



National Report on MSP relevant strategies of Latvia

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1. Short description of this paper content

In this paper have been analysed following strategic documents:

- State strategic documents such as strategies, framework policies and plans on national socio-economical, sectorial and spatial development.
- Funding documents such as operational programmes of EU Cohesion Policy.

The choice of policies was done on the basis of the BaltCaost which policies might have a direct and strong influence on the use of the sea space. In this paper has been analysed following sectorial policies: regional and spatial development, transport, energy, environment protection, fishery, tourism, military.

Structure of the documents analyse:

- Description of the document (the role of the document in the country programming framework, document time horizon).
- Listed main objectives, tasks, priorities, quantifiable targets with regard to marine space usage.
- Analyse of policy impact on MSP and description of impact in brief.
- Listed consequences for MSP (marine spatial planning).

Analyse of policies objectives and priorities impact on MSP has been made according to the following matrix:

Impact	<i>Direct</i>	<i>Medium</i>	<i>Indirect</i>
<i>Strong</i>			
<i>Weak</i>			

Direct impact means that the given policy refers to the sea space usage either by creating legal or administrative condition for that or by proposing concrete politically accepted targets goals and principles.

Medium impact means creation strong incentives or de incentives for usage of the sea space (e.g. financial support for renewable energy etc.)

Indirect impact means that the policy might influence use of the sea space through awareness rising, changing the priorities and values of decision makers or influencing the availability of the sea resources or non-administrative conditions of their use. An example can be Structural Fund Programme of EU financing better sewage treatment).

Strong impact means that the given policy has all adequate tools to influence use of the sea space while *weak* impact means that the given policy lacks operationalization.

In Latvian case sometimes strong policy objectives lack the legal background or its adoption might take very long time. At the same time marine issues are directly addressed only in the recent policy documents (except fisheries and port development sector) therefore legal measures for insuring their influence are not yet in place. In that cases in this paper the impact has been indicated as *potentially strong*.

2. Socio- economic strategies for the development of the country

2.1. Sustainable Development Strategy of Latvia up to 2030

The Sustainable Development Strategy of Latvia is a comprehensive long-term national policy document defining development priorities and spatial development perspective. It defines tasks for government and society to achieve sustainable development goals by outlining the ways to respond to global changes successfully through shaping the upcoming challenges into new opportunities.

The Sustainable Development Strategy is still in the development process and isn't approved. It shall be approved by the Parliament. The following goals and tasks related to the sea use:

Goals:

- A. Development of use of renewable energy resources and related innovations including the potentials of wind energy in the sea.
- B. Polycentric development of the territory, increase in territorial accessibility and strong local identity, including the coast of the Baltic Sea.
- C. Maintenance, increase and sustainable use of the nature capital.
- D. Maintenance of nature and cultural heritage, typical and unique landscapes.

Tasks:

- E. The areas in total of 200 km² shall be designated for development of a wind park in Latvian territorial waters and EEZ.
- F. Riga, Ventspils and Liepāja harbors shall be integrated into the global logistics chains and international transport corridors, the capacity shall be increased and the quality of offered services shall be improved.
- G. Latvian harbours shall supply service on specific cargos for minimising mutually competition and links with terrestrial transport shall be developed.
- H. Smaller harbours shall develop as regional economic centres mainly specifying as yacht and fishing harbours.
- I. Development of infrastructure shall be supported in the yacht and fishing harbours.
- J. Development and implementation of policy frameworks for coastal spatial development.
- K. Development of the prognosis of the coastal processes.
- L. To develop marine spatial plan in territorial waters and EEZ according terrestrial spatial plans.
- M. To develop thematically plans for the flood and coastal erosion risks coastal tourism infrastructure, landscapes, wind energy ect.
- N. The integration of eco-systemic approach in environment, economic, spatial and regional development and land policies.

	<i>Direct</i>	<i>Medium</i>	<i>Indirect</i>
<i>Strong</i>	<i>A, C, D, E*, F, H*, J*, L*, M*, N*</i>	<i>I,</i>	<i>B, G, K,</i>
<i>Weak</i>			

*impact potentially strong

Impact in brief:

The Strategy outlines the priorities concerning the Baltic Sea spatial uses in the territorial waters of Latvia thus supporting the work on the common Baltic Sea spatial development policy. The increase of ship traffic and cargo turnover is expected.

Consequences for MSP:

- The area of 200 km² shall be designated for development of a wind park in suitable locations in all Latvian territorial waters and EEZ.
- The cross-sectoral conflicts on marine spatial use could be expected thus coordination and balancing of all involved interests could result with a concept or even plan on marine spatial development.
- Taking into account that ship traffic intensity and cargo turnover will increase in the future it could have the impact on other sea uses like nature values conservation, fishery.
- Due to potential for enlargement of harbour infrastructure and building of wind parks the maintenance and protection of coastal cultural and historical landscape and nature values in marine protected areas is essential issue in future.
- Taking into account terrestrial spatial plans and eco-systemic approach.
- Taking into account the thematically plans in future.
- Taking into account potential development of harbours on specific cargos service and potential development of fishing and yacht harbours.

2.2. National development plan of Latvia (2007-2013)

Latvian National Development Plan (NDP) is the highest medium-term strategic planning document in the policy planning system of the country and approved by the Government. For the period of 2007-2013, it is a compass for politicians, public servants and all citizens of Latvia, determines Latvia's main development directions and shows the most important national aims on the way to the higher objective – a gradual increase in the quality of life. This objective may be attained only by a strong, unified and confident society.

The NDP for Latvia:

- proposes a medium-term goals and priorities;
- facilitates formation of a common understanding and involvement of the entire society;
- focuses attention and financial resources for ensuring the country's and society's sustainable development;
- sets forth guidelines for drafting planning documents at all levels and sectors.

The objective of the plan is to facilitate a balanced and sustainable development of the country, as well as to ensure an increase in Latvia's competitiveness. It is contribution to the common strategy of the EU member states and to the implementation of the Lisbon programme.

The direct objectives or actions on the marine spatial planning have not been set nevertheless the NDP contains the guidelines and principles on use of available resources and requirements for policy documents' development for relevant sectors.

2.3. Regional policy frameworks (2004 -2014)

Regional policy frameworks determine the national regional policy and are developed according to the Law on Regional Development. The aim is to ensure the increase in development level in the regions by territorial cohesion and competitiveness.

Main objectives regarding MSP:

- A. To ensure the development and implementation of regional development planning documents.
- B. To elaborate and implement the mutually coordinated policy of different sectors.
- C. When developing the policy of individual sectors the characteristics of the country and its regions shall be considered and the potential impacts on them assessed.
- D. To coordinate the use of support instruments for achieving the aims set in the regional development planning documents.
- E. To implement the administrative territorial reforms.
- F. To ensure the distribution of state support programs and EU structural fund finances between the planning regions according to the priorities defined in the development programs.
- G. To set the territorial differentiation for the state support instruments and increase the available set of support instruments for local territorial development.
- H. To develop the cooperation mechanism for the regional development and give a support to the regional and local institutions to increase their administrative capacity.
- I. To create the preconditions to increase the international significance and competitiveness of the capital city Riga.

	<i>Direct</i>	<i>Medium</i>	<i>Indirect</i>
<i>Strong</i>			<i>E</i>
<i>Weak</i>	<i>A, B,</i>	<i>D, F, G</i>	<i>C, H, I</i>

Impact in brief:

The implementation of the frameworks will promote the development of coastal regions including the business activities in the coastal zone. The elaboration of spatial development planning documents is expected for coastal and sea areas as well as highlighted need for balanced development of different sectors in the coastal zone and sea.

Consequences for MSP:

- It is necessary to coordinate the policies of different sectors on the regional level to reduce the cross-sectoral conflicts (*horizontal coordination*).
- It is necessary to balance the sectoral policy interests in the regions considering national and local interests (e.g. fishery and wind park development). (*Vertical coordination*).

3. Spatial development policy

In order to better understand how spatial planning impacts marine spatial usage in Latvia it is important to give some information on the overall existing spatial planning system.

Spatial planning in Latvia is performed on three levels: national, regional, local. National spatial planning has not yet been carried out but regional spatial plans have only permissive character. The local spatial planning still has main influence on spatial development.

Marine spatial planning has not yet been carried out, however, it is foreseen that additional regulation will be introduced for MSP in nearest future and in a new concept of spatial planning system are included. Up today, certain issues (uses) have been tackled by coastal municipalities at regional and local level.

3.1. Development concept of spatial planning system (2009)

This concept is developed with the **aim** to set the national policy for the improvement of spatial planning system after the completion of the municipality administrative reform in 2009. It aims at outlining the relevant tasks to be solved at particular planning level to avoid overlaps. The concept shall be a basis for improvement of spatial planning legislation.

For the first time in policy planning, the concept foresees also the marine spatial planning and main interests in the sea and coastal area are identified. The Concept envisages elaboration of the marine spatial planning principles.

Tasks regarding MSP:

- A. As far sea and coastline up to the place reached by the higher waves is the state's property, marine spatial planning shall be carried out on the national level while local municipalities shall be in charge of the spatial planning of coastal areas and beach related to tourism and recreation as well as maintenance of the relevant infrastructure.
- B. To launch the implementation of general marine planning principles according to the EU „Marine spatial planning guidelines”.
- C. The legal act on the usage of state sovereign rights in the continental shelf and exclusive economic zone shall be adopted. The Government shall issue the permits for any actions in this territory.
- D. The legal act on regulation of constructions processes (e.g. wind parks) in the continental shelf and exclusive economic zone shall be elaborated and adopted by the Government.

	<i>Direct</i>	<i>Medium</i>	<i>Indirect</i>
<i>Strong</i>	A, B, C, D		
<i>Weak</i>			

Impact in brief:

The spatial planning legislation will be developed including also the coastal and marine spatial planning.

Consequences for MSP:

- The EC general principles shall be considered and followed in marine spatial planning on the national level and shall be introduced to marine spatial plans.
- The local spatial plans shall be respected with regard to the tourism and recreation activities.

3.2. Spatial plans

Two planning regions and 15 local municipalities have borders with the Baltic Sea. **Main objectives and activities** regarding marine spatial use are the following:

- A. Development of harbours - increase of cargos and shipping intensity, enlarging harbours infrastructure in the coastal areas, new development directions. Latvia has 3 large and 7 small harbours. Development plans in the future of small harbours and building of new landings are focused on tourism and especially on yacht tourism.
- B. Development of fishery – 6 from 7 small Latvian harbours is planning their development regarding fisheries activities.
- C. Development of coastal fishing is important to keep it as cultural heritage in all Latvian coastal regions. The municipalities foresee many new landing places as support of coastal fishing together with new tourism infrastructure.
- D. Development of tourism and recreation. All municipalities are planning tourism and recreation development. The sea and coastal area are defined as tourism recourse. Intensive tourism is planned in larger populated sites as Riga, Jūrmala, Ventspils, while nature friendlier and active tourism is preferred by smaller populated sites.
- E. Impact of coastal erosion processes on social economical environment is relevant for whole Latvian coastal zone, however, only one municipality foresees measures in the water, others only at coast.
- F. Ensure nature protection – 9 municipalities have borders with existing and proposed marine Natura 2000 sites.

	<i>Direct</i>	<i>Medium</i>	<i>Indirect</i>
<i>Strong</i>	A, B, C, D, E, F		
<i>Weak</i>			

Impact in brief:

Existing spatial plans of coastal municipalities support development of economical activities (regarding development of harbours, fishing and tourism) in coastal marine areas.

Consequences for MSP:

- Marine space is also needed to implement the objectives and plans of local municipalities. There might be a conflicting uses between uses of different planning levels.
- There is a need to pay attention to the use of the marine space due to establishment of marine Natura 2000 sites

3.3. Land policy frameworks (2008 – 2014)

Land policy frameworks are middle-term political planning document defining land policy aims, general principles and expected results as well as directions of actions.

The land policy frameworks shall ensure that the land as unique nature resource will be used sustainably. The document highlight only one action related to the marine spatial planning:

A. To elaborate the coastal spatial development strategy for Baltic Sea and Riga Gulf.

	<i>Direct</i>	<i>Medium</i>	<i>Indirect</i>
<i>Strong</i>	A*		
<i>Weak</i>			

*impact potentially strong

Impact in brief:

The Frameworks identify the coastal erosion risks and impact to the coastal ecosystems as well as lack of common coastal spatial planning strategy. It foresees the necessity to elaborate coastal spatial development strategy the Baltic Sea and Riga Gulf.

Consequences for MSP:

- Communication between different stakeholders shall be promoted and the marine spatial use shall be linked to the coastal development strategy.
- The coast erosion risks must be considered in spatial planning. The relevant prevention and adaption measures shall be planned.

4. Energy policy

4.1. Energy development policy framework (2007 – 2016)

Energy development policy frameworks is middle term policy planning document defining the basic principles, aims and actions of Latvian energy policy for next ten years as well as outlines the long term development directions of the energy sector.

It provides the strategy for safe and efficient energy supply system, the energy is used efficiently as well as the life standard quality, economic growth and environmental quality is increasing.

Priorities:

- A. The share of renewable energy should reach 49.3 % by 2010.
- B. Wind energy with the power up to 135 MW by 2010 (comment: In 2006 wind energy produced 26,9 MW. Potential increase of wind energy each year planned from 250-1250 mill. KWh).

Main directions:

- C. To promote the energy generation from renewable energy resources by the earmarked subsidy investments from EU structural funds.

- D. To prepare and implement investment programs for energy generation from renewable energy resources also by allocating the EU structural funds.

	<i>Direct</i>	<i>Medium</i>	<i>Indirect</i>
<i>Strong</i>		C, D	A, B
<i>Weak</i>			

Impact in brief:

The implementation of this policy will promote the use of renewable energy resources in the energy generation. The potential wind energy generation in the sea is identified, however, actions or priorities on building wind parks in the sea have not been specified unlike the Sustainable Development Strategy of Latvia (this policy frameworks are older).

The document points out that the former research has identified potentials for oil resources in Latvian economic zone in the Baltic Sea. However, additional research is needed before extraction, therefore strategic aims and priorities have not been defined in this policy.

Concerning the oil resources estimation and further extraction there are developed legal acts which outline the potential oil resource fields.

Consequences for MSP:

- It is important to take into account the intention to built wind parks in the sea and such type of projects are supported on the national level.
- The designated oil fields must be taken into account as potential field of oil extraction as well as their impact to other sea uses like electricity generation, fishery and shipping.

4.2. Policy frameworks on use the renewable energy resources (2006–2013)

The policy frameworks on use of the renewable energy resources are middle- term planning document aiming at establishing general principles, targets and actions for promoting use of the renewable energy resources in Latvia.

Main goals and priorities regarding MSP:

- A. To increase the share of renewable energy resources in the total energy balance in Latvia up to 49,3 % by 2010, where 9,2% of it contains wind energy.

	2004	2010
Generation of renewable electricity in Latvia in total (GWh)	2926	3768
Generation of electricity in windmills (GWh)	47	345
Percentage of windmills	1.6	9.2
Total increase of windmills capacity in MW	27	135

- B. To improve the competitiveness of renewable energy resources and promote its advantages by introducing different financial support instruments.
- C. To support financially scientific studies on the newest technology transfer and adaptation to the Latvian conditions.

	<i>Direct</i>	<i>Medium</i>	<i>Indirect</i>
<i>Strong</i>		B	A
<i>Weak</i>		C	

Impact in brief:

The policy is directed to increase the use of renewable resources and to implement the new sources of energy. Thus building of wind and other innovative power station in the sea will be promoted, but the policy has no specific or targets regarding windmills building in the sea.

Consequences for MSP:

- It is necessary to use the results of exiting researches about the suitable locations for wind parks construction, however, technical possibilities and interests of other sectors like nature and cultural landscape protection shall be considered too.
- It is necessary to use the results of exiting researches about already known and exiting ways of using the renewable energy resources in the sea and coastal zone and it is necessary to evaluate its impact on other sectors.

5. Transport policy

5.1. Policy frameworks for transport development (2007-2013)

The policy frameworks for transport development are policy planning document where the policy’s basic principles, development aims and priorities in the transport sector are set.

The aim is to establish good quality and competitive transport infrastructure integrated into common Eurasian transport system, the business area, safe traffic and good quality, available transit, logistics and public transport services.

Main goals and priorities regarding MSP:

- Constantly growing transport and logistic services export thus transit cargos turnover will dynamically increase in Latvia ports.
- The Sea ports carrying capacity adequate to the demands, competitive and effective services in the sea ports as well as in whole transport chain.
- Adequate legal basis is created to promote modern, qualitative development of sea passengers’ shipment.
- Ferry and cruise ship traffic increase in the Riga port.

Main directions:

- The development of infrastructure in ports (new terminals, supply roads). Planned investigations for infrastructures development from EU Cohesion fund (milj LVL).

2007	2008	2009	2010	2011	2012	2013	TOTAL
10,5	12,6	12,6	15,4	14,0	15,1	10,5	90,7

- Financing of small transport ports (Salacgrīva, Skulte, Mērsrags, Roja).

G. The prevention of transit and logistics development barriers.

H. The popularization of state and transit services.

	<i>Direct</i>	<i>Medium</i>	<i>Indirect</i>
<i>Strong</i>	A,B,C,D,E	F	
<i>Weak</i>			G,H

Impact in brief:

Transport development policy is targeted to the development of ports based on cargos turnover and growths of passengers. The development of new routes of the ships, building the new infrastructures and widening in the ports will increase pollution risks from ships and pollution loads to the Baltic Sea and Riga Gulf ecosystems and landscape. Though in this document are not clear defined quantifiable targets of increase of cargos turnover in ports.

According *Development programme of Latvian ports (2008-2013)* elaborated by all ports together cargos turnover will increase up to 100 million tonnes in a year by 2013, but growth of passengers will reach 600 thousand in a year by 2013. Although it is not state programme and targets, it is important to point at ports' strategic quantifiable targets.

Cargos turnover (mill. t.)	2008	2009	2010	2011	2012	2013
Rīga port	28	31	34	36	38	40
Ventspils port	32	39	45	47	48	49
Liepāja port	4,8	5,5	6,1	6,6	7,7	8,9
Small ports	1,4	1,5	1,6	1,8	2,0	2,1
All Latvian ports in total	66,2	77,0	86,7	91,4	95,7	100,0

Consequences for MSP:

- The planners must take into account port development plans concerning the infrastructure building in the coastal areas, growing ship traffic intensity to existing ship roads as well as forming of new ship roads.
- It is necessary to evaluate existing and potential ship roads development in the future and their impact to diverse and competitive use of area like wind parks, fishing regions.
- The planners must evaluate the potential activities of ports and its impact to other sea use like marine protected areas, by assessing the impact of supply roads and other ports infrastructures, cargos danger etc.

6. Environment protection policy

6.1. Environment policy frameworks (2009–2015)

Environment policy frameworks is medium-term policy planning document, which contains analysis of existing situation, lays down policy objectives and principles and expected policy results as well as directions of actions.

Environment policy main objective is to provide possibility to live in clean environment, aiming sustainable development, preserving environment quality and biodiversity, providing sustainable use of nature recourses as well as public participation in decision making and awareness rising about environment.

Main objectives regarding MSP:

- A. To achieve water quality according requirements of laws and regulations, decrease eutrophication and provide qualitative water management.
- B. To ensure balance between nature protection and economic interests.

Planned actions regarding Baltic Sea:

- C. To develop river basin management plans defining achievable objectives for each water object in the whole river basin region district.
- D. To transpose the Marine Strategy Framework Directive into national laws and regulations and to develop national Marine Environment Strategy based on national assessment of environment condition.
- E. Improvement of cooperation between involved state institutions in risk prevention in the sea.
- F. To amend the National readiness plan in case of marine pollution covering also hazardous substances.
- G. To decrease pollution from municipal waste water discharges and hazardous substances.
- H. To decrease discharge of nitrogen, phosphorous and other hazardous substances from Latvian territory in Baltic Sea an Riga Gulf.
- I. To organise eco-certification procedure of “Blue flag” for Latvian beaches and yacht ports.
- J. To develop new national biodiversity programme.
- K. To ensure development and implementation of nature protection management plans.
- L. To improve Natura 2000 network according newest scientific information about distribution of EU important species and habitats (including Natura 2000 sites in marine) and to implement monitoring system for Natura 2000.
- M. To define objectives for EU important species and habitats protection.
- N. To ensure management of nature protected areas using state and private partnership as well as cooperation with NGOs.
- O. To develop laws and regulations for conservation and sustainable development of landscapes.
- P. To increase share of renewable energy recourse in energy recourse balance.

	Direct	Medium	Indirect
Strong	K,L	N	A,C,D,E,F,G,H,I,J,M,O,P
Weak			B

Brief impact:

Implementation of environmental policy will reduce pollution to the Baltic Sea, promote establishment of marine protected areas, management and monitoring. Use of renewable energy recourse will be increased, including interest of wind parks building in continental shelf zone.

Consequences for MSP:

- When implementing the EU Marine Strategy Framework Strategy in national marine environment strategy, different sectors and marine uses will be assessed. It is expected that environmental, social and economical interests will be reviewed and communicated with stakeholders thus maritime spatial planning will be also essential to coordinate the interests.
- Due to designation of marine protected areas and their individual regulations, certain limitations will be imposed to marine spatial use.

6.2. Policy Frameworks for Environment Monitoring Programme (2009–2012)

The main objective is to implement and improve environmental monitoring system by defining monitoring priorities, structure, funding and responsible institutions. Marine monitoring is a part of the environment monitoring programme.

Main tasks of programme:

- To ensure the implementation of Latvian and EU legislation and international agreements.
- To assess changes of marine environment, species and habitats condition.
- To assess transboundary pollution load and impact of potential hazardous substances and their combinations.
- Based on the monitoring results, to assess trends and develop environmental policy measures, evaluate usefulness and efficiency of former measures.
- To provide information about environment condition and their changes to public.

	Direct	Medium	Indirect
Strong			A,B,C,D,E
Weak			

Brief impact:

Impact assessment on marine environment and coastal erosion will be carried out and changes and trends assessed.

Consequences for MSP:

- Basing on results of environmental monitoring new regulations for sea space use might be elaborated.
- The trends on coastal erosion shall be considered.

6.3. National Programme for Assessment and Management of Flood Risks (2008-2015)

The programme's objective is to establish water protection, threats assessment and management system, which reduce flood impact on human health, environment, culture heritage and economic activities.

Main goals and measures:

- A. Detailed research of flood risk areas in coastal regions.
- B. Assessment and prioritisation of threatened territories.
- C. Determination and implementation of measures for prevention or reduction the flood risk.

	Direct	Medium	Indirect
Strong			
Weak	C		A, B

Brief impact:

The programme will reduce impact of flood risk to the more threatened territories in the coastal regions. For reducing coastal erosion new engineering technical solutions will be developed.

Consequences for MSP:

- Scenarios of flood risk shall be considered in the marine spatial plans.
- Defence and adaptation actions against coastal erosion will need space to some extent.

6.4. National biodiversity programme

Programme is not valid anymore.

6.5. State waste management plan (2006-2012)

Maritime issues are not mentioned in this document.

7. Fishery policy

7.1. Fisheries Strategic Plan (2007– 2013)

The Fisheries strategic plan defines all development directions and activities of fisheries sector. The main goal of strategic plan is to ensure opportunities of sustainable use of fish resources for next generations and welfare of people involved in the fisheries sector.

Objectives:

- A. Competitive fishing companies and Latvian fishing fleet adjusted with fish resources.
- B. Integrated and sustainable development of areas related to fisheries and human resources depending on the fisheries sector.
- C. Effective control and management system for sustainable using of fish recourses and consideration of environment protection demands.

Tasks:

- D. Latvian fishing fleet adjusted with fish resources.
- E. Modernisation of fishing fleet for increasing fishing economic efficiency and decrease pollution impact on marine environment from old vessels.
- F. Improvement of infrastructure for ensuring needed activities of fishing vessels in the harbours.
- G. Promoting social - economic development in fisheries regions.
- H. Improvement of education and qualification for persons employed in the fisheries sector as well as their cooperation opportunities.
- I. Development of fisheries management and scientific capacity.
- J. Improvement of fisheries control and supervisory system.

Defined targets:

No.	Type of indicator	Year of basis	Indicator base level	Achievable level of indicator in 2013	Increase/decrease by 2013
Fishery					
1	Amount of the catch per one fleets unit (t):				
1.1	The Gulf of Riga, trawlers 12 - 24 m	2005	344	520	1,5
1.2	Baltic Sea, trawlers > 24 m	2005	999	1270	1,3
1.3	Baltic Sea, fishing vessels with nets	2005	64	140	2,2
1.4	Coastal fishing vessels	2005	11	25	2,3
2	Production per one employee in fishery (LVL annually):				
2.1	The Gulf of Riga, trawlers 12 - 24 m	2005	15046	28630	1,9
2.2	Baltic Sea, trawlers > 24 m	2005	24642	41340	1,7
2.3	Baltic Sea, fishing vessels with nets	2005	13814	39780	2,9
2.4	Coastal fishing vessels	2005	1166	3320	2,8
3	Modernized harbours and wharfs suitable for fish discharge	2005	4	15	3,7
Management of inner waters and fish processing and marketing					
6	Recovered spawning areas in rivers (ha)	2004 – 2006	8	38	4,7
8	Production per one employee in fish processing (LVL annually)	2005	10536	12450	1,2
9	Consumption of local fish products in total local market (% from total consumption)	2005	50	52	1,04
10	Volume of fish production not meeting the food safety standards, cases per 100 inspections	2005	6	2	0,3
Development of fishery regions and capacity building of employees in fishery sector					
11	Involvement of companies in professional organisations – groups of producers, associations of vessels owners (%)	2005	43	50	1,2
12	Number of people employed in fisheries (thousand)	2005	11,6	11,6**	1
13	Number of fisherman and persons employed in fish processing and fish farms, who participated in seminars and training courses	2004 - 2005	96	800*	8,3

14	Education levels of persons employed in fishery (%):	2005	32,6	21	0,6			
	Basic/elementary education					62,5	71	1,1
	Secondary education					4,9	8	1,6
	High school education							
Management of fishery sector								
15	Number of fishing offences from total number of fishing control measures (%)	2005	6,8	1	0,1			
16	Assessed fish inventories in the Baltic sea (% from total necessary)	2005	67	92	1,4			

	Direct	Medium	Indirect
Strong	B*, F,		A*,C, D, E, J
Weak			G, H, I

*impact potentially strong

Brief impact:

Strategic plan will decrease negative impact on fish recourses (pollutions from old vessels, harbours infrastructure, illegal fishing). Total amount of fishing vessels in the sea will decrease, but the fishing fleet and harbours infrastructure expected to become more effective and environmental friendly. Expected social-economical development in fisheries regions.

Consequences for MSP:

- Decrease of total fishing fleet in Latvian territorial waters and decrease of fisheries impact on marine environment due modernisation of fishing fleet and harbours infrastructure.
- Improved fisheries recourse management will strengthen fisheries poritions and minimise conflicts with other sectors.

8. Tourism policy

Elaboration of tourism policy is in process still. According interview with manager of the working group on tourism policy development, it will include targets concerning coastal tourism development and they may have consequences for MSP in future.

9. Structural funds/cohesion Policy of EU (national priorities)

9.1. Operational programme "Infrastructure and Services" (2007-2013)

Programme lays down goals and priorities for the obtaining of the EU Structural Funds and Cohesion Fund resources, which are developed according National Strategic Reference Framework in time period from 2007-2013 (hierarchical the highest document for obtaining EC funds in Latvia).

Priorities regarding MSP:

- A. Development of infrastructure of small and Trans-European Transport Network (TEN-T) harbours.
- B. Development of infrastructure for environment and nature protection.
- C. Development of active, recreation and culture tourism.
- D. Cultural environment conservation.

Supported measures regarding MSP:

- E. Building of infrastructure of TEN-T harbours and small harbours (building of access roads, shipping infrastructure, hydrotechnical constructions).
- F. Development of infrastructure in Natura 2000 sites.
- G. Development of infrastructure for conservation of biodiversity.
- H. Development of culture, active and recreation tourism.
- I. Measures for developing an infrastructure of water management in populated areas where number of residents is up to 2 000.
- J. Development of wind power stations.

	<i>Direct</i>	<i>Medium</i>	<i>Indirect</i>
<i>Strong</i>		A,B,C,D,EF,H,I	
<i>Weak</i>			

Brief impact:

Program's supported measures will increase business activities and also environment and historical heritage (for example coastal fishery) protection activities in Latvian territorial waters and coastal regions.

Consequences for MSP:

- Intensity on shipping roads and also modernisation of shipping infrastructure will be increasing. Marine spatial plans will have to reserve space for individual harbours infrastructure development plans.
- Growth of social economic activities in the coastal regions shall be taken into account.
- The development of new tourism activities in coastal regions and sea needs attention.
- Regulations and new development plans of building of wind power stations in marine areas will be adopted.

9.2. Operational Programme for the Implementation of the European Fisheries Fund Support in Latvia (2007–2013)

Operational programme contains analyse of fisheries sector, strategy and as priority needed action directions. Objective of the Operational Programme is to promote achievement of objectives and execution of tasks specified in the Fisheries Strategic Plan the source of co-financing of which may be the European Fisheries Fund (EFF), pursuant to the EC regulations.

To achieve the main objective set for the fisheries sector, **the main objectives of the Operational Programme are as follow:**

- A. Competitive fishing companies and Latvian fishing fleet adjusted with fish resources.
- B. Processing companies producing products of high added value, quality and demand on the market.
- C. Integrated and sustainable development of areas related to fisheries and human resources depending on the fisheries sector.

Priority measures for financial support:

- D. Measures for adaptation fishing fleet to available fishing recourses, including removing fishing vessels from fleet by splitting or by scrapping or by reassignment fishing for activities outside fishing.
- E. Financial aid in case of temporary or total cessation of fishing, investigation for fleet renewal and modernisation of fishing vessels.
- F. Activities for development of coastal fishery.
- G. Investigations for infrastructure building, reconstruction or modernisation of fishing harbours.
- H. Development of fisheries control system and collaboration of fisherman.
- I. Processing and marketing of fishery products and promotion of new market outlets.

Type of indicator	Indicator base level in 2006		Achievable level of indicator in 2010, %	Achievable level of indicator in 2015, %
	Unit of measure	Indicator level		
Competitiveness of the fishing fleet	Average amount of catch per single vessel, tonne	355	27	38
Efficiency in fisheries	Amount of production per employee EUR	12340	25	49
Proportion in the total export value	%	3,1	2	3
Number of people employed in fisheries	thousands	11,6*	**	**

	Direct	Medium	Indirect
Strong		A,C,D,E,F	B,G,H,I
Weak			

Brief impact:

Operational programme will up-grade and increase effectiveness of fisheries sector, initiate development of fisheries infrastructure and decrease fisheries impact on marine ecosystems.

Consequences for MSP:

- To take into account that amount of fishing vessels will decrease, but in general fishing fleet will be effective and friendlier to the environment.

- It is expected that enlarging of infrastructure in harbours in the coast will need adequate space to be also allocated in MSP according harbours development plans.
- Pay more attention to the new activities of old fishing vessels removed fleets.

9.3. *Latvian –Lithuanian Cross-border Cooperation Programme (2007-2013) and Estonian – Latvian Cross-border Cooperation Programme (2007-2013)*

Programmes have been devolved and accepted jointly by Latvian and Lithuanian and Estonian and Latvian governments and lay down goals and priorities for the effective and targeted obtaining of the European Regional Development Fund during the period 2007-2013.

Main objective of both programmes is to promote sustainable and equal socio-economic development in border regions to make it competitive for economical and business development and attractive for living and visiting.

Programmes support local activities, which do not need agreements in national level.

Supported action directions regarding maritime spatial use:

- Development of several tourism activities.
- Improvement of ports communication systems.
- Development of jointly infrastructure service.
- Environment education and awareness rising, especially about marine environment as joint value.
- Cooperation for environment protection
- Improvement of inner and external attractiveness
- Strengthening of existing cultural and historical links.

	Direct	Medium	Indirect
Strong		A,B,C	D,E,F,G
Weak			

Impact in brief:

Programme will develop several business and environment protection activities in the coastal areas and rise local public awareness about the site value.

Consequences for MSP:

- Local tourism development plans and activities in coastal areas (for example yacht tourism) are important for allocating suitable space in MSP.
- The business interests in coastal regions and marine areas will be increasing.