

Shipping questionnaire

The requirements of the shipping industry need to be balanced nationally and internationally in relation to other interests in respect of safety requirements, accessibility and environmental impact. Effective planning of shipping channels and routes and supporting infrastructure on land would help to reduce the burden on the environment and increase the volumes of cargo and passenger traffic.

Shipping constitutes a traditional activity at sea and is likely to be affected by other new or expanded uses of the sea demanding space that imply less flexibility for the shipping. In some cases it may also result in limiting the space for shipping as other uses of marine space or protection of areas for fish habitats is recommended through a MSP process.

Challenging questions:

There is an increase of activities at sea and we expect more competition of space. For instance, a country can allocate space for off shore windparks, protected areas etc. that may influence the location/width/passage of shipping route.

1. What is required in the Baltic Maritime Spatial Planning processes in order to consider the shipping interests of other countries?
2. Under what kind of circumstances shipping stakeholders are ready to make changes in the existing shipping routes locations?
3. What are the best ways of involving shipping stakeholders in the Maritime Spatial Planning processes of the Baltic countries?
4. What kind of additional research is required from the perspective of shipping?

Requirements of the sector	Current shipping activities in the Central Baltic
<ul style="list-style-type: none"> • Safe and economically efficient shipping routes 	<ul style="list-style-type: none"> • The most intensive shipping is in the Swedish waters passing the island Gotland and heading to the Gulf of Finland. • Shipping to the port of Riga plays also an important role by having heavy traffic in a context of CBC area. • Narrow Irbe strait and intensive shipping
Recommendations	
<ul style="list-style-type: none"> • Safety at sea and navigation requirements are adequately addressed during preparation and planning. • In case of potential changes shipping consequence analyses should be carried out • Recognised risk assessment methods should be used (incl. the risk of ice conditions) • Potential changes of international main routes (Deep water route T, transit traffic flow in connection with TSSs through the area) are necessary to carry out through IMO. • Centre lines of planned shipping routes should be connected between different countries. 	
Needed research	
<ul style="list-style-type: none"> • Socio-economic research that would mirror the shipping importance in the marine space • Feasibility studies about the risk assessment and risk management plans based on the shipping safety and security and other new sea uses (for example windmill parks, underwater energy etc versus safe and secure shipping). • Research about small crafts actual routes of the use to find out the most frequent small crafts sailing areas. • Within the Swedish MSP actions are now taken to further investigate the ecological impact of the ship routes and the potential consequences of action in line with offshore banks Södra 	

midsjöbanken, Norra midsjöbanken and Hobourgs bank located south of Gotland and Öland. In the first drafts of Swedish MSP the area around the banks will likely be treated as a case for further investigation (utredningsområde).

	Synergies	Conflicts
Cross-border / cross-sector	Environment – Shipping Maritime safety	Environment – Shipping Intensively used shipping routes have negative impacts (disturbance, oil spills) on marine ecosystems, especially on areas of high ecological value Rerouting of shipping (e.g. Midsjl banks) Spills of hazardous substances
	Shipping - Fisheries Co-existence in marine space	Shipping –Fisheries Shipping noise Pollution / Damage of fish habitats Limitation of fishing with passive fishing gears on shipping routes
	Energy – Shipping Common use of ports and services Use of service ships for Energy installations OWF as navigational signs Co-existence of ships and cables	Energy – Shipping OWF restrict space for shipping activities OS Wave can restrict additional space for shipping activities
	National / cross-sector	Energy –Shipping Multi-use port infrastructure Service vessels for energy Co-existence with the cables
	Shipping- Fisheries Multi-use of ports	