



W 1/1 Recommendations on
transboundary planning from
Baltic SCOPE

Findings and recommendations from South-West Baltic case

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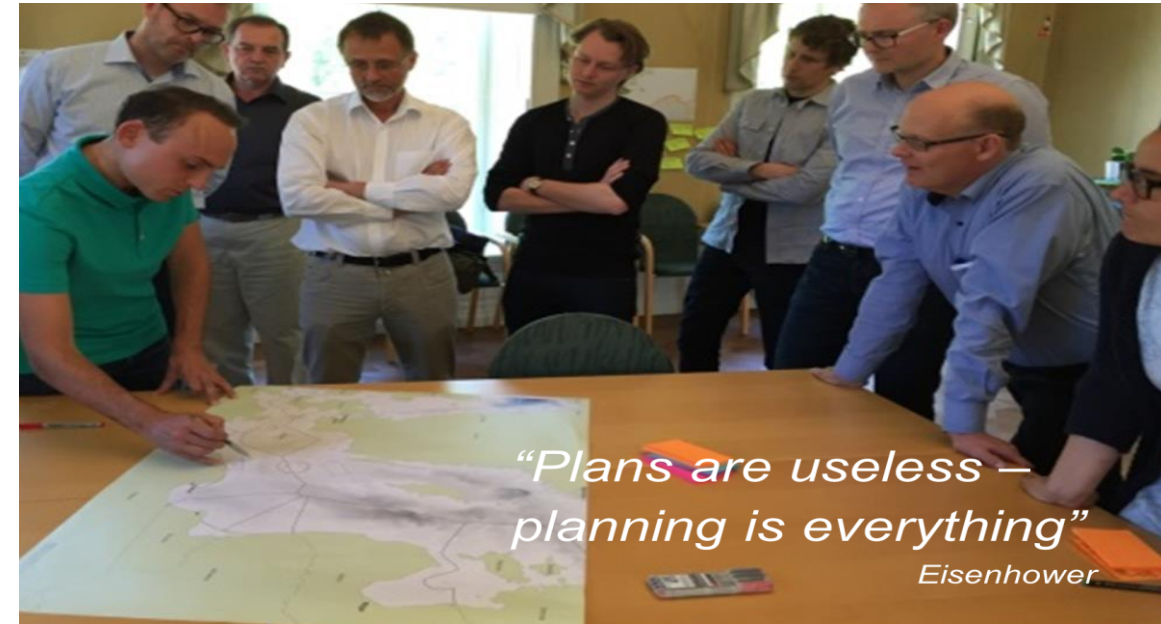
Starting point, South-West Baltic

- No common idea about what to handle and how to develop coherent plans
- Different stages in the planning process
- No common platform for planning and exchange of information
- Different governance system
- Unsettled borders
- Different needs



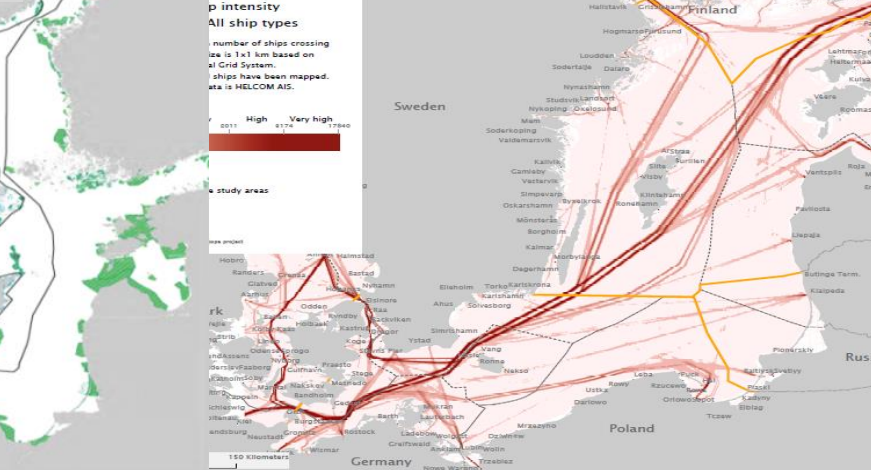
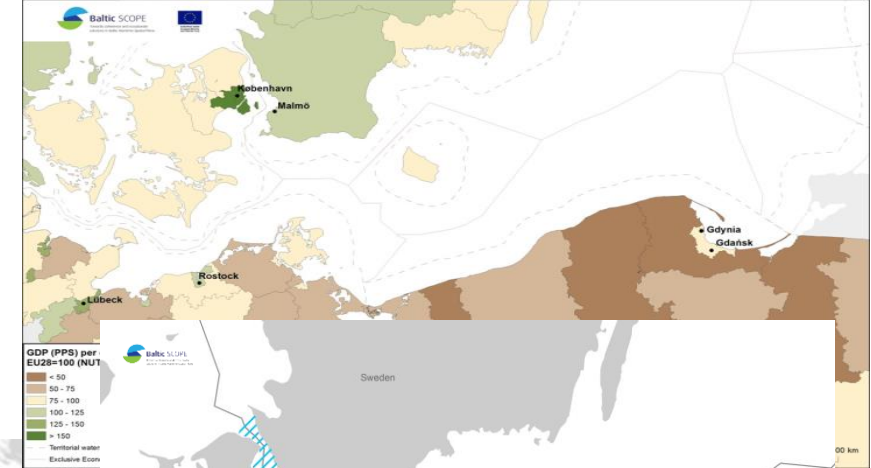
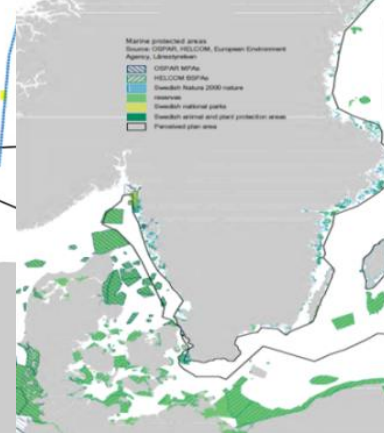
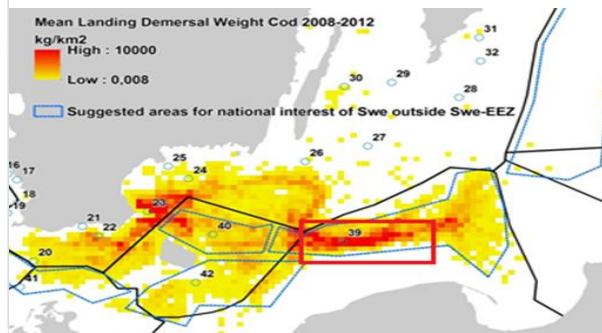
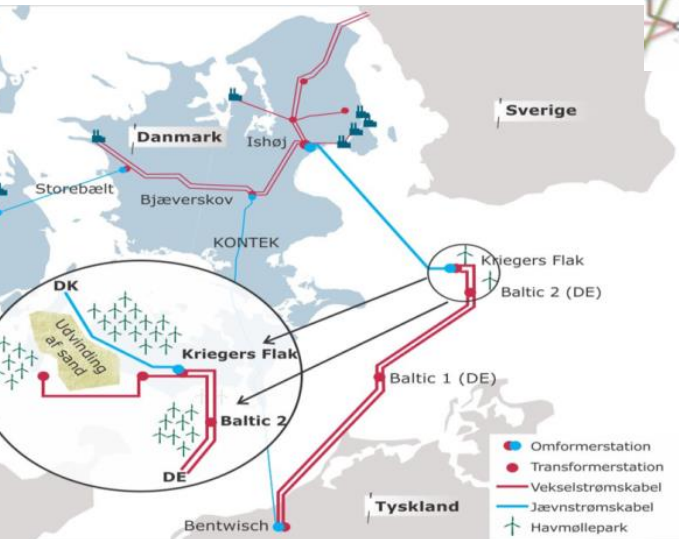
What we have done

- Inventory
- Conflict analyse
- Thematic discussions
- Geographic discussions
- Stakeholder meetings
- Planning solutions
- Documented the process
- Recommendations



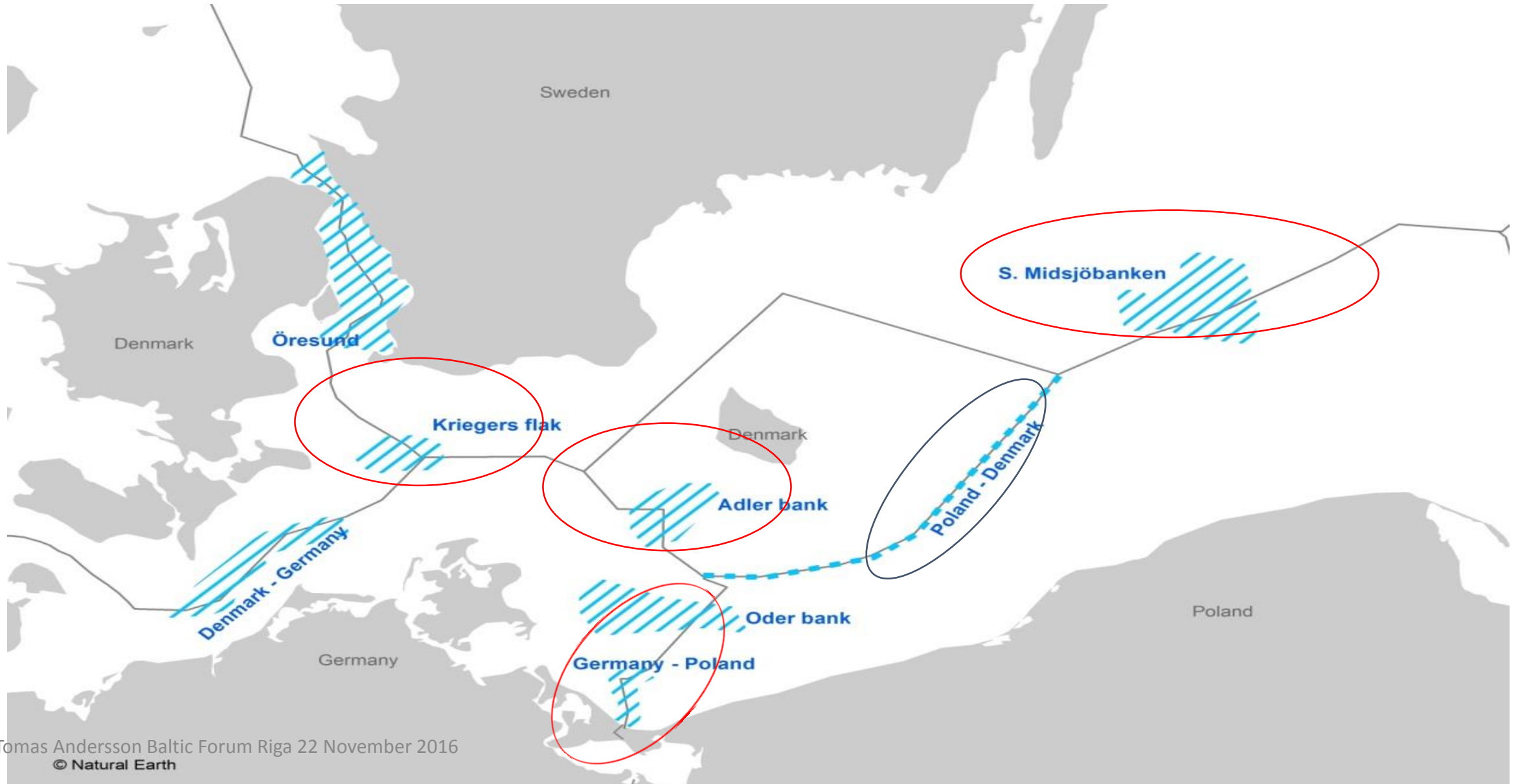
Transboundary issues South-West Baltic

- Environment
- Energy
- Fishery
- Shipping



Sweden

Geographical areas of special interest in South-West Baltic



Interest matrix South-West Baltic



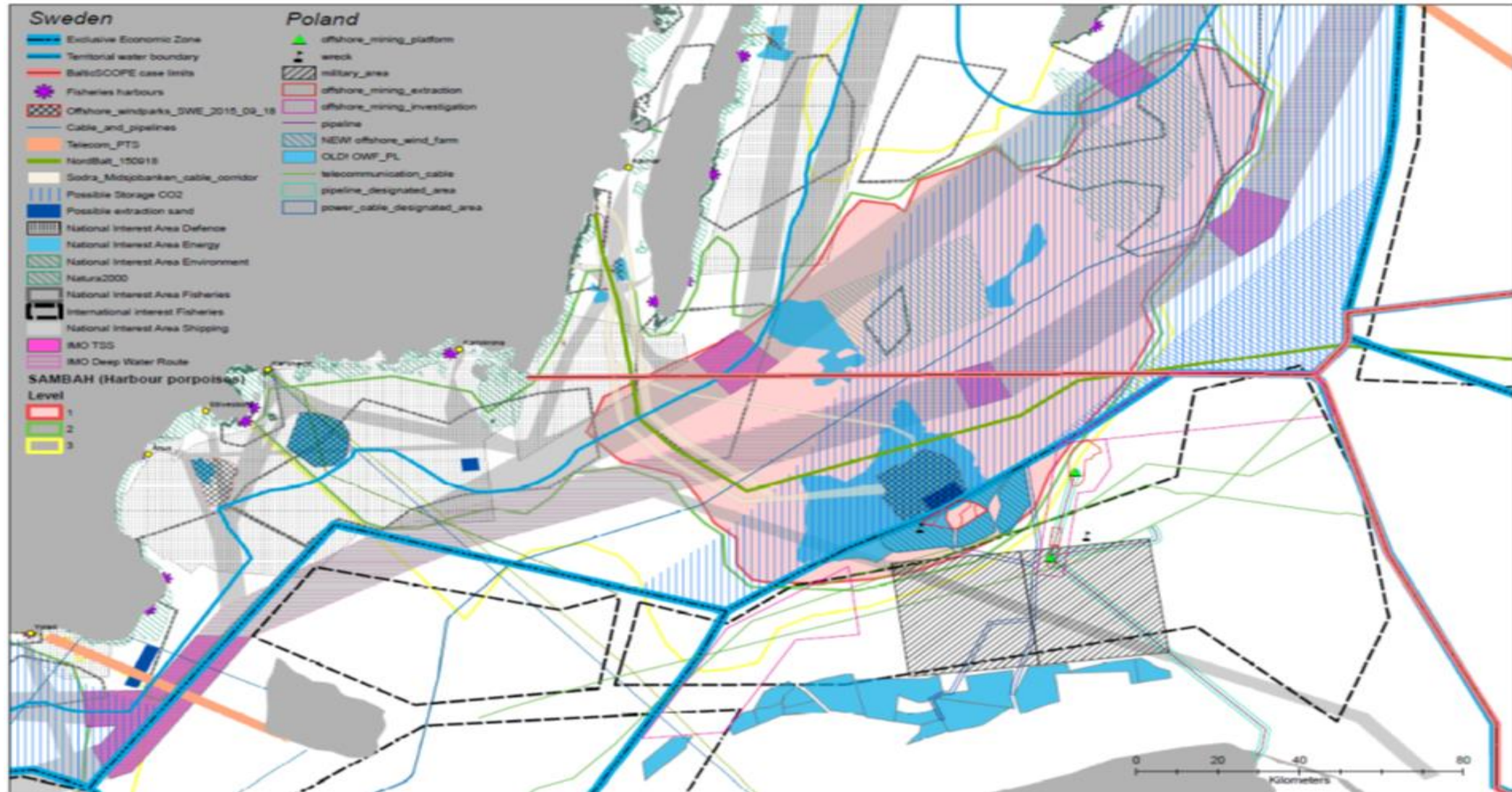
South-West Baltic Case

FOCUS AREA	Middle Bank		Adlergrund			Kriegers Flak			Öresund		Odra Bank			Harbour Approach		Grey Zone		Fehmarn Belt	
INTEREST \ COUNTRIES participating	PL	SE	SE	DK	DE	SE	DK	DE	SE	DK	PL	DK	DE	PL	DE	PL	DK	DK	DE
Offshore Wind Energy (planned/existing)																			
Power Cables (planned / existing)																			
Data Cables (planned / existing)		?	?						?	?									
Pipelines (planned/existing)																			
Other physical Infrastructure (Tunnel etc.)									*1	*1								*1	*1
Ship Traffic / IMO Routes																			
Sand and Gravel Extraction (planned/existing)																			
Fishery																			
Conservation Areas			?			?													
Other Nature Conservation and Managing Interests	??	??																	
Defence						?													
Planning Restrictions/Regulations existing																			
Territorial Sea (TS) / Exclusive Economic Zone (EEZ)	EEZ	EEZ	EEZ	EEZ	EEZ / TS	EEZ / TS	EEZ / TS	EEZ / TS	TS	TS	EEZ (TS)	EEZ	EEZ			EEZ	EEZ	EEZ / TS	EEZ / TS
Notes/ remarks	there might be NGO 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			Öresund Bridge, perspective metro tunnel; municipality plans, fishery closure area		IBA; EU fishery closure area			no definitions in German MSP		indirect interest from SE regarding Fishing and cables		*1: Tunnel	
Responsibility for (geographical) information about areas	SE+PL		DE			DE+SE			DK+SE		PL (together with Odra Bank)			PL		not to be considered			

4th Planners Meeting/2nd December 2015

	strong interest		minor interest		no interest		no information
	existing planning restrictions/regulations		no restrictions/ regulations known				

Example from bi-lateral meeting SE-PL



Examples from bi-lateral meeting SE-PL

Table 4: Overlapping interests and potential solutions for the Southern Middle Bank				
Overlapping Interests	Countries involved	Status: Conflict, coexistence, or competing	Description of conflict analysis	Possible/proposed solution
Offshore Wind Farm vs. Maritime Transport Routes	(SE, PL)	Conflict	SE national interest shipping lane (ferry lane) crosses POL offshore windfarms sites, Right now unsure about offshore windfarms in Poland (no permit) over Swedish ferry line - maybe no problem	Move ferry lane? What about fishing area to the south? Maybe not give new permit in the area for offshore windfarms in Poland?
Off shore Wind Farm vs. Maritime Transport Routes	(SE, PL, International)	Conflict	International shipping lane from Falsterbo TSS to Klaipeda passes over S. Middle Bank inside offshore windfarms areas	
Off shore Wind Farm vs. Nature Species Conservation Protected Areas	(SE, PL)	Competing	Building offshore windfarms affects mammals and birds	Need of common view on this?
Fishing Areas vs. Maritime Transport Routes	(SE, PL, International)	Competing	Possible re-routing of Shipping lane to Klaipeda south of Middle Bank can affect fisheries	Work for moving the traffic to the north - into the DW route. Together with HELCOM Maritime
Off shore Wind Farm vs. Nature Species Conservation Protected Areas	(SE, PL)	Coexistence	Synergy: Poland can learn wordings of restrictions from Swedish permits	
Raw Material Extraction vs. Offshore Wind Farm	(SE, PL)	Competing	Sand and gravel extraction on the same places offshore windfarms is not possible	
Raw Material Extraction	(SE, PL)	Coexistence	Possible synergy: Oil and gas extraction in Poland and CO2 storage in Sweden	Need further investigation
Raw Material Extraction vs. Planned Hydrocarbon extraction	(SE, PL)	Conflict	Possible conflict: Poland plan for extraction of oil and gas - Sweden has made political decision not to	Have a common way of illustrating the area. Inform each other about plans and intentions in the future
Dumped Munitions	(SE, PL)	Competing	Dumped munitions on Swedish waters are possibly migrating into Polish waters because of currents. Can be a problem but can be solved together.	State it in the plans
Offshore Wind Farm vs. Maritime Transport Routes	(SE, PL)	Conflict	offshore windfarms and shipping cannot be at the same place. DW route is very important. Also important for the re-routing of Klaipeda route.	Take away national interest area for wind power within the DW route
Fishing Areas vs. Military Training	(SE, PL)	Conflict	Military use hinders fisheries in the area south of the S Middle Bank	Dialogue is needed

Results South-West Baltic, example

- Improved and shared understanding of pre-conditions for planning in respective country
- Lifted unsettled border issue to relevant authorities
- Improved cooperation and openness between countries
- Documentation of the process
- Recommendations
- Learnt a lot!!!!!!!!!!!!!!!!!!!!



Conclusions South-West Baltic

- **MSP Transboundary more complex than expected when in sharp situation**
- **Policy - Technical – Planning issues**
- **Different national governance systems makes it difficult**
- **Planners do not have the mandate to solve all issues**
- **Planners do not decide about a number of issues**

Recommendations South-West Baltic, examples

- **Keep other countries up to date and national fishing activities, in particular, the identification of important fishing areas and spawning grounds vital to the growth of fish stocks. (Target; Planners)**
- **Develop joint cross-border gates for linear infrastructure in MSP (power lines, data cables, pipelines.) (Target; Planners)**
- **Neighbouring countries should avoid planning any human activities in the sea which may negatively impact on the cohesion and connectivity of cross-border protected/valuable areas. (Target; Policy)**
- **Existing shipping lanes with major international traffic flow [e.g. IMO recognized Traffic Separation Schemes (TSSs), two way routes, recommended routes, DW-routes] should only be rerouted when the current route is proven unsuitable, and alternative routes proposed by planners should be acceptable to all sectors. (Target; Policy)**



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

