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Background

Follow-up systems of 2007 HELCOM Baltic Sea Action Plan (BSAP) and the Ministerial commitments 2010 and 2013 have been submitted and updated at every HELCOM MARITIME meeting since 2008 (c.f. references above). This information is needed to follow up the level of implementation of the HELCOM Ministerial commitments at HELCOM HOD level.

The last [synthesis overview](#) of such an implementation was prepared for the 2013 HELCOM Ministerial Meeting. The Secretariat is currently working on a new overview on the implementation of the BSAP and Ministerial commitments for 2016 as part of the HELCOM BOOST project. For the purposes of the 2016 report the Secretariat has worked on how the current follow-up system could be further revised and improved. The new system is proposed to be two-phased with a simple follow-up system of agreed actions to be firstly developed and implemented. In the second phase, a detailed follow-up system with reporting on measures taken and the effectiveness of their implementation is proposed to be developed. This document focuses on the first phase.

The new follow-up system will be based on the self-evaluation by the countries with regard to national level commitments. Secretariat will do aggregation of results to a regional level as well as assess accomplishment of regional level actions. The system is focused on the follow-up of the BSAP and actions agreed in HELCOM Ministerial Declarations 2010 and 2013. In addition, relevant HELCOM Recommendations with concrete actions that are part of the BSAP or adopted after 2007 are proposed to be reported using the same principles.

The structure and content of the new follow-up system and relevant actions has been reviewed by meetings and through follow-up consultations by Working Groups State and Conservation 2-2015 (Outcome par. 5J.7), Pressure 2-2015 (Outcome par. 2.9), Response 20-2015 (Outcome par. 2.5-2.6), Fish 2-2015 (Outcome par. 2.4-2.5) and HELCOM-VASAB MSP 11-2015 (Outcome par. 2.8-2.10). The Agri group agreed on the list of actions to follow up and requested the Secretariat to propose indicators to measure progress in the implementation (par. 2.2-2.6).

The follow-up system has also been presented to HELCOM GEAR (a strategic HELCOM group on the implementation of the ecosystem approach including the BSAP and EU MSFD activities). HELCOM GEAR 12-2015 recommended that the Secretariat will test the follow-up system for regional level actions and prepare a test case of national level actions based on data already reported, e.g. to the HELCOM MPA database, for presentation for HOD 49-2015.

The first step in the development of the new system is to identify actions that are suitable for follow-up in terms of level of accomplishment, i.e. those that have clear and measurable targets.

Actions that have ***Specific objectives*** will be followed up in terms of level of accomplishment.

Actions with ***General objectives*** are proposed to be followed up by other means, e.g. through regular or *ad hoc* reporting of Working Groups.

Actions which had previously been assessed as accomplished will not be followed up.

Action required

The Meeting is invited to review the proposed follow-up for Maritime related commitments in HELCOM and more specifically provide feedback on the selection of commitments suggested to be followed up and indicators for their reporting.

Table 1. Actions on Maritime Spatial Planning with Specific objectives and targets to be followed-up in terms of **level of accomplishment**.

NB that the proposed rules for assessing level of accomplishment (green, orange, red) refers to the regional level. NA= Not applicable.

Action	Origin	Level of implementation	Proposed indicator for follow-up of national implementation	Proposed indicator for assessment of accomplishment on a regional level	Indicator: Accomplished (Regional)	Indicator: Partly accomplished (Regional)	Indicator: Not accomplished (Regional)
Extend monitoring of non-compliant ships entering the HELCOM area using Automatic Identification System (e.g. for enforcement of AFS Convention)	BSAP (M-6, M-14)	Regional	NA	Monitoring system in place to detect AFS non-compliant ships in the HELCOM area: Yes/Ongoing/No	Monitoring system in place to detect AFS non-compliant ships in the HELCOM area	Work ongoing to set up a monitoring system to detect AFS non-compliant ships in the HELCOM area	No work ongoing to set up a monitoring system to detect AFS non-compliant ships in the HELCOM area
Work towards submitting a joint proposal by the Baltic Sea countries to the IMO applying for a NOx Emission Control Area (NECA) status for the Baltic Sea, taking into account the results of the study by HELCOM on economic impacts of a Baltic Sea NECA and to welcome and support the idea of a NOx Emission Control Area in other sea areas, in particular with regard to the North Sea.	BSAP, MD 2010, MD 2013 (M-39, p.13)	Regional	NA	NECA application adopted by CPs and submitted to IMO: Yes/Ongoing/No	NECA application submitted to IMO	NECA application ready for submission to IMO	NECA application not ready for submission to IMO

Ratification the Ballast Water Management Convention	BSAP, MD 2013 (M-37, 2 (M))	National	Ratification of the BWM Convention: Yes/Ongoing/No	Nr of CPs that have ratified the BWM convention	All CPs have ratified the BWM convention	Five CPs have ratified the BWM convention	Less than five CPs have ratified the BWM convention
Implementation of HELCOM Ballast Water Road Map - conducting of baseline surveys of prevailing environmental conditions in major ports	BSAP (M-37/p.97)	National	CPs to report whether they have carried out baseline surveys of prevailing environmental conditions conducted in major ports: All ports/one port per CP/	Nr of major ports, in terms of ballast water exchange, where baseline surveys of prevailing environmental conditions have been conducted.	All CPs have carried out baseline surveys of prevailing environmental conditions in all their major ports. Major port should be defined in terms of ballast water exchange.	Baseline surveys of prevailing environmental conditions carried out in at least one major port in each CP. Major ports should be defined in terms of ballast water exchange.	Less baseline surveys of prevailing environmental conditions carried out than one major port in each CP.
Develop, based on an overview of the situation, a comprehensive regional Baltic Sea implementation plan for the IMO Ballast Water Management Convention bearing in mind the possible need to accept a transitional period for exemptions in case of lacking data	MD 2013 (3 (M))	Regional	NA	A comprehensive regional Baltic Sea implementation plan for the IMO Ballast Water Management Convention developed and adopted: Yes/Ongoing/No	A comprehensive regional Baltic Sea implementation plan for the IMO Ballast Water Management Convention developed and adopted	Work ongoing to develop a comprehensive regional Baltic Sea implementation plan for the IMO Ballast Water Management Convention	No ongoing work to develop a comprehensive regional Baltic Sea implementation plan for the IMO Ballast Water Management Convention

Implementation of 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)	BSAP (M-37/p.98)	Regional	NA	HELCOM monitoring programme includes guidelines for obtaining data on non-indigenous species: Yes/Ongoing/No	HELCOM monitoring programme includes guidelines for obtaining data on non-indigenous species	Work ongoing to extend HELCOM monitoring programme to include guidelines for obtaining data on non-indigenous species	No work ongoing to extend HELCOM monitoring programme to include guidelines for obtaining data on non-indigenous species
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	MD 2013 (15 (M))	Regional	NA	Areas used for navigation (CAT I and II) re-surveyed: Yes/Ongoing/No https://helcomresurvey.sjofartsverket.se/helcomresurvey/site/	All areas used for navigation (CAT I & II) re-surveyed	Work ongoing to re-survey areas used for navigation	Areas used for navigation not re-surveyed
To comprehensively assess the status, environmental risks and opportunities of maritime activities in the Baltic Sea region within HELCOM, contributing to the HELCOM Holistic Assessment planned for 2016, as well as to safety measures including routeing and those on winter navigation	MD 2013 (13 (M))	Regional	NA	Assessment ready for publishing by end of 2016: Yes/Ongoing/No	Maritime assessment completed	Work on-going with elaboration of HELCOM Maritime assessment	Work not started to elaborate a HELCOM Maritime assessment

To further develop the online Mariners' Routing Guide Baltic Sea	MD 2013 (13 (M))	Regional	NA	Up to date routing guide online: Yes/Ongoing/No	Online Mariners' Routing Guide Baltic Sea online and up to date	Online Mariners' Routing Guide Baltic Sea online	Online Mariners' Routing Guide Baltic Sea not online
Concentrated inspection campaigns under the 1982 Paris MoU. Enhance co-operation between Paris MoU and HELCOM by applying for advisor status of HELCOM to Paris MoU on Port State Control	BSAP, MD2010, MD 2013 (M-12, 17 (M))	Regional	NA	Application to Paris MoU submitted	Application submitted for advisor status of HELCOM to Paris MoU on Port State Control	Work ongoing to apply for advisor status of HELCOM to Paris MoU on Port State Control	Work not started to apply for advisor status of HELCOM to Paris MoU on Port State Control
Implementation of the Offshore Action Plan Development of the list on "red" and "black" chemicals	BSAP (M-41)	National/Regional	Offshore Action Plan implemented on all platforms: Yes/Ongoing/No	All offshore platforms implementing the Action Plan	Offshore Action Plan implemented throughout the region	Offshore Action Plan partly implemented throughout the region, or work in progress	Offshore Action Plan not implemented in the region
Implement the Roadmap for upgrading port reception facilities for sewage in passenger ports in the Baltic Sea Area	MD 2010, p.13	National	Upgraded facilities in all first priority ports (compared to 2010): Yes/Ongoing/No	Upgraded facilities in roadmap first priority ports (compared to 2010): Tallinn (EE), Rostock (DE), Copenhagen (DK), Riga (LV), Gdynia (PL), Helsingoer (DK), Roedby ferry harbour (DK), Swinoujście (PL)	Upgraded facilities in all first priority ports (compared to 2010)	Upgraded facilities in some first priority ports (compared to 2010)	Upgraded facilities in no first priority ports (compared to 2010)

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	MD 2010 (p.13)	Regional	NA	Updated Action Plan	Action Plan updated	Updating of Action Plan ongoing	No work done to updated Action Plan

Table 2. Actions on Maritime with General objectives or overlapping with commitments of the other HELCOM agreements i.e. **not to be follow-up in terms of level of accomplishment**. Progress is proposed to be followed up over time by HELCOM Working Groups (or a more precise target needs to be expressed).

Action	Origin	COMMENTS
To disseminate information on the Baltic Sea environmental regime for mariners, by updating the "HELCOM Clean Seas Guide	MD 2013 (13 (M))	Accomplished
Ratification of the AFS Convention (2009)	BSAP (M-2, M-3, M-4)	Accomplished
Promote development of effective, environmentally friendly TBT-free antifouling systems on ships	BSAP (M-5)	Too general - no measurable target
Ratification of Annex VI of MARPOL 73/78 Convention	BSAP (M-7)	Accomplished
Investigate feasible and effective economic incentives for reducing emissions from ships (HELCOM Recommendation 28E/13)	BSAP (M-38, Rec 28E/13)	See follow up of Rec 28E/13
Estimate the contribution of NOx emissions from shipping to eutrophication	BSAP M-40	Accomplished
Joint submissions to IMO in order to tighten regulations concerning SOx emissions from ships within the revision of Annex VI to MARPOL 73/78	BSAP M-39	Accomplished
To 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 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	MD 2013 9 (M)	Too general - no measurable target
To work towards the creation of a joint "Green Technology and Alternative Fuels Platform for Shipping" together with other regional actors in the Baltic Sea;	MD 2013 9 (M)	Accomplished. Launch of the Platform at the the event "Green Technology and Alternative Fuels with focus on air emissions", 16 January 2014
Joint submission to IMO in order to amend Annex IV to MARPOL 73/78 with requirements on nutrient discharges in sewage	BSAP M-33	Accomplished [refers to 2011 submission]

Encourage voluntary agreements to dispose sewage to port reception facilities	BSAP M-34	Too general - no measurable target
Improvements in the availability of port reception facilities for sewage Enhance the availability of adequate port reception facilities for ship-generated wastes and sewage and the application of the “the-no-special-fee” system	BSAP, MD 2013, M-34, 4 (M)	Too general - no measurable target
Clarify outstanding issues concerning regional HELCOM Interim Guidance on technical and operational aspects of delivery of sewage by passenger ships to port reception facilities	MD 2013, p.5	Accomplished or no measurable target
Strive for that HELCOM countries are in the position to report to IMO , that adequate facilities are available for the regulation to enter into force by 1 January 2016 for new ships	MD 2013, 4 (M)	Accomplished
HELCOM Recommendation 28E/10 Extension of “no-special-fee” to cover also waste caught in fishing nets Consider adequate incentives for fishermen to deliver litter onshore Promote projects aiming at removing litter from the coastal and marine environment	BSAP, M-10, Recommendation 28E/10	Too general - no measurable target
Implementation of HELCOM Ballast Water Road Map - compilation of a list of non-indigenous, cryptogenic and harmful native species and a list of HELCOM Target Species that may impair or damage the environment, human health, property or resources in the Baltic Sea	BSAP, M-37/p.99	Accomplished
Implementation of HELCOM Ballast Water Road Map - joining OSPAR to request vessels to conduct on a voluntary basis ballast water exchange before arriving at the OSPAR or HELCOM area and to undertake a similar initiative for vessels leaving the Baltic and transiting through the OSPAR area	BSAP, M-37/p.97	Accomplished
Implementation of HELCOM Ballast Water Road Map - develop criteria for unacceptable high risk scenarios and acceptable low risk scenarios to consider ballast water management options for Baltic Sea voyages	BSAP, M-37/p.97	Accomplished

Apply the Guidance to distinguish between unacceptable high risk scenarios and acceptable low risk scenarios – a risk of the spread of alien species by ships on Intra-Baltic voyages, when applying for, or granting, exemptions to the requirements of ballast water management of the Ballast Water Management Convention to ships operating within the Baltic Sea	MD 2010, s. 13	Accomplished
Develop further necessary details of the Joint HELCOM/OSPAR Guidelines on the granting of exemptions under the International Convention for the Control and Management of Ships' Ballast Water and Sediments, Regulation A-4 through a continuation of cooperation with OSPAR	MD 2013, p.5	Too general - no measurable target
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	BSAP, M-37/p.98	Too general - no measurable target
Measures to improve safety of navigation (HELCOM Recommendation 28E/11): - trained crew in ice navigation - voluntary pilotage	BSAP, M-15, M-16, Rec 28E/11	Accomplished. Follow-up through Rec 28E/11. Continuous
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 Baltic Sea, and taking into account the work of IMO	MD 2010, p. 12	Too general - no measurable target
Further strengthen co-operation with IMO in the field of safety of navigation	MD 2013, 11 (M)	Too general - no measurable target
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	MD 2013, 11 (M)	Too general - no measurable target
Consider joint submission to IMO in order to introduce the necessary modification of Automatic Identification System (AIS)	BSAP, M-17	Accomplished & Continuous

Agree on amended HELCOM Agreement on Access to AIS Information (based on the proposal by HELCOM AIS EWG 16/2007)	BSAP M-19	Accomplished
Support in IMO speeding up introduction of a general requirement for carriage by ships of an Electronic Chart Display and Information System (ECDIS)	BSAP M-20	Too general - no measurable target
Revise the Baltic Sea Re-survey Scheme and extend its scope to cover all routes and other areas used for navigation according to the 2009 Baltic Sea Hydrographic Commission Vision; present the national re-survey plans (2013, not later than 2015), incl. time schedule estimations; undertake necessary measures to ensure that sufficient funding, will be available for re-surveys	MD 2010 p.12	Accomplished
Promote wider use of accurate and reliable depth information by e.g. developing existing and/or new products including an enhanced and freely accessible Baltic Sea Depth Model,	MD 2013 15 (M)	Accomplished
Foster CAT III re-surveys of other areas not primarily for safety of navigation purposes, e.g. for environmental protection	MD 2013 15 (M)	Accomplished
Cooperation in investigation of the potential for DGNSS broadcast via AIS base stations pending on recommendation by IALA	BSAP (M-18)	Accomplished
To further work with regard to the regional HELCOM AIS system operational since 2005 in order to increase safety of navigation and gain environmental benefits	MD 2013 (12 (M))	Too general - no measurable target
Encourage development and use of innovative and cost-effective, integrated pollution surveillance systems	BSAP (M-13)	Too general - no measurable target
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	MD 2013 (16 (M))	Too general - no measurable target

Table 3. HELCOM Recommendations related to Maritime

Recommendation 28E-10 Application of the no-special fee system to ship-generated wastes and marine litter caught in fishing nets in the Baltic Sea area

Action	Level of implementation	Proposed indicator for follow-up of national implementation	Proposed indicator for assessment of accomplishment on a regional level	Indicator: Accomplished (Regional)	Indicator: Partly accomplished (Regional)	Indicator: Not accomplished (Regional)
<p>RECOMMENDS that the Governments of the Contracting Parties apply the attached Guidelines for the establishment of a harmonised "no-special-fee" system for the operation of reception facilities in their ports as of 1 January 2000 for ship-generated wastes covered by Annex I (oily wastes from machinery spaces) of MARPOL 73/78 and as of 1 January 2006 for wastes covered by Annex IV (sewage) and Annex V (garbage) of MARPOL 73/78,</p>	<p>National/Regional</p>	<p>Share of major ports where cost of reception, handling and disposal of ship – generated wastes is included in the harbour fee or otherwise charged to the ship irrespective of whether wastes are delivered or not</p>	<p>Share of major ports where cost of reception, handling and disposal of ship – generated wastes is included in the harbour fee or otherwise charged to the ship irrespective of whether wastes are delivered or not</p>	<p>Cost of reception, handling and disposal of ship – generated wastes is included in the harbour fee or otherwise charged to the ship irrespective of whether wastes are delivered or not in more than 90% of major ports in the region</p>	<p>Cost of reception, handling and disposal of ship – generated wastes is included in the harbour fee or otherwise charged to the ship irrespective of whether wastes are delivered or not in half or more of the major ports in the region</p>	<p>Cost of reception, handling and disposal of ship – generated wastes is included in the harbour fee or otherwise charged to the ship irrespective of whether wastes are delivered or not in less than half of major ports in the region</p>

<p>RECOMMENDS ALSO that the litter caught in fishing nets be covered by the “no-special-fee” system,</p>	<p>National/Regional</p>	<p>Share of ports in country used by fishing vessels (to be listed) where litter caught in fishing nets is included in the harbour fee or otherwise charged to the ship irrespective of whether wastes are delivered or not</p>	<p>Share of ports in region used by fishing vessels (to be listed) where litter caught in fishing nets is included in the harbour fee or otherwise charged to the ship irrespective of whether wastes are delivered or not</p>	<p>Litter caught in fishing nets is included in the harbour fee or otherwise charged to the ship irrespective of whether wastes are delivered or not in more than 90% of ports in the BS region used by fishing vessels.</p>	<p>Litter caught in fishing nets is included in the harbour fee or otherwise charged to the ship irrespective of whether wastes are delivered or not in more than half of ports in the BS region used by fishing vessels.</p>	<p>Litter caught in fishing nets is included in the harbour fee or otherwise charged to the ship irrespective of whether wastes are delivered or not in less than half of ports in the BS region used by fishing vessels.</p>
<p>REQUESTS ALSO the Governments of the Contracting Parties to report on the implementation of this Recommendation and attached Guidelines in accordance with Article 16(1) of the Convention.</p>	<p>National/Regional</p>	<p>National reports submitted to HELCOM with a) names and coordinates of major ports b) ports used by fishing vessels c) information on the application of application of no special fee</p>	<p>National reports submitted to HELCOM with a) names and coordinates of major ports b) ports used by fishing vessels c) information on the application of application of no special fee</p>	<p>National reports from all HELCOM countries submitted to HELCOM with a) names and coordinates of major ports b) ports used by fishing vessels c) information on the application of application of no special fee in ports listed under a and b.</p>	<p>Five national reports submitted to HELCOM with a) names and coordinates of major ports b) ports used by fishing vessels c) information on the application of application of no special fee in ports listed under a and b.</p>	<p>No national reports submitted to HELCOM with a) names and coordinates of major ports b) ports used by fishing vessels c) information on the application of application of no special fee in ports listed under a and b.</p>

		in ports listed under a and b.	in ports listed under a and b.			
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Recommendation 28E/11 Further measures to improve the safety of navigation in ice conditions in the Baltic Sea

Action	Level of implementation	Proposed indicator for follow-up of national implementation	Proposed indicator for assessment of accomplishment on a regional level	Indicator: Accomplished (Regional)	Indicator: Partly accomplished (Regional)	Indicator: Not accomplished (Regional)
Measures to improve safety of navigation (HELCOM Recommendation 28E/11): - trained crew in ice navigation - voluntary pilotage	National/Regional	Submitted national reports on provision of icebreaking services and training on ice navigation	Submitted national reports on provision of icebreaking services and training on ice navigation	National reports from all HELCOM countries submitted on provision of icebreaking services and training on ice navigation	National reports from five HELCOM countries submitted on provision of icebreaking services and training on ice navigation	No national reports from HELCOM countries submitted on provision of icebreaking services and training on ice navigation

Recommendation 28E/13 Introducing economic incentives as a complement to existing regulations to reduce emissions from ships

Action	Level of implementation	Proposed indicator for follow-up of national implementation	Proposed indicator for assessment of accomplishment on a regional level	Indicator: Accomplished (Regional)	Indicator: Partly accomplished (Regional)	Indicator: Not accomplished (Regional)
	National/Regional	Economic incentive schemes (reduced fairway dues, harbour fees or similar) for higher than required environmental performance as regards to exhaust gas emissions implemented	Number of countries where economic incentive schemes (reduced fairway dues, harbour fees or similar) for higher than required environmental performance as regards to exhaust gas emissions are implemented	Economic incentive schemes (reduced fairway dues, harbour fees or similar) for higher than required environmental performance as regards to exhaust gas emissions are implemented in all coastal states	Economic incentive schemes (reduced fairway dues, harbour fees or similar) for higher than required environmental performance as regards to exhaust gas emissions are implemented in five coastal states	Economic incentive schemes (reduced fairway dues, harbour fees or similar) for higher than required environmental performance as regards to exhaust gas emissions are not implemented in any coastal states

Recommendation 31E-5 Mutual plan for places of refuge in the Baltic Sea area

Action	Level of implementation	Proposed indicator for follow-up of national implementation	Proposed indicator for assessment of accomplishment on a regional level	Indicator: Accomplished (Regional)	Indicator: Partly accomplished (Regional)	Indicator: Not accomplished (Regional)
RECOMMENDS FURTHER the Contracting States to designate preferably one and maximum two competent authorities which have the power to take independent decisions concerning the accommodation of ships in need of assistance in order to facilitate rapid actions within this mutual plan for places of refuge,	National/Regional	Designation of competent national authorities which have the power to take independent decisions concerning the accommodation of ships in need of assistance	Designation of competent national authorities which have the power to take independent decisions concerning the accommodation of ships in need of assistance	All coastal countries have designated competent national authorities which have the power to take independent decisions concerning the accommodation of ships in need of assistance	Five coastal countries have designated competent national authorities which have the power to take independent decisions concerning the accommodation of ships in need of assistance	No coastal countries have designated competent national authorities which have the power to take independent decisions concerning the accommodation of ships in need of assistance
RECOMMENDS the Governments of the Contracting States, who have not yet done so, to ratify as soon as possible: - the 2003 Protocol establishing the International Oil Pollution Compensation Supplementary Fund (Fund Protocol 2003); - the International Convention on Civil Liability for Bunker Oil	National/Regional	Ratification of Fund Protocol 2003, 1996 HNS convention, LLMC protocol 1996 and the 2007 Wreck convention	Ratification of Fund Protocol 2003, 1996 HNS convention, LLMC protocol 1996 and the 2007 Wreck convention	All countries have ratified Fund Protocol 2003, 1996 HNS convention, LLMC protocol 1996 and the 2007 Wreck convention	The Fund Protocol 2003, 1996 HNS convention, LLMC protocol 1996, 2007 Wreck convention have each five ratifications or	The Fund Protocol 2003, 1996 HNS convention, LLMC protocol 1996, 2007 Wreck convention have each less than five ratifications

<p>Pollution Damage 2002 (Bunker Oil Convention);</p> <ul style="list-style-type: none"> - the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 1996 (HNS Convention) and its Protocol; - the 1996 Protocol to the Convention on Limitation of Liability for Maritime Claims (LLMC Protocol 96); - the Nairobi Convention on Removal of Wrecks, 2007; <p>and to denunciate the International Convention on Limitation of Liability for Maritime Claims 1976 (LLMC 76),</p>			<p>Missing ratifications: FUND 2003 (RU) LLMC prot 1996 (-) 1996 HNS conv. (DK, EE; FI, DE, LV, PL; SE) 2007 Wreck (EE, FI, LV, LT, PL, RU, SE)</p>		<p>more from BS countries.</p>	<p>from BS countries.</p>
<p>RECOMMENDS FURTHER the Contracting States to make a reservation under LLMC Protocol 96 as to the claims in respect of raising, removal and destruction of a sunken, stranded, wrecked or abandoned ship as well as to the claims in respect of removal, destruction and rendering harmless of the cargo of the ship so as higher liability</p>	<p>National/Regional</p>	<p>Specified reservation made under LLMC Protocol 96</p>	<p>Specified reservation made under LLMC Protocol 96</p>	<p>Specified reservation made under LLMC Protocol 96 in all Baltic Sea coastal countries</p>	<p>Specified reservation made under LLMC Protocol 96 in five Baltic Sea coastal countries or more</p>	<p>Specified reservation made under LLMC Protocol 96 in less than five Baltic Sea coastal countries</p>

limits than in LLMC Protocol 96 could be imposed on a shipowner in respect of these claims						
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Recommendation 33-1 Unified interpretation in relation to access to and use of HELCOM AIS

Action	Level of implementation	Proposed indicator for follow-up of national implementation	Proposed indicator for assessment of accomplishment on a regional level	Indicator: Accomplished (Regional)	Indicator: Partly accomplished (Regional)	Indicator: Not accomplished (Regional)
RECOMMENDS the Governments of the Contracting States as well as Norway to apply the attached Guidelines on unified interpretation in relation to access to and use of HELCOM AIS,	National/Regional	Application of the guidelines for access to and use of HELCOM AIS data	Application of the guidelines for access to and use of HELCOM AIS data	Guidelines for access to and use of HELCOM AIS data used by all countries	Guidelines for access to and use of HELCOM AIS data used by five countries or more	Guidelines for access to and use of HELCOM AIS data used by less than five countries

Recommendation 34-E2 Further testing and developing the concept of pro-active route planning as well as other e-navigation solutions to enhance safety of navigation and protection of the marine environment in the Baltic Sea Region

Action	Level of implementation	Proposed indicator for follow-up of national implementation	Proposed indicator for assessment of accomplishment on a regional level	Indicator: Accomplished (Regional)	Indicator: Partly accomplished (Regional)	Indicator: Not accomplished (Regional)
<p>RECOMMENDS the Governments of the Baltic Sea countries to further test the concept of proactive route planning, including a legal assessment in regard of liability and ownership of a distributed route, on the basis of the general practice of the master as the liable person in respect of accepted conventions and regulations and further on other e-navigation services such as promulgation of Maritime Safety Information (MSI) and Notice to Mariners (NM) in the Baltic Sea region by 2015,</p>	<p>Regional</p>	<p>Test carried out on a) the concept of proactive route planning, including a legal assessment in regard of liability and ownership of a distributed route, b) other e-navigation services such as promulgation of Maritime Safety Information (MSI) and Notice to Mariners (NM) in the Baltic Sea region by 2015</p>	<p>Test carried out on a) the concept of proactive route planning, including a legal assessment in regard of liability and ownership of a distributed route, b) other e-navigation services such as promulgation of Maritime Safety Information (MSI) and Notice to Mariners (NM) in the Baltic Sea region by 2015</p>	<p>Completed tests on a) the concept of proactive route planning, including a legal assessment in regard of liability and ownership of a distributed route, b) other e-navigation services such as promulgation of Maritime Safety Information (MSI) and Notice to Mariners (NM) in the Baltic Sea region by 2015</p>	<p>Test being carried out on a) the concept of proactive route planning, including a legal assessment in regard of liability and ownership of a distributed route, b) other e-navigation services such as promulgation of Maritime Safety Information (MSI) and Notice to Mariners (NM) in the Baltic Sea region by 2015</p>	<p>Test not initiated on a) the concept of proactive route planning, including a legal assessment in regard of liability and ownership of a distributed route, b) other e-navigation services such as promulgation of Maritime Safety Information (MSI) and Notice to Mariners (NM) in the Baltic Sea region by 2015</p>

<p>RECOMMENDS the Governments of the Baltic Sea countries to bring forward/develop concrete solutions necessary for testing and validating e-navigation services in the Baltic Sea region by 2017 and to take necessary actions to support the technical developments, including defining the relevant performance and technical standards, and potentially define the regulatory framework,</p>	<p>Regional</p>	<p>Availability of concrete solutions necessary for testing and validating e-navigation services in the Baltic Sea region by 2017</p>	<p>Availability of concrete solutions necessary for testing and validating e-navigation services in the Baltic Sea region by 2017</p>	<p>Concrete solutions necessary for testing and validating e-navigation services in the Baltic Sea region available</p>	<p>Concrete solutions necessary for testing and validating e-navigation services in the Baltic Sea region being developed</p>	<p>Concrete solutions necessary for testing and validating e-navigation services in the Baltic Sea region not initiated</p>
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