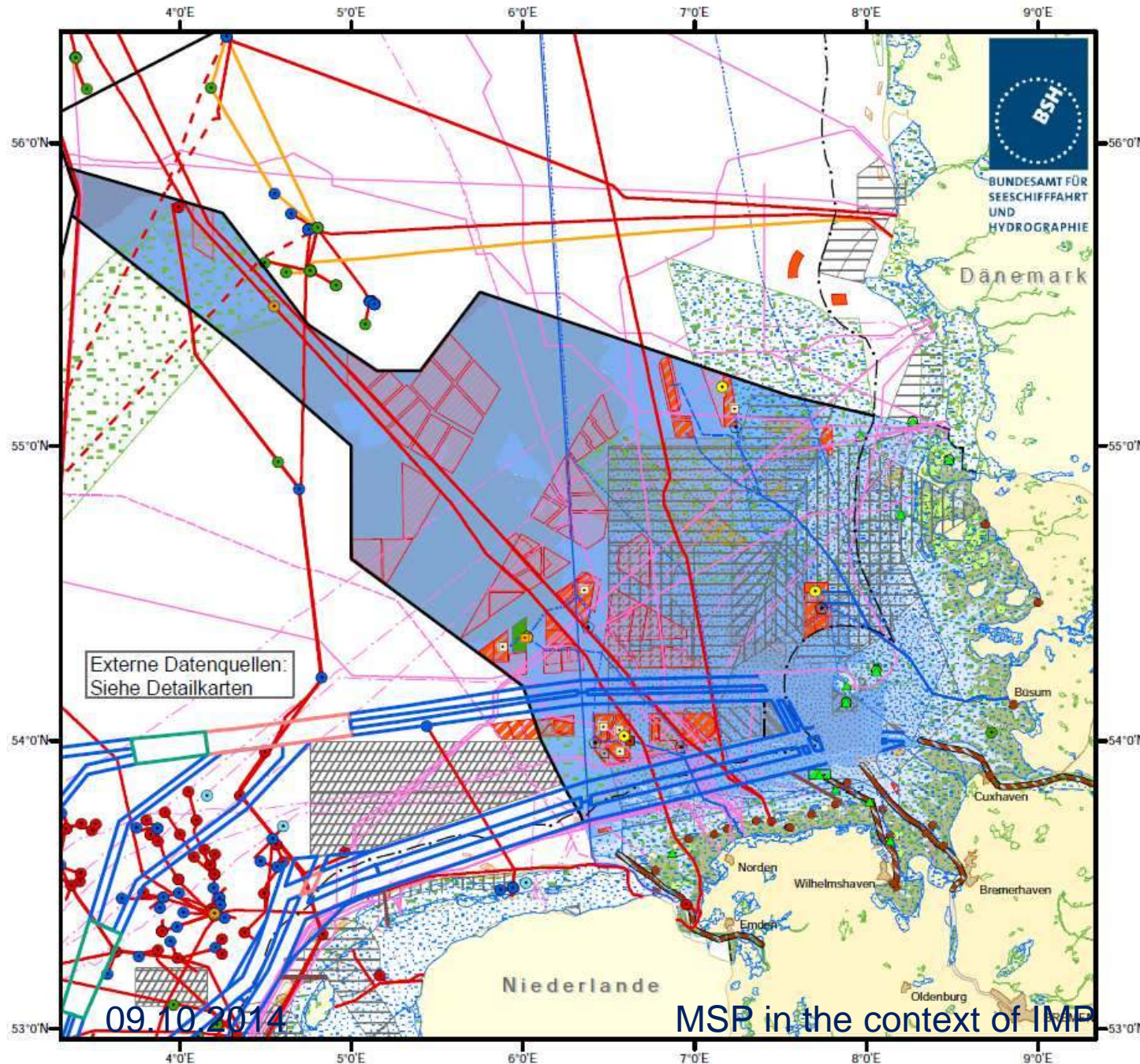


# Maritime Spatial Planning – German Experience

L'aménagement du territoire maritime dans le contexte de la politique maritime intégrée – Symposium IUEM Brest 09-10.10.2014



# Multitude of uses on the sea; potential conflicts between uses and/or uses and marine environment



## Multitude of uses on the sea

### Traditional uses and activities:

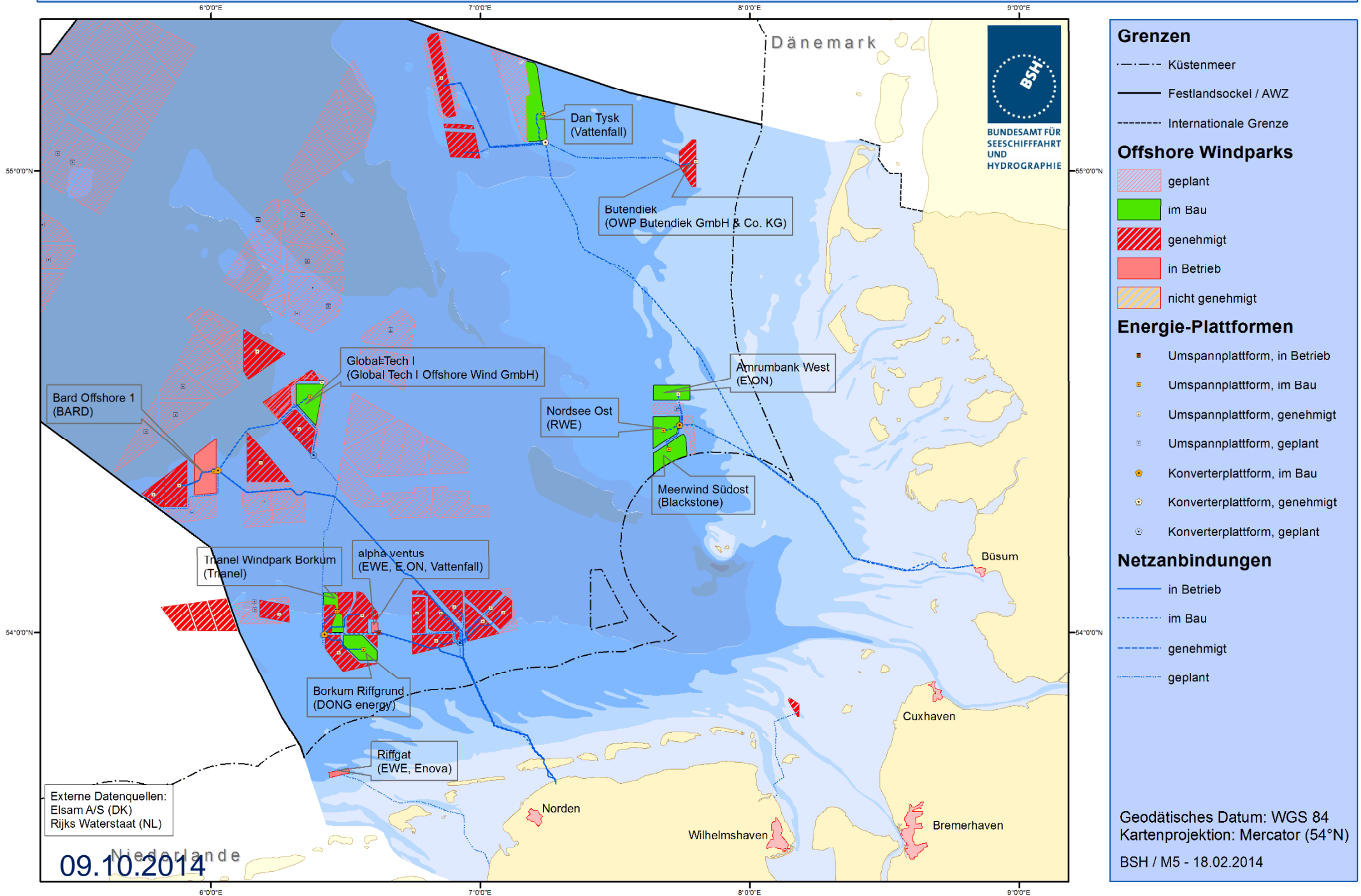
- shipping, fisheries
- oil and gas industry
- sand and gravel extraction
- pipelines, power & telecommunication cables
- military training, scientific research, nature conservation sites

### New developments:

- **large scale offshore-windparks**
- (15.000 MW by 2030)



# Nordsee: Offshore Windparks Baubeginn 2014



# Project Bard Offshore I - 80 turbines producing electricity



09.10.2014

# The German MSP example (EEZ)

Guiding principle is a **sustainable spatial development**, which harmonizes the social and economic demands on the space with its ecological functions and leads to a stable, large scale balanced order (Section 1 Spatial Planning Act)

- procedure started in 2005, questionnaire on uses and interests 2005
- scoping meeting concerning SEA report
- BSH drafted maritime spatial plan incl. strategic environmental report (SEA directive)
- public participation in summer 2008 with possibility to provide comments and two hearings (North Sea and Baltic Sea) with representatives from agencies and NGOs
- international consultation with neighboring countries
- Plan enacted 26th September 2009 and 19<sup>th</sup> December North Sea and Baltic Sea

# The German MSP example (EEZ)



The following guidelines have been formulated for spatial development in the EEZ:

1. Securing and strengthening maritime traffic;
2. Strengthening economic capacity through orderly spatial development and optimization of spatial use;
3. Promotion of offshore wind energy use in accordance with the Federal Government's sustainability strategy;
4. Long-term sustainable use of the special features and potential of the EEZ through reversibility of uses, efficient use of space, and priority of uses depending on the sea; and
5. Securing natural conditions by avoiding disruptions to and pollution of the marine environment.

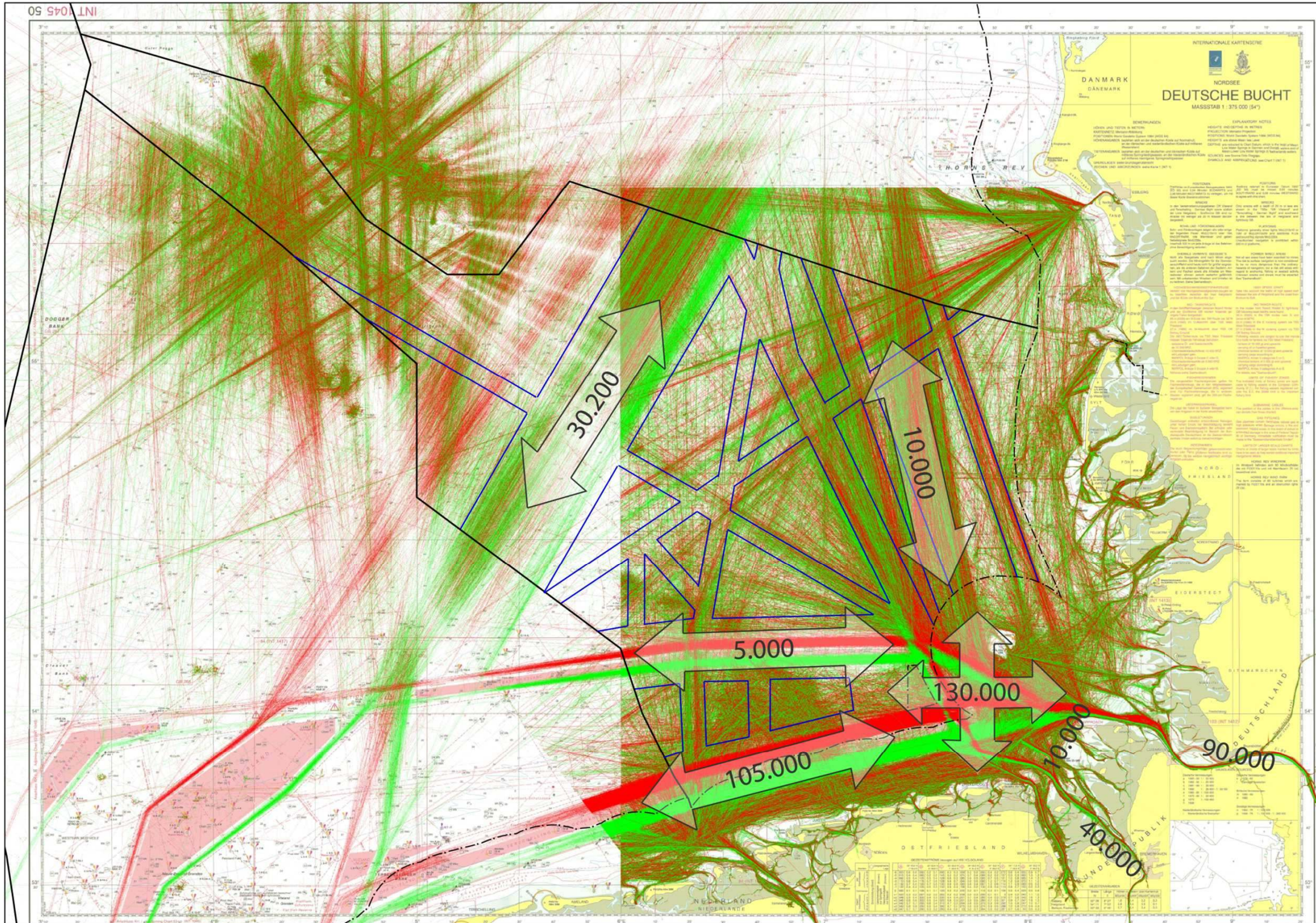


## Schifffahrt in der Nordsee

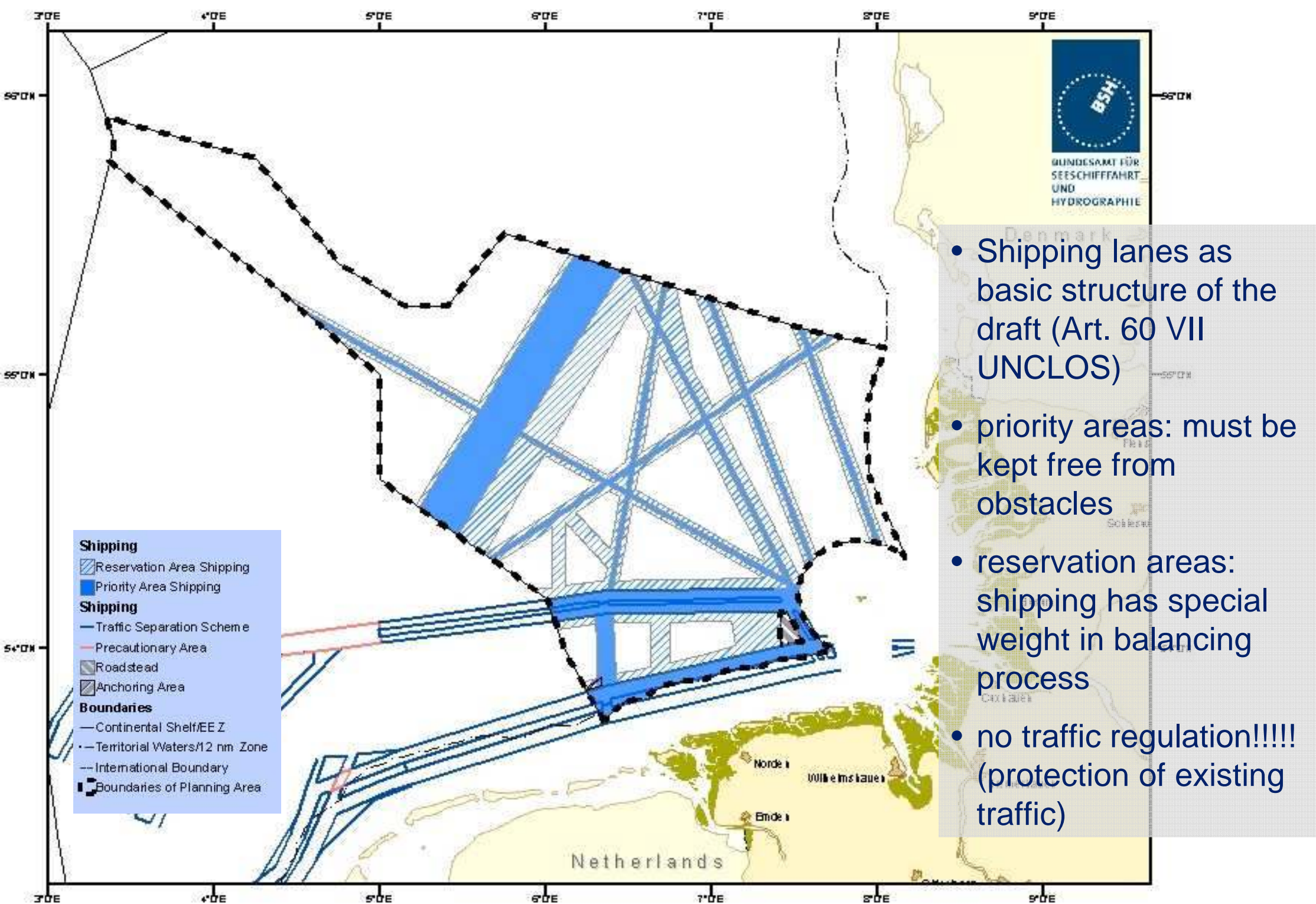
### Legende

-  Routenvorschläge WSD
-  Verkehrstrennungsgebiet

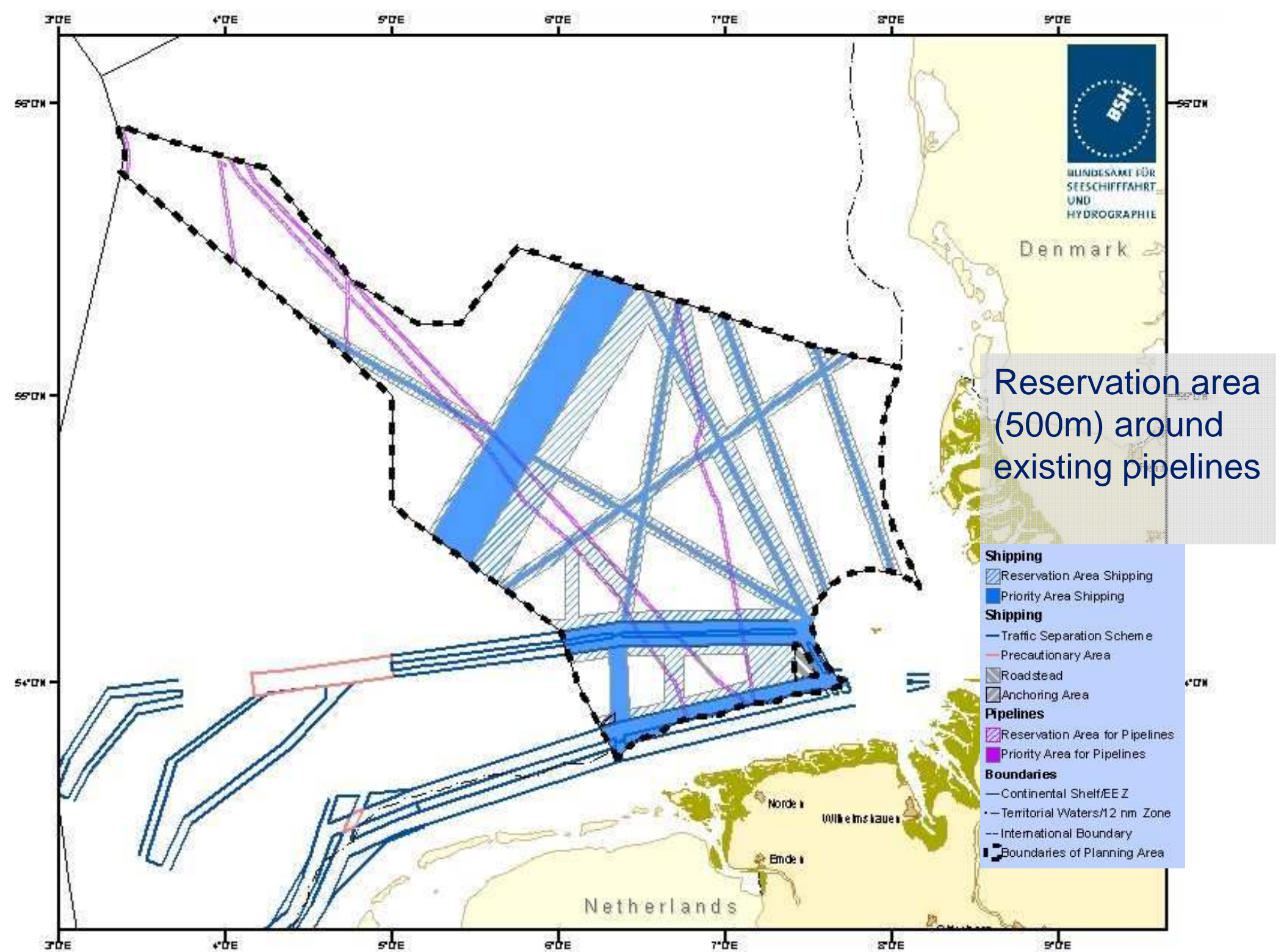








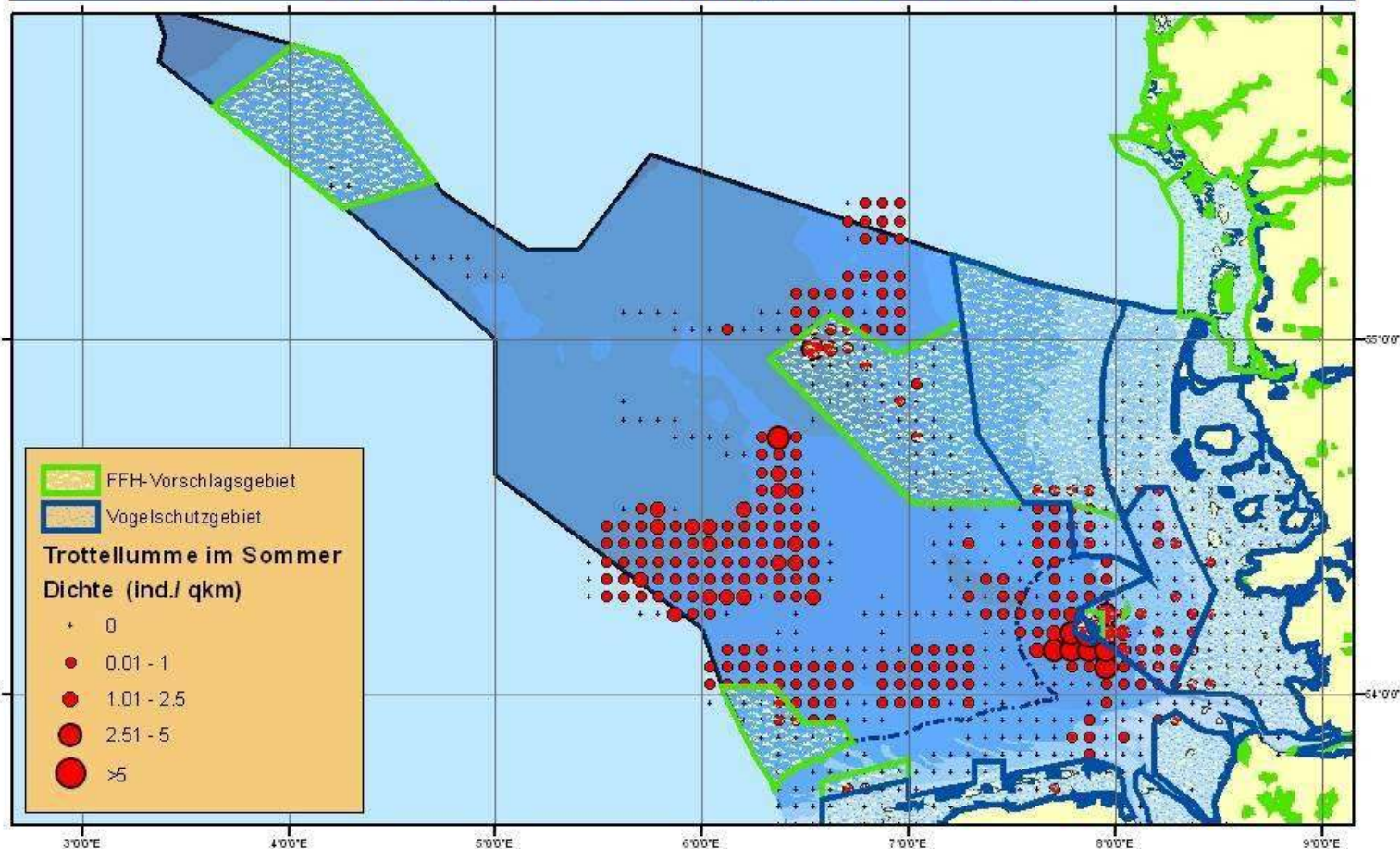






# Analysis for Strategic Environmental Assessment

Trottellumme im Sommer - 16.04. bis 30.06 - in der deutschen Nordsee  
schiffsgestützte Zählungen 2000 - 2006



Common guillemot  
(*Uria aalge*):  
example for a large  
scale analysis by  
connecting  
information from  
private and public  
sources

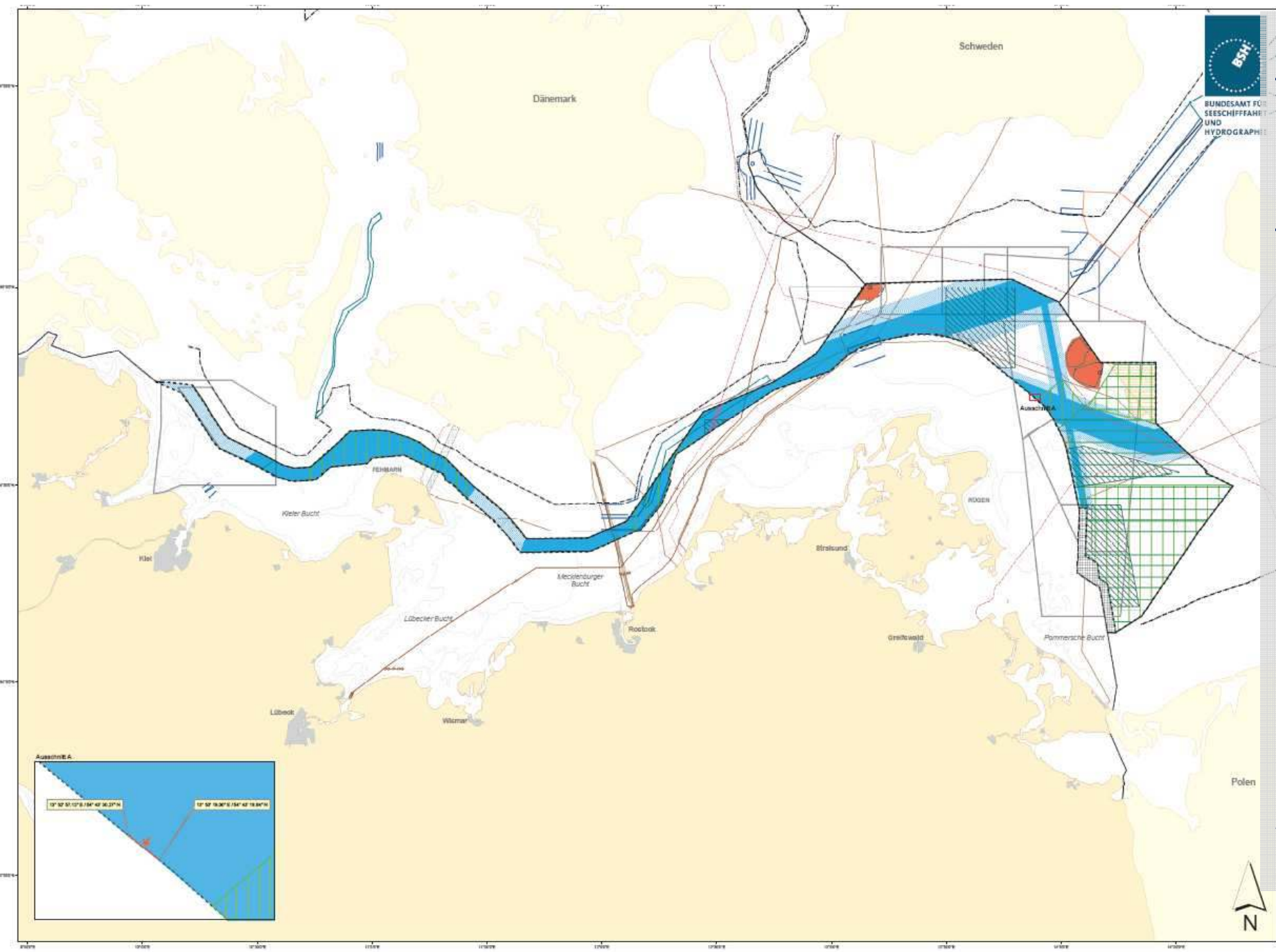
Auswertung: Forschungs- und Technologiezentrum Westküste  
der Christian-Albrechts-Universität zu Kiel und BSH



set into force on  
26th September  
2009



# Spatial Plan for EEZ in the Baltic Sea



- Priority areas for shipping (blue)
- Priority areas for wind energy (red)
- no turbines in Natura 2000 areas
- gates for electricity cables
- spatial plan set into legal force on 19th December 2009

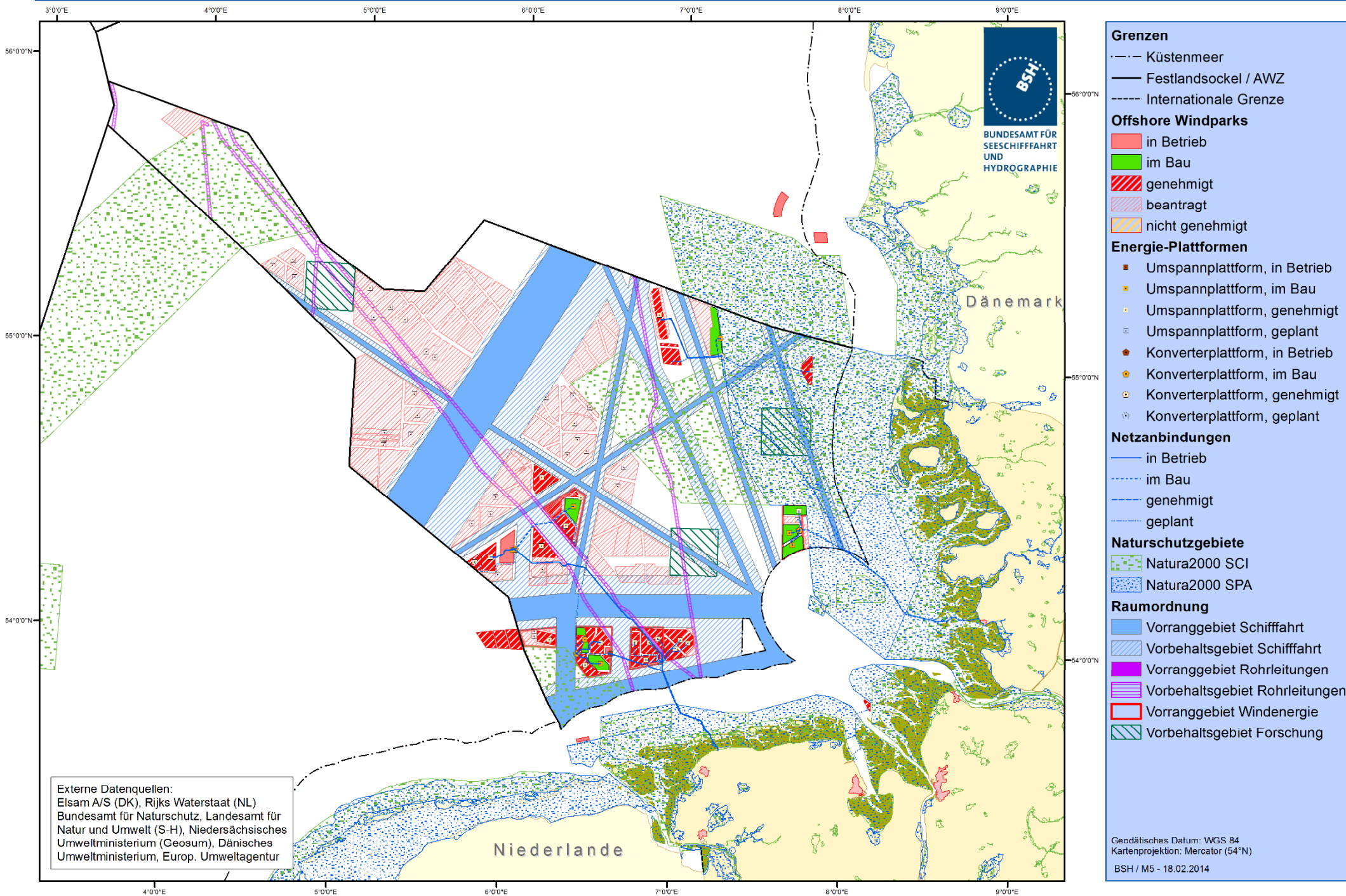
**Bundesamt für Seeschifffahrt und Hydrographie (BSH)**

Hamburg und Rostock

Verordnung über die Festlegung der deutschen ausschließlichen Wirtschaftszone in der Ostsee - Kartenteil

Kartenprojektion: Mercator (Sph. N., WGS 84)  
Maßstab: 1:400.000

# Nordsee: Offshore Windparks





# Detailed Guidance Available

Federal Waterways and Shipping  
Directorate North-West

Federal Waterways and Shipping  
Directorate North

Traffic Technologies Centre

- Guidelines for the Design, Marking and Operation of Wind Generators in the Area of Responsibility of the Federal Waterways and Shipping Directorates North-West and North to Guarantee the Safety and Efficiency of Vessel Traffic

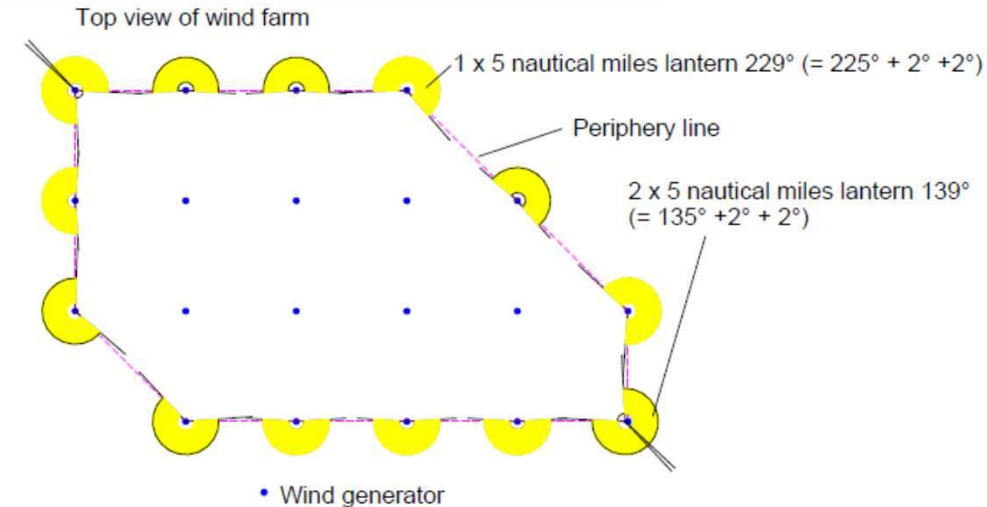


Fig.3: Visualisation of the horizontal beam characteristic according to Paragraph 9 (a) by way of example

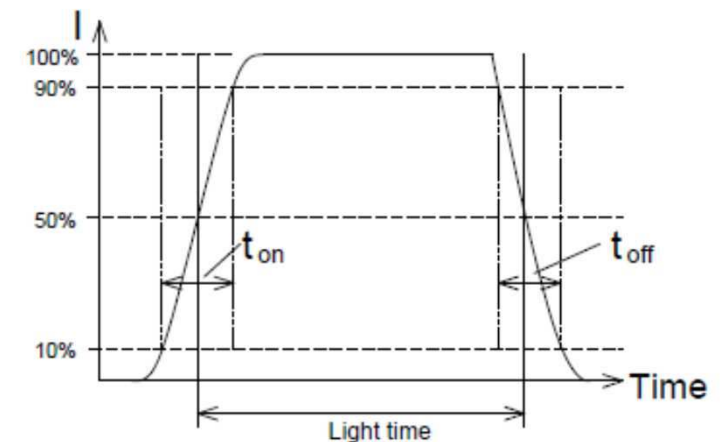


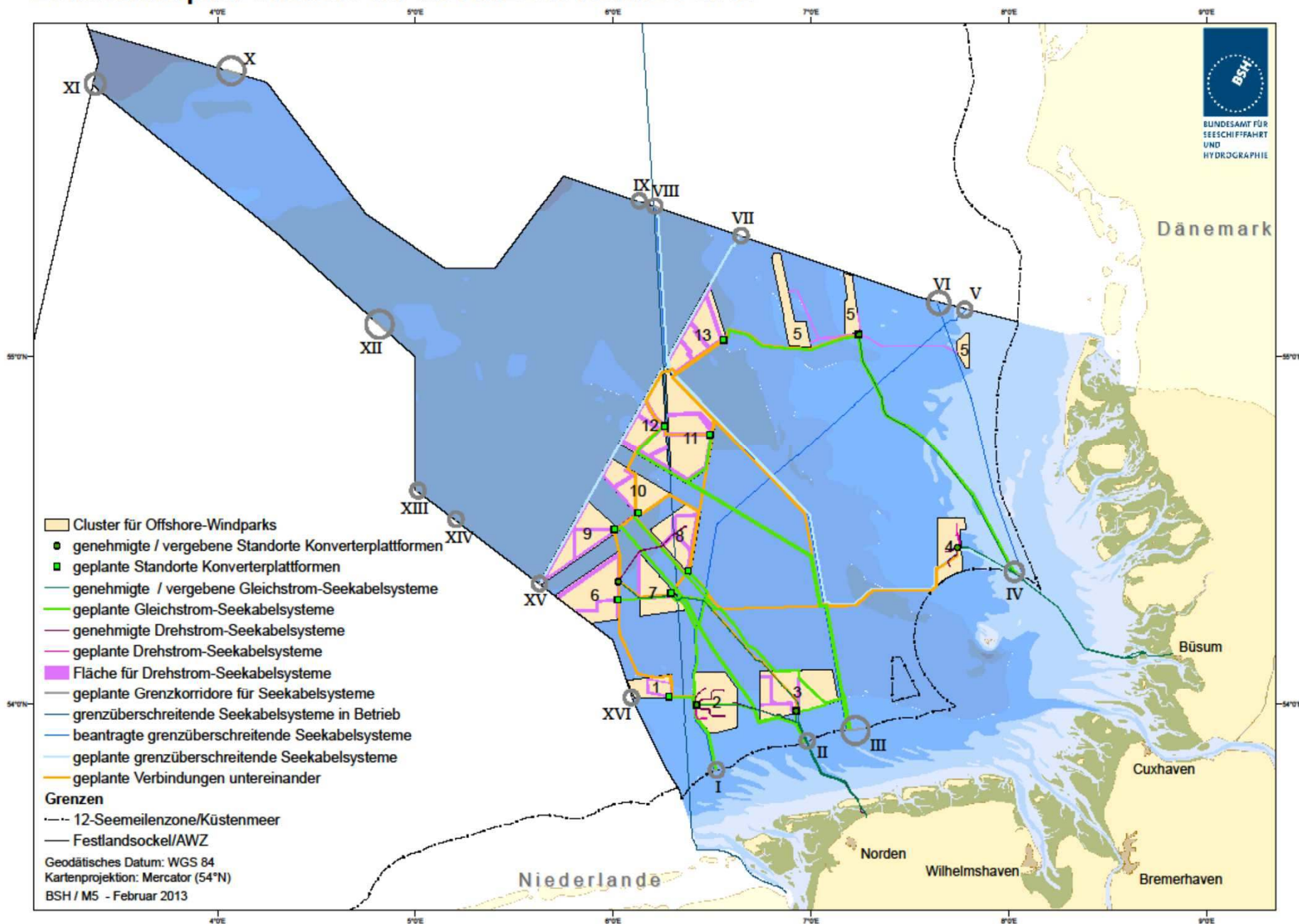
Fig. S27: Time characteristic of the luminous intensity

# Plan for Offshore- grid EEZ North Sea incl. SEA report,

## Bundesfachplan Offshore für die AWZ der Nordsee 2012



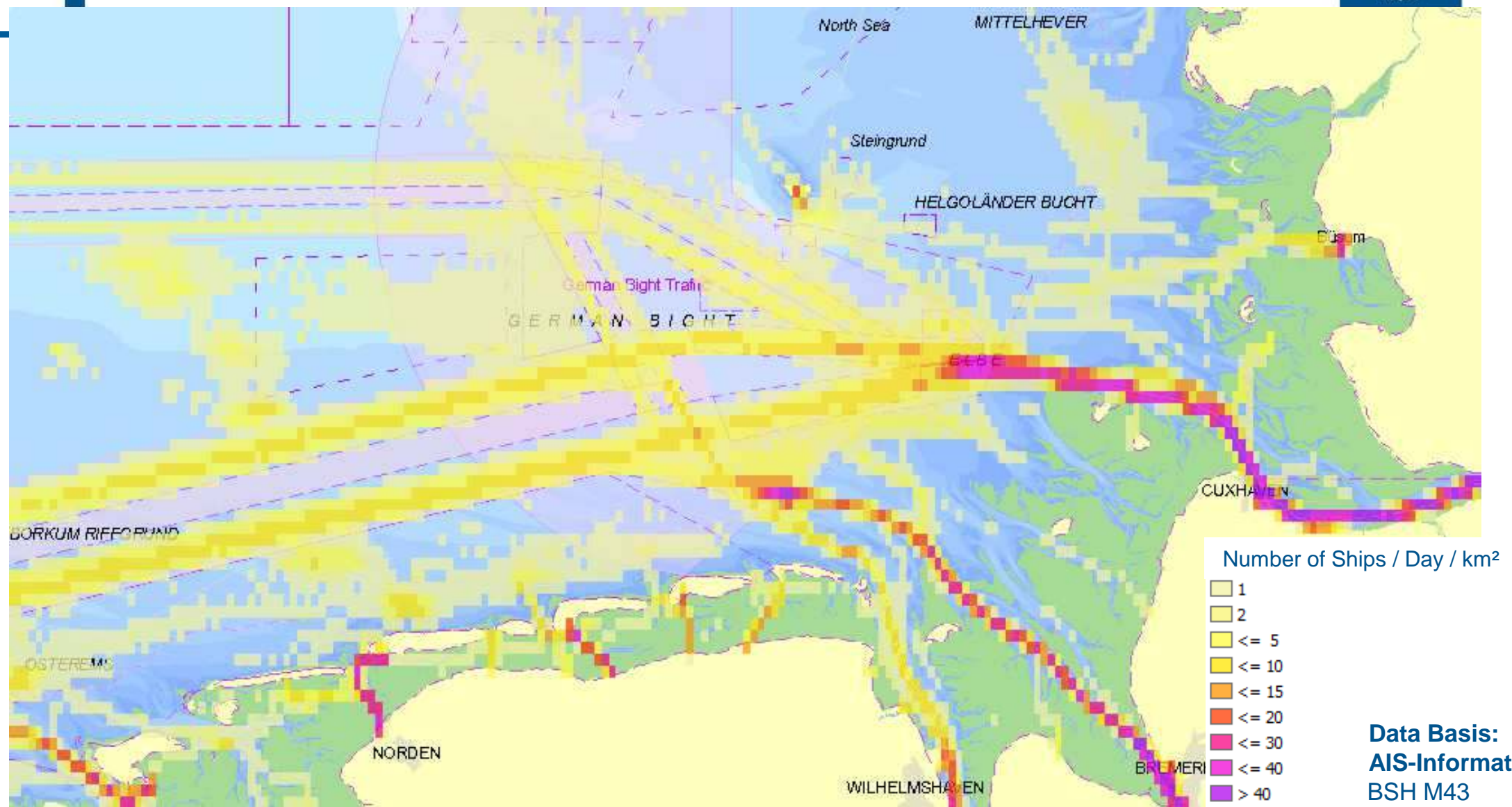
BUNDESAMT FÜR  
SEESCHIFFFAHRT  
UND  
HYDROGRAPHIE





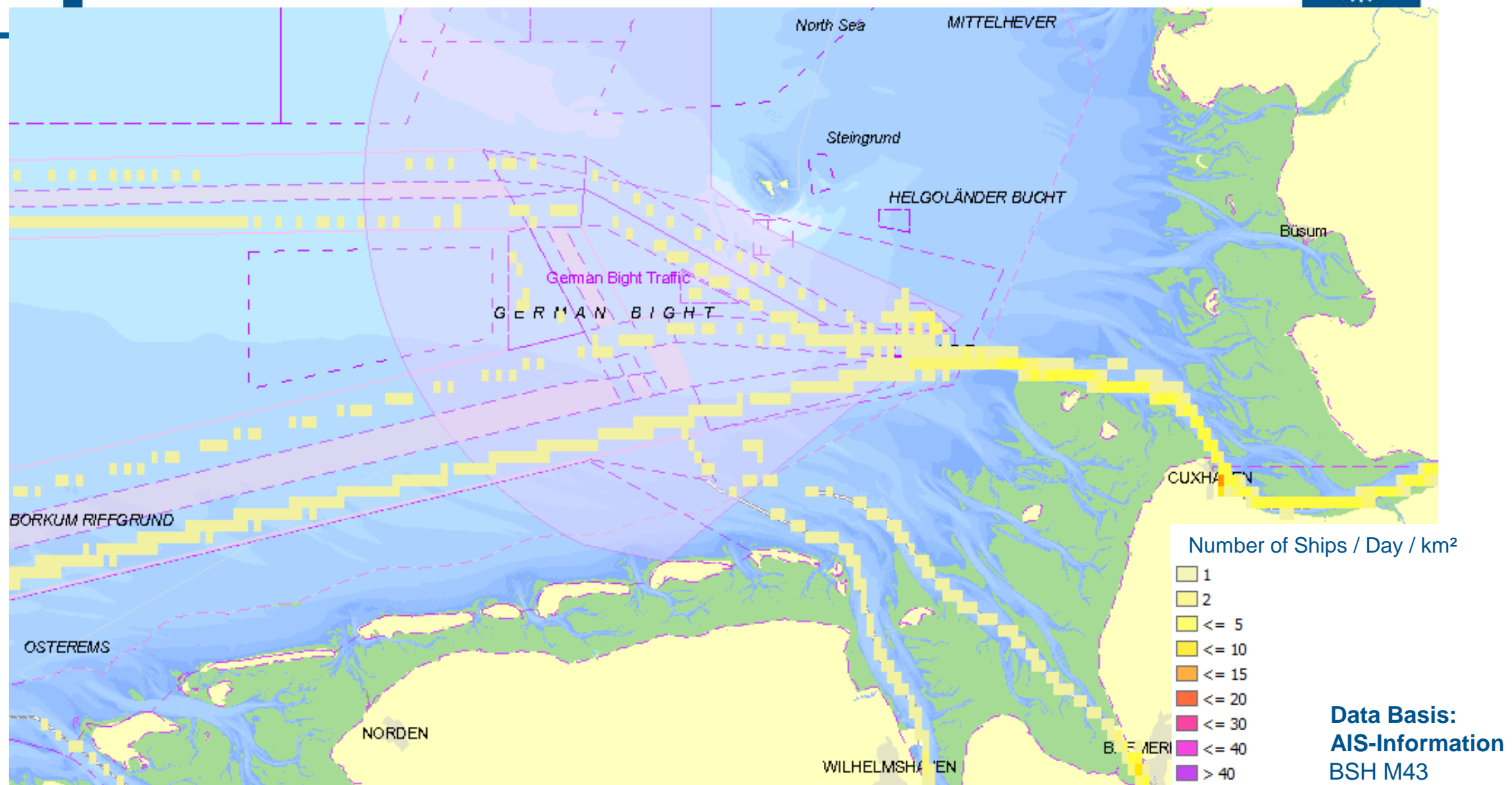
# North Sea – German Bight

## Mean Vessel Traffic Density July 2012 – All Ships



# North Sea – German Bight

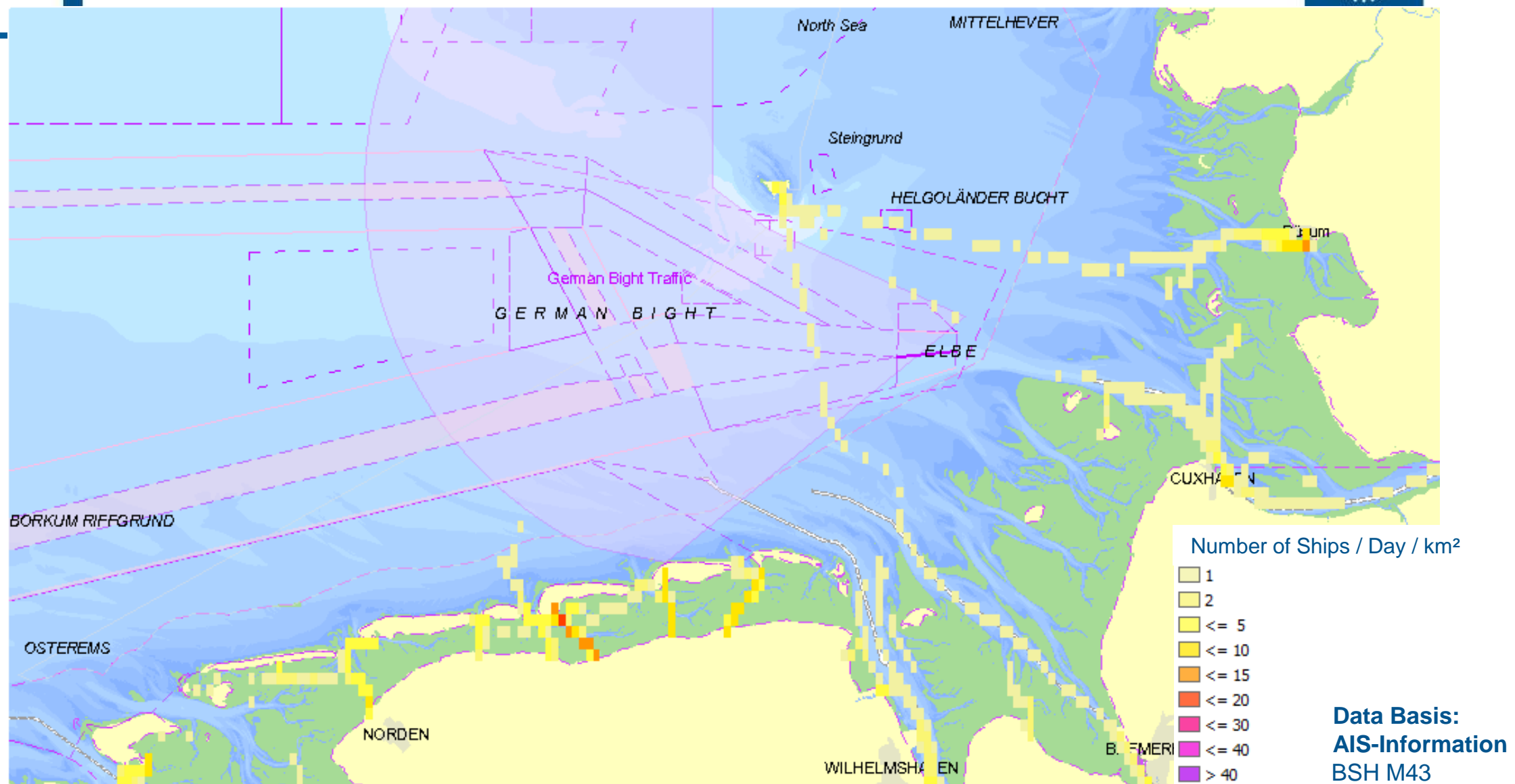
## Mean Vessel Traffic Density July 2012 – Tanker





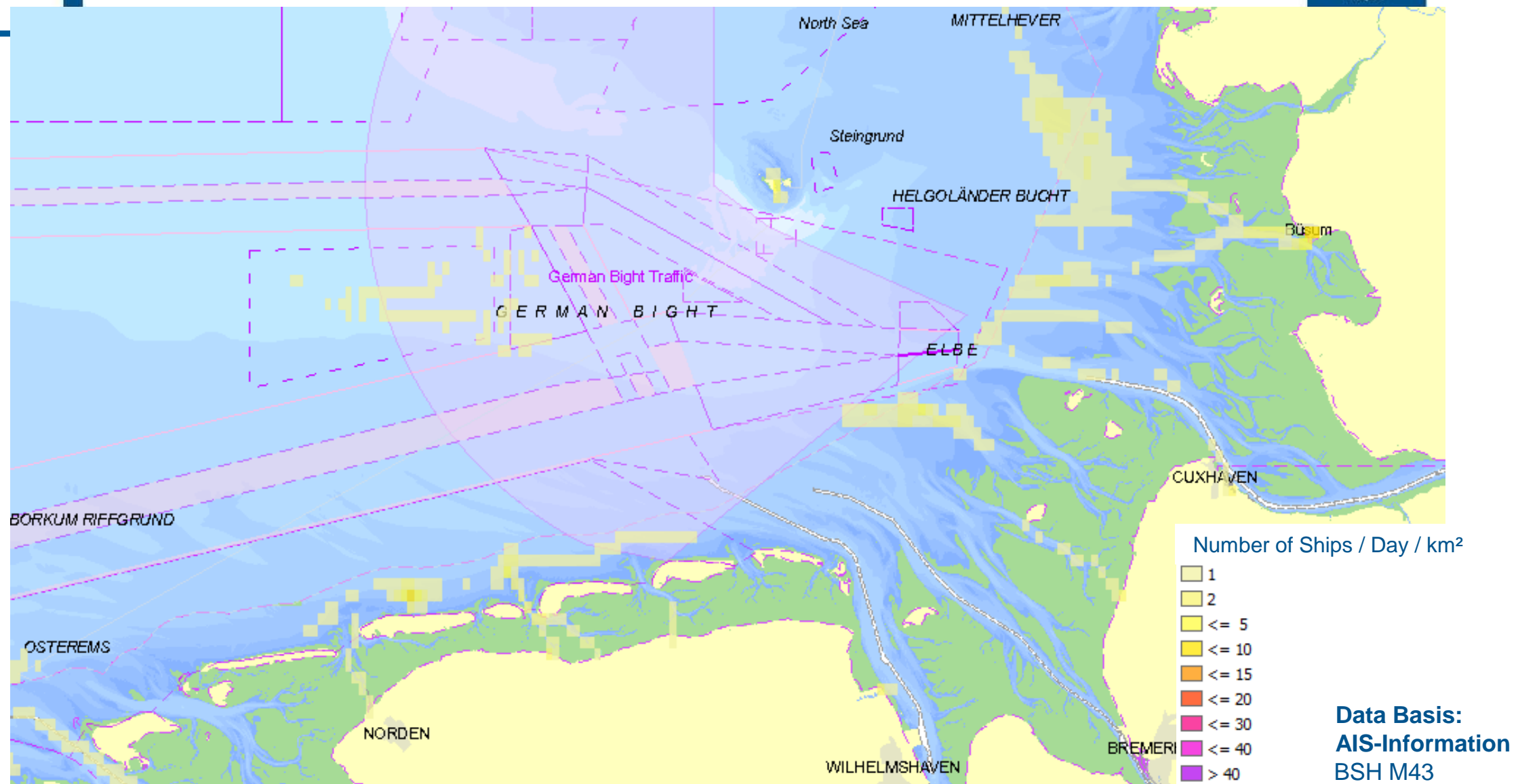
# North Sea – German Bight

## Mean Vessel Traffic Density July 2012 – Passenger vessels



# North Sea – German Bight

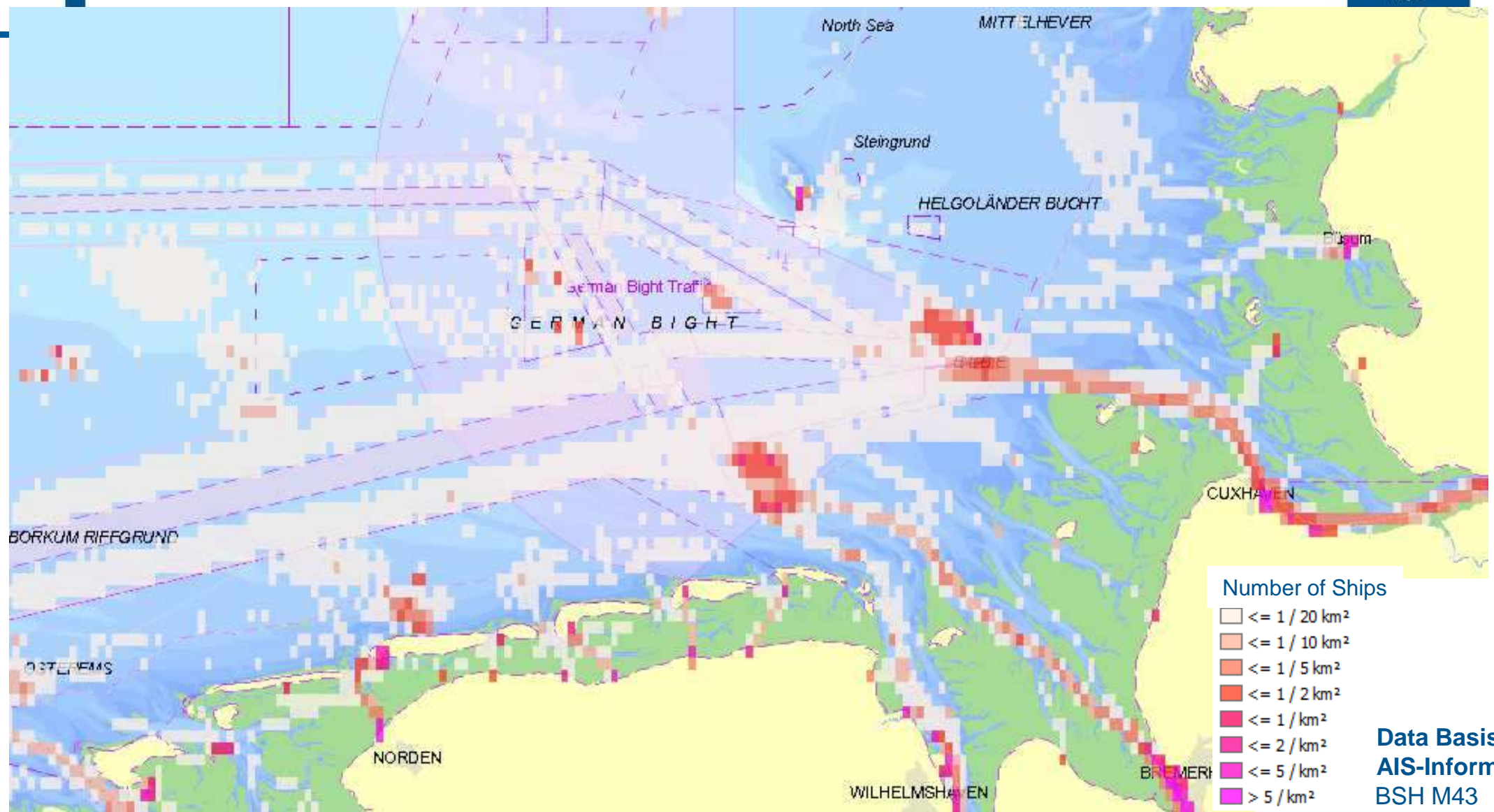
## Mean Vessel Traffic Density July 2012 – Fishing Vessels





# North Sea – German Bight

## Mean Vessel Density July 2012 – All Ships

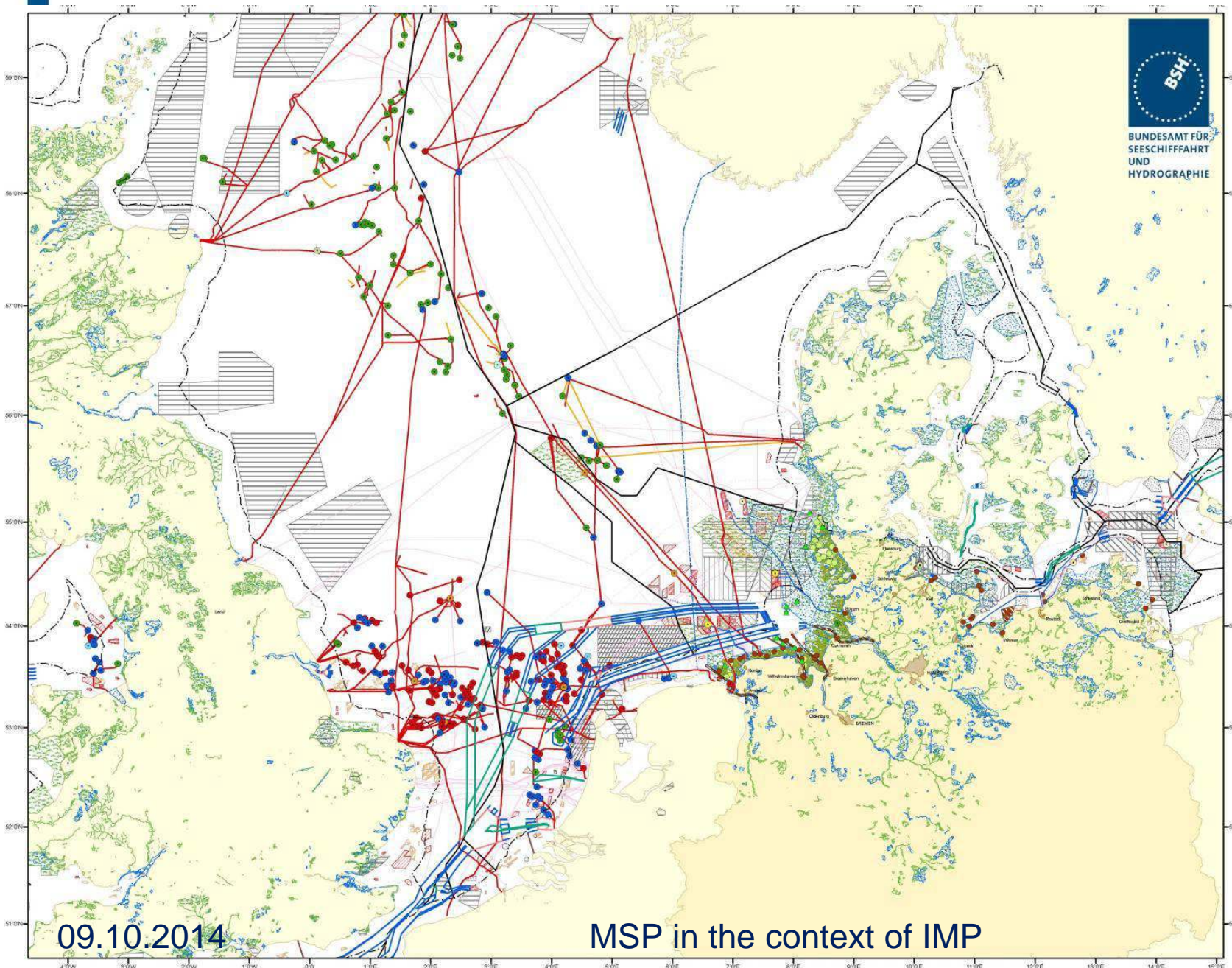




# International Cooperation



BUNDESAMT FÜR  
SEESCHIFFFAHRT  
UND  
HYDROGRAPHIE



Transboundary  
cooperation  
important because  
of transnational  
uses and marine  
conservation  
issues

09.10.2014

MSP in the context of IMP



# International Co-operation on MSP

North Sea: OSPAR ICG MSP

Baltic Sea: HELCOM/VASAB WG MSP

Very succesful project on MSP is the INTERREG IVB project „BaltSeaPlan with the objective:

To develop, introduce and implement Maritime Spatial Planning throughout the Baltic Sea region in a coherent manner.

## Facts and figures

- 14 partners from 7 countries around the Baltic Sea
- 2009 to 2012
- more than 30 Reports on webpage

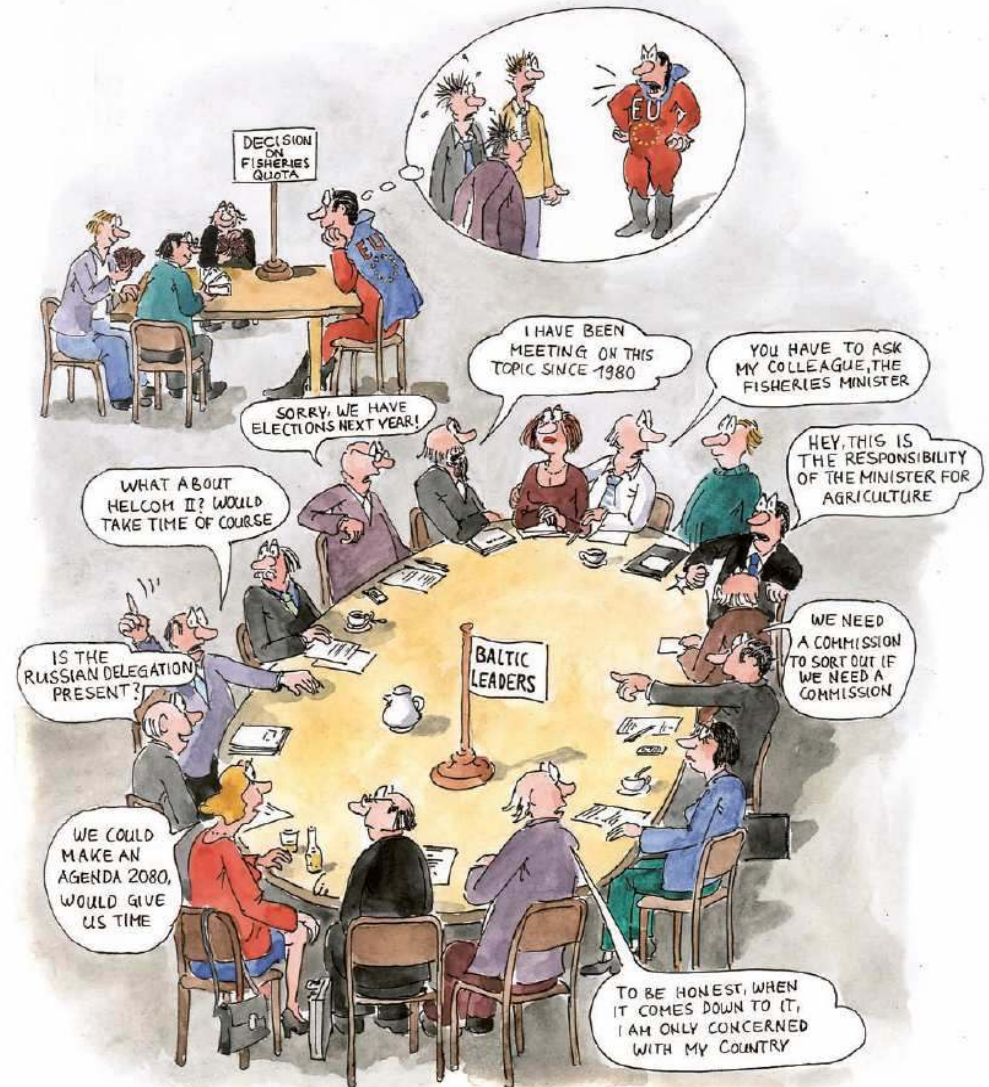
[www.baltseaplan.eu](http://www.baltseaplan.eu)

Successor project:

PartiSeaPate



**Baltic Sea Region**  
Programme 2007–2013





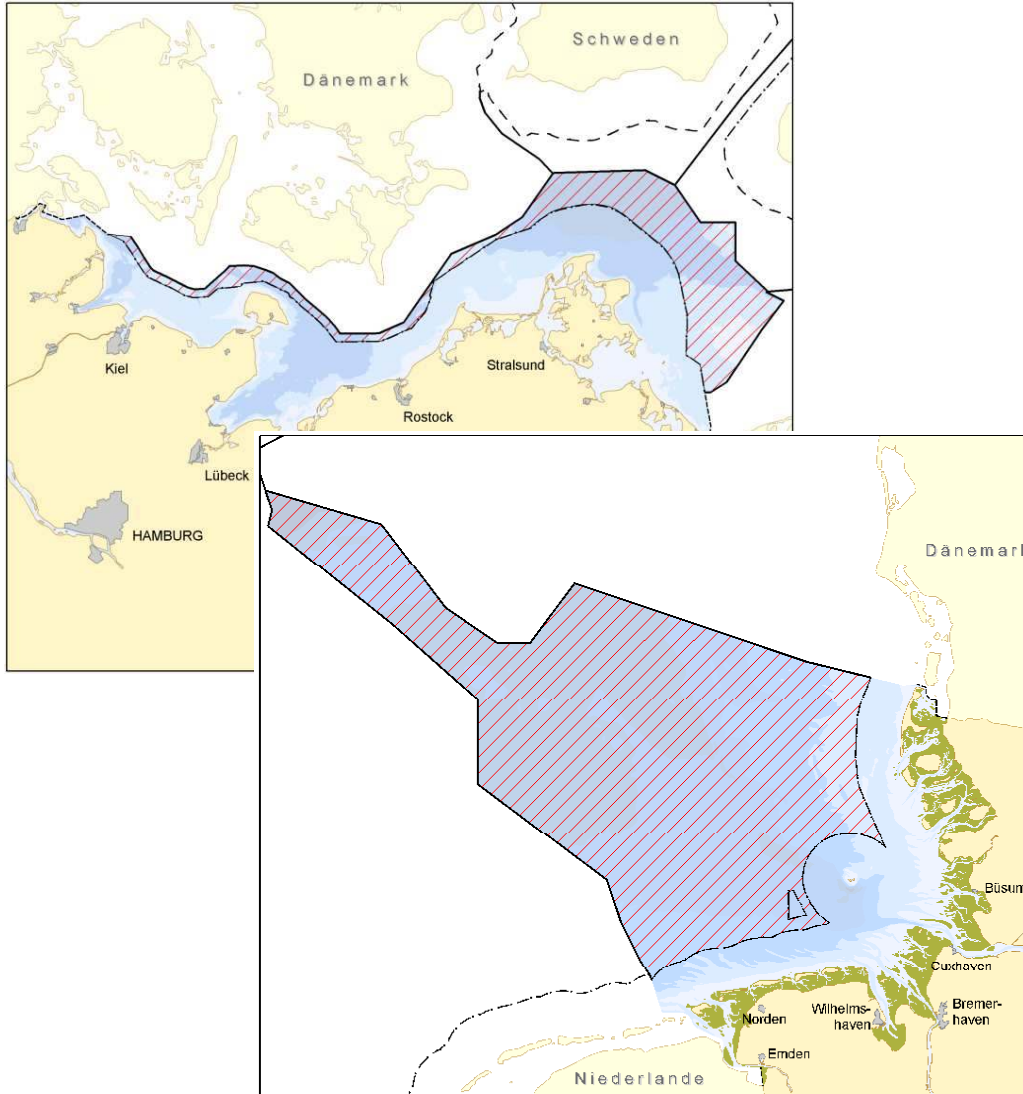
**Thank you!**

**[kai.truempler@bsh.de](mailto:kai.truempler@bsh.de)**

**[www.PartiSEApate.eu](http://www.PartiSEApate.eu)**

**[www.bsh.de](http://www.bsh.de)**

# German Exclusive Economic Zone



EEZ not part of German territory

Baltic Sea : 4.500 km<sup>2</sup>

North Sea : 28.600 km<sup>2</sup>



Territorial Sea: sovereignty limited by the right of innocent passage

EEZ:

- freedom of navigation for all States
- restrictions by coastal State: exercise of exclusive rights and jurisdiction (e.g. establishment of artificial islands, installations, structures and safety zones, Art. 60 UNCLOS)
- no unilateral definition of sea lanes for international navigation (competence of IMO)
- Art. 60 para 7 UNCLOS: Artificial islands, installations and structures and the safety zones around them may not be established where interference may be caused to the use of recognized sea lanes essential to international navigation

# Strategic Environmental Assessment

For the first time a large scale SEA has been carried out in a sea area distant from the coast

Main content of the report:

- description and evaluation of state of the marine environment
- description and assessment of any substantial impacts on the marine environment that are likely to be caused by the implementation of the plan

Result of SEA: no substantial impacts on the marine environment by the designations of the plan



# „development freeze“ for safeguarding sea areas needed for cables, June 2012

