Ministry of Infrastructure and the Environment

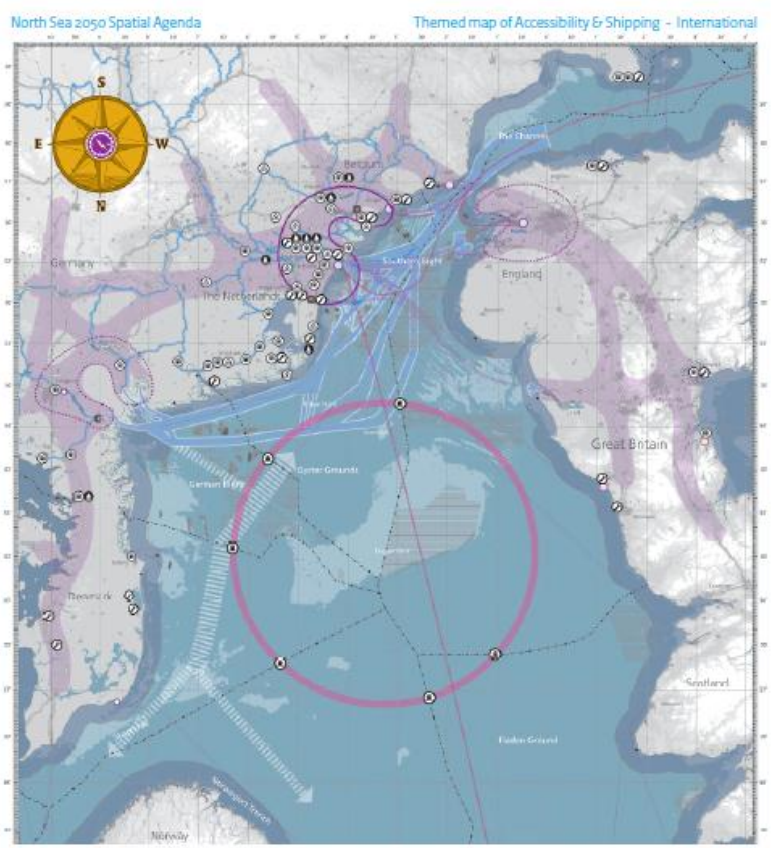
Maritime Spatial Planning

shipping & energy
indians, cowboys & settlers

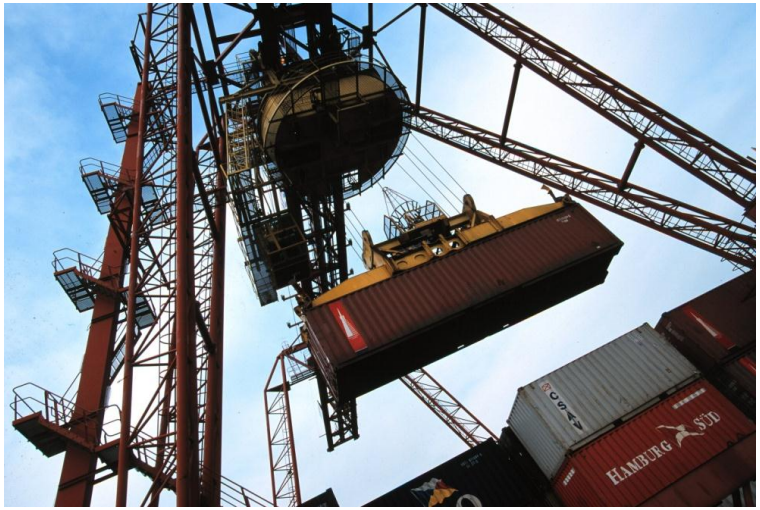
Lodewijk Abspoel

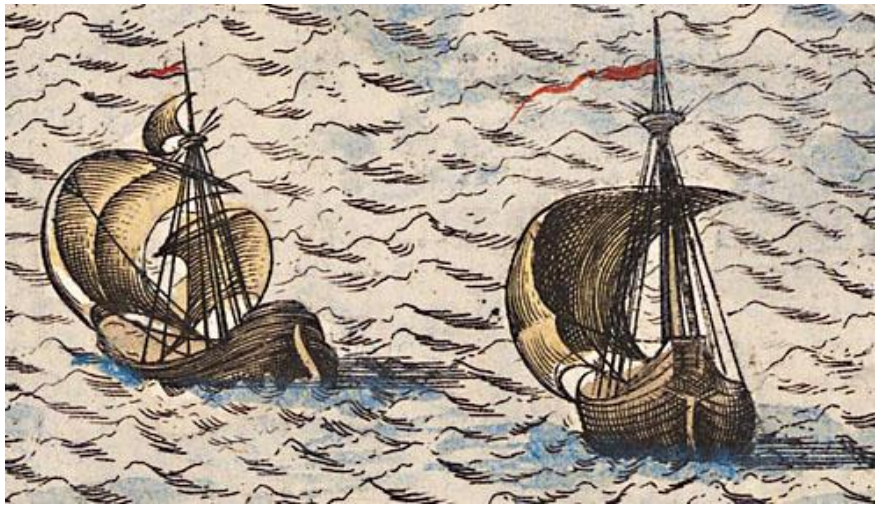
Edingburgh, 29 January 2015

North Sea 2050 Spatial Agenda: a Ducth view on Blue Growth – spatialy translated



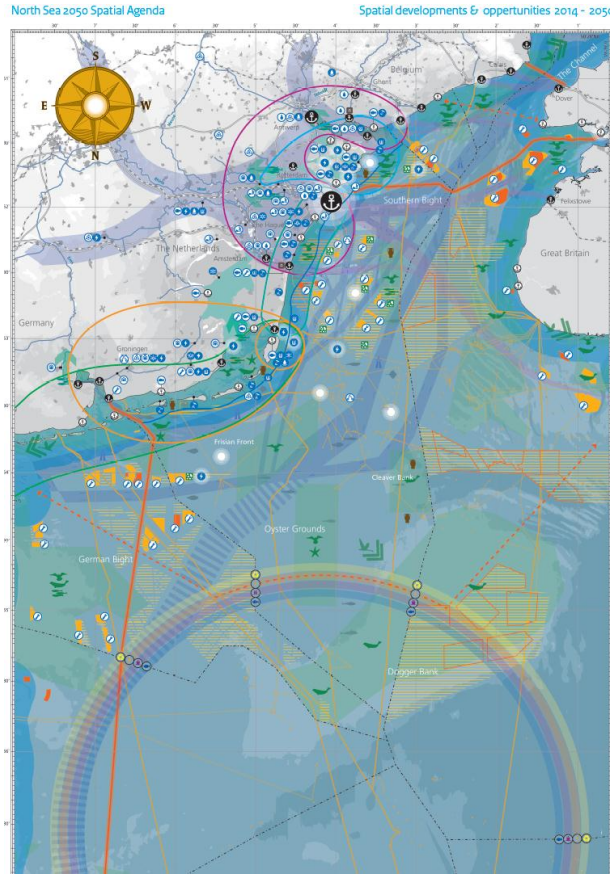
The importance of shipping





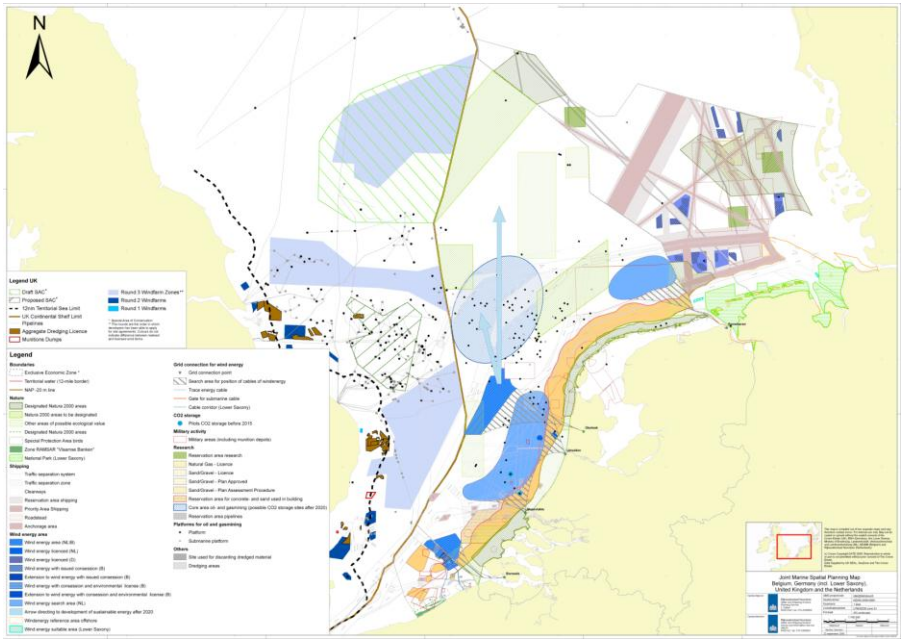
"If you do not know what harbour you're making for, no wind is the right wind…"

Shipping & energy in maritime spatial planning



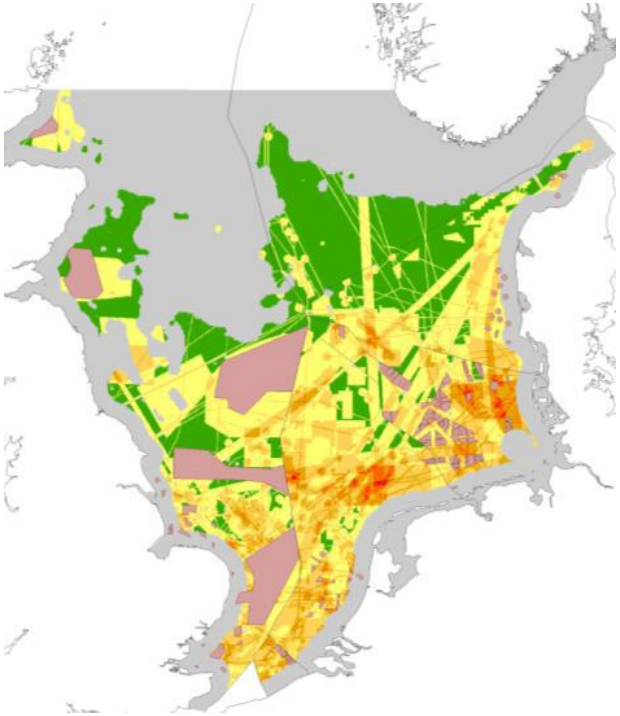
Situational awareness southern North Sea

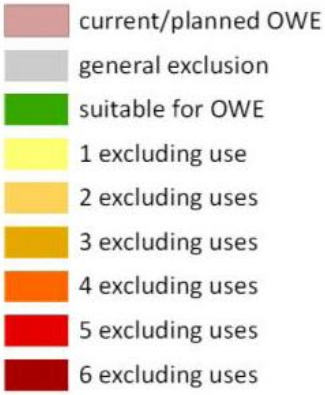
Spatial plans 2010 and regulated vessel movements (> 240.000 annualy in Dutch waters)

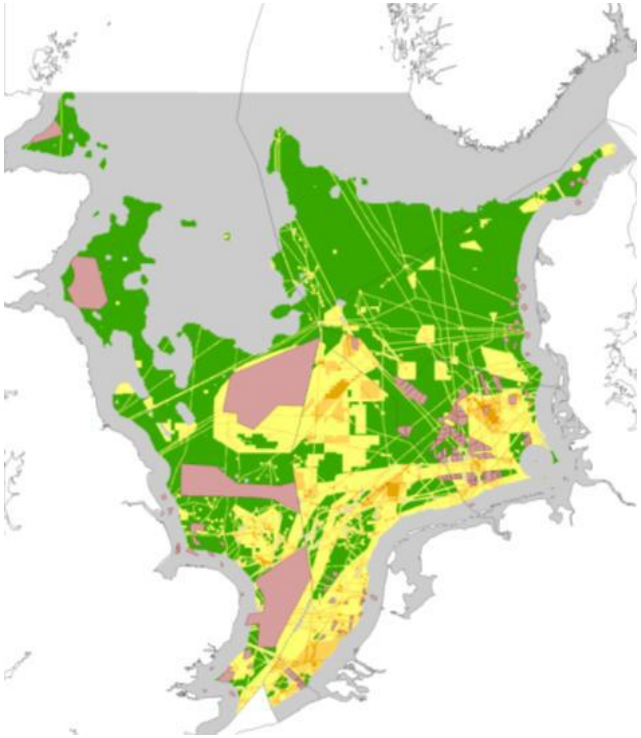


North Sea: shipping – sailing – boating – yachting

Scenarios offshore wind towards 2030 (www.Windspeed.eu)







OSW – "cross border plan" 93 GW

OSW – "spatial priority" 135 GW

Safe distances & shipping in wind energy farms

Shipping policy

- ✓ Realise safe and efficient management of shipping traffic along the coast and to ports.
- ✓ Carefully balance the interests of shipping with the interests associated with other uses of the North Sea.
- ✓ Continuous improvement of safety at sea.
- ✓ Where wind farms ('multiple objects') are concerned: the prevention of collisions and near-collisions between ships and wind farms.

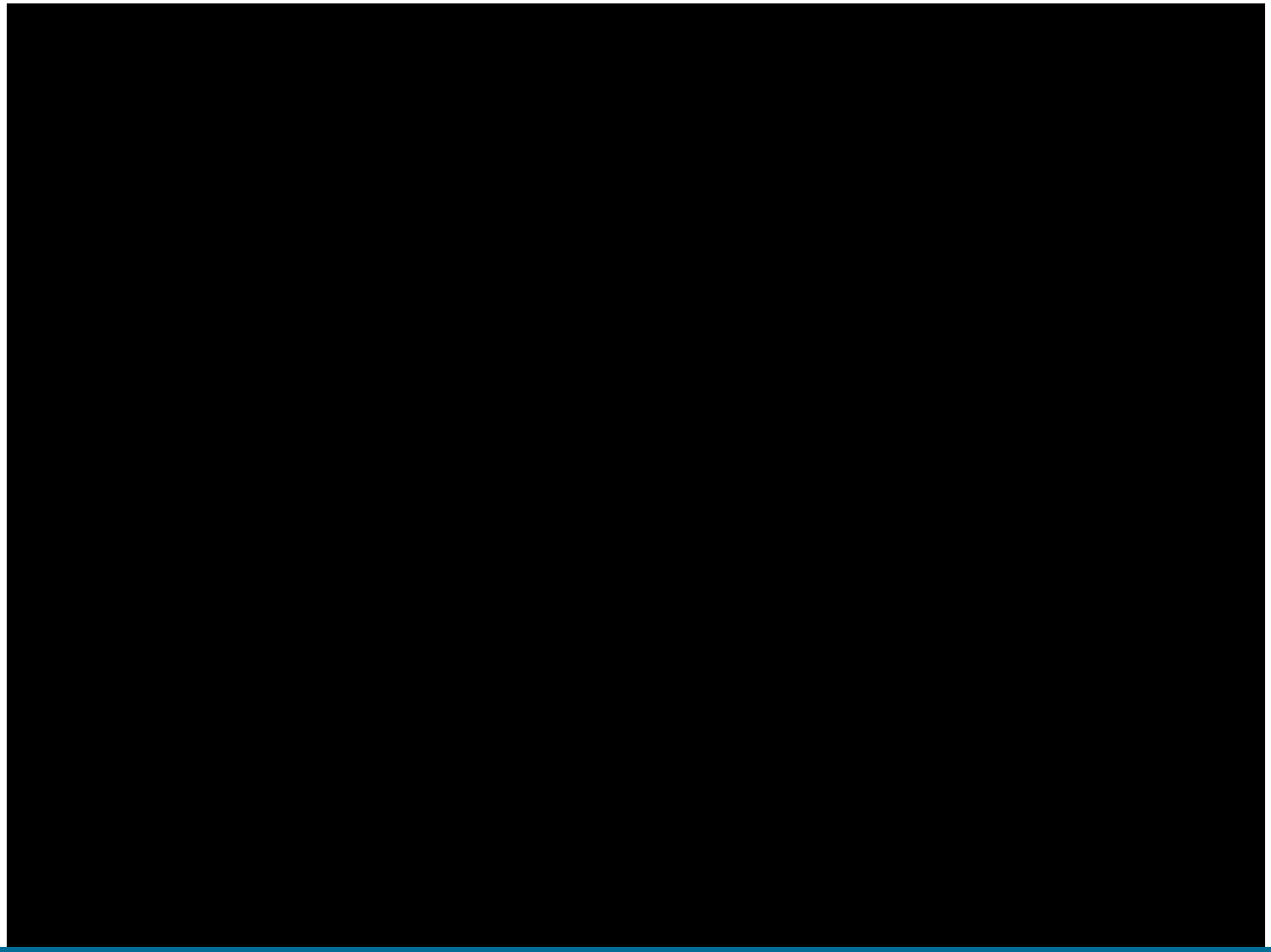
- ➢ Framework for assessment safe distances (2014)
- ➢ Use Interreg project ACCEAS & EMOVE

Summary design criterion: distance between shipping routes and wind farms (NL)

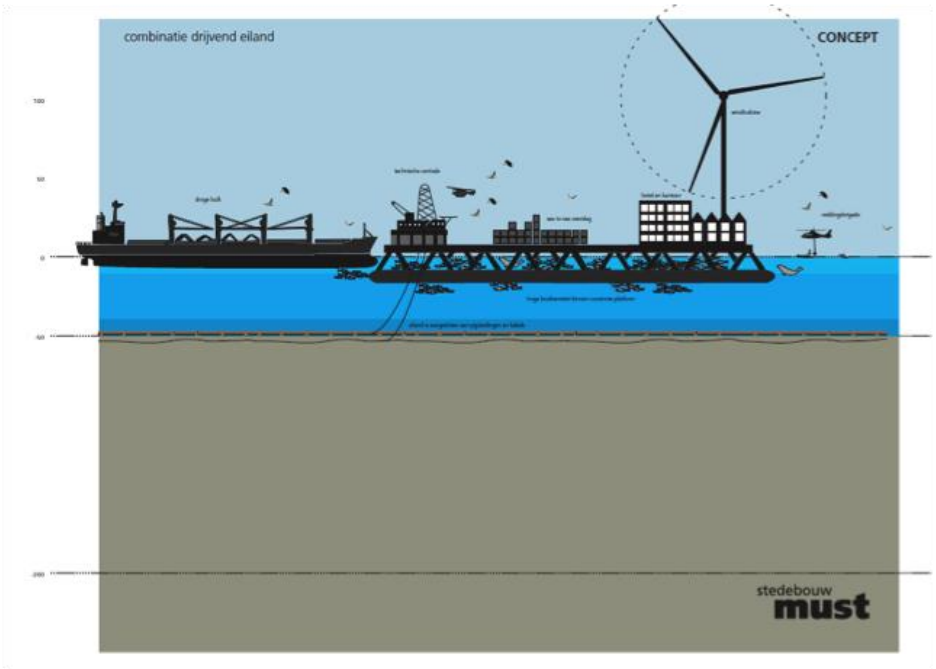
- For the purpose of reserving space the “reference” ship is important. Depending on the route the reference ship is 300 or 400 meters.
- This reference ship needs to be able to make a “round-turn”. 6 shiplenghts are required for this manouvre.
- On the starboard side an extra 0.3 nautical mile is required for an evasive manouvre.
- On top of this the 500 meter safety zone around a single object (wind turbine) is in place.

- The requested safe distance for ships therefore is:
  - 400 meter vessel (Rotterdam) = 1.87 nautical mile starboard and 1.57 nautical mile port side;
  - 300 meter vessel (Amsterdam) = 1.54 nautical mile starboard and 1.24 nautical mile post side.

From Zeebrugge to Gothenburgh: how the shipping sector reacts:



North Sea challenge: multifunctional use of maritime space

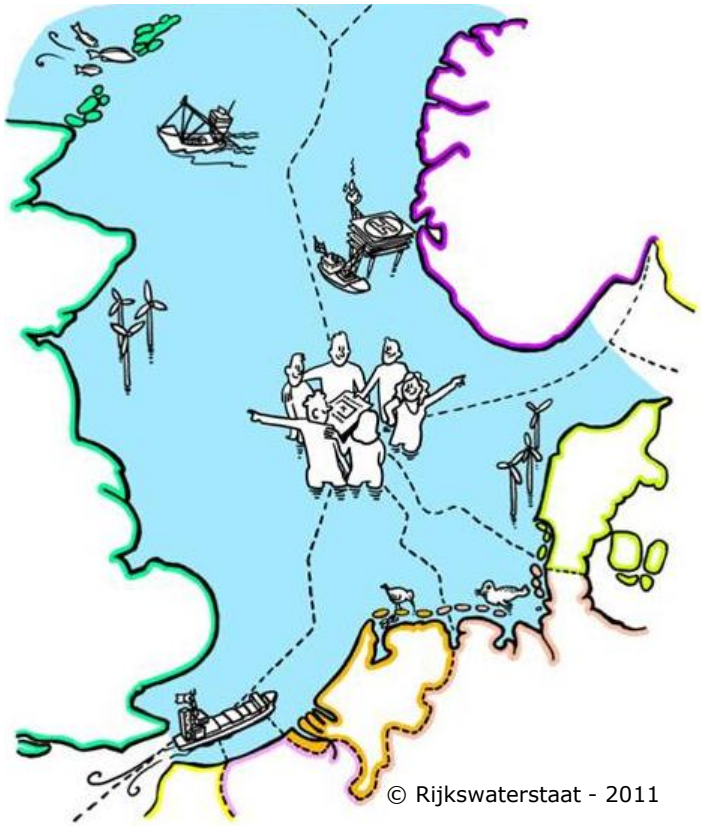


- Use space in wind energy farms for ocean energy production (waves, tidal, deep geothermal);
- or any other type of space consuming activity if possible (aqua/mari culture);
- Allow safe navigation by vessel <24 metres within wind farms;
- Locate exit points which are safe vis-à-vis shipping lanes;
- Reduce traffic to and from energy farms in order to avoid ‘hotspots’.

Maritime Spatial Planning

A politically guided but stakeholder driven process floating on the pillars of:

- Communication
- Cooperation
- Coordination



Thank you for your listening

References

North Sea 2050 Spatial Agenda Netherlands

http://www.government.nl/issues/water-management/documents-and-publications/notes/2014/07/28/north-sea-2050-spatial-agenda.html

Best practice advise maritime spatial planning and safe shipping

http://www.nautinst.org/en/forums/msp/index.cfm

Assessment framework safe shipping (NL) in white paper offshore wind developments

http://www.government.nl/issues/energy-policy/documents-and-publications/reports/2015/01/26/white-paper-on-offshore-wind-energy.html

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