



---

<b>Document title</b>	Proposal for revised Terms of Reference for HELCOM CG SECA
<b>Code</b>	4-10-WP.1
<b>Category</b>	DEC
<b>Agenda Item</b>	4 – Airborne emissions from ships and related measures
<b>Submission date</b>	5.11.2014
<b>Submitted by</b>	Drafting group
<b>Reference</b>	MARITIME 14-2014, document 4-1, Annex 1

---

**[REVISED] TERMS OF REFERENCE FOR THE CORRESPONDENCE GROUP BETWEEN HELCOM CONTRACTING PARTIES CONCERNING ENFORCEMENT OF THE MORE STRINGENT LIMITS FOR SOX EMISSIONS 2015- (HELCOM CG SECA)**

adopted by HELCOM 35-2014

This document includes the Terms of Reference (ToR) of the Correspondence Group between HELCOM Contracting Parties concerning enforcement of the new limits for SOx emissions entering into force in the Baltic Sea from 1 January 2015 (HELCOM CG AIRBORNE) established by MARITIME 13/2013 for the period 2014-2016.

**Background**

The 2013 HELCOM Ministerial Declaration welcomed cooperation between the Contracting Parties to enhance the enforcement of the more stringent limits for SOx emissions.

In order to achieve efficient and cost effective enforcement within the MARPOL ANNEX VI SECA Baltic Sea, it would be appropriate to exchange information on possible joint measures.

Furthermore, concerns have been raised regarding the exceptions in MARPOL VI regulation 3-1.2 what measures and precautions ships should take when exhaust gas cleaning systems are not operating accordingly, or when the equipment is damaged. A harmonized application and view on what measures to be considered as sufficient by the HELCOM Member States would increase the predictability and transparency of implementation.

## Terms of reference

The correspondence group is instructed to carry out initial exchanges in 2014 and more in-depth work 2015-2016 in order to:

1. Provide input to a joint HELCOM enforcement actions based on systematic evaluations and the objective of achieving efficient and cost effective enforcement within the SOx Emission Control Area (SECA), including:

- considering follow up of observed violations – i.e. by notifying the next port through port state control (PSC) or other means of contact;
- samplings of fuels;
- consider possible joint, cost effective aerial surveillance or surveillance by ground based monitoring facilities including common standards.

2. In order to ensure a harmonized application, exchange views on the use of exhaust gas cleaning technology and consider:

- Measures and precautions to be taken when ships exhaust gas cleaning systems are not operating accordingly or when the equipment is damaged, with the aim to address the problem in IMO; and
- Measures acceptable to the contracting states to ensure compliance with MARPOL VI regulation 3-1.2, when the above situation occurs.
- environmental impacts and relevant regulations (international, European, regional, national or local) related to the discharge of wash water from Exhaust Gas Cleaning Systems (EGCS) into the Baltic Sea (international/territorial waters), estuaries and ports;
- management of waste generated by EGCS related legislation and other issues, e.g. . composition of waste, port reception facilities, application of no-special-fee system, etc.;
- -any possible conflict between provisions of MARPOL ANNEX V and ANNEX VI as well as MEPC resolution 184(59) regarding the compliance of EGCS, and to elaborate, if necessary, the proposal to IMO;
- a need for revision of the IMO Guidelines adopted by MEPC.184(59) "2009 Guidelines for Exhaust Gas Cleaning Systems" (approval of EGCS, wash water criteria, other);

3. Streamline the work closely with the activities already going on in the IMO, the EU commission (including ESSF and its subgroups) and in Paris MOU.

4. Follow activities and developments at international level in the field of enforcement measures in other SOx ECA areas (North Sea, North America ECA).

In terms of working procedures the Correspondence Group will:

- be established for the period 2014-2016;
- carry out initial exchanges in 2014 and remaining matters 2015-2016;
- report to meetings of the HELCOM Maritime Group;
- be led by Sweden;
- be open to HELCOM Member and Observers;
- as far as possible work via correspondence, but convene if need arises.