

Feedback on MSP process and stakeholders' engagement - views from the Baltic Sea



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AUTHORITY AND ORGANIZATIONAL STRUCTURE OF THE FINNISH MARITIME SPATIAL PLANNING

The **Finnish Maritime Spatial Plan 2030** consists of three maritime spatial plans in three planning areas.

Planning was done in collaboration with eight coastal regional councils.

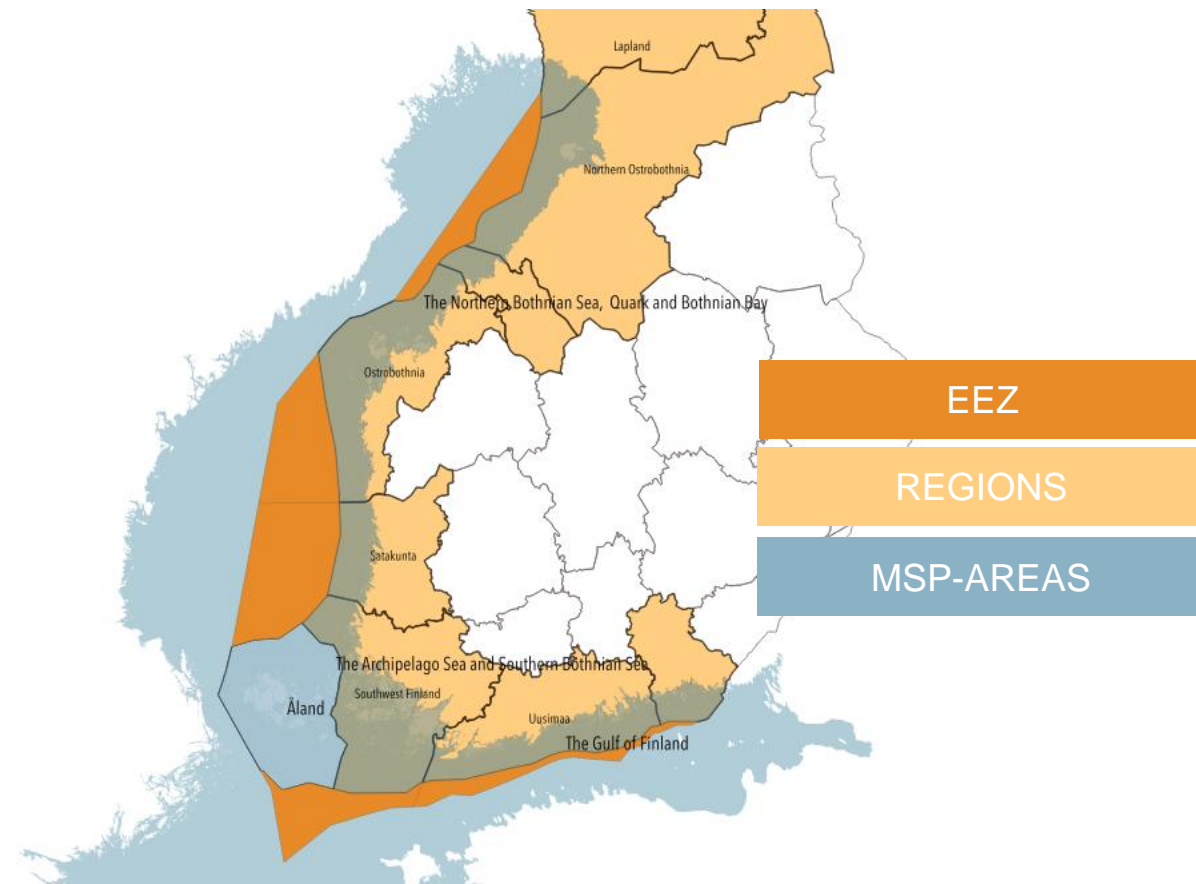
The planning solutions were made in comprehensive and wide-ranging collaboration with stakeholders along the entire coast, and they take into consideration the special characteristics of each area.

Regional Council of Southwest Finland coordinates the MSP cooperation in Finland

The three maritime spatial plans were approved separately by the assemblies of each coastal regional councils by December 2020.

Most of the MSP-area (territorial waters) is covered by binding regional and municipal land use plans.

- maritime themes not in a very active role



MARITIME SPATIAL PLAN 2030 FOR FINLAND

All digital – www.merialuesuunnitelma.fi



This is the Maritime Spatial Plan for Finland 2030.

The maritime spatial plan consists of five parts, which you can read by following the links below.



MARITIME SPATIAL PLANNING

Legislative framework, planning principles and process description.



SCENARIOS

Potential and alternative scenarios for the future of marine areas up to 2050



VISIONS

Vision for the sustainable use of marine areas 2050, and sector-specific roadmaps 2030



MARITIME SPATIAL PLANS

Maritime spatial plans for Finland's three planning areas

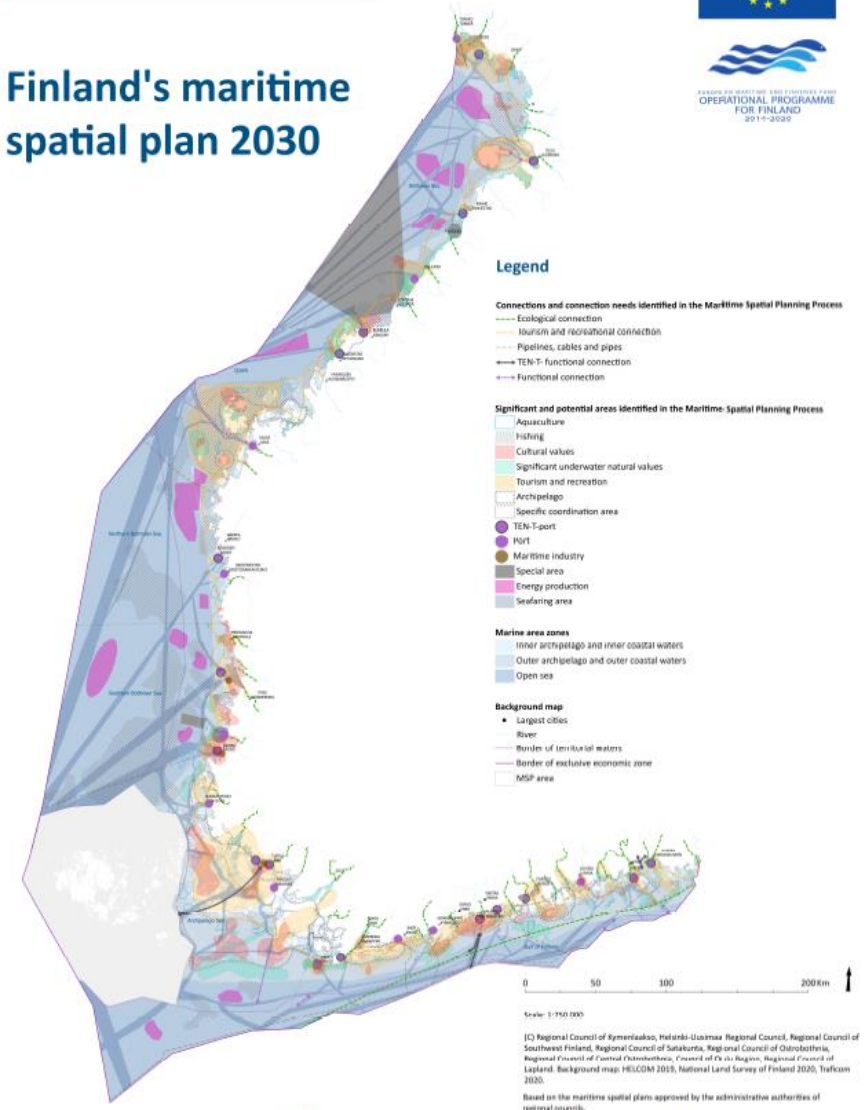


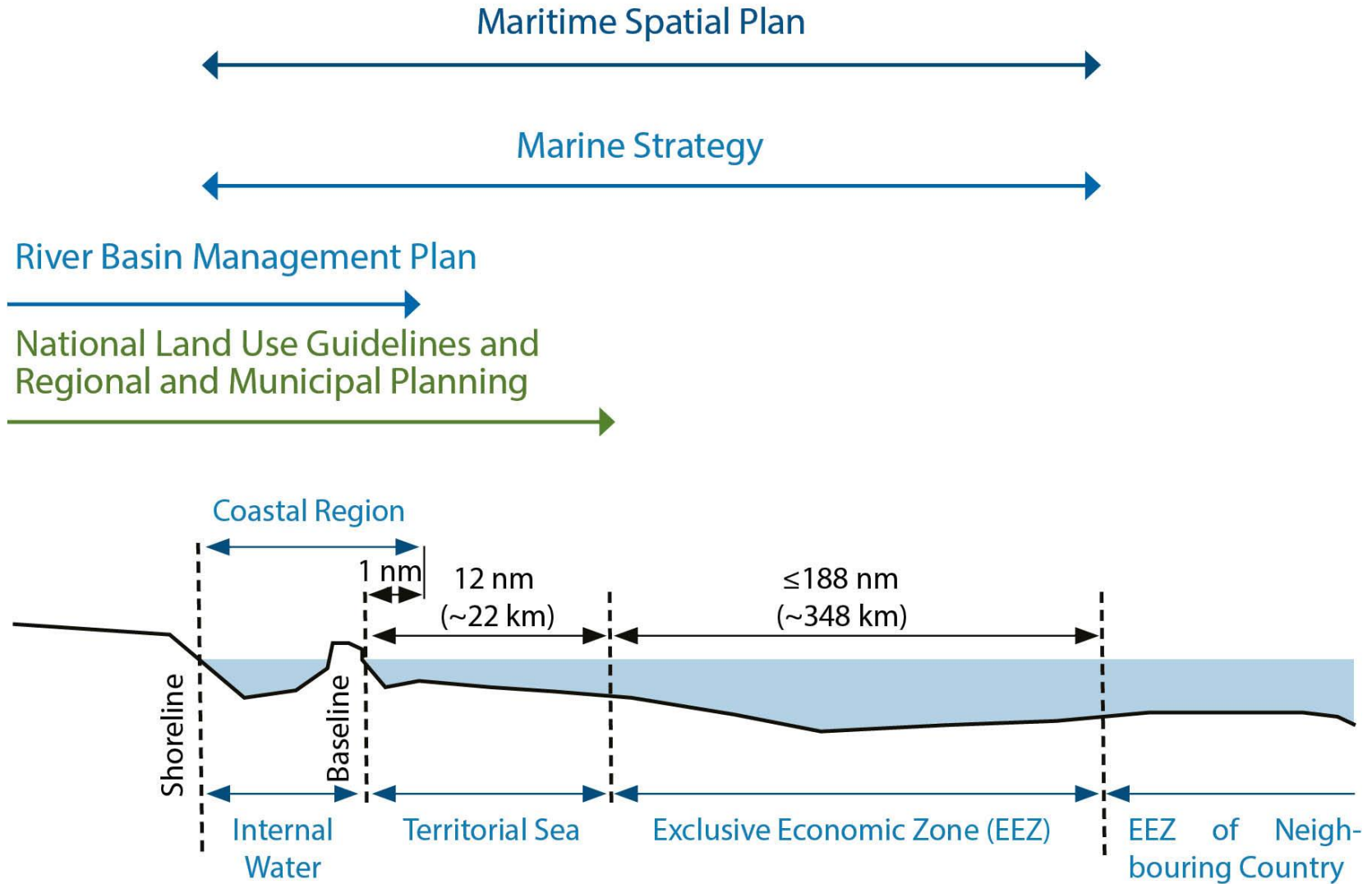
IMPACT ASSESSMENT

Assessment of the indirect impacts of the maritime spatial plan

MARITIME SPATIAL PLANNING

Finland's maritime spatial plan 2030





MARITIME SPATIAL PLAN, territorial waters and EEZ, Responsible authority Regional Councils

Strategic



REGIONAL LAND USE PLAN, covers territorial waters, responsible authority Regional Councils

Legally guiding



LOCAL MASTER PLAN, covers territorial waters, responsible authority Municipalities

Legally guiding



POLICY FRAMEWORK AND SITUATIONAL PICTURE - Sustainable Blue Economy in the Archipelago Sea and Southern Bothnian Sea

report: [Situational picture of the blue economy, 2018](https://www.merialuesuunnittelu.fi/en/situational-picture-material-and-reports/) (in Finnish)



Strengths

The area contains several large maritime industry operators, as well as an extensive subcontracting network in the Turku region, for example. The area also contains a lot of pharmaceutical industry and life science expertise, and the blue economy could be utilised more effectively in these areas. The region of Satakunta is making major investments in blue growth. The Archipelago Sea is a significant tourism and recreation destination. The state of the water is good in some of the Sea of Bothnia.

Challenges

Attention must be paid to the state of the water. The water in the Archipelago Sea has been classified as satisfactory. Hoping for growth in tourism in the archipelago while demanding that tourist volumes are not too large. The impact of business cycles on maritime industry operators. Doubts over whether enough is invested in R&D to enable a genuine breakthrough in blue biotechnology.

Current state

Major metal and maritime industries: almost all of Finland's shipyards are located in the area (Turku, Mäntyluoto, Rauma and Uusikaupunki). Two large deep-water ports (Pori and Rauma) provide cargo services, along with the port of Eurajoki. The waters off the coast of Pori host the first 11 offshore wind power plants built to withstand Arctic conditions. The area has a large number of professional fishing operators, and Finland's largest fishing harbour is in Reposaari. There is significant archipelago tourism in the area.

Grounds for the description of the current state and strengths

The shipyard in Turku is Finland's largest shipyard in terms of revenue (EUR 800 million). The Port of Rauma is the largest port in the area and Finland's fourth-largest port. The area contains approximately 90 ports for ferry connections and 120 guest marinas. The maritime national parks in the area attract more than 250,000 annual visitors. The area also has by far the most aquaculture. The majority of Finland's Baltic herring catch comes from this planning area.

RDI activities

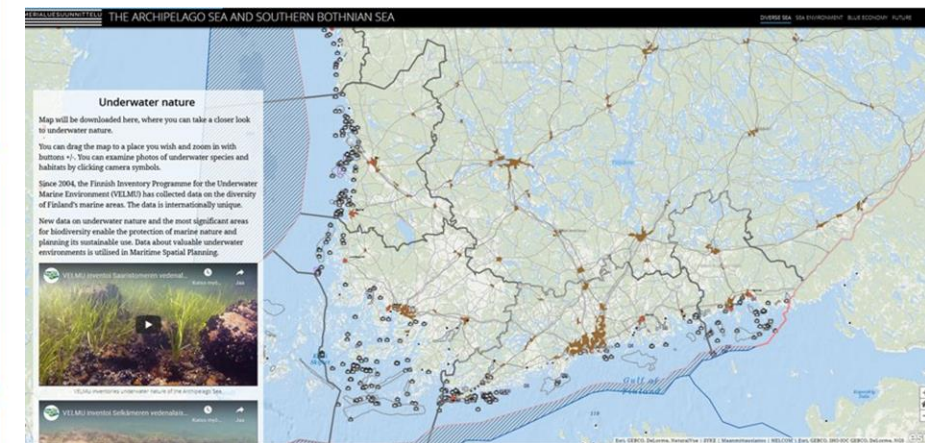
A testing area for marine traffic automation and robotics has been established near Eurajoki in Satakunta. A large amount of education and research activity related to seafaring, including seafaring education in Rauma and Aboa Mare in Turku. Investments in energy expertise and Blue Care projects in Satakunta. Biotechnology and medical research. Projects for exploiting less valuable fish, both in Satakunta and Southwest Finland.

Future themes

The Satakunta regional programme highlights blue growth as a development theme covering a wide range of sectors in the blue economy. Renewable energy and the tourism sector offer plenty of potential. Smart specialisation has been placed at the forefront (maritime industry, life science and food industry).

Storymaps to inform wider public of the current situation

<https://www.merialuesuunnittelu.fi/en/situational-picture-material-and-reports/>



SCENARIO PHASE – COLLABORATIVE PLANNING

What are scenarios?

Scenarios are holistic descriptions of possible and alternative future operating environments.

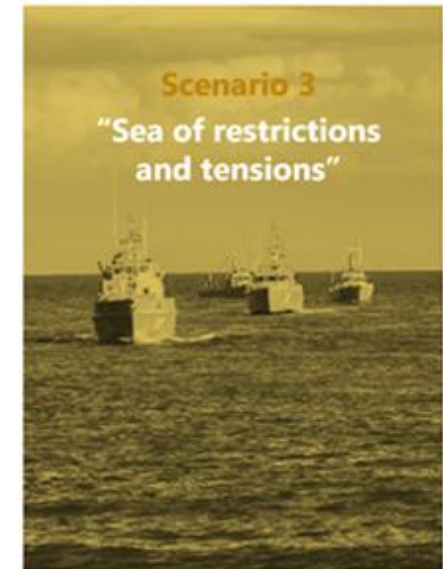
Why scenarios?

Scenarios form a context against which policies and strategies can be tested in advance.

Scenario process is a good way to facilitate a multidisciplinary discussion and tackle complex issues.

Scenarios - key change factors

- Condition of the marine environment
- Environmental attitudes
- Climate change
- Urbanization
- Security situation
- Maritime sectors



- chosen as a best practice of applying the Ecosystem-based approach in MSP, in the EC report on the implementation of the Maritime Spatial Planning Directive, https://oceans-and-fisheries.ec.europa.eu/news/european-commission-report-implementation-maritime-spatial-planning-directive-good-progress-more-2022-05-03_en

VISION PHASE = MSP CO-CREATION OF KNOWLEDGE

Bridging social capital

Shared understanding of socio-ecological systems

Shared vision for marine areas up to 2030 and 2050

Practical way of adopting Ecosystem-Based Approach in MSP

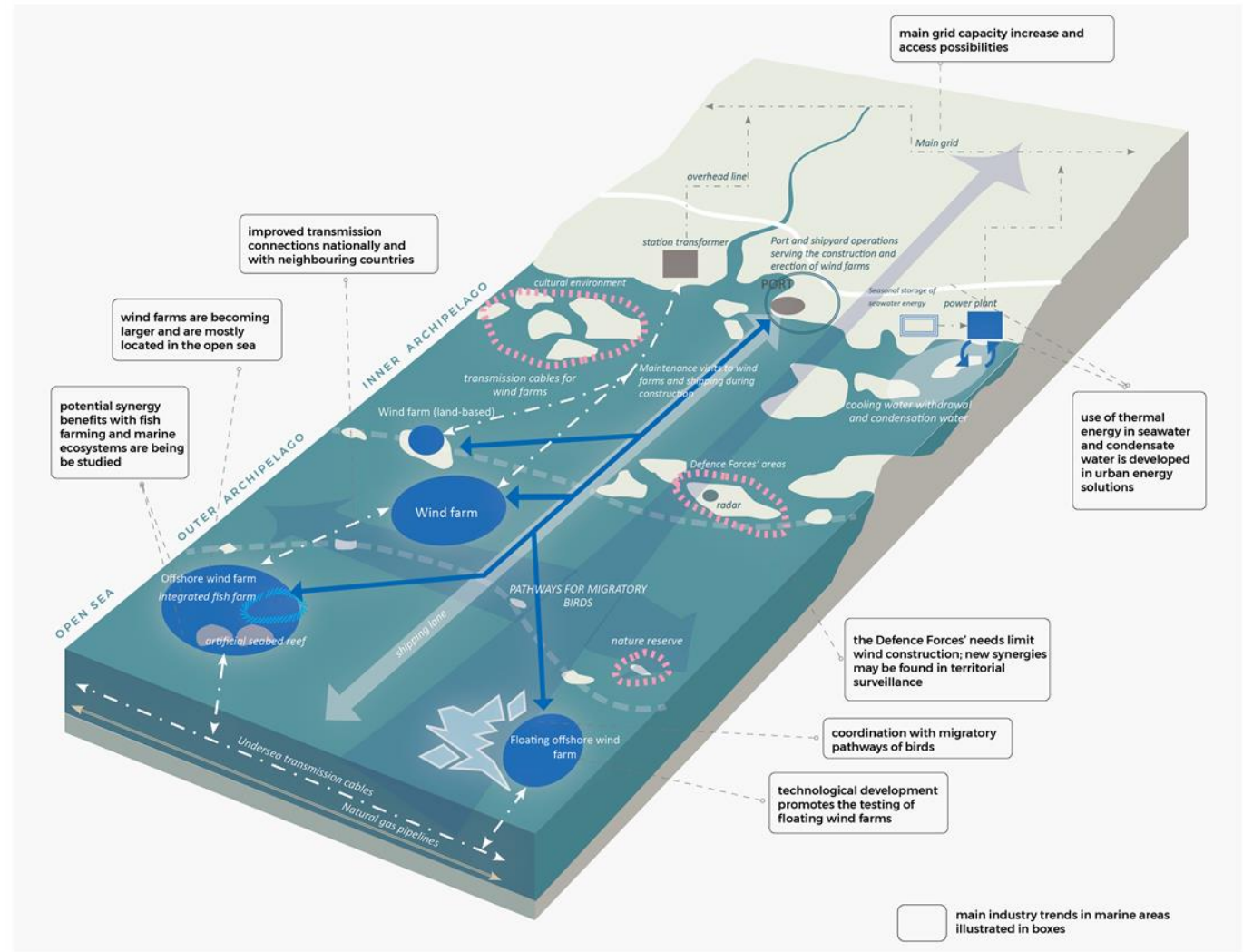
Practical way of taking Land-Sea Interactions into account and plan from the shoreline.

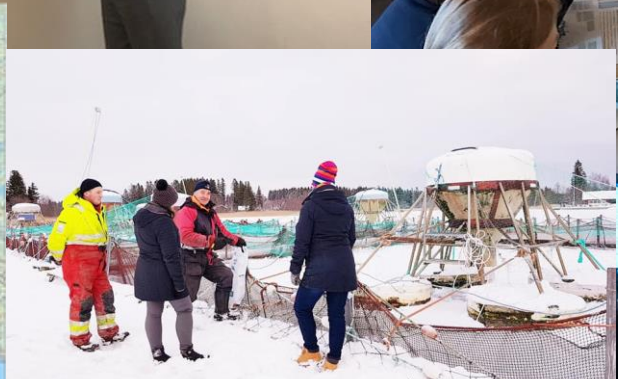
Essential in order to have coherent planning among coastal regional councils and to meet regional maritime stakeholders' needs.

Natural resource conflict mitigation

Maritime Spatial Plan for Finland 2030:

" The maritime spatial plan identifies the needs of the marine environment and the wellbeing of maritime actors equally, without placing sectors in an order of importance. The maritime sectors examined have different societal and community values, which the plan seeks to foster."





MSP & EUROPEAN GREEN DEAL

Fair green transition that leaves no one and no place behind

European Green Deal (2019)

- Biodiversity protection
- Carbon neutrality
- Sustainable sea food production
- Climate Change adaptation
- Zero pollution
- Circular economy

MSP – MSFD - WFD

EU Biodiversity strategy '30 by 30'

Nature Restoration Law

Climate-smart MSP

Climate change hot spots and bright spots to identify refugia for marine species

Need to increase cross-border coherence in MSP

Ecological connections such as migratory fish and birds, bats, blue-green-infrastructure

Cumulative impacts

The role of the CPMR in MSP

Conclusions on the role played by regions in the MSP projects, e.g.

- Regions can act as facilitator, driven-force, arena for stakeholder engagement
- There is a common willingness among CPMR regions to be informed and involved in MSP process
- There is a need for capacity building and sharing experiences
- The disparities in the involvement of regional authorities in MSP depends on national implementation processes and regulatory powers and competencies



Thank you!

www.merialuesuunnittelu.fi/en/
www.merialuesuunnitelma.fi

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