



BUNDESAMT FÜR
SEESCHIFFFAHRT
UND
HYDROGRAPHIE

Bilateral Meeting Poland – Germany (Online)

Presentation and Discussion Draft MSP for the German EEZ



30 September 2020 – ONLINE MEETING

Agenda

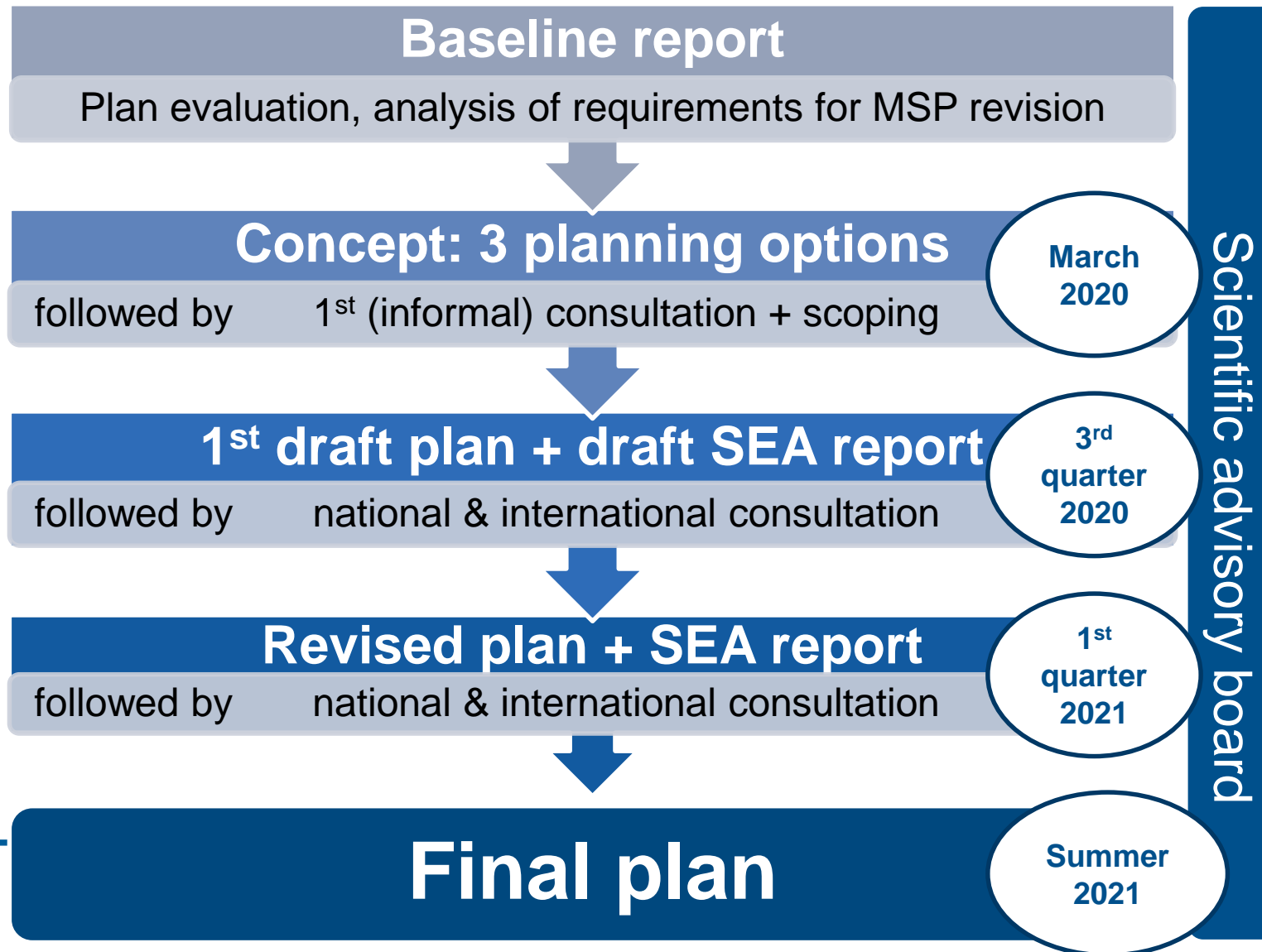
- 09:00** **Welcome and Introduction**
- 09:15** **Update on State of Polish EEZ MSP and SEA**
- 09:30** **Update on Planning Process for German EEZ MSP**
- Further Planning Steps / Subsequent Coordination Meetings**
- 10:00** **Draft MSP for the German EEZ: Objectives, Designations, Regulations**
- 10:30** **Draft MSP for the German EEZ: Strategic Environmental Assessment**
- 11:00* *Break (15 min.)*
- 11:15** **Discussion**
- 13:00* *End of Meeting*



BUNDESAMT FÜR
SEESCHIFFFAHRT
UND
HYDROGRAPHIE

Draft MSP for the German EEZ

Update on Planning Process for German EEZ MSP



Further Planning Steps / Subsequent Planning Meetings

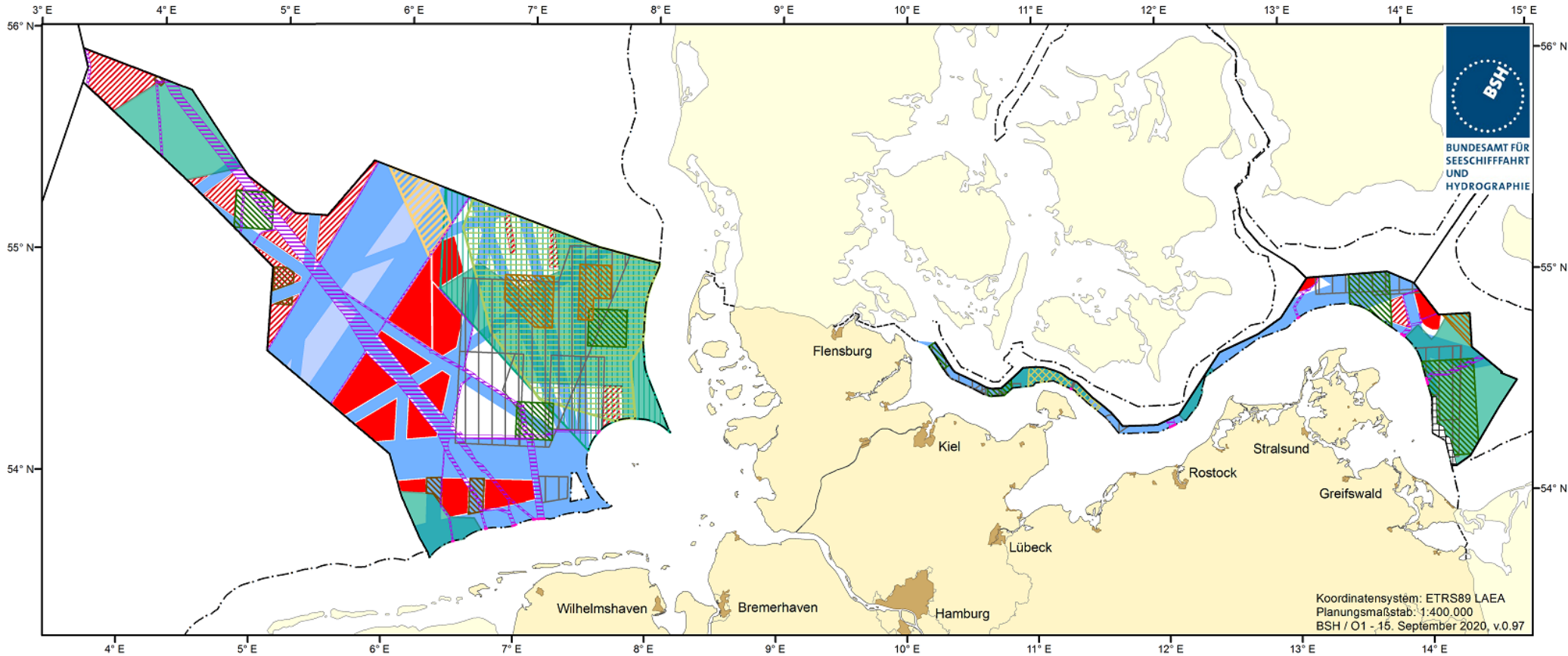
- approx. end of October 2020 International consultation, Espoo process
- Beginning/Mid November 2020 End of comments period for national consultation
- 24. + 25. November 2020 National consultation meeting (online)
- December 2020 International consultation meeting
- End of January 2021 Revision and finalisation of 2nd draft MSP
- February 2021 Deadline for commenting in national consultation
- Q1 2021 Further international consultation if necessary
- March 2021 Finalisation of MSP and SEA
- March 2021 Inter-ministerial coordination of the plan
- Q3 2021 Adoption of MSP

Overarching principle

Maritime spatial planning sustainably preserves and develops the uses and core functions of the sea in an European context.

General objectives of the German EEZ MSP

- Coherent international MSP and cooperation at sea basin level
- Inclusion of land-sea-interactions, transport- and value chains for coherent planning
- Harmonization of the development of the maritime economy with sustainable development objectives:
 - Coordination of current and future spatial demands of sectors and users
 - Prioritization of specific maritime uses, optimization and reversibility of uses
 - Application of the ecosystem based approach, the precautionary principle, and taking cumulative effects into account
- MSP is supporting:
 - Safety and ease of navigation
 - Economic uses
 - Research
 - National and Alliance defense
- Contribution to the protection and improvement of the marine environment



Entwurf Raumordnungsplan 2021 für die deutsche AWZ der Nord- und Ostsee (Stand: 15. September 2020)

Schifffahrt

- Vorranggebiet
- befristetes Vorranggebiet (bis 2035)

Windenergie auf See

- Vorranggebiet
- Vorbehaltsgebiet

Leitungen

- Vorbehaltsgebiet
- Grenzkorridor zum Küstenmeer

Rohstoffgewinnung

- Vorbehaltsgebiet Kohlenwasserstoffe
- Vorbehaltsgebiet Sand- und Kiesabbau

Fischerei

- Vorbehaltsgebiet Kaisergranat

Wissenschaftliche Forschung

- Vorbehaltsgebiet

Schutz & Verbesserung der Meeresumwelt

- Vorranggebiet Naturschutz
- Vorbehaltsgebiet Seetaucher
- Vorbehaltsgebiet Schweinswale (Mai bis August)
- Vorbehaltsgebiet Vogelzug

Nachrichtliche Darstellung

- Militärische Übungsgebiete
- Fehmarnbeltquerung

Grenzen



- Grenze zum Küstenmeer
- Grenzen der AWZ
- Internationale Grenze
- Nordansteuerung*

* Außenreede der Häfen Stettin und Swinemünde: Dieser Bereich ist vom Planentwurf wegen widersprechender Rechtsauffassung nicht erfasst. Nach deutscher Ansicht handelt es sich um einen Teil der deutschen AWZ, wobei hieraus im Verhältnis zu Polen keine Rechte und Pflichten geltend gemacht werden. Nach polnischer Ansicht ist dieser Bereich Teil des polnischen Küstenmeeres.





Draft MSP for the German EEZ in the Baltic Sea



Shipping

-  Priority area
-  Priority area (until 2035)



Offshore wind energy

-  Priority area
-  Reservation area


Cables, pipelines

-  Reservation area
-  Gate to the territorial sea

Natural Resource extraction

-  Reservation area hydrocarbons
-  Reservation area sand & gravel





Fisheries

-  Reservation area Norwegian lobster



Research

-  Reservation area





Nature Conservation

-  Priority area nature conservation
-  Reservation area diver
-  Reservation area harbour porpoise (May – Aug)
-  Reservation area bird migration

For Information Only

-  Military training sites
-  Fehmarn Strait crossing

Boundaries

-  Territorial sea
-  Exclusive Economic Zone
-  International border
-  Outer roads*

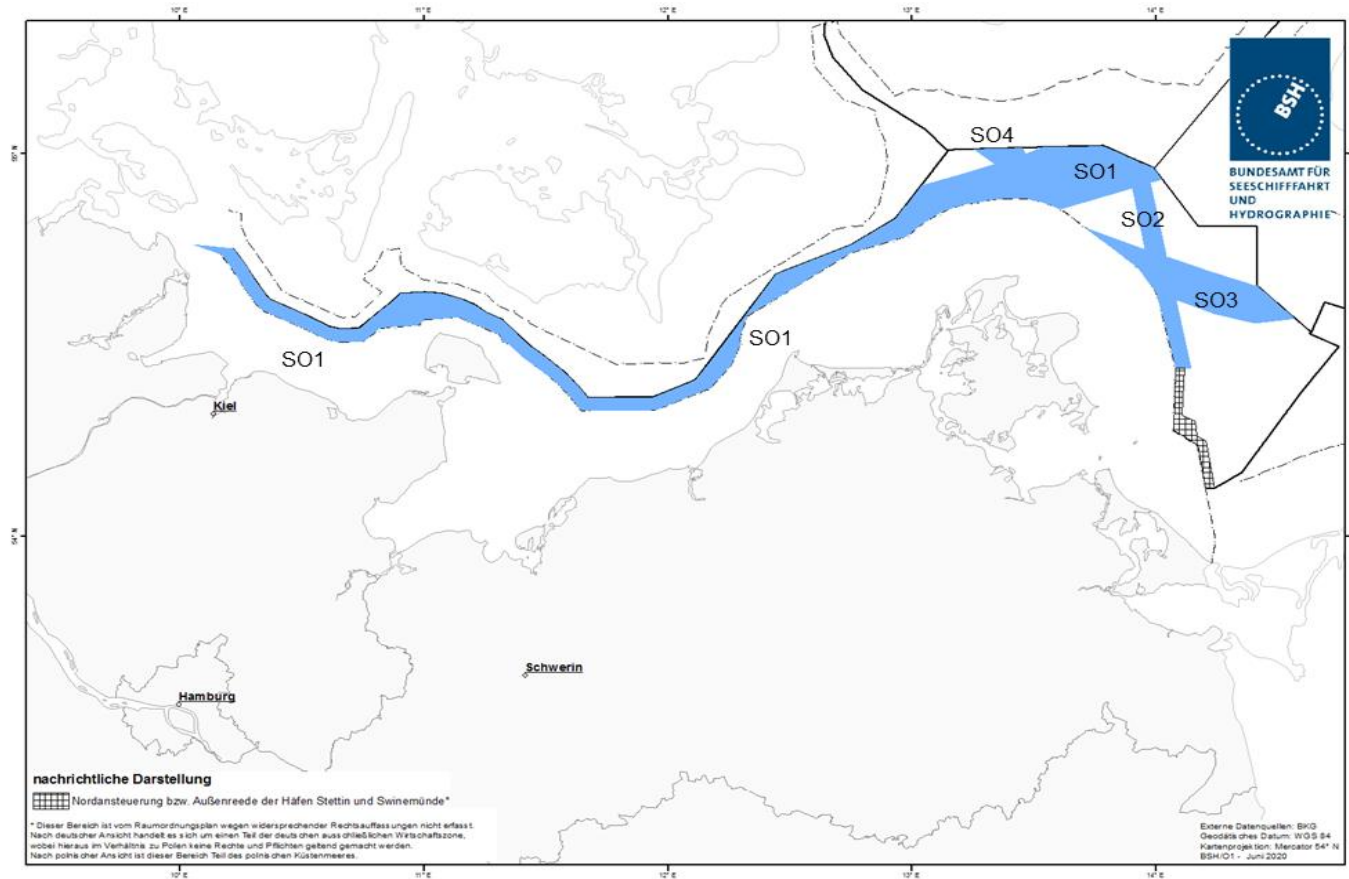
* Außenreed der Häfen Stettin und Swinemünde: Dieser Bereich ist vom Planentwurf wegen widersprechender Rechtsauffassung nicht erfasst. Nach deutscher Ansicht handelt es sich um einen Teil der deutschen AWZ, wobei hieraus im Verhältnis zu Polen keine Rechte und Pflichten geltend gemacht werden. Nach polnischer Ansicht ist dieser Bereich Teil des polnischen Küstenmeeres.

Shipping



BUNDESAMT FÜR SEESCHIFFFAHRT

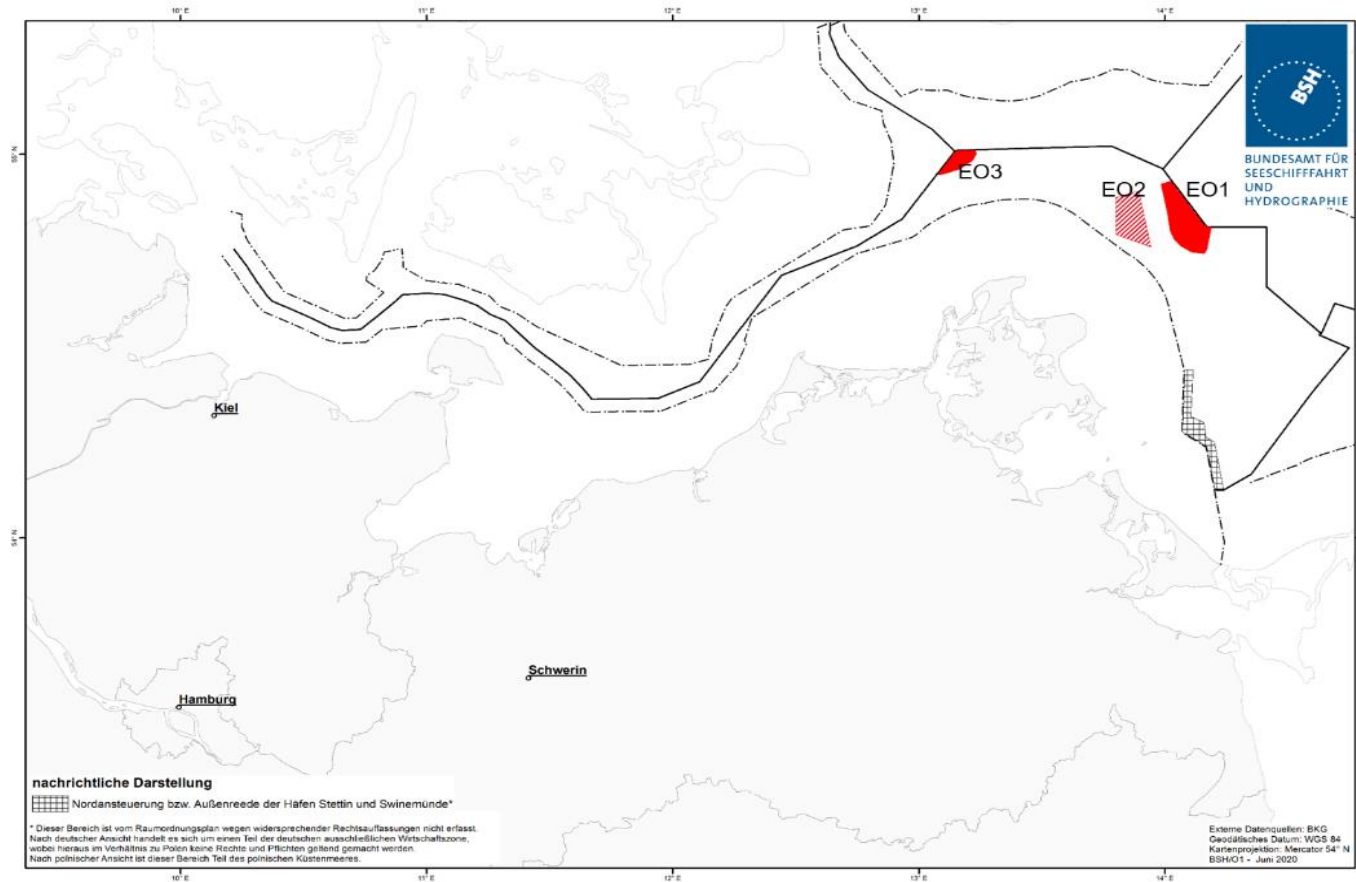
OGRAFIE



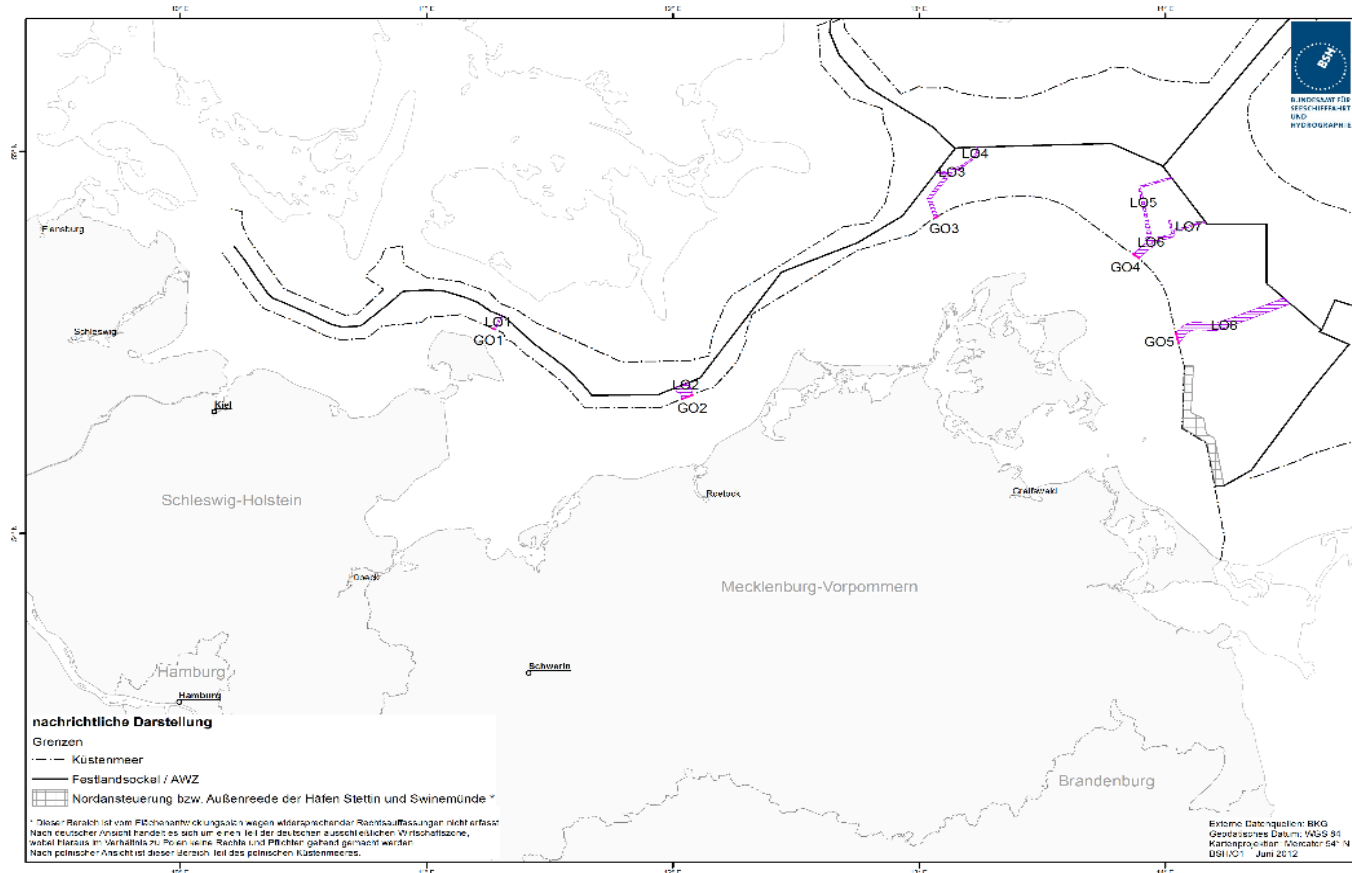
Offshore Wind Energy



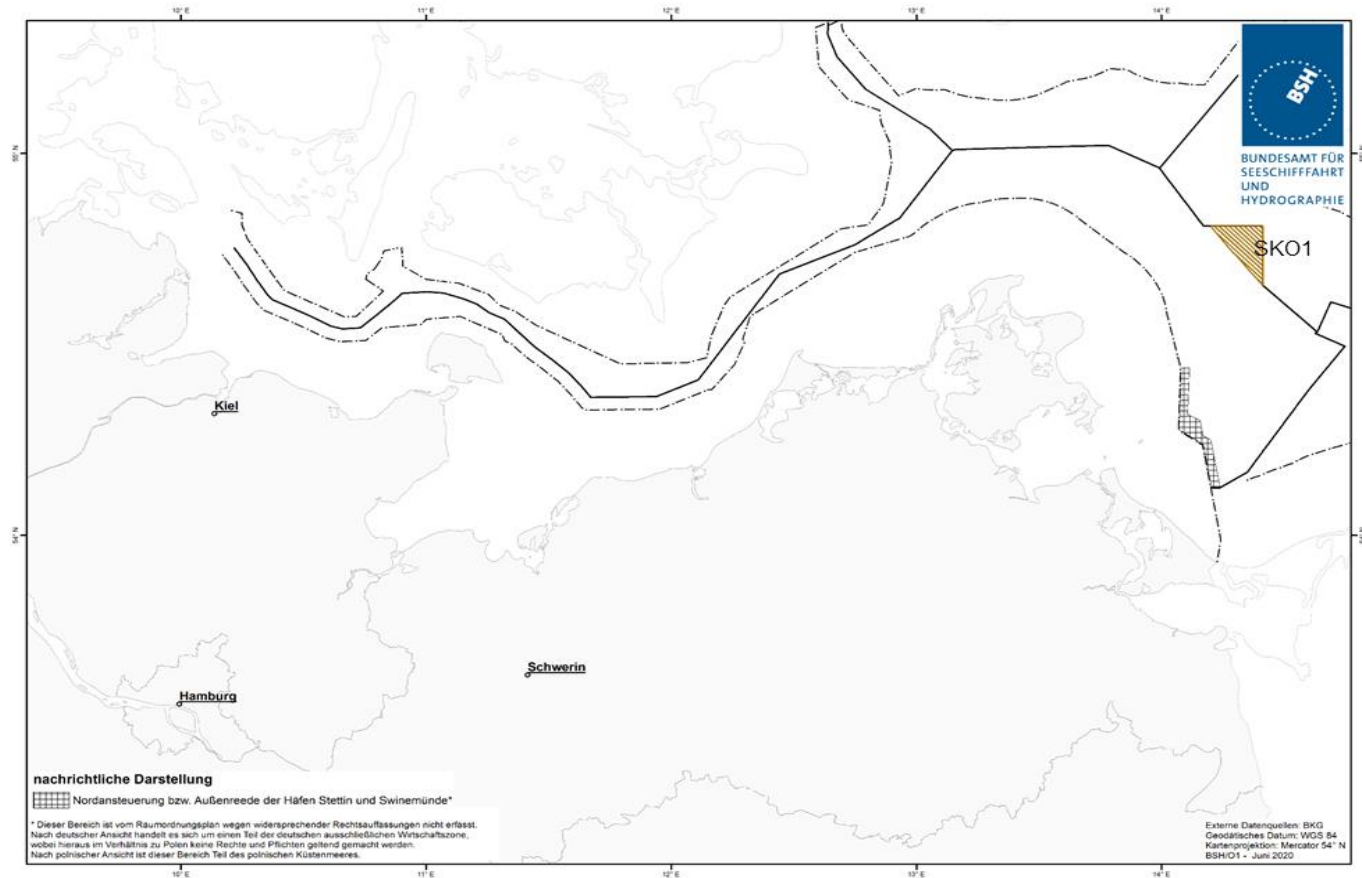
BUNDESAMT FÜR
SEESCHIFFFAHRT
UND
HYDROGRAPHIE

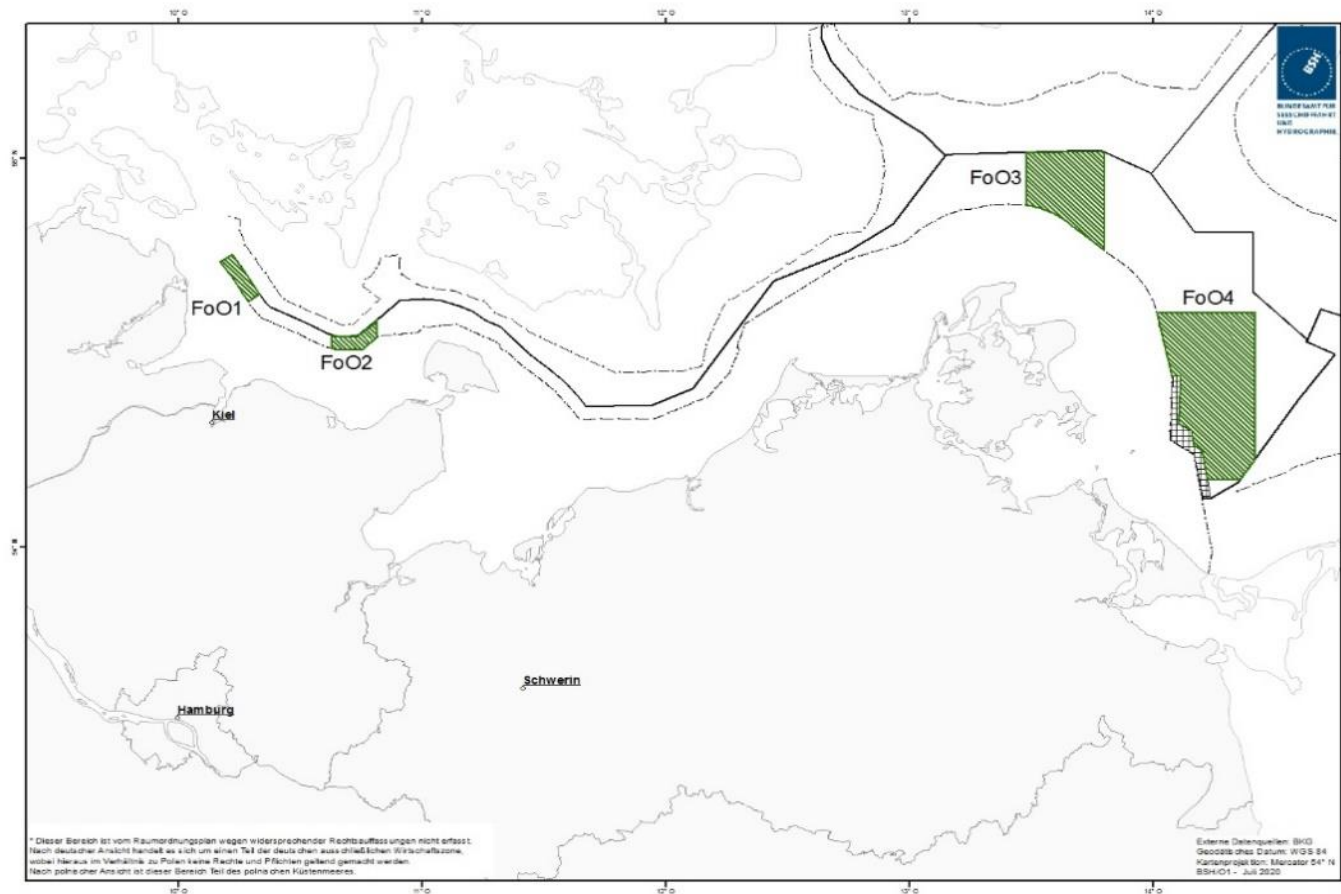


Cables and pipelines



Natural resource extraction

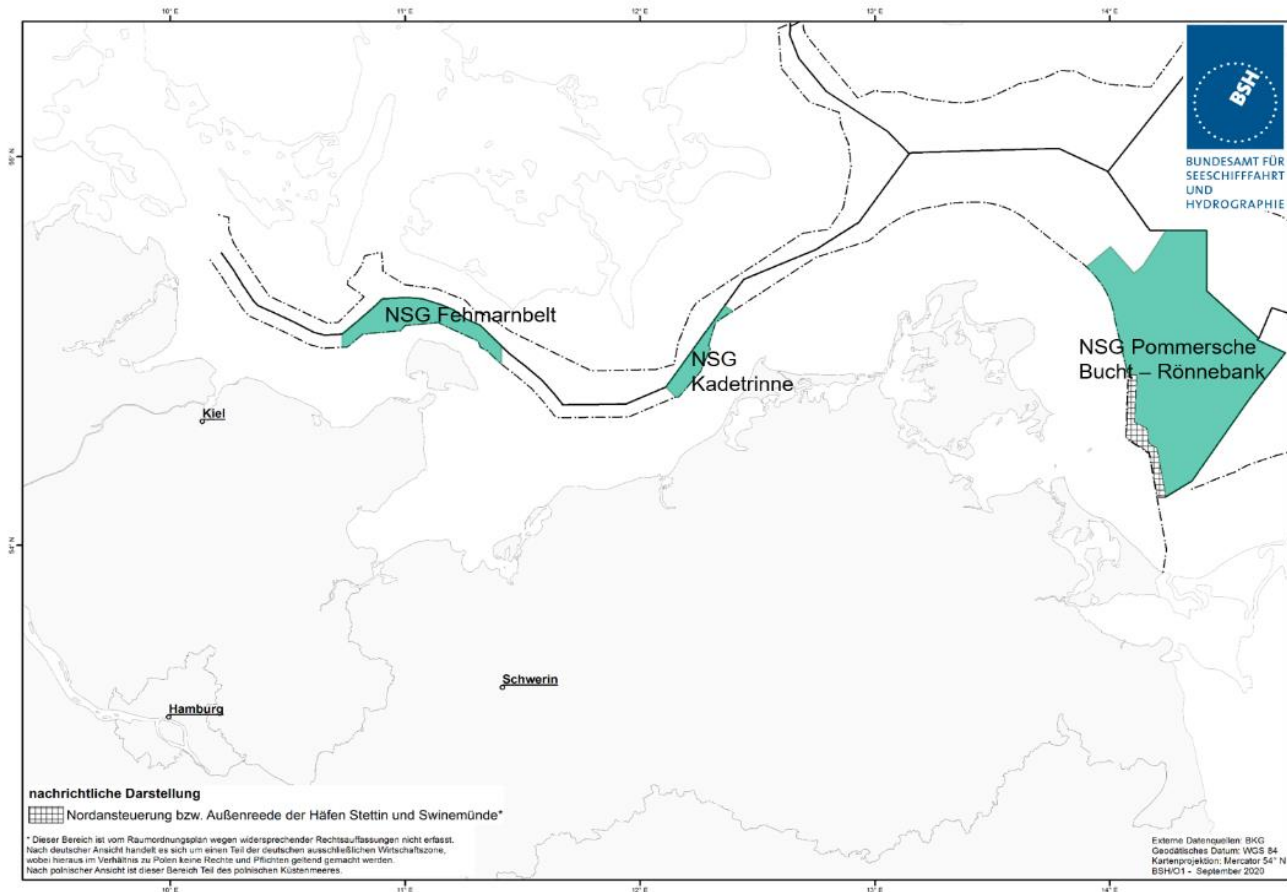




Nature conservation



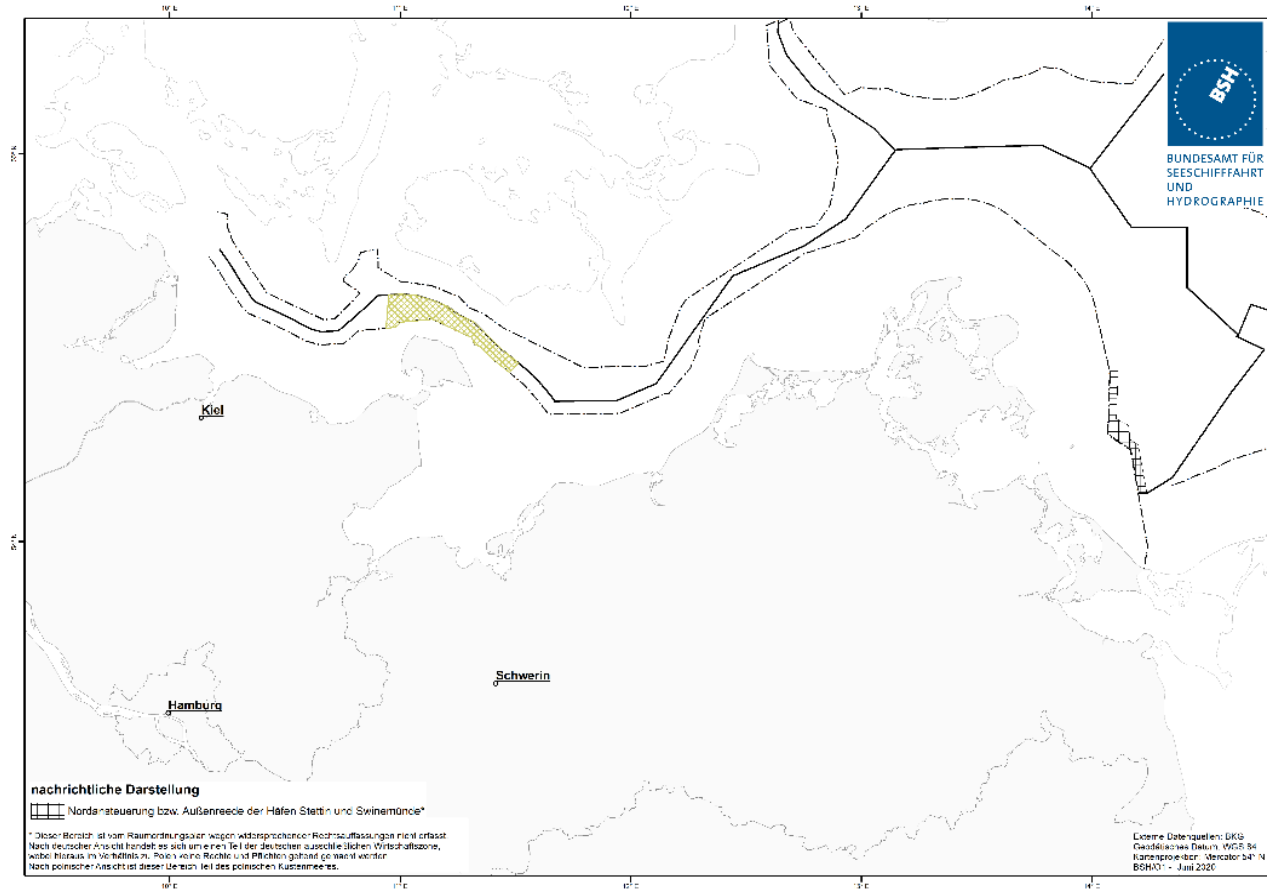
BUNDESAMT FÜR
SEESCHIFFFAHRT
UND
HYDROGRAPHIE



Bird migration

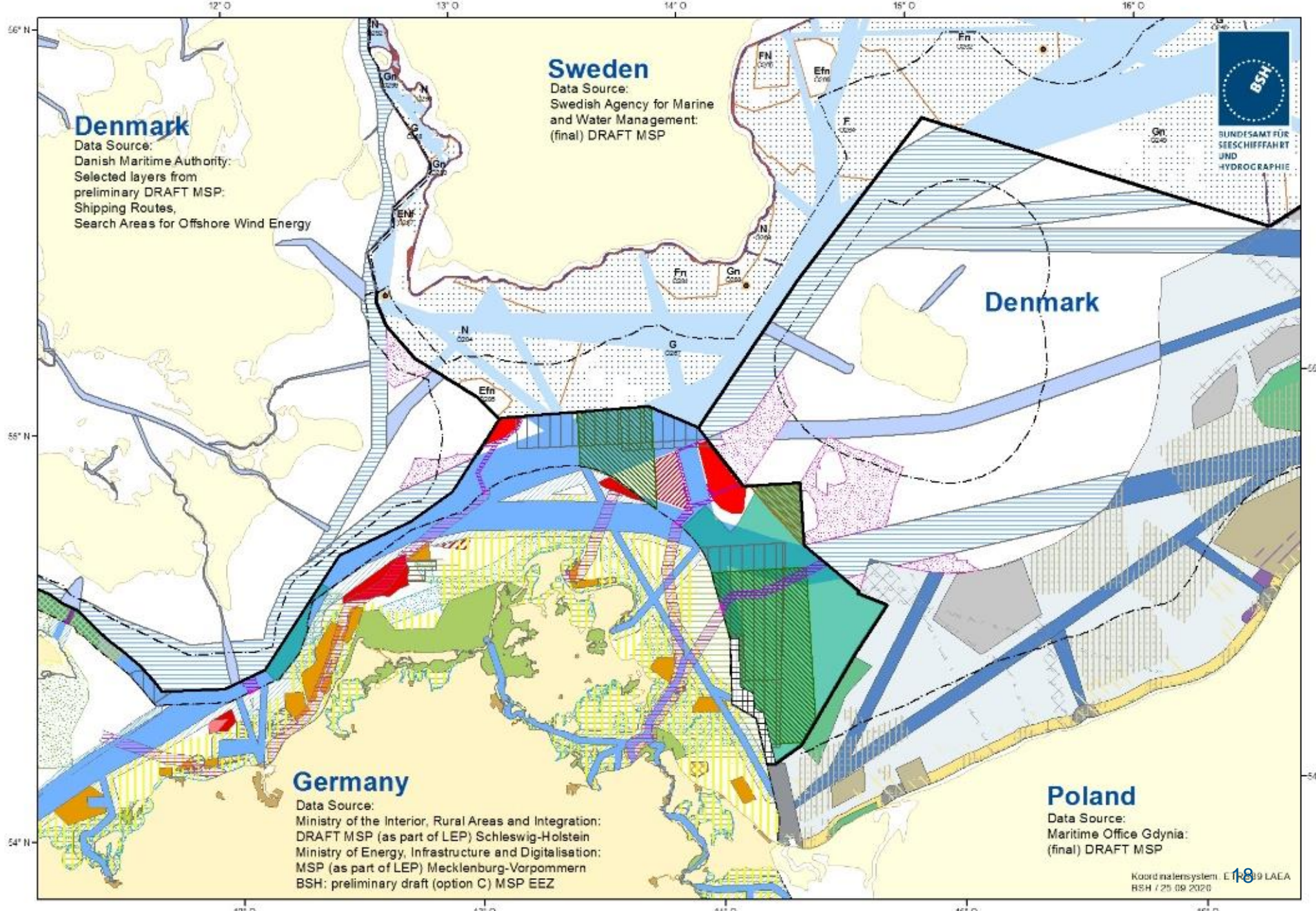


BUNDESAMT FÜR
SEESCHIFFFAHRT
UND
HYDROGRAPHIE



Regulation with regard to Shipping and Nature Conservation

When priority areas for the protection and improvement of the marine environment overlap with priority areas for shipping, shipping enjoys priority in accordance with the provisions of UNCLOS.



Denmark

Data Source:
Danish Maritime Authority:
Selected layers from
preliminary DRAFT MSP:
Shipping Routes,
Search Areas for Offshore Wind Energy

Sweden

Data Source:
Swedish Agency for Marine
and Water Management:
(final) DRAFT MSP



BUNDESAMT FÜR
SEESCHIFFFAHRT
UND
HYDROGRAPHIE

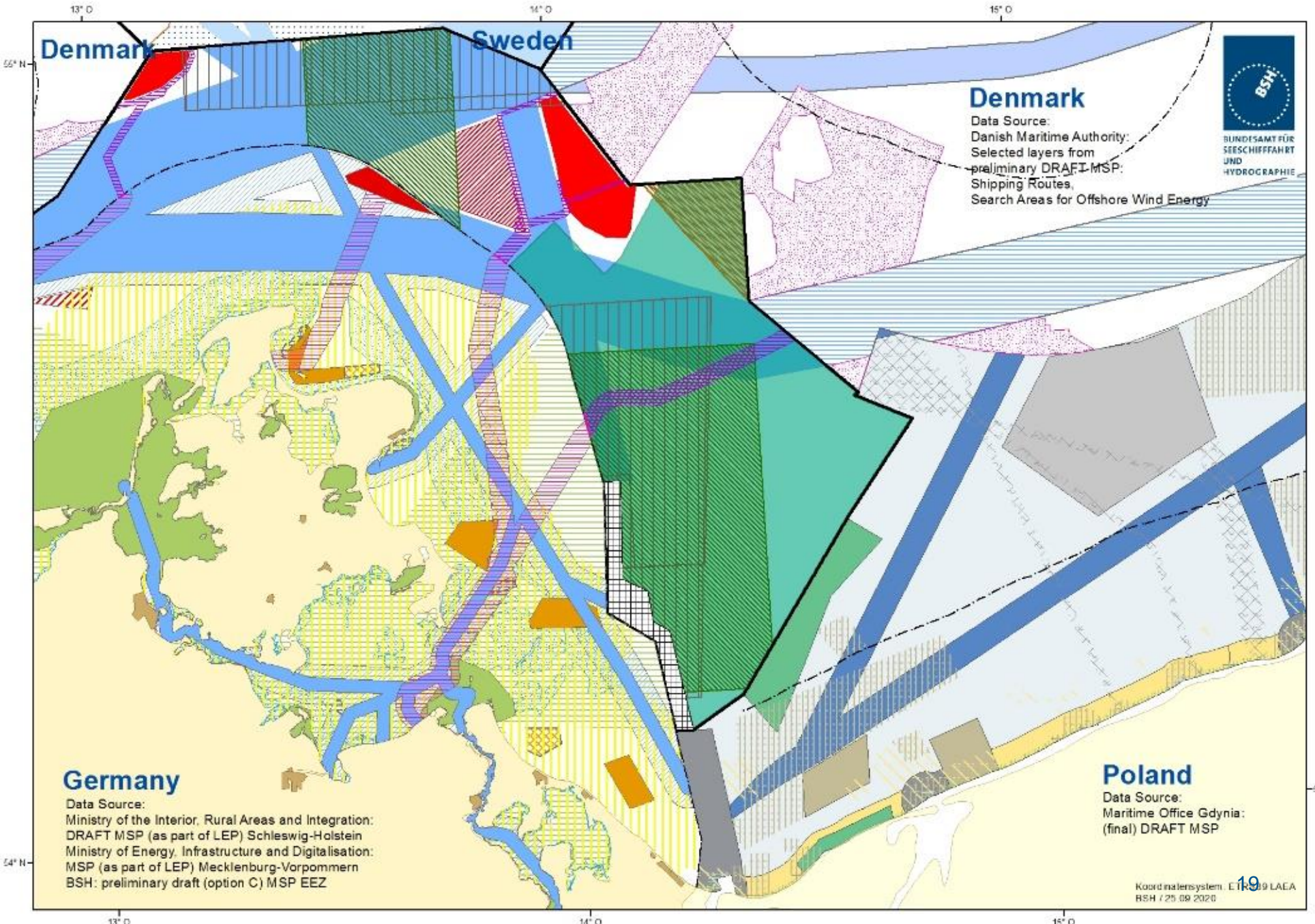
Denmark

Germany

Data Source:
Ministry of the Interior, Rural Areas and Integration:
DRAFT MSP (as part of LEP) Schleswig-Holstein
Ministry of Energy, Infrastructure and Digitalisation:
MSP (as part of LEP) Mecklenburg-Vorpommern
BSH: preliminary draft (option C) MSP EEZ

Poland

Data Source:
Maritime Office Gdynia:
(final) DRAFT MSP



Denmark

Sweden

Denmark

Data Source:
 Danish Maritime Authority:
 Selected layers from
 preliminary DRAFT MSP:
 Shipping Routes,
 Search Areas for Offshore Wind Energy



BUNDESAMT FÜR
 SEESCHIFFFAHRT
 UND
 HYDROGRAPHIE

Germany

Data Source:
 Ministry of the Interior, Rural Areas and Integration:
 DRAFT MSP (as part of LEP) Schleswig-Holstein
 Ministry of Energy, Infrastructure and Digitalisation:
 MSP (as part of LEP) Mecklenburg-Vorpommern
 BSH: preliminary draft (option C) MSP EEZ

Poland

Data Source:
 Maritime Office Gdynia:
 (final) DRAFT MSP

Transboundary aspects – conclusions

- MSP provisions do not have significant impacts on neighbours
- Cumulative impacts might occur only for highly mobile animals: fish, marine mammals, birds, bats
- Wind parks can pose a barrier and a collision risk for migratory birds but do not constitute a significant impact
- Priority areas for nature conservation contribute to an open seascape as they exclude conflicting uses/activities
- According to current data and knowledge and taking mitigation measures into account: no significant impacts of the MSP German EEZ in the Baltic Sea

Thank you very much!



BUNDESAMT FÜR
SEESCHIFFFAHRT
UND
HYDROGRAPHIE



Further information:
https://www.bsh.de/EN/TOPICS/Offshore/Maritime_spatial_planning/Revision/revision_node.html