

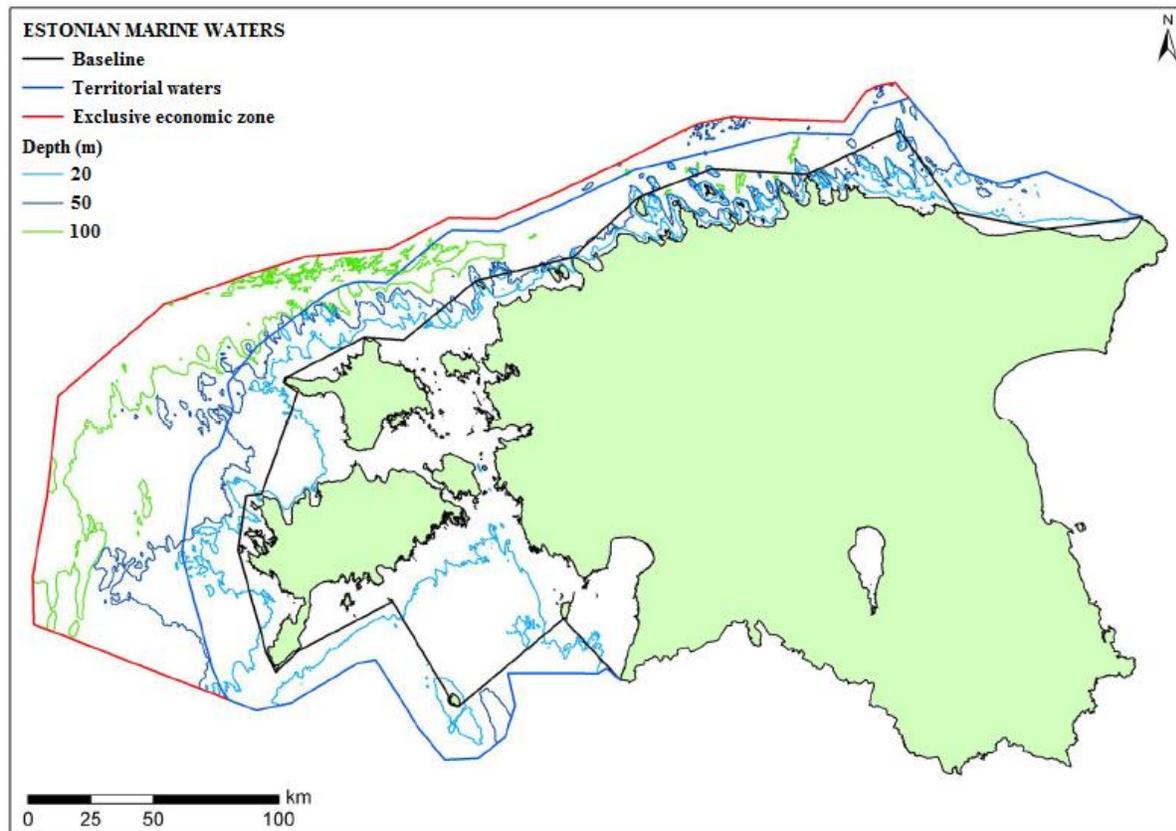


# Country Fiche

## Estonia

Updated May 2018

## 1. General information



- Size of internal waters (to the baseline) and territorial sea (12-nm zone from the baseline) approximately 25 200 km<sup>2</sup>.
- Exclusive economic zone about 11 300 km<sup>2</sup>.
- Exclusive economic zone between Estonia and Russia is not agreed.

### 1.1. Governance

Marine areas (internal waters, territorial sea) are public waters under the Water Act of Estonia, which means that marine areas are owned by the state and local authorities do not have rights on sea.

The government has the responsibility to manage the Estonian EEZ.

### 1.2. Contacts

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## **2. General information on legislation**

As of July 1<sup>st</sup> 2015, Estonia has a new Planning Act which also regulates maritime spatial planning. Until that, maritime spatial planning was based on terrestrial planning and it was done on county level as pilot projects. According to the new Planning Act, maritime spatial planning will be carried out on state level, as an extension to the national plan. The maritime spatial plan will cover both the territorial waters and the EEZ. Possible subjects to be covered in the MSP are infrastructure (energy, transport), providing sustainable use of fisheries, taking into account the MPAs and putting down measures for maintaining the good and healthy status of the environment.

The maritime spatial plan will be a long-term national level plan, which will give guidelines to different institutions in charge of allowing the use of marine areas for different purposes, such as offshore energy, shipping etc.

SEA is compulsory for maritime spatial plans according to the Planning Act in force since July 2015.

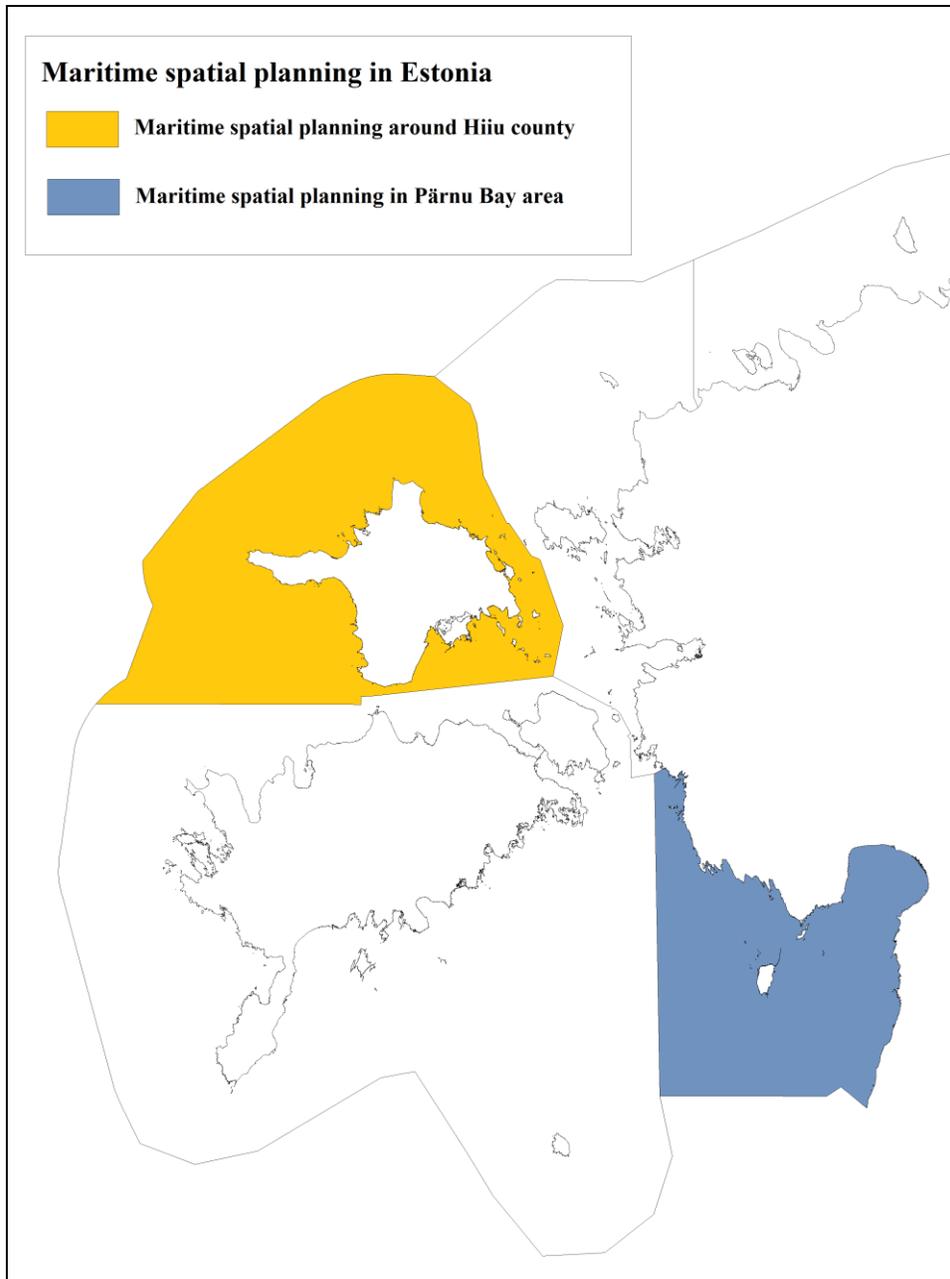
## **3. General applicability (e.g. territorial Sea, EEZ, other distinctions)**

The Planning Act in force since July 2015 also applies to the EEZ (in addition to internal waters and territorial sea). The new Planning Act makes a clear distinction between the terrestrial planning and maritime spatial planning.

## **4. Spatial Plans**

In October 2012 the Government of Estonia initiated two pilot maritime spatial plans – at the area around Hiiu island and Pärnu Bay area. Hiiu pilot was adopted in July 2016. Pärnu pilot was adopted in April 2017.

A methodology for maritime spatial planning and the implementation of maritime spatial plans was derived from the two pilot MSP projects. The methodology was finished in March 2015.



Pilot MSP areas initiated by the Government of Estonia in October 2012.

#### **4.1. Hiiu island maritime spatial plan**

##### 4.1.1. Legal basis

Estonian Planning Act and order of the Estonian Government from October 12<sup>th</sup> 2012.

##### 4.1.2. Legal impact

The plan was adopted in accordance with the Planning Act and is a legally binding county plan. It will be included in the national plan for Estonian marine areas to be initiated in 2017.

#### 4.1.3. Area covered

- Internal waters and territorial sea around Hiiu island (marine areas around Hiiu County)
- Size of the area: 3786,3 km<sup>2</sup>.

#### 4.1.4. Historic development

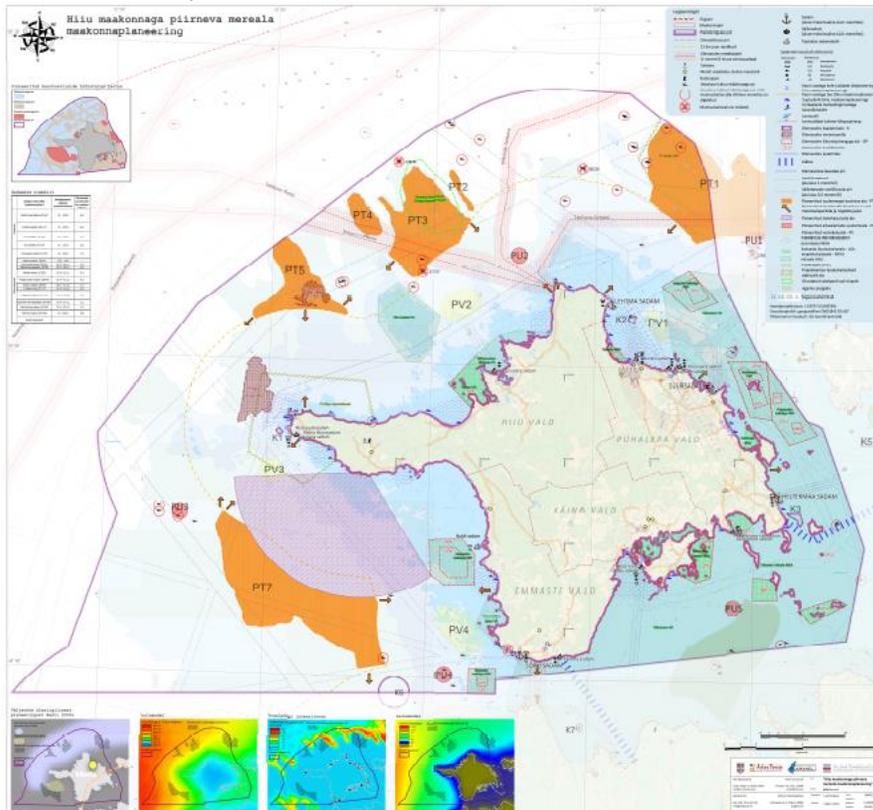
Part of the area of Hiiu island pilot project was initially covered in the BaltSeaPlan project. This meant that by 2012, when the legal process for maritime spatial planning was initiated, the first steps of the planning process, i.e. stocktaking, conflict analysis and identification of future uses, were already done.

In 2012 the actual planning process started. In July 2016 the plan was adopted, The planning proposal has been developed in close cooperation with different national authorities (ministries etc), stakeholders (energy sector, fisheries etc) and local communities (local governments).

#### 4.1.5. Objectives of the plan

The main objective of the plan is to define the long-term uses of the assigned marine area through a public process, taking into account the different economic, social, cultural and environmental interests and needs. To achieve this, more specific aims are set in the plan, such as the development of a port network, development of an electricity grid and the sustainable use of marine resources.

#### 4.1.6. Map



The planning proposal, July 2016.

#### 4.1.7. Designation

There are three different areas determined in the plan: general use areas, priority use areas and restriction areas.

General use areas are open for any use as long as it is in accordance with the law.

Priority use areas means that one use has a priority over other uses. For example, in case of priority use for aquaculture, aquaculture must be favoured against other uses.

Restriction areas means that only one use is allowed in the area and all others are restricted. For example, marine protected areas are restriction areas. The restrictions may be temporary or have certain conditions or limitations (seasonality etc.).

#### 4.1.8. Regulations

The plan spells out general guidelines for the use of marine areas. Permits for specific uses will be issued, taking into account the conditions set in the plan and the prevailing legal restrictions.

#### 4.1.9. Adoption

The plan was adopted in July 2016.

#### 4.1.10. SEA

A SEA has been carried out for the Hiiu island maritime spatial plan. During the process, no possible transboundary effects have been identified, which means that transboundary consultations were not carried out in the planning process.

#### 4.1.11. Public participation

According to the Estonian Planning Act, all plans, including maritime spatial plans, must be made public throughout the process. This means that the wider public as well as any stakeholder has the right to express their opinion about the plan in every phase of the planning process. In addition, compulsory public displays and discussions are held in different stages of the planning process.

In addition to compulsory public discussions, small scale stakeholder meetings were also held throughout the planning process. The planning process was led by a steering board, which included members from different national authorities, different stakeholders (energy, fisheries) and local communities.

#### 4.1.12. Transboundary consultation

As the SEA process did not identify any transboundary effects, no transboundary consultations were carried out.

#### 4.1.13. Harmonisation with other plans

The Hiiu island maritime spatial plan will be taken into account when developing a new terrestrial county plan for Hiiu island (this process started in 2013) and in local level plans, mainly in the comprehensive plans of local governments.

Furthermore, the Hiiu island maritime spatial plan will also be taken into account in the national maritime spatial plan to be started in 2017. The Hiiu island plan will be one part of the national plan.

#### 4.1.14. Monitoring

According to the new Planning Act, county plans (which includes the Hiiu island maritime spatial plan) are evaluated every 7 years from their adoption. If changes are necessary, a new plan must be initiated and adopted.

#### 4.1.15. Electronic resources

All documents are available at [hiiumeri.artes.ee](http://hiiumeri.artes.ee).

### **4.2. Pärnu Bay area maritime spatial plan**

#### 4.2.1. Legal basis

Estonian Planning Act and order of the Estonian Government from October 12<sup>th</sup> 2012.

#### 4.2.2. Legal impact

The plan will be adopted in accordance with the Planning Act and is a legally binding county plan. It will be included in the national plan for Estonian marine areas to be initiated in 2017.

#### 4.2.3. Area covered

- Internal waters and territorial sea in Pärnu Bay area (the area mainly consists of internal waters).
- Size of the area: 2594,3 km<sup>2</sup>.

#### 4.2.4. Historic development

Part of the area of Pärnu Bay area pilot project was initially covered in the BaltSeaPlan project. This meant that by 2012, when the legal process for maritime spatial planning was initiated, the first steps of the planning process, i.e. stocktaking, conflict analysis and identification of future uses, were already done.

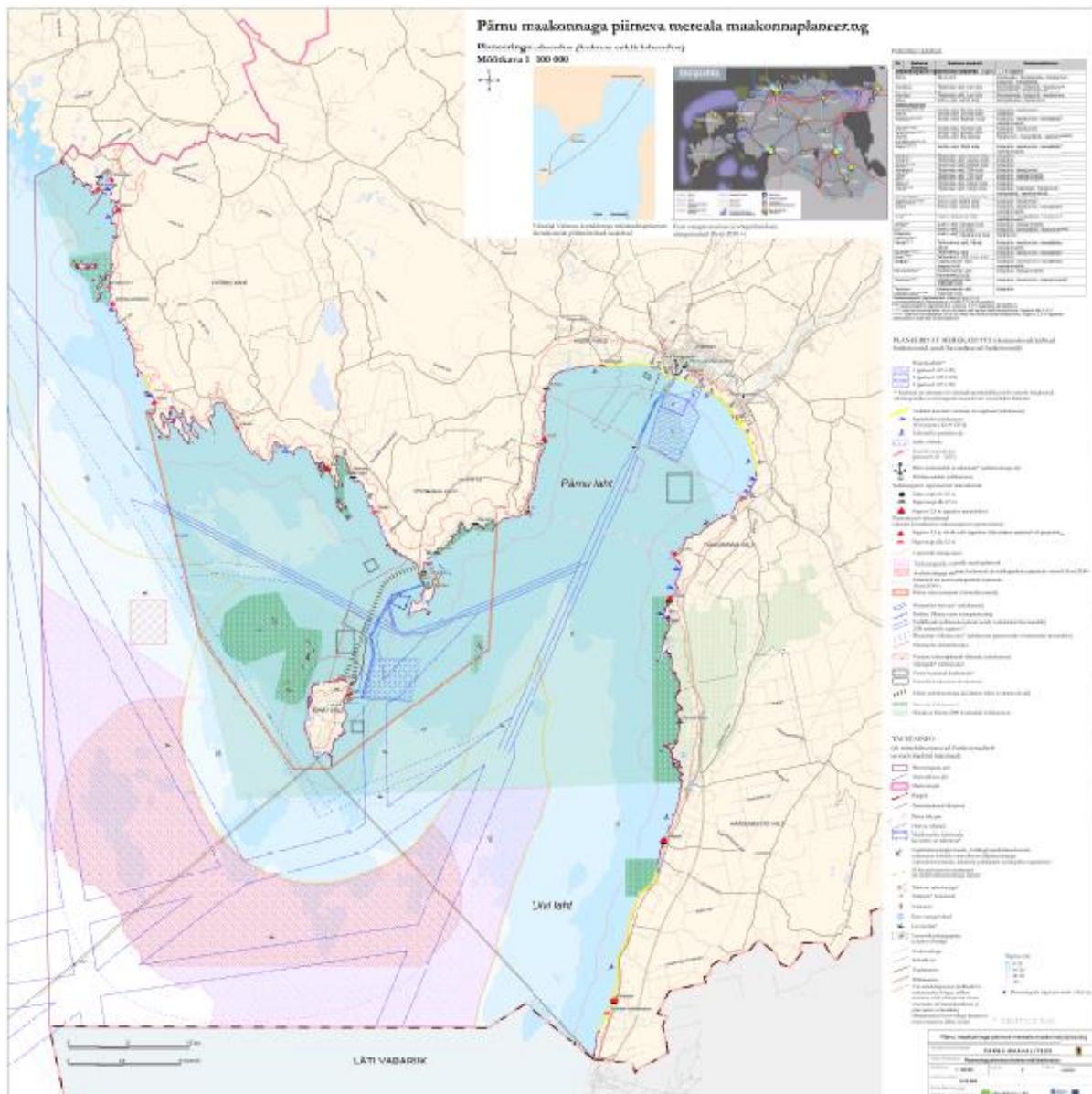
In 2012 the actual planning process started. The plan was adopted in April 2017.

The Pärnu Bay area maritime spatial plan, in comparison to the Hiiu island plan was developed in a very close cooperation with different stakeholders. Numerous meetings have been held in a time span of 2 years with representatives from fisheries, the energy sector, maritime transport and ports, environmental organizations and local communities. In addition to stakeholder meetings, the stakeholder involvement process was discussed in a steering group, which gave input to the country governor on planning solutions.

#### 4.2.5. Objectives of the plan

The main objective of the plan is to define the long-term uses of the assigned marine area through a public process, taking into account the different economic, social, cultural and environmental interests and needs. To achieve this, scenarios on the long-term development of the area have been developed. Eventually, a balanced use scenario was chosen featuring a sustainable use of the Pärnu Bay area through sustainable fishing, protection of culturally and naturally important areas, safe shipping routes and diverse recreation possibilities.

#### 4.2.6. Map



*Planning proposal, April 2017*

#### 4.2.7. Designation

There are two different areas determined in the plan: general use areas and priority use areas.

General use areas are open for any use as long as it is in accordance with the law.

Priority use areas means that one use has a priority over other uses. Other uses are allowed as long as they do not interfere with the priority use. For example, in case of priority use for aquaculture, aquaculture must be favoured against other uses.

#### 4.2.8. Regulations

The plan spells out general guidelines for the use of marine areas. Permits for specific uses will be issued taking into account the conditions set in the plan and the prevailing legal restrictions.

#### 4.2.9. Adoption

The plan was adopted in April 2017.

#### 4.2.10. SEA

SEA has been carried out for the Pärnu Bay area maritime spatial plan.

#### 4.2.11. Public participation

According to the Estonian Planning Act, all plans, including maritime spatial plans, must be made public throughout the process. This means that the wider public as well as any stakeholder has the right to express their opinion about the plan in every phase of the planning process. In addition, compulsory public displays and discussions are held in different stages of the planning process.

In addition to compulsory public discussions, a great number of stakeholder meetings were also held throughout the planning process. The planning process was led by a steering board, which included members from different national authorities, different stakeholders (energy, fisheries) and local communities.

#### 4.2.12. Transboundary consultation

The SEA process was carried out as a transboundary process with Latvia. At the very beginning of the process, Latvia was informed of the planning process and the SEA. The SEA results and the plan were presented to Latvia after the planning proposal was drafted.

#### 4.2.13. Harmonisation with other plans

The Pärnu Bay area maritime spatial plan is taken into account when putting together a new terrestrial county plan for Pärnu county (started in 2013) and in local level plans, mainly comprehensive plans.

Furthermore, the Pärnu Bay area maritime spatial plan will also be taken into account in the national maritime spatial plan to be started in 2017. The Pärnu Bay area plan will be one part of the national plan.

#### 4.2.14. Monitoring

According to the new Planning Act, county plans (which includes the Pärnu island maritime spatial plan) are evaluated every 7 years from their adoption. If changes are necessary, a new plan must be initiated and adopted.

#### 4.2.15. Electronic resources

All documents are available at [parnumeri.hendrikson.ee](http://parnumeri.hendrikson.ee).

### 5. What countries want to share

The two pilot projects for maritime spatial planning (duration 2012-2016) turned out to be very different in terms of processes and outcomes of the planning proposals. Still, the different processes of pilot plans provide a solid ground for further elaborating maritime spatial planning methodology in the future. The two different processes gave an impression of what an ideal maritime spatial planning process could look like in Estonia.

### 6. New developments / current status

The new Planning Act entered into force in July 2015. Based on this national maritime spatial plan for Estonian marine areas (internal waters, territorial waters and EEZ) was initiated by the Government of Estonia on 25<sup>th</sup> May 2017. A procurement procedure for the planning and impact assessment consultancy was finalized in February 2018. Actual work on developing Estonian MSP has now started.

In April 2018, Estonia sent the initial outline of the Estonian MSP and the memorandum of interest to conduct impact assessment for consulting to ministries, agencies, local governments, environmental NGOs etc. After the consultancy period, public discussions will follow in May 2018 and June 2018. The initial outline of the plan will also be sent for information to neighbouring countries of Estonia.

The main focus of the public discussions is to create a regional profile on the coastal way of living, taking into account that sea is used as a way to earn a living, living near the sea can be a lifestyle choice and coastal way of living might be a traditional way of living for great number of people. These regional profiles will be the bases for cultural impact assessment in the overall impact assessment of the MSP.

Next steps:

ACTION	DEADLINE	INCLUDED
Asking for proposals for outline and impact assessment, including the intention to develop the SEA	April 2018 – May 2018	Neighbouring countries (not the official Espoo consultation)
Disclosure of proposals for outline and impact assessment, including the intention to	May 2018 – June 2018	

develop the SEA		
Preparation of the draft of the planning solution and impact assessment, including the SEA report	July 2018 – December 2018	
Publishing the draft reports of the planning solution and impact assessment, including the SEA draft report	January 2019 – February 2019	Neighbouring countries (Espoo consultation)
Preparation of the planning solution	March 2019 – August 2019	
Coordination of the report of the planning solution and impact assessment, including the SEA report	September 2019 – December 2019	
Disclosure of the report of the planning solution and impact assessment, including the SEA report	January 2020 – March 2020	Neighbouring countries (Espoo consultation)
Approval of plans	April 2020	

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

Estonian Planning Act states that during the MSP process, MPAs (any MPAs) and their management measures have to be taken into account. If necessary, changes of MPA areas and management measures can be proposed with MSP. Most of the HELCOM MPAs in Estonian marine areas overlap with Natura 2000 areas, so Natura 2000 impact assessment rules also apply.