



Capacity4MSP Workshop on Visions

WP 2 report

2nd Dec. 2021 online



Swedish Agency
for Marine and
Water Management





CAPACITY4MSP

	CIA	GI	LSI	Cross-border planning	Transnational collaboration	Climate Change	Blue Economy	DATA	MSP Knowledge	Safety	SocioEconomic Analysis	Multi Use analysis	Energy	Shipping	Aquaculture	Fishery	MCH	Recreation & tourism	Visions	Ecosystem Based Approach	Monitoring/evaluation	
BalticLines								x	x				x	x					x			
BalticRIM			x				x	x	x		x						x					
BalticIntegrid					x								x						x			
BalticBlueGrowth		x					x	x			x				x			x		x		
MSP Platform							x	x	x		x	x							x	x	x	
Land Sea Act			x				x				x		x				x					
Baltic Scope		x							x	x				x							x	x
Pan Baltic Scope	x	x	x		x	x		x			x					x					x	x
Muses/United												x	x		x		x	x				
Basmati	x	x										x										
BaltSpace					x				x		x											x
SeaPlanSpace					x				x													
InnoAquaTech															x							
Knowledge Flows									x													
Plan4Blue		x			x		x				x									x		
Baltacar		x			x			x	x								x	x				
Plan Bothnia				x	x											x				x		
PartiSEApate					x		x	x					x	x	x		x					
BaltSeaPlan				x			x	x	x	x			x		x	x				x		
GRASS											x				x							
AquaBest															x							
Submariner							x								x							
PlanCoast									x													



For the visions several good practices were identified

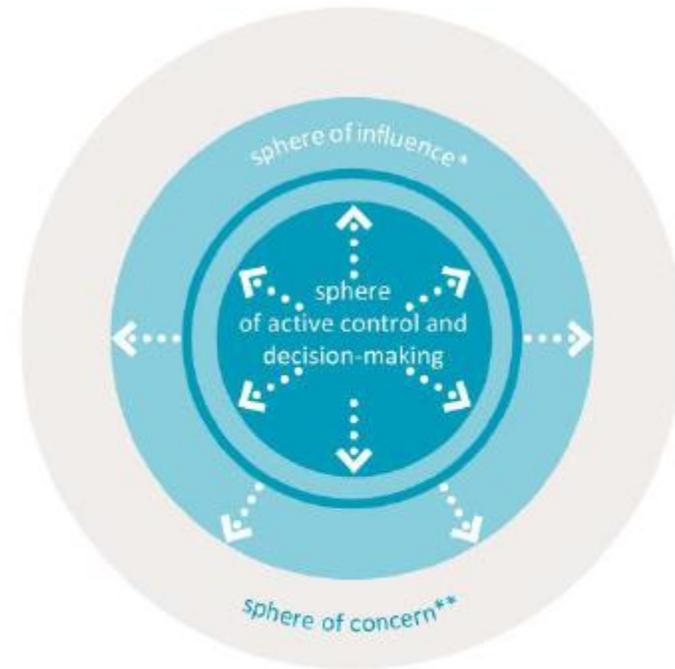
- overall MSP vision 2030 for the Baltic Sea Region (**BaltSeaPlan**) handbook on developing MSP visions (**MSP Platform**),
- the MSP vision for the Bothnian sea (**Plan Bothnia**),
- the vision of the meshed grid for interconnecting off-shore wind farms (**Baltic Integrid**),
- "long-term" vision of sustainable blue growth (**Plan4Blue**), and foresight report for the BSR shipping (**Baltic LINES**).

Out of these visions at least two influenced the MSP national processes: **BaltSeaPlan** and **Baltic LINES**. One of the main reason was involvement of MSP authorities in their preparation and their ownership of the outcomes.



Why the Vision 2030 ?

- > Extending our planning horizon - and thus increase **sphere of influence** rather than wait for things to happen
- > With the Baltic Sea being a small, but highly sensitive regional sea - **forward planning requires Baltic Sea states to work together** in order to achieve strategic goals and comprehensive solutions
- > BaltSeaPlan Vision 2030 anticipates that MSP will be established practice by 2030 -> shows **how MSP is ideally translated into practice between 2011 and 2030**

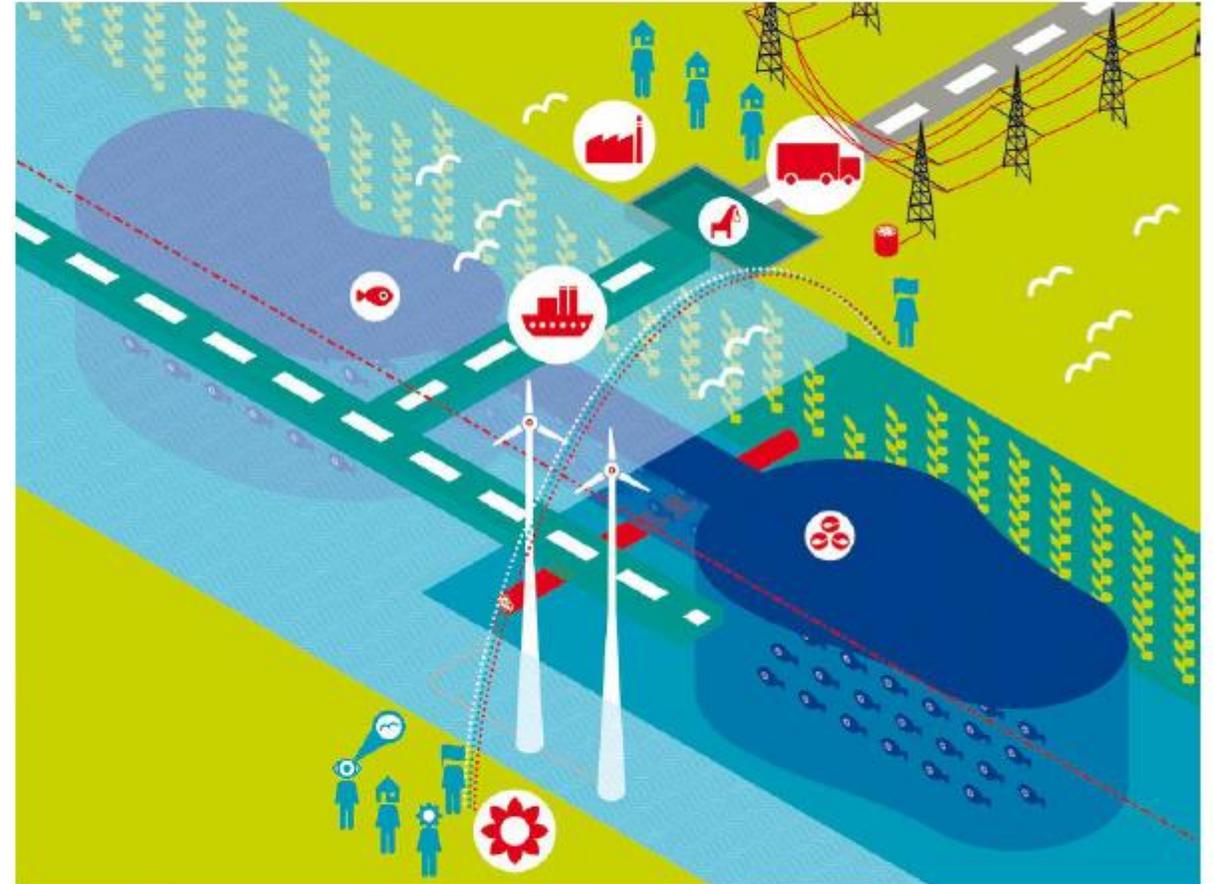


Key principles for allocating Baltic Sea space I

Pan-Baltic Thinking

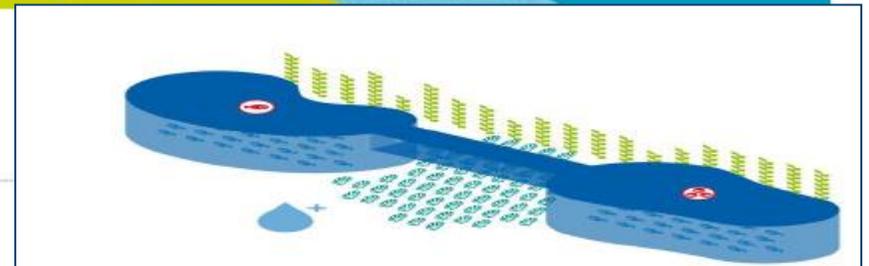
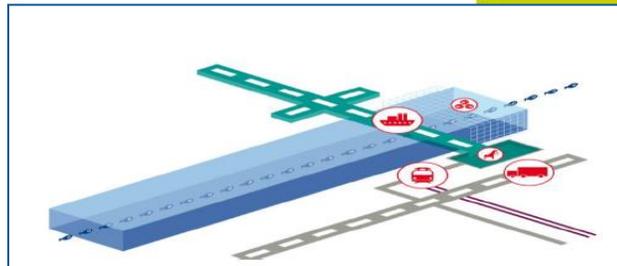
„Think Baltic,
act regionally“

Transnational
Connectivity



Connectivity thinking

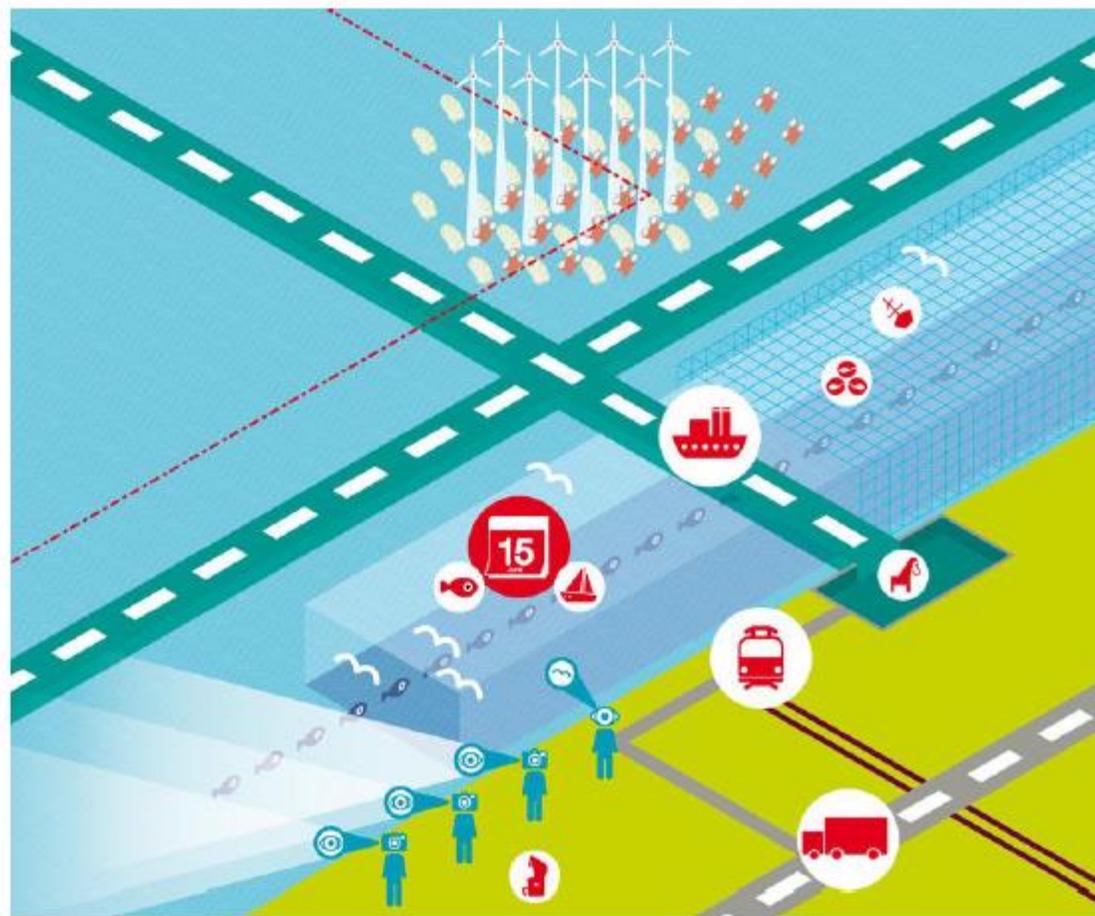
- > in linear elements
- > and patches



Key principles for allocating Baltic Sea space II

Spatial Efficiency

- > Sea is no repository for problematic land uses
- > Immovable sea uses / functions have priority
- > Co-use actively encouraged





Key transnational topics:

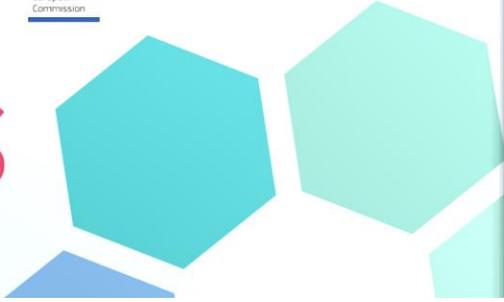
- > A healthy marine environment
- > A coherent pan-Baltic energy policy
- > Safe, clean & efficient maritime transport
- > Sustainable fisheries and aquaculture

WHY these topics?

- > All or several Baltic Sea states affected by developments
- > International targets
- > Impacts of siting decisions go beyond national boundaries
- > Cooperation between Baltic sea states necessary to achieve them



Handbook for developing
VISIONS
IN MSP



The development of a vision for MSP is especially useful in:

- raising awareness of emerging issues
- enabling co-ordination between different authorities addressing sectors and issues
- engaging stakeholders and capacity building, particularly where MSP is a new process
- providing a long-term focus for MSP that may exceed political cycles
- accounting for future uses not present so far
- achieving better land-sea integration of planning

Technical Study on
Maritime Spatial Planning (MSP)
for Blue Growth

Assistance Mechanism
for the Implementation of
Maritime Spatial Planning



Written by the European MSP Platform under
the Assistance Mechanism for the Implemen-
tation of Maritime Spatial Planning
February - 2018

The Handbook for developing Visions in MSP (by EU MSP Platform) clarifies the meaning of the different formats and elements a vision may entail, i.e. scenarios, forecasts, visions, strategies, action plans and roadmaps; and how they can be used in MSP processes.

- The Handbook presents methodological approaches used in existing and on-going vision development processes and highlights the lessons learnt.

- It provides multiple examples from the vision development processes in the Baltic Sea, such as e.g. the BaltSeaPlan Vision 2030.

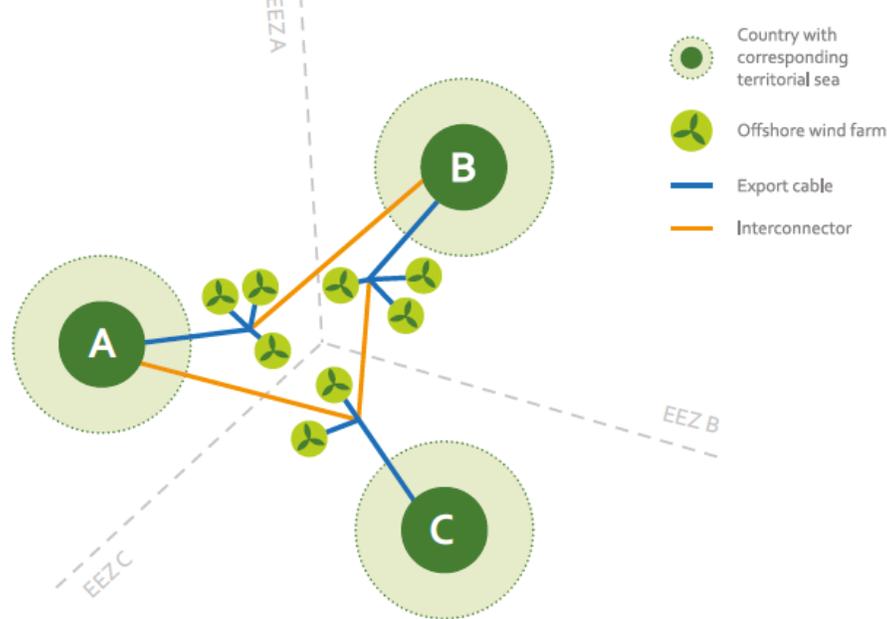
- It does not only highlight good practices on related formats, processes and tools from these given processes, but also lessons to be learned to inform and potentially improve future vision processes.



The vision for the Bothnian Sea illustrates how MSP vision for part of the sea can be formulated. It is composed of key overarching goals (describing ideal situation in the future) and the mechanism that might help in approaching these ideals.

Vision for the Bothnian Sea:

The Bothnian Sea remains a place of unique natural beauty where human activities take place without damaging the Sea's ecological status, contribute to combating global climate change and enable communities in the region to prosper. This vision should be implemented by six objectives covering ecosystem integrity, protected areas, maritime traffic, renewable energy, fisheries as well as regional development.



Source: Baltic InteGrid: towards a meshed offshore grid in the Baltic Sea, p.5 available at: <http://www.baltic-integrid.eu/index.php/download.html> (accessed 1st of October 2020)

The **Baltic InteGrid** project has tested such perspective of a meshed grid in the Baltic Sea to be realised by 2050, tentatively named BOG 2050.

The project analysis showed that, in many ways, a meshed grid would be the best method to ensure that the additional power generated offshore in the Baltic in the coming decades can reach end-users as efficiently as possible.

Such a grid would also strengthen interconnections between the countries in the BSR.



The **BalticLINES** project has developed **spatial shipping scenarios in the Baltic Sea** The report ***QUO VADIS Exploring the future of shipping in the Baltic Sea*** :

- summarise these efforts
- can be treated as a blue print in terms of preparation of spatial sectoral visions at sea.

KEY POLICY OBSERVATIONS:

- The good practices related to visions are available.
- Despite their great potential to influence the planning process and outcomes they have not been frequently used.
- Probably the reason is in lack of trust into vision practical power in changing reality or concentration on concrete planning topics as suggested by VASAB-HELCOM WG
- Several countries have been reluctant due to the lack of long-term policies and targets of sectors.
- However, visions are important for stakeholder engagement, adding social sustainability to the economic and environmental ones and for discussing on a long term development goals.
- At least in the BSR a more complex cross-sectoral vision (integrating sectors) prepared by different authorities have not been sufficiently developed (such as BSR Integrated Coastal Management (ICM) vision as proposed by students at the BSR Young Planners` Contest initiated and organised by VASAB).
- For pursuing visions political commitment is necessary (also for mesh grid).



Finally **Plan4Blue** project conducted a very comprehensive multi-method scenario process.

- This is a good practice illustrating visionary planning i.e. how to prepare a "long-term" vision of sustainability applying scenarios' method.
- This practice utilised extensive stakeholder involvement in scenario process.
- The experience is described in the report ***Blue Growth – Drivers and alternative scenarios for the Gulf of Finland and the Archipelago Scenarios*** in which also the methodology was explained very clearly including its applicability to the other areas.



THANK YOU FOR YOUR ATTENTION!



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