Agenda Item 9  Matters arising from HELCOM MARITIME 5/2006 and meetings of HELCOM BSAP TASK FORCE

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HELCOM BALTIC SEA ACTION PLAN

This document contains:
- extract from the Minutes of the Fifth Meeting of the HELCOM Maritime Group (31.10-2.11.2006, Tallinn, Estonia);
- extract from the Minutes of the Fourth Meeting of the ad hoc Task Force for the HELCOM Baltic Sea Action Plan (6-7.02.2007, Helsinki, Finland);
- information on the development of the HELCOM Baltic Sea Action Plan.

The Meeting is invited to:
- take note of the document;
- consider and review the proposal by Russia for actions related to the AIS under the HELCOM Baltic Sea Action Plan as contained in Attachment 1;
1. HELCOM MARITIME 5/2006

The Fifth Meeting of the HELCOM Maritime Group took place on 31 October-2 November 2006, in Tallinn, Estonia. The following decisions of relevance to the work of the AIS WG were taken:

Matters arising from meetings within the framework of HELCOM

3.2. “The Meeting took note of the presentation by Mr. Benny Pettersson, Sweden, Chairman of HELCOM AIS EWG, on the latest development with regard to the Expert Working Group for Mutual Exchange and Deliveries of AIS data.

3.3. The Meeting recognized the work done by HELCOM AIS EWG and discussed the question of making full use of possibilities provided by the AIS data. The Meeting recalled that the AIS system was built in the Baltic to improve the safety of shipping, but when combined with other sources of information it can serve as an effective tool also for other purposes, such as monitoring of enforcement of different international obligations. The Contracting Parties informed that the AIS data are utilised on national basis, for instance for FSA studies analysing the effects of introduction of new routing measures in different parts of the Baltic. However, the Meeting expressed the need for further coordinated work to benefit from the system and invited the Secretariat to keep all relevant HELCOM Groups informed of any new development in this field.”

Baltic Sea Action Plan

4.4. “The Meeting invited AIS EWG to come up with proposals for specific actions in this field to be presented to HELCOM HOD 20/2006.”


The Fourth Meeting of the ad hoc Task Force for the HELCOM Baltic Sea Action Plan was held on 6-7 February 2007, in Helsinki, Finland. The following decisions of relevance to the work of the AIS WG were taken:

Draft outline and structure of the BSAP

LD 51 “The Meeting considered the proposal for further co-operation to ensure full use of the opportunities provided by the AIS (document 3/19) and underlined the importance of optimizing the use of this system, having in mind the primary aim of its establishing, which is to ensure safety of shipping. The Meeting decided to pass the proposal to the AIS EWG for consideration and further elaboration, taking into account comments to be delivered by Germany. The remaining Contracting Parties were also requested to contribute to the work.

In order to further develop the proposal, the Meeting strongly encouraged the Contracting Parties to ensure representative participation of different relevant authorities in the Meeting of the AIS EWG, to be held on 12 April 2007, at the HELCOM Secretariat.”

Note by the Secretariat: Document 3/19 is attached to this document as Attachment 1. Furthermore, no further comments have been received from Germany.
3. HELCOM Baltic Sea Action Plan

For more than a year HELCOM has been working on elaboration of the strategic Baltic Sea Action Plan, which aim is to propose the concrete measures to achieve a good ecological status of the Baltic Sea environment.

The actions are being developed for the four HELCOM priority areas: combating eutrophication, eliminating inputs of hazardous substances, halting degradation of biodiversity and improving maritime safety and response capability.

For each of those environmental problems identified through HELCOM’s monitoring and assessment work the strategic goals and objectives have been agreed upon (HELCOM 27/2006).

For Maritime Segment the strategic goal is Maritime activities in the Baltic Sea carried out in an environmentally friendly way. To reach this goal, further actions are needed in six areas indicating topics of major importance for all Baltic Sea riparian countries and of aspiration character (management objectives):

- No illegal pollution
- Safe maritime traffic without accidental pollution
- Efficient response capability
- No introductions of alien species from ships
- Minimum air pollution from ships
- Zero discharges from offshore platforms

To foster the work on the Plan an ad hoc Task Force for the HELCOM BSAP (BSAP TASK FORCE) has been established (the list of national Focal Points for the priority areas of the BSAP is contained in Attachment 2). Additionally, the Lead Countries for each of the segments of the Plan have been assigned. For Maritime Activities it is Denmark and Russia. In the course of the preparation of the Plan the work has also been supported by the various HELCOM groups and projects.

The next meetings of the HELCOM BSAP TASK FORCE are scheduled for 2-3 April 2007 and 4-5 June 2007.

A set of actions under Maritime Activities discussed by the Contracting Parties is contained in Attachment 3 to this document. A point of departure for deliberations is drawbacks and gaps in existing policies, control and enforcement frames as well as monitoring programmes.

The Baltic Sea Action Plan will be adopted at the HELCOM Ministerial Meeting on 15 November 2007, in Krakow, Poland.
Further cooperation to ensure full use of the opportunities provided by the AIS in order to increase safety of navigation

1. Development of special software for the systems of visualization of ship’s positions and for representation of ship’s traffic. This software should be used to monitor ships with high risk of possible pollution and should be implemented on the VTS centers

   - Visualisation and monitoring/tracking of the ships’ traffic, which could pose a high risk of pollution for the marine environment, as for example, oil tankers, ships with dangerous cargo (harmful and noxious substances).
   - Indicating and tracking of ships engaged in relatively high risk operations as bunkering of fuel, ship to ship transfer, washing of cargo tanks, deballasting operations, repairing works, etc.,
   - Installation and testing the special software for visualization of ship’s positions.

2. Development of the integrated database for control of pollution and waste from ships and for information exchange between the National Authorities

   - Development of an information network and working mechanism for control and management ship’s pollution.
   - Determination of standard formats to report ship’s pollution issues for related authorities (e.g.: type and quantity of pollutant, pollution sources, type and quantity of ship generated waste etc.).
   - Development of a framework to ensure the compatibility between different information management systems.
   - Backtracking of ships traffic in case of pollution caused by marine accidents.
   - Data exchange between competent national authorities in case of oil spill incidents.
HELCOM BALTIC SEA ACTION PLAN

FOCAL POINTS FOR THE PRIORITY AREAS

• **Maritime activities**
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• **Cost-benefit/cost-effectiveness analysis**

_The Focal Points for eutrophication are also important for the economic analysis. For the economic analysis also expertise beyond marine ecology is of importance._

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Indication of actions identified so far for inclusion in the Maritime Activities segment of the HELCOM Baltic Sea Action Plan

1. No illegal pollution

- Raising public awareness and involvement of public in the detection of illegal oil discharges from ships by organizing campaigns to involve yachtsmen, merchant shipping and fishing boats in observations of the sea and reporting observed spills to the responsible bodies.

- No ships calling a HELCOM-port may use organotin compounds actively in its antifouling system (minimal chemical pollution from ships) from January 1, 2008.

- Action on promotion of the development of effective anti-fouling system on ships to prevent the introduction of non-indigenous species by hulls or external parts or surfaces of ship.

- Recommendations for measures to address the problem of marine litter in the Baltic Sea (e.g. harmonization of methods of sampling and reporting, application of no-special-fee on delivery of marine litter being caught by fishing nets, public awareness activity).

- Making full use of the satellite images made available to the Baltic Sea States and to establish a frame for harmonized satellite and aerial surveillance covering the whole Baltic Sea area to improve detection of illegal oil spills in the Baltic (to be further elaborated by IWGAS).

2. Safe maritime traffic without accidental pollution

- Further cooperation to ensure full use of the opportunities provided by the AIS in order to increase safety of navigation, such as:
  - Development of special software for the systems of visualization of ship’s positions and for representation of ship’s traffic. This software should be used to monitor ships with high risk of possible pollution and should be implemented on the VTS centers.
  - Development of the integrated database for control of pollution and waste from ships and for information exchange between the National Authorities.

- Making full use of the remote sensing technique made available to the Baltic Sea States to assist response to accidental oil spills in the Baltic.

- Cooperation with BIM (Baltic Icebreaking Management); draft HELCOM Recommendation to further improve safety of winter navigation.

2. Efficient emergency and response capability

- Adoption of the set of measures proposed in the draft HELCOM Recommendation “Strengthening of sub-regional co-operation in response field”

- By 2008 to develop and agree upon common methodology for the assessment of risk and sufficiency of response capacity, to be used as a support tool for elaboration of “Guidance for the sub-regional plans to quantify needed emergency/response resources”.

- By 2009 to finalize the national assessments of the risks of oil and chemical pollution and to finalize the quantification of the emergency and response resources at the
sub-regional level. (emergency towing, fire-fighting and emergency lightering, hardware, human resources) needed to meet these risks;

- Based upon risk assessments to identify by 2010 the gaps and to prepare concrete plans/programmes for fulfilling them by 2013.¹

- By 2009 to develop and agree on the decision support (approval) system for use of dispersants in the Baltic Sea

- To promote development and to enhance the use of technology to respond to accidents at night and in bad visibility, in bad weather, oil on ice, accidents involving heavy oil, chemical accidents, and to continue the research work and information exchange to close gaps in the knowledge in this field.

3. **No introductions of alien species from ships**

- In cooperation with the OSPAR Convention to determine areas for Ballast Water exchange in 2008;

- By 2008 elaboration of a road map towards ratification and harmonized implementation of the IMO International Convention for Control and Management of Ships’ Ballast Water and Sediments in the Baltic Sea area, in co-operation with OSPAR and taking into account the relevant IMO guidelines, available HELCOM studies as well as other relevant information.

4. **Minimum air pollution from ships**

- To promote by 2009 a system of economic incentives in the Baltic Sea for reduction of emissions by ships.

- To investigate the possibilities of joint proposals to IMO under the ongoing review process of MARPOL Annex VI to tighten sulphur content in fuel oil.

- In 2009 review of the existing policies and emission reduction technologies based on evaluation of the effects of nitrogen emissions from the shipping on the Baltic Sea ecosystem, and proposals for the most cost-efficient reduction scheme of ships’ emissions.

5. **Zero discharges from offshore platforms**

- Development and implementation of offshore action plan to reach zero discharge from the offshore platforms in the Baltic starting from January 1ˢᵗ, 2009, based upon Russian experience.

6. **Environmentally friendly pleasure boating (new objective proposed by Russia)**

- To promote the development of marinas and use the best ecological practice by every marinas/guest harbours, including education and raising awareness of key marinas’/guest harbours’ personnel and boat owners.

¹ Proposal by Poland; establishment of full emergency systems, sub-regional place of refuge systems as well as response to chemical accidents should be prolonged until 2013 by planning and 2016 by realization.