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<b>Agenda Item</b>	6 – Matters arising from the HELCOM groups
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## Background

The 20<sup>th</sup> Meeting of the HELCOM Maritime Working Group (MARITIME 20-2020) was held as an online meeting on 5-8 October 2020. The meeting was attended by Delegations from all the Contracting Parties to the Helsinki Convention, and by Observers from Baltic Sea Action Group (BSAG), Coalition Clean Baltic (CCB), Cruise Lines International Association (CLIA) Europe, European Community Shipowners' Associations (ECSA) and KIMO International.

As agreed by MARITIME 20-2020, the Draft Regional Baltic Biofouling Management Roadmap will be submitted separately after finalization by TG BALLAST 11-2020 (26-27 November 2020). The Revised HELCOM OSPAR Joint Harmonised Procedure on the granting of exemptions under International Convention for the Control and Management of Ships' Ballast Water and Sediments, which was approved by MARITIME 20-2020, will be submitted as a separate document for consideration and adoption by the Meeting.

This document contains the Outcome of MARITIME 20-2020. The complete Outcome including all Annexes can be found [here](#).

Please note that all issues related to the updating of the Baltic Sea Action Plan (BSAP) will be discussed under Agenda Item 5 (Update of the Baltic Sea Action Plan).

## Action requested

The Meeting is invited to take note of the outcome of MARITIME 20-2020 and consider it as appropriate. Specifically, the Meeting is invited to:

- approve the Work Plan for the HELCOM Maritime Working Group for 2021-2022 as contained in Annex 3 of the Outcome (c.f. paragraph 13.1);
- take note that MARITIME 20-2020 agreed to the draft Regional Baltic Biofouling Management Roadmap in principle and mandated TG BALLAST 11-2020 to finalize and agree to it, followed by direct submission by TG BALLAST 11-2020 to HOD 59-2020 for approval and subsequent adoption by HELCOM 42-2021 (c.f. paragraph 4.2); and
- take note that Sweden offered to host MARITIME 21-2021, being premature to decide on the exact dates for the Meeting (c.f. 13.2);



## OUTCOME OF THE 20<sup>TH</sup> MEETING OF THE MARITIME WORKING GROUP (MARITIME 20-2020)

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## OUTCOME OF THE 20<sup>TH</sup> MEETING OF THE MARITIME WORKING GROUP (MARITIME 20-2020)

### Introduction

0.1 The 20th Meeting of the HELCOM Maritime Working Group (MARITIME 20-2020) was held as an online meeting on 5-8 October 2020 in accordance with the decision of HELCOM MARITIME 19-2019 and HOD 58-2020.

0.2 The Meeting was attended by Delegations from all the Contracting Parties to the Helsinki Convention, and by Observers from Baltic Sea Action Group (BSAG), Coalition Clean Baltic (CCB), Cruise Lines International Association (CLIA) Europe, European Community Shipowners' Associations (ECSA) and KIMO International. 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

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

1.2 The Meeting noted that, as a general rule, and mindful of the limited time available, information documents are not introduced at the Meeting but are taken as read. Comments of particular interest related to such documents may, however, be considered by the Meeting.

### Agenda Item 2 Matters arising from HELCOM meetings

Documents: 2-1, 2-2

2.1 The Meeting took note of the outcomes of meetings of relevance to Maritime held during the intersessional period (document 2-1) and agreed to consider matters of particular relevance for the Maritime Working Group under the relevant agenda items.

2.2 The Meeting took note of the [Outcome](#) of the Sixth Meeting of the joint HELCOM/Baltic Earth Expert Network on Climate Change (EN-CLIME 6-2020) held on 22 September 2020.

2.3 The Meeting took note of the Outcome of GREEN TEAM 4-2020 (document 2-2).

2.4 The Meeting considered the challenges related to financing, alternative fuels and onshore power supply (OPS), as further specified in paragraph 3.6 of the Outcome and agreed that further consideration to these topics, in particular financing, is needed in future meetings of the GREEN TEAM.

2.5 The Meeting took note that the introduction of OPS is also dependent on financing. In this context, the Meeting noted that document 11-2 (CLIA Europe) addresses this matter. The Meeting further noted information by Germany and Sweden that they already have a system of tax reliefs in place for OPS.

2.6 The Meeting was informed of various new EU funding mechanisms. In this context, the Meeting noted a comment on remaining uncertainties with regard to how the funding under the EU Green Deal will be allocated to various segments of the industry, and if and how non-EU countries can also benefit from the EU Green Deal.

2.7 The Meeting highlighted the importance of HELCOM Recommendation 28E/13 on *Introducing economic incentives as a complement to existing regulations to reduce pollution from ships* and noted that cooperation with OSPAR would be beneficial in introducing such incentives in the Baltic Sea and North Sea.

2.8 The Meeting noted that choosing between various alternative fuels and energy sources is a challenge and needs to be based on studies.

2.9 The Meeting invited Contracting Parties to nationally consider ways to best engage the relevant stakeholders in responding to the [online survey for the GREEN TEAM Reporting Mechanism](#). The Meeting agreed that Contracting Parties should circulate the online survey to various stakeholders to increase the response rate spread. In particular, the Meeting agreed that equipment manufacturers, shipyards and other stakeholders with a low response rate so far, should be contacted and encouraged to respond to the survey.

2.10 The Meeting encouraged Contracting Parties, observers and other stakeholders to contribute to the GREEN TEAM Reporting Mechanism by completing the online survey by **30 June 2021** for consideration by GREEN TEAM 5-2021.

2.11 The Meeting considered the way forward to address the proposals set out in paragraph 4.4 of the Outcome:

- HELCOM Contracting Parties should work to secure ship financing and innovation funding in the future and to ensure maritime transport components in applicable funding mechanisms, including the new EU funding instruments (CEF II, Horizon Europe) and the proposed European Green Deal; and
- Contracting Parties should enable OPS tax reliefs in the region.

2.12 Following discussion, the Meeting agreed that these two measures should be included in the updated BSAP, possibly as part of its financial segment. The Meeting invited Finland to work together with the Secretariat in developing synopses for these proposed new actions for consideration by the Meeting.

2.13 The Meeting supported initiating a study to gain more knowledge on financing for sustainable shipping in the Baltic Sea region (cf. paragraph 4.10 of the Outcome). The Meeting noted with appreciation that Finland is considering the possibilities of conducting such a study.

2.14 The Meeting took note of the discussions regarding items to be included in the next Work Plan of the GREEN TEAM (2022-2023 (c.f. paragraphs 4.7 and 4.9 of the Outcome).

### **Agenda Item 3 Update of the Baltic Sea Action Plan**

Documents: 3-1, 3-2,3-2 Rev. 1, 3-3, 3-3 Rev. 1, 3-4, 3-5, 3-6, 3-6 Add. 1, 3-7, 3-8, 3-9, 3-10, 3-11, 3-12

3.1 The Meeting took note of the Updated Work Plan for the update of the BSAP, endorsed by HOD 58-2020 (document 3-1 and **Presentation 1**).

3.2 The Meeting took note that HOD 58-2020 agreed on the year 2030 as the target year for implementing the BSAP. With regard to the target year for achieving good environmental status for the Baltic Sea, the Meeting further agreed to include in the updated BSAP a reference to the 2007 BSAP and the HELCOM assessments.

3.3 The Meeting noted that the BSAP Drafting Group (DG BSAP) will play an important role in the further development of the preambles as well as operative sections of the BSAP. In this context, it was noted that the DG BSAP and the segment specific meetings of DG BSAP should consider all previous agreements and rephrasing of actions by the Maritime Working Group. The Meeting encouraged participation in the work of the DG BSAP by contacting HODs who are responsible for nominations to the DG BSAP.

#### **Drafting of the updated BSAP**

3.4 The Meeting took note of the detailed plan for drafting of the updated BSAP and the preliminary timetable (document 3-2 and 3-2 Rev. 1).

**SOM analysis**

3.5 The Meeting considered the preliminary results of the analysis of sufficiency of measures for topics of relevance to the Working Group including non-indigenous species (NIS) and underwater noise (document 3-3, 3-3 Rev. 1 and **Presentation 2**). The Meeting noted that the Maritime Working Group was responsible for validating the input data for non-indigenous species and underwater noise.

3.6 The Meeting discussed the preliminary results for noise and NIS and noted comments and responses by the Secretariat as follows:

- literature data on effectiveness of measures has been compiled and is planned to be included in the SOM analysis to the extent possible;
- existing measures in the SOM analysis include also measures in the current policy frameworks that have not yet been implemented but are expected to be so during the time frame of the analysis (until 2030-2035) (e.g. BWM Convention). These measures are assumed to be fully implemented in the analysis;
- the measure types for the NIS expert survey were drafted by the SOM topic team, consisting of Secretariat staff. They were designed to be rather general as working at the level of individual measures would have been infeasible, given the scope of the analysis. The measure types include both existing measures as well as hypothetical measures;
- the generality of the measure types may have affected the response rates and the reliability of the results for NIS as respondents may have had difficulties in understanding the implications of the measure types discussed above;
- the additional measure for mandatory hull cleaning *en route* relates to preventing introduction of biofouling NIS through ships in canals;
- offshore wind farms are part of marine and coastal construction and infrastructure. Infrastructure contributes to continuous noise while construction to impulsive noise;
- as the input data for the underwater noise, SOM analysis came from only a limited number of experts, there are concerns over the reliability of the results. It was noted that the report includes information indicating the sources of data and number of experts who contributed, thereby enabling an assessment of reliability;
- information about the sources of noise will be included in the final SOM topic-specific report for noise, and information regarding which species are affected will also be found in the report;
- in this context, the Meeting noted a request by Russia to include also type of noise and frequencies, species under negative influence, exact source of underwater noise, the *essence* of influence, time period and source of input data for analysis in the form of a table; and
- the SOM analysis for underwater noise does not attempt to quantify the needed reduction of noise as there is no GES threshold for the topic.

3.7 The Meeting took note of the preliminary results of the analysis of sufficiency of measures for all topics as well as of the validation of input data to the SOM analysis.

3.8 The Meeting noted that SOM results will be updated in October 2020.

3.9 The Meeting took note of the methodology and progress of the cost-effectiveness analysis which is being finalized (document 3-7). The Meeting noted that the cost-effectiveness analysis is still to be conducted during autumn 2020 and completed before the end of 2020.

3.10 The Meeting discussed the cost-effectiveness analysis and noted that EN-ESA representatives have been requested to provide national cost estimates. Estimates have already been provided by Finland, while a number of other Contracting Parties have agreed to do so as well. It was noted that cost estimates provided by Contracting Parties may differ, and the analysis can incorporate national cost and effectiveness

estimates. The Meeting also noted that cost estimates can be transferred across countries by making necessary adjustments e.g. for exchange rates and income levels.

### **Drafting of the updated BSAP**

3.11 The Meeting took note of the Outcome of DG BSAP 2-2020, in particular matters related to Maritime Working Group (document 3-10). The Meeting also took note of the [Outcome of DG BSAP 3-2020](#) held on 1 October 2020.

### **HELCOM Science Agenda**

3.12 The Meeting took note of the document on the HELCOM Science Agenda (document 3-11). The Meeting further noted that the Science Agenda report and its associated comprehensive inventory of HELCOM knowledge and research needs will be made available by **30 October 2020**. The Meeting noted that proposed actions for the updated BSAP that focus on research rather than concrete measures to protect the Baltic Sea environment, may be included also in the Science Agenda which is expected to be published together with the updated BSAP in autumn 2021.

### **Implementation of the current BSAP and existing agreements**

3.13 The Meeting considered the progress achieved in the implementation of HELCOM agreements and existing joint actions since the previous meeting, and made further plans as needed to facilitate their implementation by 2021.

3.14 In particular, the Meeting took note of the information by Denmark, Estonia, Latvia and Russia on progress regarding baseline surveys of prevailing environmental conditions in major ports:

- Latvia: the Latvian Institute of Aquatic Ecology (LIAE) has conducted baseline surveys of prevailing environmental conditions in major ports of Latvia (Riga, Ventspils and Liepaja). Results and conclusions are outlined in the Assessment (2018) on the State of Marine Environment of Latvia (2012-2017). Accordingly, Latvia has fulfilled requirements of HELCOM Ballast Water Road Map;
- Russia: No concrete information to be reported at this stage but national consultations are ongoing. More concrete information will be provided at a later stage;
- Denmark: No updated information was available at the time of the Meeting; and
- Estonia: a survey program is ongoing in the port of Muuga and two new survey programs, with financing already approved, will be carried out in 2021 in Paldiski Lõunasadam and Tallinn Vanasadam.

3.15 The Meeting took note that in Latvia sewage from passenger ships in priority ports in the Baltic Sea Area is currently received by barges and tank trucks, but no reports of inadequate port reception facilities (PRF) have been received.

3.16 The Meeting took note that Denmark is upgrading port reception facilities for sewage in passenger secondary ports in the Baltic Sea Area but at this stage Denmark is not in a position to confirm whether it has already been done for all secondary ports.

### **Actions to be included in the updated BSAP**

3.17 In relation to existing HELCOM actions to be transferred to the updated BSAP, the Meeting took note that HOD 58-2020 ([Outcome of HOD 58-2020](#), para. 4.23) invited DG BSAP and HELCOM Working Groups to continue work, in line with what is outlined in [document HOD 58-2020 4-9-Rev.1](#), on those actions where the need for further work has been identified. The Meeting took note that no further action from MARITIME is requested at this stage.

3.18 The Meeting considered the outcome of the BSAP UP Workshop on maritime activities, including underwater noise, non-indigenous species and response actions (BSAP UP WS-SEA) (document 3-6).

3.19 Using the separate excel file in document 3-6 Add.1 Att.1, the Meeting further elaborated and endorsed for submission to HOD 59-2020 proposed new actions taking into account the outcome of the BSAP UP Workshop.

3.20 The Meeting noted that, for some Contracting Parties, the national consultations on proposed new actions is still ongoing, and that yet outstanding analysis of economic consequences are an important part of that consideration. It was noted that although the Meeting is invited to endorse proposed new actions for inclusion in the updated BSAP, the final decisions in this regard will be made by HODs and that there is therefore still time to continue the national consultations.

3.21 The Meeting considered the revised draft synopsis for a BSAP action related to underwater noise from commercial shipping and leisure boating (document 3-9) and agreed that it should replace the three other actions on continuous underwater noise, originally submitted in two synopses by Finland and CCB.

3.22 The Meeting noted that the expected adoption of the HELCOM Regional Action Plan (RAP) on Underwater Noise will have an impact on any actions on underwater noise with a connection to the RAP, and that the BSAP should address these matters from a more strategic point of view, while the RAP contains more precise details.

3.23 In endorsing the new actions on underwater noise proposed in document 3-9, the Meeting noted the view of Russia that any actions related to mitigation measures are premature due to lack of sufficient knowledge regarding underwater noise from commercial shipping and its effect on species. The Meeting noted concerns expressed by CCB that lack of scientific knowledge should not lead to postponement of effective mitigation measures.

3.24 The outcome of the elaboration of proposed new actions, as well as the endorsement of such actions is further described in the separate Excel attachment to this Outcome. As part of this work, the Meeting also agreed on merging some of the proposed actions, as further elaborated in the Excel attachment. Furthermore, the Meeting noted that some of the endorsed actions need to be considered as a package. Two of the proposed new actions were not endorsed for submission to HOD 59-2020 by the Meeting.

3.25 The Meeting placed emphasis on elaborating the intended concrete actions that were endorsed by the Meeting (in column K "Endorsed for submission to HOD 59-2020"), rather than the titles of the submitted synopses which in many cases did not clearly communicate the intended actions. While elaborating and endorsing actions, the Meeting also made comments (in column L "Comments"), which the Meeting agreed should be utilized in the drafting of the Annex for the updated BSAP containing supplementary information associated with the actions.

3.26 The Meeting discussed possible gaps in the set of measures for the updated BSAP. In this context, the Meeting recalled the two new proposals agreed as part of the Outcome of GREEN TEAM 4-2020 (c.f. paragraph 2.12 above) but no other gaps were identified by the Meeting.

3.27 Using the synopses developed during the Meeting for the new proposed actions agreed as part of the Outcome of GREEN TEAM 4-2020, the Meeting undertook a technical review and evaluation of the proposals as further specified in the Excel attachment to this Outcome. Following discussion, the Meeting endorsed them in principle, noting that a final position could be given only at HOD 59-2020 as the aspects related to financing and taxation in many Contracting Parties lie under the responsibility of other authorities than those represented in the Maritime Working Group. The Meeting invited Contracting Parties and observers to liaise with relevant stakeholders for further input on these proposed new actions to enable a final decision being made at HOD 59-2020. The Meeting noted a proposal that the HELCOM expert network on Economic and Social Analyses Terms (EN-ESA) may also wish to consider the proposals. In this context the Meeting noted an explanation from the Secretariat that EN-ESA have not scheduled any meetings for the remainder of 2021, and that the proposal falls outside of their expertise.

3.28 The Meeting noted that the two new synopses discussed above will be published on the [HELCOM Workspace](#) where all previously submitted synopses are available.

3.29 The Meeting took note that further work on all the proposed new actions for the updated BSAP will take place in DG BSAP and HOD meetings, in line with the BSAP updated workplan.

3.30 The Meeting noted that document 3-12 was submitted after the established deadline but agreed to consider the three Maritime related synopses submitted to PRESSURE 13-2020 as set out in the document. The Meeting commented as follows:

- *Phase out biocide antifouling paint use on leisure boats and limit the use on commercial vessels by 2030.* The Meeting noted that the choice of AFS is an important part of the management of biofouling for ships and boats. AFS are used to avoid biofouling, species introductions and spread, but have the risk of releasing biocides. It was noted that the concentration of biocides in AFS should be limited to the extend needed, but also that non-biocidal AFS, if used, have to be combined with regular inspection and hull cleaning together with collection and filtration of all biofouling waste. The Meeting further noted that these considerations are addressed in the draft HELCOM Regional Biofouling Management Roadmap (c.f. Agenda Item 4). The Meeting noted that this proposal could be considered in the context of previously submitted proposed actions relating to the Regional Biofouling Management Roadmap. The Meeting also noted that biocides are regulated in the EU by the Biocides Directive, and that any actions related to biocides should not pre-empt the results for assessments under this Directive. The Meeting therefore noted a general reservation on this proposed action by the EU.
- *Best practice for removal of TBT from ships and leisure boats.* The Meeting noted that this proposal relates closely to the existing IMO *Guidance on best management practices for removal of anti-fouling coatings from ships, including TBT hull paints* (AFS.3/Circ.3).
- *Limit the use of firefighting foam containing PFAS at sea and promote sustainable alternatives.* The Meeting noted a comment stating support for taking measures in limiting the use of PFAS. The Meeting noted a general reservation by the EU on this proposal as it falls under the scope of EU legislation.

#### HELCOM Explorer

3.31 The Meeting took note of information on the [HELCOM Explorer](#) which serves to follow-up on the implementation of BSAP actions, commitments made at HELCOM Ministerial Meetings in 2010, 2013 and 2018 and presents the implementation status of selected HELCOM Recommendations.

3.32 The Meeting took note of the information on the status of the joint actions of relevance for Maritime WG as included in document 3-4. The Meeting agreed with the reporting of these actions as set out in the separate Excel file attached to document 3-3, without any changes.

#### Drafting of the updated BSAP

3.33 The Meeting took note of the first draft for BSAP segment preamble – sea-based activities (document 3-5).

3.34 The Meeting reviewed the draft preamble as contained in document 3-5, made some general comments and agreed to some revisions to the text as set out in **Annex 2** to this Outcome and endorsed it for submission to GEAR 23-2020 and to HOD 59-2020 for review, noting that the drafting will continue in the First Meeting of the Sea-based activities segment team for drafting the updated Baltic Sea Action Plan (DG BSAP SEA 1-2020 (12 October 2020) and in DG BSAP in spring 2021.

3.35 The Meeting considered the content and structure of the draft Annex for the sea-based activities segment of the updated BSAP (document 3-8). The Meeting supported the structure and noted the following comments and observations:

- the column “Potential effect (if available)” refers to the effect of the action in improving the state of the environment;
- it would be useful to include also information about sub-groups that support the work of the main Working Groups mentioned in the Annex;
- target years need to be included, where possible. In this context, the Meeting noted that for the action to ensure the completion of the resurveys for CAT III near shore and other areas

used typically for safe boating, environmental and GIS data purposes and oil recovery contingency, the target year is specified in the HELCOM-BSHC Re-survey Scheme which is updated annually. In the current version the target year is 2045, which was noted by the Meeting to be beyond the agreed target for implementation of the BSAP (2030); and

- With regard to the existing action “Develop a Roadmap for enforcement of the Baltic Sea NOx Emission Control area by [2023]”, the Meeting agreed that the Roadmap should also include the goal of NOx reductions by incentives for existing ships, if technically and or economically feasible, and that this should be explained in the annex.

3.36 The Meeting discussed the way forward to finalize the BSAP Annex prior to HOD 60-2021 and agreed to invite the Secretariat to develop a more complete draft, including also new actions after HOD 59-2020. The Meeting further agreed that the new draft should be circulated for comments in early 2021 and that an intersessional online meeting should be organized in spring 2021 to finalize the work to enable submission of the Annex to HOD 60-2021 for approval. The Meeting agreed that the intersessional meeting could be e.g. in late February or early April, but that the final date and duration of the meeting should be decided when a second draft is ready and when more information is available on the HELCOM and other organization’s (e.g. IMO) meeting schedules for spring 2021.

#### **Agenda Item 4 Ballast water, biofouling and anti-fouling systems**

Documents: 4-1, 4-2, 4-3, 4-4

##### ***Biofouling***

4.1 The Meeting considered the proposal for a Regional Baltic Biofouling Management Roadmap (document 4-1), and commented as follows:

- the Roadmap was supported and seen as a good example on regional cooperation;
- the Meeting noted that further clarification is needed regarding how the Roadmap should be implemented, as it was not seen to be drafted in the typical style of a Roadmap. The Meeting noted a clarification that the COMPLETE Project has been approved for extension, and that this can be clarified through the continued work of the Project. The Meeting also noted that a proposed new BSAP action, endorsed by the Meeting under Agenda Item 3, also addresses the implementation of the Roadmap;
- a question was raised with regard to the goals of the proposed Roadmap, which reflects the goals of the COMPLETE Project rather than clearly stating the goals of the Roadmap itself;
- a question was raised regarding on if and how the implementation of the Roadmap will be controlled;
- a proposal was made that the Roadmap and comments made by the Meeting should be considered by TG BALLAST before approval; and
- the Meeting noted that further input and comments from Contracting Parties that have not participated in the development of the Roadmap through the COMPLETE Project (Denmark and Russia) would be particularly important.

4.2 The Meeting invited Contracting Parties to provide additional comments to the Roadmap by **30 October 2020** to the Secretariat ([marta.ruiz@helcom.fi](mailto:marta.ruiz@helcom.fi)) so that these can be addressed with the view to submitting a further elaborated draft Roadmap to TG BALLAST 11-2020 for consideration. The Meeting noted that further comments on the elaborated draft can be submitted as CMNT documents to TG BALLAST 11-2020 by **19 November 2020**. The Meeting agreed to the draft Roadmap in principle and mandated TG BALLAST 11-2020 to finalize and agree to it, followed by direct submission by TG BALLAST 11-2020 to HOD 59-2020 for approval and subsequent adoption by HELCOM 42-2021.

4.3 Furthermore, the Meeting invited interested Contracting Parties to submit the draft Roadmap for consideration to the IMO Correspondence Group on the Review of the Biofouling Guidelines as an input from the COMPLETE Project as it provides useful input for this IMO process.

**Regionally harmonised A-4 exemptions and related risk assessments**

4.4 The Meeting considered the revised HELCOM OSPAR Joint Harmonised Procedure on the granting of exemptions under International Convention for the Control and Management of Ships' Ballast Water and Sediments (JHP), which has already been approved by OSPAR EIHA(1) 2020 (document 4-2).

4.5 The Meeting approved the revised JHP and instructed the Secretariat to carry out an editorial and factual review and make necessary corrections before submission to HOD 59-2020 for adoption.

4.6 The Meeting noted that harmonization of procedures regarding exemptions under the BWM Convention continues as the implementation of the BWM Convention is being phased in, and agreed that any substantial amendments needed to the JHP should be considered by TG BALLAST for possible future revisions of the JHP.

4.7 The Meeting discussed other issues related to regionally harmonised exemptions under regulation A-4 of the BWM Convention and related risk assessments and noted the following:

- the European Commission is currently looking at risk assessments for four maritime species in the framework of Regulation (EU) No 1143/2014. The next update of the list of invasive alien species in line with the Regulation will probably not take place before 2021;
- the Meeting congratulated Poland for their ratification of the BWM Convention on 26 August 2020, with entry into force for Poland on 26 November 2020; and
- agreement has been reached between Denmark and Sweden to designate a "Same Risk Area" under the BWM Convention, around the Öresund bridge. Applications for exemptions under Regulation A-4 of the BWM Convention can be submitted to the relevant authorities. More information on this will be provided to TG BALLAST 11-2020.

**Other BWM related activities**

4.8 The Meeting took note of the information on the status of the project "Completing management options in the Baltic Sea Region to reduce risk of invasive species introduction by shipping ([COMPLETE](#)), 2017-2021" (document 4-3).

4.9 The Meeting took note that the COMPLETE project has been granted extension in duration and scope, and thus the COMPLETE PLUS "Practical implementation of the COMPLETE project outputs and tools" will be running from April to December 2021. The Meeting took note of the activities foreseen to take place within the COMPLETE PLUS project.

4.10 The Meeting noted that HOD 57-2019 approved the revised Terms of Reference for HELCOM-OSPAR TG BALLAST, to become Joint HELCOM/OSPAR Task Group on Ballast Water Management Convention (BWMC) and Biofouling (2020-2024) (Outcome of HOD 57-2019, para. 4.77 and Annex 5). The Meeting noted that OSPAR EIHA(1) 2020 has also agreed on these Terms of Reference ([Summary Record of EIHA\(1\)2020](#), para. 1.5.b and Annex 5).

4.11 The Meeting recalled that MARITIME 19-2019 had noted that the list of surveyed ports contains ports surveyed following the JHP, while other types of surveys may also have been undertaken in other ports. MARITIME 19-2019 had agreed that an expanded list of ports would be useful as well and consequently agreed to invite Contracting Parties to provide to the Secretariat information on all port surveys conducted in ports. The Meeting noted that no additional information on port surveys conducted in ports has been received to date.

4.12 The Meeting instructed the Secretariat to request updates and data for new ports e.g. once per year, including for ports surveyed in accordance with other protocols than the survey protocol of the JHP, in order to ensure that sufficient and up to date data is available.

4.13 The Meeting took note of the information on the status of early warning system and generation of a list of surveyed ports which currently only includes ports surveyed under the JHP (document 4-4).

**Anti-fouling systems**

4.14 The Meeting recalled ongoing discussions in the Pressure Working Group regarding the update of HELCOM Recommendation 20/4 on *Antifouling paints containing organotin compounds*. The Meeting noted that while no concrete progress has been made, PRESSURE 11-2019, as part of their work on developing concrete actions to follow up the HELCOM 2018 Ministerial Declaration, agreed inter alia to propose to HOD 57-2019 to identify sources of offshore legacy pollutants, to make a regional inventory of substances from offshore sources and identify priority contaminants from offshore sources and to update HELCOM Recommendation 20/4 on antifouling systems (depending on cooperation with Maritime Working Group)", indicating that this action is likely to be accomplished by end of 2020 ([Outcome of PRESSURE 11-2019](#), para. 8.31 and Annex 3).

4.15 The Meeting discussed further information on developments within the IMO regarding the amendment of the AFS Convention to prohibit the use of cybutryne and new issues regarding anti-fouling systems. The Meeting noted that IMO PPR 7 had continued the work and finalized a proposed amendment to the AFS Convention, including a compromise exempting ships in domestic trade and ships on international voyages below 400 GT if allowed by the coastal State(s). The draft amendment is expected to be approved by MEPC 75 with a view to adoption at MEPC 76. In parallel, EMSA and ECHA are working on a revision of the testing guidelines to include inspection methods for detecting cybutryne on ships' hulls, with the intention to submit information on this work to PPR 8.

4.16 The Meeting noted that the German Environment Agency (UBA) has issued AFS Guidelines for Boatowners that are currently only available in German.

**Agenda Item 5 Airborne emissions from ships and related measures**

Documents: 5-1, 5-2

**Airborne emissions from ships**

5.1 The Meeting took note of the information on the Environmental Protection in Maritime Traffic – Scrubber Wash Water Survey (document 5-1, **Presentation 3**) which also included information on the follow up project IMPEX and the intercomparison campaign of the Scipper Project.

5.2 The Meeting took note of the information on Emissions from Baltic Sea shipping in 2006-2019 (document 5-2, **Presentation 4**).

**Alternative Fuels and Green Technology**

5.3 The Meeting did not note any additional information on the use of alternative fuels (including electric engines with batteries) on board ferries or other vessels in the Baltic Sea nor other developments in the use of alternative fuels for ships in the Baltic Sea region, including the development of port infrastructure.

**Other activities related to airborne emissions**

5.4 In discussing additional information on other activities related to airborne emissions the Meeting noted inter alia that the European Commission (EC) stresses the importance of using alternative fuels in the overall decarbonisation effort for maritime transport. In the EU, the uptake of alternative fuels for waterborne application is stimulated through the Alternative Fuel Infrastructure Directive (2014/94/EU). The Meeting further noted that the EC is currently evaluating how effective the Directive and its measures have been and whether they are still relevant in view of recent technological advances and market developments.

5.5 The Meeting noted information on the upcoming preparation of the FuelEU Maritime initiative, which is expected to be proposed by the end of 2020. This proposal intends to stimulate sufficient demand in the market for sustainable fuels, avoid carbon leakage, and provide certainty on the pathways for reducing the GHG emissions from maritime traffic. It was noted that this will create a strong boost for use of on-shore power supply (or equivalent system) by ships in ports. Different options are being considered within the impact assessment process. Consultations activities are taking place and regular discussions are taking place

within the framework of the European Sustainable Shipping Forum (ESSF). The Meeting further noted that the candidate Horizon Europe Zero-Emission Waterborne Transport co-programmed Partnership, strongly aligned with the objectives of the European Green Deal, will be complementary to the above-mentioned regulatory actions and will be focused at the development and demonstration of deployable zero-emission solutions suitable for all main ship types and services before 2030.

#### **Agenda Item 6 Sewage discharges from ships and port reception facilities**

Documents: 6-1

6.1 The Meeting took note that no meetings of the Cooperation Platform on Port Reception Facilities (CP PRF) have been held since 2019.

6.2 The Meeting took note of the work related to the HELCOM Overview on Port Reception Facilities (PRF) (document 6-1) and recalled the discussions at MARITIME 19A-2020 regarding the need to update and improve the HELCOM PRF Overview.

6.3 The Meeting encouraged Contracting Parties and Observers to support and commit to complete the improvements to the PRF Overview envisioned by MARITIME 19A-2020, and to update the data in figures 3.3-3.6 of the PRF Overview for each port, noting that the Secretariat does not have the resources to undertake the work on its own. In particular, the Meeting invited CLIA Europe to consider supporting the Secretariat in the process.

6.4 The Meeting agreed that an online CP PRF meeting should be organized in early 2021 to plan the work forward in improving the HELCOM PRF Overview. The Meeting also noted the importance of involvement of the CP PRF in the future implementation of actions related to PRF in the updated BSAP.

6.5 The Meeting further invited CP PRF, at its next meeting, to consider the possibilities and need for widening the scope of its work to other than sewage PRF.

6.6 The Meeting took note of the information by the EU on the revised Port Reception Facilities Directive (2019/883/EC) in relation to sewage, recalling the discussions at MARITIME 19A-2020, as well as other information related to sewage PRF (**Presentation 5**). In this context, the Meeting noted that EMSA is to update the available guidelines and recommendations related to PRF, adapting them to the new Directive and that this is to be preceded by the adoption of two implementing acts, one on the 'Methods to Calculate Sufficient Dedicated Storage' and one on the 'Risk Based Targeting Mechanism'. The Meeting further noted that the EC has initiated a study on identification of criteria for determining that a ship meets the requirements for design, equipment and operation in order to demonstrate that the ship produces a reduced quantity of waste and manages its waste in a sustainable and environmentally sound manner, with a view to being able to qualify for reduced fees for delivery of waste. The presence on board of a suitable and certified sewage treatment system is being looked at in this framework.

#### **Agenda Item 7 Other ship-generated wastes and port reception facilities (including marine litter)**

No documents

##### ***Overall PRF developments***

7.1 No further updated information with regard to the implementation of the Port Reception Facilities Directive (2019/883/EC) nor the implementation of the "no-special-fee" system in the Baltic Sea was provided by participants.

##### ***Bulk cargo including fertilizers***

7.2 No new information with regard to bulk cargo including fertilizers was provided by participants.

##### ***Marine Litter and MARPOL Annex V***

7.3 The Meeting took note of HELCOM activities to tackle marine litter pollution in relation to the work of the Maritime Working Group as orally provided by the Secretariat. In particular, the Meeting noted

that the RAP ML is one of the key supplementary documents to the updated BSAP containing a comprehensive list of concrete actions to be implemented to achieve the BSAP goals. The revision of the current RAP ML, as supported by HOD 58-2020, is to be conducted simultaneously and in connection with the revision of the BSAP. Both the BSAP UP WS on hazardous substances and marine litter (held in late August 2020) and the WS RAP ML 5-2020 (to be held 12 October 2020) are to be used to discuss this topic.

7.4 The Meeting noted that the WS RAP ML 5-2020 will consider an overview of the status of implementation of the regional actions as well as national voluntary actions in the RAP ML, suggestions of inclusion of proposed new synopsis in the revised RAP ML aligned with the input of the previous BSAP UP WS as well as possible reasons why there are some actions in the RAP ML where no implementation progress has been achieved and suggestions on how to proceed with those in the revised RAP ML.

7.5 The Meeting further noted that the WS RAP ML 5-2020 will be invited to propose, discuss and agree on a practical way forward on the revision of the RAP ML for consideration by PRESSURE 13-2020 so that a draft revised RAP ML can be submitted to HOD 59-2020 for consideration.

#### ***Other activities related to other ship-generated wastes***

7.6 In discussing any other activities related to other ship-generated wastes, the Meeting noted information provided by Germany regarding round table discussions to develop recommendations for the reduction of discarded fishery litter, nets lines and gears, including deposit return systems in ports.

#### **Agenda Item 8 Detection, investigation and prosecution of offenders of anti-pollution regulations**

No documents

8.1 The Meeting took note of the progress with regard to the draft annual HELCOM report on discharges observed during aerial surveillance in the Baltic Sea 2019.

8.2 The Meeting noted that revision of the EU Directive 2005/35 on ship source pollution is being planned and that a reporting template for EU Member States is being prepared in order to request input. The Meeting invited the EU to provide updates on this to MARITIME 21-2021.

#### **Agenda Item 9 Safety of navigation and related matters**

Documents: 9-1

##### ***Baltic Sea accident data***

9.1 The Meeting noted that the [HELCOM report on shipping accidents during 2018 in the Baltic Sea region](#) has been published in the HELCOM website.

9.2 The Meeting took note that as requested by MARITIME 18-2020, the Secretariat has been in contact with EMSA to get the shipping accidents data for 2019 through the EMCIP Database (for EU Member States). A MoU has been signed between EMSA and HELCOM for this purpose, but due to the related administrative tasks and COVID-19, it has not been possible for the Secretariat to finalize the draft accidents report for approval by this Meeting.

9.3 The Meeting invited the Secretariat to, once available, circulate the draft report on shipping accidents during 2019 in the Baltic Sea region to Contracting Parties for approval by correspondence. The Meeting noted that due to resource constraints at the Secretariat, it was not possible to indicate exactly when the draft report could be circulated for approval.

##### ***Re-surveys***

9.4 The Meeting recalled that MARITIME 19-2019 had noted that the Baltic Sea Hydrographic Commission (BSHC) at its 24th conference decided that the current HELCOM Re-Survey Scheme should be updated to include also Category III areas and has tasked the BSHC Monitoring Working Group (BSHC MWG) to update the Scheme to be presented to the BSHC25 conference in 2020 for approval. MARITIME 19-2020

agreed on this way forward and Finland was consequently invited to submit the updated HELCOM Re-Survey Scheme to MARITIME 20-2020 for consideration.

9.5 The Meeting took note of the HELCOM-BSHC Harmonized Re-survey Scheme update and assessment report (document 9-1, **Presentation 6**).

9.6 The Meeting approved the updated HELCOM Harmonized Re-Survey Scheme, as set out in Annex 1 of document 9-1.

9.7 The Meeting recalled that the updated Re-Survey Scheme has been endorsed by the Meeting for inclusion into updated BSAP (c.f. Agenda Item 3 and the separate Excel attachment to this Outcome).

9.8 The Meeting encouraged the Contracting Parties to participate in EU funding programs to ensure the resources for hydrographic surveys in order to meet the timelines set in the Re-Survey Scheme.

9.9 The Meeting noted a comment in relation to underwater noise from hydrographic surveys, that in accordance with the information presented and in relation to document 9-1, the used frequencies in hydrographic charting surveys in the Baltic Sea are typically about 200 - 450 kHz, which penetrates the water column only within a short range. The total emitted energy is low and narrowband directed pulse type (max ~220 dB reference 1  $\mu\text{Pa}^2\text{s}$  at 1 m and pulse duration some 10 – 100  $\mu\text{s}$ ), coming from constantly moving platform, thus having a minimum impact on marine flora and fauna. It was further noted that geophysical surveys and exploration operate in different manners.

#### ***E-navigation***

9.10 No information on any new issues regarding E-navigation was provided by participants.

#### ***HELCOM AIS data***

9.11 The Meeting noted that Germany has started sharing AIS streaming data with HELCOM since January 2020.

### **Agenda Item 10 HELCOM publications, implementation and reporting**

No documents

#### ***HELCOM Recommendations***

10.1 The Meeting noted that HELCOM 41-2020 adopted the Recommendation “Deep-Sea Pilotage to Enhance Safety of Navigation and Protection of The Marine Environment in the Baltic Sea Region” as HELCOM Recommendation 41/1 ([Outcome of HELCOM 41-2020](#), para. 5.1 and Annex 4).

10.2 The Meeting noted that HELCOM 41-2020 adopted the Recommendation “Enhancing the use of Pilots in Route T and the Sound in order to Contribute to Safe Navigation” as HELCOM Recommendation 41/2 superseding the current HELCOM Recommendation 23/3 ([Outcome of HELCOM 41-2020](#), para. 5.6 and Annex 6).

10.3 The Meeting noted that HELCOM 41-2020 decided to withdraw HELCOM Recommendation 24/7 “Further development and use of drift forecasting for oils and other harmful substances in the Baltic” as well as the associated Guidelines for the implementation of HELCOM Recommendation 24/7, as its provisions have been fulfilled ([Outcome of HELCOM 41-2020](#), para. 5.8).

10.4 The Meeting noted that HOD 57-2019 approved the proposal to revoke HELCOM Recommendation 23/1 on Notification of ship’s wastes ([Outcome of HOD 57-2019](#), para. 4.79).

#### ***HELCOM publications***

10.5 The Meeting noted that following decisions by HELCOM 41-2020, the [HELCOM Activities Report 2019](#) has been published as Baltic Sea Environment Proceedings (BSEP) n 169 ([Outcome of HELCOM 41-2020](#), para. 6.2).

**Agenda Item 11 Activities within other organizations and initiatives**

Documents: 11-1, 11-2

**Global processes**

11.1 The Meeting did not discuss any other matters related to discussions in international fora such as IMO, IHO and IALA.

**EU & EUSBSR activities**

11.2 The Meeting took note of the information by the EU on its clean shipping initiatives (**Presentation 7**).

**Leisure boating**

11.3 No information on recent developments on leisure boat recycling and disposal was provided by participants.

**Other issues**

11.4 The Meeting took note of the preliminary list of HELCOM and other meetings in 2020-2021 (document 11-1). No corrections or updates were made, however, the Meeting noted that information on the IMO meeting schedule for 2021 is not yet known.

11.5 The Meeting took note of the 2020 Environmental Technologies and Practices Report by CLIA (document 11-2). The Meeting noted a comment that the Water Framework Directive with its EQS represent an assessment framework for the environment and not for single input sources, especially given the fact that some areas already exceed EQS for the substances discharged by scrubbers.

**Agenda Item 12 Any other business**

Documents: 12-1, 12-2, 12-3, 12-4, 12-5, 12-6, 12-7, 12-8

12.1 The Meeting took note of the Guidance on resumption of operations of cruise ships in the EU in relation to COVID-19 (document 12-1).

12.2 The Meeting invited Contracting Parties to circulate the guidance to all interested parties, as deemed appropriate. In this context, the Meeting noted that the Guidance has already been distributed to port State control officers in Finland.

12.3 The Meeting took note of document 12-3 containing the contact addresses and observers of the HELCOM Maritime Working Group and updated the information as contained in document 12-3 Rev. 1.

12.4 The Meeting took note of the draft HELCOM Regional Action Plan (RAP) on Underwater Noise and welcomed the work of EN-Noise (document 12-2).

12.5 The Meeting provided the following comments to the draft RAP on Underwater Noise:

- Denmark is not in a position to support voluntary action nr 16 in part 3.3. as currently drafted because it relates to regulating military exercises. Denmark is open to consider alternative wording for this action and may submit a proposal in that regard for consideration by PRESSURE 13-2020;
- a question was noted with regard to the pre-core indicator for continuous noise and whether this indicator is common for all sources of noise or if there are separate indicators and targets for different sources of noise. The Meeting noted that the indicator is not yet fully developed, and that e.g. in OSPAR noise indicators different sources of noise are separated. The Meeting therefore noted that this could be done within HELCOM as well, noting, however that for HOLAS purposes it would be simpler to use just one indicator. The Meeting further noted the HELCOM Work Plan for the development of indicators, which also includes indicators for underwater noise, as well as a proposed project that, if approved, intends to work further on the matter;

- the Meeting noted the view by Russia that the work in the RAP is contradicting the decision of the 2018 Ministerial Declaration to develop the RAP to address adverse effects on “marine species identified as sensitive to noise”.
- the Meeting noted the view of Russia that underwater noise is a poorly studied problem and that it is expensive to address continuous underwater noise by changing shipping routes or lowering speeds, and that route changes would be in contradiction with UNCLOS. The Meeting noted that the RAP does not intend to propose measures that are unreasonable or are counterproductive for safe navigation;
- the Meeting noted the view of Russia that before having measures, more studies are needed (no study-no measures). In this context the Meeting noted that this is also the approach taken in the draft RAP when drafting the proposed actions;
- the Meeting noted a comment related to voluntary action nr 7 in section 3.2 of the draft RAP, regarding a contradiction with SOLAS on mandating the use of AIS transponders on leisure boats. In this regard a clarification was noted that while commercial ships having AIS are easy to monitor, this is not the case for leisure boats that do not have AIS, which is why it is proposed that this could be required on a national level e.g. for boats with a particularly high engine power. The Meeting agreed that appropriate reference to SOLAS should be made within this voluntary action; and
- terminology should be unified as sometimes the term “underwater sound” is used, while the term “underwater noise” is more common.

12.6 The Meeting supported the draft RAP on Underwater Noise, taking into account the comments made and concerns expressed, and agreed to forward the input and comments made to PRESSURE 13-2020 (13-16 October 2020) for consideration before HOD 59-2020.

12.7 The Meeting took note of the update on the process of setting up the HELCOM continuous noise database and soundscape planning tool hosted at ICES (document 12-4).

12.8 The Meeting took note of document 12-6 on Underwater noise emissions from Baltic Sea shipping in 2006-2019.

12.9 The Meeting took note of document 12-5 on Discharges to the sea from Baltic Sea shipping in 2006 – 2019. The Meeting noted that technical questions regarding the information can be addressed bilaterally between the authors and experts in interested Contracting Parties and observers.

12.10 The Meeting took note of the information on a project to minimize discharges of grey waters and food waste from ships into the Baltic Sea (document 12-7 and **Presentation 8**). The Meeting noted a question with regard to how the work conducted in the project relates to work ongoing within IMO. The Meeting noted that grey water is currently not regulated by MARPOL and recalled the proposed BSAP actions on grey water and food waste, which were endorsed by the Meeting and include further studies and impact assessments on the matter. The Meeting noted that it may be useful for HELCOM Contracting Parties to submit information on the outcomes of these studies and assessments to IMO for consideration.

12.11 The Meeting noted a further question with regard to how grey water delivered to ports could be incorporated in the no-special-fee system, considering the large volumes expected and possible needs for increasing the capacity of municipal wastewater treatment systems. It was clarified that according to the survey conducted within this project, it is not realistic to expect increased grey water tank capacity on board ships, nor improved port infrastructure in the short term, but that instead tank trucks would be likely to be used in many ports for now.

12.12 The Meeting further noted with concern, that the survey conducted within the project described in document 12-5 indicates that 28% of those ships which were in the focus of the study are not aware of the no-special-fee system.

12.13 The Meeting took note of the information regarding the Clean Shipping Project Platform (CSHIPP) (document 12-8).

12.14 The Meeting discussed the need to raise awareness and improve dissemination of the HELCOM 2017 Clean Shipping Guide. It was noted that the Guide is available on the [HELCOM Website](#) and that the HELCOM Secretariat distributes the hard copy booklet at various maritime related events and meetings, as well as to shipowners upon request. The Meeting encouraged Contracting Parties and observers to inform relevant stakeholders, including shipowners, agents and port organizations, of the Guide and invite them to contact the Secretariat to request the hard copy.

### **Agenda Item 13 Future work and meetings**

Documents: 13-1

13.1 The Meeting considered the Work Plan for the HELCOM Maritime Working Group (document 13-1), updated it, and agreed on a new work plan for 2021-2022 as contained in **Annex 3** to the Outcome and agreed to invite HOD-59-2020 to approve it.

13.2 The Meeting welcomed the offer by Sweden to host MARITIME 21-2021 and agreed that due to uncertainties stemming from the COVID-19 pandemic, as well as the unknown IMO meeting schedule, it is premature to decide on the exact dates for the Meeting.

13.3 The Meeting welcomed the offer by Denmark to consider hosting MARITIME 22-2022 in autumn 2022.

### **Agenda Item 14 Outcome of the Meeting**

14.1 The Meeting adopted the draft Outcome of the Meeting. The final Outcome, incorporating corrections by the Meeting, will be prepared by the Secretariat in consultation with the Chair of the Meeting and made available in the HELCOM Meeting Portal.

## Annex 3 Draft Work Plan for the HELCOM Maritime Working Group 2021-2022

ACTION	INTERSESSIONAL ACTIVITIES/RESPONSIBLE	RESULTS/TIME FRAME
<b>Measures and actions enhancing maritime safety</b>		
Propose additional safety measures, including routeing measures	Contracting Parties HELCOM SAFE NAV HELCOM MARITIME	Continuous
Follow-up implementation of HELCOM Recommendation 34E/2 on e-navigation	HELCOM SAFE NAV HELCOM AIS EWG	Continuous
Maintain and update the “HELCOM Routeing Guide for the Baltic Sea” – chart and web page version	Lead countries: - chart - Germany - web page version - Denmark	Continuous
Contribute to HELCOM Maritime Spatial Planning work with maritime input	HELCOM - VASAB MSP WG HELCOM Secretariat HELCOM MARITIME	Continuous
Follow-up, contribute to and utilize the results of various risk assessments of shipping accidents in the Baltic Sea	In co-operation with HELCOM RESPONSE	Meetings of HELCOM SAFE NAV
Continue the development of AIS Application Specific Messages and promote their use in the Baltic Sea	HELCOM AIS EWG	Continuous
Co-operate with the Monitoring Working Group of BSHC to speed-up hydrographic re-surveys and support other hydrographic activities and follow-up the implementation of the Revised re-survey scheme, taking into account relevant actions in the BSAP	Contracting Parties HELCOM MARITIME	National analyses on the need to revise the re-survey scheme areas based on traffic density maps
Co-operate with Baltic Icebreaking Management to further improve the safety of navigation in ice conditions	Contracting Parties	Meetings of HELCOM MARITIME
Follow up implementation of HELCOM Recommendation 31E/5 on Mutual Plan for Places of Refuge	Contracting Parties In co-operation with HELCOM RESPONSE	Meetings of HELCOM MARITIME

<b>Consideration of the ways to further reduce emissions and discharges from shipping</b>		
Follow-up the designation of the Baltic Sea as a Special Area under Annex IV of MARPOL for sewage discharges from passenger ships	HELCOM MARITIME CP PRF	Continuous
Follow-up new developments regarding availability of technology to treat sewage to Special Area standards and promote harmonised application of Special Area requirements	HELCOM MARITIME CP PRF	Continuous
Investigate and consider introduction of economic incentives for reducing emissions from ships, which are currently not regulated internationally	Contracting Parties GREEN TEAM	Meetings of HELCOM MARITIME
Investigate and consider alternative fuels and green technology for shipping, including following up improvements in Tier III technologies	HELCOM MARITIME GREEN TEAM	HELCOM MARITIME
Carry out work with regard to enforcement of the Baltic Sea NECA area, taking into account relevant actions of the BSAP	HELCOM MARITIME GREEN TEAM	Continuous
Consider revision of Recommendation 28/3 on Guidelines on Bunkering Operations and Ship to Ship Cargo Transfer	Contracting Parties GREEN TEAM HELCOM RESPONSE	Meetings of GREEN TEAM and HELCOM MARITIME
Carry out activities according to the work plan of the HELCOM GREEN TEAM	HELCOM MARITIME GREEN TEAM	Continuous Meetings of the GREEN TEAM (events in cooperation with other actors)
Summarize the outcome of implementation of more stringent limits of SOx emissions that came into force in 2015	HELCOM MARITIME	Continuous
Assess whether there is room/need for other HELCOM measures to address emissions from shipping	HELCOM MARITIME GREEN TEAM	Continuous

<b>Port Reception Facilities</b>		
Carry out activities according to the Terms of Reference and work plan of the CP PRF	HELCOM MARITIME CP PRF	Continuous Meetings of the CP PRF (events in cooperation with other actors)
Monitor the availability of PRF for sewage in the Baltic Sea region, and upgrade PRFs if necessary	Contracting Parties CP PRF	Continuous
Identify further gaps in availability of PRF for other ship-generated wastes than sewage, mandatory delivery of waste and the application of the “no-special-fee” system, and propose measures to fill in these gaps	Contracting Parties	Continuous
Carry out work in accordance with actions related to PRF in the BSAP	HELCOM MARITIME CP PRF Contracting Parties	Continuous
<b>Cooperation to prevent the introduction of non-indigenous species from shipping related vectors</b>		
Carry out work according to the Regional Baltic Sea plan for harmonized ratification and implementation for the 2004 IMO Ballast Water Management Convention (BWMC), taking into account relevant BSAP actions	HELCOM MARITIME COMPLETE Project	Continuous
Implementing the Joint Harmonized Procedure for granting exemptions in accordance with the BWMC regulation A-4 in the Baltic Sea	HELCOM MARITIME in co-operation with OSPAR HELCOM-OSPAR TG BALLAST	Continuous
Regularly update the Baltic Sea target species list	HELCOM MARITIME Target Species List Expert (Correspondence) Group led by Finland Information on progress will be provided to HELCOM STATE & CONSERVATION and TG BALLAST	Continuous
Work towards harmonized implementation of the IMO Biofouling Guidelines and Guidance documents, taking into account relevant actions in the BSAP	HELCOM MARITIME in co-operation with OSPAR HELCOM-OSPAR TG BALLAST	Continuous

<b>Co-operation to ensure enforcement of regulations and detection, investigation and successful conviction of offenders of anti-pollution regulations</b>		
Inter-regional cooperation with other Regional Seas Conventions on the enforcement of regulations and detection, investigation and successful conviction of offenders of anti-pollution regulations	HELCOM MARITIME HELCOM RESPONSE	Continuous
Carry out work related to the enforcement of regulations and detection, investigation and conviction of offenders related to anti-pollution regulations	HELCOM MARITIME HELCOM RESPONSE	Continuous
<b>Collection and analyses of the statistics on ships' movements in the Baltic and on environmental impact of shipping/experience exchange</b>		
Provide modelling data on emissions, discharges and underwater noise from ships in the Baltic Sea Area	Lead country: Finland	Annual reports on emissions to HELCOM MARITIME meetings
Provide available measurement data on emissions, discharges and underwater noise from ships in the Baltic Sea area as the primary source of data	Contracting Parties	HELCOM MARITIME meetings
Collect and compile information on shipping accidents in the Baltic Sea	HELCOM Secretariat/Contracting Parties in liaison with EMSA	Annual HELCOM report on shipping accidents
Analyse and use annual HELCOM reports on illegal discharges observed during aerial surveillance	In co-operation with HELCOM RESPONSE	Meetings of HELCOM MARITIME
Uphold, maintain and further develop the HELCOM AIS System	HELCOM AIS EWG	Continuous
Analyse AIS based information on shipping in the Baltic	Contracting Parties HELCOM Secretariat	Continuous HELCOM Maritime Assessment
Regulating access to AIS information according to HELCOM Recommendation 33/1	HELCOM AIS EWG national contact points HELCOM Secretariat	Continuous
Produce thematic assessments and GES relevant indicators related to Maritime Activities to support work of HELCOM GEAR and STATE & CONSERVATION	HELCOM MARITIME HELCOM Secretariat	Continuous
<b>Information to mariners</b>		
Update and disseminate the revised HELCOM Baltic Sea Clean Shipping Guide	HELCOM Secretariat	Update when needed

<b>Other tasks stemming from implementation of the HELCOM Baltic Sea Action Plan (Maritime related activities in the Sea-based segment)</b>		
Further address marine litter	HELCOM PRESSURE in coordination with HELCOM MARITIME and FISH WS RAP ML Contracting Parties	According to the Baltic Sea Regional Action Plan on Marine Litter
Further consider noise from shipping and leisure boats and its environmental effects in light of the developments at the international level in IMO, taking into account relevant actions in the BSAP	PRESSURE (EN-Noise) in coordination with HELCOM MARITIME	Meetings of HELCOM MARITIME
Exchange information about offshore activities	HELCOM MARITIME HELCOM RESPONSE	Continuous
Consider an assessment of pleasure craft activities in the Baltic Sea region including, <i>i.a.</i> , environmental impacts and risks of accidents	EBA, Contracting Parties	by 2022
Consider joint proposals to IMO on clean and safe shipping in the Baltic Sea	HELCOM MARITIME	Continuous
<b>Update of the HELCOM Baltic Sea Action Plan</b>		
Contribute to the update of the BSAP in accordance with the strategic plan for the update and the work plan for implementation of the BSAP update	HELCOM MARITIME Heads of Delegation Secretariat Interdisciplinary platform (to be established)	By the 2021 Ministerial Meeting