



## Technical Annex

# Assessing the Balance Between Nature and People in European Seas: Maritime Spatial Planning in the Baltic



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## MSP assessment framework

Holistic and integrated approaches to Maritime Spatial Planning (MSP) are necessary to secure a sustainable blue economy, address the levels of environmental degradation in our seas and support the development of impact assessment tools whose scope is wide enough to consider complex maritime seascapes against the backdrop of the ecosystems within which they exist. It is in this vein that World Wide Fund for Nature (WWF) advocates for an ecosystem-based approach (EBA) to MSP, which views maritime spaces as integrated systems that provide various resources and services to both people and the planet and acknowledges that ecosystems have a limited carrying capacity to remain healthy against human pressures. An EBA to MSP can transform how sea spaces are accessed and managed. It does so by increasing national and regional abilities to integrate and adapt to multi-sectoral changes, thus delivering sustainable economic benefits within oceanic boundaries.

The analysis presented in the WWF European Policy Office (EPO)<sup>1</sup> *Assessing the balance between nature and people in European seas: Maritime Spatial Planning in the Baltic* summary for policymakers is based on data compiled by the WWF Baltic Ecoregion Programme (BEP) on Denmark, Estonia, Finland (including Åland), Germany, Latvia, Lithuania, Poland, and Sweden. The present annex is a companion to the WWF EPO summary for policymakers and includes WWF's complete data and methodology.

## Development of the indicators to assess MSP

Since the establishment of the Maritime Spatial Planning Directive (MSPD, 2014/89/EU), WWF has been working with Member States (MS) to ensure that the Directive's implementation aligns with an ecosystem-based approach. A core element of this work has been the translation of the MSPD's requirements for MSP into 33 indicators that, when all achieved, would successfully deliver an EBA to MSP.

The development of WWF's indicators is based on a large literature review and expertise across the network. The assessment framework developed intends to analyse countries' EBA to Maritime Spatial Planning. The underlying criteria for measuring the MSP plans were derived from the criteria listed in the *WWF guidance paper: Ecosystem-based Maritime Spatial Planning in Europe and how to assess it*<sup>2</sup> and *A practical approach toward an Ecosystem-based Approach in Maritime Spatial Planning – including a method for the evaluation monitoring and review of EBA in MSP*<sup>3</sup> by the European Commission.

To guarantee the indicators developed can be easily applied and assessed by MS, closely related subjects were merged into a single indicator and some highly abstract and complex indicators such as “following blue economy and finance principles”, or “clear economic objectives defined” were turned into “indicator questions” allowing to differentiate the score for the respective indicators.

These indicators fall under four categories, each assessing a key domain of sound MSP in national MSP: inclusion of nature, socio-economic considerations, good ocean governance, and comprehensiveness of the complete MSP process.

For measuring the performance, a three-step scale from zero to one (0 - 0.5 - 1) was provided. For each indicator, three description choices were offered according to the level of fulfilment of the criterion. In the evaluation part of this report, the three scoring categories were changed into a per cent-scale (0 % to 100%) to simplify the visualisation of data. The full list of indicators and respective scoring criteria is available for each category in Table 1, 2, 3 and 4.

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<sup>1</sup> WWF European Policy Office, 2022, *Assessing the balance between nature and people in European seas: Maritime Spatial Planning in the Baltic*.

<sup>2</sup> WWF European Policy Office, 2021, *WWF guidance paper: Ecosystem-based Maritime Spatial Planning in Europe and how to assess it*.

<sup>3</sup> European Commission, 2021, *A practical approach toward an Ecosystem-based Approach in Maritime Spatial Planning – including a method for the evaluation monitoring and review of EBA in MSP*.

**Table 1: Inclusion of nature category indicators**

| Category   | Indicator Name  | N   | Indicator Question   | Scoring criteria   |
|--|---|---|--|--|
| <p><b>Inclusion of nature</b><br/>(The plan accounts for the cumulative effects of human activities on marine ecosystems' limited carrying capacity, integrating marine protection and limited expansion of at-sea activities as essential components of a sustainable blue economy)</p> | Strategic environmental assessments (SEA) conducted                 | 1   | Were appropriate Strategic Environmental Assessments (SEA) conducted in line with measures based on the mitigation hierarchy (avoid, compensate, restore)?   | 0 - No SEA was carried out – environmental, social and economic impacts were qualitatively discussed but not reflected in MSP measures   |
|  |   |   |  | 0.5 - SEA conducted according to minimum standards of the EU SEA Directive, with none or only a few mitigation measures put in place   |
|  |   |   |  | 1 - Spatially-specific SEA conducted, including proposals for measures that align with the mitigation hierarchy (avoid, compensate, restore), documented revisions of proposed conservation activities, alternative MSP scenarios and a post-adoption statement of mitigation measures |
|  | Consideration for ecologically-sensitive areas                      | 2   | Was appropriate mapping of ecologically-sensitive areas conducted and were these included as "sensitive area" layers in the draft plan?  | 0 - No specific investigations were conducted for ecologically-sensitive areas   |
|  |   |   |  | 0.5 - Sensitivity issues were described in the SEA but not systematically mapped   |
|  | When data is missing/ insufficient, Precautionary Principle applied | 3   | Were the Precautionary Principle and the principle of preventive action applied when no information on the state of the marine environment was available?  | 1- Appropriate sensitivity mappings were conducted and included as spatial layers in the draft plan  |
|  |   |   |  | 0 - No guidelines for the application of the Precautionary Principle during the planning or spatial designation phases of the plan were included   |
|  |   |   |  | 0.5 - A baseline for the application of the Principle was defined; procedures for knowledge acquisition were defined for cases where precaution triggers additional research, mitigation or cessation of certain activities (unless new knowledge becomes available)                   |
|  | Planned activities fall within environmentally-sustainable limits   | 4   | Were cumulative impact assessments of all maritime activities conducted to ensure that combined impacts do not exceed the sea's carrying capacity?   | 1 - Rules for the application of the Precautionary Principle were defined, but spatial exclusion of at-sea activities whose environmental impacts are unclear was postponed to the next MSP planning cycle   |
|  |   |   |  | 0 - The plan may include written references of cumulative impacts or a simple matrix describing conflicting activities, but a robust assessment of these was not executed  |
|  |   |   |  | 0.5 - No cumulative impact assessment to examine all pressures and determine/limit spatial designation for maritime activities was carried out   |
|  | Land-sea interactions identified and analysed                       | 5   | Were land-sea interactions (relevant coastal uses, pressures and activities) identified and analysed, with their impacts on the marine environment examined?   | 1 - A cumulative impact assessment was conducted based on recent spatial data, resulting in restrictions in both the regulatory framework and within the maritime spatial plan for cumulatively harmful impacts  |
| 0 - Analysis of pressures from coastal or land activities were restricted to the planning phase of the maritime spatial plan, with no foreseen measures to mitigate impacts on land  |   |   |  |  |
| 0.5 - Interactions between land-sea activities were analysed and discussed during the consultation process; however, concrete actions to address the potential consequences discussed with stakeholders were not included  |   |   |  |  |
| Network of well-managed Marine Protected Areas included  | 6   | Are MPAs included in the plan's priorities? Are these areas in line with the EU Biodiversity Strategy targets? Are MPAs coherently connected nationally, as well as across countries and regional seas? | 1 - Impacts of land-sea activities were analysed and spatial or political measures have been applied to mitigate them, with regular exchanges between MSP authorities and those in charge of ICZM, WFD and the areas beyond EEZs |  |
|  |   |   | Indicator 6 is an average calculated from the scores of sub-indicators 6a, 6b and 6c as follows, which assess the various aspects of MPA designation and management.   |  |
|  | 6a  | Are MPA management provisions included as priorities in the maritime spatial plan?  | 0 - Analysis of pressures from coastal or land activities were restricted to the planning phase of the maritime spatial plan, with no foreseen measures to mitigate impacts on land  |  |
|  |   |   | 0.5 - MPAs are mapped and regulated, but their priority use overlaps with maritime activities whose functions conflict with protection (i.e. fisheries, mineral extraction, offshore wind)                                       |  |

|                                  |  |  |  |  |
|----------------------------------|--|--|--|--|
|                                  |  | 6<br>b   | Do MPAs cover the EU Biodiversity Strategy targets of at least 30% protected and at least 10% strictly-protected areas in coastal areas and EEZ waters?  | 1 - All MPAs are mapped, regulated and designated as a priority in the case of multi-use areas in the plan   |
|                                  |  |  |  | 0 - MPAs cover 10% or less of areas under national jurisdiction (EEZ and coastal areas)  |
|                                  |  |  |  | 0.5 - MPAs cover 10% or <30% of areas under national jurisdiction protection but without the full 10% strictly protected areas, and gaps in establishing networks of MPAs have been identified in the plan   |
|                                  |  | 6c   | Are there measures to connect and manage MPAs in a coherent network within the planning area, across countries and in regional sea basins?   | 1 - MPAs cover at least 30% of areas under national jurisdiction with at least 10% designated as strictly protected (i.e. where human visitation, use and impacts are strictly controlled and limited to ensure the protection of natural habitats); gaps in establishing networks of MPAs were identified and adequately resolved in the plan |
|                                  |  |  |  | 0 - No measures to enhance connectivity between MPAs are included  |
|                                  |  |  |  | 0.5 - Measures for MPA coherence and connectivity are included, however, these measures are poorly aligned with neighbouring countries   |
|                                  | Essential marine habitats connected via blue corridors/ green infrastructure | 7  | Are blue corridors and green infrastructure connecting essential wildlife habitats, migratory routes and populations adequately addressed in the plan and part of the spatial mapping?                 | 1 - Measures for MPA connectivity and coherence which align with the actions of neighbouring countries have been included  |
|                                  |  |  |  | 0 - Blue corridors have not been mapped and no concept of green infrastructure has been applied; the plan does not include spatial designations for blue corridors or green infrastructure   |
|                                  |  |  |  | 0.5 - Blue corridors for some species were mapped and partly designated in the MSP   |
|                                  | Areas for nature restoration included  | 8  | Are areas suitable for marine ecosystem restoration identified, included as spatial measures and accompanied by management plans?  | 1 - Blue corridors were fully mapped and included in part of the MSP regulatory framework; blue corridors were designated based on the green infrastructure concept (i.e. a network of natural and semi-natural environmental features designed and managed to deliver a wide range of ecosystem services)                                     |
|                                  |  |  |  | 0 - Marine ecosystem restoration has not been addressed in the plan  |
|                                  |  |  |  | 0.5 - Restoration needs were identified, but not included in the plan  |
| Blue Carbon ecosystems protected | 9  | Does the maritime spatial plan consider protection of blue carbon and coastal zones, ensuring sustainable utilisation and manipulation of resources in light of climate change, and applying due consideration for CO <sup>2</sup> certificates issued by Nationally Determined Contributions (NDCs) and National Allocation Plans (NAPs)? | 1 - Restoration measures were identified and included in the plan  |  |
|                                  |  |  | 0 - Reflections on climate change impacts to coastal zones, including their protection and value for blue carbon storage, have not been acknowledged   |  |
|                                  |  |  | 0.5 - Protection of coastlines from the impacts of climate change and maritime activities have been acknowledged, with the plan highlighting coastal vulnerabilities in the face of a changing climate |  |
|                                  |  |  |  | 1 - Coastal protection and climate mitigation measures are included in the plan reflecting NDCs and NAPs for blue carbon storage   |

**Table 2: Socio-economic considerations category indicators**

|  |  |    |  |  |
|--|--|----|--|--|
| <p><b>Socio-economic considerations</b><br/>(The plan takes into consideration diverse at-sea human activities and socio-economic factors)</p> | Marine ecosystem services assessed and included  | 10 | Are marine ecosystem services properly addressed and translated into spatial designations?   | <p>0- A detailed and spatial ecosystem service evaluation was not completed in the MSP designing phase, implementation phase, monitoring or enforcement phase; spatial designation for securing important ecosystem services is not included in the plan</p> <p>0.5 - There is a baseline identification and evaluation of ecosystem services, including areas for ecosystem service protection</p> <p>1- Ecosystem services have been comprehensively mapped, economically valued and included in the plan's spatial designations</p>   |
|  | Risk in conflicts among users addressed  | 11 | Does the plan analyse interactions of maritime stakeholders and propose measures to reduce conflicts that could lead to social tensions, accidents and/or pollution? For example, does it ensure no conflicts will occur between maritime sectors and area-based conservation management measures? | <p>0 - The plan only addresses obvious existing conflicts between maritime sectors</p> <p>0.5 - The plan assesses potential conflicts using a conflict matrix and offers one solution</p> <p>1 - The plan analyses how various maritime activities interact and takes steps to reduce conflicts, particularly between maritime sectors and area-based conservation measures, which can lead to social tensions, accidents and/or pollution</p>   |
|  | Sustainable blue economy objectives and finance principles defined                                       | 12 | Are clear economic objectives defined, with a focus on sustainable development and to align with the sustainable blue economy and Sustainable Blue Economy Finance Principles?   | <p>0 - Nearly no economic objectives or measurable sector goals have been defined and included as spatial measures in the plan; no maps were developed nor were calculations made to support this stage of MSP</p> <p>0.5 - Quantifiable spatial indications have been included when fulfilling EU policy targets (i.e. renewable energy, MPA coverage); sustainable blue economy features are not a priority and the plan does not include any financial or social decision-making tools</p> <p>1- Clear objectives are defined for all sectors after robust assessment (i.e. CIA, SEA), with the most sustainable scenario included in the plan; when decisions are different from the ones discussed with stakeholders, comprehensive justification is provided; additionally, the revision of measures that deviate from a sustainable blue economy was foreseen in the monitoring phase</p> |
|  | Industry employment and income generation forecasted   | 13 | Did the MSP cycle include multiple spatial evaluations of different job and income generation scenarios, and were these assessed against environmental criteria?   | <p>0 - Only the current status of maritime activities and simple extrapolations of job and income scenarios were included in the plan, without any spatial mapping of economic or social aspects</p> <p>0.5 - Basic economic and social scenarios have been mapped, but these were not assessed against environmental criteria or included in the plan</p> <p>1 - Different environmental, financial and job development scenarios were assessed, mapped and included in the plan</p>  |
|  | Sea use by fisheries assessed and included   | 14 | Are the spatial designations based on a thorough assessment of areas accessed by fisheries, incorporating requirements of the CFP and MSFD?  | <p>0 - Fisheries were not explicitly addressed in the plan – only a description was provided without any spatial designation</p> <p>0.5 - Not all fisheries were addressed in the plan; no or very few spatial measures were included; no detailed assessment tools were applied</p> <p>1 - All fisheries were assessed and included in the plan's spatial measures; spatial designation was based on comprehensive decision support tools, which align with CFP and MSFD requirements</p>   |
|  | Offshore renewable energy targets included - CO <sup>2</sup> neutrality respects biodiversity objectives | 15 | Were the national offshore renewable energy targets for carbon neutrality translated into spatial designations while respecting biodiversity recovery and resilience?  | <p>0 - The 2030 climate &amp; energy targets of the European Green Deal, including the climate-neutrality target, are mentioned in the regulatory framework but have not been translated into the plan's spatial designations</p> <p>0.5 - Areas for offshore renewable energy development were spatially designated in the plan, but without consideration for biodiversity recovery and marine ecosystem resilience</p> <p>1 - National offshore renewable energy targets for carbon neutrality were translated into spatial designations while respecting biodiversity recovery and resilience</p>  |
|  | Results from cross-sectoral public   | 16 | Did stakeholder consultations involve all actors and take place across the   | 0 - Stakeholder participation during the consultation phase was limited to information available based on the EU's right to environmental information standards  |

|  |                           |  |   |  |
|--|---------------------------|--|---|--|
|  | consultation incorporated |  | entirety of the MSP process with sufficient time for individuals to access documents?<br>Was input from the public consultation taken into account in the drafting of the plan? Were data and maps shared publicly and utilised across administrative and sectoral borders? | 0.5 - Stakeholders were actively involved in the plan's assessment and implementation phases, were offered additional planning documents on demand and regularly received justification for the results of cases where they made an intervention |
|  |                           |  |   | 1 - The MSP consultation process was fully transparent – with stakeholders involved in all phases of the plan, including the formal MSP consultation fora, and all interactions and government decisions publicly justified                      |

**Table 3: Good ocean governance category indicators**

|  |   |    |  |   |   |
|--|---|----|--|---|---|
| <b>Good ocean governance</b><br>(The plan aligns with other EU policies and designates authorities for managing and enforcing a high-standard EBA-MSP) | Temporal and spatial uncertainties in the era of climate change addressed | 17 | In light of the climate and biodiversity crises, does the plan include spatial and temporal uncertainty aspects in its regulatory framework? For example, are there free (i.e. undesignated) areas that could, in the future, be accessed for new activities, additional protection, etc.? | 0 - The plan does not address climate scenario uncertainty (i.e. space occupation, sectoral changes, technological development) and is mainly based on current activities; almost all sea space is designated<br>0.5 - Uncertainty aspects were verbally addressed but only mentioned in the plan for consideration in future planning cycles; the plan didn't include a systematic evaluation and designation of "free space" (i.e. marine areas without a spatial designation)<br>1- The plan systematically considered uncertainty aspects in planning scenarios and addressed these by designating at least 20% of the sea area for future sustainable development activities and/or technical improvements |   |
|  | Aligns with EU policies for seafloor and habitat protection               | 18 | Have healthy biological diversity, seafloor integrity and essential fish habitats been adequately addressed to comply with the MSFD primary objective of achieving Good Environmental Status (GES) of EU seas (Annex I)?   | 0 - The status report of the MSFD was acknowledged, but none of the proposed additional spatial measures or mappings were included in the plan<br>0.5 - Additional maps proposed by the MSFD for essential fish habitats and biotope maps, among others, were incorporated into MSP planning processes<br>1 - In the MSP design phase, all aspects of the MSFD were addressed and the plan's spatial measures exceeded those proposed by the Directive  |   |
|  | Aligns with EU policies for reduction of noise pollution                  | 19 | Has the impact of noise pollution been properly addressed in the maritime spatial plan in line with the MSFD objective for GES (Descriptor 11)?  | 0 - No specific investigations have been conducted for underwater noise pollution<br>0.5 - Impacts of noise pollution have been investigated but no spatial measures to address their impacts were proposed<br>1- Underwater noise pollution has been mapped and measures addressing the MSFD status were included in the plan; additional national regulations for noise mitigation are in place   |   |
|  | Aligns with EU Habitats Directive and Birds Directive                     | 20 | Have spatial measures in the plan underpinned the Birds Directive and the Habitats Directive?  | 0 - The requirements of the Birds and Habitats Directives have not been considered in the plan's spatial measures<br>0.5 - Pressures from harmful activities were identified (i.e. by SEA) and some measures to protect wildlife and natural habitats were included in the plan<br>1 - Impacts on species were identified and priority measures were given to species protection (beyond MPAs) in the plan's spatial designations   |   |
|  | Vision for sustainable development in next 20 years included              | 21 | Was a long term vision for sustainable development of maritime activities formulated (with clear objectives and a timeline), and does it delineate principles for developing the sea area across the next 20 years?  | 0 - No long-term vision has been elaborated that underlies the current planning process<br>0.5 - A long-term vision strictly limited to the European Green Deal targets has been set up<br>1 - A long-term vision encompassing EU and regional sustainability, social development, transparency and good governance principles has been politically agreed and is guiding MSP processes beyond the planning cycle   |   |
|  |   |    |  |   | 0 - Measures included in the MSP are only recommendations and not legally binding |

|  |  |        |   |   |
|--|--|--------|---|---|
|  | Legally-binding plan                                 |        | Are the measures included in the maritime spatial plan legally binding, at minimum for public authorities?                                | 0.5 - Measures are binding and enforceable by some public authorities<br>1 - Measures are binding and enforceable for all decisions by public authorities; neighbouring countries have reached agreement on enforcement of transboundary measures   |
|  | Cross-sectoral policies and timelines harmonised     | 2<br>3 | Does the plan identify and align with other interconnected policies, and does the plan's timeline harmonise with those of other policies? | 0 - The plan identifies interconnected EU and international policies, but the MSP timeline have not been aligned to match them  |
|  |  |        |   | 0.5 - Interconnected policies were identified and the MSP aligns with some; however there is no harmonisation of timelines or initiatives to align relevant strategies to achieve EBA-MSP   |
|  |  |        |   | 1 - Interconnected policies were identified and the plan has been aligned in accordance with these with harmonised timelines and policies of other sectors influenced to achieve EBA-MSP  |
|  | Competent authority for delivering EBA-MSP in place  | 2<br>4 | Is a competent authority with the mandate and capacity required to deliver and maintain a high-standard EBA-MSP in place?                 | 0 - MSP is led by short term projects, by universities or by one department of a sector-authority's department; no authority is designated to coordinate the plan's limited resources or access to spatial data   |
|  |  |        |   | 0.5 - MSP is a permanent process, led by a sectoral agency with a clear mandate, access to existing data and limited expert staff   |
|  |  |        |   | 1 - MSP is led by an agency with a high-level mandate and defined responsibilities, full access to data, capacity to process data and to run several spatial tools, conflict-resolution skills, as well as experts in natural science in addition to policy, sectoral and participatory processes |
|  | Various scenarios of sustainable sea uses considered | 2<br>5 | Does the plan explore the full range of instruments available for steering multiple at-sea activities toward sustainability?              | 0 - Planning only considered current maritime activities when analysing how diverse sectors and ecosystems may develop in the future; there was no consideration for a scenario-based or suitability of sites/activities analysis   |
|  |  |        |   | 0.5 - Scenarios for different development priorities (i.e. sustainability, business as usual, renewable energy) were presented during the design and assessment phases of the plan, however, they were neither analysed nor discussed by stakeholders   |
|  |  |        |   | 1 - A comprehensive set of future spatial development options were investigated, discussed and justified with stakeholders and the public; advanced tools to identify optimum solutions and trade-offs were used to improve the plan's measures   |

**Table 4: Comprehensiveness of the complete MSP process category indicators**

|  |  |        |   |   |
|--|--|--------|---|---|
| <b>Comprehensiveness of the complete MSP process</b><br>(The MSP process is based on the robust management of all maritime activities, including transboundary cooperation between national authorities for long-term sustainability, as well as an adaptive approach to monitoring and future planning) | Planning based on best-available scientific evidence             | 2<br>6 | Is the plan based on the best available data, including trends in marine species' health and populations, maritime activities (current and forecasted), as well as ecosystem capability and capacity to recover from human-induced impacts? In the face of data gaps, have new data collection processes been set up to support future plans? | 0 - The plan is based on data that pre-dates the first MSP phases, was non-spatial and/or more than five years old  |
|  |  |        |   | 0.5 - The plan is based on recent data and forecasts using present trends, with non-spatial data transformed into spatial data to be relevant to the MSP process  |
|  |  |        |   | 1 - The plan is based on the best-available data, including trends on marine species and activities, ecosystem capability and capacity to recover from human induced changes, as well as current and forecasted maritime activities; new data collection processes were created to close data gaps during the plan's drafting |
|  | Industrial, ecological, cultural and societal functions included | 2<br>7 | Were all socio-economic, ecological and cultural uses of the sea thoroughly assessed at the same level of detail and translated into spatial designations to guarantee GES and ocean resilience?  | 0 - Only traditional maritime activities (i.e. fisheries and transportation) were addressed in-depth, based on existing activities  |
|  |  |        |   | 0.5 - only a limited number of maritime activities were addressed and translated into maps; important ecological, societal or cultural functions were not addressed in detail or included in spatial designations   |
|  |  |        |   | 1 - All sectors and functions were thoroughly assessed, discussed in-depth and included in spatial designations; solutions for conflicts went beyond the scope of MSP (i.e. IMO, CFP)   |

|  |  |    |   |  |
|--|--|----|---|--|
|  | Cross-border cooperation for good planning, monitoring and enforcement | 28 | Is cross-border cooperation in place to harmonise MSP procedures (planning, monitoring and EBA standards) in order to anticipate and solve transboundary conflict via regional sea conventions or other European maritime information-sharing fora?   | 0 - Apart from short-term projects, the plan does not include structures for systemic cross-boundary cooperation   |
|  |  |    |   | 0.5 - Regular regional and EU structures for information sharing are in place for case-specific bilateral exchange and conflict resolution to harmonise MSPs; however, significant differences between neighbouring plans remain   |
|  |  |    |   | 1 - Binding regional and EU mechanisms, ensuring the mitigation of negative environmental and socio-economic impacts in adjacent regions are in place to mitigate conflict between neighbouring countries and maritime activities  |
|  | Adaptive management framework applied                                  | 29 | Is adaptive management built into the planning architecture? For example, were EBA-MSP objectives included from the offset, and will they be gradually improved as knowledge, methods, experience and mutual learning with stakeholders increase over time?   | 0 - Planning procedures are fixed and only designed for the current planning cycle   |
|  |  |    |   | 0.5 - Basic objectives and procedures are fixed, with only widely accepted tools and methods able to be applied in future MSP cycles   |
|  |  |    |   | 1 - Data sources are actively widened, new tools promoted and used, knowledge gaps filled and regular monitoring of progress towards goals is standard practice  |
|  | Interdisciplinary science supported decisions                          | 30 | Was the plan developed based on a broad knowledge base involving interdisciplinary science and a comprehensive set of decision support tools (i.e. mental models, Marxan/Marxan with zones, carrying capacity tools) to fully capture the ecological integrity and structural components of biodiversity? | 0 - The agency responsible for drafting the plan provided in-house knowledge during the development phase  |
|  |  |    |   | 0.5 - The plan's development included both in-house and external expert knowledge from selected disciplines  |
|  |  |    |   | 1 - The plan's development was based on interdisciplinary science and a comprehensive set of decision support tools (i.e. mental models, Marxan/Marxan with zones, carrying capacity tools) that fully capture biodiversity's ecological integrity and structural components                                     |
|  | Sustainable multipurpose use through time and space included           | 31 | Are areas identifying spatial and temporal multi-purpose maritime activities included?  | 0 - The plan does not address the temporal concern of at-sea activities, nor examines the sustainability of multi-use areas  |
|  |  |    |   | 0.5 - the plan does not address the temporal concern of at-sea activities but identifies and includes sustainable multi-use areas  |
|  |  |    |   | 1 - the plan identifies and includes spatial and temporal uses of at-sea activities, specifically including sustainable multi-use areas  |
|  | Tools for monitoring progress and aligning with key policies included  | 32 | Does the plan's framework include procedures and indicators to measure progress against the baseline, status quo of the current MSP, EU policies for sustainability (i.e. MSPD, MSFD, Biodiversity Strategy, WFD, SEA) and regional sea requirements?   | 0 - The MSP regulatory framework does not include agreed monitoring standards and tools, nor does it reflect EU assessments or regional reports on environmental policy objectives (i.e. MPAs, GES)  |
|  |  |    |   | 0.5 - EU status of the marine environment or regional report data was used as a baseline for spatial maps and monitoring standards, which measure implementation of the MSPD   |
|  |  |    |   | 1 - MSP goals and measures are monitored against EU policies for sustainability (i.e. MSPD, MSFD, Biodiversity Strategy, WFD, SEA) and the plan's established environmental status baseline; data is generated for various indicators that monitor the plan's progress, which will be reported every three years |
|  | Entire sea area covered  | 33 | Has the entire sea area been covered?   | 0 - The plan covers either a nation's territorial sea or its EEZ, but not both   |
|  |  |    |   | 0.5 - A nation's territorial sea and EEZ are both covered by different sub-plans with similar principles and alignment   |
|  |  |    |   | 1 - All national waters are covered in a single plan which aligns with terrestrial plans   |

## Assessment methodology

The MSP plans and respective supporting documents of the eight Baltic EU States (Denmark, Estonia, Finland and its autonomous region Åland, Germany Latvia, Lithuania, Poland and Sweden) were assessed by a consultant – based on the information publicly available between September and December 2021.

A detailed list by MS of the official documents used to conduct the assessment is included in the Section. In general, these include the (draft) MSPP, Strategic Environmental Assessments and/or Environmental reports, the legal enactment documents, and any additional material (such as review documents and transboundary-consultation material) available in English language.

All documents were assessed by the consultant against the indicators developed. The consultant assigned the respective scores to an indicator list for each of the eight countries plus Åland. The assessments were then reviewed by WWF field country experts, and in some cases external national MSP experts, and adapted respectively.

This framework is set to allow comparison between countries and identify remaining gaps. Although the MSP Directive asks the MS to meet certain common standards and procedures, the EU leaves it open to the States to develop and implement national MSP legislation and schemes in line with the Directive.

## Data sources

### Denmark

- HELCOM-VASAB Country Fiche Denmark, updated April 2021
- Act on Maritime Spatial planning for Danish Marine areas, 8. June 2016
- Maritime Spatial Plan, Explanatory Notes, March 2021
- Danish Maritime Spatial Plan – ‘Danmarks Havplan’
- Strategic Environmental Assessment of Denmark’s Maritime Spatial Plan, March 2021

### Estonia

- HELCOM-VASAB Country fiche Estonia, updated April 2021
- Estonian Maritime Spatial Plan – Main solutions 2020
- Map of the Plan Estonian Maritime Spatial Plan (hendrikson.ee)
- Explanatory Memorandum of the plan 2021
- Impact Assessment Report 2021
- Impact Assessment Annexes 2021
- Action Plan for Implementation 2021

### Finland and Åland

- HELCOM-VASAB Country Fiche Finland and Åland, updated May 2021
- Maritime spatial plan for Finland 2030  
<https://meriskenaariot.info/merialuesuunnitelma/en/merialuesuunnitelma-english/>
- Impact Assessment of the Finnish Maritime Spatial Plan, October 2020
- Ecosystem-based Approach in Finnish MSP, 2020
- ‘Miljörapport över havsplan’ for Åland, 2021
- Marine and coastal area planning (Maritime Spatial Planning) | Government of Åland (regeringen.ax)

### Germany

- HELCOM-VASAB Country Fiche Germany, Updated, April 2021
- Maritime Spatial Plan 2021 for the German Exclusive Economic Zone in the North Sea and Baltic Sea, 26.08.2021
- Enactment on the Marine Spatial Planning in the German EEZ of North Sea and Baltic Sea, 19.08.2021
- Environmental report for the Maritime Spatial Plan for the German EEZ in the Baltic Sea, 1. September, 2021
- Thematic Nature Conservation Planning contribution of the Federal Agency for Nature Conservation for the Revision of the Maritime Spatial Plan of the German EEZ of North Sea and Baltic Sea, August 2020
- State Spatial Development Plan Schleswig-Holstein, 2010

- Maritime Spatial Programme for the Territorial Sea of the Baltic Sea of Mecklenburg-Western Pomerania, 2016

#### **Latvia**

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- The Maritime Spatial Plan for the Inland waters, Territorial Sea and Exclusive Economic Zone waters of the Republic of Latvia 2030, 2019, Maritime Spatial Planning 'Vides aizsardzības un reģionālās attīstības ministrija' ([varam.gov.lv](http://varam.gov.lv))
- Maritime Spatial Plan 2030; Environmental Report, Final Version, Summary, April 2019

#### **Lithuania**

- HELCOM-VASAB Country Fiche Lithuania, updated May 2021
- Functional Priorities for the use of Territories
- Comprehensive Plan of the Territory of the Republic of Lithuania, June 2015
- Strategic Environmental Assessment for the Comprehensive Plan of the Republic of Lithuania, October 2019

#### **Poland**

- HELCOM-VASAB Country Fiche, updated April 2021
- European MSP Platform Maritime Spatial Planning Country Information, Poland, October 2021
- Maritime Spatial Plan Poland, 21 May 2021
- Prognosis of the environmental impacts of the Draft Maritime Spatial Plan of the inner coastal waters, territorial waters and Exclusive Economic Zone of Poland (Environmental Report), July 2019
- General Regulations of the Maritime Spatial Plan of the inner coastal waters, territorial waters and Exclusive Economic Zone of Poland, draft 22 July 2019
- Study of Conditions of Spatial Development of Polish Sea Areas, March 2016

#### **Sweden**

- HELCOM-VASAB Country fiche Sweden, updated April 2021
- Strategic Environmental Assessment of the marine spatial plan proposals for the Gulf of Bothnia, the Baltic Sea and the Skagerrak and Kattegat english summary, June 2019
- Marine spatial plans for Gulf of Bothnia, Baltic Sea and Skagerrak/Kattegat Proposal to the Government (reg. no 3628-2019), December 2019
- Proposals for Marine spatial plans for Sweden Gulf of Bothnia Baltic Sea Skagerrak/Kattegat Proposal to the Government, 16 December 2019
- Proposals for Marine spatial plans for Sweden Gulf of Bothnia Baltic Sea Skagerrak/Kattegat, review document, 14 March 2019
- Marine Planning - Swedish Agency for Marine and Water Management ([havochvatten.se](http://havochvatten.se))  
<https://www.havochvatten.se/planering-forvaltning-och-samverkan/havsplanering/havsplaner/ladda-ned.html>

# Results

## Final scores by Member State

| Category                      | Indicator Number | Baltic average | Denmark | Estonia | Finland | Åland | Germany | Latvia | Lithuania | Poland | Sweden |
|-------------------------------|------------------|----------------|---------|---------|---------|-------|---------|--------|-----------|--------|--------|
| Inclusion of nature           | 1                | 61%            | 0       | 1       | 0       | 0.5   | 1       | 1      | 0.5       | 0.5    | 1      |
|                               | 2                | 61%            | 0.5     | 1       | 1       | 0.5   | 0       | 1      | 0         | 0.5    | 1      |
|                               | 3                | 44%            | 0       | 1       | 0       | 0.5   | 0.5     | 1      | 0         | 0.5    | 0.5    |
|                               | 4                | 67%            | 0.5     | 1       | 0.5     | 0.5   | 0.5     | 0.5    | 1         | 0.5    | 1      |
|                               | 5                | 50%            | 0       | 0.5     | 0.5     | 0.5   | 0       | 1      | 0.5       | 1      | 0.5    |
|                               | 6 <sup>4</sup>   | 41%            | 0.5     | 0.2     | 0.2     | 0.2   | 0.3     | 0.7    | 0.5       | 0.3    | 0.8    |
|                               | 6a               | 50%            | 0.5     | 0.0     | 0.0     | 0.5   | 0.5     | 1.0    | 1.0       | 0.0    | 1.0    |
|                               | 6b               | 40%            | 0.5     | 0.5     | 0.5     | 0.0   | 0.5     | 0.5    | 0.5       | 0.5    | 0.5    |
|                               | 6c               | 30%            | 0.5     | 0.0     | 0.0     | 0.0   | 0.0     | 0.5    | 0.0       | 0.5    | 1.0    |
|                               | 7                | 44%            | 0       | 0.5     | 0.5     | 0.5   | 0.5     | 0.5    | 0         | 0.5    | 1      |
|                               | 8                | 0%             | 0       | 0       | 0       | 0     | 0       | 0      | 0         | 0      | 0      |
|                               | 9                | 22%            | 0       | 0       | 0       | 0.5   | 0       | 0.5    | 0         | 0.5    | 0.5    |
| Socio-economic considerations | 10               | 33%            | 0.5     | 0.5     | 0       | 0     | 0       | 1      | 0         | 0      | 1      |
|                               | 11               | 61%            | 0       | 1       | 0.5     | 0.5   | 0.5     | 1      | 0.5       | 0.5    | 1      |
|                               | 12               | 50%            | 0.5     | 1       | 0       | 0.5   | 0.5     | 1      | 0         | 0      | 1      |
|                               | 13               | 33%            | 0       | 0       | 0.5     | 1     | 0       | 0.5    | 0.5       | 0      | 0.5    |
|                               | 14               | 61%            | 0       | 1       | 0.5     | 0.5   | 0.5     | 1      | 0.5       | 0.5    | 1      |
|                               | 15               | 61%            | 0.5     | 1       | 0       | 0.5   | 0.5     | 1      | 1         | 0.5    | 0.5    |

<sup>4</sup> Indicator 6 corresponds to the average of sub-indicators 6a, 6b and 6c.

|   |    |     |     |     |     |     |     |     |     |     |     |
|---|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
|   | 16 | 78% | 0.5 | 1   | 0.5 | 0.5 | 1   | 1   | 1   | 0.5 | 1   |
| Good ocean governance                         | 17 | 11% | 0   | 0   | 0   | 0   | 0   | 0.5 | 0   | 0.5 | 0   |
|   | 18 | 39% | 0   | 0.5 | 0.5 | 0.5 | 0.5 | 1   | 0   | 0   | 0.5 |
|   | 19 | 22% | 0   | 0   | 0   | 0   | 1   | 0.5 | 0   | 0   | 0.5 |
|   | 20 | 67% | 0.5 | 1   | 0.5 | 0.5 | 0.5 | 1   | 1   | 0.5 | 0.5 |
|   | 21 | 44% | 0.5 | 1   | 0.5 | 0   | 0   | 1   | 0   | 0   | 1   |
|   | 22 | 61% | 0.5 | 1   | 0   | 0   | 1   | 1   | 1   | 1   | 0   |
|   | 23 | 44% | 0.5 | 1   | 0   | 0.5 | 0.5 | 1   | 0   | 0   | 0.5 |
|   | 24 | 72% | 1   | 0.5 | 0.5 | 0.5 | 1   | 1   | 0   | 1   | 1   |
|   | 25 | 61% | 0.5 | 1   | 0.5 | 0.5 | 0.5 | 1   | 0   | 0.5 | 1   |
|   | 26 | 50% | 0   | 1   | 0.5 | 0   | 0.5 | 1   | 0   | 0.5 | 1   |
| Comprehensiveness of the complete MSP process | 27 | 56% | 0.5 | 0.5 | 0.5 | 0.5 | 0.5 | 1   | 0.5 | 0   | 1   |
|   | 28 | 61% | 0.5 | 0.5 | 0.5 | 0.5 | 1   | 1   | 0   | 0.5 | 1   |
|   | 29 | 33% | 0   | 0   | 0.5 | 0   | 0.5 | 1   | 0   | 0.5 | 0.5 |
|   | 30 | 67% | 0.5 | 1   | 0.5 | 0.5 | 0.5 | 1   | 0.5 | 0.5 | 1   |
|   | 31 | 44% | 0   | 0.5 | 0   | 0.5 | 1   | 0.5 | 0.5 | 0.5 | 0.5 |
|   | 32 | 28% | 0.5 | 0   | 0.5 | 0   | 0.5 | 0.5 | 0   | 0   | 0.5 |
|   | 33 | 67% | 1   | 1   | 0   | 0   | 1   | 1   | 1   | 1   | 0   |

## Graphs

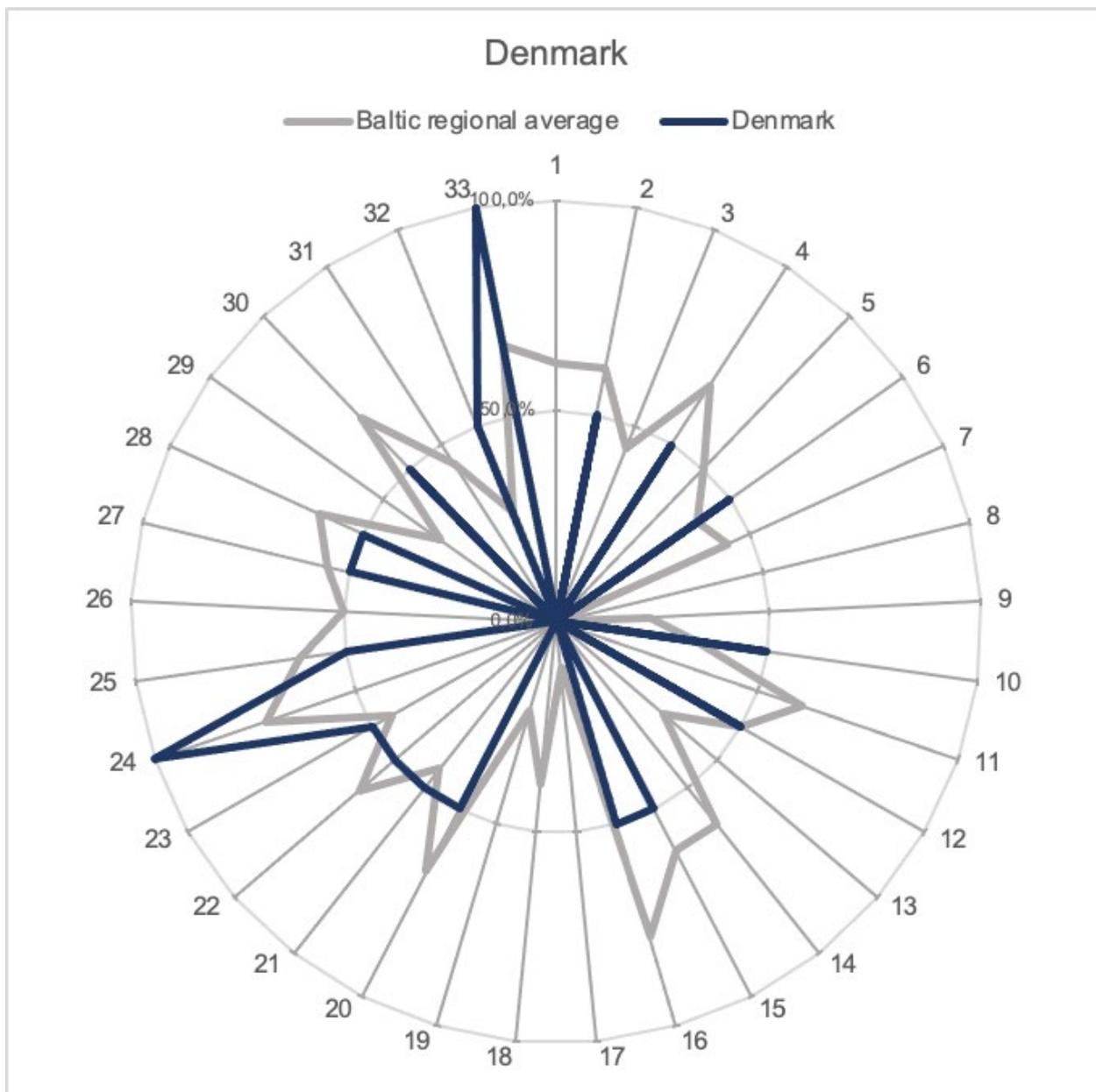


Figure 1: Indicator scoring for Denmark and Baltic regional average

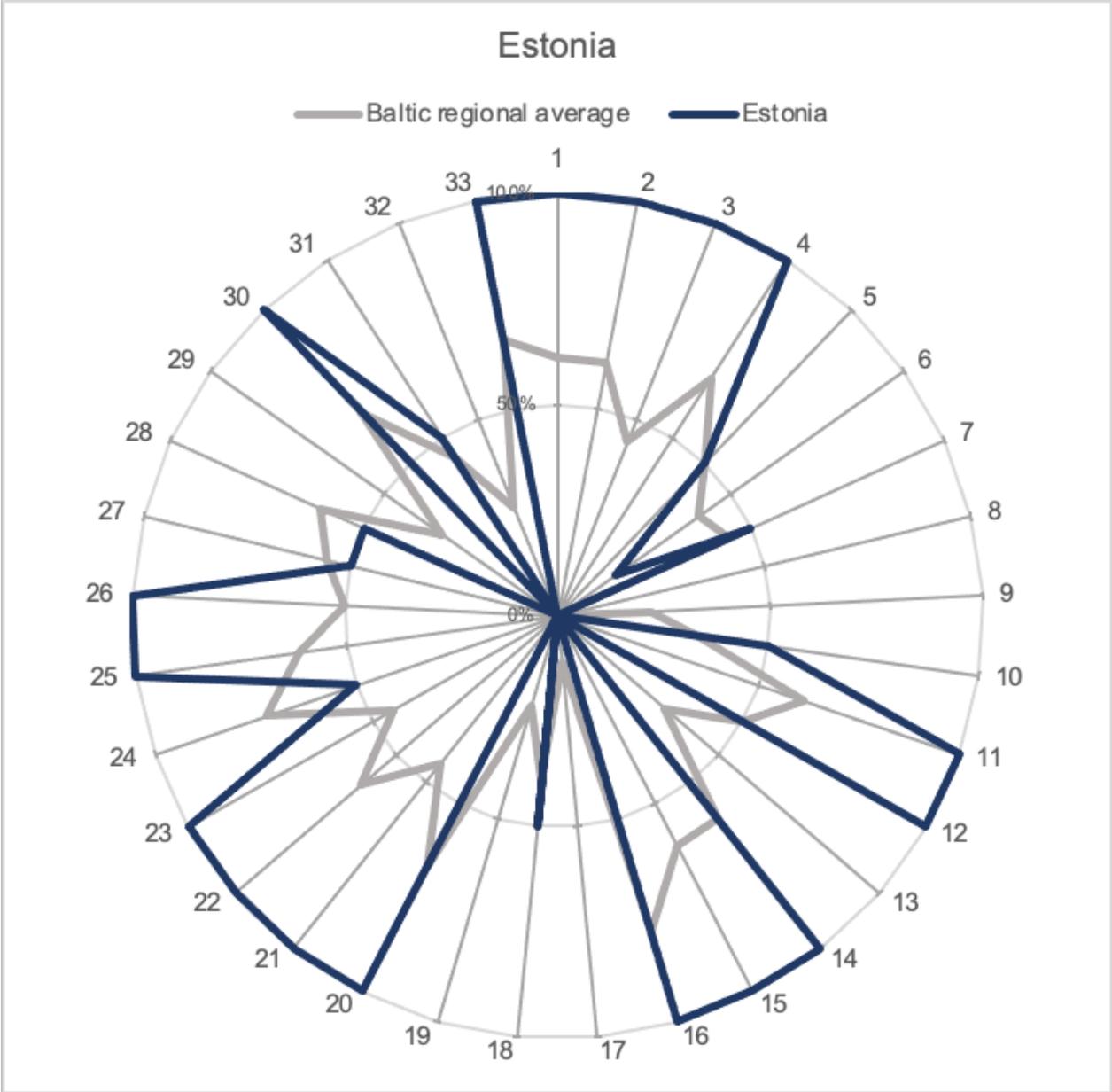


Figure 2: Indicator scoring for Estonia and Baltic regional average

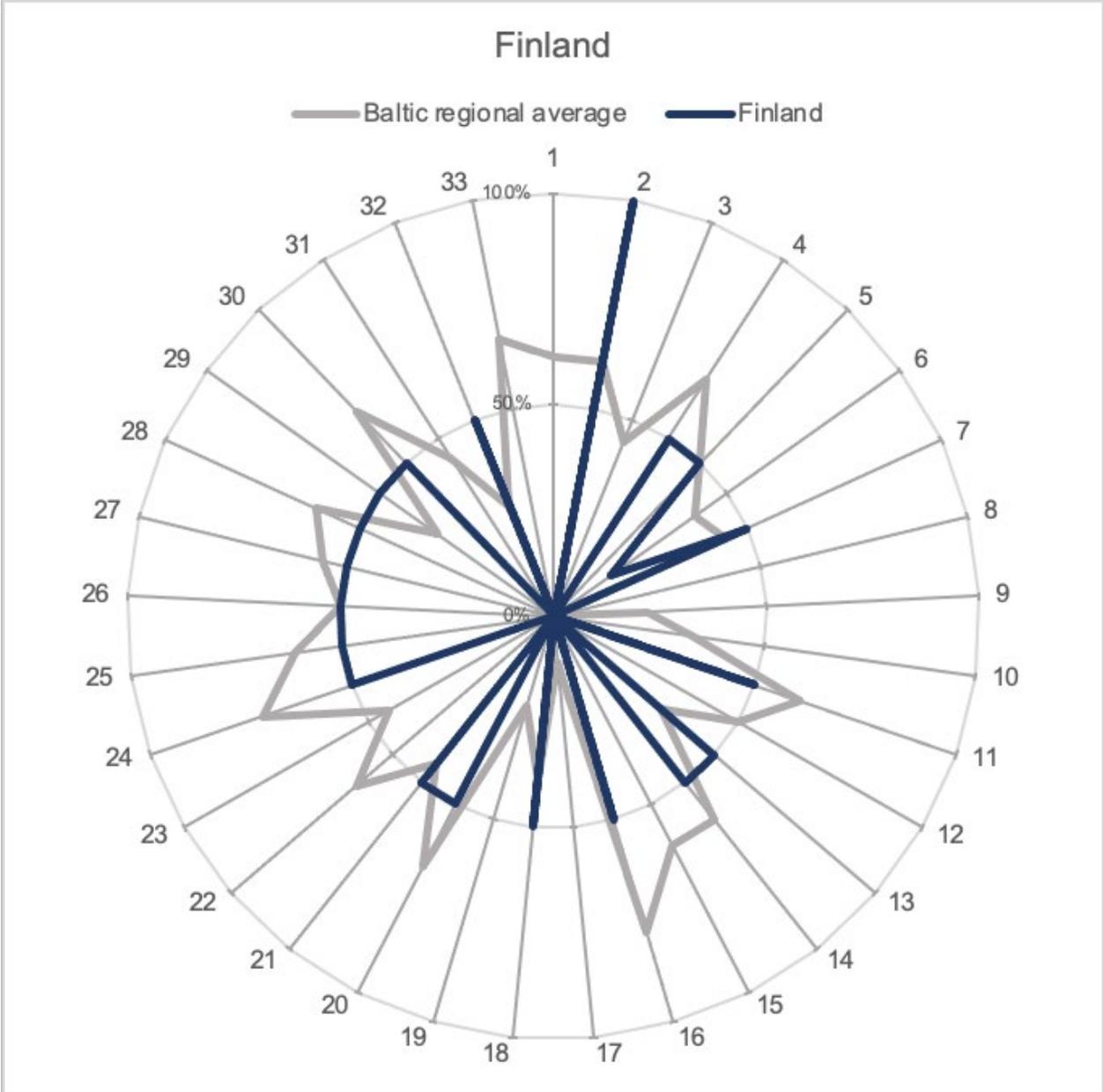


Figure 3: Indicator scoring for Finland and Baltic regional average

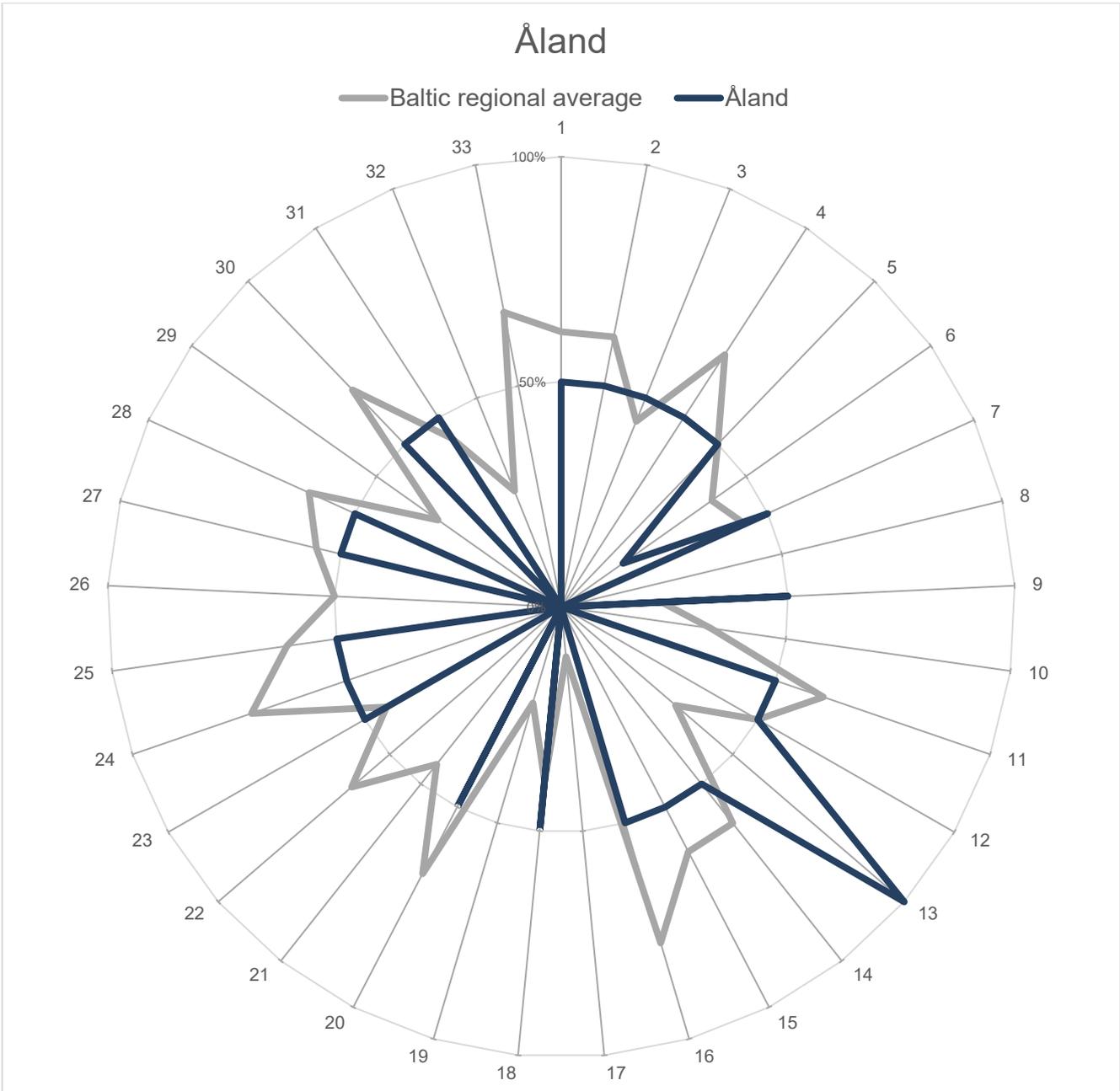


Figure 4: Indicator scoring for Åland and Baltic regional average

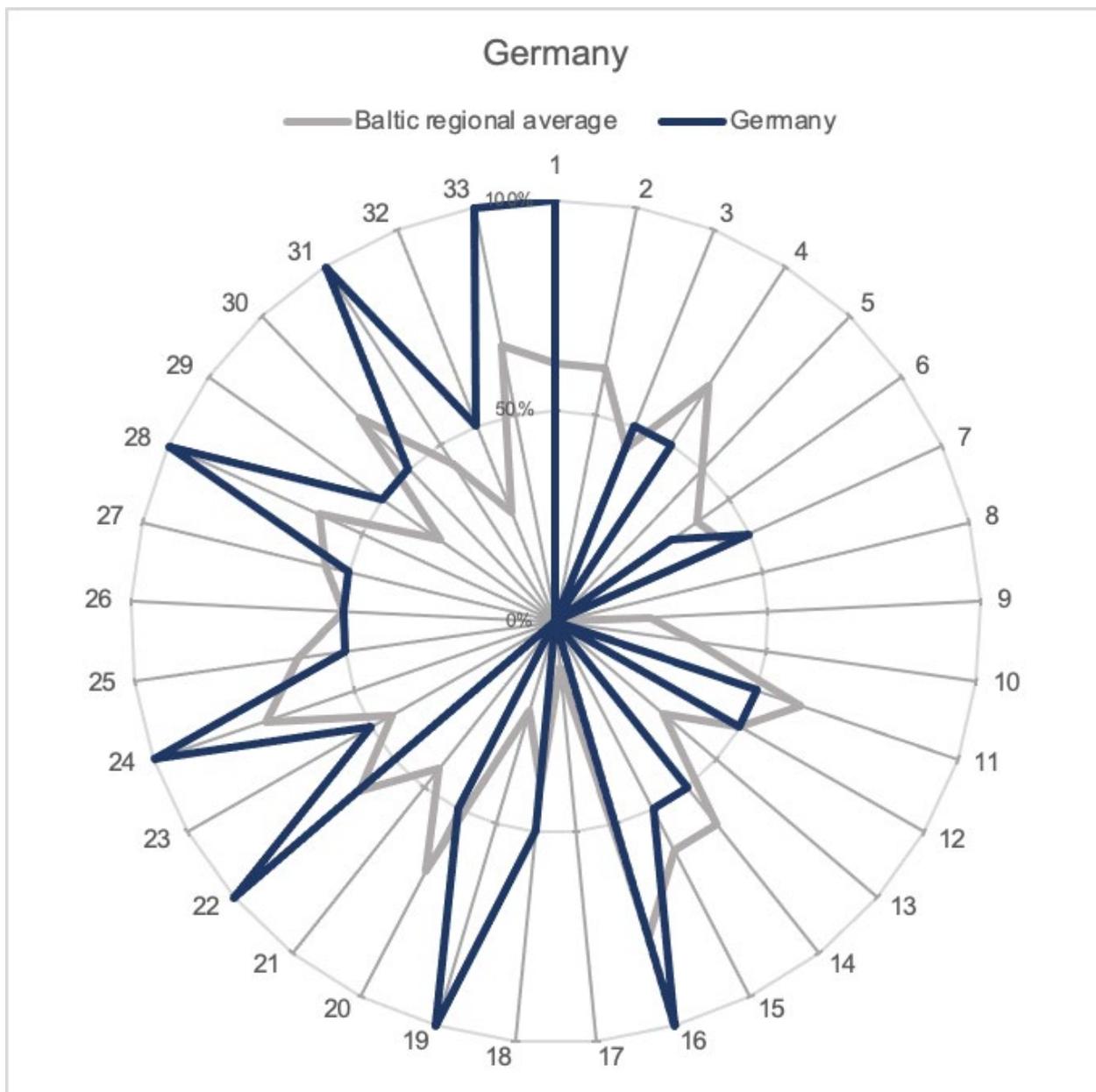


Figure 5: Indicator scoring for Germany and Baltic regional average

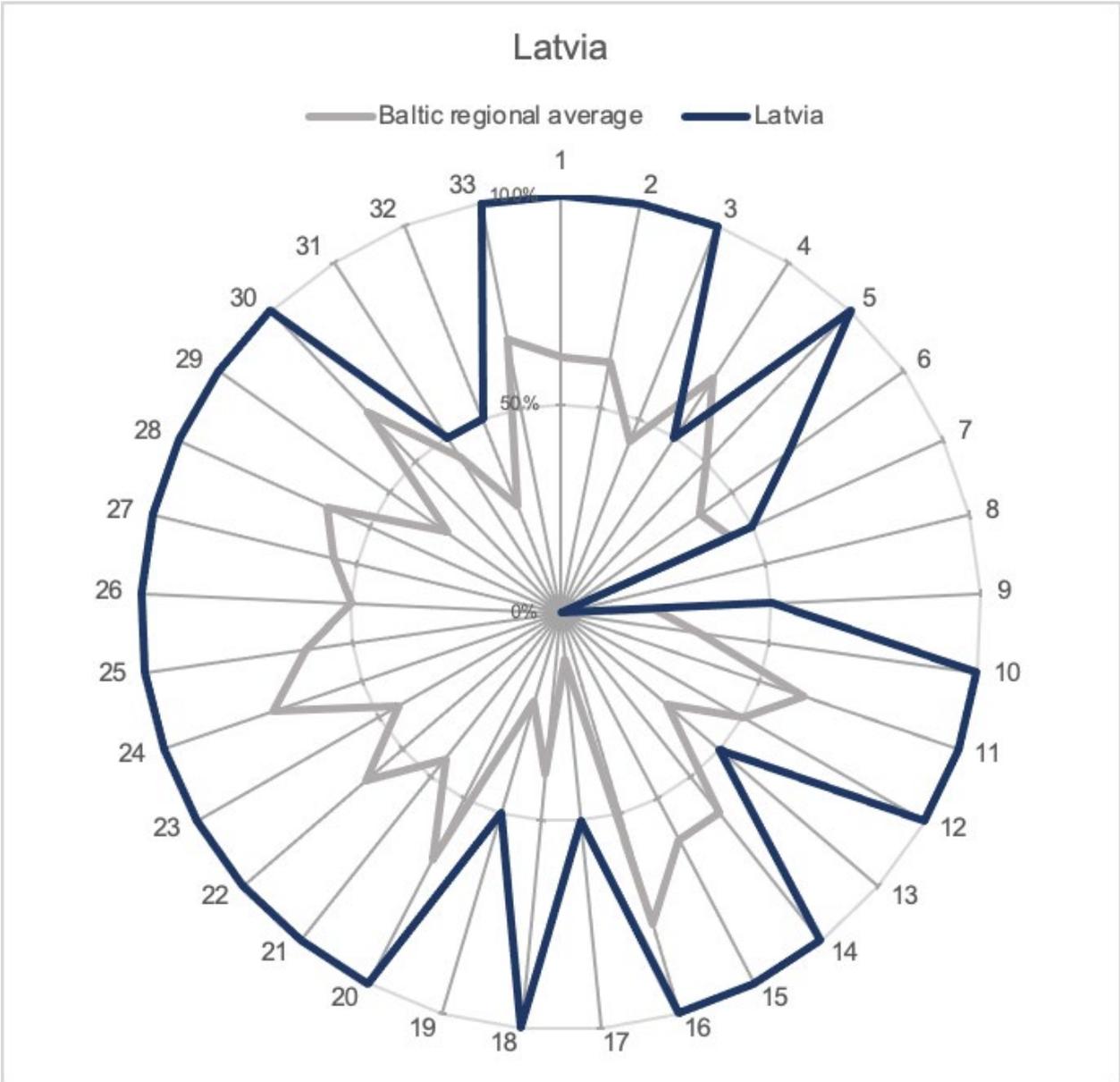


Figure 6: Indicator scoring for Latvia and Baltic regional average

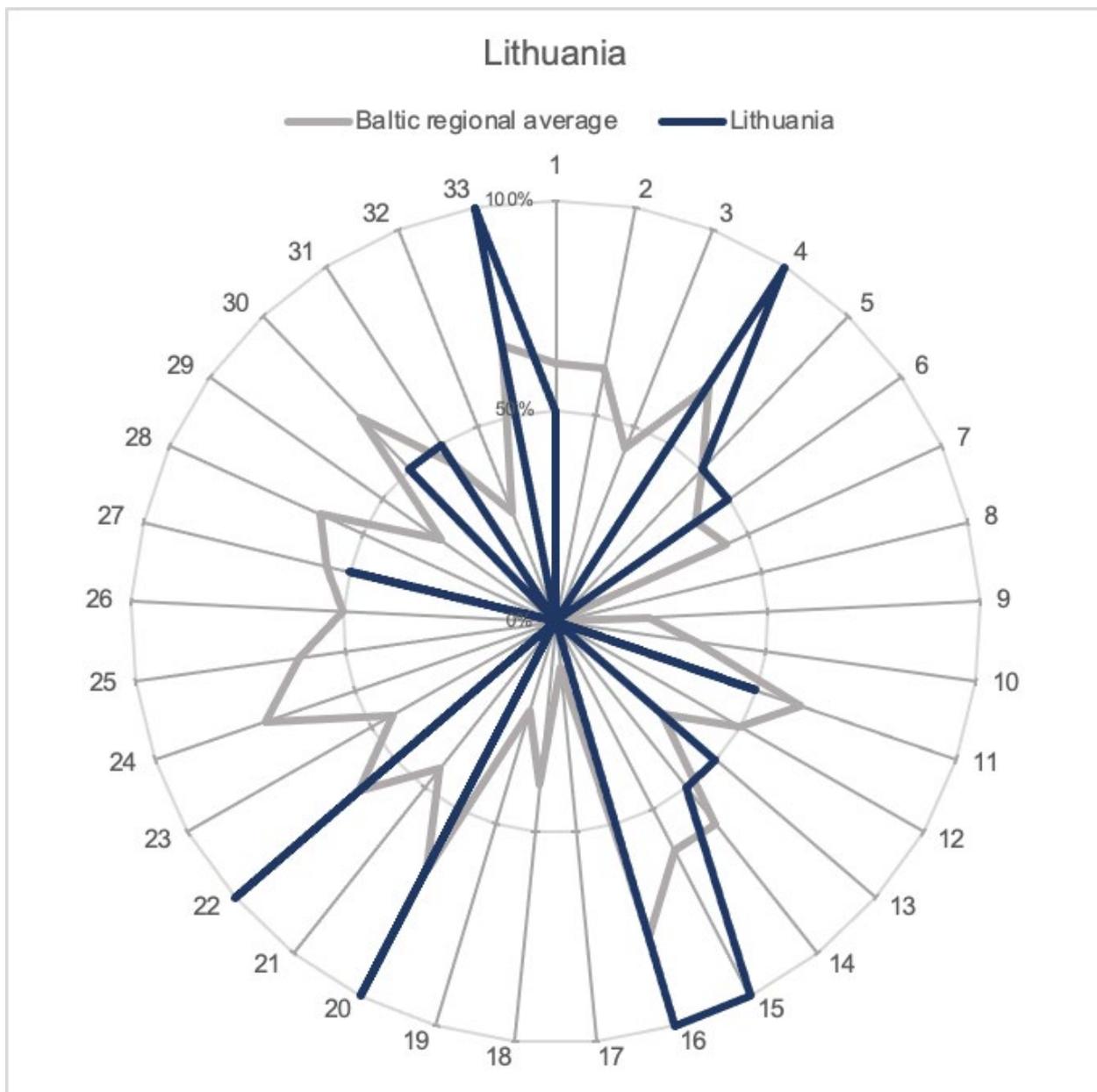


Figure 7: Indicator scoring for Lithuania and Baltic regional average

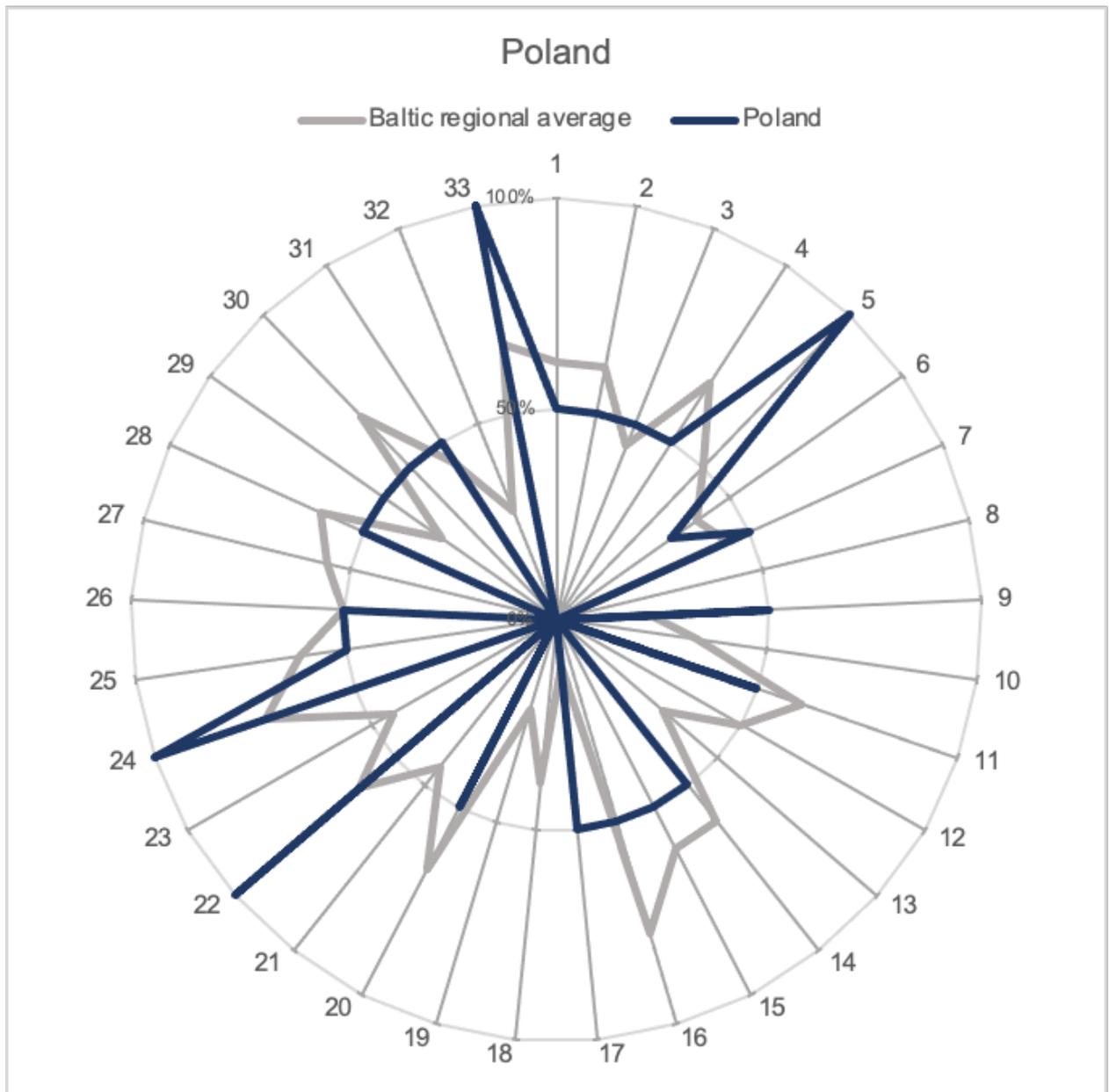


Figure 8: Indicator scoring for Poland and Baltic regional average

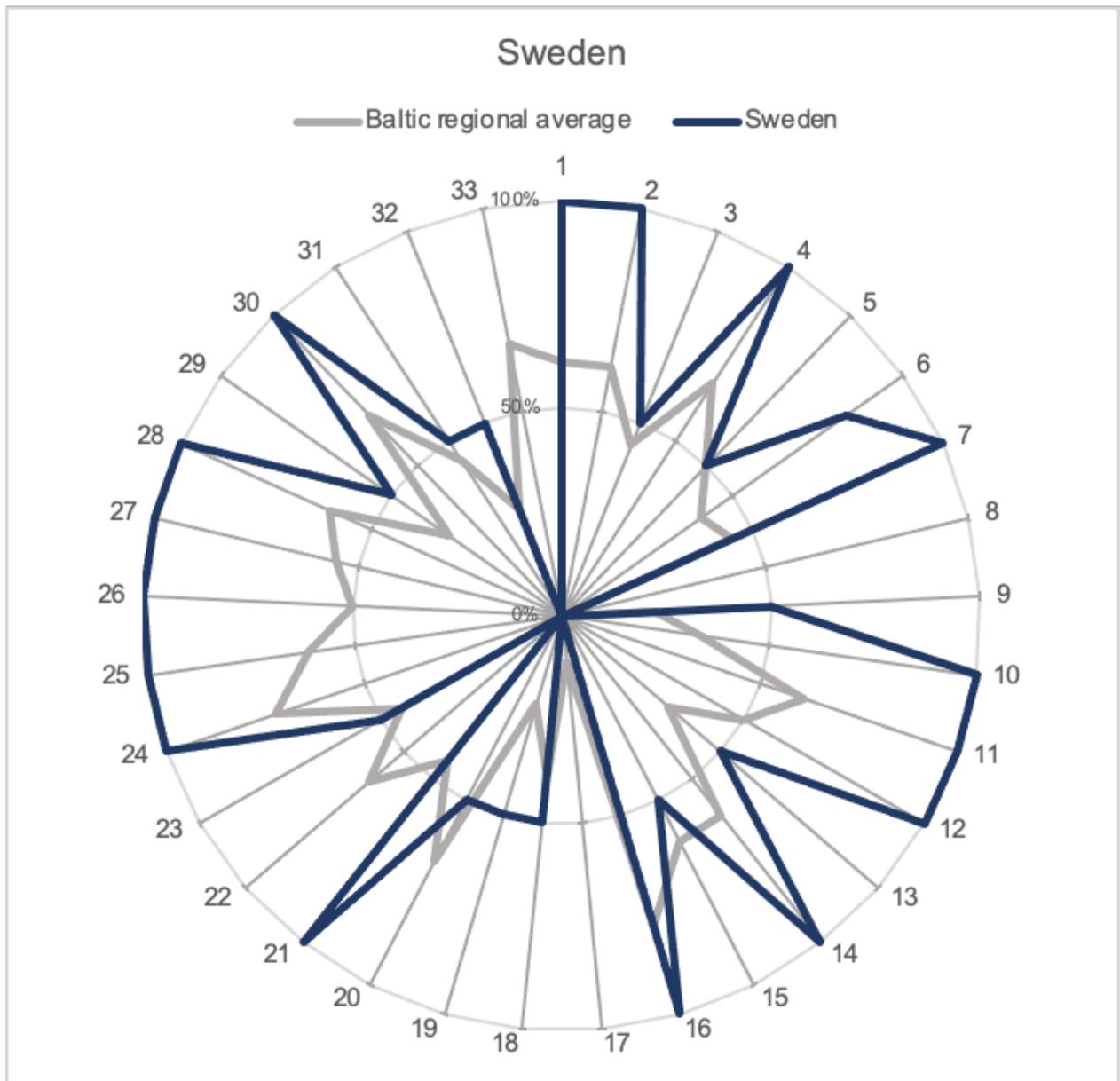


Figure 9: Indicator scoring for Sweden and Baltic regional average

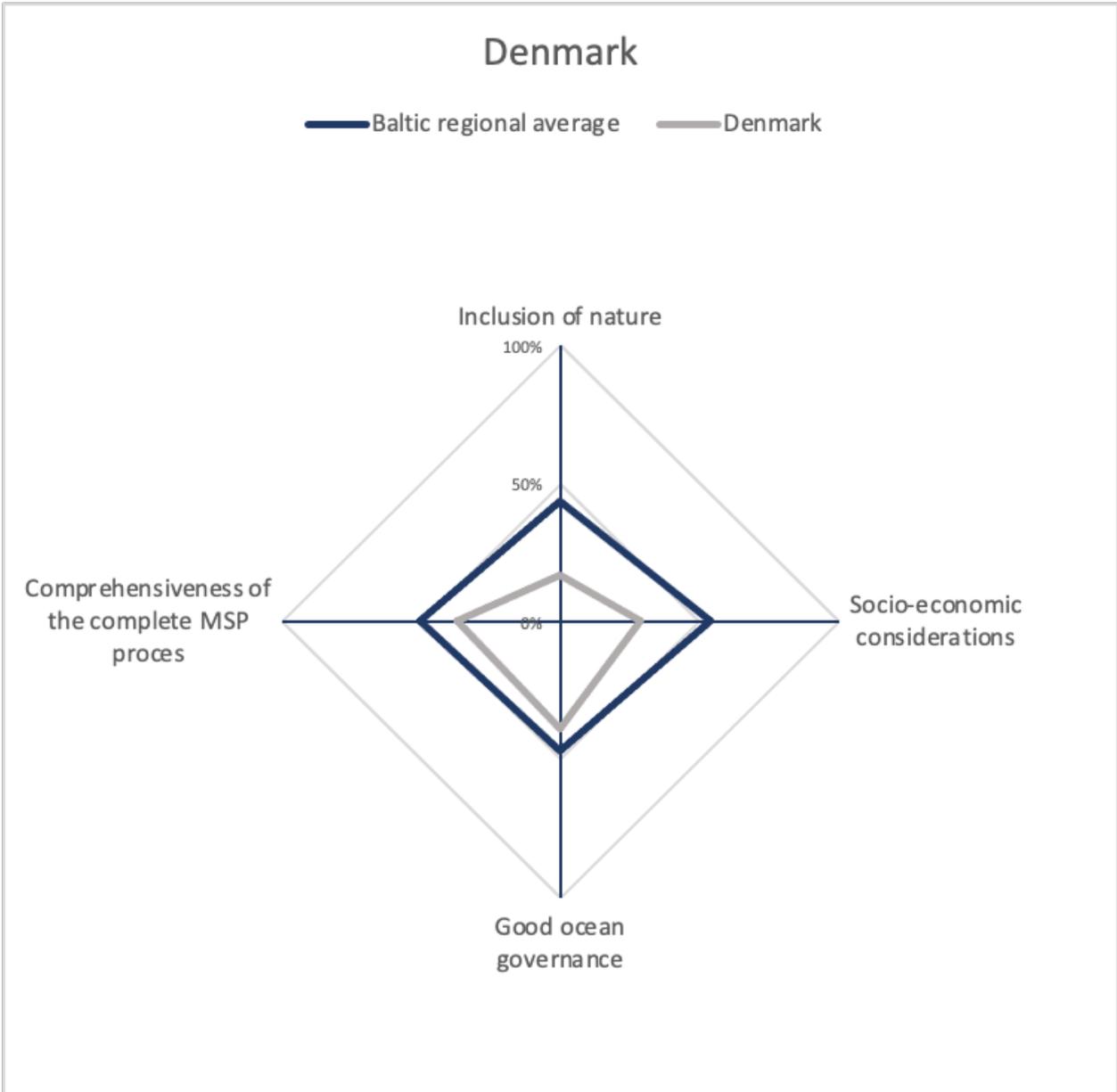


Figure 10: Denmark and Baltic regional performance by category average

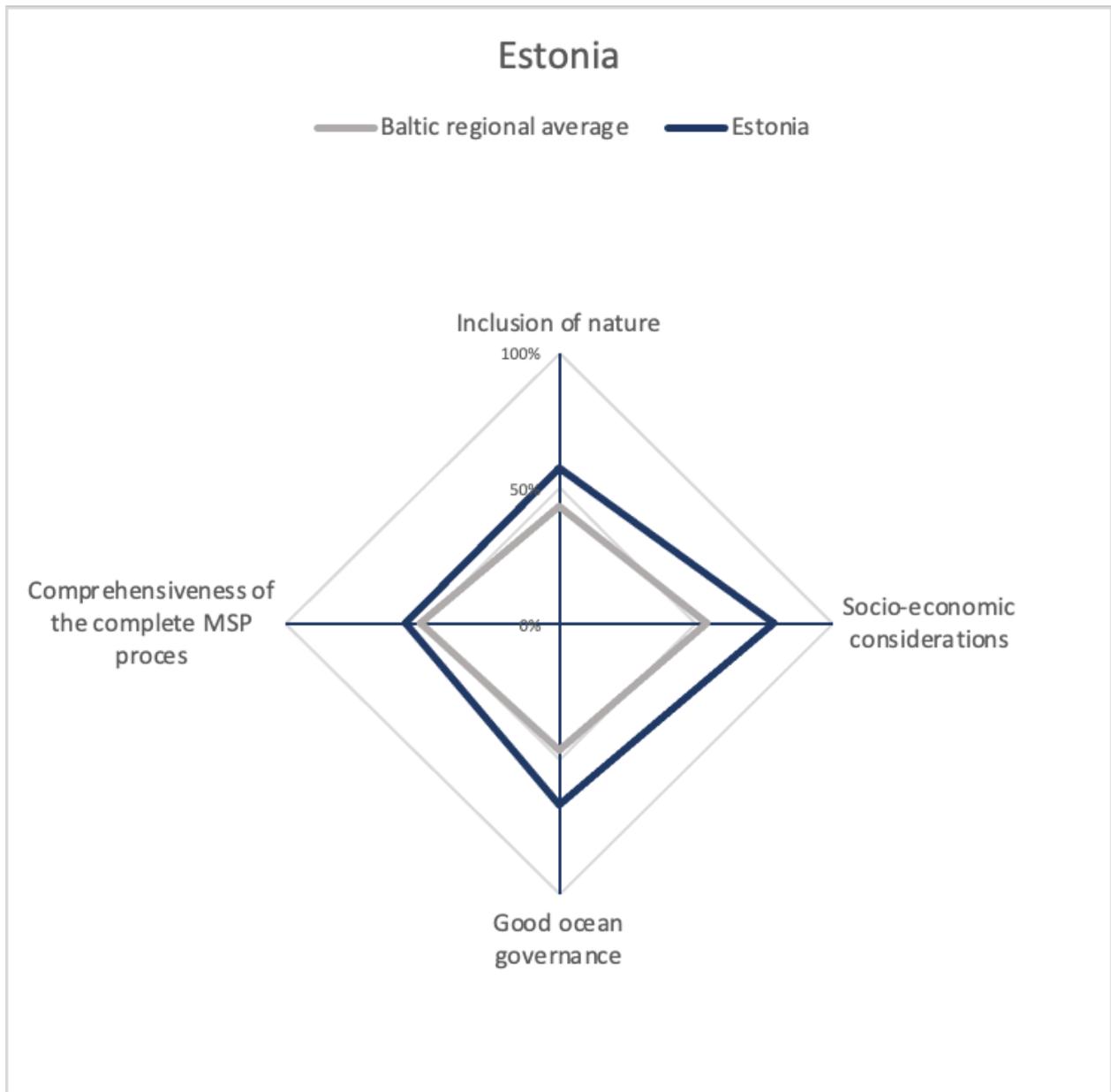


Figure 11: Estonia and Baltic regional MS performance by category average

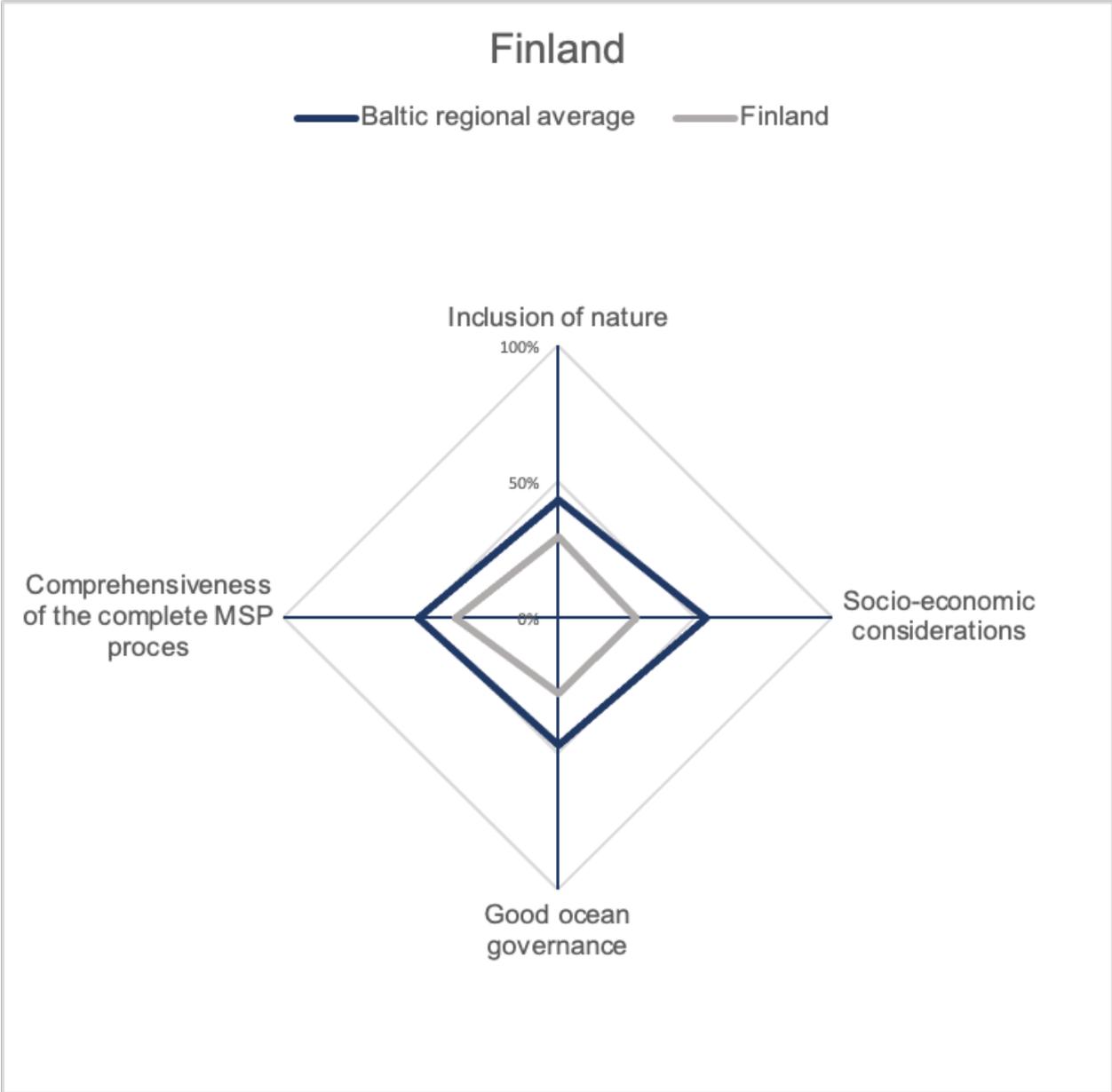


Figure 12: Finland and Baltic regional MS performance by category average

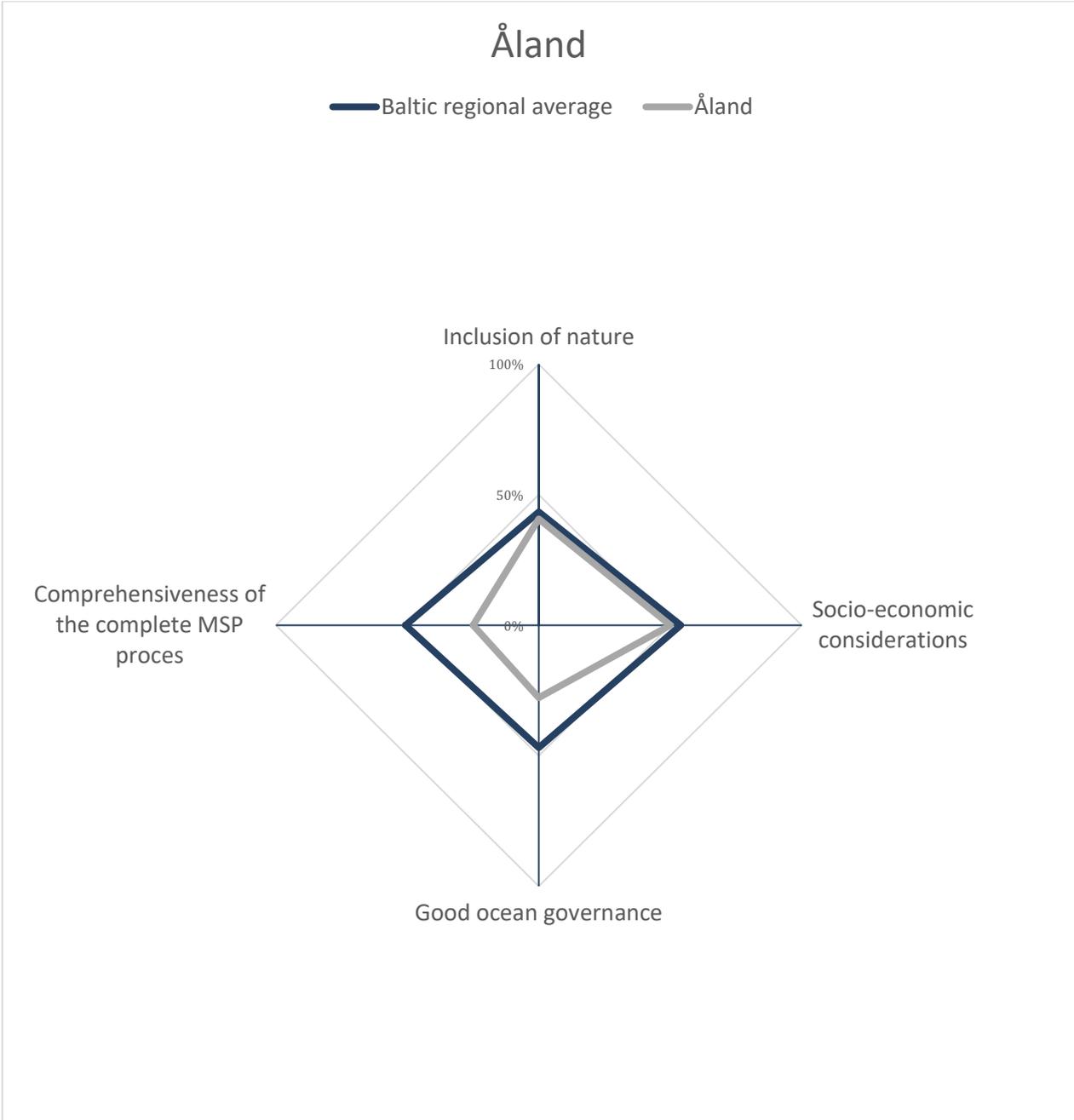


Figure 13: Åland and Baltic regional MS performance by category average

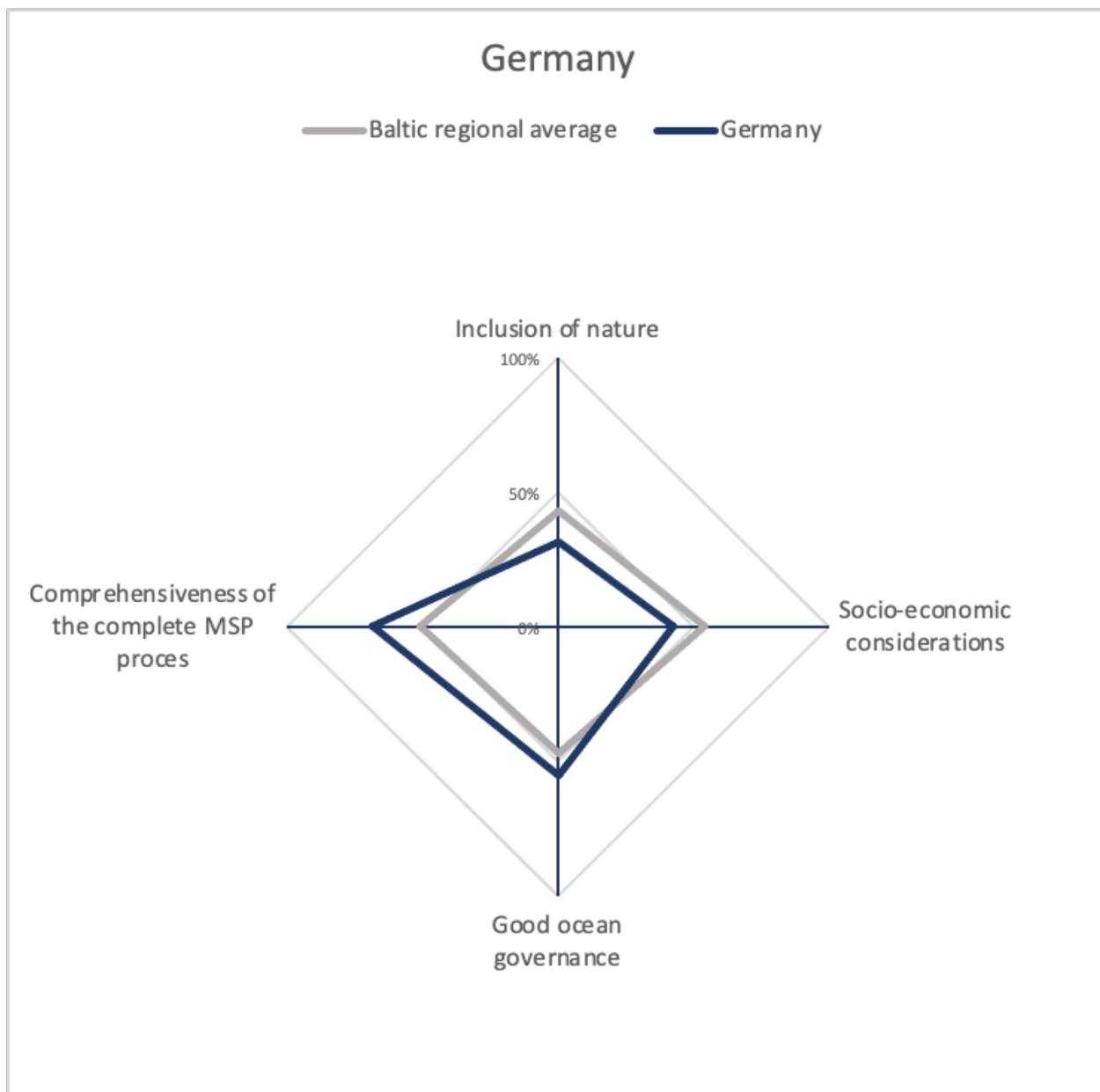


Figure 14: Germany and Baltic regional MS performance by category average

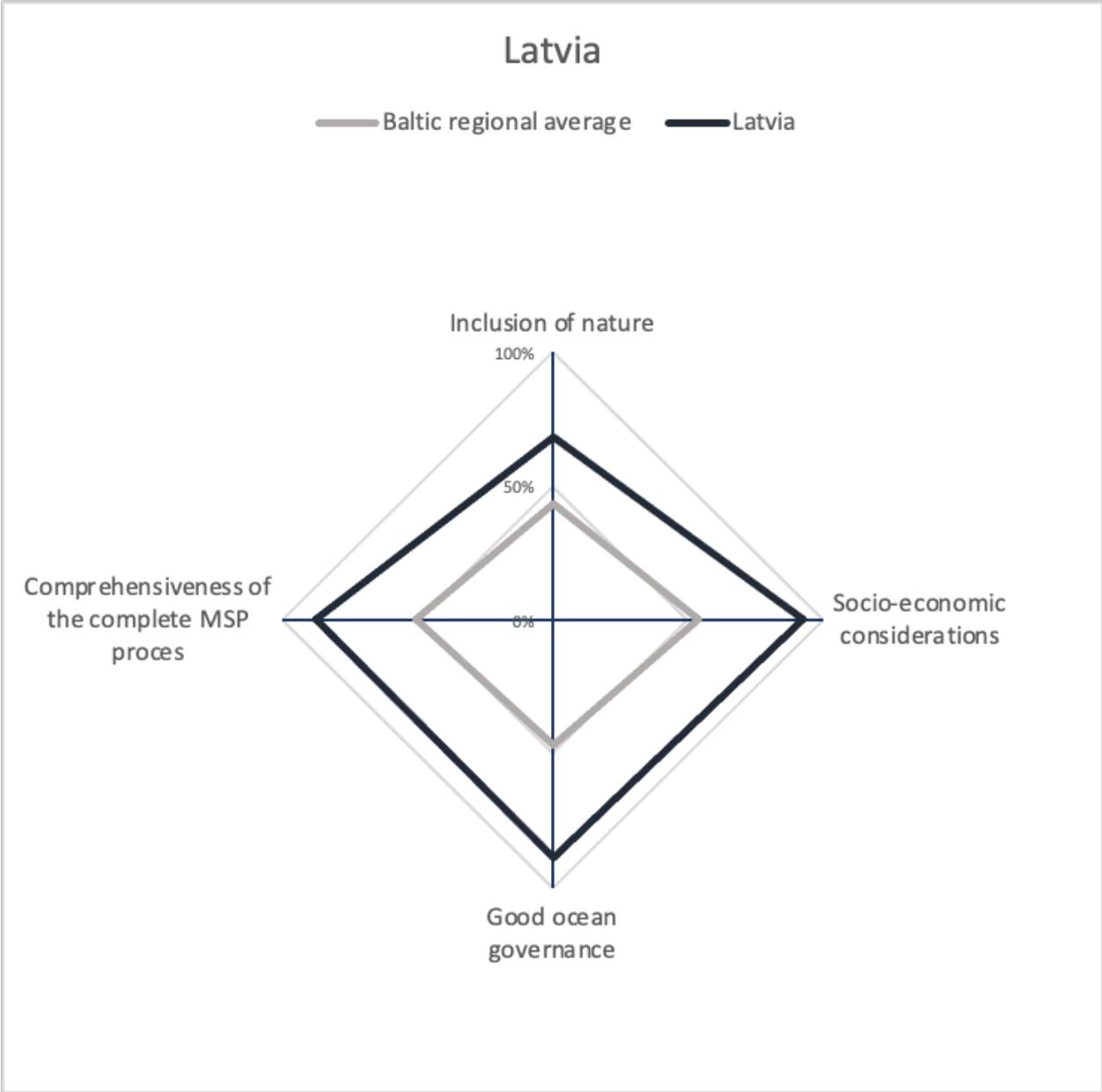


Figure 15: Latvia and Baltic regional MS performance by category average

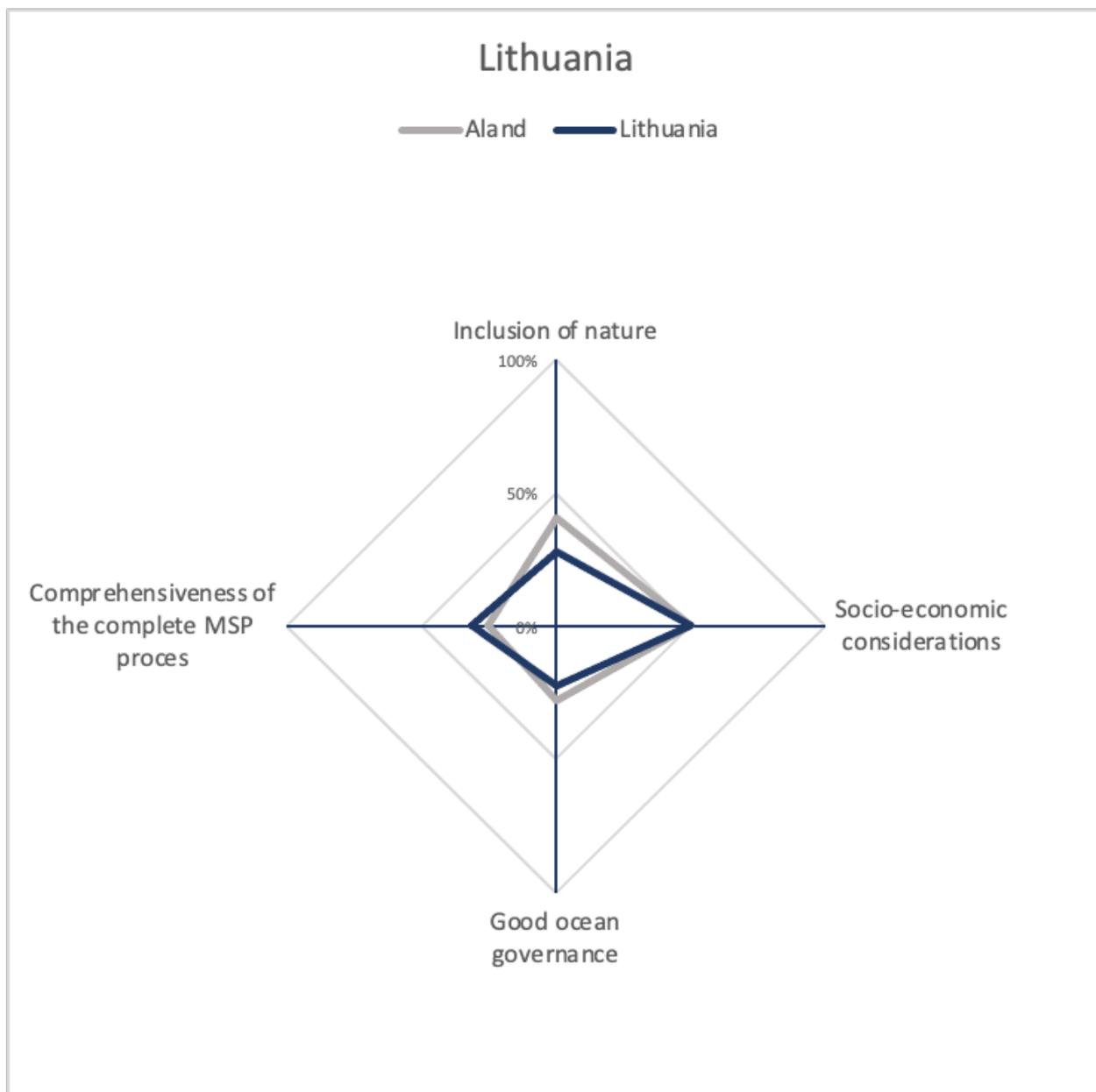


Figure 16: Lithuania and Baltic regional MS performance by category average



Figure 17: Poland and Baltic regional MS performance by category average

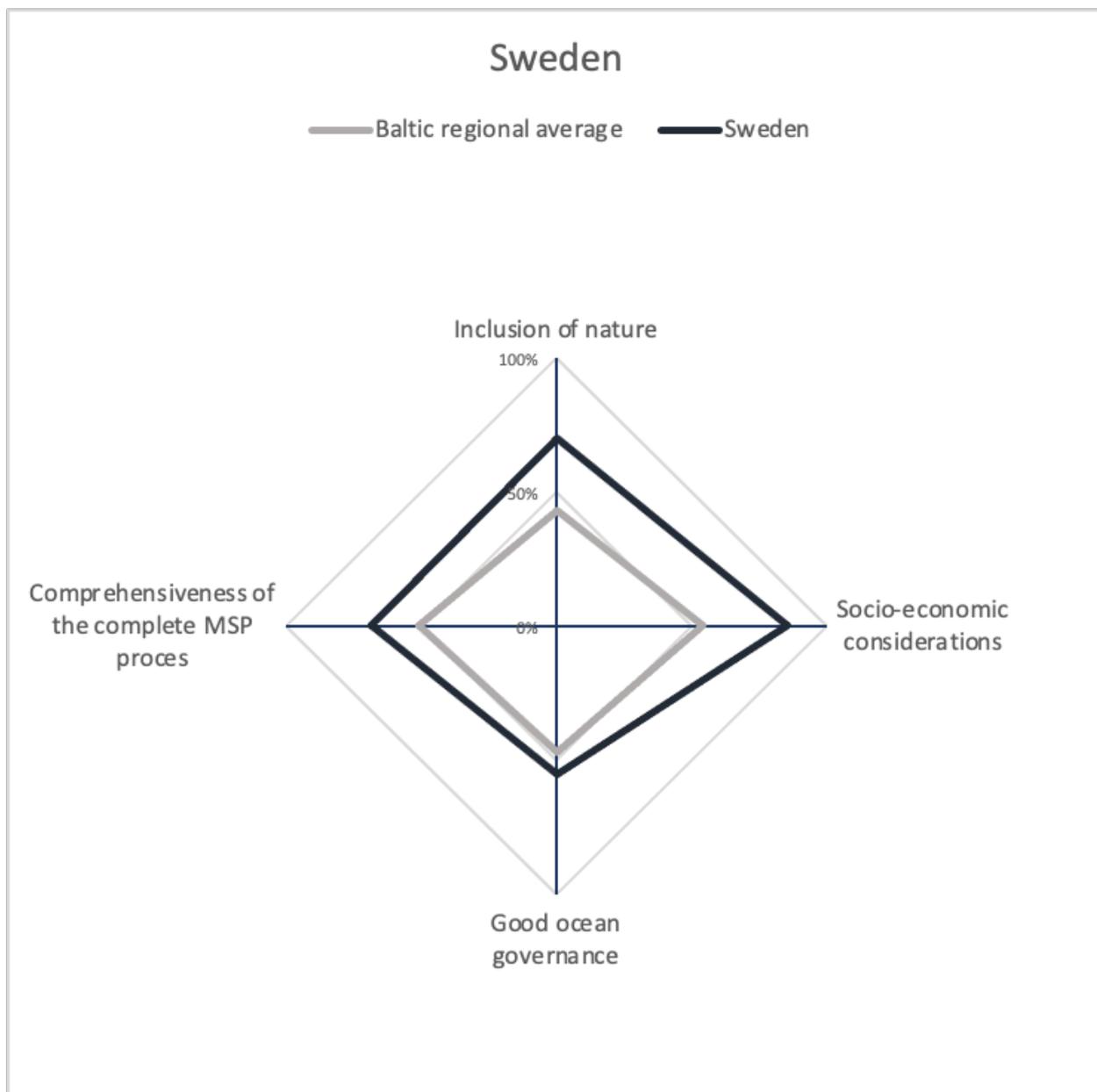


Figure 18: Sweden and Baltic regional MS performance by category average

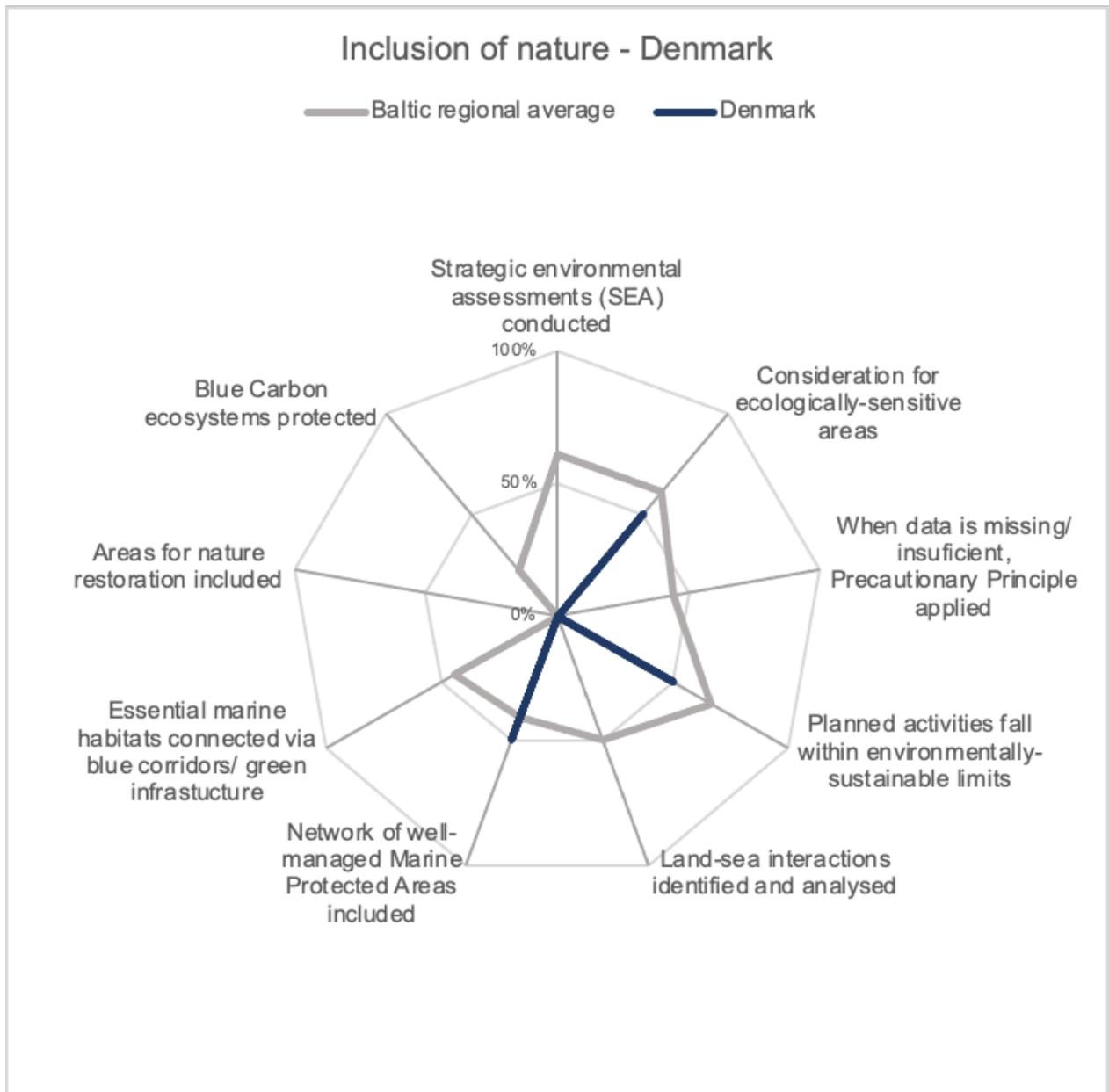


Figure 19: Denmark and Baltic regional performance in the inclusion of nature category

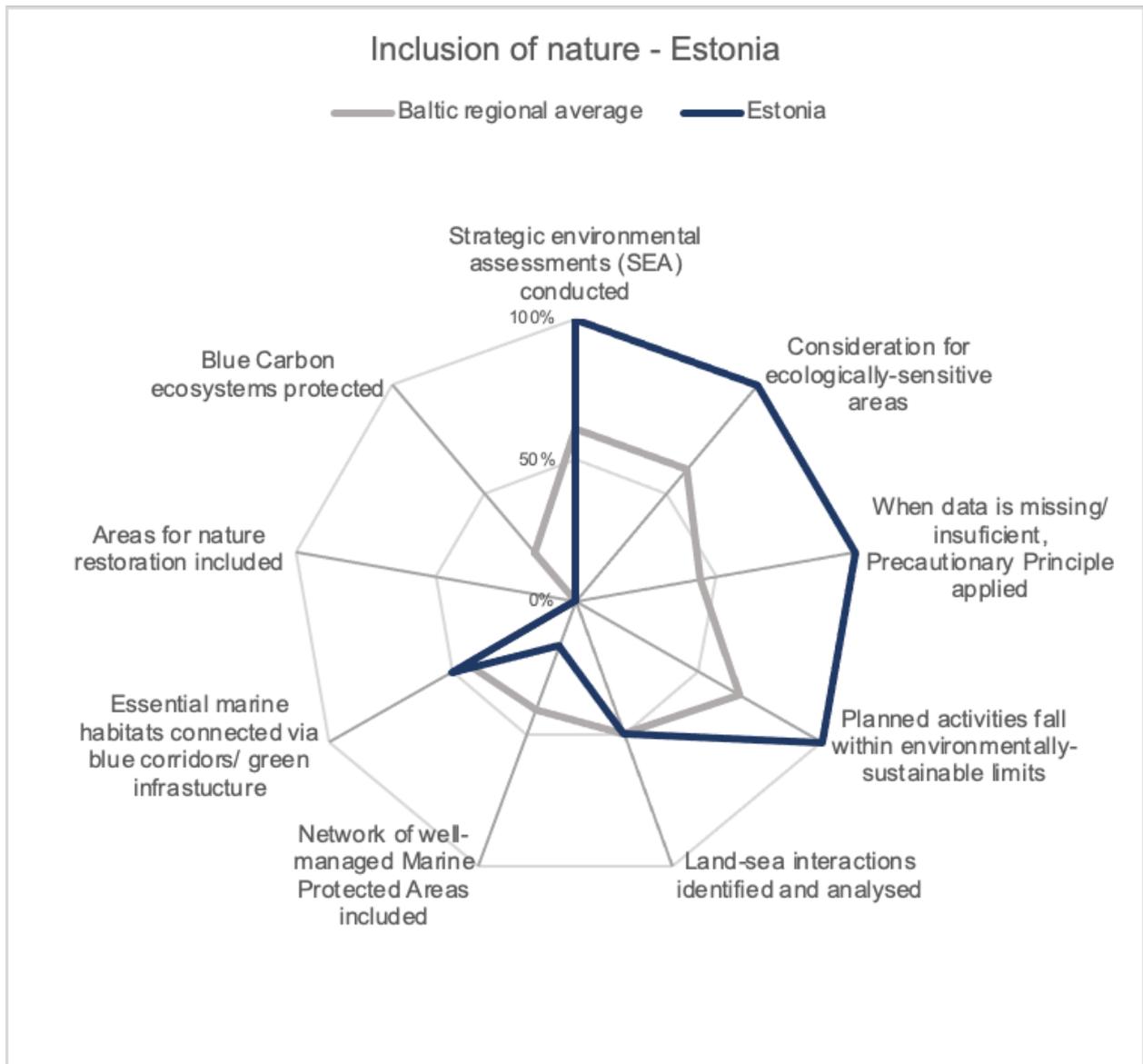


Figure 20: Estonia and Baltic regional MS performance in the inclusion of nature category

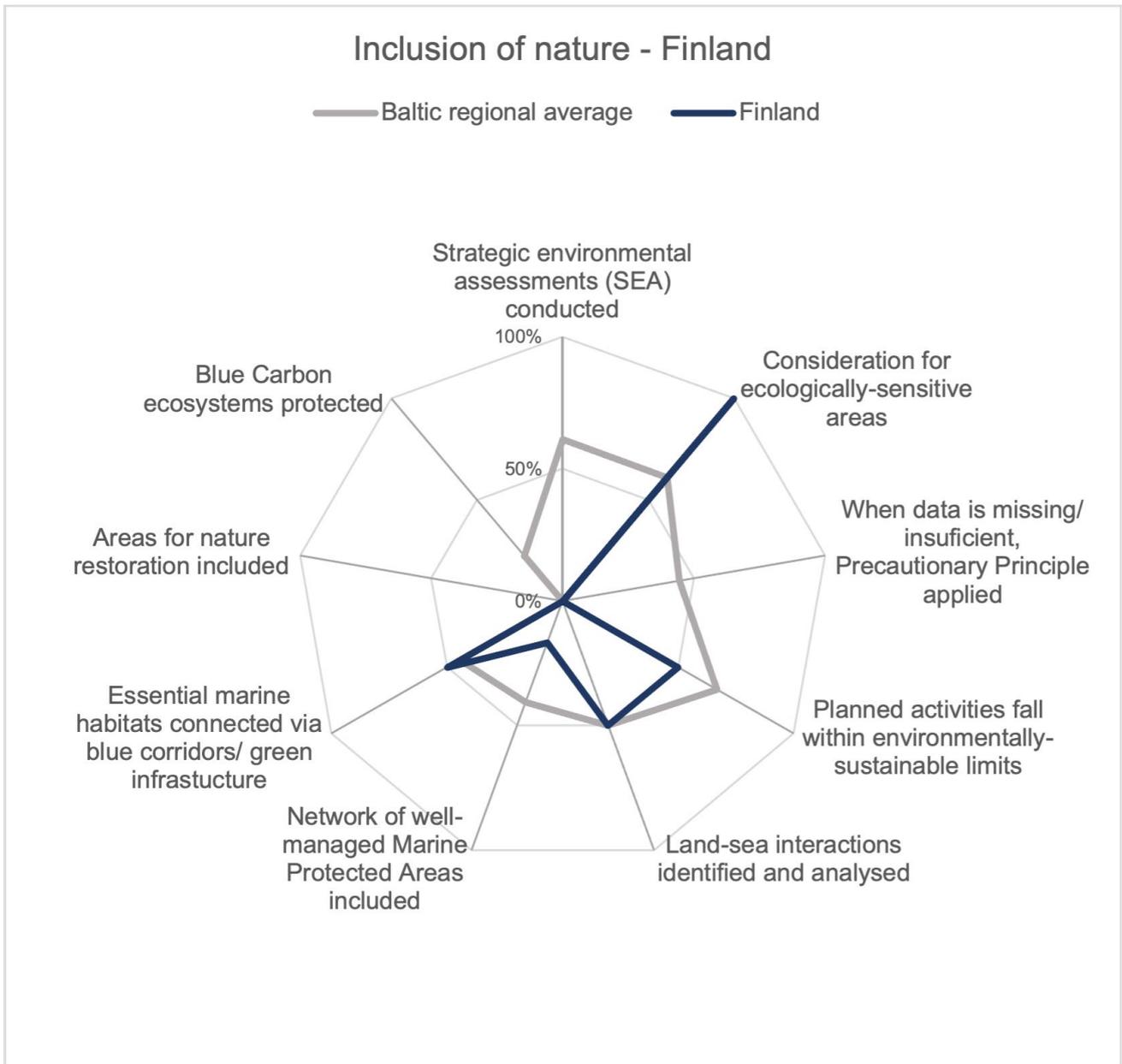


Figure 21: Finland and Baltic regional performance in the inclusion of nature category

## Inclusion of nature - Åland

— Baltic regional average — Åland

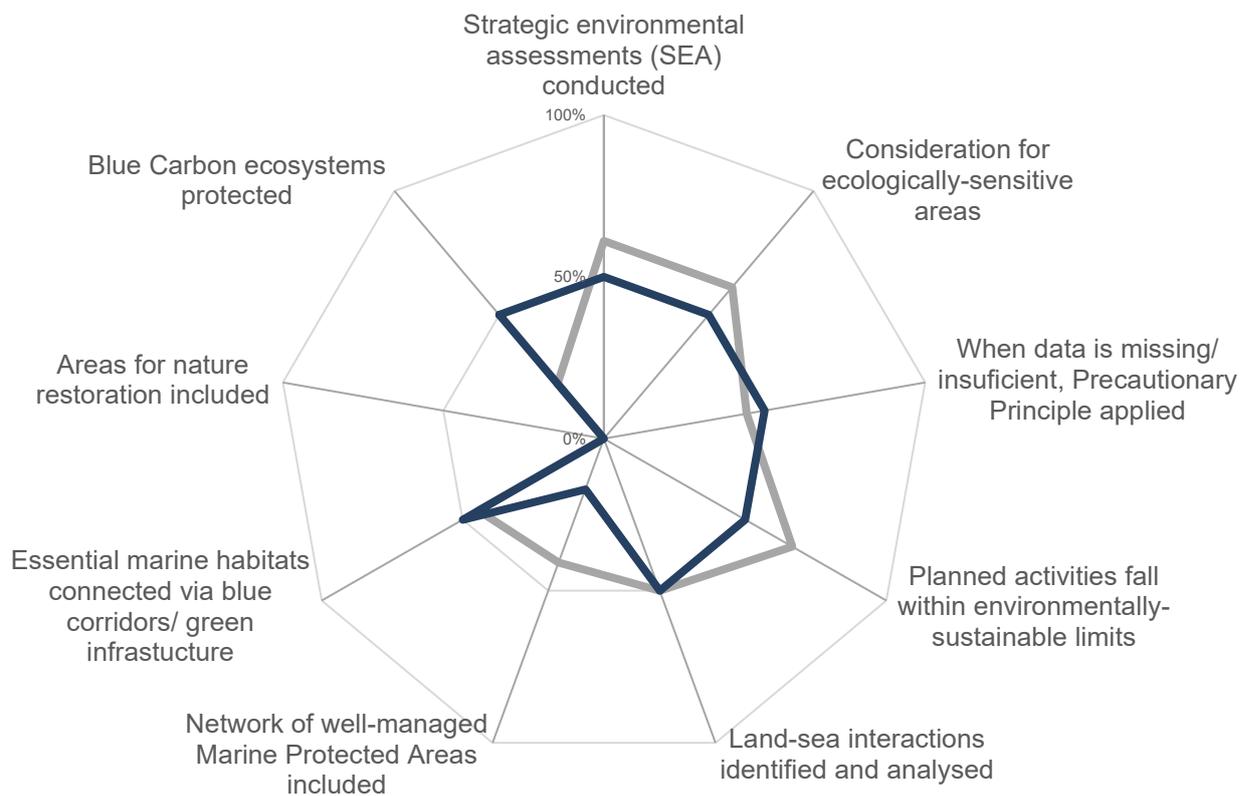


Figure 22: Åland and Baltic regional MS performance in the inclusion of nature category

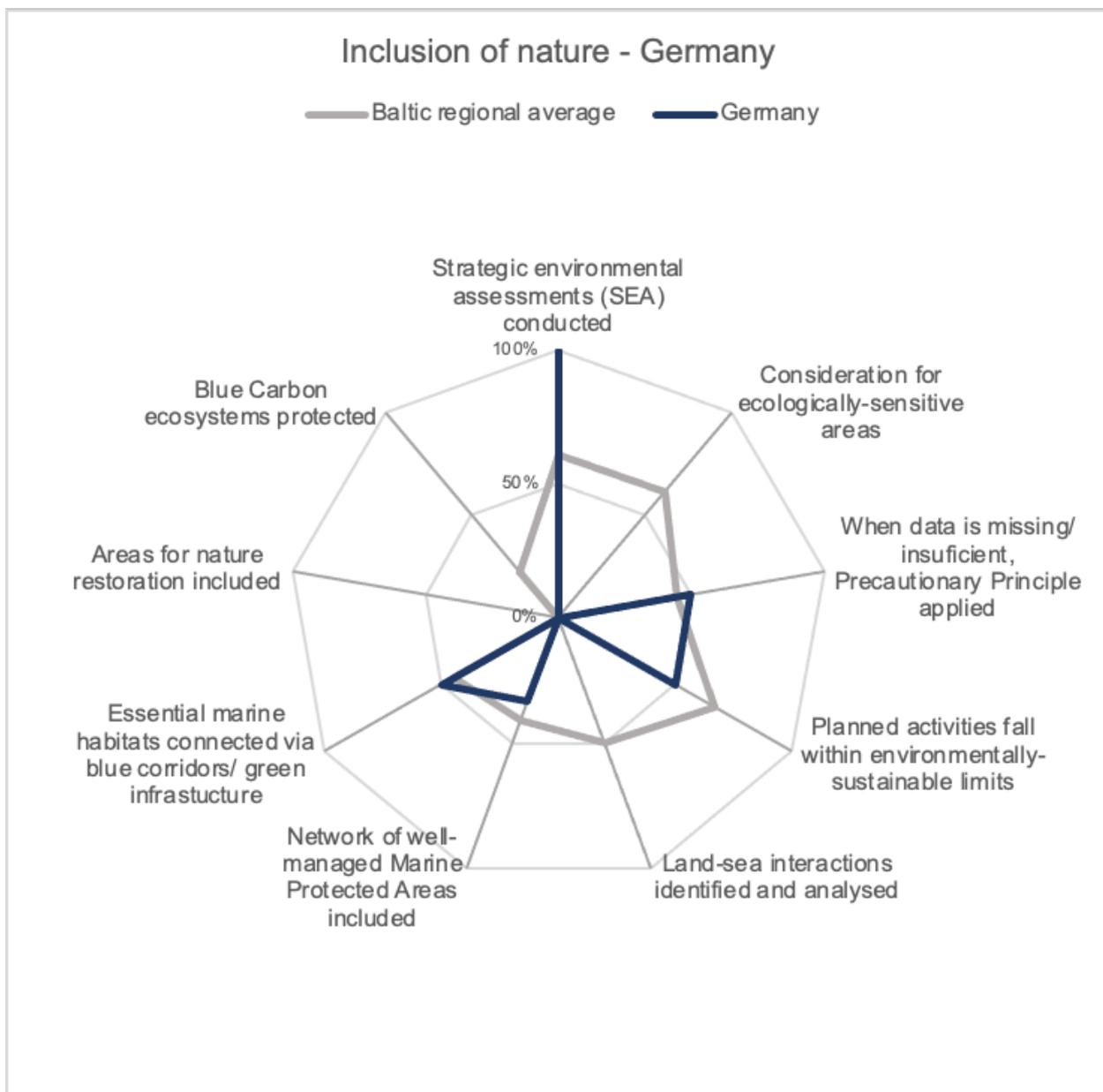


Figure 23: Germany and Baltic regional MS performance in the inclusion of nature category

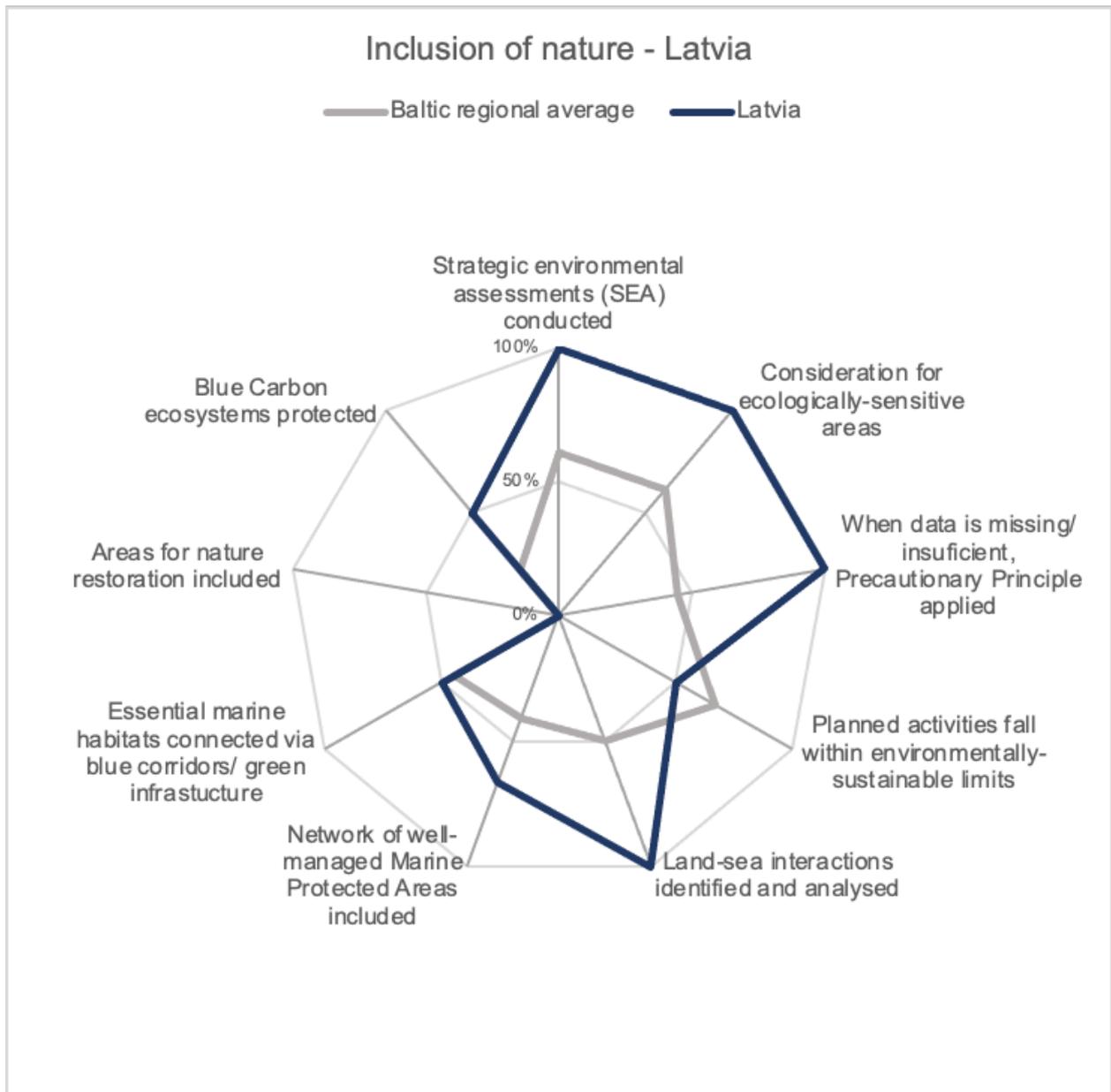


Figure 24: Latvia and Baltic regional MS performance in the inclusion of nature category

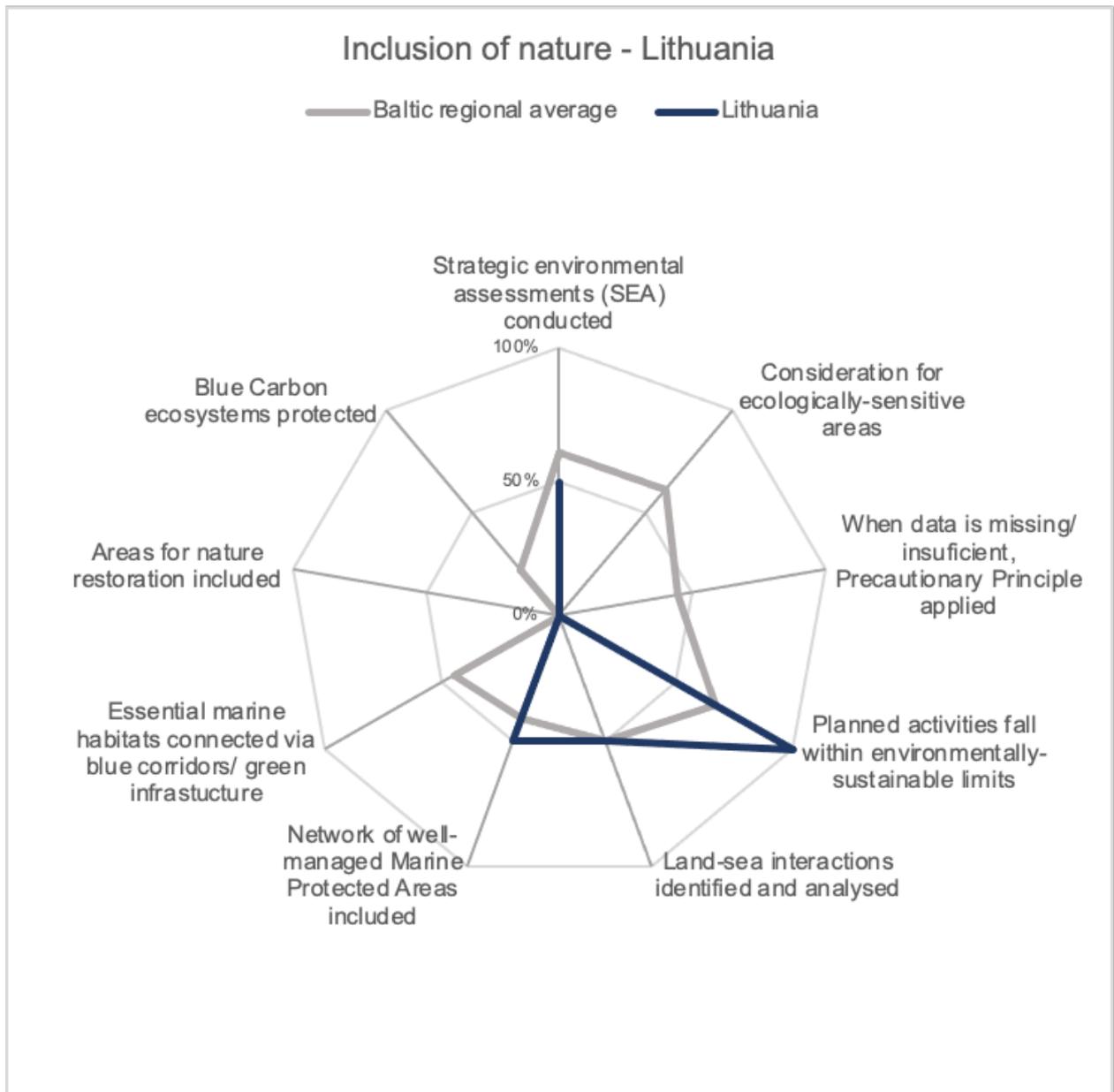


Figure 25: Lithuania and Baltic regional MS performance in the inclusion of nature category

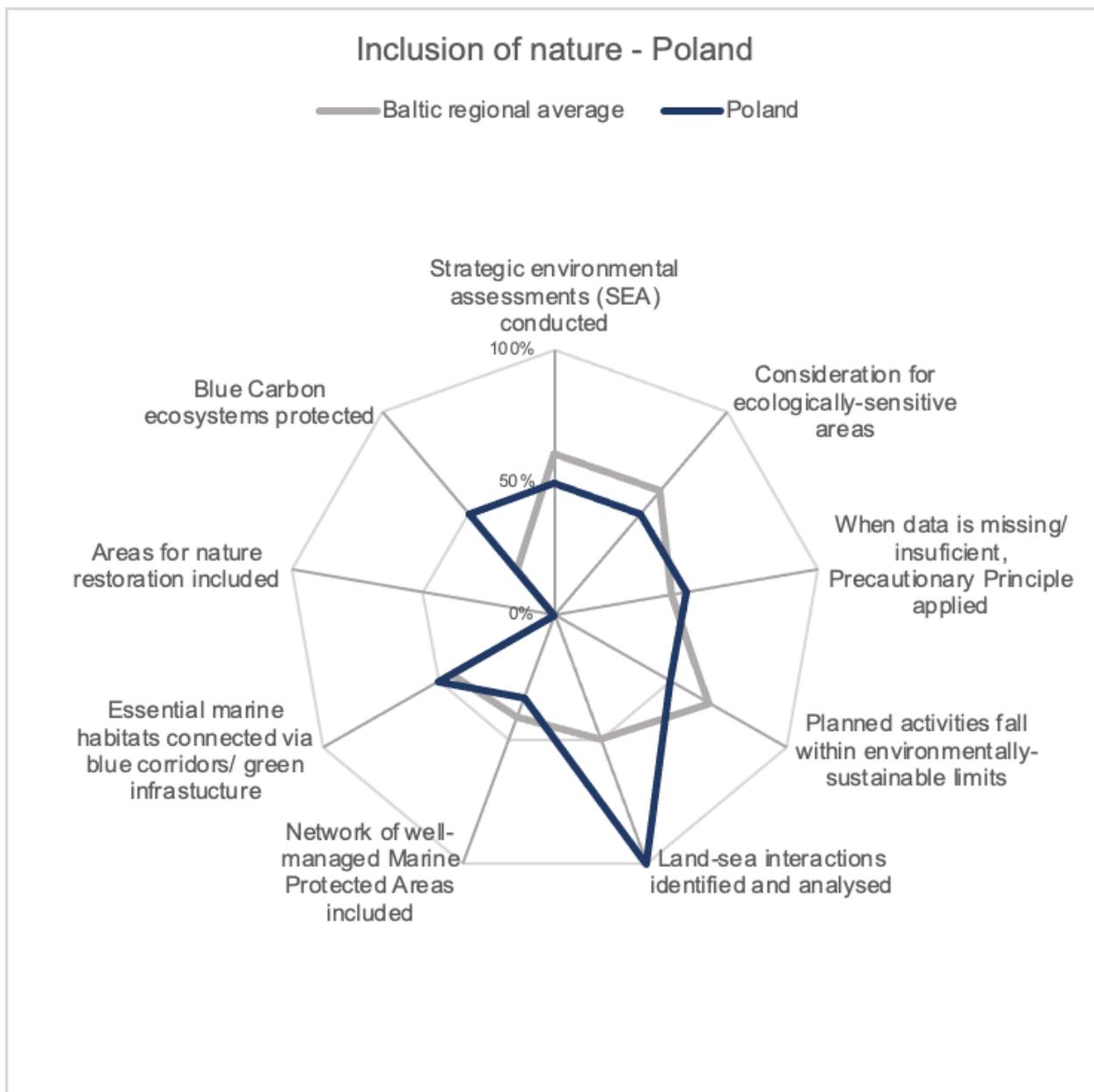


Figure 26: Poland and Baltic regional MS performance in the inclusion of nature category

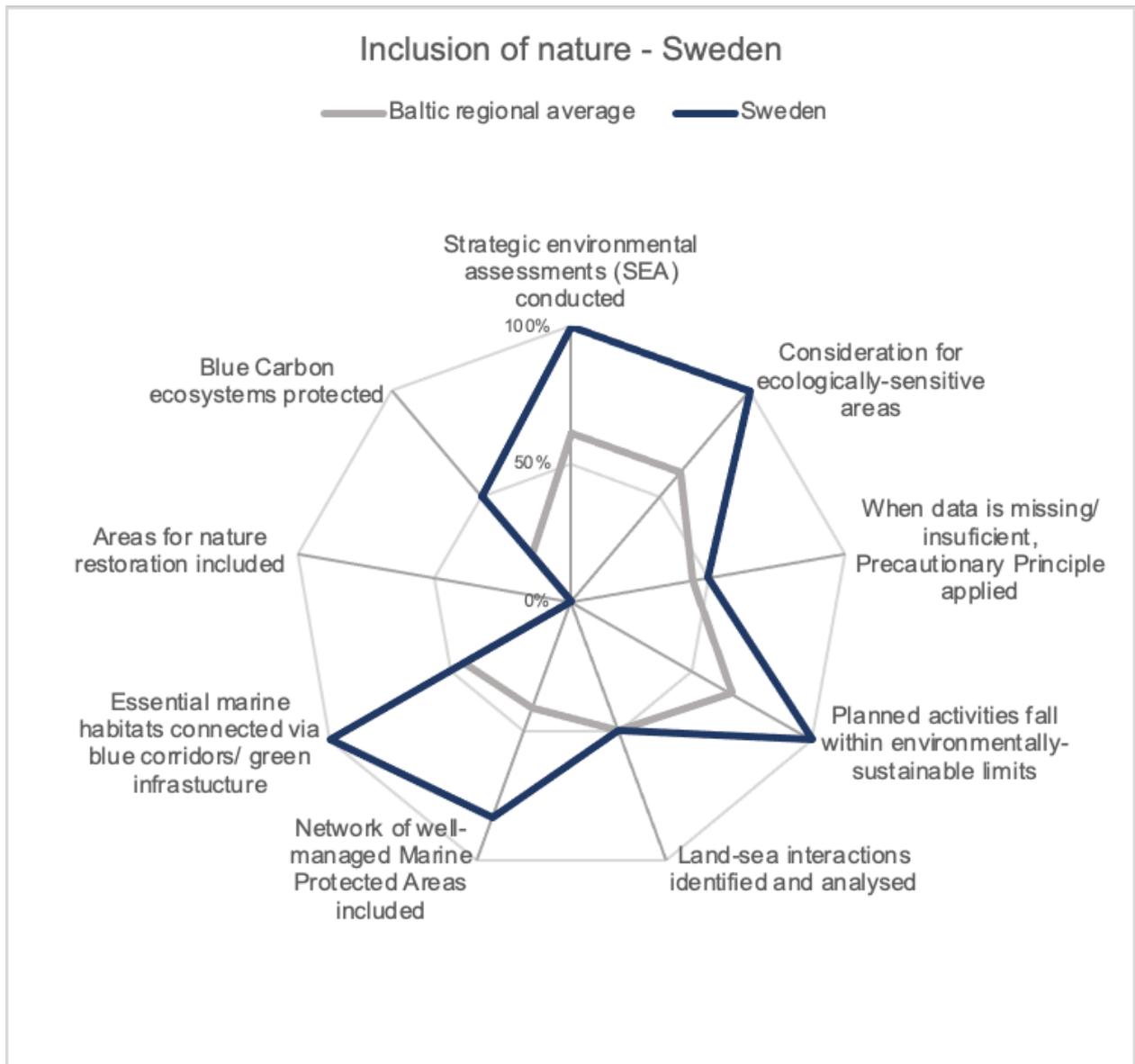


Figure 27: Sweden and Baltic regional MS performance in the inclusion of nature category

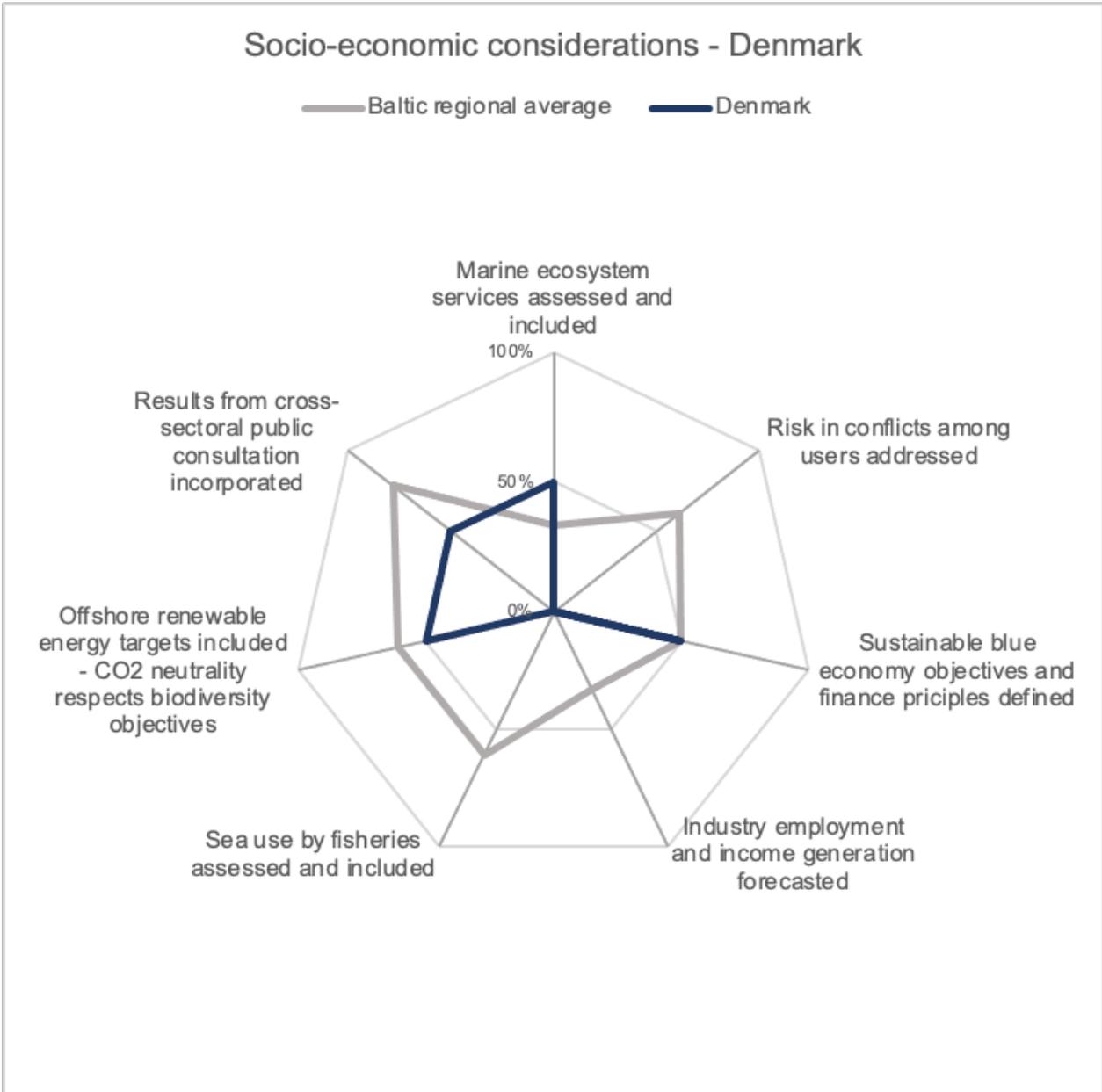


Figure 28: Denmark and Baltic regional performance in the socio-economic considerations category

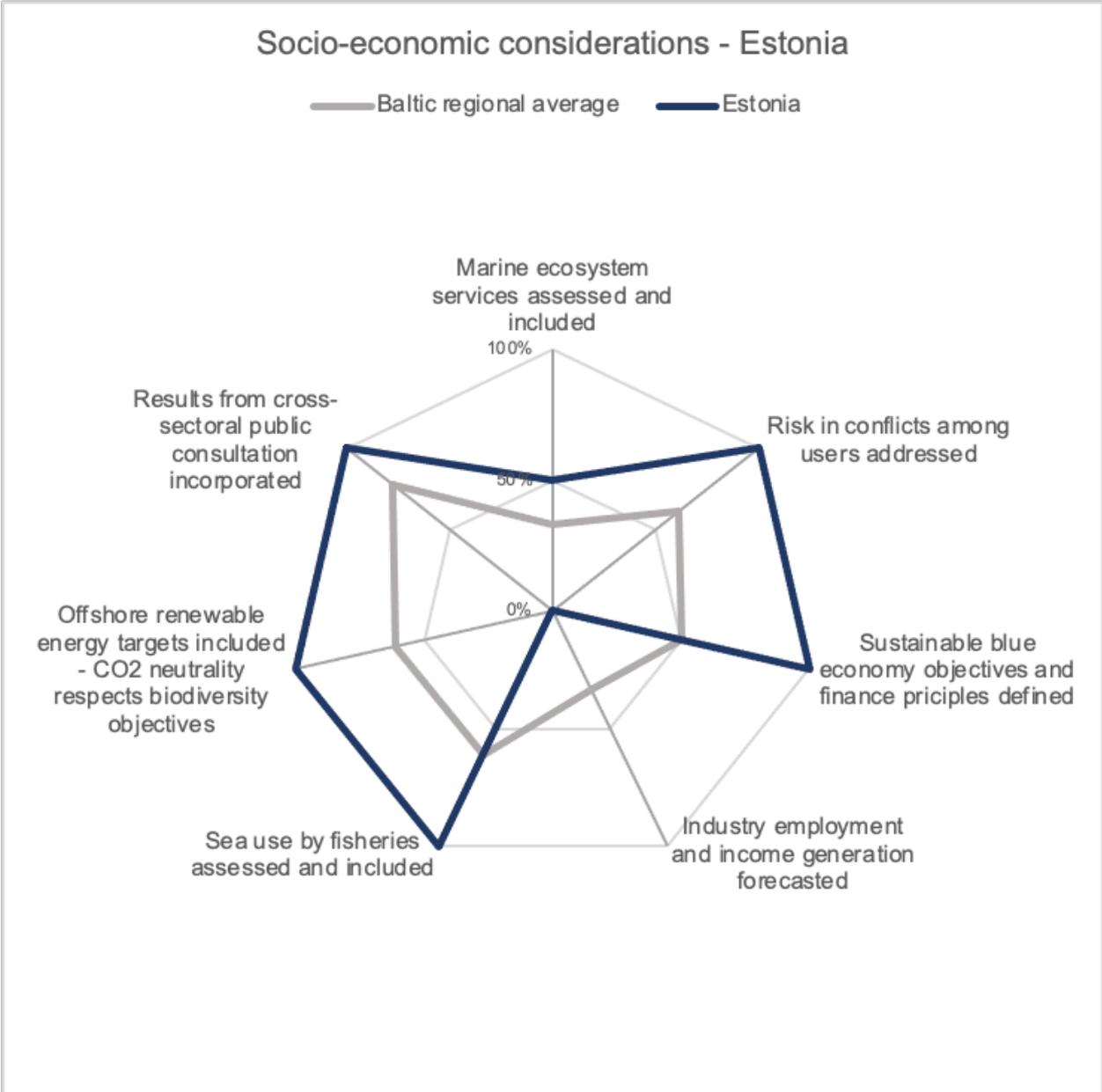


Figure 29: Estonia and Baltic regional performance in the socio-economic considerations category

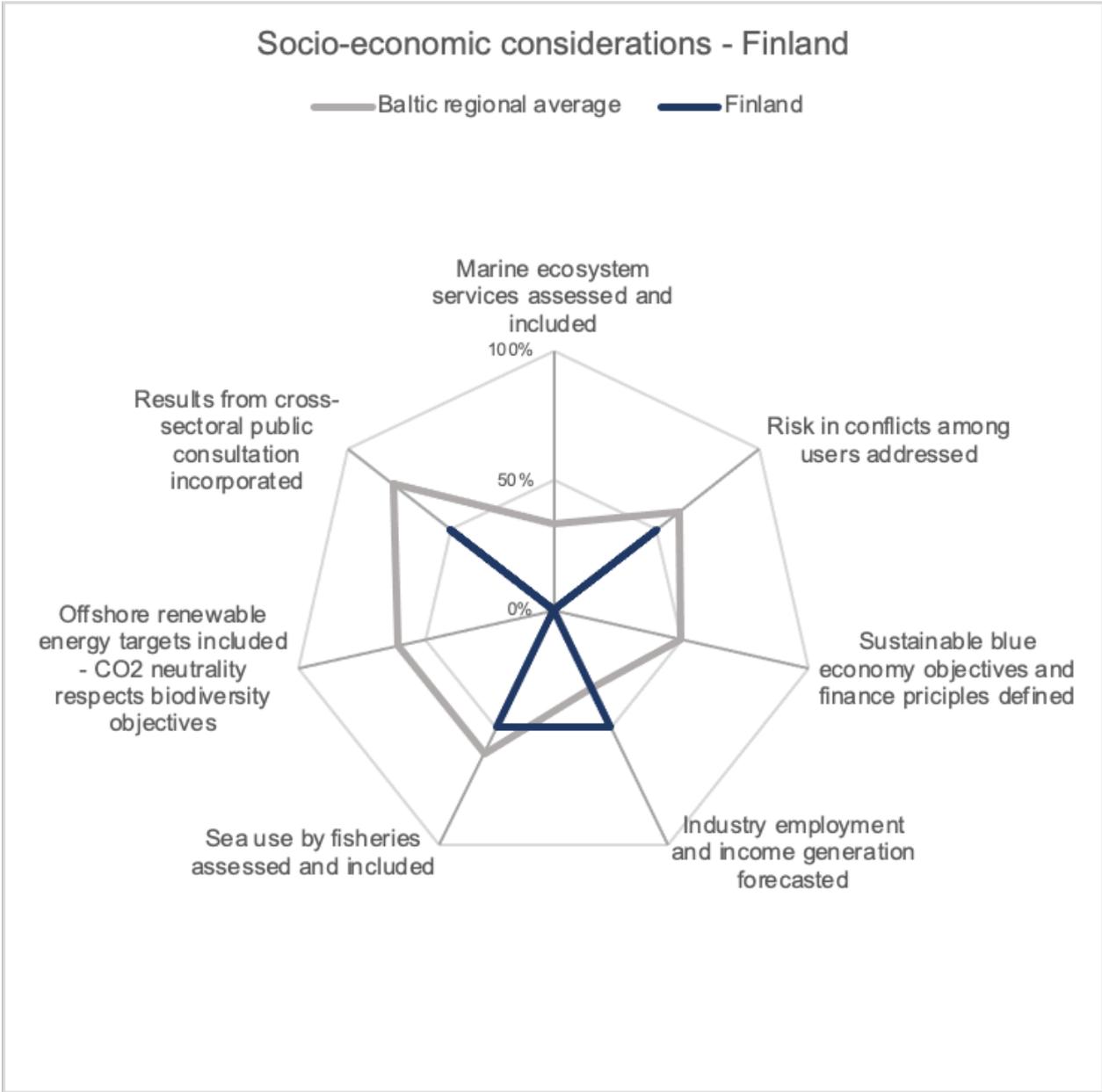


Figure 30: Finland and Baltic regional performance in the socio-economic considerations category

## Socio-economic considerations - Åland

— Baltic regional average — Åland

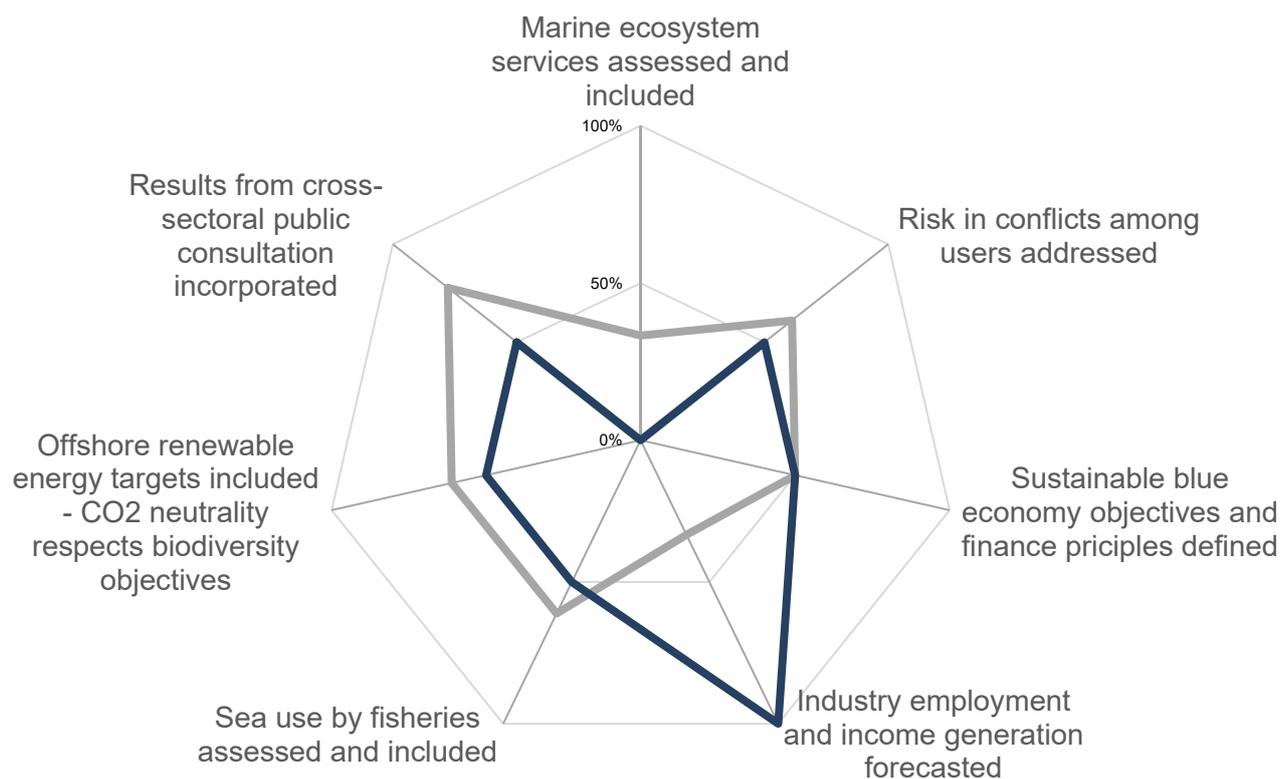


Figure 31: Åland and Baltic regional performance in the socio-economic considerations category

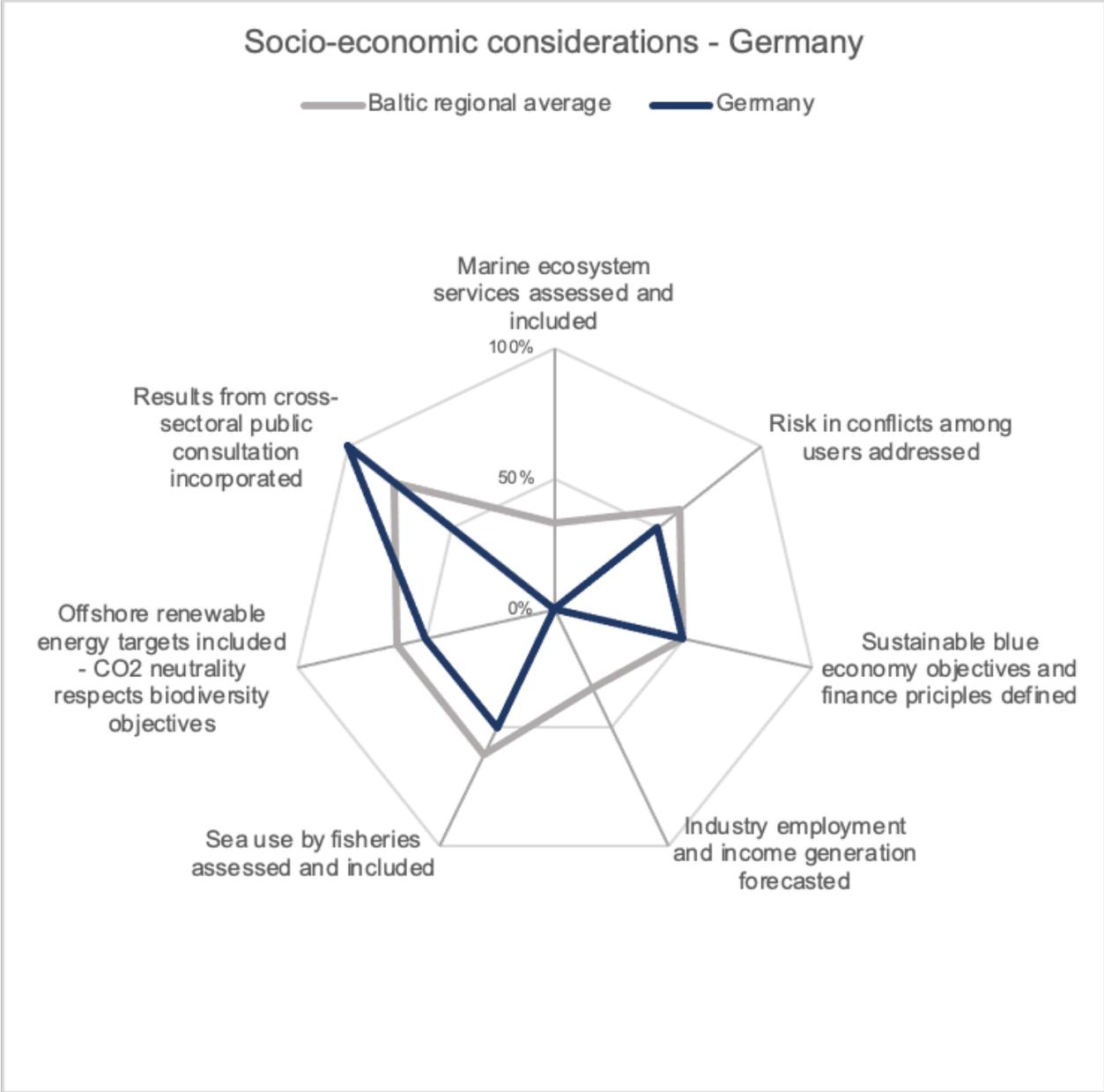


Figure 32: Germany and Baltic regional performance in the socio-economic considerations category

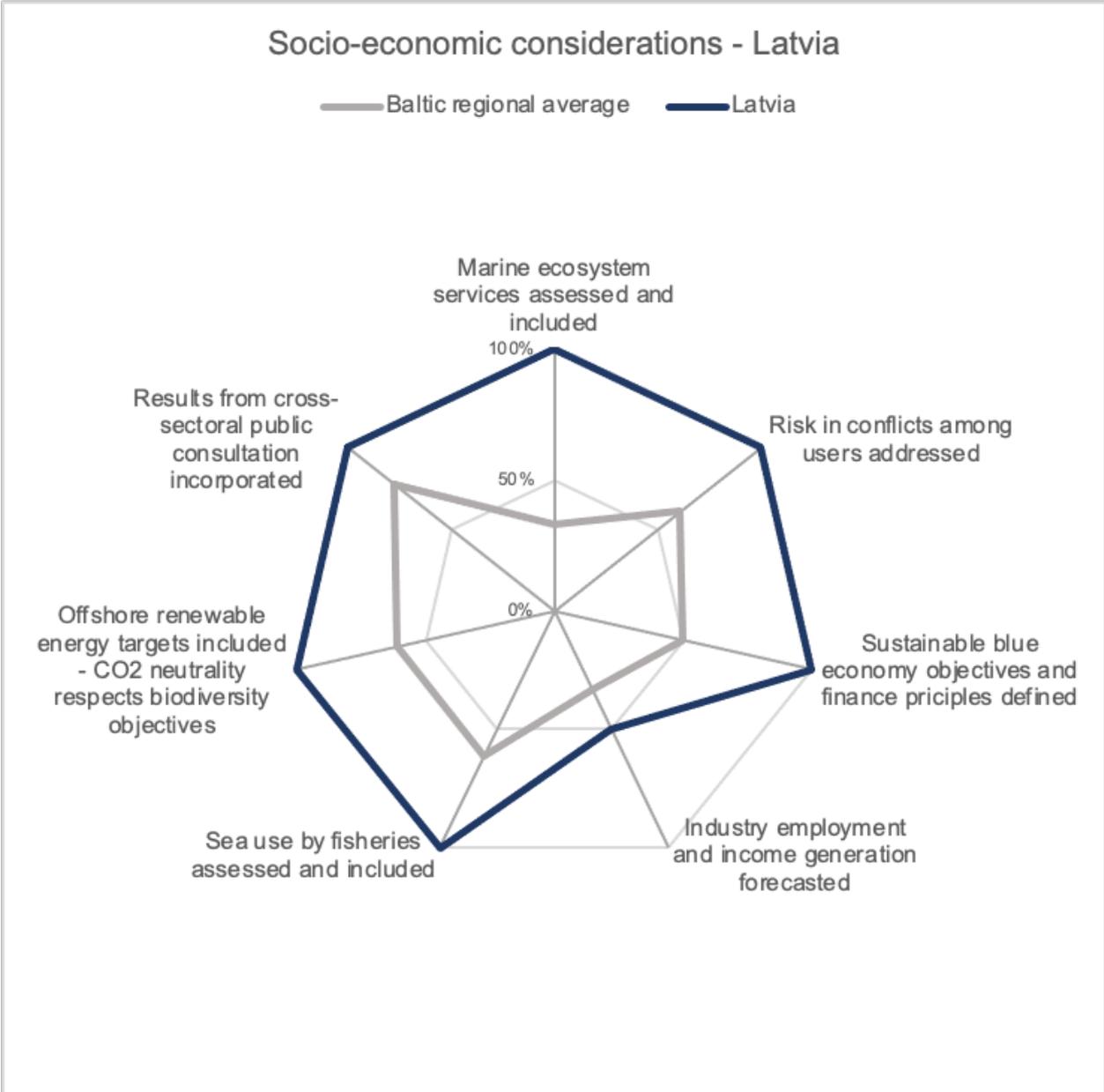


Figure 33: Latvia and Baltic regional performance in the socio-economic considerations category

## Socio-economic considerations - Lithuania

— Baltic regional average    — Lithuania

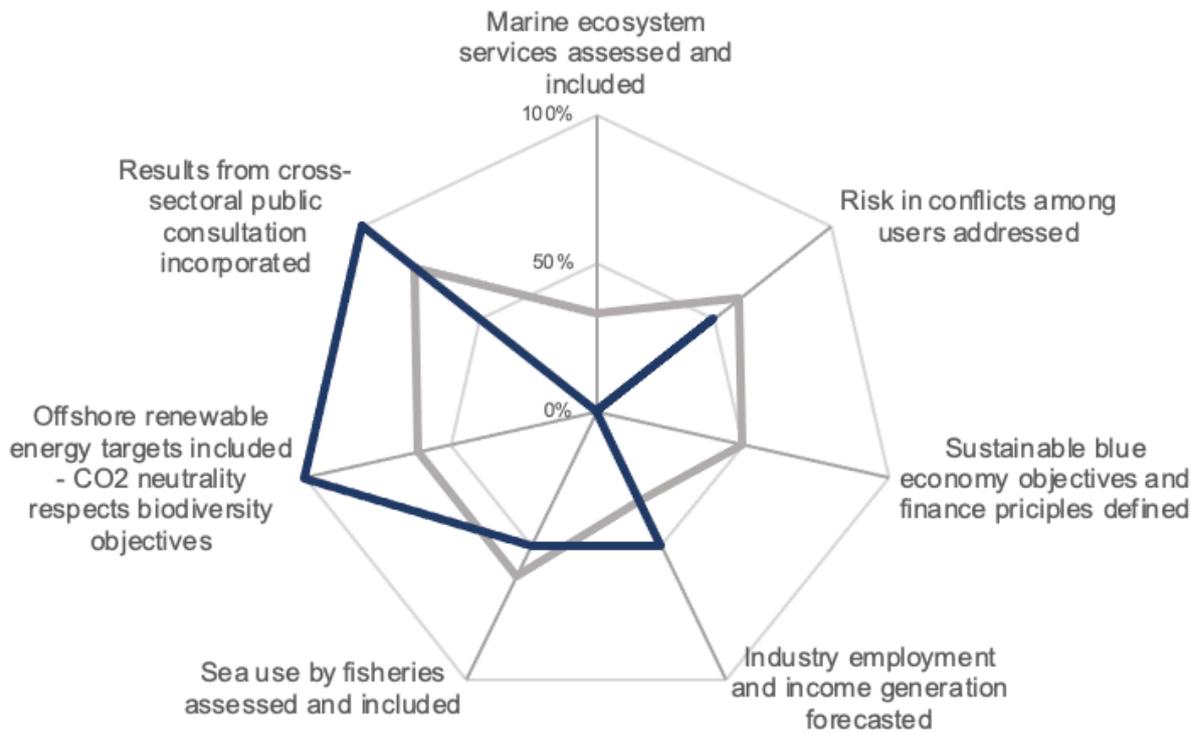


Figure 34: Lithuania and Baltic regional performance in the socio-economic considerations category

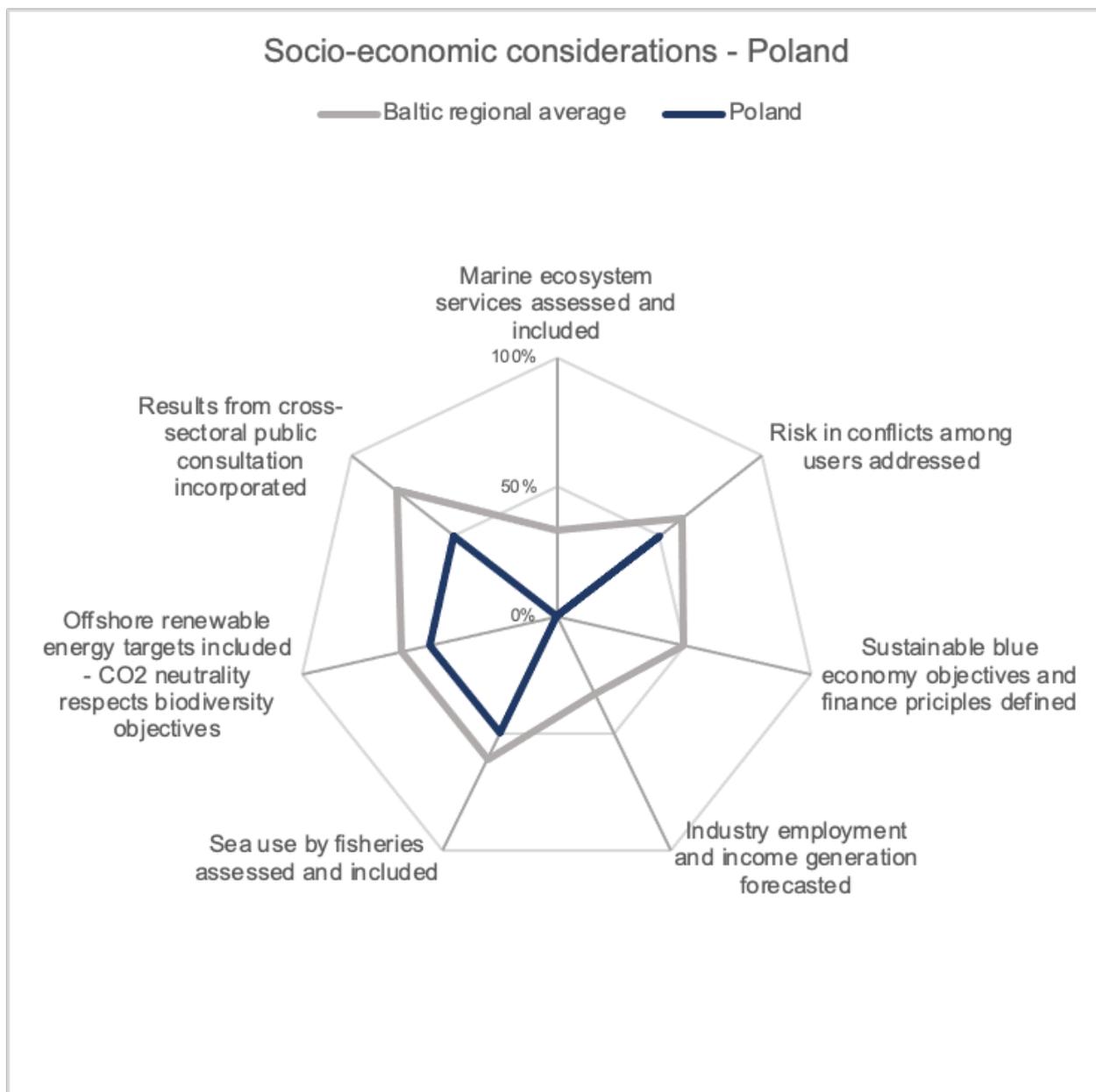


Figure 35: Poland and Baltic regional performance in the socio-economic considerations category

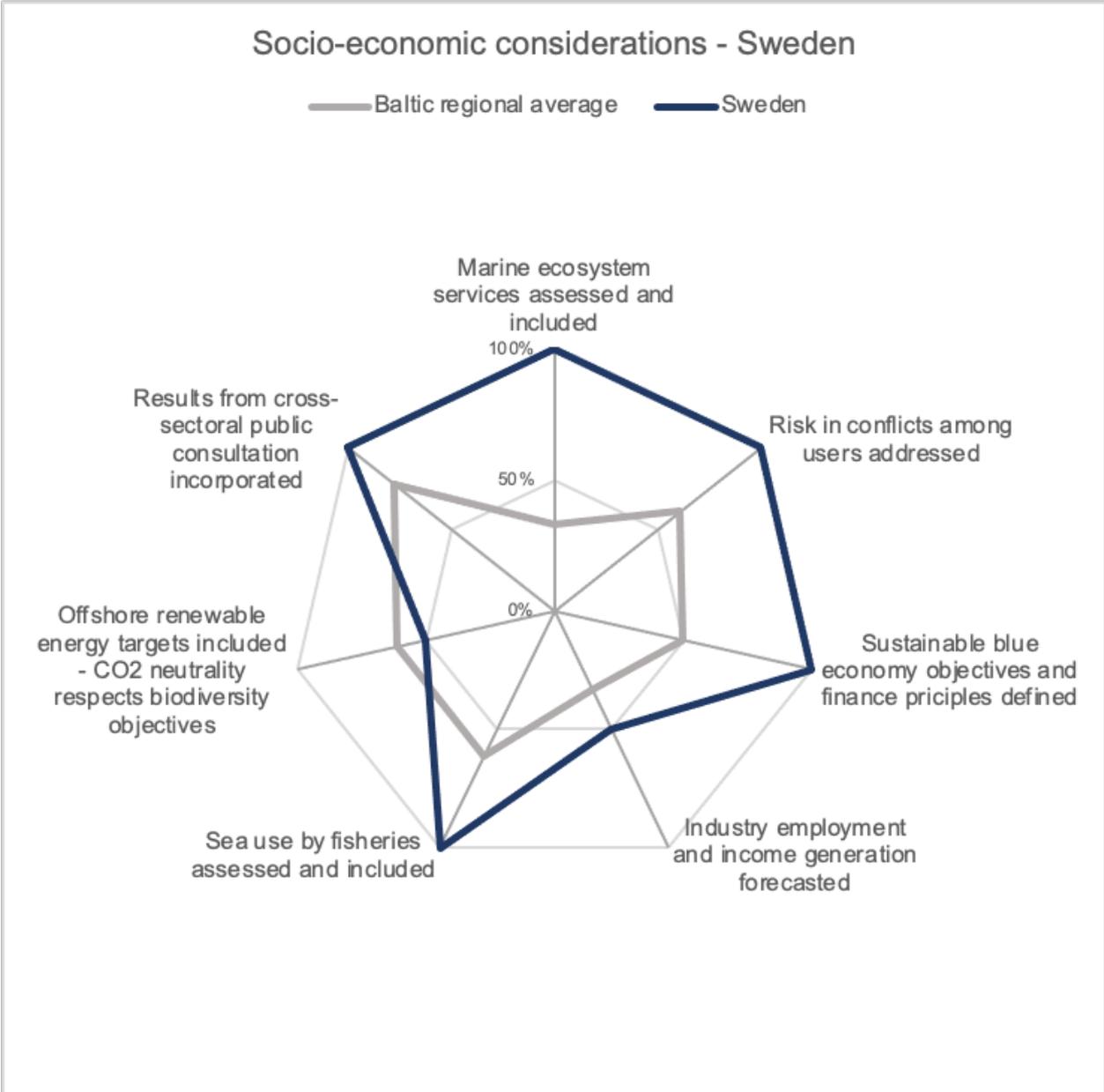


Figure 36: Sweden and Baltic regional performance in the socio-economic considerations category

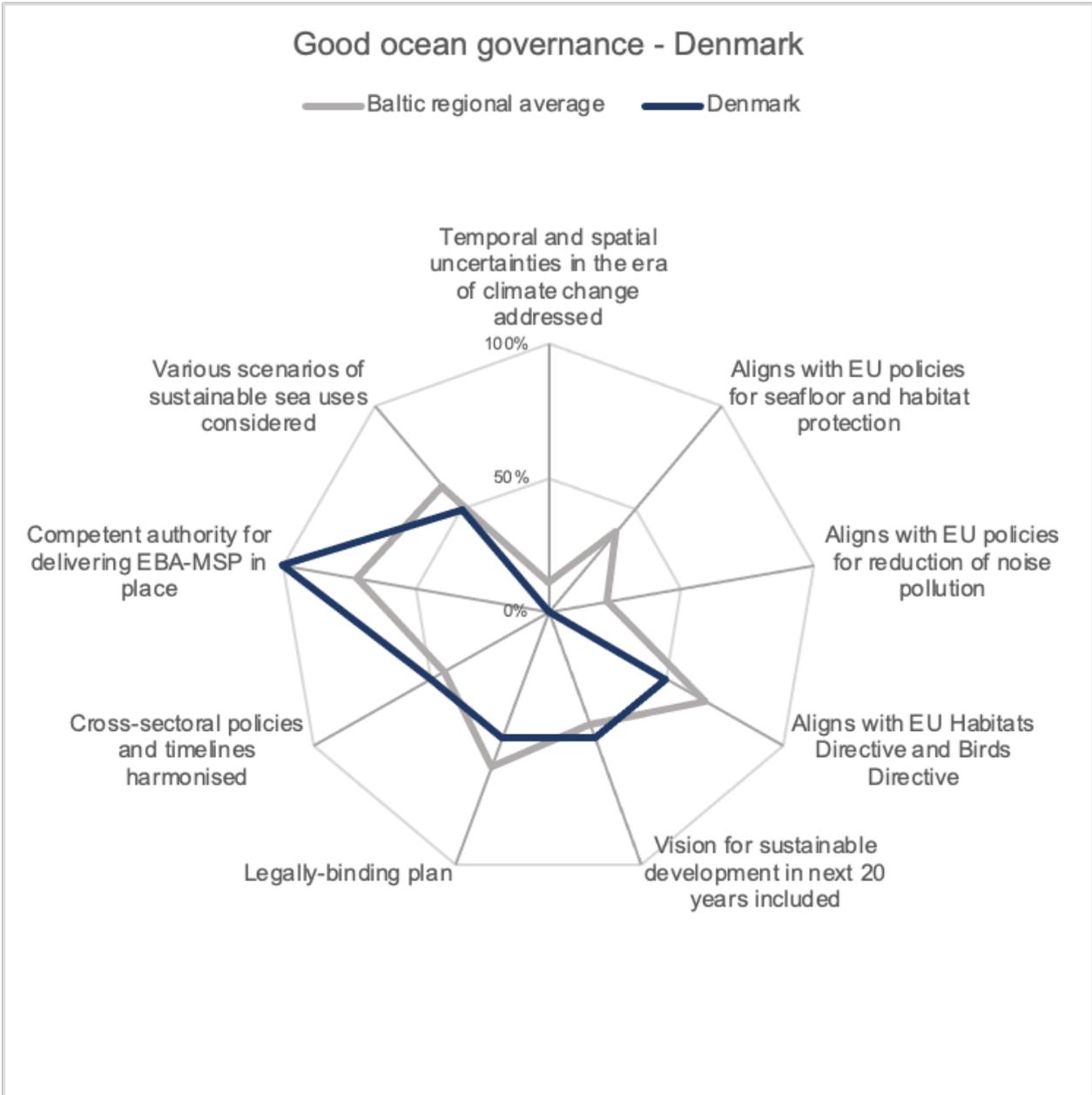


Figure 37: Denmark and Baltic regional performance in the good ocean governance category

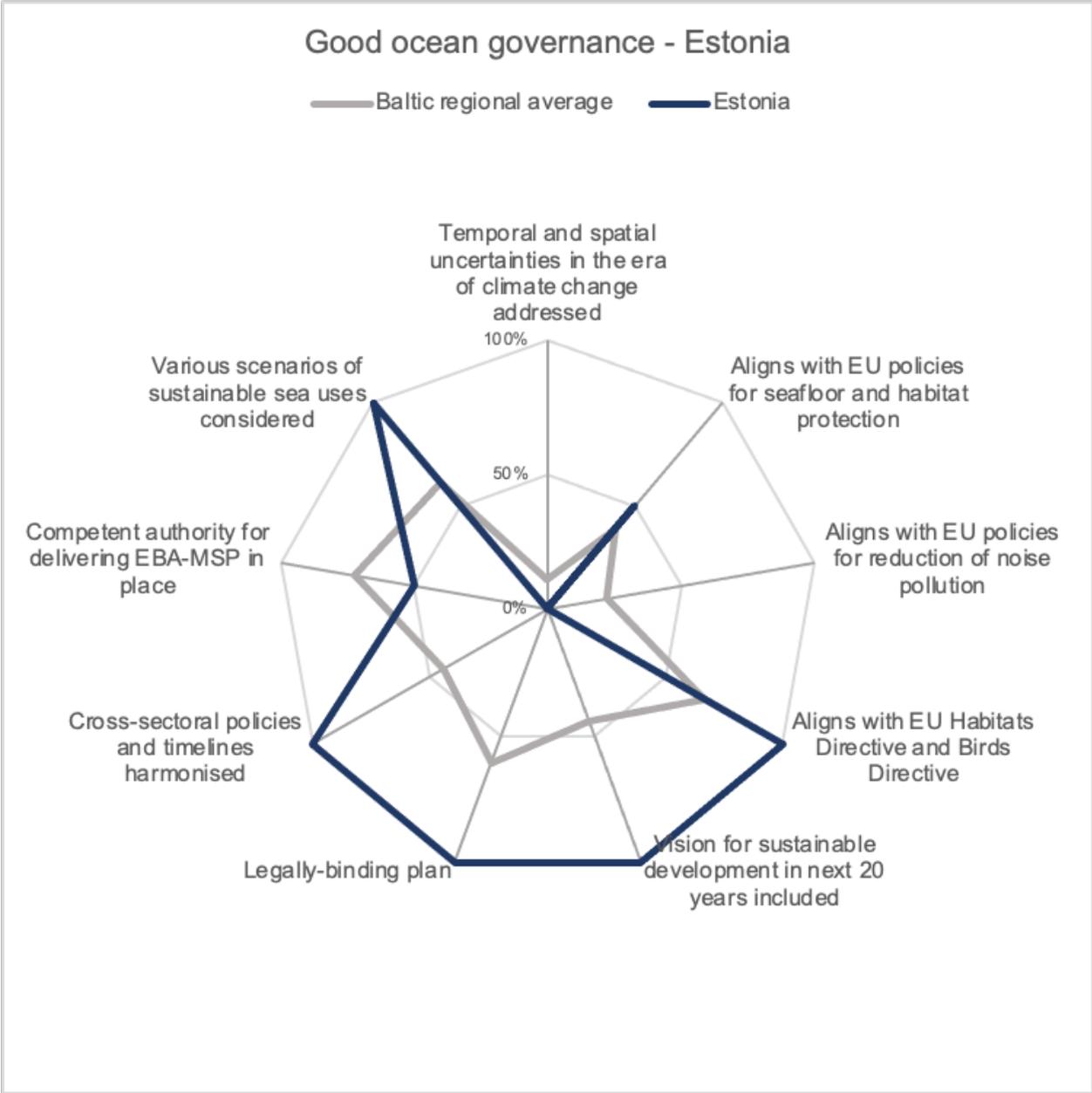


Figure 38: Estonia and Baltic regional performance in the good ocean governance category

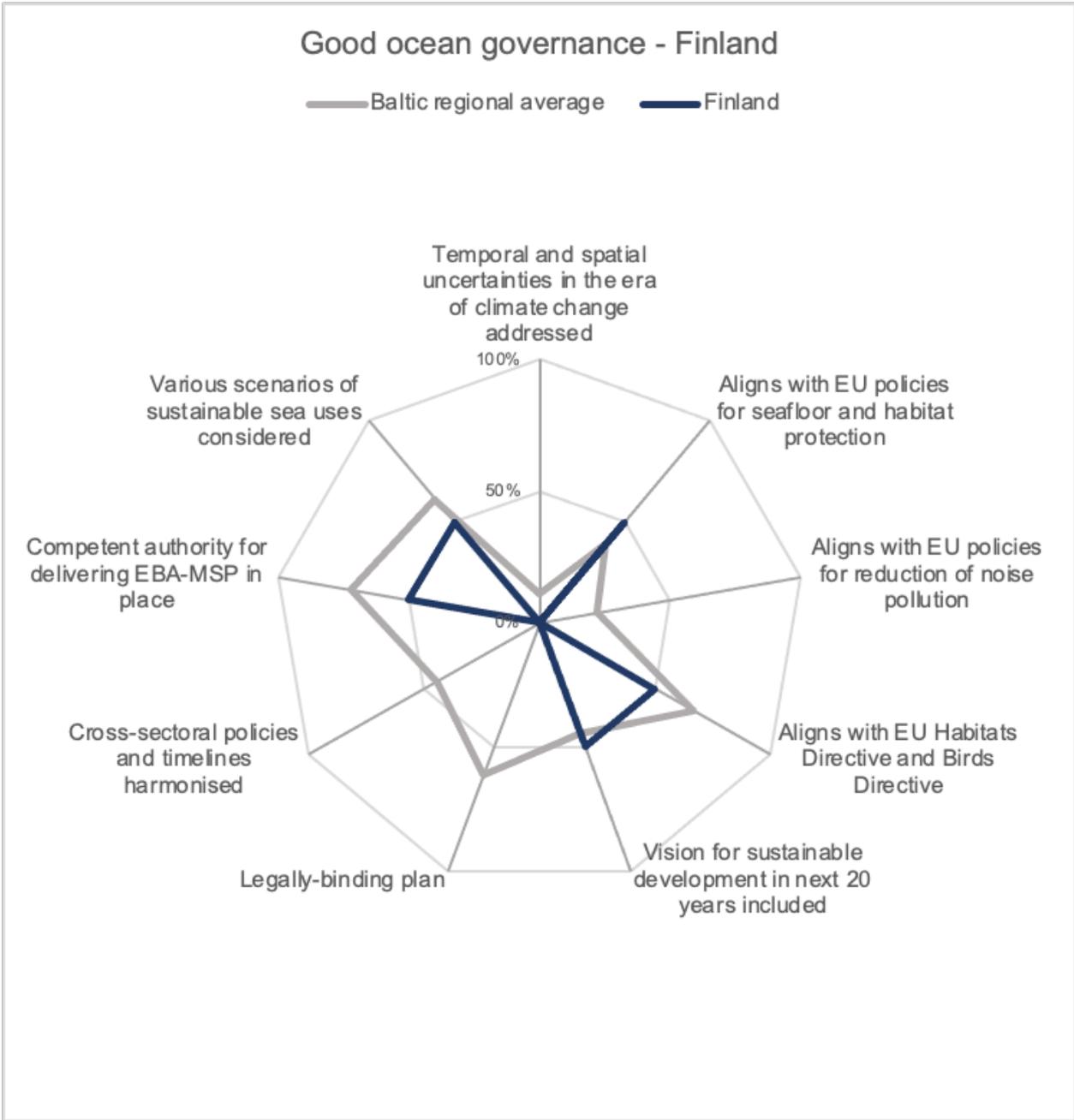


Figure 39: Finland and Baltic regional performance in the good ocean governance category

## Good ocean governance - Åland

— Baltic regional average — Åland

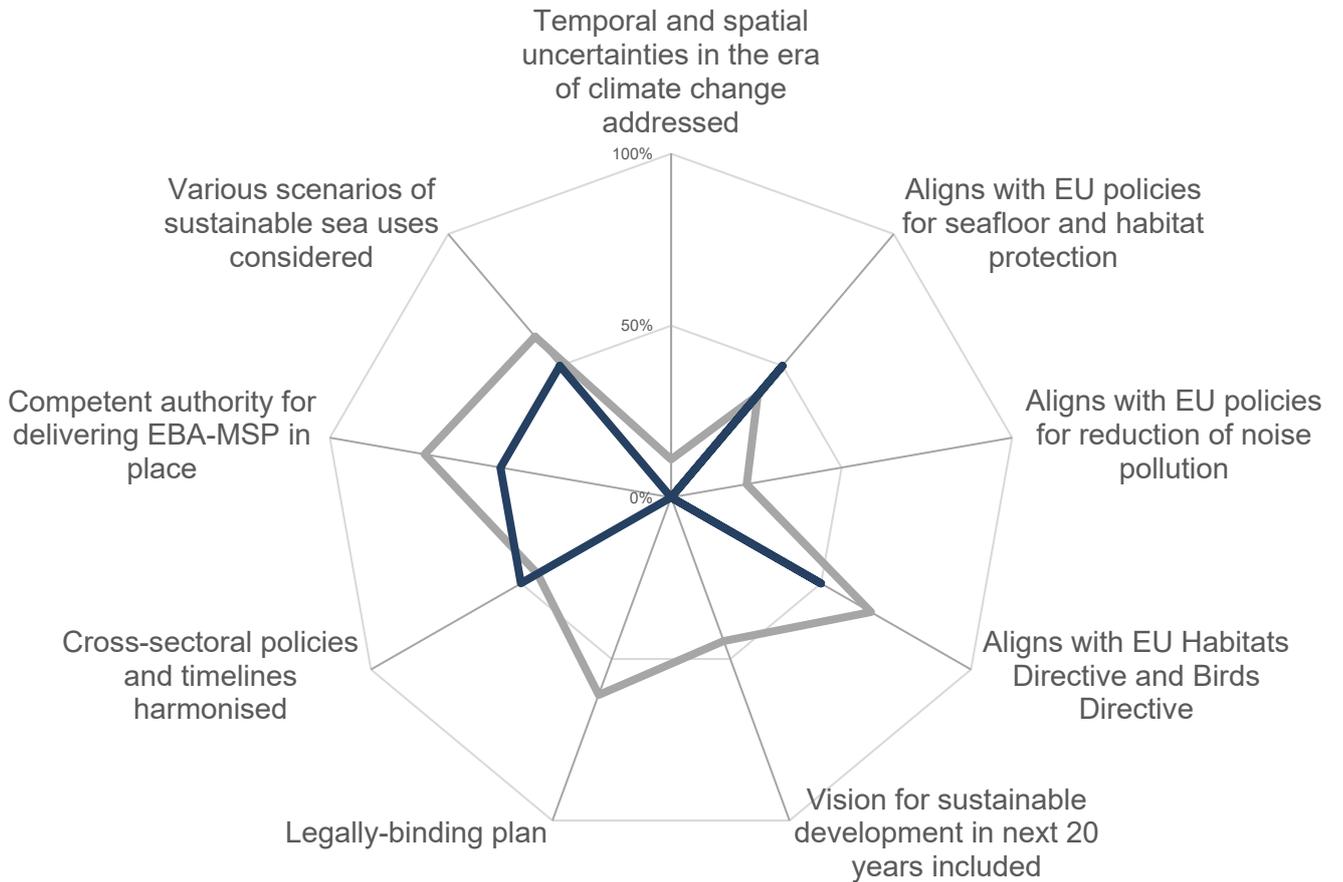


Figure 40: Åland and Baltic regional performance in the good ocean governance category

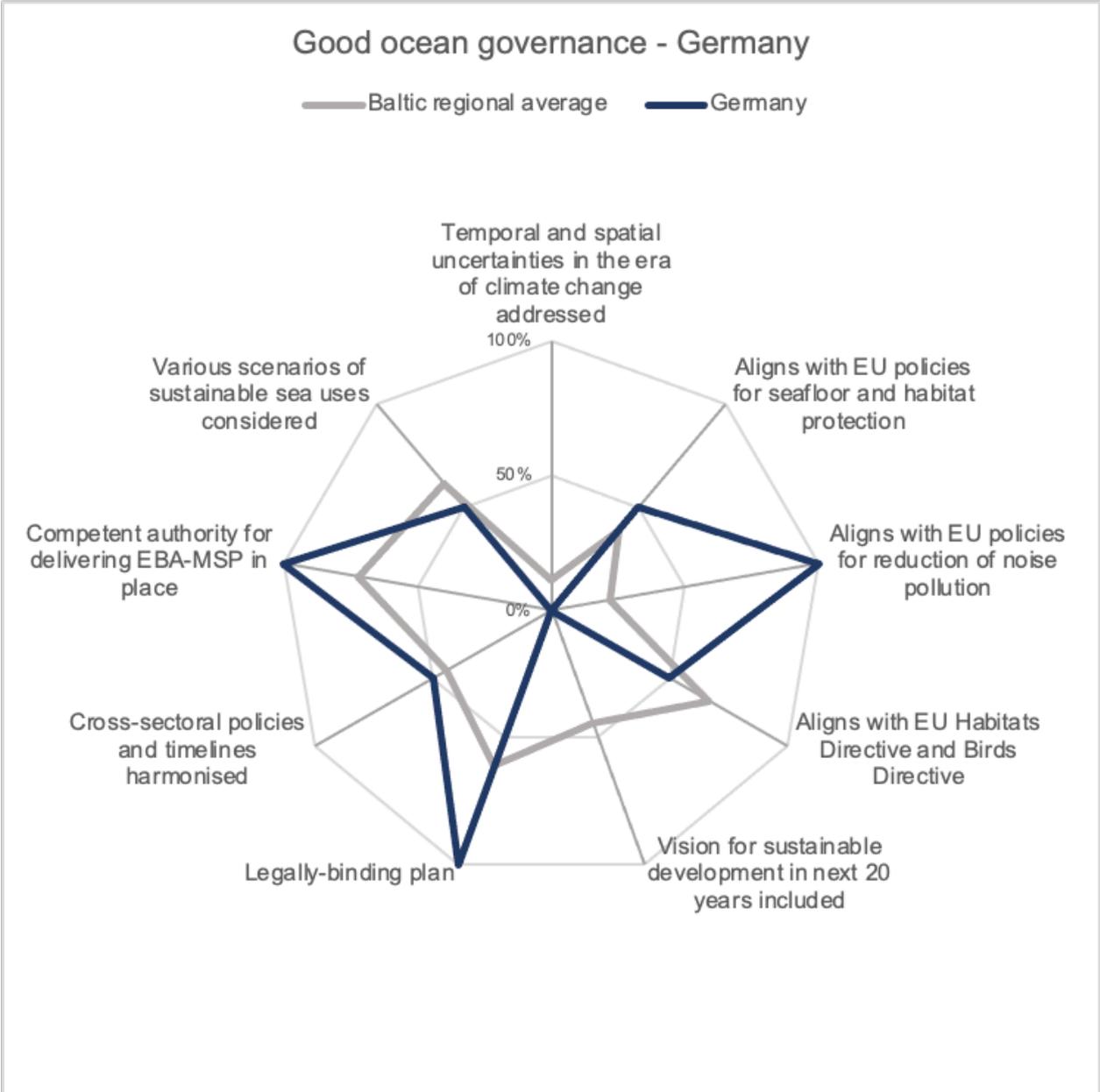


Figure 41: Germany and Baltic regional performance in the good ocean governance category

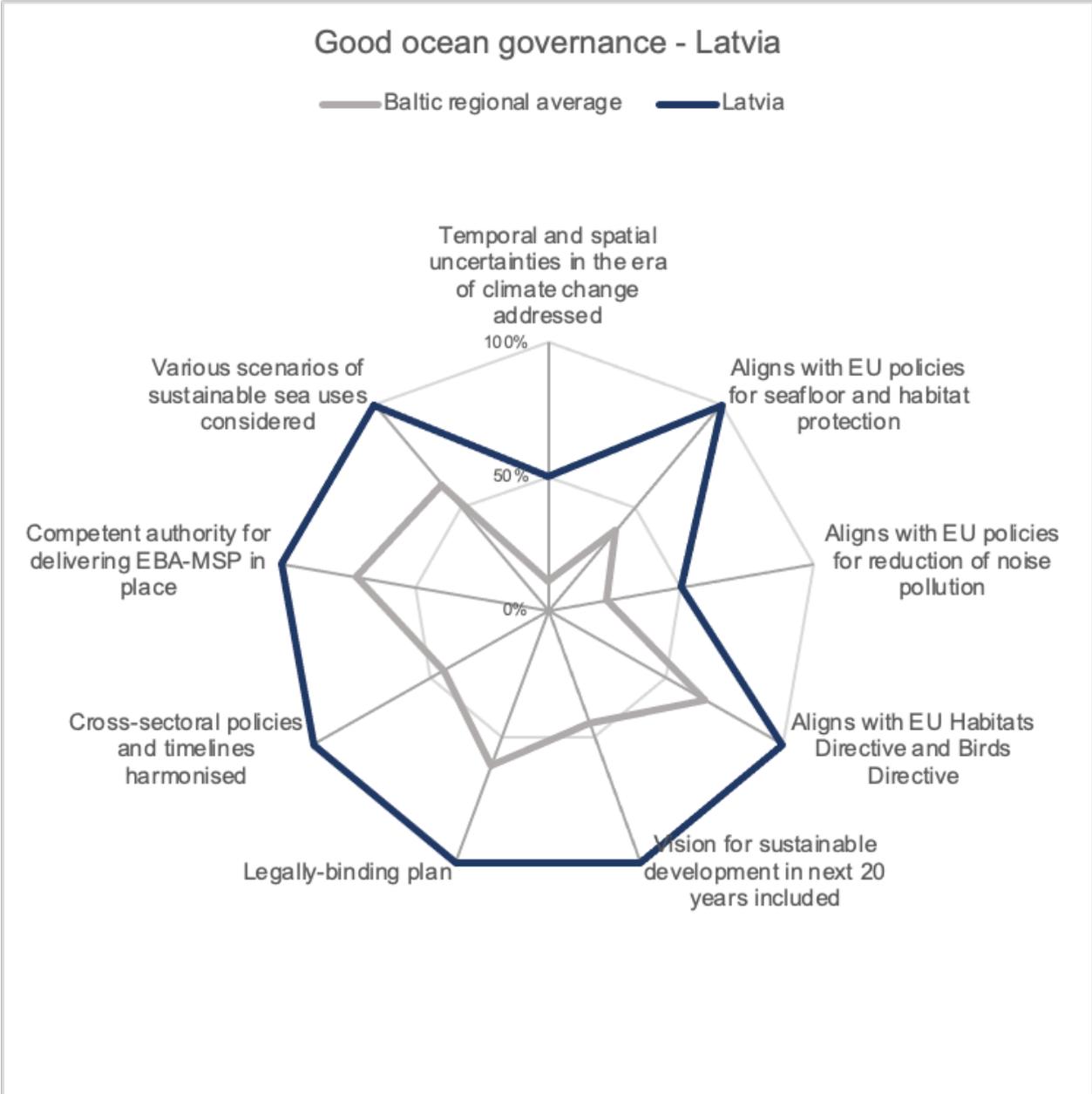


Figure 42: Latvia and Baltic regional performance in the good ocean governance category

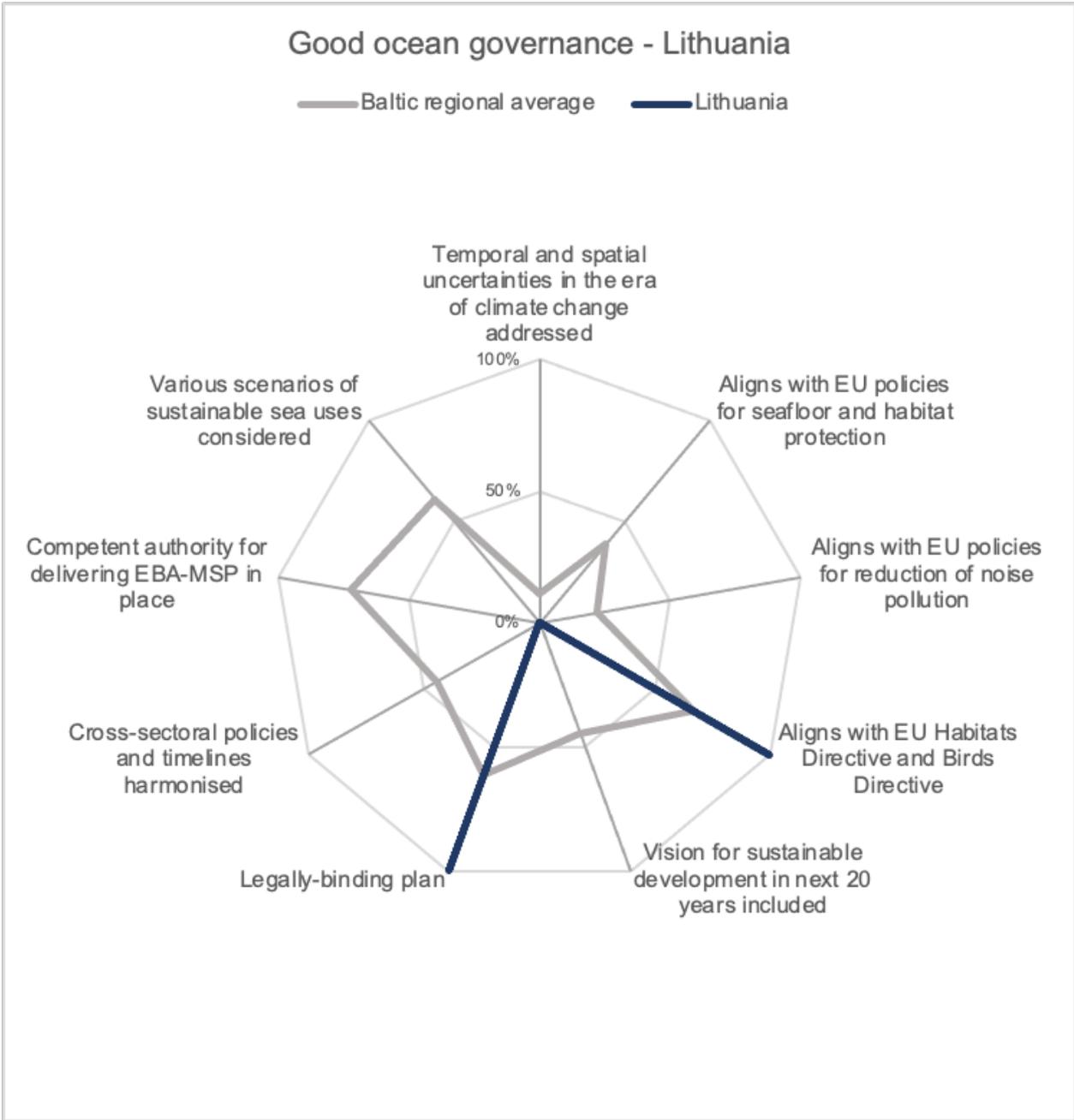


Figure 43: Lithuania and Baltic regional performance in the good ocean governance category

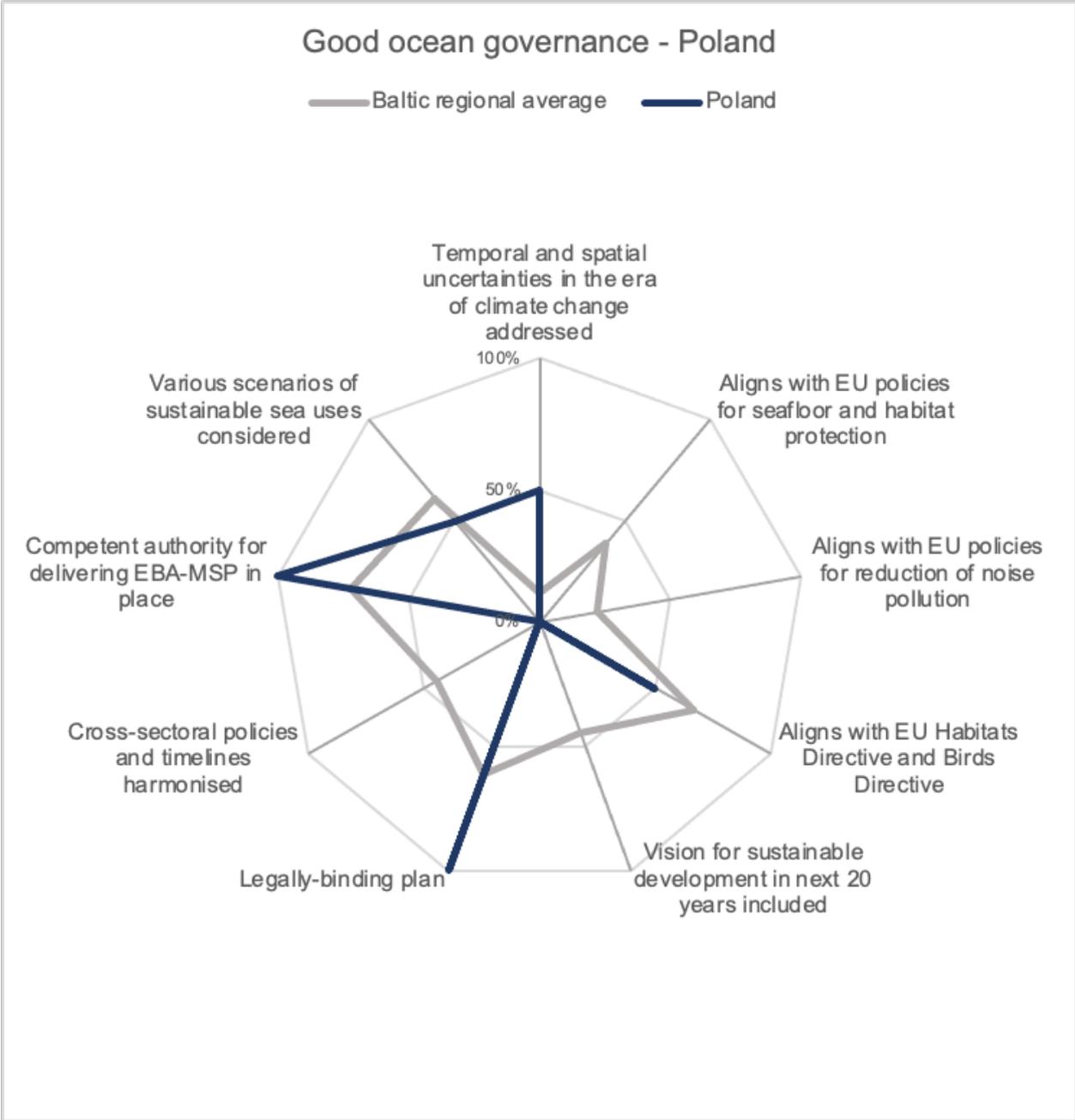


Figure 44: Poland and Baltic regional performance in the good ocean governance category

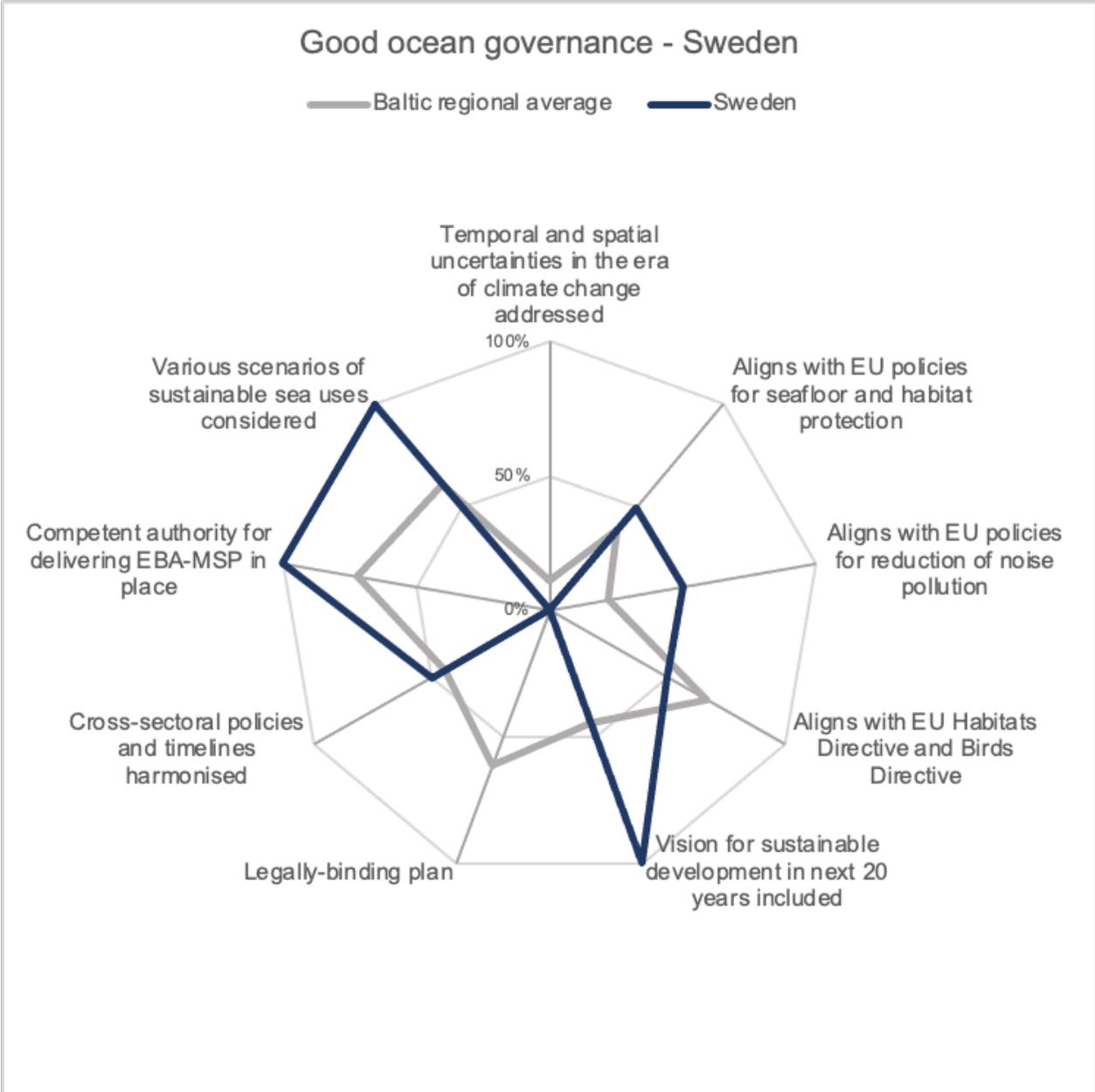


Figure 45: Sweden and Baltic regional performance in the good ocean governance category

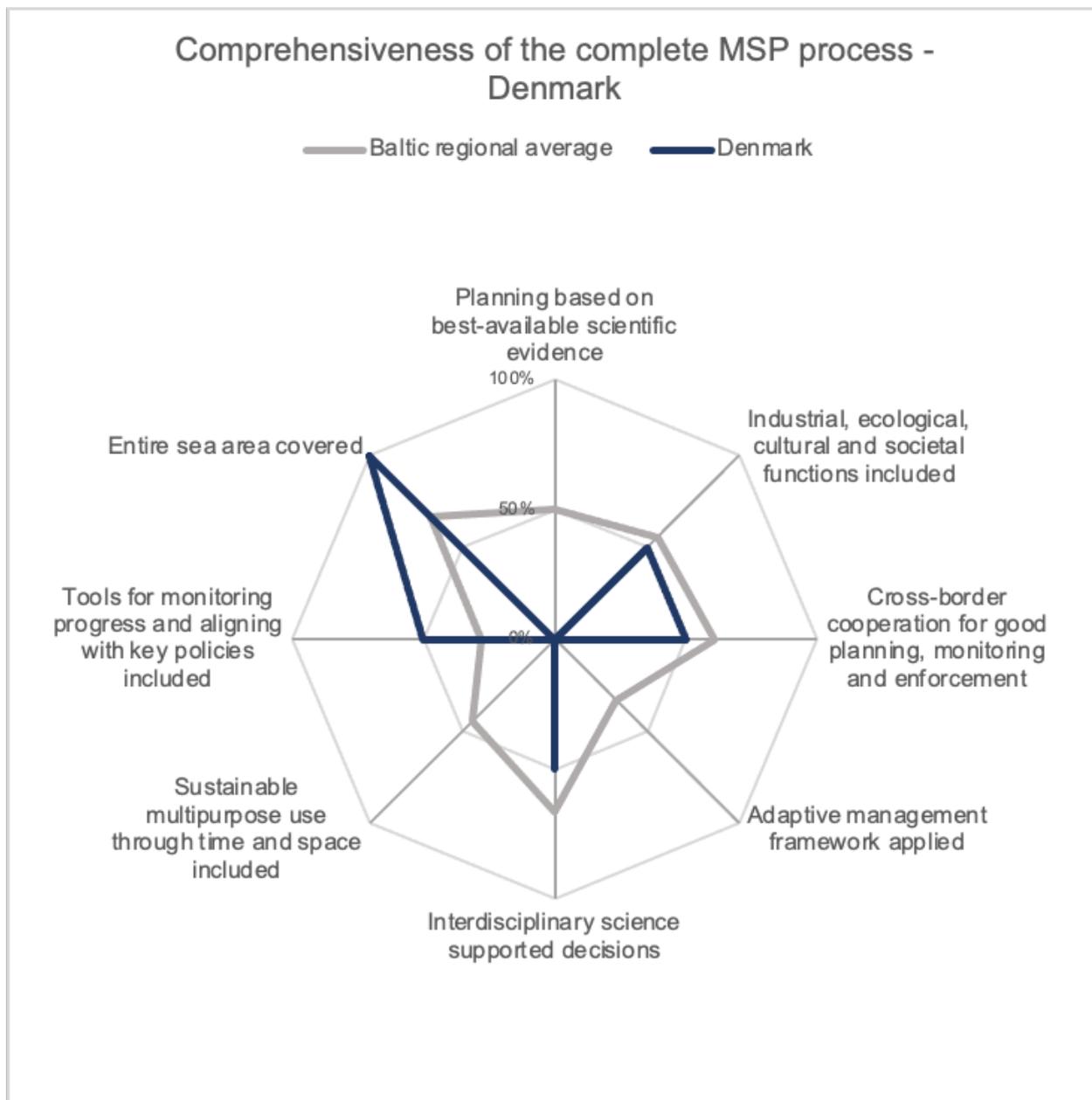


Figure 46: Denmark and Baltic regional performance in the complete MSP process category

## Comprehensiveness of the complete MSP process - Estonia

— Baltic regional average — Estonia

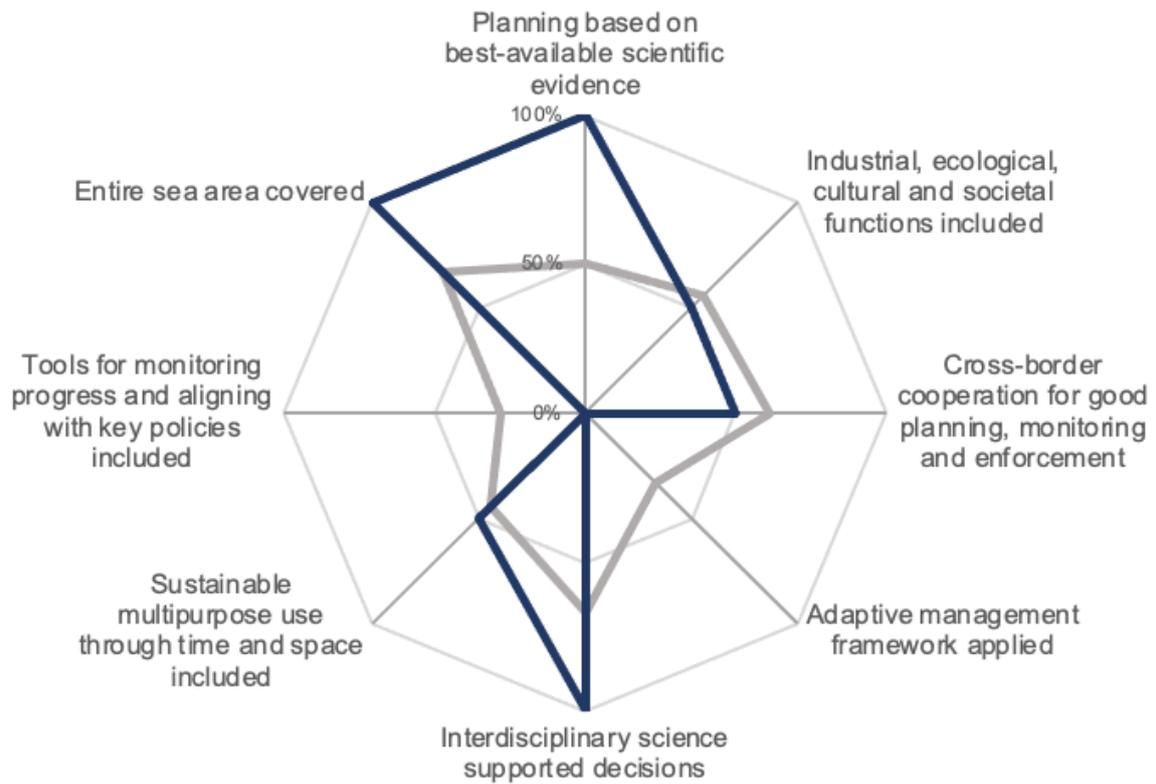


Figure 47: Estonia and Baltic regional performance in the complete MSP process category

## Comprehensiveness of the complete MSP process - Finland

— Baltic regional average — Finland

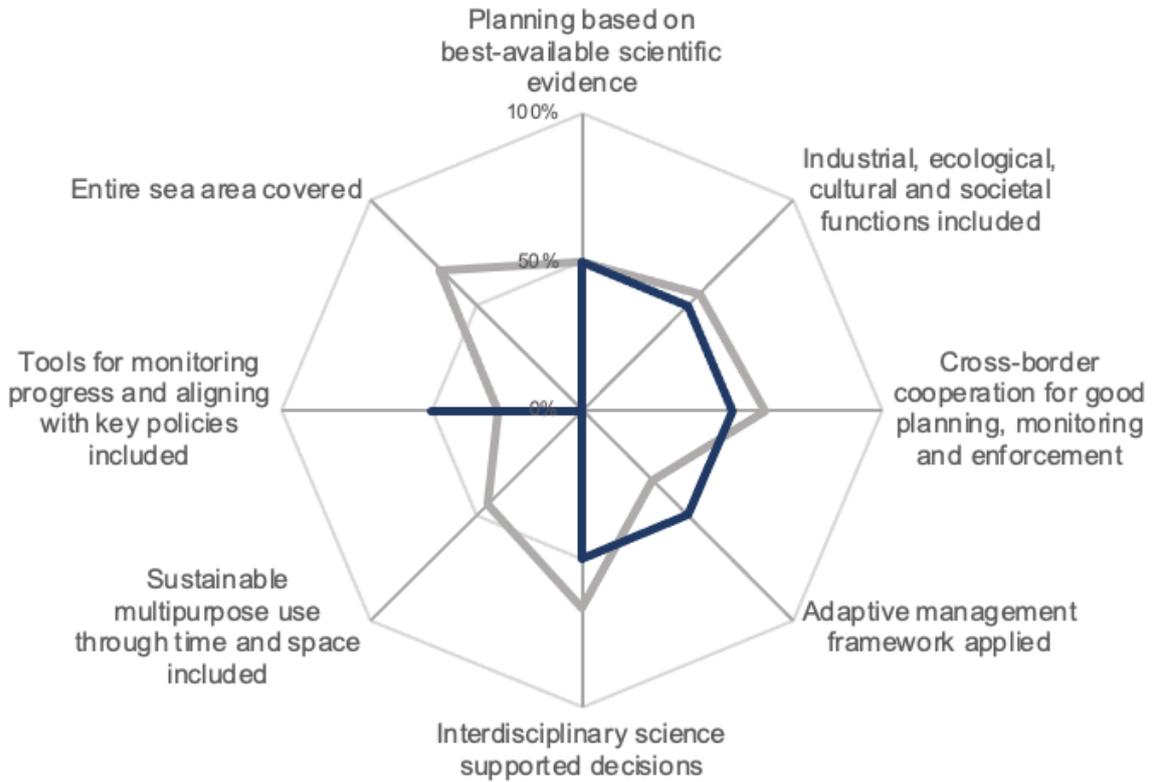


Figure 48: Finland and Baltic regional performance in the complete MSP process category

## Comprehensiveness of the complete MSP process - Åland

— Baltic regional average — Åland

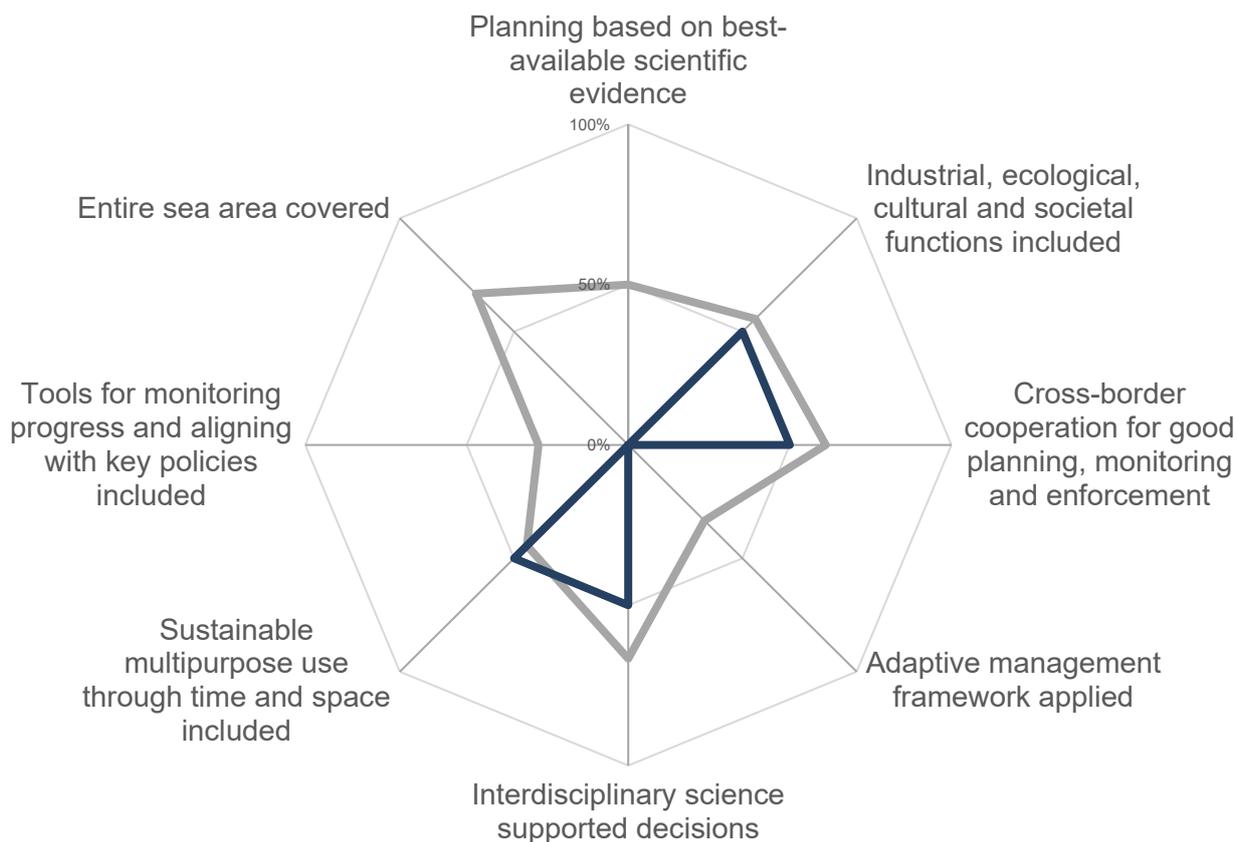


Figure 49: Åland and Baltic regional performance in the complete MSP process category

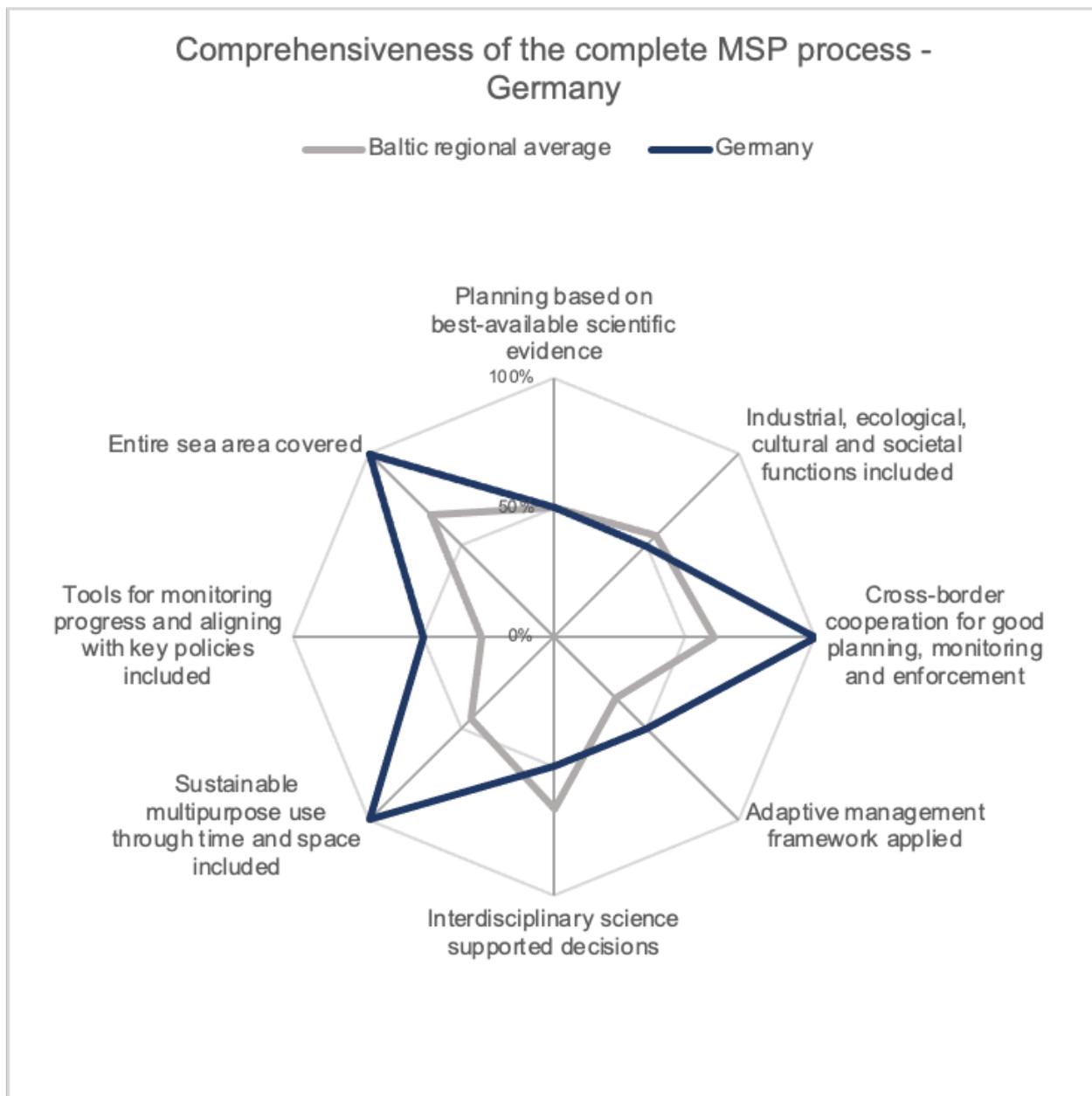


Figure 50: Germany and Baltic regional performance in the complete MSP process category

## Comprehensiveness of the complete MSP process - Latvia

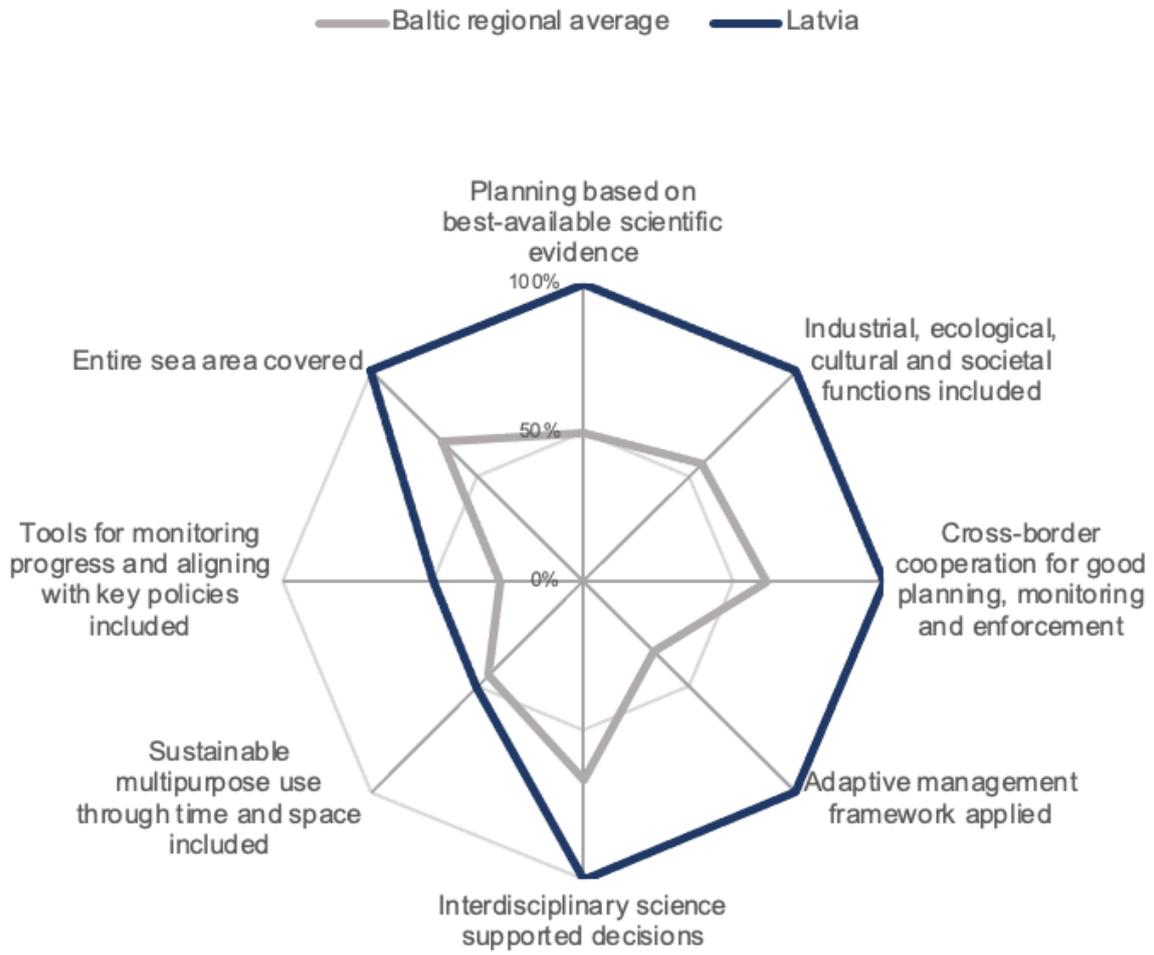


Figure 51: Latvia and Baltic regional performance in the complete MSP process category

## Comprehensiveness of the complete MSP process - Lithuania

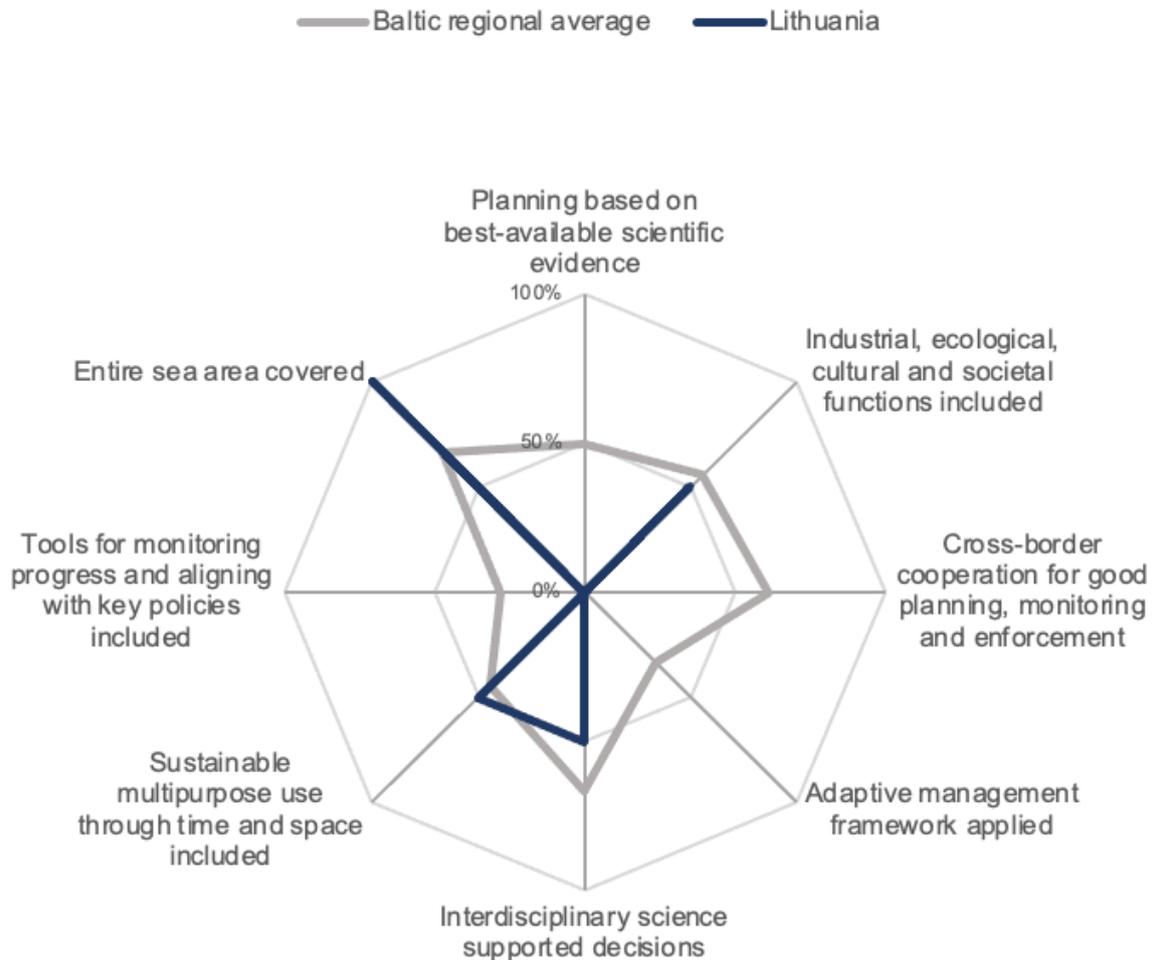


Figure 52: Lithuania and Baltic regional performance in the complete MSP process category

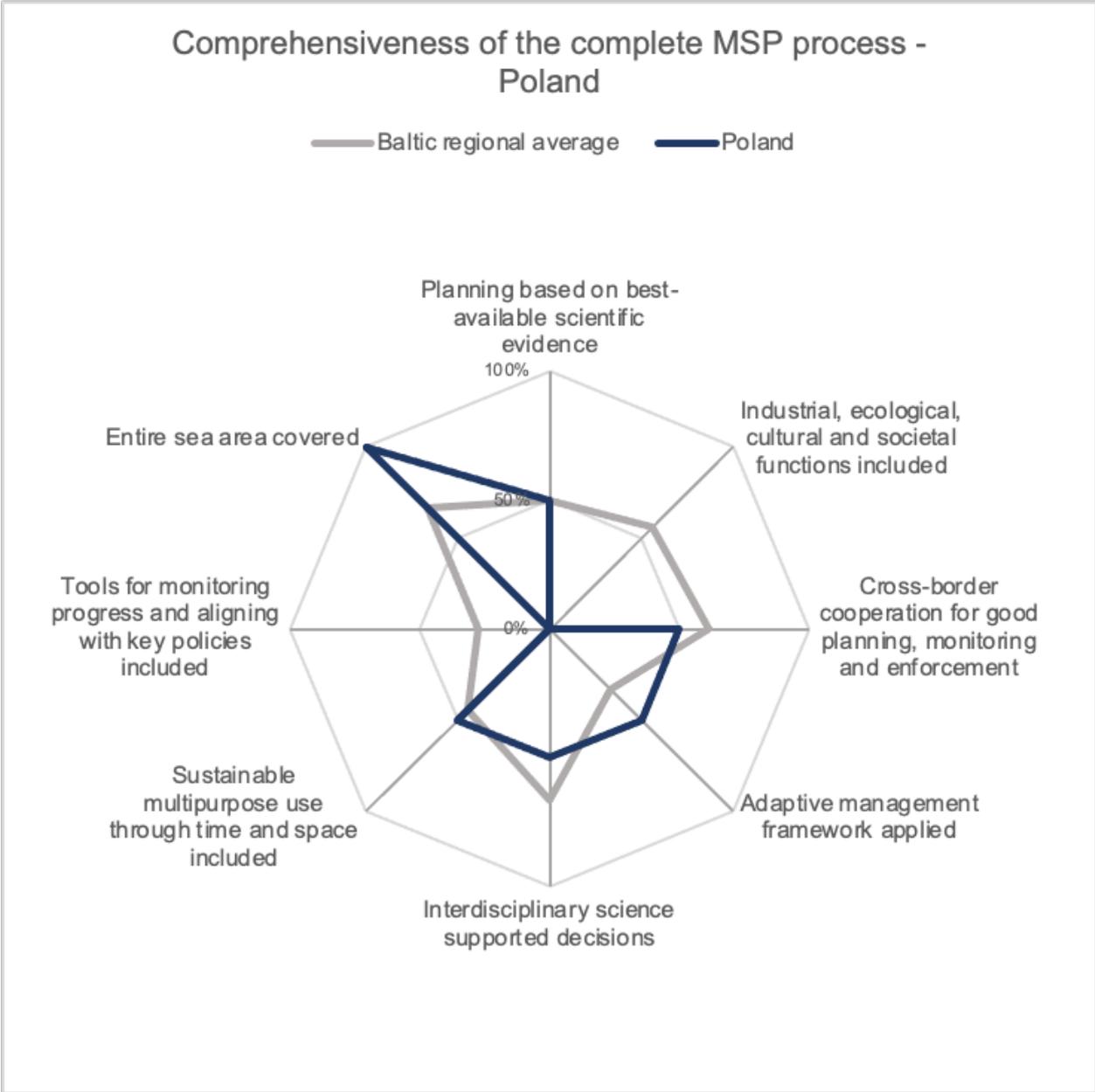


Figure 53: Poland and Baltic regional performance in the complete MSP process category

## Comprehensiveness of the complete MSp process - Sweden

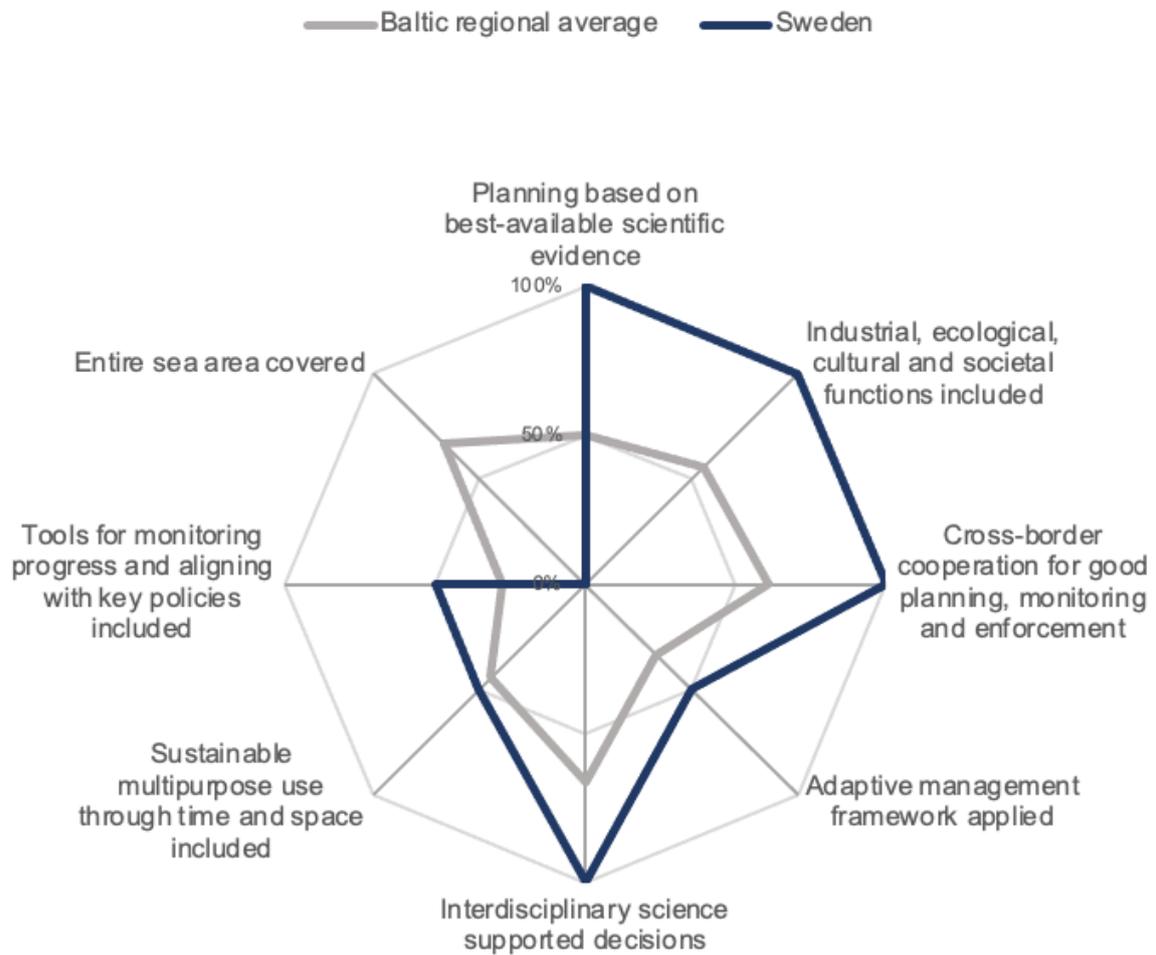


Figure 54: Sweden and Baltic regional performance in the complete MSP process category



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### For More Information

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