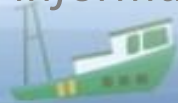# Background

Drivers:

❑   Directive 2014/89/EU of the European Parliament and of the Council of 23 July 2014 **establishing a framework for maritime spatial planning**

As part of the planning and management process, Member States bordering marine waters shall cooperate with the aim of ensuring that maritime spatial plans are coherent and coordinated across the marine region concerned. Such cooperation shall take into account, in particular, issues of a transnational nature. (Article 11)

Member States shall organise the use of the best available data, and decide how to organise the sharing of information, necessary for maritime spatial plans. (Article 10)
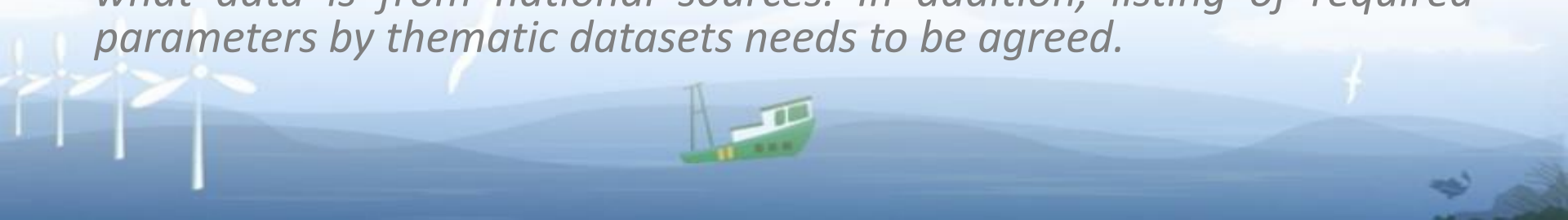
Background

Drivers:

❑ HELCOM-VASAB Guidelines on transboundary consultations, public participation and co-operation

In order to obtain coherence in the plans, the underlying data should be as uniform as possible. In order to achieve this, a common understanding and documentation should be achieved on what thematic datasets should be sourced from international sources and what data is from national sources. In addition, listing of required parameters by thematic datasets needs to be agreed.

Background

To deal with that issues, in 2015, has been established HELCOM-VASAB Baltic Sea Region **MSP Data Expert Sub-group**

Approved by HELCOM 36-2015 and VASAB CSPD/BSR on 3 March 2015 and reaffirmed by 69th VASAB CSPD/BSR meeting on 25-26 May 2015.

Terms of Reference
**for a Baltic Sea Region MSP Data Expert Sub-group (BSR MSP Data ESG)**

Objective

The BSR MSP Data Expert Sub-group (hereinafter - BSR MSP Data Expert Group)

- supports data, information and evidence exchange for MSP processes with regard to cross-border / trans-boundary planning issues,
- facilitates the work of the HELCOM-VASAB MSP WG and helps with implementation of the WG's work-plan incl. the Regional Baltic MSP Roadmap 2013-2020.
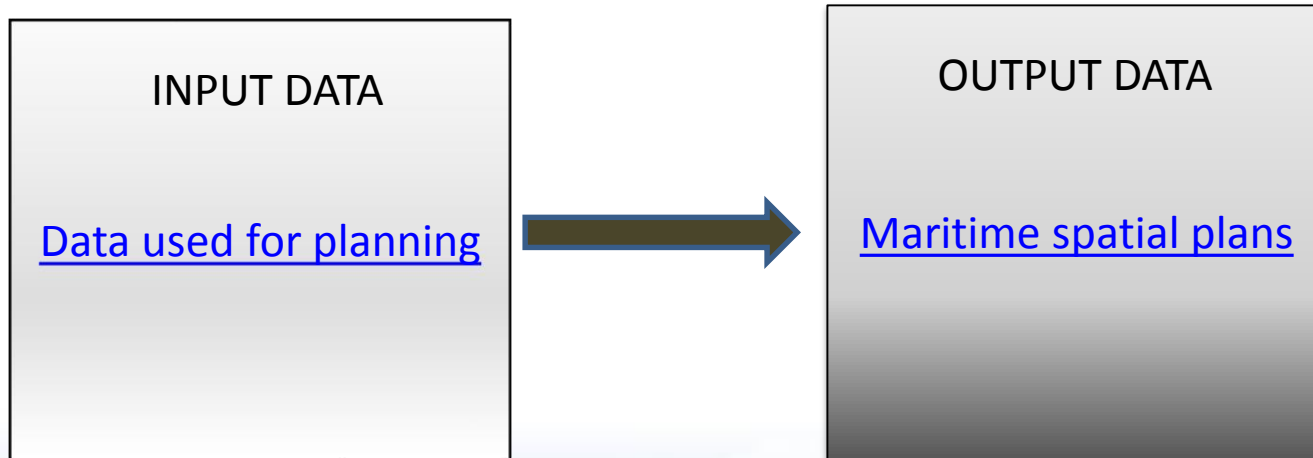
What are MSP Data

It can be **everything** related to the sea i. e.:

- Environmental (biological, oceanographical, geological, bathymetry, climate change effects etc.)

- Data on human use of the sea (borders, investments, traffic routes etc.)

- Economic and social data etc.

- Maritime spatial plans.

MSP Data

INPUT DATA

[Data used for planning](#)

OUTPUT DATA
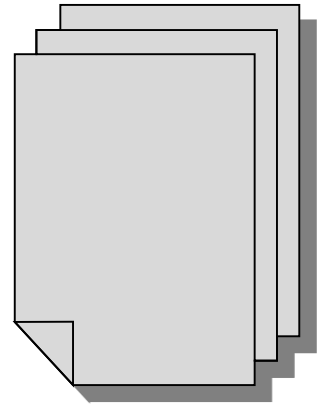
[Maritime spatial plans](#)

Harmonization of OUTPUT Data

- Data layers should be structured the same way as the possible activities, uses and interests are listed in MSP Directive (Article 8);

- Output data could be used also as an INPUT data for other maritime spatial plans

Data Gaps in INPUT data

❑ The availability and transparency of research data is not well organised at governmental level and planners lack systematic approach how to implement research data into MSP, as well as comprehensive information about what kind of information which institutions have;

❑ Many scientific institutions have developed GIS systems that could be integrated into MSP;

❑ Scientific or monitoring data usually cannot be used directly for MSP – additional clarification or harmonisation is needed;

❑ The performance of new initiatives (like improvement of data availability) is quite often affected by decreasing/insufficient number of employees in state administrations – existing recourses barely cover current duties;

❑ Some data or information is available in written format, tables, on papers - additional processing is needed for MSP purposes;

❑ Different institutions use different terminology describing similar data sets that might be confusing when looking for relevant data for MSP;

❑ Only information on military exercise areas is available, other information is considered as restricted;

❑ There is poor information on owners and use of existing cables in sea;

❑ At national level there is no single data base for tourism/recreational information – the information is fragmented at local or regional level;

Vision

- To facilitate MSP (INPUT and OUTPUT) data exchange, which is important especially for transboundary issues, those data could be easily available via web services

- For requirements for the MSP OUTPUT data, could be use INSPIRE standards (standards, services, Land Use Data Specification etc.)

Conclusions

- Harmonization of INPUT Data in BSR is a huge task
- Harmonization of OUTPUT Data is possible and desired for MSP cooperation
- Data availability and common understanding of data will not ensure the coherence of the maritime spatial plans - countries should have cross-border consultations/discussions before drafting planning solutions
- For development of maritime spatial plans, in terms of data, use of both languages – national and English, should be considered.

Task

What, in Your opinion, is missing in terms of DATA needed to consult MSP?

- groups up to 8 persons
- 10 minutes of work
- one speaker per group

THANK YOU!

Katarzyna Krzywda

Ministry of Maritime Economy and Inland Navigation

Poland