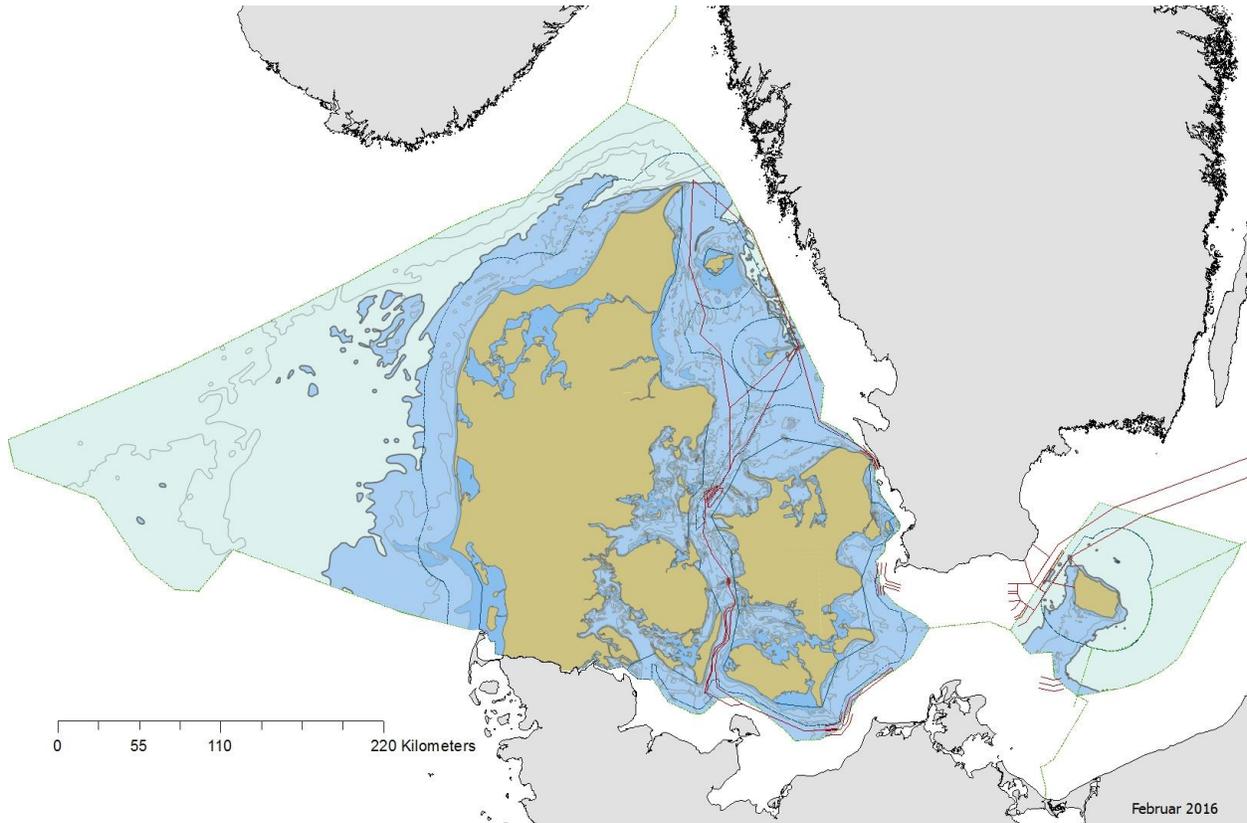




# Country Fiche

# Denmark

## 1. General information



- Total Danish Sea areal: 105.000 km<sup>2</sup>
- Marine internal waters: 3.500 km<sup>2</sup>
- Territorial sea (12 nm zone): 40.000 km<sup>2</sup>
- Exclusive Economic Zone: 61.500 km<sup>2</sup>

### 1.1. Governance

The Danish territorial water belongs to the public and is managed by the Government.

### 1.2. Contacts

MSP in general: Ministry of Business and Growth  
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MSP Data Focal point: Ministry of Businesses and Industry  
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## 2. General information on legislation

The Danish Parliament has adopted the “Act on Maritime Spatial Planning”, which establishes the framework for spatial planning in the Danish marine areas. It is available in an English translation [here](#).

Sea-based activities are currently regulated by a large number of sectoral acts, e.g. the marine environment protection act, the raw materials act, the subsoil act, the continental shelf act, the electricity supply act, the harbour act, the act on safety at sea and the fishery act. With the adoption of the Act on Maritime Spatial Planning, provisions are made for establishing an integrated maritime spatial plan for the Danish marine areas. The purpose of the Act is to promote economic growth, the development of marine areas and the use of marine resources on a sustainable basis. The Act aims to contribute to achieving the goals of maritime spatial planning while taking account of land-sea interaction and strengthening cross-border cooperation.

With the Act on Maritime Spatial Planning, the Danish Government has recognised the need for greater coordination between activities conducted in the Danish marine space and between the authorities that manage and regulate these activities. These authorities have worked together through formal channels to coordinate their work and to establish new joint initiatives. Implementation of the Act on Maritime Spatial Planning will draw and build upon the established background of interagency collaboration.

Sectors to be included in the future maritime spatial plan include: the energy sector, maritime transport, fishing, aquaculture, the extraction of raw materials, transport infrastructure and the preservation, protection and improvement of the environment, including resilience to the consequences of climate

change. Military activities, cultural heritage, municipal plans for use of coastal waters, etc. will not be regulated by the plan but they will be taken into account. Economic growth is a strong focus for the maritime spatial planning of the Danish marine waters.

### **3. General applicability (e.g. territorial Sea, EEZ, other distinctions)**

The coming spatial plan will apply to the marine internal waters, the territorial sea and the EEZ. The Danish sea, the EEZ as well as the territorial waters, belong to the public and are managed by the Government.

### **4. Spatial Plans**

Denmark does not yet have a spatial plan covering its sea areas. However, a range of sectorial plans have been developed, and these provide key input to the planning process.

The maritime spatial plan will be completed by March 2021.

#### **4.1 Designation categories**

The Danish spatial plan for the ocean is currently in development, and the designation categories are therefore not finalized. The proposed model that is being reviewed consists of three designation categories (or zones as described in the model): general use zones, reserved development zones and zones for special purposes.

Using this model, Danish marine areas will be covered by the general use zone, unless other is specified in the plan. This means the general use zone is the default zone-type, which can include any activities that does not require fixed installations/structures. The zone can therefore contain activities such as sailing, fishing, recreational activities and tourism.

The aquaculture- and extraction of raw materials sectors as well as parts of the energy and transport infrastructure sectors are covered by the reserved development zones. These activities can only take place within the designated zones. Meanwhile, the zones for special purposes, which include for example maritime transport and nature protection, functions as priority zones. This means that these sectors are prioritized in the designated areas but that they can also exist outside the boundaries of the zones.

#### **4.2 Information about where to access the MSP data (via pan-Baltic and/or national web services)**

In the future, the data can be accessed on [www.havplan.dk](http://www.havplan.dk). Data can be viewed in a web-GIS system and the system will provide access to WMS and/or WFS. However, as the Danish MSP draft is not finished yet, the data is not currently available.

### **5. What countries want to share**

N/A

### **6. New developments / current status**

The DMA has until now collected data on current and future plans for the use of marine areas from all the sectors that are covered by the MSP. DMA is currently, in collaboration with the Danish inter-ministerial working group for the MSP, working towards creating a plan that takes all sectors of interest into consideration.

In the end of 2018, transport infrastructure (e.g. bridges and tunnels) was included in the MSP.

The Danish MSP will be the country's first legally binding digital plan. The MSP will be available for the public on havplan.dk where the texts from the executive order on Denmark's maritime spatial plan will be directly linked with the applicable geometries. The system that will support the legally binding digital plan is currently under development.

## **7. How coastal and marine Baltic Sea protected areas (HELCOM MPAs) are taken into account in MSP**

All current uses of marine space, including existing protected areas, will be mapped and used as a foundation for developing the comprehensive plan.