Baltic University Programme SAIL

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“Born to SAIL”

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Introduction

According to the UNESCO Initiative on Maritime Spatial Planning, MSP is a public process of analysing and allocating the spatial and temporal distribution of human activities in marine areas to achieve ecological, economic, and social objectives that usually have been specified to a political process. The main objective for the project was to implement the Maritime Spatial Planning instrument for a regional sea.

The implementation of the Maritime Spatial Plan (MSP), facing the major problems concerning sustainability and renewable energies is a main objective of the current spatial planning process in Europe. As an instrument suggested by the EU Marine Strategy Framework Directive adopted in 2014, we developed a plan to use this framework in a proper way according to the different interests of the affected countries. The work was directed within ecological principles targeting at sustainable use of marine resources and development of the sea space. Social and economic demands have to be brought together with ecological functions in order to satisfy the interests of all stakeholders.

The Planning part of this objective was conducted in the Capitals of the countries during the national Conventions. Stakeholders like NGOs and economic sectors participated in order to create a national plan. Afterwards, during an international Convention all affected countries are to combine the national plans and come up with a unified and unique MSP for all. Different needs of all sectors are merged together to form a common decision which will enable the long-term development of all parts of the sea in a sustainable way.

Country profiles

1. Crimsonia

Crimsonia is smallest in size but owns one of the biggest commercial fleets in the world. Its sea area is a little over 43,000 Nm2. It also has two large ports. Scarletville (city 1, the capital) is the largest port with major facilities for handling goods and passengers. New Burgundia (city 2) is smaller, but it’s here where new ships are built. Crimsonia has an interesting geography: it has both sand shores and rocky coastlines. The sandy shores need extra sand to withstand sea level rise.

The commercial fleet is large, but also the number of private yachts and boats for leisure and fishing is that high that all families in the country must own at least one boat. The next generation of vessels requires more space for anchoring and has an effect on safety distances. The country has 100 wind turbines in operation, additional wind farms are being planned. Offshore wind is seen a realistic opportunity, since onshore possibilities are rare. No offshore wind is supposed to take place within the 12 nautical mile zone, since it is deemed to have a negative impact on tourism. The NGOs also insist on taking into account the objectives for the marine environment. The area south of the two main isles on the east coast is of great value to marine life.

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1 msp.ioc-unesco.org/about/marine-spatial-planning/
Subject of negotiations

The main issue to be resolved during the negotiation process was the location of wind farms, which needed to be located on waters of at least 50 meters in depth. However, this collided with tourism regulations, which forbid any constructions within the 12 nautical mile zone from the coast. Moreover, the areas with strongest winds coincided with nursery and spawning areas, so the NGOs’ claims had to be satisfied as well. Commercial fishing zones and oil platform locations were also subject to discussion. Port extension was designed to satisfy both sites through allocation of ballast water exchange zones and safe, remote anchoring points.

Negotiations results

The representatives of Crimsonia’s economic sector and NGOs have met on a national level to negotiate the Marine Spatial Planning of the Red Sea. The results are shown on the map and discussed below.

Three MPAs are agreed to be established west, south and north of Crimsonia, accounting to a total of 8000 Nm\(^2\) of exclusive areas. These are designed to protect nursery and spawning areas of native fish species (south/west), as well as bird habitats (south/north).

The military zone west of Crimsonia with a total area of 2400 Nm\(^2\) will remain as exclusive. No further actions are allowed to take place there.

Approximately 1600 Nm\(^2\) has been allocated to creating two wind farms, located on coastal waters north and east of the mainland. These will house 400 wind turbines capable of producing 2GW of power.

A coastal zone reaching out 12 Nm north and east from the shores of Crimsonia are excluded from commercial use in order to protect coastal tourism and allow leisure fishing, an important part of Crimson culture.

80 Nm\(^2\) north from the mainland is dedicated to the sand extraction facility. Sand will then be used for the purposes of coastal protection and Scarletville port extension.

Inshore and offshore commercial fishing grounds are allocated south of New Burgundia and in the deep sea area north-west of Crimsonia, respectively. The total area sums up to 4000 Nm\(^2\).

North of the military zone a deep sea area of 3200 Nm\(^2\) is designated to oil and gas platforms, as well as deep sea mining.

2. Sunland

Sunland is one of the world’s leading economies and has the largest population among the countries located around the Sea of Colours. It has a common border with Crimsonia, but a demarcation line (sea border) was not established within the territorial waters before the negotiations. The Sunland’s sea areas are to the east and to the west of Crimsonia and they add up to almost 40,000 square nautical miles. The country has a high legislative and formal governance structure. The Suncity, the capital is not a seaport city but it is located by a river connected to the Sea of Colours. Sunport and Sunharbour are two of three major ports for import and export.
Tourism, wind energy and aquaculture are of major interest to the Sunland’s government. Wind farms are strongly supported, those located more offshore are more strongly supported and for longer time. NGOs have strong claims in securing locations of substantial biodiversity as exclusive zones, especially nursery and spawning areas. Also legislation on nature protection and biodiversity is strict.

**Subject of negotiations**

The main conflict between the two parties in Sunland was deciding on the locations of wind farms, as the renewable energy plays a major role for the Sunland’s economy, and exclusive MPAs for protection of different bird species. Additionally, NGOs insisted on protecting nursery and spawning areas of fish, which appeared to be located in the regions most suitable for port extension, fishing and aquacultures. The goal of the negotiations was to agree on the best and most sustainable way of using the maritime space in regard with these problems.

**Negotiations results**

The representatives of Sunland’s economic sector and NGOs have met on a national level to negotiate the Marine Spatial Planning of the Sun Sea. The results are shown on the map and discussed below.

The representatives agreed on dedicating the area of approx. 6400 Nm², which allows to build about 1600 wind turbines that will be able to produce power of 8GW, which combined with the already existing 200 turbines allows the production of 9GW. Taking into account the government’s target, it satisfies it in 60%. Wind farms will be built mostly offshore, in the water up to 40m deep. The area near the shore located in the territorial water between Sunland and Crimsonia (after final establishment of the border) will combine wind farm with aquaculture.

The newly created MPA’s will take a total area of 8000Nm², which is 20% of the total seas area. All these are planned to be exclusive MPA’s.

There is a military area of 2100Nm² located between the shipping lanes. This area will be excluded from other activities.

The country decided to implement one short new shipping lane to the Sunport (no. 2) which will be developed. The extention and development area is planned to take about 1600Nm², including potential new anchoring place.

Sunbeach (city no. 10) will be converted into a tourist resort that is why construction of any infrastructure in the coastal area nearby (estimated, 1000Nm²) will be prevented. However, leisure fishing may be allowed. When properly regulated it will not have a negative impact on the fish population.

In total, 8000Nm² are planned to be dedicated to fisheries, out of which 1600Nm² are combined with wind farms (as marked in the map), and 1600Nm² will be allowed seasonally depending on the spawning and nursery period of specific species.

3. **Atlantis**

The main objective of the goals of the NGO of Atlantis was the implementation of at least 40% of the area described as exclusive MPA. Within negotiations between the economical and
the ecological sector we found the agreement that 35 % of the area are exclusive MPAs now and 10 more % are defined as temporal MPAs. That makes a total amount of almost 45 % but with those 10 % with seasonal economic use. Fishery has to attract more tourist, a way needs to be found. Furthermore in order to increase renewable energy contribution new power plants are about to be build and tested in a place agreed to.

Atlantis Country Blue has the smallest population, although it is large in area. It is not an EU-member and seems to be the leas prosperous from all the countries located at the Sea of Colours. It is highly democratic and has recently transferred the jurisdiction on Marine Spatial Planning from a local level to national level.

Clean energy is one of the most important issues for the country, hence there is a lot investment in renewable and sustainable energy sources, including biomass, hydropower and wind power, even if the actual development of offshore energy sources is in a start-up phase.

Atlantis has a big tourism potential thanks to its unspoiled nature, especially marine and coastal. The sea is also a growing issue in the political agenda, due to its potential in regard with economy and crating employability.

The country has established five exclusive marine protected areas in the past two decades, covering 10% of the Blue sea area. This, however, resulted in decrease of the area of fishing grounds. The territorial sea is excluded from fishing by other nations.

Subject of negotiations

Atlantis is heading up to start a “Blue Energy”-future. Recreational tourism plays a major role in it and therefore most of the coastal area in the west where a huge conflict point due to fishing within the spawning and nursing areas of the fish. Another big aspect was the area of the three islands where major shipping lanes passed through and caused a state of eutrophication among the islands. Because the implementation of renewable energy plants along the shore and its possible effect on bird populations they were constructed in less frequented areas of birds.

Negotiations results

As a main objective of the MSP-planning-process the parties agreed to establish at least 35 per cent of the maritime area as an MPA, especially to protect the unspoiled coastal nature. Additionally, there will be 10 per cent of the area seasonally used as an MPA for spawning and nursing of fish. The party agrees almost with the goals of the NGO to protect at least 40 per cent as exclusive zones.

The MPAs of the eastern coast will be kept in its actual state and won`t be expanded. The major changes affect the western coast of Atlantis where the main part of the recreational tourism will take place. A great success of the negotiations was the implementation to protect all the bigger islands in the West as exclusive zones in a harmless and sustainable way. There will be regulations to increase this economical sector as well.

The industrial fishing will be allowed aside of the MPAs and seasonally inside the spawning and nursing zones when it is over. Due to the leisure fishery there will be regulations in the MPAs to increase touristic aspects. The regulations concern for example the nursing and
spawning times as well as the usage for eco-friendly fuel and a sustainable treatment of the environment.

For the seasonally MPA is also the shipping allowed during the accepted time. The former shipping lanes will be changed to not impact the islands and will be changed to the second port which will be expanded with sand extractions in the eastern bay.

To increase the renewable energy of Atlantis there’ll be several testing plants of different types. The most impacted area is on the eastern coast where tidal-current- and wave plants will take place, additionally to planned offshore wind-parks on the southern coast. The parks won’t impact the bird populations so much because of the unfrequented appearance of the three major species which are common in the coastal area and the lack of knowledge of the impacts to them.

It’s an agreement with the policy goal to be CO₂-free future of Atlantis and the increasing plans for recreational tourism and renewable/sustainable energies. We set huge steps into the future potential of the “Blue Energy”.

The main reasons of the implementation of further MPAs are the protection of the marine life near the coastal area.

In Summary it is said that the MPA #4 was projected to protect a big amount of birds and mammals in this area.

The MPA #5 as an exclusive zone is implemented to decrease the industrial fishing pressure and form habitat for the seals. Also the decrease of eutrophication in the 2 biggest islands is important. Therefore we changed the traffic from these islands to the second port to not impact them.

The MPA #6 as the only seasonal one with 10 per cent an addition to the already existing one in the north western bay of Atlantis. As there are the major places of the economically most valuable species to industrial fishery. We made this zones so the species can spawn and nurse without anthropogenic impact and build up natural populations to maintain the stock and not to decrease it. The recreational leisure fishing activities won’t impact these stock when properly regulated.

All this effort is implemented to success the progress of the main objectives of the policy which is focussed in renewable and sustainable ways to increase the GPD. The MPAs are increased because of the further development of the touristic sector because of the unspoiled coastal area. Another goal is the CO₂ free future and therefor there will be plenty of testing plant around the coast trying to achieve this goals.

Subject of international negotiations

The main issues that were to be discussed during negotiations related to the establishment of the border between Crimsonia and Sunland, and the location of shipping lanes connecting the major harbour cities. The western part of the Sea of Colours was also an important subject, because of planned tourist area which affects the possible constructions in surroundings. Discussion was held also about transborder wind farms and anchoring places.
Common agreement for the regional sea

Three countries participated in the Sea of Colours International MSP Convention held on 13 September 2017. Crimsonia, Atlantis and Sunland have found a common ground during intense negotiation rounds. Cloverland did not express the will to discuss and was thus excluded from the planning process. However, Cloverland representatives allowed Atlantis to co-use their industrial fishing EEZs as part of a separate agreement.

No major conflicts of interests have occurred. The representatives of the Sea of Colours nations have proven to be professional, open-minded and willing to compromise. Sunport, Scarletville and Capetown have all been extended to facilitate trade and tourist flow, as well as to relieve other ports, where maritime traffic put pressure on regional flora and fauna through excess eutrophication. To ensure sustainability and eco-friendliness, ballast water exchange zones have been put in place. These harbours have also been connected through a network of shipping lanes. Together with appropriate anchoring points, they have been agreed upon in order to avoid collisions with other stakeholders’ interests, such as: MPA zones, commercial or fishing grounds, renewable energy plants, recreational/tourist areas or offshore sand extraction facilities.

In addition, national MPAs have been brought together to create a unique, transnational “biodiversity corridor”, which means that to protected areas are combined to create a migration or immigration of species within this area without an impact of human activities or cuts between those areas. The crucial objective behind such a solution was to protect valuable coastal marine life, especially the endemic species of the region. NGO representatives have approved the idea and are all satisfied with their respective MPA shares in the Sea of Colours.

Crimsonia and Sunland have determined their shared maritime border as a result of a heated negotiation round. The conflict of coastal interests was resolved in order to find a compromise for their spatial claims and satisfy both parties. Border territories have been carefully planned out so as to avoid future negative influences.