

Responses to the first notification and proposals for the process and content of the Estonian MSP

<b>Proposer</b>	<b>Content of the proposal</b>	<b>Response from Estonian Ministry of Finance</b>
Environment State Bureau of the Republic of <b>Latvia</b>	...Nevertheless – we draw your attention that there are several specially protected territories – marine sites of European significance (Natura 2000) in the coastal part of Latvian marine territory, therefore we think that those should be also taken into account in the planning process (possible indirect aspects). We also kindly ask you to take into account in the planning process Latvian Maritime Spatial Plan for Territorial Waters and Exclusive Economic Zone of the Republic of Latvia.	We agree that these themes have to be taken into account considering the degree of accuracy of the plan. In case of need we can discuss these issues during stage II of our transboundary consultations procedure.
Ministry for Foreign Affairs of <b>Finland</b>	...The Ministry of the Environment would like to propose time frame of nine weeks for the participation of the public and authorities and for the submission of comments on the draft plan and the environmental report.	The proposed time frame is appropriate and will be taken into account.
	The Ministry of the Environment considers linear maritime transport routes and other infrastructure connections, and the needs relating to their interoperability in the Gulf of Finland and the whole Baltic Sea as important issues. It is also important to study the impacts of the routes and connections, including transboundary ones. Other significant themes relating to the Gulf of Finland and/or the Baltic Sea as a whole are maritime energy issues, fisheries, ecosystems, and environmental and nature protection.	We agree that these themes have to be taken into consideration considering the degree of accuracy of the plan. We are not planning significant changes in linear maritime transport routes and other infrastructure connections. In case of need we can discuss these issues during stage II of our transboundary consultations procedure.
<b>Swedish</b> Environmental Protection Agency	Sweden confirm that the proposed timeframe of eight weeks will be sufficient for public participation but consider that one week extra for possible translation and submission of comments would be convenient, as long as the timeframe not include summer vacation period.	Finnish Ministry of the Environment also proposed timeframe of nine weeks for the participation on the draft plan. The proposed timeframe is reasonable and will be taken into account.
	... Thus, SMHI considers it important not to encourage operations that may contribute to increased eutrophication or contamination in adjacent areas. In particular, aquaculture, undersea mining and dumping of excess materials are examples of activities that are prone to increase nutrient concentrations in adjacent areas. Special care must be taken so that the oxygen level in the deep areas of the Eastern Gotland Basin is not worsened.	We agree that these themes have to be taken into consideration considering the degree of accuracy of the plan. We are not planning changes in undersea mining and dumping of excess materials. Aquaculture will have different guidelines and conditions.
	...efforts must be made to assess the risk of relevant impacts from maritime activities to an appropriate level of detail. The release of	Taken into account. We encourage cluster solutions (e.g. combining fish farms

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	nutrients and pollutants must be considered to be of similar or even higher importance.	with algae and mussel farming).
	Evaluations of the Maritime Spatial Plan should preferably include the potential influence of factors indicated by the EU MSFD through Annex III and Article 3.	Taken into account. We have an analysis how to integrate it in MSP <sup>1</sup> .
<b>The Geological Survey of Sweden</b>	It is the opinion of SGU that there should be a more developed correlation and a connection between the conceptual planning and seafloor characteristics, depths, morphology, sediment cardinalities, and geotechnical properties, as well as the bottom environment of different areas, such as substrate distribution and sediment dynamics, i.e., in areas in which the erosion/transport and accumulation of sediment exist. In areas where the accumulation of fine particles and organic matter prevails, environmental toxins and nutrients (for example) can accumulate, and these may be suspended and disseminated in connection with encroachment. Documents should be used for the planning of activities such as dredging and the management of dredged material and dumping areas, the planting of eelgrass, and various kinds of construction, as well as for protection conservation, and to monitor and control the extent to which human activities affect bottom environments in different areas.	We agree that these themes have to be taken into consideration considering the degree of accuracy of the plan and regarding the planned sea uses. These themes will be considered in detail at the application phase.
<b>The Swedish Agency for Marine and Water Management</b>	We acknowledge the approach to have a broad scope of SEA including social and economic dimensions in a holistic sustainability perspective. It is however essential that such an approach does not limit the extent of the environmental assessment which should have specific focus on effects on the natural environment as part of the SEA.	We confirm that a broad scope of SEA will not limit the extent of environmental assessment. The environmental assessment will be done traditionally.
	We are concerned with the potential environmental risks associated with mineral extraction and related dumping in the Baltic Sea. Such risks should be considered both in the SEA at the stage of maritime spatial planning and in EIAs at project level.	Taken into account and we will set conditions to the application phase.
	We suggest that the following potential pressures are included in the SEA: physical disturbance, habitat loss and emission of hazardous substances.	Taken into account.
<b>Trafikverket (Sweden)</b>	An aspect to take into account are changes discussed in the Swedish proposed MSP, especially regarding traffic separation schemes south of Gotland (TSS North Hoburgsbank).	Taken into account.

<sup>1</sup> EU MSFD implementation in MSP (Estonian Marine Institute, University of Tartu)  
<http://mereala.hendrikson.ee/uuringud.html>