

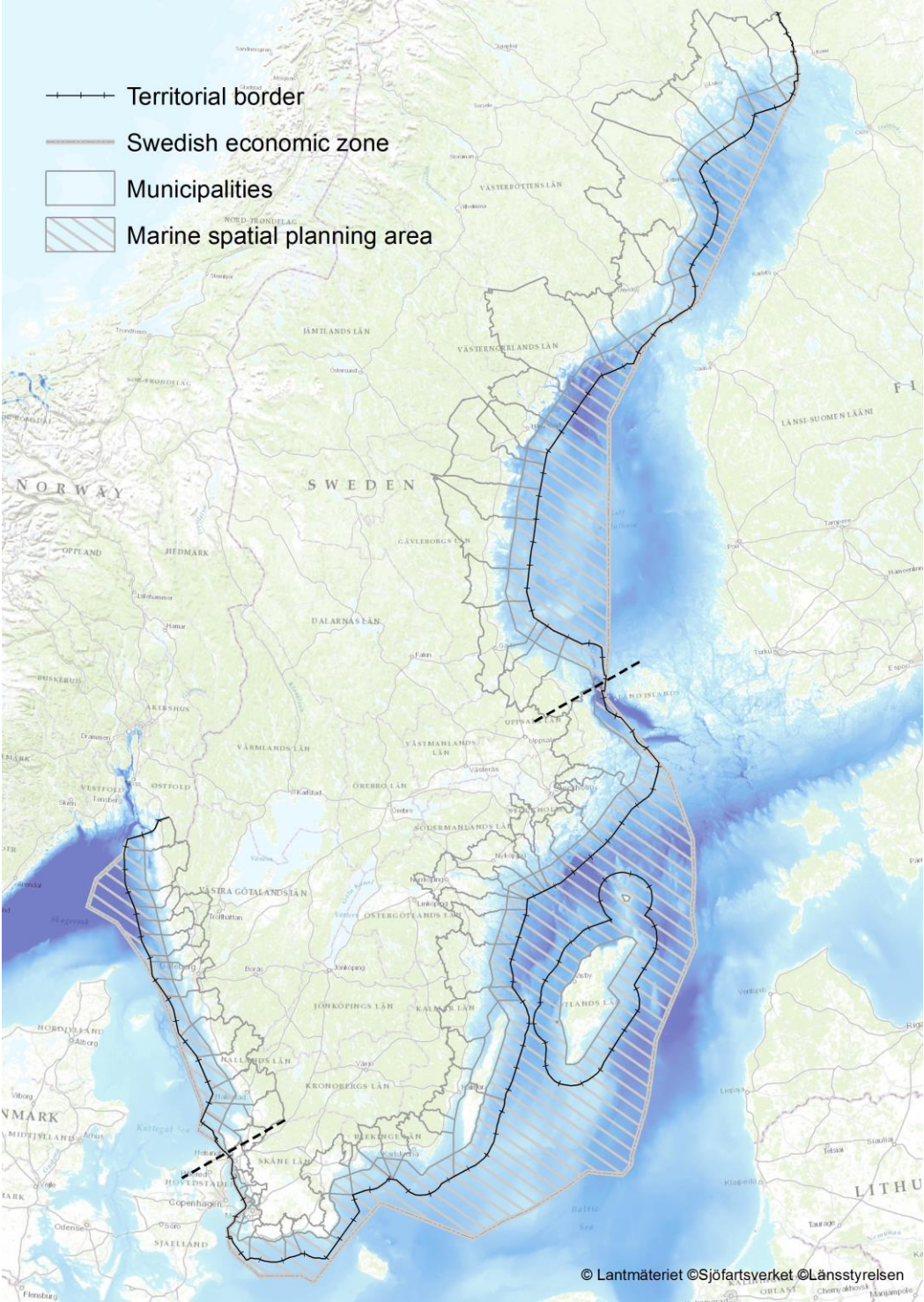


Country Fiche

Sweden

Updated March 2020

1. General information



- the territorial sea (12-nm zone) – 70,000 km²
- the Exclusive Economic Zone – 60,000 km²
- the EEZ is limited to the central line between adjacent states because the width of the sea is shorter than 400 nautical miles.
- in Öresund and the Åland Sea, the territorial seas meet at the central line by a special agreement with Denmark and Finland respectively, and at the Norwegian border in the Skagerrak and the Finnish border in the Bothnian Bay.
- the Swedish territorial water is divided into two zones, Public Waters and Private Water.

1.1. Governance

The Swedish territorial water is divided into two zones, Public Waters and Private Water. The Private Water zones, both water and sea floor is parcelled property governed by the Real Property Formation Act and comprises the water area 300 m from the shore line and further to the contour line of 3 m depth if it is situated outside the area of 300 m. In sounds, bays, fjords and areas with islands and archipelagos special rules regulate the boundary between Private and Public water.

The Public Water belongs to the public and is represented by the Legal, financial and Administrative Service Agency. Private water can be owned by a person, a juridical person, a municipality and the state. Several properties in the Private Water are jointly owned.

1.2. Contacts

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2. General information on legislation

The Swedish Environmental Code (1998:808) and the Plan and Building Act (2010:900) constitute the legal base for marine spatial planning in Sweden.

According to chapter 4 of the Environmental Code there shall be three marine spatial plans: Bothnian Bay, Baltic Sea, Western Waters (Skagerrak/Kattegat) covering the area one nautical mile from the baseline seawards (incl. the exclusive economic zone, EEZ). The plans, which shall be adopted by the Government, shall be guiding and contribute to sustainable development. The Government may according to the legislation adopt regulations prohibiting or limiting activities in destined geographical areas.

The Marine Spatial Planning Ordinance (2015:400) regulates the process of the marine spatial planning. It contains provisions on geographical boundaries, the content of the marine spatial plans, the responsibility for preparation, consultation and cooperation in the proposal process, and monitoring and review. According to the Ordinance, SwAM is to develop proposals for marine spatial plans with the help of relevant county administrative boards and with support from national authorities, which will assist with supporting data for the planning. The municipalities, regional planning bodies, regional coordination bodies and county councils that may be affected shall be given the opportunity to participate in the proposal process so that consideration can be given to local and regional conditions and needs. The Agency shall promote cooperation with other countries and the coordination of the Swedish marine spatial plans with those of other countries.

The marine spatial plans shall provide guidance to public authorities and municipalities in the planning and review of claims for the use of the areas covered by the plans. The marine spatial plan shall reflect the state's overall view of how the marine areas are to be managed, and the plans involve taking a position on how different public interests should be taken into account. The marine spatial plan shall specify areas of national interest in accordance with Chapter 3 of the Environmental Code, i.e., prioritized interests and other public interests of material significance. SwAM shall apply an ecosystem approach in its work. Also according to the Ordinance, industrial policy, social and environmental goals are to be integrated in the marine spatial plans. The main focus of the planning is that marine resources should be used in a way that allows maritime industries to develop and grow while preserving and restoring ecosystems. The marine spatial plans shall contribute to achieving and maintaining a good environmental status (GES) according to the EU Marine Strategy Framework Directive.

In parallel, the Plan and Building Act (2010:900) regulates the responsibilities and mandate for the municipalities to plan land and water including the territorial sea, which means that there is a geographical overlap between the national marine spatial plans (the Environmental Code) and the municipal comprehensive plans (Plan and Building Act)..

Chapter 1 and 2 of the Plan and Building Act includes basic principles and objectives guiding the spatial municipality planning of the territorial sea and coastal areas. These principles also refer to the application of the Environmental Code (chapters 3 and 4 referring to basic and spatial provisions concerning land and water management and chapter 5 concerning environmental quality standards and environmental quality administration).

The Plan and Building Act stipulates that the municipalities shall have a comprehensive plan, adopted by the municipality assembly. The plan should be revisited at least once during the terms of office (related to the election period, normally every four years). The plan is guiding, but not legally binding. It should indicate the municipalities' intentions about the future development. It should also consider issues of national interests. The Plan and Building Act is a framework law emphasizing the need for stakeholder involvement, but is not stipulating what the plan should contain or how it should be developed.

The Plan and Building Act is closely linked to the Environmental Code, which regulates among other things the relation between planning and environment and the need for environment impact assessment (EIA) and strategic environment assessment (SEA).

Another part of the Swedish planning system are areas of national interest for a number of sectors identified by appointed national agencies or areas specifically listed in the Environmental code. These areas have to be considered in planning and when authorities are granting permission for activities within different sectors. Cultural heritage and values, nature protection, outdoor recreation, shipping, energy production, commercial fisheries are examples of such areas of national interests. Areas of national interest can be pointed out on land as well as in the territorial waters and the exclusive economic zone (EEZ).

Several international conventions and binding legal acts such as UNCLOS, Espoo Convention + Kiev Protocol, Bonn Convention (including EUROBAT, ASCOBANS), CBD, La Valetta Convention, IMO Resolutions and conventions (E.G. MARPOL, COLREGS, INTERVENTION), HELCOM

recommendations, EU directives (MSFD, HABITAT, BIRD, SEA, EIA) and many others are transposed to Swedish law.

3. General applicability (e.g. Territorial Sea, EEZ, other distinctions)

The Plan and Building Act (2010:900) covers the obligation for municipalities to plan the entire Swedish territory, i.e. including the territorial sea and the internal water. The Environmental Code covers the national planning in terms of specific marine spatial plans. The marine spatial plans encompass the area one nautical mile from the baseline seawards (incl. the exclusive economic zone, EEZ). The marine spatial plans do not cover privately owned sea areas (Private Water).

4. Spatial Plans

Up-to now, there have been no national marine spatial plans covering the territorial sea and the EEZ developed in Sweden. Only a limited number of non-binding comprehensive municipality plans have in one way or the other included the 12 nm in their plans. However, they will not be addressed below since they are not devolved on the basis of marine spatial planning perspective, but are rather focused on urban planning and land use. On the web site of Swedish National Board of Housing, Building and Planning <http://www.boverket.se/Vagledning/Vagledning/PBL-kunskapsbanken/Oversiktsplanering/Arkiv-for-oversiktsplaner/> it's possible to find links to all Municipalities Comprehensive plans. Only some plans are available in English.

The draft Swedish MSPs include designations related to the following interests: Commercial fisheries, Culture, Defence, Electrical transfer, Energy, Nature, Recreation, Sand extraction and Shipping.

Aquaculture, Infrastructure, Carbon Capture Storage are in addition included as topics but there are currently no designations in the plans.

National MSP data can be accessed on the webpage of the Swedish Agency for Marine and Water Management: www.havochvatten.se Contact Marie Eriksson, marie.eriksson@havochvatten.se for more information on data availability.

5. What countries want to share

In March 2015 the report Marine Spatial Planning - Current Status 2014 was published by SwAM. The report describes Sweden's marine resources and the demands on them, both now and in the future. An English version is available on-line, www.havochvatten.se

In August 2015, the Government adopted a Swedish national maritime strategy. The strategy contains the Government's vision for the development of the maritime sector: *Competitive, innovative and sustainable maritime industries that can contribute to increased employment, reduced environmental load and an attractive living environment*. The vision is based on three equal perspectives: *A balanced marine environment, Competitive maritime industries and Attractive coastal areas*. The forthcoming marine spatial plans are highlighted as an important instrument in guiding the development of the Swedish marine areas. The strategy

encompasses and integrates many policy areas; such as industrial policies, policies for regional growth, sectoral policies relating to the sea and its use, and environmental policies. The strategy constitutes an instrument for implementing a Swedish integrated maritime policy.

On 4 October 2016 SwAM adopted an MSP roadmap. The roadmap shall support and guide the process leading to plan proposals to be submitted to the government. The objective is to submit plan proposals by the end of 2019. The roadmap includes planning goals and strategies as well as a description of the different steps to be taken in the process. It also contains the scoping report of the strategic environmental assessment. The roadmap is directed at those who are involved in the MSP-process as well as anyone who is interested in the planning of the Swedish territorial sea or maritime zones.

The MSP roadmap is largely based on a proposal for a guiding document that was out for a broad consultation from September 2015 to March 2016. The proposal was part of the background information in the Espoo-consultation that was initiated in the autumn 2015.

In June 2016 SwAM submitted an Action Plan for Marine Protected Areas to the Government. The Action Plan includes proposals on how to reach the 10 per cent marine protection target by 2020 according to the Convention on Biological Diversity.

The Action Plan was developed following an assignment from the Government and is part the implementation of a Government Bill on Biodiversity and Ecosystem Services that was adopted by the Parliament in 2014.

On 1 December 2016 SwAM published early draft MSP-proposals for all three national MSP areas (Gulf of Bothnia, Baltic Sea and Skagerrak/Kattegat). In January/February 2017 environmental impact assessments (within the SEA-processes) were published. The drafts and the EIA are the basis for a broad dialogue with trade organisations NGO:s, central government agencies, regional government bodies (County Administrative Boards), regions, municipalities, academia and neighbouring countries. In parallel a Sustainability Appraisal is carried out for one the Baltic Sea draft (testing methodology).

On 15 February 2018 SwAM published draft MSP-proposals for consultations, covering the three national MSP areas (Gulf of Bothnia, Baltic Sea and Skagerrak/Kattegat). On 10 April strategic environmental assessments (SEAs) and sustainability assessment were published. The SEAs were as far as possible based on the results of the cumulative impact assessments made with the Symphony-tool. During spring 2018 a number of consultation meetings were held with a broad range of stakeholders including County Administrative Boards, municipalities, central government agencies, trade organisations, NGO:s, regions, academia and neighbouring countries. The formal consultation ended on 15 August 2018.

Espoo-consultations were held between 15 June and 1 October 2018. All plans and SEA:s were translated to English. A meeting with neighbouring countries was held on 19 June in Malmö.

Plan proposals and related strategic environmental assessments (SEAs) and sustainability assessments were published for a national public review (14 March – 14 June 2019). The

review was communicated on the web site of SwAM as well as in local and national newspapers.

6. New developments / current status

In June 2019 SwAM sent out follow-up letters to the neighbouring countries participating in the ESPOO-consultation process.

After the review in spring 2019, the Swedish Agency for Marine and Water Management finalised marine spatial plan proposals, including impact assessments during the autumn 2019.

An international information meeting on the final marine spatial plan proposals was held in Gothenburg on 10 December 2019. At the meeting, the drafts of final plan proposals including the strategic environmental assessment and the sustainability appraisal were communicated to the neighbouring countries. One remaining comment made during the meeting was noted and included in the statement accompanying the plan proposals to Government.

On 17 December 2019 SwAM submitted the plan proposals to the Government. Also related environment impact assessment, sustainability appraisal, summary of the public consultation as well the review, follow-up letters from SwAM to neighbouring countries, and other documentation were submitted to the government. All documents are available on SwAM website www.havochvatten.se.

As part of the publication, the national MSP web tool on the web site of SwAM was updated.

The Government is currently preparing the marine spatial plans for adoption.

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

The marine spatial plans shall contribute to sustainable development. Sustainable development refers to reaching economic, social and environmental policy objects in a sustainable way. The Swedish the marine spatial plans shall, among other things, contribute to good environmental status. From this follows that HELCOM MPA:s and other types of protected areas representing areas with high ecological values are taken into account in the development of the Swedish marine spatial plans.

The MPA:s are also part of the marine green infrastructure. Green infrastructure is natural areas, biotopes, structures and other features in the landscape (also in marine areas) that support biological diversity, and hence the delivery of ecosystem services. Using the concept of green infrastructure helps the inclusion of ecological aspects in a broader sense in planning. As part of the planning process, SwAM is exploring possible ways and methods of using the concept of green infrastructure the Swedish marine spatial planning.

HELCOM MPA also being Natura 2000-areas have been included in the draft MSPs as priority areas for Nature, so called "N-areas". Other HELCOM MPA:s have been included in the des-

ignation process for areas where special consideration of ecological values are required, so called "n-areas".