



WWF

REPORT

2015

ALL HANDS ON DECK

SETTING COURSE TOWARDS A SUSTAINABLE BLUE ECONOMY

IT IS TIME FOR “ALL HANDS ON DECK”

This report is an invitation from WWF to all actors in the Baltic Sea Region – in government, civil society, and the private sector – to raise the bar on our collective ambitions.

We all know that the Baltic Sea is in trouble. We know that current actions to restore the sea to good environmental health are still not adequate to achieve this goal. At the same time, we also know that the Baltic Sea is seriously under-performing as an economic resource. **As a region, we risk missing out on hundreds of thousands of new jobs and billions in future revenue if we do not take decisive action now to protect and restore the sea’s ecosystems, and to use its resources and potential sustainably.**

If we are to save our sea and build a prosperous economy in our region for the long term, we will need a new approach. This report maps a way forward. It introduces the concept of “Blue Economy” – now spreading rapidly throughout the world – and describes how a sustainable Blue Economy can flourish in the Baltic Sea Region. It presents a set of Principles for a Sustainable Blue Economy to guide development, and it assesses our region’s current status and trajectory relative to these Principles. The report looks at our sea’s economic and environmental situation through the lens of a “SWOT” analysis – strengths, weaknesses, opportunities and threats – that is based on the Principles, and it proposes a set of action steps to realize this singular opportunity: the chance to create a global model of prosperity and environmental stewardship in the Baltic Sea region’s maritime economy.



Photo: pparf / Shutterstock

Key messages presented in this report include:

- **A healthy sea is vital to a healthy economy.** We need to begin seeing the Baltic Sea as an irreplaceable and uniquely valuable natural and economic asset. Restoring the sea to health should be seen not as an “environmental cost,” but as a long-term investment in our region’s economic future – an investment that will create jobs, income, and global export opportunities for regional companies.
- **We need to set more ambitious goals that work together to create a circular economy, with zero negative impact on the Baltic Sea, and monitor our progress towards achieving them.** While we urgently need to implement existing marine policies, goals and targets, we also need to raise the bar, aiming for long-term economic prosperity through efficient management of natural resources and zero negative impact on the Baltic Sea. Without a shared sense of long-term vision based on sound scientific knowledge, and a strong commitment to achieving that vision, we will be rudderless.
- **The Baltic Sea Region has the potential to be not just prosperous and “green”, but also a global role model and agent of change.** We can create a truly efficient, productive, and circular economy by aiming for zero negative impact on the Baltic Sea environment. The more we succeed, the more we stimulate others around the world to follow our example.
- **The Principles for a Sustainable Blue Economy presented in this report can help guide the Baltic Sea region to the achievement of this goal.** These new Principles are universal. They describe a destination and map a pathway that can guide decision-making and action in government, companies, private investment, and civil society, so that we can set our course accurately, and evaluate our progress appropriately.

As a region, we risk missing out on hundreds of thousands of new jobs and billions in future revenue if we do not take decisive action now to protect and restore the sea’s ecosystems.”

WE MUST CHANGE COURSE

OUR SHIP IS IN ROUGH WATER

- **An analysis based on the Principles shows that the Baltic Sea Region is far from a sustainable Blue Economy today — but we have ample opportunities and strengths to build on.** We need stronger, more proactive leadership to move the region more quickly in the right direction. We face many challenges, but we have the knowledge we need, we have many of the public policies already in place, and we have solid business opportunities on which to capitalize. We can do it.
- **To accomplish all of this, we need actors in the public, private, and civil sectors to pull together and act now.** First we need to set ambitious goals and targets that aim for a truly circular economy, with zero negative impact on the Baltic Sea, and follow up on them. But a sustainable Blue Economy also needs adequate rules and economic incentives, truly integrated maritime policies, and maritime spatial planning that fully applies the ecosystem-based approach. The private sector must take on a global leadership role and show the way by implementing a circular economy along and across their value chains. Public and private investment flows should be directed to support these forerunners.

Without these actions, we risk losing our most precious shared asset, and our hope for a prosperous maritime future in our region. **Our ship is in rough water and we need to change course. It's time for "all hands on deck."**

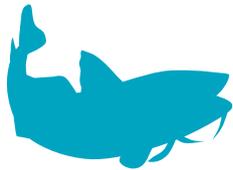
LIST OF ACRONYMS

BACC	Baltic Assessment of Climate Change
BALTEX	Baltic Sea Experiment (changed to: Baltic Earth)
BSR	Baltic Sea Region
BSSSC	Baltic Sea Subregional Co-operation
CAP	Common Agricultural Policy
CFP	Common Fisheries Policy
CSR	Corporate Social Sustainability
EC	European Commission
EIA	US Energy Information Administration
EU	European Union
EUSBSR	EU Strategy for the Baltic Sea Region
FAO	Food and Agriculture Organization of the United Nations
GDP	Gross Domestic Product
GRI	Global Reporting Initiative
HELCOM	Baltic Marine Environment Protection Commission – Helsinki Commission
IMO	International Maritime Organization
IMP	Integrated Maritime Policy
MSFD	Marine Strategy Framework Directive
MSP	Maritime Spatial Planning
SWOT	Strengths, Weaknesses, Opportunities, Threats (analysis)
OECD	The Organisation for Economic Co-operation and Development
PSSA	Particularly Sensitive Sea Area
UBC	Union of the Baltic Cities
UN	United Nations
UNPRI	UN Principles for Responsible Investments
UNWTO	UN World Tourism Organization
VASAB	Vision and Strategies Around the Baltic
WFD	Water Framework Directive
WWF	The World Wide Fund for Nature
ZNI	Zero Negative Impact

Photo: Dudarev/Mikhail / Shutterstock

THE RISE OF THE BLUE ECONOMY

All around the world, in nearly every nation with a coastline, people and governments are talking about the “Blue Economy”: using the sea’s resources to fuel economic growth and increase prosperity.



2.5
TRILLION
DOLLARS

IS THE ESTIMATED
ANNUAL ECONOMIC
OUTPUT
FROM THE SEA

The idea of using the sea for economic gain is hardly new, but the recently introduced concept of the Blue Economy aims to scale up this ancient human practice dramatically, using the latest technologies, powered by the dynamic forces of the market, and steered by new, enabling public policies. The intent of the Blue Economy is to create as much economic value from the marine environment as possible, but to do it in a sustainable way that preserves and protects the sea’s resources and ecosystems. If the Blue Economy movement succeeds, it will amount to nothing less than a radical re-shaping of humanity’s relationship with the sea.

That relationship is already critically important to the wellbeing of billions of people, who depend on the sea for food, transportation, jobs, resources, and recreation. Recent studies estimate the annual economic output from the sea at more than 2.5 trillion dollars. If the global economy had a balance sheet and the oceans and seas were listed as an asset, the calculated worth of that asset would be at least 24 trillion dollars¹.

These numbers mainly reflect traditional “economic” measures of value: monetized resources and production processes, leading to goods and services sold on the global market. But of course the value of the seas and oceans extends much farther than that, to include uncounted (and uncountable) social benefits as well as the simple right of ecosystems to exist. No one can put a price tag on the magnificence of the sea.

Table 1: Global economic output of the World’s oceans and seas, per year

TYPE OF OUTPUT	BILLION US\$
Direct output (fishing, aquaculture, etc.)	400 – 420
Services (tourism, education etc.)	365 – 400
Trade and transportation (shipping)	700 – 750
Adjacent benefits (carbon sequestration, biotechnology etc.)	890 – 1,000
Other intangible benefits*	nonquantifiable
TOTAL	US\$2.4 – 2.6 TN

* “Intangible benefits” includes, for example, oxygen production and global temperature stabilization, as well as spiritual and cultural values.

Source: “Restoring the Ocean Economy – Action Agenda 2015,” WWF



Photo: Ville Palonen / Alamy Stock Photo

Europe is gearing up to turn its regional seas into ever-larger engines of commerce.

Nonetheless, economic numbers like these begin to explain why the idea of the Blue Economy has rapidly become a global phenomenon. Here in the Baltic the phrase used is “Blue Growth,” following the policy language introduced by the European Commission in recent years. Europe is gearing up to turn its regional seas into ever-larger engines of commerce, aiming to capitalize on under-utilized resources and spurring faster growth in the marine and maritime sectors that are, in many cases, already expanding rapidly. But it also aims to achieve Blue Growth sustainably, meaning in ways that preserve and protect those resources for future generations.

To understand why the Blue Economy and Blue Growth have attracted so much regional interest, let’s start by looking at some global numbers.

¹ Restoring the Ocean Economy – Action Agenda 2015, WWF

BLUE, GREEN, AND CIRCULAR ECONOMY

The phrase “Blue Economy” is one of a family of concepts that also includes “Green Economy” and “circular economy.” Why do these different concepts exist? And what is “different” about them?

The phrase “Green Economy” came first, and it was one of the formal focus areas of the 2012 United Nations summit on sustainable development in Rio de Janeiro (“Rio+20”). But maritime nations attending that conference, and especially the small island states, felt that the Green Economy agenda was too focused on land-based processes, and did not adequately address their fundamental dependence on the sea. They introduced the parallel concept of Blue Economy, focusing on the development of the oceans as an economic resource (with the word “sustainable” almost always added to the policy language). The term has since spread to nearly every country with a significant maritime economy.

Meanwhile, the idea of a “circular economy” is more general, and refers to industrial processes that use resources in cycles, so that every “waste” product becomes an input to another industrial process, creating no net loss of resources, and no pollution.

To be truly sustainable, any economic system — whether it is “Green” or “Blue” needs to be circular.

Scaling Up the Blue Economy

In 2012, propelled by a UN global conference on sustainable development (the conference now known as “Rio+20”), the phrases “Blue Economy” and “Blue Growth” began to get noticed in international language of policy, and to be used alongside parallel concepts such as “Green Economy” and “circular economy” (see Box 1: “Blue, Green, and Circular Economy”). Since then, these phrases have surged into common usage around the world. Within three years, 90% of the nations of the world that have a coast were already involved with some form of Blue Economy declaration, program, or formal policy initiative, and many were beginning to invest in it.²

This rapid adoption of the Blue Economy concept can be explained with a single word: scale. The oceans and seas cover 70% of our planet’s surface. They already play an enormous role in the global economy, but as land-based resources become more scarce, the oceans look ever more attractive. Within their waters, under their floors, and even in the winds that blow over them, many nations see vast amounts of economic value still to be harvested. It is this growing realization of the untapped economic potential of the sea that is driving the exploding number of conferences, official declarations, regional initiatives, and funded aid programs that have the “Blue Economy” concept at their core. The amount of attention now being paid to the sea, together with the amount of investment money being mobilized to tap into its resources globally, has caused some commentators to begin calling this phenomenon a “blue gold rush.”

This increased economic focus on the seas has emerged in parallel with the existing growth in the marine and maritime economic sectors. Global tourism (of which about 80% is linked to the coasts and seas), marine aquaculture, shipping, and offshore fossil fuel extraction are already expected to roughly double, or in some cases even triple, between now and 2030. Other sectors, such as offshore wind, seabed mining, and biotechnology, are comparatively small today — but their high growth rates mean that over two decades, they will quickly become many times larger than they are now.

² Internal WWF study, *True Blue: The Strategic Meaning of Blue Economy*, 2014

Estimated Global Blue Growth until 2030



Sources: *Strategic Transport Infrastructure Needs to 2030*, OECD, 2012; *Tourism Towards 2030*, UNWTO, 2011; Douglas-Westwood, 2013; FAO; *Blue Growth – opportunities from the marine and maritime sustainable growth*, EC, 2012; *Renewable Energy Outlook 2013*; EIA; *Marine Biotechnology, Enabling Solutions for Ocean Productivity and Sustainability*, OECD, 2013.

This kind of potential for rapid scaling up raises hopes, for many, in an increased prosperity that can create many jobs and help to achieve the global dream of eliminating poverty. For others, however, growth like this raises worries: how can we restore the oceans and seas to health, while also using them more and more intensively?

If there is one global region with an excellent chance of solving this puzzle and creating a sustainable Blue Economy, it is Europe, which has a history of global leadership on many issues related to sustainable development. But in the case of the Blue Economy, the challenge to Europe is large and, of course, growing.

“Europe’s seas are increasingly looked upon as sources of natural resources that can fuel the continent’s economic development.”

Europe’s Quest for Blue Growth

For years, Europe has been famously struggling to pull its economy out of the slump that arrived with the financial crisis of 2008. The new administration of the European Commission has made economic growth an even higher priority than the previous one, as reflected in a new investment plan to pump 315 billion Euros into Europe’s real economy in order to create jobs and stimulate growth over the next five years.³

How much of that money is likely to find its way to the Baltic Sea? That is still unclear, but what is clear is that the Blue Economy — which already generates a gross added value of almost €500 billion a year and employs more than six million people in Europe⁴ — is seen as a major contributor to the expected new growth. Europe’s seas are increasingly looked upon as sources of natural resources that can fuel the continent’s economic development, and decrease its dependency on imports. You can see this perspective reflected strongly in the EU’s “Blue Growth Strategy”, which is considered as part of the overarching Europe 2020: A strategy for smart, sustainable and inclusive growth. (The Blue Growth Strategy is also one of the pillars of the EU’s Integrated Maritime Policy, which aims for the balanced use of regional seas. See Box 2 for an orientation to relevant EU and regional policy.)

It is difficult to know what percentage of EU investment in the region will be earmarked for the development of the Blue Economy, but one telling indicator is the high priority given to Blue Growth in the new Horizon 2020 research programme: €145 million is allocated to Blue Growth in 2014–2015 alone, together with additional funding opportunities potentially linked to maritime issues across the rest of the research budget.⁵ Where is this money, as well as other regional development funds, likely to go? One can assume that it will be disbursed roughly in alignment with the five key target sectors in Europe’s Blue Growth strategy: aquaculture, coastal tourism, ocean energy, biotechnology and seabed mining. These are the marine and maritime businesses on which Europe is currently betting.

The Spread of “Blue” around the Baltic Sea

If we step down in scale from the EU as a whole to the Baltic Sea region, the push for Blue Growth focuses on a slightly different mix of sectors. Here, short sea shipping (that is, cargo shipments between EU ports as well as between EU and neighbouring countries), coastal and cruise tourism, offshore wind, shipbuilding, aquaculture and blue biotechnologies are seen as the most promising marine and maritime sectors.⁶ Some of these sectors are quite small today, employing only a few thousand people; but they have attracted attention because their recent growth rates are above average in the EU. Offshore wind, aquaculture and cruise tourism grew by 20%, 13% and 11% respectively between 2008 and 2010 — a period that was otherwise marked by economic recession.⁷

Further development and growth of these sectors is, as a consequence, an integral part of the “EU Strategy for the Baltic Sea Region” (“EUSBSR”). This strategy also places strong emphasis on sustainability and the ecosystem-based approach to integrated management, which is a very promising foundation on which to build regional policy and action.

³ http://europa.eu/rapid/press-release_MEMO-14-2704_en.htm

⁴ State of Europe’s seas, European Environment Agency, Report No 2, 2015

⁵ Ocean Research in Horizon 2020: The Blue Growth Potential, Directorate-General for Internal Policies, 2015

⁶ http://ec.europa.eu/information_society/newsroom/cf/mare/itemdetail.cfm?item_id=16493

⁷ Study on Blue Growth, Maritime Policy and the EU Strategy for the Baltic Sea Region, European Networking Group for Integrated Maritime Policy (report to the European Commission), Dec 2013



Photo: Teisytė / Bigstock

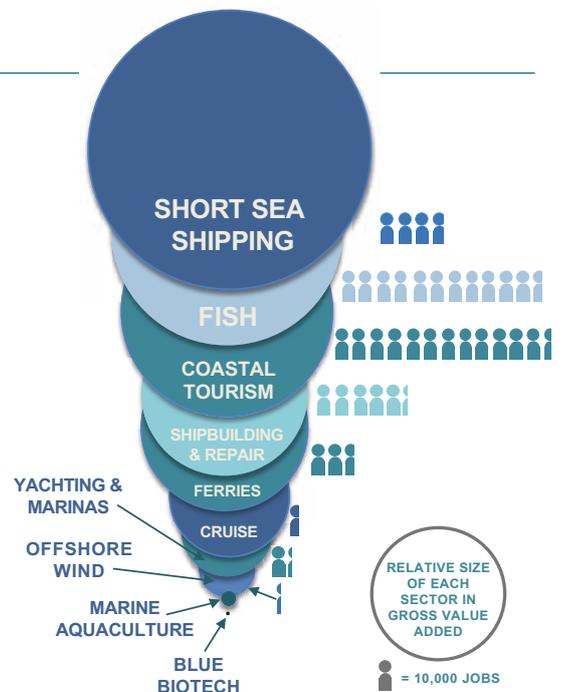
Coastal tourism provides by far the largest number of jobs of all marine-based sectors.



Photo: Peter Moss / ALLTRAVEL / Alamy

Table 2: Economic size of marine and maritime sectors in the Baltic Sea (excluding Russia)

MARINE SECTOR	GROSS VALUE ADDED € BILLION	EMPLOYMENT (JOBS)
Coastal tourism	3.1	127 000
Fish for human consumption*	3.8	117 000
Shipbuilding and repair	2.0	51 000
Short sea shipping**	5.7	39 000
Passenger ferry services	2.0	26 000
Cruise tourism	1.0	5 200
Yachting and marinas	0,6	12 000
Offshore wind	0,2	2 000
Marine aquaculture	0,02	700
Blue biotechnology	N/A	N/A



Source: Study on Blue Growth, Maritime Policy and EU Strategy for the Baltic Sea Region (2013)

* More than 70% in fish processing and retail.

** “Short sea shipping” is defined by the EU as “Movement of people or cargo between European ports or between those ports and ports situated in non European countries having a coastline on the enclosed seas bordering Europe.”

Almost 70 species (marine mammals, fish, birds, aquatic plants and benthic invertebrates) in the Baltic Sea are in danger of becoming extinct. This is an alarmingly high figure, especially for our uniquely brackish sea. (HELCOM Red List of Baltic Sea species in danger of becoming extinct (2013).

Photo: Alex Mustard / naturepi.com



Photo: Søren Lund-Pihler / Agency

The push for Blue Growth by national governments

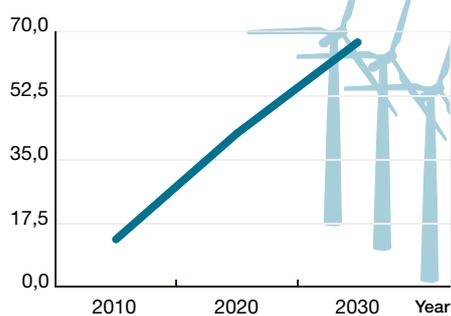
If we step down again to the national level, countries such as Denmark, Germany, Poland and Sweden are actively working to incorporate the EU push for Blue Growth into their maritime strategies, while in Estonia, Latvia, and Lithuania, “Blue Growth” (at least as framed and promoted by the EU) has not really made it to the national policy agenda. In Finland there is a specific policy commitment to developing the country’s so called “blue bioeconomy” — that is, the part of the Blue Economy that is based on marine biological resources.

Whether or not growth of the marine and maritime sectors is called “Blue”, or is catalysed by the EU Blue Growth agenda, all countries have strategies in place to further develop and grow specific marine-based sectors.⁸ A study commissioned by the European Commission⁹ provides an indication of which sectors the countries may prioritise in the future. In this study, nearly all EU countries in the Baltic Sea region identified coastal tourism and short sea shipping among the most relevant and promising marine-based economic activities to be targeted for growth. Denmark, Germany, Poland and Sweden also included offshore wind on this list, while the three Baltic States added fish for human consumption, referring to the potential of growing the fish processing industry. Aquaculture was pointed out by Denmark, Sweden and Poland. Like many of the other countries in the region, Russia is targeting shipping (including port capacity) for growth, as well as offshore wind and aquaculture.

⁸ For more information on each country’s Blue Economy policy and planning, see the Technical Annex to this report at the <http://panda.org/baltic> website.

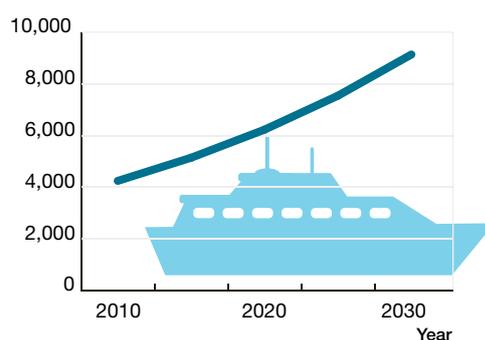
⁹ Study on Blue Growth, Maritime Policy and the EU Strategy for the Baltic Sea Region, Dec 2013 (op cit).

Number of Offshore Wind Farms



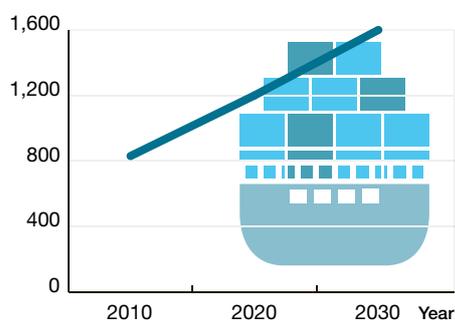
Number of offshore wind farms in the Baltic Sea 2010–2030

Number of Ships per month



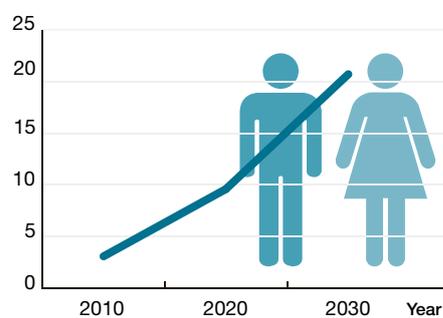
Predicted increase in the number of ships per month on the Baltic Sea 2010–2030

Cargo (million tonnes)



Predicted amount of cargo managed by Baltic Sea ports 2010–2030

Passengers (million)



Scenario for the increase in cruise passengers in the Baltic Sea 2010–2030. Cruise tourism has been increasing by about 12% per year in the region between 2000 and 2010.

“The number of ships on the sea, as well as the cargo weight managed by Baltic Sea ports, is likely to double between 2010 and 2030. During the same time period, the number of wind farms could quadruple, and the number of cruise passengers increase by a whopping 600%.”

Figures displayed above are sourced from “Future Trends in the Baltic Sea,” WWF Baltic Ecoregion Programme, 2010

Blue Growth is already happening in the Baltic Sea Region

As in the rest of the world, all this interest in growing the Blue Economy in the Baltic Sea Region is coming into play at a moment when many of the region’s marine-based sectors are already growing at significant rates. In fact, nearly all of these industries are expected to keep growing rapidly with or without the additional policy help that the Blue Growth Strategy seeks to provide.

For example, in an earlier report, WWF presented estimates that the number of ships on the sea, as well as the cargo weight managed by Baltic Sea ports, is likely to double between 2010 and 2030. During the same time period, the number of wind farms could quadruple, and the number of cruise passengers increase by a whopping 600%.¹⁰ All of this was projected to occur before the introduction of new Blue Growth policies.

Combine this large-scale, on-going growth with the established facts about the poor health of our marine ecosystems — as recently documented by the European Environment Agency, in its report “State of Europe’s Seas.”¹¹ Mix in further policy incentives for growth, in a situation where the EEA says that “past, present and future pressures from human activities” are already reaching levels that threaten the sea’s ability to be economically productive. Compare the result to our region’s less-than-successful track record at implementing current policies designed to save the sea. Performing this analysis — as described in more detail later in this report — quickly leads to a stark conclusion: our region is not on course to achieve sustainable prosperity with healthy ecosystems. At least, not yet.

That is why we need a new set of guiding principles, and a new course of action in our region.

¹⁰ Future Trends in the Baltic Sea, WWF Baltic Ecoregion Program, 2010

¹¹ State of Europe’s Seas, European Environment Agency, 2015. The EEA report notes that the EU is not on the path to fulfil its ambition of achieving sustainable use of its seas, although it is fully empowered to do so through the current array of policies and knowledge. See: <http://www.eea.europa.eu/publications/state-of-europes-seas>

INTRODUCING THE PRINCIPLES FOR A SUSTAINABLE BLUE ECONOMY

Any effort to plan for the long-term development of an economy – whether Blue, Green, or any other colour – should begin with a central insight: no economy can sustain its prosperity if the natural resource base upon which this prosperity depends is systematically being degraded.



Photo: Kullig - RF - Kistler / Alamy Stock Photo

Consider tourism, which currently accounts for more than half of the Blue Economy jobs in our region (not counting cruise ships): few people would want to visit a polluted sea, filled with dangerous algae, and devoid of beautiful wildlife. Without a healthy sea we would not get local fresh fish for our supermarkets. For these sectors, a healthy sea is a fundamental condition for their viability.

Of course, some sectors, notably shipping, ocean-based energy and seabed mining, actually do not require a healthy sea for their operations. They can extract value from a polluted or even dead sea as easily as from a clean, living one. But the damage to their reputations from poor environmental behaviour would ultimately impact their bottom line, so even these industries depend on keeping the Baltic Sea in good health.

“Equally significant,” notes the European Union, “are the recreational, aesthetic and cultural uses we make of the seas and the ecosystem services they provide.”¹² No amount of economic calculation can capture the full range of benefits we receive from the Baltic Sea – the body of water that defines this region.

For all these reasons, we need to clarify what we mean by a sustainable Blue Economy.

The European Union does formally recognise the fact that economic prosperity depends on healthy ecosystems, and its policy document stresses that Blue Growth must be sustainable.¹³ The meaning of “sustainable” has even been partly specified for some marine and maritime sectors, such as “zero-waste” and “zero emissions” for maritime transport, and “maximum sustainable yield” for fishing.^{14,15} But for other industrial sectors, the criteria for making them “sustainable” still needs to be articulated. More importantly, we need to be very clear about what makes a Blue Economy sustainable as a whole, taking into account the effect of all these sectors operating together, with their many interconnections and cumulative impacts, ensuring that the Blue Economy operates within the limits required to maintain healthy ecosystems.

To have a clear view of what the region is aiming for with a Sustainable Blue Economy, we need to step back and get a big-picture understanding of the whole system. We need clear definitions that can be translated into operational and measurable goals and targets, so that we can determine whether the growth strategies that are being pursued in our region are actually taking us in the right direction. We need a framework for seeking win-win solutions and making decisions about the inevitable trade-offs that will come up along the way. Without such a framework, we risk undermining the very possibility of long-term growth and development in the Baltic Sea region – and we may end up with a “Blue Economy” that is more brown than green.

To help steer marine economic development onto the right course globally, WWF has developed a set of Principles for a Sustainable Blue Economy. The Principles are also harmonized with a number of United Nations agreements that are relevant to the Blue Economy, such as the UN Convention on the Law of the Sea, the Convention on Biological Diversity, the Rio Declaration, the Global Compact (as well as other corporate sustainability

“Consider tourism, which currently accounts for more than half of the Blue Economy jobs in our region (not counting cruise ships): few people would want to visit a polluted sea, filled with dangerous algae, and devoid of beautiful wildlife.”



A ROAD MAP

AND A DESTINATION
IS PROVIDED BY THE
PRINCIPLES

guidance documents), and the UN Rio+20 outcome document *The Future We Want*. These Principles also draw on closely related concepts such as Green Economy and circular economy.¹⁶

WWF believes that these Principles can help guide development in any part of the world, and especially here in the Baltic Sea Region, in a direction that leads to healthier ecosystems, better business opportunities, and a more prosperous Blue Economy.

The Principles are universal in the sense that they are applicable to any kind of actor, including regional, national and local policy-makers, corporate businesses, and financing institutions.

The Principles for a Sustainable Blue Economy offer:

A clear definition of the benefits to society that a sustainable Blue Economy should provide, and also how actors in that economy should manage the ecosystems and natural resources upon which they depend. The definition also recognises the intrinsic value of ecosystems, that is, their right to exist, regardless of their economic importance to human society. It is important to note that the principles for managing our use of and impact on ecosystems are based on the laws of nature, which no government or market economy can renegotiate.

Guidance on governance, describing how a Sustainable Blue Economy must be steered, by public as well as by private actors, at any scale, to address uncertainties and to take into account different needs and uses of the seas.

A set of fundamental actions that need to be taken if a Sustainable Blue Economy is to materialize.

In short, the Principles provide both a destination — in the form of a set of framing conditions within which the Blue Economy must operate — and a roadmap to help us get there.

¹² *Communication from the Commission - An Integrated Maritime Policy for the European Union, 2007*

¹³ *Blue Growth – opportunities for marine and maritime sustainable growth, EU Commission, 2012*

¹⁴ *Commission Communication: Strategic goals and recommendations for the EU's maritime transport policy until 2018, 2009*

¹⁵ *EU Common Fisheries Policy (CFP)*

¹⁶ Note that "Green Economy" is capitalized in this report because of its frequent use in formal international policy processes, while "circular economy" is not capitalized because it is a more general descriptive term.

The Baltic Sea is the youngest sea on earth. Only a limited number of species have adapted to its brackish water. While the sea's catchment area is large, its exchange of water with the Atlantic is limited. These factors make the Baltic Sea very vulnerable to any negative human impact.



Photo: Lasse Burell

INTRODUCING THE PRINCIPLES FOR A SUSTAINABLE BLUE ECONOMY

The world's oceans, seas, and coastal areas are the largest ecosystems on the planet and a precious part of our natural heritage. They are also vital to the livelihoods and food security of billions of people around the world, and to the economic prosperity of most countries.

The ability of these marine environments to provide jobs and nutrition over the long term is, however, already under pressure from human economic activities; and it is being further threatened by development approaches that are fragmented, uncoordinated, and often in conflict with what science tells us is physically possible or ecologically sound.

Fortunately, many governments, organizations and communities in both developed and developing countries are becoming aware of the need for a more coherent, integrated, fair, and science-based approach to managing the economic development of the oceans. Humanity increasingly understands that we are an integral

part of the marine ecosystem, and that we must plan and implement our economic activities with care, balancing the desire to improve human living standards and wellbeing with the imperative to sustain ecosystem health. Active leadership is needed, in both the public and private sectors, to steer the Blue Economy in a sustainable direction. This includes delivering on commitments already made – globally, regionally, nationally and locally.

To ensure that the economic development of the ocean contributes to true prosperity and resilience, today and long into the future, with special recognition of the needs of developing countries, WWF is proposing the

following Principles for a Sustainable Blue Economy.

These Principles provide a definition of a Sustainable Blue Economy and a roadmap to help us get there. They are universal and can be applied to any part of the oceans, seas or coasts, as well as used by any actor involved in the economic development of the sea, including governments, private and financial sector actors, international agencies, and civil society groups.

WWF invites all Blue Economy actors to use these Principles for a Sustainable Blue Economy and to embed these definitions, descriptions, and actions into marine policy and activities, all around the world.

PRINCIPLES FOR A SUSTAINABLE BLUE ECONOMY

A SUSTAINABLE BLUE ECONOMY is a marine-based economy that ...

- **Provides social and economic benefits for current and future generations**, by contributing to food security, poverty eradication, livelihoods, income, employment, health, safety, equity, and political stability.
- **Restores, protects and maintains the diversity, productivity, resilience, core functions, and intrinsic value of marine ecosystems** – the natural capital upon which its prosperity depends.

- **Is based on clean technologies, renewable energy, and circular material flows** to secure economic and social stability over time, while keeping within the limits of one planet.

A SUSTAINABLE BLUE ECONOMY is governed by public and private processes that are ...

- **Inclusive**. A Sustainable Blue Economy is based on active and effective stakeholder engagement and participation.

- **Well-informed, precautionary and adaptive**. Decisions are based on scientifically sound information to avoid harmful effects that undermine long-term sustainability. When adequate information and knowledge are missing, actors take a precautionary approach, actively seek to develop such knowledge, and refrain from undertaking activities that could potentially lead to harmful effects.

As new knowledge of risks and sustainable opportunities is gained, actors adapt their decisions and activities.



- **Accountable and transparent.** Actors take responsibility for the impacts of their activities, by taking appropriate action, as well as by being transparent about their impacts so that stakeholders are well-informed and can exert their influence.
- **Holistic, cross-sectoral and long-term.** Decisions are based on an assessment and accounting of their economic, social and environmental values, benefits and costs to society, as well as their impacts on other activities and across borders, now and in the future.
- **Innovative and proactive.** All actors in a Sustainable Blue Economy are constantly looking for the most effective and efficient ways to meet the needs of present and future generations without undermining the capacity of nature to support human economic activities and wellbeing.

To create a SUSTAINABLE BLUE ECONOMY, public and private actors must ...

- **Set clear, measurable, and internally consistent goals and targets for a Sustainable Blue Economy.** Governments, economic sectors, individual businesses and other actors must all set relevant and measurable goals and targets for a Sustainable Blue Economy to provide their planning, management and activities with a clear direction. Goals and targets for different economic, social and ecological areas – as well as related policies and activities – must be made as integrated and coherent as possible, to avoid conflicts and contradictions.
- **Assess and communicate their performance on these goals and targets.** The goals and targets for a Sustainable Blue Economy must be regularly monitored and progress communicated to all stakeholders, including the general public, in a transparent and accessible way.
- **Create a level economic and legislative playing field that provides the Blue Economy with adequate incentives and rules.** Economic instruments such as taxes, subsidies and fees should be aimed at internalizing environmental and social benefits, costs and risks to society. International and national laws and agreements, including private agreements, should be framed, implemented, enforced, and continuously improved in ways that support a Sustainable Blue Economy.
- **Plan, manage and effectively govern the use of marine space and resources, applying inclusive methods and the ecosystem approach.** All relevant uses of marine space and resources must be accounted, planned, managed and governed through forward-looking, precautionary, adaptive and integrated processes that ensure the long term health and sustainable use of the sea, while also taking into account human activities on land. Such processes must be participatory, accountable, transparent, equitable and inclusive, in order to be responsive to present and future human uses and needs, including the needs of minorities and the most vulnerable groups in society. To make informed trade-offs, such processes should also use appropriate tools and methods to capture
- the range of benefits that ecosystem goods and services can bring to different stakeholders.
- **Develop and apply standards, guidelines and best practices that support a Sustainable Blue Economy.** All actors – including governments, businesses, non-profit enterprises, investors and consumers – must develop or apply the global sustainability standards, guidelines, best practices, or other behaviors that are relevant to them. For organizations, application of such standards should not only ensure that their activities are conducted in a responsible way, but also improve their own performance and competitiveness, today and in the future.
- **Recognize that the maritime and land-based economies are interlinked and that many of the threats facing marine environments originate on land.** To achieve a Sustainable Blue Economy in the seas and coastal regions, land-based impacts to marine ecosystems must be addressed and actors must also work to promote the development of a sustainable green economy on land.
- **Actively cooperate, sharing information, knowledge, best practices, lessons learned, perspectives, and ideas, to realize a sustainable and prosperous future for all.** All actors in a Sustainable Blue Economy have a responsibility to participate in the process of implementation, and to reach out across national, regional, sectorial, organizational, and other borders, to ensure collective stewardship of our common marine heritage.

Photo: Milosz_G / Shutterstock



The net economic value for each fish caught by recreational fishermen is calculated to be about 40 times higher than a fish caught by a commercial fisherman.

Photo: Piotr Wawrzyniak / Shutterstock

A SUSTAINABILITY ANALYSIS OF THE BLUE ECONOMY IN THE BALTIC SEA

Now that we have Principles for a Sustainable Blue Economy, we need to put them to work, and take a hard look at the current Blue Economy in the Baltic Sea region. How close is the Baltic Sea region to achieving this vision? And are we headed in the right direction?

Using the Principles as our checklist and assessment tool, and considering the best available data and policy analysis (including the EU's own analyses), we asked the following questions:

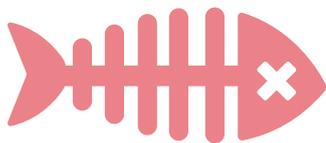
- Is the Blue Economy in the Baltic performing — economically, socially and environmentally — in a sustainable way?
- Is our Blue Economy being properly governed and managed?
- Are the necessary actions being taken to take us towards our long-term vision?

Instead of presenting the outcome of this analysis principle by principle, we make use of the familiar “SWOT” format — Strengths, Weaknesses, Opportunities, and Threats. However, we have switched the order and started with the key Threats and Weaknesses affecting the realization of a sustainable Blue Economy in our region, before moving on to the Strengths, and a look ahead to our region's many Opportunities. For each identified aspect in the Threats, Weaknesses, and Strengths sections, we reference the specific Principles to which that item relates. The Opportunities, if converted into realities, will tend help improve performance on all the Principles — and strongly advance our progress towards a sustainable Blue Economy.

Threat 1:

Relates to the following Principles:

- Provides social and economic benefits for current and future generations
- Restores, protects and maintains the diversity, productivity, resilience, core functions, and intrinsic value of marine ecosystems



Fish stocks are roughly 30–40% below historical average.

KEY THREATS

THREAT #1: The Baltic Sea Blue Economy is underperforming due to severe environmental stress from both land-based and sea-based human activities

It is not news to most people that the Baltic Sea is in trouble. It is considered one of the most environmentally stressed seas in the world. Driven largely by multiple human pressures on the Baltic Sea environment — eutrophication, pollution and unsustainable fishing are the most severe — the current Baltic Blue Economy is greatly under-performing compared to its potential. The region is clearly losing out on the full benefits that the Blue Economy could bring.

Fish stocks, for example, are at roughly 30 to 40% below their historical average,¹⁷ not to mention the fact that some of the fish caught in certain parts of the Baltic Sea is considered unfit for human consumption.¹⁸ Another example is the economic loss linked to tourism and recreation that is directly caused by eutrophication and pollution. The full extent of these losses is essentially unknown, but in a survey carried out in 2008, several tourism operators around the Baltic Sea estimated that if the problem continues to grow, they risked losing 10-15% of their expected revenues.^{19, 20}

Although this on-going eutrophication and pollution is mainly caused by economic activities on land — from sources such as agriculture (by far the largest contributor to eutrophication), industry, energy production, traffic, sewage and waste — many of the marine-based sectors in the Baltic Sea, such as shipping, tourism and aquaculture, also contribute to this environmental decline.

The marine-based sectors, like most land-based economic activities, also depend heavily on fossil energy. Consequently their carbon emissions contribute to global warming, which is already starting to negatively affect the Baltic Sea environment. The best available assessments tell us that if human-caused global warming is left to continue on its present course, average temperatures in the Baltic Sea region might rise by as much as 4–8°C in winter and around 1.5–4°C in summer.²¹

Higher temperatures in the sea, together with increased run-off from land caused by higher rates of precipitation, will just add to the problem of eutrophication and further stress our fragile biodiversity — unless we take preventative action. Water surface temperature in the Baltic Sea could also increase by 2–4°C, spurring further algae blooms. Increased rainfall and freshwater inflow could lead to a decrease in the Baltic Sea's salinity, further stressing a delicate ecosystem.

To make matters worse, the marine and maritime sectors also contribute to physical degradation of the Baltic Sea ecosystems, through port expansions, the building of bridges and other infrastructure, expansion of tourism destinations, laying of electricity or gas cables, and digging out sand from the sea bottom. Invasive species can also get introduced into our ecosystem by ballast water. And finally, the threat of fish farms spreading diseases and genetic material to wild fish remains a concern.



The Baltic Sea is considered one of the most polluted seas in the world. Bottom areas larger than the size of Denmark are depleted from oxygen.

Photo: P. Rosqvist / WWF-Finland

¹⁷ International Council for the Exploration of the Sea (ICES), reported in the Fisheries Secretariat "ICES Advice for the Exploitation of Baltic Sea Fish Stocks 2015," 2 June 2014.

¹⁸ Fish such as larger salmon and herring in some parts of the Baltic Sea contain levels of dioxins and PCBs that exceed the limits set by EU. Finland, Latvia and Sweden have been granted an exception from EU rules and are allowed to sell the fish within their respective countries.

¹⁹ Whilst the loss of tourism revenue from algal blooms is widely acknowledged, it appears to be under-researched for the Baltic as a whole. Studies are piecemeal. For example, during an algae bloom in 2005, planners on the Swedish island of Öland reported a loss of Euros 27 million for that season alone. A study conducted on the island of Gotland, on the other hand, reported that just 22% of tourism-based business reported they were affected negatively by the algae bloom (no monetary figures were reported). These indicative studies suggest clearly that more research is needed.

²⁰ Swedish EPA, Report 5937, 2009

²¹ Second Assessment of Climate Change for the Baltic Sea Basin, BALTEX, 2015

Threat 2:

Relates to the following principle:

- Is based on clean technologies, renewable energy, and circular material flows

THREAT #2: The Baltic Sea Blue Economy, as well as the land-based economies that surround it, are based on linear material flows and non-renewable energy

A core problem is that both marine-based and land-based economic activities are mostly based on linear, and sometimes toxic, flows of materials, as well as non-renewable energy. Besides causing the above-described environmental stress to the Baltic Sea in the form of eutrophication, pollution and climate change, this linear structure threatens the long-term productivity of these activities from a natural resource scarcity perspective.

Consider for example phosphorous. Some researchers worry that already within two or three generations, this nutrient could become scarce, which would severely jeopardize the productivity of the agricultural sector and consequently our food security — unless we convert to circular ways of usage that recapture the resource to use again. In other words, addressing the severe eutrophication problem caused by our linear use of phosphorus and nitrogen will also help us deal with a growing problem of natural resource scarcity. This is obviously a challenge that not only involves the agricultural sector, but any sector that handles foods or nutrients.

Our use of fossil energy is another example. The economic risks associated with our dependency on fossil energy, other than the economic values that will be lost due to its impact on ecosystem productivity through climate change, are also well known: price volatility and unexpected geopolitical changes can cause many kinds of economic trouble. As the world's understanding of the impacts associated with climate change deepens, there will also be more calls to “leave the carbon in the ground” (or under the sea floor), which could have unpredictable impacts on the fossil energy market.

The threat of non-renewable and linear resource use could easily disrupt or hinder our efforts to create a truly sustainable Blue Economy.

Threat 3:

Relates to the following Principles:

- Provides social and economic benefits for current and future generations
- Restores, protects and maintains the diversity, productivity, resilience, core functions, and intrinsic value of marine ecosystems
- Is based on clean technologies, renewable energy, and circular material flows

THREAT #3: Growth of the Blue Economy risks further stressing the Baltic Sea environment, as well as increasing the competition for marine space

On top of the above catalogue of environmental damage caused by the current Blue Economy, many marine sectors are growing at significant rates, as presented earlier. This existing growth, together with any possible new growth of the kind that policy-makers are pushing for, if not pursued in a manner which ensures its sustainability, is likely to put the Baltic Sea environment in further jeopardy and therefore undermine the prospects for the Baltic Blue Economy itself. Unless we take a hard look at how our region plans, manages and assesses Blue Growth initiatives, we are not likely to get the long-term prosperity we are aiming for.

Let's take aquaculture as an example, to demonstrate the complexity of the issues that should be considered. Aquaculture is one of the fastest growing food production systems in the world and already accounts for almost half of global fish consumption. But, the rapid expansion of the aquaculture industry has not come without negative impacts, which include the risk of disease and parasite outbreaks between farmed and wild fish, pollution or depletion of local waterways, excessive use of chemicals (antibiotics, fertilizers and pesticides), habitat conversion, and potential impacts to genetic diversity of wild species from escapees.

We also know, however, that when done responsibly, aquaculture's impact on wild fish populations, marine habitats, water quality and society can be significantly and measurably reduced. So when evaluating the potential for the future growth of aquaculture in the Baltic Sea region, consideration should be given to the way in which it is pursued, with a particular focus on the potential impacts to the already severe eutrophication problem, as well as wild fish populations. If we take the issue of increasing nutrient inputs to the Baltic Sea from aquaculture, there is a clear need to monitor and work to reduce or eliminate these inputs, just as there is in the agriculture sector.

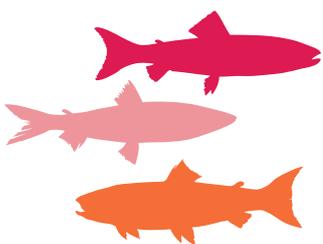


Photo: racorn / Shutterstock

Aquaculture is one of the fastest growing food production systems in the world and already accounts for almost half of global fish consumption.

**12 447
TONS OF
FARMED
FISH**

**EMPLOYED 370
IN 2012 COMPARED TO
6 754 TONS AND 439
EMPLOYEES IN 2006**



Effective maritime spatial planning should also be employed as an instrument for finding suitable areas for aquaculture activities in the region, and for reducing the potential for conflicts between aquaculture and other uses, such as tourism, recreational fishing, commercial fishing, and nature protection. Worth mentioning in this context is the fact that the economic value of recreational fishing, as well as its future growth potential, is often seriously under-appreciated. As an illustration, the net economic value for each fish caught by recreational fishermen was calculated to be about 40 times higher than a fish caught by a commercial fisherman.²²

If we turn to the employment that aquaculture is expected to bring, an interesting analysis of this has been provided by Statistics Sweden. This analysis shows that while 6,754 tons of farmed fish was produced in the country in 2006 which kept 439 people employed, by 2012, the amount of farmed fish had almost doubled to 12,447 tons – but the number of people employed had decreased to only 370 people.

The case of aquaculture demonstrates the type of complex sustainability considerations which should be included when one explores the future development potential of any Blue Economy sector. While growth in large sectors such as tourism and shipping are more likely to generate new income and job opportunities, this growth also risks adding considerable pressure on the Baltic Sea environment as well as negative impacts on other economic sectors, unless those industries undergo substantial greening of their activities.

Finally, but also very importantly, growth of the Blue Economy in the Baltic Sea is also resulting in increased competition for space among marine and maritime sectors, as well as with other interests such as nature conservation. This calls for better planning of marine space, which we will come back to further below.

Summing up these three Key Threats leads to a troubling conclusion:

the Blue Economy in the Baltic Sea region is not adhering to the definition of a Sustainable Blue Economy provided by the Principles set forward in this report. In fact, it is far from performing at its full economic, social or environmental potential, and jeopardising its potential to deliver in the future. Any additional ambitions for growth need to take a much more holistic approach – especially given the threatened status of the Baltic Sea.

Why is the region heading in the wrong direction? Some of the key reasons are to be found in the Weaknesses quadrant of our SWOT Analysis, which concerns the governance and action elements of the Principles.

²² Swedish EPA, Report 5937, 2009

KEY WEAKNESSES



Weakness 1:

Relates to the following Principle:

- Set clear, measurable, and internally consistent goals and targets for a Sustainable Blue Economy

“The Baltic Sea region is still by-and-large missing a truly scientific basis for determining whether or not our policies and actions will lead to long-term sustainability.”

WEAKNESS #1: Lack of a scientifically-based definition of a Sustainable Blue Economy that is translated into equally clear and scientifically-based goals, targets and indicators, which can in turn guide marine and maritime sector policies and decision-making

One fundamental weakness of the Blue Economy in the Baltic Sea is that there is no commonly agreed, scientifically-based definition of a Sustainable Blue Economy that can guide marine and maritime sector policies and decision-making – both in the public and private sector. As noted earlier, while the EU has identified quantitative definitions for a few Blue Economy sectors, the Baltic Sea region is still by-and-large missing a truly scientific basis for determining whether or not our policies and actions will lead to long-term sustainability. Even more troubling are the conclusions from the recent EEA report “State of Europe’s Seas,” which finds that while seas like the Baltic may still be productive, they are not healthy – and they are not able to withstand further stress to their ecosystems. The ability of our sea to be productive in the future “remains unclear.”²³

We can no longer afford to be “fuzzy” about what a Sustainable Baltic Sea Blue Economy is, if our intention is to steer towards it. We need to know for certain, sector by sector, that our economic goals, targets, and current practices will result in the economic, environmental, and social results that we want.

The Principles for a Sustainable Blue Economy provide the definitions we need, in general terms: an economy that provides social and economic benefits for current and future generations, that protects and maintains the diversity, productivity, resilience, and core ecological functions of the Baltic Sea, and that is based on clean technologies, renewable energy, and circular material flows. Now we need to turn those principles into hard numbers, formulating clear and measurable targets and indicators for each sector and for the Blue Economy as a whole, based on the best scientific information our region can muster.

Weakness 2:

Relates to the following Principles:

- Holistic, cross-sectorial and long-term governance
- Set clear, measurable, and internally consistent goals and targets for a Sustainable Blue Economy

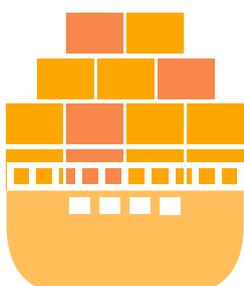
WEAKNESS #2: Lack of holistic and cross-sectorial management of the Baltic Sea

It is a commonly recognised fact that decisions in our region are still mostly taken sector-by-sector, ministry-by-ministry, country-by-country, without a holistic, integrated approach, resulting in uncoordinated, conflicting, and inefficient and policy objectives and implementation.

Regional and national work to restore the health of the Baltic Sea still mainly involves the environmental ministries, although the necessary actions fall under the responsibilities of the sector ministries.

Recognizing the lack of a holistic approach to the management of the European Seas, the EU requested already back in 2007 that each country prepare an “Integrated Maritime Policy” (IMP) to handle synergetic and conflicting interactions between different sectors as well as their impact on the environment. The EU made recommendations about what this policy should include, but countries had a great deal of leeway in terms of how to formulate it. At present, however, not even marine environmental policies exhibit high levels of integration in the way they are implemented. According to a recent EEA assessment, environmental directives are a jumble that operate on differing timetables and scales, using different methodologies for assessment.²⁴

The result is that while some countries in the Baltic Sea region have developed an IMP that covers a rather broad range of marine-based sectors, others have mainly focused their IMP on traditional maritime sectors such as shipping, shipbuilding and marine technologies – and still others have no IMP at all in place (see the Technical Annex to this report at the www.panda.org/baltic website). Although the policies that do exist refer to the Marine Strategic Framework Directive and the Baltic Sea Action Plan objective to restore the health of the Baltic Sea, these are not translated into goals, targets and indicators for the environmental performance of the sectors in the Blue Economy, other than a general call for



No country in the region has a comprehensive policy that could lead to a sustainable Blue Economy. The same is unfortunately true for the Baltic Sea region as a whole.

performance improvement. Nor have targets and indicators been set for the “Blue Economy” as a whole. Such performance targets are necessary to ensure that the growth of the Blue Economy is compatible with saving the sea.

Looking at Weaknesses #1 and #2 together, we can see that no country in the region has a comprehensive policy that could lead to a sustainable Blue Economy. The same is unfortunately true for the Baltic Sea region as a whole. The region is lacking the complete chart that it needs in order to navigate accurately toward the destination it wants to reach.

Weakness 3:

Relates to the following principle:

- Create a level economic and legislative playing field that provides the Blue Economy with adequate incentives and rules

WEAKNESS #3: Lack of a level economic and legislative playing field that provides the Blue Economy with adequate incentives and rules

Linked to the above, there are no strategies in place that effectively target a major root cause of our unsustainable practices: our region’s legislative and economic playing field. The existing system of laws, policies, and regulations acts, in many instances, to steer both land- and sea-based economies away from sustainability, not towards it. As long as rules and economic incentives motivate individual actors to conduct their business in unsustainable ways, reaping the financial benefits of their actions while dumping the environmental and social costs onto everybody else, we will constantly be working against the wind.

WWF is among those who have advocated for more efficient financial mechanisms under EU’s agricultural and fisheries policy for decades. While significant improvements have been made, large subsidies are still awarded to farmers and fishermen without, in many cases, effective environmental conditions attached. A prime example is the system of direct payments and the market-related support of the so-called “Pillar I” of the Common Agricultural Policy (CAP). These consist in total of 278 billion Euros, or 77% of the whole CAP, and are delivered to farmers mainly based on the area of the farm, without effective consideration for the environment.

An example that concerns sea transport is the new set of rules for lower sulphur content in shipping fuel, which came into force in 2015. These new rules are very important to the achievement of Good Environmental Status in the Baltic Sea. However, the fine for being caught using “dirtier” fuel in the Baltic is only 800 Euros per day, while the potential savings to ship owners (because high-sulphur fuel is still so much cheaper) is approximately 10,000 Euros per day — and inspections are relatively rare.²⁵ These mixed economic signals create perverse incentives for ship owners, which raises concerns that the current situation could lead not only to a delay in the implementation of cleaner alternatives, but even to non-compliance.

One of the core ambitions of the integrated maritime strategies called for above should be to provide a level legislative and economic playing field — throughout the region, though this must ultimately extend to the rest of the world — that provides the right incentives for all actors to operate within the non-negotiable limits set by nature.

**ONLY 800
EUROS**

**PER DAY IS THE FINE
FOR BEING CAUGHT
USING “DIRTIER” FUEL
IN THE BALTIC SEA**

The potential savings to ship owners when using high-sulphur fuel (because it is still so much cheaper) is approximately 10,000 Euros per day.



²³ State of Europe’s Seas, EEA, 2015, p. 122

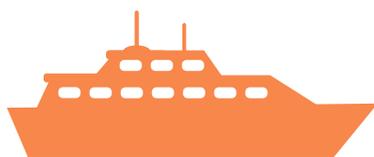
²⁴ State of Europe’s Seas, EEA, 2015, p. 159

²⁵ Sulphur Directive pushes shipping into stormy waters, Euractiv, 5 March 2015

Weakness 4:

Relates to the following Principles:

- Accountable, innovative and proactive
- Develop and apply standards, guidelines and best practices that support a Sustainable Blue Economy
- Actively cooperate, sharing information, knowledge, perspectives, and ideas, to realize a sustainable and prosperous future for all



PASSENGER SHIPS

CAN STILL LEGALLY DISCHARGE SEWAGE IN THE BALTIC SEA

Weakness 5:

Relates to the following Principle:

- Accountable, innovative and proactive

WEAKNESS #4: Lack of private sector leadership

The development of the Blue Economy is to a very large extent driven not by policy, but by private sector decisions and investments. Shifting course towards sustainability depends on the private sector's active engagement, and even leadership. Although there are encouraging signs of change in this sector (see the Strengths and Opportunities section below), best practices related to a Sustainable Blue Economy have not yet been adopted in any systematic way. Public policies and other measures proposed to tackle the Baltic Sea's challenges have often been resisted by many private sector actors, who are driven by a misperception, which is in turn encouraged by our current economic system: the idea that the costs of environmental protection and preservation will undermine economic growth.

So long as environmental impacts of all kinds generally remain excluded from the balance sheet, many business sectors will continue to have an incentive to make decisions for short-term gain at the cost of long-term prosperity. Until the market recognizes the value of a healthy Baltic Sea, they may continue to advocate for minimal constraint and reduced regulation, because of a misplaced belief that such actions are necessary for maximizing value and creating prosperity. The result of those actions is much slower progress than we need, and a sea that continues to deteriorate.

An example that clearly demonstrates the complexity of this issue concerns ongoing efforts to establish the Baltic Sea as a so called 'special area' for sewage from passenger ships. Special area standards would require that all sewage from such ships is either brought ashore for treatment, or effectively treated on board, using the best available technology, to ensure that nutrients are effectively reduced (resulting in at least 70% reduction in nitrogen and 80% reduction in phosphorus). Each summer, the Baltic Sea is trafficked by around 80 different cruise ships, operated by around 40 different cruise companies, making more than 2,000 calls in Baltic Sea ports. A large number of these ships are still legally discharging their sewage into the Baltic Sea – which means that these discharges continue to contribute to the problem of eutrophication. While some ships do provide treatment prior to discharge (and some have ceased the practice of discharge voluntarily), the treatment processes used in most cases do not effectively reduce nutrient discharges in accordance with the special area standards. Meanwhile, discussions on changing the Baltic Sea's status have moved slowly, so the enormous potential for our region to develop innovative and market-leading technical solutions in this area, in both the passenger ship industry as well as the ports around the region, remains unrealized.

In yet another example of how private sector interests have sometimes resisted change, instead of leading the way, representatives of the shipping industry fought against the stricter sulphur emission rules for the Baltic Sea set up by International Maritime Organization, which were created to protect the Sea's sensitive and already stressed ecosystem. Both the shipping industry and the Baltic Sea would have been better off if that time, energy, and money had been invested in the development of new, marketing-leading solutions that created new business opportunities.

WEAKNESS #5: Lack of accountability on policy implementation

This Weakness is closely related to one of our region's Strengths – our existing policies – which is why it makes more sense to treat it together with that Strength, in the next section.

Summing up the Weaknesses of the Baltic Sea Blue Economy, we can conclude that significant improvements are called for in the way the Blue Economy in the Baltic Sea is planned, managed, and monitored. These fundamental actions range from being clearer about where we want to go and what sustainability really means, to setting clear and relevant goals and taking the actions needed to get there. We also need the key economic actors in this region to be more proactive, and to take on a leadership role for change, instead of resisting it.

If key actors do that, then many of these Weaknesses will turn into Strengths – of which we already have many.

KEY STRENGTHS



Strength 1:

Relates to the following Principle:

- Well-informed, precautionary and adaptive

STRENGTH #1: Considerable knowledge about the Baltic Sea and about what is needed to restore it to health

The Baltic Sea is one of the most studied seas in the world. As a result, both public and private decision-makers have access to high-quality information about our sea and, very importantly, about what is needed to restore it to health. This is not to say that the region has all the information it needs to make informed decisions in all matters; but in general terms, lack of knowledge is no excuse to delay our actions to practice a precautionary approach and to restore the health of the Baltic Sea. We know far more than enough to motivate concerted action to increase the value of our most valuable natural asset.

Strength 2:

Relates to the following Principles:

- Holistic, cross-sectorial and long-term
- Set clear and measurable goals and targets (for a healthy seas rather than for a Sustainable Blue Economy)
- Plan, manage and effectively govern the use of marine space and resources, applying inclusive methods and the ecosystem approach

STRENGTH #2: Many of the necessary policies are already in place

Another key strength is that there is a good suite of public marine and maritime policies already in force here in our region. In addition to the EU's Integrated Maritime Policy (IMP) mentioned above, other key policies include the EU Marine Strategy Framework Directive (MSFD) — which builds on other important policies such as the EU Water Framework Directive and the Natura 2000 network of protected areas — and the HELCOM Baltic Sea Action Plan (BSAP). Both the MSFD and BSAP have similar goals of achieving “Good Environmental Status” in the Baltic Sea by the turn of this decade.

More recently, the EU adopted the Maritime Spatial Planning Directive, which requires countries to carefully plan the different uses of marine space, applying an ecosystem approach. If properly implemented, and if equipped with proper tools for valuating ecosystem products and services, this directive can help in promoting Good Environmental Status in the Baltic Sea, while at the same time better managing the increasing competition for marine space between the growing marine-based sectors. (For a short guide to these policies and how they relate to each other, see the box: “A Brief Guide to Marine and Maritime Policies.”)

There is an important caveat here, which unfortunately takes us back into the “Weakness” quadrant for a moment, and specifically Weakness #5. While these policies are promising and full of potential, the actions to implement them are unfortunately lagging far behind. According to the European Environment Agency, “one of the biggest challenges [to the health of Europe's seas] remains the full and timely implementation of existing policy.”²⁶ As a region, we are saying many of the right things, but we are not yet doing them. Even the EU's own assessment of the implementation of its MSFD comes to this conclusion, noting that coordinated efforts to achieve the policy goals set by the region are largely lacking, and that countries need to step up their efforts.²⁷ WWF concluded similarly, in its assessment of the implementation of the BSAP, that action itself was seriously delayed, and a simple, clear, and transparent reporting system was nowhere to be seen.²⁸

By addressing this Weakness, we can turn these policies into even greater Strengths — simply by implementing them.

“Lack of knowledge is no excuse to delay our actions to practice a precautionary approach and to restore the health of the Baltic Sea.”



Photo: Germund Selgner / WWF

²⁶ European Environment Agency, *State of Europe's Seas*, 2015, p. 133.

²⁷ *The first phase of implementation of the Marine Strategy Framework Directive*, COM(2014) 97 final, EC, 2014

²⁸ *Baltic Sea Action Plan – is it on track?*, WWF Baltic Ecoregion Programme, 2013

Strength 3:

Relates to the following Principles:

- Actively cooperate, sharing information, knowledge, perspectives, and ideas
- Inclusive, based on effective stakeholder engagement

STRENGTH #3: A long track-record of regional cooperation involving public, private and civil society actors

Any effort to tackle the sustainability challenges we face requires cooperation across national borders. On this point, the Baltic Sea region is already considered a model for transnational cooperation (although the cooperation across sectors leaves considerable room for improvement, as noted above).

HELCOM has been working for over 40 years to protect the environment of the Baltic Sea, and VASAB has facilitated regional coordination on spatial planning and development since 1992. Also in 1992, the Council of the Baltic States was established by the region's foreign ministers as an overall political forum for regional intergovernmental cooperation on issues related to e.g. economic trade, safety, democracy, human rights and sustainability.

A more recent addition is the previously mentioned EU Strategy for the Baltic Sea Region (EUSBSR), with its multiple objectives of saving the sea, connecting the region and increasing prosperity. At the subnational level, organisations such as the Baltic Sea States Subregional Co-operation (BSSSC) and the Union of Baltic Cities (UBC) have provided a platform for cooperation for 20 years.

All these processes involve extensive engagement with private and civil sector stakeholders, providing them with an opportunity to get their opinions heard as well as to get involved in concrete initiatives. There is great diversity in the Baltic Sea Region, and there is not always agreement on everything; but the region has also had a great deal of practice in working together to achieve common goals.

Strength 4:

Relates to the following Principle:

- Innovative and proactive

STRENGTH #4: Financially strong economies with capacity to invest and innovate

The Baltic Sea region is one of the richest in the world. Many of the countries around the Baltic Sea have generally weathered the financial crises of recent years with their economies, and their traditional GDP growth, still in good shape, with relatively low levels of unemployment and public debt.²⁹ There is therefore capital to invest, to which the EU further contributes by committing additional funds for research and investment, as noted above.

This region also scores high in terms of innovation capacity. Three out of its nine countries rank among the top ten countries on the Global Innovation Index in 2014 – in fact, all Baltic Sea region countries can be found among the top 50 (out of 143 countries included in the Index). Four countries in our region are also among the top ten countries on the Global Cleantech Innovation Index 2014. The region's innovation capacity is already helping to develop a circular economy, based on clean technologies, circular material flows and renewable energy. We just need to speed up the process!³⁰

Also very importantly, surveys show that most people in the Baltic Sea region are willing to pay for a healthier marine ecosystem. Adding up their total “willingness to pay,” researchers come up with a theoretically available “budget” of 3.8 billion Euros – about 1.5 billion Euros more than it actually would cost to achieve the Baltic Sea Action Plan (BSAP) targets.³¹ Even if one were to dispute the exact numbers, these survey results nonetheless indicate that the citizens of the Baltic Sea recognize that our ecosystems are very valuable.

FOUR OUT OF TEN

BSR COUNTRIES RANK AMONG THE TOP TEN ON THE GLOBAL INNOVATION INDEX IN 2014

Summing up the Strengths of the Baltic Sea Blue Economy, our region has the knowledge, the collaboration structures, and the financial capacity to achieve a Sustainable Blue Economy. It also has a portfolio of very promising marine and maritime policies in place. If all actors work together to put these Strengths to work, and address these Weaknesses, we can take advantage of the tremendous Opportunities to create a truly Sustainable Blue Economy in our region.

²⁹ *State of the Region Report 2014*, C. Ketels, H. Pedersen, et al., Nordea, June 2014 (accessed from <http://www.bsr2014.eu/wp-content/uploads/Ketels-Pedersen.pdf>)

³⁰ *The Global Cleantech Innovation Index 2014 – Nurturing Tomorrow's Transformative Entrepreneurs*, WWF and Cleantech Group, 2014

³¹ *The Baltic Sea – Our Common Treasure. Economics of Saving the Sea*, BalticSTERN Secretariat, commissioned by the Swedish Agency for Marine and Water Management, 2013

A BRIEF GUIDE TO MARINE AND MARITIME POLICIES

1992, The Habitats Directive and the Natura 2000 Network

The Habitats Directive, together with the Birds Directive, forms the cornerstone of Europe's nature conservation policy. It provides special protection for key sites (the Natura 2000 network), animal species, plant species and habitat types of European importance. The Natura 2000 Network is not a system of strict nature reserves where all human activities are excluded. Its emphasis is on ensuring that future management is sustainable, both ecologically and economically.

2000, The Water Framework Directive (WFD)

The Directive aims for good ecological status for all ground and surface waters in the EU by 2015. It establishes a six-year planning cycle, during which member states prepare River Basin Management Plans and develop actions and measures to achieve the 2015 target. The management areas have been designated according to the river basin as a natural geographical and hydrological unit, which request member states to cooperate.

2007, The EU Integrated Maritime Policy (IMP)

The Integrated Maritime Policy addresses the fact that different marine and maritime policies on for example maritime transport, fisheries, energy, tourism, and the marine environment have developed on separate tracks. IMP seeks to increase the coordination between different policy areas and focuses on issues that require the coordination of different sectors and actors. The Blue Growth Strategy is one of these issues, alongside with marine data and knowledge, maritime spatial planning, integrated maritime surveillance and sea basin strategies. Member states have been invited to draw up national integrated maritime policies, and to annually report on progress.

2007, The HELCOM Baltic Sea Action Plan (BSAP)

The BSAP is an agreement by the parties to the Helsinki Convention, HELCOM, to improve the environmental status of the sea by 2021. The BSAP is also seen as instrumental to the implementation of the EU Marine Strategy Framework Directive (below).

2008, The EU Marine Strategy Framework Directive (MSFD)

The MSFD is the environmental pillar of the EU Integrated Maritime Policy. MSFD sets legally binding requirements

for EU member states to define, achieve or maintain Good Environmental Status (GES) in the EU regional seas by the year 2020. The Directive is built on other previous EU legislation, such as the Water Framework Directive, the Habitats Directive, the Birds Directive, and the legislation in the context of the Common Fisheries Policy.

2009, The EU Strategy for the Baltic Sea Region (EUSBSR)

The EU Strategy for the Baltic Sea Region is the first macro-regional strategy in Europe. Like the other regional strategies, the strategy and its action plan aim at strengthening cooperation between member states as well as neighbouring countries, to promote a more balanced development in the area. Its three overarching objectives are "Save the Sea", "Connect the Region" and "Increase Prosperity".

2010, The Europe 2020 Strategy for smart, sustainable and inclusive growth

Europe 2020 is the European Union's ten-year jobs and growth strategy. It was launched in 2010 to create the conditions for smart, sustainable and inclusive growth. Five headline targets have been agreed for the EU to achieve by the end of 2020. These cover employment; research and development; climate/energy; education; social inclusion and poverty reduction.

2012, The Limassol Declaration

Adopted by European Ministers for maritime policy and the European Commission, the Limassol Declaration sets a marine and maritime agenda for growth, jobs, and competitiveness to back the Europe 2020 strategy.

2014 (May), The Sustainable Blue Growth Agenda for the Baltic Sea Region

Adopted by the European Commission, the Agenda does not have the legislative authority of a directive, but acts more as a set of recommendations for developing the region's common interests in the maritime economy. The focus is on innovation, and sustainability is a central concept. The agenda focuses on maritime sectors where there is a great potential for new jobs and growth; marine renewable energy, aquaculture, blue biotechnology, coastal tourism and sea bed mining.

2014 (July), The EU Maritime Spatial Planning Directive

The EU Maritime Spatial Planning Directive is an important component of the EU Integrated Maritime Policy. The directive creates a common framework for maritime spatial planning throughout Europe. Member states are expected to bring into force the laws, regulations and administrative provisions necessary to comply with the common EU rules for Maritime Spatial Planning by September 2016.





KEY OPPORTUNITIES

OPPORTUNITY #1: Implementing existing policies will help achieve the goal of having a healthy sea, which will in turn generate more income and more new jobs in the region



A HEALTHY BALTIC SEA

WILL GENERATE
DRAMATICALLY MORE
JOBS AND INCOME

Implementing — in an integrated and mutually supportive way — existing policies to which countries have already committed, such as the EU Integrated Maritime Policy, the EU Marine Framework Directive and the Baltic Sea Action Plan, is crucial for achieving a healthy Baltic Sea, and should be seen as providing a high return investment. A healthy sea will generate dramatically more jobs and income than a sea that continues to suffer badly from eutrophication, pollution and overfishing. The difference reflected in the best available economic projections is huge: €32 billion in additional revenue, and 550,000 jobs (by 2030).³²

Most of those new jobs would be expected to appear in the tourism sector, which also has the benefit of being one of the sectors that is easiest to “green”: tourism facilities can be driven by renewable energy, serve sustainably harvested foods, and encourage visitors to conserve resources and engage with nature — all of which can further contribute to a healthy sea and a Sustainable Blue Economy.

We should recall however, that a healthy sea is worth far more than just monetary income and employment opportunities. Creating a Sustainable Blue Economy gives us the opportunity to restore the sea’s beauty and the richness of its living ecosystems.

INCREASED MARKET DEMAND

IS EXPECTED FOR
“GREEN” PRODUCTS
AND SERVICES

“A recent study by the UN Global Compact and Accenture found that 88% of investors surveyed saw sustainability as ‘an opportunity for competitive advantage,’ and 78% saw it as ‘a differentiator in determining industry leaders.’”



Photo: Paul Meriman

³² *Turning Adversity into Opportunity, A Business Plan for the Baltic Sea*, Boston Consulting Group, produced for WWF, 2013

³³ See for example the collection of articles on the future of Baltic shipping in the *Baltic Rim Economies Quarterly Review, Special Issue on the Competitiveness of the Maritime Clusters in the Baltic Sea Region*, Issue No. 4, 13 June 2013.

³⁴ *Statement by Hans Brask, former Director, Baltic Development Forum, at Baltic Sea Conference 2013*, 12 Sept 2013

³⁵ “Investors See Benefit of Sustainability, But at Odds with Business Leaders on Measuring Its Value,” UNPRI, 11 September 2014, available from the UNPRI website (<http://www.unpri.org>)

OPPORTUNITY #2 : There are business and investment opportunities for companies that lead the sustainability transformation

Companies in the Blue Economy that learn to integrate sustainability into their core business, ahead of the competition, are the ones that stand to prosper the most in the future markets that are just around the corner. Most observers expect to see continued increases in market demand, the world over, for products and services produced in an environmentally and socially responsible way. They also expect an accelerating push for “greener” policies and incentives, which will increase the pressure on companies to adopt innovative, environmentally friendly methods for making products, transporting them around the world, and providing consumer services such as tourism.

The shipping sector in the Baltic Sea provides a good example. Since 2005, the Baltic Sea has been recognized by the International Maritime Organization as a Particularly Sensitive Sea Area (PSSA), which means an area in need of special protection. PSSA status, together with tougher sulphur emission and sewage discharge regulations, are already pushing technical development in our region (though not as fast as they could, as noted above). Many regional experts believe this regulatory push will make the Baltic region’s shipping industry a pacesetter and position the Baltic shipping sector for global leadership, which will also present new export opportunities. In fact, Denmark is aiming to put green shipping at the core of its Blue Growth ambitions; and regional leaders like Maersk and Wärtsilä are members of the Sustainable Shipping Initiative, which brings together some of the biggest companies in the maritime sector with the aim of creating a sustainable and successful shipping industry by 2040.^{33, 34}

The demand for green shipping is also rising, as companies on land seek more environmentally friendly ways to move goods around. It is also well established that moving in a green and sustainable direction also helps companies in other ways, such as helping them to reduce waste and to attract, retain, and motivate their employees. There is a clear opportunity to build on this rapid process of corporate innovation and transformation, and to build our region’s global reputation as market leaders in sustainable Blue Economy solutions.

“Sustainable” companies should furthermore find it easier to attract investors, and this trend – which is happening at the global scale – will only increase over time. A recent study by the UN Global Compact and Accenture found that 88% of investors surveyed saw sustainability as “an opportunity for competitive advantage,” and 78% saw it as “a differentiator in determining industry leaders.” But these studies also found that companies need to do more to connect with this enormous investor interest.³⁵

These figures can translate to real opportunities for attracting investment and improving profitability available for those companies that take initiative, by applying sustainability thinking to the development of regional Blue Economy products and services.

A good sign of progress in this direction is the fact that the larger corporations in the Baltic Sea region, onshore as well as offshore, are already following the global trend towards increasing corporate social responsibility (CSR), which includes the expectation of enhanced environmental stewardship. More and more of them are setting goals and applying standards such as the Global Compact, the Global Reporting Initiative (GRI), ISO 26000 and ISO 14001.

But the private sector could become a much stronger engine in the transition to sustainability. To do that, it needs to be more proactive and take a clearer role as a promoter of change, not a resister – not just because of the responsibility it carries for the negative impacts on the Baltic Sea, but also because of the opportunities that are there to be seized. The jumble of national policy incentives in the region may not be in alignment with the objectives of sustainability yet, but there are other dynamics at play in the evolving global market that are partly compensating for that lack.



Photo: Nighmann1585 / Shutterstock

A SUMMARY “SWOT” ANALYSIS OF THE BLUE ECONOMY IN THE BALTIC SEA REGION

Amount that people around the Baltic Sea would be willing to pay per year for a healthier environment

€ 4,000,000,000

Number of years of regional cooperation:

> 40

Additional jobs that a healthy Baltic Sea can provide:

500,000

Percentage of investors who see sustainability as “an opportunity for competitive advantage”:

88%

STRENGTHS

- Considerable knowledge about the Baltic Sea and about what is needed to restore it to health
- Many of the necessary policies are already in place
- Long track-record of regional cooperation involving public, private and civil society actors
- Financially strong economies with capacity to invest and innovate

OPPORTUNITIES

- Implementing existing policies will help achieve a healthy sea that will generate more income and new jobs
- There are business and investment opportunities for companies that lead the sustainability transformation
- The Baltic Sea can become a model region for a truly sustainable Blue Economy that is based on clean technologies, renewable energy and circular material flows

Additional income that a healthy Baltic Sea can provide:

€ 32,000,000,000

Allocated budget for Blue Growth in Horizon 2020 for 2014–2015

€ 145,000,000

WEAKNESSES

- Lack of a scientifically-based definition of a Sustainable Blue Economy, that is translated into goals, targets and indicators, which can in turn guide marine and maritime sector policies and decision-making
- Lack of a holistic and cross-sectorial management of the Baltic Sea
- Lack of a level economic and legislative playing field that provides adequate incentives and rules
- Lack of accountability on policy implementation
- Lack of private sector leadership

Number of regional or national Blue Economy strategies in place that include environmental performance goals and targets that fully align with a circular economy:

0

THREATS

- The Baltic Sea Blue Economy is underperforming due to severe environmental stress from both land-based and sea-based human activities
- The Baltic Sea Blue Economy, as well as the land-based economies that surround it, are based on linear material flows and non-renewable energy
- Growth of the Blue Economy risks further stressing the Baltic Sea environment, as well as increasing the competition for marine space

Part of the Baltic Sea that is severely affected by human activities:

75%

Size of fish stocks compared to their historical average

-30 TO -40%

Potential future loss in tourism revenues due to eutrophication

10 TO 15%



AN URGENT CALL FOR VISION ... AND ACTION

Creating a sustainable Blue Economy is the defining challenge of the Baltic Sea Region. That is why WWF is calling for the adoption of the Principles for a Sustainable Blue Economy, presented in this report, as the region's chart to a prosperous future.



We who live and work in this region need to harness the energy and intention of the Blue Growth agenda, and develop it in meaningful ways that will lead us to a mutually desired outcome. The Principles are a vision, and a tool, to help us accomplish that.

Imagine a Blue Economy that, as it grows and develops, actually helps bring the Baltic Sea back to health, by fitting within the boundaries of the sea's ecosystems, accelerating the adoption of clean technologies and renewable energy, and creating circular material flows. Imagine that this process creates new jobs and economic opportunities. Imagine that every possible stakeholder gets involved, including government, business, academia, civil society groups, and individual citizens.

Imagine "all hands on deck."

OUR OWN FUTURE

AND THE FUTURE OF THE BALTIC SEA ARE INEXTRICABLY LINKED

We believe this vision is achievable. Is it worth the effort? In pure economic terms, we know that creating a Sustainable Blue Economy is worth billions in jobs and income. We know that citizens around the Baltic Sea are willing to make the necessary investment.³⁶ But we also know that not taking action will lead us down a path that is unthinkable. Without a common vision, clear definitions, and shared guidelines for evaluating our actions, we will be like ships sailing into stormy seas without so much as a compass. We will not know if the growth we are pursuing is indeed sustainable, or simply making our problems worse. And we will lack a framework to deal with the inevitable trade-offs and decisions that must be made along the way.

We believe that adoption of the Principles for a Sustainable Blue Economy leads to a number of specific actions that need to be taken if we are to increase the region's chances of achieving its stated goals. Many of these actions are not "new", and some are already being undertaken by various actors. But our joint efforts need to be scaled up significantly, if we are to succeed in changing course and creating a Sustainable Blue Economy.

WWF urges public, private and civil society actors to use the Principles as a lens through which we can define what "sustainable" Blue Growth in the Baltic Sea region should consist of, and assess whether our actions are taking us in the right direction. The Principles also are intended to motivate all actors to engage in a more urgent and focused effort to make the Sustainable Blue Economy a reality. Obviously, WWF supports working through the existing collaboration processes to ensure that good policies are turned into meaningful progress. But we also believe that if those processes fail to deliver, other processes may need to be created that can model more ambitious goal-setting and spur more accelerated action.

Specifically, WWF urges all actors in the region to do the following:



Photo: Komrad Weiss / 123rf



“Achieving a Blue Economy in the Baltic Sea that is based on clean technologies, renewable energy and circular material flows is of fundamental importance to secure its long-term economic prosperity.”

1. Adopt a common vision, goals and targets for a sustainable Blue Economy

Achieving a Blue Economy in the Baltic Sea that is based on clean technologies, renewable energy and circular material flows is of fundamental importance to secure its long-term economic prosperity. Effecting such a transformation is also urgent: due to the dire state of the Baltic Sea, we must aim for nothing less than a sustainable Blue Economy, with zero negative impact on the Baltic Sea with targets such as zero waste, zero emissions, and limiting fishing to sustainable yields.

To know if we are moving in the right direction, and at an adequate speed, we must furthermore regularly report and assess progress towards these goals and targets at the regional, national, local, sector and organisational level. This reporting must be done with the sincere objective to communicate progress on the goals and targets to a wide audience, as well as to engage and encourage as many actors as possible in the struggle to achieve them.

Who should lead this action at the regional level? Theoretically, it can be realized through existing mechanisms, such as the EU Strategy for the Baltic Sea Region, and HELCOM’s Baltic Sea Action Plan. But if the politics of our region cannot yet stretch to encompass this long-term vision within the formal mechanisms of government, then private and civil actors who understand the urgency of our situation, and who are willing to act, will have to build a critical mass.

³⁶ Benefits of meeting the Baltic Sea nutrient reduction targets – Combining ecological modelling and contingent valuation in the nine littoral states, H. Anttinen et al., MTT Discussion Paper #1, 2012.

Local initiatives have increasingly focused upon securing a better quality of environmental management. The public is engaged and many businesses are trying hard.



Photo: Daina Denice / Shutterstock

2. Transform the vision, goals and targets for a sustainable Blue Economy into concrete joint action within and across different sectors, and along economic value chains

Many of the challenges involved in creating a sustainable Blue Economy are too big for any single actor to solve alone. Achieving a sustainable Blue Economy requires cooperation. By joining forces, as well as by sharing ideas and information, the process of innovation and change can speed up dramatically.

“Of particular interest are the value chains in our largest sectors, fishing, tourism, and shipping — each of which can also benefit from innovation processes aimed at turning their negative environmental impact positive, and increasing the economic value they generate per unit of input.”

We can already see this happening at the global scale, with many large, regionally-based companies (H&M, Maersk, and Nokia are examples) making serious efforts to address global challenges along their value chains. This kind of integrated approach to change can also be applied at the regional or national level, by involving private, public and civil actors in collaborative processes, whose purpose is to find innovative solutions to improve the economic, social and environmental performance of Baltic Sea-based value chains.

Of particular interest are the value chains in our largest sectors, fishing, tourism, and shipping — each of which can also benefit from innovation processes aimed at turning their negative environmental impact positive, and increasing the economic value they generate per unit of input. Moreover, these sectors can be linked together: improvements in green shipping can, for example, be applied to cruise tourism, which can also benefit from sustainable fishing in our region (including recreational fishing).

Another approach is to form (or extend existing) Blue Economy clusters in the region with the express purpose of developing Blue Economy solutions that provide income and job opportunities, while restoring — rather than systematically undermining — the natural capital upon which the economy depends. Blue biotechnology holds special promise here, as the latest addition to the economic mix of the Blue Economy. So do new approaches to aquaculture that create truly closed-loop systems, on land, by keeping nutrients moving in cycles (turning “waste” from aquaculture into inputs to other production processes) and avoiding their release into an already-eutrophied sea. Creative economic mixtures can produce unexpected innovation; we just have to be willing to experiment, while keeping the Principles for a Sustainable Blue Economy in focus.

The possibilities are many. The first crucial step is to come together, talk, and think, so that we can identify the joint actions that are most likely to accelerate the transition to a Sustainable Blue Economy in the Baltic Sea region.



We need to create the right incentives to help improve the performance of the economy as a whole, and steer it in the direction of a circular, sustainable Blue Economy.

3. Develop or review national Integrated Maritime Policies, as well as other related policies, so that they align with a sustainable Blue Economy

National Integrated Maritime Policies (IMP), as well as sector policies that fall under their umbrella, should aim for achieving a sustainable Blue Economy. A first and very important step in that process is to ensure that the policies help to achieve the goals and target already set within key environmental policies such as the EU Marine Strategy Framework Directive and the Baltic Sea Action Plan. To do that, the policies should translate these goals and targets into sector-based environmental performance targets that are followed-up and publicly communicated. But we also need to raise the bar, and make sure that these sector performance targets align with a sustainable Blue Economy, which will ensure economic prosperity into the future while resulting in zero negative impact on the Baltic Sea.

These IMP's and other strategies must also identify key actions that need to be taken to reach these targets. A critical action would be to create the right incentives to help improve the performance of the economy as a whole, and steer it in the direction of a sustainable Blue Economy (and note that this is in alignment with the EU's own agenda on the circular economy³⁷). Regulations, taxes, fees and subsidies that are in conflict with this ambition must be reformed to push in the right direction: towards clean technologies, renewable energy, and circular material flows. Countries also need to learn from each other in this respect, with the aim of accelerating the creation and diffusion of best practices.

Good examples do exist, such as Sweden's use of lower "fairway fees" to incentivize the use of less-polluting fuels. But these efforts need to go much farther. Regional governance bodies, including national governments, need to conduct thorough and detailed reviews of all such economic steering mechanisms to make sure they consistently line up with long-term regional goals.

4. Ensure that public and private financing and investment criteria directed towards the Blue Economy help to achieve a sustainable Blue Economy

The finance sector, both public and private, has a crucial role to play. To catalyse the development of a Sustainable Blue Economy, investors and financial institutions need to revise their financing and investment criteria so that they help incentivize innovative solutions leading to a Blue Economy that is based clean technologies, renewable energy, and circular material flows.

These criteria should identify "no-go areas", such as financing or investments in damaging fishing methods, as well as "go areas" to actively support the development of green technologies — even if they appear initially more costly than the unsustainable technologies that they seek to replace. Investors and financial institutions need to take a long-term view that incorporates the expected future returns on investment from aiming for a Sustainable Blue Economy. Examples might include financing the development of technologies to achieve the zero emission and zero wastewater discharge vision for the shipping sector in the Baltic Sea region: while initially looking "more expensive," such advances will contribute to realizing the potential regional job gains and global market positioning described earlier.

Policymakers may need to help in this regard, by creating new economic incentives, including subsidies that reduce the perceived risk to investors who act on such long-term thinking. They also need to use regulations to push currently externalized environmental and social costs onto the balance sheets and into the pricing of goods and services. But there is a solid political basis for them to take these actions, revealed in the survey data, cited above, that demonstrate citizens' "willingness to pay." And since "paying" in this case actually means "investing" — because of the expected gains in regional innovation, jobs and revenue — motivating such incentives politically should not be difficult.

THE FINANCE SECTOR

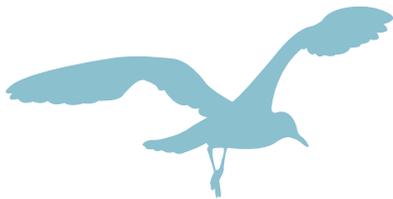
HAS A CRUCIAL ROLE TO PLAY IN CATALYSING DEVELOPMENT TO A SUSTAINABLE BLUE ECONOMY

³⁷ See the EU "Circular Economy Package": http://ec.europa.eu/environment/circular-economy/index_en.htm

Creating a Sustainable Blue Economy in the sea also requires a sustainable 'Green Economy' on land.



Photo: Ricok / Alamy



In very practical terms, implementing the policies already in place – such as the Marine Strategy Framework Directive and the Baltic Sea Action Plan – can take us very far down the road towards a Sustainable Blue Economy. Actually doing what governments and the EU already agree must be done is crucial to restoring the health of the natural capital upon which the Blue Economy depends – the Baltic Sea. There can be no further delay in implementing these policies.

5. Use Maritime Spatial Planning as a tool to help achieve a sustainable Blue Economy

Ecosystem-based maritime spatial planning (“MSP”), one of the key tools in our regional policy toolbox, can help steer development towards a sustainable Blue Economy – if properly implemented. By seeking to allocate marine space for different uses, MSP can help to find the optimal balance, where nature protection and economic activity work together instead of at cross-purposes.

However since “ecosystem-based” is a rather complex concept – aiming for ecosystem health, through participatory, consensus-oriented, accountable, transparent, equitable and inclusive planning processes – its practical implementation needs to be clarified in the national laws and directives to give it a “common language” definition that will regulate this process.

Marine spatial planning processes also need to be informed about the range of benefits that ecosystem goods and services provide, including their economic and social benefits. They need to develop and/or make use of new tools to help decision makers to include the value of environmental and social costs and benefits that traditional market pricing fails to reveal – but which are nonetheless very real. Policy makers need to see clearly how planning decisions made today can result in better jobs, more income, higher quality of life, and a healthier sea tomorrow.

6. Integrate the “Blue” and the “Green” economic agendas

Finally, creating a Sustainable Blue Economy in the sea also requires a sustainable “Green Economy” on land. Partly this is because the on-going eutrophication and pollution of the Baltic Sea, as well as the changing climate, are mainly caused by land-based activities. But in addition, we have to accept the fact that there are no absolute borders between marine-based and land-based economies. The tourism sector, which straddles land and sea, is a very clear example; but the same holds true for all other marine-based sectors, as well as for many land-based economic sectors. When you unwind their value and production chains, and look at their dependence on healthy ecosystems, onshore and offshore, you realize that a systemic view is the only one that makes sense – even if, for practical reasons, we still divide many things up into “Blue” and “Green”.

Visions, strategies, goals, targets and actions for a sustainable Blue Economy are as urgently needed for land-based economic activities as for sea-based. Those working for a sustainable Blue Economy also need to lend their voice, their brainpower, and their political clout to help advance an integrated vision of sustainable economic practice, everywhere.



The possibilities are many. We must come together, talk, and think, so that we can identify the joint actions that are most likely to accelerate the transition to a Sustainable Blue Economy in the Baltic Sea region.

Working Together for Long-Term Prosperity

In this report, we have laid out a comprehensive picture of a new way forward in our region: the pathway to a prosperous and sustainable Blue Economy in the Baltic Sea. We have summarized the best existing research, assessed the current situation, and rung the alarm, calling for “All Hands on Deck” to raise the bar on our ambitions and work to achieve real and lasting change.

To support that process, we have offered a new set of tools that can guide decision-makers to take wise, concerted action. The Principles for a Sustainable Blue Economy are our chart to “the future we want” here in the Baltic: healthy ecosystems, economies, and people, all enjoying a high quality of life and secure in the sense that the future is full of promise, not peril.

We at WWF stand ready to work with all stakeholders to ensure that these words become reality, and sound policies turn into effective actions, benefiting ourselves today, and also benefiting natural ecosystems, as well as the millions of people who will become Baltic Sea citizens — the many generations still to come.



“We at WWF stand ready to work with all stakeholders as well as with the millions of people who will become Baltic Sea citizens — the many generations still to come.”

Photo: bender/bononi / Shutterstock

WWF Baltic Ecoregion Programme

DELIVERING RESULTS

We are an active and effective change agent for the conservation and sustainable management of the Baltic Sea

COOPERATION

We promote constructive interactions to create awareness, spread ideas and stimulate discussion among stakeholders and partners



REGIONAL NETWORK

We represent the largest membership network in the region and are present in every country surrounding the Baltic Sea

INFLUENCE REGIONAL POLICY

We are a diligent watchdog that monitors how governments manage our common resource, the Baltic Sea

	<p>Why we are here To stop the degradation of the planet's natural environment and to build a future in which humans live in harmony with nature.</p> <p>www.panda.org</p>
--	--



Please contact us for more information!
WWF Baltic Ecoregion Programme
www.panda.org/balticcontacts