JET SKI DESIGNATED AREAS

1. Challenge/problem addressed

The problem voiced by local inhabitants, fishers and local municipality was mainly the noise (and sometimes waves, ripping fish nets because of ignorance or lack of maritime culture and overall poor behaviour) caused by jet skis in the near shore zone where the rest of the recreational activities take place.

2. Main scale of governance involved: local / regional / national / international

Local and regional

3. Description of what and where was done

While the Integrated Coastal Zone Management (ICZM) plans are not supported by the European Union (EU) regulations anymore and the Maritime Spatial Planning (MSP) takes over on the national level and in Estonian MSP (planning 25.05.2017 – 12.05.2022) one of the core principles is to "to enhance the positive synergies between different uses" (p. 17) the regional and local level does not benefit from it on daily basis on land-sea interactions (LSIs) like the jet ski noise pollution. With the last wave Interreg Central Baltic CB354 project "ICZM Plans for Sustaining Coastal and Marine Human-ecological Networks in the Baltic Region" (SustainBaltic 1.09.2016 – 28.02.2019) dealt with that. The project started with MLG steps (while called a bit differently) simultaneously with deciding on two case study areas in Finland and two in Estonia where we focused on part of Lääne-Viru county. The ICZM plans (MLG step – solutions) were prepared after fieldwork, individual and focus group interviews, technical testing with planner members of steering group. Initial plans received feedback from stakeholder assessment and public (MLG 4a) by online platforms (Maptionnaire) and working group meetings based on which the ICZM plans were updated.

During this process many LSI issues came up, unregulated usage of jet skis being one of them and with the economic boom period their number was growing. When mapping potential conflict areas with the steering group marked in the matrix the following sectors with the highest risk potential:

- Coastal fishery,
- Accessibility to sea,
- Beaches.

In focus group interviews the fishers complained that jet skies are used to drive slaloms along net markers ruining nets and fish do not care about loud noise. The jet skiers need landing sites but can also use every

kind of surface where cars can drive close enough to the seashore. Jet skis is a recreational social activity where the drivers want to change thus, they keep close to the beach where noise and waves disturb others. And as water carries sound in the bay areas especially well during quiet summer nights these are heard kilometres away. Sometimes these companies are reported also consuming alcohol. Some local inhabitants also could understand mostly youngsters' viewpoint that most of the fun comes from the spectators – no fun to break the waves in solitude. Some harbour owners would welcome extreme sport enthusiasts. Local municipality was thinking of setting up information boards. We came up with zoning. Public feedback offered the idea of phone app with appropriate information.

4. What sectors were involved?

- Local municipality – quaternary/quinary sector of the economy (information/human services); ILO (International Labour Organization): public service
- Fishery – primary sector (the raw materials industry); ILO: shipping; ports; fisheries; inland waterways
- Harbour – tertiary sector (the "service industry"); ILO: shipping; ports; fisheries; inland waterways

5. Which target/interest groups / stakeholders were reached?

Local municipality, fishers, harbours, public

6. What methods were applied?

- Collecting and analysing map data
- Reviewing existing relevant plans and strategies
- Fieldwork, sometimes with representative of local municipality member
- Interviews
- Focus group interviews
- Steering group meetings
- Stakeholder meetings
- Participatory GIS with Maptionnaire
- Feedback for ICZM plans from public and steering group

7. Lessons learned

Have not been following whether this zoning has been picked up by other coastal municipalities, e.g. in Latvia and Lithuania there are designated areas for kite surfing.

Municipality as associated partner and ministry had to follow up ICZM activities but probably the MLG step "Adoption and implementation" part is weak.

Monitoring and evaluation framework should also be in place.

## 8. To which Multi-level Governance steps this valuable practice contributes?

All except "Adoption and implementation" – as this is something that university cannot do after the project ends. For details see point 3 above.

9. Links to further information about the practice/case

https://sites.utu.fi/sustainbaltic (where the abridged English version of the Lääne-Viru ICZM plan can be found), Anu Printsmann (anu.printsmann@tlu.ee), Tarmo Pikner (tarmo.pikner@tlu.ee), Tallinn University

Printsmann, A., Pikner, T. 2019: The role of culture in the self-organisation of coastal fishers sustaining coastal landscapes: a case study in Estonia. *Sustainability* 11 (14): 3951. DOI: https://doi.org/10.3390/su11143951.

Hietala, R., Ijäs, A., Pikner, T., Kull, A., Printsmann, A., Kuusik, M., Fagerholm, N., Vihervaara, P., Nordström, P., Kostamo, K. 2021: Data integration and participatory process in developing integrated coastal zone management (ICZM) in the northern Baltic Sea. *Journal of Coastal Conservation* 25 (5): 47. DOI: https://doi.org/10.1007/s11852-021-00833-4.
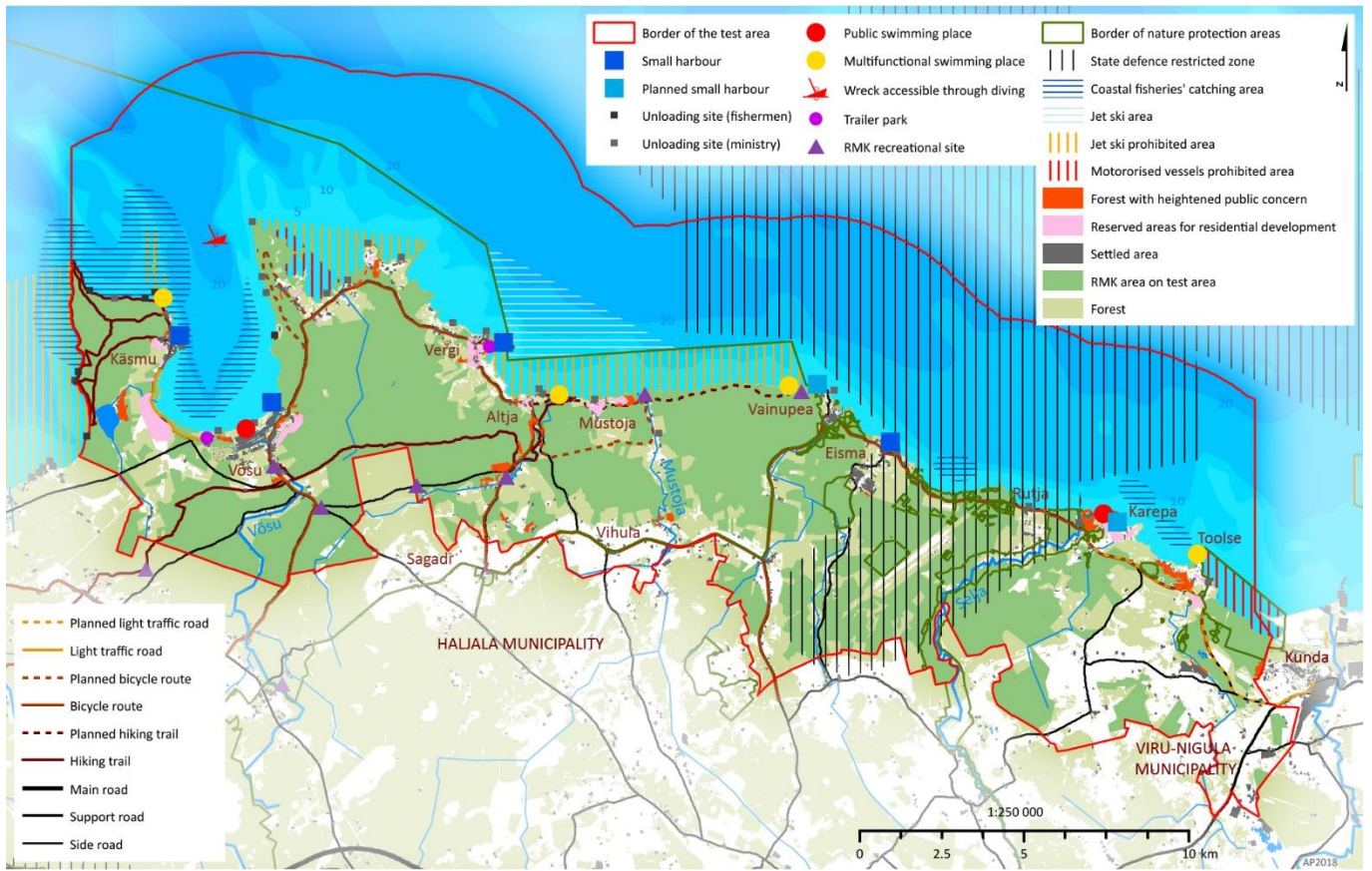
Integrated coastal plan for Lääne-Viru coastal area in northern Estonia (map by Anu Printsmann)