



for a living planet®



## MARITIME SPATIAL PLANNING IN THE BALTIC SEA

**BECOME A  
MARITIME SPATIALIST  
WITHIN 10 MINUTES**

**... IT STARTS WITH CHAOS ...**

**SOMETIMES IT SEEMS AS  
IF NO ONE LOOKS AFTER  
THE BALTIC SEA. IT IS OVERUSED AND POLLUTED.**

**WHO HAS RESPONSIBILITY  
FOR MANAGING THESE COMPETING  
USES AND PROTECTING ITS  
NATURAL RESOURCES ?**





**... THE CHAOS GOES ON ...**

**SOMETIMES IT ALSO SEEMS  
AS IF EVERYONE GOVERNS THE BALTIC SEA.  
IT IS A LABYRINTH  
OF RULES,  
RIGHTS AND RESPONSIBILITIES,  
WITH TOO MANY PARTIES  
CHASING SECTORAL  
AND NATIONAL INTERESTS.**



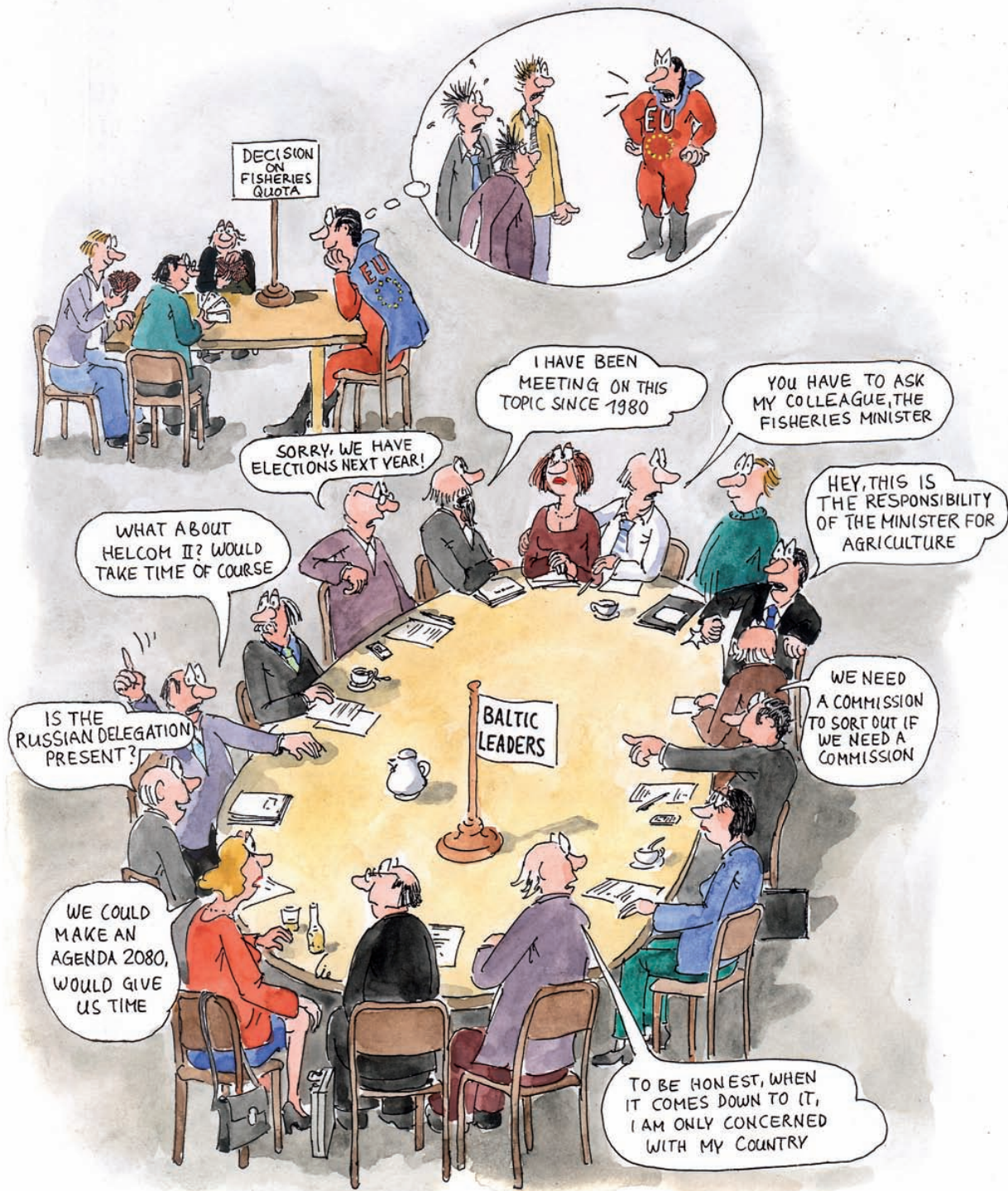


**... AND ON ...**

**A JUNGLE** OF RIGHTS,  
POWERS, RESPONSIBILITIES AND NATIONAL  
INTERESTS MAKE PROGRESS  
IN THE BALTIC SEA  
REALLY **SLOOOOOOOOOOW.**

**FORTUNATELY,**  
THERE IS A SOLUTION:  
IT'S CALLED  
**"MARITIME SPATIAL PLANNING"** (MSP) .  
SOUNDS COMPLICATED AND TECHNICAL,  
BUT IN FACT, MSP HAS ALREADY  
BEEN USED FOR  
**THOUSANDS OF YEARS.**





## HOW DID WE DO IT BEFORE?

**IF,** FOR EXAMPLE,  
**1.000 YEARS AGO**  
**9 TRIBAL CLANS**  
**WANTED TO USE**  
THE BALTIC SEA,  
WHAT DID THEY DO **?**

**OF COURSE,** THE FIRST APPROACH  
MIGHT HAVE BEEN TO GO TO WAR  
WITH EVERYBODY ELSE TO  
**TRY TO 'OWN' IT.**





## BUT WHAT IF THIS WAS NOT AN OPTION?

**THE CLANS** WOULD PROBABLY UNDERSTAND THAT THEY NEEDED TO SORT IT OUT MORE PEACEFULLY.

**HOW**  
WOULD THEY  
GO ABOUT IT?

WOULD  
EVERYBODY NEGOTIATE  
WITH EVERYBODY?

WOULD THERE BE A GIGANTIC AND ARDUOUS DEBATE BETWEEN THOUSANDS OF TRIBAL PEOPLE, DISCUSSING FISHING, GRAZING, IRRIGATION, HOUSING, TERRITORY, PROTECTED AREAS?

DOES THIS RING A BELL?

DOESN'T IT  
LOOK A LITTLE  
LIKE **WHAT**  
**HAPPENS** IN  
THE BALTIC  
SEA REGION  
**TODAY?**

THIS APPROACH  
OFTEN LEADS EVEN  
TO **GREATER**  
**CHAOS.**







## WHAT SHOULD THE TRIBES DO INSTEAD?

**THE CLAN CHIEFS** WOULD PROBABLY  
TAKE CHARGE OF  
**NEGOTIATING AN AGREEMENT**  
ON BEHALF OF, BUT IN  
CONSULTATION WITH THEIR CLANS.

**BUT** THERE ARE MANY  
DIFFERENT WAYS IN WHICH THE SEA  
CAN AND WILL BE USED.

**CARE** MUST ALSO BE TAKEN  
TO PROTECT THE **VULNERABLE SPECIES**  
AND BIODIVERSITY.



I DON'T WANT OTHERS  
TO FISH IN MY ZONE

I LIVE BY THE SEA,  
OF COURSE I WANT A  
CLEAN AND HEALTHY SEA!

DON'T THROW YOUR  
GARBAGE INTO OUR SEA !

WE HAVE  
TO PROTECT  
THE SACRED  
PLACES

WE WANT TO TRADE  
WITH OTHER TRIBES

WE NEED A HARBOUR  
FOR OUR BOATS

## HOW WOULD THEY HAVE SORTED IT OUT?

**FIRSTLY,** THE TRIBAL CHIEFS  
WOULD DEFINE COMMON GROUND,  
PRINCIPLES THAT ALL CAN AGREE TO,  
TO AVOID TRIBES ACTING PURELY IN THEIR OWN INTERESTS.

**THE HEALTH OF THE SEA** MUST ALWAYS  
**BE SECURED**, SO DEMANDS HAVE TO BE ADJUSTED  
TO ENSURE THEY ARE MET WITHIN THE LIMITS OF  
THE ECOSYSTEM. TODAY, THIS IS REFERRED  
TO AS ADOPTING AN  
“**ECOSYSTEM BASED APPROACH**”.

**SECONDLY,** THEY WOULD GIVE ALL USERS  
**AND TRIBES A VOICE** IN THE DEBATE.  
IN MARITIME SPATIAL PLANNING TODAY, THIS IS REFERRED  
TO AS ADOPTING “**A PARTICIPATORY APPROACH**”.

**ALL USES** MUST BE CONSIDERED AND  
OPPORTUNITIES MUST BE PROVIDED  
**FOR THESE VOICES** TO BE HEARD.

**THIRDLY,** THEY WOULD DEFINE SEA  
USE RIGHTS, WHICH TODAY WOULD BE DONE BY  
“**SPATIAL ZONING**”.





# HOW SHOULD WE DO IT NOW?

That's how smart leaders sorted it out, back when the problems were comparatively simple and understandable. Nowadays, the number of different uses and their intensity has grown enormously and continues to do so. The good news is that the same methodology applies as much today as it did back then:

- MSP must be a high priority issue (in this case, effective governance at a regional level)
- MSP requires guiding principles (mainly an ecosystem-based approach)
- MSP needs a participatory approach (all uses must be considered, all user groups must be heard and involved)
- A zoning approach is essential

Today's management of the Baltic Sea does not look so very different. However, today there are more people living around the sea and it has been regarded as a free resource to be used by everybody with few restrictions. This has meant that the Baltic Sea has become too small to meet all the demands for space.

On land, we use spatial planning to solve these problems. There are many restrictions on the use of land, which are no longer recognised as limitations because life on land would not be possible without them.

When we have a growing need to use the sea for shipping, offshore wind farms, fisheries and nature conservation, we need a similar spatial planning system for managing these uses. The Baltic Sea is a sea shared by many countries, with different languages and different systems of governance.

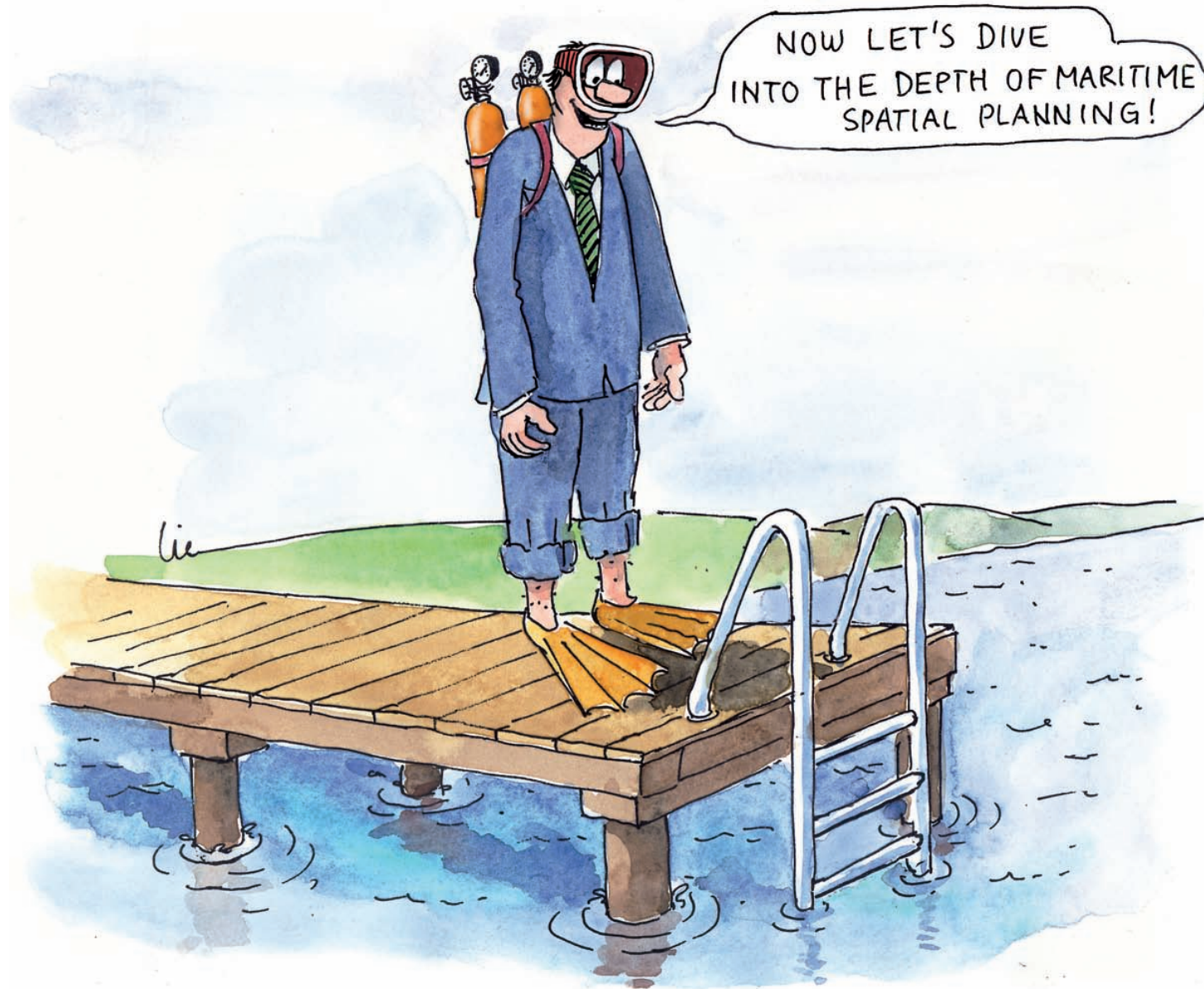
We need a tool to sort out the sometimes conflicting uses – Happily, Maritime Spatial Planning offers us this very tool.

## **A GLOBAL PIONEER?**

The Baltic Sea Region can be the first region in the world to implement successful Maritime Spatial Planning based on sound evaluation of uses and suitability of areas for particular uses, integration of users' interests and ideas, as well as the need for a healthy ecosystem. In this way, the Baltic Sea can make history by demonstrating how different nations manage joint resources in an ecosystem-based, participatory and coordinated manner.

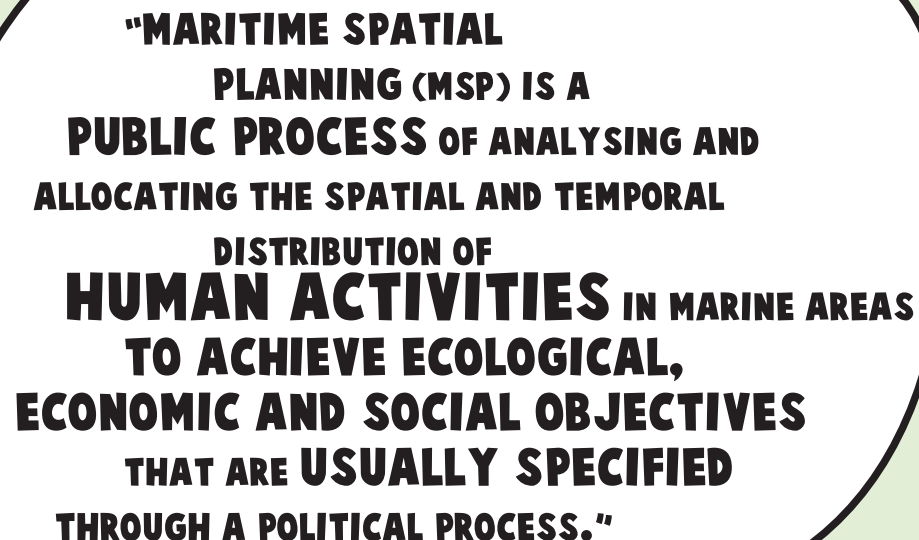
## **BUT HOW DOES IT WORK?**

Maritime Spatial Planning is the tool that can help sort out complex challenges on a crowded planet. Maritime Spatial Planning sounds awfully complicated, but in fact it isn't ...





# **THE UNESCO DEFINES MARITIME SPATIAL PLANNING AS:**



**"MARITIME SPATIAL  
PLANNING (MSP) IS A  
PUBLIC PROCESS OF ANALYSING AND  
ALLOCATING THE SPATIAL AND TEMPORAL  
DISTRIBUTION OF  
HUMAN ACTIVITIES IN MARINE AREAS  
TO ACHIEVE ECOLOGICAL,  
ECONOMIC AND SOCIAL OBJECTIVES  
THAT ARE USUALLY SPECIFIED  
THROUGH A POLITICAL PROCESS."**

## MSP can be described as a multi-step process of:

- developing a joint vision,
- assessing the capacity of a sea area as well as identifying the potential users of the sea,
- defining areas that fit best to the corresponding uses, and
- defining what is allowed and what has to be restricted to keep the sea area healthy and productive in the long term.

The final product will be a plan which should have a legal obligation to comply with. After a certain period such a plan has to be reviewed – and updated to take account of changes that may have occurred.

## Maritime Spatial Planning in 6 steps:

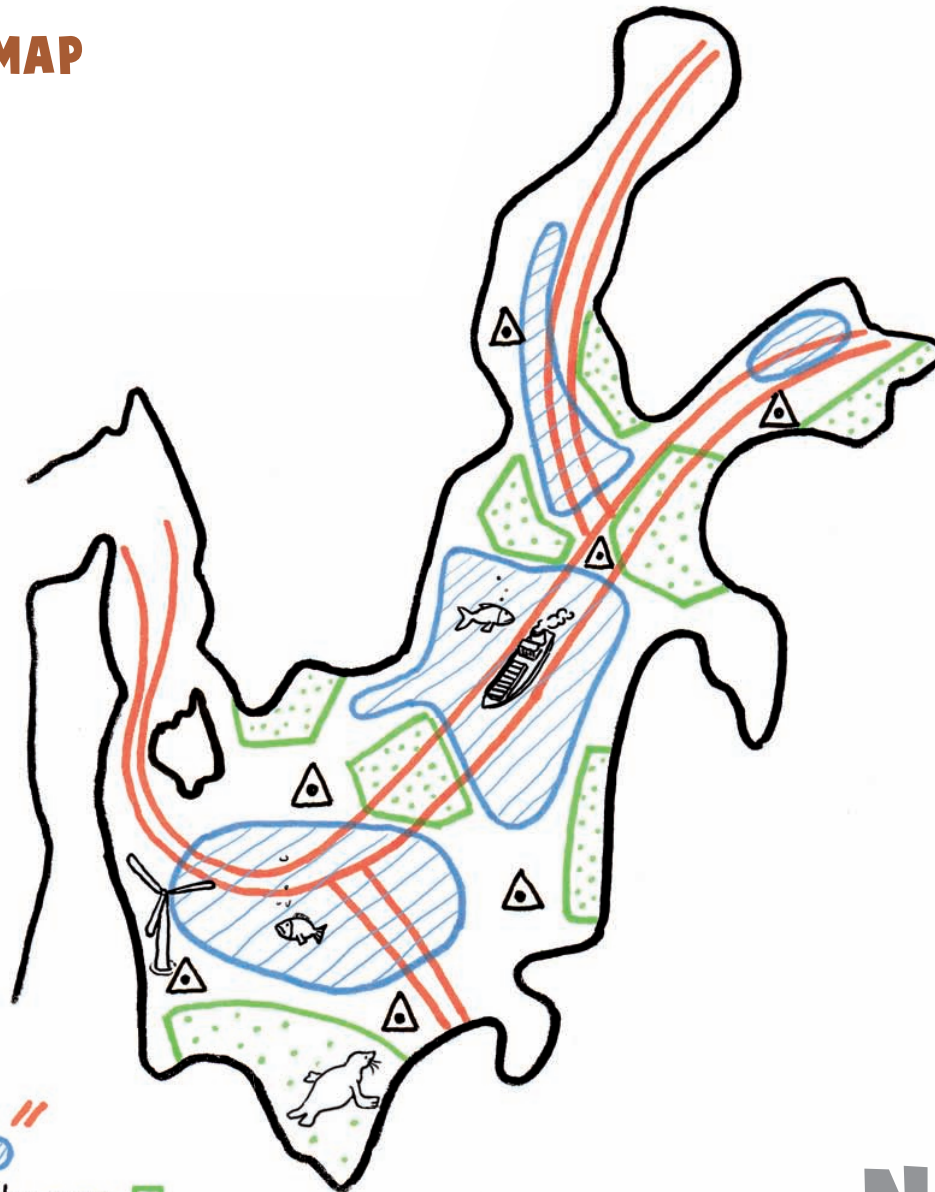
- 1.** Start the process by assessing the need and will to undergo an MSP process based on a vision, planning principles and a defined legal framework and strategies.
- 2.** Undertake initial stocktaking and systematic assessments of suitable areas for relevant sea uses.
- 3.** Find out compatibilities and conflicts of claims for use in an interactive process with stakeholders and based on sound mapping and analysis.
- 4.** Draft a maritime spatial plan with zoning of areas for specific uses or objectives – discuss the draft plan including detailed regulations for the zones with stakeholders.
- 5.** Produce a final Maritime Spatial Zoning Plan including regulations for Management and Monitoring and obtain final stakeholder comments.
- 6.** Adopt the plan and organise implementation and monitoring.

## **WHAT IT COULD LOOK LIKE (1)**

**IN A SUITABILITY MAP,  
THE SEA AREAS ARE MAPPED AND CLASSIFIED  
ACCORDING TO THEIR SUITABILITY FOR CERTAIN  
USES BASED ON THE BEST SCIENTIFIC  
AND STAKEHOLDER KNOWLEDGE,  
INCLUDING AREAS IMPORTANT FOR  
THE FISH GROWTH AND REPRODUCTION,  
AREAS WITH GOOD CONDITIONS FOR  
OFFSHORE WIND FARMS,  
IDEAL SHIPPING ROUTES, AREAS THAT  
SECURE HEALTHY BIODIVERSITY,  
ROUTES WHERE CABLES AND PIPELINES  
CAN BE PLACED SECURELY,  
AREAS WITH RESOURCES LIKE MINERALS,  
OIL OR OTHERS ...**



## BALTIC SEA SUITABILITY MAP



### Legend

Best shipping route //

Fish distribution ●

Valuable biodiversity area ■

Priority areas suitable for windfarms ▲



## WHAT IT COULD LOOK LIKE (2)

**ON A SECOND MAP,  
EXISTING AND SOMETIMES  
OVERLAPPING OR CONFLICTING  
USES AND INTERESTS ARE  
DISPLAYED.**

**IT BECOMES OBVIOUS WHERE CONFLICTS ARISE  
AND WHERE SOLUTIONS  
MUST BE NEGOTIATED AND DECIDED.**

**THE MAP** ONLY ILLUSTRATES THE  
CONFLICTS - THE SOLUTIONS WILL HAVE  
TO BE FOUND FOLLOWING THE AGREED GOALS,  
PRINCIPLES AND PRIORITIES.

**THIS HAPPENS THROUGH A PROCESS OF  
INVOLVING AUTHORITIES, STAKEHOLDERS  
AND INTEREST GROUPS TO ESTABLISH A FORMAL  
SET OF REGULATIONS FOR ALL USES.**

## BALTIC SEA USES & CONFLICT MAP

### Legend

- Shipping route //
- Fishing site ●
- Biodiversity site ■
- Wind power area ▲
- Conflict area/zone ⚡





## **WHAT IT COULD LOOK LIKE (3)**

### **THE ULTIMATE GOAL**

**SHOULD BE A MARITIME SPATIAL  
ZONING PLAN THAT IDENTIFIES AND MANAGES  
CURRENT AND FUTURE SEA USES IN A  
WAY THAT BEST MEETS THE PRIORITIES AND  
GOALS SET BY  
THE PARTICIPANTS.**

### **THE PLAN SHOULD BE**

**ADOPTED BY A FORMAL  
POLITICAL DECISION AND SUPPORTED  
BY THE DEVELOPMENT OF MANAGEMENT  
STRUCTURES THAT DELIVER  
IMPLEMENTATION AND MONITORING,  
AS WELL AS MANAGING AND GRANTING  
ANY NECESSARY PERMITS AND  
RESTRICTIONS FOR CERTAIN USES IN EACH AREA.  
AS A RESULT, THE PLAN WILL BE  
THE GUIDING DOCUMENT FOR FUTURE  
DEVELOPMENT AND MANAGEMENT  
OF THE SEA.**

# BALTIC SEA MARITIME SPATIAL ZONING PLAN

## Legend

Shipping route //

Fishing site (blue circle with diagonal lines)

Biodiversity site (green square with dots)

Windpower (yellow triangle with a dot)

○ General Use Zone

● Priority Use Zone

● Exclusive Use Zone



## **NOW IT'S YOUR TURN ...**

**More information on Maritime Spatial Planning:**

**[WWW.PANDA.ORG/BALTIC](http://WWW.PANDA.ORG/BALTIC)**

**[WWW.BALTSEAPLAN.EU](http://WWW.BALTSEAPLAN.EU)**

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2009 Planning the future  
2012 of the Baltic Sea

The BaltSeaPlan project (2009-2012) is jointly carried out by 14 partners from Germany, Poland, Denmark, Sweden, Latvia, Lithuania and Estonia. Together they are working towards bringing Maritime Spatial Planning in the Baltic Sea region to reality: involving maritime stakeholders, analysing current and future maritime trends, drawing up pilot maritime spatial plans and trying to influence national regulations in favour of a wise-proactive integrated sea management, which takes into account the cumulative impacts of the various uses. More information and results of the project can be found under [www.baltseaplan.eu](http://www.baltseaplan.eu)



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WWF is one of the world's largest and most experienced independent conservation organisations, with almost 5 million members and supporters and a global network active in some 100 countries.

WWF's mission is to stop the degradation of the planet's natural environment to build a future in which humans live in harmony with nature, by:

- conserving the world's biological diversity
- ensuring that the use of renewable natural resources is sustainable
- promoting the reduction of pollution and wasteful consumption.



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