Transnational mapping: Towards a maritime spatial typology

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- Wadden Sea World Nature Heritage
- Trilateral Cooperation on the Protection of the Wadden Sea
- Breeding and wintering area for up to 12 millions birds per annum
- Supports more than 10 percent of 29 species
- One of the last remaining natural, large-scale, intertidal ecosystems
User: Trilateral stakeholder forum
WSF tasks & working groups

**Goals**
- Sustainable development of the region
- Cross-border cooperation
- Cross-sectoral cooperation
- Transnational concepts
- Joint recommendation towards policy makers

**WG**s
- ICZM & MSP
- Energy and industry
- Shipping and ports
- Fishery
- Agriculture
- Cultural identity

Need for spatial information on
- existing uses
- protection regimes
- spatial plans
  both on land and on sea
The idea!

Open and transparent spatial information for the Wadden Sea Region

- Trilateral
- Crossing administrative borders (e.g. land - coastal waters - EEZ)
- Cross sectoral
- Easy to access and easy to use
- Maps and information from different sources shown in one common symbolisation
- Information on both existing and planned uses
- A tool helping stakeholders to identify pressures, processes and conflicts in the Wadden Sea Region
- A tool helping stakeholders to develop own cross-border solutions and to participate actively in decision making processes
Role of EUCC

- Identify data sources
- Data collection, editing and merging
- Development of operation of a stakeholder-coordinated tool

Reliable data

Federal authorities & scientific institutes DE
State authorities & municipalities SH
State authorities & municipalities Nds.
Authorities, municipalities & institutes NL
Authorities, municipalities & institutes DK
European agencies

~ 60 data owners/holders
Trilateral cooperation area
Natural gas exploitation
Transport and storage of natural gas
Cross-border MSP ?
Currently 76 Layer

Topics:
- Conservation regime
- Tourism
- Mining
- Energy
- Shipping
- Fishing
- Spatial Planning
- Habitats
- Land cover
- Bathymetry

Soon:
- Cultural heritage
- Fishery landings
- AIS data (shipping)
- Hist. administrative borders
- Socio-econ. data
- Technical innovations
Towards a spatial typology

• Urban/rural, residential/industrial on land

• Different planning **goals and visions** linked to these categories

• **Legal regulations** differ from category to category

• Different **threshold values** (e.g. noise, pollutants, light) for each category
# Approach

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<th>European Core</th>
<th>High Density</th>
<th>Medium Density</th>
<th>Rural</th>
<th>Wildernes</th>
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<td>Economic significance</td>
<td>high</td>
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</tr>
</tbody>
</table>
Approach

Transport Flows
Transport Composite Map (Flows)

Environment Composite
Environment composite map

Maritime employment
Economic use composite map
Quantitative & qualitative gradients

- Nearly untouched, very few environmental impacts, temporary uses only
- Rural (extensive): Main activities are food production (fisheries) and limited maritime traffic
- Motorway of the seas: shipping is dominant
- Rural (intensive): Main activities are food production (fisheries) and limited maritime traffic, both with increased intensity leading to increased environmental impacts
- Local hub: high intensity caused by all kinds of activities, limited to a small region and linked to local urban complexes
- Regional hub: high intensities and a strong node between land and sea (linking Scandinavia to central and western Europe)

The gate: transition zone,

Uses and environmental situation are characterised by the change from North Sea to Baltic
Conclusions

- Fuzzy boundaries
- Transnational strategic MSP on seas/macro-regional level
- Common visions and goals for spatial classes
- Integrated spatial planning land/sea