Baltic SCOPE

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

EUROPEAN UNION
European Maritime and Fisheries Fund

The Ecosystem Approach in Maritime Spatial Planning

A Checklist Toolbox

AUTHORS OF THIS REPORT

In the Baltic SCOPE project, Maritime Spatial Planning (MSP) authorities and Regional Sea Organizations in the Baltic Sea Area came together for the first time to find the planning solutions to transboundary issues and improve the Maritime Spatial Planning processes.

This Toolbox on how to implement the Ecosystem Approach in Maritime Spatial Planning is one of the project outputs. It includes three checklists with focus on three different challenges in Maritime Spatial Planning. The checklists have been developed with the Baltic Sea context in mind, but are probably valid in other sea areas as well.

The Baltic SCOPE project was led by the Swedish Agency for Marine and Water Management and carried out from March 2015 to March 2017 with the following partners: The Federal Maritime and Hydrographic Agency in Germany, the Danish Maritime Authority, the Maritime Office in Szczecin representing Poland, the Estonian Ministry of Finance, VASAB, HELCOM, the Finnish Environment Institute (SYKE) and Nordregio.

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THE ECOSYSTEM APPROACH IN MARITIME SPATIAL PLANNING

A CHECKLIST TOOLBOX

BY THE BALTIC SCOPE PROJECT

MARCH 2017

TABLE OF CONTENTS

1 THE ECOSYSTEM APPROACH IN MARITIME SPATIAL PLANNING - A CHECKLIST TOOLBOX 3

1.1 Introduction 3

1.2 Why a checklist toolbox? 3

1.3 About the Ecosystem Approach 3

1.4 Interpretation of the Ecosystem Approach in MSP 5

2 The General Ecosystem Approach Checklist 6

2.1 Presentation of the General Ecosystem Approach Checklist 7

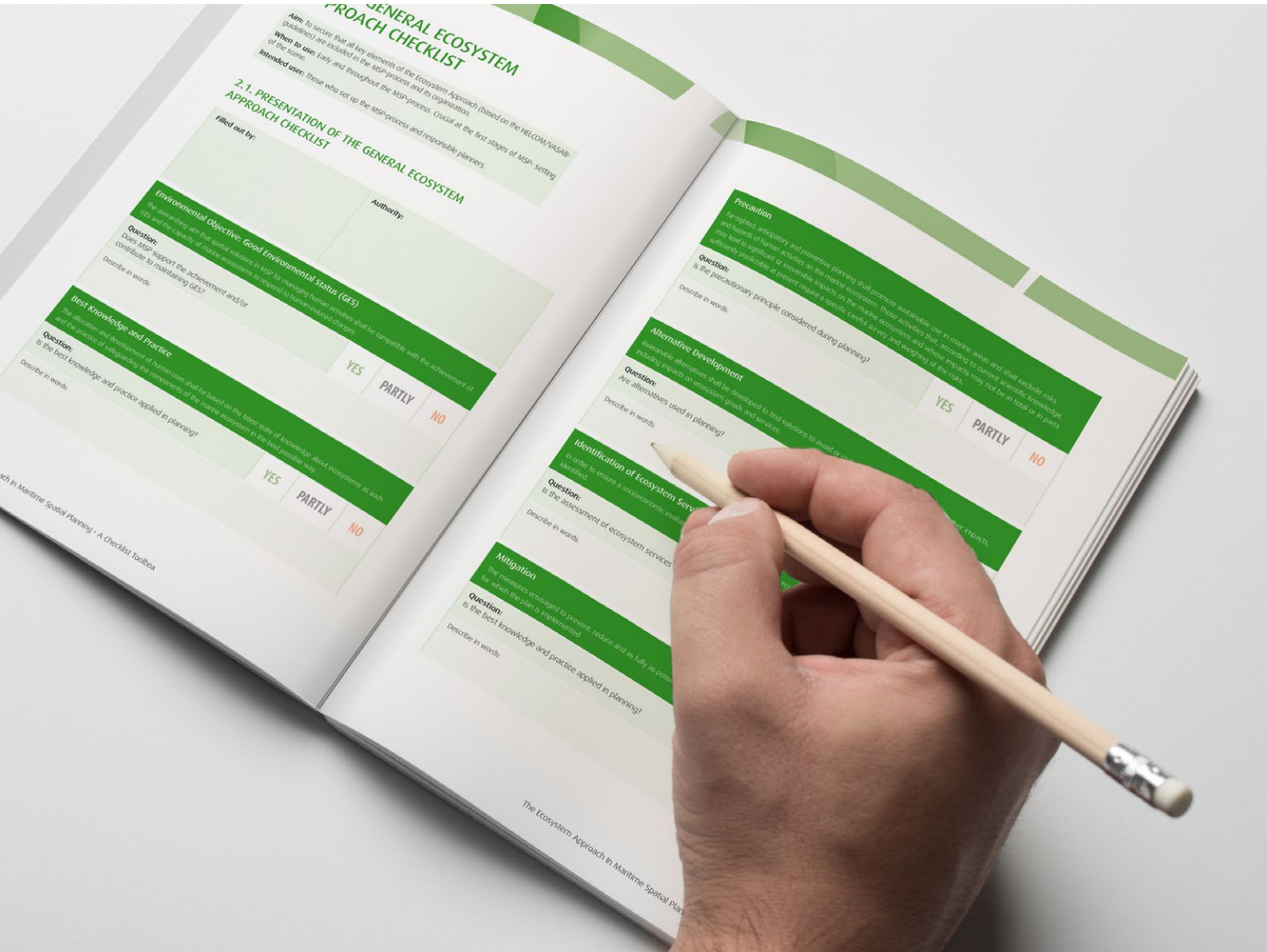
2.2 Analysis of the application of the general Ecosystem Approach checklist for the Baltic Scope partner countries 9

3 The Planning Support Checklist 13

3.1 Presentation of the Planning Support Checklist 14

4 The Strategic Environmental Assessment Checklist 17

4.1 Presentation of the Strategic Environmental Checklist 18



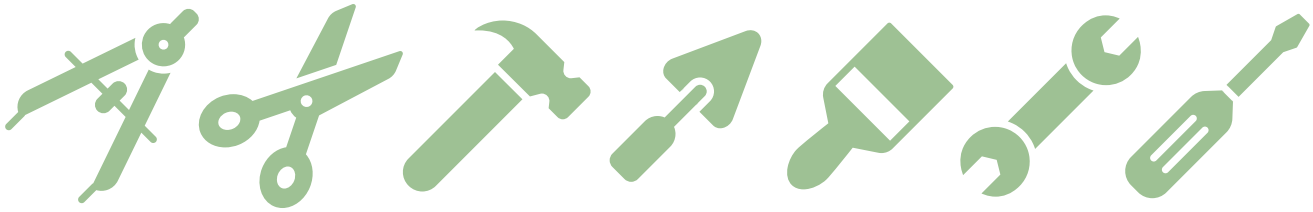
1. THE ECOSYSTEM APPROACH IN MARITIME SPATIAL PLANNING - A CHECKLIST TOOLBOX

1.1. INTRODUCTION

There is a lot of talk about the Ecosystem Approach, or as called in the EU-directives "an Ecosystem Based Approach", in Maritime Spatial Planning (MSP). Many have heard its name but few have actually seen it. And those who have cannot really be sure.

This is where the Baltic SCOPE-project saw a need to make a difference. An Ecosystem Approach task force was formed under the lead of Sweden with participants from Estonia and Latvia. The group was later enlarged to include all project partners by adding Poland, Germany and Denmark.

This checklist toolbox represents the results of the task force and is an official output from the Baltic SCOPE project. The aim of the toolbox is to contribute to a harmonized understanding of what the Ecosystem Approach is and how it can be practically implemented in MSP.



1.2. WHY A CHECKLIST TOOLBOX?

This toolbox has a checklist approach. What are the reasons for that? There are several aims with developing a number of checklists to support the implementation of the Ecosystem Approach in MSP:

- To show that applying the Ecosystem Approach in MSP is possible.
- To show that there are a number of dimensions in the Ecosystem Approach and you should consider them all.
- To simplify the method for MSP responsible authorities and consultants.
- To contribute to the harmonization of the application of the Ecosystem Approach in MSP.

The checklist approach also includes the outlook that there is no single right way to implement the Ecosystem Approach. The different dimensions of the general checklist can be considered and applied in different ways in different countries. But the checklists still indicate a minimum level for the implementation, as all dimensions/key elements have to be considered.

1.3. ABOUT THE ECOSYSTEM APPROACH

The Ecosystem Approach was first defined in the context of the Convention of Biological Diversity (CBD) as follows:

"The Ecosystem Approach is a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way."

In addition to this, it was also described in 12 principles (the Malawi principles) – which further develop the contents of the Ecosystem Approach and provide a good basis on what it should include.[1]

While originating from the CBD the Ecosystem Approach has been widely integrated in marine policy such as the Marine Strategy Framework Directive (2008/56/ec) and the Maritime Spatial Planning Directive (2014/89/ec) where it is called an "Ecosystem-based Approach". In this toolbox we stress the link to the CBD definition and hence use the shorter "Ecosystem Approach".

Marine Strategy Framework Directive

"An Ecosystem-based Approach, whereby human activities affecting the marine environment will be managed in an integrated manner promoting conservation and sustainable use in an equitable way of oceans and seas."

Maritime Spatial Planning Directive

"The application of an Ecosystem-based Approach will contribute to promoting the sustainable development and growth of the maritime and coastal economies and the sustainable use of marine and coastal resources."

A specific guidelines document on MSP was developed by the HELCOM/VASAB working group and agreed by the contracting parties. The guidelines inter alia include a number of key elements of the Ecosystem Approach and a table showing the MSP planning procedure and the Ecosystem Approach as part of the planning procedure including Strategic Environmental Assessment (SEA).

1.4. INTERPRETATION OF THE ECOSYSTEM APPROACH IN MSP

The Ecosystem Approach can be divided into two parts related to the following questions: what to achieve- the goal-oriented part, and how to achieve it – the more practical part. Yet the what and the how are linked.

THE ECOSYSTEM APPROACH

WHY?

BECAUSE IT MAKES A DIFFERENCE IN MSP FOR THE BALTIC SEA

SO WHAT IS IT?

IT'S A STRATEGY OF LOVE, FOR THE PLANET, FOR THE PEOPLE, FOR PARTICIPATION, FOR KNOWLEDGE, FOR YOU, FOR ME, FOR US

Jan Schmidtbauer Crona 2016

1 Secretariat of the Convention on Biological Diversity, 2004. The Ecosystem Approach (CBD Guidelines), in: Secretariat of the Convention on Biological Diversity, editor, Montreal, p. 50. ISBN 92-9225-023-x.

What to achieve

The Ecosystem Approach is a strategy for the integrated management of land, water and living resources that promotes conservation and sustainable use in an equitable way, with the aim to ensure that human use of ecosystems is kept within the limits of the ecosystems' capacity to regenerate with regard to their structure, dynamics and function.

How to achieve it

The application of the Ecosystem Approach entails a holistic systems perspective on the marine ecosystem and its interaction with human activities, the adoption of the precautionary approach and adaptive management. It demands a continuous development of knowledge on ecosystems and their use, mapping and assessment of ecosystem services and the values they provide as well as horizontal and vertical participation and cooperation between planners, researchers, sea use sectors and other stakeholders.

General method to integrate the Ecosystem Approach in MSP

The Ecosystem Approach in MSP is a holistic approach with a focus on preserving/restoring marine ecosystems and maintaining ecosystem services to support human needs. It should provide spatial solutions for the management of human activities in a way that is compatible with the achievement of good environmental status (GES) and the capacity of marine ecosystems to respond to human-induced changes.

More specifically the Ecosystem Approach should be implemented in MSP processes through the following key elements[2] and integrated impact assessments.

Key elements of the Ecosystem Approach

- Best knowledge and practice
- Precaution
- Alternative development
- Identification of ecosystem services
- Mitigation
- Relational understanding
- Participation and communication
- Subsidiarity and coherence
- Adaptation

Integrated assessments as part of the planning procedure

- SEA (linking to Environmental Impact Assessments (EIA) for projects)
- Socio-economic assessment including the identification and evaluation of Ecosystem Services

The checklists that have been developed aiming at encouraging and simplifying the application of these challenges are presented in the following part of the toolbox.

2 Joint HELCOM-VASAB Maritime Spatial Planning Working Group. 2015. Guidelines for the implementation of the Ecosystem-based Approach in MSP. pp. 18 Available at: http://www.vasab.org/index.php/maritime-spatial-planning/msp-wg

2. THE GENERAL ECOSYSTEM APPROACH CHECKLIST

Aim: To secure that all key elements of the Ecosystem Approach (based on the HELCOM/VASAB-guidelines) are included in the MSP-process and its organization.

When to use: Early and throughout the MSP-process. Crucial at the first stages of MSP- setting of the scene.

Intended user: Those who set up the MSP-process and responsible planners.

2.1. PRESENTATION OF THE GENERAL ECOSYSTEM APPROACH CHECKLIST

Filled out by:	**Authority:**

Environmental Objective: Good Environmental Status (GES)

The overarching aim that spatial solutions in MSP for managing human activities shall be compatible with the achievement of GES and the capacity of marine ecosystems to respond to human-induced changes.

Question: Does MSP support the achievement and/or contribute to maintaining GES?	YES	PARTLY	NO
Describe in words:			

Best Knowledge and Practice

The allocation and development of human uses shall be based on the latest state of knowledge about ecosystems as such and the practice of safeguarding the components of the marine ecosystem in the best possible way.

Question: Is the best knowledge and practice applied in planning?	YES	PARTLY	NO
Describe in words:			

Precaution

Far-sighted, anticipatory and preventive planning shall promote sustainable use in marine areas and shall exclude risks and hazards of human activities on the marine ecosystem. Those activities that, according to current scientific knowledge, may lead to significant or irreversible impacts on the marine ecosystem and whose impacts may not be in total or in parts sufficiently predictable at present require a specific careful survey and weighing of the risks.

Question: Is the precautionary principle considered during planning?	YES	PARTLY	NO

Describe in words:

Alternative Development

Reasonable alternatives shall be developed to find solutions to avoid or reduce negative environmental and other impacts, including impacts on ecosystem goods and services.

Question: Are alternatives used in planning?	YES	PARTLY	NO

Describe in words:

Identification of Ecosystem Services

In order to ensure a socioeconomic evaluation of effects and potentials, the ecosystem services provided need to be identified.

Question: Is the assessment of ecosystem services included in planning?	YES	PARTLY	NO

Describe in words:

Mitigation

The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment for which the plan is implemented.

Question: Is mitigation applied in planning?	YES	PARTLY	NO

Describe in words:

Relational Understanding

It is necessary to consider various effects on the ecosystem caused by human activities and interactions between human activities and the ecosystem, as well as among various human activities. This includes direct/indirect, cumulative, short/long-term, permanent/temporary and positive/negative effects, as well as interrelations including the sea-land interaction.

Questions: Is a holistic systems perspective used in planning?	YES	PARTLY	NO

Describe in words:

Participation and Communication

All relevant authorities and stakeholders as well as a wider public shall be involved in the process at an early stage. The results shall be communicated. The Integrated Coastal Management (also known as ICZM), as an informal and flexible instrument, can support the process of participation and communication.

Question: Is participation and communication ensured in planning including the Strategic Environmental Assessment (SEA)?	YES	PARTLY	NO

Describe in words:

Subsidiarity and Coherence

MSP shall be carried out at the most appropriate planning level and shall seek coherence between the different planning levels.

Question: Is the subsidiarity aspect and coherence between levels considered in planning?	YES	PARTLY	NO

Describe in words:

Adaptation

The sustainable use of the ecosystem should apply an iterative process including monitoring and reviewing.

Questions: Is adaptation considered in planning?	YES	PARTLY	NO

Describe in words:

2.2. ANALYSIS OF THE APPLICATION OF THE GENERAL ECOSYSTEM APPROACH CHECKLIST FOR THE BALTIC SCOPE PARTNER COUNTRIES

The filled out general Ecosystem Approach checklists (see annex 1) were analysed to evaluate the extent of common ground and differences in the application of the Ecosystem Approach between the partner countries. The results are presented below for each key element of the checklist.

Environmental Objective: Good Environmental Status (GES)

Question: Does MSP support the achievement and/or contribute to maintaining GES?

Common ground: The objectives for preserving marine ecosystem and maintaining GES are set. GES indicators - applied or to be applied in Latvia, Sweden and Poland.

Differences: In German MSP the focus is more on the preservation of species, habitat migration roots. Other Marine Strategy Framework Directive (MSFD) descriptors not yet considered.

Conclusions: There is a common view on the objective level with similar approaches in all countries. However, a common ground on the application of GES and other environmental indicators would have to be established.

Lacking discussion on the transboundary dimension and the need for a Baltic Sea region perspective with regard to GES.

Best Knowledge and Practice

Question: Is the best knowledge and practice applied in planning?

Common ground: Yes, data has been collected and analysed in most cases. All countries apply comprehensive existing data collection as well as additional research / mapping/ analysis for the purpose of MSP.

Differences: The degree of involvement of the scientific community varies, just as the extent of data collection.

Conclusions: All countries apply the best available knowledge but how about the "best practice"? As we are at an early stage in MSP and are still gathering examples of the types of practice it may still be too early to talk about "best practice" in detail.

The importance of not leaving out issues due to lacking data was noted. The existing data should be used and developed further.

Precaution

Question: Is the precautionary principle considered during planning?

Common ground: Yes, there is a focus on cumulative assessments, and decision-making is linked with SEA for planning and EIA at the project level.

Differences: There are probable differences in how it will affect planning and balancing between interests.

Conclusions: No clear common interpretation of the precautionary principle in MSP yet.

Seemingly different interpretations of the precautionary principle and in how uncertainty is addressed in the decision making process.

Need to develop a definition of the precautionary principle in relation to MSP and share that view/interpretation.

Alternative Development

Question: Are alternatives used in planning?

Common ground: Yes, in some form. Scenarios and/or other planning alternatives are or will be used. Such were lacking in Germany's first round of MSP but will likely be included in the forthcoming planning.

Differences: Differences in how scenarios and or alternatives are used. In Latvia "extreme" or alternative policy scenarios were used while in Sweden alternative planning options are highlighted more often at an early stage.

Conclusions: How you use scenarios or alternatives depends on the stage of planning. Scenarios may fill an important role at an early stage in MSP, to provoke discussion on the future sea uses. Concrete planning alternatives may serve the same purpose in the later planning stages. Different scenarios can be built based on different spatial solutions of the same objectives or as solutions to reach different policy objectives. Scenarios can be used to analyse potential conflicts between policy objectives.

Identification of Ecosystem Services

Question: Is the assessment of ecosystem services included in planning?

Common ground: Yes, ecosystem services have been included (except in Germany's first MSP-round) but the methodology is still unclear for a majority of partners.

Differences: A difference may be how and in which stages ecosystem services are considered.
Germany, and probably Sweden, will include ecosystem services in their socio economic analysis.
Latvia has performed biophysical mapping of ecosystem services as part of its stocktaking and evaluation in SEA and socio economic assessment.

Conclusions: There is a common view that an ecosystem services perspective should be integrated in MSP, but uncertainty on how this should be carried out, one Nordic project tries to address this question, "Integration of ecosystem services in MSP and Coastal Planning". A project report including a proposed methodology will be published in spring 2017.

It is possible to evaluate impacts on ecosystem services without monetary evaluation as well as to analyse trade-offs of the supply of ecosystem services between different alternative planning solutions/scenarios as part of socio-economic assessment (including monetary valuation or scoring). There is a need for transparency with regard to methods of ecosystem services, to avoid bias in assessments. An analysis of the potential for blue growth may be based on an ecosystem services approach.

Mitigation

Question: Is mitigation applied in planning?

Common ground: Yes and not yet. Mitigation will be considered and SEA is raised as a tool to identify mitigation measures in the plans during the planning stages. Links to the project licensing process are also mentioned by Germany and the role of EIA to include mitigation at the local level.

Differences: There are different interpretations of the definition for "mitigation", with possible confusion with the term "precaution".

Conclusions: There is a common view that mitigation should be considered in MSP. There is a need to define "mitigation"; does it include actions that ought to not be taken as well as setting conditions for offsetting impacts. Examples of mitigation in MSP are needed.

Relational Understanding

Question: Is a holistic systems perspective used in planning?

Common ground: Applied by performing direct, indirect and cumulative impact assessments.

Differences: There are differences in how elaborate methods have been developed in addressing cumulative effects.

Conclusions: Interaction between different human activities and their cumulative effects on the ecosystem and services it provides, still has to be investigated, preferably on the pan-Baltic scale. Linking MSP and SEA to project licensing and EIA could be improved.

Participation and Communication

Question: Is participation and communication ensured in planning, including the SEA?

Common ground: Stakeholders are actively engaged in MSP and SEA processes in all countries.

Differences: Which stakeholders are involved at which stages vary to some extent.

Conclusions: There is a common agreement that participation and communication should be carried out both with regard to setting planning objectives at an early stage in MSP and throughout the planning process.

SEA- requirements of the ESPOO-convention regulate how formal cross-border consultations should be carried out with a focus on the transboundary environmental impacts of the national MSP.

Providing the same knowledge and tools to all stakeholders and giving them possibilities to understand planning options and their effects, is an issue of transparency.

Subsidiarity and Coherence

Question: Is the subsidiarity aspect and coherence between levels considered in planning?

Common ground: Yes, but the "fragmentation" of the planning system varies. In some countries the national level goes all the way to the coastline with little overlap with municipal planning while an 11 nautical mile overlap exists in Sweden.

Differences: The main differences lie in the extent to which local MSP is carried out and how it relates to the national MSP.

Conclusions: National and local solutions have to be applied at the appropriate levels to strengthen links between planning stages. Have to aim to address planning issues at appropriate levels.

Adaptation

Question: Is adaptation considered in planning?

Common ground: Yes, most recognise the need to review the plans within a 6-10 year period. The plans should be updated with new interests and new knowledge.

Differences: There are few differences but probably more will arise when experiences develop.

Conclusions: There is a challenge for countries to have an updated plan, which is a question of national priorities and the requirements for reviewing the plans. Are the MSP-systems flexible enough to provide for adaptation to the current situation/ revisions in planning solutions before the formal updating period? Legal procedural constraints etc.

3. THE PLANNING SUPPORT CHECKLIST

This "checklist" is actually a table to be used in the planning process to identify potential conflicts and synergies and their possible solutions. It is hence more of a guideline for planning. It was developed with the idea that decisions on plan alternatives are made in the actual planning process. The checklist includes the three sectors: shipping, energy and fishery, in relation to the environment.

CONFLICTS and SYNERGIES in relation to the ENVIRONMENT

Aim: To proactively contribute to the implementation of solution building in the actual planning activities.

When to use: The checklist should be used in the MSP process.

Intended user: Responsible planners.

3.1. PRESENTATION OF THE PLANNING SUPPORT CHECKLIST

SHIPPING

SYNERGIES	Potential positive environmental impacts

- Maritime safety will require safety distances to shore and physical infrastructure, which may function as a buffer zone with regard to sensitive environments.
- Travel through deep-water routes (reduced squat effect) may, depending on the length of the route, reduce fuel consumption, thus reducing environmental and economic costs.

CONFLICTS/RISKS	Potential environmental impacts

- Intensively used shipping routes may have negative impacts (disturbance, oil spills and other pollutants, noise etc.) on marine ecosystems, especially on areas of high ecological value.
- Rerouting of shipping (e.g. Midsjö banks) may be an alternative to avoid spills of hazardous substances in sensitive environments.

RECOMMENDATIONS IN MSP	Potential solutions

- Ensure that correct safety zones are established in MSP.
- Coordinate safety zones with neighbouring countries.
- Take into account future shipping trends and technologies.
- Identify, potential areas with high levels of ecological value and existing or potential protected areas according to national/international regulations.
- Identify shipping routes, which may have negative impacts on the marine environment (protected birds, areas of high ecological value etc.).
- Identify and assess possible spatial solutions. What are the pros and cons of the alternatives?
- Consider possible rerouting of ship traffic to deeper water based on energy efficiency studies.
- Include the solutions in the SEA of MSP and in consultations with stakeholders.
- Inform neighbouring countries and the International Maritime Organization (IMO) of the current MSP-discussion if relevant.
- Take into account the current status of initiatives under development of international bodies like, inter alia, IMO, IALA, HELCOM, which may influence MSP arrangements.
- If rerouting of ship traffic is required all above mentioned considerations must be taken into account, agreement with stakeholders at an international level shall be achieved for the enforcement of these solutions in practice.

FISHERIES

SYNERGIES	Potential positive environmental impacts

- Fish species are part of the marine ecosystem and depend on GES of marine waters.
- Sustainable use of fish stocks is part of a sustainable use of the seas.
- Marine Protected Areas (MPA) - protection measures can improve fishing grounds, spawning areas, fish stocks in the long term.

CONFLICTS/RISKS	Potential environmental impacts

- Fisheries has a major impact on fish stock of commercial fish. Fisheries has changed the ecosystem in many respects over time.
- By-catch of fish, seals, harbour porpoises and birds may also have negative impacts.
- Demersal trawling has potential negative impacts on benthic habitats.
- Seals damage fishing gear by fishing from it.
- MPAs – can set limitations to fishing activities in the short term.

RECOMMENDATIONS IN MSP	Potential solutions

- Identify the possible win-win areas for fish stock protection (spawning and nursery areas) and of other ecological value.
- Regulate fishing in fish spawning areas and gillnet fishing in important harbour porpoise areas.
- Identify possible measures to prevent trawling in sensitive coastal areas or other sensitive areas.
- Identify the areas where demersal trawling would have significant impact on benthic habitats and related ecosystem services and identify measures to prevent the negative impacts.
- Identify measures to prevent impacts on seals (e.g. application of seal-safe fishing gear).
- Make sure any MPA is large enough and has functional protection (regulation of harmful activities).

ENERGY

SYNERGIES	Potential positive environmental impacts

- Offshore Wind Farms (OWF) contribute to increasing the share of renewable energy, towards fossil fuel independence and climate change mitigation.
- OWF can have a positive impact on biodiversity by:
  - Creating sanctuaries for fish populations by limiting access of commercial fisheries and shipping activities.
  - Creating habitats, as artificial reefs, for benthic communities.

CONFLICTS/RISKS	Potential environmental impacts

OWF:

- Can be obstacles for migration/access to feeding grounds of birds and bats.
- Their construction and dismantling works disturb certain species like harbour porpoises and may affect benthic habitats.
- In the operational phase of OWF, additional noise (aerial/underwater) as well as potentially dangerous substances are being introduced into the marine environment, moving turbines may damage birds/bats, additional ship traffic (noise, spills, disturbance) is generated.
- Cable laying may damage shallow water habitats (but in most cases this is a temporary impact).
- Power cables may obstruct migration of certain species sensitive to magnetic fields.
- Risk of enabling migration of invasive species by introducing a "stepping stone" hard bottom substrate.

RECOMMENDATIONS IN MSP	Potential solutions

- Consider the long-term perspective and understand OWF as an environmentally beneficial source of renewable energy.
- Identify areas where OWF can contribute as increasing biodiversity and protect against the impact from fishing and shipping.
- Consider future technological improvement of OWF, and the potential to combine floating OWF with protected areas.
- Avoid pile driving in sensitive areas and seasons.
- Avoid wind farms with dense positioning of turbines in important bird areas or important bat migration areas and bat feeding grounds.
- Avoid cable trenching through sensitive bottom vegetation (sea grass).
- Position cables with in-between separation to avoid synergetic electromagnetic fields.
- Assess cumulative effects of impacts (also from several wind farms in a trans-boundary context) on bird and bat migration.
- Provide the most environmentally friendly solution (track option) to avoid laying down pipelines in sensitive/protected areas and plan the construction phase (which may be the most harmful to the environment) taking into account seasonal characteristics (spawning, nursery, migration periods etc.)
- Coordinate with neighbouring countries - cross-border gates for linear infrastructure in MSP (power lines, data cables, pipelines).

4. THE SEA CHECKLIST

Aim: To contribute to a harmonized SEA application in Baltic SEA in MSP, which contributes to the implementation of the Ecosystem Approach and fulfils the requirements of the SEA-directive.

When to use: The checklist should be used while preparing for SEA and during the SEA-process as part of MSP.

Intended user: Those who order and those who carry out SEA in MSP.

The HELCOM/VASAB guidelines on the Ecosystem-based Approach in MSP provide a table (Table 1 "Implementation of the ecosystem-based approach in the Maritime Spatial Planning process" pages 12-18 in the guidelines), which gives a detailed description of how SEA can be integrated in MSP. The SEA-checklist provided in this toolbox can be seen as a "Quick-Start instruction" or an "SEA-Essentials" checklist tool. For further details we refer to the table in the guidelines.

Legal requirements and SEA

The EU SEA-directive (2001/42/EC) sets the bar for SEA in Europe. In addition, the Convention on EIA in a Transboundary Context (the ESPOO Convention) regulates trans-border consultations. The Kyiv (SEA) Protocol to the ESPOO Convention requires its parties to evaluate the environmental consequences of their official draft plans and programmes.

4.1. PRESENTATION OF THE STRATEGIC ENVIRONMENTAL CHECKLIST

Filled out by:	Authority:

SEA - elements	Checklist answers
Screening	
Will SEA be carried out?	
Which regulation lays the basis for the screening?	
Scoping	
Which environmental aspects are relevant to assess? Biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including, architectural and archaeological heritage, landscape.	
Which descriptors from the Marine Strategy Framework Directive (MSFD) are relevant?	
Which ecosystem services are relevant?	

SEA Integration in Planning	
How is SEA integrated in the MSP-process?	
Which linkages between the planning process and the SEA are present?	

Baseline Basics	
Which are the ecologically important areas, which may be affected by MSP? Including those with high biodiversity, valuable habitats, Natura 2000 sites, HELCOM MPAs and other MPAs What is known on the coherence of the MPA-network?	
Which are the actual and potential threats on the marine ecosystems?	

Alternative Development	
How are "reasonable" alternatives included in planning?	
Are different planning solutions presented?	
Is it possible to identify strategic choices in planning?	
How is the "zero alternative" defined and used in the assessment?	

Impact Assessment	
Which are the significant environmental effects of the plan?	
Which are the cumulative impacts?	
Does the plan support the achievement and/or contribute to maintaining GES and other environmental targets?	
Which are the impacts on relevant ecosystem services?	

Communication/Consultations/Public Participation	
Who participated in the assessment and what is their opinion on the results?	
Have ESPOO-consultations been carried out?	
Has feedback been given on responses from neighbouring countries?	
Mitigation	
How are environmental impacts minimized or prevented?	
SEA-Report	
Are the SEA-directives requirements considered?	
Monitoring and Review for Adaptive Management	
How will the environmental impacts of the plan be monitored and audited?	

APPENDIX 1.
APPLICATION OF THE GENERAL ECOSYSTEM APPROACH CHECKLIST – FILLED OUT BY ALL BALTIC SCOPE PARTNERS

Environmental Objective: GES

Does MSP support the achievement and/or contribute to maintaining GES?

SWEDEN

YES | PARTLY | NO

Achievement of GES is included in the Swedish environmental objective "A Balanced Marine Environment, Flourishing Coastal Areas and Archipelagos" which lays the basis for MSP. It is also specifically included in the 4th paragraph of the Swedish MSP-ordinance that the plans should contribute to reaching and attaining GES in the marine environment. Criteria and indicators for assessing the impacts of the plans in relation to GES have been used in the first SEA-documents for draft plans and will be developed further to link MSP with the MSFD.

ESTONIA

YES | PARTLY | NO

Estonia's Planning Act states that one of the functions of MSP is to determine the measures required for the protection of the marine environment. This does not only mean MPAs, but the protection of the good status of the whole marine environment. It is also stated that MSP must take into account, within spatial planning, protected areas and the conditions for their use. Before the start of MSP, the methodology for taking GES criteria and indicators into account in MSP impact assessments is still being worked out.

LATVIA

YES | PARTLY | NO

One of the strategic objectives of Latvia's MSP is a "Preserved Marine Ecosystem and its Resilience by Ensuring Protection of Biodiversity and Averting Excessive Pressure From Economic Activity". Few MSP related GES indicators (e.g. Benthic Quality Index (D1); Spawning stock biomass (D3); Zooplankton mean size vs. total stock (D4); Summer chlorophyll concentration (Depth distribution of Fucus vesiculosus and Furcellaria lumbricalis D5); Population structure of Macoma balthica (D6) along with the conservation status of benthic habitats and data on species distribution) were applied when assessing environmental impacts of alternative sea use scenarios, performing SEA as well as elaborating the optimum sea use solutions. These indicator areas were also included in the proposal for the evaluation of the MSP performance in relation to its environmental objective, quoted above.

POLAND

YES | PARTLY | NO

Due to the amended "Act on Marine Areas and Marine Administration" in Poland the MSP in Poland should be developed applying the Ecosystem Approach, meaning that:

- The influence of planned investments will be kept at a level allowing the achievement and sustainment of GES.
- The ecosystem capacity and resilience will be sustained.

The sustainable and continuous use of marine resources and ecosystem services will be sustained.

GERMANY	YES	PARTLY	NO

One of the main overall guidelines for the MSP in the German EEZ (2009) reads: "Securing natural resources by avoiding disruptions to and pollution of the marine environment. Additional negative impacts on the marine environment shall be minimised, and the precautionary principle applied. Focus is being set on protection of marine fauna and flora, biotopes and habitats, as well as bird migration routes. Thus a number of uses are subject to the requirement that any damage to or destruction of sandbanks, reefs, as well as habitats of benthic communities, considered particularly vulnerable and valuable should be avoided – within as well as outside of Natura 2000 areas." MSP for the EEZ is being named contributing to the MSPD.

In the course of SEA, areas assigned to fixed infrastructure developments have been assessed regarding their compatibility towards the FFH and Birds areas, according to respective directives.

DENMARK	YES	PARTLY	NO

It is not yet clear how GES will be factored into Denmark's MSP.

Best Knowledge and Practice

Is the best knowledge and practice applied in planning?

SWEDEN	YES	PARTLY	NO

Sweden is coordinating the national MSFD-practice with the MSP-process. Important coordination topics are: MPA-development, data management, and the assessment of pressures from human activities. Mapping of marine green infrastructure and the identification of areas with high ecological values are additional important steps in developing the best knowledge and practice in MSP.

ESTONIA	YES	PARTLY	NO

Before the start of MSP, some research and analyses is being carried out. This includes gathering and mapping information of fisheries, spawning grounds, birds and their migration etc. In addition, cooperation between different institutions in charge of different marine activities and protection of marine environment is enhanced.

LATVIA	YES	PARTLY	NO

The latest research data and knowledge was used in the development of MSP, involving leading scientists in marine biology and experts from MSP related fields. In addition to existing information, new data sets were developed on the distribution of fish species and fishery activity, a complete map on sea bottom sediments were compiled and used for benthic habitat mapping and assessment of the potential of ecosystem service supply.

POLAND	YES	PARTLY	NO

One of the first planning steps in Poland was the analysis of conditions, which entailed mapping as well as gathering of best available knowledge and data describing the environment. For the 2015 Study, analyses of marine ecosystem were performed, allowing to outline the most vulnerable areas for macrobenthos, macroalgea, birds, ichtiofauna and mammals. The areas of greatest ecological value were designed. Data on protected species and natural conditions has been gathered.

GERMANY	YES	PARTLY	NO

For both sea areas of the German EEZ (North Sea and Baltic Sea) very detailed and comprehensive data were being compiled and assessments made, on all relevant biological and physical aspects, and conditions of the marine environment (sediment, water, marine phytoplankton, zooplankton, benthos and types of biotopes, fish, marine mammals, sea birds, migrating birds, bats, biological diversity, interrelationships between subjects of protection, pollution, seascape and cultural heritage). Apart from using data from scientific research activities, monitoring programmes, literature etc. information and evidence was gathered from EIAs for several OWF projects in the North and Baltic Seas.

DENMARK	YES	PARTLY	NO

It is expected that input on the knowledge of ecosystems and best practice on safeguarding them will be integrated into the planning process.

Precaution

Is the precautionary principle considered in planning?

SWEDEN	YES	PARTLY	NO

Sweden is developing a spatial cumulative assessment tool called Symphony to be used in MSP. The aim is to use it in planning to understand the current and future pressures on the marine environment. It includes gathering maps for all marine activities and weighting and linking their pressures to mapped ecosystem components.

Using this tool (Symphony) implies emphasis on the assessment of uncertainties because all maps will include a spatial representation of data certainty and weighting scores will also be assigned with a level of certainty. Level of assessment uncertainty will thus be indicated alongside the level of impact, for every part of the plan.

The precautionary principle will be considered when the cumulative impacts from activities is high and alternative uses of the sea are considered as means to reduce high cumulative impacts.

ESTONIA	YES	PARTLY	NO

As MSP is enacted on a national level in Estonia, some decisions are left to the next stages in marine use – licensing etc. This means that MSP will set criteria and future research that is needed in order to make decisions on marine use after the adoption of MSP.

LATVIA	YES	PARTLY	NO

The available spatial information on biologically valuable/sensitive areas was used when defining suitable areas for sea use development (e.g. allocation of sites for wind parks, marine aquaculture, cables). The areas where significant negative impact could be expected were avoided. Furthermore, the areas of potential high biological value were identified, which shall be surveyed for possible extension of the MPA network. According to the zoning map of permitted sea uses, activities, which could potentially endanger the protected marine habitats and species, are not allowed before the completion of the investigations.

POLAND	YES	PARTLY	NO

MSP in Poland have just started. There are plans to develop/use some kind of cumulative assessment tool.

The areas of high ecological value will be the baseline for designing the planning units.

MSP will be accompanied by the EIA – ensuring the precautionary approach is in place.

The "Act on Marine Areas and Marine Administration", setting out the obligation to prepare MSP, states that the EU and HELCOM principles must be taken into account - one of them is the precaution approach (Art. 37 b par. 4)

GERMANY

YES | PARTLY | NO

The MSP guideline addressing natural resources also stresses the precautionary principle as being of special importance, due to the wide knowledge gap e.g. regarding the effects of human intervention. Due to this situation some activities such as OWF may be developed outside of dedicated priority areas, though suitability has to be proven on the project level, e.g. by applying high standards for environmental assessments, which might deliver new insights and planning evidence.

In other cases the limited sea areas – in the Baltic Sea EEZ particularly – and e.g. strong pressure by prioritised activities such as shipping - do limit the lee-way in decision-making, and hardly leave the option for postponing decisions on area designation until more comprehensive knowledge is available, e.g with regard to cumulative impacts etc. Further limitation to the principle has to be assigned to the fact that not all relevant activities and related conflicts were being addressed during the initial preparation of the MSPs.

DENMARK

YES | PARTLY | NO

It is not yet clear how the precautionary principle will be considered.

Alternative Development

Are alternatives used in planning?

SWEDEN

YES | PARTLY | NO

The Swedish planning process is led by the Swedish Agency for Marine and Water Management (SwAM), which will deliver three MSP-proposals to the Government in 2019. Until then several alternative-planning solutions will have been presented at consultations. The aim is to, show, where relevant, different planning solutions for each plan for specific sea areas.

ESTONIA

YES | PARTLY | NO

In Pärnu and Hiiu pilot MSP plans, different sea use scenarios were played out, in order to find the most balanced use for the sea.

In other marine areas, the same approach will be used – different scenarios will be played out in order to find the most balanced and sustainable marine use for the future. In addition to different scenarios, future needs for research will be brought out in the plan that ought to be carried out before marine use can be allowed with different sea use instruments after the adoption of MSP.

LATVIA

YES | PARTLY | NO

Four alternative scenarios were developed, each focusing on a different policy objective (environmental growth, social well-being, resilient marine ecosystem and development in the common Baltic space). Each scenario was assessed against a selected set of criteria, including an economic, social, environmental, climate change and transboundary context. The spatial solutions of each scenario were discussed and assessed together with stakeholders. The scenario assessment results were used for the development of the optimum sea use solution, however not by choosing one of the scenarios, but integrating them, considering stakeholders interests and avoiding negative impacts on the environment.

POLAND

YES | PARTLY | NO

According to the "Act on Marine Areas and Marine Administration" in Poland the draft MSP is prepared in particular taking into account alternative locations of particular investments justifying the location and environmental impact prognosis for this project

(Art. 37e par. 1.6).

GERMANY	YES	PARTLY	NO

Factually there was only one alternative to the chosen plan layout, that was being assessed in the course of the plan development and the related SEA – the case of non.-implementation of the plan.

Thus there were no further scenarios discussed and assessed that might have set different priorities regarding the spatial allocation of activities or setting restrictions to certain uses of space, with more or less negative impacts on the environment.

Recent research on SEA on the federal level asks for the development, discussion and consideration of several reasonable alternative scenarios in addition to the non-implementation scenario, in order to have the ability to assess and compare different levels of impact on the environment.

DENMARK	YES	PARTLY	NO

The use of alternatives will likely be used in some form in generating MSP.

Identification of Ecosystem Services

Is the assessment of ecosystem services included in planning?

SWEDEN	YES	PARTLY	NO

Ecosystem services will be identified as part of impact assessment (both environmental and multi-criteria analysis). A qualitative approach will initially be used.

ESTONIA	YES	PARTLY	NO

At present, the exact methodology for taking ecosystem services into account has not been developed in Estonia. There has been some research and projects done in order to create methodology for evaluating ecosystem services (http://www.ctc.ee/labiviidud-projektid/ecosystem-services/aruanne). The way in which these will be taken into account, will be developed further at the beginning of Estonia's MSP process.

LATVIA	YES	PARTLY	NO

The potential of the ecosystem service supply was characterised during the stocktaking phase, including biophysical mapping of 9 ecosystem services, based on available spatial data and expert knowledge. Maps of ecosystem services were used for the assessment of possible impacts of alternative sea use scenarios as well as optimal sea uses solutions.

POLAND	YES	PARTLY	NO

There are plans to analyse the ecosystem services in the identification phase. To outline the most valuable areas. Not only the supplying services, but also regulating services will be characterised, however there is a lack of proper research and methodology applied in Polish marine areas.

According to the "Act on Marine Areas and Marine Administration" in Poland the draft MSP shall be prepared in a manner that maintains the sustainable use of resources and ecosystem services for present and future generations.

(Art. 37b par. 1a.3)

GERMANY	YES	PARTLY	NO

Ecosystem services were not identified specifically or comprehensively during preparation of the 2009 MSPs and SEA reports.

In the upcoming review process they will most likely be included in a socio-economic analysis of regulations and their implementation, though a dedicated methodology has not yet been elaborated.

DENMARK	YES	PARTLY	NO

Assessments of ecosystem services will be integrated into the MSP process, but it is not yet clear how.

Mitigation

Is mitigation applied in planning?

SWEDEN	YES	PARTLY	NO

The cumulative assessment tool Symphony will show the needs to modify plan proposals to prevent, reduce and offset significant adverse effects. Additional mitigating measures will be elaborated based on the contents of the plan proposals. Such mitigating measures may include how certain considerations should be made at the project level.

ESTONIA	YES	PARTLY	NO

Mitigation is applied through the SEA process. During SEA, mitigation measures will be developed that will be integrated in the planning solution, in order for the plan to be eligible for adoption.

LATVIA	YES	PARTLY	NO

Official adoption of MSP would ensure taking into account available ecological information in decision making/licensing of the sea use development plans and projects and thus preventing any significant adverse effects on the marine environment.

POLAND	YES	PARTLY	NO

Through the SEA process.

GERMANY	YES	PARTLY	NO

In the dedicated chapter of the SEA report, general approaches are being named, relating to spatial and textual regulations in the MSPs, aiming at mitigating negative impacts on the environment: consideration of the SUP regarding the importance of certain areas for biological objectives of protection, results of EIA and other compatibility assessments, cumulative impacts, but also the use of the best available technology and environmental practice, avoidance of disturbing valuable habitats such as sandbanks, reefs etc., spatial efficiency, avoidance of specific seasons for construction works with regard to critical life cycles and activities of birds, mammals etc.; decommissioning of fixed infrastructure, exclusion of OWF development within Natura 2000 areas. In general all regulations of this kind have to be elaborated further in the licensing phase, during construction and operation of installations.

DENMARK	YES	PARTLY	NO

Possible needs for mitigation will not be clear before the plan's SEA is developed, likely around 2020.

Relational Understanding

Is a holistic systems perspective used in planning?

SWEDEN	YES	PARTLY	NO

The use of the cumulative assessment tool Symphony will focus on cumulative effects. It was constructed to gather the involvements of all possible activities with cumulative pressures on the marine environment. Both direct and indirect impacts will be considered. Focus of the SEA will be on long-term impacts even if major short-term impacts, like impulsive underwater noise, are considered as well. The criteria and indicators for assessing significant impacts include both negative and positive impact scales.

ESTONIA	YES	PARTLY	NO

This has and will be done through the SEA process.

LATVIA	YES	PARTLY	NO

The interactions between sea use activities and essential elements of marine ecosystems, was assessed using the impact matric. The results of this assessment were used for mapping and the assessment of spatial impacts of the proposed sea use solution (scenarios as well as optimal solutions). The interrelation between sea use activities and the marine environment was also discussed during several stakeholder and expert meetings and used for the formulation of criteria of the planned sea uses. The cumulative effects of different sea uses have not been assessed at this stage.

POLAND	YES	PARTLY	NO

Ensured by the SEA process.

GERMANY	YES	PARTLY	NO

Impacts on the environment from planned human activities have mainly been assessed as directly affecting the eco-system, and specific objectives of protection. Positive effects are expected from restricting certain areas (mainly Natura 2000) from additional impact from offshore wind energy turbines and platforms. Impacts from planned activities on other activities are being named, such as the prohibition of fishing within and sailing through wind farms, shipping areas have been designated to secure sufficiently sized navigation areas in relation to construction – but e.g. environmental impacts or effects on other activities through shifting certain traffic to other areas in the course of excluding space from navigation, have not been assessed in more detail.

Not all potential issues and conflicts have been addressed in the 2009 MSPs and SEA reports. A wider and comprehensive approach, considering interactions and relations between activities and the environment, shall be applied in the upcoming revision process.

DENMARK	YES	PARTLY	NO

Human activity as part of ecosystem functioning will be a hallmark of the MSP's holistic systems approach.

Participation and Communication

Is participation and communication ensured in planning including the SEA?

SWEDEN	YES	PARTLY	NO

MSP is a cross-sectoral and multi-level activity. There is hence a need to involve both all relevant sectors and all relevant planning levels in MSP. The national Swedish MSP is carried out by the SwAM, which is responsible for delivering three marine spatial plans to the government for decision making. SwAM has mainly involved sector agencies and County Administrative Boards (CABs), representing the regional level, in the planning process. The CABs are in turn responsible for communicating with the local coastal municipalities on behalf of SwAM. However other stakeholders and NGOs have also had opportunities at all stages of the planning process to take part in the information and provide input to SwAM. Specific meetings on MSP have been held with NGO's, municipalities in different parts of Sweden, university representatives among others. The Swedish MSP-process will take a number of years and involve multiple possibilities for stakeholders to raise issues and comment on the progress being made.

ESTONIA

YES | PARTLY | NO

A planning procedure and an SEA procedure are integrated in Estonia. The Planning Act gives minimum requirements for the involvement of institutions, local governments, NGOs, the wider public and other stakeholders. In addition to the rules set in the Planning Act, different working groups and deciding bodies will be established for the process of MSP in Estonia, in order to involve many different stakeholders and bring them together in this process.

LATVIA

YES | PARTLY | NO

All relevant authorities and stakeholders were actively involved in the Latvian MSP process from a very early stage, starting with the development of terms of reference for MSP. Several meetings and consultations with different stakeholder groups were organised (including 18 sectoral meetings, 6 cross-sectoral meetings and 5 public hearing events) during the stocktaking phase, the formulation of a strategic vision and objectives, the assessment of alternative scenarios, defining criteria for permitted sea uses and reflections on proposed optimum sea use solutions. Furthermore trans-boundary consultations were carried out with stakeholders from Lithuania, Estonia and Sweden.

POLAND

YES | PARTLY | NO

Polish law gives minimum requirements for the public participation in the planning and SEA process. The formal MSP process was designed adapting the good practices developed during the Baltic MSP project and regional MSP discussions. The public participation is ensured from the very beginning in a formal and informal manner.

GERMANY

YES | PARTLY | NO

All relevant stakeholders have been given the opportunity to be involved in the MSP and SEA process. Authorities had been asked to provide input in the initial phase. Scoping for the SEA was conducted in a face-to-face meeting, with authorities and NGOs invited to provide input. The draft plan and SEA report was later consulted publicly, requesting written statements, and/or participation at the public hearings. Neighbouring countries were invited to several face-to-face consultation meetings. The plans and SEAs were subsequently altered based on the input received, and underwent a second – written – consultation phase before the final draft was prepared. Current assessment of the process, conducted within a research project on SEA on a federal level, has stated some deficits regarding inclusiveness and transparency of the scoping and the SEA process in general. Respective recommendations may be taken on in the upcoming review and revision process.

DENMARK

YES | PARTLY | NO

An open and inclusive process is being planned for Denmark's MSP implementation. This will include a minimum six-month hearing of both the maritime spatial plan and the related SEA.

Subsidiarity and Coherence

Is the subsidiarity aspect and coherence between levels considered in planning?

SWEDEN

YES | PARTLY | NO

Swedish MSP can be carried out both at a national level, by SwAM with decisions made by government, and at a local municipal level, by about 60 coastal municipalities. There is an overlap between the planning areas for national and local MSP of 11 nautical miles. The municipal MSP includes the coast and the land territory of the municipality. The national MSP excludes the coast by starting one nautical mile outside the base line. In general the national plan should focus on national interests and leave local, more detailed, issues to be included in the municipal MSP. Coherence between national and municipal MSP will be based on the exchange between the two planning levels in the process of planning. The CAB's have an important role with regard to contributing to coherence. SwAM is encouraging municipalities to start their local MSP by providing funding for the MSP-process.

ESTONIA

YES PARTLY NO

MSP in Estonia is carried out on a national level. This means that MSP will not allow marine use, but it will give a basis for other instruments that make sea use possible – licensing etc. This means, that MSP will set criteria that has to be taken into account, when making these decisions (such as research, additional cooperation etc).

Local governments' territory does not involve any marine areas, so local governments do not have any planning rights on the sea. Still, they have to make sure through their local level plans, that national MSP can be implemented (planning ports, different infrastructure etc.).

LATVIA

YES PARTLY NO

Latvia's MSP is elaborated at a national level, taking into account the development interests and conditions set by other national as well as regional and local planning documents. MSP is also co-ordinated with the National Thematic Plan for coastal areas. From 2015 local municipalities have a right to plan the marine part of the coastal areas up to 2km from shore. Spatial solutions of MSP shall be respected in the thematic planning documents of municipalities.

POLAND

YES PARTLY NO

According to the "Act on Marine Areas and Marine Administration", MSP is carried out in line with strategic documents setting out local, regional and national level priorities. The process of consultation of draft MSP also encompasses representatives from all levels.

GERMANY

YES PARTLY NO

MSP for the German EEZ is carried out on a national level, by the Ministry of Transport and Digital Infrastructure. There are no overlapping areas of responsibility with the coastal states, which are conducting spatial planning for territorial and inner waters. Both sides nevertheless have to consult and involve each other in the planning process and try to find common approaches, in particular for activities such as laying cables for OWF from the EEZ to shore – while the final decision on the plans lies with the national or state governments. Thus priorities for the EEZ may be driven more by overall national objectives, whereas the regional level may lay focus on different aspects, or may choose a different planning approach - within the limits of national Spatial Planning Law.

DENMARK

YES PARTLY NO

The division of responsibility in coastal waters and their integration into the content and governance of MSP are being considered in the initial planning stages.

Adaptation

Is adaptation considered in planning?

SWEDEN

YES PARTLY NO

The MSP-ordinance clearly states that SwAM shall follow the development in the marine areas after the plans have been decided by the Government, and that SwAM when needed or at least every eighth year should develop new plans in order to keep the plans up to date so as to serve their purpose.

ESTONIA

YES PARTLY NO

MSP must be evaluated every 10 years, when change is necessary, new MSP must be developed.

LATVIA	YES	PARTLY	NO

The strategic part of MSP includes the tasks on the further assessment of the status of marine ecosystems, the distribution of species and habitats and the possibilities for use of marine resources. The proposed indicators for evaluation of MSP performance shall allow the assessment of the changes in environmental and socioeconomic conditions as well as impacts of MSP solutions, thus providing a basis for decision making on changing or the adjustment of MSP solutions, set objectives or tasks.

POLAND	YES	PARTLY	NO

MSP should be evaluated at a maximum of every 10 years.

GERMANY	YES	PARTLY	NO

Specific overall performance indicators and criteria for monitoring of the plans have not yet been developed. Nevertheless an evaluation report, focussing on the main objective to provide for the development of offshore wind energy, has been prepared in 2012, looking into the progress, conflicts, problems related to the progress of this sector. This report will be updated and further elaborated in preparation for the more comprehensive planning approach and process.

The 2009 SEA reports still list the gaps in knowledge that account for the lack of specific criteria for the assessment of the condition and trends of biological objectives of protection within MSP.

Comprehensive analysis of existing and monitoring data should lead the way towards these criteria. Impact on and the state of the marine environment in general shall be assessed by compiling information on the impact monitoring on a project level and accompanying research, as well as national and international monitoring programmes, incl. dedicated marine networks, monitoring and management measures related to the FFH and Birds Directive, as well as measures related to MSFD and WFD.

The impact (temporal, permanent) of the marine environment through regulations and designations of the German MSPs may be mainly related to the construction of fixed infrastructure, such as offshore wind turbines, platforms and cables. Thus application of the Standards for Environmental Impact Assessments for Offshore Wind Farms (StUK4) is mandatory for developers. The Government has funded accompanying research on the pilot wind farm "alpha ventus" in the North Sea. Huge efforts are being made to compile evidence on and impact of underwater noise on the marine environment. EIA standards as well as related construction standards are thus being constantly adapted and further developed according to the most recent research and evidence available. The updated MSPs will build on this data and evidence base.

DENMARK	YES	PARTLY	NO

The MSP will be reviewed and revised minimum every ten years.

NOTES

NOTES

LIST OF THE PRODUCTS PREPARED DURING THE BALTIC SCOPE COLLABORATION:

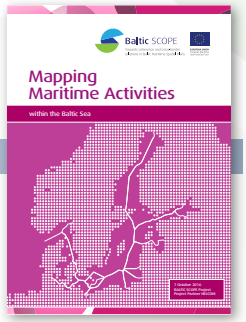
Recommendations
on Maritime Spatial Planning Across Borders

Coherent Cross-border Maritime Spatial Planning for the Southwest Baltic Sea -
Results from Baltic SCOPE

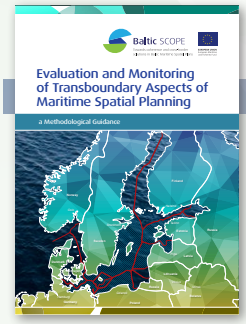
Towards Coherent Cross-Border Maritime Spatial Planning in the Central Baltic Sea - Case Study Report From the Baltic SCOPE Project

Lessons Learned: Obstacles and Enablers When Tackling the Challenges of Cross-Border Maritime Spatial Planning - Experiences from Baltic SCOPE

The Ecosystem Approach in Maritime Spatial Planning - A Checklist Toolbox



Mapping Maritime Activities
within the Baltic Sea



Evaluation and Monitoring of Transboundary Aspects of Maritime Spatial Planning -
a Methodological Guidance

Development of a Maritime Spatial Plan:
The Latvian Recipe

Get them at www.balticscope.eu

Joint results achieved by cooperation between the authorities responsible for Maritime Spatial Planning in the Baltic Sea Region with support of regional and research organizations.

Swedish Agency for Marine and Water Management

Nordregio

BSH Bundesamt für Seeschifffahrt und Hydrographie

SYKE

Ministry of Environmental Protection and Regional Development Republic of Latvia

VASAB Vision & Strategies around the Baltic Sea

HELCOM

Maritime Office in Szczecin

Danish Maritime Authority

Republic of Estonia Ministry of Finance

Baltic SCOPE

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

EUROPEAN UNION
European Maritime and Fisheries Fund

WWW.BALTICSCOPE.EU

EU Strategy for the Baltic Sea Region Flagship