Connecting Seas

NorthSEE – Baltic LINes MSP conference

Welcome to the Workshop "Other Sea Uses in MSP"

North SEE

Interreg North Sea Region European Regional Development Fund EUROPEAN UNION

Baltic LINes

Interreg Baltic Sea Region EUROPEAN UNION EUROPEAN REGIONAL DEVELOPMENT FUND

Scope

‘Other Sea Uses’ – Let´s explore activities and services of users other than the major sectors, such as energy, shipping or the environmental sector. We want to hear *voices less heard.*

The workshop introduces to examples of such uses taking place in the North Sea and Baltic Sea regions.

We will discuss challenges and opportunities of other sea uses in European sea basins. Through a round table format, we share experiences to provide stimulus beyond the scope of this session.

Agenda

Time	What	Who
14:00 – 14:10	Welcome and Introduction	Lise Schrøder and Thomas Klenke
14:10 – 14:20	Presentation: Education in Marine Spatial Planning – Experiences of the Strategic Partnership for Marine Spatial Planning	Kerstin Schiele
14:20 – 14:35	Presentation: Integration of Underwater Cultural Heritage into sustainable Maritime Spatial Planning solutions.	Robert Aps
14:35 – 14:50	Presentation: Multi-Use and Underwater Cultural Heritage – experience and perspectives from the Baltic Sea	Sallamaria Tikkanen
14:50 – 15:20	Round-table discussions with convenors/minute takers at four tables	Thomas, Lise, Robert, Sallamaria
15:20 – 15:30	Wrap-up and main messages	Lise Schrøder and Thomas Klenke

Round table

- Please join the team at one of the four round tables
- Your convenor at the table provides further information
- You are invited to discuss about three key questions
- Points and ideas will be kept by a minute taker
- Results will be collated and reported to the plenary group

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Integration of Underwater Cultural Heritage into sustainable Maritime Spatial Planning solutions

Robert Aps[1], Kristjan Herkül[1], Liisi Lees[1], Maili Roio[2], Krista Karro[2]

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[2] *National Heritage Board of Estonia, Tallinn, Estonia*

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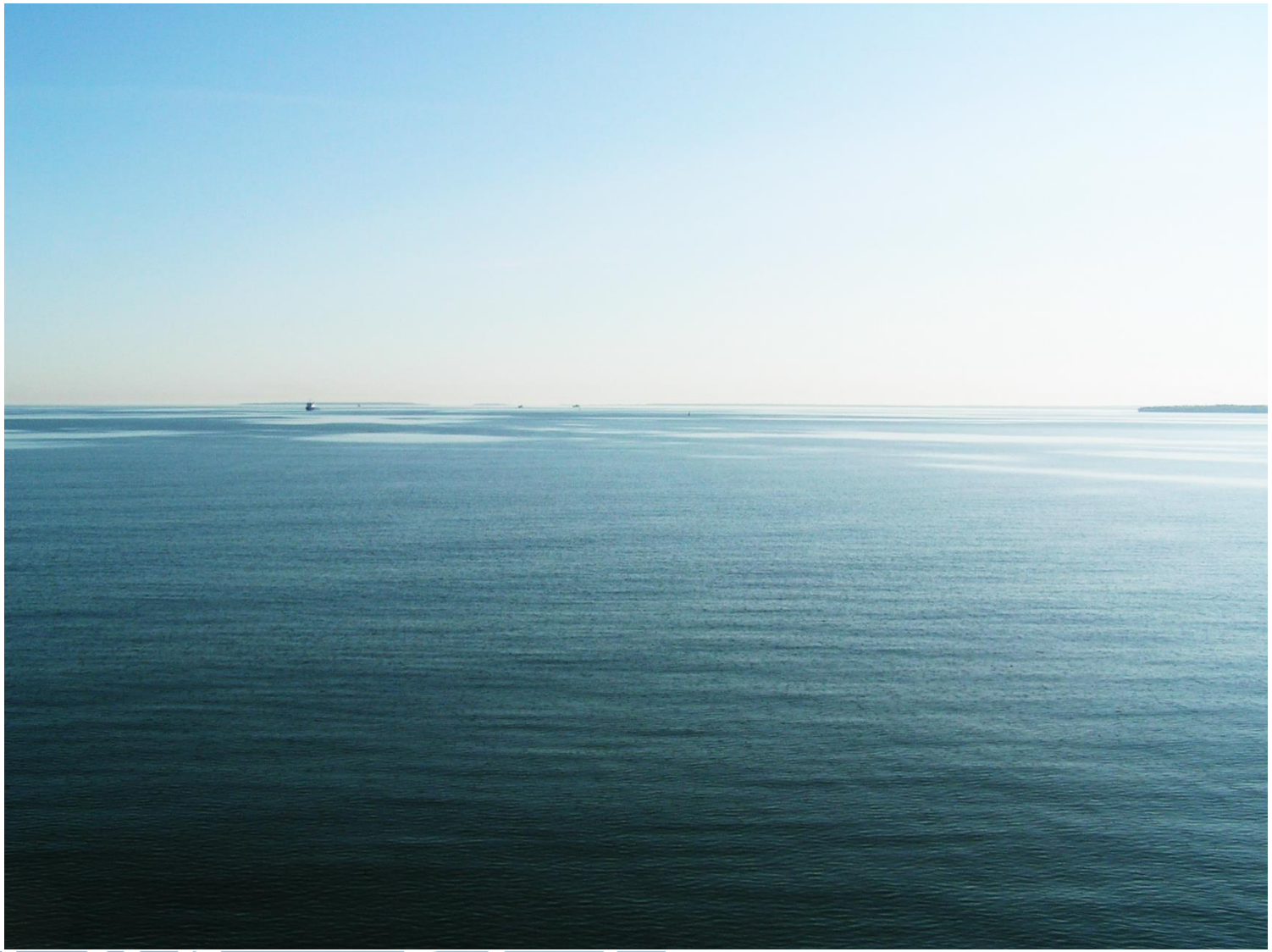
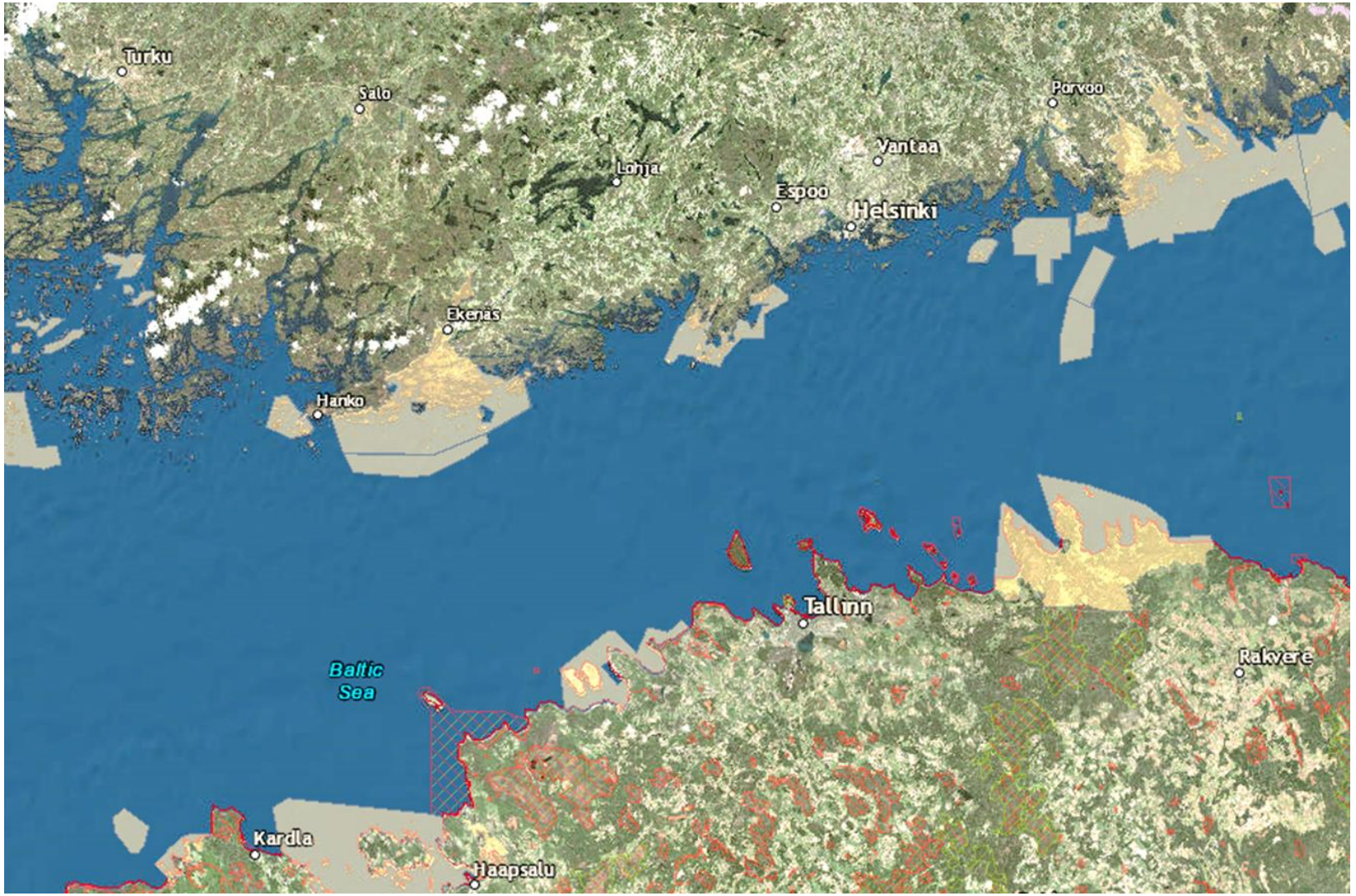
The vision

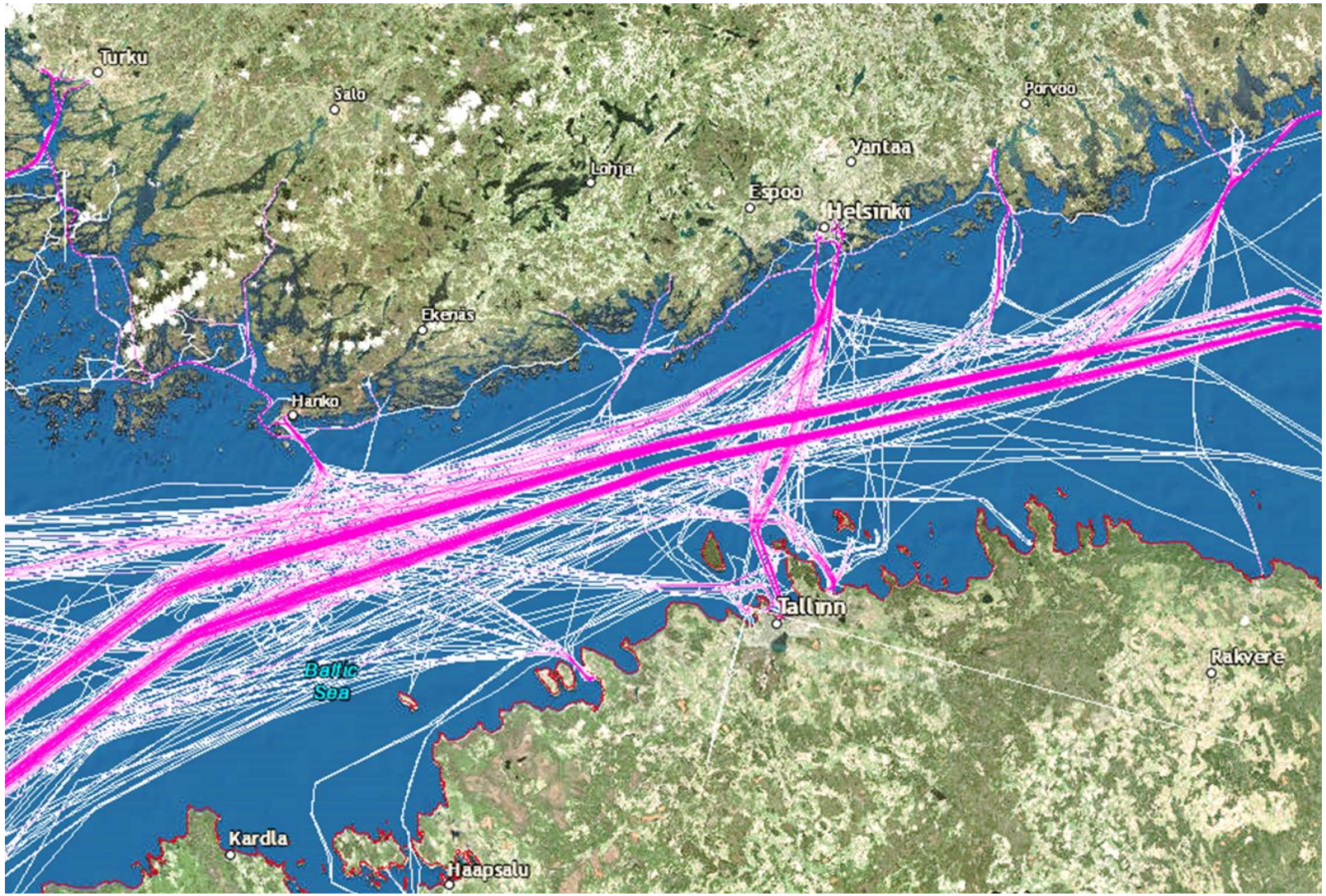
The Gulf of Finland



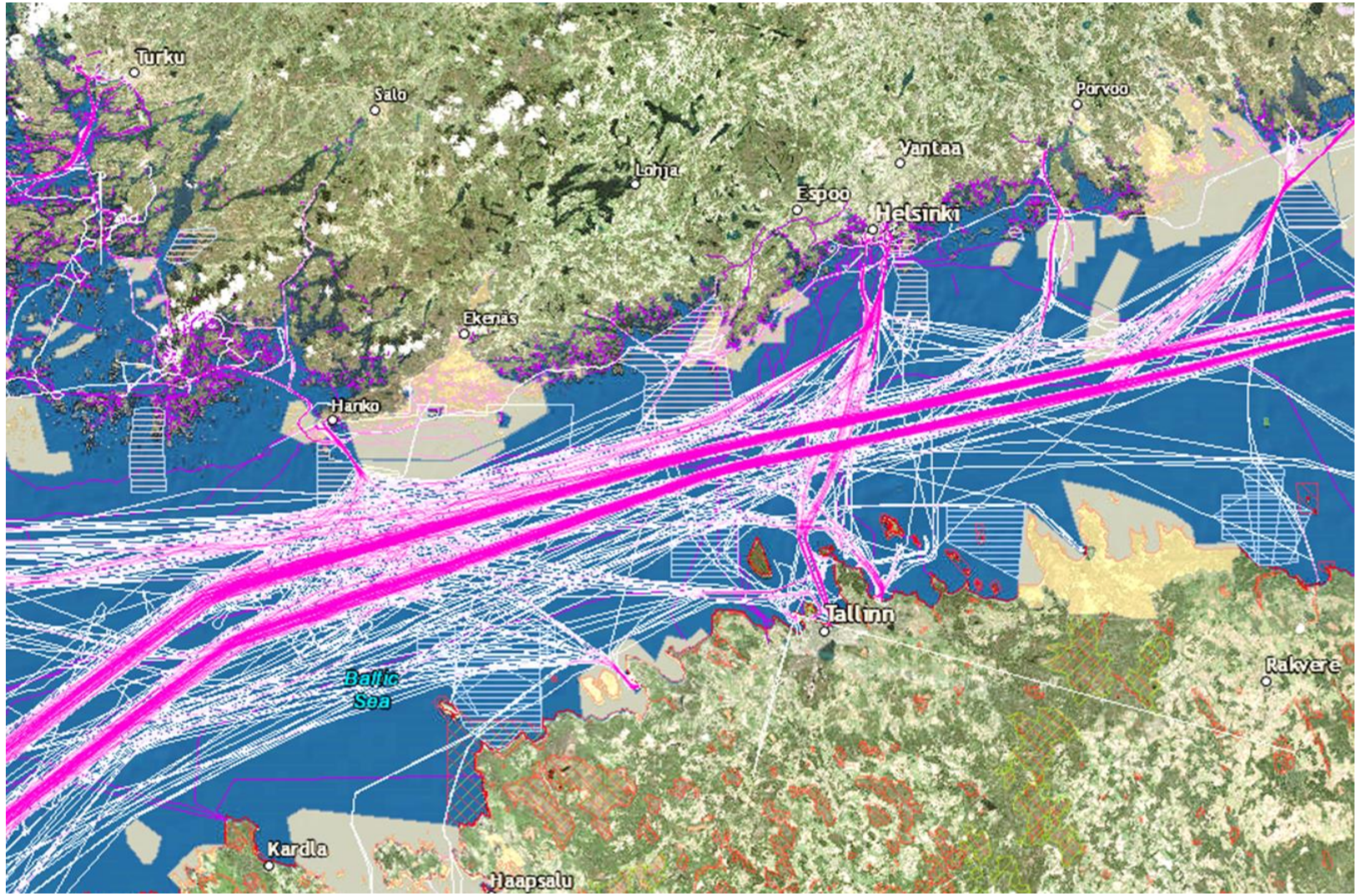
Sensitive environment



Heavy maritime traffic



Multi-use of marine space



Policy and legal framework

The Integrated Maritime Policy for the European Union

- **The Integrated Maritime Policy for the European Union, including, as its environmental pillar, the Marine Strategy Framework Directive, identifies maritime spatial planning as a policy tool that allows users from multiple sectors, including public authorities and stakeholders, to coordinate trans-boundary marine management with an ecosystem focus**
- **The ecosystem-based approach is an overarching principle for maritime spatial planning to promote the sustainable development and growth of the maritime and coastal economies and the sustainable use of marine and coastal resources**

The Law of the Sea Convention (LOSC)

LOSC Article 303(1)

States have the duty to protect objects of an archaeological and historical nature found at sea and shall cooperate for this purpose

Natural heritage

World Heritage Convention 1972

- Natural features consisting of physical and biological formations or groups of such formations, which are of outstanding universal value from the aesthetic or scientific point of view
- Geological and physiographical formations and precisely delineated areas which constitute the habitat of threatened species of animals and plants of outstanding universal value from the point of view of science or conservation
- Natural sites or precisely delineated natural areas of outstanding universal value from the point of view of science, conservation or natural beauty

Ecologically or Biologically Significant Areas (EBSA)

CBD Secretariat. (2012). COP 11 Decision XI/17. Marine and coastal biodiversity: ecologically or biologically significant marine areas.
Dunn, D. C. et al. (2014). The Convention on Biological Diversity's Ecologically or Biologically Significant Areas: Origins, development, and current status. Mar. Policy 49: 137-145.

- The definition of an EBSA from the CBD decision text is: "geographically or oceanographically discrete areas that provide important services to one or more species/populations of an ecosystem or to the ecosystem as a whole, compared to other surrounding areas or areas of similar ecological characteristics, or otherwise meet the [EBSA] criteria"
- The EBSA identification process is strictly a scientific and technical exercise that aims to inform marine spatial planning both within and beyond national jurisdiction. Importantly, the identification of EBSAs and the selection of any conservation or management measures is a matter for States and competent intergovernmental organisations in accordance with international Law, particularly The United Nations Convention on the Law of the Sea (UNCLOS)

The UNESCO 2001 Convention on the Protection of the Underwater Cultural Heritage

- **The UNESCO 2001 Convention on the Protection of the Underwater Cultural Heritage is the foremost international legal reference for the protection of underwater cultural heritage**
- **For the purposes of this Convention: "Underwater cultural heritage" means all traces of human existence having a cultural, historical or archaeological character which have been partially or totally under water, periodically or continuously, for at least 100 years**

The UNESCO 2001 Convention on the Protection of the Underwater Cultural Heritage

Basic principle of the UNESCO 2001 Convention

In situ preservation of underwater cultural heritage must be considered as the first and preferred option before allowing or engaging in any activities directed at this heritage

National level - ESTONIA

The protection of cultural objects is a constitutional task in Estonia

Cultural heritage is an important part of Estonian history and it acts as a source of identity for each individual as well as the state as a whole

/Estonian Ministry of Culture/

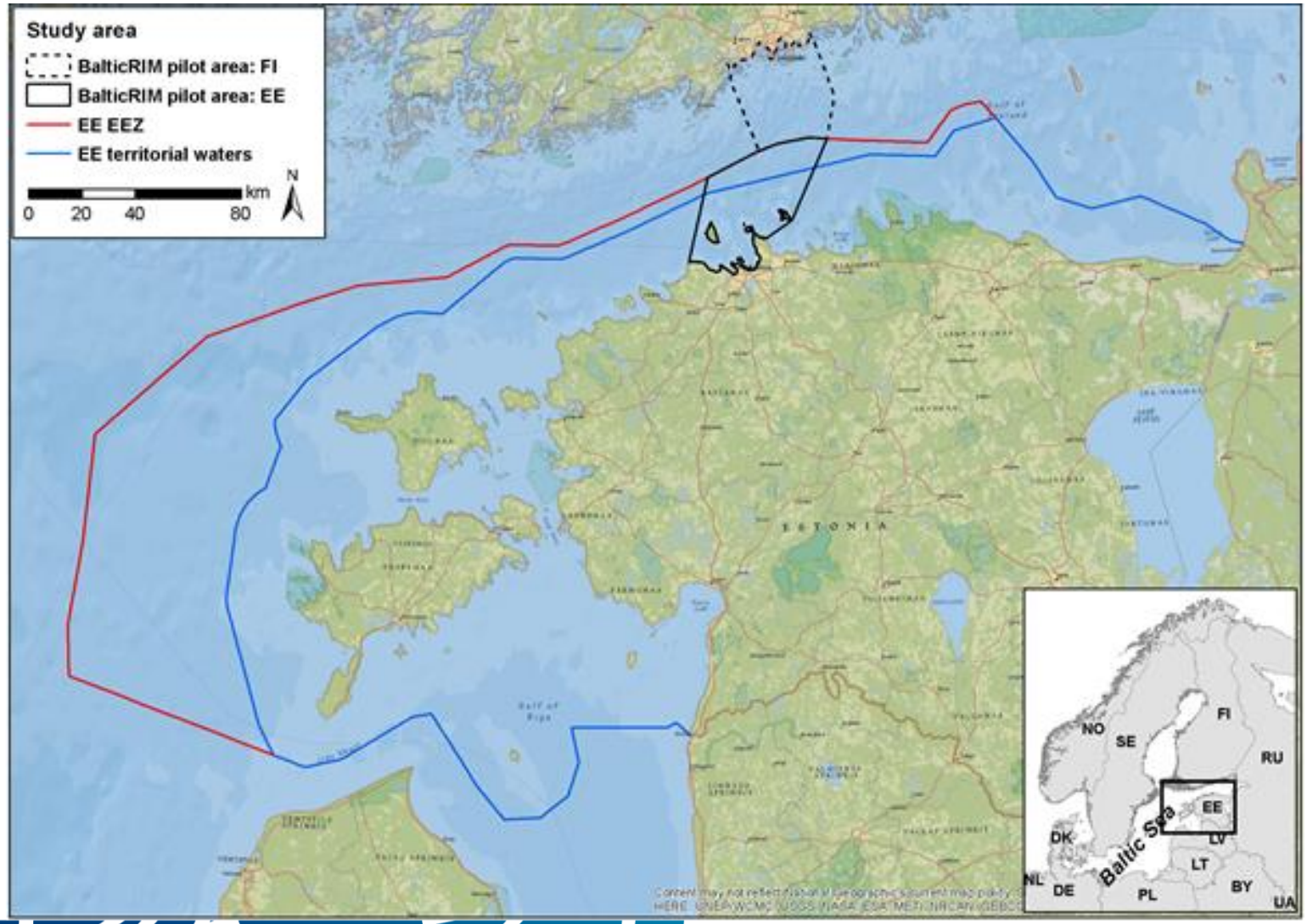
BalticRIM

The Finnish – Estonian MCH Case Area

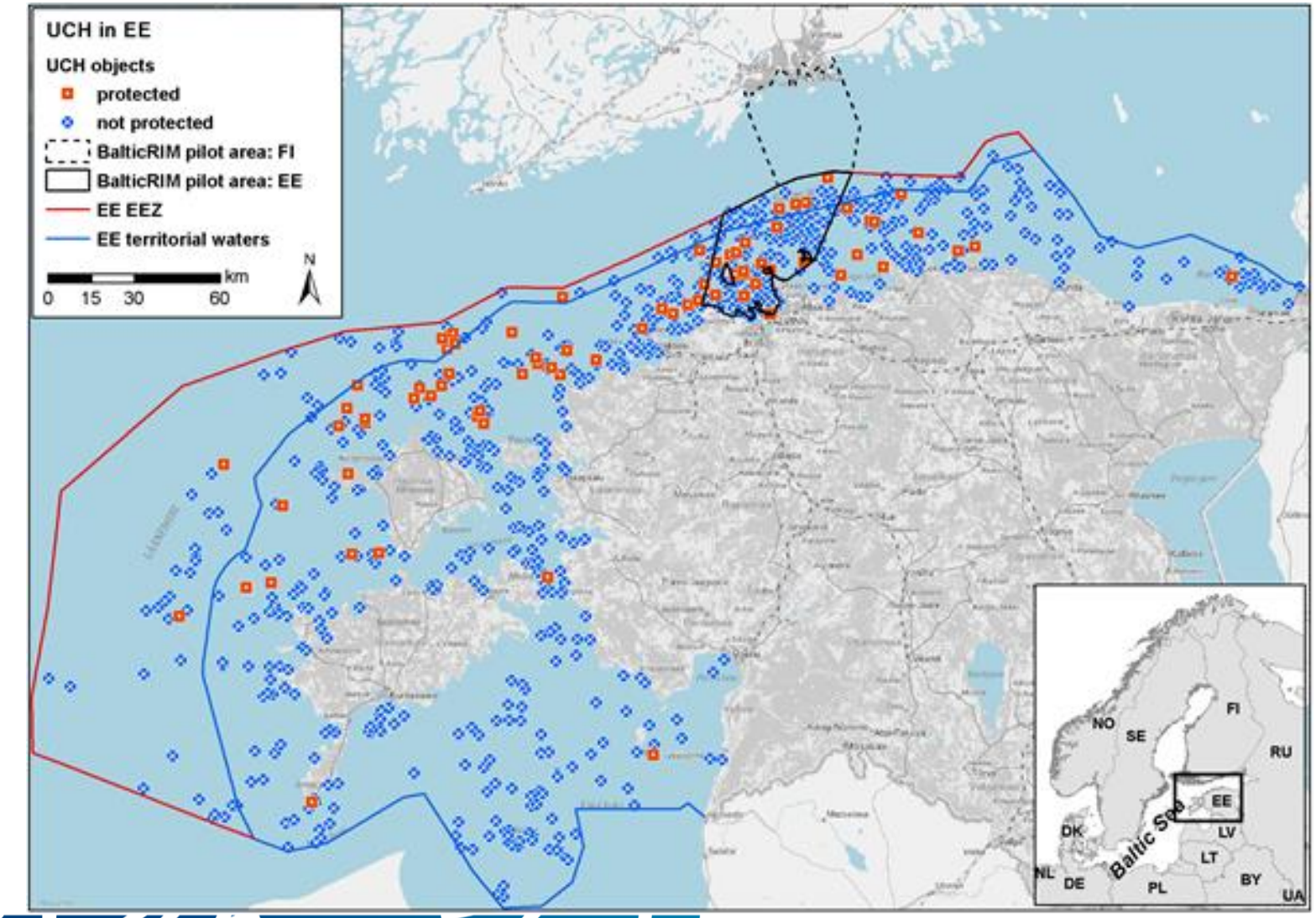
The Finnish – Estonian MCH Case Area

- The case study area consists of a maritime corridor in the Finnish Gulf between the cities of Tallinn and Helsinki
- Northern end of the area comprises the historical area of Old Helsinki (modern Helsinki and parts of Sipoo and Espoo) and the Southern end is bordered by the Tallinn Bay (administrative borders of Tallinn), Naissaar and Aegna Islands
- Cultural heritage sites in this area include shipwrecks from different periods, historical harbours of Tallinn bay, historical sea routes between Tallinn and Helsinki, the fortresses in Tallinn (Toompea) and Helsinki (Suomenlinna World Heritage Sea Fortress)
- The water area between Tallinn and Helsinki form a unique seascape that has been in intensive use as a water route for many centuries

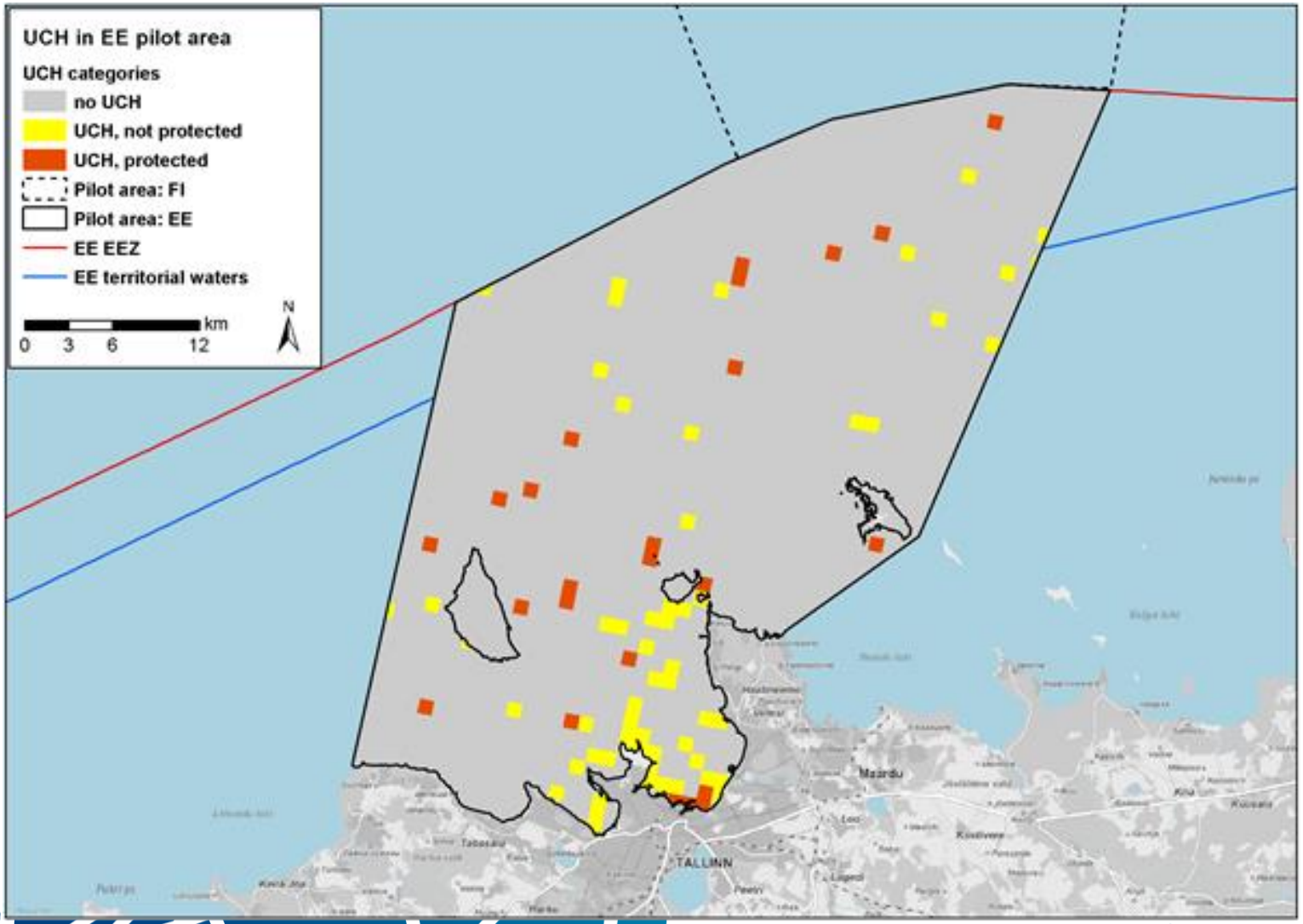
Location of the Baltic RIM Tallinn-Helsinki pilot area



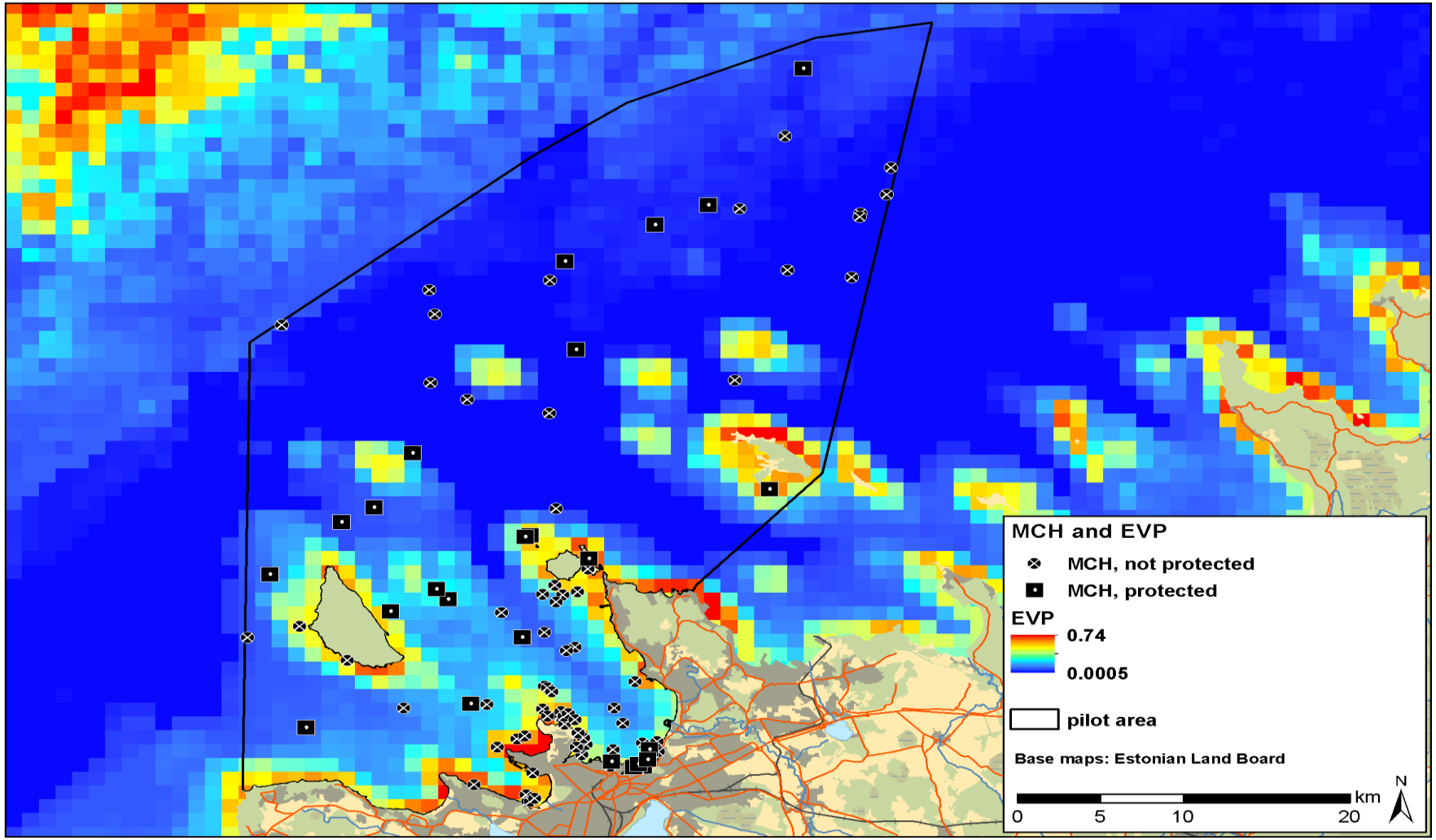
Locations of underwater cultural heritage (UCH) objects



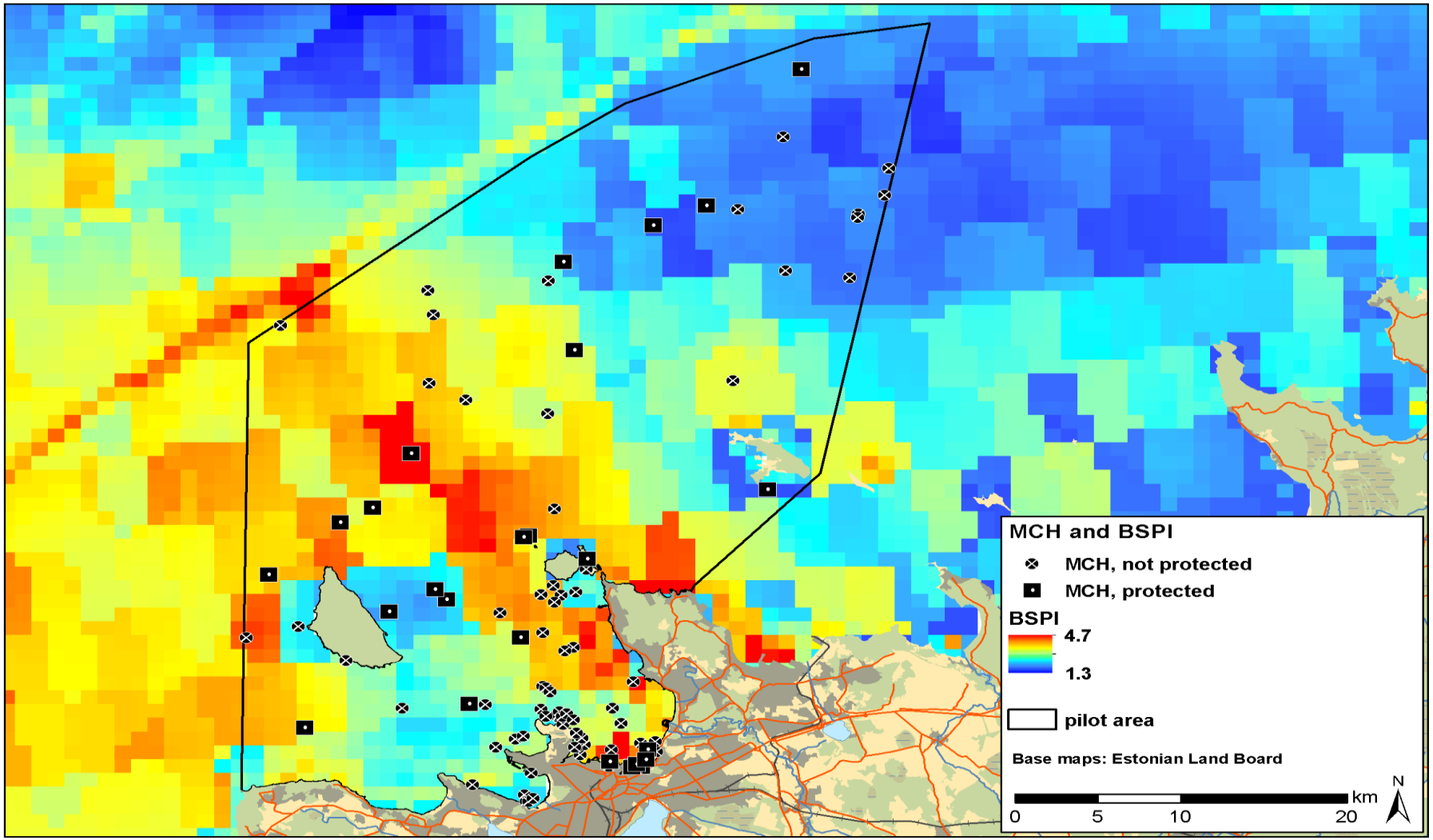
UCH protection categories in BalticRIM Tallinn pilot area aggregated in 1 km EEA grid



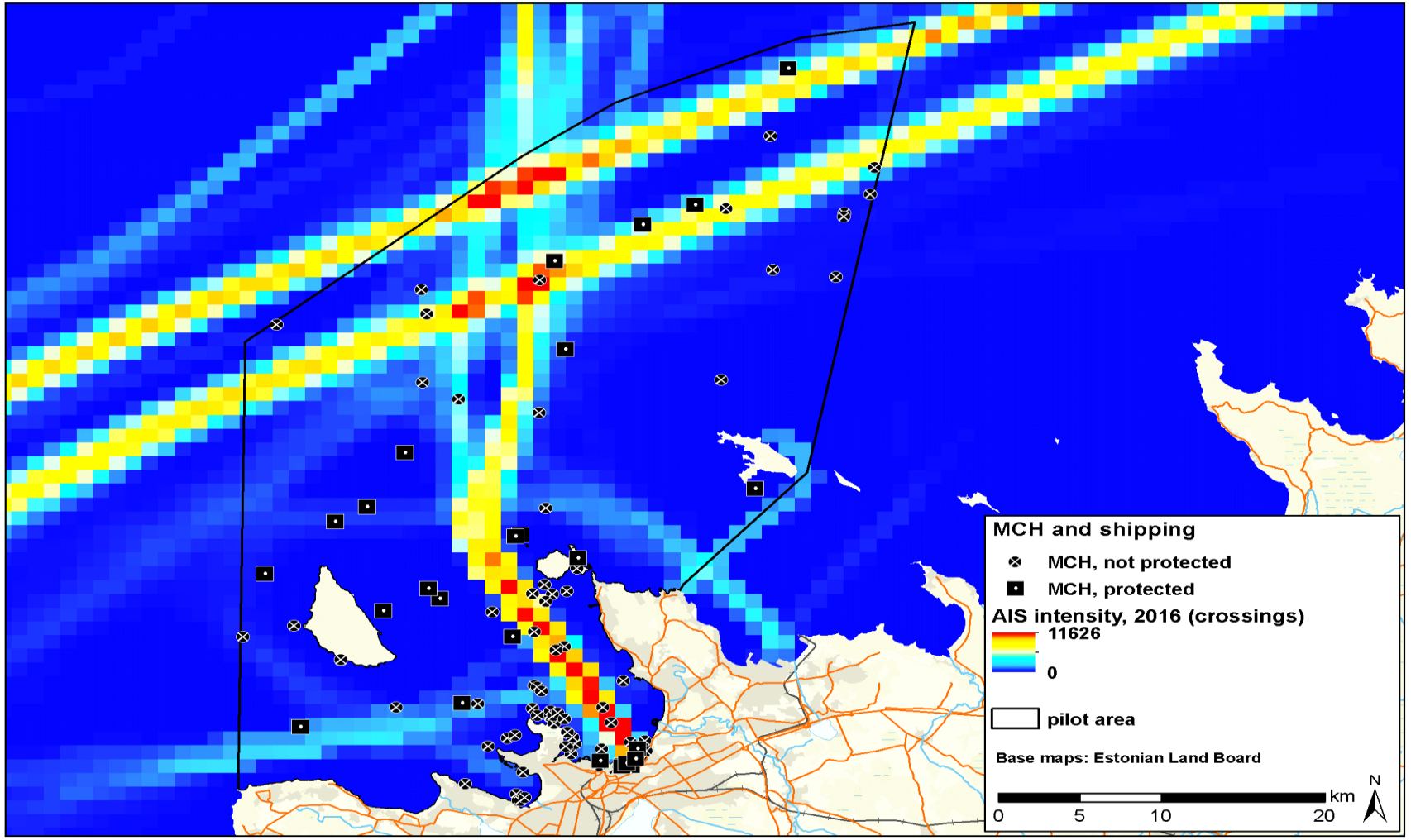
MCH objects in Estonian marine waters and the environmental vulnerability pattern in the background



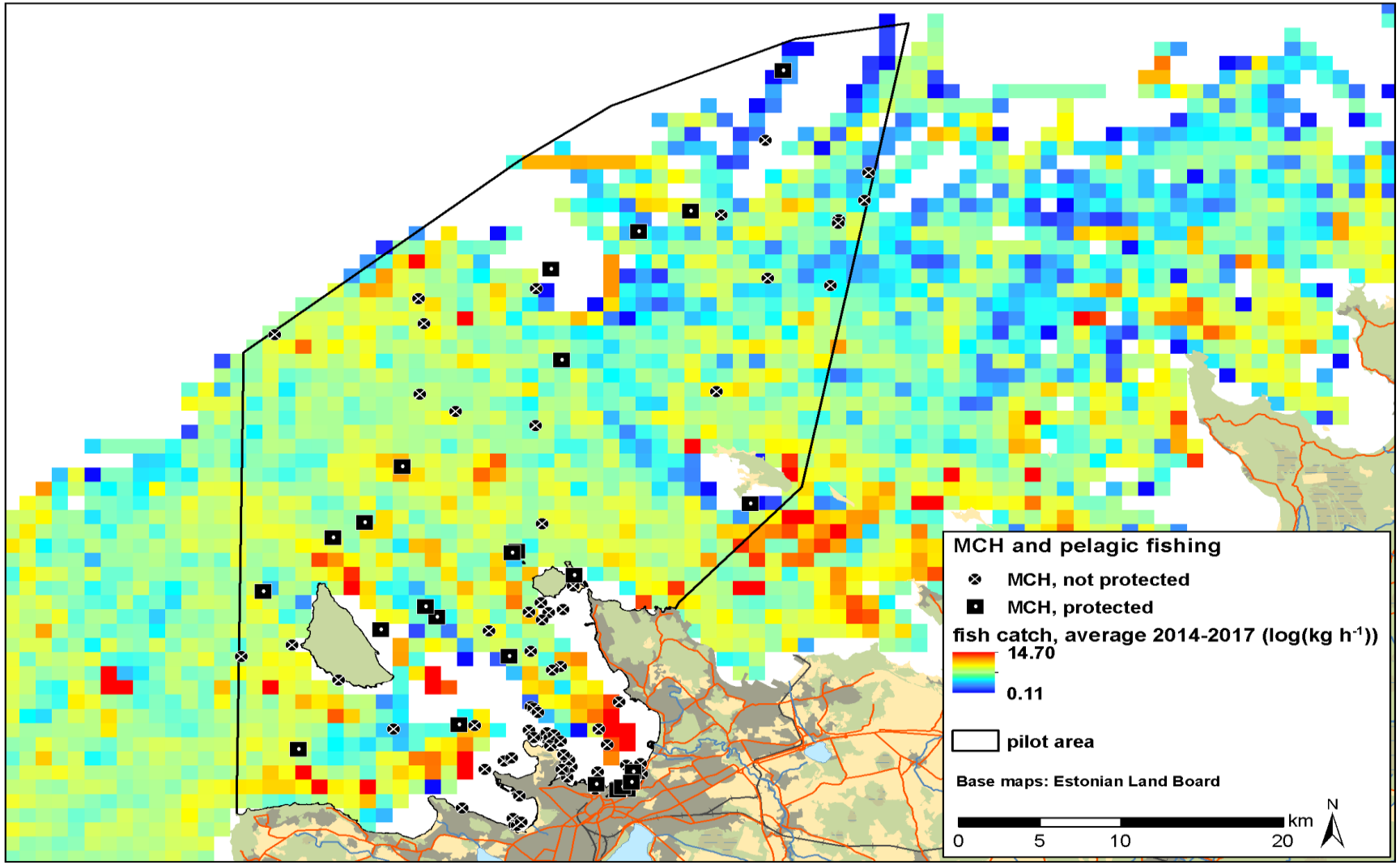
MCH objects in Estonian marine waters and the HELCOM Baltic Sea Pressure index (BSPI) pattern in the background



MCH objects in Estonian marine waters and the shipping AIS pattern in the background



MCH objects in Estonian marine waters and the pelagic fishing pattern in the background



Collaborative negotiations

Negotiation is essential in settings where partners have conflicting interests but yet a desire to cooperate, and that the process of negotiation is usually seen as a type of interaction in which partners seek agreement on the division of scarce resources, while each partner tries to maximize negotiator's share or utility

Argumentation maps in support of MSP related collaborative negotiations

- The aim of BalticRIM approach in development is to enable the planners and stakeholders to apply the argumentation maps in support of geographically referenced discussions and provide for explicit links between arguments and the geographic objects they refer to.
- The analysis of argumentation processes is a way to discover, use, and archive the rationale in decision-making problems.

The vision


Project Partners
• State Archaeology Department of Schleswig-Holstein / ALSH (DE)
• Submariner Network for Blue Growth EEIG (DE)
• The Finnish Heritage Agency (FI)
• Metsähallitus Park & Wildlife Finland (FI)
• University of Turku (FI)
• University of Tartu (EE)
• Estonian National Heritage Board (EE)
• Public Institution of Coastal Research and Planning / CORPI (LT)
• Klaipéda University (LT)
• National Maritime Museum in Gdańsk (PL)
• Maritime Institute in Gdańsk / MIG (PL)
• Atlantic Branch of the P.P. Shirshov Institute of Oceanology / ABIORAS (RU)
• Aalborg University (DK)

Acknowledgements

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Thank you for your attention

Connecting Seas

NorthSEE – Baltic LINes MSP conference

Multi-Use and Underwater Cultural Heritage – experience and perspectives from the Baltic Sea

Baltic LINes/NorthSEE Final Conference, Hamburg 13 February 2019

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Finnish Heritage Agency

BalticRIM

Interreg Baltic Sea Region

EUROPEAN REGIONAL DEVELOPMENT FUND

EUROPEAN UNION

EUSBSR EU STRATEGY FOR THE BALTIC SEA REGION

POLICY AREA 'CULTURE'

North SEE

Interreg North Sea Region

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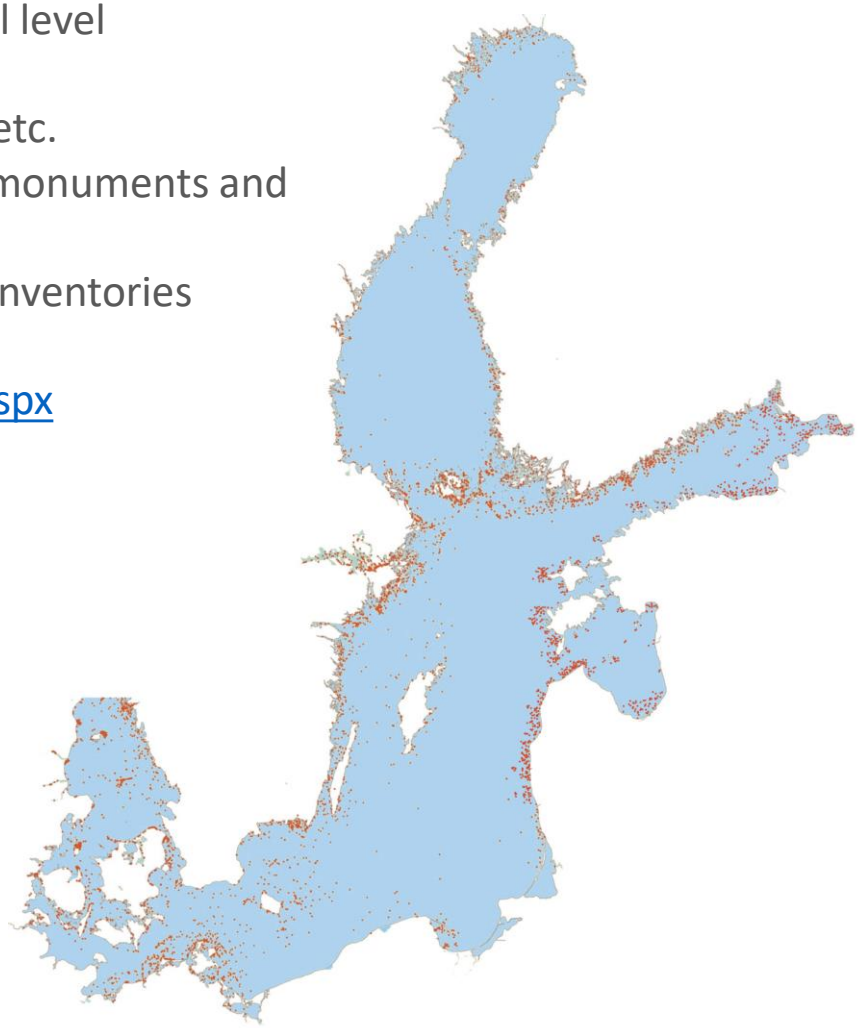
UNDERWATER CULTURAL HERITAGE (UCH) IN THE BALTIC SEA

- Baltic Sea underwater cultural heritage is exceptionally well preserved at global level
  - Wrecks, sunken prehistoric landscapes, underwater structures etc.
  - Great Baltic Sea preservation conditions: coldness, darkness, low salinity etc.
- Approximately 15,600 registered underwater sites, about 57% are designated monuments and protected
- The actual number of the UCH is not known because of the lack of systematic inventories
- Registers at Internet:
  - Finland: https://www.kyppi.fi/palveluikkuna/mjreki/read/asp/r_default.aspx
  - Estonia: https://register.muinas.ee/public.php?menuID=wreckregistry
  - Sweden: http://www.fmis.raa.se/cocoon/fornsok/search.html

For the protection, you need to know what there is

”The Baltic is a giant underwater musem waiting to be visisted” (BALTACAR Project)



Registered UCH sites located in the Baltic Sea in 2004

UNDERWATER CULTURAL HERITAGE (UCH) IN THE BALTIC SEA


Sweden, Sjöhistoriska museet,
Bodekull wreck, Dalarö
Dykpark


Jesse Jokinen&Päivi Pihlanjärvi/Museovirasto, Bow
Figure Wreck, Kemiönsaari, Finland


Jesse Jokinen, Museovirasto,
Kronprins Gustav Adolf, Finland


Juha Flinkman/SubZone Oy/Muinsuskaitseamet, E.Russ

”Shipping is the most traditional and transnational use of marine space. The Baltic area consists of highly and increasingly frequented waterways used by very different kinds of vessels” (BalticLINes www-site)

BALTACAR

Interreg Central Baltic

EUROPEAN UNION
European Regional Development Fund

North SEE

Interreg North Sea Region
European Regional Development Fund
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Baltic LINes

Interreg Baltic Sea Region
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UNDERWATER CULTURAL HERITAGE (UCH) IN THE BALTIC SEA

- Projects and working groups:
  - BalticRIM 2017 – 2020 (Lead partner Schleswig-Holstein)
    - Integrating maritime cultural heritage into MSP, cooperation with other sectors
    - https://www.submariner-network.eu/projects/balticrim

  - BALTACAR 2017-2019: Baltic History Beneath Surface: Underwater Heritage Trails in Situ and Online (Lead partner Estonia)
    - Aims to develop underwater cultural heritage sites of the Baltic Sea into tourist attractions
      https://balticunderwater.com/

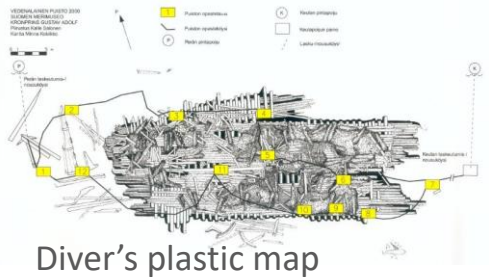
  - Nordic Blue Parks 2009: Combining Underwater Natural and Cultural Heritage (Lead partner Finland)
    - A new concept that combines underwater nature and cultural trails and recreation as a resource for sustainable development
    - Sweden (Axmar, Dalarö), Denmark (Højklint), Norway (Frigate Lossen) and
      Finland (Kronprins Gustav Adolf)

  - Baltic Sea Region Working Group on Underwater Cultural Heritage
    - http://baltic-heritage.eu/
    - Rutilus Project: and Report 2006
    - The 100 List
    - COPUCH: Code of Good Practice

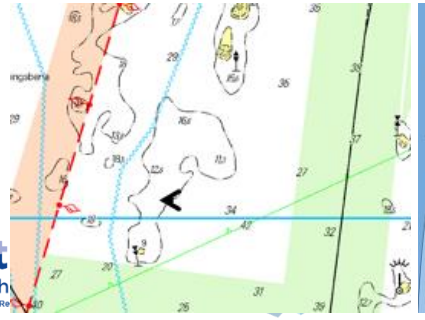

Langelands Museum

OPEN ACCESS UNDERWATER CULTURAL HERITAGE + SUSTAINABLE TOURISM

- **CASE 1: The Helsinki Underwater Park Kronprins Gustav Adolf (Finland)**
  - The wreck of Swedish late 18th century ship of the line “Kronprins Gustav Adolf”
  - The first underwater park in the Baltic Sea region and Finland since year 2000
    - Cooperation with local divers
    - Museum exhibition, multi-lingual internet-site, a diver’s plastic map and printed brochure, virtual tour: an underwater video
    - Monitoring system, management plan
  - 13 underwater signs
    - One for nature values and geology
  - One of the outdoor activity and tourism locations in Helsinki (cooperation with the city of Helsinki)
  - Public – private agreements and cooperation
    - Management at Finnish Heritage Agency
  - One of the BALTACAR Project sites
    - Updating the park
  - Open for divers, no need for licences/permissions or tickets
    - No looting or damaging the site, self- control among divers
    - A monitoring programme
  - Inspiration for the Porkkala wreck park (2018) – a private initiative



Diver’s plastic map



LIMITED + OPEN ACCESS UNDERWATER CULTURAL HERITAGE + SUSTAINABLE TOURISM

- **CASES 2 and 3: BALTACAR PROJECT: Baltic History Beneath Surface: Underwater Heritage Trails in Situ and Online**
  - Sweden: The Dalarö Underwater park
  - Finland: Helsinki, Kemiönsaari and Hanko
  - Estonia (Lead partner): Saaremaa and Hiiumaa
  - Goals in different countries:
    - improving the anchoring system
    - buoys for vessels and guiding line for divers.
    - more historical research
    - information signs underwater and on land
    - material for tourism (both divers and non divers)
    - co-operation at local level, regional and national level, public - private
    - Regular monitoring in co-operation with the divers
    - videoshooting for 3D modelling
    - printed 3D models
    - virtual dive with 3D goggles
    - NFC tags

LIMITED ACCESS UNDERWATER CULTURAL HERITAGE + SUSTAINABLE TOURISM

- **CASE 2: BALTACAR PROJECT: The Dalarö Underwater park and the Dalarö model (Sweden)**
  - The Dalarö model:
    - Divers get permission to dive on protected wrecks when accompanied by a licensed guide
      - With controlled access, you send a positive message
      - Controlled access to protected wrecks is an idea well received by the diving community
    - Can provide a role-model for local authorities, Heritage Boards and Maritime Museums in the Baltic Sea Region
    - Enables high-quality intermediation and enhanced accessibility of a better preserved UCA method to simultaneously preserve, use and enrich the UCH for both divers and the general public

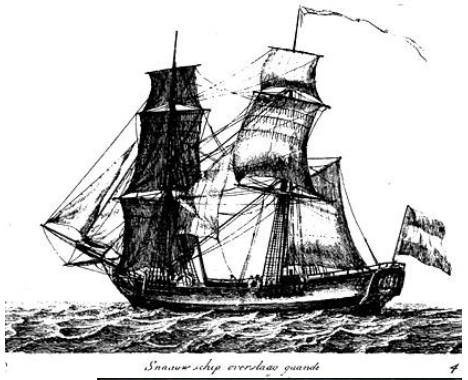
  - What's the story?
  - Non-divers will get access to the UCH via sonar and ROV
  - Digitally enhanced movies and animated reconstructions will enable outreach to the general public

OPEN ACCESS UNDERWATER CULTURAL HERITAGE + SUSTAINABLE TOURISM + NATURE PROTECTION

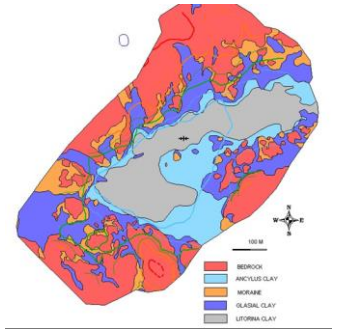
- **CASE 3: BALTACAR PROJECT: Hanko, Hauensuoli dive trail (Finland)**
  - Many different heritage and nature values:
    - An UCH wreck site: Ancient monuments
    - Land based heritage: natural harbor with rock carvings from early 16th century till 20th century:A Nationally Significant Build Heritage Environment
    - Nature protection area
    - Natura 2000 area
    - National Urban Park area (Hanko National Urban Park)

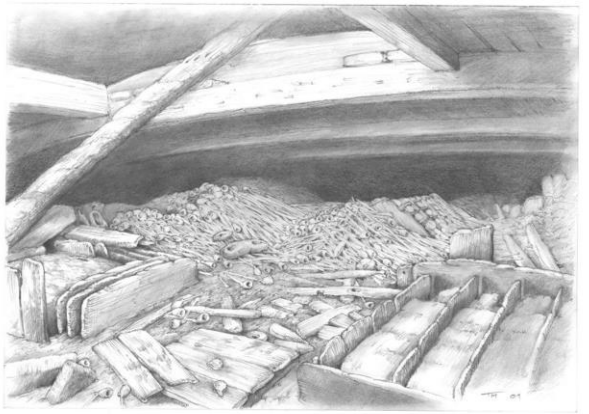
Finland: Hanko, Hauensuoli

NO ACCESS, NO TOURISM UCH + NATURE PROTECTION

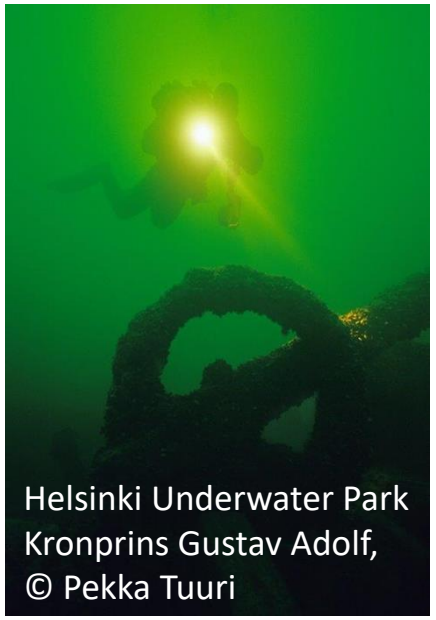


- **CASE 4: VROUW MARIA**
  - A Dutch Snow rigged two-masted merchant vessel – an intact ship wreck
  - Left Amsterdam in August 1771, destinated to St Petersburg
  - Sunk in 1771 in the archipelago of Finland
  - Location far out at open Sea (long distances to travell, no boating lines, harbours, accommodation etc.)
  - Weather conditions and ice during winter
  - The wreck is located at the depth of 40 meters
  - Protection of UCH is a secondary use
  - Strong UCH and nature protection:
    - Different legal restrictions and regulations (Antiquities Act, Archipelago National Park, Natura 2000 Area → Natura Assesment)
    - Visiting in the area needs a permission 12 months/year
    - Pleasure diving is not possible, only scientific diving – Not a suitable site to open an underwater park





UNDERWATER CULTURAL HERITAGE (UCH) AND MULTI USES


Helsinki Underwater Park Kronprins Gustav Adolf, © Pekka Tuuri

- Best sustainable MU UCH combinations:
  - OPEN ACCESS UCH + SUSTAINABLE TOURISM
    - Case 1: Kronprins Gustav Adolf (Finland)
  - LIMITED ACCESS UCH + SUSTAINABLE TOURISM
    - Case 2: A BALTACAR Project site: Dalarö underwater park (Sweden)
  - OPEN ACCESS UCH + NATURE PROTECTION + SUSTAINABLE TOURISM
    - Case 3: A BALTACAR Project site: Hanko, Hauensuoli dive trail (Finland)
      - Different values: Ancient monument, Nationally Significant Build Heritage Environments, Nature protection area, Natura 2000 area, a National Urban Park
  - NO ACCESS, NO TOURISM + NATURE PROTECTION
    - Case 4: Vrouw Maria (Finland)
    - Protection is on high level (many different protection layers)
- Swedish maritime spatial plans:
  - Concept of ”Attractive living environments”: recreation, tourism, recreational fisheries, cultural heritage

UNDERWATER CULTURAL HERITAGE AND MULTI-USES

- Main challenges:
  - Underwater cultural heritage (UCH) is not well known
  - Lack of UCH data, lack of UCH-tourism data
  - Awareness raising – lot of work to do
  - Marginality of the diving tourism
  - Lack of financing and investments
- Main advices for the future multi-use endeavours:
  - The main objective must be sustainable heritage use in combination with sustainable tourism
  - Non-intrusive recreation and destination development
  - BALTACAR Project: "Our cultural heritage should be used, but not consumed. Not exploited as a product, but linked to society and its cultural, political, spiritual and social landscape"
- Next steps to enable the implementation of the concept:
  - Awareness raising of the concept among UCH orgnizations
- Perspectives:
  - Integration to MSP > UCH for mainstream thinking
  - Integration to recreation and tourism (Blue Growth)
  - Promoting private initiatives
    - Porkkala underwater park opened in 2018 (Finland)
  - Cross-border itineraries - YES
  - From a single wreck to the underwater landscape
    - ➢ Heritage + nature + intangible values + experience + sustainable tourism
- Is multi-use beneficial? Where and whom?
  - Yes, when managed well
- Roles and partners:
  - Organizations, NGO's, public – private, national – local, cross sectoral cooperation etc.

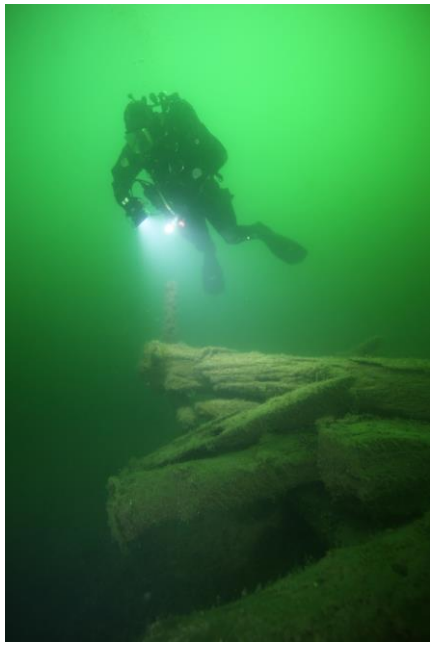

Jesse Jokinen/Museovirasto

SHIPPING LANES, LINEAR ENERGY INFRASTRUCTURES AND UNDERWATER CULTURAL HERITAGE

- Baltic LINes shipping: ferries, cargo shipping and container shipping and coastal cruise tourism
  - Safety distances and zones regarding MCH and UCH leisure traffic and leisure boat areas
  - MCH and USH tourism needs also other services like small scale shipping and fisheries etc.

- The MUSES Project multi-use action plan
- Identification of multi-use Drivers, Barriers, Added values and Negative Impacts (DABI)

> MUSES Project concept and tools could be used in BalticRIM Project and in other UCH Projects and in UCH/MSP/OHER SECTORS



Jesse Jokinen/Museovirasto

Thank you for your attention

Round table – Results

- Lively discussions
- Portfolio of diverse uses emerged
- Main messages…

Closure

Thanks to the presenters and the participants

Next points of the programme

- Coffee break
- 16:00 – 17:30 Workshops – session 2
  - Environment
  - Future scenarios
  - Multi level governance