GOVERNMENT OF THE REPUBLIC
ORDER

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Establishment of the Thematic Spatial Plan of the National Spatial Plan's Estonian Maritime Area and the Adjacent Coastal Area, as well as the Exclusive Economic Zone

The Order is established pursuant to § 24 (1) of the Planning Act and in accordance with § 13 (2) of the same Act.

I FACTS AND PROCEDURE

1. On the preparation of the Estonian Maritime Spatial Plan

The Government of the Republic, with its Order No. 368 "Establishment of the National Spatial Plan "Estonia 2030+""[1] from August 30, 2012, established the National Spatial Plan "Estonia 2030+" (hereinafter referred to as *National Spatial Plan*). Pursuant to § 13 (2) of the Planning Act (hereinafter the *Planning Act*), a national spatial plan may be prepared as a thematic spatial plan that extends to marine areas, the adjacent coastal areas and also the exclusive economic zone, and the functions to be solved by the thematic spatial plan are specified in § 14 (2) of the Planning Act. The present thematic spatial plan specifies the existing National Spatial Plan.[2]

The Government of the Republic of Estonia issued Order No 157 of 25 May 2017 "Initiation of the Strategic Environmental Assessment and the Thematic Spatial Plan of the National Spatial Plan's Estonian Maritime Area and the Adjacent Coastal Area, as well as the Exclusive Economic Zone"[3] initiating the preparation of the Thematic Spatial Plan of the National Spatial Plan's Estonian Maritime Area and the Adjacent Coastal Area, as well as the Exclusive Economic Zone (hereinafter the *Estonian Maritime Spatial Plan*).

The Estonian Maritime Spatial Plan has been drawn up taking into account the solutions of the Maritime Spatial Plan for the Maritime Area Bordering Hiiu County[4] and the Maritime Spatial Plan for the Maritime Area Bordering Pärnu County[5] . The Hiiu and Pärnu Maritime Spatial Plans will remain valid with the adoption of the Estonian Maritime Spatial Plan.[6]

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[1] RT III, 06.09.2012,1

[2] An overview of the clarifications is given in the Explanatory Memorandum to the Plan, Chapter 5.17, available on the website of the Ministry of Finance: https://www.fin.ee/media/4765/download

[3] https://www.riigiteataja.ee/akt/330052017003

[4] Established by Order No 1-1/2016/114 of the County Governor of Hiiu County, 20.06.2016.

[5] Established by the Order No 1-1/17/152 of 17.04.2017 of the County Governor of Pärnu County

[6] For more details, see the Explanatory Memorandum, Chapter 4.4.

In addition, Directive 2014/89/EU[7] of the European Parliament and of the Council establishing a framework for Maritime Spatial Planning, which among other things obliges Member States to establish Maritime Spatial Plans by March 2021 at the latest, has been taken into account in the preparation of the Estonian Maritime Spatial Plan. The said directive sets out a framework for Maritime Spatial Planning to promote the sustainable growth of maritime economies, the sustainable development of maritime areas and the sustainable use of marine resources. The main objectives of Maritime Spatial Planning, as set out in the Directive, are to support the sustainable development of the energy, maritime transport, fisheries and aquaculture sectors and to protect, preserve and enhance the environment, including its resilience to the impacts of climate change.

2. On impact assessment

Pursuant to § 13 (4) of the Planning Act, a strategic environmental assessment (*SEA)* is mandatory when preparing a national spatial plan, including the Estonian Maritime Spatial Plan, which is its thematic spatial plan.

Based on § 4 (2) 5) of the Planning Act, in addition to the SEA, a comprehensive assessment of the relevant economic, social, cultural and environmental impact to result from implementation of the spatial plan, was carried out. A single joint impact assessment report was prepared[8], which covers both the above-mentioned impacts and the impacts on the natural environment, and which, inter alia, presents the impact assessment methodology, providing an overview of the impact assessment methodologies, the principles of the approach and the guidance materials used (for details, see Chapter 2 of the report).

The level of precision/level of generalization (in other words, the level of detail) of the impact assessment depends on the level of precision/level of generalization at which the proposed activity is planned. A distinction is made between strategic planning (various sectoral development plans, national spatial plans and other plans, programmes and strategies) and authorisations (various environmental permits, superficies licence, building permits, etc.). Strategic planning documents are subject to an SEA, while authorisations are subject to an environmental impact assessment (hereinafter *EIA*).The SEA, which is carried out at a higher level of the decision-making process, assesses the impacts in relation to the level of detail of the strategic level planning and must provide a framework for further assessments and leave for future procedures issues that can be more effectively assessed at a lower level of the decision-making process, i.e. the EIA. The SEA and the EIA are intended to complement each other, leaving the SEA to deal with the environmental impacts of strategic decisions and the EIA to assess the environmental impacts of the activities that will actually implement them.

In the course of the preparation of the Estonian Maritime Spatial Plan, a number of additional analyses and studies[9] have been carried out, which bring together a comprehensive picture of

[7] https://eur-lex.europa.eu/legal-content/ET/TXT/PDF/?uri=CELEX:32014L0089&from=EN; (ELT L 257, 28.08.2014, lk 135–145)

[8] https://www.fin.ee/media/4733/download

[9] See also https://www.fin.ee/riik-ja-omavalitsused-planeeringud/ruumiline-planeerimine/mereala-planeering#mereala-planeeringu-

the Estonian maritime space on various topics. In addition, an innovative tool, PlanWise4Blue (http://www.sea.ee/planwise4blue) which assesses the cumulative impacts of planned human activities on different natural assets, was used during the Estonian marine spatial planning process to assess the environmental impacts. For example, it has identified sensitive areas for birds, important migration corridors for birds and bats, as well as marine use patterns and key habitats for Baltic ringed seals and grey seals. Impacts on fish have also been analysed to ensure the conservation of fish stocks and to avoid blocking fish migrations. Also an experimental study commissioned by the Ministry of the Environment will be carried out from 2022 to 2024 as a follow-up to the planning, to determine the hearing ability and behaviour of Baltic herring under different noise levels, in order to clarify the significance of the impact of wind turbine noise on Baltic herring in the Estonian coastal waters. The information to be obtained will be used as a basis for decisions on the granting of authorisations, the design of subsequent activities and the assessment of impacts. The cumulative impact of the proposed activities has also been assessed in the preparation of the Estonian Maritime Spatial Plan, which will contribute to the smooth functioning of the different activities in parallel and will avoid any adverse impacts on the natural environment.

The Estonian Maritime Spatial Plan identified the principle locations of cable corridors in wind energy development areas and the impact assessment assessed the associated impacts, including proposing more environmentally suitable locations for the cables. The SEA assessed cumulative and cross-cutting impacts, including interactions between cable corridors and with wind farms and onshore areas. The linkages of submarine cables with the onshore areas have been taken into account, as the proposed Estonian Maritime Spatial Plan will also affect the onshore areas by connecting submarine cables to the shore.

A Natura 2000 assessment has been carried out, including an appropriate assessment. A Natura 2000 assessment, including an appropriate assessment to avoid adverse effects on the conservation objectives of the network sites, was carried out in the strategic environmental assessment of the Estonian Maritime Spatial Plan, with the participation of experts with relevant expertise. Natura 2000 network sites located in the Estonian Maritime Spatial Planning area, located either entirely or partly within the marine area. All environmental protection principles, including the avoidance and precautionary principle, were applied in the development of the Estonian Maritime Spatial Plan and in the impact assessment, which already at the strategic level excluded overlaps with Natura 2000 network sites (including nationally protected marine protection areas for natural objects, overlapping Natura 2000 sites within the same boundaries) for new marine uses such as wind energy development areas and fish farms.

In the Strategic Environmental Assessment of the Estonian Maritime Spatial Plan, a visual and landscape impact assessment of the wind turbines was carried out to mitigate the visual change associated with the construction of the wind turbines during the implementation phase, which is not explicitly foreseen in Estonian legislation and is not covered by norms and standards. The Estonian Maritime Spatial Plan, unlike those of neighbouring countries such as Latvia and Sweden, pays careful attention to the social, including visual, impacts of wind energy development.

The impact assessment also included a health impact assessment, as the marine area is also an important asset for human health and well-being. As the wind farm areas are planned at a distance of at least 6 nautical miles (~11.1 km) from the mainland and permanently inhabited islands, this will greatly reduce the propagation of noise, including infrasound, to the coast. However, the arrival and hearing of infrasound will depend on both wind direction and strength. Since wind and waves themselves generate infrasound, distinguishing it from wind farm noise may be unrealistic in most cases. There are currently no known studies that have demonstrated health effects from noise from offshore wind farms. The Estonian Maritime Spatial Plan solution has been designed to minimise the direct effects of wind farms on human health and the necessary conditions for this have been set for the authorisation stage. For a more detailed overview and references to the literature on health effects, see Chapter 4.5 of the impact assessment (pp. 188-189).

A formal cross-border Strategic Environmental Assessment was also carried out as part of the impact assessment and the preparation of the Estonian Maritime Spatial Plan, in line with the recommendations of the Baltic Sea Region[10] . The cross-border process was carried out by the Ministry of Environment in cooperation with the Ministry of Finance. All Baltic Sea Region countries were given the opportunity to participate in the process. Suggestions made during the cross-border SEA process were taken into account in the development of the materials, discussed at various meetings, and further details are provided in Chapter 4.9 of the Impact Assessment (pp. 230-232).

In the impact assessment and in the preparation of the Estonian Maritime Spatial Plan, among other things, settled case-law was taken into account, including the Supreme Court's decision No 3-16-1472 of 8 August 2018, which abolished the order of the Hiiu County Governor of 20 June 2016 on wind energy production areas (for details, see Chapter 2 of the Planning Impact Assessment Report). In other words, first of all, the so-called ranking principle has been followed, according to which the assessment carried out at a higher level of the decision-making process must provide a framework for further assessments and leave for assessment in the framework of future procedures issues that can be assessed more effectively at a lower level of the decision-making process. To this end, the Estonian Maritime Spatial Plan provides clear guidelines and conditions to be taken into account in the next stages of the activities (in particular in the procedures of superficies licences and building permits). Among other things, the Estonian Maritime Spatial Plan answers the question of whether, where and under what conditions offshore wind farms can be established and provides a comprehensive framework for studies and other relevant follow-up activities as a prerequisite for subsequent decision-making. Secondly, the impact assessment of the Estonian Maritime Spatial Plan has gone hand in hand with the development of the planning solution, i.e. the SEA has played an active role in the development of the planning solution, rather than being limited to assessing the impacts of the solution developed during the planning process, making ex-post adjustments and

[10] Recommendations for the cross-border process developed by the Helcom-VASAB MSP working group: https://vasab.org/wp-content/uploads/2018/06/Guidelines_transboundary_consulations_public_participation_24-25Feb2016-1.pdf

proposing mitigation measures. In addition to the inputs related to the consideration of environmental considerations in the development of the various conditions and guidelines, possible alternative locations for the cable corridors in areas suitable for wind energy production have been identified in the planning process and the associated impacts have been assessed. Third, the SEA report contains the information reasonably required, taking into account the best available knowledge and assessment methods.

3. Structure of the Estonian Maritime Spatial Plan

The Estonian Maritime Spatial Plan covers the entire Estonian maritime space: the internal waters, the territorial sea and the exclusive economic zone (see Figure 1). The Estonian Maritime Spatial Plan treats the land area through functional land-sea interactions (see the Explanatory Memorandum of the Estonian Maritime Spatial Plan, Chapter 5.16)[11].

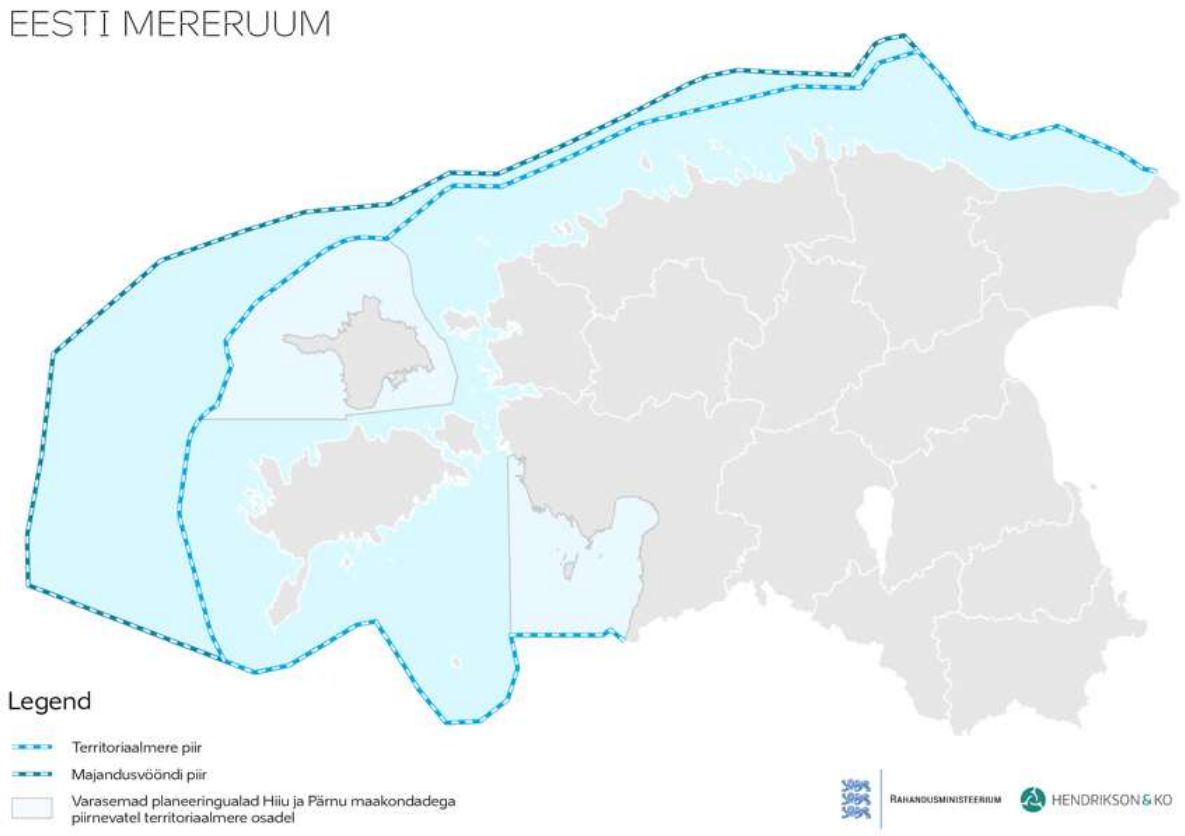

Figure 1 / Spatial layout 1. The Estonian Maritime Spatial Plan solution has been drawn up for the entire Estonian maritime area (both territorial sea and exclusive economic zone), except for the previously planned maritime areas bordering the counties of Hiiu and Pärnu, which will continue to be valid.

[11] Land-sea interactions refer to activities that are carried out either at sea or on land, but which support activities carried out on land or at sea respectively.

The Estonian Maritime Spatial Plan consists of an Explanatory Memorandum, including the spatial layouts in it. The annexes to the Estonian Maritime Spatial Plan, including the Action Plan for Implementation, the Impact Assessment Report, etc., are available on the website of the Ministry of Finance.

Chapter 1 of the Explanatory Memorandum of the Estonian Maritime Spatial Plan contains an introduction and Chapter 2 the starting points for the preparation of the Estonian Maritime Spatial Plan. Chapter 3 sets out the future trends in the use of the Estonian maritime area, the vision and the principles of spatial development (in accordance with § 14 (2) 1) of the Planning Act). In Chapter 5, the planning solution is set out in the form of sub-themes for the various marine uses (in accordance with § 14(2) 2) to 9) of the Planning Act). In each thematic area, the Estonian Maritime Spatial Plan provides guidelines (indicative guidance) and sets conditions (mandatory to follow).

In order to ensure the implementation of the Estonian Maritime Spatial Plan, general guidelines are given for onshore planning, for the preparation of national designated spatial plans, local government comprehensive plans, designated special plans and detailed spatial plans, as well as for decisions related to marine use.

Pursuant to § 3(4) of the Planning Act, a plan may be accompanied by an action plan for its implementation, on the basis of which an Action Plan for Implementation has been drawn up as an annex to the Estonian Maritime Spatial Plan. The activities set out in the action plan have been mapped and approved by the relevant parties responsible for implementation. It covers all the main areas of activity on which the achievement of the objectives of the plan depends and which have been agreed with the relevant partners. The Action Plan will be used as a basis for monitoring progress towards the objectives of the Estonian Maritime Spatial Plan at the level of strands and individual actions. § 25(1) of the Planning Act stipulates that the Ministry of Finance is obliged to review the national spatial plan together with county-wide spatial plans at least once every five years and presents an overview of the findings of the review to the Government of the Republic within six months following its completion. The Action Plan will help to monitor the implementation of the Estonian Maritime Spatial Plan and to provide relevant reviews to the Government of the Republic and conclusions on the timeliness and relevance of the Estonian Maritime Spatial Plan.

4. The Estonian Maritime Spatial Plan preparation process

Pursuant to the Planning Act, planning must be prepared by persons possessing the relevant knowledge and skills (Planning Act § 6 (1)). Persons with different expertise[12], as well as a steering group of representatives of ministries and agencies[13] and stakeholders[14] participated in

[12] E.g. planners, SEA lead expert, social and cultural impacts expert, geo-informatics specialists, marine environment expert, fisheries expert, economic impact assessment expert, energy expert, health impacts expert, cultural impacts expert, maritime transport experts and various species experts.

[13] The steering group was composed of representatives of the Ministry of Defence, Ministry of the Environment, Ministry of Economic Affairs and Communications, Ministry of the Interior, Ministry of Rural Affairs, Environmental Board, Transport Administration, National Heritage Board, Police and Border Guard Board, Consumer Protection and Technical Regulatory Authority, Health Board, Land Board and Association of Estonian Cities and Municipalities.

[14] E.g. aquaculture developers, wind energy developers, environmental organisations, recreational organisations, seaside municipalities, various species specialists, etc.

the preparation of the Estonian Maritime Spatial Plan. Thematic meetings were held at different stages of the Estonian Maritime Spatial Plan process to obtain direct feedback from stakeholders and to identify the best solutions, in addition to formal public consultations. The whole drafting and involvement process (including cross-border) is detailed in Annex 3 of the Plan[15].

The Estonian Maritime Spatial Plan was prepared through three public displays, followed by public discussions: at the stage of the initial positions[16] (public display 12.04.-14.05.2018; discussions at 5 locations during the period 30.05-12.06.2018), at the draft. i.e. draft plan stage[17] (public display 23.04.-23.05.2019; discussions at 5 locations during the period 11.06.-20.06.2019), and additionally at the main solution stage[18] (public display 17.02.-18.03.2020; discussions at 3 locations during the period 17.08.-19.08.2020). In addition, the planning was disseminated to the public on the website of the Ministry of Finance: in parallel with the coordination phase[19] (period 18.05.-18.06.2021) and in the final solution phase[20] (period 8.11.-8.12.2021). According to the Planning Act, the preparation of a National Spatial Plan must be subject to one public display (§ 19 of the Planning Act) and one public discussion (§ 20 of the Planning Act), and the plan must be disseminated to the public on the website of the authority arranging its preparation immediately before adoption (§ 23 of the Planning Act). Thus, the cooperation and inviting the public to participate was carried out in a much more comprehensive manner than required by the Planning Act.

In the course of the procedure of the Estonian Maritime Spatial Plan, the material has been coordinated with all the relevant ministries and authorities, and interested parties (e.g. professional associations, developers, persons who expressed their wish to participate in the procedure, etc.) and the above-mentioned authorities have been consulted. In accordance with the principle of inviting the public to participate and of informing the public as stipulated in the Planning Act and on the basis of § 15 (5) of the Planning Act, all relevant and up-to-date material (including background information) related to the Estonian Maritime Spatial Plan has been disseminated throughout the process on the website of the Ministry of Finance as well as on the Maritime Portal. The Maritime Portal was set up for the duration of the proceedings of the Estonian Maritime Spatial Plan, which ensured the possibility of publishing the most up-to-date information at any time throughout the process. For example, the portal provided up-to-date information on the state of play of the process and published video and map material related to the plan.

In addition, during the drafting of the Estonian Maritime Spatial Plan, the solution has been presented several times to the Environment and Economic Affairs Committees of the parliament

[15] https://fin.ee/media/4877/download

[16] https://www.fin.ee/media/4729/download

[17] https://www.fin.ee/media/4736/download

[18] https://www.rahandusministeerium.ee/sites/default/files/Ruumiline_planeerimine/msp_pohilahenduse_ettepanekute_koondtabel.pdf

[19] https://www.fin.ee/media/4751/download

[20] https://www.fin.ee/media/4880/download

of Estonia (Riigikogu), to all local authorities with maritime borders, at various seminars and sectoral conferences, as well as at the meetings of the Member States Expert Group of Maritime Spatial Plan set up by the EU Commission to discuss issues related to the Marine Strategy Framework Directive[21], at meetings of the Helcom-VASAB MSP Working Group, at international conferences and seminars. The process has been covered and the solution explained in various sectoral publications (e.g. Eesti Loodus, TööstusEST, national and regional newspapers) and in the wider media (e.g. ERR and other TV and radio stations).

Environmental considerations and the best available knowledge were taken into account in the preparation of the Estonian Maritime Spatial Plan solution.[22] The inclusion of the best knowledge was ensured by a broad-based group of experts[23], cooperation with other countries, agencies and stakeholders[24] and additional studies appropriate to the level of the plan[25].

[21] https://envir.ee/keskkonnakasutus/merekeskkonna-kaitse/merestrateegia-raamdirektiiv

[22] The approach is based on EU Directive 2014/89/EU, which established the framework for Maritime Spatial Planning.

[23] An overview of the planning team can be found on the website of the Ministry of Finance: https://www.fin.ee/media/4766/download

[24] An overview of the cooperation and invitation to participate is reflected in Annex 3 of the plan, available on the website of the Ministry of Finance: https://www.fin.ee/media/4730/download

[25] A list of the studies is available in Annex 5 to the plan, and the list and the studies themselves are available on the website of the Ministry of Finance:https://www.fin.ee/riik-ja-omavalitsused-planeeringud/ruumiline-planeerimine/mereala-planeering#mereala-planeeringu-

II CONSIDERATIONS

1. Objective of adoption of the Estonian Maritime Spatial Plan

The Estonian Maritime Spatial Plan is a national strategic development document. Pursuant to § 13 (3) of the Planning Act, the purpose of a national spatial plan is to define the principles and directions of spatial development in Estonia. The Estonian Maritime Spatial Plan, as a thematic spatial plan of the National Spatial Plan, guides the use of the Estonian maritime area in the long term, setting out the basic principles and rules for the spatial development of the various marine uses.

The purpose of establishing the Estonian Maritime Spatial Plan is to create a holistic picture of the interaction between different marine uses and to agree on spatial principles for the use of Estonia's marine areas for the next 15 years[26], in order to contribute to achieving and maintaining good environmental status of the marine environment and to promote sustainable maritime economy. In order to achieve long-term directions and a holistic picture at national level, the Estonian Maritime Spatial Plan will be guided by national interests and national development documents. As the aim is to provide a balanced spatial approach of the whole of the Estonian maritime area at the national level, the degree of generalisation is relatively high, as foreseen for this type of a document - focus is put mainly on setting general principles and providing a framework to guide authorisation and other follow-up activities. The guidelines and conditions set out in the Estonian Maritime Spatial Plan will form the basis for future decisions concerning the Estonian maritime area.

The adoption of the Estonian Maritime Spatial Plan will create the possibility to initiate the superficies licence procedure for all buildings requiring a superficies licence. It follows from § 113^1 (1) of the Building Code (hereinafter the Building Code) that a superficies licence must be applied to encumber a delimited part of a public water body with a building permanently connected to the bottom of the water body and not permanently connected to the shore (wind farms, fish cages, etc.). Pursuant to Section § 113^{11} (2) of the Building Code, a superficies licence shall be refused if the application is contrary to the existing planning in the delimited area of the water body for which the application is made. Therefore, after the adoption of the Estonian Maritime Spatial Plan, the decision to grant a superficies licence must be based on it, i.e. the superficies licence granted must comply with the conditions set out in the Estonian Maritime Spatial Plan.

As for several traditional uses (e.g. fisheries, maritime transport), the rules for marine use are largely established, the Estonian Maritime Spatial Plan focuses more on combined use and new uses of the sea. New uses are aquaculture and energy production, for which the Estonian

[26] 15 years has been taken as the time perspective, as the development period for larger activities is estimated at 10 years. The experience of European countries in implementing Maritime Spatial Planning (e.g. Germany and Belgium) has been similar. The time perspective also takes into account the fact that according to Planning Act § 25 (1), the Ministry of Finance is obliged to review the national Maritime Spatial Plan at least once every five years, to assess the implementation of the plan (in accordance with Planning Act § 25) and its timeliness and relevance.

Maritime Spatial Plan sets out guidelines and conditions and identifies spatially feasible development areas for wind energy production. Guidelines will be provided for all sectors to accommodate the different uses of the sea.

The Estonian Maritime Spatial Plan has been prepared taking into account a number of strategies and development plans, including the "Development Plan for Agriculture and Fisheries 2030"[27], "Estonia 2035"[28], "General Principles of Climate Policy until 2050"[29], "Energy Roadmap until 2030"[30], the Baltic Sea Strategy[31], the Marine Strategy Framework Directive[32] and others. For a number of uses, Estonian Maritime Spatial Plan does not, in principle, provide for binding spatial locations. For these uses (e.g. maritime transport, etc.), there is sufficient legal regulation in place (International Regulations for Preventing Collisions at Sea (COLREGs), Act on Maritime Safety, etc.), as well as well-established practice in marine use. Following the implementation of the plan, the maritime space will remain as it currently is for these uses. The above is in line with the principle of sufficiency of information mentioned in § 12 of the Planning Act, according to which (1) the authority that organises planning work must, when making planning arrangements, take into account the relevant strategies, risk analyses, existing spatial plans that are in effect, development plans and other documents that have an impact on spatial development, as well as any other relevant information.

Based on the results of the impact assessment, the plan sets conditions to ensure that the planning of different activities takes into account habitats and biota (including seabed habitats and biota) and avoids adverse impacts on them. At present, proposals have been made by the Estonian Marine Institute (outside the planning process) for the establishment of two marine protection areas within the Exclusive Economic Zones (EEZs), but these proposals are being processed outside the planning process under the Nature Conservation Act. In addition, conditions have been set to ensure the preservation of sensitive areas for fisheries (migration areas, potential spawning grounds and areas important for juvenile marine fish). For example, development of new uses is excluded in shallow coastal waters, which are sensitive areas for fish. Adverse impacts on landscapes are also excluded. This is in particular through the conditions set for the protection of the different natural components that are part of the landscape.

The Natura appropriate assessment concluded that, at the level of detail of the Estonian Maritime Spatial Plan, no adverse effects on Natura 2000 sites or their conservation objectives are foreseen from the implementation of the plan, taking into account the conditions set out in the plan and the environmental measures foreseen in the impact assessment at the level of authorisation (see in more detail the Planning Impact Assessment Report, Chapter 4.3).

[27] https://www.agri.ee/et/pollumajanduse-ja-kalanduse-valdkonna-arengukava-aastani-2030
[28] https://valitsus.ee/strateegia-eesti-2035-arengukavad-ja-planeering/strateegia
[29] https://envir.ee/kliimapoliitika-pohialused-aastani-2050
[30] https://www.mkm.ee/sites/default/files/enmak_2030.pdf
[31] https://vm.ee/et/euroopa-liidu-laanemere-strateegia-lms
[32] https://envir.ee/keskkonnakasutus/merekeskkonna-kaitse/merestrateegia-raamdirektiiv

Therefore, the proper implementation of the Estonian Maritime Spatial Plan will not have any adverse effects on the conservation objectives of Natura 2000 sites.

2. Public interest in the introduction of new uses of the sea

2.1. Aquaculture[33]

According to the Estonian Maritime Spatial Plan solution, aquaculture can be developed in the entire Estonian maritime area, except for the areas excluded for this purpose (fairways, areas sensitive to fish, places of refuges, dumping areas, anchorage areas; see the spatial layout 5.3.1.1 in the Explanatory Memorandum), taking into account the guidelines and conditions set out in the plan. The guidelines and conditions, together with the reasons for setting them, are set out in the Explanatory Memorandum to the plan (pp. 23-24). As the growing preferences of marine fish, algae and shellfish are relatively different and technologies in this field are evolving rapidly, areas have been designated where development is clearly excluded. This approach provides sufficient flexibility to encourage innovation in this area, while at the same time providing adequate protection of the marine environment under the conditions laid down, and taking into account the spatial needs of other marine uses.

Aquaculture - the farming of fish, shellfish, crustaceans and aquatic plants (e.g. algae) - is one of the fastest growing sectors of the global blue economy[34] . The main activities of the aquaculture sector in Estonia are commercial fish farming, farming for reintroduction into natural water bodies, crustacean farming, and algae and shellfish farming, which are at a development stage. Shellfish and algae farming are not yet commercially practised in Estonia, but several experiments have been carried out.[35] The majority of aquaculture production, i.e. rainbow trout, is currently still derived from terrestrial farms. The future strategic objective for the development of sustainable marine aquaculture is to increase the volume of offshore aquaculture to 10 000 tonnes increment per year over the next five years.[36] The development of marine aquaculture will thus contribute to the growth of the Estonian economy and is therefore important for the development and well-being of the country as a whole.

2.2. Wind energy[37]

Developing renewable energy minimises the environmental impact of the energy sector, strengthens energy security and increases competitiveness of economy. The "General Principles of Climate Policy until 2050" sets the objective of gradually increasing the uptake of renewable energy sources in final consumption in all sectors. In addition, the EU's long-term energy and

[33] For more details on the solution, see the Explanatory Memorandum, Chapter 5.3.
[34] FAO 2018 http://www.fao.org/3/i9540en/I9540EN.pdf
[35] https://kalateave.ee/images/pdf/Vetika_ja_karbiuuringud_2011_2020_veeb.pdf
[36] Agriculture and fisheries development plan to 2030
https://www.agri.ee/sites/default/files/content/arengukavad/poka-2030/poka-2030-taistekst.pdf
[37] See the development of the solution and the guidelines-conditions in more detail in the Explanatory Memorandum, Chapter 5.6.

climate policy guides Member States to reduce their CO_2 emissions and increase renewable energy production and energy efficiency. The energy sector is responsible for the largest share of greenhouse gas emissions in Europe[38]. Estonia's National Energy and Climate Plan plans to reach a share of 42% of renewable energy in total final energy consumption (~50% of final energy consumption) by 2030.

In 2020, the share of renewable electricity in total final electricity consumption was 22% (production 2.84 TWh)[39]. Given the rapid changes in electricity production in Estonia, the need for new renewable energy is particularly high in the power generation sector. By 2030, the share of renewable electricity must almost double to 40%[40] . Estonia has set a target to switch to climate-neutral power generation by 2050[41] . Wind energy has the highest growth potential, with production expected to quadruple by 2030 to reach this target. The development of wind energy (both onshore and offshore) is a cost-effective solution for renewable electricity production in Estonia (capacity factor[42] between 30...40% onshore and 45...55% offshore).

To ensure security of supply, Estonia's electricity system will need investment in new production capacity - the production capacity and its location will be decided by the electricity market, but onshore and offshore wind farms, solar energy, batteries, pumped-storage hydropower plants and gas-fired power plants with green gas capacity are likely to be the production resources of the future electricity system. Therefore, to ensure long-term security of supply, it is necessary to ensure a competitive investment environment for the development of low-carbon production capacity.

The deployment of wind energy in maritime areas would increase economic competitiveness and, as a new activity, would bring additional value to various sectors (new skills, technological developments, etc.). A wind farm of 1000 MW is estimated to represent an investment of more than € 2 billion in the Estonian economy and would create 70 to 100 direct long-term jobs (plus thousands of temporary jobs).

Compared to onshore wind farms, offshore wind farms have less direct impact on the living environment. Despite the easing of national defence restrictions in the coming years in the onshore part of the country, there are still a number of areas with high wind potential in Estonia that will continue to be subject to extensive restrictions due to national defence, nature conservation, settlement, location of infrastructure, subsoil and other factors. Finding suitable areas for offshore wind energy development is therefore necessary.

[38] https://www.eea.europa.eu/data-and-maps/indicators/greenhouse-gas-emission-trends-6/assessment-3

[39] https://ec.europa.eu/eurostat/web/energy/data/shares

[40] https://www.mkm.ee/et/eesmargid-tegevused/energeetika/eesti-riiklik-energia-ja-kliimakava-aastani-2030

[41] https://valitsus.ee/strateegia-eesti-2035-arengukavad-ja-planeering/strateegia

[42] Capacity factor - the ratio of the actual output of an energy production unit to the theoretical maximum output per year.

The Estonian Maritime Spatial Plan defines the areas suitable for wind energy development (including innovation areas and reserve areas totalling nearly 1700 km^2), guidelines and conditions. The identification of suitable areas for wind energy development was based on the gravity-based foundation technology, which, according to the current state of knowledge, is the most suitable for Estonia's ice conditions. Wind energy areas have been identified based on a combination of a number of external criteria (e.g. known nature conservation constraints, national defence constraints, necessary air routes and fairways etc.)[43] . First, areas suitable in principle for wind energy development were identified on the basis of wind energy potential, water depth, distance to the nearest high-voltage substation, likelihood of ice and wave height, then nature protection areas were excluded, as well as a visual buffer zone of 11 km from the coastline. Due to the size of the areas and national defence interests, wind energy development in the northern part of the Estonian marine area was excluded. In the remaining areas, national defence needs have been taken into account and the conditions set out the obligation to ensure the operational capability of national defence. Important migratory corridors for birds and bats, bird staging areas and marine areas important for seals were also excluded from the development areas. Also water traffic corridors of major importance for maritime transport and areas necessary to ensure the safety of air traffic were excluded. The consideration process of suitable areas for wind energy development is described in more detail in Chapter 5.6.3 of the Explanatory Memorandum of the Plan (pp. 37-46).

The Estonian Maritime Spatial Plan also defines the conceptual locations of cable corridors for connecting the proposed wind farms to the onshore transmission network (see Chapter 5.6.6, pp. 55-59 of the Explanatory Memorandum). The identification of the conceptual locations of the cable corridors is necessary for the strategic level impact assessment to verify the feasibility of the plan. The guidelines for the laying of onshore cables are set out as a prerequisite for the establishment of connections. During the preparation of the Estonian Maritime Spatial Plan and the impact assessment, it was established that the onshore connection of submarine cables from wind farms is feasible in principle (see Chapter 4.3 of the planning impact assessment report), and the guidelines have been presented to the relevant local authorities during the process.

In determining the areas suitable for wind energy development, the associated impacts have been assessed with the level of precision inherent in and necessary for planning. In order to concretise the high degree of generalisation and indeterminacy inherent in Estonian Maritime Spatial Plan (the state's vision of what it considers to be possible in principle), the planning defines the starting points for wind energy development (see also chapter 5.6.3 of the Explanatory Memorandum), which are used as a basis for assessing the development areas for wind energy and the impacts of their realisation. The baselines can also be considered as a maximum scenario for the implementation of the plan.

Although scientists have generally taken the view[44] that the noise from wind turbine operations may disturb fish only in the immediate vicinity of the turbines and that there are no significant

[43] For more details, see the Explanatory Memorandum, Chapter 5.6.3.

[44] For more details, see the impact assessment report on pages 60-66.

adverse effects, the precautionary principle requires that when wind farms are planned, at the level of authorisation more detailed studies should be carried out on the potential fish (in particular Baltic herring) spawning grounds and possible blockage of access to spawning grounds in the wind farm area and its impact zone. As mentioned above, an additional experimental study (the first of its kind in the Baltic Sea region) commissioned by the Ministry of the Environment will be carried out between 2022 and 2024 (clause 3.1 of the Plan's Action Plan) to determine the hearing ability and behaviour of the Baltic herring under different noise levels, in order to clarify the significance of the impact of wind turbine noise on Baltic herring in Estonian coastal waters. If the noise study shows that there is no effect of noise on the migration of the Baltic herring, this result can be used as a basis. If the noise study shows that noise is an obstacle to fish migration, further detailed studies are needed to map fish migration corridors. If the study shows that there are significant adverse impacts on fish migration that cannot be mitigated, the scale or other parameters of the proposed activity should be reduced to avoid adverse impacts or the activity should be abandoned.

Wind energy areas are defined on the basis that mass migration corridors important for both water and terrestrial birds and staging, feeding and resting areas important for water birds are free (no barrier effect). The known mass migration corridors for bats and staging, feeding, breeding and resting areas for Baltic ringed seals and grey seals are also free. Conditions are also imposed (with an additional obligation to undertake a survey at the authorisation stage) to ensure that the design of wind farms takes into account the bird, bat and seal populations.

As a result of the Maritime Spatial Planning process in Estonia, it was concluded that the identified areas, including wind energy development areas, are suitable and in the interest of the state. Also a conviction developed that there are no better alternatives, including for the identification of potential wind energy development areas. For example, different alternatives for the location of wind energy development areas and their cables were considered, including environmental considerations in the area selection (see Chapter 5.6.3 of the Explanatory Memorandum and Chapter 4.3 of the Planning Impact Assessment Report).

The Ministry of the Environment, as the ministry responsible for the area, has taken the view that the construction of wind turbines will have a visual impact on the landscape, which, in the light of the Council of Europe's Landscape Convention, can be considered to include the marine area, which is an environmental element in the same way as land, soil, water, ambient air, climate and biodiversity. The visual impact of wind turbines is therefore also an environmental impact within the meaning of Directive 2011/92/EU of the European Parliament and of the Council. It can also be considered as a relevant social impact under the Planning Act [45]. The visual impact of wind turbines is particularly pronounced on the west coast of Saaremaa, where the wind energy development area (area No 2) is located from the Vilsandi National Park to the top of the Sõrve peninsula. The closest possible wind farm to the west coast of Saaremaa is 6

[45] Ministry of Finance. 2018. Nõuandeid üldplaneeringu koostamiseks Chapter 6. The legal framework and the principles for the assessment of the relevant impacts set out in this guidance material also apply to the assessment of the relevant impacts of the Estonian Maritime Spatial Plan as a National Spatial Plan's thematic spatial plan.

nautical miles (about 11.1 km). In the Gulf of Riga, wind farms have the greatest visual impact on the island of Ruhnu (a distance of about 11 km), and wind farms are also visible from Cape Kolka in Latvia (the nearest potential wind turbine in Area 1 is about 21 km away). The visibility of offshore wind farms is about 50 km from the coast (maximum visibility of a wind farm with a tip height of about 200 m on a clear day). It is not possible to plan offshore wind farm development areas beyond these locations. The Estonian sea is rapidly deepening, which makes the establishment of wind farms in more remote areas neither economically viable nor technologically feasible in Estonia's climatic conditions, given the currently available technologies. Therefore, the visual change caused by wind turbines cannot be completely avoided by planning them further out to sea, and moving them a few kilometres further out will not have any effect in terms of visual impact. In addition, there are important international maritime transport corridors to the west of Saaremaa, so there is no room for shifting the areas further west.

In the preparation of the Estonian Maritime Spatial Plan and in the impact assessment, the focus has been on mitigation options for visual change (see Chapter 5.6.5 of the Explanatory Memorandum and Chapter 4.4.1.6.2 of the impact assessment), e.g. it is foreseen that wind turbines will not be located closer than 6 nautical miles (11.1 km; the distance is calculated from the nearest wind turbine) to the mainland and to islands with permanent inhabitants, and that the visual interaction of wind farms must be assessed in case of simultaneous planning of several wind farms. The visual impact will also need to be assessed in more detail at the superficies licence stage. Guidelines and conditions to mitigate visual impacts were developed in cooperation with landscape architects, including a visual impact assessment expert[46] . The Estonian Maritime Spatial Plan has been approved without comments by the Ministry of the Environment, the ministry responsible for the Strategic Environmental Assessment.

At the time of drafting the Estonian Maritime Spatial Plan, neither the location of the wind turbines (which will also depend on the more detailed studies and analyses foreseen as conditions of the plan) nor the exact parameters (to be determined at the authorisation stage) are known. For example, in the dissemination to the public of the Estonian Maritime Spatial Plan materials[47], proposals are consistently made to visualise the wind turbines proposed in the wind energy development areas during the authorisation procedure, but this is not possible, as the Estonian Maritime Spatial Plan envisages areas suitable for wind energy development, not specific wind farms, where wind turbine formations and exact locations are known. It is expected that the respective technologies will also evolve during the validity period of the Estonian Maritime Spatial Plan.

Similarly, the views from the coast to the sea vary greatly depending on the configuration of a particular coastal area and the location of the park area. At the level of detail of the national

[46] https://www.fin.ee/media/4766/download

[47] Proposals related to the topic of the visualisations have been submitted by Sunly Wind OÜ, Saaremaa municipality, Muhu municipality, Ruhnu municipality, Saare Arenduskeskus SA, Saaremaa Entrepreneurs' Association NGO, Meretööstuse Liit NGO, Energiaühistu NGO, Sõrvemaa Arengu Ühing NGO, private persons.

spatial plan, due to the legal framework the assessment of the impacts of the implementation of the plan focuses on the provision of conditions and guidelines to the next more detailed level of authorisation for the mitigation of impacts. Areas suitable for wind energy production have been selected in recognition of the fact that wind turbines will be visible from the coast. This was taken into account in the selection of the conditions and guidelines for the authorisation level, as well as for the detailed study framework and other relevant follow-up activities. The impact assessment provided a description of the affected environment, the impacts of implementing the plan and the measures to mitigate and avoid impacts at the authorisation stage (see Chapter 4 of the report). The impact assessment report has consistently concluded that, if the proposed approaches and mitigation measures are implemented, there will be no significant adverse impacts as a result of the implementation of the plan. The table in Chapter 4.2 of the Explanatory Memorandum to the Estonian Maritime Spatial Plan provides an overview of the main suggestions made in the impact assessment and how they have been taken into account in the plan.

In the next stage, during the superficies licence procedure, studies will be carried out to determine the exact size, parameters and location of wind turbines in the areas selected in the plan, taking into account the specific characteristics of the location and technological solutions. There is an obligation to assess the landscape and visual impact, to analyse and implement mitigation measures and to visualise the wind turbines. The assessment must be carried out on the basis of the framework set out in the plan, including an assessment by an appropriate expert using the guidance material developed[48] or an equivalent generally accepted methodology appropriate to Estonian circumstances. The guidance material provides, among other things, recommendations for the presentation and modelling of visualisations.

3. Justification for the establishment of reserve areas

Of the total trawling areas in Estonia, 4.3% overlap with planned wind energy areas. In 2017-2019, less than 10% of the Estonian trawl catches were taken from overlapping areas. During the planning process (in August 2020, when the planning solution was disseminated to the public), trawlers objected to the areas proposed for wind energy development in the Estonian Maritime Spatial Plan, as the areas suitable for wind energy development overlap partially with important trawling areas. The overlap of trawling is 92% in wind energy area 1 and 17% in wind energy area 2. The total overlap with trawling in the wind energy areas is 39%. However, in the event that future trawling in the overlapping areas is not possible due to the development of wind energy, this will have a significant regional impact on the fisheries sector.

The Ministry of Rural Affairs, in its letter No 6.2-15/2691-1 of 5 January 2021, following the opposition of trawlers, pointed out that if the trawling areas currently in use were to be reduced, the pressure on the areas remaining for trawling would increase and a reduction in catches could be expected. The problem may be most acute in the Gulf of Riga, where fishing is already

[48]See in more detail "Guidelines for Methodological Recommendations for Visual Impact Assessment to Promote the Development of Offshore Windfarms" , AB Artes Terrae OÜ, 2020. https://www.fin.ee/media/4718/download

severely restricted by various measures. In combination with the realisation of wind energy areas proposed in the Pärnu Maritime Spatial Plan and the Latvian Maritime Spatial Plan, the areas where trawling can take place will be further reduced. With the reduction of established trawling areas, companies will have to start looking for alternative fishing grounds, which, if shifted away from ports, will increase time and fuel consumption, reduce the number of fishing days and deteriorate fish quality. The quantity of fish landed in the hitherto used landing ports may also be reduced, and some of the hitherto used fishing harbours may lose their function. This in turn will have an adverse impact on fish processing businesses in the port area and thus on the income of the fishing and fish processing sector.

Trawling is a traditional, seasonal use of the sea (trawling season is January-April and September-December) and is carried out by local fishing companies. The economic success of the sector has supported investments in port networks, fishing fleets, fish processing plants, etc. For example, there are companies that catch more than 15% of their total annual catch from the proposed wind energy areas. Looking at the Gulf of Riga separately, the share of catch from the proposed wind energy areas is higher, averaging 35% in 2019, with all companies above 20% and one company even above 50%.

On the other hand, the Ministry of Economic Affairs and Communications stressed in its letter No 17-2/2020/3011 of 8 May 2020 that in order to achieve the climate neutrality targets set for 2050, it is important that there are sufficient wind energy areas. The designation of wind energy areas was based first on the conditions suitable for wind energy and then the areas were specified, using the exclusion methodology, which means that the needs of several other areas were taken into account (e.g. overlapping with protected natural values, including Natura sites, areas with heavy shipping traffic, installation of wind turbines closer than 11.1 km from the coast, national defence areas, etc.). If only the conditions suitable for wind energy development were taken into account, the total potential areas amounted to ~5800 km^2, but after the application of the exclusion methodology (including the necessary precautionary principles), the total wind energy areas currently amount to ~1700 km^2. The Estonian Maritime Spatial Plan solution indicates that up to 70% of the remaining wind energy areas will be realised. This shows that it is neither possible nor realistic to cover the entire area fully with wind turbines, given the technological aspects (including the buffer zone between the various offshore wind farms), the results of the detailed studies to be carried out at the superficies licence stage, and the needs of maritime transport. The availability of sufficient areas also ensures sufficient competition and the best price for consumers. Completely cutting off the more intensive trawling areas from the wind energy areas would make it economically unviable to develop them, given the size of the remaining areas. It should be borne in mind that offshore wind farms have a long development cycle (around 10+ years with the necessary studies) during which time trawling can continue at its current level. In conclusion, the Ministry of Economic Affairs and Communications was of the opinion that there should be no reduction in the areas designated in the Estonian Maritime Spatial Plan solution as of August 2020.

In order to assess the feasibility of continued trawling between wind turbines, the Ministry of Economic Affairs and Communications carried out a survey in September 2020, based on

information compiled by the Ministry of Finance, among developers in the wind energy sector to clarify technical information on wind farms. The results of the survey showed that allowing trawling between wind turbines is theoretically possible, but would require a very high level of investment (e.g. in the form of covering cables). According to the representatives of the trawling sector, such a solution is not feasible, entails a number of risks and would require a more in-depth analysis before a decision could be taken. There are also no concrete examples in international practice where active trawling is allowed in wind farms, as allowing trawling in wind farms may pose a risk to cables on the seabed, etc.

Trawling and wind energy are both economic activities of national interest for the Estonian state[49]. In order to find a solution, further cooperation was carried out with representatives of both the trawling sector and the wind energy developers' interest group. It was not possible to reach a compromise that fully took into account the views of the two stakeholders and the disagreement slowed down the planning process. In order to continue the procedure of the Estonian Maritime Spatial Plan solution that takes into account the different interests in a balanced way and taking into account the above-mentioned circumstances, including the arguments put forward by the Ministry of Economic Affairs and Communications and the Ministry of Rural Affairs, the Government of the Republic has decided not to reduce the wind energy areas proposed in the Estonian Maritime Spatial Plan, but to designate as reserve areas until 2027 those areas of the wind energy areas proposed in the Estonian Maritime Spatial Plan that overlap with historically more intensive trawling areas. The definition of the reserve areas was based on specific data, i.e. trawling data for the last 3 years (2018-2020), by marking their concentration points according to the coordinates of the trawl hauls and by considering a minimum area size (90 km2) for wind energy that is economically viable for development.

The establishment of reserve areas means that until 2026, reserve areas will not be made available for wind farm development through the authorisation procedures, but will remain usable in their current form. After 2026, the Ministry of Economic Affairs and Communications and the Consumer and Technical Regulatory Authority will assess whether and to what extent the use of the reserve areas is necessary to meet the climate objectives (see the conditions set out in more detail in the Explanatory Memorandum to the Estonian Maritime Spatial Plan, Chapter 5.6.5). This timeframe (of around 4 years) can be considered sufficient to carry out procedures and studies in other areas suitable for offshore wind development to assess the feasibility of developing offshore wind farms on a sufficient scale. This is also in line with § 25(1) of the Planning Act, which requires the Ministry of Finance to review the Estonian Maritime Spatial Plan every five years, assess the implementation of the plan (in line with § 25 of the Planning Act) and its timeliness and relevance. The assessment of the need to deploy the reserve areas shall include an overview of the existing situation to the Government of the Republic. The analysis of the existing situation will be based, inter alia, on the status of, for example, superficies licences, studies and environmental impact assessments carried out, national climate and energy objectives, the economic impact of trawling on the fisheries sector,

[49] The existence of an important national interest in the development of wind farms is also confirmed by the Supreme Court's decision of 26.05.2021 in case 3-17-2013.

and other relevant important factors. The Estonian Maritime Spatial Plan solution has been approved without comments by both the Ministry of Rural Affairs and the Ministry of Economic Affairs and Communications.

In order to compensate those directly affected, including trawlers, for the disturbance caused by wind farms, the Ministry of Economic Affairs and Communications has developed a local benefits regulation[50]. According to the above-mentioned draft, trawlers in municipalities affected by wind farms will be compensated for restrictions on their activities caused by wind farms if the activities of the wind farms lead directly to a reduction in catches.

The designation of wind energy areas, including reserve areas, is based on the above-mentioned reasons, and is also in line with the principle of balancing and integrating interests set out in § 10 of the Planning Act, which stipulates that the authority that organises planning work must balance different interests, including public interests and values, consider them in the light of the principles of planning and the goals of the spatial plan, and integrate them in the planning solution. This principle helps to ensure, inter alia, that planning is feasible. Balancing interests does not automatically mean taking a proposal into account - a proposal may be taken into account, but a different solution may be found, which is what has been done in this case. Both wind energy and trawling are important industries for the country. In this case, the decision has been taken on the basis of the spatial priorities of the fisheries sector, as well as climate and energy policy objectives and trends. Thus, the Estonian Maritime Spatial Plan solution balances the interests of the state - the development of wind energy and trawling.

In conclusion

The aim of Maritime Spatial Planning is to agree on the long-term principles for the use of Estonia's maritime space in order to contribute to achieving and maintaining good environmental status of the marine environment and to promote the maritime economy. The need for planning to regulate the intensifying use of the maritime space is laid down in Directive 2014/89/EU of the European Parliament and of the Council establishing a framework for Maritime Spatial Planning. Estonia has complied with the requirement of the aforementioned Directive by drawing up and adopting the plan. In order to accommodate all the different types of marine uses in the maritime space, the planning determined in which areas and under which conditions activities can be carried out in the maritime space. The guidelines and conditions set out in the plan will form the basis for future decisions concerning the Estonian maritime area. This will change the current practice, which is based on individual decisions, because once the Estonian Maritime Spatial Plan is in place, there will be both general principles and clear guidelines and conditions on how activities can be spatially planned. In the next stage, the authorisation procedure, the studies carried out will determine, in the light of the specificities of the location and the technological solutions, the scale and parameters of the various facilities that can be built and exactly where they can be built within the areas defined in the plan. Given

[50] Draft Act amending the Energy Sector Organization Act and other related acts. The intention to elaborate the draft has been subject to a coordination procedure (https://eelnoud.valitsus.ee/main/mount/docList/e7038a4e-4d3d-4a4d-a4af-fecdb2511e94)

that the planning process, including the impact assessment, has been based on the principle of 'ranking', the plan provides a framework for further action. The plan therefore sets out guidelines and conditions to be followed in the subsequent stages (in particular in superficies licences and building permits procedures). In addition, the planning process has taken into account and assessed the interactions of different activities, which will provide the basis for parallel activities in the maritime area, including the future expansion of renewable energy.

III DECISION

On the basis of the foregoing and pursuant to § 24 (1) of the Planning Act and in accordance with § 13 (2) of the same Act, the Government of the Republic decides:

1. To establish the Estonian Maritime Spatial Plan.

2. The Ministry of Finance is to publish this Order, together with the Explanatory Memorandum, and the Estonian Maritime Spatial Plan, together with all annexes, including the Action Plan for its Implementation, on its website.

3. The Ministry of Finance is to organise the notification of the adoption of the Estonian Maritime Spatial Plan in accordance with the provisions of subsections 2-4 of § 24 of the Planning Act. The Government Office of the Republic of Estonia is to organise the notification provided for in § 24 (3) of the Planning Act on the website of the Government of the Republic.

IV. CONTESTATION

The order may be contested in accordance with the procedure laid down in the Code of Administrative Court Procedure within 30 days of the date of publication of the order in the State Gazette (Riigi Teataja).

Kaja Kallas
Prime Minister

Taimar Peterkop
State Secretary

Annex: Estonian Maritime Spatial Plan