

Coastman seminar on policies on coastal zone management in the Baltic Sea Region

28th March 2006
TuTech Innovation Hamburg

1. Introduction to the Coastman project (Walter Leal)

Walter Leal stressed the fact that different interests are involved in coastal zone management. Coastman looks at conflicts of coastal zone resource use, for example fisheries, industry, or tourism causing a threat to the environment.

There are often social and political roots for the conflict and the question is how to handle them. Coastman focuses on integrated solutions in the Baltic sea region by analysing a series of case studies. Examples are Stockholm and its oil terminal in the city/harbour, leading to conflicts with residents and the environment, and Hamburg, in particular the plan to deepen the harbour. More detailed information can be found on power point presentation and the Coastman website www.coastalmanagement.net

Q. & A.:

Participant asks for a list of all case studies, and where they will be published.

2. ICZM - European roots and future perspectives (Brigitte Langenhagen)

Brigitte Langenhagen explained how European policies took shape. In 1994, the Committee of Environment of the European Parliament started the discussion process on ICZM. In 2001, when the conclusions had been drawn of the EU ICZM demonstration programme, a report on ICZM was issued with Brigitte Langenhagen's contribution, and accepted. Shortly afterwards, the ICZM Recommendations of the European Parliament and the European Council were accepted, the basis for ICZM activities today in the Member States. The German government, for example, had just announced that it has decided to apply the principles of ICZM.

This shows how long a decision making process can last, politicians should be more effective.

Brigitte Langenhagen is co-founder of AMRIE: The Alliance of Maritime Regional Interests in Europe, an initiative of the European Parliament. The North Sea is an important agenda item. She is also involved in the Baltic Europe Intergroup, which is operational since the Enlargement and prepared a Baltic Sea Strategy Paper to influence the new Maritime Strategy, presently being prepared by the EU Commissioner for Fisheries. The Baltic Europe Inter Group is offering free membership.

European Commissioner Ms de Palacio is working on the "Motorways of the Sea" approach. The Baltic Sea is also a motorway, which should be combined in a most environmental friendly way with other transportation modes. ICZM is the best way to reach this goal.

3. An Overview of CZM policies in the Baltic (Holger Janssen)

Holger Janssen briefly characterised the Baltic Sea ecosystem and gave an overview over the development of ICZM policies globally and in the Baltic. He highlighted the problem that there is no standard definition of the coastal zone and that responsibilities for coastal zone management are usually shared by various institutions. He then introduced the project he is involved in to develop ICZM in the Oder Estuary. It is one of the two national reference research projects and aims at fostering the exchange of information (about regions, actors, and international information exchange). More information can be found in the slide presentation.

Q. & A.:

Q.: What is the role of monitoring of the sea in the Oder project?

A.: Monitoring of the river is more important.

Q.: Access to results?

A.: All reports are available on the website (www.ikzm-oder.de) *Shows website:* Public information and scientific data. English version is under progress

Q.: How do you collect the data?

A.: It is not easy, but the project has access to many data from scientific institutes. One problem is the loss of data from projects of the past.

4. The BACC Assessment (Hans von Storch)

Hans von Storch summarised the findings of BACC, a research project on climate change in the Baltic (no NGOs involved). In a nutshell, there is clear evidence that temperatures are rising, but it is difficult to conclude from the past to predict for the future whether and where storminess will increase. It is also clear that we will have to deal with the impact of climate change over the next 100 years, no matter which policies will be implemented and that a longterm view is needed for analyses. Impacts on terrestrial ecosystems and on marine ecosystems are to be expected.

There is a BACC conference in Goteborg from 22-23 May 2006. More information can be found on www.gkss.de/baltex/BACC and in the slide presentation.

Q. & A.:

Q.: Who will read the report? Who is the target group?

A.: The report will reflect the results in the end of the project. It is mostly meant for scientists who are working in this field.

Q.: How is BACC connected to other BSR-Research?

A.: BACC is part of BALTEX: Knowledge about climate change; which is ongoing. An ICZM should take climate change into account!

5. The ICZM Marker (Irene Lucius)

Irene Lucius presented the ICZM marker (indicator) to measure progress in ICZM. It has defined discrete actions, which characterise different phases of ICZM. During an assessment, it has to be decided whether an action has already been taken or not. The methodology has been accepted on EU level. The testing phase of this methodology is ongoing; so far feed-back has been enthusiastic.

An application of the ICZM Marker in Hamburg in the framework of Coastman is in preparation. Stakeholders are invited to fill in the table beforehand in order to define the sticky point. A Workshop for the stakeholder community will take place to agree on final version

Education on ICZM

Coastlearn: www.coastlearn.org

Coastman could profit from Coastlearn! Very popular website!

6. Discussion

The main discussion points raised by the previous presentations were:

1. Vertical integration from European/Baltic Sea level down to local level is essential!
2. ICZM should take the impacts of climate change into consideration
3. The ICZM Marker can help to communicate and assess ICZM
4. Access to data, information and knowledge is essential
5. How to decrease the gap between knowledge (e.g. results of projects and research) and implementation (e.g. new policies, decisions)

Main questions:

- What recommendations can be given for COASTMAN?
- What conclusions can be drawn for the BSR?

- The programme should be formed for each region, otherwise it is too frustrating. Chain of responsibilities needs to be taken into account, following the subsidiary principle. It is not enough to have a good instrument, but it has to be marketed to all stakeholders. Awareness should be increased that ICZM is a positive approach with socio-economic benefits.

- Creating awareness: What is new, what is coming? NEW CHALLENGES should be the focus! For example, the transportation of oil across the Baltic will increase till 2015 by 200 %! That means: enlargement of ports, for example. Other new trends: wind parks, new industries. ICZM should take these new trends into account, based on solid data! Access to adequate data is often a challenge.

- At the moment we are concentrating on stocktaking, we should also analyse environmental and socio-economic trends and take them into consideration. Socio-economic cost-benefit analysis can help to measure impact of ICZM and to communicate the benefits of ICZM for society.

- New EU member countries are still struggling with the basics of ICZM (e.g. administrative reform, territorial planning), but they have preserved much more biodiversity than western European countries. The starting point differs and therefore concepts and approaches of old EU countries do not always work. The needs of New Member countries should be better analysed and targeted support provided from the European level (emphasis on spatial planning).

- What is the basis for developing the marker further? At the moment, it is EUCC's initiative to develop it further in the framework of various projects, but EUCC has the mandate from the European level to do so. Application of the Marker is voluntary. EU countries have committed themselves to implementing the ICZM Recommendations, but it is not as legally binding as a Directive. However, several EU Directives support the ICZM process (e.g. Habitats Directive).

- One goal of ICZM is protection of nature, but as there is much left in new member countries and other European instruments apply (e.g. Habitats Directive), this argument does not weigh so much. When communicating the ICZM approach, it has to be stressed that the aim is achieve sustainable development, that means to achieve a balance and as far as possible win-win situations among the biodiversity conservation, social aspects and economic development.

- The question what we want to achieve or conserve today is being answered differently by different interest groups and generations. The public participation process of ICZM (from the start to the end) and the cyclical process lead to a common vision and adaptation over time.

- Scientists work with data and provide information. Planners, decision takers and the public develop knowledge based on the information provided by science. The role of scientists is limited, they are not the ones who decide. Interdisciplinary research forces scientists to look beyond their own discipline and provide information which is more appropriate for the basis of complex decisions on coastal resource use. However, scientific depth is also needed.

- Politicians need to stick to timetables and take decisions even if science has not been able to provide 100 proof!

- Special focus should be put in the role of planners. They are the ones in between science and decision makers and provide the basis for ICZM (e.g. spatial plans). So planners need more support.

- Spatial planners have the problem that public opinion tends to focus on price (find the cheapest way!) rather than the environment. Stronger public participation and an informed public are the solution.

- COASTMAN case studies (at least one or two of them) should take climate change into account; play with scenarios, GKSS can provide information. This would be interesting, if the time horizon of ICZM is long enough

7. Conclusions

- 1) Following the **subsidiary principle** leads automatically to better vertical integration – one of the principles of ICZM – and eases the burden on each administrative level.
- 2) **ICZM awareness raising and dissemination** of COASTMAN results are essential in order to sufficiently inform and motivate the stakeholder community to participate in the ICZM process.
- 3) ICZM should not only be based on thorough understanding of the present situation, but take into **consideration new economic trends** (e.g. growing popularity of windmills, growing sea traffic and consequently expanding port development etc), and **environmental change**, in particular related to climate change. This can imply that planning will become more time consuming and needs to incorporate uncertainties.
- 4) It would be very good if at least two of the COASTMAN **case studies tried to include climate change scenarios** into their work. The support of scientists would be ensured.
- 5) **Decision takers** should become **more ready to act** even if science has not yet delivered the very last proof.
- 6) **Socio-economic cost-benefit analysis** can help to raise the awareness of the necessity of the ICZM approach and the positive impact of its application for the society of a country or region.
- 7) In EU new member countries (and neighbouring countries) special emphasis should be put on **promoting spatial planning** as a prerequisite for successful ICZM.
- 8) **Every country as a different starting point.** For example, in New Member States, generally speaking more natural values have been preserved while some of the basis for ICZM such as administrative reform is not yet so well developed. Some countries have a longer ICZM experience than others. Important is not to get discouraged by the number of steps still to be taken. ICZM is a process and the way towards reaching the goal is a long one. It is also important to raise awareness on ICZM even if other issues seem to be more burning at the moment in order to pave the way for the future. **New Member States should be given more support** to implementing the first steps of ICZM, in particular spatial planning.
- 9) The ICZM process requires **adequate information provision** towards all actors. Scientists need the right raw data, planners and policy advisory the right information, and decision takers and the public need information and knowledge.
- 10) There are **no best solutions for all**. Each area needs to find its best solutions for a specific period of time.
- 11) It does not take much to predict that in the Baltic Sea Region, more rather than fewer interests will **conflict in the future**. COASTMAN with its focus on conflict resolution is right on!

8. List of participants

Firstname	Name	Organisation	Country
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Nils	Brandt	Royal Institute of Technology (KTH)	Sweden
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