



MARITIME SPATIAL PLANNING INTERACTION PLAN

27/09/2018

This interaction plan gives a general picture of the maritime spatial planning process and stakeholders' opportunities to have an influence at different stages of the plan.

You will find answers to the following questions

- **What is a maritime spatial plan and why is it drawn up?**
- **What is maritime spatial planning based on?**
- **Which areas are covered by the maritime spatial plan?**
- **What issues does the maritime spatial plan deal with?**
- **How is the maritime spatial plan drawn up and within what timeline?**
- **Who draws up the maritime spatial plan?**
- **Who can have an influence on maritime spatial planning and how?**
- **What source information exists as the base for maritime spatial planning?**

What is a maritime spatial plan and why is it drawn up?

There is a desire to utilise maritime sites more comprehensively as part of a sustainable blue economy. This desire is defined in the EU's blue growth strategy. At the same time, the EU maritime areas must have a Good Environmental Status by 2020. This objective is outlined in the EU Marine Strategy Framework Directive.

The maritime spatial plan coordinates various interests relating to maritime areas. The purpose of maritime spatial planning is to promote sustainable development and growth of different uses of the maritime area, the sustainable use of natural resources, and achievement of a good status of the marine environment.

The maritime spatial plan is a general and strategic plan, which supports regional planning and other regional development work. By nature it is **enabling** and provides **indirect guidance**.

Under the leadership of the Regional Councils of Finnish coastal

areas and the Åland Islands, together with stakeholders, maritime spatial plans provide a vision of the future use of maritime areas.

The maritime spatial plan covers Finnish territorial waters and the exclusive economic zone (EEZ). The plan takes into account the interaction of land and sea as well as the special characteristics of maritime areas.

The nature of the maritime spatial plan is also that it is cross-border. In the Baltic Sea region international cooperation related to planning is carried out, inter alia, through the HELCOM-VASAB Maritime spatial planning working group.

The plan is presented digitally including a written and a cartographic section.

According to the maritime spatial planning directive, all EU coastal states must draw up maritime spatial plans by the end of March, 2021.

Directive 2014 - 89 - EU framework for maritime spatial planning

In Finland, the Maritime spatial plan is regulated by the Land Use and Building Act section 67 and also by the Government Decree on 816 / 2016 and by Sections 24a and 24b of chapter 5 of the Water Act in Åland.

Did you know that?

The Baltic Sea is the world's second largest brackish water basin, and its northern conditions, with low salinity and variations in salinity, means that a unique collection of species lives in it.

On the coast in May you can admire the spring migration of millions of Arctic birds to their nesting grounds in the north.

At sea, the eye is caught by the lighthouses, but the underwater cultural heritage in Finland's maritime area is also internationally exceptional. Numerous wrecks have ended up on the seabed of our rocky waters, and because of the Baltic Sea conditions they have been preserved exceptionally well for centuries.

The coastal belt from Kotka to Tornio is a 20 km corridor which is home to 42 % of all Finns and half of the country's jobs are located there. This belt accounts for only 8 % of Finland's land area.

Finland has the greatest potential for offshore wind energy in the Baltic Sea region; average wind is good, the seabed is shallow, and the distances to the coast and the electricity grid are short.

Passenger ferries transport millions of people each year. The most important transport routes to Finland are Turku-Maarianhamina-Stockholm, Helsinki-Tallinn and Vaasa-Uumaja. The Port of Helsinki is the EU's second busiest passenger port.

There are about 2360 professional fishermen in Finland's maritime areas. In Finland has about 50 fishing ports; the largest of which is located in Reposaari (City of Pori). The commercial fish catch was 155 million kg in 2017.

Aquaculture is an effective way to produce animal-based protein; 176 different companies raised 14 million kg of fish for food in 2016 in Finland.

There are over 600,000 cottages with saunas in Finland, and a significant proportion of these are in coastal areas. In terms of numbers, most cottages are in Southwest Finland; in Kustavi there are as many as 15-18 holiday houses per square kilometre of land.

What is maritime spatial planning based on?

In Finland the maritime spatial plan is regulated under chapter 8a of the Land Use and Building Act.

The European Union issued a Directive regarding maritime spatial planning in June 2014. The background to the EU's plan, that will cover all maritime regions, is the EU's Blue Growth Strategy¹ as well as the objectives of the Water Framework Directive² and the Marine Strategy Framework Directive³ to achieve a Good Status for all waters.

Nationally, Blue Growth and the development of good marine environmental status is guided by the Finnish Blue bio-economy national development plan⁴ the marine management plan⁵ and maritime policy⁶ in addition to the maritime spatial plan.

The common principles of the Baltic Sea spatial plan are agreed within the framework of the HELCOM-VASAB cooperation body and cooperation is also promoted as part of the EU Baltic Sea Strategy⁷ implementation.

Principles of marine spatial planning

The HELCOM-VASAB Maritime spatial planning working group agreed the general principles for maritime spatial planning for the Baltic Sea region in 2010.

- 1) Sustainable management
- 2) Ecosystem approach
- 3) Long-term perspective and objectives
- 4) Precautionary principle
- 5) Participation and transparency
- 6) High quality data and information basis
- 7) Transnational coordination and consultation
- 8) Coherent terrestrial and maritime spatial planning
- 9) Planning adapted to characteristics and special conditions of different areas
- 10) Continuous planning

¹ Further information: https://ec.europa.eu/maritimeaffairs/policy/blue_growth_fi

² Further information: <https://www.notesco.net/download/Malmi/%5B5%5D%20EU%20vesipolitiikan%20puitedirektiivi.pdf>

³ Government Decree on the organisation of the maritime management, <https://www.finlex.fi/fi/laki/smur/2011/201110980>

⁴ <http://mmm.fi/documents/1410837/1516671/Blue+bio-economy+development+plan+25.11.2016/59427dec-711b-4ca3-be28-50a93702c393>

⁵ Further information: http://www.ymparisto.fi/fi-FI/Meri/Merensuojelu_ja_hoito/Merenhoidon_suunnittelu_ja_yhteisty

⁶ Further information: <http://vnk.fi/meripolitiikka>

⁷ <http://www.balticsea-region-strategy.eu/>

Ecosystem-based approach

The aim of the ecosystem-based approach is to secure the structure and functioning of ecosystems, so that the vital ecosystem services they provide will remain over the long term.

Marine ecosystems' intangible and tangible services are 1) production services, such as fish, the availability of energy and raw materials, 2) Maintenance services such as biodiversity (valuable habitats, fish spawning and nursery areas) and clean water, which then supports the healthy ecosystems; 3) regulation, such as the nutrient and carbon cycles, water cleaning and flood control, and 4) cultural services, including, inter alia, the possibility of good living and recreation and which in turn produce physical, mental and social well-being.

Ecosystem-based maritime spatial planning is a cross-border approach, which requires broad-based understanding of marine ecosystems and observance of the precautionary principle. This approach requires basic information about the activities and services of ecosystems as well as the opportunities for sustainable exploitation. Cooperation between various actors at national, regional and local level is of primary importance in this approach.

The Ecosystem Approach in Maritime Spatial Planning, A checklist Toolbox, Baltic SCOPE, http://www.balticscope.eu/content/uploads/2015/07/BalticScope_Ecosystem_Checklist_WWW.pdf

The status of the marine environment

The status of the marine environment is described by 11 qualitative indicators for all EU maritime areas⁵. These include, inter alia, biodiversity, alien species, eutrophication and marine litter. The sea must be ecologically diverse, clean, healthy and productive. The marine environment must be used sustainably so as to secure the opportunities for current and future generations to use the sea and preserve it as an operating environment. Marine ecosystems are protected as necessary to preserve their biodiversity, functionalities and resilience. Preventing the negative environmental impacts of human activities is essential.

⁵ Further information: http://www.ymparisto.fi/fi-FI/Meri/Merensuojelu_ja_hoito/Merenhoidon_suunnittelu_ja_

Which areas are covered by the maritime spatial plan?

Maritime spatial plans in Finland cover territorial waters and the exclusive economic zone from the coastline (see Figure 1).

Finland's eight coastal regions work together to draw up three maritime spatial plans.

- Gulf of Finland (the Regional councils of Uusimaa and Kymenlaakso).
- Archipelago Sea and southern part of Bothnian Sea (the Regional Councils of Southwest Finland and Satakunta).
- Northern Bothnian Sea, Quark and Bothnian Bay (the Regional councils of Ostrobothnia, Central Ostrobothnia, North Ostrobothnia and Lapland).

The Åland Islands are responsible for drafting the maritime spatial plan for their own region. Regional maritime spatial plans are developed to be coherent with each other.

All coastal States have the right to a exclusive economic zone extending to 200 nautical miles from the shoreline, as well as the rights to the exploitation of natural resources and research in this zone.⁸

Even though the plan areas cover only Finland's territorial waters and economic zone, the plan examines the wider environment: the sea as a whole, land-sea interaction, and neighbouring countries' plans so that the plans can be consistent.

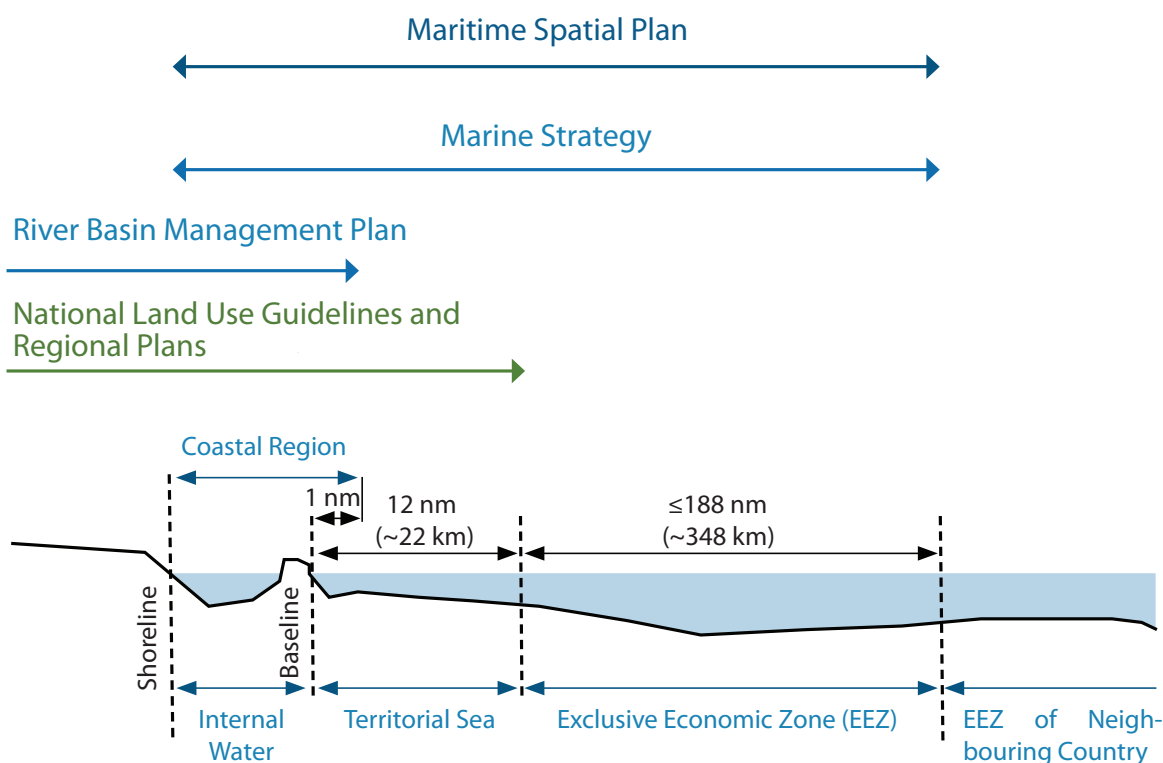


Figure 1. Geographical division of different plans in maritime areas.⁹

⁸ The United Nations Convention on the Law of the Sea guarantees these

⁹ Figure: Starting points for the marine spatial plan, Ministry of the Environ-

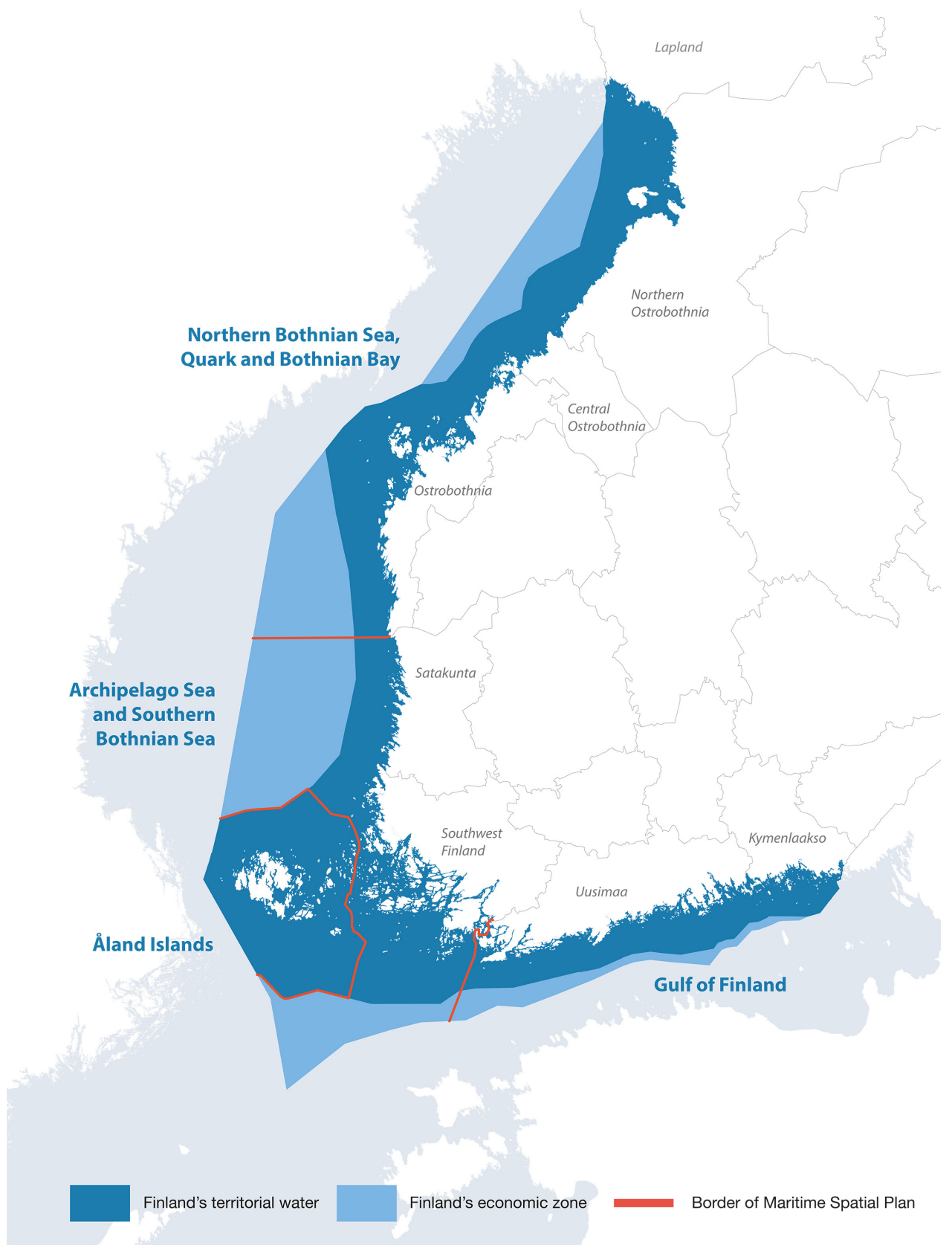


Figure 2. Finland's maritime spatial planning areas

What issues does the maritime spatial plan deal with?

The Maritime spatial plan mainly examines growth opportunities under the themes of blue growth and the constraints relating to different activities, as well as the natural and environmental requirements of maritime areas.

The main themes taken into consideration in the plan are: energy sectors, maritime transport, fisheries and aquaculture, tourism, recreational use, as well as conservation, protection and improvement of the environment and nature. In addition, issues that must be considered under the law are the interaction between land and sea, the characteristics of maritime regions and national defence needs. Other recognised values and activities are cultural

historical values, extractive industries, marine industry and blue biotechnology.

Under the leadership of the coastal Regional Councils, the maritime spatial plans describe a common vision of the guidelines for future sustainable use of the maritime regions. The plans will review and put forward visions of the potential, location and impact of various maritime activities.

The maritime spatial plan is produced through cooperation between the coastal regional councils, and the plans extend to the economic zone unlike other regional plans.

Land-sea interaction

Land and sea are seamlessly attached to each other both naturally and with regard to human activity. The coastal area is a key area for interaction, where human activity affects the condition of the sea, and activities that take place at sea are reflected along the coast and further inland.

The interaction between land and sea is also an issue of the maritime spatial plan's economic impact on regional development. The blue economy is thus a central part of the interaction between land and sea. Sustainable interaction between land and sea requires open cooperation between the various actors.

Blue Growth

Blue growth means ecologically, economically, socially and culturally sustainable use of marine resources, i.e. fishing and aquaculture, coastal and marine tourism, recreation and well-being services, marine energy sectors, seabed mining, and blue biotechnology innovations. Blue growth will thus utilise the marine ecosystem services provided by the sea. The shipbuilding industry and maritime traffic can also be seen as an important part of Blue growth for Finland.

Blue growth is part of the goals of the Europe 2020 strategy for smart, sustainable and inclusive growth.¹ It is estimated that 900,000 people will work in blue growth sectors just in the Baltic Sea region by 2030.

¹ Further information: https://ec.europa.eu/maritimeaffairs/policy/blue_growth_fi

How is the maritime spatial plan drawn up and within what timeline?

For the basis of planning, a baseline review will be drawn up for each planning area in 2018. It describes the characteristics of maritime areas and their ecological status, while also establishing the blue economy profiles for the regions and mapping the existing blue economy strategic objectives. In addition, thematic studies are produced as needed.

In the second half of 2018, future scenario analysis will be carried out through a participatory process to identify future development with the most potential for different sectors of the blue economy and their effects on the good status of the sea.

The first public consultation relates to baseline review and future scenarios. Consultation will mainly be carried out digitally at the beginning of 2019.

After this, the work will continue in 2019 in the regions covered by the plan as an interactive dialogue period during which proposals for the plans will be drawn up as the subject for requests for opinions.

At the beginning of 2020, the plans will be finalised on the basis of the opinions requested in readiness for decision-making in the summer of 2020.

International interaction is part of the HELCOM-VASAB working group's remit, and is also organised through interactive events with neighbouring countries and through existing international projects.

The information relating to each maritime spatial plan can be obtained from the planners of the relevant Regional Council responsible for preparing the plan. Information about the progress of the maritime spatial plan and participation opportunities will be given at the address www.merialuesuunnittelu.fi. Information will also be provided on the Ministry of the Environment's and the Regional Councils' own websites.

The Ministry of the Environment and Regional Councils organise regular seminars on the maritime spatial plans that present the progress of the plan to the maritime spatial plan cooperation group. You can register with the cooperation group at <https://www.kyselynetti.com/s/merialuesuunnittelu>.

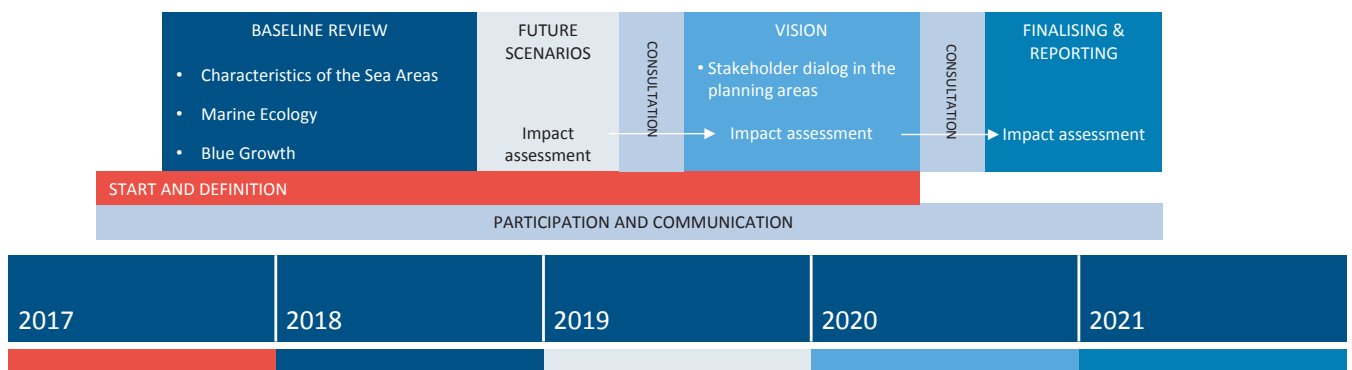


Figure 3. Timetable for the Maritime Spatial Planning process.

Who draws up the maritime spatial plan?

The Regional Councils in whose area territorial waters lie are jointly responsible for drawing up and approving the maritime spatial plan.

Maritime spatial plans are overseen by a coordination group whose members are the coastal regional councils and the Ministry of the Environment. The Regional Council of Southwest Finland has the coordination responsibility for the cooperation required in planning.

The maritime spatial plans will be produced in wide-ranging cooperation with stakeholders. You can register for the maritime spatial plan cooperation network by filling in the cooperation and interest form at: <https://www.kyselynetti.com/s/merialuesuunnittelu>

International cooperation is an important aspect of maritime spatial planning and therefore the planning process is carried out in cooperation with other Baltic Sea countries. The maritime spatial plan is a national plan, but during the preparatory phase neighbour states may comment on the plans.

The national responsible authority for the maritime spatial plan is the Ministry of the Environment, which is responsible for the development and steering of the general maritime spatial plan, and for international cooperation with neighbouring countries.

Contact details for the maritime spatial planning coordination group:

National responsible authority

- Counsellor, **Tihlman Tiina**, Ministry of the Environment, tiina.tihlman@ym.fi, +358 50 3041548
- Environment Counsellor, **Stenström Maaret**, Ministry of the Environment, maaret.stenstrom@ym.fi, +358 295 250 277

Coordination of maritime spatial planning cooperation

- Planning Director, **Saarento Heikki** (chair), Regional Council of SW Finland, heikki.saarento@varsinais-suomi.fi, +358 40 720 3056
- Coordinator of Marine Spatial Planning Co-operation, **Pohja-Mykrä Mari** (secretary), mari.pohja-mykra@varsinais-suomi.fi, +358 44 711 4320

Gulf of Finland planning area

- Planning Director, **Hering Frank**, Regional Council of Kymenlaakso, frank.hering@kymenlaakso.fi, +358 50 308 7290
- Planning Engineer, **Vuorinen Lotta**, Regional Council of Kymenlaakso, lotta.vuorinen@kymenlaakso.fi, +358 44 7170 533
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- Senior Advisor, **Silvennoinen Suvi**, Helsinki-Uusimaa Regional Council, suvi.silvennoinen@uudenmaanliitto.fi, +358 40 195 5420

Archipelago Sea and Southern Bothnian Sea planning area

- Director of Land Use, **Roslöf Susanna**, Regional Council of Satakunta, susanna.roslof@satakunta.fi, 044 711 4334
- GIS Engineer, **Nummela Anne**, Regional Council of Satakunta, anne.nummela@satakunta.fi, +358 44 711 4317
- Planning Director, **Saarento Heikki**, Regional Council of Southwest Finland, heikki.saarento@varsinais-suomi.fi, +358 40 720 3056
- Senior Planner, **Juvonen Timo**, Regional Council of Southwest Finland, timo.juvonen@varsinais-suomi.fi, +358 40 829 5543

Northern Bothnian Sea, Quark and Bay of Bothnia planning area

- Spatial Planning Director, **Holm Ann**, Regional Council of Ostrobothnia, ann.holm@obotnia.fi, +358 44 320 6540
- Environmental specialist, **Christine Bonn**, Regional Council of Ostrobothnia, christine.bonn@obotnia.fi, +358 44320 6570
- Account Manager, **Rekilä Teppo**, Regional Council of Central Ostrobothnia, teppo.rekila@keski-pohjanmaa.fi, +358 40 686 1163
- Regional Planning Director, **Rämet Jussi**, Council of Oulu Region, jussi.ramet@pohjois-pohjanmaa.fi, +358 540 586 3877
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- Regional Planning Director, **Lönström Riitta**, Regional Council of Lapland, riitta.lonnstrom@lapinliitto.fi, +358 400 240 504
- Regional Planner, **Rönkä Olli**, Regional Council of Lapland, olli.ronka@lapinliitto.fi, +358 40 634 2062

Åland Islands

- Marine Biologist, **Wennström Mikael**, Government of Åland, mikael.wennstrom@regeringen.ax, +358 18 25455
- Planner **Stefan Husa**, Government of Åland, stefan.husa@regeringen.ax, +358 18 25543

Who can have an influence on maritime spatial planning and how?

Regional Councils organise the preparation of the maritime spatial plans so that all authorities and organisations, whose areas of activity are covered by the plan have the opportunity to participate in its preparation.

Planning materials and draft plans will be available to everyone on the Internet for viewing and expressing opinions on them. The planning material and the approved plan will be openly available on the www.merialuesuunnittelu.fi web pages' Map Service.

People who register for the **Maritime spatial planning cooperation group** will also be kept informed about the progress of the planning by e-mail. You can register for the maritime spatial plan cooperation group by filling in the cooperation and interest form at: <https://www.kyselynetti.com/s/merialuesuunnittelu>

National seminars will be organised during the planning. The Regions covered by the plan will organise open kick-off seminars and other open events.

National, regional and local stakeholders will be involved in the

different phases of the planning as necessary. This will be open or targeted, both through personal appointments and via digital interaction methods.

The regional councils will be requesting opinions from authorities and entities whose jurisdiction or duties the plan essentially relates to. The Ministry for Foreign Affairs will be asked for an opinion with regard to the economic zone.

Information about the launch of the planning, its different stages and completion will be given on the maritime spatial plan's

- web site at <https://www.merialuesuunnittelu.fi/>
- and in email newsletters, click on the link to put yourself on the mailing list: <https://www.kyselynetti.com/s/merialuesuunnittelu>
- You can also access information via social media
Facebook: @merialuesuunnittelu,
Twitter: #merialuesuunnittelu

Who do we involve?

- regional development and planning – municipalities, entrepreneur organisations, companies and Metsähallitus
- fisheries promotional organisations, fishery regions, professional fishing, aquaculture and fishing harbours
- extractive industry – entrepreneurs, organisations and researchers
- international bodies – Baltic Sea countries, especially Sweden, Estonia and Russia
- cultural heritage – the National Board of Antiquities, Military Museum and associations
- national defence – Defence Forces and the Border Guard
- tourism – entrepreneurs, municipalities and developer bodies
- energy sectors – companies and interest groups (offshore wind energy, energy cables and pipelines)
- coastal game – Finnish Wildlife Agency
- maritime industry – industry, logistics and researchers
- conservation – nature conservation and environmental organisations, Metsähallitus and researchers
- authorities – Ministries, ELY Centres and municipal representatives

What source information exists as the base for maritime spatial planning?

In Finland, regional land use plans have covered the maritime area to a certain extent and that, along with the background studies, provides a good starting point for maritime spatial planning.

The Ministry of the Environment's *Starting points for maritime spatial planning*¹¹ - report (2017) examines the current use of maritime areas, future needs and the existing knowledge base. The report presents, inter alia, the existing information content from the maritime area, data types, data producers and availability of data. The report provides a base for the acquisition of additional information needed.

The report produced by the Ministry of the Environment, *Maritime spatial planning in Finland - current situation and development chal-*

*lenges*¹² (2013), provides an overview of the maritime spatial planning situation.

A document, *Sustainably on the coast; Finland's coastal strategy*¹⁰ was drawn up for coastal areas as early as 2006. The coastal area covers both land and sea areas on both sides of the coastline. An ecosystem-based approach, similar to a maritime spatial plan, the interaction between land and sea, cumulative impacts, as well as various stakeholders' participation and commitment to regional plans have been at the heart of coastal strategy.

Inventory Programme for the Underwater Marine Environment - VELMU

The Inventory Programme for the Underwater Marine Environment¹³ (VELMU) collects data about underwater habitats, species and the communities they form in Finnish maritime areas. The main objective of the programme is to promote the conservation of species in the Baltic Sea and to protect the maritime areas and support the sustainable use of natural resources.

The aim of the VELMU mapping is to find the most valuable areas in terms of natural habitat types and species, and to find the sites that contain species in need of special protection. By protecting the most valuable areas and controlling operating pressures the biodiversity of the underwater marine environment can be safeguarded.

The VELMU surveys provide a globally unique knowledge base to support Finland's maritime spatial plan.

¹⁰ https://helda.helsinki.fi/bitstream/handle/10138/38757/SY15_2006_Kestavasti_rannikolla.pdf?sequence=1

¹¹ https://julkaisut.valtionneuvosto.fi/bitstream/handle/10024/80034/YMra_15_2017.pdf?sequence=1

¹² <https://helda.helsinki.fi/handle/10138/40891>

¹³ <http://www.ymparisto.fi/velmu>

