

# Coastal Water Mangement



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## *Towards a New Spatial Agenda for the North Sea Region*

Prepared for Interreg IIIB North Sea Region Programme by



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## TOWARDS A NEW SPATIAL AGENDA FOR THE NORTH SEA REGION

Between 1998 and 2001, a spatial vision for the North Sea Region was developed, based on the principles of the European Spatial Development Perspective (ESDP). NorVision, as it was called, is a key advisory document, which has strongly influenced territorial cooperation in the North Sea Region. It describes the existing state of spatial development and suggests directions for the future. Projects that have been developed under INTERREG IIIB NSR put many of them into practice

In mid 2004 the Programme Monitoring Committee for the Interreg IIIB North Sea Programme decided that there should be a selective update to NorVision to have valuable strategic input for the future cooperation in North Sea Region. They agreed that the original NorVision document continues to be relevant and should not be evaluated or reworked. The new spatial agenda, as is has become known, should focus on issues, which have become more urgent or important in recent years or which have not been thoroughly addressed in the original document.

A Working Group consisting of one national and one regional representative per country was set up and discussed the procedure and topics to be addressed. The idea was not to have a complete analysis of the subject concerned, but to develop a more focused approach, which could be used to inform the future programme and which might form the basis for future co-operation projects until 2010. The working group agreed upon the following topics for which studies were carried out:

- Coastal Water Management
- Transport and Accessibility
- Facilitating Innovation and transfer of knowledge and technology
- Energy\*
- Demographic Change\*

\* Energy and Demographic Change were smaller studies than the other three

This is the final report for the study on Coastal Water Management

The findings of these five studies have been summarised and make up part of the **synthesis report**, which will be adopted by the Programming Monitoring Committee and will be published together with each of the final reports. The synthesis document sits alongside and complements the original Norvison document.

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**Disclaimer:** The following text summarises the results of research on the update of the spatial perspective for the North Sea Region, Norvision. Please note that experts have prepared the content and that as such it does not necessarily reflect the opinion of the North Sea Programme or the Working Group.

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## **1. READERS' GUIDE**

This document reports on the findings far with regard to the assignment "Updating Norvision" Study 1 – Coastal Water management, issued by the Interreg North Sea Programme Secretariat.

The term "coastal water management" will be understood here in a wide sense, covering

- all elements of seaside coastal areas (the sea bottom, the water body, the water surface), and their different uses
- offshore areas in some distance from the coast
- the interlink between land- and sea-side (water-land interdependency).

The present document has the following structure.

First, we explain the background of this report and the assignment behind it (Chapter 3).

Secondly, we dwell on the methodology that was followed in order to provide the inputs for the present draft version of the final report on "Updating NorVision" Study 1 – Coastal Water Management" (Chapter 4).

Then, we provide an introduction to the policy theme that is key to the updating exercise in question, namely "Coastal Water Management" (Chapter 5).

Afterwards, we present an overview of main trends and challenges to which Coastal Water Management in the North Sea Region is/becomes exposed (Paragraph 6.1).

The next part addresses answers to further questions of the TOR. (Paragraph 6.2-6.7)

Finally, we draw conclusions with regard to the questions posed in the TOR and we forward policy and project recommendations (Paragraph 6.8).

Two Appendices complete the report; one with the list of contacts used in this study, secondly the list with revised documents for the desk research.

As regards the status and scope of this draft final report, the following should be clear to the reader. The project suggestions forwarded in the report are the product of desk research activities and workshop rounds until 18<sup>th</sup> of May 2005, the Joint annual Conference the 15<sup>th</sup> and 17<sup>th</sup> of June 2005 in Middelburg and the comments of the Programme Monitoring Committee. In September this Committee will start with the consultation of the draft final report with relevant stakeholders in each country of the NSR.



## 2. SUMMARY OF CONCLUSIONS AND RECOMMENDATIONS

The following themes are identified to be the main challenges for the Coastal Water Management for the coming future.

| <u>Relevant Themes</u>  |
|---|
| <b>A: Effective application of Integrated Coastal Zone Management, widened to coastal sea areas and clearly linked to statutory planning and regional development</b><br><i>A.1 Effective application of ICZM integrated with statutory planning</i><br><i>A.2 Strengthened consideration of land-sea interdependencies</i> |
| <b>B: Forward looking use coordination in sea areas</b><br><i>B.1 Response to growing offshore use demands with increasing cross-sector impacts</i><br><i>B.2 Growing protection intensity to maintain bio-diversity and natural habitats</i><br><i>B.3 Internationalisation of use planning</i>                            |
| <b>C: Risk management for coastal zones (land- and sea-side) and open seas</b><br><i>C.1 Management (risk minimisation; accident response) of technical risks from human activities</i><br><i>C.2 Management of (precaution for) natural induced hazards (climate change, sea level rise, Tsunamis)</i>                     |
| <b>D: Information and Technology</b><br><i>D.1 Data resources and mapping</i>   |

Using the stated definition of trans-nationality, most of the project countries agreed that most challenges can benefit from a **trans-national co-operation**. Participants of the round table meetings expressed the wish to allow further exchange of experience on local solutions (common issues definition of trans-nationality) also in future Interreg programme.

The **actors that would benefit / participate** in a trans-national cooperation are as follows: National/Regional/local government and politicians, private sector, universities and research centre, non-governmental organizations (NGO's), museums and info-centre, (local) residents and media.

**Partners outside the North Sea Region** who would be crucial to consult or to co-operate with include partners who have undertaken similar projects, neighboring countries and neighboring Interreg regions, EU states and additional partners working on the international level.

To get the most out of trans-national spatial development co-operation in a new programming period for coastal water management initiative, several **recommendations** have been suggested.

- **National stakeholder support for CWM/ICZM** - National stakeholders must be more frequently and strongly involved in the next round of Interreg-projects. Many problems and challenges need the involvement of national / state authorities and even ministries in order to have a chance to promote certain developments (e.g. secure shipping, exploitation of sea beds, etc.), to make necessary changes in national legislation, to get national support in form of investment funds and to reach leading politicians (e.g. ministers).
- **Communication and Dissemination** - Coming projects should take a great interest in applying for and providing means for the involvement of broader groups. Especially stakeholders for implementation are crucial. This involves the participation of citizens,

NGOs and linking academia with policy makers, consultation techniques and standard terminology for CWM / ICZM / MSP<sup>1</sup>.

- **A positive approach to the future management of the North Sea**- Today CWM/ICZM focus on the threats and the risks of the different uses on the sea and the environment. But there are the opportunities for the future at sea like tourism, transport, renewable energy, fish farming, natural habitat and species, etc. We need a positive approach for the future management of the sea and the coastal zone. A project on a survey of all these (future) opportunities for the North Sea Region would be very useful.
- **Tools and Techniques** - like decision support systems including risk assessment techniques, Strategic Environment Assessment (SEA), Cost Benefit Analysis, Multi criteria analysis are needed to help all the stakeholders to focus on the right issues and discussions. These tools provide the bridge between technical and sectoral knowledge on the one side and policymaking (decision making, objectives, criteria) on the other side.
- **Common data and mapping standards** - should be ranked as a crucial subject. Quality and availability of harmonized data are very pre-requisite for successful trans-national collaboration. Also EU databases must be used and included here, thus even the DG Regio, the EEA and Eurostat have a role to play.
- **Cooperation land/sea is a fairly "new" issue** - This theme has many uncertainties because current ICZM focused on the landside although land and sea are having an impact on each other like: fresh/salt water, salt intrusion and loss of fresh water, etc. Sectoral policies make it difficult to apply a holistic approach to these interdependencies of land-sea. There is a need to develop an ICZM with consideration of this relation between land and sea.
- **Integration / Harmonization / Implementation of EU Policies** - Projects that support a better integration of different EU sectoral policies and regulations (ICZM, Water Framework Directive, Marine Strategy, Agricultural policies, Fishery policies etc.) would be highly valuable. We will need to focus on integration instead of implementation of sectoral EU policies and legislation.
- **Communication on Possibilities for Interreg Programmes** – Involves awareness actions (informing interested participants), organizing trans-national contacts between stakeholders, supporting officials.

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<sup>1</sup> MSP= Marine Spatial Planning

### **3. PROJECT BACKGROUND**

#### **3.1 The Programme**

The 7 countries around the North Sea (the North Sea Region: hereafter NSR) are working together in the INTERREG IIIB North Sea Programme to solve shared problems related to spatial development. Project partnerships get EU funds to work on problems such as protecting the environment, improving transport, encouraging innovation, developing more competitive cities and towns, creating new opportunities for rural areas and dealing with the risk of natural disasters. Working together allows partners to share knowledge, money and opportunities for improving the quality of life for everyone in the North Sea Region.

The Programme strategy is founded on four basic principles; namely *transnationality* implying that local, regional and national actors in different countries should work together on solving joint problems, *spatial development* that is concerned with where development happens, *cross-sectorality* that implies the involvement of the relevant sectors at different levels (local, regional and national) and *sustainability* aiming at integrating economic, social and environmental concerns within a project.

Between 1998 and 2001, a spatial vision for the North Sea Region was developed, based on the principles of the European Spatial Development Perspective (ESDP). *NorVision*, as it was called, is a key advisory document, which has strongly influenced territorial cooperation in the North Sea Region. It describes the existing state of spatial development and suggests directions for future. Projects that have been developed under INTERREG IIIB NSR put many of them into practice.

#### **3.2 The Update**

In recent years, the NSR has witnessed the emergence of several urgent and important policy and business processes and phenomena with an impact on the spatial planning possibilities and outlook for this region.

Examples are the expansion of the EU, the increased sensitivity for risks of maritime transport and the growing interest in Short Sea Shipping. In view of these policy and business developments the Programme Monitoring Committee of the NSR felt the desire to update the key advisory document *NorVision*. Moreover, reality has moved ahead as well and several projects have become implemented since *NorVision* came out, enabling an evaluation of the strategies and actions proposed by that document.

Also regarding the planning and policy context of a spatial outlook for the NSR additional points of reference and frameworks have emerged. Next to the European Spatial Development Perspective, as a main corner stone, we can point notably at the Lisbon/Gothenburg strategy, the EU White Paper on Transport Policy, the implementation of the Water Framework Directive, EU legislation on air and water quality, the revised guidelines for Trans-European Networks, the Green Paper on Ports and the European Maritime Strategy including concepts like the Motorways of the Sea as well as new spatial concepts of territorial cohesion and territorial co-operation (see e.g. the outcomes from the EU informal ministerial meeting on territorial cohesion in Rotterdam, 29<sup>th</sup> of November 2004).

In addition, the NSR as an Interreg territory itself also underwent a change. Currently, it is larger than it was when the *NorVision* document was elaborated and it now includes Flanders. This also calls for an updated view on how to bring about spatial coordination throughout (and beyond) the region with a corresponding geographical scope.

The aim for this current update is not to evaluate or rework NorVision, but to provide strategic input for continued co-operation in the North Sea Region, focused on a selected number of themes. These five selected themes are: coastal water management, transport, facilitating innovation, energy and demographic change. This update has the following objectives; identify the main future spatial challenges for the NSR regarding Coastal Water Management, show how they can be addressed in a future transnational programme and identify potential projects and partnerships.

This draft final report together with the other reports will be discussed among stakeholders in the member states. In the autumn of 2005, work on a synthesis report will begin, which will summarize the findings and conclusions of the studies. After adoption by the Programme Monitoring Committee, the synthesis report will be published and distributed widely (expected the beginning of 2006).

#### 4. METHODOLOGY

In order to identify the most urgent and relevant challenges regarding “Coastal Water Management” in an Interreg North Sea Region context, targeted desk research and opinion inventory activities were carried out between the end of March and the beginning of May 2005.

Relevant policy documents, projects and investment plans on international (EU and Interreg), national and regional levels (7 countries) were screened on issues dealing with Coastal Water Management. A complete list of the screened documents can be found in appendix 2.

Several techniques were used for the opinion inventory phase (see table 1). Round table meetings were set up in Flanders (Belgium), Denmark, England, Germany (2), the Netherlands and Denmark. In Scotland the participants of the annual conference of the Tay Estuary Forum were invited to fill in a questionnaire and follow a brief session on the conference. In Norway telephone interviews were used due to the low response on the invitation for a round table meeting.

**Table 1 : Overview of techniques used during the opinion inventory phase**

| State/region                 | Technique  | # invited  | # reactions  |
|------------------------------|--|------------|--|
| Flanders (Belgium) (RA/IMDC) | - Round table meeting on 03/05/2005 in Antwerp<br>- Questionnaire sent on 02/05/2005 and on 05/05/2005<br>- several contacts for information gathering | 60         | 2 round Table<br>2 by questionnaire<br>4 by e mail     |
| Netherlands (RA/IMDC)        | - Round table meeting on 027/04/2005 in Den Hague<br>- Questionnaire sent on 02/05/2005  | 41         | 7 round table<br>1 by questionnaire                    |
| Germany (Planco)             | 2 Round table meetings:<br>- Hamburg on 28/04/2005<br>- Bremen on 02/05/2005   | 54         | 32 round table<br>0 by questionnaire                   |
| England (Atkins)             | - Round table meeting on 06/05/2005 at Hull University<br>- Questionnaire sent on 27/04/2005   | 34         | 8 round table<br>3 by questionnaire                    |
| Scotland (Atkins)            | - Round table meeting at Tay Estuary conference Dundee on 15/04/2005<br>- Questionnaire sent on 08/04/2005   | 69         | 69 round table<br>0 questionnaire                      |
| Denmark (Inregia)            | -Round table meeting on 28/04/2005 in Copenhagen   | 25         | 10 participants (6 from Denmark)                       |
| Norway (Inregia)             | - Round table cancelled (too little number of participants)<br>- Questionnaire sent on 27/04/2005<br>- 2 telephone interviews                          | 11         | - 5 reactions  |
| Sweden (Inregia)             | - Round table meeting on 28/04/05 in Copenhagen<br>- Questionnaire sent on 27/04/05 to 10 personnes<br>- Several telephone contacts                    | 30         | - 10 participants (4 from Sweden)<br>- 1 questionnaire |
| <b>Total</b>                 |  | <b>324</b> | <b>143</b>   |

Out of 324 invitees 143 participated by attending a round table meeting or filling in a questionnaire sent by email. This gives an overall good response of 44%, although there were some low responses in some of the countries like Flanders and Norway. This limitation for further involvement was probably due to several reasons like the strict time frame of the project, the travel distance (especially for the Scandinavian countries) and other priorities by the key players. Stakeholder fatigue is another limitation – for instance, in England, the Irish Sea Pilot is being carried out where workshops were recently conducted.

The presence on the round table meeting was different for the countries. The list of all the participants for the opinion inventory phase can be found in appendix 1. In global we can say that there was a good presence of the administration on environment, spatial planning and coastal management on the federal and the regional level, NGO's for the protection of the North Sea and research centres and universities. The presence of the private sector was very limited but not totally absent, so that there are ideas from both the “protective, regulative” and also some ideas from the more “economic, non- regulative” point of view. Although, we can see that the most ideas are rather from a “protective, regulative” point of view. Participants felt that a stronger involvement of the private sector would be useful in specific fields, e.g.: (potential) investors for offshore projects - coordination/ spatial planning of/ for offshore uses; insurance companies - risk management.

The input of the desk research and the opinion inventory phase resulted in the interim report (version 3 June 2005). This interim report together with a discussion paper was discussed in a seminar on the Annual Conference in the Netherlands (Vlissingen) on the 15<sup>th</sup> of June 2005. The reactions of the participants on the seminar mostly confirmed the content of the interim report. This final report is the revised version of the interim report based on the input from the seminar, the comments of the working group members and the special web forum.

## 5. COASTAL WATER MANAGEMENT AS A POLICY THEME IN THE NORTH SEA REGION

In this study we used the following description of the context around “Coastal Water Management” Coastal zones and their immediate vicinity contain a high level of economic activity such as trade and tourism. Human activity puts pressure on the coastal zones and this increases the risk of destroying habitats and the resource base of the coast. Until now, the focus was mainly on the landside. The focus of this study is the coast from a seaside perspective, i.e. coastal waters. There is also a need, but little experience, for more spatial coordination regarding the North Sea itself: wind farms, shipping needs, environmental concerns require a balanced transnational approach to weigh the different interests in the exclusive economic zones.<sup>2</sup>

Priorities for EU Interreg funding in the North Sea Region are described in the ‘Community Initiative Programme CIP’. The programme recognises issues of coastal zones incl. coastal waters as a thematic priority (among others):

Priority 3 Sustainable Management and Development of the Environment, Natural Resources and Cultural Heritage

3.3 Development and promotion of sustainable management of natural resources and renewable energies

3.4 Integrated and concerted sustainable management and planning of coastal zones and the North Sea itself

Priority 4 Water Management

4.3 Risk management strategies for coastal areas prone to disasters and natural threats and for the North Sea

Other priorities include: Transnational Spatial Development Strategies and Actions for Urban, Rural and Maritime Systems in the North Sea Region; Efficient and Sustainable Transport and Communications and Improved Access to the Information Society).

To prepare for programme priorities, NorVision had been prepared (published in 2000) which formulated 10 „vision statements“ illustrated by a set of potential project issues, among which the following related to coastal water management:

|   |
|---|
| <b>Vision 2: NSR with balanced spatial structure</b>  |
| <ul style="list-style-type: none"> <li>• ... integrated coastal zone management which integrates regional economic development and planning</li> </ul>  |
| <b>Vision 4: NSR takes care of its natural resources and ecological equilibrium and cultural heritage</b>   |
| <ul style="list-style-type: none"> <li>• ... implications of spatial policies on the ecology of the North Sea and suggested improvements</li> <li>• Designation and administrative procedures of protected areas on the seabed</li> <li>• Demonstration project for new energy production (incl. tidal power, wave energy)</li> </ul> |
| <b>Vision 9: Human activities in harmony with nature</b>  |
| <ul style="list-style-type: none"> <li>• .. implications of extended use of coastal waters for large and small-scale wind farming</li> <li>• .. approaches to ... sustainable tourism in coastal areas</li> <li>• .. methods of cross-sector planning</li> <li>• Implications of fish farming in coastal waters</li> </ul>            |

<sup>2</sup> North Sea Secretariat, North Sea Spatial Agenda Fact Sheet, Apr. 2005

Initial desk research (see appendix 2) resulted in a list of issues, which have been clustered around four main themes regarding CWM. The relevance of the themes was afterwards confirmed in the opinion inventory workshops.

**A: Integrated Coastal Zone Management including coastal sea areas**

*A.1 Progressing application of ICZM*

*A.2 Strengthened consideration of land-sea interdependencies*

**B: Forward looking use coordination in sea areas**

*B.1 Response to growing offshore use demands with increasing cross-sector impacts*

*B.2 Growing protection intensity to maintain bio-diversity and natural habitats*

*B.3 Internationalisation of use planning*

**C: Risk management for coastal zones (land- and sea-side) and open seas**

*C.1 Management of risks from human activities*

*C.2 Response to climate change and sea level rise*

**D: Information and Technology**

*D.1 Data resources and mapping*

This theme structure was used as base for the main challenges (see paragraph 6.1).

## 6. ANSWERS TO THE TOR QUESTIONS

### 6.1 What are the main spatial challenges regarding coastal waters for the North Sea Region until 2010?

The desk research and the opinion inventory identified 4 relevant main themes (A, B, C and D). The main structure of the themes is given in the following box. Every main theme could be divided into different sub themes, which could be divided in several topics. In the following paragraphs you can find the description of these topics.

| <u>Relevant Themes</u>  |  |
|---|--|
| <b>A: Effective application of Integrated Coastal Zone Management, widened to coastal sea areas and clearly linked to statutory planning and regional development</b> |  |
| <i>A.1 Effective application of ICZM integrated with statutory planning</i>   |  |
| <i>A.2 Strengthened consideration of land-sea interdependencies</i>   |  |
| <b>B: Forward looking use coordination in sea areas</b>   |  |
| <i>B.1 Response to growing offshore use demands with increasing cross-sector impacts</i>  |  |
| <i>B.2 Growing protection intensity to maintain bio-diversity and natural habitats</i>  |  |
| <i>B.3 Internationalisation of use planning</i>   |  |
| <b>C: Risk management for coastal zones (land- and sea-side) and open seas</b>  |  |
| <i>C.1 Management (risk minimisation; accident response) of technical risks from human activities</i>   |  |
| <i>C.2 Management of (precaution for) natural induced hazards (climate change, sea level rise, Tsunamis)</i>  |  |
| <b>D: Information and Technology</b>  |  |
| <i>D.1 Data resources and mapping</i>   |  |

|   |
|---|
| <b>Theme A: Effective application of Integrated Coastal Zone Management, widened to coastal sea areas and clearly linked to statutory planning and regional development</b> |
|---|

#### A.1 Effective application of ICZM integrated with statutory planning<sup>3</sup>

- **Slow effective introduction of ICZM** for several reasons: very broad description, missing rules and regulations in parts of NSR creating unclear relationship to statutory spatial planning, problems of stakeholders to recognize the benefits from ICZM, no acceptance of new ICZM-specific institutions, lack of knowledge of ICZM and project funds and need to clarify transparency and accountability in ICZM
- **Spatial planning not adapted to ICZM** requirements but increasing recognition that ICZM and spatial planning may largely gain from mutual coalition with challenges such as continued need for flexibility of spatial planning, need to overcome planning limitations by administrative borders and a need to compatibilise processes
- **Differing Governing bodies and legislation** are challenged by the sectoral thinking, conflicts between local, national and international priorities, lack of harmonization of existing EU regulations / strategies with directives and national policies, high expectation

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<sup>3</sup> Today a full integration of ICZM and statutory planning in the UK is not possible. Because statutory planning controls development and activities which need planning permission and does not apply below the low water mark.

of stakeholders, weak communication between the levels, lack of equitable zoning and challenge of local governments to deal with larger scale issues e.g. accidents at sea on a local level

- **Insufficient information and direction of ICZM** and lack of public awareness and involvement of private sector in ICZM issues, stakeholders have a lack of vision for future and lack of implementation concepts, a continued need for best practice exchange and insufficient clarification on how to apply the 3-dimensional sustainability concept
- **Lacking implementation of the indicators for sustainable management of the sea** on a North Sea Region scale (similar to SAIL project) that would be used to evaluate the benefits of ICZM.<sup>4</sup>

#### **A.2 Strengthened consideration of land-sea interdependencies**

- **Lack of knowledge and information** on issues such as dynamic analytical instruments to consider the land and sea interdependency
- **Holistic land-sea approach to ICZM made difficult** by continued sectoral policies (e.g. agricultural policies-sea eutrophication), lack of consideration of land-sea interface in policies and management and a further need for unification/harmonization between different EU and national regulations and strategies as well as current ICZM focused too much on the land side
- **Need to consider the impact of land-sea on each other** in terms of relation between fresh/salt water, salt intrusion and loss of fresh water, dune destruction during storms, closing of small tidal inlets, reducing fluvial input and strategies to re-naturalize land in transition areas (estuaries/brackish water habitats)

### **Theme B: Forward-looking use coordination in sea areas**

#### **B.1 Response to growing offshore use demands with increasing cross-sector impacts**

Economic interests in sea areas development (shipping, utility lines, minerals exploitation, oil and gas exploitation, wind farms - in the longer run potential new uses, e.g. industry linked to offshore wind farms or gas platforms, offshore tourist installations, aquaculture ) require spatial reservations. These use demands may in many cases be conflicting among themselves (sometimes they are synergetic) or with nature protection. Use coordination and area reservation are not adapted to the needs. Mutual influencing across borders is frequent, requiring transnational concertation. Hence, various project issues could be relevant for Interreg - they reflect urgent action needs, they are transnational, and they are innovative. Below is a number of aspects which merit consideration in Interreg:

- **Missing integrated spatial plans to coordinate sea use and demands** in the North Sea and a need for a North Sea Council and mapped information regarding existing offshore uses and potential resources (salt domes, oil, gas reserves)
- **Lack of comprehensive information** on existing and future use demands and insufficient knowledge to assess potential use impacts on environment, safety, economy

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<sup>4</sup> The European Union ICZM Expert group set up a working group on indicators and data led by the European topic centre – terrestrial environment. The indicators have to be evaluated for the NSR if they are responsive to the needs of the region in developing their national strategies and if there are particular hot spots on which regions or local areas want to concentrate and add their own indicators or additional measurements to reflect local circumstances.

and knowledge gaps on seabed sediments, wind power potential, impact from construction and operation of facilities on environment, impact of uses on environment, natural processes and dynamics and interrelationship between offshore and onshore activities, uses and ecology

- **Lack of trans-national procedures** and experience with cross sectoral impact assessment for offshore projects, a common set (EU scale) of criteria for EIA/SEA of uses at sea, an environmentally agreed port concept for the North Sea and weaknesses in EU strategy to protect and conserve the marine environment stated by EEAC.
- **Use demands** require sea use planning to provide more efficient allocation of space for different activities while reducing conflict where mental concept of 'open seas' may prevail:

**Table 2: Overview of the different uses of the coastal water and sea**

| USE                                   | OPPORTUNITY  | THREAT   |
|---------------------------------------|--|--|
| <b>Gas and oil supply</b>             | <ul style="list-style-type: none"> <li>- reduced dependency from supplies from other regions</li> <li>- economic benefits (employment, income, public finances)</li> <li>- platforms as potential future locations for other economic activities (aquafarming, chemical industry, bio-industry)</li> </ul> | <ul style="list-style-type: none"> <li>- pollution risks from oil platforms and pipelines</li> <li>- impact of construction / maintenance of pipelines crossing protected sea areas</li> <li>- increased web-type pipelines and cables hindering other uses</li> </ul>   |
| <b>Wind farming</b>                   | <ul style="list-style-type: none"> <li>- growing availability of planning standards</li> <li>- compatibility of wind parks with mari-culture, offshore industry, tidal energy generation</li> </ul>  | <ul style="list-style-type: none"> <li>- policy to expand renewable energy production in offshore areas may have negative impacts on the environment, tourism (shipping safety retains priority)</li> <li>- Insufficient knowledge about actual shipping routes and frequencies and to assess the conflicts with tourism</li> <li>- Potential conflicts with environmental protection, shipping safety, land-side tourism</li> <li>- Power supply lines from offshore wind parks in conflict with land and seaside protection zones (FFH, EU bird protection areas)</li> </ul> |
| <b>Sand/ stone/ gravel extraction</b> | <ul style="list-style-type: none"> <li>- use of coastal defence structure</li> </ul>   | <ul style="list-style-type: none"> <li>- disturbance of habitats</li> <li>- insufficient country reporting</li> </ul>  |
| <b>Dumping of dredged materials</b>   | <ul style="list-style-type: none"> <li>- OSPAR agreement</li> </ul>  | <ul style="list-style-type: none"> <li>- polluted materials</li> <li>- insufficient country reporting</li> </ul>   |
| <b>Fishing</b>                        | <ul style="list-style-type: none"> <li>- growing control effectiveness</li> <li>- free zones for fishery</li> </ul>  | <ul style="list-style-type: none"> <li>- overfishing</li> <li>- pollution reduces recovery of fish stock</li> <li>- less job opportunities in some low income regions by implementing fish quotas</li> <li>- unintended side effect of fish quota in coastal / fishery dependent region</li> </ul>   |
| <b>Water tourism</b>                  | <ul style="list-style-type: none"> <li>- jobs in harbour areas</li> </ul>  | <ul style="list-style-type: none"> <li>- disturbance of wild life</li> <li>- health and safety issues</li> </ul>   |
| <b>Shipping</b>                       | <ul style="list-style-type: none"> <li>- facilitation of trade, benefits from division of labour</li> </ul>  | <ul style="list-style-type: none"> <li>- increase in transportation networks and methods</li> </ul>  |

|   |  |  |
|---|--|--|
|   | - alternative to land transport                |  |
| <b>New offshore industries: bio-technical and bio-medical</b> | - job opportunities                            | - pollution risks                                    |
| <b>Sea-bottom cultural heritage (wrecks)</b>                  | - awareness of and insight into cultural roots | - insufficient basic information may lead to neglect |
| <b>Waste dumping and old munitions depots</b>                 |  | - safety issues<br>- environmental impacts           |
| <b>Military shooting zones</b>                                | - reduced shooting/ disturbance on land        | - conflict with other users                          |
| <b>Aquaculture activities</b>                                 | - job opportunities                            | - impact on natural environment                      |

### **B.2 Growing protection intensity to maintain biodiversity and natural habitats**

- **Knowledge gaps and insufficient information** to assess environmental impacts from offshore uses and mechanisms to enable recovery and maintenance of the European marine ecosystems and biodiversity including basic research of seabed habitats
- **Wide differences regarding the implementation** of directives / declarations designed for the conservation of species, biological resources and habitats
- **Growing need for cultivated landscape management** in land-sea transition zones (e.g. Wadden Zee)

### **B.3 Internationalisation of use planning**

- **Insufficient trans-national consultation** procedures for high trans-national interdependency of use impacts and procedures are not always applied and a practical implementation requires more clear arrangements
- **National interests prevail** in cases of negative cross-border impacts from offshore projects

## **Theme C: Risk management for coastal zones (land- and sea-side) and open seas**

### **C.1 Management of risks from human activities**

- **Need for shipping security** (especially crude oil transports), shipping monitoring, support of increased / faster shipping activities, minimizing risks due to maritime navigation and shipping of hazardous goods by a ship-control concept on EU level and higher
- **Risk management** needed in the face of offshore installations posing risk of collision accidents and pollution and disturbance to seabeds, lack of risk communication and public awareness, slow progress in use of 'safe vessel', risk management no explicit part

of the EU cohesion policy, growing responsibility of governments in case of disaster by the population and SEA directives integrating safety impact assessment however lacking effective implementation

- **Lack of indicators** to identify and map the vulnerability of coastal zones
- **Lack of a trans-national scale** disaster precaution measures, harmonization and control of growing discharge of harmful substances from land to sea, improved emergency harbours in preparation of ship disasters and transfer applicability of solutions in small scale studies to large scale

### **C.2 Management of natural induced hazards (climate change and sea level rise)**

- **Continued expectation of sea level rise** increase level of risk mitigation required, causing implications for coastal protection and “managed retreat”<sup>5</sup>, consequences for coastal uses (e.g. tourism) and a growing need for concepts of regional adaptation to climate change
- **Knowledge gaps** in area of long term tectonic subsidence or uplift
- **Lack of indicators** to identify and map the vulnerability of coastal zones
- **Need for risk response organization** to deal with communication and public awareness, risks financing evacuation plans using flood modelling, trans-national co-operation of risk management and coastal protection and further development of coastal flooding and erosion risk methods and solutions not only by coastal engineers but also by better spatial planning
- **Coastal protection** requires a cost benefit analyses and management of resources necessary for coastal protection

## **Theme D: Information and technology**

### **D.1 Data Resources and Mapping**

- **Need for improved spatial mapping** with digital mapping on NSR scale incorporating every region’s data systems with appropriate technical data interpretation
- **Need for international meta-database** with a common data methodology and a common data concept for different regions and sectors

## **6.2 What is the degree of knowledge of these issues by key players in the field?**

One has to be aware that for most key players in the field there is mostly no difference between Coastal Water Management (CWM) and Integrated Coastal Zone Management (ICZM). Those strongly involved in ICZM maintain the position that all aspects of CWM are included in ICZM, but they confirmed that while this may be theoretically so, in reality two aspects are largely neglected: (a) the water side in general (both, the immediate coastal waters, and even more so the more distant waters); (b) the interdependency (mutual impact) between the coastal land-side and the coastal water-side.

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<sup>5</sup> “Managed retreat” is realignment of the coastline in a defensible position

Some state that Coastal Water Management concerns the use and exploitation of the coastal water resources in a sustainable way (ecological, economical and social aspects in balance), whereas ICZM handles more the protection of resources by preventing their use. Some state that ICZM handles more on local topics whereas CWM deals with regional and federal topics. The fact is that both are strongly linked and dealing with partly the same issues and key-players.

We could say that knowledge is widely spread, with the exception of the private sector, although that could be more a conflict of interests and loss of overall picture. The issues are too compartmentalized into sectors with lack of dissemination between sectors. The degree of knowledge depends on the sector and the importance of the sectors for that region. The issues are not always addressed on an integrated and /or a trans-national level. Information is rarely released into the public domain. Many players concentrate on the coastal zones, however with weaker knowledge regarding open sea issues.

### **6.3 What is the degree of coverage of these issues by existing policies, strategies and investment plans?**

Some member states already have an ICZM policy and strategy while others have a more ad-hoc sector regulation on the relevant issues. The study Norcoast (with recommendations for the improvement of ICZM in the North Sea Region) stated that also the picture of ICZM is not uniform among the member states.

In Germany a national ICZM strategy is under preparation, however, no investments plans will be included. The integration (compatibilisation) of various parallel strategies (ICZM, Water Framework Directive, Marine Strategy, sectors policies such Agriculture Policy) is seen as a pressing problem not adequately addressed. Also the relationship between regional development, statutory planning and ICZM is not fully clarified. Integrated sea area (water surface, water body, sea bottom) planning exists or has been started (12 sm zone Baltic Sea/ Mecklenburg-Vorpommern and North Sea/ Lower Saxony; EEZ Baltic Sea and North Sea) in view of growing use intensity and therefore growing potential for use conflicts, and to consider the need to reserve (sea) space for unknown future demands. For some sea areas, integrated planning does not exist, nor is it under way. Risk management has begun to be considered, but the link between (man-made and natural) disasters and spatial development needs further consideration.

The three Scandinavian countries have national policies on coastal development, Norway and Sweden even concerning ICZM. A policy on shipping security and shipping monitoring exists in all three countries. SEA and EIA are standard assessments in Scandinavia for all coastal projects.

In Sweden there is a strong focus on sustainable development in all sectors and levels of society. There are regional strategies on ICZM and harmonization of varying interest in coastal zones. A row of national spatial interests (military, nature reserves, energy and water supply, cultural heritage aspects etc.) is to consider locally i.e. when making spatial plans and programs. However, these strategies are not binding and there is no overall national legislation specifically for coastal zone planning. A crucial legal framework is the Environmental Code and the Planning and Building Act (1987), which apply to both terrestrial and marine areas. The Environmental Code includes special provisions for the management of land and water areas. A major part of the coastal zone has been identified as an area of national interest i.e. there are many planning restrictions within these zones. The Swedish national environmental guideline policy includes 15 goals in order to achieve a better environment, goal nr. 5 refers to "a sustainable development of the coasts and seas" and must be considered in regional and local planning. Concerning risk management, the Swedish municipalities have to take such aspects into account in their spatial planning

activities. Sweden also has environmentally differentiated shipping fees (based on the use of more or less environmentally friendly shipping fuels) for its waterways and ports, which is not the case in any other European country. Sweden lacks a national port policy, and decisions on investments are left to the ports, of which almost all are municipality owned. Of high significance is the port of Göteborg, Sweden's and Scandinavia's largest public port (32.3 million tons of cargo in 2003).

Denmark has since many years a special regulation for development in the coastal area on land, a 3 kilometre planning zone. Besides of this planning zone, there is no intersectoral integration for planning in the coastal zone, each sector takes care of their own sectoral competence. Denmark's goal is that its Clean-sea programme (1995) be completed by no later than 2020. The included targets comprise a marine environment without environmentally harmful substances, i.e. the occurrence of heavy metals has been brought down to the natural environmental background level and the occurrence of nutrients be brought down to a natural level. Danish environmental legislation is based on the polluter pays principle. The protection of the aquatic environment, bases on the Water Quality Plan II (1998) comprises also coastal waters with the *focus areas of wastewater treatment, sewer system development and farming practices*. The regulation bring into focus the emissions of phosphor and nitrate and regulations on fish farming and aquaculture are also related to this Water Quality Plan. At this moment water quality is a competence of the regional planning authorities. In the future, water quality will be an municipal competence and the regulations will be adapted according to the Water Framework Directive.

The Norwegian Government's over-riding goal of sustainable development is to be supported by cross-sectoral policies at all levels of society. Stewardship responsibility, *precautionary principle and polluter-pays-principles and the eco system approach* are the guiding principles also for the development of Norway's coastal zones. The Norwegian National Policy for planning in coastal and marine areas implies that there is a prohibition against building on or partitioning off a property inside a 100 metre wide belt along the shoreline to the sea. National Guidelines implies that the plans prepared in such zones (especially the Oslofjord zone) must give due consideration to valuable elements of the natural environment and the cultural heritage, qualities connected to recreation and above all to preserve the water quality as an important natural resource base concerning the occurrences and species in the marine environment. To ensure satisfactory water quality is defined as a specific goal, taking into account both local environmental considerations and the Norwegian commitments in accordance with the North Sea Declarations. There are Regional Strategies at county level in 5 counties (Vestfold, Rogaland, Hordaland, Moere- og Romsdal and Soer-Troendelag). Economic development of coastal waters is regulated in a State Programme, the Report (white paper) to the starting on 'Marine Economic Development – The Blue Field (2004-2005). In marine areas exceptional care should be exercised before permitting large, permanent undertakings such as fish farms, dumping sites, removal of soil/rock from the seabed.

For Scotland the results of the desk research suggest a varying degree of coverage of the issues and challenges relating to policies, strategies and investment plans. The participants of the annual Tay Estuary conference even answered that the coverage is poor. Some documents that focus on Marine Spatial Planning<sup>6</sup> (MSP) cover all the issues whilst others are more specialized and focus on a more specific topic e.g. pollution. The coverage of the issues is not uniform across all Scottish regions. Individual sectors are at various stages of

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<sup>6</sup> Within the UK Marine Spatial Planning is used as opposed to Coastal Water Management. Marine Spatial Planning is " a strategic plan (including forward looking and proactive) for regulating, managing and protecting the marine environment, including through allocation of space, that addresses the multiple, cumulative and potentially conflicting use of the sea and thereby facilitates sustainable development"

policy and strategy development on ICZM. There are also Shoreline Management plans dealing with long term coastal defence policies, however, they do not include spatial planning.

For England the coverage is also variable. The degree of coverage in terms of policy is linked very closely to economic drivers in a region. When these are weak then the coverage is weak. Near-shore areas, areas within a bay closing lines generally have spatial issues and policies covered. Mainly non-statutory plans consider coastal / ICZM, as there is often no legal requirement to consider ICZM implementation.

There are a lot of Coastal Zone Management plans in The Netherlands. There is also a new Integrated Management plan for the North Sea for the coming 30 years with the focus on economics and nature values of the North Sea. Also many areas in the Netherlands are already designated to Special Sea Protected Areas, Areas of refuges etc. Most of the plans and policies are developed bi-lateral and not multi-lateral.

In Belgium the government is currently working on the “zoning” of the different uses of the sea in the framework of a Master plan for the North Sea. There is one research project called GAUFRE that is developing a spatial structure plan for sustainable management of the Sea. SEA and EIA are required for coastal projects like wind farms. The regulations on risk management and safe received attention after various disasters at sea.

Both in the Netherlands and Flanders there are coastal safety projects.

#### **6.4 To what extent could trans-national co-operation meet these challenges? Which of the challenges will benefit from trans-national co-operation within the North Sea Region?**

Using the stated definition most of the project countries agreed that most challenges can benefit from a trans-national co-operation. An example given is the set up of metadata standards that all CWM sectors can apply to, so that data can be exchanged and used on higher level.

It was pointed out that ICZM and CWM was largely of a local nature, in most cases not requiring joint trans-national solutions (narrow sense of trans-nationality). Participants expressed the wish to allow further exchange of experience on local solutions (common issues definition of trans-nationality) also in the future Interreg programme. For example, exchange of experience and knowledge regarding coastal erosion mitigation on a localized and specific coastal features. This could be useful, if experience exchange looks more into better coordination with spatial planning and regional development and into the interdependency between land-side and sea-side developments.

Other challenges that would benefit from a trans-national approach are issues of climate change and a mutual approach to implementation of (various, sectoral) EU legislation and strategies in the North Sea.

#### **6.5 Who would benefit/participate in such co-operation?**

*The crucial actors are underlined; these are the actors who might not be prone to cooperate. The relation between the actors and the main themes is shown between brackets.*

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<sup>7</sup> “Trans-national” is understood here in a narrow sense, i.e. reflecting topics that can sufficiently only dealt with if partners from different countries worked together (as compared to “common issues”).

**National/regional and local government** (planning and enforcement) responsible for:

- environment, nature conservation and natural resources (themes A+B+C+D)
- nuclear safety, energy (A+B+C+D)
- spatial and regional planning (A+B+C+D)
- sciences and education (A+B+C+D)
- transport (shipping), traffic (A+B+C+D)
- economics, construction (A+B+C+D)
- tourism and recreation (A+B+C+D)
- agriculture and fishery (A+B+C+D)
- military defense (B+C)

The regional level is important for Germany (Bundesländer) and Flanders (Belgium) (Flanders and provinces). On the local level, municipalities can be of greater importance in Denmark because from 2007 on they are bigger and may have more resources for collaboration on the international level owing to the merging of municipalities into larger entities.

- **Private sector** (project developers and managers level):

- Fishery (A+B+C)
- sand and gravel exploitation (A+B+C)
- harbours (incl. public harbours) (A+B+C)
- farmer organizations (A)
- (renewable) energy producers and cable and network managers (A+B+C)
- oil companies (B+C)
- insurance companies (C)
- drinking water companies (A+B+C)

Some of them are organized in associations such as the German wind energy association and chambers of commerce. The involvement of private industry in Interreg projects has been only low so far, but would both seem important and feasible in the future, if some conditions will be met:

- Private business will only be interested to contribute as project partner, if they see an immediate benefit. Such benefit could be: easier access to relevant information, easier achievement of project permission, improved quality of their investment plans (particularly offshore projects).
- The involvement of private business as project partner will only be possible if their role can be well specified (contribution of certain information, discussion partner for certain aspects), instead of a broad participation in all project activities, meetings, formal reporting etc.
- If this is difficult to achieve, they could also be involved on a sub-contractor basis (supplier of defined contributions in exchange of being recipient for information or other advantages from the project).
- Private business could make valuable contributions to projects, namely: insurance companies help to identify accident and natural risks (based on their past data), wind farm investors may supply a bulk of information which they gathered when preparing

permission applications, fishery organisations may provide information on relevant fishery zones, shipping organisations. They all may contribute to the development of economic development perspectives within ICZM and within offshore spatial use coordination.

- **Universities and research centres** (see list government for specializations) for methodological support (A+B+C+D)

These organisations have a strong interest in project contributions (with EU funding) as regards

- provision of improved data and data analysis (offshore use coordination)
  - clarification of interdependencies (land-sea; offshore use impacts)
  - methodology development (widened ICZM, harmonised offshore planning procedures, accident and natural risk assessment.
- **Non-governmental organizations (NGO's)** at international and national level. Some examples are: WWF, NABU, BUND, North Sea Foundation, RSPB Scotland, Historic Scotland, SNF (Svenska Naturskyddsföreningen, Sweden), NNV (Friends of the Earth - Norges Naturvernforbund, Norway), Danmarks Naturfredningsforening, Bond Beter Leefmilieu (Vlaanderen), Natuurpunt (Vlaanderen), Milieu Defensie (Nederland), ... ((A+B+C+D)

These organisations have a particular interest to be involved in

- local ICZM projects and public participation
  - the representation of specific interests in coordinated cross-sector plans (the interests of nature protection, of fishery, of preserving cultural heritage etc.).
- **Museums and info-centre** (for example the Danish Nature info-centre) (A+B+C+D)
- Such actors can assist in disseminating information, provide historical background on the dynamics of coastal uses.

Some stakeholders are important to be involved, but not with a partner role:

- **(Local) residents** relevant for local and global acceptance and awareness (e.g. local user groups such as marine recreational clubs) (A+B+C+D)
- **Media** relevant for local and global acceptance (A+B+C+D)
- **EU/national/regional and local politicians**

## 6.6 What sort of activities/investments would be valuable to undertake?

The aim of the conducted desk research and workshops was to search for as many Coastal Water Management related project ideas as possible, irrespectively of the fact whether it forms food for Interreg funding or not. In other words, a broad sounding exercise was carried out to generate as many ideas as possible without assessing whether concrete project ideas are suitable for Interreg funding. The following list is the result of this exercise.

The project ideas are summarized in the same structure as the relevant challenges of question one (A, B, C and D). The level (transnational, regional or) and the key-players are mentioned by every idea. The most relevant ideas for transnational cooperation are on the top of the list for every idea.

Each topic is classified by the kind of transnationality in potential projects:

- (a) joint solutions (including joint plans, research on adjacent multi-national areas, development of methodologies for joint CWM);
- (b) experience exchange on issues relevant in different countries, but where solutions are of rather local or national character.

Class (a) may get priority over projects in class (b) in the coming programming period, but in some cases, class (b) may also be eligible due to the relevance of knowledge deficits to be commonly overcome.

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| <b>Theme A: Effective application of Integrated Coastal Zone Management (ICZM), widened to coastal sea areas and clearly linked to statutory planning and regional development</b> |
|--|

ICZM projects have been conducted widely as part of the EU approach to achieve more integrated development with enhanced involvement of stakeholders. These projects are largely of local nature. Their suitability for transnational cooperation through Interreg has therefore been limited to the exchange of experience and the contribution to EU-wide concepts and regulations for this issue.

Existing examples of ICZM projects have shown that a still broader approach will be required to achieve the strategic objectives of the EU. Projects which show ways how to widen ICZM in five directions would be useful to be funded through Interreg:<sup>8</sup>

- (1) Better integration of ICZM with statutory planning. The aim is not to integrated these two approaches into one, but to let them better benefit from each other.
- (2) More socio-economic development orientation: While the focus on ecological sustainability must be maintained, ways how to integrate this with sustainable economical and social development need to be demonstrated. (Sustainable) economic development going beyond traditional fishery or handicraft must be seen as a potential, not only as a risk.<sup>9</sup>
- (3) Integration of local visions and strategies with broader regional strategies. The starting point of ICZM has clearly been local which contributed to its strength in the involvement

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<sup>8</sup> see also: EUCC - The Coastal Union: A Common Approach to the Implementaiton of ICZM in the Baltic Region: The Principles underlying such an approach; document prepared for the Coastal Planning and management in the Baltic Sea Region, as part of the 5<sup>th</sup> HELCOM-HABITAT meeting in May 2003, Finland; EUCC, Policy Instruments for ICZM in Nine Selected European Countries, prepared for the Dutch National Institute für Coastal & Marine Management, Jan. 2000, EUCC - Integrated Coastal Zone Management in the Baltic States, State of the Art Report, Dec. 2001/ Aug. 2002

<sup>9</sup> The Wadden Sea cooperation (Wadden Sea Forum comprising coastal zones of Germany, Netherlands and Denmark) is a good example for a wider transnational approach trying to combine nature protection with economy towards integrated sustainable development. The LANCEWADPLAN project (Interreg IIIB North Sea) shows ways in this direction

of local actors. But in the end, local strategies need to have a clear link with broader regional strategies for coastal areas and their hinterlands.

- (4) Better consideration of land-sea interdependencies: While this has been the intention of ICZM from its beginning, the lack of knowledge and analytical instruments has led to a concentration at land-side development.
- (5) Link to other EU policies, guidelines and regulations: The EU has developed a number of regulations and policies which have an impact on coastal zone development and planning - the Water Framework Directive, the Marine Strategy, the NATURA 2000 approach. Transnational ICZM cooperation projects would be useful which demonstrate how to implement such directives and strategies, and which contribute to the further refinement of the latter.

Below, these proposed priorities have been translated into a series of potential project issues. These shall be considered rather as illustrations. They are not intended to limit applicants from identifying other project themes in line with the described priorities. While some of the project examples would aim at further exchange of experience to improve local approaches, others go beyond this, by joint transnational development of better problem solutions. In accordance with future general Interreg priorities, the second group shall be given preference.

In addition, some relevant actors who might be involved in the projects, are shown. Again, this shall not be considered as a limitation.

The interest of NGOs, research bodies and local authorities in ICZM is considerable. Research bodies also have a clear interest in further developing methodologies. The interest of regional spatial planners to achieve a better consultation with ICZM is high, while the interest in the opposite direction needs to be further developed. Private business has so far little interest in ICZM, but this could be considerably improved if ICZM proceeds to more consideration of economic development aspects. In total, Interreg projects would have a significant task to enhance the interest of relevant actors.

#### **A.1 Effective application of ICZM integrated (better coordinated) with statutory planning**

- **Formulation of a Strategy for the North Sea** – This would be a North Sea Region wide long-term plan for the North Sea that would integrate existing EU policies / strategies with ICZM and develop common strategies for linking ICZM with national and transnational planning systems. This vision would set up a framework for the creation of a North Sea Council that would use existing networks and create new ones.

*Cooper. level: Joint solutions*

*Key players: Regional authorities, involving local and national government bodies; private business interested in coastal projects; governmental sector organisations*

- **Further development of the HARBASINS project (Harmonized River Basins Strategies North Sea)** – The development of coastal areas and river basins is steered by different directives and international agreements. In many cases the estuarine areas (where sea and river meet) are exposed to a number (and often controversial) interests. The main aim of the project is to enhance the compatibility of the Water Frame Directive focusing on river basins and international cooperation on integrated management of estuarine and coastal waters in the NSR. For this purpose harmonisation of management strategies in the NSR for estuaries and coastal waters. It may be

recommended to take further the issue of (e.g.: bathing water standards) into a more integrated delivery for North Sea Region Partners.

Cooper. level: Joint solutions

Key players: Regional/ local planning bodies, sector institutions

- **Economics in ICZM** – Incorporating economic development aspects into ICZM: balancing protection and development (integrated planning = balancing of conflicting interests and seeking win-win solutions); economic (risk) assessment of protection measures (e.g. marine protected areas) and economic deprivation on coastal zones.

Cooper. level: Exchange of experience

Key players: Regional/ local development promoters, sector institutions, interested private business, coast-marine protection bodies and NGOs

- **Attitudes / involvement of stakeholders** – A change of attitude of stakeholders regarding to natural resources, the protection of sensitive and valuable areas and the way coastal areas and the sea are exploited is important. Public and private actors should be more informed and involved in the ICZM initiatives. Identification of ways for the public-private partnerships to achieve ICZM goals would be advantageous. In this regard, the role of media in CWM should be explored.

Cooper. level: Exchange of experience

Key players: Local/ regional governments, NGOs

- **ICZM Best Practice Guidelines** – Formulate best practice guidelines and develop indicators for evaluation of efficiency of ICZM involving a quality check of ICZM process – analyses, evaluation and recommendations. This would include case studies and learning examples, identifying gaps in knowledge, schemes to increase involvement of commercial interests with marine protection, a pilot study MSP (UK, Marine Spatial Plan) for the North Sea and information on dealing with issues such as priorities of ecological objectives versus management objectives. How will these be balanced with the overall aim of sustainable development? These guidelines would deal with different approaches for finding solutions, 'universal' problem solving irrespective of national methods, decision support methods and systems, R&D and input and proposals to national legislation.

Cooper. level: Exchange of experience, joint input to EU directives

Key players: Local and regional governmental and non-governmental organisations involved in ICZM projects and in local-regional economic development; private business affected by and interested in coast development

- **Role of the Directive on Environmental Liability and ICZM** – Develop a pilot project to inform the industrial sector of wider liability issues and future insurance implications associated with ICZM.

Cooper. level: Exchange of experience, joint input to EU directives

Key players: Regional and local governments, NGOs

## **A.2 Strengthened consideration of land-sea interdependencies**

- **Co-operation land – sea management** – In the form of ecosystem based cross-border management of the marine environment involving all sectors. Create an understanding for the link between cause and effect and an understanding of why it is important to invest in the marine environment and its effect on land. This would involve integration of the environmental and sectoral policies for maritime and landside coastal areas and management strategies. There should be/are methods for integrating land use plans for land plus sea zones.

Cooper. level: Joint solutions

Key players: Local and regional governments, research institutions, regional/ national sector organisations, private business (fishery and others).

- Planning coordination between sea-side and land-side: Many sea-side activities require complementary facilities on land, e.g.: offshore wind farms need cable links and switch installations on land; shipping lines need harbours; offshore gas pipelines need land-side storage capacities and onward transportation facilities etc. Projects promoting the integrated consideration of land- and sea-side developments would be useful.

Cooper. level: Joint solutions

Key players: Local and regional governments, research institutions, regional/ national sector organisations, private business (fishery and others).

- **Improved knowledge of land – sea relationship** – Acquire additional knowledge on dynamic land-sea and cross-sectoral activity interdependencies. As well, deal with issues such as development of strategies to re-naturalize land-sea transition zones (estuarine-brackish water habitats) and the identification of measures necessary to mitigate fluvial impact from river catchment areas on NSR (e.g. research for transport paths, depositions and mobilization of fluvial inputs). Example of a pilot study between land and sea in regarding to the relationship between diffuse pollution and self-purification ability and the nursery and maternity function of estuaries.

Cooper. level: Joint solutions

Key players: Local and regional governments, research institutions, regional/ national sector organisations, private business (fishery and others).

- **Plan boundaries** – Addressing the issue of boundaries. Ecosystem boundaries and management dictated boundaries and issues including landward boundaries and how this will impact upon land based planning.

Cooper. level: Joint solutions

Key players: Local and regional governments, research institutions.

## **Theme B: Forward-looking use coordination in sea areas**

This is a new theme gaining growing importance due to growing offshore use and protection demands, the need to retain open seas free of any restriction as well as to reserve sea areas for future, yet unknown demands.<sup>10</sup> The different demands are in many cases not fully compatible, requiring the assignment of priorities within clearly defined spatial boundaries. This is a classical task of strategic and detailed land-use planning, being now extended to sea areas (= land areas covered by sea).

This theme is particularly suitable to Interreg due to the following:

- Need for transnational consultation: In many cases, sea uses (coastal or open-sea) in national waters of one country (3-mile zone and EEZ - Exclusive Economic Zone) have an impact on the waters of a neighbouring country. This is not only true for close-to-(sea) border uses, but for other uses. Transnational impacts in water areas are stronger than in land areas. Early consultation to achieve consistent development plans is required.

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<sup>10</sup> see for example: Raumordnung auf dem Meer? Raumordnungsstrategien für ein stärker integriertes Management des Küstenraumes: Workshop-Dokumentation, Bundesministerium für Verkehr, Bau- und Wohnungswesen 28.10.2002;

The OSPAR agreement provides a framework, but needs further specifications.<sup>11</sup> Also other existing agreements need improvement.<sup>12</sup> Projects to support practical consultation processes will be useful.

- Need for compatibility with regulations/ strategies at EU and at national levels: Different EU policies need to be integrated (Natura2000, WFD, Marine Strategy<sup>13</sup>, ICZM strategy, Transport Policy from road to sea and others), as well as national strategies (e.g. renewable energy promotion including offshore wind farms)<sup>14</sup>. More development work is required to demonstrate best ways of integrating these different strategies.
- Offshore use planning is a regional or national task not yet started in major parts of the North Sea<sup>15</sup>. Often, even planning procedures have not yet been defined. Though these will be similar to land-side procedures, there are also differences. For the EEZ, even responsibilities are mostly not clarified. Thus, offshore use coordination is a clearly innovative task. When developing rules and procedures, mapping standards, public involvement processes etc., a minimum level of transnational harmonisation would be useful as it facilitates transboundary consultations. The joint development of such general standards would well fit into the Interreg programme.
- Offshore use planning is hampered by either lacking or difficult-to-get basic information. This starts from information on existing uses, further planned uses, suitability of different sea areas (sea bottom, water body, water surface) for different uses. Projects filling these gaps or overcoming accessibility problems, as well as projects achieving basic

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<sup>11</sup> The Baltcoast report states: "... a growing need for a procedure which ensures

- that neighbouring countries are informed - as soon as possible and necessary - about planning activities and about contemplated projects which may cause transboundary effects.
- an appropriate dispute settlement.

Existing rules and procedures for cross-border consultations are limited to environmental aspects at project level as part of the Environmental Impact Assessment (EIA) procedure. Main instruments in this context are the EU EIA-Directive (85/337, amended by 97/11, on the assessment of the effects of certain public and private projects on the environment) and the Espoo Convention (convention on Environmental Impact Assessment in a transboundary context). The Helsinki Convention and various HELCOM recommendations (17/3 and 18/2) ask for international consultations, too. These general rules are in few cases complemented by more specific bilateral agreements on practical ways of consultation. But for most border areas, such bilateral agreements do not exist.

<sup>12</sup> see also: Ospar Biodiversity committee on spatial planning and integrated coastal zone management: Planning in the North Sea- a first attempt to describe the existing spatial control mechanism; Offshore Oil and Gas Industry, <http://www.ospar.org>

<sup>13</sup> see EU Commission: Communication from the Commission to the Council and the European Parliament: Towards a Strategy to protect and conserve the marine environment, COM(2002) 539 final; and: European Environmental Advisory Council (EEAC), WG on Coastal Zones and Marine Environment: Comments on the Commission Communication, Den Haag/ Lisboa, 10-June-2003

<sup>14</sup> see for example: Weiterer Ausbau der Windenergienutzung im Hinblick auf den Klimaschutz, i.A. des Bundesministeriums für Umwelt, Naturschutz und Reaktorsicherheit, Berlin, Nov. 2003, Strategie der Bundesregierung zur Windenergienutzung auf See im Rahmen der Nachhaltigkeitsstrategie der Bundesregierung (interministerieller Bericht, Jan. 2002)

<sup>15</sup> in Germany, a spatial framework plan exists for the 3-miles zone of Lower Saxony, but not for Schleswig-Holstein. The same applies for the Netherlands. Works have started to prepare an integrated plan for the German EEZ. For Denmark, Norway and Sweden no such plans exist.. The UK started up a pilot project for MSP in the Irish Sea, and so examining the options for a MSP framework for the UK. In Belgium the government is working on the zoning of the different uses of the sea (pilot project GAUFRE).

uniformity of data definitions and mapping standards would also benefit use planning and consultations.

- Offshore use coordination needs better knowledge how to assess potential cross-sector use impacts. A wide range of studies for individual projects exists, but is difficult to access. More scarce are real monitoring data. Joint efforts to make existing information better accessible, to generate harmonised monitoring data, and to improve impact assessment tools would be useful.

Only few Interreg projects have covered the mentioned aspects. The Interreg IIC project NorCoast described the problem related to the immediate seaside coastal zone<sup>16</sup>, but could not include the joint development of improved procedures. The most far-reaching Interreg project (InterregIIIB Baltic Sea Region: Baltcoast) has produced a first pan-Baltic integrated map showing all existing and known planned sea area uses, showing that use overlaps with potential conflicts are more significant than the involved partners were aware of<sup>17</sup>. Baltcoast also prepared a survey of existing offshore planning procedures and (national) regulations, and proposed the joint development of basic transnationally agreed standards for easier plan consultations. A series of practical recommendations are included in the final report which would be useful for project initiatives in the North Sea.

As under A., below, these proposed priorities have been translated into a series of potential project issues. These shall be considered rather as illustrations. They are not intended to limit applicants from identifying other project themes in line with the described priorities. While some of the project examples would aim at further exchange of experience to improve local approaches, others go beyond this, by joint transnational development of better problem solutions. In accordance with future general Interreg priorities, the second group shall be given preference.

In addition, some relevant actors who might be involved in the projects, are shown. Again, this shall not be considered as a limitation.

The interest in this issue varies widely. In some sea areas with obvious overlap of non-compatible use interests, it is more expressed than in other regions. Sector institutions incl. shipping, energy, resource exploitation need to be motivated, as well as nature protection organisations to adopt a multi-sector approach. Private industry could be very interested if projects help to achieve faster and better planning security, they could also contribute a significant body of empirical information gathered in their plan approval processes. Research organisations have an imminent interest and could contribute widely to the improvement of empirical knowledge, in understanding land-sea and cross-sector interdependencies and cause-effect relationships.

### **B.1 Response to growing offshore use demands with increasing cross-sector impacts**

- **Use coordination of North Sea Region** – This can be assessed through (a) survey of governmental organizations, EU legislation, trans-national interests (b) developing new spatial planning concept based on concept and techniques used on land (c) gathering and structuring information (e.g. North Sea Atlas on EU or North Sea locket on an EU

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<sup>16</sup> Norcoast, Recommendations on improved Integrated Coastal Zone Management in the North Sea Region; Review of national and regional planning processes and instruments in the North Sea regions, County of North Jutland, 2001, ISBN: 87-7775-420-4

<sup>17</sup> Ministerium für Arbeit, Bau und Landesentwicklung Mecklenburg-Vorpommern: BaltCoast WP1: Framework for the co-ordinated use of offshore water areas around the Baltic Sea (InterregIIIB project BSR)

scale) and improving the availability and accessibility of mapped information (e.g. BaltCoast, Coastnet).

Cooper. level: Joint solutions

Key players: Regional governments, involving regional and national sector institutions, industry interested in offshore activities, shipping, fishery organisations

- **Development of transnationally concerted methodologies for offshore cross-sector development planning:** Integrated use planning is starting, and national approaches are different (if existing at all). As many offshore activities have transnational impacts, the harmonisation of national/ regional plans across borders would benefit from comparable planning methods, plan symbols, data formats etc. Projects to promote a minimum level of common standards would be helpful.

Cooper. level: Joint solutions

Key players: Regional governments, involving regional and national sector institutions, industry interested in offshore activities, shipping, fishery organisations, EU Commission

- **Development of transnational mapping and mutual information:** The coordination of offshore use interests would benefit from a common map showing existing and known planned activities, using standardised mapping formats and data definitions.

Cooper. level: Joint solutions

Key players: Regional governments, involving national bodies responsible for data collection, processing, mapping.

- **Development of transnationally concerted plans for offshore infrastructure corridors-** While some offshore uses are of local character (though maybe having supra-local impacts), others have transnational network character. The latter comprise transnational cable links (electricity, communication), pipelines (gas and oil) and shipping corridors. Transnational projects for such network infrastructure or routes are currently planned with little information on other use interests, whether these interests are of local or wider significance. Taking the TEN experience into account, projects for transnationally concerted utility line planning should be promoted.

Cooper. level: Joint solutions

Key players: Regional governments, national sector institutions, industry interested in offshore activities, EU Commission

- **Impact assessment of uses across sectors** – Use a cross sector impact assessment approach for new offshore projects, including EIA (their location, dimension, technical character). For example, new aquaculture activities could be assessed across sectors.

Cooper. level: Joint solutions

Key players: Regional governments, research institutions, NGOs, industry applying for use permissions, EU Commission

- **Wind Energy Farms** –Research on the impact assessment of wind farms and a trans-nationally adapted concept for power supply lines from offshore wind projects considering measures for conflict resolution with land and seaside protection areas. As well to identify methods for moderation of conflicts between wind farming projects and other users such as tourism development in coastal and sea areas.

Cooper. level: Joint solutions

Key players: Regional governments, research institutions, private windfarm industry

- **Closure of knowledge gaps and information sharing** – Knowledge of different natural and dynamic processes induced by growing offshore uses (e.g. effects on seabed

structures). The integration and interpretation of existing information with new information would be part of the trans-national research including: experience exchange between regions, generation of improved information on offshore conditions, mapping of potential resources and offshore areas useful for offshore projects.

Cooper. level: Joint solutions

Key players: Regional governments, research institutions, private investors seeking plan approval

- **Development of methods and concepts** - to reduce emissions and noise in harbours and coastal areas and the development of concepts for the environment friendly removal of decommissioned technical offshore infrastructure (oil platforms, cables, pipelines) and any other installations.

Cooper. level: Experience exchange

Key players: Regional governments, research institutions, harbour operators

- **Fishery free zones in NSR** – Trans-nationally established regulations and controls for a fishery free zone and control of fishery impact through payment for not fishing and other financial instruments and compulsory satellite tracking of fishing vessels.

Cooper. level: Joint solutions

Key players: Regional governments, involving national sector institutions, fishery associations, EU Commission

### **B.2 Growing protection intensity to maintain biodiversity and natural habitats**

- **Harmonization of Directives** – Trans-national protection zone management and the harmonization of the Habitat Directive implementation.

Cooper. level: Joint solutions

Key players: Regional governments, involving regional and national sector institutions, EU Commission

- **Marine Protected Areas** – Research examining the environmental impact, policy making and implementation on the relative environmental quality and further translation of the recommendations of the Marine Expert group (EU) into concrete measures (e.g. ecological connections between land and sea).

Cooper. level: Joint solutions

Key players: Regional governments, involving regional and national sector institutions, research institutions, NGOs, EU Commission

- **Mitigating Measures** – These measures include methods of cleansing dumpsites at sea, for example a pilot project of the removal of munitions at sea. Other measures would include cultivated landscape management in land-sea transition zones and methods for moderation of conflicts between nature protection and use claims in estuary areas.

Cooper. level: Experience exchange

Key players: Regional governments, involving regional and national sector institutions, industry involved in offshore activities, NGOs

- **Seabed habitat research** – NSR wide research of seabed habitats, including seabed structure, soils and mapping.

Cooper. level: Joint solutions

Key players: Regional governments, research institutions, administrations responsible for geological and nature research, industry interested in seabed exploitation activities

- **EIAs** – EIA projects and monitoring for new offshore installations.  
Cooper. level: Joint solutions  
Key players: Regional governments, involving regional and national sector institutions

### **B.3 Internationalisation of use planning**

- **Trans-nationally concerted strategic spatial planning** – Prepare trans-nationally concerted strategic spatial plans for selected offshore areas using the planning techniques of spatial planning on land. The development of trans-nationally concerted plans for offshore infrastructure corridors is one issue to be addressed.  
Cooper. level: Joint solutions  
Key players: Regional governments, involving regional and national sector institutions, national bodies responsible for spatial planning
- **Trans-national consultation** – Importance for the development of methods and tools for improved effectiveness of cross-border consultation on offshore development plans and projects.  
Cooper. level: Joint solutions  
Key players: Regional governments, involving regional and national sector institutions and spatial planning bodies
- **Multiple use planning and management** – Development of multiple use planning and sea use management (e.g. themes, suitable measures, issues).  
Cooper. level: Joint solutions  
Key players: Regional governments, involving regional and national sector institutions, industry interested in offshore activities, shipping, fishery organisations.

## **Theme C: Risk management for coastal zones (land- and sea-side) and open seas**

Sustainable development requires accurate risk assessment and wise decision-making. An evaluation is required of the cost of reducing risks set against the benefits arising from reduced risk. Within coastal zone management this can be achieved most effectively by means of a co-ordinated approach to analysing and managing environmental risks; involving planning, adequate insurance and minimising risks to vulnerable communities by:

- Identifying and understanding the nature and extent of environmental risks in coastal locations;
- Guiding development towards the most suitable locations;
- Ensuring that existing and future developments are not exposed to unacceptable risks; and
- Ensuring that development does not increase the risk for the rest of the community.

Risk management (in relation to maritime safety as well as to natural threats) needs a genuinely international approach.

The objective is a harmonisation of risk management, to stimulate the national, regional and local governments to cooperate and find common strategies and best available methodologies and practises to

- reduce the risk and impact of accidents in the North Sea;
- improve contingency plans;
- improve high water monitoring systems;
- developing flood control areas;
- improve evacuation possibilities.

This theme is particularly suitable to Interreg due to the need of transnational consultation and need for compatibility with regulations and strategies at EU and national level.

Some (on going) Interreg projects do focus on Risk management topics.

COMRISK is a common project of the North Sea coastal defence authorities. It aims at improved risk management for coastal flood prone areas (end date June 2005).

COMCOAST (COMBined functions in COASTal defence zones) is a European project which develops and demonstrates innovative solutions for flood protection in coastal areas. (on going project, end date December 2007).

SAFECOAST aims to contribute to a sustainable, harmonious and balanced development in the coastal lowlands of the North Sea Region by anticipating future climate change scenarios (on going project, end date June 2008).

Safety @ Sea seeks to develop innovative risk management strategies, including practical methodologies applied through regional demonstration projects (on going project, end date June 2007).

The results of the ongoing projects will determine the adjustment of some of the project ideas.

The project ideas are split up in two parts:

- Risks in relation to human activities;
- Natural induced risks.

### **C.1 Management of risks from human activities**

- **Risk Management incorporated into ICZM** – Integration of risk management in ICZM initiatives through Integrated and Sustainable Coastal Protection, co-ordination of marine protected areas, SWOT analysis, introduction of Sustainability Appraisal methods into decision making, long term funding, adequate zoning of activities.

Level: Experience exchange

Key players: National ,regional and local government, universities and research centres,

- **Cooperative Risk Management** – Risk reduction and disaster response involving environmental authorities, ports (emergency harbour concept for NSR), development for a more efficient and better trans-national oil disasters approach to combat, improve data base and assessment methods for vessel collision risks with offshore installations, identify methods for promoting the public awareness and communications of risks, develop new ways for an effective trans-nationally harmonized disaster precaution and develop a multi-hazard atlas for the NSR informing about potential risks and showing possible consequences including social and economic vulnerability.

Level: Experience exchange, joint solutions in border areas

Key players: National regional and local government, harbours, shipping authorities and relevant authorities, private sector (insurance companies).

- **Pollution Management** – Management of pollution trans-nationally by adapting ways to minimize and control discharge of harmful substances from land based sources into the NSR. Requires management of new waste like sludge and nuclear waste, diffuse point sources of pollution and identifying harbours as recycling centres.

Level: Experience exchange and joint solutions

Key players: National and regional government, harbours, shipping authorities and private sector

- **Terror attack prevention** – Development of terror attack prevention and response systems along integrated transport chains in the form of cooperative responses to the International Ship and Port Facility Security Code ISPS.

Level: Joint solutions

Key players: National and regional government, harbours, transport sector

- **Quality shipping** – Identify methods for implementation of quality, low environmental pressure shipping.

Level: Experience exchange <sup>18</sup>

Key players: National and regional government, harbours, shipping associations

## **C.2 Management of natural induced hazards (climate change and sea level rise)**

- **Risk Management** – Identify methods for harmonizing trans-national risk management, promoting public awareness and communication regarding to natural risks, an effective trans-nationally harmonized disaster precaution, develop new ways for financing measures mitigating the risks (e.g. involving insurance companies), evacuation exercises during coastal flooding and coastal risk management in identifying the weakest points. Learning from other countries experiences in historical flooding is relevant.

Level: Experience Exchange

Key players: National and regional government, NGO's, universities and research centres, private sector (insurance companies), musea, info centres and media

- **Coastal Protection** – Response in coastal zones to future rise of sea level requires identification of methods for harmonizing long-term coastal protection integrated into spatial planning, cost benefit identification of coastal protection (identify new approaches with a better benefit-cost ration), cross-border coastal protection, methods for managing the marine resources used for coastal protection and integration with the creation of nature oriented coastal protection concepts.

Level: Experience exchange and Joint solutions

Key players: National ,regional and local government, universities and research centres, sector groups (interest groups, professional organisations, NGO's).

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<sup>18</sup> Shipping regulation is not really a focus for Interreg

**Adapting to Climate Change** – Develop scenarios for selected regions to adapt to climate change and climate change initiatives.

Level: Transnational (experience exchange and joint solutions)  
Key players: National ,regional and local government, universities and research centres , sector groups (interest groups, professional organisations, NGO's).

#### **Theme D: Information and technology**

The General principles and policy options resulting from the 'EU Demonstration Programme on Integrated Management in Coastal Zones 1997 – 1999'<sup>19</sup>.assesses the hypothesis that the continued degradation and mismanagement of many of Europe's coastal areas can be traced to problems related to:

- ❑ Insufficient or inappropriate information, both about the state of the coastal zones and also about the impact of human activities (economic and non-economic);
- ❑ Insufficient coördination between different levels and sectors of administration and their policies;
- ❑ Insufficient participation and consultation of the relevant stakeholders.

The experiences of the EU Demonstration Programme on ICZM show that mostly:

- Management of the coast has lacked vision and is based on very limited understanding of coastal processes;
- Scientific research and data collection have been isolated from end-users.

In the current climate, coastal and near-coastal data and information, are scattered across a variety of governments, departments and agencies, other public bodies, NGOs and commercial organizations which frequently require the same data, but collate them separately.

Changes in government attitudes towards information, improved technology and new legislation regarding the availability of environmental data, means that it should now be possible to provide easy access to many readily available data products. The building blocks required to achieve this already exists, such as metadata, geo-referencing and the interoperability standards. What is now required is greater co-ordination between organizations to harmonize their data management procedures and encourage data sharing. (Harries, 2004, p. 5)<sup>20</sup>.

An central information platform will make appropriate management of the coastal zone possible by **uniformize and integrate**

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<sup>19</sup>European Communities. 1999. The Commission's demonstration programme on integrated coastal zone management 'Towards a European Integrated Coastal Zone Management (ICZM) Strategy, General Principles and policy options'. <http://europa.eu.int/comm/environment/iczm/demopgm.htm>

<sup>20</sup> Harries, J. (2004). National Initiatives for Managing Coastal data. In *Coastnet, the bulletin of the coastal network* (Vol. 8 issue 3, pp. 5-6).

- Appropriate data of the coastal zone;
- Good flows of information by those taking ICZM action and information providers.

This theme is particularly suitable to Interreg due to the fact that the proposed project ideas will give the opportunity to work out transnational cooperation and due to the integration cross-sectoral and vertical coordination will be realisable for coastal water management.

Only one interreg project has already covered some of the mentioned aspects. The Interreg IIIB project GEOSHARE. GEOSHARE has been founded to promote and develop the use of internet in providing equal access to geodata. One of aims of GEOSHARE is the improvement of tools for the management and provision of data and the systematisation of information for four themes. One of the themes is Spatial Management.

A new Interreg project could broaden the scope and focus on Coastal Zone Management in detail.

#### **D.1 Data Resources and Mapping**

- **Coastal Classification** – Development of a geological coastal classification scheme and identify issues of interest (e.g. potential erosion areas).

Level: Joint solutions

Key players: National, regional and local government, government executing agencies, universities and research centres

- **Data Resources and Mapping** – Development of a digital map of the North Sea Region and to address issues of differing regions data systems and technical data integration. It is important to identify gaps in current knowledge, coordination of methodology / comparability, standardization of metadata and where future research and development efforts should be focused. Data resources would include mapping, monitoring data, meta databases and new inputs through qualitative methods.

Level: Joint solutions

Key players: National, regional and local government, government executing agencies, universities and research centres, Sector groups (interest groups, professional organisations, NGO's)

- **Collation / integration of existing information** – Common data concept for all different sectors (setting up common criteria sets per sector for the whole NSR). The following are examples of datasets to be integrated: SEAs, renewable energy investigations, cumulative impact criteria and modelling of potential climate change, shoreline topographical surveys, quantifying threats, collation of intertidal and subtidal biotope data, summarized and prioritized areas of coastline and heritage information.

Level: Experience exchange

Key players: National, regional and local government, government executing agencies, universities and research centres, Sector groups (interest groups, professional organisations, NGO's), Residents and local users, Musea and info centres.

- **Broader stakeholder involvement and additional means for information dissemination** – Activities within projects concentrate much more on reaching implementing stakeholders and therefore much stronger efforts of dissemination of relevant results and other information are needed. Projects must have a much higher amount of funding for dissemination, inviting people and participation at crucial meetings.

Level: Experience exchange

Key players: National ,regional and local government, government executing agencies, universities and research centres, Sector groups (interest groups, professional organisations, NGO's), Residents and local users, musea, info centres and media.

## 6.7 What partners outside the North Sea Region would be crucial to consult or to co-operate with?

Partners who have undertaken **similar projects, neighboring countries and neighboring Interreg regions** such as: Baltic Sea Region, Iceland, Bay of Biscay Region, Barents Region, North of France, Ireland (Irish Sea Pilot Advisory Board and Irish Sea Partnership), all of UK coastal areas, English Channel groups, East of Scotland European Consortium (ESEC), MARE (decision support team in Sweden), etc.

It is crucial to consult with partners in **all of the EU states** to address **international problems** and issues like transnational use coordination in sea areas, integration of different EU policies, regulations and strategies) in transnational plans.

Other partners on an **international level** such as: World bank, OPEC, United Nations, International NGO's, other ports and harbour authorities, all those exploiting the North Sea Water, European Lifestyle and Marine Ecosystems (ELME), US Estuaries Initiative, International Council for the Exploitation of the Sea (ICES), European Environmental bureau (EEB), ELME (European Lifestyle and Marine Ecosystems), US Estuaries Initiative, etc.

## 6.8 In what way should this theme be formulated in order to get the most out of trans-national spatial development co-operation in a new programming period?

To get the most out of trans-national spatial development co-operation in a new programming period for coastal water management initiative, several **recommendations** have been suggested.

To get the most out of trans-national spatial development co-operation in a new programming period for coastal water management initiative, several **recommendations** have been suggested.

- **National stakeholder support for CWM/ICZM** - National stakeholders must be more frequently and strongly involved in the next round of Interreg-projects. Many problems and challenges need the involvement of national / state authorities and even ministries in order to have a chance to promote certain developments (e.g. secure shipping, exploitation of sea beds, etc.), to make necessary changes in national legislation, to get national support in form of investment funds and to reach leading politicians (e.g. ministers).
- **Communication and Dissemination** - Coming projects should take a great interest in applying for and providing means for the involvement of broader groups. Especially stakeholders for implementation are crucial. This involves the participation of citizens, NGOs and linking academia with policy makers, consultation techniques and standard terminology for CWM / ICZM / MSP.
- **A positive approach to the future management of the North Sea**- Today CWM/ICZM focus on the threats and the risks of the different uses on the sea and the environment. But there are the opportunities for the future at sea like tourism, transport, renewable energy, fish farming, natural habitat and species, etc. We need a positive approach for

the future management of the sea and the coastal zone. A project on a survey of all these (future) opportunities for the North Sea Region would be very useful.

- **Tools and Techniques** - like decision support systems including risk assessment techniques, Strategic Environment Assessment (SEA), Cost Benefit Analysis, Multi criteria analysis are needed to help all the stakeholders to focus on the right issues and discussions. These tools provide the bridge between technical and sectoral knowledge on the one side and policymaking (decision making, objectives, criteria) on the other side.
- **Common data and mapping standards** - should be ranked as a crucial subject. Quality and availability of harmonized data are very pre-requisite for successful trans-national collaboration. Also EU databases must be used and included here, thus even the DG Regio, the EEA and Eurostat have a role to play.
- **Cooperation land/sea is a fairly "new" issue** - This theme has many uncertainties because current ICZM focused on the landside although land and sea are having an impact on each other like: fresh/salt water, salt intrusion and loss of fresh water, etc. Sectoral policies make it difficult to apply a holistic approach to these interdependencies of land-sea. There is a need to develop an ICZM with consideration of this relation between land and sea.
- **Integration / Harmonization / Implementation of EU Policies** - Projects that support a better integration of different EU sectoral policies and regulations (ICZM, Water Framework Directive, Marine Strategy, Agricultural policies, Fishery policies etc.) would be highly valuable. We will need to focus on integration instead of implementation of sectoral EU policies and legislation.
- **Communication on Possibilities for Interreg Programmes** – Involves awareness actions (informing interested participants), organizing trans-national contacts between stakeholders, supporting officials.



## **7. APPENDICES**

### **7.1 Appendix 1: List with contact details per region**

This is the list with all the invited people. “Workshop” means that they attended a workshop and questionnaire means that they were send a questionnaire and not necessary answered the questionnaire.

## 7.1.1 Flanders (Belgium)

|    | Name                     | Function                                 | Organisation   | City             | Workshop or questionnaire |
|----|--------------------------|--|--|------------------|---------------------------|
| 1  | Françoise Lantsoght      | Coordinator                              | VLIZ   | Ostend           | Workshop                  |
| 2  | Yvo Peeters              |  | Ministerie van Vlaamse Gemeenschap - Ports, Waterways and Marine Affairs Policy Division | Brussels         | Workshop                  |
| 3  | Georges Pichot           |  | Management Unit of the North Sea Mathematical Models                                     | Brussels         |                           |
| 4  | Wim Stubbe               |  | Provincie West-Vlaanderen  | Brugge           |                           |
| 5  | Kai Böhme                |  | CRP Henri Tudor  | Esch-sur Alzette |                           |
| 6  | Frank Maes               |  | Universiteit Gent  | Gent             | questionnaire             |
| 7  | Erika Van den Bergh      | Scientific Attaché                       | Institute of Nature Conservation   | Brussels         |                           |
| 8  | Jean-Louis Herrier       |  | Ministry of the Flemish Region - Nature Devision - Coastal Zone                          | Brugge           |                           |
| 9  | Bernard De Putter        | Head of the Department                   | AWZ - Afdeling Waterwegen Kust   | Ostend           |                           |
| 10 | Michael Kyramarios       |  | Federal Government on Environmental Health   | Brussels         |                           |
| 11 | Geert Hoorens            |  | Tourism Flanders and Westtoer  |                  |                           |
| 12 |                          |  | Bond Beter Leefmilieu  |                  |                           |
| 13 | Jan Bal                  |  | Administration of harbours, waterways and sea  | Brussels         |                           |
| 14 | Freddy Aerts             |  | Administration of Waterways and Maritime affairs - Maritime Access Division              | Antwerp          |                           |
| 15 | Frank Mostaert           |  | Flanders Hydraulics Research Laboratory  | Antwerp          | questionnaire             |
| 16 | Adriaens Frank           | Environmental coordinator                | AG Haven Oostende  |                  | questionnaire             |
| 17 | Aspesslagh Marc          | Prevention advisor offshore fishing      | Previs - Zeevissersfonds   |                  | questionnaire             |
| 18 | Berteloot Miguel         | Engineer                                 | AWZ - Waterwegen Kust  |                  | questionnaire             |
| 19 | Claessens Sven           | Spatial planner                          | Provinciebestuur West-Vlaanderen   |                  |                           |
| 20 | Cox David                | Program administrator                    | Federaal Wetenschapsbeleid   |                  |                           |
| 21 | De Brauwer Dirk          | Head of cell maritime works              | AWZ - Maritieme Toegang  |                  | questionnaire             |
| 22 | De Raes André            |  | GOM - West-Vlaanderen  |                  | questionnaire             |
| 23 | Demuyter Joris           |  | AWZ - Scheepvaartbegeleiding   |                  | questionnaire             |
| 24 | Donnay Eric              | Coastguard                               | Kustwacht (Permanent Secretariaat)   |                  |                           |
| 25 | Hostens Kris             | Head of Department Biological Monitoring | CLO-Departement Zeevisserij  |                  |                           |
| 26 | Mees Jan                 | Director                                 | VLIZ, Vismijn  |                  | questionnaire             |
| 27 | Pieters Marnix           | Scientific attaché                       | Vlaams Instituut voor het Onroerend Erfgoed (VIOE)                                       |                  | questionnaire             |
| 28 | Plasman Cathy            | Advisor                                  | Cel Noordzee, Kabinet Minister Vande Lanotte - Noordzeebeleid                            |                  |                           |
| 29 | Ronsse Willy             | Captain Nautical head of department      | Loodswezen DAB   |                  |                           |
| 30 | Slabbinck Bart           | Nature-Coast manager                     | Natuurpunt   |                  | questionnaire             |
| 31 | Stienen Eric             | Scientific attaché                       | Instituut voor Natuurbehoud  |                  | questionnaire             |
| 32 | Stoens Eddy              | Advisor                                  | Provincie W-Vlaanderen   |                  |                           |
| 33 | Van Cauwenberghe Patrick | Assistant manager                        | Havenbestuur Brugge-Zeebrugge  |                  |                           |
| 34 | Van Meel Guido           | Advisor                                  | Gemeentelijk Havenbedrijf Antwerpen  |                  | questionnaire             |
| 35 | Van Steelant Paul        |  | Stichting Duurzame Visserijontwikkeling  |                  |                           |
| 36 | Verhegghen Jean-Francois |  | Min.VL. Gem. - Adm.landbouwbeleid - Dienst Zeevisserij, Administratief Centrum           |                  |                           |
| 37 | Versluys Willy           | Chairman                                 | Vlaamse Visserij Coöperatie  |                  | questionnaire             |
| 38 | Victor Ivan              | Chairman                                 | Stichting Duurzame Visserijontwikkeling  |                  | questionnaire             |

## 7.1.2 The Netherlands

|    | Name                  | Function                                   | Organisation   | City                   | Workshop or questionnaire |
|----|-----------------------|--|--|------------------------|---------------------------|
| 1  | Bart Korf             | Policy Advisor                             | RIKZ (Rijks instituut voor kust en zee)                        | Den Haag               | questionnaire             |
| 2  | Pascal Lambrigts      | Researcher                                 | Royal Haskoning  | Nijmegen               |                           |
| 3  | Arnoud van der Meulen |  | EUCC   | Leiden                 | Workshop                  |
| 4  | Wieger Franssen       | Researcher                                 | Raad voor Verkeer en Waterstaat                                | Den Haag               |                           |
| 5  | Lieke Berkenbosch     | Project manager                            | Rijks Instituut voor Kust en Zee                               | Den Haag               | questionnaire             |
| 6  | Marinus Bokhorst      |  | Rijks Instituut voor Kust en Zee                               | Haren                  | questionnaire             |
| 7  | Max Roksnoer          | deltamanager                               | Rijn Schelde Delta   | Bergen op Zoom         | questionnaire             |
| 8  | Frank van der Meulen  | Coordinator Coastal Zone Management Centre | Coastal Zone Management Centre                                 | Den Haag               |                           |
| 9  | Jens Enemark          | Secretary                                  | Common Wadden Sea Secretariat                                  | Wilhelmshaven, Germany |                           |
| 10 | Arjen Bosch           |  | Rijkswaterstaat DNN  | Leeuwarden             |                           |
| 11 | Jan de Graaf          |  |  |                        |                           |
| 12 | Mieke Ziel            |  | Ministry of Housing, Spatial Policy and the Environment (VROM) | Den Haag               |                           |
| 13 | Khoji Wesselius       |  | SNN - Northern Netherlands Assembly                            | Groningen              | Workshop                  |
| 14 | Mark Overman          |  | Ministry VROM  | Den Haag               | Workshop                  |
| 15 | Bert Veerman          |  | KIMO - Environmental Organisation with focus on the North Sea  |                        | Workshop                  |
| 16 | Hermine Eerenstein    |  | V&W-RIKZ   | Den Haag               | questionnaire             |
| 17 | Desiree Bokma         |  | Ministerie van VROM  | Den Haag               |                           |
| 18 | Kees Justus Vogel     |  | Ministerie van VROM  | Den Haag               | Workshop                  |
| 19 | Annemarie Van Hoorn   |  | Ministerie van LNV   | Utrecht                |                           |
| 20 | Jacco Maisan          |  | Ministerie van LNV   | Utrecht                |                           |
| 21 | Hans Slotema          |  | Ministerie van EZ  | Haarlem                |                           |
| 22 | Wino Aarnink          |  | V&W-DGW  | Den Haag               |                           |
| 23 | Christien Absil       |  | North Sea Foundation   | Utrecht                | questionnaire             |
| 24 | Gal Andorka           |  | RIKZ Den Haag  | Den Haag               |                           |
| 25 | Eric Blaakman         |  | V&W-DZL  | MIDDELBURG             |                           |
| 26 | Hans Balvoort         |  | RIKZ   | Den Haag               | Workshop                  |
| 26 | Marinka Kiezebrink    |  | RIKZ   | Den Haag               |                           |
| 27 | Ad Wolters            |  | DWW  | Delft                  | questionnaire             |
| 28 |                       |  | Seas At risk   |                        |                           |
| 29 |                       |  | WWF  |                        |                           |
| 30 | Anne Nasveldt         |  | Greenpeace   |                        |                           |
| 31 | Bosch                 |  | DNN  |                        |                           |
| 32 | De Graaf              |  | DNN  |                        |                           |
| 33 | Quene                 |  | RIKZ   |                        |                           |
| 34 | Vanmeerendonk         |  | Fryslân  |                        | questionnaire             |
| 35 | Tromp                 |  | Fryslân  |                        | questionnaire             |
| 36 | Burbunk               |  | Provincie Groningen  |                        |                           |

## 7.1.3 England

|    | Name               | Function   | Organisation   | City   | Workshop or questionnaire? |
|----|--------------------|--|--|--|----------------------------|
| 1  | John Craig         | Strategic planning team  | East Riding of Yorkshire Council                       | East Riding of Yorkshire Council, County Hall, Beverley, HU17 9BA  | Workshop                   |
| 2  | Margaret Freer     | Sustainable Development Officer (Coastal)                        | East Riding of Yorkshire Council                       | Sustainable Development Unit, East Riding of Yorkshire Council, County Hall, Beverley, HU17 9BA  | Workshop                   |
| 3  | Tony Edwards       | Chair of East Riding ICZM Forum                                  | Humber Industry Nature Conservation Association (INCA) | Humber INCA, Water's Edge, Maltkiln Rd, Barton Upon Humber, North Lincolnshire, DN18 5JR   | Workshop                   |
| 4  | Giles Bartlett     | Environmental Officer  | North Eastern Sea Fisheries Committee                  | Town Hall, Bridlington, YO16 4EQ   | Workshop                   |
| 5  | Sue Boyes          | Post Doc Geographer - Institute of Estuarine and Coastal Studies | University of Hull                                     |  | Workshop                   |
| 6  | Mike Elliott       | Institute of Estuarine and Coastal Studies                       | University of Hull                                     | Hull   | Workshop                   |
| 7  | Odette Paramor     | Academic   | University of Newcastle                                | European Fisheries Ecosystem Plan, Dove Marine Laboratory, School of Marine Science and Technology, University of Newcastle Upon Tyne, Cullercoats, North Shields, Tyne and Wear, NE30 4PZ | Workshop                   |
| 8  | Ms Jane Haczynskij |  | Yorkshire Water  | Naburn WWTW, Naburn, York, YO19 9RN  | Workshop                   |
| 9  | Will Kemp          | Spatial Planner  | Yorkshire Regional Assembly                            | Leeds  | Questionnaire              |
| 10 | Sue Gubbay         | Marine Spatial Planning Expert                                   | Independent  |  | Questionnaire              |
| 11 | Mike Quigley       | North East Regional Marine Officer                               | English Nature   | Northumberland   | Questionnaire              |
| 12 | Steve Hull         | Irish Sea Pilot  | ABPMer   | Southampton  | -                          |
| 13 | Tony Murray        | Asset Manager (Offshore)   | Crown Estate   | London   | -                          |
| 14 | Dr Carolyn Heeps   | Marine Estates   | Crown Estates  | London   | -                          |
| 15 | Chris Tompkins     | Marine and Waterways Division                                    | Defra  | London   | -                          |
| 16 | Dominic Whitmee    |  | Defra  | Bristol  | -                          |
| 17 | Colin Morris       |  | DfT  |  | -                          |
| 18 | Nigel Pearce       | Energy Policy (Windfarms)  | DfT  | London   | -                          |
| 19 | Paul Maslin        | Head of environmental policy development                         | dti Oil & Gas Directorate                              | London   | -                          |
| 20 | Richard Mellish    |  | dti Oil & Gas Directorate                              | London   | -                          |
| 21 | Mike Ball          | Coastal Manager  | East Riding of Yorkshire Council                       | East Riding of Yorkshire Council, County Hall, Beverley, HU17 9BA  | -                          |
| 22 | Paul Bellotti      | Forward Planning Manager   | East Riding of Yorkshire Council                       | East Riding of Yorkshire Council, County Hall, Beverley, HU17 9BA  | -                          |
| 23 | Paul Gilliland     | National Marine  | English Nature   | Peterborough   | -                          |
| 24 | Mike Quigley       | North East Regional Marine Officer                               | English Nature   | Northumberland   | -                          |
| 25 | Chris Mills        | Marine   | Environment Agency                                     |  | -                          |
| 26 | Phillip Winn       | Humber Strategies Manager  | Environment Agency                                     | The Willerby Office, 1 Viking Close, Great Gutter Lane East, Willerby, Kingston Upon Hull, HU10 6DE  | -                          |
| 27 | David Owen         | Regional Planning  | GO Yorkshire   | Leeds  | -                          |
| 28 | Capt Philip Cowing | Harbour Master - Humber  | Humber Estuary Services                                | P.O.Box 1, Northern Gateway, Hull HU9 5PQ  | -                          |
| 29 | Mick King          |  | Humber Forum   |  | -                          |
| 30 | Steve Atkins       | Irish Sea Pilot  | JNCC   | Peterborough   | -                          |
| 31 | Michael Comerford  | Regional Manager   | Maritime & Coastguard Agency                           | Aberdeen   | -                          |
| 32 | David McCandless   | Chief Fishery Officer  | North Eastern Sea Fisheries Committee                  | Town Hall, Bridlington, YO16 4LP   | -                          |
| 33 | Mr Ben Dillon      | Scarborough Centre for Coastal Studies (SCCS)                    | University of Hull                                     | Filey Road, Scarborough, North Yorkshire, YO11 3AZ   | -                          |
| 34 | Dr Magnus Johnson  | Scarborough Centre for Coastal Studies (SCCS)                    | University of Hull                                     | Filey Road, Scarborough, North Yorkshire, YO11 3AZ   | -                          |

## 7.1.4 Scotland

|    | Name                  | Organisation                                      | City  | Workshop or questionnaire |
|----|-----------------------|---|---|---------------------------|
| 1  | Olivia Lassiere       | British Waterways                                 | Unknown   | Workshop                  |
| 2  | Colin McLeod          | JNCC  | Peterborough  | Workshop                  |
| 3  | Adam Olejnik          | Perth and Kinross Council                         | Perth and Kinross   | Workshop                  |
| 4  | David Strachan        | Perth and Kinross Heritage Trust                  | Perth and Kinross   | Workshop                  |
| 5  | Richard Park          | SEPA  | Scotland  | Workshop                  |
| 6  | Pam Coutts            | Angus Council                                     | St James Building, St James St Forfar   | Workshop                  |
| 7  | Susan Crawford        | Angus Council Roads Department                    | County Buildings, Market St, Forfar, DD8 3WA  | Workshop                  |
| 8  | Mark Davidson         | Angus Council Roads Department                    | County Buildings, Market St, Forfar, DD8 3WA  | Workshop                  |
| 9  | George Gray           | Angus Council Roads Department                    | County Buildings, Market St, Forfar, DD8 3WA  | Workshop                  |
| 10 | Stan Paterson         | Angus Council Roads Department                    | County Buildings Fofar, DD8 3WR   | Workshop                  |
| 11 | David Ferguson        | Countryside Ranger Service, Dundee City Council   | Courtyard Office, Camperdown House, Camperdown Country Park, DD2 4TF                          | Workshop                  |
| 12 | David MacDougall      | Dundee City Council , Planning and Transportation | Planning and Transportation, Tayside House, Dundee DD1 3RB                                    | Workshop                  |
| 13 | John Stanners         | Dundee City Council Communities                   | Mitchell St Centre, Mitchell St, Dundee   | Workshop                  |
| 14 | Alistair Lawson       | Dundee City Council Leisure and Arts              | Floor 13 Tayside House DD1 3RB  | Workshop                  |
| 15 | Peter Sandwell        | Dundee City Council Leisure and Arts              | Floor 13 Tayside House DD1 3RB  | Workshop                  |
| 16 | Gary Robertson        | Dundee City Council, Leisure and Arts             | Floor 13 Tayside House DD1 3RB  | Workshop                  |
| 17 | Alan Murray           | Dundee City Council, Planning and Transportation  |   | Workshop                  |
| 18 | Thomas Couper         | Fife Council Education Service                    | Auchterderran Centre, Woodene Rd Cardenden Fife   | Workshop                  |
| 19 | Peter Dickson         | Fife Council Transportation Services              | Rothsey House, North Street, Glenrothes, KY7 5LT  | Workshop                  |
| 20 | Andy Kelly            | Fife Council, Development Services                | Fife House, Noth St Glenrothes, Fife, KY7 5LT   | Workshop                  |
| 21 | Les Hatton            | Fife Countyside rangers                           | Pitcairn Centre, Moidart Drive, Glenrothes, Fife, KY7 6ET                                     | Workshop                  |
| 22 | (Cllr) John Culliven  | Perth and Kinross Council                         | Pullar Hous, 35 Kinoull St, Perth, PH1 56D  | Workshop                  |
| 23 | Graham Essson         | Perth and Kinross Council                         | Pullar Hous, 35 Kinoull St, Perth, PH1 56D  | Workshop                  |
| 24 | (Cllr) Alan Jack      | Perth and Kinross Council                         | Pullar Hous, 35 Kinoull St, Perth, PH1 56D  | Workshop                  |
| 25 | (Cllr) Peter Mulheron | Perth and Kinross Council                         | Pullar Hous, 35 Kinoull St, Perth, PH1 56D  | Workshop                  |
| 26 | Brenda Murray         | Perth and Kinross Council                         | Pullar Hous, 35 Kinoull St, Perth, PH1 56D  | Workshop                  |
| 27 | Niall Lobley          | Perth and Kinross Ranger Service                  | Countryside Section, Planning and Transportation, Pullar House, 35 Kinoull St, Perth, PH1 56D | Workshop                  |
| 28 | Keith Berry           | Port of Dundee Forth Ports PLC                    | Harbour Chambers Port of Dundee   | Workshop                  |
| 29 | Anton Edwards         | SEPA  | 7 Whitefriars Crescent Perth PH2 8PA  | Workshop                  |
| 30 | Kate Farrer           | SEPA  | 7 Whitefriars Crescent Perth PH2 8PA  | Workshop                  |
| 31 | Ian Marr              | SEPA  | 62 High Street, Arbroath, DD11 1AW  | Workshop                  |
| 32 | Stephen Midgley       | Scottish Coastal forum                            | Scorrish Executive, Victoria Quay   | Workshop                  |
| 33 | Alex Keay             | Montrose Harbour                                  | Montrose harbour  | Workshop                  |
| 34 | Robert Dey            | Scottish Water                                    | Bullion House Millroad Invergowrie DD2 5BB  | Workshop                  |
| 35 | Keith Dalgleish       | SNH, Fife   | 46 Crossgate Cupar Fife KY15 5HS  | Workshop                  |

## 7.1.5 Germany

| NorVision update study 1 "Coastal Water Management"<br>Invitation and participation list Germany   |                                |                      |                  |
|--|--------------------------------|----------------------|------------------|
| Organisation / Person  | Participation (no. of persons) |                      | No participation |
|  | 28.4. Hamburg 9-12.30          | 2.5. Bremen 14-17.30 |                  |
| <b>IR North Sea representatives:</b>   |                                |                      |                  |
| 1. Bundesamt für Bauwesen und Raumordnung BBR<br>Nicole Schäfer<br>(auch: Brigitte Ahlke, Gerhard Wagner)  | 0                              | 1                    | 0                |
| 2. Freie und Hansestadt Hamburg, Behörde für Stadtentwicklung und Umwelt<br>Referat Regionalplanung<br>Herr Guido Sempell  | 1                              | 0                    | 0                |
| 3. Senator für Bau und Verkehr<br>Referat Raumordnung, Stadtentwicklung, Flächennutzungsplanung<br>Herr Matthias Rethmeier                                       | 0                              | 1                    | 0                |
| 4. Niedersächsisches Ministerium für den ländlichen Raum, Ernährung, Landwirtschaft und Verbraucherschutz<br>Referat 302<br>Dr. Friedhelm Budde / Ingrid Kürsten | 0                              | 0                    | 1                |
| <b>Federal administrations</b>   | <b>0</b>                       | <b>0</b>             | <b>0</b>         |
| 5. Bundesministerium für Verkehr, Bau- und Wohnungswesen<br>M. Sinz, Prof. Dr. Hagen Eyink; Ms. Gina Siegel  | 0                              | 0                    | 1                |
| 6. Bundesamt für Seeschifffahrt und Hydrographie (BSH)<br>Dr. Nico Nolte;<br>Dr. Manfred Zeiler<br>Ralf Wasserthal   | 0                              | 0                    | 1                |
| 7. Bundesanstalt für Geowissenschaft und Rohstoffe<br>Herr Dr. H. Kudrass  | 1                              | 0                    | 0                |
| 8. Bundesforschungsanstalt für Fischerei   | 0                              | 0                    | 1                |
| 9. Bundesanstalt für Gewässerkunde<br>Herr Dr. Heiko Leuchs  | 0                              | 1                    | 0                |
| 10. Sonderstelle des Bundes und der Küstenländer für Ölunfälle See/Küste<br>beim WSA Cuxhaven  | 0                              | 0                    | 1                |
| 11. Bundesministerium für Umwelt, Naturschutz und Reaktorsicherheit<br>Stefan Besser<br>Thorsten Falk<br>Herr Michael Kracht                                     | 0                              | 0                    | 1                |
| Bundesministerium für Bildung und Forschung<br>Herr Hans Ortwin Nalbach  | 0                              | 1                    | 0                |
| 12. Bundesamt für Naturschutz<br>Herr Dr. Rainer Blanke  | 0                              | 0                    | 0                |
| 13. Umweltbundesamt<br>Frau Barbara Locher   | 0                              | 1                    | 0                |
| 14. Bundesministerium für Verkehr, Bau- und Wohnungswesen<br>Unterabteilung LS 2: Schifffahrt<br>Robert-Schuman  | 0                              | 0                    | 1                |
| <b>Administrations of the Länder</b>   | <b>0</b>                       | <b>0</b>             | <b>0</b>         |
| 15. Ministerium des Inneren Schleswig-Holstein<br>Abt. Landesplanung<br>Klaus Volkmann<br>Frau Astrid Dickow<br>Frank Liebreuz                                   | 0                              | 0                    | 1                |
| 16. Ministerium für Wirtschaft, Arbeit und Verkehr des Landes Schleswig-Holstein<br>Abteilung VII 3 - Technologie, Tourismus und Qualifizierung                  | 0                              | 0                    | 1                |
| Senator für Bau, Umwelt und Verkehr<br>Ref. Wasserwirtschaft und Hochwasserschutz<br>Herr Dr. Uwe Probst   | 0                              | 1                    | 0                |
| Der Senator für Wirtschaft und Häfen<br>Ref. Umweltangelegenheiten<br>Frau Dr. Lampe<br>Herr Jochen Kreß   | 0                              | 2                    | 0                |
| 17. Niedersächsisches Ministerium für Wirtschaft, Technologie und Verkehr<br>Referat 407 – Hafen und Schifffahrt   | 0                              | 0                    | 1                |

| <b>NorVision update study 1 "Coastal Water Management"</b>  |                                       |                             |                         |
|---|---------------------------------------|-----------------------------|-------------------------|
| <b>Invitation and participation list Germany</b>  |                                       |                             |                         |
| <b>Organisation / Person</b>  | <b>Participation (no. of persons)</b> |                             | <b>No participation</b> |
|   | <b>28.4. Hamburg 9-12.30</b>          | <b>2.5. Bremen 14-17.30</b> |                         |
| 18. Niedersächsisches Ministerium für den ländlichen Raum, Ernährung, Landwirtschaft und Verbraucherschutz, Referat 303<br>Herr RD K.-Heinrich Vespermann           | 0                                     | 0                           | 1                       |
| 19. Niedersächsisches Umweltministerium<br>Frau Elisabeth Preuß-Bruns   | 0                                     | 0                           | 1                       |
| 20. Niedersächsischer Landesbetrieb für Wasserwirtschaft, Küsten- und Naturschutz Betriebsstelle Norden<br>Herr Frank Thorenz                                       | 0                                     | 1                           | 0                       |
| 21. Freie und Hansestadt Hamburg<br>Behörde für Stadtentwicklung und Umwelt<br>Amt für Umweltschutz Abteilung Gewässerschutz<br>Herr Christian Ebel                 | 1                                     | 0                           | 0                       |
| 22. Freie und Hansestadt Hamburg<br>Behörde für Stadtentwicklung und Umwelt<br>Amt für Naturschutz und Landschaftspflege<br>Abteilung Naturschutz<br>Wolfgang Prott | 0                                     | 0                           | 1                       |
| 23. Deutsch-Niederländische Raumordnungskommission, UK-Nord<br>Regierungsvertretung Oldenburg<br>Frau Barbara Woltmann  | 0                                     | 1                           | 0                       |
| 24. Dr.-Ing. Bernhard Heinrichs<br>Ministerium für Arbeit und Bau des Landes Mecklenburg-Vorpommern<br>Abt.4 - Raumordnung und Landesplanung                        | 0                                     | 0                           | 1                       |
| <b>Sub-ordinated administrations of the Länder</b>  | <b>0</b>                              | <b>0</b>                    | <b>0</b>                |
| 25. Forschungs- und Technologiezentrum Westküste<br>Herr Dr. Andreas Kannen   | 1                                     | 0                           | 0                       |
| 26. Nationalparkverwaltung Niedersächsisches Wattenmeer<br>Herr Dr. Hubert Farke  | 0                                     | 1                           | 0                       |
| <b>Nature Protection Initiatives (§ 58 BnatSchG u.a.)</b>   | <b>0</b>                              | <b>0</b>                    | <b>0</b>                |
| 27. Bund für Umwelt und Naturschutz Deutschland (BUND) Landesverband Niedersachsen eV, Hannover   | 0                                     | 0                           | 1                       |
| 28. Naturschutzbund Deutschland Landesverb. Niedersachsen e.V. (NABU), Hannover   | 0                                     | 0                           | 1                       |
| <b>Regional Cooperations</b>  | <b>0</b>                              | <b>0</b>                    | <b>0</b>                |
| 29. Aufbaugemeinschaft Bremen - Weser - Jade  | 0                                     | 0                           | 1                       |
| 30. Ems Dollart Region<br>Frau Tineke Vonk-Ronhaar  | 0                                     | 1                           | 0                       |
| 31. EUREGIO   | 0                                     | 0                           | 1                       |
| 32. Geschäftsstelle der Regionalen Arbeitsgemeinschaft Bremen/Niedersachsen<br>Frau Birgit Ahn  | 0                                     | 1                           | 0                       |
| 33. Neue Hanse Interregio c/o Bezirksregierung Weser-Ems, Oldenburg   | 0                                     | 0                           | 1                       |
| 34. Projektgesellschaft Westküste MbH<br>Frau Antje Hauptvogel  | 1                                     | 0                           | 0                       |
| 35. Projektträger Jülich Außenstelle Rostock<br>Herr Andreas Irmisch  | 0                                     | 1                           | 0                       |
| 36. Wirtschaftsverband Weser<br>Herr Ralf Rüdiger Heinrich  | 0                                     | 1                           | 0                       |
| <b>Other</b>  | <b>0</b>                              | <b>0</b>                    | <b>0</b>                |
| 37. Common Wadden Sea Secretariat CWSS<br>Herr Manfred Vollmer,   | 0                                     | 1                           | 0                       |
| 38. EUCC - Die Kuesten Union Deutschland<br>Frau Sybille Schnegelsberg  | 0                                     | 1                           | 0                       |
| 39. Aktionskonferenz Nordsee e.V.<br>Frau Inge Ewen<br>Frau Nadja Zierbarth   | 0                                     | 2                           | 0                       |
| 40. Schutzgemeinschaft Deutsche Nordseeküste e.V. (SDN), Varel  | 0                                     | 0                           | 1                       |
| 41. WWF Wattenmeer und Nordseeschutz, Bremen<br>Herr Uwe Johannsen  | 0                                     | 1                           | 0                       |
| <b>Research</b>   | <b>0</b>                              | <b>0</b>                    | <b>0</b>                |
| 42. Geographisches Institut, Universität Hannover<br>Prof. Hanns Buchholz Leiter Abt. Kulturgeographie  | 0                                     | 0                           | 1                       |
| 43. Universität Kiel, Geographisches Institut<br>Prof. Dr. Horst Sterr<br>Herr Hans Jörg Markau<br>Herr Stefan Reese  | 2                                     | 1                           | 0                       |

| <b>NorVision update study 1 "Coastal Water Management"</b>  |                                       |                             |                         |
|---|---------------------------------------|-----------------------------|-------------------------|
| <b>Invitation and participation list Germany</b>  |                                       |                             |                         |
| <b>Organisation / Person</b>  | <b>Participation (no. of persons)</b> |                             | <b>No participation</b> |
|   | <b>28.4. Hamburg 9-12.30</b>          | <b>2.5. Bremen 14-17.30</b> |                         |
| 44. Wissenschaftszentrum Berlin für Sozialforschung (WZB)<br>Prof. Dr. Bernhard Glaeser<br>Senior Researcher                                  | 0                                     | 0                           | 1                       |
| 45. Maritimes Institut der Hochschule Bremen<br>Frau Dr. Michaela Mayer   | 0                                     | 1                           | 0                       |
| 46. Universität Bremen<br>Fachbereich 02 – Biologie<br>Herr Dr. Schuchardt  | 0                                     | 1                           | 0                       |
| 47. Alfred-Wegener-Institut<br>Frau Christina Morchner  | 0                                     | 1                           | 0                       |
| 48. Institute for Chemistry and Biology of the Marine Environment (ICBM) Carl von Ossietzky University of Oldenburg<br>Herr Dr. Thomas Klenke | 0                                     | 1                           | 0                       |
| <b>TOTAL</b>  | <b>7</b>                              | <b>25</b>                   | <b>22</b>               |

## 7.1.6 Denmark

|    | Name                          | Function  | Organisation  | City       | Workshop or questionnaire |
|----|-------------------------------|---|---|------------|---------------------------|
| 1  | Helle Fischer                 |   | Ministry of Environment - Danish Forest and Nature Agency - Spatial Planning Department   | Copenhagen |                           |
| 2  | Per Toppenberg                |   | Nordjyllands Amt  | Ålborg Øst | Workshop                  |
| 3  | Lisbeth Ohrgaard              |   | Ministry of the Environment, Danish Forest and Nature Agency, Spatial Planning Department | Copenhagen | Workshop                  |
| 4  | Per Toppenberg                |   | Nordjyllands Amt  | Ålborg Øst |                           |
| 5  | Jens Kurnol                   |   | Interreg IIIB North Sea Programme   | Viborg     |                           |
| 6  | Lise Smith                    |   | Interreg IIIB North Sea Programme   | Viborg     |                           |
| 7  | Johnny Reker                  | Department - Habitat and Sea Protection                         | Ministry of the Environment, Danish Forest and Nature Agency                              | Copenhagen | Workshop                  |
| 8  |                               |   |   |            |                           |
| 9  | Jørgen Magner                 | Head of department - Sea protection                             | Ministry of the Environment, Danish Agency for Environmental Protection                   | Copenhagen |                           |
| 10 |                               |   |   |            |                           |
| 11 | Bo Riemann                    | Head of department - Marine Ecology                             | ministry of the Environment, National Environment Research Institute                      | Roskilde   |                           |
| 12 |                               |   |   |            |                           |
| 13 | Fritz Köster                  | Head of department, researcher - Department of Marine Fisheries | Danish Institute for Fisheries Research   | Copenhagen |                           |
| 14 |                               |   |   |            |                           |
| 15 | Christian Lastrup             | Head of Department, engineer                                    | Kystdirektoratet - (Coastal directorate)  | Lemvig     | Workshop                  |
| 16 |                               |   |   |            |                           |
| 17 | Ture Falbe-Hansen             | Secretary to the management                                     | Danish Energy Authority   | Copenhagen |                           |
| 18 |                               |   |   |            |                           |
| 19 | Gunver Bennekow               | Director General  | Danish Society for Nature Conservation  | Copenhagen |                           |
| 20 |                               |   |   |            |                           |
| 21 | Torkil Jønch-Clausen          | Director of Research, Development and Innovation Department     | DHI Water & Environment   | Hørsholm   |                           |
| 22 |                               |   |   |            |                           |
| 23 | Anna Studsholt, Bjarke Jensen | County of North Jutland   | Regional authority  | Aalborg    |                           |
| 24 | Ida Brøker                    | head, Coastal Dynamics  | DHI Water & Environment   | Hørsholm   | Workshop                  |
| 25 | Peter Blanner                 | Head of Department of Environmental issues                      | WWF Verdensnaturfonden  | Copenhagen |                           |

### 7.1.7 Norway

|    | Name                   | Function                | Organisation  | City      | Workshop or questionnaire |
|----|------------------------|-------------------------|---|-----------|---------------------------|
| 1  | Ottøy, Anne Britt      | Senior engineer         | Norwegian Coastal Adm                                 | Haugesund |                           |
| 2  | Bjerkemo, Ole Kristian | Head of Section         | Norwegian Coastal Directorate                         | Aalesund  |                           |
| 3  | Inge Døskeland         |                         | Hordaland County Municipality                         | Bergen    |                           |
| 4  | Frøyland Pallesen Per  | Head of regional        | Rogaland County Municipality                          | Stavanger | questionnaire             |
| 5  | Axel Rød               |                         | Ministry of Local Government and Regional Development | Oslo      | questionnaire             |
| 6  | Jartrud Steinslid      | Senior Adviser          | Ministry of Coast and Fisheries                       | Oslo      | questionnaire             |
| 7  | Wilhelm Torheim        | Deputy Director General | Ministry of Environment                               | Oslo      | questionnaire             |
| 8  | Judith Kortgård        | Adviser                 | Ministry of Local Government and Regional Development | Oslo      | questionnaire             |
| 9  | Roger Bennet           |                         |   |           | questionnaire             |
| 10 | Jan Henrik             |                         |   |           |                           |
| 11 | Trine Bekkby           |                         | Norwegian Institute for Water Research (NIVA)         |           | questionnaire             |

## 7.1.8 Sweden

|    | Name   | Function   | Organisation   | City         | Workshop or questionnaire |
|----|--|--|--|--------------|---------------------------|
| 1  | Hans-Olof Sällvin                            |  | Ministry of Industry Employment and Communications   | Stockholm    | questionnaire             |
| 2  | Hans-Åke Persson                             |  | Västra Götalandsregionen                             | Göteborg     | workshop                  |
| 3  | Arne Joelsson                                | biologist  | County Administrative Board of Halland               | Halmstad     | questionnaire             |
| 4  | Lisbeth Schultze                             | head of environmental unit   | County Administrative Board of Halland               | Halmstad     | questionnaire             |
| 5  | John Strand                                  | regional chairman  | Swedish Society for Nature Conservation              | Halmstad     | questionnaire             |
| 6  | Annika Carlsson                              | Member of Region Halland board, member of North Sea Commission   | Region Halland                                       | Göteborg     |                           |
| 7  | Bengt Frizell                                | Senior environmental officer   | County Administration Board Västra Götaland          | Göteborg     | workshop                  |
| 8  | Kerstin Hugne                                | head of unit   | the National Board of Housing, Building and Planning | Karlskrona   |                           |
| 9  |  |  |  |              |                           |
| 10 | Kjell Grip                                   |  | the Environmental Protection Agency                  |              | questionnaire             |
| 11 |  |  |  | Stockholm    |                           |
| 12 |  |  |  |              |                           |
| 13 | Christine Rappe                              |  | the Environmental Protection Agency                  | Stockholm    |                           |
| 14 | Hermansson Sture                             | CEO; County Adm Board of Värmland, Pres IR III A Inner Scandinavia, Sub Com North Sea IR III B, Sub Com Baltic prog IR III B |  | Karlstad     |                           |
| 15 | Per Hörberg                                  | Senior environmental officer   | Region Västra Götaland                               | Borås        |                           |
| 16 | Gunnar Wockatz                               |  | County Administration Board Västra Götaland          | Göteborg     |                           |
| 17 | Hans-Olof Sällvin                            |  | Swedish Government Industry Ministry                 | Stockholm    |                           |
| 18 | Staffan Larsson                              |  | National Board of Fisheries                          | Stockholm    |                           |
| 19 | Lars Johansson                               |  | National Board of Fisheries                          | Stockholm    |                           |
| 20 | Laura Piriz                                  |  | National Board of Fisheries                          | Stockholm    | questionnaire             |
|    | Jessica Hjerpe                               |  | National Board of Fisheries                          | Göteborg     | workshop                  |
|    | Helena Starfelt                              |  | National Board of Fisheries                          | Göteborg     | workshop                  |
| 21 | Willand Ringborg                             |  | Swedish Maritime Administration                      | Stockholm    |                           |
| 22 | Lennart Nyman                                |  | WWF Sweden   | Stockholm    |                           |
| 23 | Kent Blom                                    |  | Swedish Maritime Administration                      | Stockholm    |                           |
| 24 |  |  | (and Swedish Dev Agency 50%)                         |              |                           |
| 25 | Anna Boman                                   |  | Ministry for the Environment                         | Stockholm    |                           |
| 26 |  |  |  |              |                           |
| 27 | Hans Westberg                                |  | Ministry for the Environment                         | Stockholm    | questionnaire             |
| 28 | Regional contacts in Region Scania (Inregia) |  |  |              |                           |
|    | Peter Hörberg                                |  | Region Gothenbourg                                   | Gothenbourg  |                           |
| 29 | Charlotte Lindström                          |  | Region Scania, Planning Dep                          | Kristianstad | questionnaire             |
| 30 | Katarina Pelin                               |  | Region Scania, Planning Dep                          | Kristianstad | questionnaire             |

## 7.2 Appendix 2: List with revised documents for the desk research

### 7.2.1 Project documents

- Current INTERREG research projects; Comrisk, ComCoast, Power, SafeCoast, Wadden Sea Forum, The fisheries partnership, Coastnet, EuroSION
- 2003 Strategies of the OSPAR commission for the Protection of the Marine Environment of the North-East Atlantic: Biological Diversity and Ecosystems, Eutrophication strategy, Hazardous substances strategy, Offshore oil and gas industry, Radio active substances strategy
- ESPON: European Spatial Planning Observation Network, EspoN Project 1.3.1 Natural Hazards, EspoN Project 2.1.5 Fisheries
- Recommendation of the BaltCoast Project / Interreg III B (2003?)
- Effects on introduced organisms in Norwegian waters (2004)
- Norvision report; <http://www.planco.de/norvision.htm>
- Interreg North Sea: Programme document for InterregIIIB
- Ospar Biodiversity committee on spatial planning and integrated coastal zone management: Planning in the North Sea- a first attempt to describe the existing spatial control mechanism; Offshore Oil and Gas Industry, <http://www.ospar.org>
- EU Commission: Communication from the Commission to the Council and the European Parliament: Towards a Strategy to protect and conserve the marine environment, COM(2002) 539 final
- European Environmental Advisory Council (EEAC), WG on Coastal Zones and Marine Environment: Comments on the Commission Communication, Den Haag/ Lisboa, 10-June-2003
- (Members of the WG: German Environmental Advisory Council; Dutch Wadden Sea Council; Portuguese National Council on Environment and Sustainable Development; English Nature; Scottish Natural Heritage)
- EUCC - The Coastal Union: A Common Approach to the Implementaiton of ICZM in the Baltic Region: The Principles underlying such an approach; document prepared for the Coastal Planning and management in the Baltic Sea Region, as part of the 5<sup>th</sup> HELCOM-HABITAT meeting in May 2003, Finland
- EUCC, Policy Instruments for ICZM in Nine Selected European Countries, prepared for the Dutch National Institute für Coastal & Marine Management, Jan. 2000, EUCC - Integrated Coastal Zone Management in the Baltic States, State of the Art Report, Dec. 2001/ Aug. 2002
- BaltCoast WP1: Framework for the co-ordinated use of offshore water areas around the Baltic Sea (InterregIIIB project BSR)
- NorCoast: recommendations on improved Integrated Coastal Zone Management in the North Sea Region (2001)

### 7.2.2 Flanders (Belgium)

- Visie en krachtlijnen nota, naar een geïntegreerd kustveiligheidsplan
- Ruimtelijk Structuur Plan Vlaanderen
- Provinciaal Ruimtelijk Structuur West- Vlaanderen
- Action 20: Geïntegreerd beheer van de Noordzee van het Federaal plan voor duurzame ontwikkeling
- Overview of planned projects for Belgium: Extension of the Ostend Harbour, Trapegeer conservation area, Maintainance dredging on the North Sea,, Sand and gravel exploitation,, Offshore Windmills, Paardenmarkt site
- Current important research project for Belgium: GAUFRE: "Towards a Spatial Structure Plan for Sustainable Management of the Sea", Balans: "Balancing impacts of human activities in the Belgian part of the North Sea"

### 7.2.3 The Netherlands

- Beleidslijn voor de kust-ontwerp
- Naar een integraal kustzonebeleid, beleidsagenda voor de kust
- Nota Ruimte
- Strategische visie Hollandse Kust stap 1-long term vision
- Strategische visie Hollandse Kust stap 2
- Strategische visie Hollandse Kust stap 3
- Derde kustnota
- Overview of planned projects for The Netherlands: Geluk voor de kust , Zwakke Schakels in de Kust (Zeeland , Zuid Holland, Noord Holland), Verdieping van de Westerschelde & Uitbreiding van de haven van Zeeland/Antwerpen, PKB WaddenZee, Gedeeltelijke opening Haringvlietsluizen, Near Shore Windmolenpark bij Egmond aan Zee, PKB/PMK haven van Rotterdam (tweede Maasvlakte), Uitbreiding van de zeesluizen van IJmuiden, Pilot studies coastal communities, ICZM

### 7.2.4 England and Scotland

- DfT: British Shipping: Charting a new course. Department of Transport's strategy for shipping
- DTI 2003 The Strategy - Prosperity For All. Government's strategy for improving business and trade.

- Defra Water Strategy Directing the Flow - priorities for future water policy. Government water policy linking in with agriculture and fisheries; land use; climate change; biodiversity; leisure and recreation; and flood management
- Guidance notes on procedures for regulating offshore oil and gas field developments. Not a strategy but Governments guidance on offshore oil and gas developments.
- Economic evaluation of fishing vessel decommissioning scheme. DFP - member states to set targets for fishing fleets
- PM's Strategy Unit: Net Benefits: A sustainable and profitable future for UK fishing
- Renewables Obligation Order 2005. UK requirement for a certain percentage of electricity to be supplied from renewable sources
- Modern Ports: A UK Policy. Clear picture of trends affecting the ports industry, and especially of the potential need for port investment. Published: 31 July 2001.
- Marine Minerals Guidance Notes. Marine Mineral Guidance 1: Extraction by dredging from the English seabed
- Marine spatial planning. In process - Government commissioned pilot study
- Making Space for Water: Developing a New Government Strategy for Flood & Coastal Erosion Risk Management. In process to update 1993 Government strategy on Flood and coastal erosion
- England Biodiversity Strategy. UK Government's strategy for biodiversity - include marine and coastal areas
- UK Government Sustainable Development Strategy indicators. A handy-sized booklet uses around 50 indicators to highlight selected sustainable development issues
- Review of Consenting Regime for Development in Marine Environment
- Review of Marine Nature Conservation
- ICZM in the UK: A stocktake
- Marine Stewardship Report - Safeguarding our seas
- Potential Benefits of Marine Spatial Planning to Economic Activity in the UK: Royal Society for the Protection of Birds (RSPB 2004)
- England Rural Development Programme (ERDP)
- Tomorrow's Tourism
- Defra's Rural Strategy
- The 2003 Energy White Paper 'Our energy future - creating a low carbon economy'
- DTI Future Offshore Consultation Document
- Regional Corporate Plans
- Regional economic strategies
- Planning policy guidance 20: Coastal planning
- "Planning Policy Statement 1: Delivering Sustainable Development, 7: Sustainable Development in Rural Areas, 11: Regional Spatial Strategies, 22: Renewable energy, 23: Planning and Pollution Control, Regional Planning Guidance
- Marine Protected Areas in the context of Marine Spatial Planning - discussing the links
- Sea Use and Spatial Planning
- Marine Spatial Planning: A down to earth view of managing activities in the marine environment for the benefit of humans and wildlife
- UK Marine Special Areas of Conservation
- Defra High Level Targets
- Catchment Flood Management Plans
- Shoreline Management Plans
- Agenda 21
- Regional Sustainable Development Frameworks\*
- Securing the Future - UK Government sustainable development strategy March 2005\*
- Biodiversity Action Plans – Habitats and Species\*
- England Biodiversity Strategy
- Natura 2000 in UK Offshore Waters: Advice to support the implementation of the EC Habitats and Birds Directives in UK Offshore Waters
- Review of Consenting Regime for Development in Marine Environment
- Dti position paper on the mitigation and management of oil and gas marine seismic surveys
- "DTI/UKOOA Code of Practice on Access to Upstream Oil and Gas
- Infrastructure on the UK Continental Shelf\*
- Towards Spatial Planning in the Marine Environment: Implementing the Bergen Declaration
- East Riding Integrated Coastal Zone Management Plan: Towards a Sustainable Coast June 2002
- Developing A Strategic Framework For Scotland's Marine Environment
- Scottish Executive Securing a Renewable Future: Scotland 's Renewable Energy
- A Strategy For Scotland's Coast and Inshore Waters
- A Strategic Framework for Inshore Fisheries in Scotland 2005
- Framework Strategy and Action Plan
- A Strategic Framework for Scottish Aquaculture
- Opportunities for Marine Energy in Scotland
- Strategic Environmental Assessment (SEA) UK Public Consultation for Offshore Energy Licensing
- National Planning Policy Guidance
- Rural Planning Typologies Research: Final Report
- Developing a Strategic Planning Framework for Scotland's Marine Environment
- Review of Integration among Plans for the Coast in Scotland: An Analysis of the SCF Coastal Plans Inventory

- A Future for Our Seas
- Climate Change: Review of Levels of Protection Offered By Flood Prevention Schemes
- Meeting the Needs (Scottish Executive Environment Group)
- Scotland's Biodiversity - It's in Your Hands
- Indicators to Monitor the Progress of Integrated Coastal Zone Management: A Review of Worldwide Practice - Research Findings
- Indicators of Sustainable Development for Scotland
- Prevention of Environmental Pollution from Agricultural Activity A CODE OF GOOD PRACTICE
- Protecting Our Marine Historic Environment: Making the System Work Better
- REVIEW OF THE SCOTTISH CLIMATE CHANGE PROGRAMME: A CONSULTATION
- EXTENDING PLANNING CONTROLS TO MARINE FISH FARMING Consultation paper
- Scottish Coastal Forum: Current ICZM initiatives: Spring 2004
- Scottish Coastal Socio-Economic Scoping Study
- Coastal Management Trust for Scotland
- Defra Marine Spatial Planning Pilot. Study to test the practicability of implementing marine spatial planning in the UK. The study involves a literature review of relevant experience together with the development of a simulated pilot plan for part of the Irish Sea.

### 7.2.5 Germany

- Raumordnung auf dem Meer, Bundesamt für Bauwesen und Raumordnung, Bonn, Heft 7/8.2004
- Raumordnung auf dem Meer? Raumordnungsstrategien für ein stärker integriertes Management des Küstenraumes: Workshop-Dokumentation, Bundesministerium für Verkehr, Bau- und Wohnungswesen 28.10.2002
- Integriertes Küstenzonenmanagement (IKZM): Raumordnungsstrategien im Küstenbereich und auf dem Meer, Thesenpapier Okt. 2003 (K.Gee, A.Kannen, B.Glaeser, H.SteRr)
- Integriertes Küstenzonenmanagement (IKZM): Raumordnungsstrategien im Küstenbereich und auf dem Meer, Teil I: Themen, Trends und Herausforderungen im Küstenraum; Sept. 2003 (K.Gee, A.Kannen, B.Glaeser, H.Steer)
- H.J.Buchholz: Strategien und Szenarien zur Raumnutzung in den deutschen Ausschließlichen Wirtschaftszonen in Nordsee und Ostsee, edited by BBR, Bonn, Dez. 2002,
- Ministerium für Arbeit, Bau und Landesentwicklung Mecklenburg-Vorpommern, Raumentwicklungsprogramm Mecklenburg-Vorpommern, Entwurf, Jan. 2004 (State Spatial Plan of Mecklenburg-Vorpommern, SSP-MV/ offshore part)
- Abschluss des Raumordnungsverfahrens - Landesplanerische Beurteilung - zur geplanten Errichtung des Offshore-Windparks SKY2000 in der Mecklenburger Bucht, Innenministerium Schleswig-Holstein, Landesplanungsbehörde, Dez. 2003 (example for the German Territorial Impact Assessment procedure - TIA - for a wind farm project)
- Innenministerium Schleswig-Holstein: Integriertes Küstenzonenmanagement in Schleswig-Holstein, Kiel 20010
- Landesregierung Niedersachsen: Änderung des Landes-Raumordnungsprogramms Niedersachsen, 2004
- Weiterer Ausbau der Windenergienutzung im Hinblick auf den Klimaschutz, i.A. des Bundesministeriums für Umwelt, Naturschutz und Reaktorsicherheit, Berlin, Nov. 2003, Strategie der Bundesregierung zur Windenergienutzung auf See im Rahmen der Nachhaltigkeitsstrategie der Bundesregierung (interministerieller Bericht, Jan. 2002)
- Bundesamt für Seeschifffahrt und Hydrographie: Standarduntersuchungskonzept - Auswirkungen von Offshore-Windenergieanlagen auf die Meeresumwelt, Feb. 2003 (Federal Maritime and Hydrographic Agency (BSH): Standard concept to assess impacts from offshore wind mills on the marine environment)

### 7.2.6 Denmark

- Action Plan for Nature Conservation in Denmark, 2004-2009
- Denmark's national strategy for sustainable development - "A shared future – balanced development" (2002)
- Development and state of environmental protection in Denmark (2001)
- Towards a Cleaner Marine Environment (2001)

### 7.2.7 Norway

- National Transport Plan (2006 – 2015)
- Norway's action plan for sustainable development (2002)

### 7.2.8 Sweden

- A Swedish Strategy for Sustainable Development (2003)
- The Sea – time for a new strategy (Swedish Commission on the marine environment, final report, 2003)

## 7.2 Appendix 2 : List with revised documents for the desk research

### 7.2.1 Project documents

|             |  |
|-------------|--|
| Document 1  | Current INTERREG research projects; Comrisk, ComCoast, Power, SafeCoast, Wadden Sea Forum, The fisheries partnership, Coastnet, EuroSION   |
| Document 2  | 2003 Strategies of the OSPAR commission for the Protection of the Marine Environment of the North-East Atlantic: Biological Diversity and Ecosystems, Eutrophication strategy, Hazardous substances strategy, Offshore oil and gas industry, Radio active substances strategy                              |
| Document 3  | ESPON: European Spatial Planning Observation Network, Espo Project 1.3.1 Natural Hazards, Espo Project 2.1.5 Fisheries   |
| Document 4  | Recommendation of the BaltCoast Project / Interreg III B (2003?)   |
| Document 5  | Effects on introduced organisms in Norwegian waters (2004)   |
| Document 6  | Norvision report; <a href="http://www.planco.de/norvision.htm">http://www.planco.de/norvision.htm</a>  |
| Document 7  | Interreg North Sea: Programme document for InterregIIIB  |
| Document 8  | Ospar Biodiversity committee on spatial planning and integrated coastal zone management: Planning in the North Sea- a first attempt to describe the existing spatial control mechanism; Offshore Oil and Gas Industry, <a href="http://www.ospar.org">http://www.ospar.org</a>                             |
| Document 9  | EU Commission: Communication from the Commission to the Council and the European Parliament: Towards a Strategy to protect and conserve the marine environment, COM(2002) 539 final  |
| Document 10 | European Environmental Advisory Council (EEAC), WG on Coastal Zones and Marine Environment: Comments on the Commission Communication, Den Haag/ Lisboa, 10-June-2003   |
| Document 11 | (Members of the WG: German Environmental Advisory Council; Dutch Wadden Sea Council; Portuguese National Council on Environment and Sustainable Development; English Nature; Scottish Natural Heritage)  |
| Document 12 | EUCC - The Coastal Union: A Common Approach to the Implementation of ICZM in the Baltic Region: The Principles underlying such an approach; document prepared for the Coastal Planning and management in the Baltic Sea Region, as part of the 5 <sup>th</sup> HELCOM-HABITAT meeting in May 2003, Finland |
| Document 13 | EUCC, Policy Instruments for ICZM in Nine Selected European Countries, prepared for the Dutch National Institute for Coastal & Marine Management, Jan. 2000, EUCC - Integrated Coastal Zone Management in the Baltic States, State of the Art Report, Dec. 2001/ Aug. 2002                                 |
| Document 14 | BaltCoast WP1: Framework for the co-ordinated use of offshore water areas around the Baltic Sea (InterregIIIB project BSR)   |
| Document 15 | NorCoast: recommendations on improved Integrated Coastal Zone Management in the North Sea Region (2001)  |

## Document 2: 2003 Strategies of the OSPAR commission for the Protection of the Marine Environment of the North-East Atlantic

### Biological Diversity and Ecosystems

| Issues addressed in the TOR                            | Document Screening  |
|--|---|
| Document reference                                     | Ospar 2003 Strategies for the protection of the North Atlantic  |
| Geographical Coverage                                  | North East Atlantic   |
| Covered by policies, strategies and investment plans ? | Ospar Convention  |
| Existing problems ?                                    | assessment, in accordance with the criteria of Appendix 3 of the 1992 OSPAR Convention, and in the light of work in other international forums, of the following candidate list of human activities:<br><br>(i) sand and gravel extraction;<br>(ii) dredging for navigational purposes, other than within harbours;<br>(iii) the exploration for oil, gas and solid minerals;<br>(iv) the placement of structures for the exploitation of oil and gas;<br>(v) the construction or placement of artificial islands, artificial reefs, installations and structures (including offshore wind-farms);<br>(vi) the placement of cables and pipelines. This assessment will include an assessment of the scope for action under other international laws;<br>(vii) the introduction of alien or genetically modified species, whether deliberately or unintentionally;<br>(viii) land reclamation; |
| Main spatial challenges                                | -   |
| Problem solving/conflicts ?                            | -   |
| Planned activities (incl. Values in euros)             | The implementation of the strategy will have two approaches: one addressed to protecting identified species, habitats and marine protected areas; the other addressed to the consideration of identified human activities.  |
| Planned investments                                    | -   |
| Beneficiary stakeholders ?                             | -   |
| Transnational co-operation planned ?                   | Development of the Natura 2000 network<br><br>Collaboration with International Council for the exploration of the Seas<br><br>Collaboration with EEA  |
| Benefits for a new programming period ?                | -   |

*Eutrophication strategy*

| Issues addressed in the TOR                            | Document Screening  |
|--|---|
| Document reference                                     | Ospar 2003 Strategies for the protection of the North Atlantic  |
| Geographical Coverage                                  | North East Atlantic   |
| Covered by policies, strategies and investment plans ? | Ospar Convention  |
| Existing problems ?                                    | In accordance with the general objective, OSPAR's objective with regard to eutrophication is to combat eutrophication in the OSPAR maritime area, in order to achieve and maintain a healthy marine environment where eutrophication does not occur.  |
| Main spatial challenges                                | -   |
| Problem solving/conflicts ?                            | -   |
| Planned activities (incl. Values in euros)             | <p>a. in the case of non-problem areas with regard to eutrophication, the status of the area with regard to eutrophication will be reassessed by applying the Common Procedure if there are grounds for concern that there has been a substantial increase in the anthropogenic nutrient load;</p> <p>b. in the case of potential problem areas with regard to eutrophication, preventive measures should be taken in accordance with the Precautionary Principle. Furthermore, there should be urgent implementation of monitoring and research in order to enable a full assessment of the eutrophication status of each area concerned within five years of its being characterised as a potential problem area with regard to eutrophication;</p> <p>c. in the case of problem areas with regard to eutrophication:</p> <p>(i) measures shall be taken to reduce or to eliminate the anthropogenic causes of eutrophication;</p> <p>(ii) reports shall be provided on the implementation of such measures;</p> <p>(iii) assessments shall be made of the effectiveness of the implementation of the measures on the state of the marine ecosystem.</p>                                      |
| Planned investments                                    | -   |
| Beneficiary stakeholders ?                             | -   |
| Transnational co-operation planned ?                   | <p>a. the developing European Marine Strategy to Protect and Conserve the Marine Environment;</p> <p>b. the obligations of the Member States of the European Community and the European Economic Area to implement the measures adopted for the reduction of nutrient discharges and emissions, inter alia, Directive 2001/81/EC on national emission ceilings for certain atmospheric pollutants, the Water Framework Directive 2000/60/EC, Council Directive 91/271/EEC (Urban Waste Water Directive) and Council Directive 91/676/EEC (Nitrate Directive); and the IPPC Directive 96/61/EC, and the provisions of the Council Regulation (EC) 1257/1999 on support for rural development from the European Agricultural Guidance and Guarantee Fund;</p> <p>c. measures stipulated in the Protocol Concerning the Control of Emissions of Nitrogen Oxides or their Transboundary Fluxes adopted within the framework of the Convention on Long-Range Transboundary Air Pollution (LRTAP Convention);</p> <p>d. for those Contracting Parties concerned, the commitments of the North Sea States made at the North Sea Conferences, in particular paragraph 62 of the Bergen Declaration.</p> |
| Benefits for a new programming period ?                | -   |

*Hazardous substances strategy*

| Issues addressed in the TOR                            | Document Screening   |
|--|--|
| Document reference                                     | Ospar 2003 Strategies for the protection of the North Atlantic   |
| Geographical Coverage                                  | North East Atlantic  |
| Covered by policies, strategies and investment plans ? | Ospar Convention   |
| Existing problems ?                                    | -  |
| Main spatial challenges                                | -  |
| Problem solving/conflicts ?                            | -  |
| Planned activities (incl. Values in euros)             | <p>The Commission will develop programmes and measures to identify, prioritise, monitor and control (i.e., to prevent and/or reduce and/or eliminate) the emissions, discharges and losses of hazardous substances which reach, or could reach, the marine environment. To this end the Commission will:</p> <p>a. complete and maintain a dynamic selection and prioritisation mechanism to select the hazardous substances to be given priority in its work;</p> <p>Criteria to be used in this selection and prioritisation mechanism include that the substances or groups of substances:</p> <p>(i) due to their highly hazardous properties, are a general threat to the aquatic environment;</p> <p>(ii) show strong indications of risks for the marine environment;</p> <p>(iii) have been found widespread in one or more compartments of the maritime area, or may endanger human health via consumption of food from the marine environment;</p> <p>(iv) reach, or are likely to reach, the marine environment from a diversity of sources through various pathways;</p> <p>The Commission will stimulate the further development of the criteria for hazardous substances namely toxicity, persistency and liability to bioaccumulate with respect to the marine environment and improve their operation as part of the work to implement this strategy. As working definitions, the Commission will use the criteria which it adopted in 2001<sup>1</sup>, or any subsequent modification. The application of these criteria should both reflect the hazardous characteristics of substances or groups of substances and give priority to their actual or potential occurrence and effects in the maritime area;</p> <p>b. carry forward the drawing up of programmes and measures in relation to the OSPAR List of Chemicals for Priority Action, as it is up-dated from time to time;</p> <p>c. apply the selection mechanism to substances and groups of substances of concern including those substances and groups of substances set out in the OSPAR List of Substances of Possible Concern, as it stands from time to time, in order to review the OSPAR List of Chemicals for Priority Action and to apply the prioritisation mechanism to rank these substances in order of priority;</p> <p>d. support the work of other relevant international bodies (e.g. UNEP, UN-ECE, OECD and IMO) and countries in taking the necessary measures to control persistent organic pollutants (POPs), heavy</p> |

<sup>1</sup> OSPAR Agreement 2001-1.

|   |  |
|---|--|
|   | <p>metals and other hazardous substances, on the grounds that these substances may enter the Convention Area and have otherwise been phased-out or are under action by OSPAR;</p> <p>e. as soon as possible, develop or adopt, as part of the selection mechanism, a means of identifying substances which give reasonable grounds for concern that they are endocrine disruptors, and on this basis identify the substances on the OSPAR List of Substances of Possible Concern which give rise to such concerns. To this end, the Commission will:</p> <p>(i) develop and apply appropriate evaluation criteria (involving the use of internationally recognised testing procedures where these are available) to establish whether substances on these lists of potential endocrine disruptors list have the potential to cause adverse effects to organisms in the marine environment;</p> <p>(ii) collaborate with various international forums with a view to optimising international research effort on endocrine disruptors leading to the development of testing and assessment tools for identifying substances of concern and their occurrence and distribution and effect in the marine environment;</p> <p>f. address, in developing programmes or measures in relation to any substance, all relevant aspects of that substance, including its toxicity and its ability to disrupt endocrine processes;</p> <p>g. keep the selection mechanism, including the means of identifying endocrine disruptors, under review to ensure that it remains effective to identify all aspects of hazard and risk which should give rise to reasonable grounds of concern about substances taking account of developments in the International Forum on Chemical Safety and the UN-ECE Convention on Long-range Transboundary Air Pollution.</p> |
| Planned investments                     | -  |
| Beneficiary stakeholders ?              | -  |
| Transnational co-operation planned ?    | -  |
| Benefits for a new programming period ? | -  |

### Offshore oil and gas industry

| Issues addressed in the TOR                            | Document Screening  |
|--|---|
| Document reference                                     | Ospar 2003 Strategies for the protection of the North Atlantic  |
| Geographical Coverage                                  | North East Atlantic   |
| Covered by policies, strategies and investment plans ? | Ospar Convention  |
| Existing problems ?                                    | -   |
| Main spatial challenges                                |   |
| Problem solving/conflicts ?                            |   |
| Planned activities (incl. Values in euros)             | <p>The strategy will be implemented and developed in line with the Commission's commitment to an ecosystem approach and according to the periodic work programmes which will establish priorities, assign tasks, and set deadlines, <i>inter alia</i>, to make the best use of resources. These commitments will concentrate on those offshore activities identified as being of greatest concern to the marine environment which could include, <i>inter alia</i>:</p> <p>a. the use and discharge of hazardous substances, consistent with the OSPAR Strategy with regard to Hazardous Substances;</p> <p>b. discharges of oil and other chemicals in water and from well operations;</p> <p>c. emissions of substances likely to pollute the air, to the extent that they are not regulated by other international agreements;</p> <p>d. flaring, to the extent that emission from flaring is not regulated by other international agreements;</p> <p>e. the disposal of naturally occurring radioactive material in the form of low specific activity radioactive scales and sludges.</p> <p>5.2 Measures should be selected taking into account:</p> <p>a. the sustainability of the marine ecosystem;</p> <p>b. the guiding principles;</p> <p>c. an assessment of the advantages, disadvantages and effectiveness of proposed measures.</p> <p>When deciding upon the implementation of such measures, the most cost effective measures should have the highest priority.</p> <p>5.3 Contracting Parties which participate in other forums will, if appropriate, endeavour to ensure that programmes and measures relevant to this strategy, which are developed within these other forums (e.g. under the developing European Marine Strategy to Protect and Conserve the Marine Environment), are compatible with any relevant programmes and measures adopted by the Commission.</p> <p>5.4 With a view to progressively develop Best Available Techniques and Best Environmental Practice, the Commission will promote the sharing of information and experience between Contracting Parties, non-governmental organisations and the general public.</p> |
| Planned investments                                    | -   |
| Beneficiary stakeholders ?                             | -   |
| Transnational co-operation planned ?                   | -   |
| Benefits for a new programming period ?                | -   |

*Radio active substances strategy*

| Issues addressed in the TOR                            | Document Screening   |
|--|--|
| Document reference                                     | Ospar 2003 Strategies for the protection of the North Atlantic   |
| Geographical Coverage                                  | North East Atlantic  |
| Covered by policies, strategies and investment plans ? | Ospar Convention   |
| Existing problems ?                                    |  |
| Main spatial challenges                                |  |
| Problem solving/conflicts ?                            |  |
| Planned activities (incl. Values in euros)             | <p>3.1 The Commission will develop programmes and measures to identify, prioritise, monitor and control (i.e. to prevent and/or reduce and/or eliminate) the emissions, discharges and losses of radioactive substances caused by human activities which reach, or could reach, the marine environment and which could cause pollution through ionising radiation. To these ends, the Commission will<sup>2</sup>:</p> <p>a. identify radioactive substances and/or human activities which give rise to concern about the impact of discharges, emissions or losses of radioactive substances.</p> <p>This identification should be based upon an evaluation of:</p> <p>(i) the sources and pathways of radioactive substances and their concentrations in the maritime area;</p> <p>(ii) the radiation exposure of humans and marine ecosystems;</p> <p>(iii) biological and ecological effects in the marine environment, including the vulnerability of marine ecosystems, arising from existing and future foreseen discharges, emissions and losses of radioactive substances;</p> <p>(iv) other adverse effects which may affect other legitimate uses of the sea;</p> <p>and take account of:</p> <p>(v) results of scientific investigations relevant to radioactive substances in the marine environment;</p> <p>(vi) existing methodologies for the scientific assessments of dose and risk;</p> <p>b. assess and prioritise such substances or activities to judge whether there is a need for action;</p> <p>develop programmes and measures which ensure the application of BAT/BEP including, where appropriate, clean technology and taking into account and not unnecessarily duplicating:</p> <p>(i) work practices including waste management, that meet the objectives with regard to radioactive substances;</p> <p>(ii) international conventions and standards;</p> <p>(iii) the outcome of the study by the Nuclear Energy Agency of the OECD concerning a thorough</p> |

<sup>2</sup> The Commission will take account of all recommendations and methodologies, as well as legally binding documents, that have been developed in other international forums, and which are relevant to the OSPAR Strategy with regard to Radioactive Substances. Examples of relevant documents are the recommendations of the International Commission on Radiological Protection, the Safety Series 111 of the International Atomic Energy Agency, the Joint Convention on the Safety of Spent Fuel Management and the Safety of Radioactive Waste Management and the EU Basic Safety Standards.

|   |   |
|---|---|
|   | <p>technical review and an assessment of the reprocessing and non-reprocessing options for spent fuel management;</p> <p>(iv) Contracting Parties' obligations under international law.</p> <p>3.2 The Commission and Contracting Parties, jointly or individually, should encourage international organisations and agencies to develop further the scientific tools for assessing radiation exposure and risk especially to marine organisms.</p> |
| Planned investments                     | -   |
| Beneficiary stakeholders ?              | -   |
| Transnational co-operation planned ?    | -   |
| Benefits for a new programming period ? | -   |

**Document 3: ESPON: European Spatial Planning Observation Network**

*Espon Project 1.3.1 Natural Hazards*

| Issues addressed in the TOR  | Document Screening   |
|--|--|
| Document reference:  | ESPON Project 1.3.1<br>THE SPATIAL EFFECTS AND MANAGEMENT OF NATURAL AND TECHNOLOGICAL HAZARDS IN GENERAL AND IN RELATION TO CLIMATE CHANGE (2002-04)  |
| Geographical coverage:   | EU   |
| Covered by policies, strategies and investment plans? (international/national/local/...) |  |
| Existing problems:   | Natural hazards refer to the pressure on the natural and built environment through the consequences of largely unpredictable, singular or more often appearing events which go beyond the impact of incremental changes of the environment. Technological hazards refer to the pressure on the environment through the consequences of accidents which have a direct impact on the environment. The consequences on territorial development represent the core interest of this action. Special attention has to be paid to areas where valuable natural ecosystems, environmentally sensitive areas, cultural landscapes, monuments and historical sites are endangered by pollution, floods, droughts, erosion, fires, earthquakes, and landslides   |
| Main spatial challenges:   |  |
| Problem solving/conflicts:   | <p>National authorities should recognize the upgraded status of risk mitigation in the remodelled cohesion policy for the period 2007-2013 and include principles of vulnerability reduction and risk mitigation in the programme guidelines. Programme guidelines can be changed to this direction already prior to 2007.</p> <p>The implementation of the Strategic Environmental Assessment directive (2001/42/EC) should be ensured by member states, preferably in a uniform fashion across Europe, broadening the scope of all plans and programmes with potential effects on risk and vulnerability. The dimension of <i>safety impact assessment</i> should be integrated with other impact assessment methods.</p> <p>Coordination of the use of Structural Funds for risk management, by e.g. using criteria relevant to risk and vulnerability to identify a region as eligible to funding through the Structural Fund objectives</p> <p>Ensuring the effective implementation of the strategic environmental assessment (SEA) directive. Integrating risk mitigation principles for planning into its implementation.</p> <p>Risk management should be made an integral and explicit part of EU cohesion policy. This calls for better coordination of policy measures at all spatial scales.</p> <p>Both substantive goals and procedural rules related to vulnerability reduction and risk mitigation could be integrated into policies and programmes</p> |
| Planned activities (incl. Value in euro's):  |  |
| Planned investments (incl. Value in euro's):   |  |
| Beneficiary stakeholders:  | Every member state of the EU   |
| Transnational co-operation planned?  |  |
| Benefits for new programming period:   |  |

*Espon Project 2.1.5 Fisheries*

| Issues addressed in the TOR  | Document Screening   |
|--|--|
| Document reference:  | ESPON Action 2.1.5 Territorial Impacts of European Fisheries Policy  |
| Geographical coverage:   | EU   |
| Covered by policies, strategies and investment plans? (international/national/local/...) |  |
| Existing problems:   | The European fisheries policy (CFP) is regarded as one of the sector policies with substantial implications for amongst other employment, cohesion and regional economic strength, particularly in some coastal regions and in fisheries dependent areas. In accordance with this, the purpose of ESPON Project 2.1.5 is to strengthen the knowledge of territorial, social and economic cohesion through an analysis of territorial impacts of the (CFP).   |
| Main spatial challenges:   |  |
| Problem solving/conflicts:   | <p>As the CFP is likely to have different impacts in different regions, and in different types of regions, the policy should be directed towards (possibly by use of best practises) social, economic and territorial cohesion. Special care should be taken to counteract negative development in lagging regions.</p> <p>As the CFP is likely to have unintended side effects in coastal/fishery dependent regions, there is a need to develop policies that can counterbalance the non-fishery aspects of these side effects. The same is the situation if impacts of the CFP should be shown to contradict aims of cohesion, territorially balanced development and polycentrism.</p> <p>The development in urban-rural relations in the fisheries should be governed by thoughts about polycentric development, and the assumption that such a development is especially advantageous in countries and territories with lower population densities (which is the situation in many fisheries dependent regions)</p> <p>The relation between territorial impacts and the structure of the fishing and aquaculture industries of different regions should be a basis for policy recommendations.</p> <p>As a management based on ICZM principals will contribute to a further sustainable growth in aquaculture, it is necessary to develop recommendations in accordance with this</p> <p>There should be developed policy recommendations that take into consideration the overexploitation aspects of the fisheries, and capacity reductions seen in relation to their impacts.</p> <p>Recommendations should be made concerning innovation in the fisheries, as the potential and the preconditions for innovation and restructuring in this sector are probably highest in regions with larger cities or in close distance to larger cities (FUA).</p> |
| Planned activities (incl. Value in euro's):  |  |
| Planned investments (incl. Value in euro's):   |  |
| Beneficiary stakeholders:  |  |
| Transnational co-operation planned?  |  |
| Benefits for new programming period:   |  |

## 7.2.2 Flanders (Belgium)

|             |  |
|-------------|--|
| Document 16 | Visie en krachtlijnen nota, naar een geïntegreerd kustveiligheidsplan  |
| Document 17 | Ruimtelijk Structuur Plan Vlaanderen   |
| Document 18 | Provinciaal Ruimtelijk Structuur West- Vlaanderen  |
| Document 19 | Action 20: Geïntegreerd beheer van de Noordzee van het Federaal plan voor duurzame ontwikkeling  |
| Document 20 | Overview of planned projects for Belgium: Extension of the Ostend Harbour, Trapegeer conservation area, Maintenance dredging on the North Sea, Sand and gravel exploitation, Offshore Windmills, Paardenmarkt site     |
| Document 21 | Current important research project for Belgium: GAUFRE: "Towards a Spatial Structure Plan for Sustainable Management of the Sea", Balans: "Balancing impacts of human activities in the Belgian part of the North Sea" |

### Document 16: Visie en krachtlijnen nota, naar een geïntegreerd kustveiligheidsplan

| Issues addressed in the TOR                            | Document Screening   |
|--|--|
| Document reference                                     | Visie en krachtlijnen nota, naar een geïntegreerd kustveiligheidsplan  |
| Geographical Coverage                                  | Flemish Coast  |
| Covered by policies, strategies and investment plans ? | -  |
| Existing problems ?                                    | -regional policy is being interpreted in a different way by the local councils<br>-there is a lack of policy instruments<br>-the policy instruments of the different authorities are not tuned to one another<br>-there is no uniform coastal policy, this causes different departments to work along their specific interests, without much collaboration   |
| Main spatial challenges                                | -  |
| Problem solving/conflicts ?                            | -  |
| Planned activities (incl. Values in euros)             | <ol style="list-style-type: none"> <li>1. organisation of an internal consultation regarding the " visie en krachtlijnen nota"</li> <li>2. redaction of a Start note, in which a tangible start is made towards solutions and possible alternatives as formulated in the Cost Benefit Analysis. This note should also propose a series of policy alternatives.</li> <li>3. Continuation of the technical studies. Additional technical studies may be found necessary depending on the outcome of the start note.</li> <li>4. A Cost Benefit Analysis should be carried out</li> <li>5. An environmental assesment report should be made</li> <li>6. the results and conclusions should get a juridical funding in a "coastal safety policy" This policy should contain the safety norm, the explanations for the necessary investments..</li> </ol> |
| Planned investments                                    | -  |
| Beneficiary stakeholders ?                             | -  |
| Transnational co-operation planned ?                   | -  |
| Benefits for a new programming period ?                | -  |

**Document 17: Ruimtelijk Structuur Plan Vlaanderen**

| Issues addressed in the TOR                            | Document Screening   |
|--|--|
| Document reference                                     | Long term Spatial Planning Flanders  |
| Geographical Coverage                                  | Flanders   |
| Covered by policies, strategies and investment plans ? | Yes, there is a part that needs to be implemented by the government of Flanders, and local governments have the follow it  |
| Existing problems ?                                    | <p>There is no spatial planning for the coastal water.</p> <p>The land near the coast is divided into:</p> <ul style="list-style-type: none"> <li>• urbanized region</li> <li>• seaport</li> </ul> <p>There is no interaction foreseen with the coastal water part.</p> <p>The coastal water is the competence of the federal government. There are no spatial planning documents or plans on the federal scale.</p> |
| Problem solving/conflicts ?                            |  |
| Planned activities (incl. Values in euros)             |  |
| Planned investments                                    | -  |
| Beneficiary stakeholders ?                             | -  |
| Transnational co-operation planned ?                   | -  |
| Benefits for a new programming period ?                | -  |

**Document18: Provinciaal Ruimtelijk Structuur West-Vlaanderen**

| Issues addressed in the TOR                            | Document Screening  |
|--|---|
| Document reference                                     | Long term Spatial Planning for the province "West-Vlaanderen"   |
| Geographical Coverage                                  | Flanders, province "West -Vlaanderen"<br>(only province with a coast)   |
| Covered by policies, strategies and investment plans ? | Yes, there is a part that needs to be implemented   |
| Existing problems ?                                    | <p>There is no spatial planning for the coastal water.</p> <p>The land near the coast is divided into:</p> <ul style="list-style-type: none"> <li>- Cities</li> <li>- Industries,</li> <li>- Town</li> <li>- Open space</li> <li>- Line infrastructure</li> </ul> <p>There is no interaction foreseen with the coastal water part. The coastal water is the competence of the federal government. There are no spatial planning documents or plans on the federal scale</p> |
| Problem solving/conflicts ?                            |   |
| Planned activities (incl. Values in euros)             |   |
| Planned investments                                    | -   |
| Beneficiary stakeholders ?                             | -   |
| Transnational co-operation planned ?                   | -   |
| Benefits for a new programming period ?                | -   |

**Document 19: Action 20: Geïntegreerd beheer van de Noordzee van het Federaal plan voor duurzame ontwikkeling**

| Issues addressed in the TOR                            | Document Screening  |
|--|---|
| Document reference                                     | Action 20 Integrated Management of the North Sea of the Federal plan for sustainable development  |
| Geographical Coverage                                  | Belgium (federal level)   |
| Covered by policies, strategies and investment plans ? | Yes <ul style="list-style-type: none"> <li>- The action is mentioned in the government agreement of 2003 (pg 39)</li> <li>- International conference on the protection of the North Sea (Bergen, march 2002)</li> <li>- Action stands within the frame of the european recommendation 2002/413/EC.</li> </ul>   |
| Existing problems ?                                    | -The pressure on the coastal waters has increased the last 10 years. There are new conflicts for the use of the marine zones..  |
| Problem solving/conflicts ?                            | -There is a need for an integrated management plan  |
| Planned activities (incl. Values in euros)             | <ul style="list-style-type: none"> <li>- Government initiated the Task Force of the North Sea, who should coordinate the action</li> <li>- Budget for investments should come from all related stakeholders (administration of energy, sand extraction, tourism, etc)-</li> <li>- criteria setting for the different activities; SEA could be used</li> <li>- protection of the North Sea against human pressure, by establishing fish quota</li> </ul> |
| Planned investments                                    | -   |
| Beneficiary stakeholders ?                             | -   |
| Transnational co-operation planned ?                   | There is cooperation planned with the UK, France and the Netherlands  |
| Benefits for a new programming period?                 | -   |

**Document 20: Overview of planned projects for Belgium: Extension of the Ostend Harbour, Trapegeer conservation area, Maintenance dredging on the North Sea, Sand and gravel exploitation, Offshore Windmills, Paardenmarkt  
Extension of the Ostend Harbour**

The extension of the harbour of Ostend consists of the construction of 2 jetties with a length of about 400 m and is combined with a large beach nourishment to give the city of Ostend the necessary safety



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**Trapegeer conservation area**

An extension of the Trapegeer conservation area is being planned.

**Maintenance dredging on the North Sea**

Dredging has to be carried out to maintain the maritime access routes to the Belgian coastal ports and the depth of the coastal ports and is the responsibility of the Flemish Region. The large quantities of dredged material resulting from these activities, which may be polluted to varying degrees, are dumped back in the sea. This procedure is the responsibility of the federal environment department. It can have an impact on the marine ecosystem.

Consequently, managing dredged material is a shared responsibility. On 12 June 1990 a cooperation agreement was signed in this respect between the Belgian State and the Flemish Region to safeguard the North Sea from the adverse environmental effects of dumping dredged material in the waters covered by the Oslo Convention (Belgian Official Journal 22.08.90) as modified by a cooperation agreement signed on September 6, 2000 (Belgian Official Journal 21.09.00).

In accordance with the [law of January 20, 1999](#), authorization is required to dump dredging material at sea. The procedure to obtain authorization for dumping dredged material from activities undertaken by the Flemish Region at sea is laid down in the Royal Decree of March 12, 2000 defining the procedure for authorizing the dumping of certain substances and materials in the North Sea.

At the moment there are five authorisations for dumping dredged material at sea in force. Maintenance dredging work is understood to mean 'maintaining at the required level' and deepening dredging work is understood to mean 'deepening or broadening ports and channels'.

Various dumping sites are used to dump dredged material.

If the analysis results exceed the limit set for three of the criteria at the same time, the dredged material may not be dumped at sea. If the result lies between the target value and the limit, the number of samples has to be increased by five and new analyses have to be carried out. If the new analysis results confirm the previous ones, then bioassays prescribed at international level have to be conducted. Negative results from these bioassays may lead to a ban on dumping dredged material from these delimited areas at sea.

Every ten years or so, the quality of the dredged material is assessed on the basis of a large-scale monitoring programme in which samples are taken from all areas in which dredging takes place.

The way in which dredged material is managed in Belgium is fully in line with the international obligations resulting from the (regional) [OSPAR Convention](#) and the (world) [London Convention](#). (The London Convention on the prevention of marine pollution as a result of dumping waste. This treaty is the equivalent at worldwide level of the OSPAR Convention. It was signed in 1972 and there are currently 78 member states. A review of the Convention began in 1993 and this review was completed in 1996 with the acceptance of the 1996 Protocol to the London Convention. The 1996 Protocol is has not yet come into force as it has not yet been ratified by a sufficient number of countries).

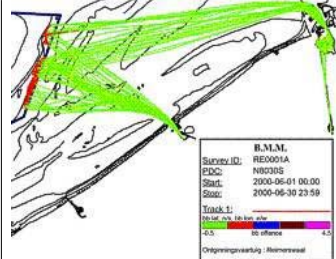
In the context of OSPAR, the '1998 Guidelines for the Management of Dredged Material' are followed. In the context of the London Convention, the 'Waste-specific Guidelines for Dredged Material' are followed.

### Sand and gravel exploitation

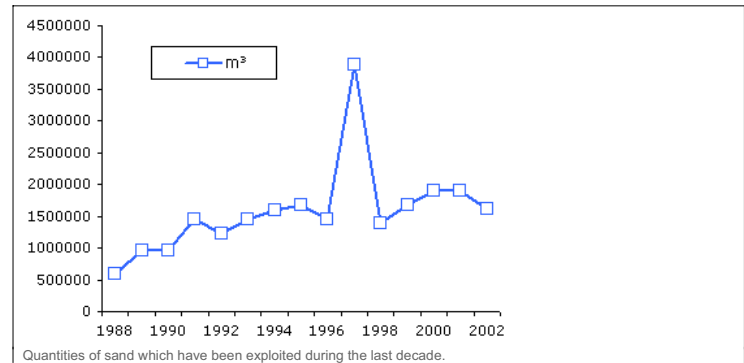
Various European countries, including Great Britain, the Netherlands, France and Belgium, have already been successfully using aggregates dredged from the sea for decades. Over the past few years, a steadily growing interest in the use of sea sand has been observed. This interest has grown out of the depletion of existing sand quarries on land, the alternative use of these often beautiful regions as sites for new residential areas, etc. and the growing demand for sand and gravel.

Sea sand is used for three specific purposes: in the construction sector, which accounts for approximately one tenth of Belgium's total sand production, as beach supplements, to curb the erosion of the Belgian coast as a result of currents, waves, etc. and for land reclamation which, unlike in the Netherlands, is undertaken exceptionally in Belgium.

The [law of June 13, 1969](#) amended by the [law of January 20, 1999](#) and the [law of April 22, 1999](#) regulates the exploration and exploitation of sand and gravel. The implementing decrees further to these amendments have not yet come into force. Consequently the old Royal Decrees of October 7, 1974 as regards procedures for granting licenses and of May 16, 1977 defining the exploitation zones, among other things, are applied. Exploitation takes place in two clearly defined areas on the Belgian continental shelf. The permits for exploiting sand and gravel on the Belgian continental shelf are issued by the Ministry of Economic Affairs, which first asks for the opinion of the Ministry of the Environment (MUMM) and the Ministry of Agriculture (Fisheries Department).



One of the conditions which license holders must fulfill is that is each exploitation vessel must be equipped with an automatic recording system, the so-called black box. The MUMM department in Ostend is responsible for managing the recording device and processing the data recorded, on behalf of the Ministry of Economic Affairs. The recording device can record the following parameters automatically: identification of vessel, trajectory (the green lines on the figure), date, time, position, speed, status of dredging pumps, exploitation status (red dots), journey number, license holder code, etc. On the basis of this data it is possible to determine, for instance, whether the exploitation vessel is observing the limits of the exploitation area, as defined by the ministerial decree.



Quantities of sand which have been exploited during the last decade.

The most obvious impact of this exploitation is its physical impact, that is the interactions between hydrography, hydrodynamics and sedimentology in the exploitation areas. This raises the question of the sustainable nature of these mineral resources and what measures need to be taken to guarantee this. These concerns are dealt with in legal provisions at both international level (Appendix V of the [OSPAR Convention](#)) and [federal level](#). In the context of a European Commission project coordinated by MUMM, issues such as the stability of one of the sand banks exploited, the 'Kwintebank', are being examined using [AUVs](#). The project is called "SURvey of MArine REsources" ([SUMARE](#)).

### Offshore Windmills

To contribute to reducing the emission of greenhouse gasses, Belgium needs to obtain 6% of the consumption of electricity in 2010 from renewable energy sources (European directive 2001/77/EC). The installation of windmills at sea can contribute to reaching this objective. Since 2001, the proposals for windfarms in the Belgian part of the North Sea have been developing rapidly. To build a windfarm, various permits must be obtained, including an environmental permit for the construction and the exploitation of the farm.

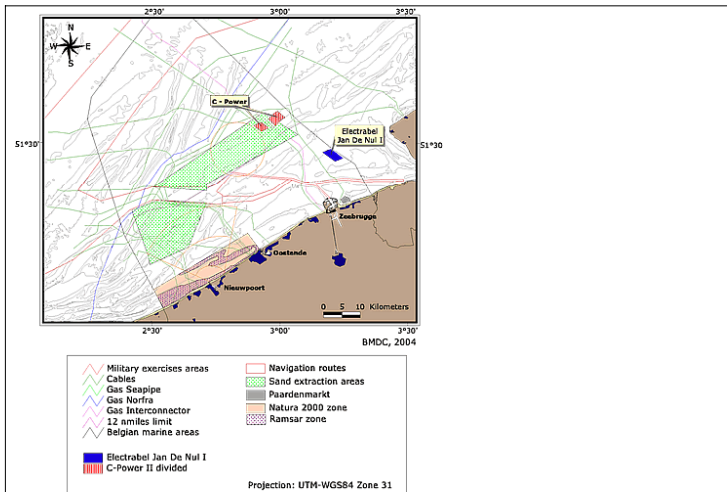
Before being granted or denied, every project has to pass through an environmental permit procedure pursuant to the [law on the protection of the marine environment](#) (20 January 1999) (and [two Royal Decrees](#)). These two royal decrees, and thus the permit procedure, have recently been modified (Belgian Official Journal of 17 September 2003). Briefly, this legislation includes an environmental impact assessment (EIA) by the MUMM. This EIA is based on an environmental impact study (EIS) submitted by the applicant. In the framework of its evaluation the MUMM can, if necessary, carry out, or order additional studies and research.

The public is also consulted: during 45 days a public consultation is organized in Belgium and if impacts could cross international borders, consultation with the concerned country is arranged. Based on this EIA and on the results of the public consultation, the MUMM advises the federal Minister responsible for the marine environment. In this advice the MUMM gives an opinion on the acceptability of the project concerning the marine environment and on the conditions which the project must fulfill to be acceptable. The Minister decides whether the environmental permit should be granted.

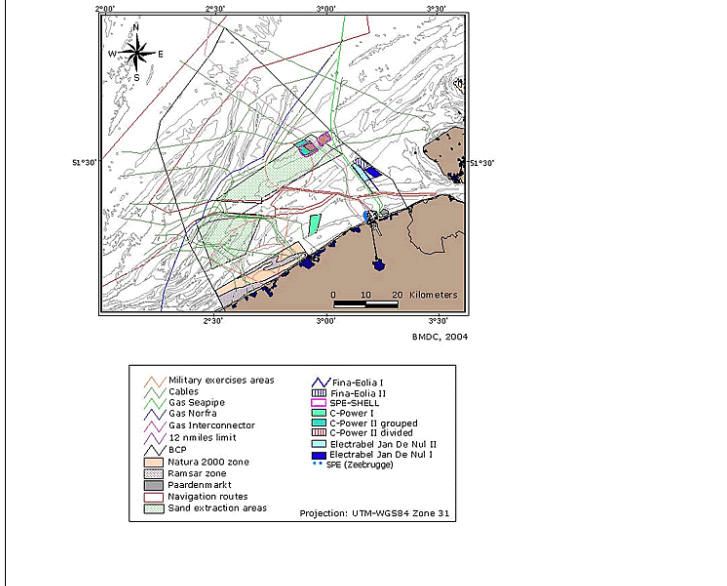
The period between the submission of the request and the final decision of the Belgian Minister competent for the North Sea, takes about 6 to 8 months depending on the complexity of the document.

In addition to the environmental permit procedure, there is a procedure for granting a domain concession (Royal Decree 20 December 2000, published in the Belgian Statute book 30 December 2000) for the proposed project area. Requests are submitted to the CREG (Commission for the Regulation of the Electricity and the Gas), which advises the Minister of Energy.

A domain concession can be granted before an environmental permit is granted. However, the concession is not valid until the environmental permit is granted. Since 2001, various plans were launched to construct and to exploit windfarms in the Belgian part of the North Sea. The two most recent projects are the construction of windmills at the Thorntonbank, submitted by C-Power Ltd, and in the sea along the western breakwater of the port of Zeebrugge, submitted by SPE. Current project proposals concerning offshore windfarms in Belgium



Previous project proposals concerning offshore windfarms in Belgium



### Paardenmarkt site

A great deal of military equipment was left behind in Belgium after the First World War. Many accidents occurred while collecting and temporarily storing this equipment. The situation gradually became intolerable and at the end of 1919 the government decided to dump the munitions in the sea. For six months, a shipload of munitions was dumped on the shallow sandbank off Knokke-Heist known as 'Paardenmarkt' on a daily basis (see [map](#)).

This affair was then totally forgotten, until 1971 when dredging workers to the east of the port of Zeebrugge came across huge quantities of munitions. An extensive investigation was carried out by Navy divers. Following this investigation, the area is now indicated on geographic charts as a rectangle covering approximately 1.5 km<sup>2</sup> and a ban has been imposed on fishing and anchoring in this area.

In the 1980s, further investigations were carried out and on the basis of these new results, the rectangle was increased to form a pentagon with a total surface area of approximately 3 km<sup>2</sup>. The ban on fishing and anchoring remains.

No-one knows exactly how much material was dumped in the Paardenmarkt. Estimates stand at 35,000 tonnes. It probably consists of German munitions, mainly 77 mm shells that are often still packed in crates. It is generally accepted that about one third of this probably consist of poisonous gas grenades.

In the mid-1990s a detailed investigation was carried out and sediment and water samples were taken. The samples were analyzed for organic components, in particular the decomposition products of mustard gas. The analysis results are negative.

Given the short distance from the coast, it remains extremely important to continue to monitor the munitions dump on a regular basis. In doing so, Belgium also complies with international agreements on (old) munitions dumps: don't touch, but monitor.

On October 11, 2002, the minister for Environment Jef Tavernier presented a new policy for the Paardenmarkt.

## **Document 21: Current important research project for Belgium**

### *GAUFRE: "Towards a Spatial Structure Plan for Sustainable Management of the Sea"*

GAUFRE stands for "*Towards a Spatial Structure Plan for Sustainable Management of the Sea*". The GAUFRE-project fits within the framework of the [SPSD-II](#) research action of the [Belgian Science Policy](#). The scope of the project will however go beyond the mere result of a framework for optimal space use planning. It is also aiming at a specific methodology in which both interdisciplinary, multifunctionality as well as public participation are dealt with. The first proposal for a space use plan is meant to be discussed within a societal debate with scientists, users, policy makers, and the public.

A spatial structure plan for the Belgian Part of the North Sea (BPNS) is highly needed:

Current discussions and public controversy on the use of the BPNS: e.g. the demand of green energy such as windmills at sea, the EC fisheries policy and the introduction of marine nature reserves

Policy priorities: e.g. in the [Bergen Declaration \(2002\) of the 5th International Conference of the North Sea](#), the Ministers of Environment indicated their awareness of the potential conflicts between the requirements for conservation and restoration of the marine environment and the different human activities in the North Sea. The cumulative effects of the uses of the sea and the seabed on the ecosystems and their biodiversity are of increasing concern to the North Sea states, in particular in relation to the conservation of the [Natura 2000 networks](#) and other areas of ecological significance. In order to prevent and resolve the potential problems created by such conflicts, the Ministers agreed that the strengthening of cooperation in the spatial planning process of the North Sea nations related to the marine environment, is required. The Ministers invite "*to consider the possibilities for improving environmental assessment of human activities in the marine environment, taking into account existing legal requirements*".

Increased demand for sea based activities: e.g. cables and pipelines, shipping traffic and recreation on sea  
[http://www.law.rug.ac.be/intpub/maritiem\\_instituut/gaufre.html#What%20is](http://www.law.rug.ac.be/intpub/maritiem_instituut/gaufre.html#What%20is)

### *Balans: "Balancing impacts of human activities in the Belgian part of the North Sea"*

BALANS stands for "*Balancing impacts of human activities in the Belgian part of the North Sea*". It brings together five partners in an attempt to develop a conceptual policy model for fisheries and sand and gravel extraction, in which ecological, economical and social indicators will be balanced in an integrated approach. The BALANS-project fits within the framework of the [SPSD-II](#) research action of the [Belgian Science Policy](#).

A conceptual policy model for fisheries and sand and gravel extraction for the Belgian part of the North Sea (BPNS) is highly needed:

- the complexity that involves the establishment of a sustainable management of the North Sea, due to the interactions between the social, the economical and the ecological dimensions of sea fisheries and the extraction of sand and gravel
- policy priorities: e.g. in the [Bergen Declaration \(2002\) of the 5th International Conference of the North Sea](#), the Ministers of Environment indicated the need to take an integrated ecosystem approach for the management of human activities affecting the North Sea as a priority and to welcome it as a valuable contribution to the declaration of the [FAO conference on responsible fisheries in the ecosystem context in Reykjavik \(October 2001\)](#). There is a high concern about the fact that the majority of the commercially important fish stocks in the North Sea reach threshold limits. The Ministers invited the competent authorities to give high priority to research and studies allowing a better understanding of the structure and functioning of marine ecosystems and contributing to the operational application of an ecosystem approach to fisheries management
- important evolutions at the international level concerning the advancement of a sustainable fishery policy, which are accompanied by the introduction of new concepts, e.g. the precautionary principle, long term sustainability, multispecies approach in fisheries policy,...
- the reviewed [European Fisheries Policy](#) since January 2003
- the need for an integrated, multidisciplinary and multi-sectoral coastal and sea management on the national level as expressed at the World Conference on Sustainable Development in Johannesburg (2002)

- current discussions and public controversy on the socio-economic importance and the impact on the marine environment of sea fisheries activities in the BPNS
- increased demand for sea based activities: e.g. cables and pipelines, shipping traffic, renewable energy, and recreation on sea  
[http://www.law.rug.ac.be/intpub/maritiem\\_instituut/balans.html](http://www.law.rug.ac.be/intpub/maritiem_instituut/balans.html)

### 7.2.3 The Netherlands

- Document 22 Beleidslijn voor de kust-ontwerp
- Document 23 Naar een integraal kustzonebeleid, beleidsagenda voor de kust
- Document 24 Nota Ruimte
- Document 25 Strategische visie Hollandse Kust stap 1-long term vision
- Document 26 Strategische visie Hollandse Kust stap 2
- Document 27 Strategische visie Hollandse Kust stap 3
- Document 28 Derde kustnota
- Document 29 Overview of planned projects for The Netherlands: Geluk voor de kust , Zwakke Schakels in de Kust (Zeeland , Zuid Holland, Noord Holland), Verdieping van de Westerschelde & Uitbreiding van de haven van Zeeland/Antwerpen, PKB WaddenZee, Gedeeltelijke opening Haringvlietsluizen, Near Shore Windmolenpark bij Egmond aan Zee, PKB/PMK haven van Rotterdam (tweede Maasvlakte), Uitbreiding van de zeesluizen van IJmuiden, Pilot studies coastal communities, ICZM

### Document 22: Beleidslijn voor de kust-ontwerp

| Issues addressed in the TOR                            | Document Screening  |
|--|---|
| Document reference                                     | Beleidslijn voor de kust (2003)   |
| Geographical Coverage                                  | Coast of the Netherlands  |
| Covered by policies, strategies and investment plans ? | -   |
| Existing problems ?                                    | -   |
| Main spatial challenges                                | Conflicts between available space and space needed<br>Garantization of safety   |
| Problem solving/conflicts ?                            |   |
| Planned activities (incl. Values in euros)             | <ol style="list-style-type: none"> <li>1. national inventory of the organisations, laws and regulations that influence ICZM</li> <li>2. a national/regional strategy for integrated coastal zone management</li> <li>3. reporting back to the EU on the execution of the "Aanbeveling"</li> </ol> |
| Planned investments                                    | -   |
| Beneficiary stakeholders ?                             | -   |
| Transnational co-operation planned ?                   | -   |
| Benefits for a new programming period ?                | -   |

**Document 23: Naar een integraal kustzonebeleid, beleidsagenda voor de kust**

| Issues addressed in the TOR                            | Document Screening   |
|--|--|
| Document reference                                     | Naar een integraal kustzonebeleid, beleidsagenda voor de kust  |
| Geographical Coverage                                  | Coast of the Netherlands   |
| Covered by policies, strategies and investment plans ? | -  |
| Existing problems ?                                    | Not enough collaboration between federal government and local government<br>Safety of the coast can not always be guaranteed |
| Main spatial challenges                                | Contrary interests : sea level rise <-> rise in population   |
| Problem solving/conflicts ?                            | -  |
| Planned activities (incl. Values in euros)             | -  |
| Planned investments                                    | -  |
| Beneficiary stakeholders ?                             | -  |
| Transnational co-operation planned ?                   | -  |
| Benefits for a new programming period ?                | -  |

**Document 24: Nota Ruimte**

| Issues addressed in the TOR                            | Document Screening   |
|--|--|
| Document reference                                     | Nota Ruimte : Ruimte voor Ontwikkeling   |
| Geographical Coverage                                  | Dutch part of the North Sea  |
| Covered by policies, strategies and investment plans ? | OSPAR, EEZ   |
| Existing problems ?                                    | Intensive use of the existing space  |
| Main spatial challenges                                | "vrije horizon" : only constructions with proven national interest will be build in the 12 miles zone<br>intensive use of the existing space : find a solution without increasing the used space |
| Problem solving/conflicts ?                            | -  |
| Planned activities (incl. Values in euros)             | -shipping<br>-military activities<br>-natural gas and oil exploitation<br>-fishing<br>-sand and gravel extraction<br>-protection of environmental valuable sites                                 |
| Planned investments                                    | -  |
| Beneficiary stakeholders ?                             | -  |
| Transnational co-operation planned ?                   | -  |
| Benefits for a new programming period ?                | -  |

**Document 25: Strategische visie Hollandse Kust stap 1-long term vision**

| Issues addressed in the TOR                            | Document Screening   |
|--|--|
| Document reference                                     | Strategische visie Hollandse Kust stap 1   |
| Geographical Coverage                                  | North- and South Holland   |
| Covered by policies, strategies and investment plans ? | -  |
| Existing problems ?                                    | Structural erosion<br>Incidental erosion<br>Important locations are situated at the sea side of the sea defence, which could give problems with the rising sea level<br>"big projects" are not the solution, individual needs need to be tailored. |
| Main spatial challenges                                | -  |
| Problem solving/conflicts ?                            | -  |
| Planned activities (incl. Values in euros)             | -  |
| Planned investments                                    | -  |
| Beneficiary stakeholders ?                             | -  |
| Transnational co-operation planned ?                   | -  |
| Benefits for a new programming period ?                | -  |

**Document 26: Strategische visie Hollandse Kust stap 2**

| Issues addressed in the TOR                            | Document Screening                       |
|--|--|
| Document reference                                     | Strategische visie Hollandse Kust stap 2 |
| Geographical Coverage                                  | North- and South Holland                 |
| Covered by policies, strategies and investment plans ? |  |
| Existing problems ?                                    |  |
| Main spatial challenges                                |  |
| Problem solving/conflicts ?                            |  |
| Planned activities (incl. Values in euros)             |  |
| Planned investments                                    |  |
| Beneficiary stakeholders ?                             |  |
| Transnational co-operation planned ?                   |  |
| Benefits for a new programming period ?                |  |

**Document 27: Strategische visie Hollandse Kust stap 3**

| Issues addressed in the TOR                            | Document Screening   |
|--|--|
| Document reference                                     | Strategische visie Hollandse Kust stap2  |
| Geographical Coverage                                  | North- and South Holland   |
| Covered by policies, strategies and investment plans ? |  |
| Existing problems ?                                    | -keeping of the coastline<br>-garantization of safety<br>-risk minimalisation<br>-wave overtopping |
| Main spatial challenges                                |  |
| Problem solving/conflicts ?                            |  |
| Planned activities (incl. Values in euros)             |  |
| Planned investments                                    |  |
| Beneficiary stakeholders ?                             |  |
| Transnational co-operation planned ?                   |  |
| Benefits for a new programming period ?                |  |

**Document 28: Derde kustnota**

| Issues addressed in the TOR                            | Document Screening   |
|--|--|
| Document reference                                     | Derde Kustnota   |
| Geographical Coverage                                  | Coast of the Netherlands   |
| Covered by policies, strategies and investment plans ? |  |
| Existing problems ?                                    | -growing spatial planning conflicts in estuaries<br>-possible conflict on the permanent character of beach bars<br>-sand exploitation needs to grow exponentially , considering the scale of the planned new projects<br>-growing responsabilsation of the government in case of natural disasters by the population.<br>-not enough communication between national and regional governments   |
| Main spatial challenges                                | -economical development very near the sea defence can limit the effectiveness of the sea defence   |
| Problem solving/conflicts ?                            | -  |
| Planned activities (incl. Values in euros)             | -Yearly reports on the evaluation of the followed policy<br>-Stimulation of dynamic management of the dunes<br>-optimisation of beach nourishments<br>-evaluation of underwater beach nourishments<br>-extension of the bathymetric surveys onto deeper water<br>-evaluation of the "basiskustlijn" and the sand losses on deeper water<br>-correction for sea level rises<br>-reservation of space for activities to come<br>-national projects 'kustplaatsen' en 'zwakke schakels'<br>-defining the contourlines of the coastal communities<br>-all year exploitation of beach bars<br>-index of new activities at the sea side of the sea defence<br>-"waterkeringsparagraaf"<br>-sand extraction locations<br>-Integrated coastal zone managements<br>-European commitment |
| Planned investments                                    |  |
| Beneficiary stakeholders ?                             |  |
| Transnational co-operation planned ?                   |  |
| Benefits for a new programming period ?                |  |

## Document 29: Overview of planned projects for the Netherlands

### *Geluk voor de kust*

As a reaction on the "Nota Ruimte", a proposition has been made in the Parliament of the Netherlands by mr. Geluk, member of Parliament. It is his proposition to move the coastline for the Holland coast 2 kilometers more seaward. A first study into this possibility is expected beginnings of 2005. Investigations are also being made to determine which of the proposed new variants is most likely to be financed by private means.

### *Zwakke Schakels in de Kust (Zeeland, Zuid Holland, Noord Holland)*

To handle the matter of the "Zwakke Schakels" (= Weakest Links), the Process Plan Zwakke Schakels has been initiated on 31/05/2005.

Coordinated by the provinces, 8 priority Weak Links have been researched: plan studies have been carried out, whilst taking into account the goals set for safety and spatial quality. In those plan studies three different alternatives for an enforcement have been proposed: a landward solution, a seaward solution and a combined alternative. For the evaluation of the studies a policy reference frame has been drawn up (Bestuurlijk Overleg Kust on 25/05/2004).

RIKZ is working together with the specialised services DWW and Bouwdienst to construct a Knowledge Coordination Point for the weakest links. This Knowledge Coordination Point has a goal the offering and coordinating of all available knowledge and services, on a national and regional level, regarding the weakest links. The coordination of this Knowledge Coordination Point is managed by specialised services of V&W. The KCP will further function as a link to the other Departments, to guarantee access to the expertise of all specialised departments.

### *Verdieping van de Westerschelde & Uitbreiding van de haven van Zeeland/Antwerpen PKB WaddenZee*

### *Gedeeltelijke opening Haringvlietsluizen*

### *Near Shore Windmolenpark bij Egmond aan Zee*

### *PKB/PMK haven van Rotterdam (tweede Maasvlakte)*

### *Uitbreiding van de zeesluizen van IJmuiden*

### *Pilot studies coastal communities*

A pilot study is being carried out by the Ministry of Economy regarding the Quality Improvement and the reinforcement of the identity of coastal communities. The study starts in 2004, in the framework of the New Touristic Agenda. Through the study, carried out in 4 communities, the Ministry of Economy wants to get a better understanding of the manner in which the economical perspective and the quality improvement of local communities can take form.

The results and experiences will be published in a manual so other coastal communities can also use it. The provinces of North and South Holland carry out plan studies for several coastal communities as part of the "Strategische Visie Hollandse Kust 2050". The cities of Sluis, Noordwijk, Zandvoort and Ameland take part in the pilot.

### *ICZM*

After "Kust op Koers (1999)" and the policy agenda for the coast 'Integraal kustzonebeleid' (2002), the Ministries of [V&W](#), [VROM](#), [LNV](#) en [EZ](#) now work on the implementation of the Recommendations for the execution of Integrated Management in Coastal Zones, as published in 2002 by the European Commission. The Recommendation names the starting points for an integrated management and proposes a strategic approach to the coastal management.

Member states of the EU are asked to inventarize Coastal Aspects and to draw up a strategy for the carrying out of the management. In the Netherlands the philosophy of the Recommendations are being applied when possible in the current coastal projects.

## 7.2.4 England and Scotland

- Document 30 DfT: British Shipping: Charting a new course. Department of Transport's strategy for shipping
- Document 31 DTI 2003 The Strategy - Prosperity For All. Government's strategy for improving business and trade.
- Document 32 Defra Water Strategy Directing the Flow - priorities for future water policy. Government water policy linking in with agriculture and fisheries; land use; climate change; biodiversity; leisure and recreation; and flood management
- Document 33 Guidance notes on procedures for regulating offshore oil and gas field developments. Not a strategy but Government's guidance on offshore oil and gas developments.
- Document 34 Economic evaluation of fishing vessel decommissioning scheme. DFP - member states to set targets for fishing fleets
- Document 35 PM's Strategy Unit: Net Benefits: A sustainable and profitable future for UK fishing
- Document 36 Renewables Obligation Order 2005. UK requirement for a certain percentage of electricity to be supplied from renewable sources
- Document 37 Modern Ports: A UK Policy. Clear picture of trends affecting the ports industry, and especially of the potential need for port investment. Published: 31 July 2001
- Document 38 Marine Minerals Guidance Notes. Marine Mineral Guidance 1: Extraction by dredging from the English seabed
- Document 39 Marine spatial planning. In process - Government commissioned pilot study
- Document 40 Making Space for Water: Developing a New Government Strategy for Flood & Coastal Erosion Risk Management. In process to update 1993 Government strategy on Flood and coastal erosion
- Document 41 England Biodiversity Strategy. UK Government's strategy for biodiversity - include marine and coastal areas
- Document 42 UK Government Sustainable Development Strategy indicators. A handy-sized booklet uses around 50 indicators to highlight selected sustainable development issues
- Document 43 Review of Consenting Regime for Development in Marine Environment
- Document 44 Review of Marine Nature Conservation
- Document 45 ICZM in the UK: A stocktake
- Document 46 Marine Stewardship Report - Safeguarding our seas
- Document 47 Potential Benefits of Marine Spatial Planning to Economic Activity in the UK: Royal Society for the Protection of Birds (RSPB 2004)
- Document 48 England Rural Development Programme (ERDP)
- Document 49 Tomorrow's Tourism
- Document 50 Defra's Rural Strategy
- Document 51 The 2003 Energy White Paper 'Our energy future - creating a low carbon economy'
- Document 52 DTI Future Offshore Consultation Document
- Document 53 Regional Corporate Plans
- Document 54 Regional economic strategies
- Document 55 Planning policy guidance 20: Coastal planning
- Document 56 "Planning Policy Statement 1: Delivering Sustainable Development, 7: Sustainable Development in Rural Areas, 11: Regional Spatial Strategies, 22: Renewable energy, 23: Planning and Pollution Control,
- Document 57 Regional Planning Guidance
- Document 58 Marine Protected Areas in the context of Marine Spatial Planning - discussing the links
- Document 59 Sea Use and Spatial Planning
- Document 60 Marine Spatial Planning: A down to earth view of managing activities in the marine environment for the benefit of humans and wildlife
- Document 61 UK Marine Special Areas of Conservation
- Document 62 Defra High Level Targets
- Document 63 Catchment Flood Management Plans
- Document 64 Shoreline Management Plans

- Document 65 Agenda 21
- Document 66 Regional Sustainable Development Frameworks\*
- Document 67 Securing the Future - UK Government sustainable development strategy March 2005\*
- Document 68 Biodiversity Action Plans – Habitats and Species\*
- Document 69 England Biodiversity Strategy
- Document 70 Natura 2000 in UK Offshore Waters: Advice to support the implementation of the EC Habitats and Birds Directives in UK Offshore Waters
- Document 71 Review of Consenting Regime for Development in Marine Environment
- Document 72 Dti position paper on the mitigation and management of oil and gas marine seismic surveys
- Document 73 "DTI/UKOOA Code of Practice on Access to Upstream Oil and Gas
- Document 74 Infrastructure on the UK Continental Shelf\*
- Document 75 Towards Spatial Planning in the Marine Environment: Implementing the Bergen Declaration
- Document 76 East Riding Integrated Coastal Zone Management Plan: Towards a Sustainable Coast June 2002
- Document 77 Developing A Strategic Framework For Scotland's Marine Environment
- Document 78 Scottish Executive Securing a Renewable Future: Scotland 's Renewable Energy
- Document 79 A Strategy For Scotland's Coast and Inshore Waters
- Document 80 A Strategic Framework for Inshore Fisheries in Scotland 2005
- Document 81 Framework Strategy and Action Plan
- Document 82 A Strategic Framework for Scottish Aquaculture
- Document 83 Opportunities for Marine Energy in Scotland
- Document 84 Strategic Environmental Assessment (SEA) UK Public Consultation for Offshore Energy Licensing
- Document 85 National Planning Policy Guidance
- Document 86 Rural Planning Typologies Research: Final Report
- Document 87 Developing a Strategic Planning Framework for Scotland's Marine Environment
- Document 88 Review of Integration among Plans for the Coast in Scotland: An Analysis of the SCF Coastal Plans Inventory
- Document 89 A Future for Our Seas
- Document 90 Climate Change: Review of Levels of Protection Offered By Flood Prevention Schemes
- Document 91 Meeting the Needs (Scottish Executive Environment Group)
- Document 92 Scotland's Biodiversity - It's in Your Hands
- Document 93 Indicators to Monitor the Progress of Integrated Coastal Zone Management: A Review of Worldwide Practice - Research Findings
- Document 94 Indicators of Sustainable Development for Scotland
- Document 95 Prevention of Environmental Pollution from Agricultural Activity A CODE OF GOOD PRACTICE
- Document 96 Protecting Our Marine Historic Environment: Making the System Work Better
- Document 97 REVIEW OF THE SCOTTISH CLIMATE CHANGE PROGRAMME: A CONSULTATION
- Document 98 EXTENDING PLANNING CONTROLS TO MARINE FISH FARMING Consultation paper
- Document 99 Scottish Coastal Forum: Current ICZM initiatives: Spring 2004
- Document 100 Scottish Coastal Socio-Economic Scoping Study
- Document 101 Coastal Management Trust for Scotland
- Document 102 Defra Marine Spatial Planning Pilot. Study to test the practicability of implementing marine spatial planning in the UK. The study involves a literature review of relevant experience together with the development of a simulated pilot plan for part of the Irish Sea.

### Document 30: Dft: British Shipping: Charting a New Course

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Dft: British Shipping: Charting a new course  |
| (2) Geographical Coverage   | UK  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | The present trend in UK shipping is one of continuing industry erosion<br>a) Changes in trade patterns<br>b) Globalisation<br>c) Unfair competition from sub-standard and subsidised shipping<br>d) Labour and regulatory costs |
| (4) How could transnational co-operation meet these challenges?   | Inter-related measures under the four broad headings:<br>Increasing skills; encouraging employment; increasing the UK's attractiveness to shipping enterprises; and gaining safety and environmental benefit.                   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c   |
| (6) Who would benefit/participate in such co-operation (key players)  | British shipowners and the government.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | British shipowners, the maritime-related industries, the trade unions and government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Other European maritime nations.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Increasing skills, changing perceptions, sharing the cost, increasing the UK's attractiveness to shipping enterprises and improving maritime safety.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | The approach of using 'catalyst groups' to identify, for each action point (other than those which are exclusively for government), what needs to be done and the most appropriate body or bodies to undertake the work.        |
| (11) Questions that could be looked at in a transnational context   | Reinforcing regulatory frameworks.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | World Bank.   |
| (13) Benefits for new programming period  | Increasing the UK's attractiveness to shipping enterprises.   |
| (14) Sense of Urgency?  | Low.  |

**Document 31: DTI 2003 The Strategy - Prosperity For All. Government's strategy for improving business and trade.**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | DTI Prosperity for All  |
| (2) Geographical Coverage   | UK  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Social change - will all have an impact on our economic performance.<br>b) Climate change - around 1.7 million households in England and Wales are located in flood risk areas.  |
| (4) How could transnational co-operation meet these challenges?   | Extending competitive markets - aiming for open and fair markets at home and abroad.<br>Forging closer partnerships - working in partnership with key economic players nationally and overseas.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b  |
| (6) Who would benefit/participate in such co-operation (key planners)   | UK companies and population, the government.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government and UK companies.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Overseas companies.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Transferring knowledge - helping business to successfully exploit new ideas.<br>Maximising potential in the workplace - creating organisations with high productivity, value and skills.<br>Strengthening regional economies - improving the economic performance of the regions. |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Transferring knowledge.   |
| (11) Questions that could be looked at in a transnational context   | Extending competitive markets.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Various overseas players.   |
| (13) Benefits for new programming period  | Raising the rate of productivity growth and narrowing the productivity gap.   |
| (14) Sense of Urgency?  | Low   |

**Document 33: Guidance notes on procedures for regulating offshore oil and gas field developments. Not a strategy but Government's guidance on offshore oil and gas developments.**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | DTI Guidance Notes on Regulating Offshore Oil and Gas Field Developments.  |
| (2) Geographical Coverage   | UK   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Need to maximise the economic benefit to the UK of its oil and gas resources<br>b) Need to take into account the environmental impact of hydrocarbon development and the need to ensure secure, diverse and sustainable supplies of energy to UK businesses and consumers at competitive prices.                            |
| (4) How could transnational co-operation meet these challenges?   | Ensuring the recovery of all economic hydrocarbon reserves;<br>Ensuring adequate and competitive provision of pipelines and facilities;<br>and<br>Taking proper account of environmental impacts and the interests of other users of the sea.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Licensees, regional marine conservation stakeholders.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Licensees.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local population.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Avoid the unnecessary proliferation of oil and gas pipelines.<br>Aid, where feasible, future field developments.<br>Ensure that those building and operating pipelines and other infrastructure compete on a level playing field.<br>Taking proper account of environmental issues and the interests of other users of the sea |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Facilitating communications.   |
| (11) Questions that could be looked at in a transnational context   | Regulation following Field Development Programme authorisation.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Owners of infrastructure and owners of third party rights.   |
| (13) Benefits for new programming period  | Explain the arrangements for dealing with fields which cross licence boundaries and the Department's approach where field operations are undertaken by a contractor on behalf of Licensees.  |
| (14) Sense of Urgency?  | Low  |

**Document 35: PM's Strategy Unit: Net Benefits: A sustainable and profitable future for UK fishing.**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | PM's Strategy Unit: Net Benefits: A sustainable and profitable future for UK fishing   |
| (2) Geographical Coverage   | UK   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) The most pressing problems in the fishing industry are limited to the whitefish sector (cod, haddock, plaice, etc) which is suffering from poor stocks and low levels of profitability. However, all UK stocks are vulnerable to over-fishing in the future unless management is improved.<br>b) The perception of continuing decline has in part been driven by 'boom and bust' cycles in the industry during the 1970s-1990s, and the loss of UK access to valuable northern fishing grounds in the 'cod wars'.   |
| (4) How could transnational co-operation meet these challenges?   | Requires industry and governments to work together in partnership to tackle two major challenges:<br>Achieving sustainable fisheries management;<br>Creating a profitable and globally competitive industry.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b   |
| (6) Who would benefit/participate in such co-operation (key planners)   | UK fishing industry.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government and fisheries departments.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Some UK fishing communities.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Fisheries departments should all develop sets of fisheries management objectives with a clear hierarchy in order to promote better and more transparent decision-making.<br>The overarching aim of fisheries management should be 'to maximise the return to the UK of the sustainable use of fisheries resources and protection of the marine environment'.<br>Sub-objectives should also be established covering economic, social environmental issues, safety and good governance.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Modernised, responsive and inclusive management: by introducing a system of UK regional management, mirroring European Regional Advisory Councils (RACs), with devolved budgets for science and formal stakeholder participation. Moving to partial recovery of management and enforcement costs from the fishing industry, matched with their greater input into management decisions. An evolutionary approach to developing regional management at the European level, beginning with enhanced informal co-operation and active support for RACs, and strengthening the European Commission's oversight role. |
| (11) Questions that could be looked at in a transnational context   | The fishing industry and fisheries departments need to forge a closer partnership to achieve long-term UK objectives. Neither government nor industry can succeed alone in achieving sustainable management.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | EU players.  |
| (13) Benefits for new programming period  | UK fishing fleet can and should continue to provide vital incomes and employment to communities all around the UK's coasts.  |
| (14) Sense of Urgency?  | High   |

**Document 36: Renewables Obligation Order 2005. UK requirement for a certain percentage of electricity to be supplied from renewable sources**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Renewables Obligation Order 2005  |
| (2) Geographical Coverage   | UK  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) The Renewables Obligation requires licensed electricity suppliers to source specified percentages of the electricity they supply from renewable sources. The percentage target is set to increase each year from its current level of 4.9 per cent in 2004/05 to reach 10.4 per cent by 2010/11. |
| (4) How could transnational co-operation meet these challenges?   | The Obligation requires suppliers to source an annually increasing percentage of their sales from renewables. For each megawatt hour of renewable energy generated, a tradable certificate called a Renewables Obligation Certificate (ROC) is issued.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Renewable energy industry.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Consumers.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Consultation.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | TBC   |
| (11) Questions that could be looked at in a transnational context   | Levels of obligation.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other EU countries.   |
| (13) Benefits for new programming period  | Lower emissions.  |
| (14) Sense of Urgency?  | Medium.   |

**Document 37: Modern Ports: A UK Policy. Clear picture of trends affecting the ports industry, and especially of the potential need for port investment. Published: 31 July 2001**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Modern Ports – a UK Policy   |
| (2) Geographical Coverage   | UK   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) World trade continues to shift global markets and production lines make new demands on transport systems, and on ports in particular.<br>b) An increase in travel.  |
| (4) How could transnational co-operation meet these challenges?   | Production of an integrated ports policy. To promote UK and regional competitiveness; high nationally agreed safety standards; the best environmental practice.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a  |
| (6) Who would benefit/participate in such co-operation (key players)  | Government and ports industry.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Population.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | To make regulation add value rather than unnecessary cost, ensuring that different regulators coordinate their overall demands;<br>To promote agreed national standards and good practice for port management and port operations alike, without detracting from the legal responsibilities of harbour authorities and other port interests;<br>To promote training and the recognition of skills for those who work in the ports industry at all levels not just those engaged by harbour authorities;<br>To maintain a balanced policy on development which aims to makes the best use of existing and former operational land, secures high environmental standards, but supports sustainable projects for which there is a clear need. |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | A New Approach To Appraisal (NATA) sets out criteria for all transport projects, including new port developments.  |
| (11) Questions that could be looked at in a transnational context   | Permitted development rights.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other EU countries.  |
| (13) Benefits for new programming period  | Ports that meet demands of industry.   |
| (14) Sense of Urgency?  | Medium.  |

**Document 38: Marine Minerals Guidance Notes. Marine Mineral Guidance 1: Extraction by dredging from the English seabed.**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | ODPM: Marine Mineral Guidance 1 – Extraction by Dredging from the English Seabed  |
| (2) Geographical Coverage   | England   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) To ensure that extraction does not cause unacceptable adverse impacts<br>b) Control over all extraction activities<br>c) Minimising area authorised for dredging<br>d) Safeguarding resources for specific uses  |
| (4) How could transnational co-operation meet these challenges?   | Assessment of the potential effects of the dredging activity.<br>Mitigation of effects.<br>Monitoring.<br>In the longer term consideration should be taken as to whether it is feasible to address issues such as sources of supply within a strategic framework for marine dredging of sand and gravel. Research proposed. |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c, d  |
| (6) Who would benefit/participate in such co-operation (key players)  | Government and local regions.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local population.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Liaison, monitoring and periodic reviewing.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Spatial sampling.   |
| (11) Questions that could be looked at in a transnational context   | Monitoring of environmental effects.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Marine authorities.   |
| (13) Benefits for new programming period  | Using marine sources reduces the pressure to work minerals on land where resources are constrained in areas of agricultural, environmental or development value.  |
| (14) Sense of Urgency?  | High  |

**Document 40: Making Space for Water: Developing a New Government Strategy for Flood & Coastal Erosion Risk Management. In process to update 1993 Government Strategy on Flood and Coastal erosion.**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Defra: Making Space for Water - Taking forward a new Government strategy for flood & coastal erosion risk management  |
| (2) Geographical Coverage   | England   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Flood and coastal defence in England.<br>b) Managing risks by employing an integrated portfolio of approaches which reflect both national and local priorities.  |
| (4) How could transnational co-operation meet these challenges?   | Implementing a programme of research on the impacts of climate change and adopting a whole catchment and whole shoreline approach that is consistent with, and contributes to the implementation of, the Water Framework Directive. |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal communities, government.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government, local authorities.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Involve stakeholders at all levels of risk management.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Investigate the practical implications of a wider portfolio of coastal erosion risk management tools.   |
| (11) Questions that could be looked at in a transnational context   | Making greater use of rural land use solutions such as the creation of wetlands and washlands, and managed realignment of coasts and rivers.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other countries operating similar systems.  |
| (13) Benefits for new programming period  | The Government will develop a more strategic and integrated approach to managing coastal flooding and erosion risks, while ensuring democratic input into the decision-making process.  |
| (14) Sense of Urgency?  | Medium.   |

**Document 41: England Biodiversity Strategy. UK Government's strategy for biodiversity – include marine and coastal areas**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Defra: A Biodiversity Strategy for England – Measuring Progress: baseline assessment   |
| (2) Geographical Coverage   | England  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) England's biodiversity suffered heavy losses in the 20th century. Increasing demands on natural resources and systems, the pressures of urban and infrastructure expansion and the intensification of agricultural production all contributed to declines in the extent and quality of wildlife habitats and to declines in the population of many of our wildlife species.<br>b) There have been significant effects to the size, abundance, distribution and composition of marine communities. |
| (4) How could transnational co-operation meet these challenges?   | Monitoring the implementation of the England Biodiversity Strategy and to give some measure of progress towards the achievement of its vision.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Conservation organisations.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Land owners and users.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Using indicators, indicator development and baseline assessment.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Using comparable indicators.   |
| (11) Questions that could be looked at in a transnational context   | Gauging success.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local Authorities.   |
| (13) Benefits for new programming period  | Ensuring a diverse and thriving natural environment, for it is essential to the economic, social and spiritual health and wellbeing of this and future generations.  |
| (14) Sense of Urgency?  | Medium.  |

**Document 42: UK Government Sustainable Development Strategy indicators. A handy-sized booklet uses around 50 indicators to highlight selected sustainable development issues**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | UK Government Sustainable Development Strategy Indicators  |
| (2) Geographical Coverage   | UK   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Greenhouse gas emissions – climate change<br>b) Renewable energy<br>c) Flooding<br>d) Biodiversity conservation |
| (4) How could transnational co-operation meet these challenges?   | Setting of strategy indicators.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c, d   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal stakeholders.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | No information.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | No information.  |
| (11) Questions that could be looked at in a transnational context   | Meeting targets.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other non-bordering countries.   |
| (13) Benefits for new programming period  | Sustainable development  |
| (14) Sense of Urgency?  | Medium.  |

**Document 43: Review of Consenting Regime for Development in Marine Environment**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Review of Consenting Regime for Development in Marine Environment  |
| (2) Geographical Coverage   | UK   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Complexity of the regime governing development in coastal and marine waters.<br>b) Costs of implementing scheme.<br>c) Low working efficiency |
| (4) How could transnational co-operation meet these challenges?   | By reviewing development in coastal waters which is what this document provides a work programme of.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal stakeholders, government etc.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Audit of existing development consent regimes, SWOT analysis, collect stakeholder views, learn from others' experience.                          |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Keep watching brief on new proposals that may impact on development consent regimes under review.  |
| (11) Questions that could be looked at in a transnational context   | Previous experience.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Rest of EU.  |
| (13) Benefits for new programming period  | Finding out what principles the Government is already signed up to, relevant to better regulation and to policy aims of consent regimes.         |
| (14) Sense of Urgency?  | Medium.  |

**Document 45: ICZM in the UK: A stocktake**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Integrated Coastal Zone Management in the UK: a stocktake  |
| (2) Geographical Coverage   | UK   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <ul style="list-style-type: none"> <li>a) Coastal processes and dynamics and with scientific research and data collection isolated from end-users;</li> <li>b) Inadequate involvement of the stakeholders in formulating and implementing solutions to coastal problems;</li> <li>c) Inappropriate and uncoordinated sectoral legislation and policy, often working against the long-term interests of sustainable management of coastal zones;</li> <li>d) Rigid bureaucratic systems and the lack of coordination between relevant administrative bodies limiting local creativity and adaptability;</li> <li>e) Local initiatives in sustainable coastal management lacking adequate resources and political support from higher administrative levels..</li> </ul> |
| (4) How could transnational co-operation meet these challenges?   | Monitoring the implementation of the England Biodiversity Strategy and to give some measure of progress towards the achievement of its vision.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c, d, e  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government, maritime authorities and stakeholders.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Communicating ICZM..   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Workshops, stakeholder participation events.   |
| (11) Questions that could be looked at in a transnational context   | Framework improvement.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local Authorities, EU.   |
| (13) Benefits for new programming period  | Simplify and improve the framework for the planning and management of coastal activities   |
| (14) Sense of Urgency?  | High.  |

**Document 46: Marine Stewardship Report – Safeguarding our seas**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Marine Stewardship Report: Safeguarding Our Seas  |
| (2) Geographical Coverage   | UK  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) We need to use the resources and opportunities offered by our oceans and seas while protecting ecological processes and ecosystems.  |
| (4) How could transnational co-operation meet these challenges?   | By setting out what has already been achieved and indicating what needs to be done.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal stakeholders, government etc.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Protecting important habitats, improving marine conservation in the UK, becoming more integrated, improving co-ordination in Government, assessing progress, involving stakeholders, delivering development goals, affording more protection to marine species and habitats on the high seas, better international co-operation, improved marine scientific research, effective monitoring. |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Applying precautionary principle.   |
| (11) Questions that could be looked at in a transnational context   | How to instigate better co-operation.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Rest of EU.   |
| (13) Benefits for new programming period  | Sustainable management and development of the sea.  |
| (14) Sense of Urgency?  | High.   |

**Document 47: Potential Benefits of Marine Spatial Planning to Economic Activity in the UK: Royal Society for the Protection of Birds (RSPB 2004)**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Potential Benefits of Marine Spatial Planning to Economic Activity in the UK  |
| (2) Geographical Coverage   | UK  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) No overall framework for planning uses of the sea.<br>b) Trans-boundary issues   |
| (4) How could transnational co-operation meet these challenges?   | Implementing marine spatial planning.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal stakeholders, government etc.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | International review, literature review, stakeholder participation, gathering quantitative evidence of benefits, facilitating sector growth, optimising the use of the sea, reducing costs. |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Improve information efficiencies, regulatory efficiencies.  |
| (11) Questions that could be looked at in a transnational context   | Potential economic benefits of MSP.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Rest of EU.   |
| (13) Benefits for new programming period  | MSP implementation.   |
| (14) Sense of Urgency?  | High.   |

**Document 49: Tomorrow's tourism**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Tomorrow's Tourism DCMS 2004  |
| (2) Geographical Coverage   | UK  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) British tourism continues to grow - our international tourism receipts are the 4th largest in Europe and 5th in the world - but our share of the world market is declining.<br>b) Government and the tourism industry together need an effective strategy.   |
| (4) How could transnational co-operation meet these challenges?   | Work with the industry to an agreed plan, with shared objectives and a common purpose.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Tourism industry – government, workforce, tourists.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government and tourism forums.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local population.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | <ul style="list-style-type: none"> <li>▪ A blueprint for the sustainable development of tourism to safeguard our countryside, heritage and culture for future generations;</li> <li>▪ Initiatives to widen access to tourism for the 40% of people who do not take a long holiday;</li> <li>▪ More money for a more focused and aggressive overseas promotion programme to bring in more overseas visitors;</li> <li>▪ New internet systems to deliver more worldwide tourist bookings for Britain and to provide information on attractions and travel options;</li> <li>▪ New computerised booking and information services to make it easier for people to book accommodation and travel;</li> <li>▪ A major careers festival and image campaign to raise the profile, and promote the image, of careers in the hospitality industry;</li> <li>▪ A hospitality industry programme to sign up 500 employers to work towards Investors in People standard to help raise the quality of training in the industry;</li> <li>▪ A new strategic national body for England to provide leadership to the English tourism industry;</li> <li>▪ A new grading scheme for all hotels and guest houses to give holidaymakers a consistent quality they can rely on;</li> <li>▪ New targets for hotel development in London and a further £4.5 million for marketing to exploit its potential as a premier location for business travellers and holiday-makers and as a gateway to Britain;</li> <li>▪ More integrated promotion of our cultural, heritage and countryside attractions to enable visitors to enjoy the full range of what Britain has to offer;</li> <li>▪ The development of innovative niche markets, such as film tourism and sports tourism, to unlock the full potential of Britain's unique cultural and natural heritage;</li> <li>▪ Encouraging the regeneration of traditional resorts to allow leisure and business visitors to enjoy high-quality amenities and services;</li> <li>▪ More central government support for the regions to give each part of the country better resources to develop their own identity and strengths;</li> <li>▪ A high-profile annual Tourism Summit bringing together industry and government to monitor progress, plan future action and keep all sides working in partnership towards the</li> </ul> |

| Issues addressed in the TOR  | Document Screening  |
|--|---|
|  | same objectives.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects              | Summits to monitor progress and for planning future action. |
| (11) Questions that could be looked at in a transnational context                                  | Encouragement of industry growth.                           |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with? | Other tourism forums and governments.                       |
| (13) Benefits for new programming period   | Increasing share in industry's market.                      |
| (14) Sense of Urgency?   | Low.  |

**Document 51: The 2003 Energy White paper 'Our energy future – creating a low carbon economy'**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | The 2003 Energy White Paper 'Our energy future – creating a low carbon economy'   |
| (2) Geographical Coverage   | UK  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Climate change<br>b) decline of the UK's indigenous energy supplies<br>c) updating much of the UK's energy infrastructure  |
| (4) How could transnational co-operation meet these challenges?   | Cut the UK's carbon dioxide emissions - the main contributor to global warming - by some 60% by about 2050, as recommended by the RCEP, with real progress by 2020;<br>To maintain the reliability of energy supplies;<br>To promote competitive markets in the UK and beyond, helping to raise the rate of sustainable economic growth and to improve our productivity; and<br>To ensure that every home is adequately and affordably heated |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | c   |
| (6) Who would benefit/participate in such co-operation (key players)  | Government and renewable energy industry.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Population.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | To create a market framework, reinforced by long-term policy measures, which will give investors, business and consumers the right incentives to find the balance that will most effectively meet overall goals.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Capacity building programmes in appropriate areas of science, engineering and technology.   |
| (11) Questions that could be looked at in a transnational context   | The future energy system will require greater involvement from English regions and from local communities, complemented by a planning system that is more helpful to investment in infrastructure and new electricity generation, particularly renewables. Strong links with the Devolved Administrations, who are already fully engaged on a wide range of energy issues, will continue to be essential;                                     |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other EU countries.   |
| (13) Benefits for new programming period  | Lower emissions.  |
| (14) Sense of Urgency?  | Medium.   |

**Document 52: DTI Future Offshore Consultation Document**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | DTI – Future Offshore   |
| (2) Geographical Coverage   | Great Britain   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Climate change<br>b) Decline of the UK's indigenous energy supply  |
| (4) How could transnational co-operation meet these challenges?   | Development of major offshore renewable energy industry. Develop strategic frameworks to manage growth.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government and marine renewable energy industry.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Population.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | A strategic environmental assessment, the provision and regulation of offshore infrastructure for transmitting electricity and recommendations for a legal framework for future offshore development, to address shortcomings and so enable development to take place beyond the limit of territorial waters. |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Geographic Information Systems (GIS).   |
| (11) Questions that could be looked at in a transnational context   | Overall sustainable management.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other EU countries.   |
| (13) Benefits for new programming period  | Lower emissions.  |
| (14) Sense of Urgency?  | Medium.   |

**Document 56: "Planning Policy Statement 1: Delivering Sustainable Development,,7: Sustainable Development in Rural Areas, 11: Regional Spatial Strategies, 22: Renewable energy, 23: Planning and Pollution Control**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | ODPM: Planning Policy Statement 11 – Regional Spatial Strategies  |
| (2) Geographical Coverage   | England and Wales   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Limited integration of combining traditional land use planning with other local policies.  |
| (4) How could transnational co-operation meet these challenges?   | Articulate a spatial vision of what the region will look like at the end of the period of the strategy and show how this will contribute to achieving sustainable development objectives;<br>Provide a concise spatial strategy for achieving that vision, defining its main aims and objectives, illustrated by a key diagram, with the policies clearly highlighted;<br>Address regional or sub-regional issues that will often cross county or unitary authority and, on occasion, district boundaries, and take advantage of the range of development options that exist at that level. The RSS should not address local issues which should be the subject of a LDD. |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government and local regions.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local population.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Provision of a clear link between policy objectives and priorities, targets and indicators.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Contextual indicators should be monitored. These are indicators that measure changes in the wider socio-economic and environmental regional context against which the RSS is being implemented.   |
| (11) Questions that could be looked at in a transnational context   | Application of national policies to the circumstances of the region.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | All regional authorities.   |
| (13) Benefits for new programming period  | Sustainable development.  |
| (14) Sense of Urgency?  | Low   |

**Document 58: Marine Protected Areas in the context of Marine Spatial Planning – discussing the links**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Marine Protected Areas in the Context of Marine Spatial Planning – Discussing the Links  |
| (2) Geographical Coverage   | Irish Sea  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) The implementation of MPAs within the framework of MSP will necessitate a clear understanding and communication of MPA policy, nested within a broader marine nature conservation policy, to the full range of stakeholders.<br>b) More specific issues and opportunities which come with the designation of MPAs are in the context of the management of fisheries, the offshore oil and gas industry, and the developing marine renewable energy programme. |
| (4) How could transnational co-operation meet these challenges?   | Sector-specific spatial management arrangements relevant to MPAs   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government and local marine authorities.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local population.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Site selection, establishment and management.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Zoning.  |
| (11) Questions that could be looked at in a transnational context   | Strategic Environmental Assessment.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Marine authorities, EU.  |
| (13) Benefits for new programming period  | A system of spatial planning might be able to resolve some of the issues of concern between the main sectors and develop some of the opportunities..   |
| (14) Sense of Urgency?  | High   |

**Document 59: Sea Use and Spatial Planning**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | WWF: Sea Use and Spatial Planning  |
| (2) Geographical Coverage   | North Sea  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Total reliance on sectoral-decision making<br>b) Reactive system with poorly integrated or piecemeal decision making on the use of marine resources.<br>c) Growing demand for space at sea for human use                              |
| (4) How could transnational co-operation meet these challenges?   | Ecosystem based approach for planning and management with a holistic and integrated view.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal stakeholders.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Governments within North Sea region.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | SEA, data sharing, risk assessment, ecological and socio-economic mapping including use of GIS.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Pilot project to highlight the practical, legal and administrative issues that would need to be addressed to deliver marine spatial planning for the North Sea and to demonstrate its role in an ecosystem based approach to management. |
| (11) Questions that could be looked at in a transnational context   | How elements of activities undertaken can be integrated into a system of marine spatial planning   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other non-bordering countries.   |
| (13) Benefits for new programming period  | A direct approach towards overall objectives, rather than a reactive system with poorly integrated or piecemeal decision making on the use of marine resources.  |
| (14) Sense of Urgency?  | High.  |

**Document 60: Marine Spatial Planning: A down to earth view of managing activities in the marine environment for the benefit of humans and wildlife**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Marine spatial planning: A down to earth view of managing activities in the marine environment for the benefit of humans and wildlife   |
| (2) Geographical Coverage   | UK  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Human activities and development have cumulative adverse impacts on our marine environment.<br>b) Existing procedures also make it very difficult to deliver an ecosystem-based approach to planning and management. |
| (4) How could transnational co-operation meet these challenges?   | By adopting a more strategic approach to the planning and management of activities in the marine environment.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal stakeholders.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Governments within North Sea region.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | SEA, data sharing, risk assessment, ecological and socio-economic mapping including use of GIS.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Regional approaches.  |
| (11) Questions that could be looked at in a transnational context   | How elements of activities undertaken can be integrated into a system of marine spatial planning  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other non-bordering countries.  |
| (13) Benefits for new programming period  | A direct approach towards overall objectives, rather than a reactive system with poorly integrated or piecemeal decision making on the use of marine resources.   |
| (14) Sense of Urgency?  | High.   |

**Document 62: Defra High Level Targets**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Defra: High Level Targets - New High Level Targets for Flood and Coastal Erosion Risk Management  |
| (2) Geographical Coverage   | England   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Flood and coastal defence in England.<br>b) Keeping policy delivery statements remain in place, whilst operating authorities adapt to the changing institutional arrangements and consider how they should respond.        |
| (4) How could transnational co-operation meet these challenges?   | It is suggested that operating authorities review their statements accordingly and also, for example, reflect changes in responsibilities following the transfer of critical ordinary watercourses to the Environment Agency. |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal stakeholders.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government, local authorities.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Maintain current and publicly available policy delivery statements setting out plans for delivering the Government's policy aim in relation to flood and coastal erosion risk management, and update as necessary.            |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Promotion of use of Shoreline Management Plans.   |
| (11) Questions that could be looked at in a transnational context   | Encouragement of opportunities for environmental enhancement when selecting flood and coastal defence options at a strategic level and in developing schemes  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other countries operating similar systems.  |
| (13) Benefits for new programming period  | Managing the risks from flooding and coastal erosion by employing an integrated portfolio of approaches which reflect both national and local priorities.   |
| (14) Sense of Urgency?  | Medium.   |

**Document 63: Catchment Flood Management Plans**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Catchment Flood Management Plans: Volume 1 – Policy Guidance  |
| (2) Geographical Coverage   | England   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Flood risk from rivers (and sewers, groundwater and the sea) to people, property and the natural and built environment.<br>b) Integration or treatment of environmental, social and economic issues.   |
| (4) How could transnational co-operation meet these challenges?   | By using CFMPs as a high-level strategic planning tool through which the Environment Agency will seek to work with other key decision-makers within a river catchment to identify and agree policies for sustainable flood risk management.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government and local authorities.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local population.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Acquiring a broad understanding of the size, nature and distribution of current flood risk and scenarios for future flood risk in the catchment<br>Achieving a complementary set of justifiable, long-term flood risk management policies that satisfy the catchment objectives<br>Devising a prioritised set of further studies/actions for the catchment. |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Broad scale modelling   |
| (11) Questions that could be looked at in a transnational context   | Flood risk assessment.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local authorities.  |
| (13) Benefits for new programming period  | Complementary policies for long-term management of flood risk within the catchment that take into account the likely impacts of changes in climate, the effects of land use and land management, deliver multiple benefits and contribute towards sustainable development.  |
| (14) Sense of Urgency?  | Low   |

**Document 64: Shoreline Management Plans**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Procedural Guidance for Production of Shoreline Management Plans Interim Guidance May 2003  |
| (2) Geographical Coverage   | England and Wales   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Requirement of sustainable management policies for a coastline into the 22nd century, which achieve long-term objectives without committing to unsustainable defences.                                     |
| (4) How could transnational co-operation meet these challenges?   | By stakeholder engagement, data access and management, shoreline interactions and response, definition of objectives and policy appraisal.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government and key coastal process units.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local population.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Data gathering, identifying pressures and policy selection.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Modelling and decision support framework.   |
| (11) Questions that could be looked at in a transnational context   | Management boundaries.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local authorities and coastal units.  |
| (13) Benefits for new programming period  | Consequently, the SMP will need provide a timeline for objectives, policy and management changes, which will provide a 'route map' for decision makers to move from the present situation towards the future. |
| (14) Sense of Urgency?  | High  |

**Document 66: Regional Sustainable Development Frameworks**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | England's Regional Development Agencies: Transforming England's regions through sustainable economic development  |
| (2) Geographical Coverage   | England   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) An imbalance between England's regions in terms of economic development and regeneration exists.   |
| (4) How could transnational co-operation meet these challenges?   | Regional regeneration, taking forward regional competitiveness, taking the lead on regional inward investment and, working with regional partners, ensuring the development of a regional skills action plan to ensure that skills training matches the needs of the labour market. |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | A   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government and local regions.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local population.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | RDA's framework of challenging targets.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Stakeholder survey.   |
| (11) Questions that could be looked at in a transnational context   | Performance monitoring.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            |   |
| (13) Benefits for new programming period  | Co-ordination of regional economic development and regeneration, enabling regions to improve their relative competitiveness and reduce the imbalance that exists within and between regions.  |
| (14) Sense of Urgency?  | Low   |

**Document 67: Securing the Future – UK Government sustainable development strategy March 2005**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Securing the Future - UK Government sustainable development strategy.   |
| (2) Geographical Coverage   | UK  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Coastal flooding due to sea level rise.<br>b) Level of emissions   |
| (4) How could transnational co-operation meet these challenges?   | By working with other countries to establish both a consensus on the need for change and firm commitments to reduce carbon emissions, using the UN Framework Convention on Climate Change.      |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal communities.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government, local authorities.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Review existing policies, provide fiscal incentives.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Promoting an adaptation policy framework, public consultation.  |
| (11) Questions that could be looked at in a transnational context   | Ensuring that aviation contributes towards the goal of climate stabilisation through a well-designed emissions trading scheme.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other countries operating similar systems.  |
| (13) Benefits for new programming period  | This will have benefits for both long-term global economic development and human welfare, and insure against the potential reduction in UK competitiveness from isolated climate change action. |
| (14) Sense of Urgency?  | High.   |

**Document 68: Biodiversity Action Plans – Habitats and Species**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Biodiversity Action Plans – Habitats and Species  |
| (2) Geographical Coverage   | UK  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Coastal erosion<br>b) Human intervention<br>c) Intensive recreational activities<br>d) Decrease in biodiversity<br>e) Decline in water and soil quality  |
| (4) How could transnational co-operation meet these challenges?   | Take into account coastal processes in implementing wider management of the coast and coastal areas, appraisal and regulation.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, c, e   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal communities, conservation organisations.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government, local authorities.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Commercial interests.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | <ul style="list-style-type: none"> <li>- Implement new approaches to coastal flood defence and coast protection which manipulate and work with natural processes</li> <li>- Continue to devise arrangements to prevent uncontrolled introductions of non-native marine species</li> <li>- Promote active management of bay marine wildlife areas including management plans to secure the integrated management of vulnerable areas</li> <li>- Review the intertidal SSSI network to ensure it covers the important marine wildlife habitats and species</li> <li>- Utilise voluntary and statutory marine reserves and other relevant initiatives as mechanisms to involve individuals and communities in practical marine conservation work.</li> <li>- Designate sufficient marine SACs and SPAs and ensure that mechanisms are in place for their effective conservation under the Habitats and Birds Directive.</li> </ul> |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Build on and complement relevant existing structures.   |
| (11) Questions that could be looked at in a transnational context   | New approaches to coastal flood defence and coast protection which manipulate and work with natural processes.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other countries operating similar systems.  |
| (13) Benefits for new programming period  | Complementary actions to conserve and enhance biodiversity.   |
| (14) Sense of Urgency?  | Medium.   |

**Document 69: England Biodiversity Strategy**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Defra: A Biodiversity Strategy for England – Measuring Progress: baseline assessment   |
| (2) Geographical Coverage   | England  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) England's biodiversity suffered heavy losses in the 20th century. Increasing demands on natural resources and systems, the pressures of urban and infrastructure expansion and the intensification of agricultural production all contributed to declines in the extent and quality of wildlife habitats and to declines in the population of many of our wildlife species.<br>b) There have been significant effects to the size, abundance, distribution and composition of marine communities. |
| (4) How could transnational co-operation meet these challenges?   | Monitoring the implementation of the England Biodiversity Strategy and to give some measure of progress towards the achievement of its vision.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Conservation organisations.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Land owners and users.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Using indicators, indicator development and baseline assessment.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Using comparable indicators.   |
| (11) Questions that could be looked at in a transnational context   | Gauging success.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local Authorities.   |
| (13) Benefits for new programming period  | Ensuring a diverse and thriving natural environment, for it is essential to the economic, social and spiritual health and wellbeing of this and future generations.  |
| (14) Sense of Urgency?  | Medium.  |

**Document 71: Review of Consenting Regime for Development in Marine Environment**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Review of Consenting Regime for Development in Marine Environment  |
| (2) Geographical Coverage   | UK   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Complexity of the regime governing development in coastal and marine waters.<br>b) Costs of implementing scheme.<br>c) Low working efficiency |
| (4) How could transnational co-operation meet these challenges?   | By reviewing development in coastal waters which is what this document provides a work programme of.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal stakeholders, government etc.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Audit of existing development consent regimes, SWOT analysis, collect stakeholder views, learn from others' experience.                          |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Keep watching brief on new proposals that may impact on development consent regimes under review.  |
| (11) Questions that could be looked at in a transnational context   | Previous experience.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Rest of EU.  |
| (13) Benefits for new programming period  | Finding out what principles the Government is already signed up to, relevant to better regulation and to policy aims of consent regimes.         |
| (14) Sense of Urgency?  | Medium.  |

**Document 72: Dti position paper on the mitigation and management of oil and gas marine seismic surveys**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | DTI Position Paper on the Mitigation and Management of Oil and Gas Marine Seismic Surveys.           |
| (2) Geographical Coverage   | UK   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Effects of oil and gas industry on marine mammals.  |
| (4) How could transnational co-operation meet these challenges?   | Follow JNCC guidelines for survey activities, develop technology to mitigate for effects on species. |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Marine conservation societies.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | NGOs.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Phase in effective mitigation techniques, evaluate cost effectiveness.                               |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Enhancement of new technology.   |
| (11) Questions that could be looked at in a transnational context   | Financial implications of industry.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | EU.  |
| (13) Benefits for new programming period  | Species conservation.  |
| (14) Sense of Urgency?  | Medium.  |

**Document 75: Towards Spatial Planning in the Marine Environment: Implementing the Bergen Declaration**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Towards Spatial Planning in the Marine Environment: Implementing the Bergen Declaration |
| (2) Geographical Coverage   | North Sea.  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Conflicts between conservation and uses of the sea.                                  |
| (4) How could transnational co-operation meet these challenges?   | MSP.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal stakeholders.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | International spatial planning for North Sea region.                                    |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         |   |
| (11) Questions that could be looked at in a transnational context   | How parties can implement at a national level.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | EU.   |
| (13) Benefits for new programming period  | Species conservation and overall management plan for uses.                              |
| (14) Sense of Urgency?  | High.   |

**Document 76: East Riding Integrated Coastal Zone Management Plan : Towards a Sustainable Coast June 2002**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | East Riding Integrated Coastal Zone Management Plan – Towards a Sustainable Coast June 2002  |
| (2) Geographical Coverage   | East Riding, UK  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Managing coastal erosion<br>b) Social aspects, e.g travel<br>c) Fisheries<br>d) Environmental quality<br>e) Conservation of heritage<br>f) Nature conservation<br>g) Renewable energy |
| (4) How could transnational co-operation meet these challenges?   | Develop an ICZM plan for the region.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a - g  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Coastal communities, stakeholders, government.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government, local authorities.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Commercial interests.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Gain understanding of current policies and ensure strategies complement each other.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         |  |
| (11) Questions that could be looked at in a transnational context   | How to ensure that all existing plans with a relevance to the coast are integrated.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other countries operating similar systems, rest of EU  |
| (13) Benefits for new programming period  | Integrated coastal zone management.  |
| (14) Sense of Urgency?  | Medium.  |

**Document 77: Developing A Strategic Framework For Scotland's Marine Environment**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Scottish Executive Environment Group: Developing a Strategic Framework for Scotland's Marine Environment - A Consultation   |
| (2) Geographical Coverage   | Scotland  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <ul style="list-style-type: none"> <li>a) climate change</li> <li>b) coastline change</li> <li>c) harnessing marine renewable energy</li> <li>d) protection of biodiversity (species and habitats)</li> <li>e) industrial/agricultural production</li> <li>f) commercial fisheries/aquaculture</li> <li>g) exploitation of mineral and hydrocarbon resources</li> <li>h) marine transportation/shipping</li> <li>i) coastal/marine development</li> <li>j) lack of transparency/accountability/co-ordination in coastal/marine planning/development</li> <li>k) waste disposal (from whatever source)</li> <li>l) tourism and recreation</li> </ul> |
| (4) How could transnational co-operation meet these challenges?   | Implementation of the Water Framework Directive, Bathing Water, Urban Waste Water Directive, Review and development of frameworks. Implementation of various conservation directives.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a – l   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government, maritime authorities, conservation groups and population.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local land owners / users.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Developing coastal strategy and consultation.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Strategic Environmental Assessment.   |
| (11) Questions that could be looked at in a transnational context   | Planning controls.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local Authorities, EU.  |
| (13) Benefits for new programming period  | A strategic framework for Scotland's marine environment which will provide for full stakeholder participation in devising appropriate management strategies and methods for marine waters.  |
| (14) Sense of Urgency?  | High.   |

**Document 78: Scottish Executive Securing a Renewable Future: Scotland's Renewable Energy**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Scottish Executive: Securing a Renewable Future – Scotland's Renewable Energy  |
| (2) Geographical Coverage   | Scotland   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <ul style="list-style-type: none"> <li>a) The cumulative impact of on-shore wind farms, coupled with the scarcity of suitable remaining hydro sites, make it unlikely that Scotland could achieve a substantially increased target by 2020 based on these technologies alone.</li> <li>b) Promotion of the development of new technologies such as offshore wind, biomass, wave and tidal power.</li> <li>c) Understanding energy efficiency.</li> </ul> |
| (4) How could transnational co-operation meet these challenges?   | The Executive will commission a study into energy supply and use in Scotland to inform the development of an integrated strategy for demand side management and renewable generation. The Renewables Obligation (Scotland) will be reviewed in 2005-06, in order to ensure that it remains responsive to the needs of the market and the emergence of new renewables technologies.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government, technology-based companies.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local population / public.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Implementation of the UK Biomass Infrastructure Grant Scheme, optimising potential for small scale distributed generation.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Local support provided by "one-stop shop" advice.  |
| (11) Questions that could be looked at in a transnational context   | Skills auditing to identify the extent of renewable energy expertise available in Scotland so that action can be taken by the industry to match skills to demand.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local Authorities, EU, local companies.  |
| (13) Benefits for new programming period  | An increase in renewable electricity generation as a means of reducing carbon emissions forms an important part of efforts to tackle climate change.   |
| (14) Sense of Urgency?  | High.  |

**Document 79: A Strategy For Scotland's Coast and Inshore Waters**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Scottish Executive: A Strategy for Scotland's Coast and Inshore Waters  |
| (2) Geographical Coverage   | Scotland  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <p>a) Declining fish stocks - this undermines the long-term interests of fishing communities and biodiversity;</p> <p>b) The accommodation and integration of different forms of aquaculture - even after two decades of development, finfish farming still tends to be controversial; advances in technology, management practice, species diversification, and polyculture, however, offer new prospects;</p> <p>c) The integration of marine nature conservation into use of the coastal zone - there is as yet no clear overall strategy and without this, new area designations tend to trigger defensive reactions and often see low levels of public support;</p> <p>d) The location of renewable energy installations on the coast or offshore - how many, how big, where;</p> <p>e) Water quality issues for shellfish and finfish farmers; coastal pollution threats to aquaculture, beaches, and wildlife; shoreline litter;</p> <p>f) The implications of sea level rise - how best to respond to this;</p> <p>g) Navigation issues relating the increased use of inshore waters;</p> <p>h) Reducing populations in some rural coastal communities.</p> |
| (4) How could transnational co-operation meet these challenges?   | Understand challenges, learn from previous lessons, respond to challenges, forward action and review progress.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local population, consumers / tourists  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Integration, spatial planning and decision-making, leadership, value and resources, working with dynamic processes and stakeholder participation.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Developing links relating ICZM to national indicators.  |
| (11) Questions that could be looked at in a transnational context   | Review current management partnerships and assess need/demand for further groups to ensure effective management of units, define integration and the means to monitor its progress in Scotland.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | EU.   |
| (13) Benefits for new programming period  | The pooling and dissemination of expertise in marine spatial planning within Scotland and the development of links with centres of excellence elsewhere in the UK and abroad  |
| (14) Sense of Urgency?  | High.   |

**Document 80: A Strategic Framework for Inshore Fisheries in Scotland 2005**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Scottish Executive: A Strategic Framework for Inshore Fisheries in Scotland 2005   |
| (2) Geographical Coverage   | Scotland   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <p>a) Delivering sustainable inshore fisheries for the future.</p> <p>b) Environmental integration into management plans.</p>  |
| (4) How could transnational co-operation meet these challenges?   | <p>Conserve, enhance and restore commercial stocks in the inshore and its supporting ecosystem.</p> <p>Optimise long-term and sustained economic return to communities dependent on inshore fisheries, and to promote quality initiatives.</p> <p>Maintain and restore the quality of the inshore marine environment for fisheries and for wildlife.</p> <p>Recognise historical fishing practices and traditional ways of life in managing inshore fisheries, to manage change, and to interact proactively with other activities in the marine environment.</p> <p>Develop and implement a transparent, accountable and flexible management structure that places fishermen at the centre of the decision-making process that is underpinned by adequate information, legislation and enforcement.</p> |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government, EU.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Fishers.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Setting of local objectives, development of management plans, measuring success.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Use of performance indicators for supporting management measures.  |
| (11) Questions that could be looked at in a transnational context   | The starting point against which success will be measured;   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | EU.  |
| (13) Benefits for new programming period  | Management plans to ensure sustainable fisheries.  |
| (14) Sense of Urgency?  | High.  |

**Document 82: A Strategic Framework for Scottish Aquaculture**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | A Strategic Framework for Scottish Aquaculture   |
| (2) Geographical Coverage   | Scotland   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Environmental concern has focused on the impact on wild salmon and sea trout stocks, on the seabed below finfish farms and on the wider marine ecosystem.<br>b) To promote growth - this will be contingent on the industry's continuing to be responsive to the market, to retailer requirements on quality assurance and to consumer demand for healthy products which are safety-assured and which offer good value for money. |
| (4) How could transnational co-operation meet these challenges?   | Encourage commercial investment.<br>Develop exports action plan.<br>Identify skills gaps – training and retraining.<br>Develop public understanding of and confidence in Scottish aquaculture.<br>Consider future relationships between seafood authority and the industry.<br>Develop integrated regulatory approaches.<br>Conduct Environmental Impact Assessments.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b   |
| (6) Who would benefit/participate in such co-operation (key players)  | Government, EU.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Fishers.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Independent studies on comparative costs.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Knowledge transfer partnerships.   |
| (11) Questions that could be looked at in a transnational context   | Enactment of legislation governing the aquaculture industry.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | EU.  |
| (13) Benefits for new programming period  | Management plans to ensure sustainable aquaculture industry.   |
| (14) Sense of Urgency?  | High.  |

**Document 83: Opportunities for Marine Energy in Scotland**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Opportunities for Marine Energy in Scotland  |
| (2) Geographical Coverage   | Scotland   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Establishing the status of the marine energy industry.<br>b) Understanding opportunities for policy level decision makers to influence the development of the industry?<br>c) Establishing how the benefits to Scotland be maximised?     |
| (4) How could transnational co-operation meet these challenges?   | Development plans for different devices.<br>Learning from others.<br>Identifying skills.<br>Increase credibility.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c  |
| (6) Who would benefit/participate in such co-operation (key players)  | Government, EU.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Public / local populations.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Identify competing sea area uses; identify environmental considerations, sensitivities and constraints; provide a strong market incentive mechanism to suit the needs of the marine energy industry; state clear policy aims and objectives. |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Parametric costing methodologies.  |
| (11) Questions that could be looked at in a transnational context   | Application of incentives.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | EU.  |
| (13) Benefits for new programming period  | Better understanding of marine energy schemes.   |
| (14) Sense of Urgency?  | Medium.  |

**Document 85: National Planning Policy Guidance**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | National Planning Policy Guidance – NPPG13 Coastal Planning   |
| (2) Geographical Coverage   | Scotland  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) To provide a national framework for the planning of coastal areas.<br>b) The Government recognises the special needs of people who live and work in rural areas and is committed to sustaining them and the communities and environment in which they live.<br>c) Safeguarding areas of high landscape value and nature conservation interest. |
| (4) How could transnational co-operation meet these challenges?   | Plan for different scenarios including developed coast, undeveloped coast, isolated coast, risk from erosion, risk from flooding, environmental assessment. Develop guidelines for tourism, sport and recreation, mineral extraction, energy generation, marine aquaculture and land reclamation.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Consultation of statutory and non-statutory plans.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Prioritisation of areas to work on.   |
| (11) Questions that could be looked at in a transnational context   | Implications of development plan policies.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            |   |
| (13) Benefits for new programming period  | Protection of the current and future well-being of the coast.   |
| (14) Sense of Urgency?  | Medium.   |

**Document 86: Rural Planning Typologies Research: Final report**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | England's Rural Strategy Factsheet 2004  |
| (2) Geographical Coverage   | UK   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Economic and social disparities in rural areas.<br>b) There is no homogenous 'Rural England'.   |
| (4) How could transnational co-operation meet these challenges?   | Economic and Social Regeneration - supporting enterprise across rural England, but targeting greater resources at areas of greatest need.<br>Social Justice for All - tackling rural social exclusion wherever it occurs and providing fair access to services and opportunities for all rural people.<br>Enhancing the Value of our Countryside - protecting the natural environment for this and future generations. |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Those who live in rural areas.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local population.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       |  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         |  |
| (11) Questions that could be looked at in a transnational context   |  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            |  |
| (13) Benefits for new programming period  |  |
| (14) Sense of Urgency?  |  |

**Document 88: Review of Integration among Plans for the Coast in Scotland: An Analysis of the SCF Coastal Plans Inventory**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Review of Integration among Plans for the Coast in Scotland: An Analysis of the SCF Coastal Plans Inventory   |
| (2) Geographical Coverage   | Scotland  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Identifying the level of integration that exists between plans and management strategies affecting the coastal zone<br>b) Identifying measures to strengthen the level of integration between plans. |
| (4) How could transnational co-operation meet these challenges?   | More up front public consultation and participation techniques including 'planning for real' in the preparation of ICZM plans.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Community involvement.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Development of a set of headline and core indicators for ICZM, not only to gauge integration between plan policies but to track performance of the entire ICZM process.                                 |
| (11) Questions that could be looked at in a transnational context   | Synchronisation of plan preparation with other regions to secure integration.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other coastal forums.   |
| (13) Benefits for new programming period  | Summary of coastal strategies to strengthen integrated coastal zone management.   |
| (14) Sense of Urgency?  | Medium.   |

**Document 89: A Future for Our Seas**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | A Future for Our Seas   |
| (2) Geographical Coverage   | Scotland  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Current management of the coasts and seas around Scotland is fragmented, outdated and unable to take account of local communities' relationship with the sea.<br>b) Several parts of Government deal with marine issues, yet there is no lead body and no overarching marine strategy to streamline their work.<br>c) Lack of accountability. Common access to resources can mean irresponsible use. Currently there are no means of enabling equitable participation of interest groups or structures for local 'ownership' and management. |
| (4) How could transnational co-operation meet these challenges?   | An effective, co-ordinated marine management strategy based on an understanding of how ecosystems work.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Production of a marine strategy, identify a lead body, promote effective marine spatial planning, promote local management, provide adequate protection for marine species and habitats and deliver a duty of care.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         |   |
| (11) Questions that could be looked at in a transnational context   | Establishment of a national decision-making 'body' to oversee marine strategic and spatial planning of devolved activities in Scottish waters in co-ordination with a UK body responsible for reserved matters.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other coastal forums.   |
| (13) Benefits for new programming period  | Effective management strategy.  |
| (14) Sense of Urgency?  | High.   |

**Document 90: Climate Change: Review of Levels of Protection Offered By Flood Prevention Schemes**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Scottish Executive Central Research Unit: Environment Group Research Programme<br>Research Findings No. 12<br>Climate Change: Review of Levels of Protection Offered By Flood Prevention Schemes   |
| (2) Geographical Coverage   | Scotland   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Climate change<br>b) Sea level rise<br>c) Flooding  |
| (4) How could transnational co-operation meet these challenges?   | A review of the UKCIP98 climate change projections in the context of river and coastal flooding in Scotland.<br><br>A review of observed long-term trends in Scottish flooding and flood related variables to allow recent perceived changes in flood behaviour to be set within the longer term context.<br><br>Assessments of how projected climate change may affect the likelihood of both river and coastal flooding in Scotland.<br><br>A review of the levels of protection offered by existing Scottish flood prevention schemes, together with consideration of potential adaptations to design standards for the future. |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | b, c   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government, maritime authorities, and population.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local land owners / users.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Flood risk assessment.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         |  |
| (11) Questions that could be looked at in a transnational context   | Uses of infrastructure.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local Authorities.   |
| (13) Benefits for new programming period  | Reduced flood risk.  |
| (14) Sense of Urgency?  | Medium.  |

**Document 92: Scotland's Biodiversity – It's in Your Hands**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Scotland's Biodiversity – It's in Your Hands: A strategy for the conservation and enhancement of biodiversity in Scotland   |
| (2) Geographical Coverage   | Scotland  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Promoting biodiversity<br>b) Important research needs  |
| (4) How could transnational co-operation meet these challenges?   | Monitoring the implementation of the Biodiversity Strategy and to give some measure of progress towards the achievement of its vision.                              |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Conservation organisations.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local land owners / users.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Using indicators, indicator development and baseline assessment.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Using comparable indicators.  |
| (11) Questions that could be looked at in a transnational context   | Gauging success.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local Authorities.  |
| (13) Benefits for new programming period  | Ensuring a diverse and thriving natural environment, for it is essential to the economic, social and spiritual health and wellbeing of this and future generations. |
| (14) Sense of Urgency?  | Medium.   |

**Document 93: Indicators to Monitor the Progress of Integrated Coastal Zone Management: A Review of Worldwide Practice – Research Findings**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Scottish Executive Central Research Unit: Indicators to monitor the progress of integrated coastal zone management - a review of worldwide practice                |
| (2) Geographical Coverage   | Scotland   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Requirement of national strategies to manage Scottish waters<br>b) Sustainable development  |
| (4) How could transnational co-operation meet these challenges?   | Monitoring progress towards sustainable development for Scotland's coastline.<br>Using indicators to determine the effectiveness of the Scottish approach to ICZM. |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government, local authorities  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local land owners / users.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Desk-top review of current practice from around the world, and discussions with coastal management practitioners and key academics.                                |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Workshops.   |
| (11) Questions that could be looked at in a transnational context   | Indicators to measure state of coastline and effectiveness of ICZM.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local Authorities.   |
| (13) Benefits for new programming period  | Integrated and holistic approach to management issues.   |
| (14) Sense of Urgency?  | High.  |

**Document 94: Indicators of Sustainable Development for Scotland**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Indicators of Sustainable Development for Scotland  |
| (2) Geographical Coverage   | Scotland  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Live within the capacity of fish stocks and safe 'biological limits'.<br>b) Fish stocks are declining.   |
| (4) How could transnational co-operation meet these challenges?   | To ensure that all major species in Scottish waters are within safe biological limits.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Fishers.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Continuing review which includes consideration of measures designed to reduce discarding of undersized fish and the integration of broad environmental protection measures into the Common Fisheries Policy.    |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         |   |
| (11) Questions that could be looked at in a transnational context   | Establishment of a national decision-making 'body' to oversee marine strategic and spatial planning of devolved activities in Scottish waters in co-ordination with a UK body responsible for reserved matters. |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | EU.   |
| (13) Benefits for new programming period  | Effective management strategy.  |
| (14) Sense of Urgency?  | Medium.   |

**Document 95: Prevention of Environmental Pollution from Agricultural Activity  
A CODE OF GOOD PRACTICE**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Prevention of Environmental Pollution from Agricultural Activity  |
| (2) Geographical Coverage   | Scotland  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Farmers and those involved in agricultural activities, including farm advisers, could minimise the risks of environmental pollution from farming operations – potential pollution of coastal waters. |
| (4) How could transnational co-operation meet these challenges?   | Cross compliance of statutory management requirements.  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Conservation organisations, Government.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Farming authorities   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Those involved in agricultural activities.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Prevention and control.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         |   |
| (11) Questions that could be looked at in a transnational context   | Control of diffuse pollution.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            |   |
| (13) Benefits for new programming period  | Limited pollution.  |
| (14) Sense of Urgency?  | Low.  |

**Document 96: Protecting Our Marine Historic Environment: Making the System Work Better**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Protecting Our Marine Historic Environment: Making the System Work Better  |
| (2) Geographical Coverage   | UK   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Lack of more integrated management of marine historic environment.  |
| (4) How could transnational co-operation meet these challenges?   | A positive approach to managing the marine historic environment, which will be transparent, inclusive, effective and sustainable and central to social, environmental and economic agendas at a local as well as national level.<br><br>A legislative framework that protects the marine historic environment but enables appropriate management techniques to be applied and to evolve. |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government, maritime authorities, conservation groups and population.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local land owners / users.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Review, identifying issues and designation legislation.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Implementing new definitions.  |
| (11) Questions that could be looked at in a transnational context   | Defining historic environment.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local Authorities, EU.   |
| (13) Benefits for new programming period  | Effective management and control of protected sites.   |
| (14) Sense of Urgency?  | Medium.  |

**Document 97: Review of the Scottish Climate Change Programme: A Consultation**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Review of the Scottish Climate Change Programme: a Consultation  |
| (2) Geographical Coverage   | Scotland   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Rainfall patterns are changing, sea levels are rising, glaciers are retreating, Arctic sea-ice is thinning and the incidence of extreme weather is increasing in many parts of the world.<br>b) Flooding is a major risk. |
| (4) How could transnational co-operation meet these challenges?   | Cutting emissions and developing the technologies that will help developing countries achieve sustainable development..  |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | b  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Population.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Review programme policies in sectors such as energy, business, transport, household, agriculture, forestry and land use, public, waste management and Scottish Building Regulations.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Consultation.  |
| (11) Questions that could be looked at in a transnational context   | Delivering reduction in emissions.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            |  |
| (13) Benefits for new programming period  | Limited climate change.  |
| (14) Sense of Urgency?  | High.  |

**Document 98: Extending Planning Controls to Marine Fish Farming Consultation paper**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Extending Planning Controls to Marine Fish Farming  |
| (2) Geographical Coverage   | Scotland  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) Conflict of interest for the then Crown Estate Commissioners (now styled "the Crown Estate"), given their dual role as both landlord for, and effectively regulator of, marine fish farming developments |
| (4) How could transnational co-operation meet these challenges?   | Application of statutory controls, consultation to gain insight as to further controls.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government, fishers.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Consultation.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Consultation.   |
| (11) Questions that could be looked at in a transnational context   | Geographical scope.   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | EU  |
| (13) Benefits for new programming period  | Regulation of marine fish farming.  |
| (14) Sense of Urgency?  | Medium.   |

**Document 99: Scottish Coastal Forum: Current ICZM initiatives: Spring 2004**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Scottish Coastal Forum: Current ICZM Initiatives: Spring 2004   |
| (2) Geographical Coverage   | Scotland  |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <p>a) The encouragement of local coastal fora to take forward integrated management of local coastal areas.</p> <p>b) Bringing together representatives of bodies with a major interest in, or responsibility for, coastal issues to provide a national context for the work of local fora.</p> <p>c) The preparation of a series of national guidance and advice publications, drawing upon the work and experience of the Scottish Coastal Forum and of the local coastal fora.</p>                         |
| (4) How could transnational co-operation meet these challenges?   | Consideration of the nature, scale and potential of social, economic and environmental resources in Scottish waters and the pressures it faces. Also, consideration with the sustainable management and utilisation of Scotland's coastal marine environment and fragile coastal communities.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government, coastal forums.   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local users / population.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | <p>Taking a broad overall perspective (thematic and geographic).</p> <p>Taking a long-term perspective including the precautionary principle.</p> <p>Taking an adaptive management approach during a gradual process.</p> <p>Allowing for local solutions to local problems.</p> <p>Working with natural processes.</p> <p>Involving all the parties concerned with the support and involvement of relevant administrative bodies.</p> <p>Using a combination of instruments to deliver what is required.</p> |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | The establishment of a Marine Environment Co-ordination Group.  |
| (11) Questions that could be looked at in a transnational context   | Determining the potential of existing regulatory and other systems for delivering marine nature conservation, identifying any gaps in existing systems and make recommendations on how to fill them.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Other coastal forums, EU.   |
| (13) Benefits for new programming period  | Integrated approach to marine activity.   |
| (14) Sense of Urgency?  | High.   |

**Document 100: Scottish Coastal Socio-Economic Scoping Study**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | Scottish Coastal Socio-Economic Scoping Study  |
| (2) Geographical Coverage   | Scotland   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <p>a) Coastal regions face a series of significant socio-economic pressures, such as unemployment, social instability and economic competition, this recognition has not been coupled with an understanding of the socio-economic characteristics of coastal areas.</p> <p>b) Social disadvantage: many communities in rural areas of Scotland have experienced problems arising from various forms of social system failure. Key areas of concern relate to poverty, limited employment opportunities, lack of access to social housing and poor service provision.</p> <p>c) Migration- Rural communities may experience both positive and negative affects as a result of migration processes such as counter-urbanisation.</p> <p>d) Local economic development- The ability of rural areas to overcome social exclusion is dependant upon an ability to form effective local partnerships geared towards improved social capital and economic growth.</p> |
| (4) How could transnational co-operation meet these challenges?   | Provide an overview of the broad socio-economic make-up and issues facing coastal communities, provide an overview of how the coastal population in different regions of Scotland is changing its relationship with the sea, and suggest possible future directions for these communities.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government, coastal forums.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local users / population.  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | <p>Increase the range and diversity of issues on the coast, such as the expansion of marine aquaculture and the interest in local quarrying; increase participation in leisure and recreation;</p> <p>Deal with dereliction in some coastal areas following the decline of industries such as ship building and coal mining and as a result of demilitarisation;</p> <p>Recognise that, even in parts of the developed lengths of the coastline, some important nature conservation interests require to be taken into account when considering new development proposals;</p> <p>Encourage greater public awareness of and involvement in, environmental issues.</p>  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Using statistical indices.   |
| (11) Questions that could be looked at in a transnational context   | <p>How ICZM strategies would take fuller account of the socio-economic characteristics of coastal areas.</p> <p>How ICZM strategies need to provide a framework for the promotion of local economic development partnerships</p>   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local Authorities, EU.   |
| (13) Benefits for new programming period  | Better understanding of socio-economic conditions which will support the implementation of ICZM.   |
| (14) Sense of Urgency?  | High.  |

**Document 101: Coastal Management Trust for Scotland**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Document Reference  | A Coastal Management Trust for Scotland: a Concept Development and Feasibility Study   |
| (2) Geographical Coverage   | Scotland   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) The difficulty of securing core funding for present Fora means that there is a danger of much of the Scottish ICZM commitment, effort and knowledge being dissipated, and the essential long-term momentum being lost. There is thus an urgent priority to secure both organisational and financial sustainability for Scotland's ICZM framework and its constituent Local Coastal Fora.  |
| (4) How could transnational co-operation meet these challenges?   | Establish the economic, organisational and financial feasibility of establishing a self-financing and sustainable national Coastal Management Trust for Scotland which could then provide secure funding for the activities of Local Coastal Fora (LCFs) and for other future coastal management priorities within Scotland.<br>Provide practical guidance and an effective action plan to establish and launch such a Trust, should the establishment of a Coastal Management Trust prove feasible and desirable; or to identify possible alternative funding opportunities should a Trust not prove viable.<br>Explore, as an alternative, whether it would be financially and strategically preferable to encourage existing and possible future LCFs in Scotland to individually establish and fund themselves as self-funding perpetual Trusts.<br>Identify and define the essential operational purposes, activities, nature and capability of a possible Coastal Management Trust for Scotland, as a means for providing an agreed concept that can then be subject to a feasibility study. |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a  |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government, coastal forums.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.  |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |  |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Desk and online research, development discussions, review of other initiatives.  |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         |  |
| (11) Questions that could be looked at in a transnational context   | Auditing and understanding the local coastal zones; developing strategic management plans and action programmes; and in building the partnerships of key public and private sector organisations required to gain acceptance of strategic priorities and to secure the necessary financial and human resources required for delivery.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Local Authorities, EU.   |
| (13) Benefits for new programming period  | The promotion and enabling of the integrated management of Scotland's coastal zones, both onshore and offshore, to ensure sustainable economic, environmental and community development  |
| (14) Sense of Urgency?  | High.  |

**Document 102: Defra Marine Spatial Planning Pilot. Study to test the practicability of implementing marine spatial planning in the UK. The study involves a literature review of relevant experience together with the development of a simulated pilot plan for part of the Irish Sea.**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Irish Sea Pilot Project: Coastal and Marine Spatial Planning Framework  |
| (2) Geographical Coverage   | Irish Sea   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | a) For the Irish Sea, and other seas around Ireland and the UK, the sectoral approach to marine regulation has largely evolved in a policy vacuum.<br>b) No obligation on any regulator to prepare a plan that co-ordinates and expresses the spatial implications of various proposals, programmes of investment, developments or other changes.<br>c) No system for providing a framework for consistent and co-ordinated decision making<br>d) No plan or policy framework against which regulators should check all new proposals for compliance.<br>e) No system through which the various regulators of the marine environment can achieve integrated planning. |
| (4) How could transnational co-operation meet these challenges?   | Marine spatial planning system.   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | a, b, c, d, e   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Government and local marine authorities.  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Government.   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Local population.   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Plan making, implementation and enforcement, monitoring and performance review.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Ecosystem based approach.   |
| (11) Questions that could be looked at in a transnational context   | A statutory system with a statutory purpose and duties.<br>Scope, jurisdiction and scale of marine spatial planning.<br>Hierarchy of planmaking.  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Marine authorities, EU.   |
| (13) Benefits for new programming period  | Spatial planning will help to improve co-operation and management of the range of different activities that take place in coastal waters.   |
| (14) Sense of Urgency?  | High  |

## 7.2.5 Germany

- Document 103 Raumordnung auf dem Meer, Bundesamt für Bauwesen und Raumordnung, Bonn, Heft 7/8.2004
- Document 104 Raumordnung auf dem Meer? Raumordnungsstrategien für ein stärker integriertes Management des Küstenraumes: Workshop-Dokumentation, Bundesministerium für Verkehr, Bau- und Wohnungswesen 28.10.2002
- Document 105 Integriertes Küstenzonenmanagement (IKZM): Raumordnungsstrategien im Küstenbereich und auf dem Meer, Thesenpapier Okt. 2003 (K.Gee, A.Kannen, B.Glaeser, H.SteRr)
- Document 106 Integriertes Küstenzonenmanagement (IKZM): Raumordnungsstrategien im Küstenbereich und auf dem Meer, Teil I: Themen, Trends und Herausforderungen im Küstenraum; Sept. 2003 (K.Gee, A.Kannen, B.Glaeser, H.Steer)
- Document 107 H.J.Buchholz: Strategien und Szenarien zur Raumnutzung in den deutschen Ausschließlichen Wirtschaftszonen in Nordsee und Ostsee, edited by BBR, Bonn, Dez. 2002,
- Document 108 Ministerium für Arbeit, Bau und Landesentwicklung Mecklenburg-Vorpommern, Raumentwicklungsprogramm Mecklenburg-Vorpommern, Entwurf, Jan. 2004 (State Spatial Plan of Mecklenburg-Vorpommern, SSP-MV/ offshore part)
- Document 109 Abschluss des Raumordnungsverfahrens - Landesplanerische Beurteilung - zur geplanten Errichtung des Offshore-Windparks SKY2000 in der Mecklenburger Bucht, Innenministerium Schleswig-Holstein, Landesplanungsbehörde, Dez. 2003 (example for the German Territorial Impact Assessment procedure - TIA - for a wind farm project)
- Document 110 Innenministerium Schleswig-Holstein: Integriertes Küstenzonenmanagement in Schleswig-Holstein, Kiel 20010
- Document 111 Landesregierung Niedersachsen: Änderung des Landes-Raumordnungsprogramms Niedersachsen, 2004
- Document 112 Weiterer Ausbau der Windenergienutzung im Hinblick auf den Klimaschutz, i.A. des Bundesministeriums für Umwelt, Naturschutz und Reaktorsicherheit, Berlin, Nov. 2003, Strategie der Bundesregierung zur Windenergienutzung auf See im Rahmen der Nachhaltigkeitsstrategie der Bundesregierung (interministerieller Bericht, Jan. 2002)
- Document 113 Bundesamt für Seeschifffahrt und Hydrographie: Standarduntersuchungskonzept - Auswirkungen von Offshore-Windenergieanlagen auf die Meeresumwelt, Feb. 2003 (Federal Maritime and Hydrographic Agency (BSH): Standard concept to assess impacts from offshore wind mills on the marine environment)

## Document 103: Raumordnung auf dem Meer, Bundesamt für Bauwesen und Raumordnung, Bonn, Heft 7/8.2004

and

## Document 104: Raumordnung auf dem Meer? Raumordnungsstrategien für ein stärker integriertes Management des Küstenraumes: Workshop-Dokumentation, Bundesministerium für Verkehr, Bau- und Wohnungswesen 28.10.2002

| Issues addressed in the TOR  | Document Screening  |
|--|---|
| (1) Geographical Coverage  | German parts of North Sea and of Baltic Sea   |
| (2) What are the main spatial challenges regarding coastal waters for the North Sea Region until 2010? | <ul style="list-style-type: none"> <li>All traditional sea uses (shipping, fishery, waste dumping, minerals exploitation, military training etc.) could traditionally be governed by sector regulations. New use demands (wind parks, Natura 2000 protected areas, aqua culture etc.) have led to growing use conflicts. This requires forward looking cross-sector and spatial coordination for which spatial planning tools applied on land are applicable.</li> <li>Among the environmental problems resulting from expanding sea-side activities are: overfishing, water pollution, eutrophication, multiple local impacts from mining, shipping, tourism and wind harvesting.</li> <li>Therefore, in Germany the decision was taken to extend spatial planning to sea areas (a) in the 12-sm zone and (b) in the Exclusive Economic Zone EEZ (&gt;12/ &lt;200 sm zone). Responsibility for (a): the Länder; for (b): the federal government.</li> <li>No strategic concepts do exist at present for development of German sea areas and their future uses. Only first general considerations have been proposed by H. Buchholz (see 0).</li> <li>The sea-land interdependency is widely acknowledged, but insufficiently researched and documented. Parallel to better planning (coordination), research must be promoted to deal with: (a) assessment of ecological and economical impacts from sea use activities; (b) impacts from global change on coastal areas and strategic conclusions; (c) effective risk management for natural and man-made disasters on sea and in coastal zones; (d) spatial planning procedures for sea areas; (e) development of high-standard service qualifications to establish ICZM. A first step should be to network existing scientific competencies and to demonstrate the feasibility of ICZM.</li> <li>A research project funded by the German federal government (Min. of Science and Technology) will analyse ICZM at the North Sea coast of Schleswig-Holstein, with view at: new major offshore wind parks and their links to the mainland, mari-culture, European environmental directives, as well as traditional use interests (tourism, fishery) and coast protection.</li> <li>In view of unknown future use demands, it is imperative to reserve generous sea space.</li> <li>The integrated management of sea areas is not only a planning issue. It requires also new legal regulations.</li> <li>Integrated Coastal Zone Management (ICZM) is another coordination instrument, not based on statutory planning but on soft concertation processes with a strong focus on bottom-up processes and on voluntary cooperation. ICZM deals in principle with both sides of coastal zones: the land and the sea side, and their interaction.</li> <li>The EU has supported an ICZM demonstration program with 35 projects. On this basis, the European Parliament and European Council have recommended (on 30 May 2002) that member States develop national ICZM strategies. InterregIIIB can be used for this purpose.</li> <li>Maritime activities in different countries' sea areas impact each other to a stronger extent than (in most cases) land-based activities. Therefore, transnational cooperation/ concertation are needed more urgently there. A good example of transnational cooperation is the Wadden Sea Forum, where the Netherlands, Denmark and Germany have jointly promoted protected areas and their integrated management. This can be seen as a root of ICZM.</li> <li>A good example for transnational cooperation regarding coastal water management is the Trilateral Wadden Sea Forum (Netherlands, Germany, Denmark), where the integrated management of protected sea areas is promoted. This initiative can be seen as a major root for ICZM.</li> <li>Experiences of different countries differ widely. A relatively long tradition exists in the U.K., to consider land- and sea-side activities together in an ICZM-like participatory process.</li> <li>Wind farming is a major new use demand with high expansion potential. But other</li> </ul> |

| Issues addressed in the TOR   | Document Screening  |
|---|---|
|   | forms of energy mining (e.g. tidal, wave) may also become more relevant.  |
| (a) Degree of knowledge of these issues by key players (relevant sector authorities and policy makers on national and regional level, EU, private sector, non-governmental organisations on EU and national level)  | issues well known   |
| (b) What is the degree of coverage of these issues by existing policies, strategies and investment plans?   | insufficient coverage (sector-dominated concepts, separation of land-side and sea-side planning)  |
| (c) What partners outside the North Sea Region would be crucial to consult or to co-operate with?   | not essential except for exchange of experience (Baltic Sea Region)   |
| (d) In what way should this theme be formulated in order to get the most out of transnational spatial development co-operation in a new programming period? In this respect it is important to bear in mind that a next programme period should go well beyond what is addressed in this round. |   |
| (3) How could transnational co-operation meet these challenges? Which of the challenges will benefit from transnational co-operation within the North Sea Region  | <ul style="list-style-type: none"> <li>• Knowledge: collect basic information on existing and future use demand; improve knowledge basis to assess environmental and economic impacts from new activities/ installations</li> <li>• Tools: develop together improved planning approaches; agree on cross-border consultation and coordination procedures</li> <li>• Regulations: develop as much as possible compatible planning rules and procedures to facilitate cross-border consultation</li> <li>• Projects: initiate joint cross-border planning projects accompanied by research</li> </ul> |
| (4) Who would benefit/participate in such co-operation (key players)? Who would be interested in undertaking the work (the likely actors)   | Coastal regions; parties interested in new offshore use projects (investors)  |
| (5) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors).   |   |
| (6) What sort of activities/investments would be valuable to undertake? Innovative approaches which would be useful to test in pilot projects   | no investments, but soft components only, see above   |
| (7) Are the project examples in Annex 3 of NorVision still relevant?  |   |
| Vision 2: NSR with balanced spatial structure   |   |
| <ul style="list-style-type: none"> <li>• <i>Develop methods and approaches of integrated coastal zone management which integrate regional economic development and planning.</i></li> </ul>   | still valid and relevant  |
| Vision 4: NSR takes care of its natural resources and ecological equilibrium and cultural heritage  |   |
| <ul style="list-style-type: none"> <li>• <i>Identify the implications of spatial policies on the ecology of the North Sea and suggest improvements</i></li> </ul>   | still valid and relevant  |
| <ul style="list-style-type: none"> <li>• <i>Designation and administrative procedures of protected areas on the seabed</i></li> </ul>   | not specifically addressed  |
| <ul style="list-style-type: none"> <li>• <i>Demonstration project for new energy production (incl. tidal power)</i></li> </ul>  | still valid and relevant  |
| <ul style="list-style-type: none"> <li>• <i>Potentials for wave energy development</i></li> </ul>   | still valid and relevant  |

| Issues addressed in the TOR  | Document Screening   |
|--|--|
| Vision 9: Human activities in harmony with nature  |  |
| <ul style="list-style-type: none"> <li>• <i>Identify implications of extended use of coastal waters for large and small scale facilities wind farming</i></li> </ul> | still valid and relevant   |
| <ul style="list-style-type: none"> <li>• <i>Develop approaches to manage the change towards sustainable tourism</i></li> </ul>                                       | still valid and relevant   |
| <ul style="list-style-type: none"> <li>• <i>Study methods of cross-sector planning</i></li> </ul>  | the main issue! not study only, but develop and agree on methods |
| <ul style="list-style-type: none"> <li>• <i>Implications of fish farming in coastal waters</i></li> </ul>  | still valid and relevant   |
| (8) Questions that could be looked at in a transnational context   | see above  |
| (9) Benefits for new programming period  |  |
| (10) Sense of Urgency?   |  |

**Document 105: Integriertes Küstenzonenmanagement (IKZM): Raumordnungsstrategien im Küstenbereich und auf dem Meer, Thesenpapier Okt. 2003 (K.Gee, A.Kannen, B.Glaeser, H.SteRr)**

and

**Document 106: Integriertes Küstenzonenmanagement (IKZM): Raumordnungsstrategien im Küstenbereich und auf dem Meer, Teil I: Themen, Trends und Herausforderungen im Küstenraum; Sept. 2003 (K.Gee, A.Kannen, B.Glaeser, H.Steer)**

The authors analyse different use categories, their development trends, potential problems, conflicts with other uses, spatial relevance, and dynamics. In general, dynamic sector get also high political priority. But some sectors with low dynamics (e.g. fishery) are also politically highly relevant. This assessment is subjective, and different ranking in different regions may be expected.

|          |        | Political priority   |  |  |
|----------|--------|--|--|--|
|          |        | high   | medium   | low  |
| Dynamics | high   | <ul style="list-style-type: none"> <li>offshore wind farming</li> <li>protection of the sea</li> </ul>                                   |  |  |
|          | medium | <ul style="list-style-type: none"> <li>utility lines</li> <li>the open seas as a public value</li> <li>tourism</li> <li>ports</li> </ul> | <ul style="list-style-type: none"> <li>shipping</li> <li>agricultural nutrients</li> </ul> |  |
|          | low    | <ul style="list-style-type: none"> <li>fishery</li> </ul>  |  | <ul style="list-style-type: none"> <li>sand and gravel exploitation</li> <li>oil and gas mining</li> <li>dumping of dredged materials</li> <li>mari-culture</li> <li>on-land service centers</li> <li>coastal nature protection</li> <li>coast protection</li> </ul> |

| Nutzungsform                     | Entwicklungstrends   | Probleme   | Konflikte   | räumliche und politische Relevanz                 | Dynamik/Priorität  |
|----------------------------------|--|--|---|---|--|
| <b>Offshore-Windenergieparks</b> | <ul style="list-style-type: none"> <li>Erste Windparks sind genehmigt, weitere befinden sich in Planung</li> <li>Abhängigkeit des prognostizierten Flächenbedarfs von technologischen Entwicklungen</li> <li>Abhängigkeit von der Förderungspolitik für regenerative Energien</li> <li>Wirtschaftliche Impulse für ländliche Regionen an der Nordsee und Wachstum</li> </ul> | <ul style="list-style-type: none"> <li>Beanspruchung öffentlicher Güter durch die Windenergiebranche</li> <li>Hoher Flächenbedarf</li> <li>Ausbau von Service-Knoten an Land erfordert erhöhte Schiffsbewegungen zur Versorgung und Wartung</li> <li>mittelfristige Ablösung durch andere Formen regenerativer Energien</li> <li>hohe Emotionalität aufgrund versprochener wirtschaftlicher Impulse in ländlichen Räumen und befürchteter negativer Auswirkungen auf andere Wirtschaftszweige</li> <li>Abhängigkeit von der Bereitstellung effektiver Einspeisepunkte und</li> </ul> | <ul style="list-style-type: none"> <li>Naturschutz (Ökologische Auswirkungen von Installation und Betrieb auf Wale und Vögel)</li> <li>Tourismus (visuelle Beeinträchtigungen)</li> <li>Visuelle Beeinträchtigungen für Anwohner und Zweitwohnsitzentwürmer</li> <li>Hohe lokale Emotionalität</li> <li>Auswirkungen an Land durch Ausbau von Versorgungszentren und Infrastruktur</li> </ul> | <p>national (politisch) regional (inhaltlich)</p> | <p>Hohe politische Priorität</p> <p>Hohe lokale und nationale Dynamik</p> <p>Hohe internationale Dynamik</p> |

| Nutzungsform        | Entwicklungstrends   | Probleme   | Konflikte  | räumliche und politische Relevanz                                | Dynamik/Priorität  |
|---------------------|--|--|--|--|--|
|                     |  | <ul style="list-style-type: none"> <li>Stromnetze</li> <li>Versicherungsrechtliche Fragen noch ungeklärt</li> <li>Bereitstellung von Testflächen an Land</li> </ul>  |  |  |  |
| <b>Meeresschutz</b> | <ul style="list-style-type: none"> <li>Verstärkte Ausweisung von Meeresschutzgebieten in- und offshore (Konformität mit EU-Richtlinien)</li> <li>Neue Formen von Schutzgebieten verlangen neue Prioritäten</li> </ul>  | <ul style="list-style-type: none"> <li>Hohes Konfliktpotential mit allen anderen Nutzungsformen, die sich negativ auf die Biotope und Einzelspezies auswirken</li> <li>Nicht alle Konflikte können durch entsprechendes Management gelöst werden</li> <li>Thematische Raumanalysen als Grundlage für Management- und Standortentscheidungen notwendig</li> <li>hoher emotionaler Wert</li> </ul>   | <ul style="list-style-type: none"> <li>Sedimententnahme</li> <li>Fischerei</li> <li>Verklappung</li> <li>Seeverkehr/Leitungsstrassen</li> <li>Tieffluggebiete</li> <li>(potentiell) Windenergie</li> <li>Tourismus</li> <li>(potentiell) Marikulturen</li> </ul>   | <p>National (inkl. EU-Vorgaben)</p>                              | <p>Hohe politische Priorität</p> <p>Hohe Dynamik</p>                                 |
| <b>Fischerei</b>    | <ul style="list-style-type: none"> <li>Verschärfung der (internationalen) Konkurrenz um niedrige Bestände</li> <li>Verschärfung der Fangquoten</li> <li>Höherer Investitionsbedarf in neue Technologien und Fangmethoden</li> <li>Stagnation der deutschen Fischerei auf niedrigerem Niveau</li> <li>Anhaltende lokale Bedeutung der Fischerei (identitätsstiftend) und wichtige Rolle im Tourismus</li> </ul> | <ul style="list-style-type: none"> <li>unmittelbare ökologische Auswirkungen durch Entnahme von Spezies und Beifang</li> <li>Störung des Meeresbodens durch Schleppnetze</li> <li>Schäden an Kabeln und Trassen durch Schleppnetze</li> <li>Einschränkung der Flottenmobilität durch Ausweitung von festen Installationen und no-go-areas</li> <li>Schwierigkeiten der Ausweisung designierten Fanggebieten (Mobilität der Spezies)</li> </ul> | <ul style="list-style-type: none"> <li>Konflikte mit dem Naturschutz durch Überschung, Veränderung der Lebensgemeinschaften, Störungen des Meeresgrundes und Auswirkungen von Fischereifällen</li> <li>Konflikte innerhalb der Fischereien durch verstärkte Konkurrenz und unnachhaltige Ressourcennutzung</li> <li>Konflikte mit no-go-areas wie bspw. Schutzgebiete und Windparks</li> <li>Indirekte Konflikte mit Aktivitäten, die Laich- und Fanggebiete beeinflussen (Wasserverschmutzung, Stoffeintrag)</li> <li>Hohe Emotionalität</li> </ul> | <p>National (politisch, inkl. EU-Politik) Lokal (inhaltlich)</p> | <p>Hohe politische Priorität</p> <p>Hohe lokale Priorität</p> <p>Geringe Dynamik</p> |

| Nutzungsform                        | Entwicklungstrends  | Probleme   | Konflikte  | räumliche und politische Relevanz | Dynamik/Priorität   |
|-------------------------------------|---|--|--|-----------------------------------|---|
|                                     |   | <ul style="list-style-type: none"> <li>Unsicherheiten der EU-Fischereipolitik und der gesamtwirtschaftlichen Entwicklung der Fischerei</li> </ul>  |  |                                   |   |
| <b>Die See als öffentliches Gut</b> | <ul style="list-style-type: none"> <li>Bedeutungsgewinn offener Meereslandschaften durch verstärkte touristische Nutzung</li> <li>Rapide Abnahme offener Seeschichten durch Zuwachs an festen, weithin sichtbaren Installationen und Nutzungsintensivierung (hohe Verlustgefahr)</li> </ul>   | <ul style="list-style-type: none"> <li>National: Ungeklärte Rechtslage zur privaten Nutzung öffentlicher Güter</li> <li>Lokal: hohe Bedeutung der ästhetischen Merkmale offener Seeschichten für die Bevölkerung</li> <li>Hohe lokale Emotionalität</li> </ul>   | <ul style="list-style-type: none"> <li>Konflikte mit festen Installationen wie Windparks und Plattformen,</li> <li>bedingte Konflikte mit regelmäßigen Formen des Schiffsverkehrs</li> <li>Störung durch Licht und Lärm</li> </ul>   | national und lokal                | Hohe nationale Priorität<br>Mittlere Dynamik  |
| <b>Leitungstrassen</b>              | <ul style="list-style-type: none"> <li>Verstärkte Verlegung von Kabeln und Versorgungsleitungen im Meer</li> <li>Steigender Bedarf an Versorgungs- und Produktleitungen durch zunehmende Offshore-Nutzung</li> <li>Steigende Vernetzung künstlicher Inseln untereinander und mit Versorgungszentren an Land</li> <li>Einspeisepunkte und erweitertes Stromnetz auf dem Land erforderlich</li> </ul> | <ul style="list-style-type: none"> <li>Koordinierung der Verlegung bisher nicht sichergestellt</li> <li>Bündelung in Trassen nicht immer möglich</li> <li>Schäden durch sich kreuzende Kabel, Schifffahrt und Fischerei (Schleppnetze)</li> <li>Präsenz entsprechender Anbindungspunkte an Land nicht immer gegeben</li> <li>In der Nordsee: Querung der Nationalparke unumgänglich</li> </ul> | <ul style="list-style-type: none"> <li>Fischerei und Schifffahrt (Beschädigung der Kabel durch Ankerwurf und Schleppnetze, umgekehrt Beeinträchtigung der Schifffahrt und des Fischfangs durch Trassenführung)</li> <li>Naturschutz (Problem der Entsorgung obsoletter Kabel, Störungen durch Verlegung und Instandhaltung)</li> <li>Ausweisung von Flächen, die eine gerade Trassenführung verhindern (Windenergie, Naturschutz)</li> </ul> | national und regional             | Hohe nationale Priorität (Anbindung an Land)<br>Mittlere regionale Dynamik                                  |
| <b>Tourismus</b>                    | <ul style="list-style-type: none"> <li>Hohe lokale und regionale Bedeutung</li> <li>Unterschiedliche Trends an Nord- und Ostsee</li> <li>Neue Destinationen und neue Infrastruktur als Hauptattraktion an der Ostsee</li> <li>Erholung in intakter Natur von steigendem Interesse</li> </ul>  | <ul style="list-style-type: none"> <li>Abhängigkeit vieler ländlicher Regionen vom Tourismus</li> <li>Kritischeres Freizeitpublikum mit hohen qualitativen Ansprüchen</li> <li>Entstehung neuer Trends (z.B. Wellness)</li> <li>Verstärkte Nischenbildung und</li> </ul>   | <ul style="list-style-type: none"> <li>Konflikte mit dem Natur- und Landschaftsschutz (Schaffung neuer Infrastruktur und visueller Beeinträchtigungen)</li> <li>Konflikte mit der lokalen Bevölkerung (Saisonale Überforderung,</li> </ul>   | lokal                             | Hohe politische Bedeutung<br>Hohe wirtschaftliche Bedeutung<br>Geringe bis mittlere Dynamik mit punktuellen |

| Nutzungsform                             | Entwicklungstrends   | Probleme  | Konflikte   | räumliche und politische Relevanz   | Dynamik/Priorität   |
|--|--|---|---|---|---|
|  |  | <ul style="list-style-type: none"> <li>Spezialisierung der Destinationen erforderlich</li> <li>Abhängigkeit von äußeren Faktoren (z.B. allgemeine Wirtschaftslage, internationale Sicherheit)</li> </ul>  | <ul style="list-style-type: none"> <li>Verteuerung von Grundstücken</li> <li>Küstenschutz (Bebauung, Verschlickung von Badestellen durch Küstenschutzmaßnahmen)</li> </ul>  |   | Ausreißern  |
| <b>Schifffahrt</b>                       | <ul style="list-style-type: none"> <li>Ausweitung des inter- und intrazonalen Schiffsverkehrs, gemessen in Schiffsbewegungen</li> <li>Ausweitung des Transportvolumens und des Containervolumens (transportierte Einheiten)</li> <li>Trend zu größeren Schiffen</li> <li>Bedeutungsanstieg von großen Häfen als zentrale Umschlagplätze</li> <li>Verstärkte Bedeutung von Tiefseehäfen</li> </ul>                | <ul style="list-style-type: none"> <li>Steigende Spezialisierung der Häfen in international, national bzw. regional bedeutende Häfen sowie Container-, Transport- und Sporthäfen</li> <li>Anstieg des Gefahrenpotentials durch Unfälle und steigende Meeresverschmutzung</li> <li>Unsicherheiten in der Gewährleistung optimaler Schiffsicherheit (Bedarf an Lotsen, Havariekommando, Einsatzpläne usw.)</li> </ul> | <ul style="list-style-type: none"> <li>Statische, großflächige Nutzungen im Meer (Offshore-Windanlagen)</li> <li>Meeresschutz</li> <li>Luft- und Wasserverschmutzung</li> <li>Konsequenzen verstärkten Hafenausbaus mit dem Natur- und Küstenschutz</li> <li>Konsequenzen der Ausweitung der landes- und seeseitigen Verkehrsinfrastruktur</li> </ul> | national  | Mittlere Dynamik<br>Mittlere regionale und lokale Priorität |
| <b>Häfen</b>                             | <ul style="list-style-type: none"> <li>Bau des JadeWeserPorts</li> <li>Weitere Vertiefungen der Weser und Elbe in der Diskussion</li> <li>Zunehmende Spezialisierung der Häfen</li> <li>Verstärkter Konkurrenzdruck und Notwendigkeit kontinuierlicher Investition</li> <li>Ausweitung von Häfen zu Logistikzentren</li> <li>Bedeutungszuwachs als regionale Logistik-Zentren besonders in der Ostsee</li> </ul> | <ul style="list-style-type: none"> <li>Schiffsicherheit</li> <li>Ökologische Auswirkungen des Hafenausbaus bzw. der Fahrrinnenvertiefung an Elbe und Weser</li> <li>Erhöhter Schiffsverkehr</li> <li>Ausbau der Verkehrsanbindung im Inland erforderlich</li> </ul>   | <ul style="list-style-type: none"> <li>Konflikte mit dem Naturschutz (Ausbau von Tiefseehäfen, erhöhte Schiffsbewegungen, Gefahr von Umweltkatastrophen)</li> </ul>   | Lokal, Tiefwasserhäfen auch national, hohe Bedeutung der EU-Politik im Verkehrssektor | Mittlere Dynamik<br>Hohe punktuelle Bedeutung               |
| <b>Landwirtschaftlicher Stoffeintrag</b> | <ul style="list-style-type: none"> <li>Anhaltende politische Bedeutung und Subvention der Landwirtschaft</li> <li>Graduelle Verbesserung der Praxis und Reduzierung des Nitratreintrags</li> <li>geringfügiges Anwachsen der ökologischen Produktion</li> <li>Einfluss der EU-Wasserrahmenrichtlinie auf Stoffeintrag</li> <li>Einzugsgebietsmanagement als landwärtige Erweiterung zu IKZM</li> </ul>           | <ul style="list-style-type: none"> <li>Stoffeintrag auch weiterhin ein Problem</li> <li>Abhängigkeit des Gesamstoffeintrags von der landwirtschaftlichen Praxis im gesamten Flusseinzugsgebiet</li> <li>Abhängigkeit von internationalen Entwicklungen (EU-Politik)</li> </ul>  | <ul style="list-style-type: none"> <li>Konflikte mit dem Naturschutz</li> <li>Konflikte mit dem Schutz von Ökosystemen</li> </ul>   | national regional   | Mittlere Dynamik<br>Mittlere Priorität                      |

| Nutzungsform                       | Entwicklungstrends  | Probleme   | Konflikte  | räumliche und politische Relevanz                   | Dynamik/Priorität                                 |
|------------------------------------|---|--|--|---|---|
| <b>Aggregatbau (Sand und Kies)</b> | <ul style="list-style-type: none"> <li>Keine wesentliche Erweiterung des Abbaus geplant</li> <li>Späterer Bedeutungszuwachs mit Verknappung der Rohstoffe an Land</li> <li>MV-Ostsee: Potentielle Flächen für zukünftigen Abbau sind bereits identifiziert</li> <li>Z.T. notwendig für Küstenschutzmaßnahmen (Vorspülungen, Klei für Deichbau)</li> </ul> | <ul style="list-style-type: none"> <li>Zumeist Küstennähe der Abbaugelände (6-20m Wassertiefe)</li> </ul>  | <ul style="list-style-type: none"> <li>Fischerei</li> <li>Küstenschutz (positive wie negative Effekte)</li> <li>physische Eigenschaften des Meeresbodens<sup>3</sup></li> <li>benthische Flora und Fauna im Abbaugelände</li> <li>erhöhte Sedimentations-/Erosionsraten</li> <li>negativer Einfluss auf Wasseraustausch und Sedimentdynamik</li> </ul> | lokal   | <p>Niedrige Dynamik</p> <p>Niedrige Priorität</p> |
| <b>Erdöl und Erdgasförderung</b>   | <ul style="list-style-type: none"> <li>Prognostizierter Anstieg der Öl- und Gasproduktion in der Nordsee</li> <li>steigende Anzahl von Öl- und Gasplattformen außerhalb Deutschlands</li> <li>verstärkte Installation von internationalen und nationalen Pipelines</li> </ul>   | <ul style="list-style-type: none"> <li>Installation und Betrieb führt zu grenzüberschreitenden Schadstoffeinträgen</li> <li>Verstärkter Schiffsverkehr zur Versorgung neuer Plattformen</li> <li>potentielle Gefährdung der Meere und Küsten durch Unfälle</li> <li>Anknüpfungspunkte an der Küste und Transportinfrastruktur notwendig</li> </ul> | <ul style="list-style-type: none"> <li>Konflikte bei der Trassenführung von Pipelines mit der Fischerei, der Schifffahrt und anderen festen Installationen</li> <li>Knock-on-Effekte auf dem Land (Ausbau von Infrastruktur, Schaffung von Anlandeplätzen und zentralen Versorgungsstellen)</li> </ul>   | Lokal (in Deutschland), Regional (Nord- und Ostsee) | <p>Niedrige Dynamik</p> <p>Niedrige Priorität</p> |
| <b>Entsorgung von Baggergut</b>    | <ul style="list-style-type: none"> <li>Keine wesentliche Veränderung des entsorgten Volumens prognostiziert</li> <li>Keine Ausweitung der designierten Entsorgungsgebiete geplant</li> <li>Kurzfristiger Anstieg möglich durch Ausbau der Tiefseehäfen</li> <li>Dumping von Schiffsmüll gleichbleibend trotz MARPOL</li> </ul>                            | <ul style="list-style-type: none"> <li>Beachtung der zur Entladung benötigten Schiffsbewegungen notwendig</li> </ul>   | <ul style="list-style-type: none"> <li>Naturschutz</li> <li>mögliche lokale Beeinflussung der Wasserqualität und des Sedimentverhaltens</li> </ul>   | lokal   | <p>Niedrige Dynamik</p> <p>Niedrige Priorität</p> |
| <b>Aqua- und Marikultur</b>        | <ul style="list-style-type: none"> <li>Reduzierung der genutzten Areale im Wattenmeergebiet vertraglich vereinbart</li> <li>Hohes Potential und prognostizierte Ausweitung der Marikultur als Ko-Nutzung von Windparkarealen</li> <li>Bedeutungszuwachs daher vor allem in der Nordsee</li> </ul>   | <ul style="list-style-type: none"> <li>Wirtschaftlichkeit noch nicht untersucht</li> <li>Planungs- und Genehmigungsverfahren unklar</li> <li>Ko-Managementmechanismen zwischen Marikulturbetreibern und Windparkplanern notwendig</li> <li>Ökologische Folgenanalyse notwendig</li> </ul>  | <ul style="list-style-type: none"> <li>Räumliche Konflikte durch die Ausweisung von Zuchtfeldern und die Konkurrenz mit anderen Arten des Fischfangs, bspw. der Krabbenfischerei.</li> <li>Konflikte mit dem Naturschutz in Bereichen der Wasserqualität und des Eintrags systemfremder Stoffe.</li> </ul>   | lokal   | <p>Niedrige Dynamik</p> <p>Niedrige Priorität</p> |

<sup>3</sup> OSPAR (2000)

| Nutzungsform                      | Entwicklungstrends  | Probleme   | Konflikte  | räumliche und politische Relevanz | Dynamik/Priorität                                 |
|-----------------------------------|---|--|--|-----------------------------------|---|
| <b>Versorgungszentren an Land</b> | <ul style="list-style-type: none"> <li>Verstärkte Konzentration von Services und Leistungen an wenigen Punkten</li> <li>Entstehung von Multi-Use-Zentren</li> </ul>   | <ul style="list-style-type: none"> <li>Anbindung off- und onshore ausschlaggebend</li> <li>Gefahr des Bedeutungsverlusts von kleineren Orten die sich nicht zu Multi-Use-Zentren entwickeln (Anstieg der lokalen und regionalen Disparitäten)</li> </ul> | <ul style="list-style-type: none"> <li>Potentielle Konflikte des Ausbaus von Versorgungszentren und der Anbindung on- und offshore mit dem Naturschutz</li> <li>Konflikte mit anderen Flächennutzungen auf dem Land</li> <li>Verlust des traditionellen Bildes einer Tourismusdestination</li> </ul> | lokal                             | <p>Niedrige Dynamik</p> <p>Niedrige Priorität</p> |
| <b>Naturschutz an der Küste</b>   | <ul style="list-style-type: none"> <li>Ausweisung weiterer internationaler Schutzgebiete als Teil von Natura 2000</li> <li>Verstärkte Nutzung der Synergien mit dem Tourismus</li> </ul>  | <ul style="list-style-type: none"> <li>Hohes Konfliktpotential durch wahrgenommene Einschränkungen bei anderen Nutzungsformen</li> <li>Akzeptanzprobleme bei der Neueinrichtung von Schutzgebieten</li> </ul>  | <ul style="list-style-type: none"> <li>Konflikte durch Nutzungseinschränkungen insbesondere Fischerei, Sport und Tourismus</li> </ul>  | lokal                             | <p>Niedrige Dynamik</p> <p>Niedrige Priorität</p> |
| <b>Küstenschutz</b>               | <ul style="list-style-type: none"> <li>Erhaltung des Status Quo und der Deichlinie an der Nordsee</li> <li>Ausbau der 2. Deichlinie und Lückenschluss in Schleswig-Holstein (Nordsee)</li> <li>Rückbau und Renaturierung an Teilen der Küste in Mecklenburg-Vorpommern</li> </ul> | <ul style="list-style-type: none"> <li>Eingriff in das ökologische Land-See-Kontinuum</li> <li>Sedimententnahme zum Deicherhalt</li> <li>Veränderung der Strömungsverhältnisse</li> </ul>  | <ul style="list-style-type: none"> <li>Konflikte mit dem Naturschutz weitgehend gelöst (z.B. gemeinsam vereinbartes Salzwiesenmanagement)</li> </ul>   | lokal                             | <p>Niedrige Dynamik</p> <p>Niedrige Priorität</p> |

**Document 107: H.J.Buchholz: Strategien und Szenarien zur Raumnutzung in den deutschen Ausschließlichen Wirtschaftszonen in Nordsee und Ostsee, edited by BBR, Bonn, Dez. 2002,**

The study proposes principles for strategic planning in offshore areas. It recommends to distinguish 7 use categories to which different planning principles may be assigned:

| Use categories   | Planning principles for different use categories; comments   |
|--|--|
| <p><b>1. Sea shipping corridors</b><br/>classified by kind of routes:</p> <ul style="list-style-type: none"> <li>• international routes from/ to German ports</li> <li>• international transit routes through German seas</li> <li>• domestic shipping routes.</li> </ul> <p>by kind of shipping:</p> <ul style="list-style-type: none"> <li>• freight shipping</li> <li>• passenger shipping</li> <li>• ferry routes</li> <li>• high-speed routes</li> <li>• floating areas (vessels temporarily drifting for repair or other purposes)</li> <li>• waiting areas (anchor places)</li> </ul> <p>and specific routes:</p> <ul style="list-style-type: none"> <li>• service routes to offshore installations</li> <li>• military exercise areas</li> <li>• access ways for fishery ships</li> <li>• access ways to waste disposal zones</li> <li>• pleasure boating areas</li> </ul> | <ul style="list-style-type: none"> <li>• Safe and unrestricted shipping = traditional requirements.</li> <li>• Shipping corridors must have sufficient width and be linear as far as possible</li> <li>• 'Unrestricted will not be possible: need to exclude areas which are not essential for shipping (even if in some cases shipping distances will be increased).</li> </ul>   |
| <p><b>2. Utility distribution corridors</b></p> <ul style="list-style-type: none"> <li>• Cables (telecom, electricity)</li> <li>• Pipelines (mineral oil, gas, possibly also derivatives)</li> </ul>   | <ul style="list-style-type: none"> <li>• These corridors must be concentrated as far as possible, even though existing alignments have not been planned in this way (scattered alignments).</li> <li>• The removal of obsolete infrastructures needs to become compulsory.</li> <li>• Alignments must allow regular sub-marine patrol missions.</li> <li>• Alignments shall be outside, but parallel to shipping routes.</li> <li>• Alignments must consider complementary land-side installations (electricity distribution lines, transformer stations; gas pressurising stations etc.). This may imply to pump mineral oil or gas to a more closely located other country instead to the own country).</li> </ul> |
| <p><b>3. Service centres</b><br/>for maintenance staff and materials (where daily commuting is uneconomic); save havens for emergency cases (with helicopter and boat landings)</p>  | Need good strategic locations which are not very flexible; will therefore become determining factors for the overall spatial structure   |
| <p><b>4. Protected sea areas</b></p> <ul style="list-style-type: none"> <li>• general protected areas</li> <li>• special protected areas (for specific species or for specific natural environments)</li> </ul>  | Natural systems are very dynamic. Nevertheless, spatial assignments must be rather stable.   |
| <p><b>5. Areas reserved for potential future mining</b><br/>for specific sediments, mineral deposits etc.</p>  | Areas need to be reserved so that other conflicting use demands can be rejected  |
| <p><b>6. Open seas</b><br/>(areas open for shipping, not for fixed installations):</p> <ul style="list-style-type: none"> <li>• all sea areas not otherwise declared</li> <li>• shipping corridors</li> <li>• fishery areas</li> <li>• protected sea areas</li> <li>• waste disposal areas</li> <li>• partially also military exercise areas</li> </ul>  | The delimitation of these areas requires international agreement. They represent the traditional understanding of the open seas.   |
| <p><b>7. Other uses</b></p> <ul style="list-style-type: none"> <li>• mari-cultures</li> <li>• offshore platforms</li> <li>• wind farm parks</li> <li>• other production installations</li> </ul>   | These uses shall respect the basic spatial structure formed by use categories 1. to 6.   |

Some uses are compatible, others are mutually tolerant, while others are mutually excluding:

|                                |   |
|--------------------------------|---|
| <b>Complementary uses</b>      | <ul style="list-style-type: none"> <li>• Wind parks and <ul style="list-style-type: none"> <li>▪ closed mari-cultures (requiring pumping energy)</li> <li>▪ offshore industries requiring energy</li> <li>▪ nitrogene-rich mineral oil or gas platforms (to produce fertilisers)</li> <li>▪ special fishery (accumulation of specific species around wind mills)</li> <li>▪ mari-cultures in boxes (to be linked to wind mill fundaments)</li> <li>▪ tidal energy generation</li> </ul> </li> </ul> |
| <b>Mutually tolerant uses</b>  | <ul style="list-style-type: none"> <li>• Offshore energy production and tourism (tourists may visit wind parks and use platforms)</li> <li>• Military exercise areas and fishery</li> <li>• Open sea areas and pleasure boating areas</li> </ul>  |
| <b>Mutually excluding uses</b> | <ul style="list-style-type: none"> <li>• shipping corridors and integrated utility distribution networks</li> <li>• protected sea areas and areas for sediment mining or for waste disposal</li> <li>• wind farms and low-altitude military flight areas</li> </ul>   |

The study suggests five use priorities:

| Priority group  | Use categories   |
|---|--|
| <b>Priority 1:</b><br><b>Uses which need an offshore location</b>                                   | esp. shipping, fishery, mari-culture, water turbines for energy generation, offshore harbours, installations for mining of resources not available on land areas |
| <b>Priority 2: Uses for which prefer an offshore location due to higher efficiency than on land</b> | e.g. wind energy farms   |
| <b>Priority 3: Protected sea areas</b>  | Shall be priority 1, if the respective biological or other structures can only be protected at specific locations  |
| <b>Priority 4: Uses which may serve for tourism</b>   | e.g. artificial islands, boating areas   |
| <b>Priority 5: Uses which require large distances from settlements</b>                              | only exceptional cases, e.g. research  |

| Issues addressed in the TOR  | Document Screening   |
|--|--|
| (1) Geographical Coverage  | German sea areas incl. EEZ   |
| (2) What are the main spatial challenges regarding coastal waters for the North Sea Region until 2010? | <p><b>Sea areas are not (any more) abundant</b></p> <ul style="list-style-type: none"> <li>• as it was in the past when assigning specific uses (shipping routes, sea cable alignments, nature protection zones etc.).</li> <li>• not only new use demands need to be harmonised; also existing ones must be re-evaluated.</li> </ul> <p><b>Land-sea continuum</b></p> <ul style="list-style-type: none"> <li>• The mental separation between land and sea must be overcome. Sea areas are 'land areas covered by water'.</li> </ul> <p><b>Sustainable development</b></p> <ul style="list-style-type: none"> <li>• Same principles applicable as for land-side development: no changes in offshore areas which destroy the basis for human existence.</li> <li>• Offshore planning = part of ICZM</li> <li>• Sea areas must not serve to get away with problems on land; no polluting, damaging or even in-aesthetic installations</li> <li>• Space is a value. We don't know which new demands will arise in the future. No generous (area-wise) or unlimited (in time) use permits should be permitted. Use pricing to achieve space-saving use patterns</li> <li>• Consider the impact of fixed offshore installations on the dynamic sea systems (erosion, sedimentation, water flow and water exchange of Baltic Sea with North Sea).</li> <li>• Regular monitoring required, by transnational bodies, of environmental impacts from offshore installations on the sea system and on its habitats for flora and fauna.</li> </ul> <p><b>Avoid barrier effects from fixed installations</b></p> <ul style="list-style-type: none"> <li>• No unnecessary restrictions for commercial and leisure shipping (tradition: open seas)</li> </ul> <p><b>Adaptation of public administrative structures</b></p> <ul style="list-style-type: none"> <li>• Review existing regulations regarding the approval of new installations, the involvement of municipalities, the use of spatial planning, participation rules.</li> <li>• Review international regulations, e.g. the international agreement on maritime law.</li> </ul> <p><b>Required: enhanced coordination when approving single new installations</b></p> <ul style="list-style-type: none"> <li>• Federal and States levels;</li> <li>• Cross-sector</li> <li>• Cross-border (EEZ is not just a national expansion reserve)</li> </ul> <p><b>New notion: Cultural sea areas</b></p> |

| Issues addressed in the TOR   | Document Screening   |
|---|--|
|   | <ul style="list-style-type: none"> <li>Issue regulations to secure a reasonable esthetic appearance of new fixed installations</li> </ul> <p><b>Recommendations for the planning process</b></p> <ol style="list-style-type: none"> <li>Integration into ICZM processes</li> <li>Involvement of stakeholders: investors, other users, population (?), newly created coastal zone council ?</li> <li>Allow only offshore uses for which consensus of the society is found; requires participatory planning and decision processes (coastal forum ?)</li> <li>Before planning for specific uses: full inventory of all relevant basic conditions; integrated spatial plans</li> <li>Prepare more precise inventory of location needs for different potential offshore uses</li> <li>Responsibility (in Germany): federal level</li> <li>Only limited respect of earlier spatial assignments, as they were based on the concept of unlimited sea areas</li> <li>Consider what shall happen once an installation will terminate its operation</li> <li>Permits shall be very specific in order not to automatically allow later switching to other uses</li> <li>Flexible planning as new knowledge will come up</li> <li>Prepare scenarios as a basis for the final plan</li> </ol> |
| (a) Degree of knowledge of these issues by key players (relevant sector authorities and policy makers on national and regional level, EU, private sector, non-governmental organisations on EU and national level)  | The issues are well-known in general, but their implications are less known  |
| (b) What is the degree of coverage of these issues by existing policies, strategies and investment plans?   | Existing policies have started to take notice of these issues. Strategies and investment plans have not.   |
| (c) What partners outside the North Sea Region would be crucial to consult or to co-operate with?   | Planners from adjacent sea areas (Channel, Atlantic, Irish Sea, Baltic Sea)  |
| (d) In what way should this theme be formulated in order to get the most out of transnational spatial development co-operation in a new programming period? In this respect it is important to bear in mind that a next programme period should go well beyond what is addressed in this round. |  |
| (3) How could transnational co-operation meet these challenges? Which of the challenges will benefit from transnational co-operation within the North Sea Region  | not discussed  |
| (4) Who would benefit/participate in such co-operation (key players)? Who would be interested in undertaking the work (the likely actors)   | planners and investors   |
| (5) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors).   | those representing use/ protection interests who feel to be in a strong position against competing demands (e.g. shipping)   |
| (6) What sort of activities/investments would be valuable to undertake? Innovative approaches which would be useful to test in pilot projects   | Innovative planning methods and (comprehensive) impact assessments   |
| (7) Are the project examples in Annex 3 of Nor/Vision still relevant?   |  |
| Vision 2: NSR with balanced spatial structure   |  |
| • Develop methods   | still valid and relevant   |

| Issues addressed in the TOR  | Document Screening                          |
|--|---|
| and approaches of integrated coastal zone management which integrate regional economic development and planning. |   |
| Vision 4: NSR takes care of its natural resources and ecological equilibrium and cultural heritage               |   |
| • Identify the implications of spatial policies on the ecology of the North Sea and suggest improvements         | still valid and relevant                    |
| • Designation and administrative procedures of protected areas on the seabed                                     | not addressed, but still valid and relevant |
| • Demonstration project for new energy production (incl. tidal power)  | not addressed, but still valid and relevant |
| • Potentials for wave energy development   | not addressed, but still valid and relevant |
| Vision 9: Human activities in harmony with nature  |   |
| • Identify implications of extended use of coastal waters for large and small scale facilities wind farming      | still valid and relevant                    |
| • Develop approaches to manage the change towards sustainable tourism  | still valid and relevant                    |
| • Study methods of cross-sector planning   | the key issue: still valid and relevant     |
| • Implications of fish farming in coastal waters   | still valid and relevant                    |
| (8) Questions that could be looked at in a transnational context   |   |
| (9) Benefits for new programming period  |   |
| (10) Sense of Urgency?   |   |

**Document 108: Ministerium für Arbeit, Bau und Landesentwicklung Mecklenburg-Vorpommern, Raumentwicklungsprogramm Mecklenburg-Vorpommern, Entwurf, Jan. 2004 (State Spatial Plan of Mecklenburg-Vorpommern, SSP-MV/ offshore part)**

| Issues addressed in the TOR  | Document Screening  |
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| (1) Geographical Coverage  | 12-sm sea zone of Mecklenburg-Vorpommern  |
| (2) What are the main spatial challenges regarding coastal waters for the North Sea Region until 2010? | <p><b>Growing coordination need</b></p> <p>With since few years rapidly growing use interests for offshore areas, conflicts became more frequent. Two-dimensional decisions became insufficient, and the coordination of different interests more complex:</p> <ul style="list-style-type: none"> <li>Extended nature protection zones on sea have been and still are newly determined according to EU regulations;</li> <li>Ship traffic is growing fast;</li> <li>New cables and pipelines are built;</li> <li>Boat tourism has turned into a fast-growing economic sector;</li> <li>Wind energy is heavily supported and increasingly shifted from landside to more wind-prone (and allegedly less conflict-laden) offshore locations;</li> <li>Sand and gravel mining is getting economically more and more attractive;</li> <li>Aquaculture is still incipient, but may grow fast in the future.</li> </ul> <p>Other uses have to be considered when planning for these offshore uses: fishery, safeguarding cultural heritage (wrecks etc.), military exercises and depositing of dredged materials. These different use categories must be harmonised for balanced development.</p> <p><b>Wind farms &amp; connecting cables</b></p> <ul style="list-style-type: none"> <li>Wind farm locations are a major source of potential conflicts with other offshore uses, particularly in view of the political support to a rapid expansion of this energy sector. Main conflicts may occur with nature protection and with safe and smooth shipping. Such conflict areas are excluded for wind farms. Wind farms may also have a negative impact on land-side tourism (visual landscape deterioration). Therefore, areas within 12-15 km from the coast are not considered as suitable for wind farms.</li> <li>Natural resource exploitation (sand/ gravel, mineral oil/ gas) can also be negatively affected by wind farms. This requires a case-by-case evaluation.</li> <li>Wind farms need cable connection to the onshore distribution network which may also be in conflict with other uses (such as shipping/ anchorage). But this can normally be avoided by a modified alignment of the cable corridor.</li> <li>Wind farms shall not hinder the development of cross-sea cable/ pipeline corridors. This may call for limitation in the size of individual farms and reasonable distance between different farm areas. Such limitations are also helpful to reduce conflicts with shipping and boat tourism.</li> <li>Wind farms are a potential limitation for fishing activities. This is difficult to consider because no assignment of specific suitable fishing areas is available.</li> <li>Military training areas (esp. low-altitude flights) can limit the assignment of areas suitable for wind farming.</li> </ul> <p>Economic considerations (water depth, soil conditions for platform foundations) are not included in the assessment of suitable areas. These will have to be evaluated by potential investors.</p> <p>The SSP-MV identifies areas suitable (but not necessarily prioritised) for wind farming and makes the following statements:</p> <ul style="list-style-type: none"> <li>Wind farming is not permitted outside declared suitable areas. Exceptions may be made for research purposes for a limited period of time.</li> <li>Within suitable areas, concrete locations must be identified through the Territorial Impact Assessment Procedure</li> <li>Other projects within declared suitable areas for wind farming shall not hinder potential investments into wind farms.</li> <li>Wind farming is not permitted outside declared suitable areas. Exceptions may be made for research purposes for a limited period of time.</li> </ul> <p><b>Cables and pipelines</b></p> <ul style="list-style-type: none"> <li>shall as far as possible be located in specified reservation corridors</li> <li>Cables and pipelines planned outside of designated corridors require a "Territorial Impact Assessment procedure" (cross-sector impact assessment including, but going beyond EIA). They, too, shall contribute to a concentration of these networks.</li> <li>Other use projects to be located in designated reservation areas for utility networks shall not have a negative impact on the possibility for cables/ pipelines.</li> </ul> <p><b>Aquaculture</b></p> <ul style="list-style-type: none"> <li>is not a pressing use in the German Baltic Sea offshore areas at present or in the foreseeable future. But in the longer term it may gain considerable importance.</li> <li>A combination with wind farm locations could be an option.</li> </ul> |

| Issues addressed in the TOR | Document Screening   |
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|                             | <p><b>Sand/ gravel extraction</b></p> <ul style="list-style-type: none"> <li>is important in the German offshore area for two different purposes: for coast protection (dumping of reclaimed materials on the shoreline) and for production of raw materials for the onshore construction industry.</li> <li>Resources required for coast protection (necessarily in the immediate coastal area) shall be given priority. Other potentially conflicting use projects shall be excluded. Extraction sites must be close to the places of use,</li> <li>Extraction sites for construction materials are limited to clearly identified areas. In these areas, resource exploitation shall be given specific consideration when evaluating this against other conflicting uses.</li> <li>Main potential conflicts exist with nature protection and shipping (in some places). Less relevant are potential conflicts with aquaculture or with military training.</li> </ul> <p><b>Shipping</b></p> <ul style="list-style-type: none"> <li>To maintain the freedom of smooth and safe shipping, important shipping routes get absolute priority. No conflicting uses are permitted.</li> <li>Conflicts may occur with wind farms, aquaculture, or resource exploitation. Conflicts may also occur with utility lines.</li> <li>Where unavoidable, overlapping utility lines shall be placed in sufficient depth and covered by a layer of sand sufficient to avoid damage by anchors.</li> </ul> <p><b>Dumping</b></p> <ul style="list-style-type: none"> <li>No dumping of polluted materials is permitted.</li> <li>Dumping of other materials (particularly from maintenance dredging of harbour access channels) must be close to the dredging areas for economic reasons. This can be in conflict with nature protection (coverage of sea bottom), with tourism (lowering visual water quality), with aquaculture.</li> </ul> <p><b>Nature</b></p> <ul style="list-style-type: none"> <li>The Baltic Sea is rich in species and natural habitats. It is an important resting and wintering area for birds. Nature protection is a high-ranking goal.</li> <li>Conflicts with other uses are frequent, particularly with wind farms, utility lines, resource exploitation or aquaculture. Conflicts may also occur with shipping, and this is the only use which, in case of missing alternatives, may not be subordinated to nature protection.</li> <li>The SSP-MV distinguishes two types of areas with different degree of prioritisation for nature protection:</li> <li>Marine fauna and flora, esp. of endangered species shall get room to ensure long-term existence. Important resting and feeding areas shall be maintained. In marine priority areas for nature and landscapes (national parks, nature protection areas) these shall get priority over any other spatial use. Conflicting uses shall not be permitted.</li> <li>In marine reservation areas for nature and landscapes (EU bird protection and FFH areas, bird resting areas) this function shall get special importance when evaluating other potentially conflicting uses.</li> </ul> <p><b>Maritime tourism</b></p> <ul style="list-style-type: none"> <li>The coastal zone of Mecklenburg-Vorpommern is rich in bays, islands, shallow waters specially suitable for tourism.</li> <li>Maritime tourism is an important part of the coastal economy and display still wide expansion potentials. This includes boat tourism, surfing, diving, pleasure fishing. It requires corresponding onshore infrastructure and accessible sea areas of sufficient size. This economic sector shall be further developed. Coastal and offshore uses in physical or visual conflict with tourism shall be avoided.</li> <li>In designated reservation areas (including biosphere reservations, nature parks) tourism shall be given high ranking when evaluating it against other, potentially conflicting. Waterbound attractiveness of these reservation areas for tourism shall be maintained and further improved.</li> <li>Installations and facilities for water sports shall not overload sensitive nature water areas.</li> <li>The further development of existing facilities shall be given priority, but new facilities important to close network gaps shall also be acceptable. Balance shall be achieved between guest and home boat harbours.</li> <li>On- and offshore tourist attractions shall be integrated into a network with concentrations at selected locations.</li> </ul> <p><b>Planning process</b></p> <p>The planning process for the SSP-MV follows all rules applicable for on-land spatial planning, referring to:</p> <ul style="list-style-type: none"> <li>public participation and stakeholder involvement</li> <li>cross-sector coordination</li> <li>vertical coordination with municipalities and with federal level.</li> </ul> |

| Issues addressed in the TOR   | Document Screening  |
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|   | <p><b>Link to EIA and SEA</b></p> <ul style="list-style-type: none"> <li>The SSP-MV is not subjected to SEA. But in itself, its preparation process respects the relevant principles of SEA.</li> <li>The coordination approach of the SSP goes beyond SEA, as it includes comprehensive long-term impact assessment on the environment, on the society and on the economy.</li> <li>For the assessment of concrete investment projects, the SSP is one source of information. But with few exceptions, a complementary comprehensive cross-sector impact assessment (denominated in Germany territorial impact assessment TIA) is compulsory. This TIA includes among other aspects the EIA, but it is wider.</li> </ul> |
| (a) Degree of knowledge of these issues by key players (relevant sector authorities and policy makers on national and regional level, EU, private sector, non-governmental organisations on EU and national level)  | Preparation of the SSP-MV was the first plan of this kind. Sector institutions have learnt through the planning process, as well as policy makers and various stakeholders. Frequent controversies arose due to the fact that basic knowledge to conduct a proper impact assessment (ecological, economical, social) is not available yet due to missing experience. This led to a relatively long discussion process.  |
| (b) What is the degree of coverage of these issues by existing policies, strategies and investment plans?   | Political coverage is secured by the adoption of the plan. The plan does not automatically lead to corresponding investments.   |
| (c) What partners outside the North Sea Region would be crucial to consult or to co-operate with?   | The MV experience would be useful for planning in the North Sea   |
| (d) In what way should this theme be formulated in order to get the most out of transnational spatial development co-operation in a new programming period? In this respect it is important to bear in mind that a next programme period should go well beyond what is addressed in this round. |   |
| (3) How could transnational co-operation meet these challenges? Which of the challenges will benefit from transnational co-operation within the North Sea Region  | The preparation process of the SSP-MV included intensive transnational consultations due to the vicinity of offshore uses or use plans in adjacent areas of Denmark, Sweden and Poland (as well as with Schleswig-Holstein in Germany). This consultation process is essential in any offshore plan.  |
| (4) Who would benefit/participate in such co-operation (key players)? Who would be interested in undertaking the work (the likely actors)   | Sector authorities (national, regional), municipalities and local initiatives, private business sector representatives, environmental groups/ NGOs  |
| (5) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors).   |   |
| (6) What sort of activities/investments would be valuable to undertake? Innovative approaches which would be useful to test in pilot projects   |   |
| (7) Are the project examples in Annex 3 of NorVision still relevant?  |   |
| <b>Vision 2: NSR with balanced spatial structure</b>  |   |
| <ul style="list-style-type: none"> <li>Develop methods and approaches of integrated coastal zone management which integrate regional economic development and planning.</li> </ul>  | still valid and relevant  |
| <b>Vision 4: NSR takes care of its natural resources and ecological equilibrium and cultural heritage</b>   |   |
| <ul style="list-style-type: none"> <li>Identify the implications of spatial policies on the ecology of the North Sea and suggest improvements</li> </ul>  | still valid and relevant  |
| <ul style="list-style-type: none"> <li>Designation and administrative procedures of protected areas on the seabed</li> </ul>  | still valid and relevant  |
| <ul style="list-style-type: none"> <li>Demonstration project for new energy production (incl. tidal power)</li> </ul>   | not addressed, but still valid and relevant   |
| <ul style="list-style-type: none"> <li>Potentials for wave energy development</li> </ul>  | same  |

| Issues addressed in the TOR   | Document Screening                      |
|---|---|
| <b>Vision 9: Human activities in harmony with nature</b>  |   |
| <ul style="list-style-type: none"> <li>Identify implications of extended use of coastal waters for large and small scale facilities wind farming</li> </ul> | still valid and relevant                |
| <ul style="list-style-type: none"> <li>Develop approaches to manage the change towards sustainable tourism</li> </ul>                                       | still valid and relevant                |
| <ul style="list-style-type: none"> <li>Study methods of cross-sector planning</li> </ul>  | the key issue; still valid and relevant |
| <ul style="list-style-type: none"> <li>Implications of fish farming in coastal waters</li> </ul>  | still valid and relevant                |
| (8) Questions that could be looked at in a transnational context  |   |
| (9) Benefits for new programming period   |   |
| (10) Sense of Urgency?  |   |

**Document 109: Abschluss des Raumordnungsverfahrens - Landesplanerische Beurteilung - zur geplanten Errichtung des Offshore-Windparks SKY2000 in der Mecklenburger Bucht, Innenministerium Schleswig-Holstein, Landesplanungsbehörde, Dez. 2003 (example for the German Territorial Impact Assessment procedure - TIA - for a wind farm project)**

| Issues addressed in the TOR  | Document Screening   |
|--|--|
| (1) Geographical Coverage  | Section of the 12-sm zone in the Baltic Sea of Schleswig-Holstein. The planned offshore wind park SKY 2000 would be located in the Lübeck/ Mecklenburg Bight, with a cable connection to Bentwisch near Rostock. Closest distance from the shoreline: would be 13 km, the closest distance to a neighbouring country (Denmark) would be 20 km (Danish EEZ) resp. 28 km (Danish 12-sm zone).  |
| (2) What are the main spatial challenges regarding coastal waters for the North Sea Region until 2010? | <p>The TIA procedure is governed by the Ministry of the Interior, Department of Regional Planning of the Land Schleswig-Holstein. The final approval shall be given by the State Environment Authority (Staatliches Umweltamt) of the Land in Kiel, which is subordinated to the Ministry of the Environment.</p> <p>Main expected conflicts relate to bird and landscape protection, tourism and fishery. Conflicts with shipping and nature protection could be avoided or minimised by changing the initial project location and concept.</p> <p><b>Shipping safety</b><br/>The (federal) water and shipping administration prepared an assessment on the risk of ship collision with the wind farm. Empirical evidence from Norwegian offshore oil platforms were used leading to an estimated accident risk of one heavy accident every 10,000 years. This was considered as acceptable, also taking British Safety Case Regulations as a reference (one heavy accident twice per 100 years, catastrophic accidents less than twice per 1,000 years).</p> <p><b>Nature, ecology</b><br/>The preliminary EIA executed as part of the TIA procedure, considered impacts on sediments, hydrography, benthos (sea bottom habitats), birds, fish, sea mammals, cumulative effects with other major projects (Fehmarn Belt bridge, Danish offshore wind park Rødsand), and impacts on FFH areas.</p> <p><b>Tourism</b><br/>In the affected municipalities, tourism plays an important role for the local economy. They fear negative impacts on tourism if the landscape is becoming less 'natural'. In close contact with the municipalities, group discussions had been organised with tourists in general and with sailing tourists in particular. These discussions were based on visual simulations with an existing wind park. In addition, tourism development in different municipalities in the past was analysed for potential (negative) impacts of onshore wind farms (not confirmed), and ex-post interviews were carried out in Denmark (west coast: Horns Rev), where a large wind farm already exists (also no negative impacts reported). Though many tourists consider the wind park more as negative (landscape) than as attraction (which may be visited), the conclusion was that the wind park would not have a negative effect on local tourism<sup>4</sup>. Boat tourists made their assessment dependent on the possibility of entering the farm area by boat. This possibility is not decided yet.</p> <p><b>Landscape</b><br/>The landscape assessment is closely linked to tourism. At the chosen distance from the shore, the planned wind park is not expected to have a negative impact. This was supported by interviews made at the existing offshore wind park Horns Rev in Denmark, where both tourists and local tourist industry had no significant complaints.</p> <p><b>Fishery</b><br/>Professional fishing occurs in the whole offshore area, including the project area, as passive fishery (static nets; but only in the direct coastal zone, not in the project area) and active fishery (dragnets). Fish catch is mainly cod, herring, sprat, plaice and eel. There was no hint that the project area plays a particularly important role for fishery which could be used as an argument against the project.</p> <p><b>Results of TIA</b><br/>The TIA lead to changed project location and layout in agreement with the initiator (investor), due to:</p> <ul style="list-style-type: none"> <li>• lower restrictions for fisher with dragnets</li> <li>• reduced risk of ship collision (higher distance from main shipping corridor Lübeck-Gedser)</li> <li>• reduced visibility from most affected locations on land.</li> </ul> |

<sup>4</sup> In Mecklenburg-Vorpommern, a comparative study of existing knowledge has come to a similar general conclusion. But this is still controversial, as there is little empirical evidence. Close monitoring has therefore been recommended.

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (a) Degree of knowledge of these issues by key players (relevant sector authorities and policy makers on national and regional level, EU, private sector, non-governmental organisations on EU and national level)  | key players are still in a learning phase due to little experience; main problems are diverging views on project impact on ecology and economy, for which insufficient knowledge exists |
| (b) What is the degree of coverage of these issues by existing policies, strategies and investment plans?   | in the project region, policies are not finally defined and no framework plan exists yet; strategies are rather developed parallel to and through individual projects                   |
| (c) What partners outside the North Sea Region would be crucial to consult or to co-operate with?   |   |
| (d) In what way should this theme be formulated in order to get the most out of transnational spatial development co-operation in a new programming period? In this respect it is important to bear in mind that a next programme period should go well beyond what is addressed in this round. |   |
| (3) How could transnational co-operation meet these challenges? Which of the challenges will benefit from transnational co-operation within the North Sea Region  | development of planning and impact assessment methodology and experience  |
| (4) Who would benefit/participate in such co-operation (key players)? Who would be interested in undertaking the work (the likely actors)   | project investors gaining planning security and time, reducing planning cost  |
| (5) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors)  |   |
| (6) What sort of activities/investments would be valuable to undertake? Innovative approaches which would be useful to test in pilot projects   |   |
| (7) Are the project examples in Annex 3 of NorVision still relevant?  |   |
| <p><b>Vision 2: NSR with balanced spatial structure</b></p> <ul style="list-style-type: none"> <li>• <i>Develop methods and approaches of integrated coastal zone management which integrate regional economic development and planning.</i></li> </ul>   | still valid and relevant  |
| <p><b>Vision 4: NSR takes care of its natural resources and ecological equilibrium and cultural heritage</b></p> <ul style="list-style-type: none"> <li>• <i>Identify the implications of spatial policies on the ecology of the North Sea and suggest improvements</i></li> </ul>              | still valid and relevant  |
| <ul style="list-style-type: none"> <li>• <i>Designation and administrative procedures of protected areas on the seabed</i></li> <li>• <i>Demonstration project for new energy production (incl. tidal power)</i></li> <li>• <i>Potentials for wave energy development</i></li> </ul>            | not addressed   |
| <p><b>Vision 9: Human activities in harmony with nature</b></p> <ul style="list-style-type: none"> <li>• <i>Identify implications of extended use of coastal waters for large and small scale facilities wind farming</i></li> </ul>  | still valid and relevant  |
| <ul style="list-style-type: none"> <li>• <i>Develop approaches to manage the change towards sustainable tourism</i></li> <li>• <i>Study methods of cross-sector planning</i></li> <li>• <i>Implications of fish farming in coastal waters</i></li> </ul>  | not addressed   |
|   | still valid and relevant  |
|   | still valid and relevant (lack of knowledge on spatial distribution of fishing activities made the assessment difficult)  |

| Issues addressed in the TOR                                      | Document Screening |
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| (8) Questions that could be looked at in a transnational context |                    |
| (9) Benefits for new programming period                          |                    |
| (10) Sense of Urgency?   |                    |

**Document 110: Innenministerium Schleswig-Holstein: Integriertes Küstenzonenmanagement in Schleswig-Holstein, Kiel 20010**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Geographical Coverage   | Coastal areas (North and Baltic Sea) of Schleswig-Holstein   |
| (2) What are the main spatial challenges regarding coastal waters for the North Sea Region until 2010?  | <p><b>The role of ICZM</b></p> <ul style="list-style-type: none"> <li>The coastal zone of SH has great economic and ecological potentials. A variety of demands for utilisation and protection collide in the region. Harbours, coast protection, tourism and wind harvesting, nature and environment protection are some examples from which conflicts may arise.</li> <li>The basic condition for sustainable utilisation of potentials is to detect potential conflicts and to develop solutions. ICZM is supposed to be part of this. First experience shows that with ICZM it is possible to further economic development while conserving its natural resources.</li> <li>ICZM is defined as a dynamic, continuous and iterative process by which decisions are made for a sustainable use, development and conservation of the coast and its resources. It is a systematic control of all spatially relevant developments in coastal zones incl. their maritime and marine areas.</li> <li>Main parts of ICZM: definition of objectives; evaluation and balancing of diverging use interests in regard of environmental protection. By involvement of all stakeholders, maximum acceptance shall be achieved.</li> <li>Characteristics of ICZM include: holistic approach; vertical and horizontal networking including all stakeholders; participation of locals.</li> <li>ICZM is part of spatial planning including regulatory issues as well as development policies.</li> </ul> <p><b>Position of Schleswig-Holstein</b></p> <ul style="list-style-type: none"> <li>The government of SH has decided to introduce a frame for ICZM</li> <li>It has set up a masterplan 'Integrated Coastal Protection Management in Schleswig-Holstein (2001) and a corresponding council (1999)</li> <li>In 2000 a study on the current status of the coastal zone was mandated, leading to proposed priorities.</li> <li>In Sept. 2001 a conferences on ICZM in SH was arranged convoking relevant institutions, scientists and politicians</li> <li>In 2002 a written survey among 214 regional authorities and institutions was arranged to identify future potentials and expectations. Among the results: main conflicts exist with environment protection due to insufficient coordination and cooperation; there is a general fear that ICZM leads to additional bureaucracy with no specific benefits.</li> <li>West coast representatives applied for pilot project funding by the Federal Ministry of Education and Science.</li> <li>A central coordination unit for ICZM at State administration level was created</li> </ul> <p><b>Further perspectives</b></p> <ul style="list-style-type: none"> <li>Primary objective: connect existing planning procedures, improving them with regard to ICZM principles</li> <li>No new administrations, boards etc. will be created. Existing planning structure shall be used.</li> <li>Spatial planning shall be extended to marine areas</li> <li>ICZM is a cross-sector task of the single regions</li> <li>The land-sea interface needs to be stressed</li> <li>The view has to go beyond the borders of SH</li> </ul> |
| (a) Degree of knowledge of these issues by key players (relevant sector authorities and policy makers on national and regional level, EU, private sector, non-governmental organisations on EU and national level   | In spite of multiple activities in the field of ICZM, knowledge of its practical application is not widely spread  |
| (b) What is the degree of coverage of these issues by existing policies, strategies and investment plans?   | ICZM is fully covered by policies and strategies of the Land   |
| (c) What partners outside the North Sea Region would be crucial to consult or to co-operate with?   | not relevant   |
| (d) In what way should this theme be formulated in order to get the most out of transnational spatial development co-operation in a new programming period? In this respect it is important to bear in mind that a next programme period should go well beyond what | Methodology development; integration of ICZM into statutory spatial planning   |

| Issues addressed in the TOR  | Document Screening       |
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| is addressed in this round.  |                          |
| (3) How could transnational co-operation meet these challenges? Which of the challenges will benefit from transnational co-operation within the North Sea Region   |                          |
| (4) Who would benefit/participate in such co-operation (key players)? Who would be interested in undertaking the work (the likely actors)  | coastal regions          |
| (5) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors).  | sector institutions      |
| (6) What sort of activities/investments would be valuable to undertake? Innovative approaches which would be useful to test in pilot projects  |                          |
| (7) Are the project examples in Annex 3 of NorVision still relevant?   |                          |
| Vision 2: NSR with balanced spatial structure  |                          |
| <ul style="list-style-type: none"> <li>Develop methods and approaches of integrated coastal zone management which integrate regional economic development and planning.</li> </ul>   | still valid and relevant |
| <p>Vision 4: NSR takes care of its natural resources and ecological equilibrium and cultural heritage</p> <ul style="list-style-type: none"> <li>Identify the implications of spatial policies on the ecology of the North Sea and suggest improvements</li> </ul> | still valid and relevant |
| <ul style="list-style-type: none"> <li>Designation and administrative procedures of protected areas on the seabed</li> </ul>   | not addressed            |
| <ul style="list-style-type: none"> <li>Demonstration project for new energy production (incl. tidal power)</li> </ul>  | not addressed            |
| <ul style="list-style-type: none"> <li>Potentials for wave energy development</li> </ul>   | not addressed            |
| <p>Vision 9: Human activities in harmony with nature</p> <ul style="list-style-type: none"> <li>Identify implications of extended use of coastal waters for large and small scale facilities wind farming</li> </ul>   | still valid and relevant |
| <ul style="list-style-type: none"> <li>Develop approaches to manage the change towards sustainable tourism</li> </ul>  | still valid and relevant |
| <ul style="list-style-type: none"> <li>Study methods of cross-sector planning</li> </ul>   | still valid and relevant |
| <ul style="list-style-type: none"> <li>Implications of fish farming in coastal waters</li> </ul>   | not addressed            |
| (8) Questions that could be looked at in a transnational context   |                          |
| (9) Benefits for new programming period  |                          |
| (10) Sense of Urgency?   |                          |

**Document 111: Landesregierung Niedersachsen: Änderung des Landes-Raumordnungsprogramms Niedersachsen, 2004**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Geographical Coverage   | Lower Saxonia incl. its 12-sm sea area   |
| (2) What are the main spatial challenges regarding coastal waters for the North Sea Region until 2010?  | <p>The update of the State's spatial framework plan extends its coverage to the 12-sm sea area previously not included. The main justification for this extension is to consider the national interest to develop offshore wind farms. The plan for the offshore area includes the Wadden Sea and the coast-parallel line of islands.</p> <p>Following use categories are shown in the plan:</p> <ul style="list-style-type: none"> <li>areas suitable for wind farming</li> <li>priority areas for: <ul style="list-style-type: none"> <li>a) nature and landscape</li> <li>b) sea shipping corridors</li> </ul> </li> <li>corridors for utility networks</li> <li>zones to secure distance from: <ul style="list-style-type: none"> <li>a) valuable landscapes (in particular: Wadden zone and islands)</li> <li>b) safety of shipping (security zones parallel to sea shipping corridors)</li> </ul> </li> <li>national parks in the Wadden Sea outside of Lower Saxony</li> <li>Natura 2000 areas in the Netherlands</li> <li>approved wind farming areas</li> <li>approved sand and gravel exploitation areas.</li> </ul> <p>Indicative information is also included for the EEZ (not falling under the State jurisdiction). The plan suggests principles for defining areas suitable for wind farming:</p> <ul style="list-style-type: none"> <li>distance &gt;10 km from the coast resp. from the islands with important tourism</li> <li>distance &gt; nautical miles from North Sea shipping routes (separation corridors) and from sea approaches to rivers Ems, Weser, Jade and Elbe</li> <li>no wind farms in national park areas including reasonable buffer zones (depending on local circumstances).</li> </ul> <p>As the 12-sm zone is considered as an important fishery zone (with no possibility to clearly delimitate priority fishery areas within this zone), any wind farm project in this zone needs a specific assessment of its potential impacts on fishery.</p> <p>Single wind mills without relevant spatial impacts are not excluded by these rules. For a few defined suitable wind farming areas within the 12sm zone the construction of experimental wind mills for research purposes is accepted (for a limited duration of operation), provided that this has no negative implications for nature.</p> |
| (a) Degree of knowledge of these issues by key players (relevant sector authorities and policy makers on national and regional level, EU, private sector, non-governmental organisations on EU and national level)  | well known   |
| (b) What is the degree of coverage of these issues by existing policies, strategies and investment plans?   | the plan expresses clearly the political strategy  |
| (c) What partners outside the North Sea Region would be crucial to consult or to co-operate with?   | not relevant   |
| (d) In what way should this theme be formulated in order to get the most out of transnational spatial development co-operation in a new programming period? In this respect it is important to bear in mind that a next programme period should go well beyond what is addressed in this round. | criteria for assessment of ecological and economical impacts from wind farms; review of criteria for the assignment of suitable areas for wind farming   |
| (3) How could transnational co-operation meet these challenges? Which of the challenges will benefit from transnational co-operation within the North Sea Region  | joint research   |
| (4) Who would benefit/participate in such co-operation (key players)? Who would be interested in undertaking the work (the likely actors)   | investors for wind farms   |
| (5) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors).   |  |

| Issues addressed in the TOR  | Document Screening                          |
|--|---|
| (6) What sort of activities/investments would be valuable to undertake? Innovative approaches which would be useful to test in pilot projects                                      | impact monitoring and evaluation            |
| (7) Are the project examples in Annex 3 of NorVision still relevant?   |   |
| <b>Vision 2:</b> NSR with balanced spatial structure   |   |
| <ul style="list-style-type: none"> <li>Develop methods and approaches of integrated coastal zone management which integrate regional economic development and planning.</li> </ul> | still valid and relevant                    |
| <b>Vision 4:</b> NSR takes care of its natural resources and ecological equilibrium and cultural heritage  |   |
| <ul style="list-style-type: none"> <li>Identify the implications of spatial policies on the ecology of the North Sea and suggest improvements</li> </ul>                           | still valid and relevant                    |
| <ul style="list-style-type: none"> <li>Designation and administrative procedures of protected areas on the seabed</li> </ul>   | not addressed                               |
| <ul style="list-style-type: none"> <li>Demonstration project for new energy production (incl. tidal power)</li> </ul>  | still valid and relevant                    |
| <ul style="list-style-type: none"> <li>Potentials for wave energy development</li> </ul>   | not addressed                               |
| <b>Vision 9:</b> Human activities in harmony with nature   |   |
| <ul style="list-style-type: none"> <li>Identify implications of extended use of coastal waters for large and small scale facilities wind farming</li> </ul>                        | still valid and relevant                    |
| <ul style="list-style-type: none"> <li>Develop approaches to manage the change towards sustainable tourism</li> </ul>  | not addressed                               |
| <ul style="list-style-type: none"> <li>Study methods of cross-sector planning</li> </ul>   | not addressed, but still valid and relevant |
| <ul style="list-style-type: none"> <li>Implications of fish farming in coastal waters</li> </ul>   | not addressed                               |
| (8) Questions that could be looked at in a transnational context   |   |
| (9) Benefits for new programming period  | high  |
| (10) Sense of Urgency?   | urgent                                      |

**Document 112: Weiterer Ausbau der Windenergienutzung im Hinblick auf den Klimaschutz, i.A. des Bundesministeriums für Umwelt, Naturschutz und Reaktorsicherheit, Berlin, Nov. 2003, Strategie der Bundesregierung zur Windenergienutzung auf See im Rahmen der Nachhaltigkeitsstrategie der Bundesregierung (interministerieller Bericht, Jan. 2002)**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Geographical Coverage   | German North Sea and German Baltic Sea areas  |
| (2) What are the main spatial challenges regarding coastal waters for the North Sea Region until 2010?  | <p><b>The policy</b></p> <ul style="list-style-type: none"> <li>In 2002, the federal government has set the goal to double the share of renewable energy until 2002 (then 12.5% of total electrical power generation). This is supported by preferential prices paid by energy companies to suppliers of electricity from renewable sources.</li> <li>It is expected that the no. of wind mills on land will decrease (replacement by bigger units). But the major increase will have to come from offshore locations.</li> <li>In the German EEZ of the North Sea, applications for 22 wind farms with a total installed capacity of 5,000 MW have been presented (Jan. 2002; first stage capacity only). 3,000 MW could be achieved until 2010, 25,000 MW even until 2030.</li> </ul> <p><b>Strategy</b></p> <ul style="list-style-type: none"> <li>New installations shall be environment and nature friendly, as well as economically sound. At present, there are manifold risks (technical, economical, legal) associated with windfarm investments</li> <li>The legal framework needs to be adapted, making a distinction between the 12-sm zone and the EEZ</li> <li>For the EEZ, the Federal Maritime and Hydrographic Agency (BSH) is the responsible body to decide on investment permissions. BSH identifies suitable areas and submits required data to project applicants.</li> <li>Provisions to accelerate the approval procedure have been introduced</li> <li>Requirements of nature protections are considered by the principle not to place wind farms in designated protection areas</li> <li>The interests of shipping, nature and environment protection, fishery, resource exploitation and military uses must be considered when defining the location and technical layout of installations</li> <li>New installations must be accompanied by environmental research from construction to operation</li> <li>Suitable offshore areas shall be defined in a cross-ministerial process</li> <li>Development shall be in phases to allow modifications based on gathered experience</li> </ul> |
| (a) Degree of knowledge of these issues by key players (relevant sector authorities and policy makers on national and regional level, EU, private sector, non-governmental organisations on EU and national level)  | Key players are interested investors. They have full knowledge of the issues.   |
| (b) What is the degree of coverage of these issues by existing policies, strategies and investment plans?   | The process of spatial framework planning for the EEZ has just started in 2004, and has not yet been completed  |
| (c) What partners outside the North Sea Region would be crucial to consult or to co-operate with?   | not relevant  |
| (d) In what way should this theme be formulated in order to get the most out of transnational spatial development co-operation in a new programming period? In this respect it is important to bear in mind that a next programme period should go well beyond what is addressed in this round. |   |
| (3) How could transnational co-operation meet these challenges? Which of the challenges will benefit from transnational co-operation within the North Sea Region  | Methodology development to assess potential impacts from offshore wind farms  |
| (4) Who would benefit/participate in such co-operation (key players)? Who would be interested in undertaking the work (the likely actors)   | the investors; the environment  |
| (5) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial  |   |

| Issues addressed in the TOR  | Document Screening   |
|--|--|
| actors)?   |  |
| (6) What sort of activities/investments would be valuable to undertake? Innovative approaches which would be useful to test in pilot projects                                      | pilot wind farms and their impact monitoring                       |
| (7) Are the project examples in Annex 3 of NorVision still relevant?   |  |
| Vision 2: NSR with balanced spatial structure  |  |
| <ul style="list-style-type: none"> <li>Develop methods and approaches of integrated coastal zone management which integrate regional economic development and planning.</li> </ul> | not addressed, but relevant regarding linking cable infrastructure |
| Vision 4: NSR takes care of its natural resources and ecological equilibrium and cultural heritage   |  |
| <ul style="list-style-type: none"> <li>Identify the implications of spatial policies on the ecology of the North Sea and suggest improvements</li> </ul>                           | still valid and relevant   |
| <ul style="list-style-type: none"> <li>Designation and administrative procedures of protected areas on the seabed</li> </ul>   | not addressed  |
| <ul style="list-style-type: none"> <li>Demonstration project for new energy production (incl. tidal power)</li> </ul>  | still valid and relevant   |
| <ul style="list-style-type: none"> <li>Potentials for wave energy development</li> </ul>   | not addressed  |
| Vision 9: Human activities in harmony with nature  |  |
| <ul style="list-style-type: none"> <li>Identify implications of extended use of coastal waters for large and small scale facilities wind farming</li> </ul>                        | still valid and relevant   |
| <ul style="list-style-type: none"> <li>Develop approaches to manage the change towards sustainable tourism</li> </ul>  | not addressed  |
| <ul style="list-style-type: none"> <li>Study methods of cross-sector planning</li> </ul>   | still valid and relevant   |
| <ul style="list-style-type: none"> <li>Implications of fish farming in coastal waters</li> </ul>   | not addressed  |
| (8) Questions that could be looked at in a transnational context   |  |
| (9) Benefits for new programming period  |  |
| (10) Sense of Urgency?   |  |

**Document 113: Bundesamt für Seeschifffahrt und Hydrographie:  
Standarduntersuchungskonzept - Auswirkungen von Offshore-Windenergieanlagen auf die Meeresumwelt, Feb. 2003 (Federal Maritime and Hydrographic Agency (BSH): Standard concept to assess impacts from offshore wind mills on the marine environment)**

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| (1) Geographical Coverage   | German North and Baltic Sea areas  |
| (2) What are the main spatial challenges regarding coastal waters for the North Sea Region until 2010?  | <p><b>Offshore wind harvesting installations can cause a number of risks:</b></p> <ul style="list-style-type: none"> <li>during construction: <ul style="list-style-type: none"> <li>visual and noise impacts;</li> <li>loss of habitats</li> <li>emissions</li> <li>water degradation through sediments distribution</li> </ul> </li> <li>during operation: <ul style="list-style-type: none"> <li>visual and noise</li> <li>shadow from rotors</li> <li>vibrations</li> <li>electrical and magnetic fields</li> <li>area consumption</li> <li>potential leakage of oils and lubricants</li> <li>change of sediment dynamics</li> <li>change of currents</li> <li>change of water quality</li> <li>collision of birds with the installations</li> <li>barrier to bird migration and threat to birds nesting and resting</li> <li>negative impacts from repair and maintenance activities</li> </ul> </li> <li>during demolition: <ul style="list-style-type: none"> <li>visual and noise</li> <li>ship traffic during removal</li> <li>loss of habitat during removal</li> <li>pollution</li> <li>sediment raising during demolition</li> </ul> </li> </ul> <p>The guidelines clarify in detail, how these impacts shall be assessed and which data must be made available.</p> |
| (a) Degree of knowledge of these issues by key players (relevant sector authorities and policy makers on national and regional level, EU, private sector, non-governmental organisations on EU and national level)  | well known by interested investors; but impact assessment is difficult due to lacking knowledge/ experience  |
| (b) What is the degree of coverage of these issues by existing policies, strategies and investment plans?   | well covered   |
| (c) What partners outside the North Sea Region would be crucial to consult or to co-operate with?   | planning authorities from other seas dealing with the same task  |
| (d) In what way should this theme be formulated in order to get the most out of transnational spatial development co-operation in a new programming period? In this respect it is important to bear in mind that a next programme period should go well beyond what is addressed in this round. | Guidelines and experience on the impact assessment for wind farms  |
| (3) How could transnational co-operation meet these challenges? Which of the challenges will benefit from transnational co-operation within the North Sea Region  | Exchange of knowledge  |
| (4) Who would benefit/participate in such co-operation (key players)? Who would be interested in undertaking the work (the likely actors)   | investors; approving authorities   |
| (5) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors).   |  |

| Issues addressed in the TOR  | Document Screening                           |
|--|--|
| (6) What sort of activities/investments would be valuable to undertake? Innovative approaches which would be useful to test in pilot projects                                      |  |
| (7) Are the project examples in Annex 3 of NorVision still relevant?   |  |
| <b>Vision 2:</b> NSR with balanced spatial structure   |  |
| <ul style="list-style-type: none"> <li>Develop methods and approaches of integrated coastal zone management which integrate regional economic development and planning.</li> </ul> | not addressed, but is part of the assessment |
| <b>Vision 4:</b> NSR takes care of its natural resources and ecological equilibrium and cultural heritage  |  |
| <ul style="list-style-type: none"> <li>Identify the implications of spatial policies on the ecology of the North Sea and suggest improvements</li> </ul>                           | still valid and relevant                     |
| <ul style="list-style-type: none"> <li>Designation and administrative procedures of protected areas on the seabed</li> </ul>   | still valid and relevant                     |
| <ul style="list-style-type: none"> <li>Demonstration project for new energy production (incl. tidal power)</li> </ul>  | still valid and relevant                     |
| <ul style="list-style-type: none"> <li>Potentials for wave energy development</li> </ul>   | not addressed                                |
| <b>Vision 9:</b> Human activities in harmony with nature   |  |
| <ul style="list-style-type: none"> <li>Identify implications of extended use of coastal waters for large and small scale facilities wind farming</li> </ul>                        | still valid and relevant                     |
| <ul style="list-style-type: none"> <li>Develop approaches to manage the change towards sustainable tourism</li> </ul>  | not addressed                                |
| <ul style="list-style-type: none"> <li>Study methods of cross-sector planning</li> </ul>   | still valid and relevant                     |
| <ul style="list-style-type: none"> <li>Implications of fish farming in coastal waters</li> </ul>   | not addressed                                |
| (8) Questions that could be looked at in a transnational context   |  |
| (9) Benefits for new programming period  |  |
| (10) Sense of Urgency?   |  |

## 7.2.6 Denmark

|              |   |
|--------------|---|
| Document 114 | Action Plan for Nature Conservation in Denmark, 2004-2009   |
| Document 115 | Denmark's national strategy for sustainable development - "A shared future – balanced development" (2002) |
| Document 116 | Development and state of environmental protection in Denmark (2001)                                       |
| Document 117 | Towards a Cleaner Marine Environment (2001)   |

**Document 114: Action Plan for Nature Conservation in Denmark, 2004-2009**

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | Action Plan for Nature Conservation in Denmark, 2004-2009   |
| (2) Geographical Coverage   | Denmark   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <ul style="list-style-type: none"> <li>Reduction of excess phosphorous - objective of 50% reduction by 2015</li> <li>Reduction in discharges of phosphorous - 50,000 ha of buffer zones</li> <li>Pesticide Plan 2004-2009 for reducing pesticide consumption and its impact on the environment.</li> <li>Extension of Natura 2000 zones in focus and with high priority</li> </ul> <p>Non-spatial challenge for the protection of biodiversity and coastal zones:</p> <ul style="list-style-type: none"> <li>Rules requiring heavy oil to be carried in double-hull tankers and accelerated phasing-out of single-hull tankers.</li> <li>Freshwater and seawater fish farms must be environmentally approved, and marine farms must live up to similar requirements.</li> </ul> |
| (4) How could transnational co-operation meet these challenges?   | Support of other stakeholders in other countries regarding knowledge transfer and expert exchange   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | Shallow Danish marine areas hold important international natural assets that we are obliged to protect. A significant reduction of impacts from nutrients, which can lead to serious oxygen depletion, from oil spills, and from a wide array of environmental toxins, is essential in this connection. Moreover, fisheries must be managed in a sustainable manner in order to protect or restore fish species and their habitats.   |
| (6) Who would benefit/participate in such co-operation (key planners)   | Ministry of the Environment, Ministry of Food, Agriculture and Fisheries  |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Regions, private stakeholders (fishery, fish farming, etc.)   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | Development and implementation of a European marine strategy, aiming at gathering international efforts to protect the marine environment and forming the basis for action at EU level.   |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         |   |
| (11) Questions that could be looked at in a transnational context   | <p>New approach which might be interesting for other countries: A new planning tool for Danish counties, the concept of "nature planning", is being introduced. Nature planning is a way of assessing the state of nature, establishing objectives, and building a basis for prioritising efforts in geographically delimited natural areas, such as international nature conservation areas, section-3 areas, or potential new natural areas.</p> <p>The Committee on Marine Fish Farms has presented a number of recommendations aimed at reducing the risk of environmental impacts from marine fish farms.</p>  |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | No  |
| (13) Benefits for new programming period  | Concept of "nature planning" might be interesting for other countries   |
| (14) Sense of Urgency?  | Yes   |

**Document 115: Denmark's national strategy for sustainable development – "A shared future – balanced development" (2002)**

| Issues addressed in the TOR  | Document Screening  |
|--|---|
| 1) Document Reference  | Denmark's national strategy for sustainable development - "A shared future – balanced development" (2002)   |
| 2) Geographical Coverage   | Dk  |
| 3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <p>No explicit statements on coastal water management, general statements of importance such as e.g.</p> <p>Integration of environmental concerns into all policies and decision-making processes in all sectors is a prerequisite for achieving sustainable development. These sectors include central, and local levels of government, business and other sectors of society.</p> <p>Concerning "water and coastal management":</p> <p>Denmark's Action Plan on the Aquatic Environment II is expected to ensure that nitrogen emissions from agriculture are reduced by 100,000 metric tons per year before the end of 2003</p> <p>Sustainable fisheries are a prerequisite for preserving the ocean's fish stocks and ecosystems and thus also for the sector's future development. A number of the stocks economically important for Denmark are overfished.</p> <p>Therefore, prompt action is required to limit fishing of endangered stocks, to adjust fish quotas to sustainable levels, and to limit unintentional by-catches and discards.</p> |
| 4) How could transnational co-operation meet these challenges?   | Fisheries sector: New tools and technologies must be developed, the capacity of the fisheries fleet must be adjusted, and fish quotas must be administered to reduce the pressure on fish stocks.   |
| 5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | The endangered fish stocks and the Danish fisheries are dependent upon both Danish compliance, as well as that of its neighbouring countries.   |
| 6) Who would benefit/participate in such co-operation (key planners)   | Ministries, national authorities, regional fishery organisations  |
| 7) Who would be interested in undertaking the work (the likely actors)                                       | National authorities  |
| 8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Fisher men, fishery sector  |
| 9) What sort of activities/investments would be valuable to undertake?                                       | Investments in better and more sensitive fishing methods  |
| 10) Insight in innovative approaches which would be useful to test in pilot projects                         | Unclear   |
| 11) Questions that could be looked at in a transnational context   | More sensitive fishing methods and water and coastal management in general  |
| 12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Baltic Sea fishery sector and countries   |
| 13) Benefits for new programming period  |   |
| 14) Sense of Urgency?  | Adjustment of fish quotas to sustainable levels   |

**Document 116: Development and state of environmental protection in Denmark (2001)**

| Issues addressed in the TOR  | Document Screening   |
|--|--|
| 1) Document Reference  | Development and state of environmental protection in Denmark (2001)  |
| 2) Geographical Coverage   | Dk   |
| 3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <p><i>PROTECTION OF AQUATIC ENVIRONMENT</i><br/> <i>Purpose:</i><br/>                     Protection of drinking water, of rivers, lakes and coastal waters<br/> <i>Focus areas:</i><br/>                     Wastewater treatment<br/>                     Sewer system development<br/>                     Farming practices</p> <p>During the 80's it is realized that a very large part of the sewer system (main sewer lines: 57.302 km) is in a very bad condition and repairs are initiated. These are still going on. It is estimated that a complete repair of the system as it is today will cost more than 200 billion Dkr.</p> <p>Water quality plan II (2001)</p> <ul style="list-style-type: none"> <li>• Changes in regulation for economic support for wetland redevelopment</li> <li>• Reduction in economic support for wheat (bread) production</li> <li>• Tightened regulation with respect to grass, secondary crops, winter wheat and barley</li> </ul> |
| 4) How could transnational co-operation meet these challenges?   | Unclear  |
| 5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | Methods for wetland redevelopment and bread production   |
| 6) Who would benefit/participate in such co-operation (key planners)   | Environmental authorities on national and regional level, private stakeholders (farmers), municipalities   |
| 7) Who would be interested in undertaking the work (the likely actors)                                       | Environmental authorities, municipalities  |
| 8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Agricultural sector, sewage branches   |
| 9) What sort of activities/investments would be valuable to undertake?                                       | Methods for better farming practices and sewage treatment (especially phosphor)  |
| 10) Insight in innovative approaches which would be useful to test in pilot projects                         |  |
| 11) Questions that could be looked at in a transnational context   | Methods for better farming practices and sewage treatment  |
| 12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Actors with experiences that have proven to be more advanced   |
| 13) Benefits for new programming period  | Fulfilling one of the major goals i.e. less nitrification of coastal waters  |
| 14) Sense of Urgency?  | Yes, probably  |

**Document 117: Towards a Cleaner Marine Environment (2001)**

| Issues addressed in the TOR  | Document Screening  |
|--|---|
| 1) Document Reference  | <b>Towards a Cleaner Marine Environment (2001)</b>  |
| 2) Geographical Coverage   | Dk and surrounding seas   |
| 3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <p>Denmark (7,300-km coastline and no point in further than 50 km from the nearest sea or fiord).</p> <p>Challenges / threats for Dk coastal and marine environment:</p> <ul style="list-style-type: none"> <li>• Flora and fauna are threatened by an influx of nutrient salts and substances hazardous to the environment.</li> <li>• Pollution by oil is also a typical black spot on the sea / coasts and demands an active effort.</li> </ul> <p>→ Goal of the Danish Government: an unpolluted sea by 2020.</p>   |
| 4) How could transnational co-operation meet these challenges?   | <p><b>Initiatives in regional forums on co-operation in Denmark / neighbouring regions</b></p> <ul style="list-style-type: none"> <li>· Reassessment of discharges from the reprocessing of nuclear fuels.</li> <li>· Better reception facilities in harbours.</li> <li>· Landing of decommissioned production platforms.</li> <li>· Design of on-going environmental-status reports from signatory countries.</li> <li>· Protection and preservation of ecosystems and biodiversity.</li> <li>· Selection and prioritisation of the environmentally hazardous substances that must be stopped regarding discharging.</li> <li>· Integration of environmental and sectorial policies, including policies on fisheries.</li> </ul> |
| 5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | <p>- Important: International collaboration on the marine environment is crucial, if we are to attain this goal within one generation.</p> <p>- Implementing and following up and OSPAR Convention on protecting the entire North-East Atlantic region, including the Kattegat, against all forms of pollution.</p>   |
| 6) Who would benefit/participate in such co-operation (key planners)   |   |
| 7) Who would be interested in undertaking the work (the likely actors)                                       | Danish EPA, national authorities, municipalities, harbour authorities   |
| 8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Harbours, oil industry  |
| 9) What sort of activities/investments would be valuable to undertake?                                       | HARBOURS AS RECYCLING CENTRES<br>Marine wind turbines – as a new source of energy   |
| 10) Insight in innovative approaches which would be useful to test in pilot projects                         | Harbours as recycling centres   |
| 11) Questions that could be looked at in a transnational context   | Harbours as recycling centres   |
| 12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Harbours that succeeded to build up functioning recycling structures  |
| 13) Benefits for new programming period  | Reduce negative environmental effects of shipping and oil industry  |
| 14) Sense of Urgency?  | Yes   |

## 8.2.1 Norway

- Document 118 National Transport Plan (2006 – 2015)  
 Document 119 Norway's action plan for sustainable development (2002)

### Document 118: National Transport Plan (2006-2015)

| Issues addressed in the TOR   | Document Screening  |
|---|---|
| (1) Document Reference  | National Transport Plan (2006 – 2015)   |
| (2) Geographical Coverage   | N   |
| (3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <p>- Provision for development of ports to strengthen sea transport and stimulate commercial and industrial development and establishment of robust areas. Establishment of the Shortsea Promotion Centre-Norway (SPC-Norway), an important element of the Government's strategy for enabling the transition of goods transport from road to sea.</p> <p>- Concentration of handling of general cargo and containers in a limited number of ports = national ports (Oslo, Grenland, Kristiansand, Stavanger, Karmsund, Bergen, Alesund, Trondheim, Bodø and Tromsø)</p> <p>- Other ports will primarily serve local communities and local commerce and industry.</p>              |
| (4) How could transnational co-operation meet these challenges?   | Port co-operation   |
| (5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | Concentration of land-sea transport on a limited number of routes in order to strengthen and environmentally improve the transports   |
| (6) Who would benefit/participate in such co-operation (key players)  | Ports and port cities / regions   |
| (7) Who would be interested in undertaking the work (the likely actors)                                       | Ports and port cities / regions   |
| (8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Ports and port cities / regions, transport sector, shipping companies   |
| (9) What sort of activities/investments would be valuable to undertake?                                       | <p>A total framework amounting to NOK 1 105 million each year has been adopted for the activities of the Norwegian National Coastal Administration during the period of 2006–2015 covered by the plan. This framework includes state allocations of NOK 600 million a year, while user-financing amounts to NOK 505 million a year.</p> <p>Priority measures such to combat acute pollution and measures to improve safety and traffic flow along the coast.</p> <p>In order to meet the traffic flow and safety goals for sea transport, instruments will be directed at measures such as improvement of sea routes, marking, pilot services and other sea traffic services.</p> |
| (10) Insight in innovative approaches which would be useful to test in pilot projects                         | Connection land-sea-land transport  |
| (11) Questions that could be looked at in a transnational context   | Increasing and improving sea transports   |
| (12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Ports at other continents   |
| (13) Benefits for new programming period  | Improved transport handling, less transport km  |
| (14) Sense of Urgency?  | No  |

**Document 119: Norway's action plan for sustainable development (2002)**

| Issues addressed in the TOR  | Document Screening   |
|--|--|
| 1) Document Reference  | Norway's action plan for sustainable development (2002)  |
| 2) Geographical Coverage   | Norway and coastal waters, open sea  |
| 3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <p>- Norway is responsible for managing large energy resources. Petroleum is Norway's most important non-renewable natural resource, and must be managed so that extraction of the petroleum reserves is weighed against the increase in other parts of the national wealth, and so that the impact on the environment and marine resources is taken properly into account.</p> <p>- Certain Norwegian fish stocks is giving cause for concern. Overfishing has previously led to the collapse of stocks of Norwegian spring-spawning herring, North Sea herring and North Sea mackerel.</p> <p>The collapse of the Norwegian spring-spawning herring stock in the late 1960s resulted in a change in its migration patterns, so that the stock was not available in sufficient quantities to support a fishery for 20 years.</p> <p>- The state of some other spawning stocks, for example North Sea cod, give cause for concern. Sustainable management of living marine resources in Norwegian waters must be based on reliable knowledge. → As far as possible and appropriate, management of each species and stock must also be based on longterm management plans. We particularly need more knowledge of the links between the physical, chemical and biological elements of the marine environment, on biological diversity, and on interactions between different marine species.</p> <p>- Norway's aquaculture industry has grown strongly in the past ten years. In the early 1990s, annual production of salmon and trout was about 150 000 tonnes, but this had risen to 530 000 tonnes in 2001. In 1998, the Norwegian fish farming industry accounted for half the total world production of Atlantic salmon. The aquaculture industry has a large economic potential and helps to provide new employment in outlying districts. The most important environmental problems for the industry are related to salmon lice and escaped farmed salmon, which are a threat to wild Norwegian salmon.</p> |
| 4) How could transnational co-operation meet these challenges?   | <p>- Means of increasing the efficiency of fishing operations</p> <p>- Controls of catches by police and prosecution authorities</p>   |
| 5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | <p>- Long term management plans for fish stocks and species</p> <p>- Save crude oil exploitation and transports</p>  |
| 6) Who would benefit/participate in such co-operation (key players)  | National authorities, regions and municipalities   |
| 7) Who would be interested in undertaking the work (the likely actors)                                       | Aqua culture and fishery sector  |
| 8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). |  |
| 9) What sort of activities/investments would be valuable to undertake?                                       | <p><i>Fisheries and aquaculture</i></p> <p>The Norwegian Government intends to:</p> <p>- Intensify its efforts to reduce the overcapacity of the fishing fleet and thus improve the profitability of the fisheries industry and reduce pressure on resources. A structural measure (unit quotas) has been introduced for almost all vessel classes in the ocean-going fishing fleet. In 2004, a structural scheme will also be introduced for coastal fishing vessels of length 15-28 metres, to reduce overcapacity in this category.</p> <p>- Review the question of whether to introduce taxation of the resource rent from the fisheries.</p> <p>- Ensure that actual catches do not exceed the quotas that are allocated.</p> <p>- Intensify efforts to reduce environmental problems caused by the fish farming industry. (see White paper <i>Protecting the Riches of the Seas</i> (Report No. 12 (2001-2002) to the Storting)</p> <p>- Play an active role in ensuring that as production of other farmed</p>  |

| Issues addressed in the TOR   | Document Screening   |
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|   | species than salmon is developed, environmentally sound standards are established both nationally and internationally. |
| 10) Insight in innovative approaches which would be useful to test in pilot projects              |  |
| 11) Questions that could be looked at in a transnational context                                  | Fishing fleet issues, fishing quotas, environmental problems caused by the fish farming industry                       |
| 12) What partners outside the North Sea Region would be crucial to consult or to co-operate with? | Unclear  |
| 13) Benefits for new programming period   | Improved fishing methods, adapted fishing quotas, insights of improved fish farming practice                           |
| 14) Sense of Urgency?   | Partly   |

## 8.2.2 Sweden

|              |  |
|--------------|--|
| Document 120 | A Swedish Strategy for Sustainable Development (2003)  |
| Document 121 | The Sea – time for a new strategy (Swedish Commission on the marine environment, final report, 2003) |

### Document 120: A Swedish Strategy for Sustainable Development (2003)

| Issues addressed in the TOR  | Document Screening  |
|--|---|
| 1) Document Reference  | A Swedish Strategy for Sustainable Development (2003)   |
| 2) Geographical Coverage   | Global, Sweden  |
| 3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <ul style="list-style-type: none"> <li>- Shipping, fishing, toxic effluents, over-fertilisation and climate change all have a detrimental impact on the marine environment.</li> <li>- In 2005, the government will propose measures designed to break this negative trend. The goal in this sector is a balanced marine environment and a living coastline and archipelago.</li> <li>- Sweden actively promotes international initiatives to preserve the marine environment.</li> <li>- It has been proactive in efforts to classify the Baltic Sea as a Particularly Sensitive Sea Area (PSSA). It has also played an active part in implementing the strategy drawn up by the EU to protect and preserve the marine environment.</li> <li>- The environmental impact of shipping and fishing will be addressed at a ministerial meeting in 2006.</li> </ul> |
| 4) How could transnational co-operation meet these challenges?   | Help to fulfil the points above in all manners through international co-operation   |
| 5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | Shipping, fishing, toxic effluents, over-fertilisation and climate change   |
| 6) Who would benefit/participate in such co-operation (key players)  | All kinds of stakeholders engaged in the fields above   |
| 7) Who would be interested in undertaking the work (the likely actors)                                       | All kinds of stakeholders engaged in the fields above   |
| 8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | Unclear   |
| 9) What sort of activities/investments would be valuable to undertake?                                       | Nature conservation and the preservation of biological diversity – allocation for this (2004-2006) from the governmental funding: SEK 300 million   |
| 10) Insight in innovative approaches which would be useful to test in pilot projects                         |   |
| 11) Questions that could be looked at in a transnational context   | Shipping, fishing, toxic effluents, over-fertilisation and climate change   |
| 12) What partners outside the North Sea Region would be crucial to consult or to co-operate with?            | Not clear   |
| 13) Benefits for new programming period  | Enhanced strategies in the fields mentioned above   |
| 14) Sense of Urgency?  | Yes   |

**Document 121: The Sea – time for a new strategy (Swedish Commission on the marine environment, final report, 2003)**

| Issues addressed in the TOR  | Document Screening  |
|--|---|
| 1) Document Reference  | <b>The Sea – time for a new strategy (Swedish Commission on the marine environment, final report, 2003)</b>   |
| 2) Geographical Coverage   | Sweden, Baltic and North Sea  |
| 3) Main spatial challenges regarding coastal waters for the North Sea Region until 2010?                     | <p>Challenges (related to continuous negative trends):</p> <ul style="list-style-type: none"> <li>• Fish species disappear, others appear</li> <li>• Fine threaded algae in bays and beaches, blue-green algae (more Baltic than North Sea)</li> <li>• Damage from Over-fishing</li> <li>• Eutrophication</li> <li>• Emission of toxic substances and oil</li> <li>• Substandard shipping / risk of accidents</li> <li>• Insufficient fishery regulations</li> <li>• Hazardous emissions</li> <li>• Climate change and its impact for healthy ecosystems</li> </ul> <p>"The sea is a victim of the tragedy of commons" (p.12) – regarding short-term economic interests that steer the sea's exploitation and development</p> <p>Three Swedish long term goals:<br/>                     → A balanced marine environment, sustainable coastal areas and archipelagos<br/>                     → A Non-toxic environment<br/>                     → Zero eutrophication achievable by the year 2020.</p> |
| 4) How could transnational co-operation meet these challenges?   | <p>More sufficient analysis of the activities of different sectors and their impact on the sea / coastal areas</p> <p>Better dialogue and co-ordination among the various stakeholders, scientists and authorities – both nationally and internationally</p> <p>Protecting the marine environment by altering human behaviour and attitudes</p> <p>Appropriate proposals and measures exist, BUT lack of extensive and systematic implementation needed</p> <p>Other proposal of the Commission: Divide sea areas in different zones (p. 15):<br/>                     "Such zoning should consist of a core of areas where no resource extraction is allowed, a large network of areas where some types of resource use is permitted, and other areas where special rules of consideration apply for various activities. This kind of zoning is similar to what has been applied on land for some considerable time."</p>  |
| 5) Which of the challenges will benefit from transnational co-operation within the North Sea Region          | Completely NEW approaches on international level needed: "The Commission on the Marine Environment believes that current methods must undergo a fundamental change. Makeshift repairs to the current system are not enough. Our way of working and addressing the issues has led us to the end of the road. Our current regulatory frameworks do not protect our seas. Our seas must be decoupled from the regulatory frameworks which currently restrict the efforts." (p.12)  |
| 6) Who would benefit/participate in such co-operation (key planners)   | National and regional as well as local actors   |
| 7) Who would be interested in undertaking the work (the likely actors)                                       | National authorities, international initiatives / projects?   |
| 8) Who might not be prone to co-operate, but would be crucial for significant progress (the crucial actors). | National, regional and municipal authorities, shipping traders, fishery industry  |

| Issues addressed in the TOR   | Document Screening   |
|---|--|
| 9) What sort of activities/investments would be valuable to undertake?                            | <p>Investments in sectors:</p> <ul style="list-style-type: none"> <li>• Eutrophication</li> <li>• Emission of toxic substances and oil</li> <li>• Substandard shipping / risk of accidents</li> <li>• Hazardous emissions</li> </ul>   |
| 10) Insight in innovative approaches which would be useful to test in pilot projects              | <p>Ecosystem-based management would pioneer marine environmental protection (comparable to Convention on Long Range Transboundary Air Pollution, CLRTAP)</p> <p>→ New forms of management and decision-making: intersectoral, handling complex relationships and internationally co-ordinated / agreed</p> <p>→ regional marine conventions for the protection of the marine environment, essential components:<br/>                     unanimity and collaboration among authorities, the research community, industries and other stakeholders,<br/>                     common effect-based targets for both national and international work,<br/>                     - the flexibility to implement cost-effective measures within relevant - sectors and establish legally binding agreements at the national level</p> |
| 11) Questions that could be looked at in a transnational context                                  | Dito 10  |
| 12) What partners outside the North Sea Region would be crucial to consult or to co-operate with? | Not clear  |
| 13) Benefits for new programming period   | Some innovative approaches like zoning,  |
| 14) Sense of Urgency?   | Urgent: implemented measures against eutrophication and other problems   |