

Regional Spatial Planning Office of West Pomerania Region



Office of the Marshal of the Zachodniopomorskie Voivodeship



SEMINAR OF SPATIAL PLANNING IN MARITIME & COASTAL AREAS

21 – 22 November 2011, Szczecin

REPORT





The Seminar was organised by Regional Spatial Planning Office of West Pomerania Region in Szczecin in cooperation with European Commission, Polish Ministry of Infrastructure and Maritime Office of Szczecin: EUROPEAN COMMISSION Carla Montesi – DG MARE, Director Baltic Sea, North Sea and Landlocked Member States MINISTRY OF INFRASTRUCTURE Anna Wypych-Namiotko - Undersecretary of State at Ministry of Transport, Building and Maritime Economy Monika Niemiec-Butryn – Head of the Department of Maritime Policy in the Department of Maritime Transport and Inland Navigation Magdalena Jabłonowska – Deputy Director, Department of Maritime Transport and Inland Navigation Security Katarzyna Krzywda - Departament of Inland Navigation Security MARITIME OFFICE OF SZCZECIN Andrzej Borowiec - Director of Maritime Office of Szczecin Zenon Kozłowski – Deputy Director, Marking Navigation Department of Maritime Office of Szczecin Janusz Markiewicz - Deputy Director, Marine Inspection Department of Maritime Office of Szczecin Jacek Cichocki – Deputy Director for Technical Department of Maritime Office of Szczecin Marek Kosy – Head of the Department of Spatial Planning and Land Surveying of Maritime Office of Szczecin Karolina Gawlik Ewa Wieczorek REGIONAL SPATIAL PLANNING OFFICE OF WEST POMERANIA REGION Stanisław Dendewicz – Director of Regional Spatial Planning Office of West Pomerania Region Leszek Jastrzębski Tomasz Zieliński Małgorzata Oyarce-Yuzzelli Natalia Korwin-Piotrowska Dorota Nowoświecka Michał Urbański Maciej Kurkiewicz Lilli Wolny Jan Smutek Tomasz Jaksina Irena Skrzeszowska-Jaksina Marek Wiśniewski Anna Machowska Naściuk **OPRACOWANIE RAPORTU:** Team of Regional Spatial Planning Office of West Pomerania Region in Szczecin under the supervision of director Stanisław Dendewicz Szczecin, 2012

Contents

Opening of conference
Wojciech Drożdż
Deputy Marshal of West Pomerania Region
List from Undersecretary of State at Ministry of Transport, Building and Maritime Economy – kpt.ż.w. Anna Wypych–Namiotko
SESSION I Marine Spatial Planning in the context of regulation in Baltic countries
German experience in Marine Spatial Planning7
Kira Gee
Ministry of Regional Development, Mecklenburg-Vorpommern
Information about spatial planning systems on marine areas
Royal Technical Institute, Stockholm
Plan for Pomeranian Bay10
Andrzej Borowiec Director of Maritime Office of Szczecin
Discussion11
SESSION II Scientific data about marine space
Research projects and scientific research by Maritime University of Szczecin
Prof. Jerzy Hajduk
Institute of Maritime Traffic Engineering, Maritime University of Szczecin
Challenges related to coverage while drafting the Bothnia Plan
Manuel Frias
Committee for Protecting Marine Environment of the Baltic(HELCOM)
Geological cartography and database for spatial planning
Dr Regina Kramarska Director for Marine Geology, National Geology Institute
Discussion16
SESSION III
Marine Spatial Planning (MSP) and Integrated Coastal Zone Management (ICZM) in the EU
Marine Spatial Planning (MSP) and Integrated Coastal Zone Management (ICZM) in the EU Marine Spatial Planning and Integrated Coastal Zone Management – current status
Marine Spatial Planning (MSP) and Integrated Coastal Zone Management (ICZM) in the EU Marine Spatial Planning and Integrated Coastal Zone Management – current status

JRC opinions on relations between Marine Spatial Plannin Coastal Zone Management in context of implementing N Framework Directive (MSFD	lg and Integrated laritime Strategy 20
Vittorio Barale Institute of Environment and Sustainable Development, Joint Resear Commission	rch Centre, European
Marine Spatial Planning and Integrated Coastal Zone integrated EU maritime policy	Management in 21
Katarzyna Krzywda Ministry of Infrastructure, Poland	
Joint HELCOM-VASAB work on Marine Spatial Planning on Andrzej Cieślak Maritime Office of Gdynia	the Baltic Sea 21
Discussion	22
SESSION III Integrated Coastal Zone Management from the point	of view of spatial
management	
Integrated Coastal Zone Management (ICZM) in Europe - sta for development	tus and prospects 23
Integrated Coastal Zone Management (ICZM) in Europe - sta for development Patrycja Czerniak The Coastal & Marine Union (EUCC)	tus and prospects 23
Integrated Coastal Zone Management (ICZM) in Europe - sta for development Patrycja Czerniak The Coastal & Marine Union (EUCC) Integrated management - opportunity or necessity? Krzysztof Wojcieszyk Director of Regional Spatial Planning Office in Słupsk	tus and prospects 23
Integrated Coastal Zone Management (ICZM) in Europe - sta for development Patrycja Czerniak The Coastal & Marine Union (EUCC) Integrated management - opportunity or necessity? Krzysztof Wojcieszyk Director of Regional Spatial Planning Office in Słupsk Integrated Coastal Zone Management (Polish approach) Andrzej Cieślak Maritime Office of Gdynia	tus and prospects 23 24
Integrated Coastal Zone Management (ICZM) in Europe - sta for development Patrycja Czerniak The Coastal & Marine Union (EUCC) Integrated management - opportunity or necessity? Krzysztof Wojcieszyk Director of Regional Spatial Planning Office in Słupsk Integrated Coastal Zone Management (Polish approach) Andrzej Cieślak Maritime Office of Gdynia Discussion	tus and prospects 23 24 24 25
Integrated Coastal Zone Management (ICZM) in Europe - sta for development Patrycja Czerniak The Coastal & Marine Union (EUCC) Integrated management - opportunity or necessity? Krzysztof Wojcieszyk Director of Regional Spatial Planning Office in Słupsk Integrated Coastal Zone Management (Polish approach) Andrzej Cieślak Maritime Office of Gdynia Discussion	tus and prospects 23 24 24 25 26 26 27
Integrated Coastal Zone Management (ICZM) in Europe - sta for development Patrycja Czerniak The Coastal & Marine Union (EUCC) Integrated management - opportunity or necessity? Krzysztof Wojcieszyk Director of Regional Spatial Planning Office in Słupsk Integrated Coastal Zone Management (Polish approach) Andrzej Cieślak Maritime Office of Gdynia Discussion Conclusions Katarzyna Krzywda Ministry of Transport, Building and Maritime Economy	tus and prospects 23 24 24 25 26 26
Integrated Coastal Zone Management (ICZM) in Europe - sta for development Patrycja Czerniak The Coastal & Marine Union (EUCC) Integrated management - opportunity or necessity? Krzysztof Wojcieszyk Director of Regional Spatial Planning Office in Słupsk Integrated Coastal Zone Management (Polish approach) Andrzej Cieślak Maritime Office of Gdynia Discussion Conclusions Katarzyna Krzywda Ministry of Transport, Building and Maritime Economy Stanisław Dendewicz	tus and prospects 23 24 25 25 26 26

Opening of conference

Wojciech Drożdż

Deputy Marshal of West Pomerania Region

Today, marine areas play a key role and their proper development and use has become a necessity. One of priorities should be solving conflicts among users. Several EU documents refer to this very important issue, including Territorial Agenda 2020 and Marine Strategy Framework Directive. Planning at sea should be integrated with current onshore planning systems. There are, however, several difficulties, such as spatial conflicts, availability of data and rapid changes in the marine environment. All activities should be guided by our responsibility for our seas which are common assets for current and future generations. The seminar provides a wide overview of spatial planning.

Planning at sea combines issues that are crucial and have similar scope to onshore planning, such as the natural environment, technical infrastructure, transport routes, resources and assets, and defence. Those issues overlap each other and their common denominator is the presence of people, including researchers, tourists and other users. Development of marine areas – similarly to land – should take into consideration protection of the environment and people. The sea is an element, power of which can be used to the benefit of users. The draft National Spatial Development Concept 2030 for the first time recognised the role of marine areas and the need to develop spatial plans for them. It is also important that the sea accounts for 10% of the area of Poland. More than one third of the area is adjacent to the West Pomerania Region. Marine areas play a variety of functions and have major potential influence on possible development. There we may develop wind farms. Additionally, on sea water bordering the region we have sailing routes and access channels. In Świnoujście, an external port basin is developed together with a breakwater. It is estimated that every year 5 billion cubic meters of gas will be handled there. The region also has internal sea water within its boundary, the development of which is also an important and difficult challenge for spatial planning. We want to integrate researchers, decision makers, politicians and planners to develop a common approach to spatial development while taking care of our common ecosystem and rational use of resources.



Photo 1. Opening of the seminar (from left): Andrzej Borowiec, Wojciech Drożdż, Katarzyna Krzywda

List from Undersecretary of State at Ministry of Transport, Building and Maritime Economy – kpt.ż.w. Anna Wypych–Namiotko



MINISTERSTWO INFRASTRUKTURY PODSEKRETARZ STANU

Anna Wypych-Namiotko

Warszawa, dnia 17 listopada 2011 r.

GB-2k-076-4/11/

Uczestnicy Seminarium "Planowanie przestrzenne na morzu oraz obszarach przybrzeżnych"

ramouni Pansturo

Z ogromną radością przyjęłam inicjatywę Marszałka Województwa Zachodniopomorskiego zorganizowania międzynarodowego seminarium w zakresie planowania przestrzennego na obszarach morskich i przybrzeżnych.

Dzisiejsze spotkanie oraz uczestnictwo w nim tylu wybitnych ekspertów reprezentujących Komisję Europejską, HELCOM, oraz administracje różnego szczebla państw Morza Bałtyckiego świadczy przede wszystkim o ogromnej wadze i istocie tematu, który będzie omawiany.

Tym bardziej mi przykro, że z powodu konieczności wzięcia udziału w Zgromadzeniu Międzynarodowej Organizacji Morskiej w Londynie, nie będę mogła osobiście uczestniczyć w dyskusji, jaką za chwilę Państwo podejmą.

Przechodząc do tematu dzisiejszego spotkania, chciałabym podkreślić, że zaproponowane cztery panele dyskusyjne dotykają najbardziej istotnych problemów związanych z planowaniem przestrzennym obszarów morskich i przybrzeżnych. Ich szczegółowe omówienie oraz wypracowanie konstruktywnych wniosków z pewnością pozwoli na podjęcie dalszych działań prowadzących do ciągłego i zrównoważonego rozwoju obszarów Morza Bałtyckiego.

Życząc Państwu owocnych obrad

Olima Wypy &- Namiethe

Ministry of Infrastructure Anna Wypych-Namiotko

> To Participants of Seminar of spatial planning in maritime & coastal areas

Dear Sirs,

6

With great joy I found out about initiative of the Marshal of the Zachodniopomorskie Voivodeship to hold an international Seminar of spatial planning in maritime & coastal areas.

Today's meeting and the fact that so many prominent experts from the European Commission, HELCOM and various levels of administrations of countries of theBaltic See participate in it, indicates a great importance and essence of the subject which will be discussed.

The more I am sorry that, because I need to take part in the International Maritime Organization in London, I cannot personally participate in the discussion that You will undertake.

Getting back to the topic of today's meeting, I would like to emphasize that four proposed discussion panels concern the most important issues associated with spatial planning in maritime and coastal areas. Detailed discussion and a development of meaning-ful conclusions certainly will allow further action that will lead to continuous and sustainable development of the Baltic Sea areas.

Wishing You fruitful deliberations, Anna Wypych-Namiotko

I SESSION

MARINE SPATIAL PLANNING IN THE CONTEXT OF REGULATIONS IN BALTIC COUNTRIES

- Moderator: Prof. Jacek Zaucha, Maritime Institute of Gdańsk
- Kira Gee, Ministry of Regional Development, Mecklenburg-Vorpommern
- Andrzej Borowiec, Director of Maritime Office of Szczecin
- Jan Fidler, Royal Institute of Technology, Stockholm
- Staffan Ekwall, General Directorate of Maritime Economy and Fisheries (DG MARE), European Commission

German experience in Marine Spatial Planning

Kira Gee

Ministry of Regional Development, Mecklenburg-Vorpommern

Sectoral planning in Germany was not capable of solving all issues. Thus, it was necessary to commence spatial planning on marine area. In 2004, laws were adopted to cover marine areas. The German Ministry of Transport is responsible for the development of the exclusive economic zone, whereas coastal waters remain the responsibility of particular federal states. At the moment, in Germany, 3 separate plans for marine areas are applicable – one for the exclusive economic zone, and states of Schleswig Holstein and Mecklenburg-Vorpommern. Coastal sea water is the sole responsibility of a federal state. The same applies to territorial waters, however in this case, jurisdiction is limited due to the right of way for foreign ships. In the exclusive economic zone, the jurisdiction is limited to its economic use, artificial structures, research and environmental protection. The main objective of plans is to foresee certain elements, processes and their early coordination as well as solving potential conflicts.

In Germany, several superseding national laws are in place as well as separate laws on spatial planning adopted by federal states of Schleswig Holstein and Mecklenburg-Vorpommern. The development should be in line with economic needs. All valid plans have a common feature, namely balanced conditions of sustainable development. It is necessary to balance three foundations of spatial development and take into consideration sectoral planning as well as guidelines for the planning process. Planning approach based on functional areas prevails, including priority and reserved areas. Mecklenburg also identified spatial areas. A coastal zone is an integral part of plans, which provides for an onshore-offshore continuum and helps avoiding inadequacies of spatial plans. It is worth presenting the methodology of determining areas for potential location of offshore wind farms. However, the establishing of areas for development of wind energy within the strip of 12 nautical miles from the coast is not easy. By eliminating areas where turbines cannot be located, it was merely possible to establish two small zones with the least number of conflicts.

For the exclusive economic zone, goals and rules have been adopted, including priority economic and research, navigation safety and protection of the natural marine environment. Planning needs to respect privileges and freedoms in a given zone. It is necessary to develop a common international approach to spatial planning at sea. Three Interreg programmes are under implementation to promote designing at the international level. We should remember that the Marine Spatial Planning involves cooperation at various levels. The Baltic Plan Project covered several priority areas within the Baltic Sea. It is also necessary to develop a comprehensive approach to the development of the Baltic, while taking into consideration interests and approached in other countries. It is necessary to develop a Pan-Baltic thinking, so while planning at the national level we will remember the entire water body. The use of marine space should be very careful and respect the rule of spatial subsidiarity. Cooperation should take place at different spatial and administrative levels, and spatial issues should be solved at the lowest level possible. It is also necessary to promote cooperation and the cross border dimension which supplements the national effort.



Raumordnungsplan für die deutsche ausschließliche Wirtschaftszone in der Ostsee - Kartenteil -

Fig. 1. Spatial development plan for the German EEZ (K. Gee)

Information about spatial planning systems on marine areas

Jan Fidler

Royal Institute of Technology, Stockholm

Sweden is now working on new legislation to cover planning at sea. Sweden is a constitutional monarchy and has a long and diverse coast with a hundred municipalities along the shore. To cover marine planning a special agency was established for managing marine and water areas. We cannot ignore the fact that the status of the Baltic environment is difficult due to major pollution, intensive growth of algae, increasing eutrophication and pressure of lobbing groups. The latter factor aims at licensing activities at sea. So far in Sweden, municipalities were responsible for planning at the area of territorial sea up to 12 nautical miles from the shore. In practice, however, only four municipalities

have actually adopted plans for their sea areas. According to the new law, planning will focus within 1 mile from the shore. Marine areas are divided into 3 basic bodies. Since 1 July 2011, the agency is the main party responsible for spatial planning at sea and it has been provided with a new set of competences. The agency is going to be responsible for the implementation of national and international policies. Sweden adopted 15 environmental goals, of which three main ones are zero eutrophication, marine environment, and development of archipelagos. The other goals include balanced development, implementation of the common fisheries policy, development of wind energy, environmental impact assessment, as well as the implementation of planning regulations, Water Directive, Baltic Sea Directive, protection of marine areas and fresh water, and the implementation of laws.

Attempts are made to make the maritime policy more cohesive, better organized, based on cooperation with other countries with special emphasis on ecosystems. The new draft law for the planning process distinguishes the following stages: programming (visions, goals), planning (strategic plans covering environmental issues), checking (consultation of plan), decision making, implementation (licensing, etc.), analysis, updating the plan, plan review (every 4 years). In this system the lifetime of the plan spans over about 20 years. After that, the entire process starts again. According to the new law, plans should become effective until 2016.



Participation is particularly important. It is a long-term process involving a number of stakeholders. Participation in Sweden is based on standard forms. Draft plans are consulted and discussed during public meetings. An example of a good practice in the field of integrated management of marine areas is the National Park covering Sweden and Norway. On the Swedish side, the project involves two municipalities. The difficult process of establishing the park took 10 years. An attempt was made to attract all stakeholders, including the most important ones - fishermen. The effort focused on their understanding of the need to protect marine areas, the sea bottom in particular.

Fig. 2. Situation of the coast of Sweden (J. Fidler)

Plan for Pomeranian Bay

Andrzej Borowiec

Director of Maritime Office of Szczecin

According to the Polish law on marine areas three Polish maritime offices need to develop plans for marine areas. The Maritime Offices of Szczecin, Słupsk and Gdynia are equal and answerable to the Ministry of Building, Transport and Maritime Economy. Apart from the law, still regulations are missing. Such regulations are expected to determine the form and scope of marine spatial plans, border line of territorial waters, as well as detailed provisions and planning procedures. However, the Polish maritime administration does not remain dormant. So far, maritime offices were involved in developing studies, and soon they will start developing spatial plans. A pioneer in this area is the Maritime Office of Gdynia which developed a pilot plan for the Pucka Bay several years ago. At the moment, maritime offices are involved in the EU BaltSeaPlan project. The Maritime Office of Szczecin focuses mainly on preparing a pilot project of developing a plan for the Pomeranian Bay. A number of innovative methods were used, e.g. determining potential locations for wind farms.

The BaltSeaPlan Project is implemented under the European Territorial Cooperation for the Baltic Sea. The Polish side is represented by the maritime Office of Szczecin, Maritime Office of Gdynia and the Maritime Institute of Gdańsk. Apart from Polish partners, the project involves Lithuania, Latvia, Estonia, Germany, Denmark and Sweden. The project covers all steps of spatial planning. The pilot plan for the Pomeranian Bay is developed by four partners including Poland, Germany, Denmark and Sweden. The area of the plan covers Świnoujście roadstead, which according to a Polish-German agreement, signed before Germany unification, remains Polish. However, for unknown reasons, Germany considers it to be a part of their exclusive economic zone. According to the agreement, a part of the access channel and anchorage no. 3 do not constitute a part of the German exclusive economic zone. Considering the above, the plan includes a provision defining different positions of the parties.

The plan for the Pomeranian Bay is a strategic document. It determines priorities and directions for development, as well as relations between elements of the spatial system. It also gives priority to certain uses of areas. In case of such plans, it is important to involve all stakeholders. Possible ways of solving conflicts includes: implementing of planning provisions, defining of functional priorities, implementing cautious approach, political solution to conflicts by establishing priorities.

Theme areas of particular interest of the Maritime Office are:

- dredging of the access channel to Świnoujście to 17 m,
- modernizing the Świnoujście Szczecin fairway to 12.5 m in depth,
- establishing of the Central European Transport Corridor (CETC Route65),
- building of an LNG terminal and extension of a ferry terminal in Świnoujście,
- fisheries and mariculture (introducing fishing monitoring due to growing importance of Baltic fleet in Poland),
- environmental protection,
- underwater cultural heritage,
- wind energy,
- mining,
- line infrastructure recreation and tourism,
- education paths,
- areas of military training (while developing plan no defence areas were set. Such areas will be determined to prevent interruption to other uses.)

It is worth mentioning the conflict about the Nord Stream pipeline which has negative impact on shipping to Świnoujście. The conflict can be solved in two ways. The first solution is to immerse the pipeline, however, it is very difficult form a technical point of view. The second solution is to establish a bypass, which is also difficult since it will involve a German area which in the plan is designated to other purposes than shipping. Another controversial project is the plan to build the Baltic gas pipeline which would cross the Nord Stream pipeline.

Scientific research should focus on priorities and functions defined in the plan. Another important activity is to determine maritime areas and specific provisions. The project produced several recommendations. Firstly, access to information should be provided to develop hierarchy of such information. Another recommendation is to involve all stakeholders in the planning process. The quality of the planning team is particularly important. The team should consist of specialists in several fields. The planning process should be internationalised and parties involved need to be able to cooperate. One of the achievements of the project is that it made everyone aware of the need to cooperate above borders while taking into consideration the complexity of the planning process.



Photo 2. Hall of the Maritime Office in Szczecin. In the foreground, Mr. Andrzej Borowiec, director of the Maritime Office in Szczecin.

Discussion

Staffan Ekwall

Progress in the spatial planning process at the Baltic Sea is good, and according to information so far all projects significantly contribute to the work done by the European Commission. The Directorate General for Maritime Economy and Fisheries implemented a number of projects in the field of integrated maritime policy and common fisheries policy. The Commissions considers discussions in member states with access to the sea. The beginning of the planning process on marine and coastal areas is an introduction to such a discussion. National plans should be a part of the European planning process, e.g. fisheries. The Commission encourages to constructive dialogue between members states. Territorial conflicts should be solved by member states involved, since the EU does not have relevant conventions. In this particular area we have a gap in the EU legislation. The EU should develop common, cohesive and uniform activities in the field of spatial planning at marine areas.

Kszysztof Wojcieszyk

Do Swedish municipalities with access to the sea participate in marine spatial planning?

Jan Fidler

Swedish municipalities may participate in marine spatial planning but it is not mandatory. In the nearest future, the national level will be responsible for marine spatial planning.

Staffan Ekwall

Priorities should include development of national regulations, regional and national cooperation, cohesiveness of national regulations and creating of a comprehensive system which would be efficient at the local level.

Prof. Jacek Zaucha

What are conditions to be involved in the discussion with the Maritime Office? What are possibilities for creating uniform framework for spatial planning at marine areas?

Andrzej Borowiec

The most important is the will of such a dialogue. We should avoid acting to the detriment of other parties and aim at coordinating activities onshore and offshore. The problem is, however, that onshore administration has no influence on maritime areas. The Maritime Office is ready to develop studies, provided there is such a possibility and laws. The three maritime offices can develop one plan spatial development plan for the marine area without detriment to its cohesiveness.

Kira Gee

12

There is a need to cooperate at the national level, coordinate activities to meet specific goals by all countries in the Baltic Sea Region. It should be emphasised that cooperation is also needed with such organizations as VASAB and HELCOM.



Photo 3. Session I. Panelists (from left): Jan Fidler, Kira Gee, Staffan Ekwall, Andrzej Borowiec, prof. Jacek Zaucha.

II SESSION

SCIENTIFIC DATA ON MARINE SPACE

- Moderator: Dr Marek Tałasiewicz, President of Regional Parliament, West Pomerania
 Region
- Prof. Jerzy Hajduk, Institute of Maritime Traffic Engineering, Maritime University of Szczecin
- Manuel Frias, Committee for Protecting Marine Environment of the Baltic(HELCOM)
- Dr Regina Kramarska, Director for Marine Geology, National Geology Institute
- Prof. Małgorzata Stramska, Szczecin University, Chair of Physical Oceanography, Institute of Oceanology at the Polish Academy of Sciences
- Prof. Stanisław Musielak, Szczecin University, Director of the Marine Sciences Institute

Dr Marek Tałasiewicz

The session focuses on difficult issues of practice and science. On the one hand, some people believe that there is an insufficient number of researchers participating in developing regulations for practitioners. On the other, we face insufficient interest among decision makers in research and conclusions. Session II will attempt to find a common denominator for building awareness that good regulations, practices, and organization of spatial planning and maritime economy cannot progress without research, science and people developing a theoretical knowledge base.

Research projects and scientific research by Maritime University of Szczecin

Prof. Jerzy Hajduk

Institute of Maritime Traffic Engineering, Maritime University of Szczecin

Initiatives regarding research projects and scientific research at the Maritime University of Szczecin can be divided into four groups of projects which vary regarding ways of financing. International projects:

- building of a pilot-docking system for LNG carriers and ferries,
- centre of navigation technology for innovative maritime economy,
- building of the LNG Terminal Simulation Centre and Cargo Simulator,
- establishing of the Baltic Fisheries Education Centre in Kołobrzeg,
- environmental protection, reducing consumption of fuel and toxicity of fuel, and
- centre of Maritime Technology Transfer.

Investment projects supported by other funds:

- building of the Marine Salvage Training Centre,
- research station for developing a prototype for research of the sea bottom and marine areas.
- EU funded international projects:
- Maritime safety Transport and Environment in the Baltic Sea Region BALTIC MASTER II,
- Efficient, Safe and Sustainable Traffic at Sea EfficienSea.
- Research and development projects, commissioned and own projects:
- concept of a gas terminal,
- integrated transport safety system ZEUS,
- navigation system supporting decision making at sea going vessels,
- development of a prototype and implementation of the sea transport management safety system,

- technology for building a river information system.
 R&D projects and opinions developed for the maritime economy:
- target parameters of the access channel to the port of Świnoujście,
- navigation analysis at the entry to the port of Kołobrzeg,
- navigation analysis for building post no. 1 at the Terminal.

All projects and research involve human resources, equipment and R&D base of the Maritime University.



Fig. 3. Project: Research post for developing a prototype of multiple-layer digital map for marine areas (J. Hajduk)

Challenges related to coverage while drafting the Bothnia Plan

Manuel Frias

14

Committee for Protecting Marine Environment of the Baltic (HELCOM)

The project, coordinated by HELCOM, concentrates on collecting scientific information for planning at sea. It is implemented on the Bothnia Sea between Sweden and Finland. The project started in December 2010 and should be completed in May 2012. A 3D model of the sea bottom was developed for the purpose of the project. The Bothnia Sea freezes every year which is an important navigation issue. The most popular fish there is herring, which accounts for 30% of the catch.

The project aims at testing spatial planning on marine areas, including a public process of analysis and spatial division, as well as planned human activity on marine areas to meet ecological, economic and social goals defined in the political process. An important element of the project is to collect geological data by project partners. Data contribute to developing a regional database. Comprehensive information about the environment is available at HELCOM. Maps are developed on the basis of the data covering areas for developing wind energy and priority navigation routes. The project evolves towards developing spatial plans. The project tests the development of a cross border spatial plans for marine areas. One of the achievements of the 'Bothnia Plan' is developing large number of data and maps as well as their clarity and availability.



Fig. 4. Project "Plan Bothnia" (M. Frias)

Geological cartography and database for spatial planning

Dr Regina Kramarska

Director for Marine Geology, National Geology Institute

Maps and databases on maritime areas are particularly important due to the difficult access to sea bottom. Dr Kramarska presented several maps, including a bathymetric map of the Baltic Sea – a basic GIS geological map in the form of 212 sheets in the scale of 1:200000, which shows diversity of sediments, ground conditions and enables determining the most favourable locations of specific facilities. The presentation also included a lithological map, habitats map, and a map f the coast in the scale 1:10000 containing geodynamic elements. Planning for marine areas starts with a map forecasting natural resources and their locations, fairways, banks of sand to be used for developing beaches, and heavy mineral deposits. The map of Słupsk bank shows locations of aggregate deposits with locations of habitats. The EMODNET Programme integrates geological maps of the Baltic with other maps. All data are grouped in digital bases of GEOECHO. The bases were established in 1985 and data collected there are interrelated and linked to the GIS system. The process of coordinating databases and metadata takes place at the GEO-SEAS.EU portal.

Planning at marine areas cannot be separate from onshore planning. The MIDAS database includes specific information presented on maps regarding the coastal area. The hydrogeological database is operated by the e-psk geoportal. At the moment, work concentrates on a SOPO system preventing slides. Slides in the coastal area are monitored through laser scanning.



Fig. 5. Basic geological map of the southern Baltic Sea bottom (R. Kramarska)

Discussion

Prof. Stanisław Musielak

Number of data on maritime space is growing since in Poland there are a number of institutions implementing research in the area concerned. However, still coordination is missing to enable better use of the data for policy development. In the case of maritime planning, development of an eco-physiographic study should be mandatory as it is in onshore planning. Spatial planning includes too little references to marine areas. A barrier to more efficient use of data is the lack of communication between databases. It remains unknown who should be responsible for coordination and which sources of funding could be available. The issue requires more dynamic approach to problem solving.

Prof. Małgorzata Stramska

The improvement of communication between researchers and planners is necessary. The planning process, which is divided into cycles, starts with research on development plans. Monitoring programmes should be developed, since today there is no long-term monitoring of oceanographic information. For this purpose, existing research units could be used. Meetings similar to the Seminar on spatial planning on maritime and coastal areas should be organised for planners and researchers. Such meetings are excellent platforms for exchanging experience and information. It is also worth discussing databases. At the end of the 1980s, a condition to receive funding for research was to provide access to data. It is therefore necessary to develop a data availability plan.

Haitze Siemers

asked Mr. Manuel Frias about legitimacy and data collection. In his opinion it was worth considering data assessment.

Staffan Ekwall

Data are used for efficient planning. Not all data collected and developed by researchers are useful. Mere accessibility is insufficient since data should be properly understood. While referring to the contribution by Mr. Manuel Frias, we should firstly assess demand and possibilities of collecting relevant data. What are the possibilities of assessing the situation in the context of database availability? What is needed to assess the level of data at 10?

Manuel Frias

Current data available are at level 8 (in scale from 1 to 10). There is cooperation between Finland and Sweden, and information collected is of very good quality. To achieve 10, it is necessary to create a generally accessible database.

Dr Marek Tałasiewicz

The current situation is similar to creating databases about databases. A barrier for managing data is their sectoral division. It should be emphasised that data should be collected in a reasonable manner. Reaching level 10 is not possible due to continuous changes and development.

Prof. Jacek Zaucha

Once relevant data analyse are provided data should be determined in space. Data should be specific, and it is necessary to provide information about their availability and gaps. Data should be coordinated at the national and Baltic Sea levels. A question remains whether it is possible to develop a common data coordination programme? Question to Mr. Manuel Frias: Have you considered cultural heritage while implementing the project?

Manuel Frias

Cultural heritage in marine areas is obviously taking into consideration while implementing the project.

Patrycja Czerniak

What is the format of data acquired in the 'Bothnia Plan' project? Are they raw or processed? Referring to the comment by Mr. Tałasiewicz, there is an OPENSYSTEM portal which collects information about existing databases. Question to prof. Hajduk: What is the cooperation between the Maritime Office and other institutions?

Prof. Jerzy Hajduk

Practical effort should be made and the best readymade solutions promoted. Particular plans should be consulted and additional activities implemented. The Maritime University of Szczecin provides a course on 'Geodesy and Cartography' which covers among others issues of safety in transport. Additionally, Maritime Universities of Szczecin and Gdynia cooperate with each other in the Zeus project.

Prof. Musielak

It is worth mentioning a long-term cooperation between the Szczecin University and the Maritime Office. It led to developing maps as well as research on the early warning system. The cooperation is still growing, e.g. a joint SouthBaltic project.

Dr Regina Kramarska

Instead of creating new databases, effort should be made to use existing ones. It is advisable to select databases with the support of the integrated community of researchers, institutions and organizations.



Fig. 4. Panelists of session II. (from left): M. Frias, dr M. Tałasiewicz, dr R. Kramarska, prof. S. Musielak, prof. M. Stramska

Session III

MARINE SPATIAL PLANNING (MSP) AND INTEGRATED COASTAL ZONE MANAGEMENT (ICZM) IN EU

- Moderator: Haitze Siemers, DG MARE, European Commission
- Staffan Ekwall, DG MARE, European Commission
- Vittorio Barale, Institute of Environment and Sustainable Development, Joint Research Centre, European Commission
- Katarzyna Krzywda, Ministry of Infrastructure, Poland
- Andrzej Cieślak, Maritime Office of Gdynia

Haitze Siemers

DG MARE, European Commission

We are facing yet another economic crisis. We need to do our best to counteract the crisis by concentrating on generating growth, creating new jobs and sustainable use of resources. The maritime economy is one of several drivers of economic growth in the EU. Seas have large potential for developing renewable sources of energy. In recent years, despite the crisis, we record continued growth by 5-7% in the sector of sea transport. Moreover, in recent 10 years, sea tourism increased threefold. This has been accompanied with the development of onshore infrastructure. The potential of the maritime economy exceeds that of other sectors, in particular regarding creating jobs for young people. If we analyse statistics concerning unemployment, young people suffer the most. Despite the crisis, working in the maritime sector is not very popular. A good example of that is Rotterdam, where in spite of high unemployment among young people, over 2400 jobs remain vacant in the maritime sector. While analysing the maritime sector, we may conclude that it needs space not only in its physical sense but also in terms of space for further development. We should hope that the discussion will answer a question about the potential of the marine spatial planning and possibilities of accelerating growth in the maritime sector.



Marine Spatial Planning and Integrated Coastal Zone Management – current status

Staffan Ekwall

DG MARE, European Commission

We should explain the origin of the EU interest in planning on marine areas. The maritime sector represents a significant potential and capacity of creating jobs. The planning process in the sector should be coupled with a special care of the environment, efficient use of resources and funds. Great Britain noticed that introducing spatial planning on marine areas provides major savings. The cost of planning itself is about 100 million pounds but economic benefits a four times higher, estimated at 1.4 billion pounds. Positive influence of planning on the economy remains beyond any doubt. According to the European Union, spatial planning in this area should be based on regional cooperation.

What are the plans for the future and current EU activity? Several studies and analysis have been implemented focusing on various aspects of spatial planning, including economy, law and specific research on the Mediterranean Sea and Pacific. Results are available at the Commission website. One of the projects involving EU Commission is the Bothnia Plan. In 2012 – 2014, further pilot projects will be implemented in other EU sea basins. Some of the activities have already started and relevant information publicised. In 2008, a road =map was developed for the European context. In 2010 a progress report was publicised, which referred to impact assessment and pointed at the need of further EU activity in the area. Impact assessment is mandatory according to the EU legislation. In order to provide such an assessment, information is collected and scope of activities defined at the EU level to complement and strengthen other measures. Impact assessment is not only implemented regarding spatial planning, but it also applies to integrated coastal zone management and EU developed guidelines for the ICZM.

Maritime planning and Integrated Coastal Zone Management are linked and it is important to continue the development. A superior objective of the assessment is to define activities to be implemented at the EU level (e.g. legislation). At the moment, effort is made to develop a policy document. It should be ready one draft regulations are prepared to be directed to the Parliament and the Council. In mid 2012 the impact assessment document should be completed. Previous work provided several important conclusions. The process included consultations with stakeholders, which provided a number of answers. Stakeholders are in agreement that spatial planning in marine areas should be recognised and implemented in all member states. We should remember that the number of activities at sea will be rapidly growing in the years to come, mainly due to the development of the wind energy sector. Another important conclusion from the consultation process is that regional cooperation is insufficient, especially at the cross border level. May countries emphasised that cooperation between central and regional governments was insufficient as well.

The European Union would like to achieve 3 main goals included in the Activity Plan for the Baltic Sea. All national maritime administrations should establish legal framework similar to those in Germany and Sweden. Countries need to implement systems involving all levels of administration accompanied by relevant legislative frameworks. Another goal is to harmonise terminology. Data should be exchanged and understood. Without such standards, cooperation cannot develop. The third goal is to develop cross border cooperation. Similar activities are implemented under the Plan for the Baltic Sea. We should overcome barriers and obstacles not only in administration but also physical ones, since planning cannot end at administrative borders. One of major challenges is to define goals and ways of implementing them. Interests depend much on major goals and the planning process. We should aim at taking into consideration all interests based on three pillars: environment, economy and society. Consultation showed that perception depends on individual points of view. The Association of

Wind Energy supports intention to develop plans for marine areas. All stakeholders should be involved in the process.

Based on impact assessment conclusions will be drawn and legislative proposals made, leading probably to a directive draft of which should be ready in 2012. We would like emphasise that while implementing goals, planning competences should be shifted from the national to the EU level. The European Commission would like to create the framework of the process. The EU proposal will not solve the conflict, but its implementation should contribute to the implementation of the Baltic Plan 2030. There is a clear need to solicit opinions and information from national organizations on steps leading towards goals and establishing a functional planning system on marine areas.

JRC opinions on relations between Marine Spatial Planning and Integrated Coastal Zone Management in context of implementing Maritime Strategy Framework Directive (MSFD)

Vittorio Barale

Institute of Environment and Sustainable Development, Joint Research Centre, European Commission

Activities in Maritime Spatial Planning should be based on optimising efforts and resources and maximising effects. Ecosystem is a link between spatial planning at sea and coastal zone management. This, however, does not correspond fully with geographic areas and units. Current divisions and sea borders reflect political delimitation, while ecoregions have spatial dimensions corresponding to environmental factors. Mr. Barale presented several maps based on environmental factors and biological activity (vegetation, eutrophication, etc.) for the Mediterranean Sea and the Baltic Sea.



Fig. 6. Ecological domains of European seas (V. Barale)

Marine Spatial Planning and Integrated Coastal Zone Management in integrated EU maritime policy

Katarzyna Krzywda

Ministry of Infrastructure, Poland

The Department of Sea Transport and Navigation Safety at the Ministry of Infrastructure is responsible for Marine Spatial Planning (MSP) and Integrated Coastal Zone Management (ICZM). MSP focuses on allocating space and reaching a balance between users. The main potential rests in ensuring long-term stability and predictability of space management with competing stakeholders. According to the EU definition, ICZM is a dynamic, multi-disciplinary, repeatable process aimed at promoting sustainable management f coastal zones and counteracting degradation of European coastal areas. MSP and ICZM remain among other EU policies (transport, energy, cohesion, environment, integrated maritime policy) and partially overlap them.

What is the integrated maritime policy? It aims at maximising sustainable use of seas and oceans while ensuring growth of the maritime economy and higher quality of life in coastal regions. Common instruments of the maritime policy include Roadmap for Spatial Planning on Marine Areas of 2008, Communication on Direction of Integrating Maritime Supervision of 2009, and Knowledge about the Sea 2020 of 2010. In Poland, the integrated policy started to be implemented by establishing in 2008 the Interdepartmental Maritime Policy Committee, an advisory body for the Prime Minister. On 14 September 2009, General rules and goals of the Polish maritime policy until 2020 were adopted. The main tasks of the Committee include:

- developing basis for the Polish Maritime Policy until 2020,
- monitoring and implementation of the Maritime Policy,
- preparing annual reports and other governmental documents related to the Maritime Policy,
- review of other governmental documents and activities related to the implementation of the Maritime Policy.

Strategic objectives of the maritime policy in Poland include: strengthening the role of the maritime sector, improving territorial and social cohesion, enhancing transport accessibility, integrating Polish marine areas, promoting professions and careers related to the sea. Basic objectives of the ecosystem approach of MSP and ICZM include developing plans for exclusive economic zones, long-term perspective and broad public consultations and participation. It is important to implement the ICZM based on understanding of the concept, legal solutions, monitoring, knowledge and information. Two major conclusions are the following: work efforts made should be more effective and focused on local communities and stakeholders and international and regional cooperation in marine areas.

Joint HELCOM-VASAB work on Marine Spatial Planning on the Baltic Sea

Andrzej Cieślak

Maritime Office of Gdynia

The HELCOM-VASAB Working Group was established in October 2010 based on the Helsinki Convention to facilitate cooperation between countries of the Baltic Sea Region as regards Maritime Spatial Planning. The Group plays a major role in promoting MSP in the region together with other stakeholders and it is a strong basis for transparent cooperation in the field of MSP and ICZM. Basic MSP principles, agreed and adopted by the Group, are in line with the rules of the European Commission and have necessary legal grounds. These include: sustainable management, ecosystem approach, long-term goals and prospects, prevention, participation and transparency, databases, an international consultations.

Further activity of the Group should concentrate on implementing a practical ecosystem approach to planning at sea, legal regulations for MSP, relations between Integrated Coastal Zone Management and maritime planning, cross border cooperation and testing MSP rules (BaltSePlan, Bothnia Plan). Discussions are underway regarding future technologies to replace traditional methods. Links between various activities should be provided. Cooperation is a must, since it is not possible for a single country to provide reasonable spatial planning at sea. The HELCOM-VASAB Working Group focuses on practical implementation of those ideas. The speaker emphasised that legal requirements are interlinked and Marine Spatial Planning is the most important tool of integrated management. Next, Mr. Cieślak referred to the Vision 2030 developed by the BaltSeaPlan project. It is not fully spatial in its nature, but includes foundations for the spatial vision and it is an example of Baltic thinking. Additionally, it encompasses Baltic goals and themes, such as healthy marine environment, cohesive pan-Baltic energy policy, safe, clean and efficient sea transport, sustainable fishing and aquaculture. Spatial efficiency, spatial links, subsidiarity principle, national and international conditions, pan-Baltic approach are some of further key messages of the Vision 2030.

Disscusion

Partycja Czerniak

A question to Mr. Ekwall about the framework directive: Will integrated management be included in the directive? What is the future of ICZM?

Jacek Zaucha

Question to Mr. Barale: What are practical examples of using data for the Mediterranean Sea?

Staffan Ekwall

The framework directive has not yet been developed and the working on impact assessment is still in progress. The decision on developing the directive is distant and uncertain. Integrated management differs from ICZM with guidelines and their partial efficiency during implementation. DG Environment is responsible for the process and they are about to update the instrument to reach balance. DG MARE focuses on framework for the directive.

Vittorio Barale

While referring to the area of the Mediterranean Sea it is worth mentioning the cooperation with the government of the Balearic Islands. The regional government wanted to develop a management strategy but was not able to succeed due to excessively long shore (1000 km). Nature of regions was determined and samples collected to define and examine larger areas. It was an example of a very efficient use of resources at the regional level.

Haitze Siemers

Integrated Coastal Zone Management and Marine Spatial Planning are indispensible tools for developing marine areas. The second conclusion refers to a wider vision for entire sea basins. Common standards, goals and consensus should be developed. We need to take into consideration ecosystem links and common European market. The European Union concentrated on land while neglecting maritime areas. Now, new prospects develop in relation to transport and common maritime economy.

SESSION IV

INTEGRATED COASTAL ZONE MANAGEMENT FROM THE POINT OF VIEW OF SPATIAL MANAGEMENT

- Moderator: Prof. Stanisław Musielak, Director, Institute of Marine Sciences, Szczecin University
- Patrycja Czerniak, The Coastal & Marine Union (EUCC)
- Krzysztof Wojcieszyk, Director of Regional Spatial Planning Office in Słupsk
- Andrzej Cieślak, Maritime Office of Gdynia

Prof. Stanisław Musielak

Integrated management should apply not only to coastal areas but sea areas as well. A more appropriate name should be the Integrated management of Maritime and Coastal Areas. At the moment, work on planning at marine areas is more advanced than in ICZM. Parallel activity in the two areas is advisable.

Integrated Coastal Zone Management (ICZM) in Europe - status and prospects for development

Patrycja Czerniak

The Coastal & Marine Union (EUCC)

Ms. Patrycja Czerniak is one of representatives of the OURCOAST project, which aims at collecting and exchanging information on using ICZM in Europe. The project has been implemented for three years and its completion is expected in February 2012. The project reviewed 350 projects on Maritime Spatial Planning and Integrated Coastal Zone Management to determine best practices that can be implemented in the European Union. The project aimed at combining ICZM and maritime planning. Issues analysed were divided into three major groups: adaptation to risk, sustainable use of resources and sustainable economic growth.

The following reasons behind growing importance of maritime planning and ICZM were determined:

- growing competition between various uses of maritime space,
- inefficient use of the economic potential,
- degradation of the marine and coastal environment, and
- insufficient adaptation to climate risks.
 - Analyses under the OURCOAST project led to the following conclusions:
- it is advisable to introduce ICZM in Europe,
- European legislation provides mechanisms for integrating various aspects of ICZM and its implementation,
- added value of ICZM has been confirmed in economic, social and environmental aspects,
- ICZM depends on EU financial support,
- implementation of ICZM is focused chiefly on projects,
- transparent definitions and goals for various administrative units and their financial contribution should be determined at the outset of the initiative since they are crucial for success of ICZM projects.

Factor limiting the development of ICZM have been listed by the OURCOAST project:

- fragmentation of competences between various institutions,
- · lack of trust between decision makers and experts due to unrealistic expectations,
- lack of inter-disciplinary approach,
- problems with incomplete participation or its lack on the part of key local actors,
- complexity of international cooperation and lack of knowledge about situation in other regions.

Prof. Stanisław Musielak

Even the best experience cannot be transferred to other regions. The South Baltic Sea differs from the north coast. Referring to the previous speaker, we should emphasise that conflicts are unavoidable in the coastal zone. It is only possible to reduce their consequences.

Integrated management - opportunity or necessity?

Krzysztof Wojcieszyk

Director of Regional Spatial Planning Office in Słupsk

The development of the Strategy of Integrated Coastal Zone Management of the Pomerania Region took place in 2005-2010. The development of the Strategy was inspired by the Recommendation of the European Parliament and Council No. 2002/413/EC of 30 May 2002 on the implementation of ICZM in Europe. The ICZM Strategy was a pilot project implemented without support from the national level. The process of integrated management should involve:

- public administration responsible for decision making regarding local communities, environment management and its protection, protection and development of cultural heritage,
- businessmen and their organisations,
- NGOs run by citizen groups, articulating ad hoc and justified interests, provided they are well represented in other ways.

The lowest level of stakeholders is the least informed. The lack of knowledge and awareness causes that the level creates barriers for implementing ICZM.

While preparing the Strategy, the Pomerania Region organized three conferences during two years involving major participants of the process, such as representatives of local governments, central government administration, scientists, including nature experts, entrepreneurs and property



owners, and national defence bodies. Meetings organised attempted to formulate an answer to the question on efficiency of spatial planning as an ICZM tool. The current law was analysed from the point of view of creating conflicts and measures of advancement in development of ICZM. It turned out that spatial planning, which supposed to be a basic tool, is gradually decomposing. New laws

SEMINAR ON SPATIAL PLANNING IN MARITIME & COASTAL AREAS 21 - 22 NOVEMBER 2011, SZCZECIN

deprive parties of their planning competences. As a result, the majority of administrative decisions have no relation to spatial planning. Another important issue is the lack of public participation, and participants are not sufficiently educated regarding issues they are requested to co-decide.

Changes to laws necessitated the development of a strategy which is not defined by the law. Therefore, the Possibility of Implementing ICZM in the Pomerania Region included three groups of proposals:

- boundary conditions for implementing ICZM recommendations for legislative changes,
- procedures and rules, and
- activities to be implemented at the regional level.

ICZM is not a goal in itself but a tool for spatial, economic and social development of a region. Therefore, it is not possible to consider specific issues theoretically only without practical involvement of all stakeholders. Due to the accumulation of problems, practical activity can be decisive regarding the shape and success in the area – not only at the regional but also supra-regional scale. We already know the overall shape of ICZM, its benefits and challenges, whereas we do not know whether its implementation on the south coast of the Baltic is possible.

Integrated Coastal Zone Management (Polish approach)

Andrzej Cieślak

Maritime Office of Gdynia

In general, 50% of the world population live up to 100km from the coast. And the figure is growing. In the coastal zone, it is easier to find jobs, climate is better, etc. Man has major influence on the sea, including pollution, climate changes, growing sea level, etc. While preventing or mitigating such impacts, major difficulties are caused by those people who claim that they have been doing things like that for many years and nothing happened. The same applies to the approach of local governments which do not have long-term plans. It is therefore necessary to develop strategies for coastal zones. Analysis for Poland:

- Tourism may develop provided good quality and diverse transport infrastructure is in place. The infrastructure should promote non-tourist services as well. Additionally, scope of tourist services should be developed, regional brand promoted, and water and nature quality improved. The more comprehensive the offer, the better changes for attracting young well educated people.
- Ports provide basic opportunities, not only in terms of logistic centres, but also as locations that generate production in the entire region. Production should be clean and modern and use various resources imported and exported through ports.
- Up to 60-70% of goods transported through major European ports have their destination within 100km from those ports. There are new ways of using marine areas (wind farms); the majority of them involve modern technologies.
- Supporting research.
- All activities, in particular the spatial management, need to take into consideration mutual impacts of the sea and land, e.g. floods or other threats to the natural environment.

Basic conditions for development:

- complete change in the approach to ports, since they are not only locations were goods are handled but also places generating the development at local and regional scale,
- changes in functions of marine areas: not only transport but also space for modern economic activity,
- ensuring safety for the natural environment.

General comments:

- Each sector/activity needs space.
- Every sector and nearly every activity has requirements regarding other sectors/activities.
- Together they create a system full of potential conflicts.
- To survive, the system needs to be balanced.
- For this reason, it is necessary to apply holistic solutions, which require management and decisions to be holistic as well.

Delimitation of the coastal zone depends on a vision. In the case of Poland, it includes coastal municipalities and the entire marine area, including the Exclusive Economic Zone. What is ICZM?

- ICZM is a process of managing and decision making aimed at ensuring sustainable development of the coastal zone. Care of the coastal zone (sea and land) – area of opportunities and threats.
- It is a better process of management since:
 - it is holistic (integration of sectors, time and spatial scale), and
 - it is not consultation but includes participation of the public.
- New administrative structures are not needed.
- It requires policy framework for the coastal zone.
- It necessitates better monitoring and flow of information.
- ICZM should always be used and in all coastal zones, regardless number and nature of problems, also when conflicts do not exist.

Sustainable development of coastal zones cannot be implemented without involvement of the state.

Discussion

Staffan Ekwall

One of interesting aspects of ICZM is assessment of impact planning has on marine areas. Several contributions referred to implementing recommendations of 2002. If implementation is not mandatory, ICZM will not be efficient. Unfortunately, the approach is not very much welcomed; therefore we need legally binding instruments. Problems with implementing ICZM in Poland result chiefly from legal limitations, namely integrated policy, not only the environmental policy. We should always remember about three



Photo 6. Panelists of Session IV (from left): A. Cieślak, P. Czerniak, S. Musielak, K. Wojcieszyk

major goals: social, economic and environmental. The success of policy implementation depends on financial resources, including EU funds. Brussels does not provide financing for such activities if they are not of key importance for the European Union. A major question is: why ICZM was not implemented for the Baltic Sea? On the Mediterranean Sea there are more complications due to many stakeholders. If the implementation of the ICZM is possible in the Mediterranean Sea Region, it should also be feasible in the BSR.

A prevailing opinion was that the debate on the Integrated Coastal Zone Management lacks specific information. Participants noticed deficiencies in the spatial planning system. The discussion should enter its practical and more detailed phase. Based on informal discussions in various projects it is worth developing a basis for further development of ICZM.

Patrycja Czerniak

Public participation should be improved. Projects should be clear not only for decision makers, but primarily for citizens covered by those plans. We should remember that ICZM is not only about administration and non-governmental institutions, but also other stakeholders representing various sectors.

CONCLUSIONS

Katarzyna Krzywda

Ministry of Transport, Building and Maritime Economy

Information policy and relevant legislation is important for spatial planning. Decision makers, at central and local levels, should understand goals related to sustainable development and ecosystem approach, as well as speak in one voice. Policy at the central and local levels should be cohesive. It is a precondition for moving to another stage and involving the society in the spatial planning process. There is a need for relevant legislation supporting integrated management of marine and coastal areas. It is particularly important to develop scientific knowledge and extend cooperation between the government and the science community. A necessary condition for implementing international cooperation is 'to do homework' at the local level.

Stanisław Dendewicz

Director of Regional Spatial Planning Office of West Pomerania Region

It is of paramount importance to resolve the issue of sea borders which is indispensible for further work on integrated planning at sea. Experience in this area is rich and various plans have already been developed. However, those plans are not yet used for integrating processes in the Baltic Sea Region. Based on the analysis of presentations, we may draw conclusions regarding the advancement of work on particular components of the Integrated Maritime Area and Coastal Zone Management.

Robust databases on the marine environment are available, as well methodologies and techniques for collecting data. A valuable suggestion was the proposal to integrate databases, e.g. by developing a marine eco-physiography. The majority of quality document focus on marine geology and hydrography of sea and coastal waters. A thorough analysis of potential natural resources at the sea bottom has been implemented, not only regarding basic rock, gravel and sand but also rare ones.

An important aspect is the economic side of spatial planning at sea. The example quoted by Mr. Ekwall concerning Great Britain shows that £100 million invested in planning on marine areas generates economic benefits of £1.4 billion. Thus, investing in maritime planning brings real benefits. Economy should be one of driving forces for spatial planning on marine areas.

Unfortunately, during the meeting too little attention was drawn to discussing possibilities of transferring onshore planning experience to planning on marine areas, in particular in the context of public participation in the consultation process. There is a need for integrating all organizations and services dealing with spatial planning as regards goals and implementation of investment. To discuss the Integrated Maritime Area Management we need to involve people and institutions making decisions in the planning process. A precondition for efficient integration of the planning effort is the integration of relevant services.



Regionalne Biuro Gospodarki Przestrzennej Województwa Zachodniopomorskiego Plac Kilińskiego 3, 71-414 Szczecin www.rbgp.pl

