

22-03-2024

Our reference:

Case: 2024104669

The Danish MSP secretariat

Dear Environment State Bureau of the Republic of Latvia,

The Danish MSP secretariat of the Danish Maritime Authority (*Søfartsstyrelsen*) is grateful for the consultation response in connection with the Espoo consultation concerning proposals to change Denmark's maritime spatial plan. The Danish Maritime Authority appreciates the co-operation between the Danish and Latvian authorities and hopes to continue and develop the co-operation in the future.

One consultation response from Latvia has been received. The comments received particularly involve concerns in relation to Lynetteholm and the potential environmental impacts. The Danish MSP secretariat has noted the Latvian comments and would like to clarify and discuss them below.

The maritime spatial plan determines the general framework alone within which public authorities in Denmark can grant permissions or adopt regulations, plans and strategies for various purposes and activities. The maritime spatial plan does not change whether permissions etc. may be granted under sectoral legislation or whether regulations, plans and strategies may be adopted under other legislation in an area designated for the relevant activity. However, it is a condition that the subsequent sectoral regulation, planning and strategy and any permissions for activities are made in accordance with the area use designation of the maritime spatial plan and its provisions.

Note that only the proposed changes have been out for consultation and that the consultation response is considered accordingly. The executive order amending the maritime spatial plan is currently awaiting political consideration before final adoption may occur.

Concerning the request to have the potential environmental impacts on the ecosystems of the Baltic Sea due to Lynetteholm verified:

The environmental impact assessment of Lynetteholm (*Lynetteholm - Supplerende Miljøkonsekvensrapport* fra marts 2023) contains calculations concerning the blocking effects which the project will have on the water flow in the Sound between Denmark and Sweden. They show a marginal blocking effect of between 0.23 and 0.25 per cent. It also appears from the

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environmental impact assessment that Lynetteholm will have no, or a minimal, transboundary impact on the countries around the Baltic Sea. A third party (Deltares, NL) has conducted an impartial review of the modelling and underlying calculation assumptions. Deltares established no material errors or omissions in the calculations.

In the spring of 2022, the political parties behind the agreement on the construction of Lynetteholm decided to stop the dredging of excavated material from the project to further minimise the impact. It was decided to reuse the material instead as backfilling for the project.

The construction work to establish Lynetteholm was initiated in 2022, and the establishment of the outer perimeter for backfilling is anticipated completed in 2026. The impact of the backfilling is continuously monitored for the purpose of verifying the already completed assessment.

The Danish MSP secretariat hopes that the above answers and information have addressed the submitted consultation response and considers the Espoo process as concluded unless the secretariat receives further comments within 14 days after receipt of this reply. We look forward to continuing co-operation concerning our national MSP processes in the future.

Yours sincerely,

The Danish MSP Secretariat, the Danish Maritime Authority