



Document title	Draft revised HELCOM Recommendations 34E/2, 19/10, 10/11, 36/3, 15/1, 19/3 and 24/10
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Agenda Item	3 - Matters arising from the subsidiary bodies
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Submitted by	Executive Secretary
Reference	Outcome of HOD 53-2018, paragraph 3.23

Background

HOD 53-2017 endorsed the following draft revised HELCOM Recommendations and agreed that they are forwarded to HELCOM 39-2018 for adoption, including draft revised Recommendations 34E/2, 19/10 and 10/11 pending the clarification of a Danish study reservation by 21 December 2017:

- HELCOM Recommendation 34E/2 “Further testing and developing the concept of pro-active route planning as well as other e-navigation solutions to enhance safety of navigation and protection of the marine environment in the Baltic Sea Region”;

HELCOM Recommendation 19/10 “Application by the Baltic Sea States of guidelines for holding tanks/oily water separating or filtering equipment for ships of less than 400 tons gross tonnage”; *(With reference to the outcome of HOD 53-2017, paragraph 3.23, amendments have been received by 18.12.2017 from Denmark and Germany)*;
- HELCOM Recommendation 10/11 “International co-operation on liability for damage resulting from vessel-based pollution”;
- HELCOM Recommendation 36/3 “Marine pollution incident reporting and requests for assistance between Contracting Parties in the Baltic Sea area”;
- HELCOM Recommendation 15/1 “Protection of the coastal strip”;
- HELCOM Recommendation 19/3 on “The Manual for the Marine Monitoring in the Combine Programme of HELCOM”;
- HELCOM Recommendation 24/10 “Implementation of Integrated Marine and Coastal Management of Human Activities in the Baltic Sea Area”.

Action requested

The Meeting is invited to adopt the draft revised HELCOM Recommendations 34E/2, 19/10, 10/11, 36/3, 15/1, 19/3 and 24/10, as attached to this document (**Attachments 1-7**).

Adopted 3 October 2013 and amended **xx yy**,
having regard to Article 20, Paragraph 1 b)
of the Helsinki Convention

FURTHER TESTING AND DEVELOPMENT OF THE CONCEPT OF EXCHANGE OF VOYAGE PLANS AS WELL AS OTHER E-NAVIGATION SOLUTIONS TO ENHANCE SAFETY OF NAVIGATION AND PROTECTION OF THE MARINE ENVIRONMENT IN THE BALTIC SEA REGION

THE COMMISSION,

RECALLING the 1992 Helsinki Convention and its Article 8 and the Annex IV on Prevention of pollution from ships, including Regulation 1 on Cooperation, Regulation 8 on Improved hydrographic services and promotion of the use of Electronic Navigational Charts (ENC) and Regulation 9 on Use of Automatic Identification Systems (AIS),

RECALLING the Declaration on the safety of navigation and emergency capacity in the Baltic Sea area (HELCOM Copenhagen Ministerial Declaration) of 2001, HELCOM Baltic Sea Action Plan of 2007 (Krakow) and HELCOM Ministerial Declaration 2010 (Moscow), and HELCOM Ministerial Declaration 2013 (Copenhagen) including the commitments to undertake measures to improve mariners' abilities to assess and interpret hydrographic content in nautical charts and publications either in printed or digital form, especially in the Electronic Chart Display and Information System, and to investigate new tools to improve safety of navigation,

RECALLING the United Nations Convention on the Law of the Sea (UNCLOS), 1982, the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended; International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto and by the Protocol of 1997 (MARPOL); Convention on the International Regulations for Preventing Collisions at Sea 1972 (COLREG), as amended and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) as amended, as well as for HELCOM member states being also EU member states Directive 2002/59/EC of 27 June 2002 establishing a Community vessel traffic monitoring and information system (VTMIS),

RECALLING the International Maritime Organisation (IMO) e-Navigation strategy of 2008, the subsequent work to develop and implement a IMO Strategy Implementation Plan for e-navigation and the ongoing work carried out within the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA) e-Navigation Committee on aspects of e-navigation relating to aids to navigation,

RECALLING the relevant HELCOM Recommendations including 23/3 on Enhancing the use of pilots in route T and the Sound by notification to departing ships and establishment of an early warning system, 25/7 on safety of winter navigation in the Baltic sea area; 28E/11 Further measures to improve the safety of navigation in ice conditions in the Baltic sea, including advancing high quality training programmes in navigation in ice conditions; 28E/13 on introducing economic incentives as a complement to existing regulations to reduce emissions from ships, and 33/1 Unified interpretation in relation to access to and use of HELCOM AIS,

NOTING the recent e-navigation related projects carried out in the Baltic region within i.a. the MONALISA, MONALISA 2.0, STM Validation Project, ENSI, EfficienSea, EfficienSea 2 and the Russian e-Navigation Pilot Project in the Gulf of Finland,

RECOGNISING that the Baltic Sea test bed of Sea Traffic Management (STM) is a good start and that the second test phase should begin in 2019 and there is a need to widen the test globally and see to that various initiatives are working in the same direction,

NOTING that e-navigation, as the harmonized collection, integration, exchange, presentation and analysis of marine information, will be defined by IMO onboard and by IALA ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment,

RECOGNISING the potential of e-navigation in helping to protect the Baltic marine environment from shipborne pollution stemming from collisions and groundings by bringing improvements to navigation safety through the reduction of risk,

RECOGNISING the potential of e-navigation in helping to reduce carbon, sulphur and nitrogen emissions from ships in the Baltic Sea through more efficient vessel handling, and as a monitoring tool helping in introducing economic incentives as a complement to existing regulations to reduce emissions from ships,

RECOGNISING FURTHER the potential of exchange of voyage plans in the Baltic Sea for increased safety of navigation and improved environmental performance as well as for increased competitiveness of environmentally friendly maritime transport without violating international regulations,

WITHOUT PREJUDICE to international agreements and legislation of the Contracting Parties,

RECOMMENDS the Governments of the Baltic Sea countries to further test the concept of exchange of voyage plans, including a legal assessment for example in regard of liability and ownership of a distributed route on the basis of the general practice of the master as the liable person in respect of accepted conventions and regulations, as well as other e-navigation services such as promulgation of Maritime Safety Information (MSI), Notice to Mariners (NM), ship to ship route exchange, Route optimization, Route Cross-checking, Route and port monitoring, Ice routeing, Port call optimization, Port call synchronization, Flow optimization, Facilitated reporting, Pilot route distribution, and efficient exchange of SAR information in the Baltic Sea region,

RECOMMENDS the Governments of the Baltic Sea countries to bring forward/develop concrete solutions suitable for testing and-validating e-navigation services in the Baltic Sea region and to take necessary actions to support the technical developments, including defining the relevant performance and technical standards, and potentially define the regulatory framework,

RECOMMENDS the Governments of the Baltic Sea countries to closely cooperate with the private sector and within international organisations and associations to develop common technical protocol in order to secure an unhampered information flow between ship-ship and ship-shore,

ENCOURAGES the Governments of the Baltic Sea and other relevant parties to take part in the coming test period for Sea Traffic Management (STM) exchange of voyage plans in shore-based systems and services e.g. VTS, ice-breaking, Search and Rescue and pilotage,

ENCOURAGES the Governments of the Baltic Sea and other relevant parties to take the necessary steps so that ships with suitable equipment and sailing in the Baltic Sea may have the ability to share their voyage plans ship to shore and shorter route messages between ships, or if not possible other information on their voyage plans,

RECOMMENDS the Governments of the Baltic Sea countries to cooperate closely within IMO and IALA in order to inform and involve the organizations about the results and outputs from any projects within the Baltic Sea region that may enhance safety and security at sea and protection of the marine environment. This may include further perspective research in the field of e-navigation,

RECOMMENDS that the appropriate HELCOM Group analyses these tests and the concrete solutions developed and, if appropriate, prepare draft text for joint input by the Baltic Sea countries to IMO and IALA,

RECOMMENDS FURTHER that the Governments of the Baltic Sea and other relevant parties bring the Baltic Sea STM test and other Baltic Sea region e-navigation developments to the attention of IMO to enable further global progress.

This version includes amendments received by 18.12.2017 from Denmark and Germany to the revision of HELCOM RECOMMENDATION 19/10 (c.f. outcome HELCOM HOD 53-2017, paragraph 3.23).

Adopted 26 March 1998 and amended xx yy,
having regard to Article 13, Paragraph b)
of the Helsinki Convention

APPLICATION BY THE BALTIC SEA STATES OF GUIDELINES FOR HOLDING TANKS/OILY WATER SEPARATING OR FILTERING EQUIPMENT FOR SHIPS OF LESS THAN 400 TONS-GROSS TONNAGE ^{*)}

THE COMMISSION,

RECALLING Regulation 4 of Annex IV of the 1974 Helsinki Convention concerning the application of Annex I of the International Convention for the Prevention of Pollution from Ships (MARPOL) for ships trading in the Baltic Sea Area,

~~**RECALLING ALSO** Paragraph 3, 6 and 9 of Regulation 15 and Paragraph 9 of Regulation 34 of Annex I of MARPOL concerning methods for the prevention of oil pollution from machinery spaces of ships of less than 400 gross tonnage,~~

RECALLING ALSO Paragraph 3, 6 and 9 of Regulation 15 and Paragraph 9 of Regulation 34 of Annex I of MARPOL concerning methods for the prevention of oil pollution from machinery spaces of ships, and cargo area of an oil tanker, of less than 400 gross tonnage,

NOTING Paragraph 4 and 5.2 of Regulation 14 of Annex I of MARPOL concerning obligation of the Administration to ensure that ships of less than 400 gross tonnage for machinery spaces are equipped, as far as practicable, to retain on board oil or oily mixture or discharge them in accordance with the requirements of Paragraph 6 of Regulation 15 of Annex I of MARPOL,

RECOGNIZING the need for supplementary guidelines to the above mentioned MARPOL Regulations in order to achieve uniform provisions for the Prevention of Pollution of the Baltic Sea Area by oil from machinery spaces of ships of less than 400 gross tonnage,

RECOGNIZING ALSO the need to avoid the retention of oil or oily mixtures in machinery space bilges due to the risk of polluting the sea during bilge pumping,

REALIZING that the presence of oil or oily mixtures in machinery spaces bilges would add fuel to an engine room fire,

RECOMMENDS that the Governments of the Contracting Parties shall apply the attached Guidelines for the prevention of pollution of the sea by oil from machinery spaces of ships of less than 400 gross tonnage,

~~**RECALLS** that the Governments of the Contracting Parties were requested to implement the Guidelines as soon as possible and not later than 1 January 2002 for both new and existing ships of less than 400 gross tonnage,~~

REQUESTS ALSO the Governments of the Contracting Parties to report on the implementation of this Recommendation in accordance with the reporting format on the implementation of the Baltic Strategy for Port Reception Facilities for Ship-generated Wastes and Associated Issues.

^{*)} *Applicable to all ships referred to in Regulation 15.3.214 (7) of Annex I of MARPOL*

Guidelines for the prevention of pollution of the sea by oil from machinery spaces of ships of less than 400 gross tonnage

1. Such ships should be fitted with approved oily-water separating or oil-filtering equipment and sufficient tank capacity for oily residues, which enable the ship to comply with Paragraph 3 of Regulation 15 of Annex I of MARPOL;

or

2. Such ships should be equipped with holding tank/tanks to retain generated oily bilge water and other generated oily residues, as well as oil or oily mixtures from the cargo area of an oil tanker, on board for subsequent discharge to reception facilities, which enable the ship to comply with Paragraph 9 of Regulation 15 and Paragraph 9 of Regulation 34 of Annex I of MARPOL;

3. Tanks required by paragraphs 1. and 2. above should be equipped with pumping facilities and standard discharge connection to enable pipes/hoses of reception facilities to be connected. *) The tank/tanks should have adequate capacity taking into account the type and condition of the ship, trading pattern, time at sea, etc.;

4. For ships of less than 24 meters in length the Administration may allow other arrangements than stated in paragraphs 1.-3. above;

5. For any ship whose constructional features are such as to render the above mentioned arrangements unreasonable or impracticable the Administration may allow other equivalent protection against pollution by oily residues.

*) Ships should preferably be equipped with the quick release connection shown in figure 1. of the European Standard EN 1305, but may alternatively be equipped with a standard discharge connection referred to in Regulation 13 of Annex I of MARPOL.

Adopted 15 February 1989 and amended **xx yy**,
having regard to Article 17
of the Helsinki Convention

INTERNATIONAL COOPERATION ON LIABILITY FOR DAMAGE RESULTING FROM VESSEL-BASED POLLUTION

THE COMMISSION,

RECALLING that under Article 17 the Contracting Parties undertake, as soon as possible, jointly to develop and accept rules concerning responsibility for damage, resulting from acts or omissions in contravention of the present Convention,

NOTING the importance of the achievements made within the International Maritime Organization as regards liability regimes for vessel-based pollution,

NOTING FURTHER the current work within that Organization to bring into force the liability regime created by the Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (HNS PROT 2010),

RECOGNIZING that the cooperation between the Baltic Sea States within the International Maritime Organization in matters relating to the protection of the marine environment of the Baltic Sea Area from vessel-based pollution should be further enhanced,

RECOMMENDS the Governments of the Contracting Parties to the Helsinki Convention to:

- a) accede to/ratify and enforce existing Conventions concluded under the auspices of the International Maritime Organization, such as the Protocol of 2010 to the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (HNS PROT 2010), the Nairobi International Convention on the Removal of Wrecks, 2007 (Nairobi WRC 2007) and the 1971 Convention relating to Civil Liability in the field of Maritime Carriage of Nuclear Material;
- b) cooperate fully within the International Maritime Organization with a view to elaborating further regimes on liability for pollution damage.

HELCOM RECOMMENDATION 36/3

Adopted 4 March 2015 and amended **xx yy**,
having regard to Article 20, Paragraph 1 b)
of the Helsinki Convention

MARINE POLLUTION INCIDENT REPORTING AND REQUESTS FOR ASSISTANCE BETWEEN CONTRACTING PARTIES IN THE BALTIC SEA AREA**THE COMMISSION,**

RECALLING the 1992 Helsinki Convention ratified by the coastal countries of the Baltic Sea and the European Union, Article 13 of the concerning notification and consultation on pollution incidents and Article 14 on co-operation in combatting marine pollution,

RECALLING Annex VII of the Helsinki Convention including Regulation 1 §2, concerning pollution incidents which affect or are likely to affect interests of other Contracting Parties, Regulation 5, concerning reporting procedure and Regulation 11 on HELCOM Response Manual,

RECALLING FURTHER the HELCOM Response manual Volume I Chapter 3 on reporting procedures and the HELCOM POLREP BALTIC standard message, Chapter 4 on Requesting and providing assistance and Chapter 5, on operational co-operation, especially 5.4.2 on External (off-site) Communications,

RECALLING ALSO the International Convention on Oil Pollution Preparedness, Response and Co-operation (OPRC) 1990, and its Protocol on HNS, as well as Article 8 and Protocol I (Resolution MEPC. 21(22)) of the International Convention for the Prevention of Pollution from Ships (MARPOL),

RECALLING that according to IMO Resolution A.851(20) as amended by Resolution MEPC.138(53) the Baltic State Governments are urged to ensure that ship reporting systems and reporting requirements comply as closely as possible with the general principles specified in its Annex,

RECALLING Directive 2002/59/EC, establishing a Community vessel traffic monitoring and information system,

CONSCIOUS that efficient and effective reporting on incidents is an essential tool in taking appropriate and timely measures to combat pollution and to investigate the matter,

NOTING that while the HELCOM POLREP BALTIC messages, including requests for assistance, have been traditionally sent via telefax new electronic means of communication have developed during the last decades and that the current trend in emergency communication is towards integrated solutions where the operator can access several communication systems via one or few access points,

NOTING FURTHER that the Contracting Parties which are also EU member states such electronic means of incident reporting is enabled by the national nodes of the EU SafeSeaNet network, as well as the marine pollution CECIS,

EMPHASIZING that ensuring efficient response in the Baltic Sea region and the full implementation of marine pollution incident provisions of the Helsinki Convention calls for efficient and operational communication channels connecting all Contracting Parties on an equal basis,

RECOMMENDS that formal POLREP BALTIC messages warning (POLWARN) and informing (POLINF) on an incident, requesting and rendering assistance (POLFAC), as well as acknowledging the receipt of such messages, shall be handled by the National Contact Point as defined in the HELCOM Response Manual Volume I,

RECOMMENDS that such POLREP BALTIC messages, containing the information defined in the HELCOM Response manual Volume I Chapter 3, should be submitted using SafeSeaNet and Marine Pollution CECIS, respectively, or other available communication means to ensure communication between all Contracting Parties on an equal basis,

RECOMMENDS FURTHER that urgent official or informal contacts may be made through any available communication means. Any matter of importance for joint efforts should be confirmed as soon as possible by formal POLREP BALTIC messages,

RECOMMENDS that the relevant sections of the HELCOM Response Manual are amended by the HELCOM Response group accordingly.

HELCOM RECOMMENDATION 15/1

Adopted 8 March 1994 and amended xx yy,
having regard to Article 13, Paragraph b)
of the Helsinki Convention

PROTECTION OF THE COASTAL STRIP**THE COMMISSION,**

RECALLING Article 13 g of the Convention on the Protection of the Marine Environment of the Baltic Sea, 1974 Helsinki Convention,

NOTING Article 15 of the 1992 Helsinki Convention,

BEARING IN MIND the effort and activities of HELCOM in nature conservation, inter alia, with the establishment of the HELCOM Coastal and Marine Baltic Sea Protected Areas (HELCOM MPA) network the United Nations Convention of Biological Diversity (UN CBD) Aichi 11 target of at least 10 % spatial coverage has already been achieved,

RECALLING the UN CBD and its Programme of Work on Marine and Coastal Biodiversity, including relevant tools and guidelines developed in this context, such as the voluntary guidelines for the consideration of biodiversity in environmental impact assessments in marine and coastal areas,

RECALLING ALSO HELCOM Recommendation 24/10 on implementation of integrated marine and coastal management of human activities in the Baltic Sea Area and to promote integrated management of human activities having impacts on the marine environment, HELCOM Recommendation 28E/9 on Development of Broad-Scale Marine Spatial Planning Principles in the Baltic sea Area and HELCOM Recommendation 35/1 on System of costal and marine Baltic Sea protected areas (HELCOM MPAs),

RECALLING FURTHER legislation of the European Union in the field of environment and coastal protection, including Habitats Directive (92/43/EEC), Birds Directive (2009/147/EC), Marine Strategy Framework Directive (2008/56/EC), Recommendation on Integrated Coastal Zone Management (2002/413/EC), Floods Directive (2007/60/EC), Maritime Spatial Planning Directive (2014/89/EU) as well as INSPIRE Directive (2007/2/EC),

RECALLING ALSO the Maritime Doctrine of the Russian Federation to the year 2020 and the Green Paper on a Future Maritime Policy for the European Union (Towards a future Maritime Policy for the Union: A European vision for the oceans and seas),

BEING AWARE that natural coastal areas where land and sea meet are in a constant dynamic relation to each other and

- are systems of great biological richness, variety and productivity;
- form habitats of highly specialized and often endangered species of wild fauna and flora as well as large populations of breeding and migratory birds;
- are landscapes of great natural beauty;
- are highly important for public recreation;
- are a natural resource which is becoming more and more scarce,

BEING DEEPLY CONCERNED about the increasing pressure for commercial exploitation of the remaining natural coast and about the consequences this might have for the coastal environment and the biological diversity of the whole Baltic Sea area,

APPRECIATING the measures already taken by several Baltic Sea States in order to protect the coastal strip,

BEING CONSCIOUS that urgent measures are required to stop further degradation of the natural coasts,

RECOMMENDS to the Governments of the Contracting Parties to the Helsinki Convention:

- a) that the Contracting Parties take all appropriate measures to ensure the protection of biodiversity and nature (biology and geology) as well as recreational values of the coastal strip;
- b) that a generally protected coastal strip therefore be established outside urban areas and existing settlements, the width of which shall be determined by the nature and landscape values of the coast, extending at least 100 to 300 meters from the mean water line landwards and seawards;
- c) that in this protected coastal strip:
 - activities which would permanently change the nature and landscape such as extraction of soil and minerals, construction of buildings (except for buildings necessary for existing farming or fishing and saunas in connection with existing buildings), marinas, roads, camping grounds etc. not be allowed except when proved to be in overwhelming public interest including responsibilities of public administration with regard to coastal and flood protection and when it is proved that no less sensitive site can be found;
 - intensive forestry and intensive farming including drainage be restricted;
- d) that exceptions can be made from the provisions in points b) and c) by a land use plan approved and sanctioned by a competent authority;
- e) that a zone of at least 3 kilometres landwards from the mean water line should be established as a coastal planning zone where major building development and other major permanent changes in nature and landscape be preceded by an appropriate land use plan, and/or an environmental impact assessment,

RECOMMENDS ALSO that actions be taken by the Contracting Parties as soon as possible and be reported to the Commission every 6 years and that the HELCOM working group in charge stays in contact with the Contracting Parties for information and cooperation in this matter.

HELCOM RECOMMENDATION 19/3

Adopted 26 March 1998 and amended xx yy,
having regard to Article 19 [3]
of the Helsinki Convention

MANUAL FOR THE HELCOM JOINT COORDINATED MARINE MONITORING**THE COMMISSION,**

RECALLING the provisions of Articles 4 and 24 of the Convention on the Protection of the Marine Environment of the Baltic Sea Area, 1992, (Helsinki Convention), concerning the application of the Convention and scientific and technological cooperation,

NOTING the concern on the state of the Baltic Sea, due to discharges of pollutants from various sources, especially from land-based sources, in spite of comprehensive measures taken by the Contracting Parties to reduce the discharges,

RECALLING the previous decisions to use a joint coordinated programme in monitoring and the principles of the [HELCOM Monitoring and Assessment Strategy](#), adopted in 2013,

REFERRING to the HELCOM Copenhagen Ministerial Declaration agreements to start implementing the revised HELCOM Monitoring and Assessment Strategy immediately, and emphasizing the importance of active and regionally harmonized data collection, including making data and information available in the regional data pool,

BEING MINDFUL of the need of reliable physical, chemical and biological data, necessary for assessments as needed of the state of the marine environment of the Baltic Sea,

RECALLING ALSO the need for a coordinated implementation of the Baltic Sea Action Plan and, for those Contracting Parties who are also EU member states, the Water Framework and Marine Strategy Framework Directives (including the monitoring and indicator based assessment systems) to achieve good status of the Baltic Sea,

RECOMMENDS to the Governments of the Contracting Parties to the Helsinki Convention that:

- a) the monitoring of the state of the marine environment¹ of the Baltic Sea should be performed in accordance with the HELCOM [Monitoring and Assessment Strategy](#) and the HELCOM [Monitoring Manual](#);
- b) the annual coordinated monitoring data, as committed by the Contracting Parties in the [HELCOM Data and Information Strategy](#), should be reported or made available to the Commission on deadlines given in the HELCOM Monitoring Manual ([Introduction](#), chapter „Data and reporting“).

¹ The whole waterbody of the Baltic Sea as covered by the Helsinki Convention

HELCOM RECOMMENDATION 24/10

Adopted 25 June 2003 and amended **xx yy**,
having regard to Article 20, Paragraph 1 b)
of the 1992 Helsinki Convention

IMPLEMENTATION OF INTEGRATED MARINE AND COASTAL MANAGEMENT OF HUMAN ACTIVITIES IN THE BALTIC SEA AREA**THE COMMISSION**

RECALLING Article 3 of the Convention on the Protection of the Marine Environment of the Baltic Sea Area, 1992 (Helsinki Convention), in which the Contracting Parties declare to apply the precautionary principle, and Article 15 in which the Contracting Parties agree to individually and jointly take all appropriate measures, with respect to the Baltic Sea Area and its coastal ecosystems influenced by the Baltic Sea, to conserve natural habitats and biological diversity and to protect ecological processes,

RECALLING FURTHER other HELCOM Recommendations of relevance to Integrated Marine and Coastal Management of human activities or related issues as listed in **Attachment 1**,

BEARING IN MIND that:

- a) the marine and coastal areas¹ are of great environmental, economic, social, cultural and recreational importance for the Baltic Sea area and its inhabitants;
- b) the Baltic Sea marine and coastal areas as defined in the Helsinki Convention Article 1 possess a unique biodiversity and resources the use and protection of which require special planning and approaches of management² of human activities;
- c) the improper use of the marine and coastal areas may result in irreversible changes or damages that can only slowly recover, thus affecting the lives of future generations and their relations to the Baltic Sea and its coastal areas,

BEING DEEPLY CONCERNED about the increasing pressure on the marine and coastal environment arising from plans and projects in the Baltic Sea region,

¹ *Coastal area(s)* (same as *coastal zone*) is defined as a zone following the Baltic Sea coastline, extending 3 km landwards (as this zone is described in HELCOM Recommendation 15/1) from the mainland coast to the adjacent marine offshore areas. The *offshore areas* extend from the outer border of the coastal areas as far offshore as it in each case is relevant for the sustainability of marine and coastal biodiversity and geodiversity (diversity of the geomorphology and geology), in particular if these areas are used or intended to be used in a way that conflict or may conflict with the aims of Article 3 of the Helsinki Convention. These zones thus cover Baltic Sea waters, the underlying seabed and coastal terrestrial areas including the biota as well as abiotic resources.

² *Management* is defined as an acknowledged, thoughtful and planned way to manage human activities with regard to the use of land, seabed, water and living resources considering the effects of these activities on adjacent and other ecosystems.

BEING AWARE that the integrated³ marine and coastal management of human activities⁴ can be a useful tool to ensure environmentally acceptable results and sustainable use of marine and coastal land and water resources,

RECOGNIZING that the lack of free access to spatial information on cover, use and biodiversity currently reduces the possibilities of Integrated Marine and Coastal Management to be fully applied in the process of sustainable use of marine and coastal resources of the seabed, land and water areas,

NOTING

a) that this recommendation acknowledges all the previous HELCOM recommendations of relevance for Integrated Marine and Coastal Management of human activities or related issues (**Attachment 1**) and the status of previous recommendations is not affected by this recommendation;

b) that the nine riparian countries of the Baltic Sea have a national legislation and policies regarding Integrated Marine and Coastal Management of human activities which are different from each other. It is also recognized that national agencies, private parties and NGOs have roles, interests, concerns and obligations regarding the marine and coastal areas that differ from one another as well as between countries,

BEING CONVINCED that the marine and coastal management must be carried out in a way that safeguards the marine and terrestrial biodiversity of the marine and coastal areas, uses resources in an environmentally sustainable way and considering social, economic and cultural aspects of the inhabitants, users or visitors of the marine and coastal areas, in particular the traditional activities and customs,

APPRECIATING that the European Union has adopted its recommendation concerning the implementation of Integrated Coastal Zone Management (ICZM) in Europe⁵,

WELCOMING furthermore the activities currently carried out in the Baltic Sea region through cooperation between HELCOM and VASAB⁶,

ENCOURAGES the Contracting Parties, in accordance with the EU ICZM recommendation, EU Marine Strategy Framework Directive (MSFD)⁷, EU Maritime Spatial Planning Directive⁸ and EU Floods Directive⁹, to develop a national strategy or, where appropriate, several strategies, to implement the principles for integrated management of human activities of the coastal areas and extend these principles to include *marine offshore areas* and also follow the *ecosystem approach* to the management of human activities as defined by HELCOM and OSPAR,

RECOMMENDS to the Contracting Parties to the Helsinki Convention:

a) to identify laws and regulations of relevance for the use and protection of marine areas and, the authorities responsible for their implementation (governmental, sub-national or municipal sector officials);

b) to identify stakeholders with interests concerning the marine areas;

³ *Integrated* is defined as a joint effort of several parties and/or the incorporation of different data sources as well as plans and information about several aspects of uses and protection of resources.

⁴ Integrated Marine and Coastal Management of human activities should be applied to the coastal and offshore areas defined in a footnote 1.

⁵ Recommendation of the European Parliament and of the Council concerning the implementation of Integrated Coastal Zone Management in Europe, 2002/413/EC

⁶ VASAB = Visions and Strategies around the Baltic 2010.

⁷ Directive 2008/56/EC of the European Parliament and of the Council of 17 June 2008 establishing a framework for community action in the field of marine environmental policy

⁸ Directive 2014/89/EU of the European Parliament and of the Council of 23 July 2014 establishing a framework for maritime spatial planning.

⁹ Directive 2007/60/EC of the European Parliament and of the Council of 23 October 2007 on the assessment and management of flood risks.

- c) to apply the principles laid down in the EU Directive on environmental assessment of plans and programmes¹⁰ and the EU Directive on environmental impact assessment¹¹, relevant for introducing human activities in marine and coastal areas;
- d) to identify interacting and/or conflicting interests, obligations and activities of private and public stakeholders. This can for example be carried out following the DPSIR¹² concept;
- e) to organize and implement an offshore management process that brings together the groups defined in “b” and “d”;
- f) to develop criteria, standards and guidelines that are needed for integrated management of human activities by sector authorities, as well as development of practical and applicable ways to share responsibility for plan management, implementation and enforcement;
- g) to identify the major planning and management issues for human activities in offshore areas;
- h) to identify data gaps and gaps in knowledge that may impede planning and management of human activities in offshore areas, e.g. lack of spatial data on marine and coastal biodiversity (distribution of habitats and species) and natural resources, use of land and water areas, demography, traffic, oil transport, etc., as well as problems connected with access to data;
- i) to set up and carry out a scheme to fill in the identified data and knowledge gaps, e.g. by inventories and mapping of biodiversity (e.g. habitats and species) and resources, analysis of existing data or sharing experiences between authorities and stakeholders;
- to improve assessments of the status of biodiversity and of impacts of human activities on the marine and coastal environment;*
- j) to develop and implement an overall management plan for human activities for marine areas addressing the tasks in a to i.

The implementation of this Recommendation should be evaluated at regular intervals, at least every three years.

Further considerations and suggested actions related to HELCOM activities are given in **Attachment 2**.

¹⁰ Directive 2001/42/EC of the European Parliament and of the Council on the assessment of the effects of certain plans and programmes on the environment.

¹¹ Directive 2014/52/EU of the European Parliament and of the Council amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment

¹² DPSIR = **d**riving forces (changes in the environment, e.g. industry and agriculture), **p**ressures on the environment (e.g. emissions and discharges), **s**tate (the quality of the environment), **i**mpacts (e.g. biodiversity loss and impacts on the economy) and **r**esponses (actions).

**HELCOM Recommendation 24/10
Attachment 1**

Previous HELCOM Recommendations of particular* concern for Integrated Marine and Coastal Management

Recommendations:

9/1 (Recommendation Concerning Protection of Seals in the Baltic Sea Area)

15/1 (Protection of the Coastal Strip)

15/5 (System of coastal and marine Baltic Sea Protected Areas)

16/3 (Preservation of natural coastal dynamics)

17/2 (Protection of Harbour Porpoise in the Baltic Sea Area)

17/3 (Information and consultation with regard to construction of new installations affecting the Baltic Sea)

19/1 (Marine sediment extraction in the Baltic Sea Area)

19/17 (Measures in order to combat pollution from offshore units)

21/3 (Sustainable and environmentally friendly tourism in the coastal zones of the Baltic Sea),

21/4 (Protection of heavily endangered or immediately threatened marine and coastal biotopes in the Baltic Sea)

* most of the existing HELCOM Recommendations are somehow related to Integrated Marine and Coastal Management, but those Recommendations listed here are of particular interest

**HELCOM Recommendation 24/10
Attachment 2****Further considerations and suggested actions related to HELCOM activities**

- a) The HELCOM Baltic Sea Protected Areas (BSPA) should be of particular concern as well as areas where the local biodiversity is severely threatened or where the use of resources or the number of inhabitants or visitors is particularly high.
- b) The possibilities for cooperation between neighbouring HELCOM Contracting Parties, VASAB and Baltic 21¹³ regarding Integrated Coastal and Marine Management of human activities should be assessed and encouraged. Cooperation between neighbouring countries, VASAB and Baltic 21 is particularly important in the vicinity of border areas or when national actions or actions taken by neighbouring countries may affect the living processes in the coastal areas.
- c) A national meta-data base should preferably be formed in an early stage of implementation in order to facilitate the use of spatial data required, e.g. data on biodiversity, geodiversity, demography, infrastructure, and the development of land and water areas. The national database can be a part of the existing information structure, e.g. it may consist of a set of links to sub-national databases. The possibility to link up the national ICZM and offshore area management databases to an impending international HELCOM meta-data base should be anticipated.
- d) Identification of the existing successful ways to carry out Integrated Marine and Coastal Areas Management of human activities in the Baltic Sea. In particular, bottom-up initiatives, where local or sub-national policies, programmes, projects or other initiatives that address both the coastal, marine and terrestrial areas and that have worked out successfully should be addressed. The experiences from these “success stories” should be taken into consideration by HELCOM who, together with the HELCOM Contracting Parties, should find ways to encourage such initiatives e.g. through funding of projects. In a similar way should the knowledge about well working instruments (technical solutions, methods) and potential new ways to apply the Integrated Marine and Coastal Management of human activities be made available to the public through workshops arranged by HELCOM.
- e) Identification of threats towards the marine and coastal areas that are of particular interest in the Baltic Sea region and that should be acknowledged simultaneously by several pertinent HELCOM groups.

Link, where appropriate, the implementation of Integrated Marine and Coastal Management of human activities with water resources management and land use planning in the catchment area of the Baltic Sea.

¹³ Baltic 21 = Baltic Agenda 21 (see also Convention on Biological Diversity 1992).