



---

<b>Document title</b>	Concretization of existing HELCOM actions
<b>Code</b>	3-1
<b>Category</b>	DEC
<b>Agenda Item</b>	3 - Update of the Baltic Sea Action Plan
<b>Submission date</b>	28.06.2019
<b>Submitted by</b>	Secretariat
<b>Reference</b>	Outcome of MARITIME 18-2018

---

## Background

The current Baltic Sea Action Plan (BSAP) includes a number of actions related to activities under the mandate of the Maritime Working Group (Annex 1). These actions give the direction for HELCOM work in the upcoming years but some need further specification in order to be turned into concrete tasks for the Working Group and associated Experts Groups, projects, or networks. This could include e.g. to define type of development work and products (e.g. targets for indicators, guidelines, assessments) required to reach the goals of the BSAP and target years for achieving them. The aim is that the concretized actions that are not carried out by the end of 2020 will be included in the updated BSAP to be agreed in 2021. For such actions, consideration should also be given to whether their current formulation is adequate, whether some specification is needed (smaller changes, adding deadline etc.) or whether major changes are needed. Such rephrasing will require discussion and should be finalized as far as possible at the dedicated BSAP session as part of MARITIMEE 19-2019 on 23 September 2019. It is to be noted that any major changes are to be approved by HOD and that the ambition level of agreed objectives and actions should be maintained.

The implementation of existing HELCOM actions, including from the current BSAP and Ministerial Declarations in 2010 and 2013, have been followed-up through a coherent scheme since 2016. Some actions were however evaluated as too generically formulated to be followed-up, e.g. those lacking concrete aims and target years and those that were formulated as aspirations rather than commitments (we encourage, we strive for, etc.) (Annex 2). As agreed through the Strategic Plan for the BSAP update, these actions should be reviewed to check if some of them should be considered for uptake in the updated BSAP and in that case to concretize them. More information regarding the general actions related to the Maritime Group is included in sheet 6 of the Attachment to [document 2.5](#) of MARITIME 18-2018 (2-5 Att.1).

The dedicated session on 23 September 2019 is invited to make proposals for how to concretize the actions listed in Annex 1 and Annex 2, in order to submit the concrete proposals to HOD 57-2019 (10-11 December 2019).

In addition, Contracting Parties are invited to submit relevant information and proposals regarding the action on update the Action Plan for the protection of the environment from offshore platforms, as agreed by MARITIME 18-2018 (c.f. Annex 2 of the Outcome).

## Action requested

The Meeting is invited to:

- discuss and agree on existing HELCOM actions to be considered for further development and uptake in the updated Baltic Sea Action Plan; and
- make proposals for concretized actions

## Annex 1 Implementation of not yet accomplished HELCOM actions under the Maritime Group

### Follow-up of existing HELCOM actions

The below sections are divided by joint and national actions under the Maritime Working Group that have not been fully implemented yet.

The follow-up of existing agreements has also identified the need to clarify some actions to ensure a common understanding on the intention of the action and coherent reporting on accomplishment by countries.

Actions have also been categorized according to their need for rephrasing in case of transfer to the updated BSAP. In this regard it should be noted that Contracting Parties have agreed to, as a first priority, make an effort to achieve already agreed HELCOM actions (HELCOM 2018 Ministerial Declaration, paragraph 14). If however the existing actions from the BSAP and Ministerial Declaration from 2010, 2013 and 2018 are not fully implemented by 2021, they will be transferred to the updated BSAP. In case of transfer, rephrasing of the actions may be needed to ensure that they are up to date. Any major changes will be approved by HOD. A proposal for the categorization of not yet implemented actions with regard to need for rephrasing has been made according to the following:

- Category 1) The actions can remain with current formulation
- Category 2) Specification is needed e.g. smaller changes, adding target year, but the action will basically remain the same
- Category 3) Major changes might be needed. In this regard it should be noted that the updated BSAP should maintain the ambition level of agreed objectives and actions (HELCOM 2018 Ministerial Declaration, paragraph 20).

In the below sections proposals for categorization and concretization has been made for joint and national actions, for consideration by the Meeting.

### Joint actions related to Maritime

Action	Current status	Comments from MARITIME 18-2018	Proposal
Concentrated inspection campaigns under the 1982 Paris MoU. Enhance co-operation between Paris MoU (Memorandum of Understanding) and HELCOM by applying for advisor status of HELCOM to Paris MoU on Port State Control (target year not specified)	Not accomplished	Not valid. Considered as not necessary since all Contracting Parties are members of Paris MoU. The Meeting therefore proposed to delete the action. Means of enhancing data exchange with the Paris MoU could be considered for the Maritime work plan.	HOD 55-2019 approved the deletion of this action. Therefore, no further concretization is needed.
Update the Action Plan for the protection of the environment from offshore platforms, to put into practice the “zero-discharge” principle in respect	Not accomplished	The Meeting invited Contracting Parties to submit relevant information and proposals to the next Maritime meeting. Based on this information the	Revise or delete action as appropriate based on information submitted by Contracting Parties to MARITIME 19-2019 ( <b>Category 3</b> ).

of all chemicals and substances used and produced during the operation of offshore platforms (by 2013)		Maritime Group will decide on the update of this Action Plan.	
Implementation of the HELCOM Ballast Water Road Map – adjust HELCOM monitoring programme to obtain reliable data on non-indigenous species/ to link the port surveys and monitoring to shore-ship communication systems (2010)	Partly accomplished. Pilot sampling and monitoring protocols accomplished (under State & Conservation Working Group).	The Meeting noted that some activities of the HELCOM Ballast Water Road Map have not been accomplished, recognizing that this is partly related to the fact that the Road Map has been updated with new actions added. A question was also raised whether the second part, linking port surveys and monitoring to shore-ship communication systems, is a relevant action. The Meeting proposed to consider this action in more detail at MARTIME 19-2019. The Meeting noted the proposal to change the phrasing which can take place when updating the Baltic Sea Action Plan if the action is then still not accomplished.	<p>Many of the elements of the <a href="#">Road Map</a> have been accomplished. One key element which has not been accomplished is the “early warning system”, but this is under development by the COMPLETE Project by the end of 2020. A list of sediment reception facilities is another outstanding issue, however, the IMO GISIS has a global module for this purpose and as such, there is no need for a Baltic Sea specific one.</p> <p>This action is therefore proposed not to be carried forward to the updated BSAP. Instead, focus should be on creating an early warning system, possibly as part of the HELCOM OSPAR <a href="#">Ballast Water Exemption Decision Support Tool</a>, using the outcome of the COMPLETE project. The task should be complete within 2020 and if this is not accomplished, new concrete actions should address this matter.</p> <p>Recalling the Outcome of Maritime 18-2018, the Meeting should also consider the relevance of linking port surveys and monitoring to shore-ship communication systems.</p>
Take actions to ensure the completion of the re-surveys for areas used by navigation (CAT I and II) within the time schedules estimated in the 2013 Ministerial Declaration	Partly accomplished.	The Meeting took note that the status of re-surveys will be assessed and reported to the next Maritime meeting. It was further noted that this action is expected to be accomplished by 2020.	Assuming that the action will be completed by 2020, taking into account information to be provided at MARITIME 19-2019, this action is proposed to be deleted.

## National actions related to Maritime

Action	Status in March 2018	Comments from MARITIME 18-2018	Proposal
Implementation of the HELCOM Ballast Water Road Map - conducting of baseline surveys of prevailing environmental conditions in major ports	Implemented by five countries	No comments	<p>This action should be revised as much of the Road Map has been implemented and as the survey provisions of the <a href="#">HELCOM/OSPAR Joint Harmonized Procedure</a> go beyond surveying environmental provisions (<b>Category 3</b>).</p> <p>The following redraft is proposed:</p> <p><i>Implementation of the Joint Harmonised Procedure for the Contracting Parties of OSPAR and HELCOM on the granting of exemptions under the BWM Convention, Regulation A-4, and keep the Ballast Water Exemption Decision Support up to date with data from regularly conducted port surveys.</i></p>
Investigate feasible and effective economic incentives for reducing emissions from ships (HELCOM Recommendation 28E/13)	Implemented by two countries	No comments	<p>The revised Recommendation 28E/13 was adopted by HOD 56-2019 and the action should be revised to address not only air emissions, (<b>Category 3</b>).</p> <p>The following redraft is proposed:</p> <p><i>Develop and implement feasible and effective economic incentives to reduce pollution from ships, taking into account HELCOM Recommendation 28E/13 as amended 19 June 2019.</i></p>
Implement the Roadmap for upgrading port reception facilities for sewage in passenger ports in the Baltic Sea Area: Priority ports*	Implemented by four out of five relevant countries	The Meeting noted the view of Sweden, that by sending the notification to IMO that adequate port reception facilities are in place in the Baltic Sea; this action could	Revise to reflect the fact that according to the notification officially submitted to the IMO, adequate port reception facilities for sewage are in place, but

		considered as accomplished. Countries are invited to report on the status of implementation of the roadmap for updating port reception facilities to HOD in due course.	focus on enforcement of the requirements of the Baltic Sea special area under MARPOL Annex IV ( <b>Category 3</b> ).  The following redraft is proposed:  <i>Enforce the requirements of the Baltic Sea Special Area under MARPOL Annex IV and continuously ensure the availability of adequate port reception facilities in passenger ports in the Baltic Sea Area.</i>
Implement the Roadmap for upgrading port reception facilities for sewage in passenger ports in the Baltic Sea Area: Secondary ports**	Implemented by one out of four relevant countries.	Germany informed that an upgraded port reception facility in Kiel port has been installed and is operational. The upgrade in the Lübeck/Travemünde port is expected to be finalized in 2019.	It is proposed that there is no longer a need to differentiate between priority ports and secondary ports as adequate port reception facilities should be available in all ports, as appropriate. Hence this action is proposed to be deleted.
Ratification of the Ballast Water Management Convention	Ratified by five countries	The Convention has been ratified by Estonia, Latvia and Lithuania since the previous HELCOM evaluation.	It is expected that Poland, as the only remaining Contracting Party, will ratify the BWM Convention by the end of 2019. This action is therefore proposed to be deleted.

\*Priority ports: Tallinn, Rostock, Copenhagen, Riga, Gdynia, Helsingör, Rödby ferry terminal, Swinoujscie/Szczecin, \*\*Secondary ports: Helsingborg, Lübeck, Fredrikshavn, Gedser, Turku, Mariehamn, Kiel, Ystad, Gothenburg, Trelleborg.

## Annex 2 Existing commitments that are not included in the follow-up system

The commitments listed below were previously assigned as “too general”, however, in the process of the update of the BSAP it should be considered if some of the actions could be concretized and included in the updated BSAP.

- Implement an awareness programme regarding the importance of the proper fulfilment of existing international regulations concerning ship-generated waste discharges including on-shore disposal and treatment of all ship-generated sewage
- Promote environmentally friendly pleasure boating and the development of marinas and the use of the best ecological practice by every marina/guest harbour, including education and raising awareness of the personnel and boat owners of key marinas/guest harbours
- Promote development of effective, environmentally friendly TBT-free antifouling systems on ships
- Work jointly in co-operation with other regional governmental and non-governmental organizations, the industry and research community, to further promote development and enhanced use of green technologies and alternative fuels, including LNG, methanol as well as other propulsion technologies, in order to reduce harmful exhaust gas emissions and greenhouse gases from ships
- Encourage voluntary agreements to dispose sewage to port reception facilities
- Improvements in the availability of port reception facilities for sewage. Enhance the availability of adequate port reception facilities for ship-generated wastes and sewage and the application of the “the-no-special-fee” system
- HELCOM Recommendation 28E/10 Extension of “no-special-fee” to cover also waste caught in fishing nets<br/>79. Consider adequate incentives for fishermen to deliver litter onshore. Promote projects aiming at removing litter from the coastal and marine environment
- Develop further necessary details of the Joint HELCOM/OSPAR Guidelines on the granting of exemptions under the International Convention for the Control and Management of Ships’ Ballast Water and Sediments, Regulation A-4 through a continuation of cooperation with OSPAR
- Implementation of HELCOM Ballast Water Road Map - to cooperate with OSPAR on any other relevant topics for the benefit of both regions and as necessary for harmonised implementation of the BWM Convention
- HELCOM Recommendation 28E/12 on strengthening of sub-regional cooperation in response field, including building adequate emergency and response resources
- Follow-up actions to identify areas for strengthening regional cooperation in maritime safety in the framework of the HELCOM Maritime Group and consider the appropriate forms for this cooperation, recognizing the need for the exchange of technical expertise in the field of maritime safety, especially in risk assessment to avoid shipping accidents in the Baltic Sea, and taking into account the work of IMO
- Further strengthen co-operation with IMO in the field of safety of navigation
- Further develop technical co-operation between the European Maritime Safety Agency and HELCOM, including to ease collection and analysis of maritime data relevant for the Baltic Sea
- Support in IMO speeding up introduction of a general requirement for carriage by ships of an Electronic Chart Display and Information System (ECDIS)
- Further work with regard to the regional HELCOM AIS system operational since 2005 in order to increase safety of navigation and gain environmental benefits
- Consider an assessment of pleasure craft activities in the Baltic Sea Area, including inter alia their environmental impacts and risks of accidents, in order to consider the safety of navigation of both recreational as well as commercial vessels