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Background

This document contains the Outcome of the Intersessional on-line Meeting of the HELCOM Maritime Working Group (MARITIME 19A-2020), which was held on 14-15 April 2020 in order to further the work on existing actions and review proposals on new actions for the Baltic Sea Action Plan (BSAP). The Meeting was attended by Delegations from all the Contracting Parties to the Helsinki Convention except for Poland. The Meeting was also attended by Observers from Coalition Clean Baltic (CCB), Cruise Lines International Association (CLIA), the European Community Shipowners' Associations (ECSA), Race For The Baltic and the United Nations Environment Programme (UNEP).

This document also contains an addendum to the Outcome of MARITIME 19A-2020 (document 6-1 Add.1) with the outcome of the follow up online meeting held on 28 April 2020 held in order to finalize the technical review of proposals for new BSAP actions initiated by MARITIME 19A-2020.

The outcome of the rephrasing of existing HELCOM actions can be found in Annex 2 of the Outcome while the results of the technical review of proposals for new BSAP actions can be found in Annex 2 of the addendum to the Outcome.

The complete Outcome and addendum, including all Annexes can be found [here](#).

Action requested

The Meeting is invited to take note of the outcome of MARITIME 19A-2020 and consider it as appropriate. Specifically, the Meeting is invited to:

- take note of the discussion regarding the tentative illustration of structure of the updated BSAP in document 3-5 (page 7), where it was noted that the base level represents a mixture land-based pressures (eutrophication, hazardous substances and litter) and activities (sea-based activities), as well as the agreement by the Meeting that some adjustment may be needed to this illustration in order to present it in a more balanced way (paragraph 3.5 of the Outcome);
- note that the Meeting recognized the importance of cooperation between HELCOM Working Groups as a number of objectives and measures fall under the responsibility of more than one Working Group (paragraph 3.6 of the Outcome);
- take note of the work on rephrasing of existing BSAP actions (paragraphs 3.11-3.13 and Annex 2 of the Outcome, paragraphs 1.1-1.4 of the addendum to the Outcome);
- take note of the results of the technical review of synopses for proposed new BSAP actions (paragraphs 3.14-3.27 of the Outcome and paragraphs 1.5-1.12 and Annex 2 of the addendum to the Outcome);
- note that the Meeting agreed to undertake the technical review on one new BSAP actions proposed at the 2020 HELCOM Stakeholder Conference, as further specified in paragraph 3.28 of the Outcome;
- consider the view of the Meeting that one of the key messages from the Sea-based parallel session of the Stakeholder Conference on the importance of a holistic perspective for all HELCOM BSAP measures

by a social-ecological system point of view, which is both cross-sectoral and incorporates multi-level governance, may be appropriate in the introductory part of the updated BSAP (paragraph 3.30 of the Outcome);

- note that the Meeting agreed that a draft synopsis on the development of a roadmap to possibly reduce the discharge of hazardous substances from scrubber wastewater should be developed by interested parties and subsequently circulated to Contacts and Observers of the Working Group for agreement, before submission to relevant meetings and workshops as part of the continued BSAP update process (paragraph 1.12 of the addendum to the Outcome);
- approve that MARITIME 20-2020 will be held for 4 days in the week starting 19 October 2020, in Norrköping, Sweden (paragraph 5.1 of the Outcome).



OUTCOME OF THE INTERSESSIONAL MEETING OF THE MARITIME WORKING GROUP (MARITIME 19A-2020)

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OUTCOME OF THE INTERSESSIONAL MEETING OF THE MARITIME WORKING GROUP (MARITIME 19A-2020)

Introduction

0.1 The Intersessional on-line Meeting of the HELCOM Maritime Working Group (MARITIME 19A-2020) was held on 14-15 April 2020 in accordance with the decision of HELCOM MARITIME 19-2019 (postponed from the originally agreed dates 16-17 March 2020).

0.2 The Meeting was attended by Delegations from all the Contracting Parties to the Helsinki Convention except for Poland. The Meeting was also attended by Observers from Coalition Clean Baltic (CCB), Cruise Lines International Association (CLIA), the European Community Shipowners' Associations (ECSA), Race For The Baltic and the United Nations Environment Programme (UNEP). The List of Participants is contained in **Annex 1**.

0.3 The Meeting was chaired by the Chair of HELCOM Maritime, Ms. Susanne Heitmüller, Germany. Mr. Jorma Kämäräinen, Finland, and Ms. Natalia Kutaeva, Russia, the Vice-Chairs of HELCOM Maritime, acted as Vice-Chairs of the Meeting.

0.4 Mr. Markus Helavuori, HELCOM Professional Secretary and Ms. Marta Ruiz, Associate Professional Secretary acted as secretaries of the Meeting.

Agenda Item 1 Adoption of the Agenda

Documents: 1-1, 1-2 and 1-2 Rev. 1

1.1 The Meeting adopted the Agenda as contained in document 1-1 and noted the annotated Agenda in document 1-2 and 1-2 Rev. 1.

Agenda Item 2 Matters arising from HELCOM meetings

Documents: 2-1 and 2-2

2.1 The Meeting took note of the outcomes of HOD 57-2019 (10-11 December 2019) and HELCOM 41-2020 (4-5 March 2020) (document 2-1).

2.2 The Meeting took note of the Notes from the 1st online meeting of the HELCOM Science Agenda Task Group, held on 17 December 2019 ([Science Agenda TG 1-2019](#)) and the 2nd meeting of the HELCOM Science Agenda Task Group, held on 29-30 January 2020 in Helsinki, Finland ([Science Agenda TG 2-2020](#)).

2.3 The Meeting took note of the proposal for further development of the HELCOM Science Agenda, as proposed by the Science Agenda Task Group (document 2-2) and recently agreed by HELCOM 41-2020 ([Outcome of HELCOM 41-2020](#), para. 4.4).

Agenda Item 3 Update of the Baltic Sea Action Plan

Documents: 3-1, 3-1 Rev. 1, 3-2, 3-2 Add. 1, 3-2 Add. 2, 3-3, 3-3 Add. 1, 3-4, 3-5, 3-6, 3-7, 3-8, 3-8 Rev. 1, 3-8 Rev. 2 and 3-9

3.1 The Meeting recalled that MARITIME 19-2019 had agreed to set up a Correspondence Group on the update of the Baltic Sea Action Plan (BSAP) under the Maritime Working Group with the Terms of Reference set out in Annex 4 to the [Outcome of MARITIME 19-2019](#).

3.2 The Meeting further recalled that MARITIME 19-2019 had agreed to convene this intersessional Meeting of the Maritime Working Group to further the work on existing actions and review proposals on new actions for the BSAP.

3.3 The Meeting noted that HOD 57-2019 agreed on the proposals from HELCOM Working Groups on actions to be considered as accomplished or that are proposed to be omitted from future implementation and follow-up, as contained in section 2 of HOD 57-2019 document 3-1.

3.4 The Meeting took note of the considerations and agreements so far on the objectives, outline, content and style of the updated BSAP (document 3-5). The Meeting noted that HELCOM 41-2020 had agreed on the objectives, noting also that there may be need for adjustments to individual objectives or proposals on additional objectives as found relevant in the further BSAP update process.

3.5 The Meeting discussed the tentative illustration of structure of the updated BSAP in document 3-5 (page 7), where it was noted that the base level represents a mixture land-based pressures (eutrophication, hazardous substances and litter) and activities (sea-based activities). The Meeting agreed that some adjustment may be needed to this illustration in order to present it in a more balanced way.

3.6 The Meeting recognized the importance of cooperation between HELCOM Working Groups, noting that a number of objectives and measures fall under the responsibility of more than one Working Group. In this context the meeting noted a clarification by the Secretariat that cooperation between HELCOM Working Groups is indeed of a great importance, and that actions to increase this cooperation have been taken, such as organizing the First Joint Meeting of Chairpersons of HELCOM main groups on 2 March 2020 at the premises of the HELCOM Secretariat in Helsinki, Finland.

Existing BSAP actions

3.7 The Meeting took note of the overview of already implemented activities of the BSAP update and the timing of upcoming activities and decisions in 2020, including the work plan for the Maritime Group (document 3-6). In this context, the Meeting also took note of the ongoing work, as part of the strategic plan for the update of the BSAP, to update and improve the database and associated visualisation of status of implementation of HELCOM actions through the HELCOM Explorer. The Meeting noted that HOD 57-2019 had agreed on the further development of the functionality and interactive design which will be implemented by the Secretariat during spring 2020.

3.8 The Meeting took note of the changes in the dates of the upcoming BSAP UP workshops which have been postponed from May 2020 to autumn 2020. Thus, the workshop that will address proposed new actions for the updated BSAP related to maritime activities, underwater noise, non-indigenous species and response actions will be held 2-4 September 2020 in Helsinki, Finland. The Meeting recognized the importance of national representatives of the Maritime Working Group attend this workshop for founding the validity of the outcome.

3.9 The Meeting took note of the general progress of the SOM analysis and the current situation of data collection on topics relevant to the Maritime Working Group, as well as how the results will be used in the further BSAP update process (document 3-7).

3.10 The Meeting took note of a clarification that the validation of the non-indigenous species survey results as part of the SOM analysis will be conducted intersessionally by contacts and observers of the Maritime Working group and that a request in this regard will be circulated by the Secretariat in April/May 2020.

3.11 The Meeting took note of the report of the Correspondence Group on the update of the Baltic Sea Action Plan under the Maritime Working Group (document 3-1 and 3-1 Rev. 1). The Meeting agreed in general with the outcome of the Correspondence Group and expressed appreciation to the coordinator of the Correspondence Group as well as the active and constructive input by its participants.

3.12 The Meeting discussed the rephrasing of existing BSAP actions and follow-up of the HELCOM Ministerial Declarations based on Annex 1 of the report of the Correspondence Group. The Meeting considered the possibility to include target years, as appropriate, for those actions that did not have them.

3.13 Following discussion, the Meeting finalized the proposals for all existing actions and agreed on them as contained in **Annex 2**.

Proposed new BSAP actions

- 3.14 The Meeting noted that SOM 2-2019 had agreed that the synopses on proposed new actions for the updated BSAP will, as a first step, be reviewed by the relevant HELCOM Working Groups at their spring meetings in 2020 or intersessionally as needed. SOM 2-2019 had further agreed that the Secretariat and the Chair of the SOM Platform will elaborate on the guidance for the technical review by the Working Groups in spring 2020 and share it with the SOM Platform representatives ([Notes of SOM 2-2019](#), para 4.15).
- 3.15 The Meeting took note of the guidance for the technical review by the Working Groups as provided by the SOM Platform (documents 3-3) as well as additional information aiming at contributing to the online review by the Secretariat (document 3-8, 3-8 Rev.1 and 3-8 Rev.2).
- 3.16 The Meeting noted that the technical review of the synopses should not include political or financial considerations at this stage, and that no proposed actions will be excluded based on the comments made by the Correspondence Group or the present Meeting.
- 3.17 The Meeting took note of the seventeen submitted synopses for proposed new BSAP actions related to the Maritime Group, as contained in documents 3-2, 3-2 Add.1 and 3-2 Add.2.
- 3.18 The Meeting noted that it is still possible for Working Groups to make proposals for new BSAP actions, e.g. if gaps are identified in the proposals submitted to date. Decisions on which proposed actions will be included in the updated BSAP will be made by HOD 59-2020 in December 2020 based on the further elaboration on the proposed actions to be done by MARITIME 20-2020.
- 3.19 The Meeting undertook a technical review of the proposals taking into account the guidance in document 3-3 and utilising the Excel table as contained in document 3-8 Rev.2, as updated by the Secretariat based on the submissions received from Contracting Parties before the Meeting.
- 3.20 The Meeting noted that Question 3 (Substantiation of proposal) refers to the proposal and not the proposed action itself, while Question 4 (Technical feasibility) refers to the proposed action and whether it is technically feasible or if development of e.g. new technical equipment would be needed in order to implement the action.
- 3.21 While undertaking the technical review, the Meeting agreed that proposed actions numbered 2, 4 and 5 in the Excel table in document 3-8 Rev.2 should all be split into two separate actions respectively, with the first part focusing on research and the second part focusing on possible measures that could be taken based on the findings of the research.
- 3.22 The Meeting also agreed that the three actions related to underwater noise, numbered 7, 9 and 10 as originally submitted by Finland (7) and CCB (9 and 10), should be combined into one synopsis with three actions.
- 3.23 In addition to agreeing on answers to the questions described in document 3-3, the Meeting also agreed on proposed revisions of the title of some actions, and provided comments related to specific actions in the Excel table.
- 3.24 The Meeting was not able to finalize the technical review of all actions in time and consequently agreed to continue the work in an additional one-day online meeting to be organized as soon as possible. The Meeting invited the Secretariat to circulate a poll in order to establish the most suitable date for that follow up meeting.
- 3.25 The status of review of the synopsis of actions as agreed so far by the Meeting is contained in **Annex 3**.
- 3.26 The Meeting invited interested parties to prepare for the follow up online meeting by inter alia submitting proposals for splitting actions into two, or proposals for combining actions addressing similar measures or having overlap.
- 3.27 The Meeting further invited Finland and CCB to submit a proposal for rephrasing of the combined proposals on underwater noise, to enable the technical review to be undertaken for that new proposal.

3.28 The Meeting noted that the 2020 HELCOM Stakeholder Conference focusing on the update of the Baltic Sea Action Plan (BSAP) was held on 3 March 2020 in Helsinki, Finland. The Meeting considered the proposed new BSAP actions of relevance to HELCOM Maritime, based on the outcome of the Stakeholder Conference (document 3-4) and concluded as follows:

- *Shipping operational measure for slow speed steaming to reduce GHG* (proposed at the Stakeholder Conference by the CSHIPP Project): The Meeting agreed that the matter is already being considered in IMO and there is no need to include in the BSAP. The EU informed that the sub-group on ship energy efficiency in the framework of the European Sustainable Shipping Forum (ESSF) is also discussing this subject.
- *Implementation of IMO's Biofouling Guidelines (and HELCOM participation in the IMO GloFouling project)* (by Albert Willemsen (ICOMIA) - GloFouling Project): The Meeting agreed that the matter is covered by other officially submitted proposals.
- *Limit the discharge of cargo residues in the HELCOM PSSA area (include oil, fertilizers, any pollutants)* (by the Swedish Agency for Marine and Water Management): The Meeting agreed that this proposal is covered by other officially proposed actions, but that further consideration could be done when discussing proposals 12 and 13 of the Excel table set out in document 3-8 Rev.2. However, several participants stated that substances such as paraffins would not need to be discussed as regulations are already adopted within the IMO. With regard to discharges of oil lubricants from propeller shafts, the Meeting agreed that further consideration may be warranted, and that further information would be needed on e.g. the scope of the proposal as a whole as well as the definition of cargo residues (all substances or only harmful ones, cargo hold washings etc.). The Meeting consequently invited the Swedish Agency for Marine and Water Management to provide a more substantiated proposal using the synopsis template, taking into consideration the above comments, for consideration by the follow up online meeting.
- *Prohibit release of scrubber wastewater of open and half open systems to the Baltic Sea* (by CCB/WWF): The Meeting agreed that the matter is already sufficiently considered by the IMO.

3.29 The Meeting discussed the proposal made at the Stakeholder Conference for a new management objective in the updated BSAP to include zero tolerance for discharges of any pollutants from ports to the current objective zero discharges from offshore platforms. The Meeting agreed that the matter of discharges from ports concerns land-based pollution and does therefore not fall directly under the mandate of the Maritime Working Group. The Meeting did not support the proposal but invited the Pressure Working Group to also consider the proposal.

3.30 The Meeting noted that one of the key messages from the Sea-based parallel session of the Stakeholder Conference was the importance of a holistic perspective for all HELCOM BSAP measures by a social-ecological system point of view, which is both cross-sectoral and incorporates multi-level governance. The Meeting further noted that such a message may be appropriate in the introductory part of the updated BSAP.

3.31 The Meeting considered the recommendations provided in the Shadow Plan by CCB and WWF to the BSAP of relevance for HELCOM MARITIME aiming at their use in developing content for the updated BSAP (document 3-9). The Meeting agreed that the Shadow Plan can be helpful when considering gaps in the submitted synopses for proposed new actions.

Agenda Item 4 Any other business

Documents: none

4.1 No other business was discussed by the Meeting.

Agenda Item 5 Future work and meetings

Documents: none

5.1 The Meeting recalled that Sweden had at MARITIME 19-2019 confirmed willingness to host the next regular Meeting of the Group. The Meeting agreed that the next Meeting should be held in Norrköping, Sweden, for four days during the week 19-23 October 2020 with the exact dates to be confirmed at a later stage. The Meeting further agreed that the first day of the Meeting may partially be used for a meeting of the HELCOM PRF Cooperation Platform (CP PRF), if deemed useful by the Secretariat in consultation with the Chair.

5.2 The Meeting welcomed the tentative agreement by Denmark to host MARITIME 21-2021 and invited Denmark to confirm the arrangements at MARITIME 20-2020.

Agenda Item 6 Outcome of the Meeting

6.1 Meeting participants were provided with the draft Outcome of the Meeting by close of business 16 April 2020. Meeting participants were invited to provide comments to the draft Outcome by 20 April noon. The Secretariat circulated an updated Outcome by close of business 20 April 2020 for tacit approval by close of business 21 April 2020.

6.2 The final adopted Outcome of the Meeting was made available in the HELCOM Meeting Portal.

Annex 2 Rephrasing of existing actions

Table 1 Joint actions related to Maritime

N	Action	Outcome of MARITIME 19-2019	Outcome of the Correspondence Group	Outcome of MARITIME 19A-2020
1	Update the Action Plan for the protection of the environment from offshore platforms, to put into practice the “zero-discharge” principle in respect of all chemicals and substances used and produced during the operation of offshore platforms (by 2013)	The Meeting <u>agreed</u> that this action should be retained, with a new target completion date to be specified.	<p>The CG proposed the replacement of existing formulation with the following text:</p> <p><i>Update the Action Plan for the protection of the environment from offshore platforms, to put into practice the “zero-discharge” principle in respect of all chemicals and substances used and produced during the operation of offshore platforms. This action shall be completed five years after the adoption of updated BSAP.</i></p>	<p>The Meeting <u>agreed</u> with the formulation by the CG as follows:</p> <p><i>Update the Action Plan for the protection of the environment from offshore platforms, to put into practice the “zero-discharge” principle in respect of all chemicals and substances used and produced during the operation of offshore platforms. This action shall be completed by 2026.</i></p>
2	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	<p>The Meeting <u>noted</u> the proposal in document 10-3 and 10-4 to include also Category III areas, further to be considered by MARITIME 2020-20 and keep this action in the updated BSAP.</p> <p>The Meeting <u>noted</u> that re-surveys for all category I and II will not be complete in all countries by 2020 as scheduled. The Meeting <u>agreed</u> that the original action should be retained until it is evaluated as fully implemented, but that some revision may be needed. The Meeting <u>agreed</u> that the Correspondence Group should consider the matter further. The Meeting further <u>agreed</u> that a new action for Category III should be included in the updated BSAP. A</p>	<p>The CG proposes to retain the original action until it is fully implemented. In addition CG concurs with the decision of the HM 19 to add into the revised BSAP a new action for CAT III navigation areas. Furthermore the CG suggests to rephrase and harmonize the language for this two action points:</p> <p><u>Action 1.</u> <i>Take actions to ensure the completion of the re-surveys for CAT I and II areas used by navigation by 2030 at the latest.</i></p> <p><u>Action 2:</u> <i>Take actions to ensure the completion of the re-surveys for CAT III near shore and other areas used typically for safe boating, environmental and GIS data purposes and oil recovery contingency by the</i></p>	<p>The Meeting <u>agreed</u> with the formulation by the CG as follows:</p> <p><u>Action 1.</u> <i>Take actions to ensure the completion of the re-surveys for CAT I and II areas used by navigation by 2030 at the latest.</i></p> <p><u>Action 2:</u> <i>Take actions to ensure the completion of the re-surveys for CAT III near shore and other areas used typically for safe boating, environmental and GIS data purposes and oil recovery contingency by the time specified in the revised Re-Survey Scheme</i></p>

	<p>drafting group was established by the Meeting to draft such an action, after consideration of documents 10-3 and 10-4 by Finland.</p> <p>The Meeting consequently <u>agreed</u> to propose the following rephrased action for uptake to the updated BSAP:</p> <p><i>Take actions to ensure the completion of the revised Re-survey scheme for areas used by navigation (CAT III)</i></p>	<p><i>time specified in the revised Re-Survey Scheme</i></p>	<p>The Meeting <u>noted</u> that the target year for action 2 is based on what will be specified in the revised BSHC HELCOM Re-Survey Scheme and therefore <u>agreed</u> that the text should be finalized in this regard before adoption of the updated BSAP.</p>
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Table 2 National actions related to Maritime

No	Action	Outcome of MARITIME 19-2019	Outcome of the Correspondence Group	Outcome of MARITIME 19A-2020
3	Implementation of the HELCOM Ballast Water Road Map - conducting of baseline surveys of prevailing environmental conditions in major ports	<p>The Meeting <u>supported</u> the proposed redraft of this action, but <u>noted</u> that not all countries have reported that they have conducted baseline surveys. The Meeting <u>invited</u> Estonia, Denmark, Latvia and Russia to clarify if they have carried out such surveys. The Meeting further <u>agreed</u> that the matter should be considered by the drafting group established for the joint action related to the Ballast Water Roadmap.</p> <p>The Meeting <u>agreed</u> with the proposal of the drafting group as follows: <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 Risk Assessment Tool up to date with data from conducted port surveys.</i></p>	<p>The CG agreed to retain the text proposed by the DG during HM 19:</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 Risk Assessment Tool up to date with data from conducted port surveys.</i></p>	<p>The Meeting <u>agreed</u> with the formulation by the CG as follows:</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 Risk Assessment Tool up to date with data from conducted port surveys.</i></p> <p>The Meeting <u>noted</u> that this is an ongoing action and consequently no target year is needed.</p>
4	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)	<p>The Meeting <u>agreed</u> that most of the elements in the Roadmap have been completed and that the global IMO GISIS Database on Sediment Reception Facilities should be used instead of creating a Baltic Sea specific one. The Meeting further <u>agreed</u> that the linking of port surveys and monitoring to shore-ship communication systems is not relevant, but that linking the Early Warning System to shore-ship communication may be.</p> <p>The Meeting <u>agreed</u> to rephrase the action to focus on the Early Warning System. A drafting group was established for this purpose. The Meeting consequently <u>agreed</u> to propose the following rephrased action for uptake to the updated BSAP:</p>	<p>The CG suggests to move this action point from old p.3 and place it under “national actions”. The group also agreed to retain the text proposed by the DG during HM 19:</p> <p><i>The development and implementation of the early warning system in case of the introduction of invasive species in ports.</i></p>	<p>The Meeting <u>agreed</u> that this action is regional rather than national.</p> <p>The Meeting also <u>noted</u> that the joint HELCOM/OSPAR TG Ballast is considering this matter, ensuring therefore coherence with early warning systems to be used in the North Sea.</p> <p>The Meeting <u>agreed</u> that a target year for the development of the early warning system should be included, and consequently redrafted the action as follows:</p>

		<i>The development and implementation of the early warning system in case of the introduction of invasive species in ports.</i>		<i>Establishment [by 2024] and subsequent implementation of the early warning system in case of the introduction of invasive species in ports.</i>
5	Investigate feasible and effective economic incentives for reducing emissions from ships (HELCOM Recommendation 28E/13)	<p>Following consideration, the Meeting <u>agreed</u> with the following redraft proposed for inclusion in the updated BSAP:</p> <p><i>Develop and facilitate implementation of feasible and effective economic incentives to reduce pollution from ships, taking into account HELCOM Recommendation 28E/13 as amended 19 June 2019.</i></p>	<p>No further proposals from the CG since the meeting agreed on the final text:</p> <p><i>Develop and facilitate implementation of feasible and effective economic incentives to reduce pollution from ships, taking into account HELCOM Recommendation 28E/13 as amended 19 June 2019.</i></p>	<p>The Meeting <u>noted</u> that this action is an ongoing activity and <u>agreed</u> with the formulation of the CG as follows:</p> <p><i>Develop and facilitate implementation of feasible and effective economic incentives to reduce pollution from ships, taking into account HELCOM Recommendation 28E/13 as amended 19 June 2019.</i></p>
6	Implement the Roadmap for upgrading port reception facilities for sewage in passenger ports in the Baltic Sea Area: Priority ports	<p>The Meeting <u>invited</u> Latvia to inform the Secretariat on their implementation of this action.</p> <p>The Meeting established a drafting group to consider the matter. No further changes were proposed by the drafting group and the Meeting consequently <u>agreed</u> with the following redraft proposed for inclusion in the updated BSAP:</p> <p>.</p>	<p>The CG proposes the following text:</p> <p><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 taking into account the “Technical Guidance for the handling of wastewater in Ports of the Baltic Sea Special Area under MARPOL Annex IV”.</i></p> <p>In addition, the CG suggest that the footnote referring to the priority ports should consequently be deleted.</p> <p>Remaining issue: This action point was discussed extensively. <i>Inter alia</i> the</p>	<p>The Meeting <u>noted</u> a general statement that all CLIA members have stopped their operation worldwide due to the COVID-19 pandemic. Cruise ships are not expected to return to the Baltic Sea during summer 2020. An exercise/assessment was being planned by CLIA but cannot be undertaken in the current situation. However, it was noted that adequate PRF are needed by June 2021 due to the enforcement of MARPOL Annex IV special area regulations concerning existing ships. Monitoring of continuous ensuring of adequacy will be needed.</p>

			<p>proposal to add the following text was made: <i>“HELCOM contracting parties should carry out a study to evaluate the practical operation as well as reliable functioning of PRFs in Baltic ports, especially in cruise ship ports”.</i></p> <p>However, the Group could not reach an agreement on the matter. As a compromise it was suggested not to include this in the updated BSAP but instead discuss the need for such a study as well as related practicalities further with all HELCOM CP.</p>	<p>The Meeting <u>welcomed</u> a proposal by the EU to seek clarification from EMSA regarding their upcoming review of the PRF Directive, noting that it would only be applicable to EU Member States and may not include considerations related to the Baltic Sea Special Area under MARPOL Annex IV.</p> <p>The Meeting <u>agreed</u> that the HELCOM PRF Overview should be updated and further improved, including more information on operability of PRF as well as a list of berths, with the aim to develop a draft for consideration by MARITIME 20-2020. The Meeting <u>welcomed</u> the offer by CLIA to help with this update. The Meeting also <u>agreed</u> that the CP PRF should be involved in this intersessional work.</p> <p>The Meeting <u>agreed</u> with the formulation of the CG as follows:</p> <p><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 taking into account the “Technical Guidance for the handling of wastewater in Ports of the Baltic Sea Special Area under MARPOL Annex IV”.</i></p>
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				The Meeting <u>noted</u> that this is an ongoing action and <u>agreed</u> that no target year should be included.
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The commitments listed below were previously assigned as “too general”, however, in the process of the update of the BSAP MARITIME 19-2019 was invited to consider if some of the actions could be concretized and included in the updated BSAP.

Table 3 Existing commitments that are not included in the follow-up system

No	Existing commitment	Proposal by MARITIME 19-2019	Outcome of the Correspondence Group	Outcome of MARITIME 19A-2020
7	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	The Meeting <u>agreed</u> with the following action proposed for inclusion in the updated BSAP: <i>Consider the possibility to further reduce the possible negative impact of ship-generated waste such as food waste and sewage from cargo ships, on the marine environment e.g. by encouraging voluntary agreements to dispose such wastes to port reception facilities and effective on-shore disposal and treatment of all ship-generated wastes.</i>	The CG proposes to remove this action to the list of “NEW Actions”.	The Meeting <u>agreed</u> that this action is sufficiently covered by submitted proposals for new actions to the BSAP.
8	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	The Meeting <u>agreed</u> with the following action proposed for inclusion in the updated BSAP: <i>Promote environmentally sustainable 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.</i>	The CG supports in general the inclusion of the text to the BSAP as proposed by the DG. However, members of the CG considered that further concretisation of this action is needed, and proposed the following text: <i>Promote environmentally sustainable pleasure boating and the development of “green” marinas/guest harbours and the use of the best ecological practice, including education and raising awareness of the personnel and boat owners of key</i>	The Meeting <u>noted</u> that this is generally an ongoing action, but that an initial target year would be helpful. The Meeting consequently <u>agreed</u> to rephrase the action as follows: <i>Promote [by 2025] environmentally sustainable pleasure boating and the development of “green” marinas/guest harbours and the use of the best ecological practice, including education and raising</i>

			<i>marinas/guest harbours, by for example, introducing eco-labelling of marinas and developing guidance and best practice documents as a help for the marinas to reach criteria.</i>	<i>awareness of the personnel and boat owners of key marinas/guest harbours, by for example, introducing eco-labelling of marinas and developing guidance and best practice documents as a help for the marinas to reach criteria.</i>
9	Promote development of effective, environmentally friendly TBT-free antifouling systems on ships.	The Meeting <u>agreed</u> with the following action proposed for inclusion in the updated BSAP: <i>Promote the development of effective, environmentally sustainable antifouling systems on ships.</i>	The CG agreed to retain the text proposed by the DG during HM 19 with the following addition in order to accommodate possibility to use other methods, such as hull cleaning, high pressure hull cleaning, ultrasound, other possible means: <i>Promote the development of effective, environmentally sustainable biofouling management techniques and antifouling systems on ships, including biocide-free alternatives to prevent biofouling by supporting related R&D activities in the region.</i>	The Meeting <u>noted</u> that this action is partially covered by the Biofouling Roadmap being developed by the COMPLETE Project, and that it is an ongoing activity. The Meeting <u>agreed</u> with the formulation by the CG as follows: <i>Promote the development of effective, environmentally sustainable biofouling management techniques and antifouling systems on ships and pleasure craft, including biocide-free alternatives to prevent biofouling by supporting related R&D activities in the region.</i>
10	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	The Meeting <u>agreed in principle</u> with the following action proposed for inclusion in the updated BSAP, and <u>invited</u> the Correspondence Group to consider it further: <i>Work jointly in co-operation with other regional governmental and non-governmental organizations, the industry and research community, to further promote development and</i>	The CG proposes the following text: <i>Continue the dialogue established by the Baltic Sea Platform for Green Technology and Alternative fuels in shipping (HELCOM GREEN TEAM) and work jointly in co-operation with other regional governmental and non-governmental organizations, the industry and research</i>	The Meeting <u>noted</u> that this is an ongoing action and <u>agreed</u> with the formulation of the CG as follows: <i>Continue the dialogue established by the Baltic Sea Platform for Green Technology and Alternative fuels in shipping (HELCOM GREEN TEAM) and work jointly in co-operation with</i>

	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	<i>enhanced use of green technologies and alternative fuels, including LNG, methanol as well as other technologies, in order to reduce harmful exhaust gas emissions and greenhouse gas emissions from ships</i>	<i>community, to further promote development and use of green technologies and alternative fuels, in order to reduce harmful exhaust gas emissions and to strive for clean and low-carbon shipping</i>	<i>other regional governmental and non-governmental organizations, the industry and research community, to further promote development and use of green technologies and alternative fuels, in order to reduce harmful exhaust gas emissions and to strive for clean and low-carbon shipping</i>
11	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	The Meeting <u>agreed</u> in principle with the proposed text below, and <u>invited</u> the Correspondence Group to consider the matter further. <i>Continue close cooperation with OSPAR on the implementation of the BWM Convention and the issue of biofouling management.</i>	The CG agreed to retain the text agreed during HM 19 with the following minor modification: <i>Continue close cooperation with OSPAR on the implementation of the BWM Convention and the issue of biofouling management at regional level.</i>	The Meeting <u>noted</u> that this is an ongoing action and <u>agreed</u> with the formulation of the CG as follows: <i>Continue close cooperation with OSPAR on the implementation of the BWM Convention and the issue of biofouling management at regional level.</i>
12	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	The Meeting <u>discussed</u> a possible redraft to this action as set out below, but <u>concluded</u> that further consideration is needed in the Correspondence Group established by the Meeting related to the update of the BSAP. <i>Follow-up actions to identify areas for strengthening regional cooperation in maritime safety in the framework of the HELCOM Maritime Group and the SAFE NAV Expert 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</i>	CG proposes the following text: <i>Further strengthen co-operation with IMO in the field of safety of navigation and take follow-up actions for strengthening regional cooperation in maritime safety in the framework of the HELCOM Maritime Group and the SAFE NAV Expert 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.</i>	The Meeting <u>noted</u> that this is an ongoing action and <u>agreed</u> with the formulation of the CG as follows: <i>Further strengthen co-operation with IMO in the field of safety of navigation and take follow-up actions for strengthening regional cooperation in maritime safety in the framework of the HELCOM Maritime Group and the SAFE NAV Expert Group and consider the appropriate forms for this cooperation, recognizing the need for the exchange of technical expertise in the</i>

	Baltic Sea, and taking into account the work of IMO	<i>avoid shipping accidents in the Baltic Sea, and taking into account the work of IMO.</i>		<i>field of maritime safety, especially in risk assessment to avoid shipping accidents in the Baltic Sea, and taking into account the work of IMO.</i>
13	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	No concrete text proposals were presented at the Meeting, which <u>concluded</u> that further clarification is needed with regard to what developments are needed, before further consideration by the Correspondence Group.	The CG suggests the following text: <i>Continue close technical cooperation with EMSA including collection and analysis of maritime data relevant for the development of safer shipping in the Baltic Sea, such as EMCIP and data including drug/alcohol abuse as a cause of accidents.</i>	The Meeting <u>noted</u> that this is an ongoing action and <u>agreed</u> with the formulation of the CG as follows: <i>Continue close technical cooperation with EMSA including collection and analysis of maritime data relevant for the development of safer shipping in the Baltic Sea, such as EMCIP and data including drug/alcohol abuse as a cause of accidents.</i>
14	Further work with regard to the regional HELCOM AIS system operational since 2005 in order to increase safety of navigation and gain environmental benefits	The Meeting <u>invited</u> the AIS EWG to consider this action further.	The CG suggests awaiting a proposal from AIS EWG.	The Meeting <u>noted</u> that AIS EWG 31-2020 will be held 9-10 June 2020.
15	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	The Meeting <u>agreed</u> with the following action proposed for inclusion in the updated BSAP: <i>Consider an assessment of pleasure craft activities in the Baltic Sea Area, including inter alia their environmental impacts and risks of accidents.</i>	The CG supports the inclusion of the text to the BSAP as proposed by the meeting: <i>Consider an assessment of pleasure craft activities in the Baltic Sea Area, including inter alia their environmental impacts and risks of accidents.</i>	The Meeting <u>noted</u> that environmental issues related to pleasure craft are largely covered by a number of proposed new BSAP actions. The Meeting, however, <u>noted</u> that garbage from pleasure craft is not covered by other proposed actions.

				The Meeting <u>agreed</u> that this action is more suitable for the HELCOM Science agenda.
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The following section contains conclusions by MARITIME 19-2019 on paragraphs from the 2018 Ministerial Declaration related to the Maritime Group.

Table 4 Concretization of commitments from the 2018 Ministerial Declaration

No	Ministerial declaration	Outcome of MARITIME 19-2019	Outcome of the Correspondence Group	
16	54. p1 In particular, WE WELCOME the progress made in addressing the environmental impact of the maritime transport sector in the Baltic Sea via (a) the collaborative long-term effort to designate the Baltic Sea as a NOx Emission Control Area (NECA), (b) HELCOM commitment at the UN Ocean Conference on NECA and to promote green shipping technology and use of alternative fuels, including LNG, and (c) the recent International Maritime Organization (IMO) decision on the date of enforcement of the Baltic Sea as a special area under MARPOL Annex IV	The Meeting <u>agreed</u> with the conclusion by the Secretariat and that elements of this commitment should be included in the updated BSAP, e.g. by proposing the development of a Roadmap for enforcement of the Baltic Sea NOx Emission Control area and by addressing the adequacy of port reception facilities.	The CG suggests the following text: <i>Develop a Roadmap for enforcement of the Baltic Sea NOx Emission Control area.</i>	The Meeting <u>agreed</u> that this action should be accomplished by 2023 and consequently redrafted the action as follows: <i>Develop a Roadmap for enforcement of the Baltic Sea NOx Emission Control area [by 2023].</i> The Meeting <u>agreed</u> that the Roadmap should also include consideration of monitoring the environmental effects of the Baltic Sea NECA.
17	55. p3 WE AGREE to strengthen cooperation on ship hull fouling solutions with regard both to preventing the introduction of invasive alien species and to hazardous substances in anti-fouling systems	The Meeting <u>agreed</u> that relevant developments within the IMO should be considered in this context. The Meeting <u>discussed</u> the possible need to develop a HELCOM Recommendation on hull cleaning and noted that biofouling, anti-fouling and hull cleaning are very much interlinked. The Meeting <u>agreed</u> that a Biofouling Roadmap should be developed based on the concept presented in document 4-2.	The CG suggests the following text: <i>Strengthen cooperation on ship hull fouling solutions with regard both to preventing the introduction of invasive alien species and to hazardous substances in anti-fouling systems, as well as energy efficiency aspects on the basis of a Biofouling Management Roadmap.</i>	The Meeting <u>noted</u> that the Biofouling Roadmap is expected to be approved by MARITIME 20-2020 and adopted by HOD 59-2020, after which this is an ongoing action. The Meeting <u>agreed</u> with the formulation of the CG as follows:

				<p><i>Strengthen cooperation on ship hull fouling solutions with regard both to preventing the introduction of invasive alien species and to hazardous substances in anti-fouling systems, as well as energy efficiency aspects on the basis of a Biofouling Management Roadmap.</i></p>
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Document title	Addendum to the Outcome of MARITIME 19A-2020
Code	6-1 Add. 1
Category	CMNT
Agenda Item	6 – Outcome of the Meeting
Submission date	29.04.2020
Submitted by	Secretariat
Reference	Outcome of MARITIME 19-2019, Paragraph 3.24

Background

The Intersessional on-line Meeting of the HELCOM Maritime Working Group (MARITIME 19A-2020) was held on 14-15 April 2020. MARITIME 19A-2020 to further the work on existing actions and review proposals on new actions for the BSAP. The meeting was not able to finalize the technical review, and consequently a follow up online meeting was held on 28 April 2020 ([Outcome of MARITIME 19A-2020](#), para. 3.24).

This document contains an addendum to the Outcome of MARITIME 19A-2020 to reflect the outcome of the follow up online meeting held on 28 April 2020 aiming at concluding on the technical review of the proposals for new BSAP actions initiated in MARITIME 19A-2020.

ADDENDUM TO THE OUTCOME OF THE INTERSESSIONAL MEETING OF THE
MARITIME WORKING GROUP
(MARITIME 19A-2020)

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ADDENDUM TO THE OUTCOME OF THE INTERSESSIONAL MEETING OF THE MARITIME WORKING GROUP (MARITIME 19A-2020)

Introduction

0.1 The Meeting recalled that the Intersessional on-line Meeting of the HELCOM Maritime Working Group (MARITIME 19A2020) held on 14-15 April 2020 was not able to finalize the technical review of all synopses for proposed new BSAP actions in and consequently agreed to continue the work in an additional one-day online meeting. The follow up Meeting was held on 28 April 2020 as an online meeting.

0.2 The Meeting was attended by Delegations from all the Contracting Parties to the Helsinki Convention except for Poland. The Meeting was also attended by Observers from the Baltic Sea Action Group (BSAG), Coalition Clean Baltic (CCB), Cruise Lines International Association (CLIA), the European Community Shipowners' Associations (ECSA) and Race For The Baltic. The List of Participants is contained in **Annex 1**.

0.3 The Meeting was chaired by the Chair of HELCOM Maritime, Ms. Susanne Heitmüller, Germany. Mr. Jorma Kämäräinen, Finland, and Ms. Natalia Kutaeva, Russia, the Vice-Chairs of HELCOM Maritime, acted as Vice-Chairs of the Meeting.

0.4 Mr. Markus Helavuori, HELCOM Professional Secretary acted as secretary of the Meeting.

Update of the Baltic Sea Action Plan

Document: 3-10

Existing BSAP actions

1.1 The Meeting revisited the discussion regarding target years for existing BSAP actions and follow-up of the HELCOM Ministerial Declarations, which had been rephrased by MARITIME 19A-2020 (paragraphs 3.12-3.13 and Annex 2 of the [Outcome](#)).

1.2 The Meeting noted that in commenting on the draft Outcome, a proposal had been made, with no objections, to keep most target years in square brackets. The Meeting discussed the possible benefits of agreeing on all target years for actions in the updated BSAP at a later stage, when proposals from all HELCOM Working Groups are known and target years can be agreed holistically.

1.3 The Meeting noted a comment from Denmark, that for the rephrased action to “*Develop a Roadmap for enforcement of the Baltic Sea NOx Emission Control area [by 2023]*” they would prefer 2025 as the target year, while other comments were noted that even 2023 is late taking into account that the Baltic Sea NOx Emission Control Area will apply for ships constructed on or after 1 January 2021 and operating in the Baltic Sea.

1.4 The Meeting noted a comment by Finland regarding the difficulty for setting firm target years for the rephrased actions on re-surveys of Cat. I, II and III areas, as the progress in conducting re-surveys varies by country and is dependent on national resources.

1.5 The Meeting recalled that MARITIME 19A-2020 had invited interested parties to prepare for the follow up meeting by inter alia submitting proposals for splitting actions into two, or proposals for combining actions addressing similar measures or having overlap.

Proposed new BSAP actions

1.6 The Meeting considered document 3-10 and the attached Excel file following up on MARITIME 19A-2020, noting the revised synopses that had been developed as agreed by MARITIME 19A-2020.

1.7 The Meeting recalled the discussion of MARITIME 19A-2020 on the proposed new BSAP actions from the 2020 HELCOM Stakeholder Conference (paragraphs 3.28-3.30). The Meeting considered the more

substantiated synopsis for the proposal by the Swedish Agency for Marine and Water Management to “*Limit the discharge of cargo residues in the HELCOM PSSA area (include oil, fertilizers, any pollutants)*”, as set out in the annex of document 3-10. The Meeting agreed to undertake a technical review of this proposal together with the rest of the proposals.

1.8 The Meeting agreed that the actions proposed by CCB on underwater noise from shipping and recreational boating (numbered 9 and 10 in Annex 3 of the Outcome) would not need to be reviewed as the Meeting instead reviewed the three proposed actions on underwater noise using the combined synopsis by Finland in document 3-10. Meeting took note of the position by CCB that the actions proposed on underwater noise from shipping and recreational boating (numbered 9 and 10 in Annex 3 of the Outcome) are not covered by the three combined actions on underwater noise in the synopsis proposed by Finland in document 3-10.

1.9 The Meeting finalized the technical review of synopses for proposed new BSAP actions and agreed as set out in the **Annex 2**. In this context, the Meeting agreed to propose rewording of the titles of some proposed actions to better reflect the intention set out in the associated synopses (original titles can be found in the footnotes of Annex 2).

1.10 The Meeting noted that the technical review was both time consuming and difficult, complicated further by the fact that many interpretations could be made with regard to how the questions and explanations described in the guidance (document 3-3) should be understood.

1.11 The Meeting considered the potential gaps in the set of proposed synopses. In this context, the Meeting took note of a proposal made at the Hazardous Substances Parallel Session of the 2020 HELCOM Stakeholder Conference on “*Electricity as primary energy source for passenger ships at harbors*”. The Meeting agreed that more information on this proposal would be needed, noting also the complexity of the issue especially concerning on-shore electricity for passenger ships.

1.12 The Meeting further considered a proposal made at the Meeting to include an action on scrubber washwaters, as follows: “*Develop a Roadmap to possibly reduce the discharge of hazardous substances from scrubber wastewater, taking into consideration the outcome of IMO work.*”, recalling also the discussion by MARITIME 19A-2020 (paragraph 3.28) on a related proposal. The Meeting agreed that a draft synopsis should be developed by interested parties and subsequently circulated to Contacts and Observers for agreement, before submission to relevant meetings and workshops as part of the continued BSAP update process.

Outcome of the Meeting

1.13 Meeting participants were provided with the draft Outcome of the Meeting on 29 April 2020. Meeting participants were invited to provide comments to the draft Outcome by close of business 30 April. The Secretariat circulated an updated Outcome by close of business 4 May 2020 for tacit approval by close of business 5 May 2020.

1.14 The final adopted Outcome of the Meeting was made available in the HELCOM Meeting Portal.

Annex 2 Review of synopsis on HELCOM new actions

The Technical Review was finalized by the Meeting. This Annex 2 contains the complete review of synopsis conducted by MARITIME 19A-2020 and its follow-up Meeting.

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
1	Ship's ballast water and sediments management (BWM) by the HELCOM parties' domestic merchant fleets and naval forces as a supplementary measure to control introductions and secondary spread of Harmful Aquatic Organisms and Pathogens (HAOP) in the Baltic Sea.	CCB	Measure	New measure	Medium to low substantiation. Further research is needed to justify the application of the BWMC to domestic shipping including inland waterways.	Medium to low. Technology exist, but there may be an issue on retrofitting ships as well as on the availability of PRFs, including the capability of municipal sewage pipelines as well as treatment plant.	Yes. See under substantiation of proposal.	
2 ^{1a}	Action 1 - Carry out study and impact assessment, assessing the possible ways for cargo ships to deliver sewage to PRFs or take treatment measures, through onboard treatment plant, before discharging it into the sea	Finland	Research	New measure	High	Not applicable	No	
2b	Action 2 - Take relevant action based on the outcome of Action 1, making a decision on whether to widen the scope of the Baltic Sea Special Area regulations under MARPOL Annex IV to cover also sewage discharges from cargo ships.	Finland	Possible step towards measure	New measure	High	Not applicable	No	

¹ Previous title of Action 2: "Proposal to regulate sewage discharges from cargo ships to reduce nutrient input into the Baltic Sea".

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
3	Hydrographic surveys in HELCOM Re-Survey Scheme Cat III areas	Finland	Mapping	New measure Cat I and II covered by current BSAP	High	Medium to high.	No; only Action 2 from the proposal should be considered as new action.	Financial resources needed
4a ²	To prepare a HELCOM Recommendation to encourage voluntary agreements on delivering all food waste to the port reception facility (shipping companies, ports)	Finland	Measure	New measure	High	Medium to high.	Yes. Gathering more information on food waste discharges from ships into the Baltic Sea, ships operation policy and practice regarding to mixing grey water/sewage and food waste, investigating possible impacts on stakeholders (ships and ports). See also the outcome of the CG.	
4b	To develop a roadmap to minimize and eventually prevent the discharges of food waste into the Baltic Sea	Finland	Measure	New measure	Medium (please also see general comments)	Medium to high.	Yes. Gathering more information on food waste discharges from ships into the Baltic Sea, investigating possible impacts on stakeholders (ships and ports). See also the outcome of the CG.	Provision of scientific background is a very important part to be addressed in the Roadmap. Any further measures to be taken based on the outcome of such investigations.
5a ³	Action 1: Carry out study and impact assessment, assessing the volume and possibilities of ships to deliver grey water to PRFs or take treatment measures, through onboard treatment plant, before discharging it into the sea	Finland	Research	New measure	High	Not applicable	No.	

² Previous title of Action 4: "Measures to minimize the discharge of food waste from ships in the Baltic Sea".

³ Previous title of Action 5: "Proposal to develop a roadmap for managing grey water discharges from ships to reduce nutrient input into the Baltic Sea".

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
5b	Action 2: Take relevant action based on the outcome of Action 1, making a decision on whether and how to manage grey water discharges from ships.	Finland	Measure	New measure	High	Not applicable	No.	The title of the synopsis was amended to reflect the changes conducted in the Actions to read as follows: "Actions to investigate impacts of grey water discharges from Baltic Sea shipping and ways forward."
6 ⁴	Enhance means to decrease GHG emissions from shipping in line with the IMO - focusing on Alternative fuels and sources of energy	Finland	Measure	New measure	High	Not applicable	No	
8 ⁵	Work for the harmonized implementation of the IMO Biofouling Guidelines and Guidance documents, and further contributing to the work carried out in the International Maritime Organization (IMO)	Finland	Measure	New measure	High	Not applicable	No	
7 ⁶	Action 1: assessing the impacts and efficiency of mitigation measures to reduce impact of underwater noise from shipping and leisure boats on Baltic marine biodiversity	Finland	Research	New measure	Medium to High	Not applicable	No. However, one Contracting Party expressed the view that there are gaps with regard to understanding the impacts of underwater noise from shipping and leisure boating as compared to underwater noise from other sources in the Baltic Sea.	The Meeting <u>noted</u> the view of one Contracting Party that the contribution of underwater noise from shipping should be considered in comparison with other sources of anthropogenic noise. The Meeting <u>noted</u> the view by CCB that sufficient research has already been done on the impacts of underwater noise from shipping and that mitigation measures should be taken, given respective

⁴ Previous title of Action 6: "Enhance mitigation measures to decrease GHG emissions from shipping- Alternative fuels and sources of energy".

⁵ Previous title of Action 8: "Work for the harmonized implementation of the IMO Biofouling Guidelines and Guidance documents, and further work toward the International Biofouling Convention by contributing to the work carried out in the International Maritime Organization (IMO)".

⁶ Previous title of Action 7: "More Research on underwater noise".

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
								<p>HELCOM Ministerial commitments on noise since 2010. The Meeting <u>further noted</u> views that further studies would be needed on the effects (positive and negative) of various measures to reduce underwater noise. The Meeting <u>noted</u> that monitoring during the COVID-19 pandemic, having led to reduced maritime transport and leisure boating, could provide useful insight in this regard. The Meeting <u>noted</u> that the action proposed by EN-Noise (BAT/BEP to mitigate noise - emitting activities) is also relevant in the consideration of this action and there may be partial overlap. The Meeting <u>noted</u> that the ICES (WG SHIP) are currently assessing various measures to mitigate underwater noise from shipping and that the results will be communicated to IMO. The relevant IMO activities shall be taken into account in identifying measures which are especially efficient for the Baltic Sea. The Meeting <u>proposed</u> that actions 7, 9 and 10 should be combined into one synopsis, which was subsequently provided by Finland together with three rephrased actions. Following discussion, the Meeting <u>proposed</u> that the action should be revised as follows: Action 1: assessing the impacts and efficiency of mitigation</p>

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
								measures to reduce impact of underwater noise from shipping and leisure boats on Baltic marine biodiversity. The Meeting <u>noted</u> that Russia would have preferred to insert "research" in the title of this action, because in existing wording it is not clear what measures will be assessed (who will specify these measures).
9 ⁷	Action 2: take relevant action based on the outcome of action 1, making a decision on what measures should possibly be taken to reduce the impact of underwater noise introduced by commercial vessels.	Finland	Measure	New measure	High	Not applicable. The Meeting <u>noted</u> that at this stage it is not known what exact measures would be taken, and that technical feasibility can be considered only when the measures are identified.	No	The Meeting <u>proposed</u> that actions 7, 9 and 10 should be combined into one synopsis, which was subsequently provided by Finland together with three rephrased actions. The Meeting <u>agreed</u> with the new proposal by Finland. The Meeting <u>noted</u> that IMO activities should be taken into account in the context of this proposed action. The Meeting <u>took note</u> of the position of CCB that proposed combined synopsis does not reflect CCB's intention to propose concrete mitigation measures and new actions.
10 ⁸	Action 3: take relevant action based on the outcome of action 1, making a decision on whether measures should be developed to reduce the impact of underwater noise introduced by recreational boating.	Finland	Measure	New measure	High	Not applicable. The Meeting <u>noted</u> that at this stage it is not known what exact measures would be taken,	No	The Meeting <u>proposed</u> that actions 7, 9 and 10 should be combined into one synopsis, which was subsequently provided by Finland together with three rephrased actions. The Meeting <u>agreed</u> with the new proposal by

⁷Previous title of Action 9 by CCB: "Reducing the impact of **continuous underwater noise** on marine biodiversity [from shipping] based on the research undertaken (action 7)".

⁸ Previous title of Action 10 by CCB: "Reducing the impact of **continuous underwater noise** from recreational boating on marine biodiversity".

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
						and that technical feasibility can be considered only when the measures are identified.		Finland. The Meeting <u>took note</u> of the position of CCB that proposed combined synopsis does not reflect CCB's intention to propose concrete mitigation measures and new actions.
11	Adoption and implementation of a HELCOM Roadmap on Biofouling Management	COMPLETE (project)	Measure	New measure	Medium to high	Not applicable	No	The Meeting <u>noted</u> the relevance of proposed action no. 8 and <u>considered</u> the possible need of merging the two actions, <u>noting</u> , however, that the Biofouling Roadmap will build on the IMO Biofouling Guidelines but introduce concrete ways of addressing the issue within the Baltic Sea. The Meeting <u>noted</u> that leisure craft would also be within the scope of the Biofouling Roadmap. The Meeting <u>noted</u> that proposed action 8 in addition covers contribution to IMO work on the matter.
12	Develop an adequate network of Port Reception Facilities (PRFs) in Baltic ports to receive ship cargo hold washing water	CCB	Measure	New measure	Medium. The Meeting <u>noted</u> that the proposed action addresses cargo hold wash waters from holds containing dry bulk cargoes which are not classified as substances that are harmful for the marine environment (HME), and that may be discharged into the sea if PRF are not available. The Meeting <u>noted</u> that various terminology is	Medium. The Meeting <u>noted</u> that the CP PRF may be invited to consider the matter further.	No. The Meeting, however, <u>recalled</u> the discussion under question 3 regarding need for clarity in the terminology and scope of the proposal.	The Meeting <u>noted</u> some overlap with proposal no. 18 from the Stakeholder Conference, <u>noting</u> however that that proposal also covers cargo residues of liquid cargoes as well as HME substances.

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
					used in the synopsis such as cargo hold washing water and hold washing residues. The Meeting <u>noted</u> that the proposed action no. 18 from the Stakeholder Conference contains many similarities with this proposed action, but covers cargo residues more broadly (also HME substances and liquid cargoes). The Meeting <u>noted</u> that the proposal should be in line with MARPOL Annex V, also with respect to the PRF module in GISIS.			
13	Develop a HELCOM joint submission to IMO with the intention to recognize nutrients in cargo hold washing water as Harmful for the Marine Environment in the Baltic Sea.	CCB	Measure	New measure	Medium.	Not applicable	Yes	The Meeting <u>noted</u> that such cargo hold washing waters are regulated by MARPOL Annex V and the IMSBC Code, but that fertilizers are generally not classified as HME substances, as they might comprise multiple forms and chemical compounds. The Meeting <u>noted</u> that Russia was not in favour of such a commitment for a joint submission to IMO.

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14 ⁹	Minimize nutrient losses from dry bulk fertilizer storage and handling in Baltic ports	CCB	Measure	New measure	Medium. The Meeting <u>recalled</u> comments made in the Correspondence Group with regard to clarifications needed.	Medium	Yes. See comments under question 3.	The Meeting also <u>noted</u> that close cooperation with the Pressure Working Group, as well as the CP PRF, is also needed.
15	Ensure no-special-fee system for marine litter applies to all passive fished waste, as well as all other wastes captured or generated in the Baltic Sea.	CCB	Measure	Partly existing measure. The Meeting <u>noted</u> that passively fished wastes are covered by the PRF Directive, <u>noting</u> however that the Directive only applies to EU Member States. The Meeting also <u>noted</u> that this is partially covered by HELCOM Recommendation 28E/10.	Medium. The Meeting <u>noted</u> that it is unclear what is meant with "all other wastes captured or generated in the Baltic Sea."	Medium	Yes. See comments under other questions.	The Meeting also <u>recalled</u> the comments made in the Correspondence Group. The Meeting further <u>noted</u> that IMO activities with regard to marine litter should be taken into consideration in the context of this proposed action.
16	Identify and implement Best Available Technique (BAT) and Best Environmental Practice (BEP) to mitigate noise emitting activities	EN-Noise	Step towards measure	New measure	Medium to High	Medium	No	The Meeting <u>recalled</u> the comments made in respect to the above three proposals on underwater noise submitted by Finland (as amended). The Meeting <u>noted</u> that this proposed action addresses various sources of underwater noise, not only shipping and recreational boating. The Meeting <u>noted</u> that this issue is also reviewed by the Pressure Working Group.

⁹ Previous title of Action 14: "Reduce nutrient losses to zero from dry bulk fertilizer storage and handling in Baltic ports."

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17	ACTION Project WP2 Speed limits for recreational boating in shallow coastal areas and larger boats near shore	ACTION Project WP2 an associated HELCOM ACTION WP2.2 workshop			Low. The Meeting <u>noted</u> that due to the low substantiation of the proposal, it was not possible to undertake a full technical review.			The Meeting <u>noted</u> that the synopsis does not contain sufficient information and <u>concluded</u> that carrying out a technical review on this basis is difficult. The Meeting <u>noted</u> that considering recreational craft and commercial vessels together may not be appropriate. The Meeting further <u>noted</u> that the matter needs to be considered holistically, taking into account also safety and energy efficiency issues.
18	Limit the discharge of cargo residues from shipping in the Baltic Sea to which currently no stringent discharge prohibitions according to MARPOL apply (e.g. vegetable oil and fertilizers)	Swedish Agency for Marine and Water Management (Stakeholder Conference)	Measure	New measure	Medium.	Not applicable	Yes. See comments under question 3.	The Meeting <u>noted</u> that the proposed action is intended to cover those cargo residues that are not classified as HME under MARPOL Annex V and those that are classified as category Y and Z under MARPOL Annex II. The Meeting <u>noted</u> that technical revision may be needed to the proposal, taking into account developments at IMO, e.g. as ammonium nitrates are not classified as HME cargoes. Further, prewashing of cargo tanks is mandatory for a number of products. The Meeting <u>noted</u> that dry bulk cargoes and liquid cargoes should be considered separately as the regulations and measures differ. The Meeting <u>agreed</u> that a two step approach starting with research and followed up by possible measures may be appropriate. The Meeting

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								<p><u>noted</u> that the PRF Directive encourages delivery of cargo residues of persistent floaters e.g. by financial incentives.</p>