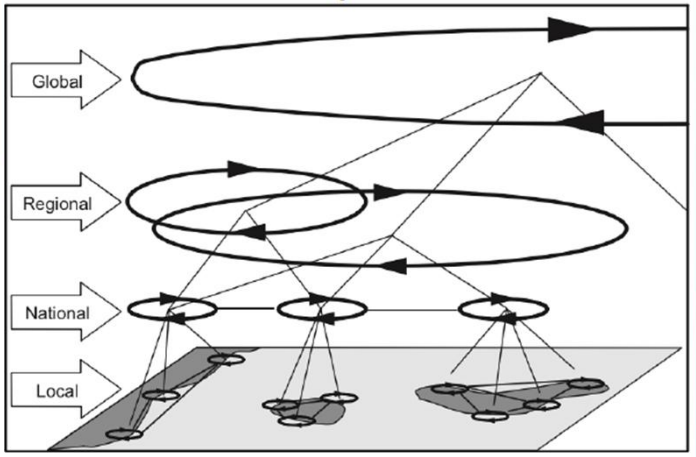
Leave as much space 'free' as possible

> Spatial subsidiarity....

Spatial challenges are dealt with at the lowest most appropriate spatial level



NESTED APPROACH:
All scales are necessary and have to be linked

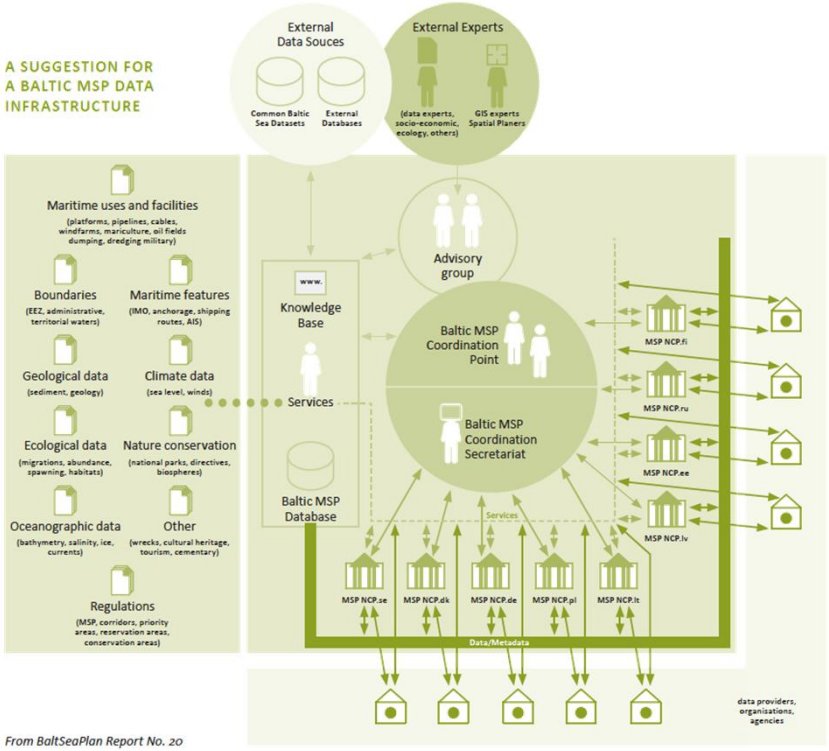


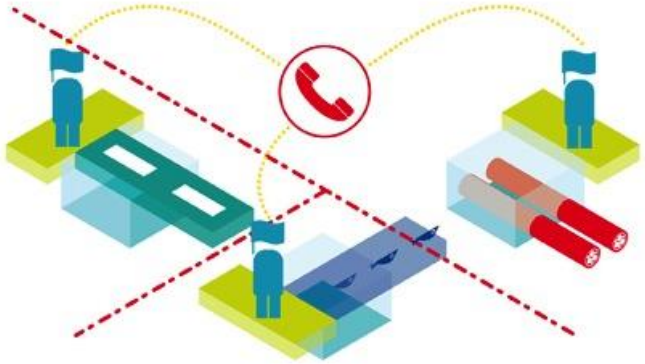
Fanning et al. 2013

Important elements of pan-Baltic MSP (2011)

Appropriate structures
–National MSP Authorities
–Transnational cooperation
–MSP coordinating body

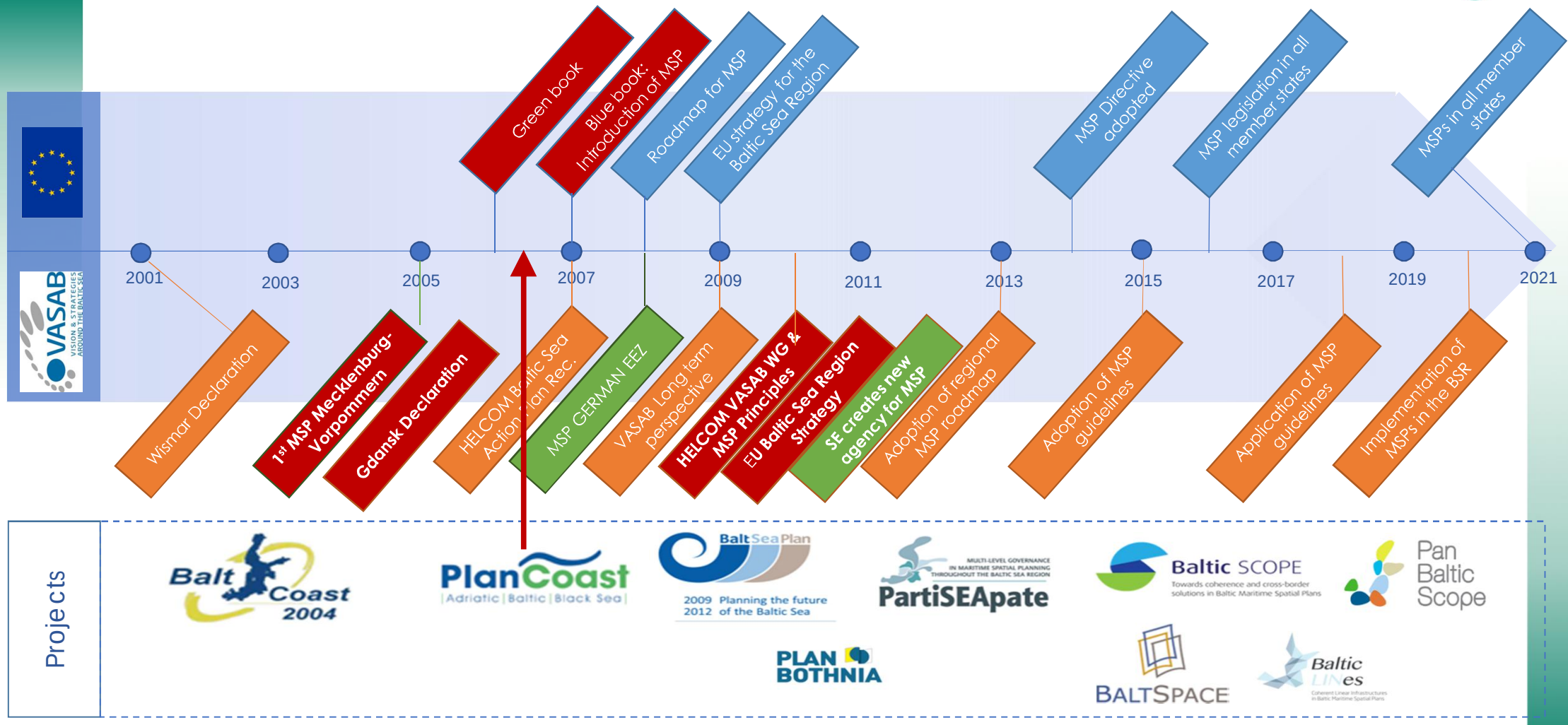
Pan-Baltic Data management & Monitoring





Transnational Consultation & Stakeholder involvement

MSP History – in Baltic and Europe

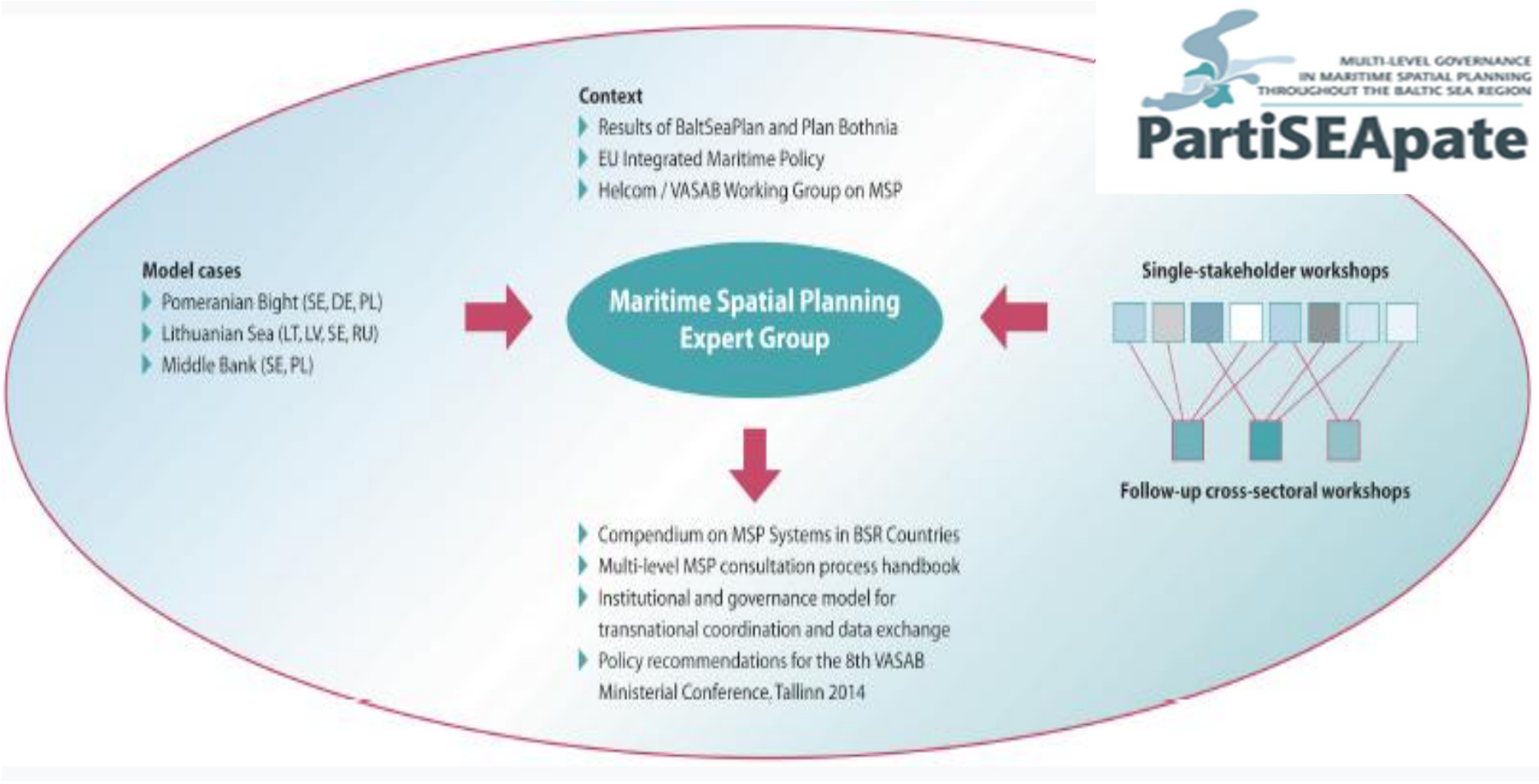


Projects

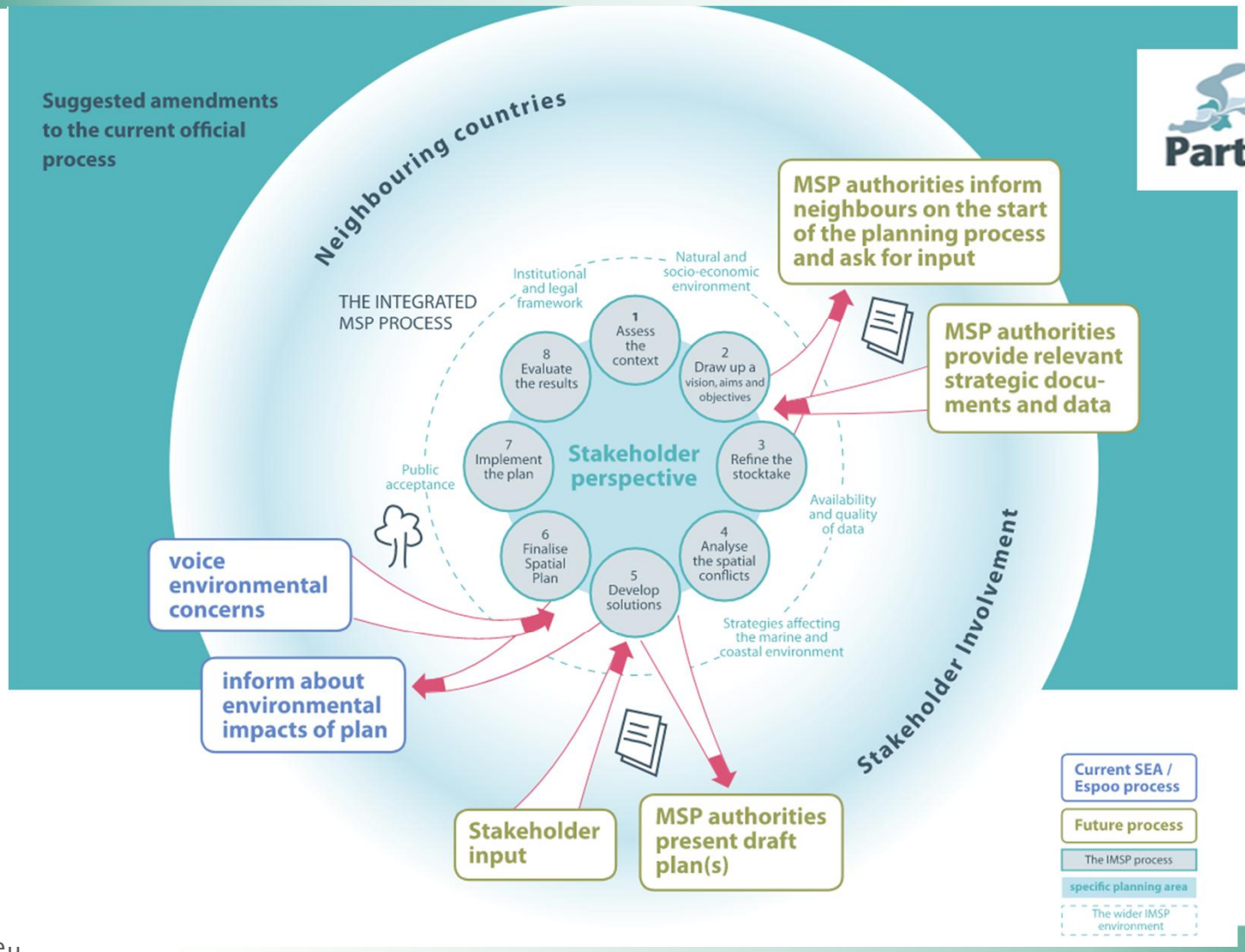
HELCOM-VASAB MSP Principles on broad scale MSP

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

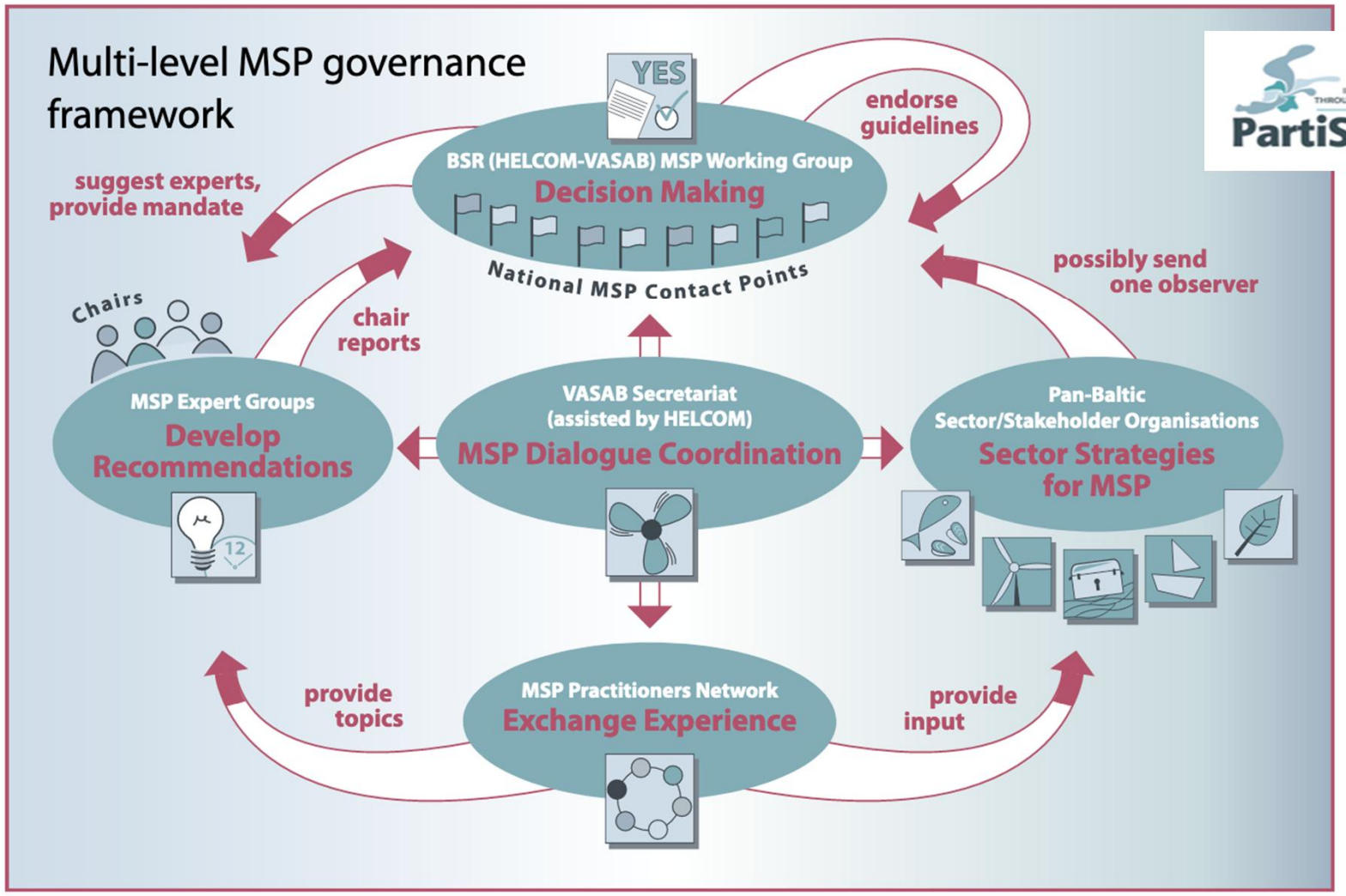
PartiSEApate: Multi-Level / Transnational MSP Governance 2012 - 2014



Suggested improvements to consultation process (2014)



MSP Governance system in the Baltic Sea Region (2014)



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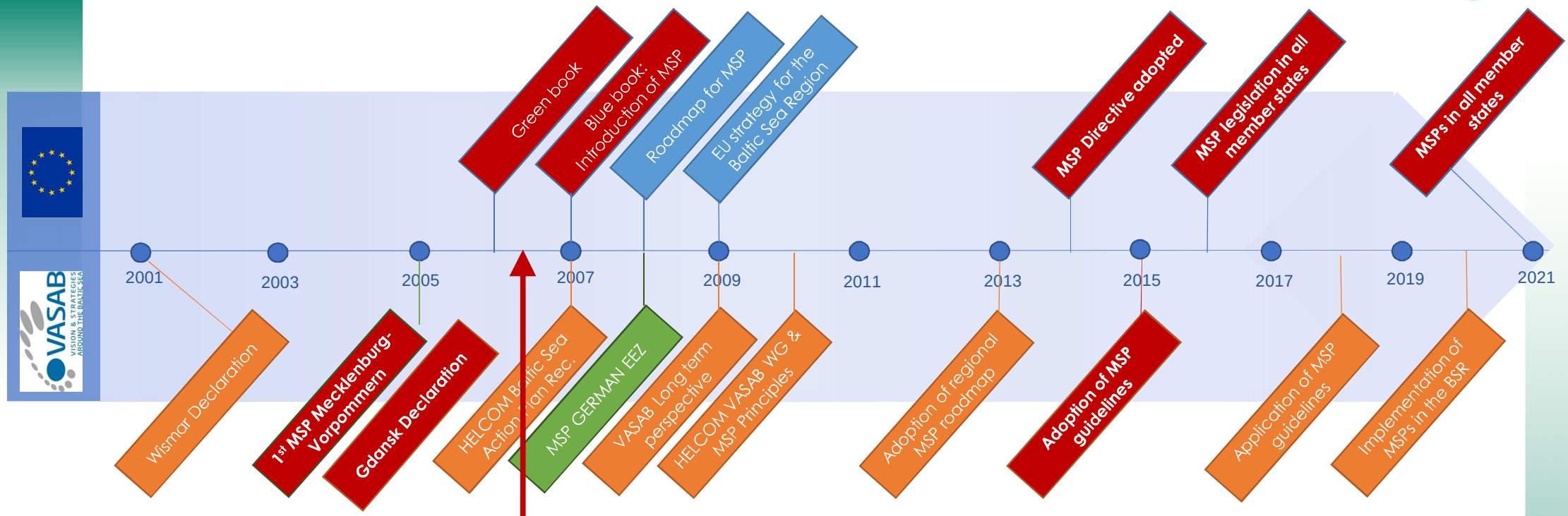

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Baltic SCOPE Towards coherence and cross-border solutions in Baltic Maritime Spatial Plans

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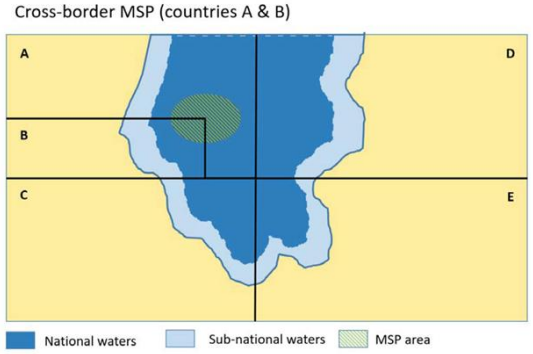
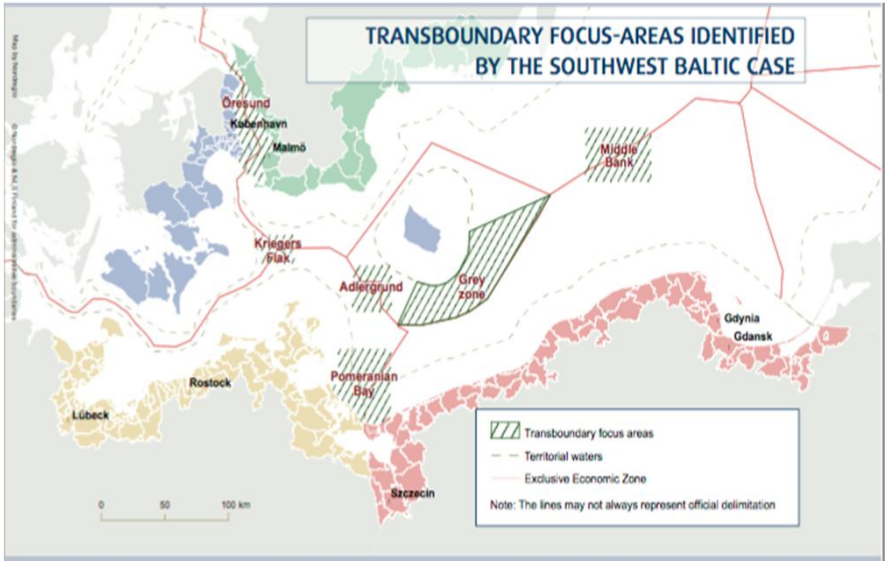
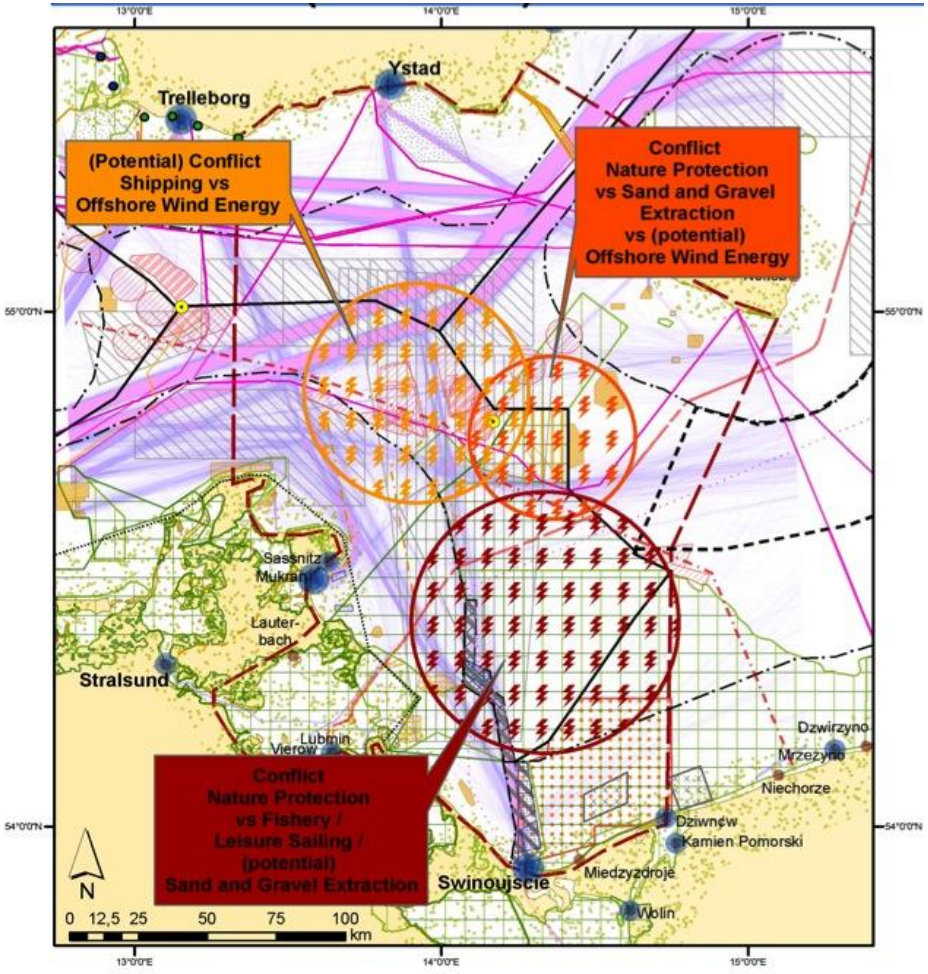
Hot-spot areas for planning

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

s.Pro sustainable projects







Hot-spot area matrix

FOCUS AREA	Middle Bank		Adlergrund			Kriegers Flak		
INTEREST / COUNTRIES participating	PL	SE	SE	DK	DE	SE	DK	DE
Offshore Wind Energy (planned/existing)								
Power Cables (planned / existing)								
Data Cables (planned / existing)								
Pipelines (planned/existing)								
Other physical Infrastructure (Tunnel etc.)								
Ship Traffic / IMO Routes								
Sand and Gravel Extraction (planned/existing)								
Fishery								
Conservation Areas			?			?		
Other Nature Conservation and Managing Interests	??	??						
Defence						?		
Planning Restri ctions/ Regulations existing								
Territorial Sea (TS) / Exclusive Economic Zone (EEZ)	EEZ	EEZ	EEZ	EEZ	EEZ / TS	EEZ / TS	EEZ / TS	EEZ / TS
Notes / remarks	there might beNGO interests with regard to nature conservation (harbour porpoise); IBA		need for more information from DK			nature conservation interests in German EEZ with regard to bird migration (cranes) and reef structures		
Responsi ility for (ceoeraphical) information about areas	SE+PL		DE			DE+SE		

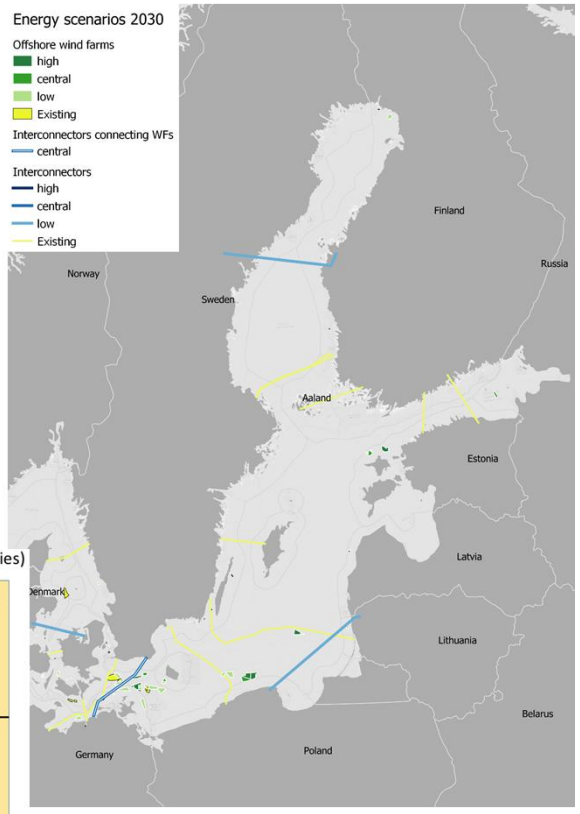
strong interest | minor interest | no interest | no information

existing planning restrictions/regulations | no restrictions/ regulations known

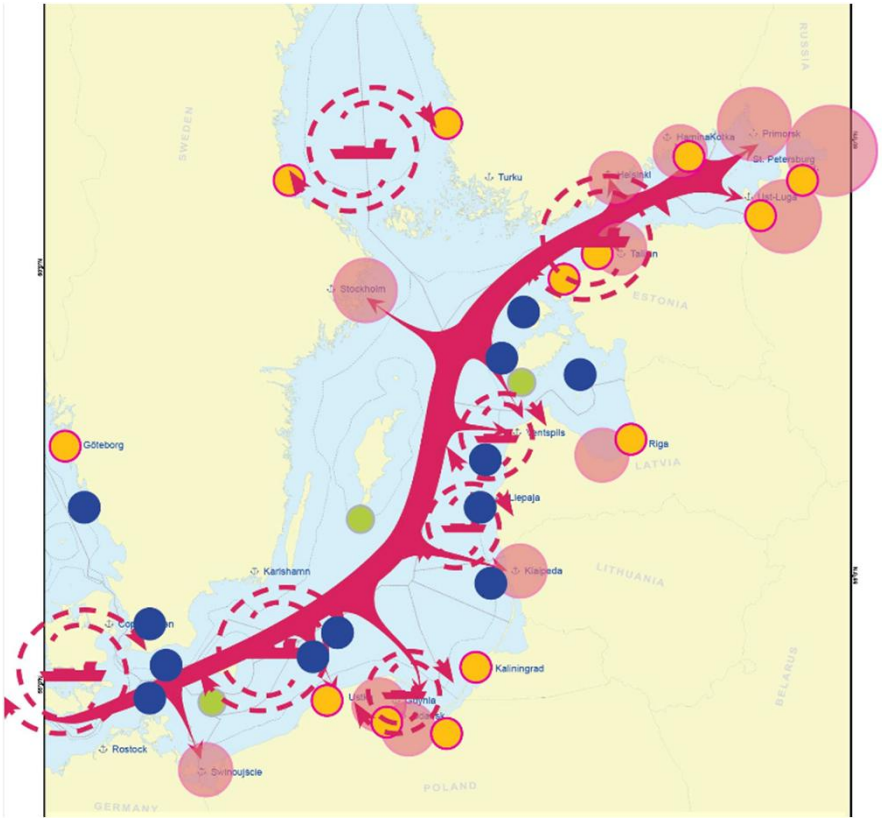
Coherent Linear Infrastructure

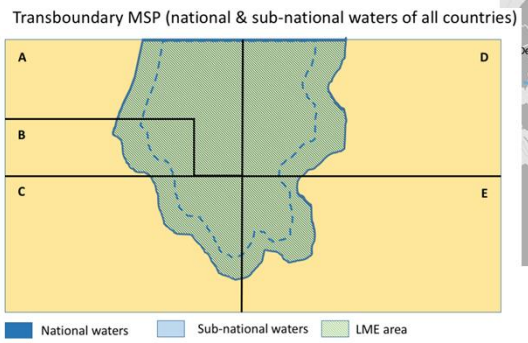
Baltic LINes
Coherent Linear Infrastructures in Baltic Maritime Spatial Plans

Energy



Shipping





Where are we today?

An (objective / subjective) assessment

MSP authorities in all EU Member States

Ministry of Business and Growth
Ministry of Finance
Ministry of the Environment
Federal Ministry of Transport and Digital Infrastructure
Federal Maritime and Hydrographic Agency
Ministry of Environment and Energy
Ministry of Housing, Planning, Community and Local Government
Belgian Minister of the North Sea
Ministry of Construction and Physical Planning
Ministry of Transport, Communications and Work
Ministry of Environmental protection and Regional Development
Environment and Planning Authority
Ministry of Infrastructure and Environment
Ministry of Maritime Economy and Inland Navigation
Ministry of the Sea
Ministry of Regional Development and Public Administration
Ministry of the Environment and Spatial Planning
Ministry of Agriculture, Food and Environment
Swedish Agency for Marine and Water Management
Department for Environment, Food and Rural Affairs
Ministry of Environment and Energy

samples from 23 EU coastal Member States

Baltic Principles => EU Directive Minimum requirements

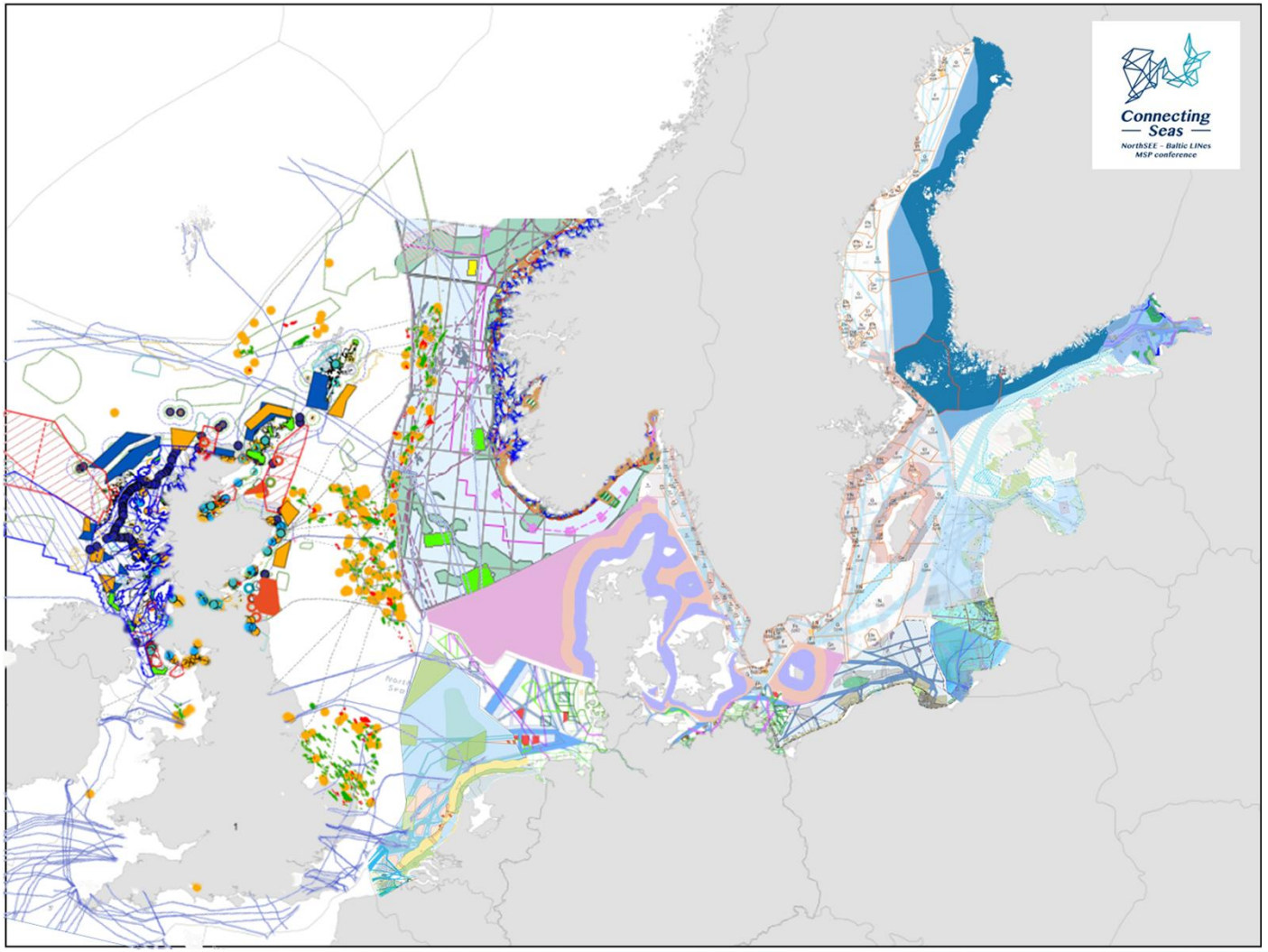
1. Sustainable management
2. Ecosystem approach
3. Long term perspective and objectives
4. Precautionary Principle
5. Participation and Transparency
6. High quality data and information basis
7. Transnational coordination and consultation
8. Coherent terrestrial and maritime spatial planning
9. Planning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

Member States shall

- take into account land-sea interactions;
- take into account environmental, economic and social aspects, as well as safety aspects;
- aim to promote coherence between maritime spatial planning and the resulting plan or plans and other processes, such as ICZM or equivalent formal or informal practices;
- ensure the involvement of stakeholders
- organise the use of the best available data
- ensure trans-boundary cooperation between Member States
- promote cooperation with third countries in accordance

MSP processes everywhere – different planning timelines/experiences

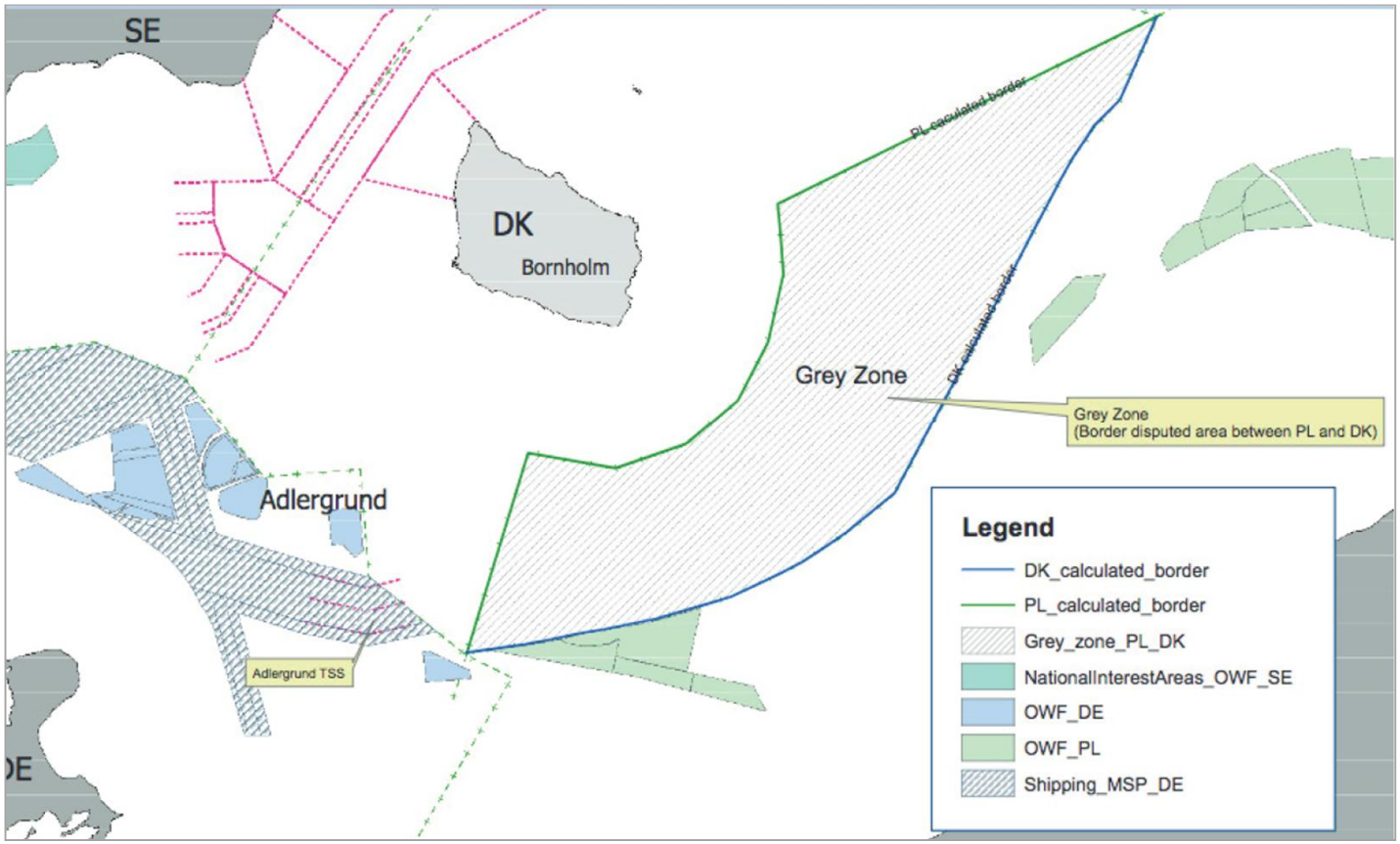
Different ways of mapping



ONE approach possible?

- Difference in maritime & territorial space
- Different environmental, economic, social conditions
- Political borders do not always match ecosystem borders
- Tension between national interests and transnational interests in a given sea-basin
- Difference in maritime priorities
- Difference in governance systems
- Difference in planning cultures
- Differences in MSP authorities competences
- Communication, data and information sharing
- MSP development at different stages

But nevertheless solutions possible

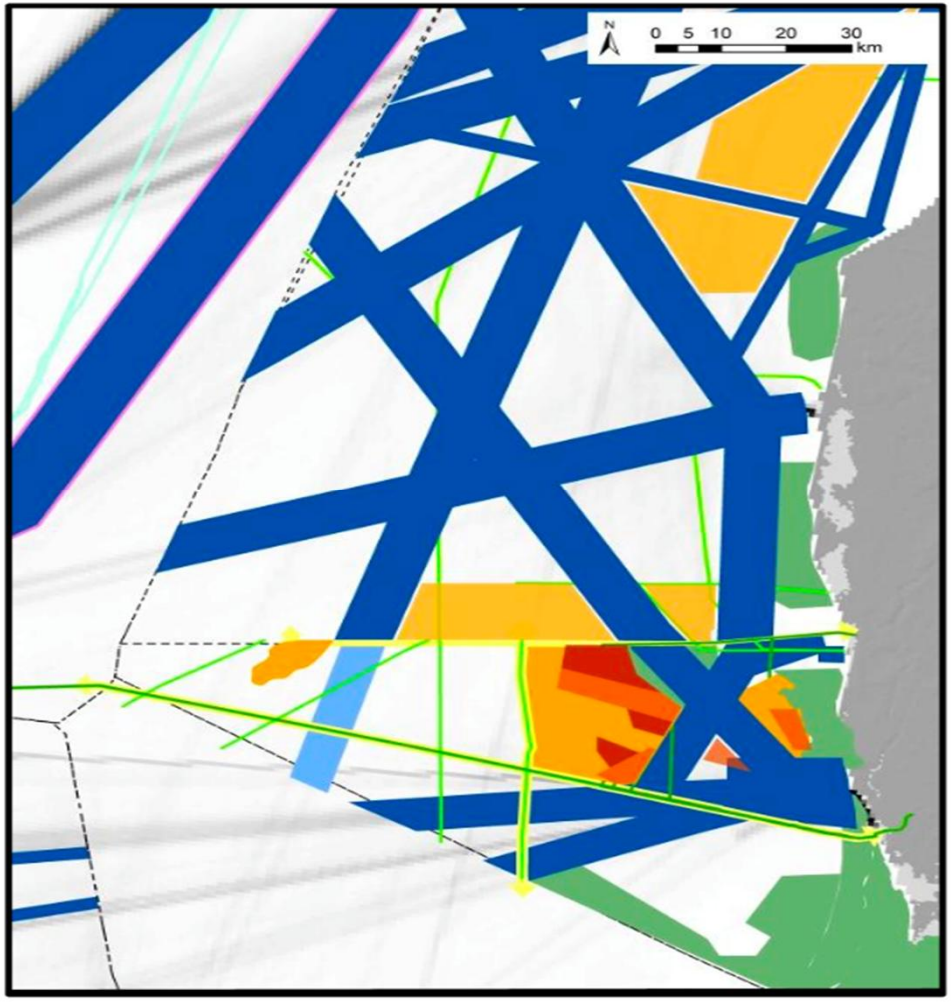


Cross-border planning issues

Case 3: South-East Baltic Sea

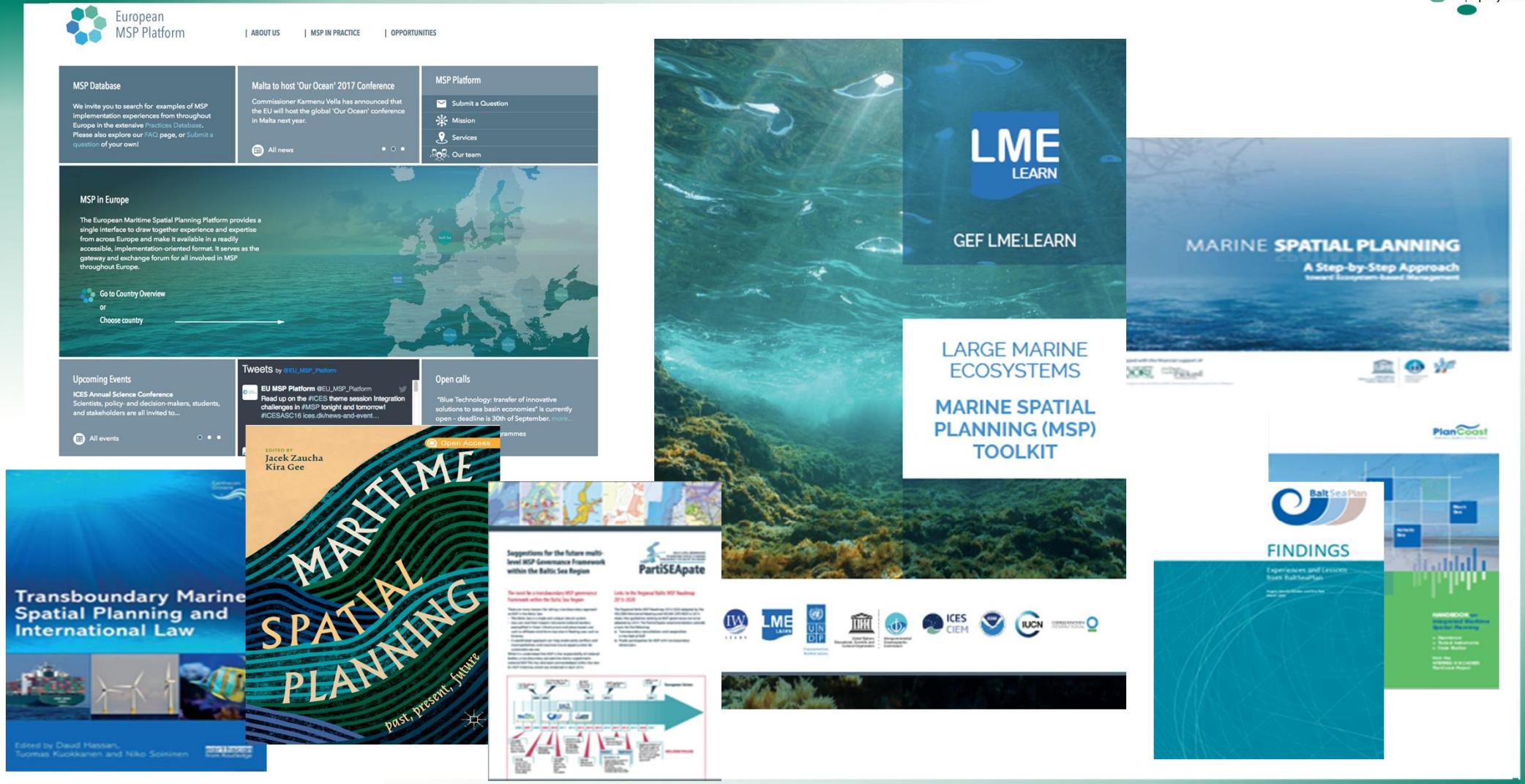
Countries: Sweden, Latvia, Lithuania, Russia, Poland

Planning issue: Mismatches between ship corridors of several countries (gaps between, and different widths of corridors)



More and more tools.... used?

Handbooks, toolkits and Platforms



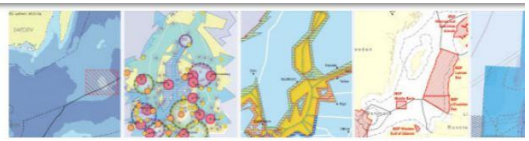
Recommendations on transboundary consultation

Funded by the European Commission

1. Review national official procedures of the Espoo Convention for **consultation on SEAs** for maritime spatial plans.
2. **Share information about MSP process** in official letters (formal) and/or in person exchanges (informal) to make neighbouring countries aware that process is starting, as well as when they may be asked to submit formal feedback.
3. When appropriate, either as part of Espoo consultation or separately, **invite** neighbouring countries in writing to formally comment on a draft plan via responsible channels.
4. Build **communicating and understanding opportunities** into the consultation process:
    1. Establish common understanding of **planning frameworks and definitions** used in planning documents
    2. Establish good understanding of what is meant / implied **by each term used** in respective countries involved in consultation and confirm, whether this is correctly understood by all, and **document agreed definitions** in writing.
    3. Where necessary, identify **an acceptable common language** of communication or make provision for translation.
    4. Develop **visual materials** to convey and explain planning information.
5. Prepare **planning materials** to share with neighbours:
    1. Share **draft planning solutions and plan content** in appropriate formats. Agree with neighbouring country / countries on whether to translate summaries, specific sections or full versions of draft plans into common and/or language of neighbouring country
    2. On both sides, identify **concrete issues** for targeted discussions, along with specific questions.
    3. Share **geospatial information**, either as paper maps or in an interactive online platform or data portal, from both the consulting as well as consulted party.
6. If considered necessary, **organise meetings and decide on formats** (bi-lateral or multi-lateral exchanges, limited to MSP planners or wider stakeholder groups), and communicate follow-up process to consulted parties.
7. If asked to consult, prepare **formal consultation response in writing,** including considerations from relevant secondary contacts and stakeholders.
8. **Process feedback** received as a result of consultation requests:
    1. **Categorise** feedback: 1) feedback that can be used / accommodated in revising a draft plan, 2) feedback that need to be investigated further or addressed in future cross-border MSP projects, and 3) feedback that can be addressed later in future revisions of plans.
    2. **Draft written responses** to feedback received indicating appropriate follow up actions if necessary (e.g. formal agreements, adaptations to planning provisions

Handbook on Multi-Level Stakeholder involvement

MULTI-LEVEL GOVERNANCE IN MARITIME SPATIAL PLANNING THROUGHOUT THE BALTIC SEA REGION
PartiSEApate



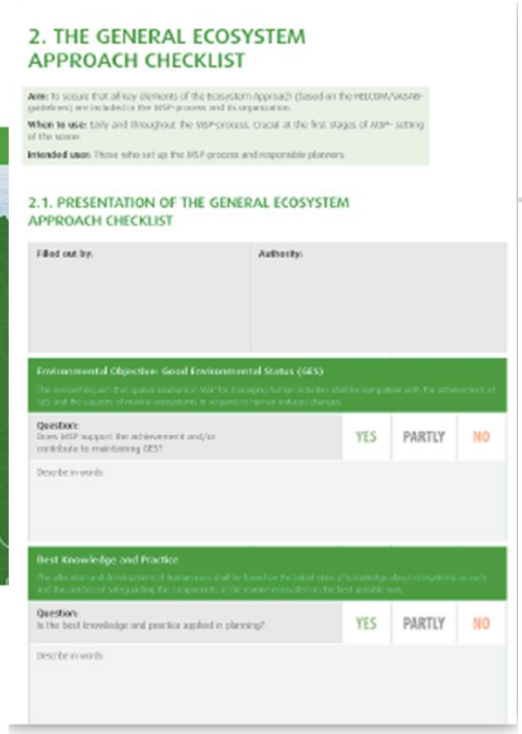
What should be done	Yes	No
Mapping and screening relevant sources of data and information at **EU/global land Baltic level**		
Refine stakeholder strategy from step 1; i.e. how and when to consult whom, with which method and purpose at **cross-border, national, regional and local level**		
Asking for relevant data and information at **cross-border, national, regional and local level**		
Asking opinion on the outcome of the stocktaking phase (accuracy of information, completeness of information) the **national, regional** and **local** level		
Informing **Baltic** level about the main findings from stock-taking (i.e. body of knowledge collected and the way of storage of the knowledge i.e. website, report etc. since such information might be relevant to all BSR countries)		
Informing **cross-border** level about the main findings from stock-taking with an option to comment if agreed so at the first stage		

GOOD PRACTICE: Norwegian way of bringing together science and stakeholders for improving stocktaking (see case)

PartiSEApate stakeholder checklists for each step e.g. stocktake

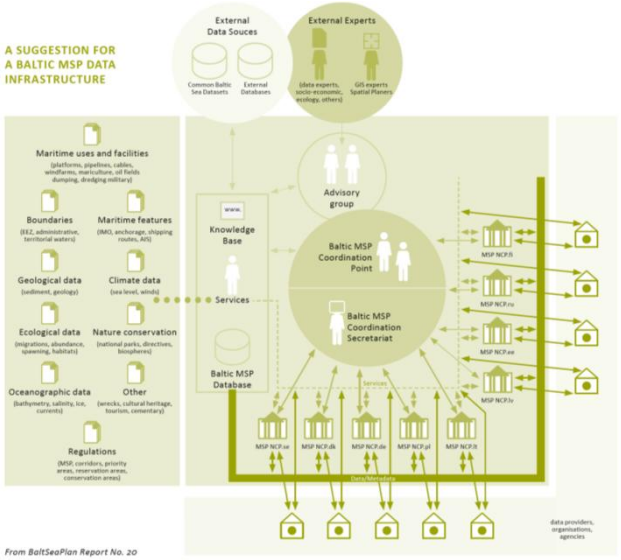
EBA Toolbox


Baltic SCOPE
The Ecosystem Approach in Maritime Spatial Planning
A Checklist Toolbox

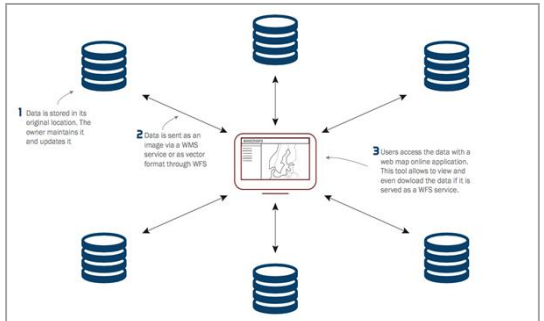

2. THE GENERAL ECOSYSTEM APPROACH CHECKLIST
2.1. PRESENTATION OF THE GENERAL ECOSYSTEM APPROACH CHECKLIST
Filled out by:
Authority:
Environmental Objective: Good Environmental Status (GES)
Question:
YES
PARTLY
NO
Describe in words
Best Knowledge and Practice
Question:
Is the best knowledge and practice applied in planning?
YES
PARTLY
NO
Describe in words


3. THE PLANNING SUPPORT CHECKLIST
CONFLICTS and SYNERGIES in relation to the ENVIRONMENT
3.1. PRESENTATION OF THE PLANNING SUPPORT CHECKLIST
SHIPPING
SYNERGIES
Potential positive environmental impacts
CONFLICTS/RISKS
Potential environmental impacts
RECOMMENDATIONS IN MSP
Potential solutions
FISHERIES
SYNERGIES
Potential positive environmental impacts

Pan-Baltic MSP Data infrastructure BASEMAPS



From BaltSeaPlan Report No. 20



In a decentralized system data is stored and maintained in its original location. This data is then published using standard protocols like Web Map Services (WMS) or Web Feature Services (WFS). A web based tool accesses the data from its original databases, therefore getting the most up-to-date datasets.

For example, If two neighbouring countries publish data on cables the user could see both datasets from the original source, being sure that it is the latest official information available.

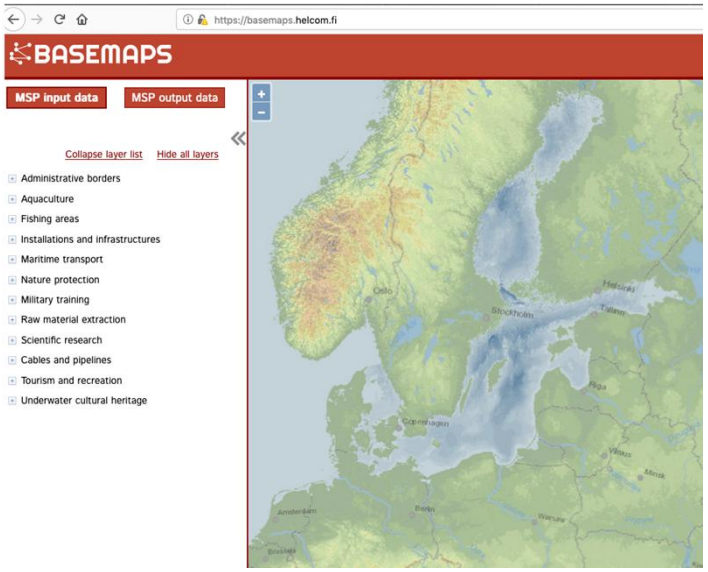
One of the main challenges is to get data via WMS and, even more challenging, via WFS. It will take time until all data providers will publish data through standard services. Therefore, we are designing a system to access both centralized (from HELCOM, for example) and decentralized data.

Section	Category	Dataset	Available from HELCOM map service	WMS Countries with data in OGC WMS	WFS Countries with data in OGC WFS	Inspire Annex I: INSPIRE compliant end of 2017 III: INSPIRE compliant end of 2020
3.1	Administrative borders	National	X	5 DE, DK, EE, FI, PL	4 DE, DK, EE, FI	I
		Regional	X	4 DE, DK, EE, PL	3 DE, DK, EE	I
		Local		5 DE, DK, EE, FI, PL	4 DE, DK, EE, FI	I
		Territorial waters	X	5 DE, DK, EE, FI, SE	3 DK, EE, FI	I
		EEZ	X	4 DE, DK, EE, FI	2 EE, FI	I
3.2	Fishing areas	Fishery area (where BSA	X	0	0	III
		Spawning and nursery areas	Only cod	0	0	III
3.3	Installations and infrastructures	Offshore wind farms	X	1 DE	1 DE	III
		Safety Zones / Construction		0	0	III
		Platforms		1 DE	1 DE	III
3.4	Maritime transport routes and traffic flows	IMO-Routes	X	3 DE, FI, EE	2 DE, FI	I
		AIS	X	2 DE, DK	0	I
3.5	Nature and species conservation sites and protected areas	N2000	X	4 DK, FI, PL, SE	3 DK, FI. PL	I
		National MPA	X	1 SE	0	I or III
		Important Bird Areas		0	0	I
		Porpoise distribution		0	0	I
		Bird migration routes		0	0	III
		Bird wintering grounds	X	0	0	III
3.6	Military training areas	Military Exercise Areas		1 DE	0	III
		Radar areas / military		0	0	
3.7	Raw material extraction areas	Sand and Gravel	X	3 DE, DK, EE	1 DK	III
		Natural Gas		0	0	III
		Oil	X	0	0	III
3.8	Submarine cable and pipeline routes	Telecommunication/Data	X	2 DE, FI	2 DE, FI	III
		High Voltage Cables	X	5 DE, EE, DK, FI, SE	3 DE, DK, FI	III
		Pipelines	X	4 DE, DK, EE, FI	3 DE, DK, FI	III
3.9	Underwater cultural heritage	Underwater cultural		2 EE, FI	0	I

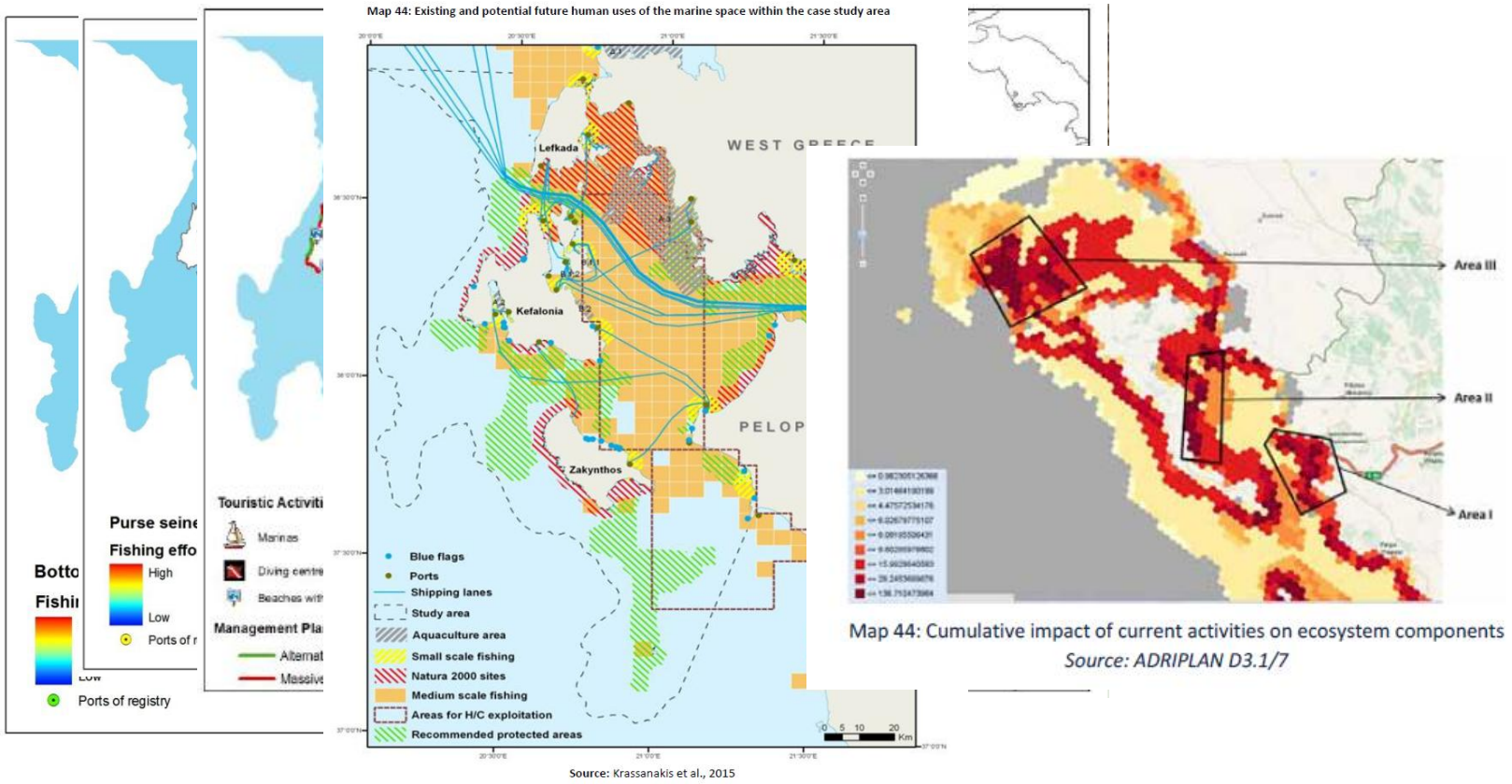
Figure 3 Full summary table with datasets available and formats

BaltSeaPlan
2009 Planning the future
2012 of the Baltic Sea

Baltic LINes
Coherent Linear Infrastructures in Baltic Maritime Spatial Plans



Cumulative impacts



Mapping of human activities

Connectivity

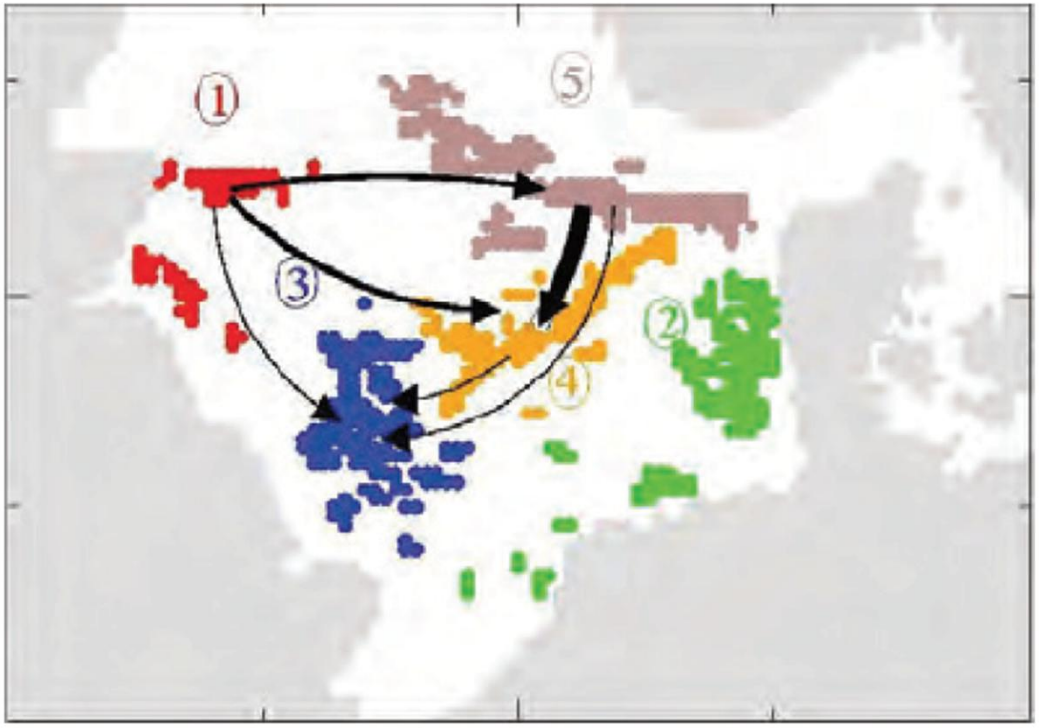


Figure 37. Proposed regional habitat aggregations for the North Sea lesser sandeel (Blaesbjerg et al. 2009)

Ocean Multi-Use Action Plan

- Definition/Scope of the MU
- State of Development/Future Potential
- Drivers/Benefits, Barriers/Negative Impacts
- Logical Framework
- Objectives
- Actions/Recommendations

This project has received funding from the European Union's Horizon 2020 research and innovation programme under grant agreement no 727451.

Understanding / comparison of Planning criteria

	Denmark	Estonia	Finland	Germany	Latvia	Lithuania	Poland	Sweden
Planning criteria used for MSP shipping area designation	Width of priority areas + safety zones according to traffic density (AIS data from 2016) and ship sizes on main traffic routes, guidance taken from Nautical Institute paper. Corridor widths between 6 and up to 10 nm.	AIS based shipping density is used for discussing/ deciding on multi-use of marine space or establishing spatial constraints (e.g. Ships' route design).	Shipping density maps based on HELCOM AIS data will be used to determine corridor width	Larger corridors equal widths of TSS; 1nm width for 1000-4900 vessels/year; 10nm for >10,000 ships. Designation in MSP from 2009 based on AIS data from 2005-2009 (national stations).	The areas reserved for shipping are based on main shipping routes (centre line of shipping area) by using AIS data and consulting all Latvian ports. The width of the shipping corridor and safety zones of these areas reserved for shipping is 6 nm to/from major ports or transit routes and 3 nm to/from small ports of Latvia. The width was agreed upon by consulting Maritime Administration of Latvia and taking into account the guidance document of Nautical institute.	Shipping routes and roadsteads are well defined and strictly respected in the MSP documents and charts. Yearly summary of ship density was taken as a basic information for justification of the corridors	Widths of priority areas not defined in detail yet	AIS data was used to designate national interest areas, which were the basis for later designations of areas in MSP. MSP only covers the nationally important corridors. Smaller routes rely on the "freedom of navigation".

Assessment of legal frameworks

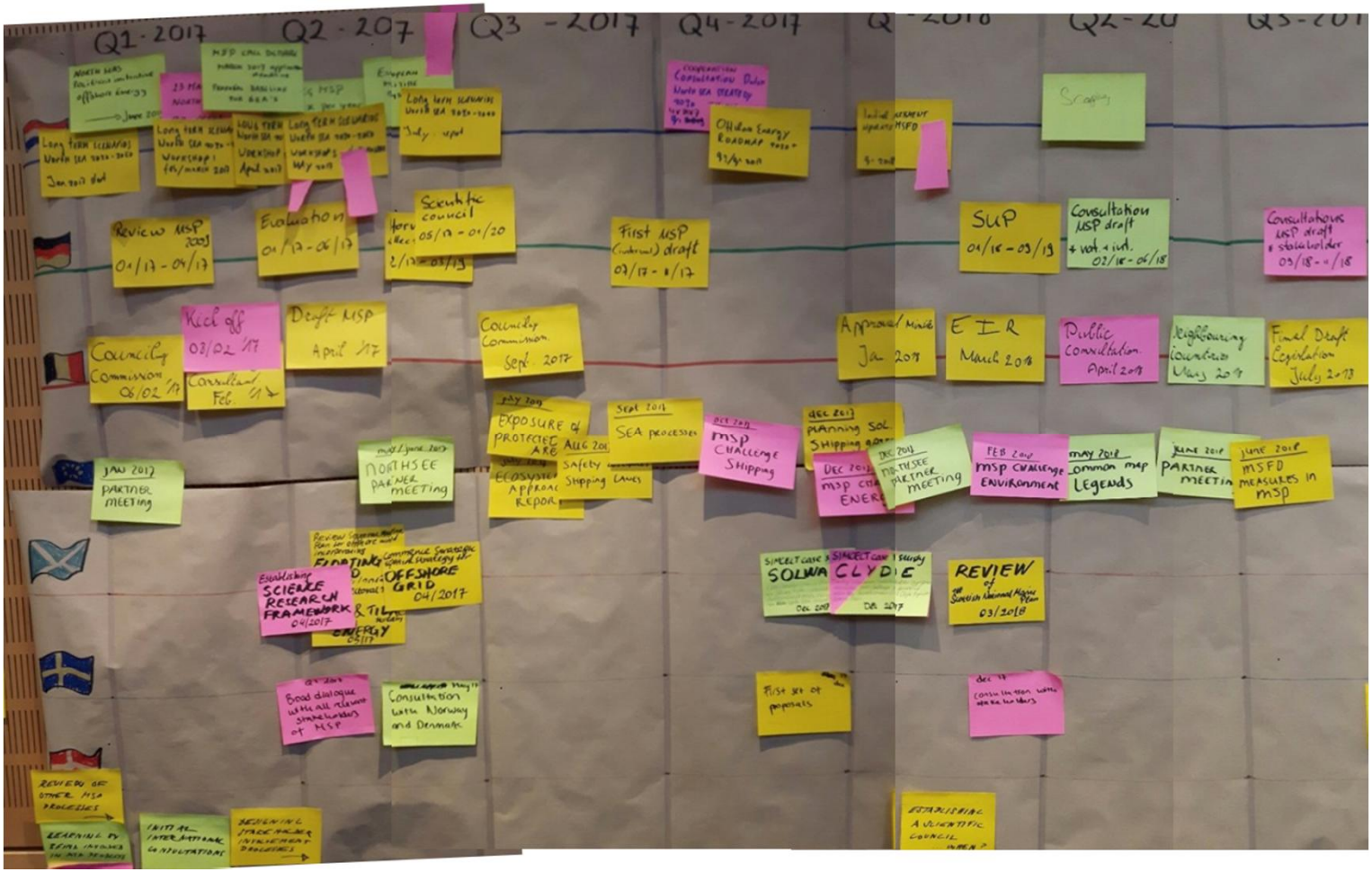
Requirement	England	Northern Ireland	Wales	Scotland
Maritime Spatial Planning	✓	✓	✓	✓
Regional planning	✓	?	?	
Assessment	Marine Information System	Northern Ireland Marine Mapviewer in development	Marine Planning Evidence Portal	Scotland' Atlas, She Clyde Ass
Statement of Public Participation	✓	✓	✓	
Status	East Plans 2014, South Plans expected 2017, NW, NE, SE, SW expected by 2021	Draft public consultation expected 2017	Draft consultation	SNMP 20 Shetland Clyde giv
Evaluation	East Plans review 2017, six-yearly progress report on English marine planning system to Defra by 2021	TBC	TBC	SNMP re March 20
Coastal Access	✓	✓	✓	
Commitments to marine and terrestrial planning considerations/ interactions	2011 Localism Act, National Policy Planning Framework 2012, 2013 England Coastal Concordat, Planning Advisory Services Soundness Checklist for Local Plans	Regional Development Strategy 2035, Strategic Planning Policy Statement 2014	Technical Advice Note 14 1998, Wales Spatial Plan 2008, Planning Policy for Wales 2016, Planning Advisory Services Soundness Checklist for Local Plans	Scottish F Policy 20 Planning 3 2014, C the Relat Between Land Use System a Planning Licensing
Climate Change	✓	✓	✓	
Conservation of seals	×	?	?	✓

A. Process evaluation

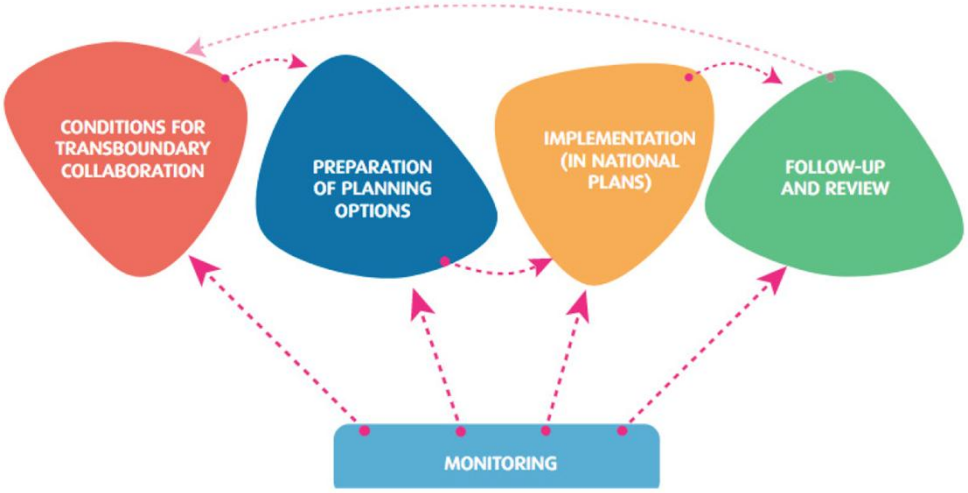
Preparation

Criterion	Indicator	Country	yes/partly/no
1. Legal and administrative framework	a. Formal jurisdictional MSP systems are in place.	Country 1	
		Country 2	
		(Country 3…)	
	b. Legal instruments and administrative processes are in place to facilitate transboundary cooperation in MSP activities.	Country 1	
		Country 2	
2. Institutional capacity and cooperation	a. Authorities have responsibility for transboundary cooperation in MSP.	Country 1	
		Country 2	
	b. The roles and responsibilities of organisations in transboundary MSP have been clearly defined and communicated.	Country 1	
		Country 2	
	c. There are institutional resources (eg. staffing, skills, funding, data availability) for organisations to engage in transboundary cooperation in MSP.	Country 1	
		Country 2	
	d. There is effective formalised communication between organisations across borders.	national level	
		regional level	
		local level	
	e. There is equitable sharing of transboundary MSP responsibilities and tasks across borders.		
3. Trans-boundary MSP area	a. An agreed transboundary area has been defined for MSP purposes.		
	b. Stakeholders have been involved in the selection of the transboundary area.		
4. Formulation of strategic	a. Agreed strategic objectives for the transboundary MSP process have been established.		

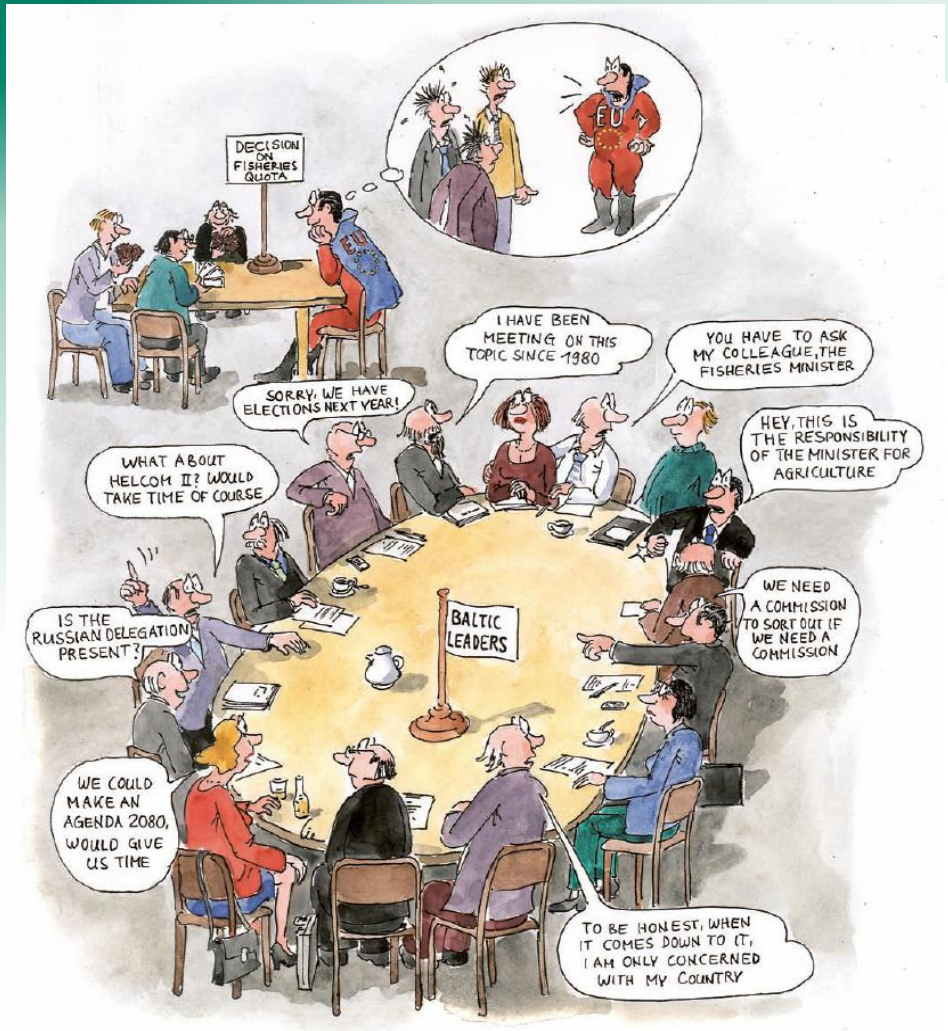
Understanding of different steps in process and timeframe



Monitoring and evaluation of transboundary planning

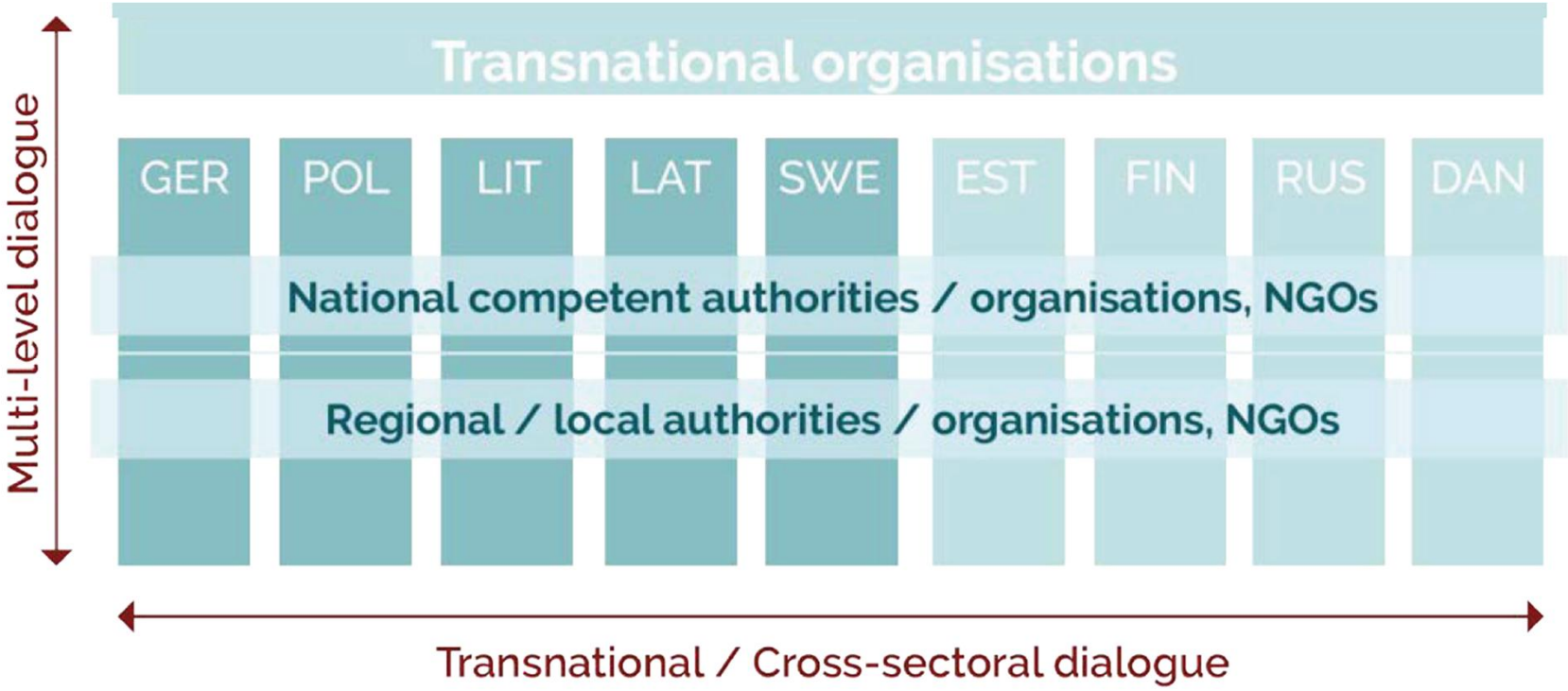


Output of transboundary collaboration	Immediate outcome	Intermediate outcome	Impacts
Agreement on a transboundary planning solution	Acknowledgement of the transboundary need for national MSP	A change in the national MSP	Improved coherence of planning of maritime activities
Establishment of a transboundary collaborative body	Naming of national (and sector/interest) representatives	Actual transboundary collaboration	Improved transboundary collaboration



Where are we in view of our vision 2030 ?

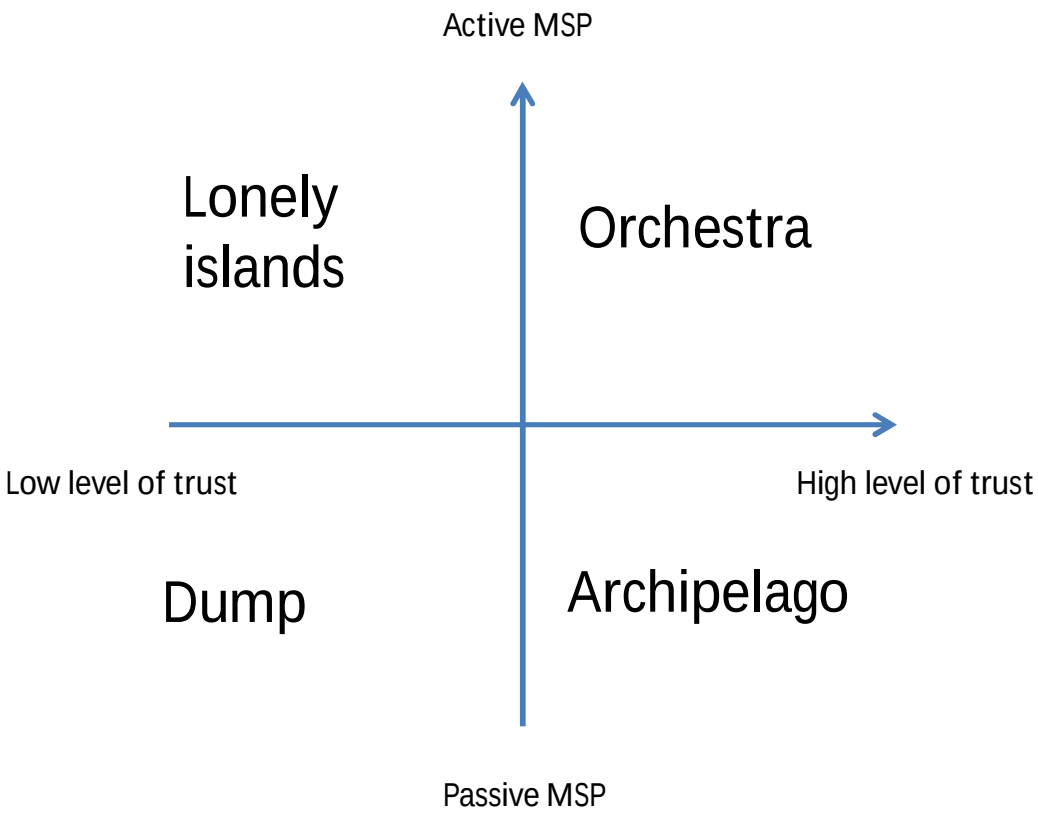
Multi-level governance



MSP cooperation – a long-term process

1	Meeting: Getting to know each other, learning about motivations, interest, needs, skills, expectations, cultural and structural aspects;
2	Information: Delivering (targeted) exchange of information, building basic cooperation structures and trust, shaping common ideas;
3	Coordination/Representation: Creating a joint partnership structure, first allocation of functions and roles;
4	Strategy/Planning: Defining joint objectives and developing concrete actions;
5	Decision: Binding commitments of partners, partnership agreement
6	Implementation: Joint implementation of actions, efficient joint management, fulfilment of requirements by each partner

Scenarios and strategic choices



Passive MSP:
all important decisions are taken outside the MSP planning domain.

Active MSP:
the process is used for revealing and aggregation of preferences of different stakeholders with regard to the sea space.

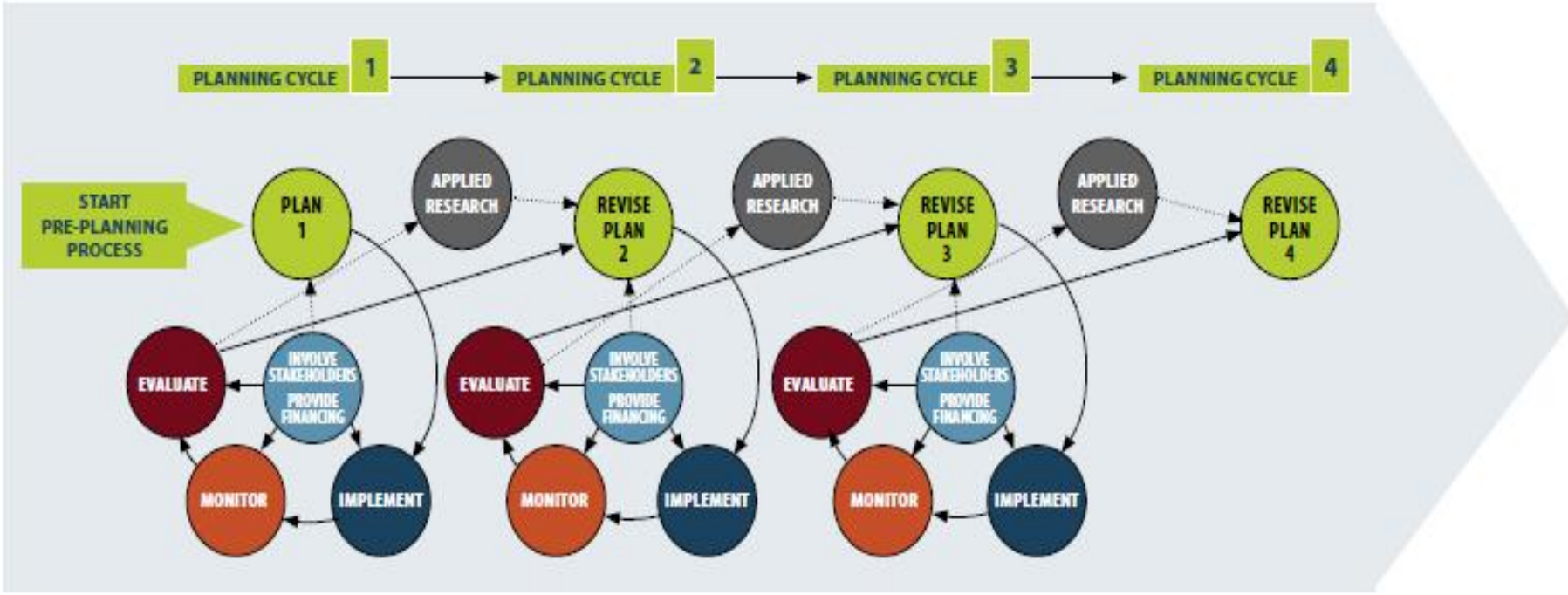
High level of trust:
Baltic nations can easily agree on the most beneficial, from BSR point of view, locations of different sea activities & the benefits out of them are shared in a fair way.

A growing MSP community – a new generation of planners

Still a lot to be done:

- Sectors
- Politicans
- Choices
- Knowledge
- Implementation
- Evaluation
- Adaptation

BUT: MSP – an iterative process




Graduation
Certificate
Awarded to
Transboundary Collaboration in MSP in the Baltic Sea Region
Name and/or Title
Type Date
Date


European MSP Platform

Funded by the

Newsletter #1 2019

European Maritime Day

Upcoming MSP events

European Maritime Day 16–17 May
European Maritime Day (EMD) will take place in Lisbon, Portugal from 16–17 May. The focus will be on blue entrepreneurship, innovation and investment to transform traditional maritime sectors and boost emerging technologies and value chains. A specific focus will be put on research and innovation for a plastic-free ocean. 25 thematic **workshops** will be organised, including one on MSP. Registration is open until 15 May and a draft **programme** is now available. *Read more..*

MSP Forum in La Reunion 26–29 March
On 26–29 March the 2nd International MSP Forum will be organised on La Reunion. A draft **agenda** has been published and panels and workshops will focus on MSP in the Indian Ocean; sector-specific aspects of MSP; LSI and ICZM; and the sustainable Blue Economy. One full day will be dedicated to local stakeholder outreach. *Read more..*

MarSP 2nd Capacity Building Workshop 14–15 March
The **MarSP project** is organizing a workshop on MSP data models on 14 – 15 March in Tenerife, Spain. Participants will test technical solutions through "hands on" sessions with GIS software and tools, based on their own geographic context and experiences in a simulated use case. MSP data experiences form the Azores, Madeira and Canary Islands will also be shared. MarSP has also published its second **project bulletin** in January 2019. It includes chapters on the revision of the Atlantic Action Plan, which maritime sectors are supported by projects in Macaronesia, and health of the regional seas. *Read more..*

Past MSP events

Connecting Seas joint conference NorthSEE and BalticLINes 12–14 Februazry
The conference, which took place in Hamburg, Germany on 12–14 February, brought together over 200 participants from the MSP community representing different ministries and authorities, stakeholders from the shipping, energy and environment sector, transnational organisations and initiatives, NGOs as well as research institutes from both regions. Five workshops were organised on topics such as data, cumulative impact assessment tools, and energy needs. The **presentations** and **photos** have been published online. A visual summary of the conference was produced which captures the main ideas and topics from the discussions and workshops in one picture. A summary report will be produced shortly.*Read more..*

MSP Global Opening Conference 11–12 February
The Opening Conference of #MSPGlobal took place in Paris, France on 11 and 12 February. The MSP Global project aims to improve cross-border & transboundary cooperation by developing new international guidelines on MSP along with local stakeholders. Experts from all over the world contributed to the discussion panels dedicated to regional visions for MSP and Sustainable Blue Economy, and challenges of cross-border / transboundary MSP. Participants, present in person as well as those following the online webcast, were engaged on a wide number of topics through the interactive Slido tool. *Read more..*

Thank you!
And continue to share...

Angela Schultz-Zehden

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