Annex 4: Action Plan for Implementation of the Plan

The Action Plan sets out the follow-up actions needed to implement the Plan. The Action Plan includes proposals for improvements to best practice and the legal framework that have emerged throughout the planning process, as well as studies, analyses and follow-up actions needed for sustainable use of the maritime areas.

In order to facilitate the implementation of the Action Plan and the implementation of the MSP, it is recommended to set up a working group/task force on the implementation of the MSP, composed of representatives of the ministries and agencies responsible for the sectors. The aim is not to duplicate the work of the working groups that have been set up to date, but to facilitate the implementation of the plan and to promote cooperation between the different areas covered by the plan (including between the working groups). The working group will meet on an ad hoc basis, presumably once a year, to monitor the implementation of the Action Plan and, where appropriate, to discuss cross-cutting issues related to the implementation of the MSP. It must also ensure that the activities of the ministries and agencies thereof that are members of the working group are in line with the principles set out in the Maritime Spatial Plan. The activities of the working group can be coordinated by the Spatial Planning Department of the Ministry of Finance.

When carrying out implementation activities, consideration should always be given to whether a relevant impact assessment is also necessary.

	Purpose	Activities	Time of execution/ deadline	Outcome/Output (to be filled in where possible)	Responsible authority	Authority with shared responsibility
1.	Synergistic combined use of the maritime area	1.1 Guiding spatial combined use (including in a way that respects the marine ecosystem) and collecting best practice.	continuous	Wherever possible, activities in the maritime area will take into account the combined use principles outlined in the Plan. Information on best practice on	RaM	Working Group (all sectoral ministries-agencies)

				combined use in Estonia has been collected.		
		1.2 Encourage and monitor the implementation of ecosystem-supportive and sustainable uses with positive interactions.	continuous	Activities in the maritime area will be guided by the guidelines and combined use principles set out in the Plan.	All sectoral ministries-agencies according to their competences.	-
		1.3 Establishment of the Implementation Working Group/Task Force and adoption of its rules of procedure	2022	The Implementation Working Group/Task Force has been set up and is working as intended.	RaM,	All sectoral ministries-agencies
		1.4 Representation of Estonian interests in international working groups related to maritime spatial planning and ensuring cross-border cooperation in implementation.	continuous	Estonian interests are represented	RaM	-
		1.5 Promote the further development of PlanWise4Blue (including cooperation with research institutions) to implement an ecosystem approach.	continuous	Online tools are publicly available and take into account the best available knowledge.	RaM	Working Group (all sectoral ministries-agencies)

		1.6 Promoting the combined use of maritime spatial data (actions needed to create a coherent picture).	continuous	Spatial data on the maritime domain are available and interoperable	All sectoral ministries-agencies according to their competences.	-
		1.7 Development of a Maritime Spatial Plan monitoring framework	2023	A monitoring framework for Maritime Spatial Plan is ready and ready for implementation.	RaM	-
2.	Maritime uses that better respect local values.	2.1 Analysing the legal framework and, if necessary, developing proposals for amendments to develop the rights and possibilities of local authorities in the planning and use of the maritime areas.	2022-2027	Justified needs and options for legislative change are identified.	RaM, ELVL	All sectoral ministries-agencies
		2.2 Enhancing the competence of specialists in seaside local authorities on issues related to maritime uses.	continuous	On-going training to improve competences as necessary.	RaM	All sectoral ministries-agencies as appropriate
		2.3 Identification of valuable underwater landscapes	2027	Instruction on the identification of valuable underwater landscapes has been prepared.	MKA	KuM, KeM, RaM

		2.4 Preparation of coastal (pilot) thematic spatial plan(s) to address in more detail the land-sea interactions (specifying in advance the sections of coastline needed).	2022-2026	Relevant areas have been identified, planning is underway.	RaM	All sectoral ministries-agencies as appropriate
		2.5 Developing frameworks to manage local benefits to support the development of wind turbines in maritime areas and mitigate the associated impacts.	2022	The framework has been developed and is in force.	MKM	RaM, JuM, KaM, SiM (maritime radars), ELVL
3.	Knowledge-based decisions and diversified maritime uses	3.1 Effects of wind farm noise on Baltic herring migration. The aim is to identify the noise levels that are significant (disturbing) for the Baltic herring.	2022-2024	A national survey has been prepared.	KeM	MeM, RaM
		3.2 Inventories of birds staging, moulting and wintering in the maritime areas during migration (maritime area wide aerial surveys) and inventories of bats migrating in the maritime areas (using detectors in selected maritime areas), in line with PAF 2021-2027.	2027	The inventory has been carried out.	KAUR, KeA	KeM
		3.3 Developing a cooperative approach for submersible wrecks and vessel traffic to ensure diving safety and wreck preservation.	continuous	Activities related to submersible wrecks are organised in such a way as to ensure the safety and preservation of the wrecks.	MKA, KuM	MKM, Transport Administration, PPA, Estonian Maritime Museum

		3.4 Preparation of/supplementing environmental action plans for special areas of national defence to mitigate impacts on seals.	Upon significant change in activities	Action plans for special areas of national defence include appropriate conditions to mitigate impacts on seals.	KaM	KeM, KeA
		3.5 Periodic updating of vessel traffic density data and ensuring availability of information	continuous	Data are available.	Transport Administration	-
		3.6 Ensuring a regionally significant port network and promoting developments	continuous	Actions have been implemented to support the development of the port network.	MKM	-
		3.7 Inventory of underwater cultural heritage (including wrecks)	continuous	Underwater cultural heritage inventoried	MKA	PPA, Transport Administration, Estonian Maritime Museum
		3.8 Preparing, ensuring preparedness, maintaining and improving coastal and marine pollution response prevention and preparedness agenda and plans.	continuous	Coastal and marine pollution response preparedness plan in place, capabilities in place.	PPA, PäA	ELVL, SiM, KeA, Transport Administration

4.	Promoting the development of aquaculture	4.1 Promoting economically sustainable algae and shellfish farming developments	continuous	Necessary actions to facilitate developments have been taken.	MeM	-
		4.1.1 Sectoral innovation surveys	continuous	Research has identified innovation opportunities in the sector	MeM	-
		4.2 Biosecurity of fish farms. Developing the basis for establishing buffers between different farms		A knowledge-based basis for determining buffers between different farms has been developed.	KeM, MeM	-
		4.3 Mapping areas with natural potential for fish growth	2025	The mapping has been carried out.	MeM	-
		4.4 Awareness and promotion of the health benefits of aquaculture products (fish products) and promoting their consumption.	continuous	Awareness-raising activities have been carried out.	MeM	Health Board, Institute for Health Development
5.	Fostering the development of the renewable energy sector	5.1 Encourage the uptake of innovative energy technologies (e.g. floating solar plants, wave energy, use of the coastal sea for cooling and thermal energy).	continuous	The necessary actions to encourage innovative solutions have been taken.	MKM	-

		5.2 For larger scale offshore wind farm developments, the development of a cross-border offshore grid solution connecting wind farms, including additional HVDC interconnections between countries.	2022	The prerequisites are in place to develop transnational links.	Elering	MKM
		5.3 Analysis prior to the deployment of the reserve areas, on the basis of which the Government of the Republic will be given an overview of the current situation and a decision will be taken on follow-up activities.	2026-2027	An analysis of the deployment of reserve areas has been completed, an overview given to the Government of the Republic and decisions on follow-up activities taken.	MKM, TTJA	-
6.	Better awareness of the diversity of maritime uses and maritime issues in general	6.1 Creation of websites on maritime uses	continuous	Relevant information is available.	All sectoral ministries-agencies according to their competences.	-

Abbreviations used in the table:
JuM - Ministry of Justice
KaM - Ministry of Defence
KeM - Ministry of the Environment
KuM - Ministry of Culture
MeM - Ministry of Rural Affairs
MKM - Ministry of Economic Affairs and Communications

RaM - Ministry of Finance
SiM - Ministry of the Interior
ELVL - Association of Estonian Cities and Municipalities
KAUR - Environment Agency
KeA - Environmental Board
MKA - National Heritage Board
PPA - Police and Border Guard Board
PäA - Rescue Board
TTJA - Consumer Protection and Technical Regulatory Authority

Proposal for a functional classification of ports:

The MSP proposes introduction of the following functional classification of ports. The proposal aims to make the use of the maritime area simpler and easier to understand. The proposed classification will make it possible to assess the functioning of the port network and the regional balance, and will provide a better basis for allocating the resources needed to operate ports. The current classification does not reflect the sector of activity or the size of the ports, which give rise to environmental impacts and spatial needs to be taken into account, both on land and at sea.

The planning process does not define the types of existing ports - each port will be able to do this in the future, based on its actual activities, the vessels it serves and the services it offers. The proposed classification aims to ensure that ports are treated on a similar basis. The following proposal was discussed during the preparation of the plan, and it was considered that the issue needed further analysis, as the proposal would require legislative changes, development of information systems and other activities. The proposal is linked to the extended vision for maritime policy, which will discuss with the various stakeholders both the need for a new classification and its substance.

One and the same port can perform several functions. Exceptions to this are ports with defence and public administration functions, whose function is defined by law.

Indicative functional classification	Classification on the Maritime Spatial Plan spatial layout
Port with defence functions *For mooring and servicing of warships and naval auxiliary vessels only.*	Not shown on the spatial layout

Port with public administrative functions *Intended exclusively for the mooring and servicing of vessels performing public administrative functions, the chapter of the Ports Act on security requirements does not apply.*	Port
Commercial port / Freight port *including large fishing port, repair port*	
Passenger port *including ferry port*	
Port connecting to small islands *Regionally important, consider the need to create a rescue and pollution response capacity. Could at the same time function as a guest harbour.*	
Fishing port *Small harbour, may be related to trawling.*	Small harbour
Guest harbour *including home harbour, boat harbour*	
"Single-family/community harbour" *Often a former landing place with a small floating pier*	MSP does not reflect