

Entwurf - Redebeitrag von Herrn AL WS Törkel auf der 4. Internationalen PlanCoast Konferenz am 21. November 2007 in Berlin

„Climate change and growing sea use pressure: Solutions offered by Marine Spatial Planning“

Topic: Integrated maritime policy in Germany

Welcome to all participants from Germany, Europe and in particular Africa.

Ladies and gentlemen,

I am pleased to focus my presentation this afternoon on four central issues:

- The development of Integrated Coastal Zone Management,
- The spatial planning procedure in the Exclusive Economic Zone
- The future maritime policy of the EU from a German perspective,
- The effects of climate change in the sea and on the coast and strategies for adaptation.

Ladies and gentlemen,

how did we develop Integrated Coastal Zone Management?

In recent years spatial planning has paid increasing attention to the development of maritime space – the sea, in other words. As early as 2001, the Conference of Ministers for Spatial Planning agreed that Germany’s coastal states should extend their spatial planning programmes to include the 12 sm zone. Before that date, the Länder’s spatial plans did not make any provisions for spatial development in the sea. New plans that remedy this are currently being drawn up, in some cases they have been completed already.

Federal spatial planning has made a contribution in the drafting of the EU ICZM recommendation, which was put forward by European Parliament and Council in 2000. A study by Prof Buchholz at Hannover University, titled “Spatial Planning strategies for a more integrated management of the coast”, provided the necessary foundation. This study was one of the first to raise issues beyond traditional forms of sea use. As a result, first basic guiding strategies were

developed for spatial organisation in the EEZ. I'll come on to the current situation shortly.

In order to develop a national strategy, a stocktake had to be carried out, which was contracted to the Social Science Center Berlin on behalf of the Federal Ministry of Transport, Building and Urban Affairs. Led by Prof. Glaeser, the stocktake was done in 2003 and 2004 and covered the entire 2,500 km of the German North and Baltic Sea coasts. It served as a basis for developing first ideas for a national ICZM strategy from the perspective of spatial planning. The stocktake made clear that coasts and seas are faced with considerable pressure. Large-scale rapid changes particularly affect coastal waters and the EEZ, where growing internationalisation and intensification of use leads to competition for maritime space. Considerable interest also exists in extending port facilities and transport nodes, in order make use of the seas as transport and transit spaces. Balancing different interests and creating a polyculture of use is only possible through appropriate management and decision-making, processes in other words that can also include ICZM.

As far as our planning system is concerned, decisions taken on the landward side are reasonably clearly structured. To what degree does this apply to the sea? Here, new solutions are often needed.

Federal spatial planning policy makes every effort to contribute to the ICZM process internationally, focusing on economic, ecological and social needs in equal measure. The INTERREG III B project PlanCoast serves this very purpose, where you, the partners from the Baltic Sea, the Black Sea and the Adriatic, are engaged in further shaping the ICZM process. Sustainable use of shrinking resources and demographic developments on the coast are particular focal points.

Spatial planning in Germany is currently developing a joint strategy for spatial planning, which will bring together the Federal and Länder level. In this strategy, the mainland, coasts and seas are regarded as a continuous space for

the very first time. I am convinced that this approach would not have been possible without the “philosophy” of ICZM. The success of ICZM, a voluntary instrument of co-operation, is mostly that it helps us recognise conflicts before they erupt and enables us to develop solutions. It is this which is the particular strength of ICZM.

Spatial planning procedure in the Exclusive Economic Zone (EEZ)

Ladies and gentlemen,

Maritime policy needs to consider the question of how space should be allocated. What should be permitted in that space within which limits?

It is clear that government is faced with new tasks and challenges arising from increasingly crowded seas. Recently, conflicts have emerged between old forms of use and “the new kids on the block”, the rising stars of marine resource use. Some of these are highly demanding of space. Offshore wind farming, for instance, has come into conflict with classic forms of use such as shipping, fisheries, extraction, research and defence. To arrive at well-co-ordinated solutions, development of the EEZ needs to be integrated and based on the principle of sustainable development. Spatial planning is based on these very principles.

Together with the Federal Maritime and Hydrographic Agency, we have been working on a draft spatial plan since 2005. The plan will take the form of statutory regulation and be put forward by the Federal Ministry of Transport, Building and Urban Affairs. So far, we have carried out a stocktake of the specific demands that are placed on the EEZ. This was done in a consultative process which included all relevant stakeholders (including neighbouring countries). Talks were held with the Water and Shipping Directorates North and North West, the coastal Federal states, the Federal Ministry for the Environment, the Federal Office for Nature Conservation and

the State Office for Mining. Also, specifications were made for the SEA process, so that an SEA can actually be carried out (in line with the SEA Directive).

At present, we are developing aims and principles for spatial planning in the EEZ, including the designation of priority areas for specific forms of use. The spatial plan will take full account of the need to protect the marine environment, in line with national and international regulations. Once the plan is complete, its provisions will be legally binding and apply to both conservation and development projects. This will provide planning security to potential investors. Areas that have already been set aside for offshore wind farming before 2005 on the basis of the Marine Facilities Ordinance will be maintained.

In the second half of 2008, a formal consultation process will be initiated on the draft spatial plan, in line with para. 18a of the Spatial Planning Act. This will involve public authorities, the general public, adjoining federal states and also neighbouring countries. The spatial plan is set to come into force in late 2008. As part of current legislative procedures, a so-called spatial planning clause is being added to the Marine Facilities Ordinance. This means that the future approval procedure for concrete projects and installations in the EEZ will need to take account of spatial planning aims and principles.

Future EU Maritime Policy from a German perspective

Ladies and gentlemen ...

Federal government aims for greater integration of German maritime policy with EU maritime policy. The EU Green Paper is a step towards the development of a European maritime strategy. Protection of natural resources, environmental protection, fisheries, security and migration of people (referring in particular to the Mediterranean region) are key issues. Economic aspects are also crucial.

Federal government welcomed the Commission's decision to develop a Green Paper on EU marine policy. Sustainable marine policy has to link up to relevant EU strategies such as the Lisbon strategy and the sustainability strategy, which set out EU commitments towards economic, social and environmental political renewal.

Led by the Federal Ministry of Transport, Building and Urban Affairs, Germany actively contributed to the development of the Green Paper.

The position paper covers research, coastal defence, sustainable sea use, sustainable fisheries, energy generation, extraction, maritime transport and tourism.

Under the German EU Presidency, an intensive debate was held in May this year in Bremen, involving representatives from all over Europe in taking a look at future EU maritime policy. The conference was an important milestone, which not only took stock of past events, but also outlined perspectives for the future. Results led to the publication of the „Bremen Declaration" on future maritime policy of the EU. The declaration brings together issues and positions where consensus can be reached and will be taken into account in further work.

The German government favours an integrated approach which takes into account the interests of all marine activities. It supports the development of a comprehensive approach, which brings together existing marine conservation strategies, the EU fisheries policy and future maritime policy.

After the consultation phase on the Green Paper came to a close in June 2007, the Commission recently presented Member States with new documents (on 10 October). Here too, Government will make an active contribution.

A common marine policy does not alter existing responsibilities, such as the principle of subsidiarity. It can, however, contribute to common objectives being pursued more effectively and jointly.

Climate change in the sea and on the coast and the question of future strategies of adaptation – my last focal point.

According to UNESCO around 60% of the global population live within 60 km of the coast. The coastal population is expected to drastically increase and even double within the next 20 to 30 years. Europe's coastal regions, where almost half the population lives within 50 km of the coast, are faced with increasing pressure, in particular in the Mediterranean region. Coastal regions have contributed much to the EU's economic prosperity.

In order to maintain this level of prosperity, we need to face up to questions of climate change and the changes that will result. Winter storms and flooding will become more frequent on our coasts, causing greater damage. The rate of coastal erosion will increase. Dykes will need to be raised.

The public has become highly aware of climate protection and adaptation to climate change. Sometimes, the media overreact. But naturally, climate is high on the political agenda too. Germany is developing a national adaptation strategy, which is set to be passed by Cabinet by the end of 2008.

Climate change, together with regulatory responses and the responses of the market economy, will trigger far-reaching changes. Whilst some are probably inevitable, others can possibly be avoided or at least mitigated with the aid of appropriate measures. There are risks and opportunities associated with climate change, and change will not only affect the environment. We will shortly hear from Prof Storch on this.

Our house is tasked with quite some homework in this area. I would like to mention just one, called "Shaping the future in times of climate change – shipping and waterways." A stocktake and evaluation are currently under way to bring together existing knowledge on climate change and the possible impacts it might have on maritime and inland water transport. The stocktake is carried out by the relevant Federal Authorities.

A comprehensive 5-year research programme which is meant to serve as a basis for future adaptation strategies naturally begins with a stocktake, which documents gaps in knowledge, describes uncertainties and ways of dealing with these. I look forward to the results.