



## Baltic Marine Environment Protection Commission

Meeting of the Sea-based activities segment team

DG BSAP SEA 1-2020

Drafting Group for the Updated Baltic Sea Action Plan

Online, 12 October 2020

### Outcome of the First Meeting of the Sea-based activities segment team for drafting the updated Baltic Sea Action Plan

(DG BSAP SEA 1-2020)

#### Introduction

0.1 The First Meeting of the Sea-based activities segment team for drafting the updated Baltic Sea Action Plan (DG BSAP SEA 1-2020) was held online on 12 October 2020.

0.2 The Meeting was attended by Denmark, European Union, Finland, Poland and Sweden. The List of Participants is contained in **Annex 1**.

0.3 The Meeting elected Ms. Anita Mäkinen, Finland, as the Chair of DG BSAP SEA. Mr. Markus Helavuori, Professional Secretary and Ms. Susanna Kaasinen, Associate Professional Secretary from the HELCOM Secretariat acted as secretaries of the Meeting.

#### **Agenda Item 1 Adoption of the Agenda**

Documents: 1-1

1.1 The Meeting adopted the Agenda of the Meeting as contained in document 1-1.

1.2 The Meeting took note that, due to the ongoing governmental reconstruction, at the moment, Poland is not in the position to take political decisions but will continue to take part in the discussions concerning the update of the BSAP.

#### **Agenda Item 2 Preamble for the sea-based activities segment**

Documents: 2-1

2.1 The Meeting took note of the introduction to the drafting of the BSAP and the role of the segment team (**Presentation 1**).

2.2 The Meeting took note of the first draft for BSAP segment preamble for sea-based activities (2-1) and the comments to the preamble by MARITIME 20-2020 (document 2-2).

2.3 The Meeting took note that, as part of the agreed detailed plan for drafting the BSAP, HOD 58-2020 agreed on the page limits for the segment preambles and other parts of the BSAP to ensure that the updated BSAP will be short and concise.

2.4 The Meeting made further amendments and gave additional comments to the segment preamble as reflected in **Annex 2**, taking into account the comments and changes by MARTIME 20-2020.

2.5 The Meeting took note that the comments to the preamble made by DG BSAP SEA will be submitted to GEAR 23-2020 that will review all the segment specific preambles prior to their submission to HOD 59-2020. The Meeting also took note that the preamble for the sea-based activities segment will still be commented by the Fish and Response groups.

**Agenda Item 3      Rephrasing existing actions**

Documents: 3-1

3.1            The Meeting recalled that HOD 58-2020 had agreed in principle on the rephrased and concretized existing HELCOM actions to be transferred to the updated BSAP with the understanding that further drafting based on the written comments will take place.

3.2            The Meeting took note that comments from Denmark on the existing actions under the sea-based activities segment were received after HOD 58-2020 (document 3-1).

3.3            The Meeting pointed out that some of the proposed new actions are partially overlapping with the existing actions and agreed to consider the comments to the existing actions in connection with the proposed new action in the next meeting of the group in early 2021.

3.4            The Meeting took note of the comment by MARITIME 20-2020 that the DG BSAP and the segment specific meetings of DG BSAP should consider all previous agreements and rephrasing of actions by the Maritime Working Group in the further drafting.

**Agenda Item 4      Next steps**

Documents: None

4.1            The Meeting took note that the segment teams will continue the drafting of the preambles and operative sections based on the guidance from HOD, in spring 2021.

4.2            The Meeting invited the Secretariat to send out a Doodle poll to schedule the next meeting of the DG BSAP SEA in the week starting on 11 January 2021. The Meeting agreed that the second meeting of the group should be a full-day meeting. The Meeting invited the Secretariat to highlight in the agenda and other documents of the second meeting the different topics under the sea-based activities segment.

**Agenda Item 5      Any other business**

Documents: None

5.1            The Meeting did not discuss any other business.

**Agenda Item 6      Outcome of the Meeting**

Documents: 6-1

6.1            The draft outcome was prepared by the Secretariat and adopted via correspondence.

## Annex 1. List of participants

Name	Representing	Name of organization	Email
<b>Anita Mäkinen</b>	Chair	Finnish Transport and Communications Agency	anita.makinen@traficom.fi
<b>Nathia Brandtberg</b>	Denmark	Ministry of Environment and Food	nathb@mfvm.dk
<b>Maik Schmahl</b>	European Union	EU	maik.schmahl@ec.europa.eu
<b>Agata Świącka</b>	Poland	Ministry of Infrastructure	agata.swiecka@mgm.gov.pl
<b>Joacim Johannesson</b>	Sweden	Swedish Agency for Marine and Water Management	joacim.johannesson@havochvatten.se
<b>Markus Helavuori</b>	HELCOM Secretariat	HELCOM Secretariat	markus.helavuori@helcom.fi
<b>Susanna Kaasinen</b>	HELCOM Secretariat	HELCOM Secretariat	Susanna.kaasinen@helcom.fi

## Annex 2. Comments to draft BSAP sea-based activities preamble

### Segment sea-based activities - Environmentally sustainable sea-based activities<sup>1</sup>

Sea based activities include all human undertakings at sea, from commercial shipping and recreational boating, construction work and dredging, to fisheries and the extraction of minerals, oil and gas. Hence, achieving the overall strategic goal of the segment requires cooperation on a wide range of topics and involves several objectives and actors.

**Ecological objectives** are agreed on to ensure no or minimal disturbance to biodiversity and the ecosystem [such as avoiding harm to marine life from man-made noise, and ensuring that activities affecting seabed habitats do not threaten the viability of species, populations or communities]<sup>2</sup>.

**Management objectives** describe the desired effect of managing the human activities at sea. [Examples include for example halting the introduction of non-indigenous species, minimizing inputs of nutrients, hazardous substances and litter at sea, eradicating illegal discharges and preventing accidental pollution. They also encompass ensuring effective emergency and response capabilities, minimizing harmful emissions to the air, sustainable use of marine resources and zero discharges from offshore platforms.]

The objectives are to large part met through international regulations and agreements. In addition, national development of environmentally sustainable marine spatial plans is a potentially important contributor to achieving the overarching goal.

### The conduct of human activities and infrastructure at sea matters<sup>3</sup>

As a wide range of human activities are involved in the segment, it is not possible to list them comprehensively, but the most widely distributed ones can be identified. The Baltic Sea is one of the most intensively navigated areas of the world, and the number and size of operating ships keep growing. Today, there are typically around [1,500] commercial ships en route in the Baltic Sea at any given moment. While shipping is considered to be the most efficient, environmentally friendly and cost-effective mode of transport for cargo, there are risks involved, as well as consequences for the environment. Another activity on the rise in the Baltic Sea is the installation of offshore wind farms, and potentially also other forms of marine energy production. The laying of cables and pipelines has also been increasing in the past decades. Physical disturbance of the seabed is caused by a number of activities such as trawling, mineral extraction, dredging as well as shipping. Other examples of activities associated with environmental impacts include the extraction of fish, tourism, leisure activities, etc. and more.

Key pressures associated with these include emissions and discharges in connection to shipping, seabed disturbance or habitat loss from e.g. dredging, construction work and bottom trawling, underwater noise caused by various activities and the introduction of non-indigenous species. Related Environmental concerns related to the installation of offshore windfarms include for example impacts of underwater noise during construction, and disturbance effects from the installations during their operation.

<sup>1</sup> This is to refer only to those CPs that are States, i.e. not the EU which is not a IMO Member State but an IMO Observer, as is HELCOM. General comment: the ecosystem approach should be introduced also to this segment specific preamble

<sup>2</sup> MARITIME 20-2020: Comment not to mention underwater noise but delete this part or make it more general.

<sup>3</sup> General comment: Pressures and activities are mixed in this part. However, the segment should start by listing all activities. And then move on to pressures.

<sup>4</sup> Check latest figures and include reference

**Commented [MH1]:** The Meeting noted that the footnote incorrectly duplicated footnote 7. The footnote was corrected to reflect the general comment by MARITIME 20-2020 that the ecosystem approach should be introduced also to this segment specific preamble.

**Commented [MH2]:** The Meeting noted that this paragraph reflects the agreed ecological objectives for the sea-based activities segment. The Meeting consequently agreed that the text does not need to be amended.

**Commented [MH3]:** The Meeting revised the text based on the comment made by MARITIME 20-2020

**Commented [MH4]:** The Meeting agreed that concrete numbers should be included also for other activities than shipping, if available.

~~The Baltic Sea is one of the most intensively navigated areas of the world, and the number and size of operating ships keep growing. Today, there are typically around [1,500]<sup>5</sup> commercial ships en route in the Baltic Sea at any given moment. While shipping is considered to be the most efficient, environmentally friendly and cost-effective mode of transport for cargo, there are risks involved, as well as consequences for the environment. Another activity on the rise in the Baltic Sea is the installation of offshore wind farms, and potentially also other forms of marine energy production. Related environmental concerns include for example impacts of underwater noise during construction, and disturbance effects from the installations during their operation. The laying of cables and pipelines has also been increasing in the past decades. Physical disturbance of the seabed is caused by a number of activities such as trawling, mineral extraction, dredging as well as shipping. Other examples of activities associated with environmental impacts include the extraction of fish, tourism, leisure activities, and more.~~

#### Sea-based activities impact on and are impacted by climate change

Many sea-based activities occurring in the Baltic Sea are sources of carbon emissions that contribute to global warming. Climate change can also have an impact on all activities. Reduced ice-coverage and more extreme weather conditions may increase the risk of accidents and unintentional cargo losses. Such conditions also present additional challenges to response operations combatting spills at sea and on shore. Port operations, exploration activities, fisheries, construction work and many other activities are also likely to be affected, underlining the importance of adapting to the situation and increasing resilience to climate change in the Baltic Sea.

#### ACTION AREAS<sup>6</sup>

*[tentative, to be replaced by more specific wording when new information is available:]* Key actions areas of the segment focus, *inter alia*, on minimizing the inputs from the transportation sector regarding nutrients, hazardous substances and marine litter. Other focal areas include ensuring best practises and regulations to avoid harm to marine life from underwater noise, reducing the level of disturbance to the seabed from sea-based activities, and enforcing regulations to halt the introduction of non-indigenous species through e.g. ballast water and biofouling.

HELCOM will also continue its efforts to facilitate the development of coherent Maritime Spatial Plans applying the ecosystem based approach and ~~environmentally sustainable maritime spatial plans<sup>7</sup>~~ by the Baltic Sea riparian countries.

#### Connection to other segments

Reaching the objectives for sea-based activities contributes to achieving the goals of the segments "Eutrophication" and "Hazardous substances and litter", as well as the goal of the "Biodiversity" segment to achieve a Baltic Sea ecosystem that is healthy and resilient.

#### Connection to other treaties

Due to its international character, shipping is regulated mainly by the International Maritime Organization (IMO), which is a United Nations Specialized Agency. Baltic Sea riparian countries ~~Contracting Parties of HELCOM<sup>8</sup>~~ contribute actively in the IMO to developing new internationally applicable regulations designed

~~<sup>5</sup>Check latest figures and include reference-~~

<sup>6</sup> General comment: All the text under action areas should be in square brackets until the the new proposed actions have been agreed for inclusion in the updated BSAP.

<sup>7</sup> Comment: Check terminology throughout. Ecosystem based MSP would be preferable over sustainable MSP? HELCOM-VASAB MSP WG to consider?

<sup>8</sup> This is to refer only to those CPs that are States, i.e. not the EU which is not an IMO Member State, but an IMO Observer, as is HELCOM. Nota bene from DG BSAP SEA; The EU is not an IMO Member State. The EC is an IMO Observer, as is HELCOM. The Meeting noted a general reservation by the EU on the footnote as drafted by MARITIME 20-2020.

**Commented [MH5]:** The Meeting noted that it may be advisable to consider drafting the preamble in a way that more clearly distinguishes between the various activities under the segment, noting, however that the agreed page limit (2 pages) sets some challenges to this.

**Commented [MH6]:** The Meeting noted that within the HELCOM-VASAB MSP WG the formulation used is "coherent maritime spatial plans applying the ecosystem based approach. .

**Commented [MH7]:** The Meeting agreed that the horizontal segment should be referenced in this paragraph as well.

to protect the sensitive marine environment of the Baltic Sea. HELCOM plays an important role in facilitating this work.

*[other relevant examples to be added as well?]*

National and regional recommendations and regulations developed within HELCOM are important in complementing the international regulatory frameworks.

[Link to relevant SDG](#)

Work in the sea-based activities segment contributes to meeting a number of the United Nations Sustainable Development Goals (SDGs) under the 2030 Agenda for Sustainable Development. Implementation of the Baltic Sea Action Plan both on the national and regional levels will be of great importance in meeting these commitments and the SDGs as a whole.

### Operative section – HELCOM leads for sustainable sea-based activities<sup>9</sup>

#### Description of current state

Although there has been significant progress in many areas of sea-based activities, it is clear that further actions are needed. In addition, a number of currently unregulated pressures are to be addressed. Many pressures can be reduced, or even eliminated, by regulation and technical innovation. Another important component is to formulate and implement actions so that they can support the development of environmentally sustainable economic and social activities.

International regulations concerning emissions and discharges from ships have become more stringent over the past years. Energy efficiency of ships is improving overall and a downward trend is also evident for other types of emissions and discharges. The improvements are largely attributed to tightened regulations under the IMO MARPOL Convention and notably the designation of the Baltic Sea as a NO<sub>x</sub> emission control area.

Nevertheless, shipping still contributes to roughly 300.000 tonnes of nitrogen oxides, 10.000 tonnes of sulphur oxides, and 10.000 tonnes of particulate matter to the Baltic Sea. There are also several more areas in need of improvements, both for the protection of the marine environment and for safety at sea. Addressing underwater noise and marine litter, as well as discharges of food waste and grey water from ships are important. Other examples of areas where the Baltic Sea region has a key role are the development and promotion of green technologies, innovation to optimize the shipping sector regarding logistics and automation, and in improving the efficiency in detecting and recovering hazardous oil spills. The risk of accidents, together with new chemical products being transported in the Baltic Sea and the increasing likelihood of extreme weather conditions under climate change, demonstrate the continuous need to develop the response capacities and cooperation of HELCOM Contracting Parties. Underwater noise from various sea-based activities, the discharge of cargo residues and the use of toxic anti-fouling systems are examples of other threats to the Baltic Sea for which the current regulatory framework is relaxed at best.

#### Description of desired state

HELCOM has the ambition to work continuously for the Baltic Sea to be a forerunner in the field of environmentally sustainable maritime activities, including shipping as well as infrastructure.

Implementing the actions of the sea-based activities segment aims to reach:

[3-4 sentences, to be developed]<sup>10</sup>

- Best practices and guidance to mitigate and minimize negative effects on marine life
- -xx
- An ecosystem-based maritime spatial planning that is aligned with objectives form good environmental status<sup>11</sup>

The development of environmentally sustainable sea-based activities is one of the key factors for enabling the vision of the Baltic Sea Action Plan to reach a healthy Baltic Sea environment, and for supporting a wide range of sustainable human economic and social activities in the Baltic Sea region.

**Commented [MH8]:** The Meeting noted that this sentence needs to be carefully redrafted in the future development of the preamble. .

<sup>9</sup> General comment: the segment preamble, in particular under description of the current state, has a high focus on shipping while other activities such as offshore platforms, windfarms and fisheries need more emphasis.

<sup>10</sup> General comment: FISH Group to consider the need to include a point on ecosystem-based management of fisheries here.

<sup>11</sup> General comment: The EU Biodiversity Strategy may need to be reflected in this context as it may have impacts on MSP in marine protected areas.