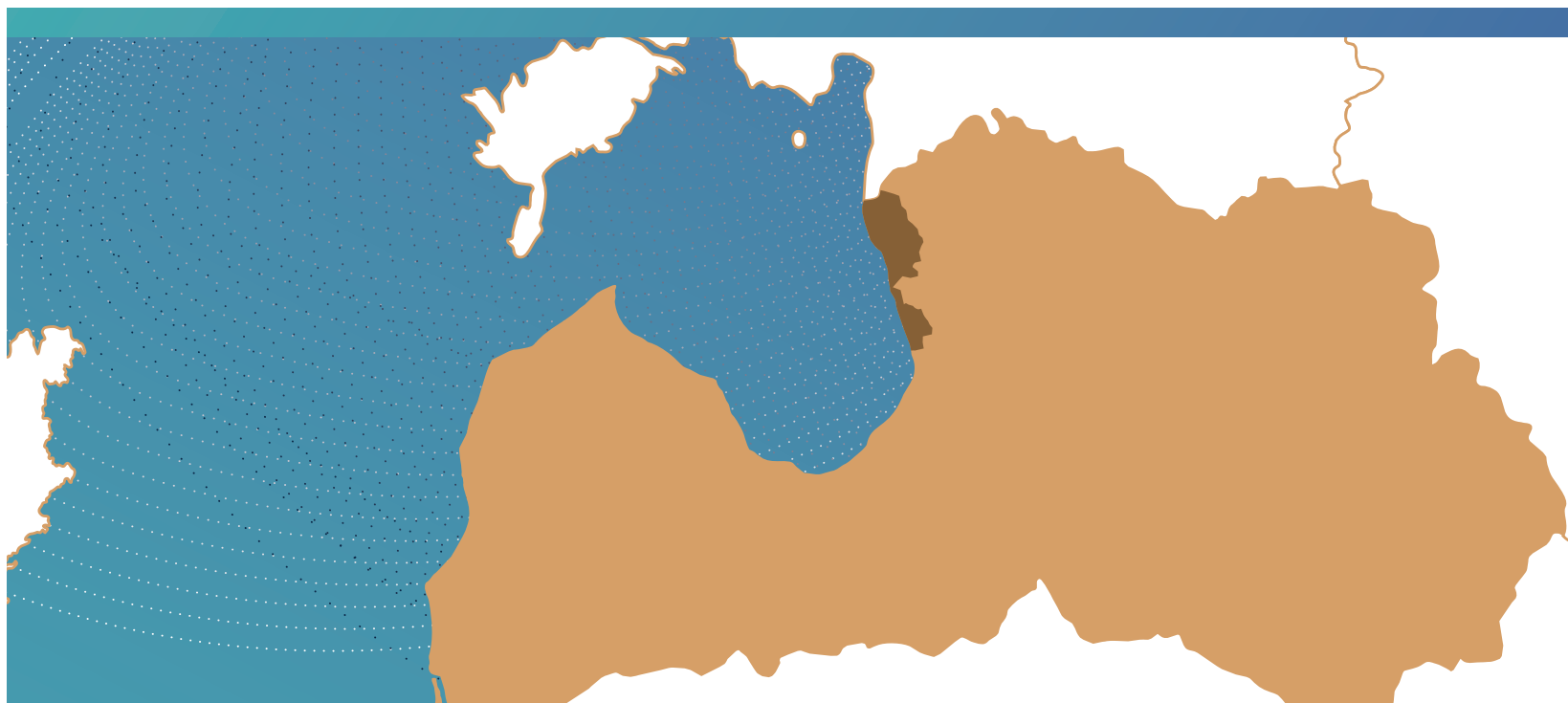




Ministry of Environmental Protection and Regional Development of the Republic of Latvia



Pilot Thematic Plan for Salacgriva

integral planning of the marine coastal waters
and the adjacent land areas

SUMMARY

August 2019

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“Guidelines for Planning Marine Coastal Waters and the Adjacent Land Areas at the Local Level” are being developed as part of the EASME/EMFF/2016/1.2.1.6 – Maritime Spatial Planning (PanBalticScope) project. The PanBalticScope project aims to achieve coherent marine spatial planning in the Baltic Sea Region and promote trans-boundary cooperation.

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Development of Pilot Thematic Plan for Salacgriva municipality

Within the framework of the service “Guidelines for Planning Marine Coastal Waters and the Adjacent Land Areas at the Local Level” a case study was carried out in one of the coastal municipalities of Latvia – Salacgriva municipality – and a **Pilot Thematic Plan** (hereinafter – PTP) has been developed for **integral planning of the marine coastal waters and the adjacent land areas of Salacgriva municipality at the local level**.

The PTP **aims** to provide proposals for integral planning and efficient development of marine coastal waters and the adjacent land areas of Salacgriva municipality by harmonizing the coexistence of different interests in territory use.

The need to develop a PTP for integral planning of the marine coastal waters and the adjacent land areas of Salacgriva municipality at the local level is determined by a number of factors characteristic for Salacgriva municipality that affect integral marine and land planning, the most significant of which are summarized in Figure 1.

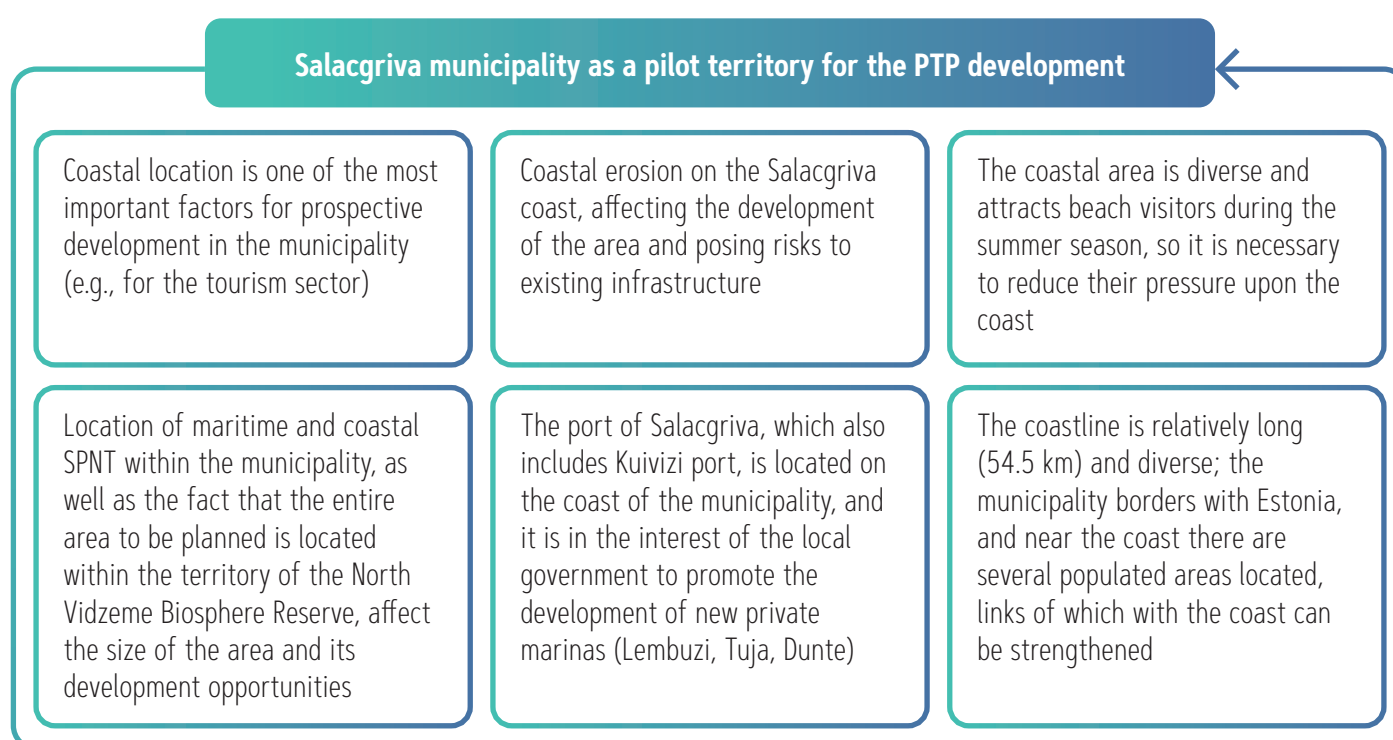


Fig. 1. **Factors affecting the selection of Salacgriva municipality as a pilot territory for the PTP development**

The need for the development of the PTP is also determined by the legislative regulations of maritime and coastal ownership and possession of local government and state, in the national level plans: “National Long-term Thematic Plan for Public Infrastructure Development in the Baltic Sea Coastal Area” (Cabinet Order No. 692 of 17 of November 2016)¹ (hereinafter – Coastal Plan) and “Maritime Spatial Plan for the Marine Inland Waters, Territorial Sea and Exclusive Economic Zone Waters of the Republic of Latvia” (Cabinet Order No. 232 of 21 of May 2019)² (hereinafter – Maritime Plan 2030).

The PTP development approach is based on:

- establishing a link between marine coastal waters and the adjacent land areas at the local level, ensuring functionally coherent terrestrial and marine development. Plans developed at the national level – Maritime Plan 2030 and Coastal Plan – provide the planning framework for integrated planning of the coastal zone, as well as ensure accessibility of the diverse data generated during the development process of these plans, which also form the basis for planning marine coastal waters and the adjacent land areas at the local level;
- understanding the local conditions of Salacgriva municipality and the establishment of a link between environmental (natural resources and nature protection, marine and terrestrial biodiversity, marine and terrestrial natural processes),

1 <http://polsis.mk.gov.lv/documents/5763>

2 <https://www.vestnesis.lv/op/2019/102.11>

socio-economic (infrastructure, businesses, mobility) and socio-cultural (habits, traditions, events) aspects. At the same time, in order to achieve a sea-land functional interface, it is necessary to ensure that the various expectations and needs are harmonized by the involvement of stakeholders, including residents of the area.

The PTP development approach is depicted schematically in Figure 2.

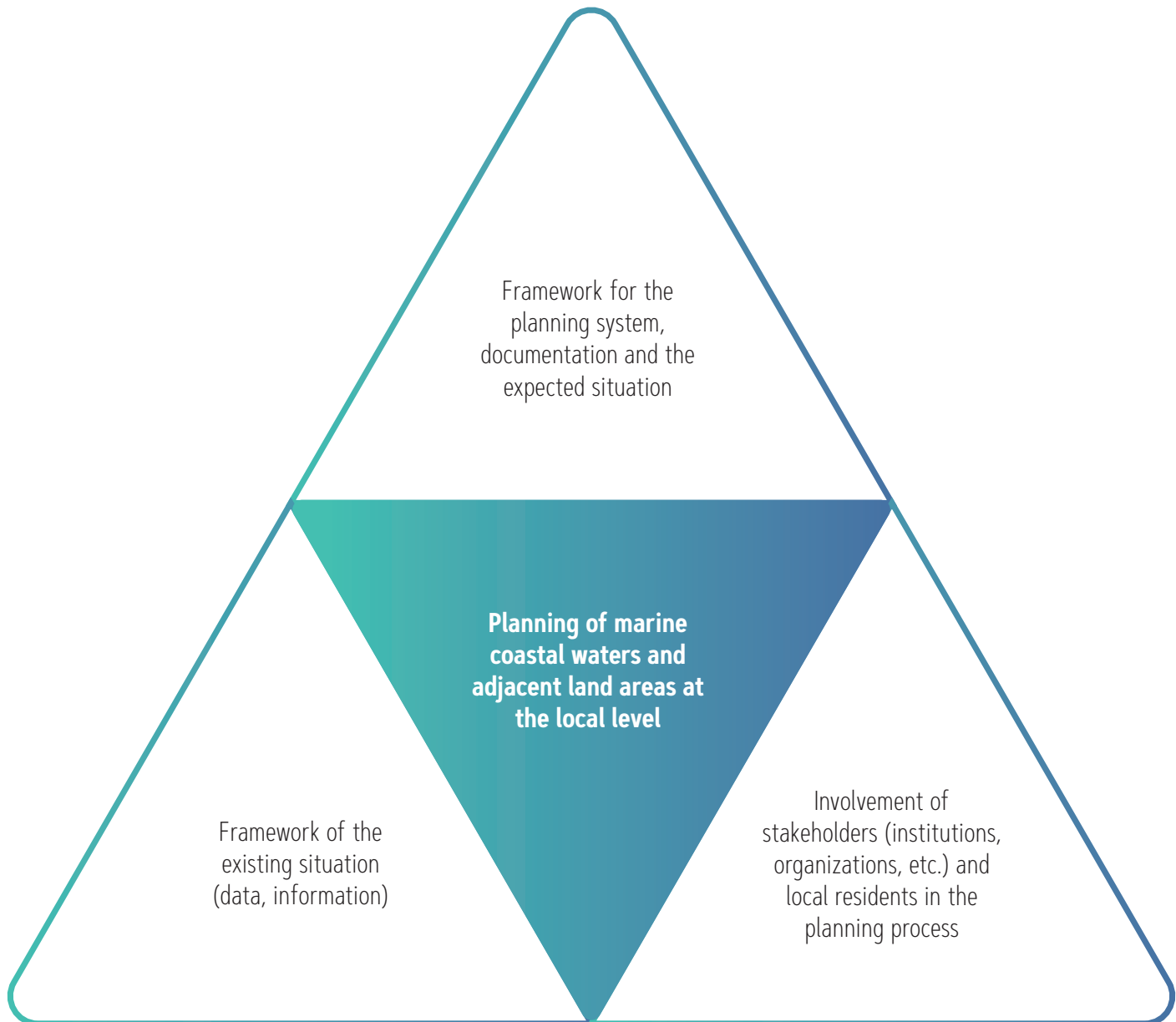


Fig. 2. Schematic representation of the approach of the Pilot Thematic Plan development

PTP comprises:

- an overview of the PTP development approach;
- an overview of the territory to be planned;
- a summary of the current situation analysis in the PTP area;
- proposals for development solutions and action strategies;
- proposals for the prospective use of the PTP area.

Prospective application of the PTP

The PTP for the marine coastal waters and the adjacent land areas of Salacgriva municipality may be further applied in the following ways:

- including the solutions into the Spatial Perspective Development section of the Sustainable Development Strategy 2015-2038 for Salacgriva municipality³;
- including the PTP strategic objectives into the strategic section of the Salacgriva Municipality Development Programme 2015-2021⁴ (e.g. as medium-term priorities), as well as providing for the inclusion of the solutions developed by the PTP in the Action and Investment Plan and the provision of appropriate funding for their implementation in the annual budget of the municipality or raising external funding;
- zoning of the prospective area use can be applied in the development of binding regulations for the use and management of marine coastal waters and adjacent land areas in Salacgriva municipality;
- the PTP spatial solutions and proposals for territorial development may be included in the Salacgriva Municipality Spatial Plan 2030 draft (hereinafter – Salacgriva Municipality Spatial Plan 2030), the 2nd edition of which has been submitted to public consultation (on 7/06/2019).

PTP proposals may also be taken into account in the development of other planning documents at national, regional or local level, including nature protection plans or management plans for specially protected natural areas.

Marine and coastal development solutions for Salacgriva municipality

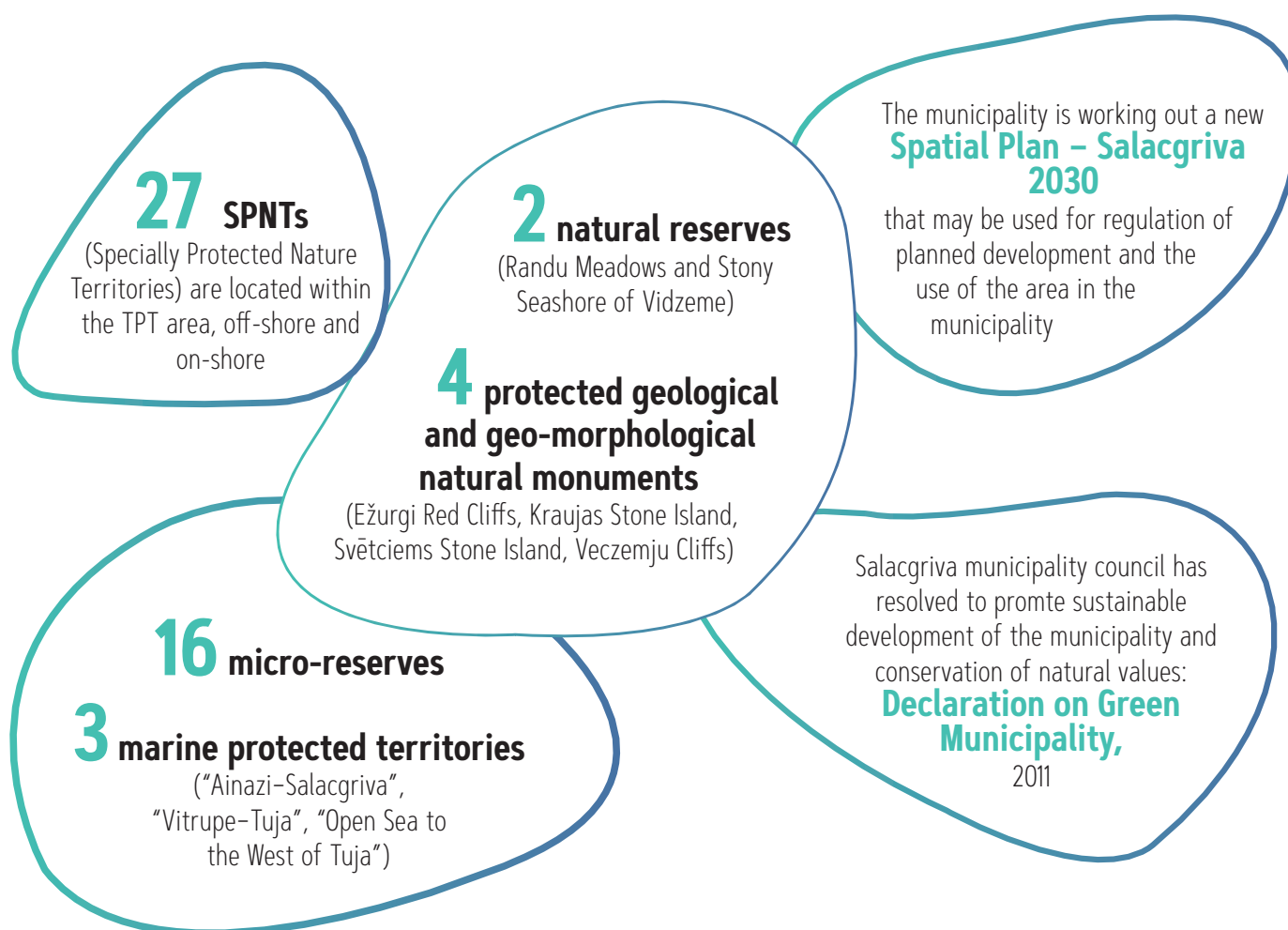
Based on the evaluation of the current situation, as well as on the range of issues obtained in workshops with stakeholders and residents of the area to be planned, and also on the analysis of the spatial planning documents and thematic plans of different levels, the PTP defines 4 strategic objectives (hereinafter – SO).

For each objective, issues to be addressed are identified and specific actions to be taken by the municipality in cooperation with other stakeholders and the local population are suggested.

A summary of the most relevant information for each SO is provided below: key facts and information on the current situation in Salacgriva municipality, issues to be addressed in the area, recommended action strategies and results.

SO1: Conservation of marine and coastal nature considering the interests of the national economy and the population of the municipality, as well as the nature protection requirements

Existing situation



Issues to be addressed

- ◆ How to harmonize nature protection requirements at the local level with the population's expectations for residential development and the development of tourism and recreational infrastructure, taking into account the coastal resources and potential of this municipality?
- ◆ How to encourage inter-institutional (e.g., Latvia's State Forests, MEPRD, NCA, municipal warden, etc.) cooperation in the development and protection of Salacgriva coastal area?
- ◆ How to favour a linkage between the marine and coastal development and the nature protection?

Biodiversity and natural treasures contribute to the quality of life of the local population, provide a range of ecosystem services and attract visitors to the municipality, thereby promoting business opportunities. **In the future, it is desirable to work on nature protection, the development of natural areas of public importance and the promotion of natural capital in this area.**

SO1: Actions and their spatial solutions (schematic representation)

A1.1. Development of the management plan for the natural reserve “Randu meadows” and promotion of the tourism potential of the site

Territory of the “Randu meadows” nature reserve improved according to its individual protection rules, promoting its tourism potential.

A1.2. Improvement of the municipal Spatial Plan in compliance with the nature protection requirements

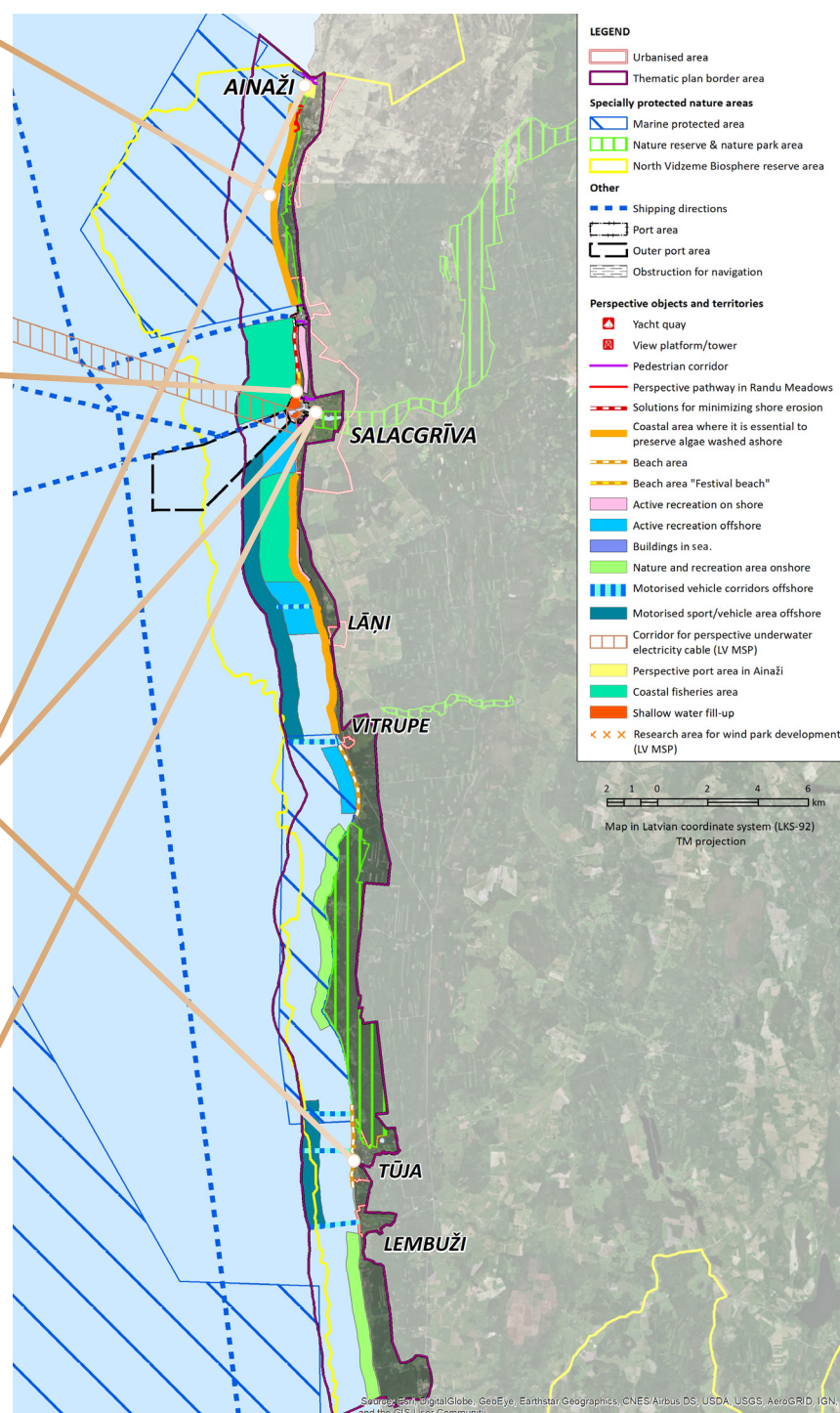
Improved edition of Salacgriva Spatial Plan, including TSR zones for SPNT, a map with territories of municipal interest and territories resort city coastal building area, marked areas at risk of erosion, areas of landscape value. Improved edition of building regulations.

A1.3. Research of ecosystem services in the development areas of Salacgriva Municipality

Accomplished mapping of the ecosystem services in Ainazi, Salacgriva, Tuja, being supplemented by organizing a campaign for local residents.

A1.4. Organization of the Salacgriva Green Municipality Advisory Council

The Green Municipality Council organized, involving municipal wardens, representatives from NCA, State Environmental Bureau, Latvia State Forests, environmental sector of NGO, as well as active community members. The Green Municipality Council is implementing the Green Municipality Declaration.



SO2: Port development and efficient use of resources in Salacgriva Municipality as a prerequisite for promoting business in the coastal area

Salacgriva port:



6 berths
14,4 ha of land territory
28,6 ha of sea territory

The current **depth of 6,5m** and tonnage of **6000 GT**; planned to reach **depth of 7m** and tonnage of **10,000 GT**

Salacgriva port currently serves around 100-120 yachts per year. Development plans envisage **development of port infrastructure and increasing the number of served yachts**

Kuivizi port:



4 berths
24,9 ha of land territory
6,4 ha of sea territory

Kuivizu osta Ltd. has developed a recreational centre *Kapteņu osta Ltd.*, comprising a hotel, a camp-site, a restaurant and a yacht-club. *Kuivizu osta Ltd.* is an owner of a **yacht berth/marina**

Issues to be addressed

- ◆ How to plan the coastal area in the pilot-territory, considering the development plans of the existing ports (Salacgriva, Kuivizi)?
- ◆ How to promote port development?
- ◆ How to ensure successful integration of ports in the coastal area?
- ◆ How to favour development of sustainable energy production in the pilot-territory?

In order to further ensure and improve the competitiveness of Salacgriva Port, it is necessary to ensure the accessibility of port services of good quality at competitive prices. Therefore **maintenance, expansion and development of appropriate infrastructure** is an important direction in the development of Salacgriva Port. In order to increase competitiveness and cargo turnover, the port authority should work on the **diversification of cargo handled and on improving the quality and efficiency of the services.**

SO2: Actions and their spatial solutions (schematic representation)

A2.1. Improvement of port infrastructure and cargo diversification

Port aquatorium deepened, which will allow servicing of larger vessels and increase of cargo turnover, development of new land areas, berths, cargo groups and services, hydro-technical structures in the port.

A2.2. Promoting the integration of port areas into the urban environment

Updated port regulations of Salacgrīva Port Authority, meeting area improvement and observation tower construction in Salacgrīva, mutual accessibility between the sea and the town provided in Salacgrīva, Kuivizi, Ainazi, as well as 6 well-equipped and signposted pedestrian connections arranged.

A2.3. Improvement of yacht reception infrastructure and construction of new infrastructure

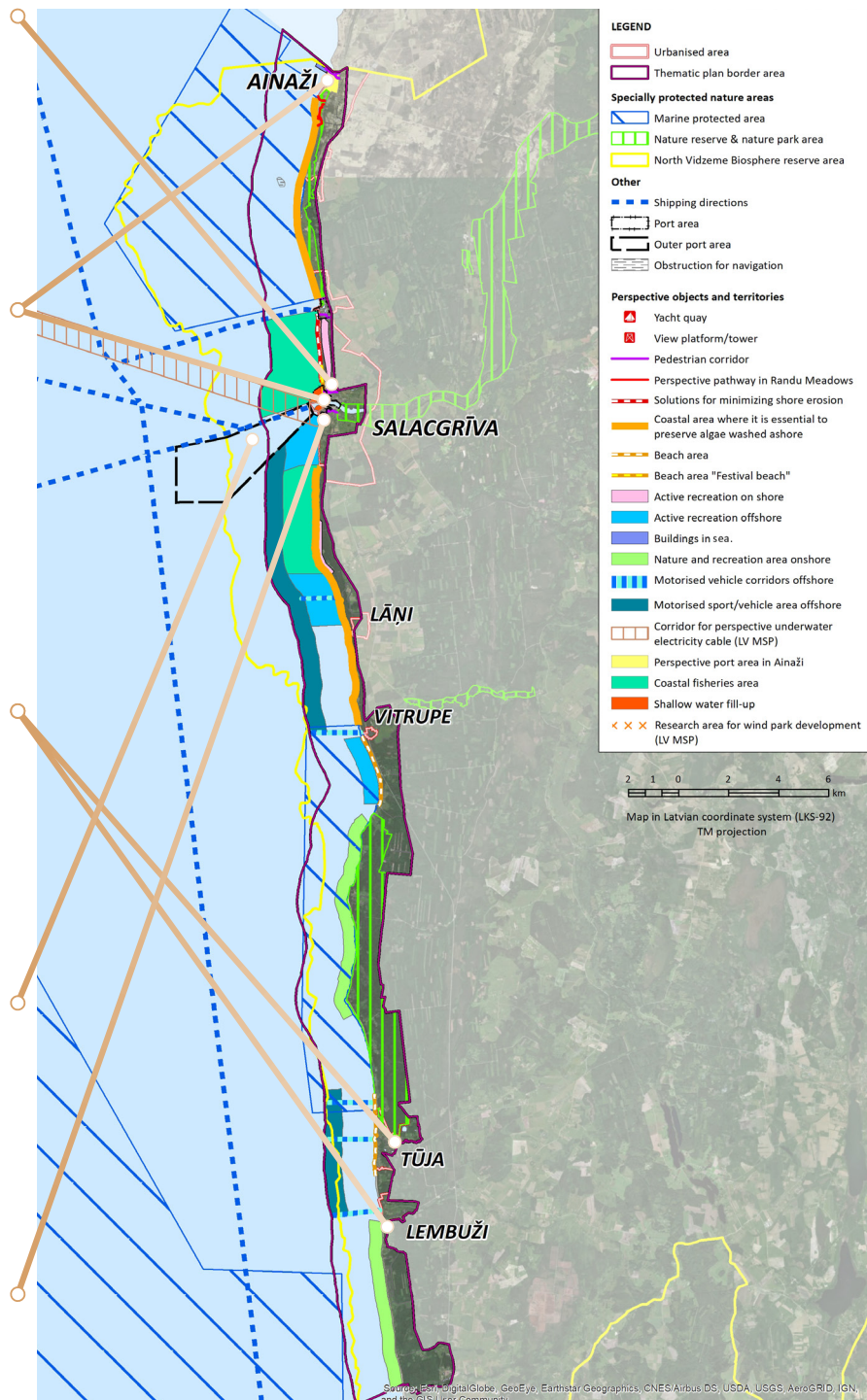
Improved yacht reception infrastructure, construction of new marinas/yacht berths in Tuja, Lembuži, and a range of new services for yachtsmen.

A2.4. Carrying out a feasibility study for the development of new areas in the port, incl. infrastructure for new production and wind parks

Economic justification for the development of new types of production and potential wind park infrastructure in the port.

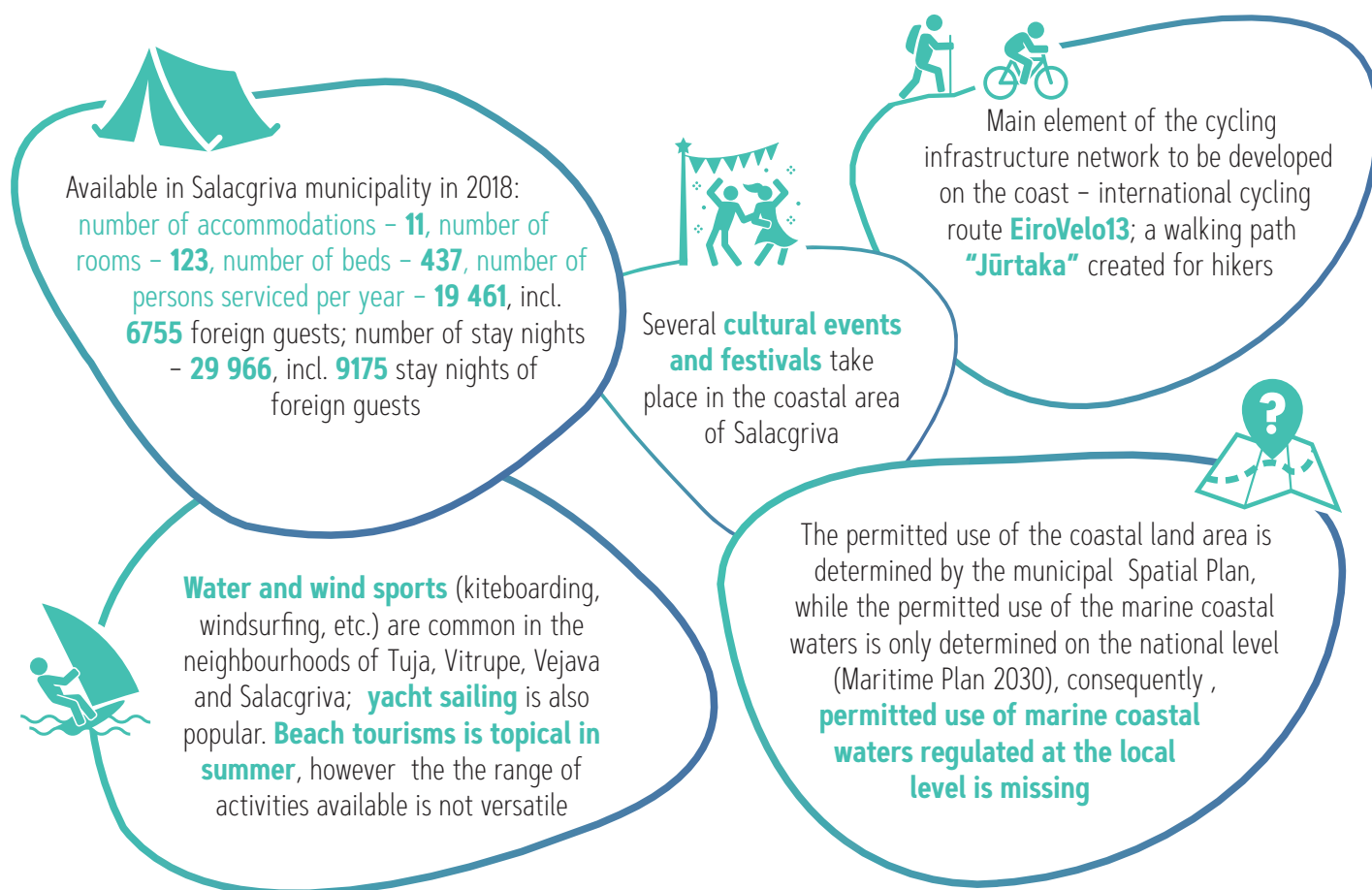
A2.5. Supplementing the Salacgrīva Municipality Development Program, including action strategies and measures that promote the development of fishing industry in the area

Improved municipal Development Program, including action strategies that favour the development of fishing business in the municipality.



SO3: Encouraging the development of coastal tourism and attracting visitors by improving coastal accessibility and tourism infrastructure

Existing situation



Issues to be addressed

- ◆ How maritime coastal planning can promote active tourism and recreational businesses?
- ◆ How to promote nature cognitive tourism in the SPNTs located in the pilot-territory?
- ◆ How to tackle the development of relaxation and recreational buildings in the pilot-territory?
- ◆ Where to plan active recreation and water sports zones, considering the needs of water sports, current habits and prospective uses of marine coastal waters of Salacgriva Municipality?
- ◆ How can maritime and coastal planning be linked to different cultural activities within it?
- ◆ How to diminish the seasonality of tourism?

On the basis of the current situation in tourism development in Salacgriva, several directions to be addressed within the strategic objective of the TDP area have been proposed. In order to improve the experience of coastal visitors, **the accessibility and amenities of the coast** should be improved, and the **issue of the seasonality of tourism** should be addressed. In order to promote overall development, **off-shore and on-shore building** options need to be explored, as well as **the use of marine coastal waters and the adjacent land area** should be dealt with.

SO3: Actions and their spatial solutions (schematic representation)

A3.1. Development of walking routes in the coastal area.

Creation of marked walks or active recreational routes on the coast.

A3.2. Development of EuroVelo 13 cycling route in the coastal area

Developed sections of the EuroVelo13 cycling route in Salacgrīva Municipality.

A3.3. Creation of a Festival beach in the northern coastal area of the town of Salacgrīva.

Facilitated Festival beach.

A3.4. Facilitating of the beach between the Bay of Meleki and Vitrupe

Facilitated beach and active water sports zone in the sea.

A3.5. Organization of an international architectural design competition for the development of unique tourism objects

Interesting proposals from the design competition for creation of unique tourism objects.

A3.6. Development of binding regulations for the use of marine coastal waters and adjacent land areas.

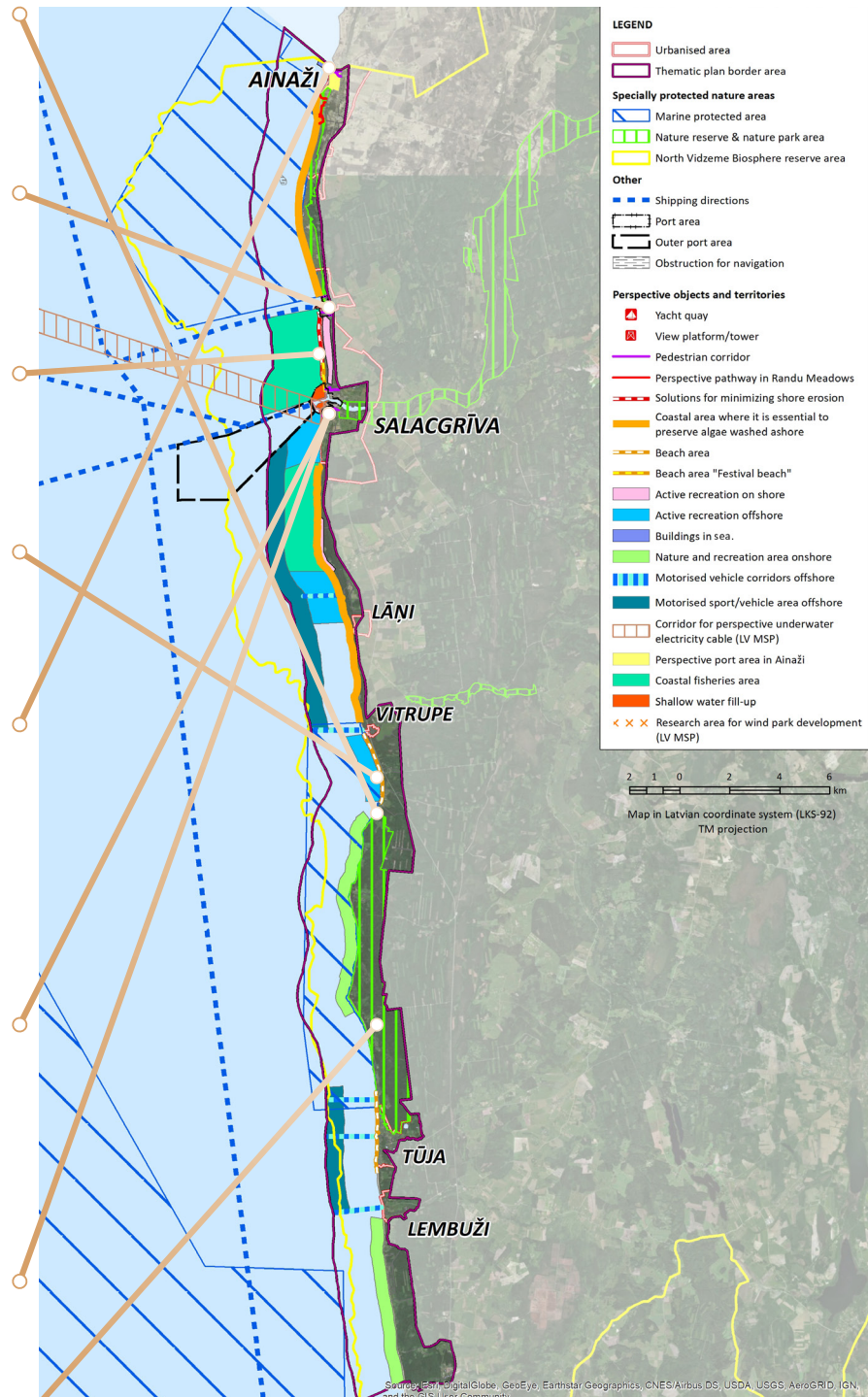
Binding regulations for the use of marine coastal waters and adjacent land areas in Salacgrīva Municipality.

A3.7. Promotion of Salacgrīva tourism offer to local and foreign audiences.

Increase in coastal tourist numbers.

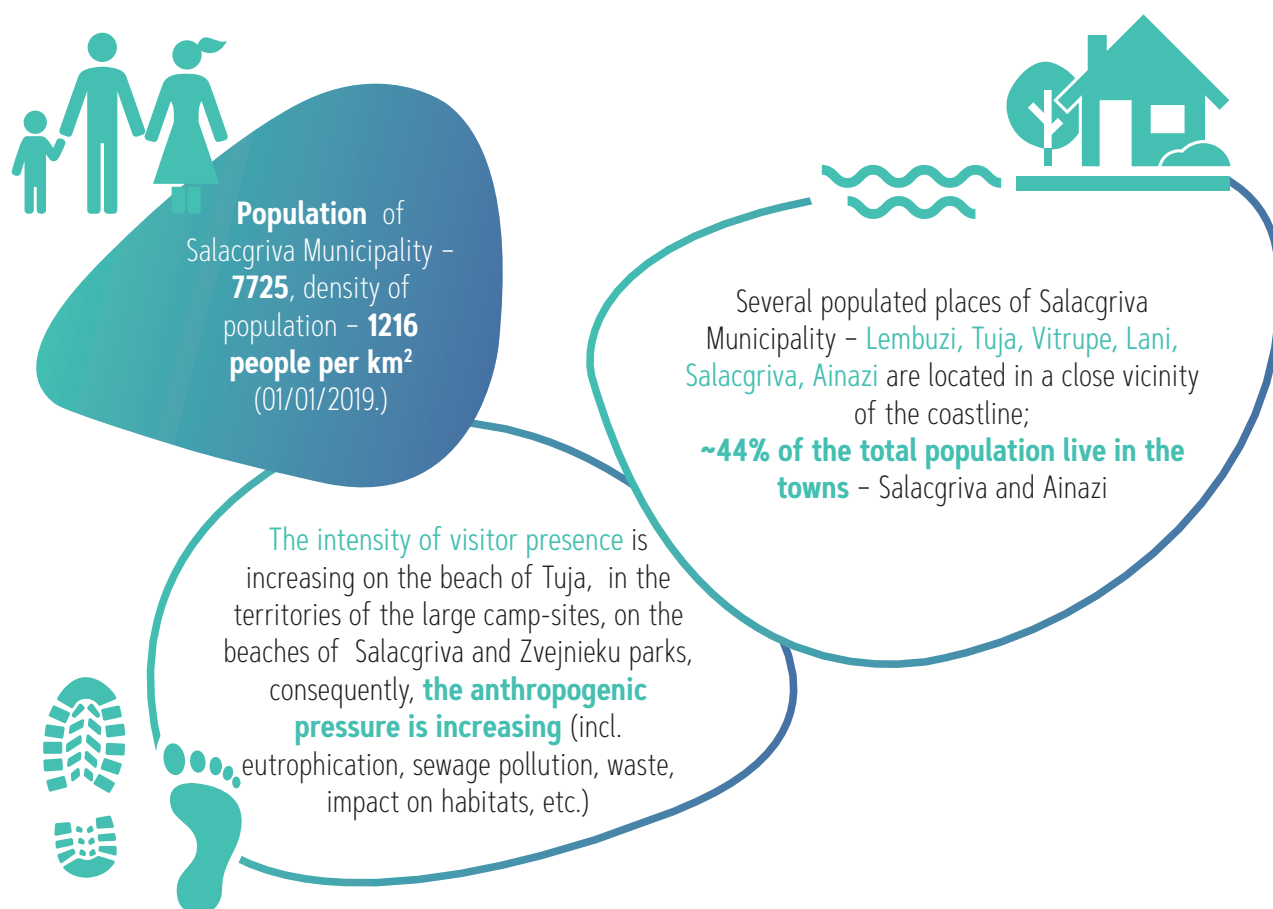
A3.8. Development of tourism business ideas based on local traditions and experiences.

Number of start-ups that can be launched through the support of the municipality.



SO4: Coastal area as a comfortable, safe and enjoyable environment

Existing situation



Issues to be addressed

- ◆ How to reduce conflicts between beach visitors and locals?
- ◆ How to reduce the anthropogenic pressure of residents and visitors in the coastal area (waste in the coastal and nearby forest territories, treading out habitats, etc.)?
- ◆ How to successfully create beach amenities?
- ◆ Can and how can coastal population be involved in coastal development and management?

Based on the current situation in the populated areas of Salacgriva municipality, several directions to be addressed within the strategic objective in the territory of the TPP have been proposed : there is a need to address the existing **conflict between coastal visitors and coastal residents** and at the same time to promote **participation of residents in shaping their living environment**.

SO4: Actions and their spatial solutions (schematic representation)

A4.1. Development of a prototype design concept for the presentation of tourist information, signages and beach amenities in the village of Tuja.

Design concept for signages, billboards and beach amenities, visual identity of the village; facilitated areas subject to complex development; signs, signboards and billboards, incl. The information on the security situation in Tuja.

A4.2. Promoting the collection of sorted waste in coastal areas

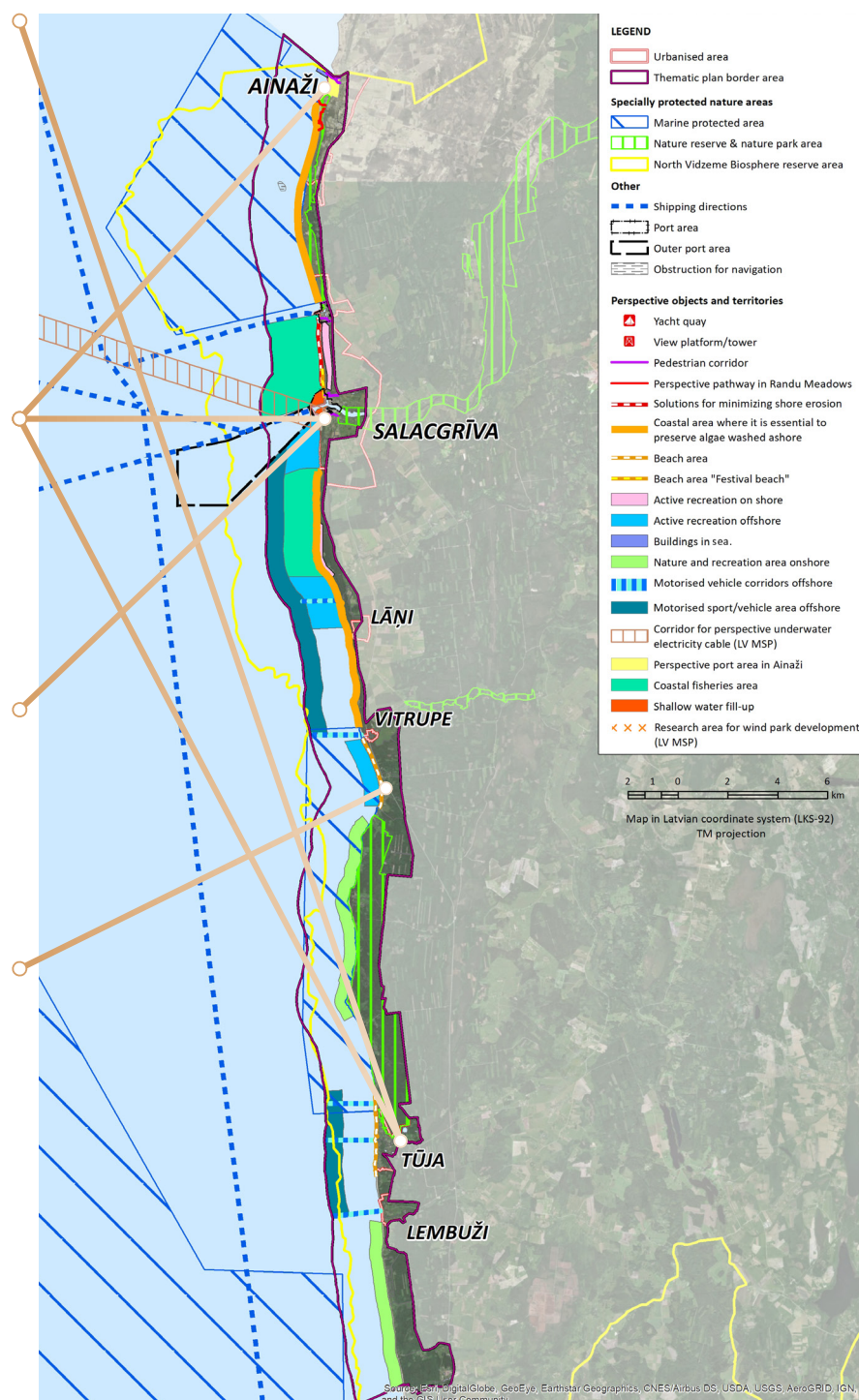
A collection system of sorted waste is introduced on the beaches, ensuring that the quality of the environment is not significantly reduced due to potentially untreated waste.

A4.3. Participation activities of population in nature protection

Participation of population in nature protection has been promoted; elements of facilities and amenities have been created on the beach.

A4.4. Organization and coordination of algae collection through cooperation between the local government, business community and local population.

Cooperation system between the local government, local population and businessmen, which results in tidied beaches.



Prospective use of PTP territory

Basic principles for the use of PTP territory

Currently, marine coastal waters and the adjacent land area of Salacgriva municipality are used for a variety of purposes and functions, a large part of which is related to tourism and recreation in the sea and on the coast. The permissible use zones in marine coastal waters are defined to the extent determined by the Marine Plan, as well as in places where special protected marine areas or areas prohibited for diving are specified, while the permissible use of the coastal land area is determined by the Spatial Plan. At the same time, there is a situation in coastal waters where the sea and coast are used for a variety of activities, but there is no clear vision of the interaction between these activities at present and in perspective. As a result, there are risks of conflict when dealing in one place, for example, with both swimming and active recreational activities and motor water sports.

Proposals have been developed within the framework of the PTP for prospective and permissible use of the marine coastal waters of Salacgriva municipality and the adjacent coastal land areas. The PTP Annex "Perspective Use of the Territory" provides a full map of the area's prospective use for the entire coastal area with proposals for marine use zoning (e.g., active recreation zones on water, areas of importance for fishing, etc.), as well as proposals for the development of the terrestrial area and linking it to the marine coastal waters (e.g., exits to the sea, creation of walking trails, etc.). Figure 3 presents a summary of proposals for prospective use of the area (see also Annex 1).

In areas where no specific zoning is indicated, the map of prospective spatial use shall allow **all uses of the marine space** (fishing, tourism, exploration for the acquisition of license areas, etc.) as long as they are not in contradiction with regulatory enactments, do not constitute a threat to activities/developments of other uses of the sea, nor do they cause damage to nature. At the same time, it should be borne in mind that commencement of certain marine uses may be possible through the procedures specified in the regulatory enactments for the exploration and use of license areas.

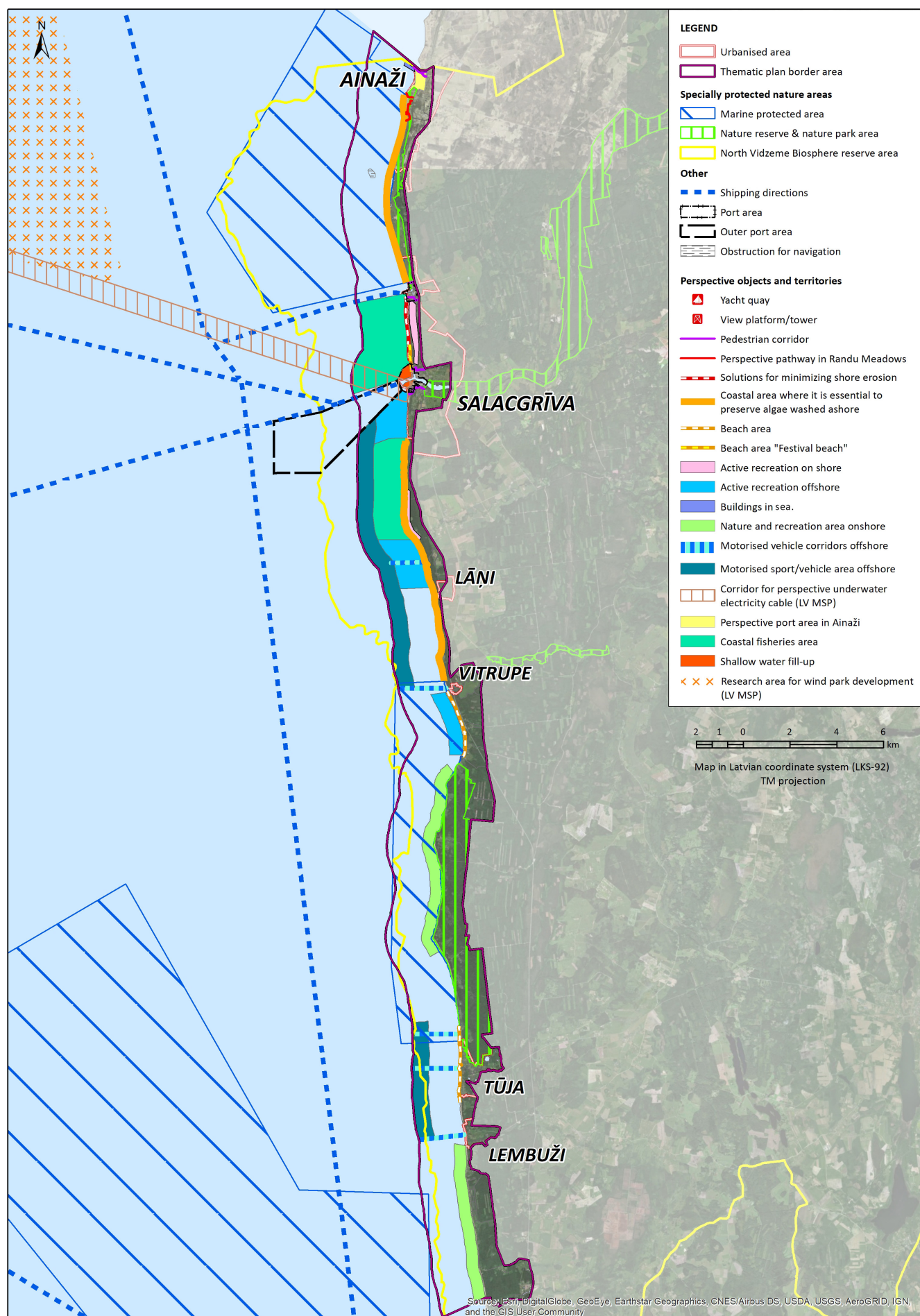



Fig. 3. Summarizing map for prospective use of the area

Prospective use of marine coastal waters and the adjacent land area

Constructions in the sea

 Buildings in sea.


Indicates a prospective exploration area for the construction of a tourist attraction object – magnet object – at sea

The map of prospective use designates one area for building a potential tourist attraction object – magnet object – (according to the Action proposal 3.5) in marine waters. The territory at the end of the Ainazi breakwater or jetty is such an area, with zoning “buildings at sea. The specified area was selected for several reasons:


- the existing jetty is linked to a residential area and pedestrian access is already provided to it, and in the future the municipality intends to develop the area (amenities, facilities, parking lots);
- Ainazi is an interesting town to visit as it offers both historical stories about the place’s development and cultural and historical heritage and other objects, and a magnet object would strengthen the town’s overall tourism potential;
- the town borders with Estonia and is able to attract tourists from the neighbouring country as well;
- the jetty is an existing and strengthened offshore engineering structure at sea, which has affected the existing coastline system – renovation of the jetty and creation of additional elements in its immediate vicinity would potentially pose less risk to critical changes in the coastline (erosion risks) than the creation of a new equivalent structure elsewhere.

It should be considered that, in order to attract investments for building attraction objects, it is advisable for the municipality to initiate a marine exploration process that would detail the conditions and potential impacts of any construction facility and to prepare an investment offer. Currently, the municipality or investor must consider a relatively long process for creating such an object, taking into account the need to develop an initial environmental impact assessment, as well as to obtain licenses.

Port territories

 Port area


The prospective areas of the Salacgriva port are included

 Outer port area

The prospective external roadstead of Salacgriva Port is included

 Shallow water fill-up


Indicates territories in the water, at the expense of which it is planned to expand the territory of Salacgriva Port

 Pedestrian corridor

Recommended pedestrian corridors to be planned for connecting the urban area to the coast (see Action 2.2.) within the Salacgriva and Kuivizi port areas, thereby integrating the ports into the urban environment

 View platform/tower

Planned in the southern part of the port (see Action 2.2)

 Research area for wind park development (LV MSP)

Includes a proposal for the renovation of the port area (see Action No. 2.3.)

Salacgriva Port is actively planning the development and expansion of the territory, for example, by replenishing the shallow water area of the Gulf of Riga by turning it into a land area of the port. The shallow water replenishment is planned south from the existing Southern jetty to the new Southern one, in area of 4 ha, north of the reconstructed Northern jetty, in area of 23 ha.

Currently, there are no conflict situations in the coastal waters of Salacgriva municipality. The bottom landfill of Salacgriva Port is located outside the territory of marine coastal waters; therefore it does not affect the coastal MPAs.

Kuivizi Port has no definite development plans in the aquatorium.

In the future, renovation of Ainazi Port is planned, which would define the boundaries of the port and the external roadstead in the marine coastal waters. The map of prospective use identifies the potential Ainazi Port area. The boundaries of the port would be specified in accordance with the procedures defined in regulatory enactments.

Marinas/yacht berths



Yacht quay

Yacht berths/marinas in Salacgriva Port (see Action 2.2) and in Tuja and Lembuzi (see Action 2.3) for future development of yacht tourism



Motorised vehicle corridors offshore

For connection from the marina to the motorized water sports zone at sea

Salacgriva Port is also developing the yacht service – construction of the yacht service building on the right bank of the Salaca River was started in March 2019, also promoting the visually aesthetic appearance and improvement of the publicly available area of the port.

In addition to that, in Lembuzi and Tuja territories are planned for marina development – their potential locations are marked on the map of the prospective use, based on the planned zoning and accessibility envisaged in the terrestrial spatial plan.

Coastal fishing zone



Coastal fisheries area

Coastal fishing zone - denotes areas important for coastal fishing north and south of the Salacgriva Port area.

Separate fish unloading sites should be planned in Ainazi, Kuivizi and Salacgriva Ports

Coastal fishing for own consumption is not widespread in the territory of Salacgriva municipality: the coastline is diverse, with stony areas that restrict access to the sea and steep coasts, specially protected areas, as well as population density (where people have found a possibility to develop their property, there is likely to be a boat and access to the sea from their property) and access to the area (allowing boat delivery). Consequently, there is higher coastal fishing intensity in the vicinity of ports and in the vicinity of populated areas. In coastal waters, both fishing for own consumption and fishing for commercial purposes take place up to a depth of 20 m at sea. In order to ensure a subsequent possibility to sell the fish, it is necessary to ensure that the fish catch can be unloaded.

In the map of prospective use, the coastal fishing zones are defined between Salacgriva Port and Kuivizi Port, as well as south of Salacgriva Port. Elsewhere, coastal fishing for own consumption is possible where it does not conflict with regulations. In the perspective, fishing for own consumption or fishing as a tourism service could also be developed, based on sharing experiences and experiencing a traditional environment.

At the same time, it is necessary to develop such areas accessible on the coast for unloading the fishing catch that do not affect coastal habitats and recreational areas. In the future, such access points should be planned in locations where motorized vehicle access is already close to the coastline, and they may be combined with planned exits and access points to the coast, providing pavement exits suitable for road transport. It is important to have sufficient infrastructure in such areas for the landing of fishing boats.

Beach zone



Beach area

Identifies areas for beach improvement between the Bay of Meleki and Vitrupe, and in Tuja (see Action 3.4)



Beach area "Festival beach"

Identifies the area in the town of Salacgriva where specific beach infrastructure for organizing coastal activities is to be developed (see Action 3.3)


Promotion of tourism development is one of the priorities for Vidzeme coastal area. Salacgriva Municipality Spatial Plan 2030 provides for the establishment of access to the sea at least at every kilometer. Currently, there are several official bathing areas on the coast (Ainazi rural municipality, Ainazi, Liepupe rural municipality, Tuja (resting place), the town of Salacgriva, Salacgriva rural municipality and Vitrupe), as well as recreational areas, but the opportunities for recreational development are not limited to certain bathing areas.

Taking into account the population structure of the area and the access points to the coast, it is possible to organize the development of separate beach complexes (provision of facilities and amenities – changing rooms, toilets, waste bins, children's play facilities, beach objects, etc.). The map of the prospective use of such places identifies the village of Tuja, where a significant

activity of holidaymakers can be observed, as well as the beach between the Bay of Meleki and Vitrupe, which is also a popular holiday destination due to its easy access (provided with parking areas) and its offer of various forms of active water sports. Beaches also need to be developed in the northern and southern parts of Salacgriva town, which are traditionally used for recreation and have potential for development (e.g., the area of *Zvejnieku parks* (Fishermen's Park) is already being improved and the operation of both North and South existing purification plants is being reviewed), as well as Ainazi bathing area.

It is important to mention that, due to the activity of the town of Salacgriva and its support for organizing various coastal activities, it is possible to develop the concept of the "Festival Beach" to the north of the port territory, near *Zvejnieku parks*. The "Festival beach" concept can be addressed by creating permanent (or seasonal) beach amenities on the beach, which at the same time meet the needs of events, such as facilitating the electrical connection for events, creating wooden patio lounges that can serve as seating or outdoor scenes at events, etc. ways.


Natural and recreational areas in the coastal area

 **Nature and recreation area onshore**


Territories are designated near the natural reserve "Vidzeme stony beach", as well as the sparsely populated area from Dunte to Lembuzi.

Considering the diversity of the coastal area, the SPNAs and the scenery, the coast should also preserve places where the coastal serenity can be enjoyed, and unique natural objects and wonderful landscape can be viewed. Consequently, areas not planned for active use of marine waters or coastal areas and which should be preserved as coastal and natural areas are also marked in the map of prospective use. These are defined from the southern border of Salacgriva municipality to Lembuzi, as well as in the territory of the stony beach of Vidzeme.

Active recreation zone on water

 **Active recreation offshore**

Designated between the Bay of Meleki and the area of Vitrupe (see Action 3.4)

 **Beach area**

Also designated between the Bay of Meleki and the area of Vitrupe as a support zone for the active recreation zone on water


Active recreation zone on water – a facilitated marine coastal water area, where water and wind sports equipment, such as wakeboard, kiteboard and others, are permissible. Not allowed to move on motorized water sports equipment in these areas.

The map of prospective use identifies areas where active recreational water activities are possible, such as the area in the southern part of Salacgriva, the area north of Lani, as well as the area between the Bay of Meleki and Vitrupe. Importantly, the area between the Bay of Meleki and Vitrupe is also popular among holidaymakers, but water sports and holidaymakers most often do not use coastal waters at the same time, as water sports are best suited to very windy weather, while holidaymakers are more often enjoying sunny weather with less wind.

Motorized water sports zone

 **Motorised sport/vehicle area offshore**

Designated remotely from the coastline

 **Motorised vehicle corridors offshore**

Connects the motorized water sports zone to the prospective development of the Tuja yacht berth and the parking lot near Vitrupe or Lani.

Motorized water sports zone – a marked part of facilitated maritime coastal waters, which is allowed to enter by watercraft and which is intended for active recreation on water motorcycles, for water skiing and other related activities.

In general, the motorized water transport zone should be planned in a similar way to the area for non-motorized water sports, while taking into account that motorized and non-motorized water sports create a conflicting situation and are not safe in the same area. At the same time, it has to be taken into account that motor vehicles can travel longer distances in a shorter time.

The areas indicated in the map of prospective use for motorized water sports are located remotely from the coastal waters in the area from Salacgriva to Vitrupe, which are areas designated by the municipality as being the most actively used for these sports. At the same time, consideration is given to areas where access sites from the coast can be provided in the perspective to deliver motor vehicles to water.

Table 1 illustrates the information on prospective uses of the coastal and marine areas of Salacgriva municipality and their functional interconnection, as shown on the map in the appendix “Prospective Use of the Area”.

Table 1. *Prospective uses of the marine coastal waters and coastal land areas*

Terrestrial use	Prospective coastal uses	Prospective uses in marine coastal waters
Building (cities, towns, villages)	Beach zone Yacht berths Port territories Fish unloading sites Coastal cultural heritage objects Observation places Observation towers Parking lots Places for rest Measures for reducing beach erosion risks Exits to the sea Coastal pedestrian walkway (E9) EuroVelo Route 13	Bathing/swimming places Active recreation on water Transport corridor for motorized water sports vehicles Motorized water sports zone Yacht berths Port aquatorium (incl. the external roadstead) Sewage outlet locations Constructions at sea (magnet objects) Territories restricted for diving Protected marine territories
Port activities	Port territory Fish unloading sites Pedestrian passageways Lighthouses	Port aquatorium (incl. the external roadstead) Significant navigation directions Replenishing of shallow water territories Ground sheds (in Salacgriva case – outside the marine coastal waters) Territories restricted for diving
Fishing and processing of fish/ seafood	Fishing boat berths, fish unloading sites	Coastal fishing zones
Tourism and recreation	Terrestrial active recreation zone Beach Natural and recreational areas Observation sites Observation towers Parking lots Places for rest Exits to the sea Coastal pedestrian walkway (E9) EuroVelo Route 13	Bathing/swimming places Active recreation on water Transport corridor for motorized water sports vehicles Motorized water sports zone Yacht berths Protected marine territories
Energy production	Coastal electricity connections	Wind and/or wave parks at sea Pipes and cables in the sea Heat pump in the sea

Terrestrial use	Prospective coastal uses	Prospective uses in marine coastal waters
Networks of electronic communication and power transmission	Coastal electricity connections	Cables in the sea
Protected natural areas	Natural and coastal recreational areas Exits to the sea Recreational sites Parking lots Places for rest Observation sites Observation towers Natural trails Coastal pedestrian walkway (E9) EuroVelo Route 13 Coastal area where it is essential to preserve algae leachate	Protected marine territories Bathing/swimming places Fish regeneration and feeding sites Birds' feeding sites at sea Algae on the beach



Pan
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Scope



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