



Ministry of Infrastructure and the
Environment



Maritime Spatial Planning process: experiences from the Netherlands

Lodewijk Abspoel

on behalf of Leo de Vrees



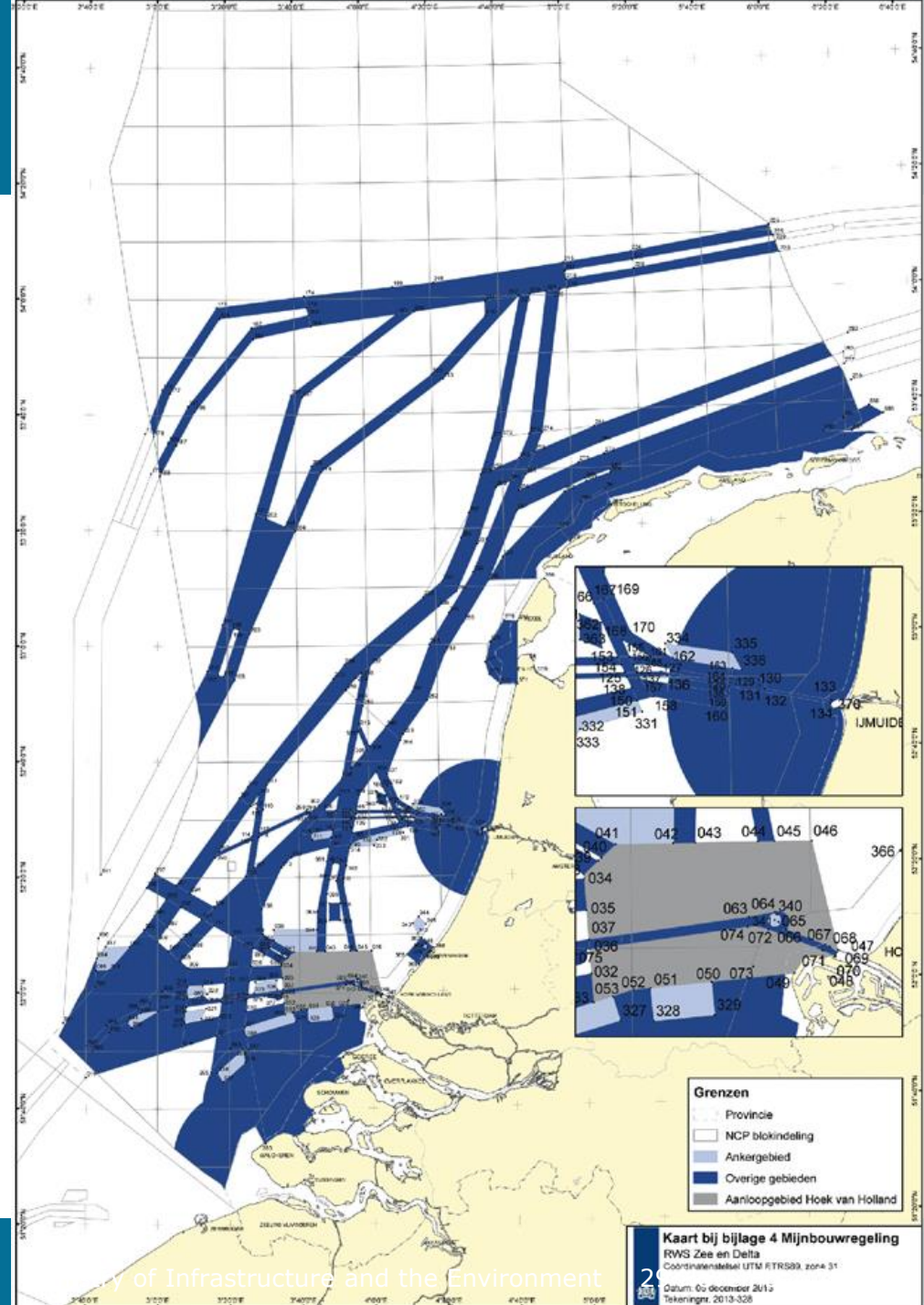
Flyland, 2001



First 'plans' (before 2005):

Annex to the mining legislation:

- Restrictions for exploration and exploitation for offshore oil and gas:
 - not in anchor areas, shipping routes, approach areas





Successive plans and implementation (1)

- 2005: *Management* plan for the North Sea 2015
 - Who is doing what at sea?
 - Opportunity maps
- Evaluation 2005 - 2009
 - 76 applications for wind farms, subsidy for only 3
 - Conflicts around specific spots (i.e. around the 12 mile zone)
 - Call from stakeholders for planning by the government and the need for a long term perspective



Cyclic process

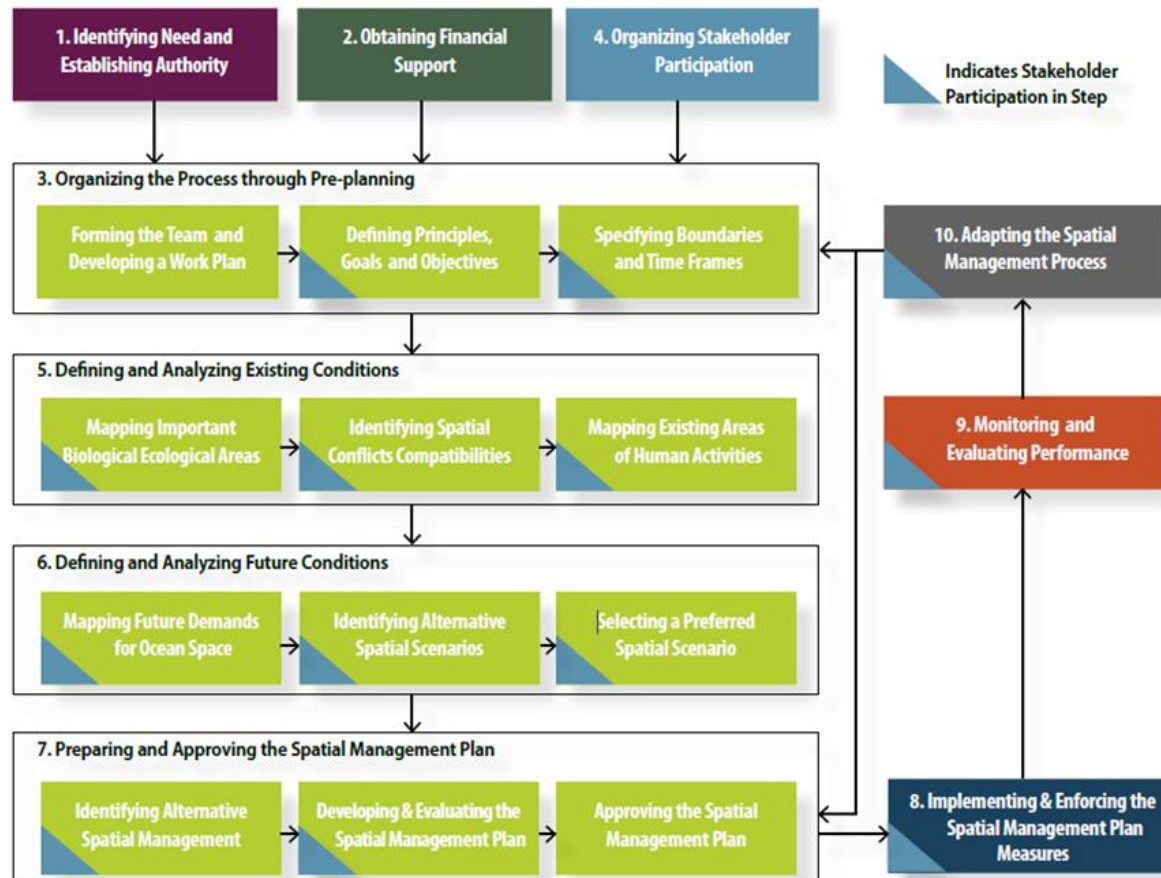


Fig. 1. A Step-by-Step Approach to Marine Spatial Planning



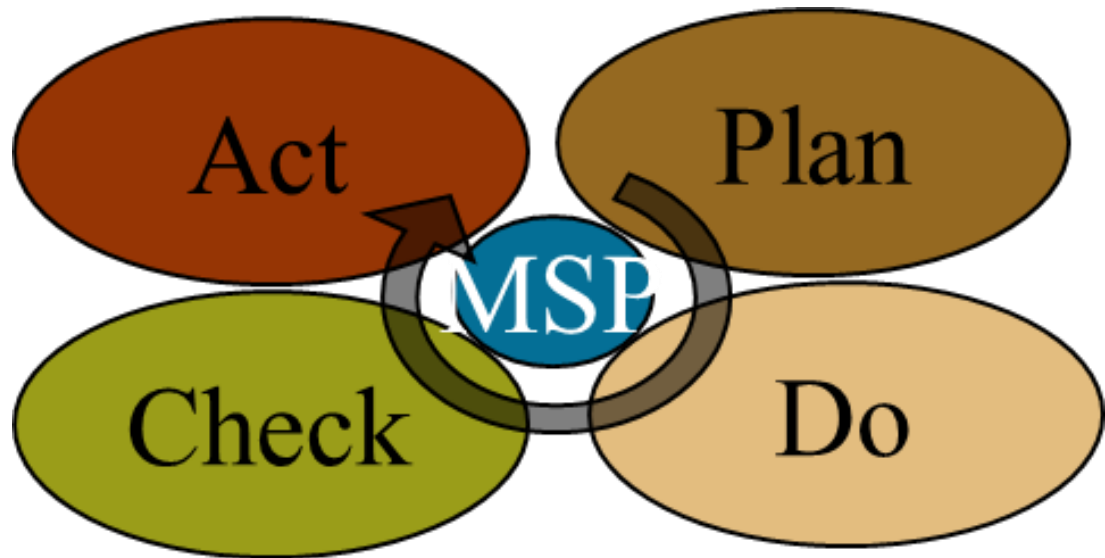
Successive plans and implementation (2)

- 2009: First *Policy Plan* for the North Sea 2009 – 2015
 - ‘Structural vision’ which obliges Government to act accordingly
 - Finding space for 6000 MW (1000 km²) and reserving sand mining areas
 - Space for the other priority activities: shipping, oil & gas, defence and CCS
- Evaluation 2009 - 2015:
 - ‘Learning by doing’
 - Development planning rather than comprehensive spatial plan
 - International: learning and acknowledging the differences



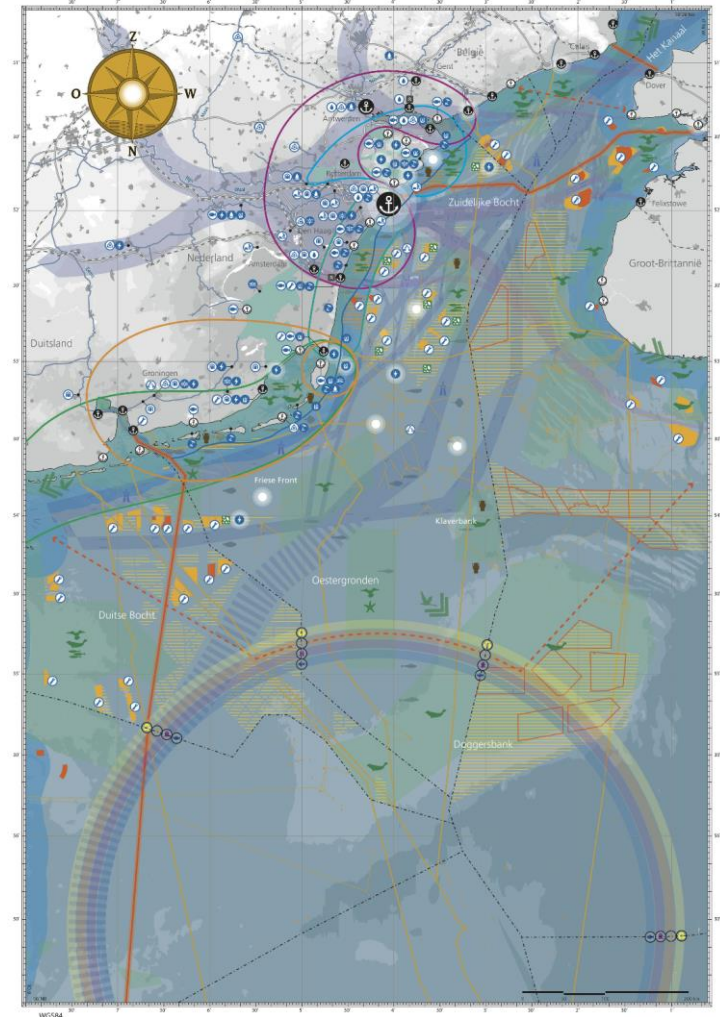
Monitoring and evaluation

- Compliance monitoring
- Performance monitoring
- State of the environment



2014: a new vision on MSP

- What can the sea contribute to blue growth?
- A clean, healthy, biodiverse and productive sea.
- Building with nature, energy transition, multiple use, land-sea connected and shipping.

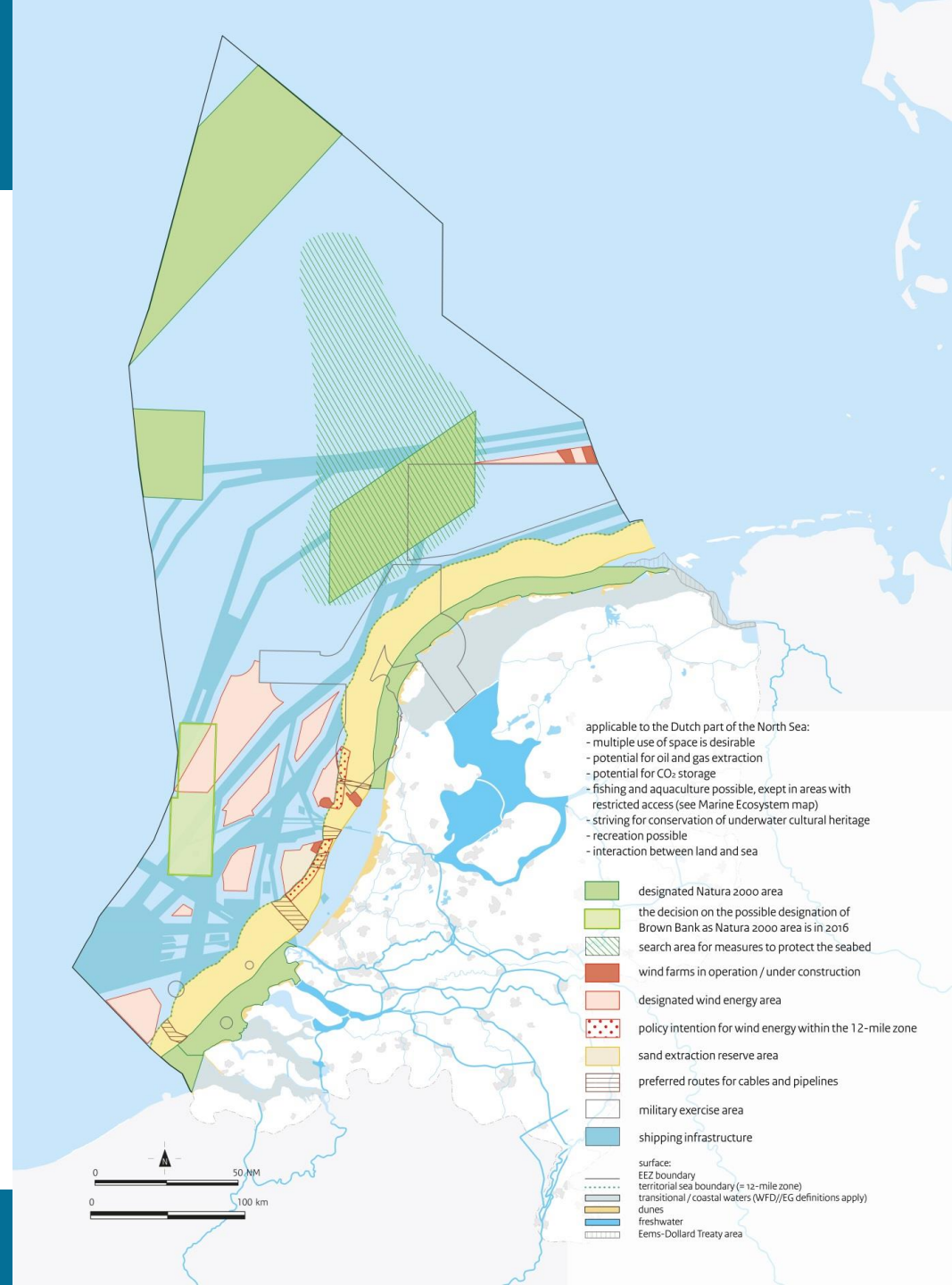




2016: Second Policy Plan 2016 - 2021

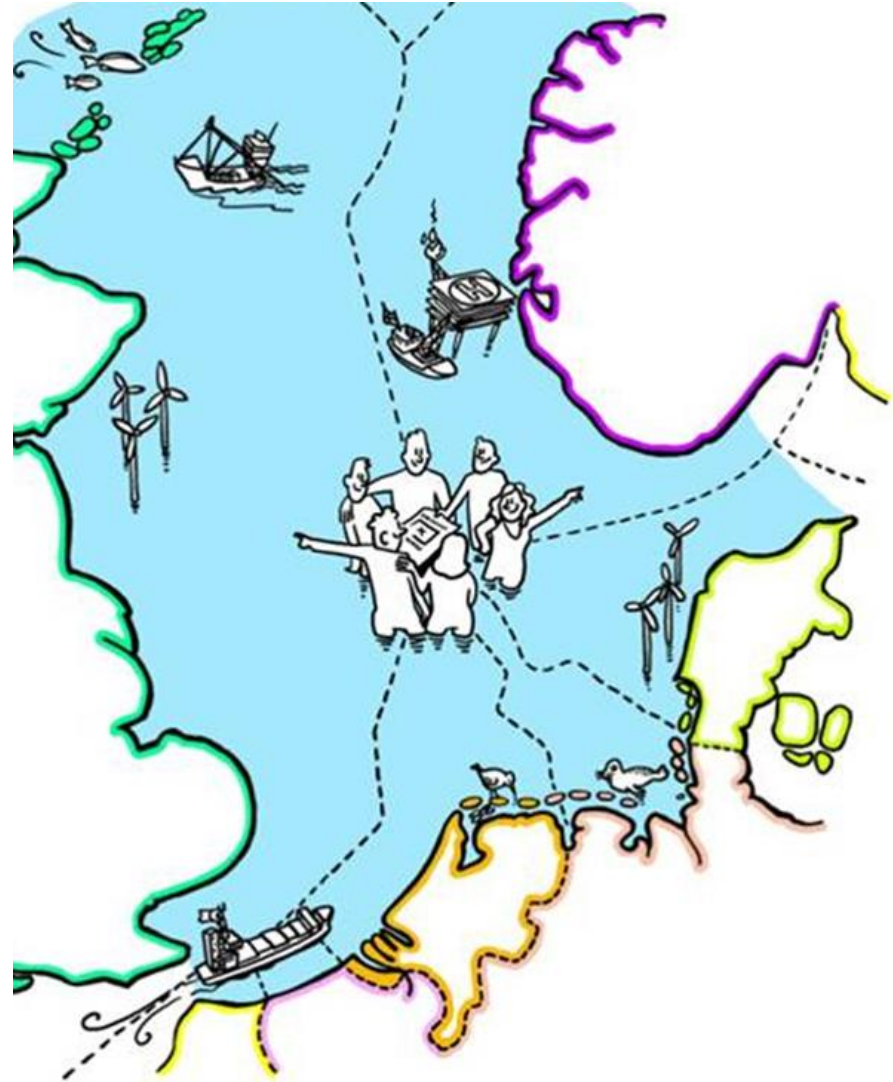
- Long term vision 2050
 - Includes a *Maritime Spatial Plan which complies with 2014/89/EU*
 - Spatial focus on activities of national importance:
 - Oil&gas, CCS, defence, shipping, wind (3450 MW or 600 km² in 2023), sand mining strategy
 - Integrated plan with measures for the MSFD (incl. marine litter and extra seafloor protection)
 - Transparent Assessment Framework for other activities
 - International cooperation
 - Extensive public participation
- Detailed arrangements in management plans for specific areas

Maritime Spatial Plan for the Netherlands as part of the North Sea Policy 2016-2021

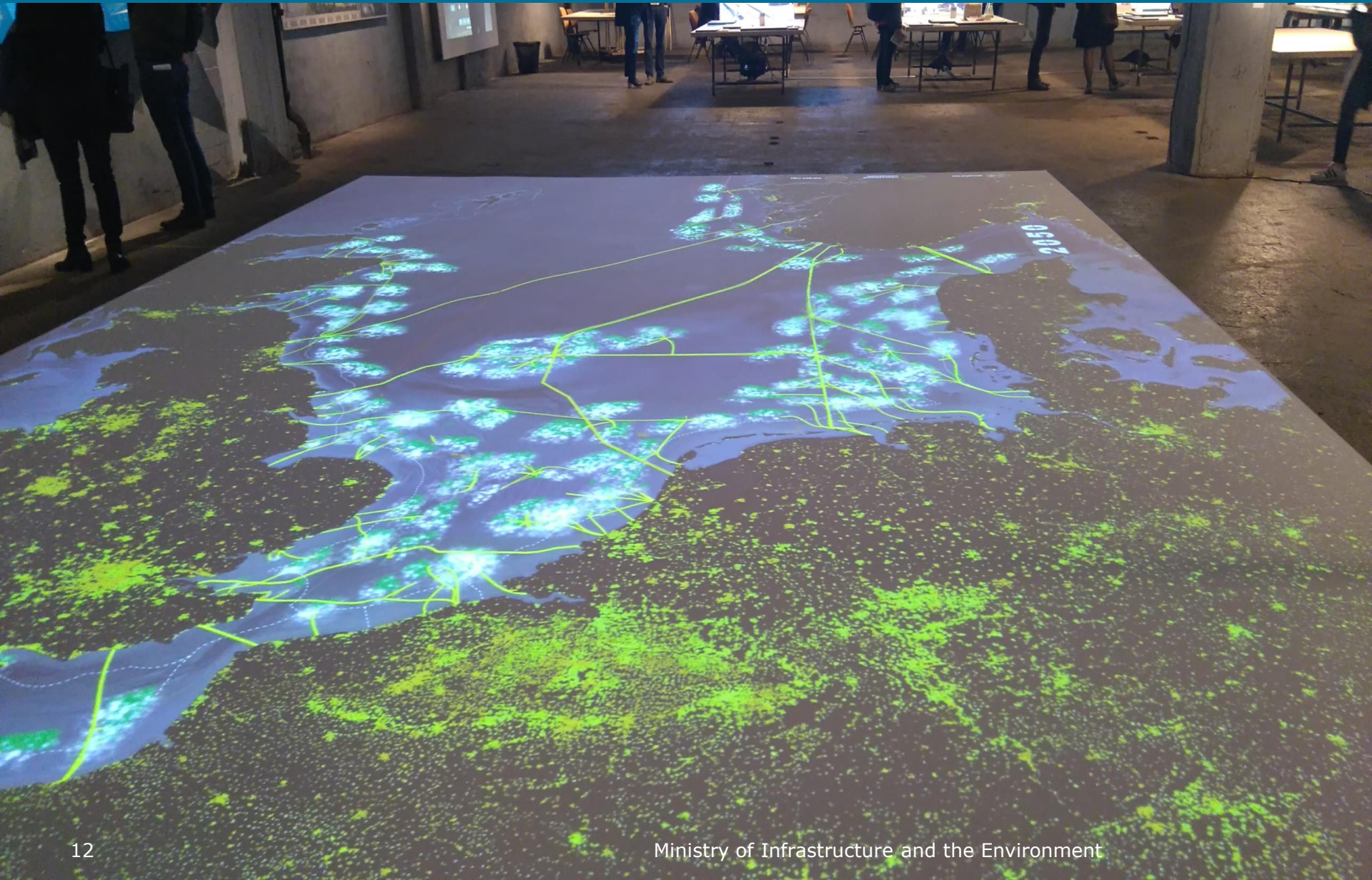


International cooperation

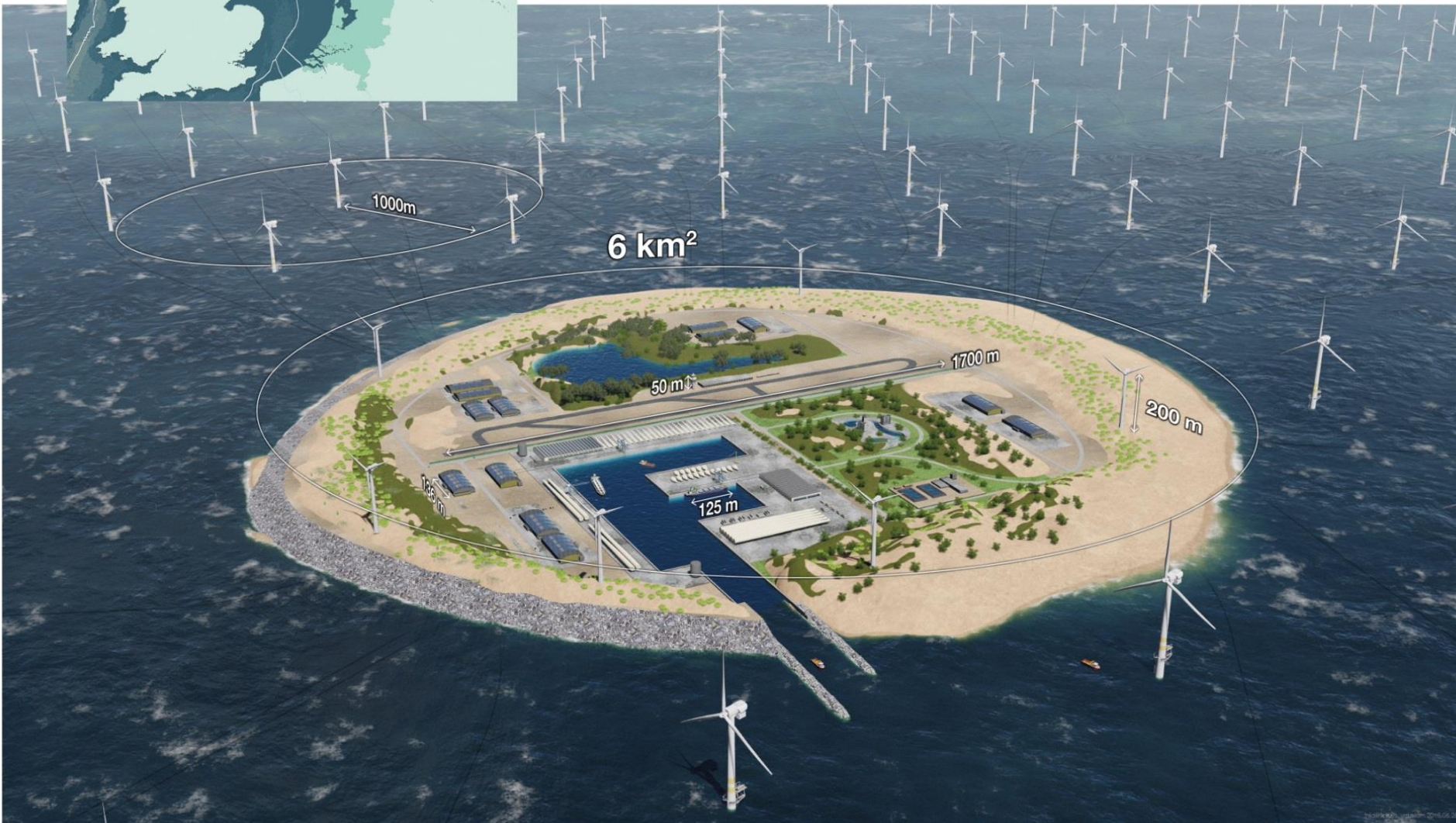
- International cooperation is essential for an international sea basin
- Playing chess at different boards
- Research, management, policy



VISION IABR: NORTH SEA 2050?



Dogger Island





Some lessons learned

- Define the scope and communicate this (expectation management)
- Focus on the main issues and urgencies, do not aim for 'everything'. It is a cyclic process
- Early involvement of stakeholders and interest groups: confidence grows only slowly
- Fixed positions create inflexibility instead of creativity
- Joint Fact Finding: knowledge is all over. Combine practical (i.e. captains) and theoretical knowledge (i.e. models, risk analysis).
- Best solutions are reached when everybody 'wins' something
- Second time is much easier than the first time
- Although countries have different time horizons and planning schedules, exchange at an early stage the scope and issues



Martime Spatial Development Strategy 2030





Maritime spatial planning philosophy



If you want to go fast, go alone

If you want to get far, go together

<https://www.noordzeeloket.nl/en/index.aspx>

