



# Baltic SCOPE

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



EUROPEAN UNION  
European Maritime  
and Fisheries Fund

## 1st National Stakeholders Meeting in Poland

16 November 2015, Warsaw



# Purpose of the meeting

- To inform the Polish authorities and main operators about ways of thinking about issues of cross-border use of marine space among Polish neighbours.
- Identification of key issues and areas of cross-border spatial conflicts from the point of view of Polish, which needs to be discussed at international forum.
- Determine what knowledge about what is happening or what is planned in other countries is needed from the point of view of Polish interests at sea and from the point of view of maritime spatial planning process in Poland.
- Preparation of Polish stakeholders to participate in further international discussions.



# Participants (51 people)

- Maritime Office in Szczecin
- Maritime Office in Gdynia
- The Ministry of Infrastructure and Development
- Ministry of Economy
- Ministry of Culture and National Heritage
- Ministry of Agriculture and Rural Development
- Ministry of National Defence
- Ministry of Sport and Tourism
- Ministry of Labour and Social Policy
- Ministry of Science and Higher Education
- Ministry of Finance
- Internal Security Agency
- Border Guard Headquarters
- Regional Spatial Planning Office of West Pomeranian Province
- Hydrographic Office of the Polish Navy
- Port of Gdansk Authority SA
- Szczecin and Swinoujscie Seaports Authority
- Polish Transmission System Operator (PSE S.A.)
- Polish Offshore Wind Energy Society
- Maritime Institute in Gdansk
- The National Marine Fisheries Research Institute



# Schedule of the meeting

- **GENERAL PART OF THE MEETING / INTRODUCTION**
  - presentation of the Baltic SCOPE project, discuss the benefits of participation in such a project
  - presentation topic papers prepared by PL, DE, SE and DK
  - presentation conclusions from 'Study of conditions and directions of spatial development for Polish marine areas' (in the context their usage in the project)
- **MAIN PART OF THE MEETING - WORKSHOPS**
  - energy / infrastructure
  - fishery
  - shipping
  - environmental
- **JOINT DISCUSSION**
- **CONCLUSIONS**
- **SUMMARY**





## General questions to discussion

- What are the plans for the use of Polish sea areas in the 2050 time horizon?
- What are the main conflicts and potential synergies with other sectors?
- What questions would you formulate to neighboring countries? What knowledge and information do we need from them? What threats do we see? What synergies do we see?
- What is the current co-operation with neighboring countries? What are the problems, what are the agreements?
- What is the need to expand cross-border cooperation in the sphere of maritime spatial planning (MSP)?

# Shipping workshop

## Detailed questions for discussion:

1. What actions should be taken by the Polish planners at an early stage of preparation of MSP in relation to neighboring countries to take due account of the interests of Polish shipping?
2. Which of the impacts posed on shipping have cross-border implications and spatial nature and can be solved by spatial planning? How - bilateral, multilateral?
3. Which routes Poland should secure in spatial plans of other countries (e.g. connection with Bornholm)?
4. What cross-border aspects should be subject of spatial arrangements? The width of security / buffer zones? The methods of separation of various types of vessels on shipping routes?
5. Are the existing methods of cooperation and procedures adequate from the point of view cross-border arrangements / cooperation?

# Shipping workshop

## conclusions, proposals...

- The participants confirmed the need to take shipping routes reported by Poland to HELCOM as the basis for further work regarding other forms of human activity at sea under the Polish MSP.
- Shipping routes already reported/submitted to the HELCOM should be supplemented with ferry routes (should be contained in the MSP):
  - connection Gdynia and Gdansk with Scandinavia ports
  - connection Swinoujscie with Trelleborg and Ystad
  - connection Kolobrzeg with Bornholm (it is particularly important to take into account of this fact by the Danish Partner)
- It was stated there is the need to establish buffer zones along shipping routes (calculated by experts, taking into account international experience, determine standard).
- Areas of wind farms must be adjusted to shipping routes, military areas and nature protection areas.
- The movement of „special” ("special" i.a. SAR, military, border guards) ships within the area of wind farms should be permitted. Fishing could be also allowed in the OWR area under some conditions (limited ship size, not all kinds of fishing gear, aids to navigation provided etc.).
- We should carry out the research before drafting MSP to permit more than one type of activity in a specific area and find solution to resolve potential conflicts.
- We should take into account strategic development plans of ports e.g. deepening of the approach fairway to Swinoujscie to enable the entrance of ships with a maximum draft of c.a. 15 m (BalticMax) at a depth of c.a. 17 m in the approach fairway.
- During the process of MSP we should inform all interested parties by posting the current data on the dedicated website.





# Energy / infrastructure workshop

## Detailed questions for discussion:

1. What actions should be taken by the Polish planners at an early stage of preparation of MSP in relation to neighboring countries, to take due account of the interests of the Polish energy sector?
2. How to assess transboundary impact of large infrastructure projects? Are there clear criteria? Are they sufficient?
3. Is Poland ready to develop the concept of the Baltic energy connection (Baltic Offshore Grid)? If so, what is the interest of Poland, what do we want to achieve?
4. Are the existing methods of cooperation and procedures adequate from the point of view cross-border arrangements / cooperation?

# Energy / infrastructure workshop

conclusions, proposals...

- what is the subject of interest for our stakeholders?
  - **planned projects/investment plans of our neighbouring countries** in the form of **a public database in English**, especially those projects which will have a transboundary nature, we would like to know the intentions of other countries at the earliest stage (current procedures are multi-level, Polish stakeholder learns quite late the intentions of partners; trying to descend with information on lower level)
  - there is a need to develop methods for early participation in shaping investment decisions, regulation the process of notification and participation in the procedures (soft agreement / recommendations / international agreement?)
  - whether neighbouring countries are interested in the **internationalization of the development of offshore wind energy**? Is it national issue or international issue? Whether is possible common thinking about infrastructure corridors?
- others:
  - what are the possible restrictions on ports development?
  - transfer of experience from countries that have already taken solving conflicts between offshore wind farms and marine shipping



# Fishery workshop

## Detailed questions for discussion:

1. What actions should be taken by the Polish planners at an early stage of preparation of Maritime Spatial Plans in relation to neighboring countries to give due consideration to the interests of Polish fishery?
2. Which pressure posed on fishery and industrial fishery resources have cross-border implications and spatial nature and can be solved by spatial planning? How - bilateral, multilateral?
3. What areas (taking cod for instance) should be protected in the whole Baltic Sea to ensure the welfare of the herd throughout its life cycle? Do the measures / methods of monitoring are sufficient for determining industrial fish spawning areas and other valuable areas for fish fauna? Are they consistent transnationally?
4. Are the measures / methods of monitoring of fishery consistent transnationally and sufficient for the determination of the main fishery area?
5. Are the existing cooperation and procedures adequate from the point of view of cross-order arrangements / cooperation? Are the regulatory methods of fishery in the border areas of NATURA 2000 consistent transnationally?



# Fishery workshop

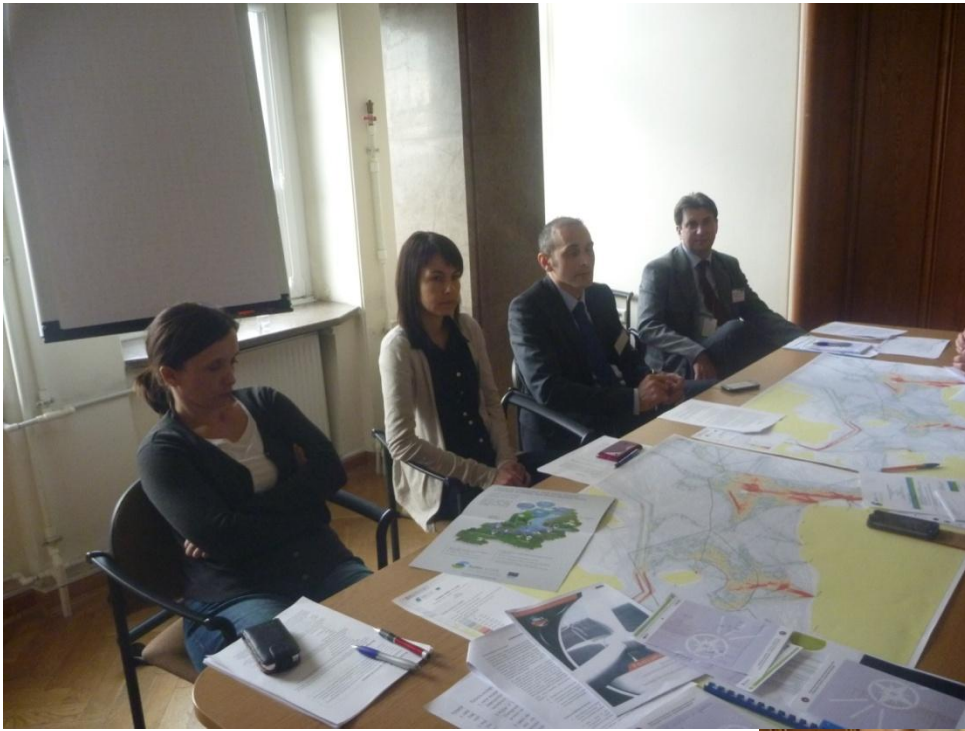
## conclusions, proposals...

- We should gather and exchange data from relevant transboundary areas on legal regulations under national law which are not the subject of regulations of EU law and on management of ichtiofauna in various forms of nature conservation under both national law (national parks, nature reserves etc.) and international law (Natura 2000 sites).
- Based on earlier point we should develop together with project partners a map (based on the same guidelines) that will present areas under regulations on fisheries and management of ichtiofauna in order to take next steps in cross-border arrangements.
- Jointly developed with project partners map which will show valuable areas for commercial fish resources taking into account: migration routes of fish, place of spawning grounds, places of rearing fish fry, feeding grounds. During the works it will be necessary to select in cooperation species that will be presented on the map eg. flounder (*Platichthys flesus*), cod (*Gadus morhua*), herring (*Clupea harengus*), etc. to take further steps in cross-border arrangements.
- Add to the procedure of EIA for maritime spatial plans specifically dedicated guidelines on fishing (taking into account in particular: commercial fish migration routes, places of spawning, rearing fry places, feeding grounds), which takes into account the transboundary impact for them of the plan.

# Fishery workshop

## conclusions, proposals...

- We must take an action and some cross-border arrangements in order to harmonize monitoring and harmonize data from the monitoring of fisheries and ichtiofauna resources, not only at the level imposed by international law, but also to allow the creation a database necessary for the purposes of maritime spatial planning.
- We should try to discuss the impact of fishing activities on the national level in each project partner country on trophic chains the whole Southwest Baltic (for instance: massive catches of lesser sandeel (*Ammodytes tobianus*) off the coast of the southern Baltic to the Polish side - probably affect the diet of cod (*Gadus morhua*).
- We should analyze/assess losses related to occupation valuable fishing grounds and valuable fish habitats for investments which prevent or hinder commercial catches and the development of ichtiofauna. For this purpose we can use the method associated with the analysis of ecosystem services, which enable making decisions that can not ignore important ecosystem and cultural topics.
- We should engage in discussion on the possible use areas occupied by large-scale investments such as wind farms. They could be multifunctional in order to allow conduct aquaculture in the areas of wind farms in the context of retraining (re-skilling) in the fisheries sector.



# Environmental workshop

## Detailed questions for discussion:

1. What actions should be taken by Polish planners at an early stage of preparation of Marine Spatial Plans (before SEA) in relation to neighboring countries in order to properly take into account the needs of the Polish marine areas?
2. What are the problems in cross-border procedures (in particular in relation to the EIA and SEA) from the Polish point of view?
  - Do understanding / defining of adverse impact is the same in every country?
  - Is the status of the area (the protection of) cross-border areas is the same in each of neighboring countries?
  - Can these problems be solved (supported) by spatial planning?
3. Would you say that the protection of the marine environment is consistent transnationally? If not, where do you recognize the problems?
4. What is important / the most important in transnational cooperation: procedures, official well-defined network of relationships, knowledge, informal platform for cooperation, etc.? Are these forms well developed and should be strengthened - what recommendations are there?
5. Are there in Polish sea areas that should be protected in order to ensure coherence of the Baltic protected areas?



# Environmental workshop

## conclusions, proposals...

- Different approach to protected objects and different protective measures

It is important to verify the arrangements with regard to the subjects of protection in the marine protected areas in the partner countries. Very often within marine protected areas located side by side, often on both sides of the border, which were established for the protection of the same natural habitats or species of animals, according to the same legal basis (i.e. EU directives - Habitats and Birds), the approach to protective measures applied to the same subjects is varied.

In marine Natura 2000 sites of one country regulations may be stricter than in other countries, for instance, you can not locate the wind farm, while in another country such investment is permitted to be carried out. Therefore we are not in a position to interfere with the legislation of neighbouring countries, but it would be useful to have information on the applicable procedures in other countries and what is the approach to the protection of designated Natura 2000 sites. This information will be helpful in taking actions and decisions in particular for cross-border procedures in connection with implementation of projects that may affect protected areas of neighbouring countries.

- Verification of existing arrangements in the cross-border areas (conflict of use)

It is recommended to verify the cross-border arrangements in existing areas, due to conflict of interests, for example German nature conservation reserve has been determined on the track of approach fairway to the Polish ports in Swinoujscie and Szczecin. In the mentioned reserve there is introduced, inter alia, the prohibition of dredging, which is essential to maintain appropriate parameters of the fairway Swinoujscie - Szczecin. The area in question located in the Pomeranian Bight is also located in two German military areas: maritime and aviation, which also is associated with different approach to terms of use of this area (e.g. temporary closure).

# Environmental workshop

## conclusions, proposals...

- New protection species / areas

There are areas that are not yet protected, which the European Commission points out as those that might require such protection. At the moment Polish Ministry of the Environment is committed to the conservation of the harbour porpoise, whose population is very sparse. On 6 th November 2015 the General Director for Environment Protection formally approved the program to protect the harbour porpoise. „Harbour porpoise protection program” is a synthesis of existing knowledge and experience with conservation of these species, it identifies threats and proposes actions to be taken in order to improve the conservation status of harbour porpoises, including a description of the manner of their implementation and sources of funding. The program was prepared on the basis of proposal from WWF Poland. There are indications aiming at taking protective measures to cover not only the Polish marine areas and not only selected protected areas because the object of protection is not only indicated location but specie .

- Verification of legal basis – unified interpretation

It is advisable to verify the legal basis for determining the status of marine protected areas. In the case where different legal bases were the grounds for creating such areas one should consider whether by the time of amendment / update / revision of already approved plans, it is necessary to work out arrangements (unified interpretations) relating to the status of protected areas so that they were similar and consistent for all countries.

- Protection of cultural heritage

The protection of cultural heritage is a matter that does not fall directly in activities related to nature conservation, but some objects like wrecks may provide valuable habitats for fish or invertebrates. The reports predicting the environmental impact should be taken into account this issue, however ambiguous approach on this issue is applied in all partner countries. The fact that this topic has not been undertaken so far is the evidence of marginalization of the subject, because the cultural heritage also needs protection and it should be remembered that if we do not take specific actions today, then it may soon cease to exist.



Zawieszanie w Międzyzdrojach	10.30 - 11.30	Prezentacja i zakończenie konferencji
11.35 - 12.25	Prezentacja wyników Work Caba i powołanie grup konsultacyjnych	
12.25 - 13.25	Dyskusja plenarna	
14.25 - 14.55	Prezentacja wyników projektu i zaproszenie na spotkanie partnerskie	
14.55 - 15.15	Wyniki prac nad projektem i zaproszenie na międzynarodową konferencję	

**Baltic SCOPE**  
Baltic Sea Region  
European Cooperation  
Latvia Sweden Poland Germany  
Estonia Slovenia  
Regional Solutions  
Partnership for  
Innovating Solutions



# General conclusion, general impression...

... there is a great need for interdisciplinary discussions on strategic decisions concerning the functioning of Polish marine areas in the future!

... there is a great need for this type of meetings / conversations / discussions...







# Baltic SCOPE

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

Thank you for the attention!

Swedish Agency  
for Marine and  
Water Management



BUNDESAMT FÜR  
SEESCHIFFFAHRT  
UND  
HYDROGRAPHIE



Ministry of Environmental  
Protection and Regional  
Development  
Republic of Latvia



SYKE



Danish Ministry of the Environment  
Nature Agency



REPUBLIC OF ESTONIA  
MINISTRY OF FINANCE



EUROPEAN UNION  
European Maritime  
and Fisheries Fund



NORDREGIO  
Nordic Centre for Spatial Development