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# 3<sup>rd</sup> BalticRIM webinar

## Towards BalticRIM Maritime Cultural Heritage and Maritime Spatial Planning Recommendations

Baltic Sea Region Integrated Maritime Cultural Heritage Management

14 September 2020

# Agenda – How to include MCH into MSP?



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- Introduction and welcome by Matthias Maluck (State Archaeology Dep. of S-H)
- Challenges how to integrate MCH into MSP on Pan-Baltic and national scales
- The Data Portal
- Presentation of main findings of BalticRIM case studies from Poland, Estonia, Russia, Germany
- Examples from outside the Baltic Sea:
  - - Dionisia Koutsi (CulturePolis , Corfu, Greece)
  - - Helena Calado (University of the Azores, Portugal)
- **Questions and discussion**
- BalticRIM recommendations and final discussion

# Challenges of pan-Baltic integration of Maritime Cultural Heritage to MSP

- General lack of MCH knowledge among planners,
- Lack of data (also due to the large number of sites),
- Lack of a mandate to include MCH in MSP,
- Different planning approaches - some MCH sites marked as points and other as areas, depending on different legal protection status,
- Lack of criteria for the identification of the MCH areal sites (MCH as a single object instead of a site, i.e. underwater landscapes) ,
- Insufficient knowledge on how to assess the different pressures on MCH in the context of MSP,
- Limited MSP effort to establish MCH protected areas and objects in the sea (due to existing legislation or administrative routines),

# Planners needs

Improved co-operation between planners and MCH experts to find innovative ways, e.g. for new categories

Improved visualisation of information on MCH

Improved awareness among planners of it's significance, potential and threats

Improved dissemination of information on MCH

Improved monitoring methods to include MCH, e.g. into risk and Impact assessments



# A main product: The BalticRIM Data Portal



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A platform for displaying and testing the new BalticRIM data and concepts

The screenshot displays the BalticRIM Data Portal interface. The main map shows the Baltic Sea region with various data layers. The sidebar menu on the left includes sections for CASE STUDIES, PANBALTIC, and a list of case studies: DANISH CASE, DANISH-GERMAN CASE, GLENSBURG FJORD, ESTONIAN-FINISH CASE, GULF OF FINLAND, FINISH CASE, GERMAN CASE, LITHUANIAN CASE, POLISH CASE, RUSSIAN CASE, and RUSSIAN-FINISH CASE. The right sidebar shows a list of data layers: GENERAL DATA, BLUE GROWTH, MCH AND UCH TOURISTIC SITES, MCH AND UCH TOURISTIC ROUTES, TRANSBOUNDARY LEGACIES, PLANNING CONCEPTS, NATIONAL DATA, and IMPACTS. A pop-up window titled 'BalticRIM Data Portal' is visible, showing a table with data for 'Rutika Sites 2006'.

Case Name	Transboundary Legacies
Site Name	null
Partners	null
Metadata (XML)	http://194.231.110.64:8080/geoserver/TransboundaryLegacies/ows?service=WFS&version=1.0.0&request=GetFeature&featureName=Transb...
Description	null
Legend	null

- Case studies: A closed working environment
- Pan-Baltic: An open part for public display

<https://balticrimdataportal.eu/>



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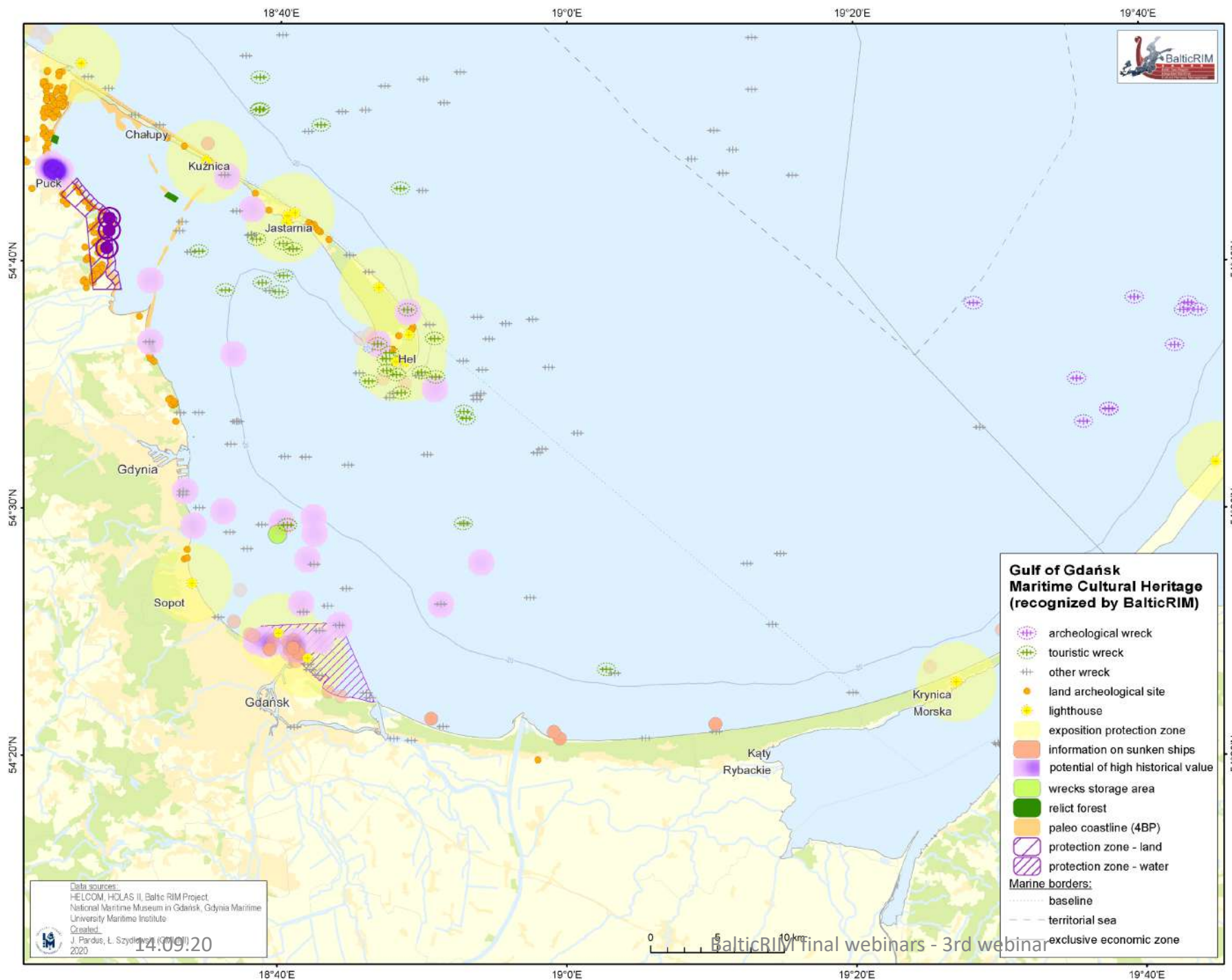
# Presentation of main findings of BalticRIM case studies from

- Poland,
- Estonia,
- Russia,
- Germany

## An example of BalticRIM approach to carry out concrete planning

### POLAND – the Gulf of Gdańsk

1. [MCH mapping and priority areas delimitation](#)
2. [Sea-uses mapping](#)
3. [Synthesis map](#)
4. [Planning suggestions](#)



# 1. MCH Mapping

Area: Gulf of Gdańsk

Type: Maritime Cultural Heritage  
(as recognized by BalticRIM)

The map shows the overall historical and cultural potential of the Gulf of Gdańsk based on the maritime cultural assets.

The main potentials are:

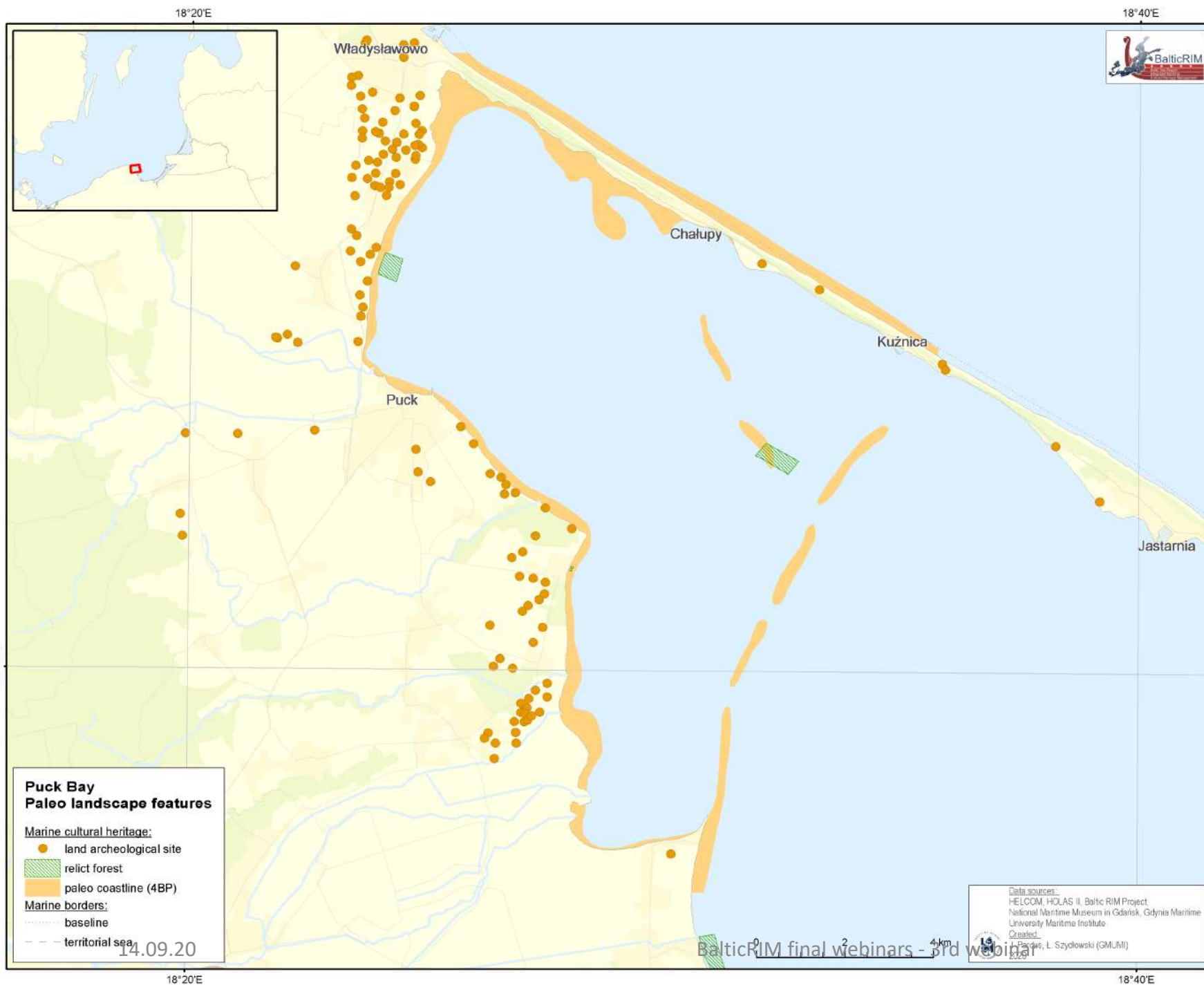
Cultural landscapes:

- Paleolandscape of the Puck Bay;
- wrecks for diving;
- visual aspects of the Gulf of Gdańsk lighthouses together with coastal anthropogenic waterfronts (fishery villages, cities).

Wrecks and hydrotechnical structures:

- The area of the Port of Gdańsk, reach in recognized objects as well as the historical information on sunken ships.
- The area of port of Puck, with the medieval port's remains.





## 1. MCH Mapping

Area: PUCK BAY

Type: submerged archaeological sites,  
submerged forests,

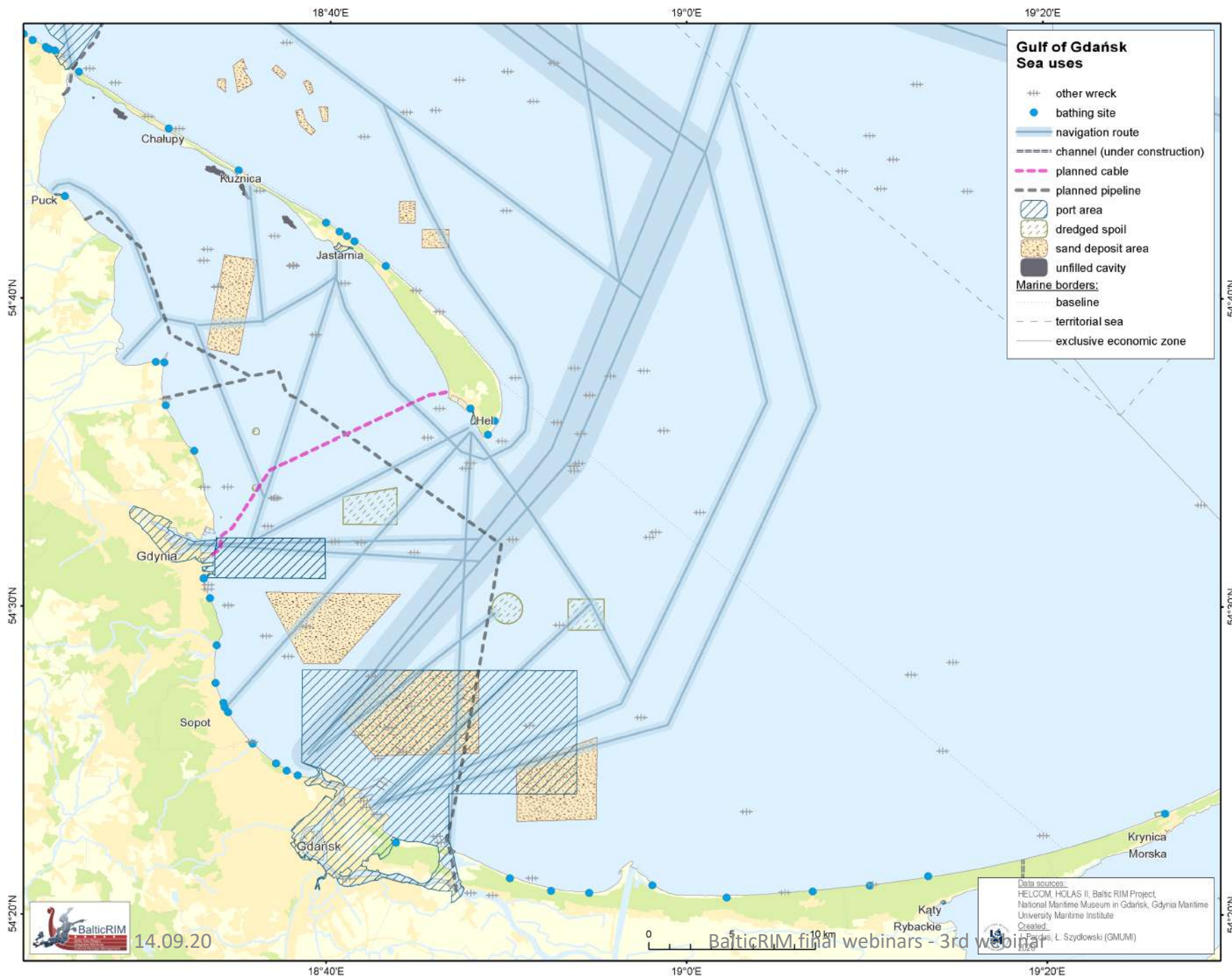
Potential:

In early Holocene after deglaciation Puck Bay (part of Gulf of Gdansk) was a land area which was subjected to flooding by sea-waters about 7500 BP. Today Puck Bay is very shallow, average 2-3 m deep with potential of submerged landscape and archaeological sites and artefacts from Stone Age.

A database of archaeological sites from stone age in the Gulf of Gdansk coastal zone was prepared by the National Maritime Museum in Gdańsk. Data were checked, digitalized and put on a map with GIS standard.

Seabed test areas (Rzucewo, Swarzewo and Piaski Dziewicze) have been scanned with side sonar and samples from submerged forests were taken for radiocarbon dating. The obtained data show dates from Early Holocene, about 9000-8300 BC and 5000-4500 BC.

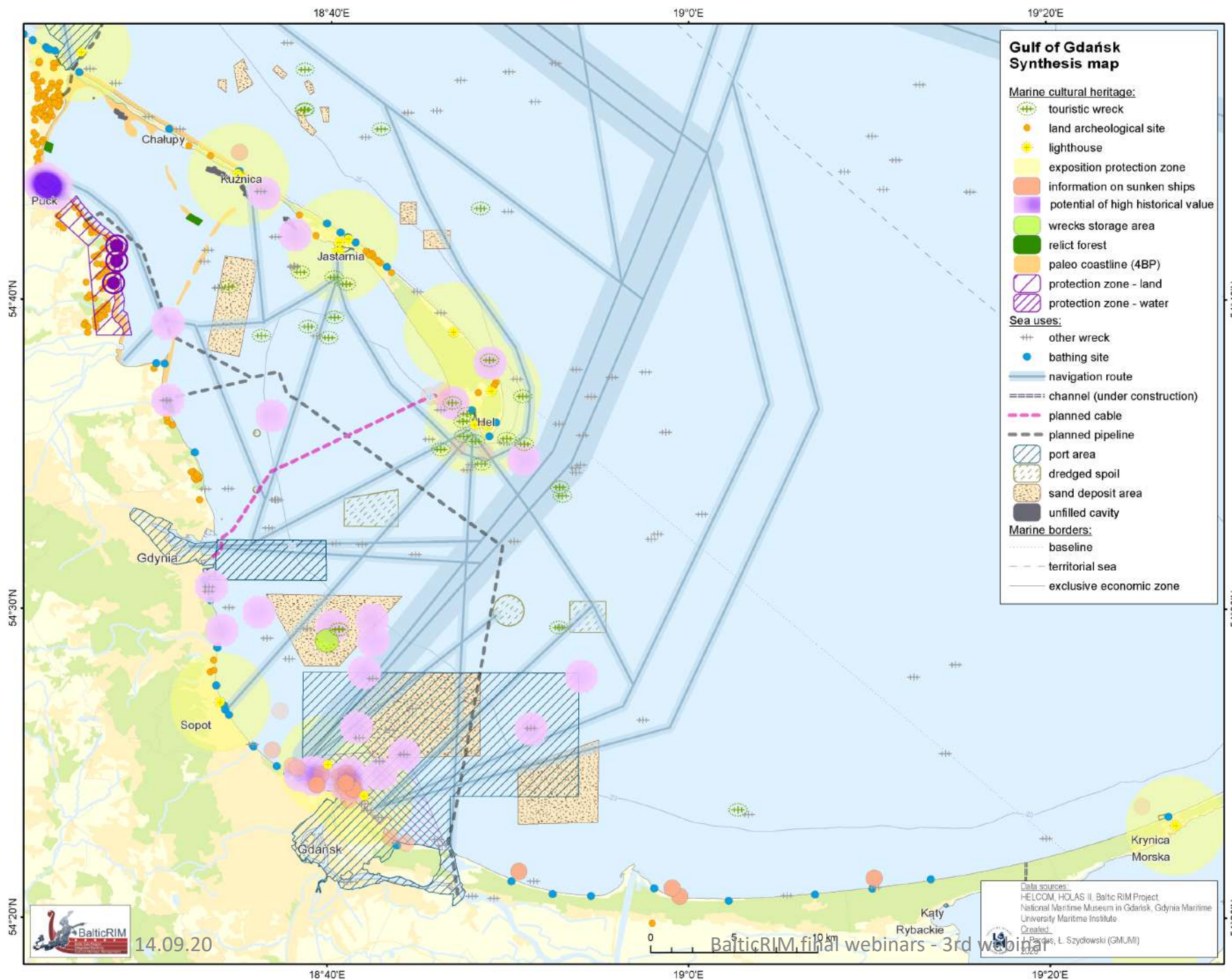
The source query, geological analysis and field research carried out as part of the BalticRim project indicate the occurrence of sunken paleolandscape in the entire inner Bay of Puck and the likelihood of prehistoric archaeological sites.



## 2. Sea uses mapping

Sea Uses threatening MCH





### 3. Synthesis map

Synthesis map of the BalticRIM recognized MCH values and the threatening sea uses

#### Main conflicts recognized:

PORT OF GDAŃSK AREA:

- Port offshore expansion;
- dredging;
- sand extraction.

PORT OF PUCK AREA:

- port's investments;
- dredging;
- touristic infrastructure development.

PUCK BAY PALEOLANDSCAPE:

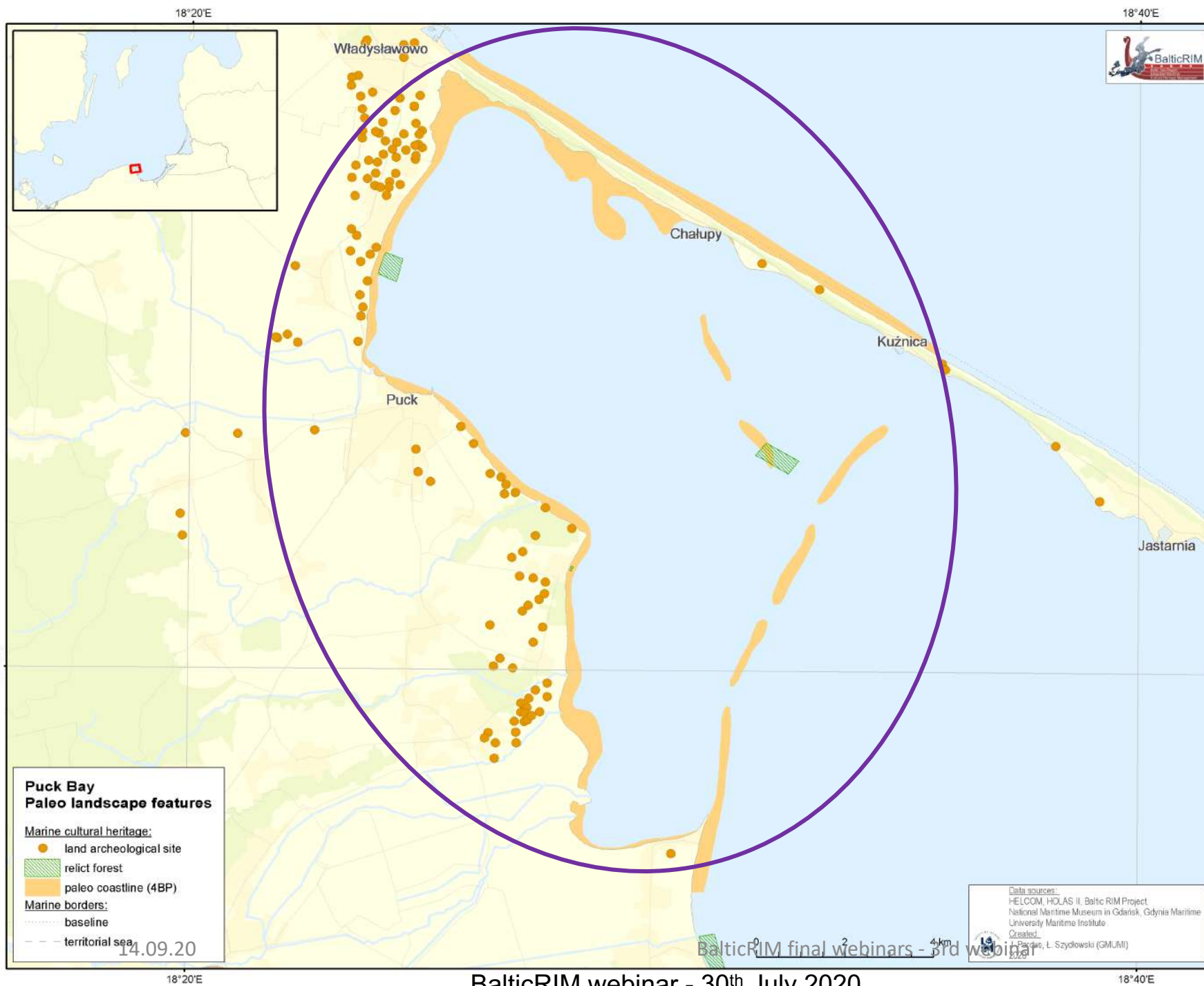
- linear Infrastructure construction;
- touristic Infrastructure construction;
- dredging;
- sand exploitation.

WRECK DIVING AREAS:

- fishery;
- shipping;
- offshore investments.

VISUAL ASPECTS:

- ports offshore expansion;
- offshore constructions.



## 4. Planning suggestions

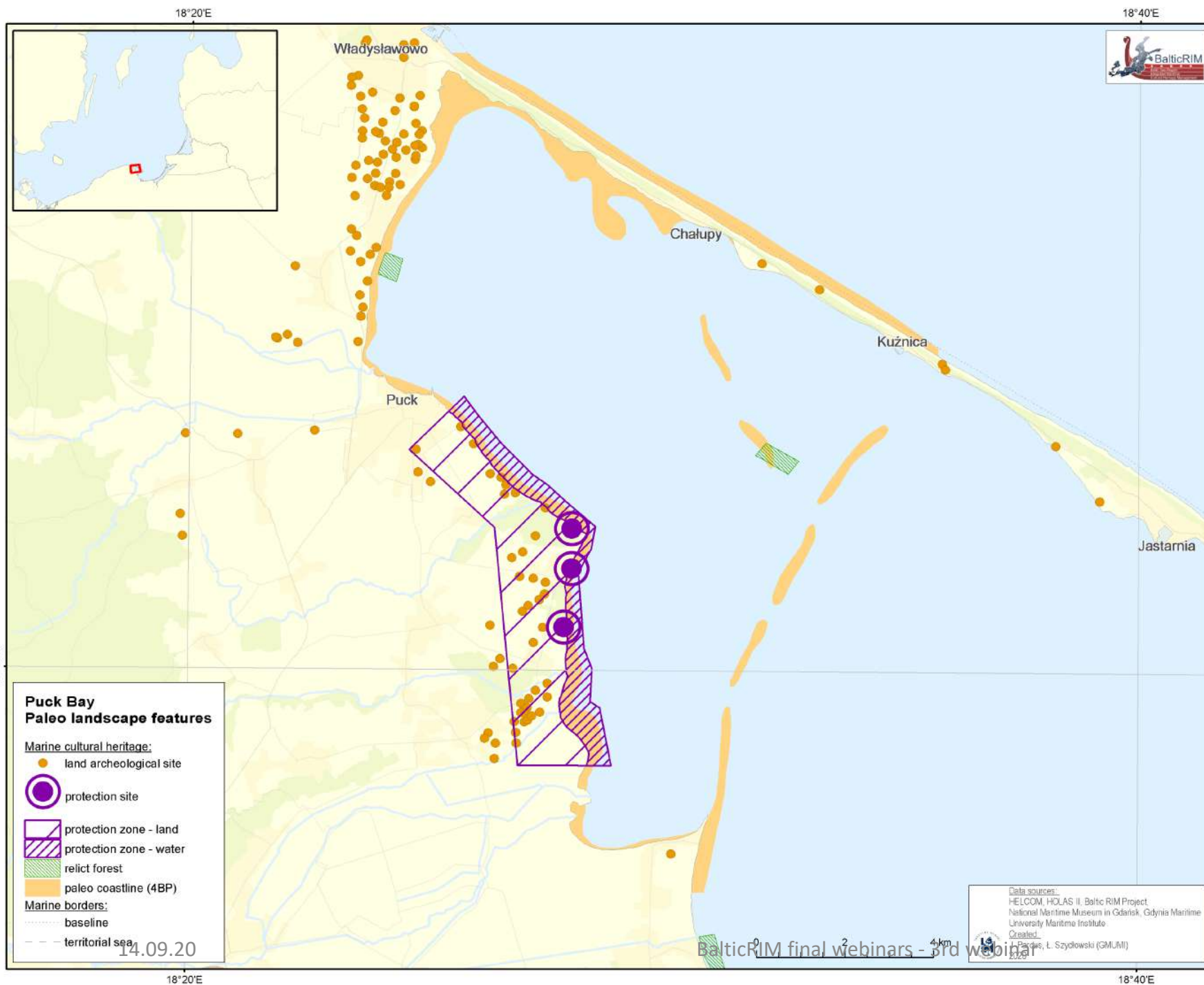
### THE COASTAL AREA OF THE PUCK BAY

- area of paleolandscape from the Stone Age;
- high probability of relict forest remains and archaeological sites.

#### Planning suggestions:

- in marked spots - a restriction on carrying out investments threatening the submerged paleolandscape and archaeological sites (dredging, tampering the bottom, sand extraction, construction, etc.).
- In other parts - in-depth research in order to catalogue the cultural paleolandscape;
- Obligatory performance of archaeological research in the direction of a cultural paleolandscape, apart from environmental impact assessment.
- Development of a strategy for the preservation of the cultural paleolandscape and their use for the development of municipalities.





## 4. Planning suggestions

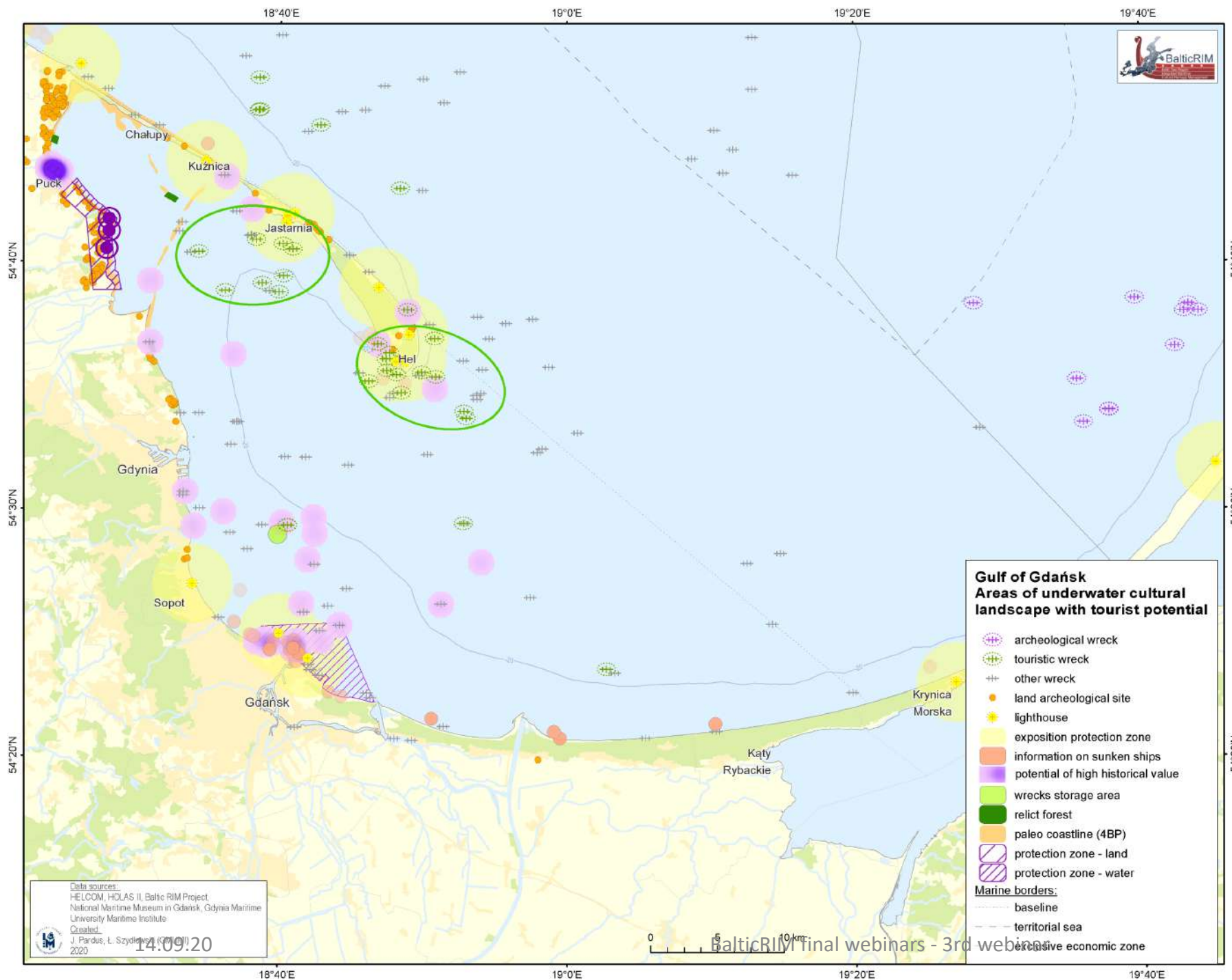
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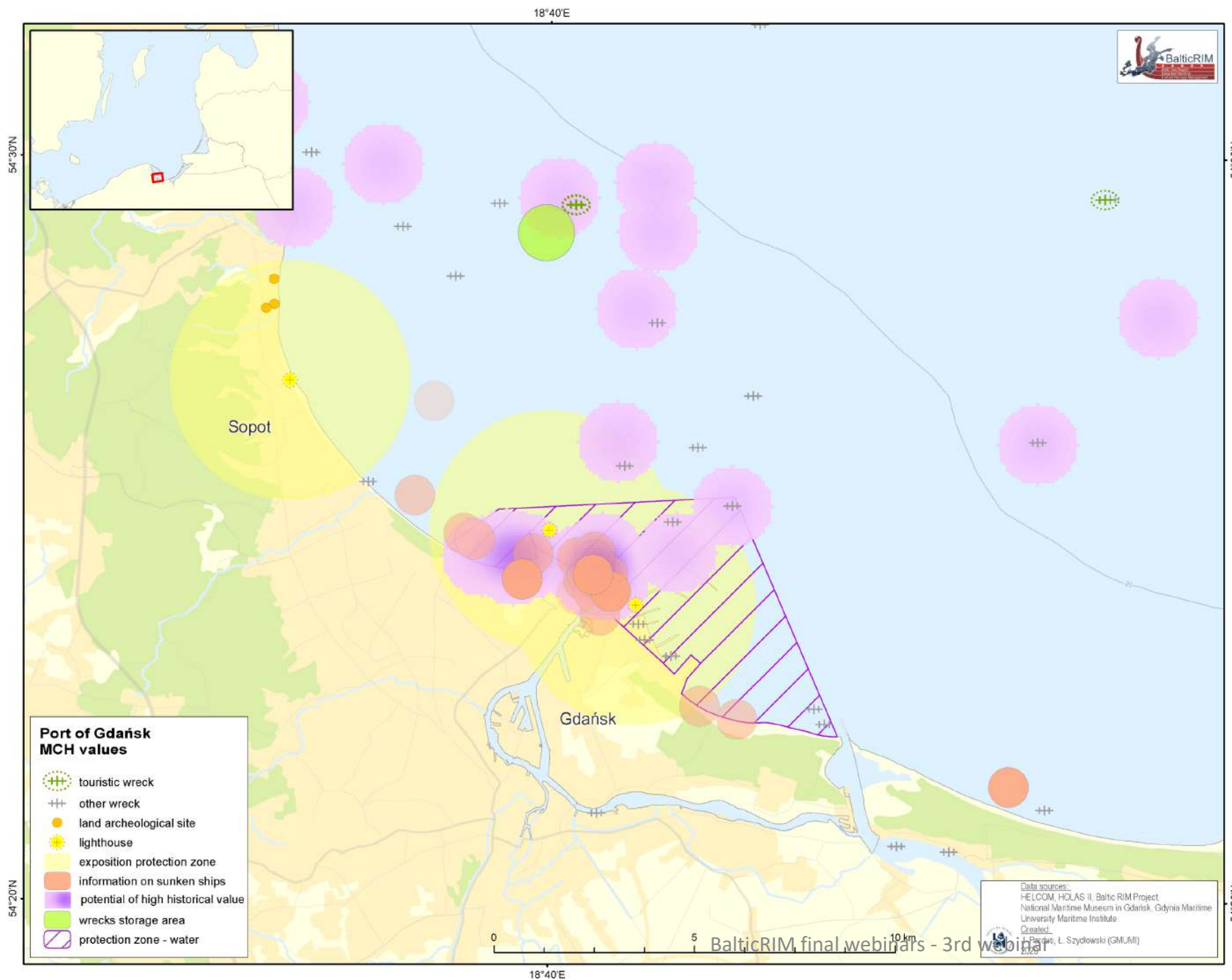
## 4. Planning suggestions

### THE WRECS' DIVING AREA:

- given the broad definition of the term 'maritime cultural heritage' used in the BalticRIM project, these facilities create a kind of underwater cultural landscape with tourist potential that should be protected from being limited by other human activities.

### Planning suggestions:

- the tourist function in the areas of wreckage made available for diving should be secured - designation of subareas devoted to diving;
- limitations to other human activities like fishery and shipping should be in place.



## 4. Planning suggestions

### PORT OF GDAŃSK

- all of the artefacts are located within the area of the investment described in “the Port of Gdansk Development Strategy Until 2027”, updated in 2013, that foresees the creation of another deep-water part of the port in the direction of the Gulf of Gdansk;

### Planning suggestions - ways of protection of heritage through:

- an entry in the monument registry;
- acknowledgment as a historic monument;
- creation of a culture park;
- establishment of protection in the MSP.

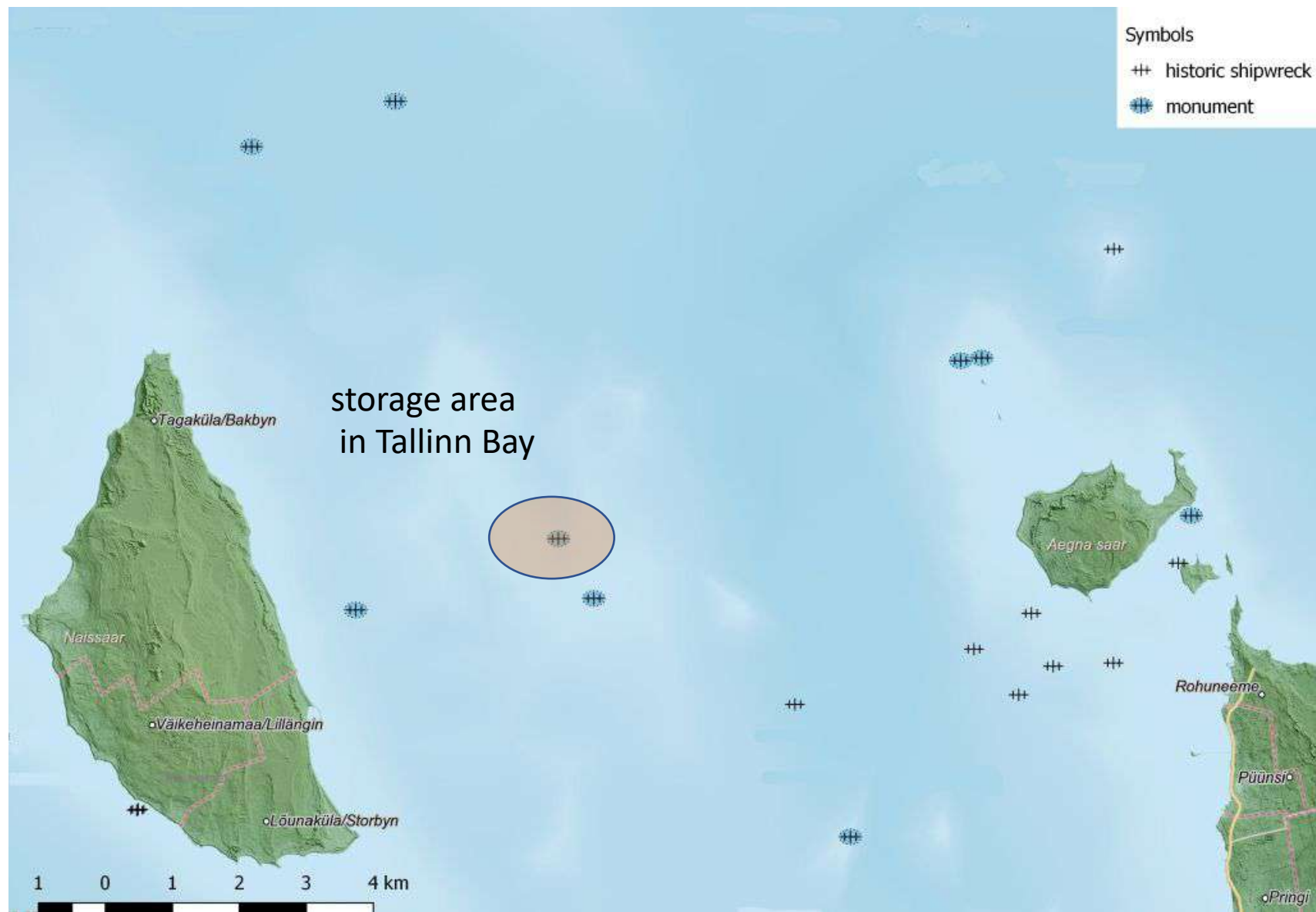


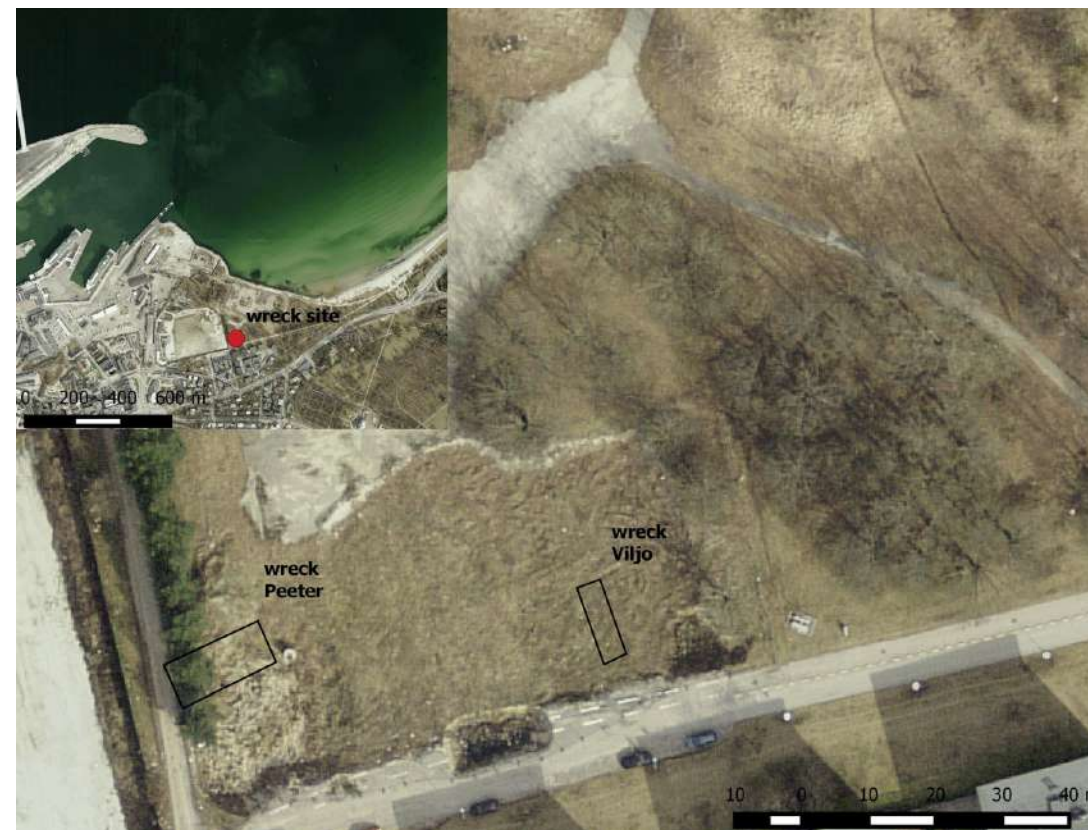
# An example of BalticRIM approach to carry out concrete planning

Estonia











# Wreck Peeter



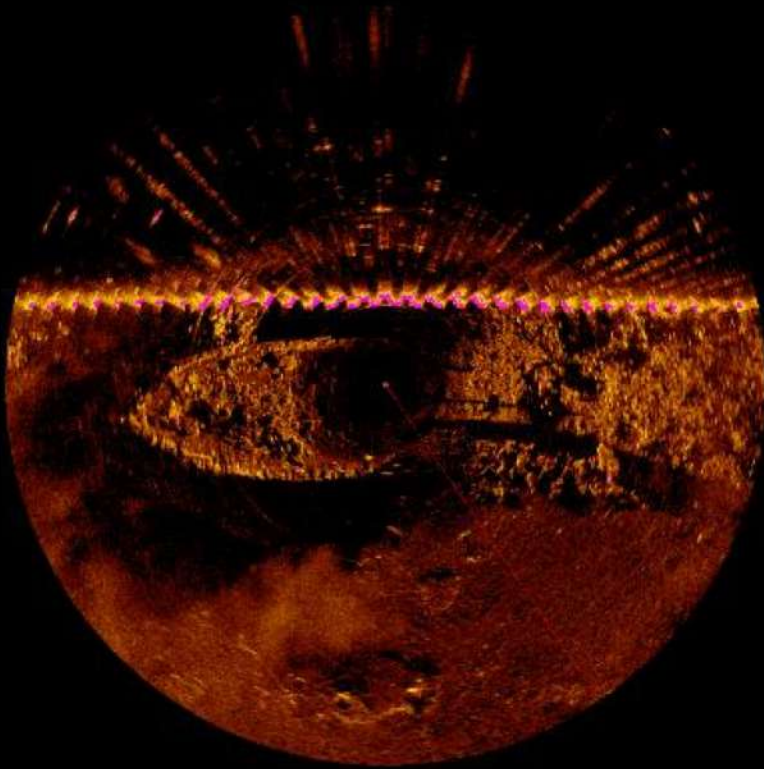
# Wreck Viljo



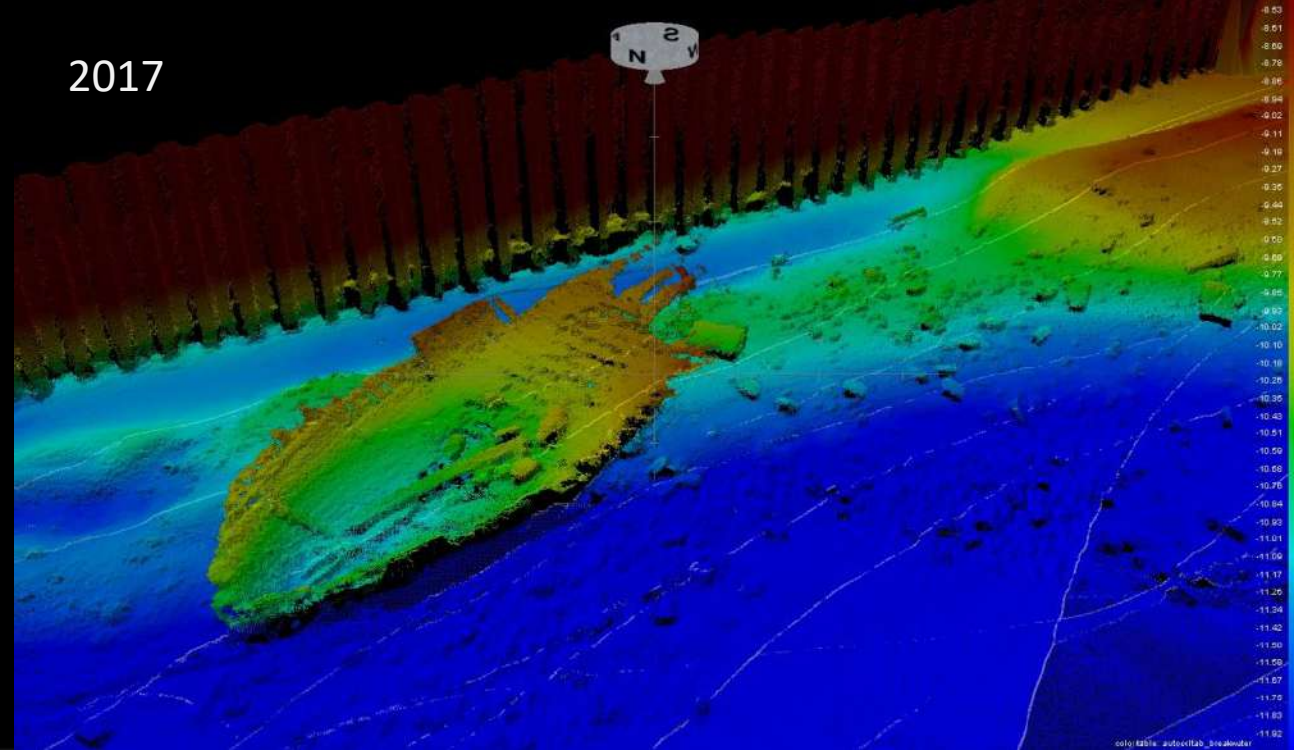


# The Old City Harbour

2007



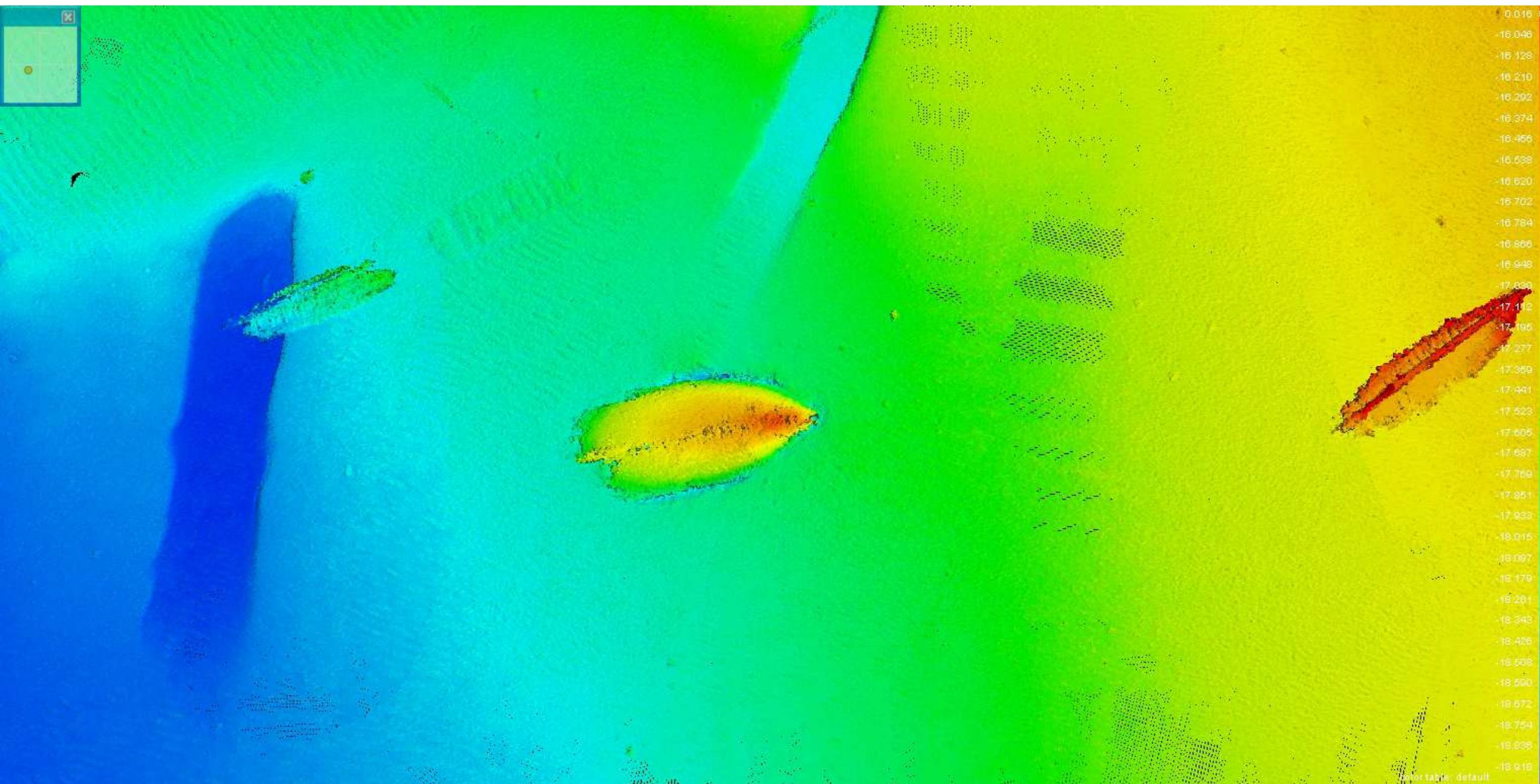
2017











0.016  
-16.046  
-16.128  
-16.210  
-16.292  
-16.374  
-16.456  
-16.538  
-16.620  
-16.702  
-16.784  
-16.866  
-16.948  
-17.030  
-17.112  
-17.196  
-17.277  
-17.359  
-17.441  
-17.523  
-17.605  
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-18.918

color table: default

# An example of BalticRIM approach to carry out concrete planning in pilot areas

## RUSSIA – Eastern Gulf of Finland

- National objectives and challenges
- MCH and other activities mapping and pilot areas delimitation
- Sea-uses mapping
- Planning proposals
- Options for using UCH



# RU – Eastern Gulf of Finland

## National objectives and challenges

### Absence of national legislation on MSP

Absence in the legal framework of the Russian Federation of legislative acts regulating an integrated approach to the planning of maritime activities leads mainly to the application of the sectoral system of planning economic activities in the marine area.

### Underwater cultural heritage management system need to be improved

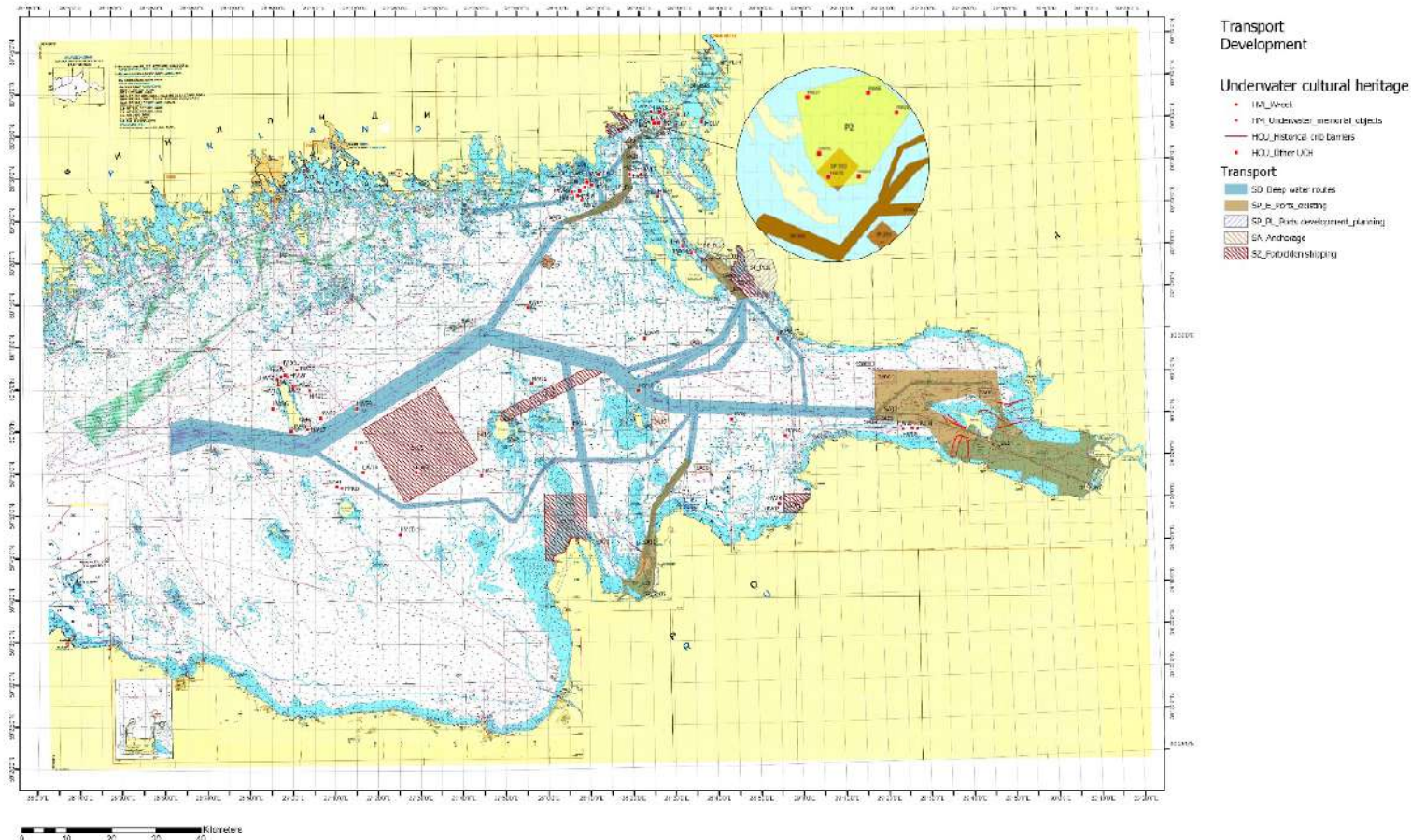
When carrying out economic activities, UCH located at the sea bottom are not taken into account on the stage of planning. Only the assessment of the concrete project for the construction of an infrastructure facility requires taking into account the identified UCH registered in the State Register. This leads to the possibility of activities which is incompatible with the UCH preservation in the zones where wrecks are located. Such a situation can lead (in some cases does lead), to a violation of the integrity of the wrecks.

# RU – Eastern Gulf of Finland

## National objectives and challenges

*Critical Overlapping  
of UCH with other  
activities*

*Anchorage sites of  
the port of Vysotsk  
overlap identified  
UCH zone*



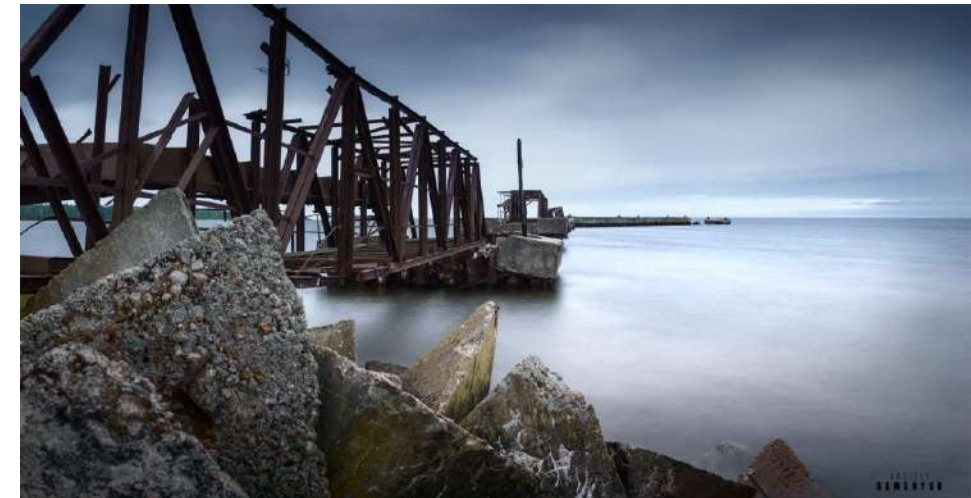
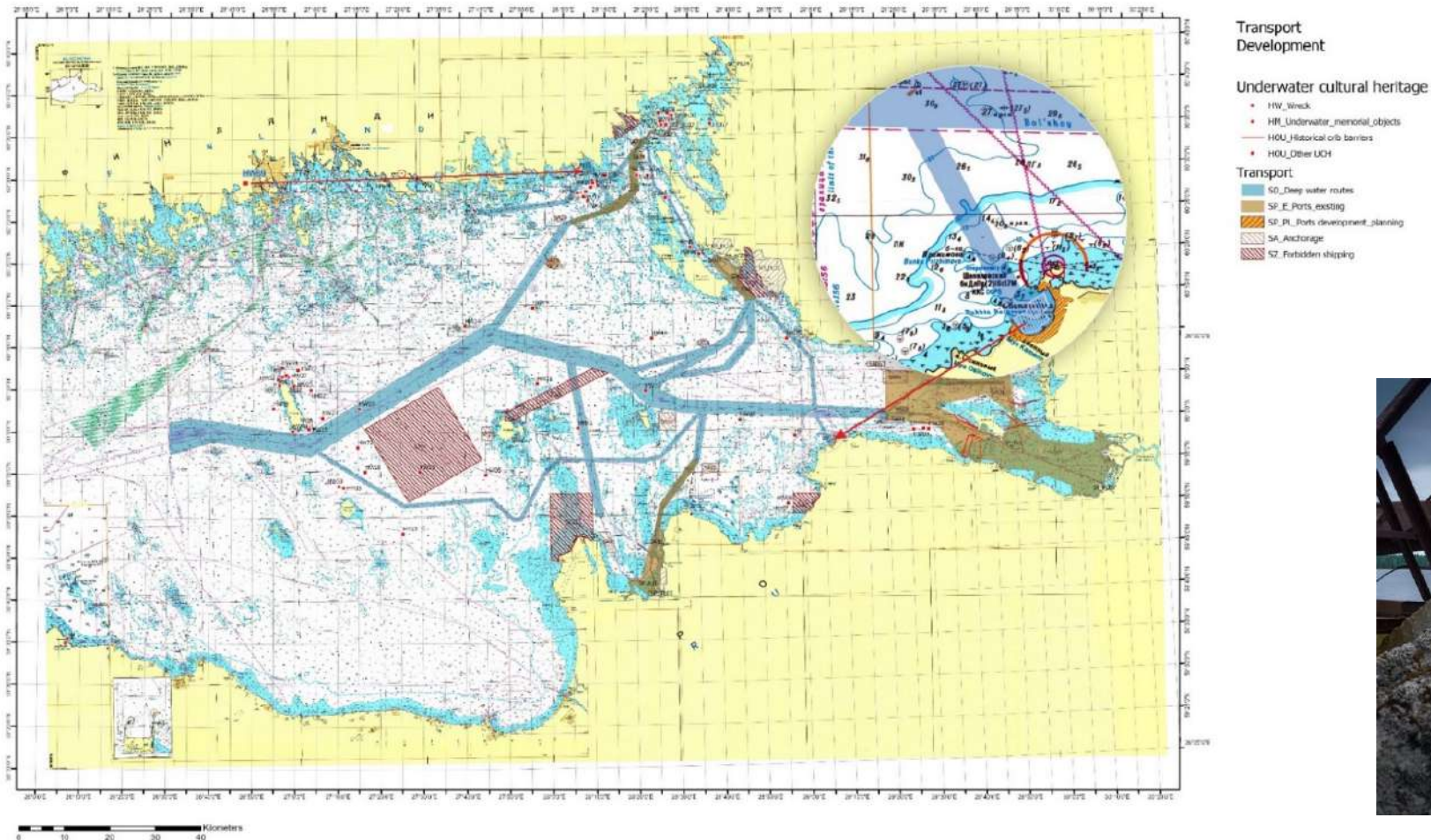


# RU – Eastern Gulf of Finland

## National objectives and challenges

*Critical Overlapping  
of UCH with other  
activities*

*Planned grain port  
with approach routes  
overlap potential  
area of UCH in the  
Batareynaya Bay*



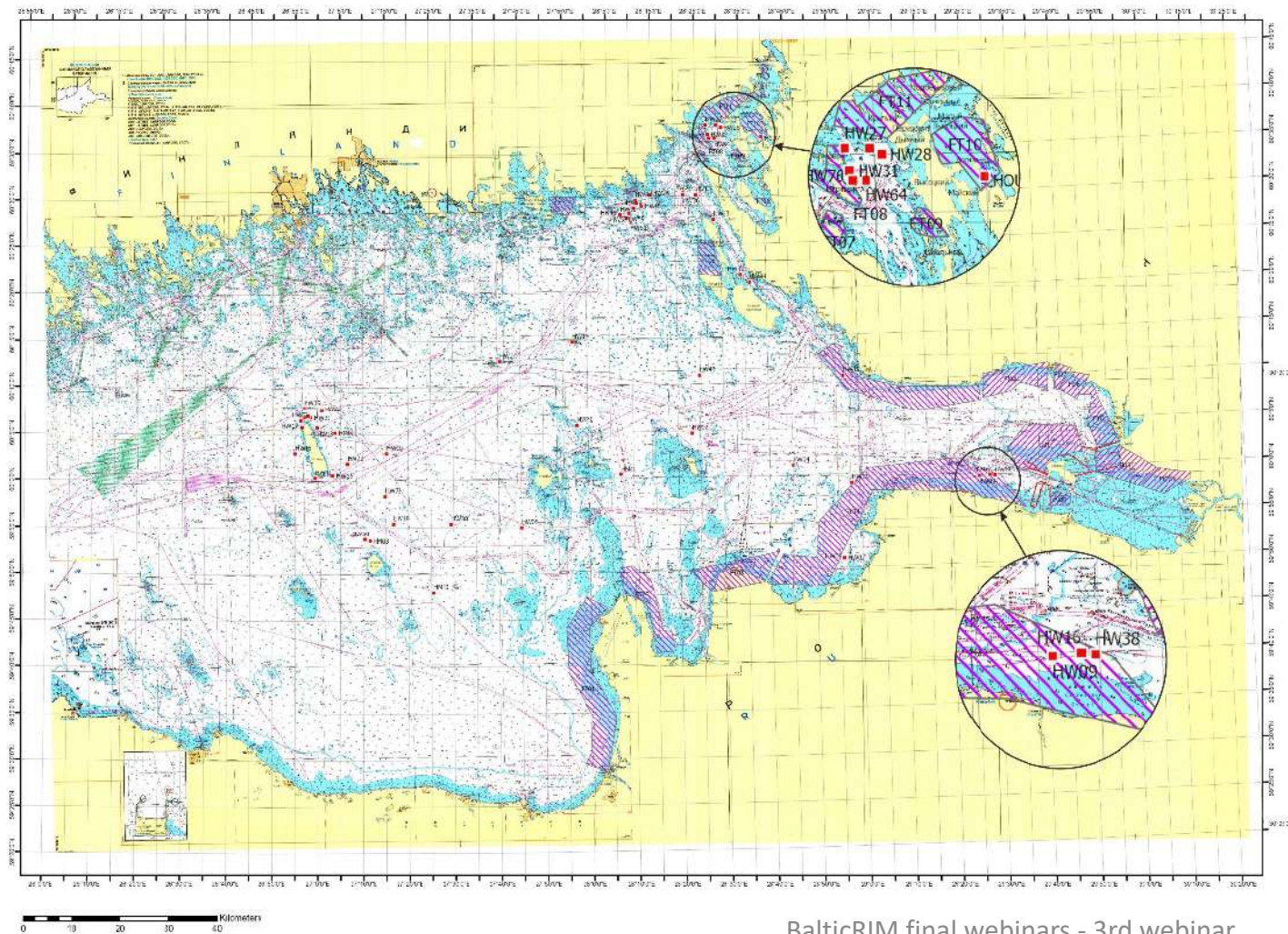


# RU – Eastern Gulf of Finland

## National objectives and challenges

*Critical Overlapping  
of UCH with other  
activities*

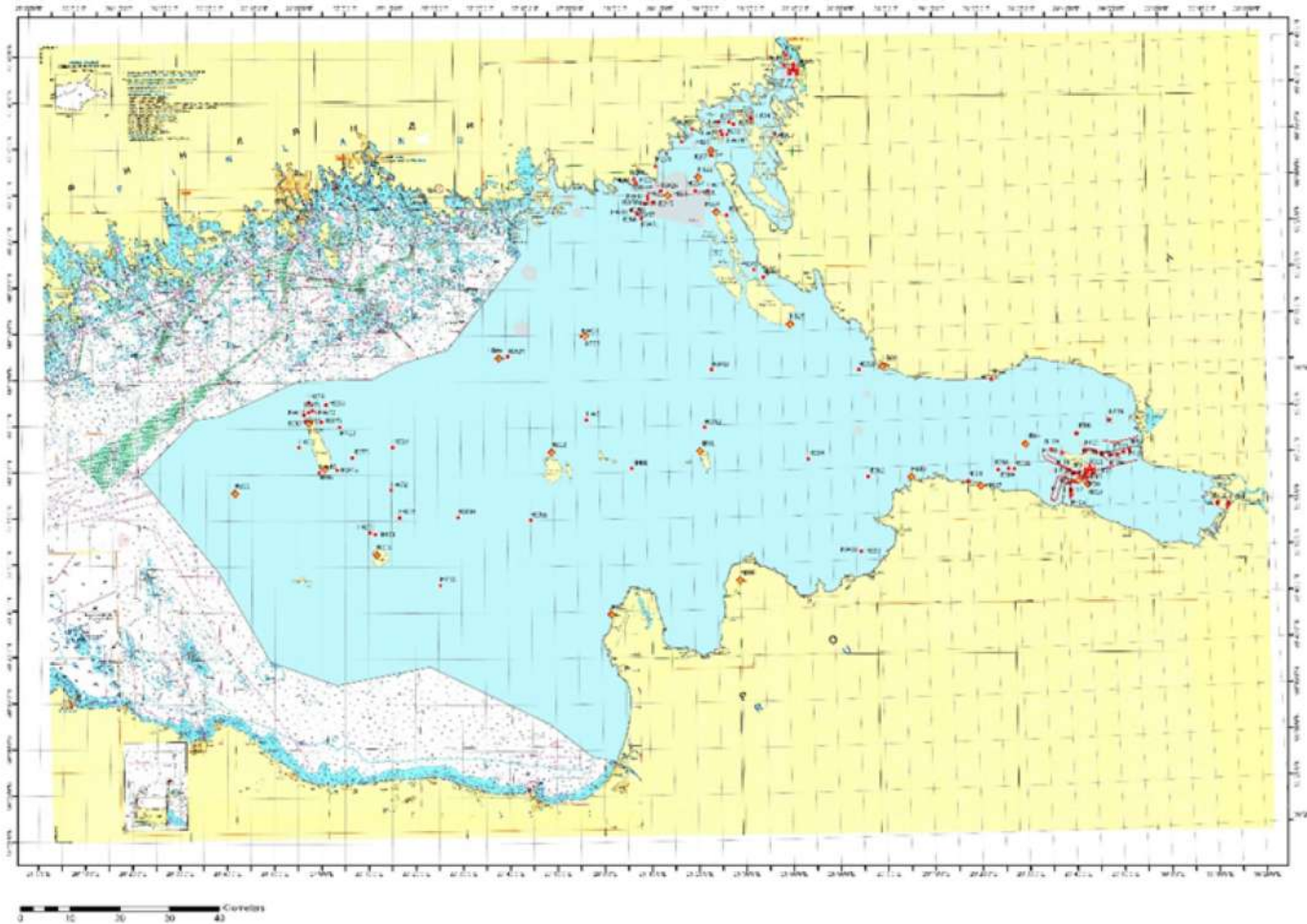
*Bottom fishing with  
trawls overlap UCH  
zone.*





# RU – Eastern Gulf of Finland

## MCH mapping and pilot areas delimitation



USH and MSH

### General

- SeaUse mapping area
- Historic naval battles

### Underwater cultural heritage

- HW\_Wreck
- HM\_Underwater\_memorial\_objects
- HOU\_Historical crib barriers
- HOU\_Other UCH

### Coastal and island heritage objects

- HA\_Architectural and engineering monuments
- HI\_Coastal marine infrastructure
- HR\_Religious buildings
- HV\_Heritage vessels
- HF\_Forts
- HB\_Lighthouses
- HQ\_Historical quarries\_RU

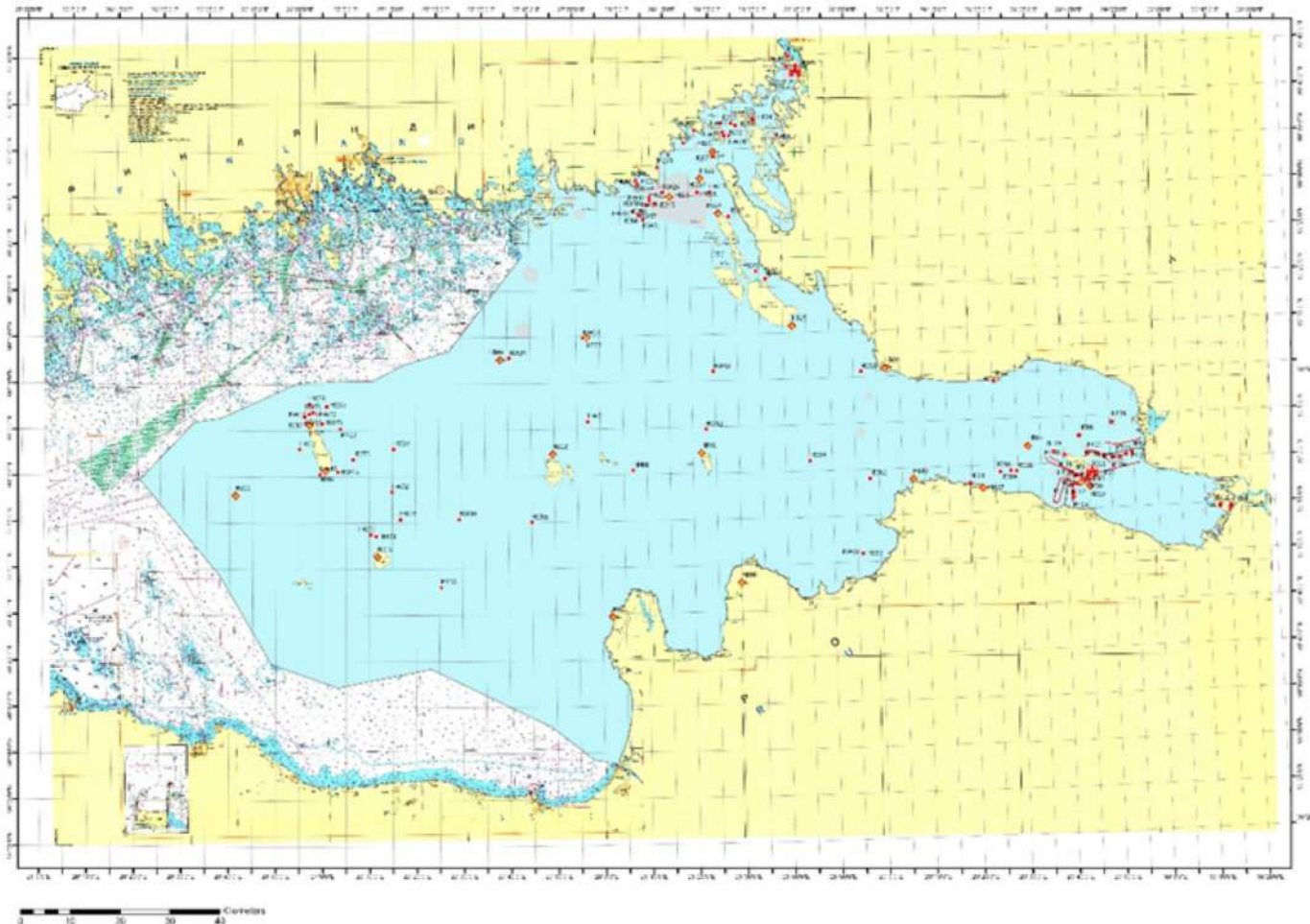
**Total identified  
MCH – 177**

- Wrecks - 83
- Historical Quarries - 10
- Heritage fortification - 24



# RU – Eastern Gulf of Finland

## MCH mapping and pilot areas delimitation

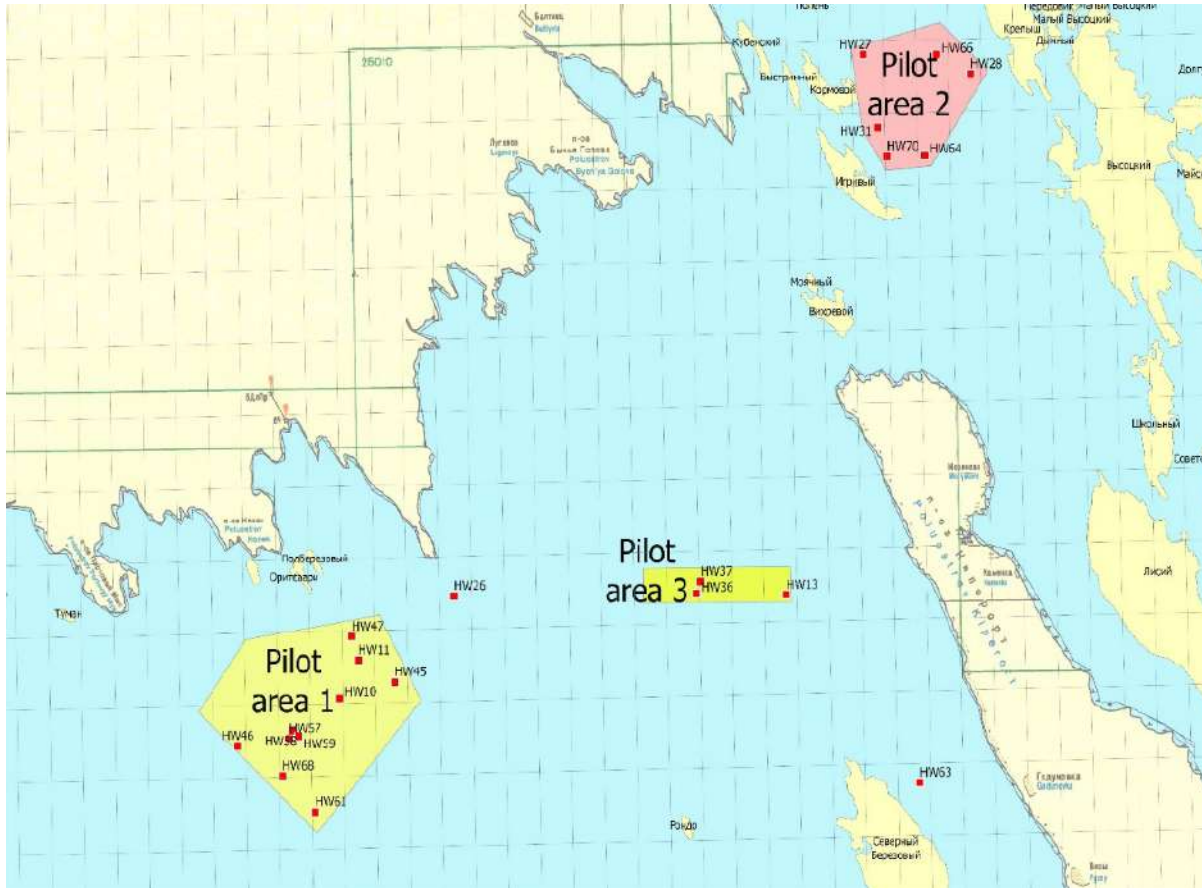


### Criteria for selecting pilot areas

- Density of objects in the selected area
- Thematic proximity of objects located in the area
- Availability for visiting individually or in tourist groups
- Value of the MCH

# RU – Eastern Gulf of Finland

## MCH mapping and pilot areas delimitation



- Pilot area 1 - Southern Vyborg Bay (10 wrecks)

Site of a major naval battle between the Russian and Swedish fleets in 1790 with a lot of wooden military ships.

- Pilot area 2 - Northern Vyborg Bay (6 wrecks)

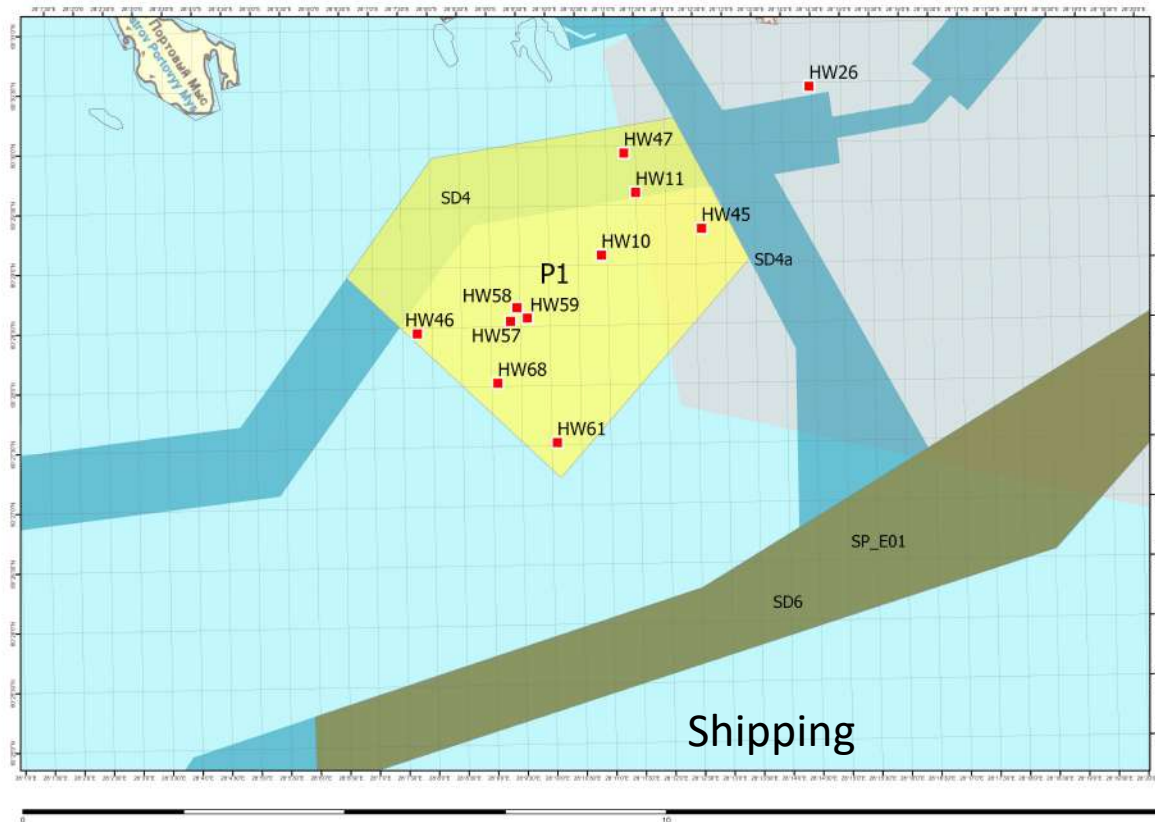
Area of wooden ships of the 19th century are of interest from the point of view of the development of shipbuilding and as tourist sites for diving

- Pilot area 3 - Central Vyborg Bay (3 wrecks)

Area of Russian-made metal vessels of the late 19th century. UCH illustrates the history of Russian shipbuilding, and are of interest to a wide range of tourist divers

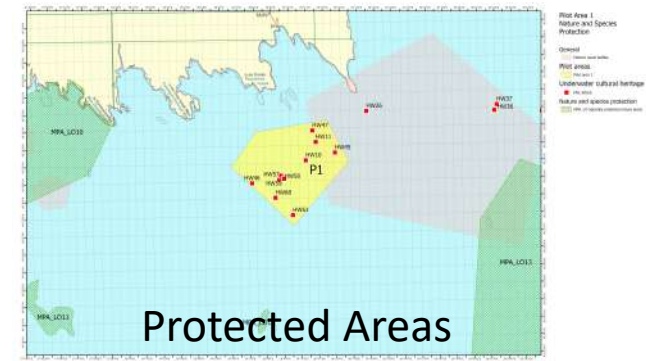
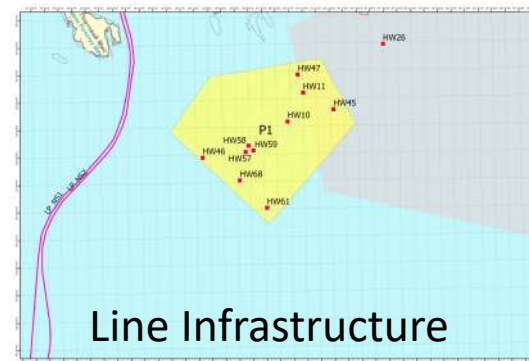
# RU – Eastern Gulf of Finland

## Pilot area 1 - Southern Vyborg Bay. Mapping



Main activity:

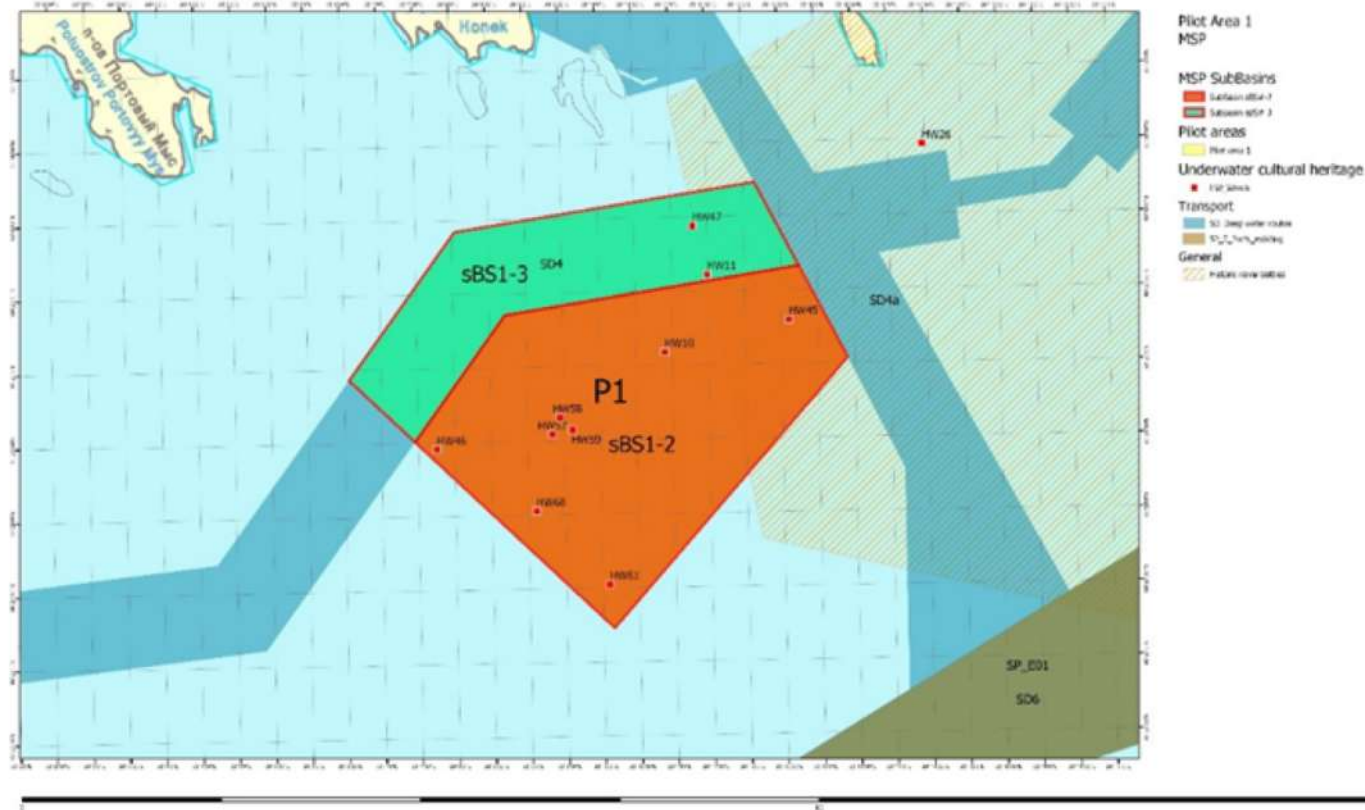
- Shipping
- UCH





# RU – Eastern Gulf of Finland

## Pilot area 1 - Southern Vyborg Bay. MSP



Main activity – Shipping, UCH

### Proposed regulations:

 SubBasin sBS1-2 (Orange)

UCH zone - activities ensuring the safety of UCH and their involvement in tourism

 SubBasin sBS1-3 (Green)

Shipping and UCH zone - activities providing for the transit shipping and UCH protection

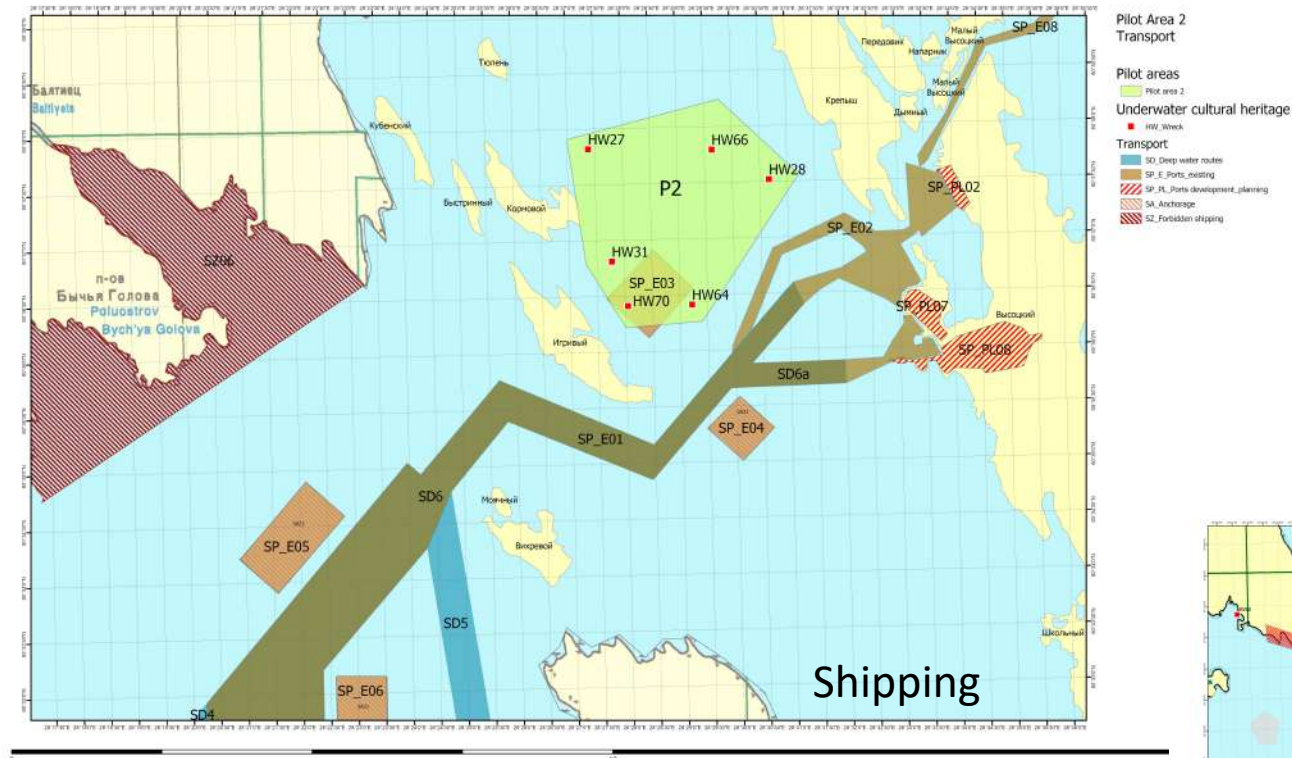
# RU – Eastern Gulf of Finland

## Pilot area 1 - Southern Vyborg Bay. How to use UCH?

- Creation of the Memorial of Marine Glory of the Russian Navy, which includes an underwater archaeological park, a museum exposition in the Vyborg Museum, an appropriate section on the museum's website and in social networks, conducting thematic classes for schoolchildren and students;
- Rise and museumification in museums of Russia and Sweden of certain historical objects from dead ships or fragments of ships;
- Rise and remains museumification one or more vehicles (for example Swedish ship Vassa, 1628 in Stockholm);
- Attracting a licensed travel agency that provides a controlled regime for visiting wrecks with divers and / or inhabited underwater vehicles;
- Conducting a comprehensive survey of ship wrecks, developing a 3D models of the bottom of the sea with the remains of ships, organizing a virtual museum of the Battle of Vyborg on the basis of one of the museums in the city or region.

# RU – Eastern Gulf of Finland

## Pilot area 2 - Northern Vyborg Bay. Mapping

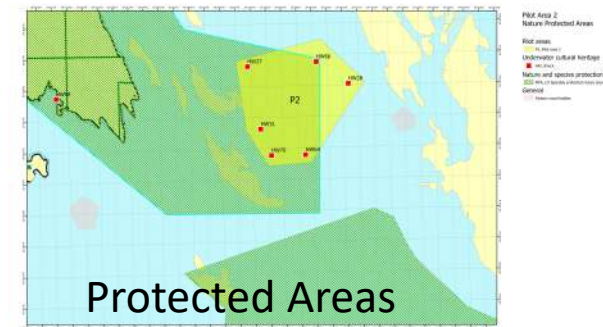
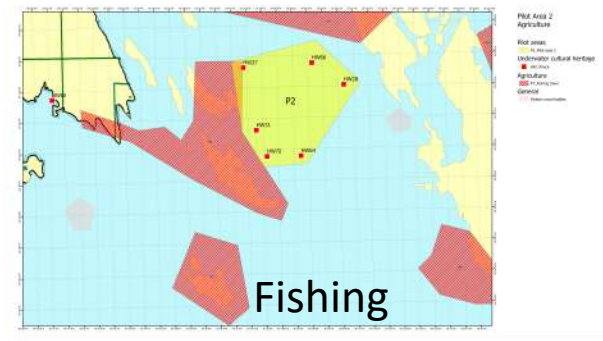


Main activities:

- Nature Protection
- Shipping
- UCH

Overlapping:

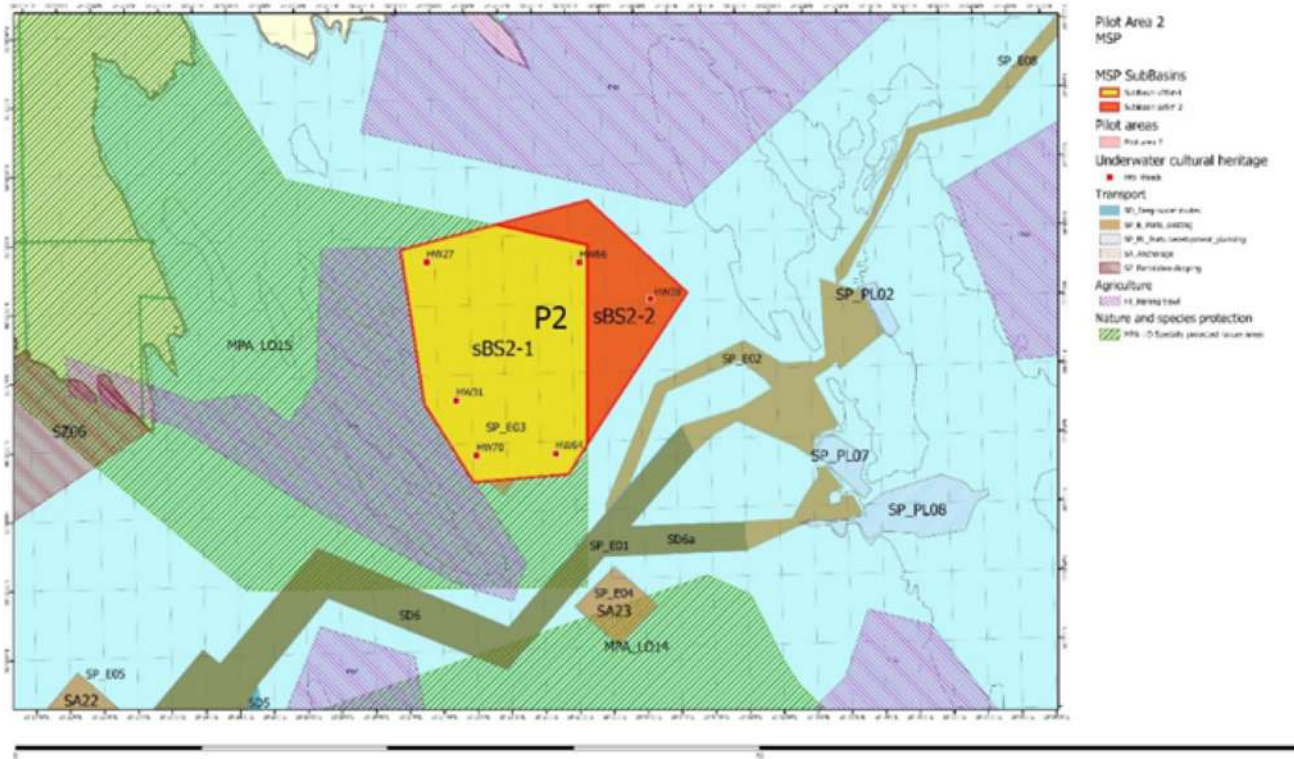
Port Vysotsk anchorage and UCH





# RU – Eastern Gulf of Finland

## Pilot area 2 - Northern Vyborg Bay. MSP



### Proposed regulations:



SubBasin sBS2-1

NPA and UCH zone - activities ensuring the Nature protection and the safety and use of UCH



SubBasin sBS2-2

UCH zone - activities ensuring the safety of UCH and their involvement in tourism

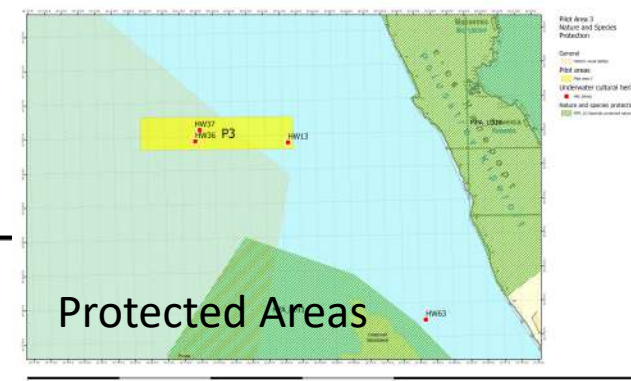
# RU – Eastern Gulf of Finland

## Pilot area 3 - Central Vyborg Bay. Mapping



Main activities:

- Shipping
- Nature Protection
- UCH





# RU – Eastern Gulf of Finland

## Pilot area 3 - Central Vyborg Bay. MSP



### Proposed regulations

#### SubBasin sBS3-2

UCH zone - activities ensuring the safety of UCH and their involvement in tourism

#### SubBasin sBS3-3

Shipping and UCH zone - activities providing for the transit shipping and the safety of UCH

Main activities – Shipping, UCH

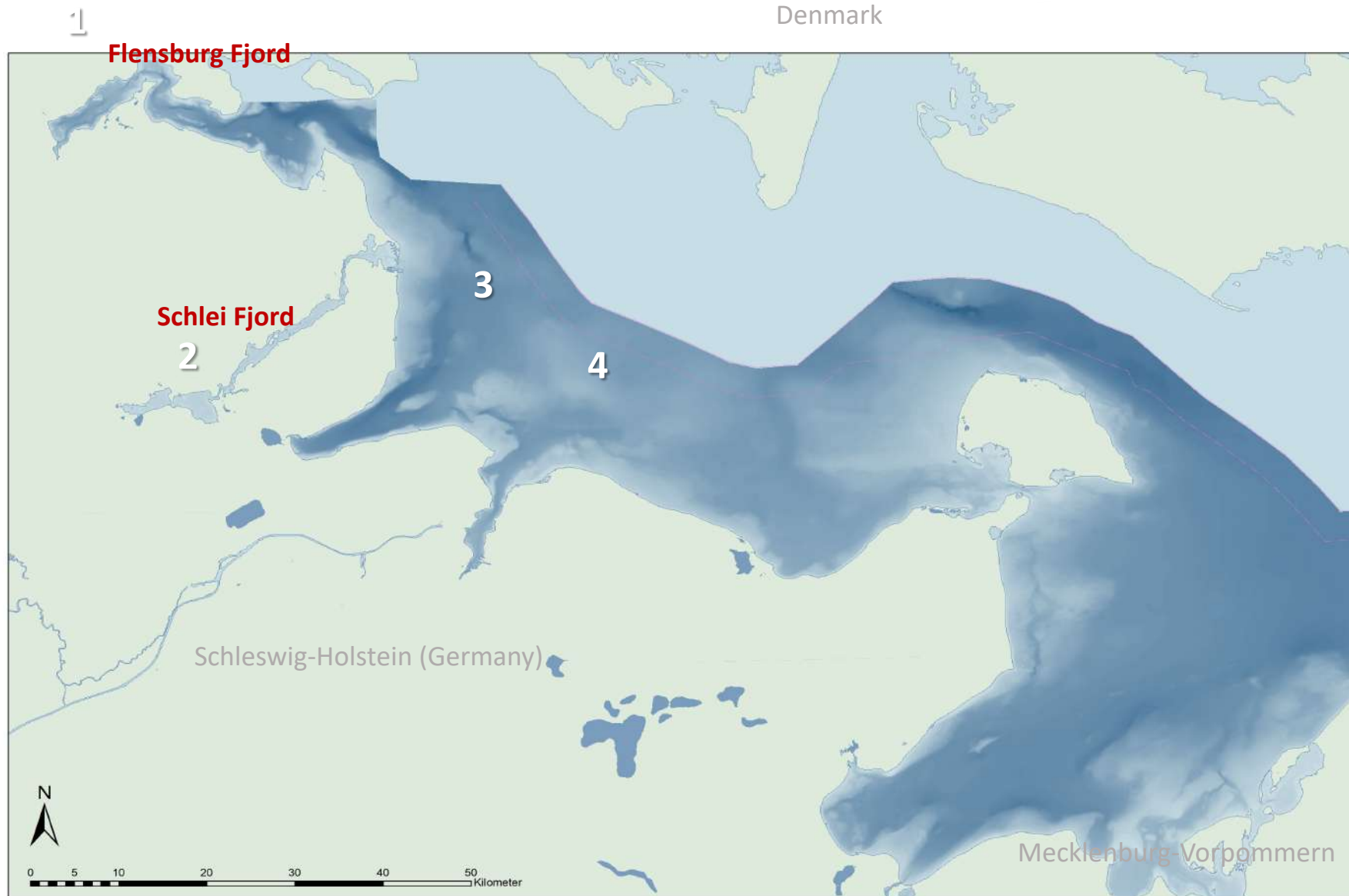
# RU – Eastern Gulf of Finland

## Pilot area 2, 3 - How to use UCH?

- UCH need to be protected in their places. To exclude accidental damage during the implementation of any economic activity, the relevant regulations should be established in the pilot area as well as control over its compliance;
- An additional survey of the pilot area is needed to identify new (unexplored) UCH;
- Organized visits by divers and underwater vehicles, accompanied by qualified personnel from a licensed travel company.



# DE: case study – Schleswig Holstein's coastline

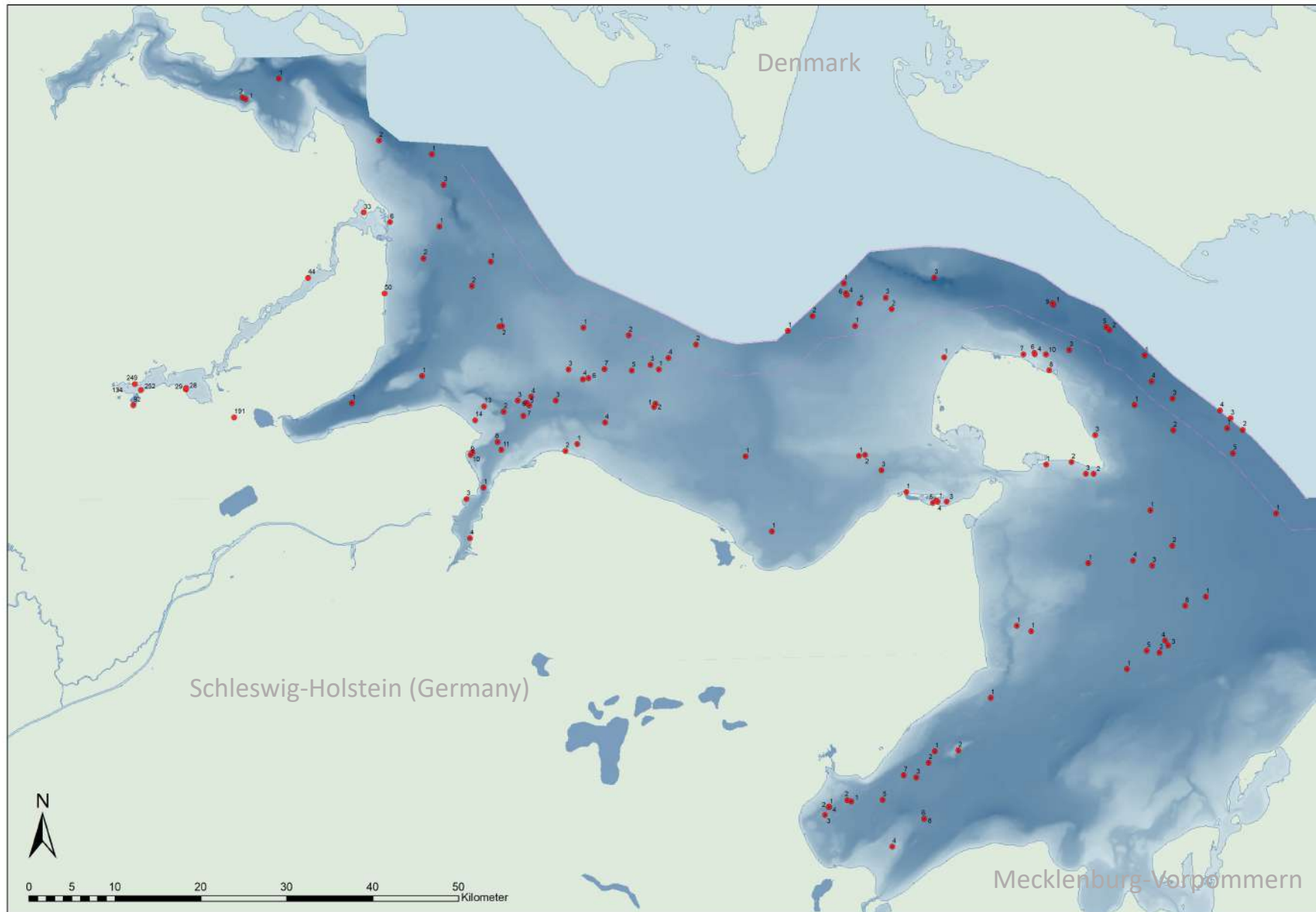


**1x planning pilot case:** entire Baltic Sea coastline of Schleswig-Holstein

**2x management pilot cases:** Schlei Fjord and Flensburg Fjord, the latter in transboundary collaboration with Denmark

**4x Blue Growth management concepts and cooperations:**

- 1. ship cemetery for historical vessels as underwater attraction
- 2. concept for the monitoring of an early medieval sea-barrier
- 3. cooperation with WWF in data accumulation on underwater anomalies
- 4. concept for the integration of divers for site monitoring under water

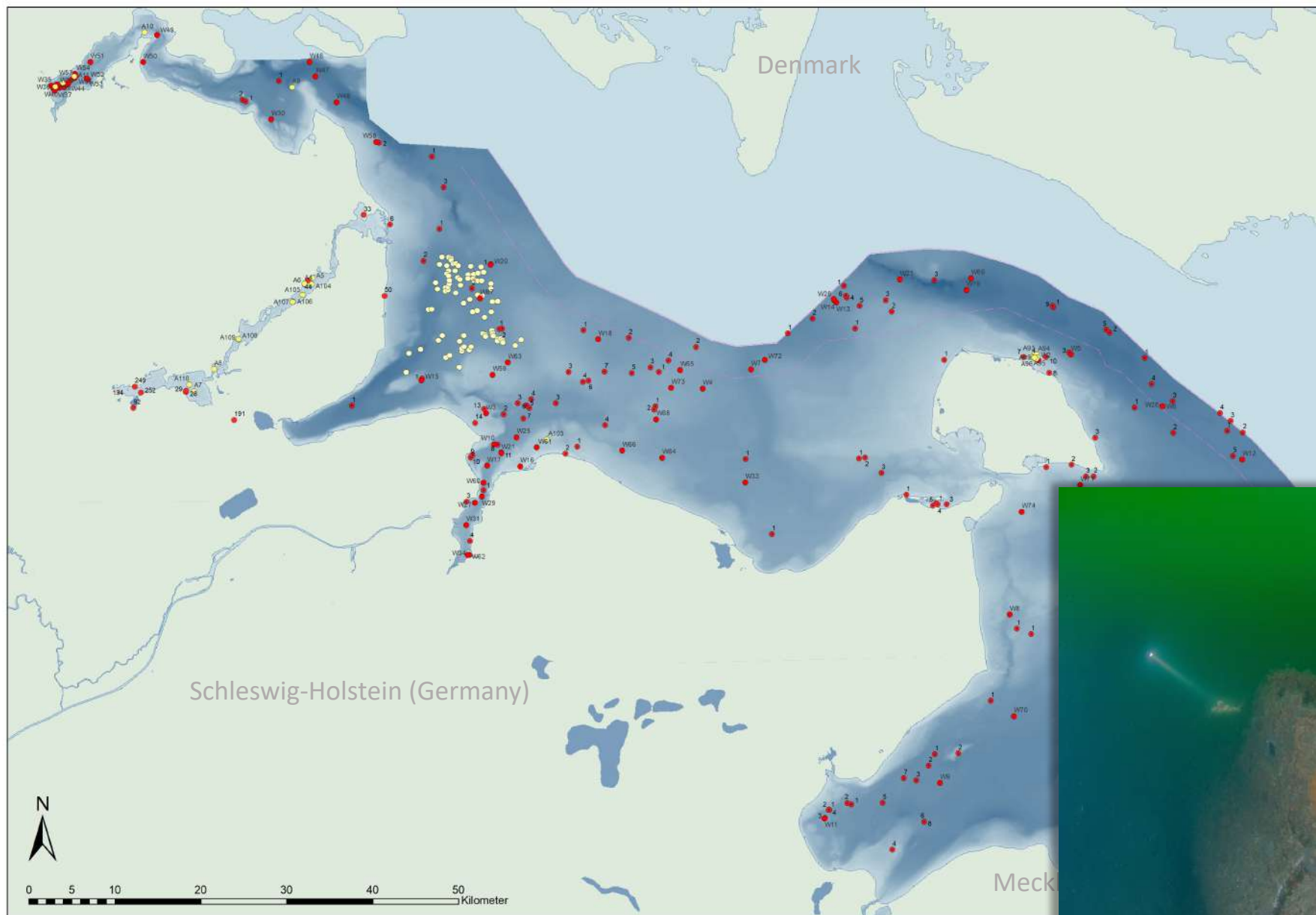


## Before the BalticRIM Project

Archaeological sites already registered in the *Landesaufnahme* – the archaeological register of ALSH:  
**135 wrecks, 376 settlement remains**

● wreck



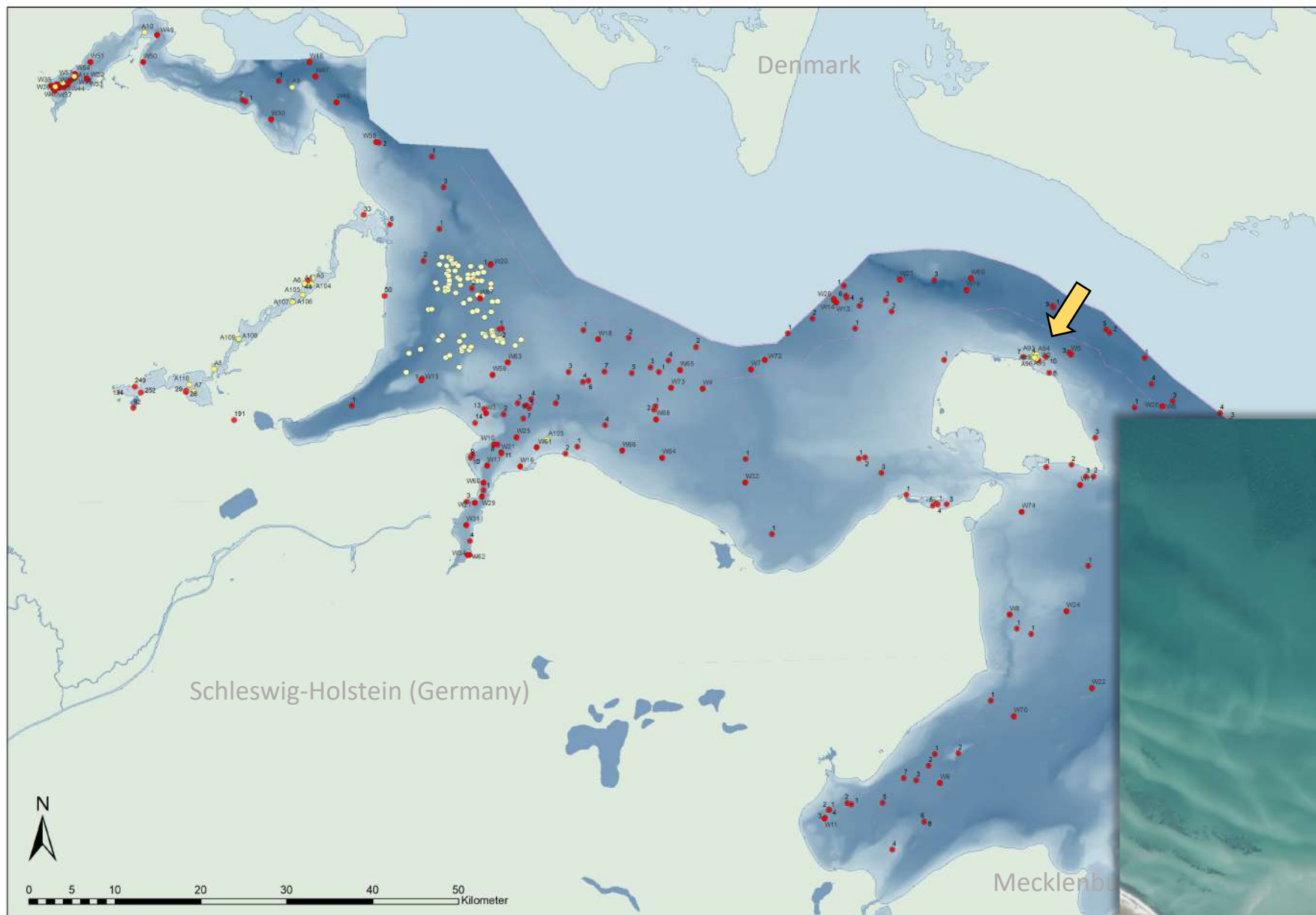


## WP 2.2

New underwater archaeological sites added: **83 wrecks, 135 anomalies, 13 settlement remains**

- wreck
- anomaly

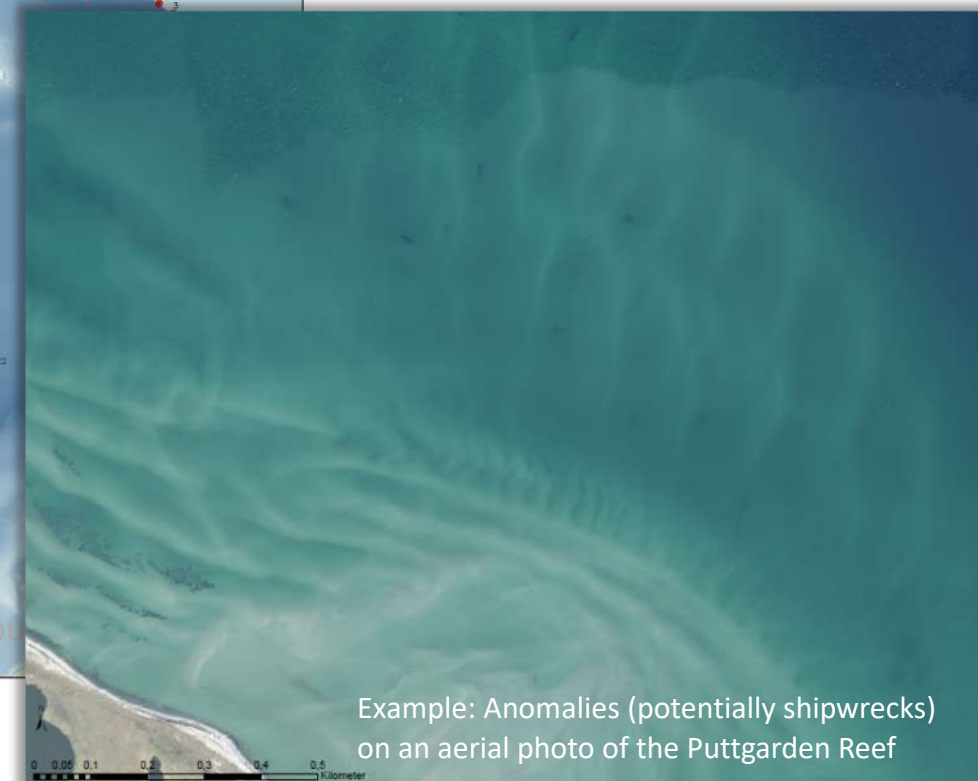




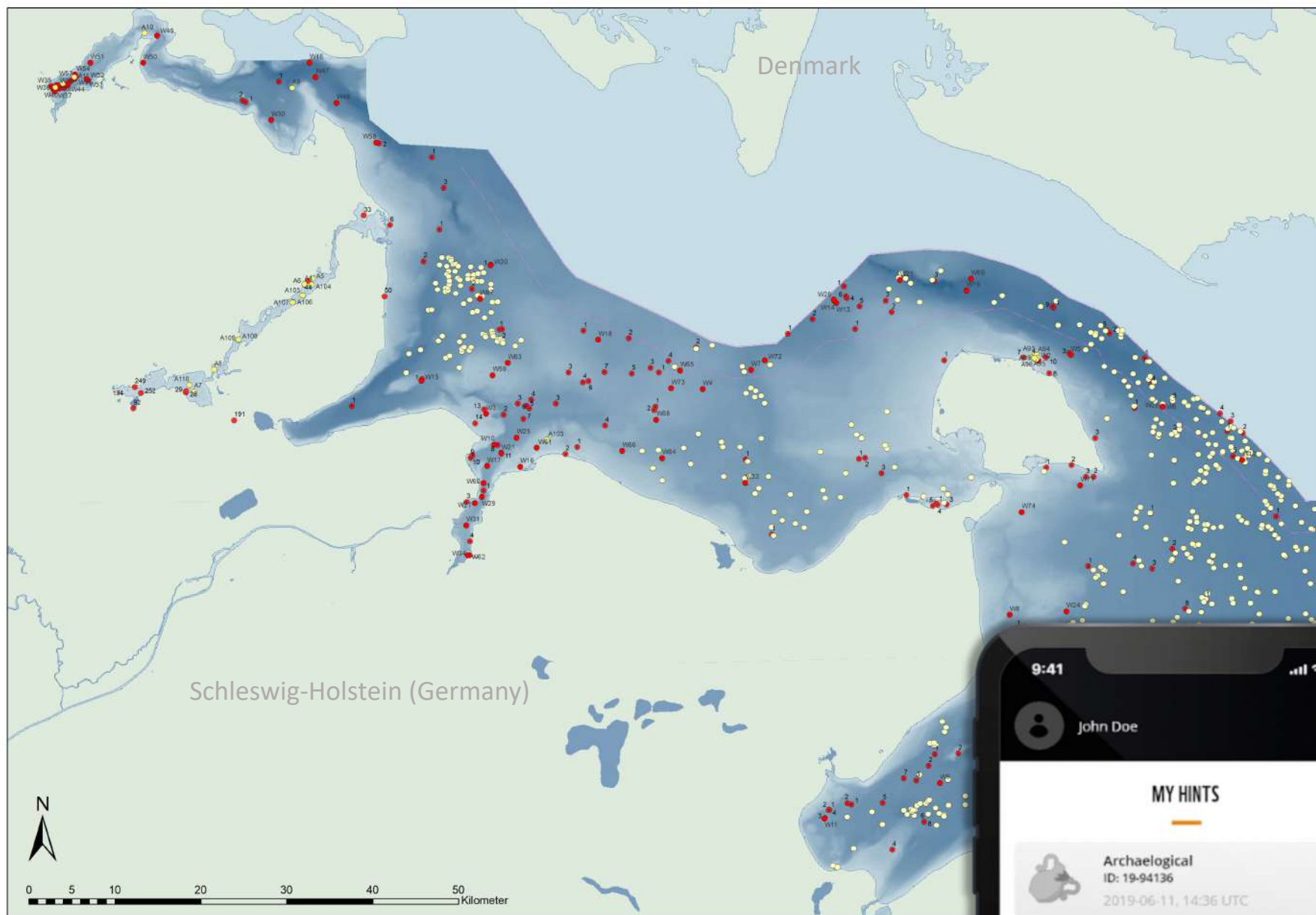
## WP 2.2

New underwater archaeological sites added: **83 wrecks, 135 anomalies, 13 settlement remains**

- wreck
- anomaly





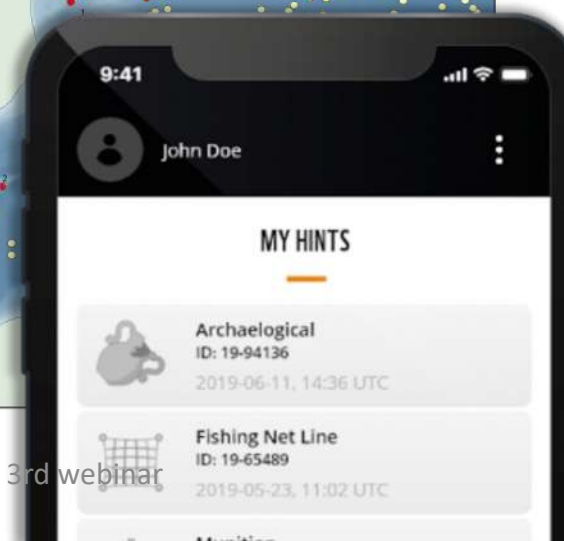


## WP 2.2 + 3.3

Common planning tool with WWF Germany: Net-hook positions leading to:

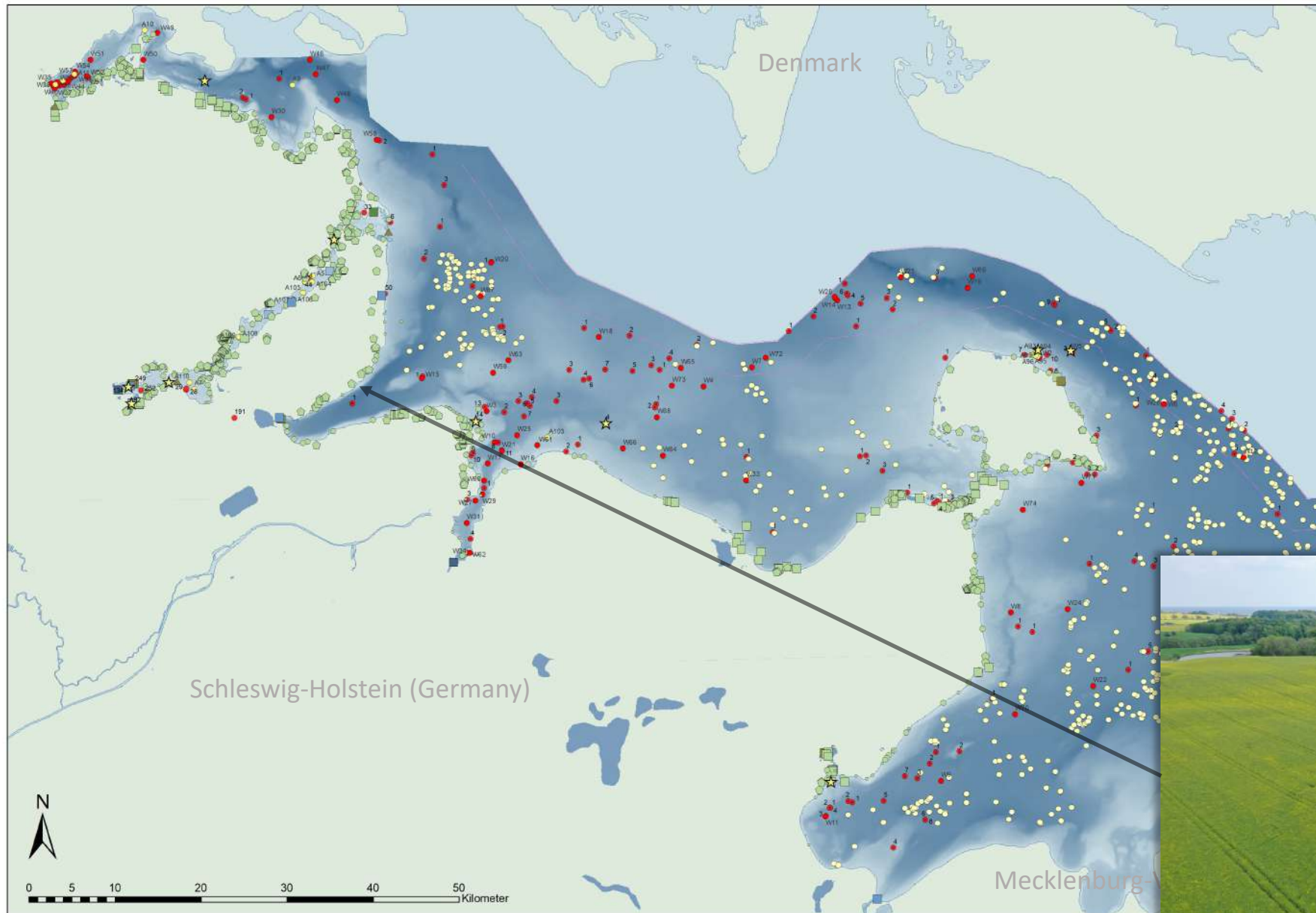
- data-exchange on anomalies
- A jointly conducted side-scan survey
- „Geisternetze“ app development for reporting such anomalies
- using swarm intelligence of sport-divers

○ net-hook (anomaly)



## WP 2.2 + BalticRIM dataportal

Identifying coastal sites relevant to land-sea interaction cases

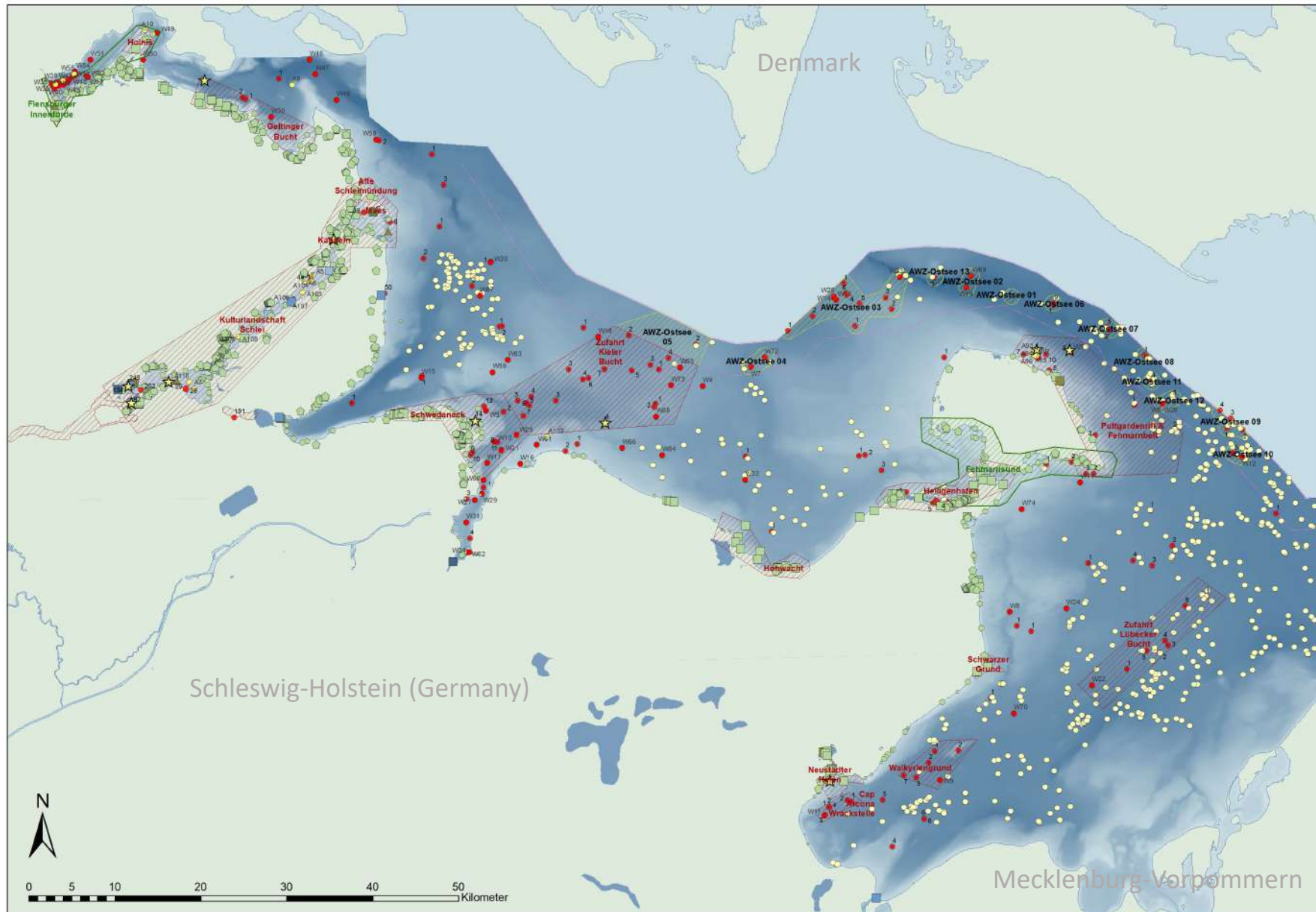


- ▲ bridge, Medieval
- ◆ burial, Prehistoric
- ▲ defence, Medieval
- ▲ defence, Prehistoric
- harbour, Medieval
- harbour, Post-Medieval
- harbour, Prehistoric
- hoard, Medieval
- scattered finds, Prehistoric
- ▲ sea-barrier, Medieval
- settlement, Medieval
- settlement, Post-Medieval
- settlement, Prehistoric
- single find, Prehistoric
- ★ BalticRIM\_dataportal\_rutius-SH



Example: Karlsminde Neolithic long barrows in proximity to the coastline (as transitional zone between the living and dead?)





## WP 2.5, 3.2

### BalticRIM priority areas

- BalticRIM\_priority\_areas\_1
- BalticRIM\_priority\_areas\_2 (UNESCO-buffer)
- BalticRIM\_priority\_areas\_3 (LDSH recommendations)
- BalticRIM\_priority\_areas\_4 (EEZ)

### Criteria:

- **quantitative:** clustering of sites
- **qualitative:** areas with a high potential in terms of heritage remains and/or preservation conditions, e.g. ship-traps (reefs, navigational bottlenecks), shallow coastal waters with inundated prehistoric settlement sites and UNESCO world heritage sites
- **cross-sectoral:** including LDSH-recommendations on built and technical coastal heritage

## Results: The impact of the BalticRIM Project on MSP in Schleswig-Holstein and the German EEZ

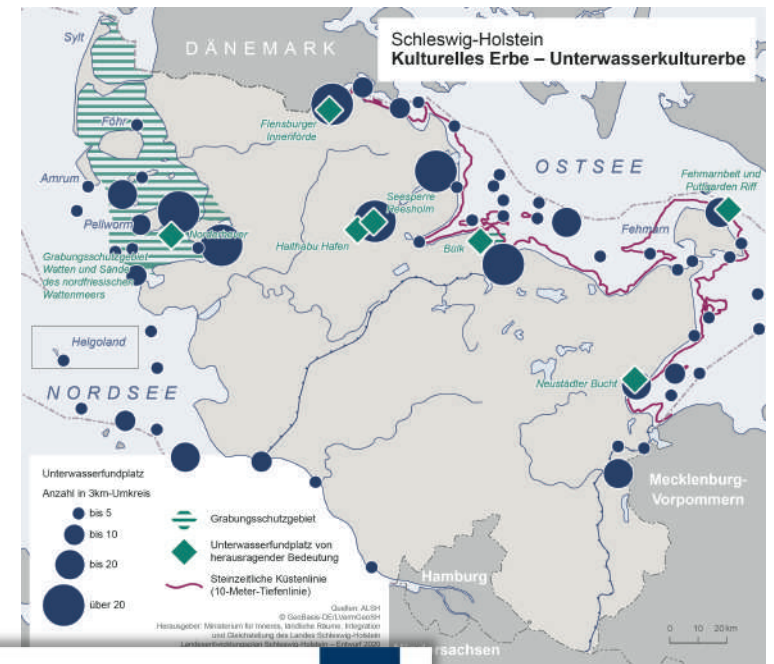
**Territorial waters of Schleswig-Holstein:** The protection interests of the underwater cultural heritage are included in the text version of the currently updated *Landesentwicklungsplan* (Land Development Plan) with theme maps to indicate the general archaeological potential. For a direct inclusion in MSP-maps the remit in terms of statutory protection, political mandate and surface area was deemed insufficient.

*Spatial Planning authority: Ministry of the Interior, Kiel*

**German EEZ bordering on Schleswig-Holstein:** In cooperation with Lower Saxony and Mecklenburg-Vorpommern (the two other German federal states with a coastline) spatial and factual recommendations on the *in situ* protection of underwater cultural heritage in the EEZ were made for the Environmental Report of the Maritime Spatial Plan 2021

*Spatial Planning authority: Federal Maritime and Hydrographic Agency of Germany*

**Long-term perspective:** Although the BalticRIM priority areas could not be directly integrated in German MSP, these areas can be found on the **BalticRIM dataportal** and can be consulted at any point. They increase planning security, thus it is in the natural interest of offshore developers to take them into account in order to avoid costs in the wake of EIA requirements. Simultaneously, guidelines were published for offshore developers.



### Statusbericht zur Fortschreibung der Raumordnungspläne für die deutsche ausschließliche Wirtschaftszone in der Nord- und Ostsee





# Examples from outside the Baltic Sea

- Greece
- Portugal (Azores)

# Maritime Cultural Heritage (MCH) and Maritime Spatial Planning (MSP) – The case of Greece in the Mediterranean

Webinar 3: *“Towards BaticRIM Maritime Cultural Heritage and Maritime Spatial Planning Recommendations”*

**Koutsi Dionisia**

**PhD Candidate, National Technical University of Athens**

**Project Manager, CulturePolis CSO**

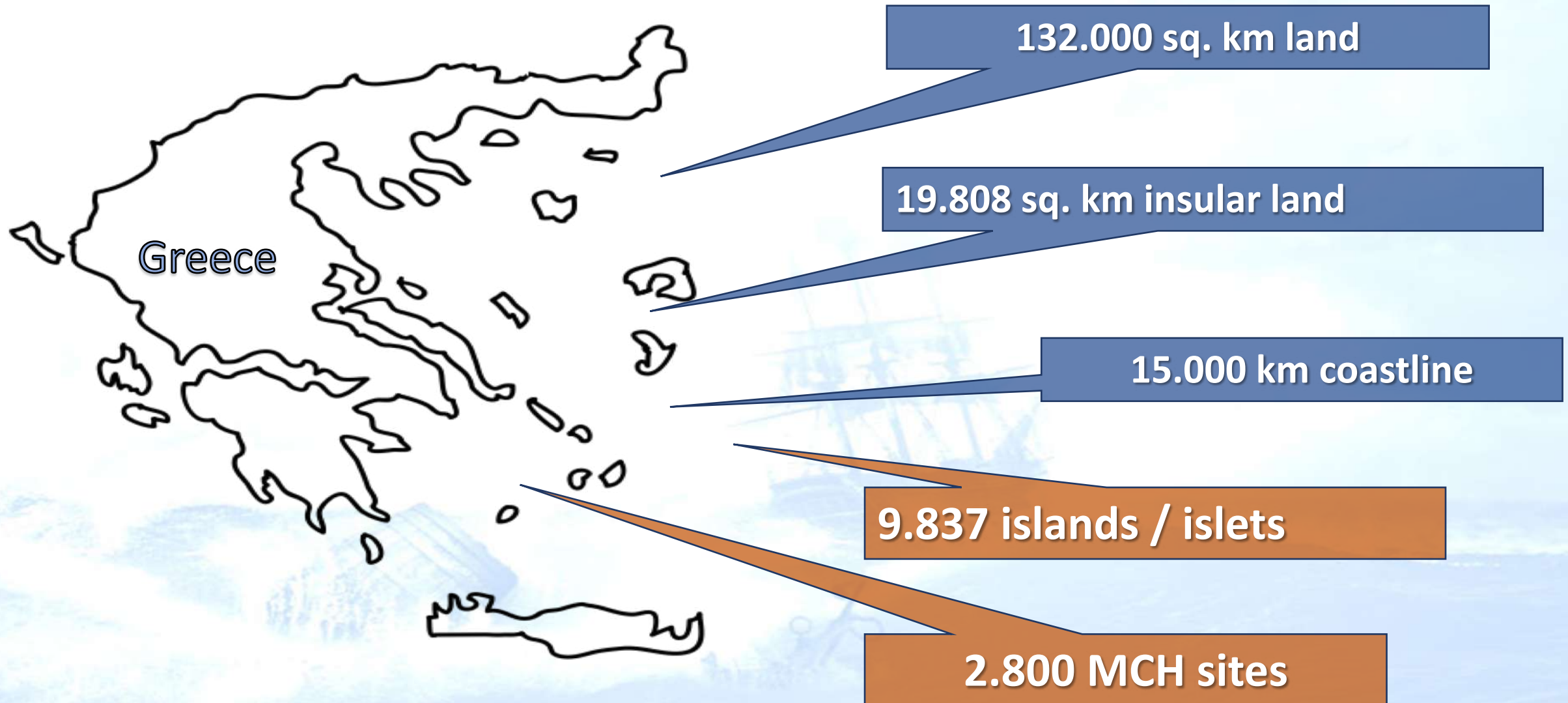
14<sup>th</sup> of September, 2020



1. Greece in the Mediterranean – Maritime and MCH statistics
2. Examples of Greek MCH
3. The Greek Legislation for the protection of MCH
4. The Greek Legislation for MSP
5. Where MCH meets MSP
6. Challenges and Potential

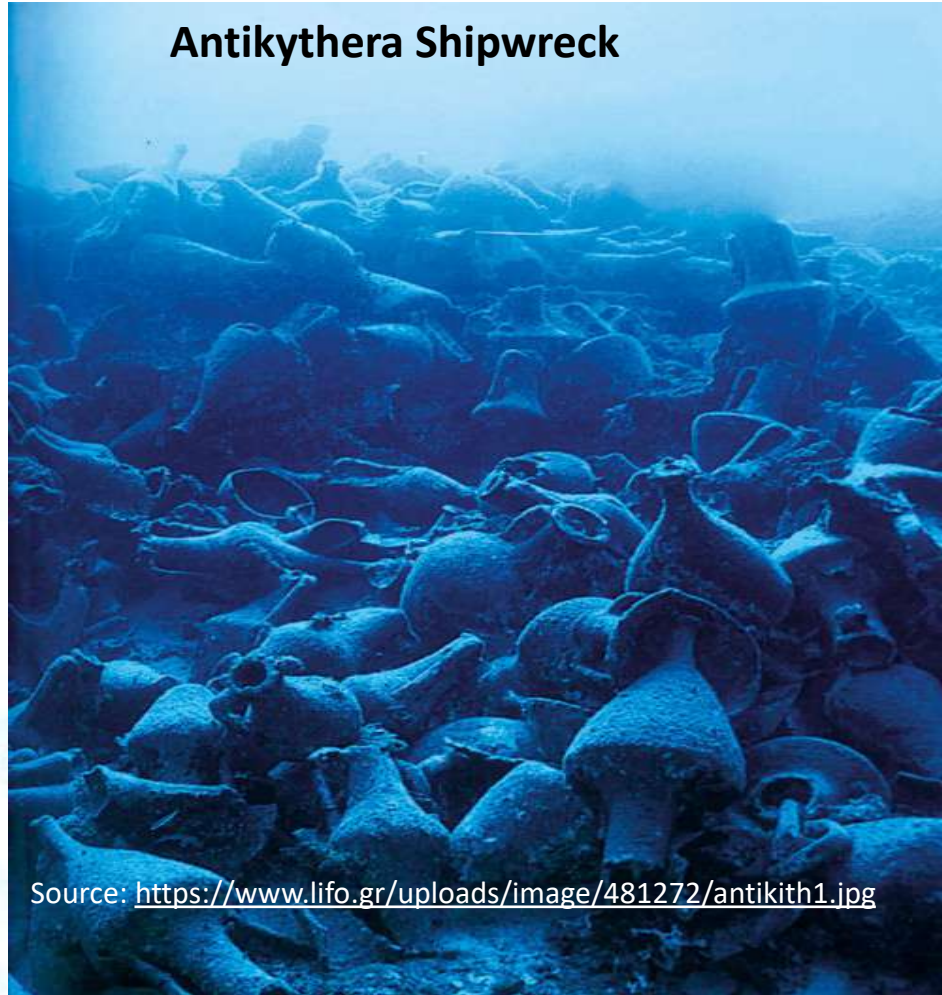


# The Region



# Examples from Greece MCH

**Antikythera Shipwreck**



Source: <https://www.lifo.gr/uploads/image/481272/antikith1.jpg>

**Declared marine archeological site of Navarino, Messinia**



Source: [http://www.visitgreece.gr/el/greeceonthespotlight/diving\\_parks](http://www.visitgreece.gr/el/greeceonthespotlight/diving_parks)

**The Britannic, Kea island**



Source: <https://m.naftemporiki.gr/story/1625480/ypobruxies-episkepseis-sto-nauagio-tou-bretanikou-upobruxiou-perseus>





## Important Issues

“ *Greece has not ratified yet the 2001 UNESCO Convention on the protection of Underwater Cultural Heritage*

”

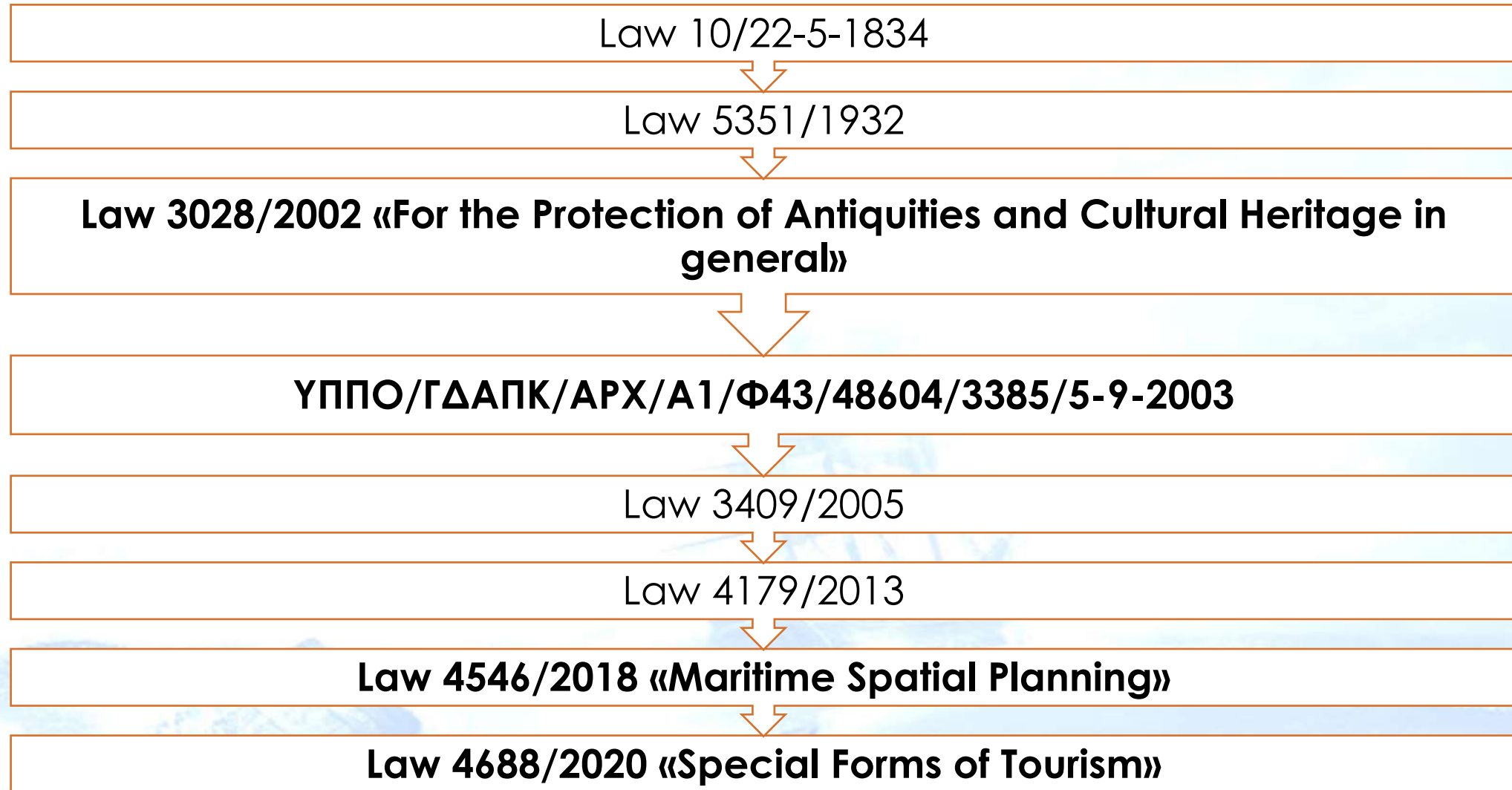
neither

“ *The Integrated Coastal Zone Management Protocol*

”



# MCH – National Protection Laws and Directions



**Greece: the only country that always had a strong institutional framework for the protection of antiquities (1834), with care for the protection of Marine Archaeological Sites**

# The MSP in Greece – General information

- ❑ The **Directive 2014/89/EU** of the European Parliament about MSP is integrated in the Greek legislation by the **Law 4546/2018**
- ❑ Deadline for completion of a National Maritime Strategy and peripheral MSP plans: **31/4/2021**
- ❑ **What has been done? No MSP plan is completed yet**

# The MSP in Greece - Process

- ☐ Under the Ministry of Environment and Energy
- ☐ A. National Maritime Strategy
- ☐ B. 12 Peripheral MSP plans
- ☐ Mandatory to be accompanied by Environmental Impact Assessments
- ☐ Projects: SUPREME, EASME
- ☐ ΘΑΛ-ΧΩΡ, Interreg Greece – Cyprus
- ☐ Marisca project, EEA Grants





# MCH into MSP in Greece - Challenges

- ❑ Although there are the appropriate tools for implementing MSP plans, there are also **significant obstacles**
- ❑ Greece as a coastal and island region counting several MCH sites, they still **remain unexplored, not documented and in extent unprotected**
- ❑ MSP in peripheral level – wide regions with peculiar coastal and maritime environment – **difficult to be managed**
- ❑ In particular shipwrecks, especially those dated to WWII there is no legal protection status as **only 1 diving park** is established in Alonissos island opened in 2020
- ❑ Lack of an integrated policy and protection framework

# The first diving park in Greece

- ❑ Opened in 2020
- ❑ BLUEMED project, Interreg Med
- ❑ The first organized diving spot in Greece





# Thank you for your attention...

E-mail: [koutsi.dionisia@gmail.com](mailto:koutsi.dionisia@gmail.com)





# Case Study – Portugal

presentation by H. Calado, see extra slides

# Discussion - Questions

- In your opinion – does MSP could play an important role in maritime cultural heritage protection?
- The BalticRIM project has recognized several challenges while taking up MCH by MSP. These can be challenges of scale of MSP, lack of knowledge, aggressive investments in coastal waters, lack of awareness, undiscovered MCH and many more. What challenges have you identified as the most difficult and what step do you see to overcome these?
- Did you discuss in your country how to link MCH to blue economy aspects or how to align stronger with stakeholder groups relevant for the topic (nature conservation, tourism, shipping, fisheries)?
- Did you manage to establish a close and long lasting cooperation with MSP authorities in your countries?
- Are regional or cross-border cooperations needed? What are the most important cross-border issues in your view?

# Recommendations

➔ please use the *chat function* to post your questions and conclusions



# Preliminary Discussions with MSP planners

- Extending MSP approach towards MCH to broad understanding of this category (i.e. areal thinking, inclusion of terrestrial MCH),
- Extending list of MCH categories proposed to be used under MSP (testing new categories, rethinking the existing ones, using areal approach),
- Turning MSP process into more MCH relevant and supportive (mainly through informal measures),
- Identification of planning options increasing MSP **cross-sectorial / cross-border and land-sea aspects** covering MCH in the decent way.

# Recommendations



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- MCH has to be clearly defined as a key prerequisite to be taken into account in a MSP process (identifying and recognising the importance and potential of cultural heritage - BSR, national, local)
- Maritime spatial planners should take MCH into account as one of the uses of the sea, if possible in conjunction with other uses that support protection
- Within a MSP process, MCH should be considered as very relevant sector to promote the multi-use concept at sea
- Maritime spatial planners should be familiar with respective national MCH legislation, registers and management principles
- Maritime spatial planners should be aware of the diversity and versatility of MCH
- Due to the scale of MCH, MSP should strive towards flexible protection
- Planning should prefer rather rules than zones for MCH. Zones can be meaningful in case of large archaeological sites

# Recommendations



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- MSP should explore their links to land-based sites, attractions and activities
- MSP should take into considerations not only wrecks but also key seascapes and historic sites such as large sea battlefields, ship cemeteries, natural harbors, maritime recycling areas, wreck parks, historic sea routes, prehistoric underwater settlement areas and ensure /provide site-specific conditions for safeguarding them.
- Within a MSP process, exchange of MCH knowledge between neighbouring countries should be ensured, in particularly taking into consideration states with confidential underwater heritage registers, to detect areas with high probability of areal MCH appearance cross border, and to exchange good practices
- Close cooperation with MSP planners and MCH authorities should be facilitated on pan-Baltic, national, regional and local levels for identifying of potential areas for MCH



# Recommendations



## ✧ MCH authorities' contributions toward MSP:

- They should compile a “cultural heritage knowledge base” for planners;
  - providing analyses of MCH register data and other sources of MCH information, highlighting thematic reviews;
  - selecting and interpreting exemplary top sites and defining BG potential and further research areas.
- This should be obligatory in countries where there is no free access to cultural heritage registers  
-> A good practice: *“Review on Finnish maritime cultural heritage”*
- Focus on improvement of the online information & registers that can be easily downloaded as GIS shapes

## ✧ MS planners contributions:

- develop processes to enhance sustainable use of MCH, linking it to other suitable uses
- assist in defining potential synergistic areas
- help identifying potential areas of conflict (e.g. cultural interest and economic interest)
- enhance and facilitate research on MSP, in particular LSI

# Questions for discussion



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- How can the MCH side support an understanding of planners about MCH?
- How can the discussion and exchange process between planners and MCH experts be continued on a mid-term and long-term basis?
- How can alliances on national but also pan-Baltic level between planners and MCH experts be defined and implemented?
- How can we valorise the significance of the MCH through MSP processes , when perceived as one complex?
- Does MSP have instruments to safeguard the diversity of MCH for the Blue Growth initiatives and public involvement?
- Do we have instruments and processes in place to identify potential areas and to take account of sudden discoveries throughout the Baltic Sea region?



## 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)
- Klaipėda 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)



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## Internet

<http://balticrim.eu/>

# The BalticRIM Project

Flagship-project of:



Partner of:

2018   
EUROPEAN YEAR  
OF CULTURAL  
HERITAGE  
#EuropeForCulture

Integrating the maritime  
cultural heritage into  
maritime spatial planning