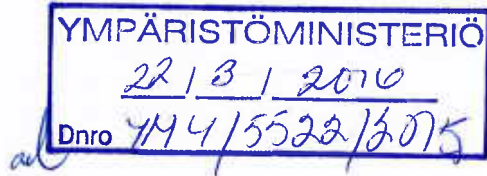


LVM/362/02/2016

To the Ministry of the Environment



Referring to your request for comment YM4/5522/2015

Statement: Estonian Marine Strategy's Programme of Measures (Draft Proposal on New Measures) and Strategic Environmental Assessment of Estonian Marine Strategy's Programme of Measures to achieve and maintain Good Environmental Status of Estonian marine area

The Ministry of the Environment requested the Ministry of Transport and Communications for comment on the issue above.

The Ministry of the Environment received from its Estonian counterpart a notification on the compilation of the Programme of Measures of Estonia's Marine strategy and the environmental assessment regarding it. The drafting of the programme is based on the European Marine Strategy Framework Directive (2008/56/EC). The Programme will list the measures that aim at achieving a good environmental status for the Estonian marine environment by 2020.

In the view of the Ministry of Transport and Communications, the Programme is relevant to the transport sector from of the point of view of shipping and waterways. Of the 19 measures listed in the Programme, six (6) touch upon these issues. These are measures 1 (Establishing a network of protected marine areas in Estonia's economic zone); 5 (Ratification of the international Ballast Water Management Convention (BWMC) and facilitating its implementation by involvement in the planned regional information system and implementation thereof.); 10 (Facilitation of introduction environmentally sustainable ship fuels); 11 (Reduction of dumping of untreated wastewater directly into marine waters, including ensuring wastewater intake from cruise ships in ports); 13 (Establishment of restrictions on vessel traffic in case of impact caused by ship-generated waves); and 15 (Control of environmental risks accompanying bunkering operations at sea).

According to the Strategic Environmental Assessment of the proposed Programme, the measures are estimated to have an overall positive environmental impact on the natural environment, including a long-term positive cross-border impact. However, in some cases there may occur cross-border impacts because some of the measures (measures 5, 11, 13, and 15) will apply to foreign ships that sail in the Estonian waters. Also, an activity that theoretically has a cross-border negative environmental impact may occur when protected areas are established (measure 1), if this causes major changes in the routing system in the region. This may then lead to a situation where routing is directed past the protected areas and if an accident happens on the new route with a leakage of fuel or oil, then the

pollution from the new route may be carried with currents over the border of Estonia's economic zone.

Regarding the possible actions under measure 13 to control the impact of ship-generated waves, the Ministry of Transport and Communications considers that possible impacts on regular international liner traffic should be proportionate and discussed with neighboring countries in advance.

The Ministry of Transport and Communications also refers to the statement by the Finnish Transport Agency (Liikennevirasto) on the draft programme regarding measure 13 and that the draft programme and the draft report should refer to GOFREP areas. The Ministry supports the Agency's statement on these issues.

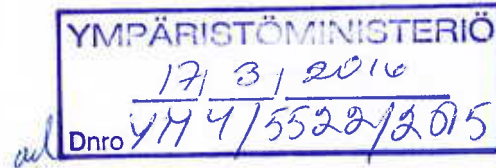
As to the control of environmental risks accompanying bunkering operations at sea, the Ministry of Transport and Communications wishes to raise the issue of ship-to-ship cargo transfers. In Finland, regulation concerning both STS transfers and bunkering is under consideration. Furthermore, the two issues are jointly discussed in the HELCOM context. In this regard, the Ministry of Transport and Communications would welcome bilateral discussion between Estonia and Finland on how through means of legislation and recommendations and cooperation to minimize the risks from both bunkering and STS transfers.

Mikael Nyberg
Head of Department

Laura Sarlin
Senior Advisor

17.3.2016

Ympäristöministeriö



Ympäristöministeriön lausuntopyyntö 17.2.2016 (dnro YM4/5522/2015)

Viron meristrategian toimenpideohjelmaehdotus ja sen ympäristöselostus

Lausuntonaan Liikennevirasto toteaa seuraavaa:

Toimenpideohjelmaehdotus kattaa koko Viron talousvyöhykkeen merialueen. Tällä alueella sijaitsee osin myös kansainvälisen merenkulkujärjestön IMO:n vahvistama aluksille pakollinen Suomenlahden alueen ilmoittautumisjärjestelmä (GOFREP). GOFREP-järjestelmää ylläpitävät ja sen noudattamista valvovat Suomi, Viro ja Venäjä yhdessä.

GOFREP-alueille ei voida määrätä alusliikennettä koskevia rajoituksia kansallisin määräyksin, vaan pysyvät muutokset on hyväksyttävä kaikissa järjestelmää ylläpitävissä maissa ja IMO:ssa. Tilapäiset, alusliikenteen turvallisuutta varmistavat muutokset on vietävä IMO:n tietoon. Toimenpideohjelmaehdotusta ja sen ympäristöselostusta tulisikin täydentää GOFREP-aluetta koskevilla tiedoilla, vaikka siihen ei kohdistuisikaan toimenpiteitä tai vaikutuksia.

"The draft report covers the whole sea-area of the Estonian economic zone. Part of the Gulf of Finland is a Mandatory Ship Reporting System (GOFREP), adopted by the IMO, is situated on this sea area. GOFREP-system is operated and shipping monitored jointly by Finland, Estonia and Russia.

In the GOFREP-area, the vessel traffic cannot be restricted with national regulation, but permanent changes must be approved by all the operating countries and by IMO. Temporary changes to guarantee traffic safely must be informed to IMO. The draft report should be completed with GOFREP information, even if the proposed measures do not concentrate on the GOFREP-area or have no influence on it."

Toimenpideohjelmaehdotuksessa esitetään yhtenä mahdollisen keinona alusliikenteelle asetettavia uusia rajoituksia liikenteen aiheuttamien haittojen vähentämiseksi. Ympäristöselostuksessa arvioidaan, ettei näillä rajoituksilla olisi rajat ylittäviä vaikutuksia. Mikäli ehdotetut rajoitukset koskisivat myös Helsingin ja Tallinnan välistä, kireällä aikataululla toimivaa alusliikennettä, aiheutuisi tästä todennäköisesti rajat ylittävää vaikutusta alusten aikataulumuutosten ja alusliikenteen frekvenssiin kohdistuvien muutospaineiden muodossa. Ympäristöselostusta tulisikin täydentää tältä osin.

"In the draft report it is suggested that new restrictions to the vessel traffic may be one option to reduce the environmental effects of the traffic. It is also estimated that these restrictions have no cross-border influence. However, if these restrictions concern also the vessel traffic between Helsinki and Tallinn operating on

very tight schedules, they probably induce cross-border influences due to pressure on vessel timetable and traffic-frequency changes that the restrictions create. The draft report should be completed with this matter."

The image shows two handwritten signatures in blue ink. The signature on the left is for Matti Levomäki, and the signature on the right is for Olli Holm. Both signatures are written in a cursive, flowing style.

Matti Levomäki
Johtaja

Olli Holm
Ylitarkastaja

Päiväys/Datum/Date 21.03.2016

Dnro/Dnr/Ind.No. TRAFI/58503/04.04.05.01/2016

Viite/Referens/Ref Ympäristöministeriön lausuntopyyntö
17.2.2016 (drno YM4/5522/2015)Ympäristöministeriö
kirjaamo.vm@ymparisto.fi

Viron meristrategian toimenpideohjelmaehdotus ja sen ympäristöselostus

Ympäristöministeriö on pyytänyt Liikenteen turvallisuusvirasto Trafilta (jäljempänä Trafi) lausuntoa Viron meristrategian toimenpideohjelmaehdotuksesta (jäljempänä toimenpideohjelma) ja sen ympäristöselostuksesta. Trafi kiittää mahdollisuudesta lausua asiassa.

Yleisiä huomioita

Toimenpideohjelma, joka pitää sisällään ainoastaan uusia toimenpiteitä noudattelee pääpiirteissään Suomessa laadittua vastaavaa asiakirjaa, jossa Trafilla oli koordinaatiovastuu merenkulun uusista toimenpiteistä.

Merenkulun uusina toimenpiteinä esitetään mm. tulokaslajien torjunnan varmistamiseksi IMO:n painolastivesiyleissopimuksen ratifiointia Virossa ja sen harmonisoidun toimeenpanon varmistamista HELCOM -yhteistyössä. Suomen vastaavassa toimenpideohjelmassa tätä toimenpidettä ei ole kirjattu, sillä katsoimme, että se ei täytä uuden toimenpiteen tunnusmerkkejä. Mutta tällä Viron toimenpiteellä tulee olemaan positiivisia rajat ylittäviä vaikutuksia.

Toinen merenkulun toimenpide on LNG:n käytön edistäminen laivapolttoaineena, erityisesti vähentämään rehevöittäviä typpipäästöjä. Tällä toimenpiteellä, samoin kuin matkustaja-alusten käymäläjätevesien vastaanottokapasiteetin varmistamisella on rajat ylittäviä positiivisia vaikutuksia Itämeren tilaan, erityisesti rehevöitymistä vähentävästi.

Viron toimenpideohjelmassa esitetään meriliikenteen mahdollista rajoittamista alueilla, missä sen aiheuttama aallokko voi aikaansaada rannikkoalueiden erodoitumista. Tällä toimenpiteellä, samoin kuin avomerialueille suunnitelluilla vesiviljelyn tuotantolaitoksilla tai mereisillä suojelualueilla saattaa olla merenkulun reitityksen kannalta negatiivisia rajat ylittäviä vaikutuksia.

Liikennevirasto (jäljempänä Livi) on lausunnossaan kiinnittänyt huomiota siihen, että toimenpideohjelmaluonnoksessa esitetään toimenpiteitä laajennettavaksi Viron talousvyöhykkeelle, missä sijaitsee osin myös kansainvälisen merenkulkujärjestön IMO:n vahvistama aluksille pakollinen Suomenlahden alueen ilmoittautumisjärjestelmä (GOFREP). GOFREP-järjestelmää ylläpitävät ja sen noudattamista valvovat Suomi, Viro ja Venäjä yhdessä.

Trafi yhtyy Livin lausuntoon, jossa todetaan, että GOFREP-alueille ei voida määrätä alusliikennettä koskevia rajoituksia kansallisin määräyksin, vaan pysyvät muutokset on hyväksyttävä kaikissa järjestelmää ylläpitävissä maissa ja IMO:ssa. Tilapäisetkin,

alusliikenteen turvallisuutta varmistavat muutokset on saatettava IMO:n tietoon. Toimenpideohjelmahetdostusta ja sen ympäristöselostusta tulisi myös Trafin mielestä täydentää GOFREP-alueetta koskevilla tiedoilla, vaikka siihen ei kohdistuisikaan toimenpiteitä tai vaikutuksia.

Toimenpideohjelman mukaisesti öljyn ja kemikaalionnettomuuksien torjuntaa tulisi lisätä, millä on ainoastaan positiivisia rajat ylittäviä vaikutuksia.

Toimenpideohjelmassa on öljyonnettomuuksien riskin pienentämiseksi uusi toimenpide, jolla alusten merellä tapahtuvaa polttoaineen bunkrausta tullaan lainsäädännöllisesti kiristämään. Suomen vastaavassa toimenpideohjelmassa tarkastelussa ovat erityisesti öljytankkereiden väliset öljylastin siirrot. Toteutuessaan myös tällä Viron toimenpideohjelman toimenpiteellä tulee olemaan rajat ylittäviä positiivisia vaikutuksia.

Trafi haluaa nostaa esille rajat ylittävän yhteistyön merkityksen alusten polttoaineen bunkraus- ja STS-säätelyn yhteydessä. Suomessa ollaan parhaillaan viemässä kansalliseen merenkulun ympäristönsuojelulakiin MARPOL- säätelyä, jossa säädetään STS-toiminnoista. Myös HELCOMin piirissä on Suomen aloitteesta pohdinnassa STS-operaatioihin ja bunkraukseen liittyvän HELCOM suosituksen 28/3 päivittäminen.

"Finnish Transport Safety Agency Trafi would like to emphasize the importance of cross border collaboration both in STS operations between oil tankers and in fuel bunkering and when developing legislation for these activities. In Finland we are just now implementing MARPOL ANNEX I regulation on STS operations in our national legislation. Furthermore, on the basis of Finland's initiative also the HELCOM Recommendation 28/3 on STS and bunkering is under revision."



Tuomas Routa

Merenkulkujohtaja



Anita Mäkinen

Johtava asiantuntija

SYKE lausunto Viron meristrategian toimenpideohjelman ehdotuksesta ja sen ympäristöselostuksesta.

SYKE comments on the Estonian Marine Strategy's Programme of Measures Draft proposal: Chapter New measures

SYKE considers that the proposed measures of the Estonian marine Strategy Programme of Measures Draft proposals are generally well founded and appropriate. We specifically appreciate the planned measure to increase public awareness of the transfer of invasive species and their impacts in order to prevent and decrease unintended transfer of species (Measure 4, Non-indigenous species, D2). Likewise we also appreciate the fisheries (D3) measures such as fishing restrictions in spawning areas (Measure 6) and better marking of fishing gear (Measure 9), so that the abandoned gear would be easier to trace and return when lost.


Concerning D5 eutrophication, it is not sufficiently nor quantitatively described how the planned measures are considered to reduce the eutrophication status of marine waters. Further, there is no description, how Estonia plans to reach the country wise allocation of nutrient retention targets (CART) allocated for Estonia in the HELCOM Baltic Sea Action Plan (BSAP) in 2007 and revised in 2013. Also there is no national plan presented, how the measures carried out in the river basins for the implementation of the programme of measures for the EU Water Framework Directive are expected to reduce the nutrient loading to the coastal waters, and how those measures will contribute to achieving the CART targets. We are concerned that this will influence to possibility of HELCOM to follow the planned actions and their effects to reach the BSAP goals in the Gulf of Finland as well as in the Baltic Sea in general.

Concerning the D7 Alteration of hydrology conditions, Measure 13 (Establishment of restrictions on vessel traffic..), we would like to note the following: In certain areas regular ship traffic causes permanent hydrographic changes (coastal erosion) due to high waves or has a negative impact on other uses of the sea (recreation). Fast ferries cause high waves up to 1.8 m in areas with no speed limitation. This has been demonstrated to result in considerable coastal erosion (like at the shore of the Island of Aegna in the Gulf of Finland). Is there now an intention to change the ship routes or establish speed limitations for those at the open sea, so that this impact would be reduced?

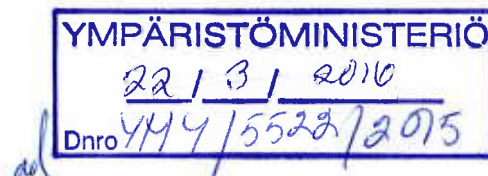
SYKE comments on the Strategic Environmental Assessment of Estonian Marine Strategy's Programme of Measures to achieve and maintain Good Environmental Status of Estonian marine area - Draft report

Concerning the measures to reduce eutrophication, the document is quite generic, and does not sufficiently specify how water borne nutrient loading from land is linked with the nutrient status of marine waters.

Following persons have participated in the preparation of the comments:
Seppo Knuuttila, Samuli Korpinen, Maiju Lehtiniemi, Kai Myrberg, and Heikki Pitkänen,
all from the SYKE Marine Research Centre



Anna-Stiina Heiskanen
Unit head
signed for behalf of Paula Kankaanpää
Director of SYKE Marine Research Centre



YMPÄRISTÖMINISTERIÖ
_____ / _____
Pää

17.3.2016

MH 848/2016, 00.05.00

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Yhteyshenkilö: ympäristöneuvos Lasse Tallskog



Ympäristöministeriön lausuntopyyntö YM4/5522/2015

Valtioiden rajat ylittävien ympäristövaikutusten arviointia koskeva yleissopimus (Espoon sopimus) strategista ympäristöarviointia koskeva pöytäkirja, Viron meristrategian toimenpideohjelman ympäristöarviointi. Ympäristöministeriön lausuntopyynnön toiveen mukaisesti Metsähallituksen lausunto on kirjoitettu englanniksi.

METSÄHALLITUS' OPINION

The Ministry of Environment has requested Metsähallitus to say its opinion regarding Estonia's draft Maritime Strategy's Programme of Measures (from here on referred to as PoM), as obliged by the Marine Strategy Framework Directive (MSFD, 2008/56/EG). According to the Espoo Convention on Environmental Impact Assessment in a Transboundary Context (<http://www.unece.org/env/eia/eia.html>) all neighbouring countries of Estonia have the possibility to give their opinion regarding this PoM.

The Ministry of Environment provided additional supporting documents i.e. the Strategic Environmental Assessment of the Programme of Measures (SEA PoM) and the Strategic Environmental Assessment of the Estonian Marine Policy (SEA MarPol). These supporting documents helped Metsähallitus to formulate its opinion more precisely but our opinion (below) focus exclusively on the PoM and not any of the supporting documents, unless necessary.

Metsähallitus will in its comments focus on those transboundary issues in this PoM that relates to biological diversity nature conservation, maritime spatial planning, or specific use of the marine environment that could have an impact (positive or negative) on Finland's marine territorial waters (of which half are managed by Metsähallitus), or Finland's EEZ.

GENERAL

The PoM is in general well written, logical and easy to understand. It is set up following the disposition of Annex I list of descriptors of the MSFD while keeping all other relevant parts in the SEA PoM e.g. the overview, pressures and status

assessment and socio-economics and the expected impacts. This has kept the PoM short but also forces the reader to keep the GES SAE at hand to see the PoM's objectives clearly. This is more an observation regarding readability than a critique as such.

We are pleased that HELCOM's data, assessments and other publications have been extensively referred to throughout the text. This provides a common ground for Estonia to link up its PoM with Sweden's and Finland's Programmes of Measures, correspondingly. However, the linkages between the PoM and HELCOM's publications, actions and objectives rising from the Ministerial meetings and recommendations could have been even more extensive. This would further strengthen the common basis for Estonia and its neighbours and sped up the work to be done under the auspice of HELCOM.

DETAILED COMMENTS (Specific reference to new measures related to Descriptors 1, 4, 5, and 6):

(PoM 1) Establishing a network of protected marine areas in Estonia's economic zone: Very well formulated and appropriate. Estonia's sandy moraine coastal areas differ considerably from Finland's archipelago coast at the Gulf of Finland where the water depth in the EEZ is deeper and the benthic fauna is sparse and flora even sparser. The connectivity of the HELCOM MPAs will be assessed by HELCOM and this includes the Estonian and Finnish HELCOM MPAs as well. A reference to the MPA work done by HELCOM would be appropriate in this context.

(PoM 2) Adoption and implementation of the ringed sea protection plan: This measure remains to some extent unclear because the description refers to the ringed seal protection plan that, presumably, holds detailed information on how to carry out this measure. Now even the target area remains unknown (presumably somewhere along the Estonian area of the GoF?). This makes it difficult to see if/where Finland should consider matching actions, or whether the actions already taken, or to be taken, by Finland are/will be sufficient.

(PoM 3) Developing regional aquaculture programmes to control a possible environmental pressure: Finland intends to do the same, i.e. increase offshore aquaculture. In order to achieve the overall goal set in this measure it would be good if Estonia could acknowledge the corresponding Finnish plan (Setälä et al. 2014. Vesiviljelyn sijainnohjaus, RKTL:n työraportteja, in Finnish). The Finnish plan has no reference to similar activities in Estonia and since some of the new Finnish offshore fish farms will, probably, be located on marine areas managed by Metsähallitus so this matter is also of an interest for us, as well as the Ministry of Agriculture and Forestry and Ministry of Environment.

(PoM 19) Establishment of an impulsive sound register: This measure is novel and very good. From a Metsähallitus' point of view such a system would be of considerable help when Metsähallitus considers new uses of the area it manages, in particular if a matching system is set up on the Finnish coasts (by SYKE, presumably).

ADDITIONAL MEASURES TO CONSIDER

The PoM has only a few measures related to the natural environment descriptors i.e.; biodiversity (2 measures), marine food webs (nil measures) and seafloor integrity (nil measures) while the measures related to all other descriptors are much more abundant (D2 has 2, D3 has 4, D5 has 3, D7 has 1, D8 has 2, D10 has 3 and D11 has one). By reducing the negative impact of these other measures one can expect a positive effect on these three natural environment descriptors. However, the state of red-listed species and key habitats can be further improved by protecting sites where these occur. Finland's measures LUONTO 2 and LUONTO 3 aims at doing just that. Both are linked to what is done by HELCOM which further supports the addition of two new measures into the Estonian PoM.



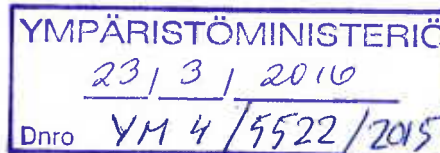
Jussi Kumpula

Director, Forestry on behalf of Director General

For more information please contact: Senior Adviser Jan Ekebom (jan.ekebom@metsa.fi, +358 40 5036211) or Legal Councillor Johanna Korpi (johanna.korpi@metsa.fi).



Suomen Varustamot
Rederierna i Finland
Finnish Shipowners' Association



Ministry of the Environment
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YM4/5522/2015

Opinion on the Strategic Environmental Assessment (SEA) of Estonian Maritime Strategy's Program of Measures

Finnish Shipowners Association (FSA) representing a mayor part of Finnish Shipping Companies is pleased and thankful to have been given the opportunity to comment on the Estonian SEA.

FSA have concentrated its comments towards the parts that concerns shipping.

General comments

It is of great satisfaction that we note the focus of the document on the importance of ships under Estonian flag and we can fully support the need for progress in this area.

Alternative fuels infrastructure will soon be needed as shipping, together with other, have to decrease its carbon footprint. We are therefore happy to see that Estonia recognize the need for LNG bunkering possibilities.

The SEA discuss the need for seafarer education and that there is a lack of officers. The lack of officers concerns mainly engine and there are a surplus of deck officer, according to our experience.

It is also mentioned that many Estonian seafarers works on ship under other flags. FSA believes that need for EU ratings will be even less because of the tough competition between flags and the fact that most EU countries (also Finland) allow for the use of NON-EU seafarers.

Passenger Ship Sewage (PSS)

We note the concern for PSS in the document and are happy to state that all FSA member passenger ships discharge their sewage to shore based treatment plants.

Ballast Water Management Convention

One of the greatest concerns for shipping is the coming BWM and an area that engage shipping companies technical departments. We

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understand that there might be a need to regulate the spread of aquatic species from other parts of the globe. We do not, however, understand why ship in the Baltic Sea area needs to clean their ballast, especially ships that will continue on the same trade that has been occupied for fifty years or more.

The risk assessment that has been developed by HELCOM/OSPAR and many other evaluations seems to give very limited possibilities for exemptions which forces the ship to install management equipment. Management equipment that has been developed and tested under other environmental conditions than those in the Baltic Sea.

Our shipowners has have several experiences with equipment that does not work in the low salinity, low temperature and high suspended matter that is the properties of the sea water here.

Considering that the art density is very low in the Baltic Sea compared with the oceans and that the shipping routes has been existing for fifty years or more, FSA urges for a discussion on a possible more general exemption based on the IMO guidelines for risk assessment under Regulation A-4 of the BWM convention (G7).

Bernt Bergman, Executive Adviser

HELSINKI, HELSINGFORS

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