Key messages for cross-border collaboration

Riku Varjopuro
SYKE

European Union
European Regional Development Fund

KESKKONNAINVESTEERINGUTE KESKUS

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MARITIME SPATIAL PLANNING FOR SUSTAINABLE BLUE ECONOMIES

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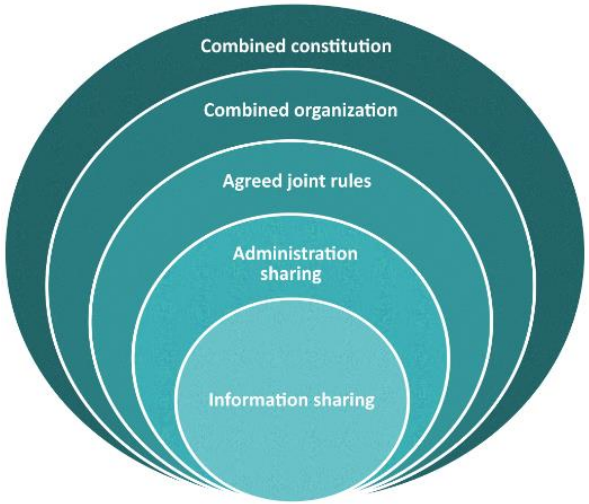
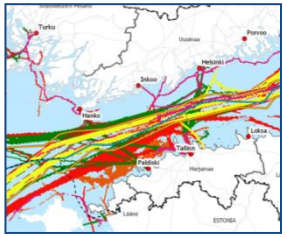
How the (draft) key messages on cross-border collaboration have been identified?

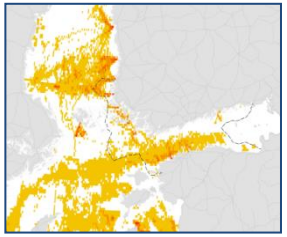
- Literature review
- Two meetings for planners
  - 2017 and 2019



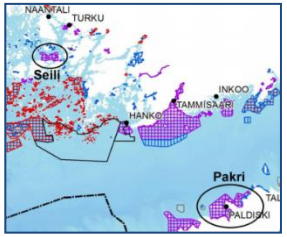
- Cross-border cases
  - Shipping



  - Fishing



  - Natura 2000



Cross-border collaboration

- **Exchange of information is one of the main purposes of cross-border collaboration**
  - MSP procedures (to understand better the neighbour's MSP system)
  - Progress and timing of MSP process
  - Planning priorities
  - Delays, obstacles, limitations
  - MSP related R&D projects

- **The first planning cycle is a learning process**
  - We should utilise the opportunity of sharing experiences and learning from each other.
  - Which challenges were met?
  - Which solutions developed?
  - Learn from evaluations

Cross-border collaboration

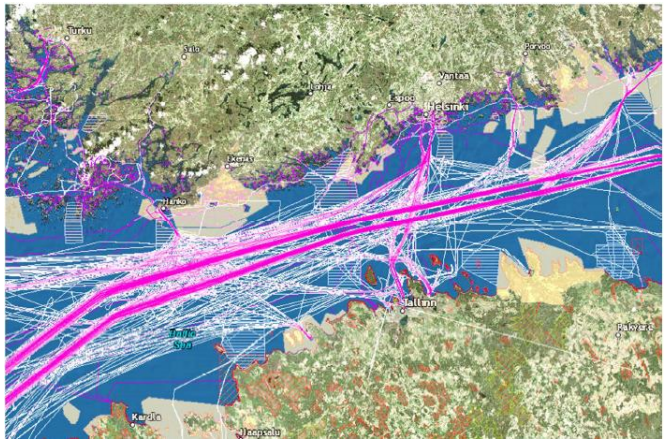
- **Planning data platform exchange should be tested**
  - Both countries are developing data portals. We could try sharing data through Web Map Service (WMS) protocol.

- **Collaborate in formal and informal situations**
  - Utilise existing forums and create new ones.
  - HELCOM-VASAB MSP working group
  - Espoo consultations
  - Informal international consultations
  - Project collaboration

- **MSP's contribution to achieving the marine protection goal of "Good Environmental Status" GES**
  - Should this be better harmonized? Handle Gulf of Finland as one area?
  - This is the ecosystem-based approach to MSP that is required by the EU MSP directive

Draft key messages from the cases – Shipping

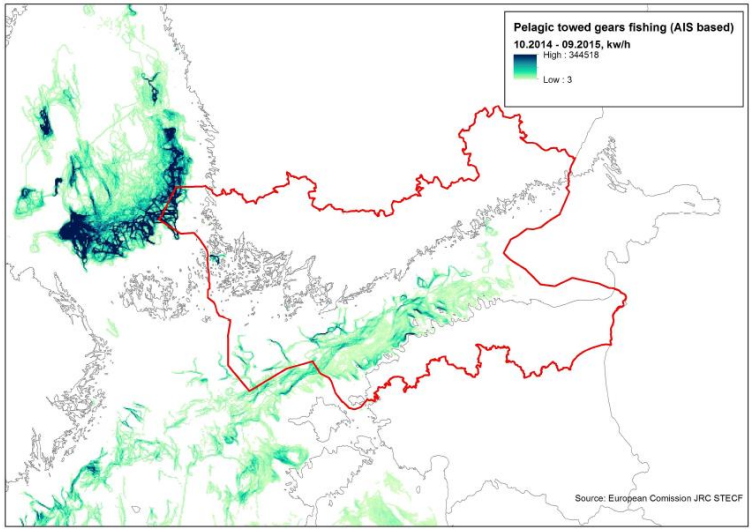
- **Economic importance**
  - Maritime industry is a cornerstone of Finnish and Estonian economy and both a heavily controlled and self-motivated industry, which cannot be easily controlled by the means of spatial planning.
- **Environmental aspects**
  - Maritime transport is the cleanest mode of transport per unit per mile and mainly operates in environmentally less vulnerable deep-water areas.
  - Leisure boating should receive more attention in MSP, as it tends to operate in shallow water areas that are more sensitive to environmental impacts.
- **Anatomy of changes**
  - Changes in maritime transport are driven by changes in operation logic and demographic and technological changes. The functioning of maritime transport requires ensuring that the existing routes and ports are taken as a priority in MSP.
  - 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.



- **Need for flexibility**
  - 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.
  - Major changes in trade routes and modes of traffic such as air and rail traffic might shift the balance between ports and change the environmental pressure map of the industry.

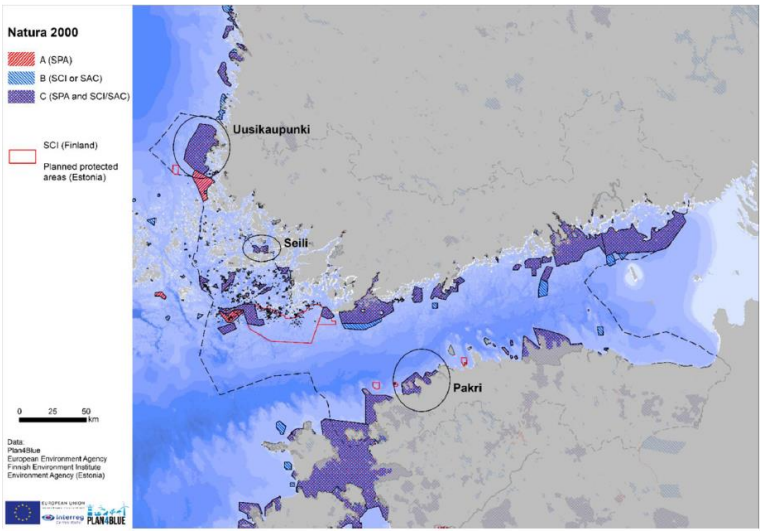
Draft key messages from the cases – pelagic fishing

- **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
- **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
  - **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 cases – N2K

- **Natura 2000 as a network**
  - The individual Natura 2000 sites should be considered as part of the site network and of the environment surrounding them, since the connectivity between populations and threats from outside the site boundaries need to be examined.
- **Influence from outside**
  - Maritime Spatial Planning should consider the impact of human activities originating both from within and beyond the Natura 2000 sites. It is hard to define certain safety or buffer distance
- **The value of Natura 2000 in Maritime Spatial Planning**
  - The Natura 2000 network offers Maritime Spatial Planning an existing framework for efficiently protecting important nature values, since it covers a wide range of rare species and natural habitats and notable parts of the marine territories of the EU states. However, nature values beyond the Natura 2000 framework must also be considered in spatial planning.
- **Cumulative impacts**
  - Cumulative impacts of all planned activities in and close to Natura 2000 sites should be taken into account. More coherent planning and permitting processes would help to see the cumulative impacts on different habitats and species more clearly.



Thank you!

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