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<b>Document title</b>	Outcome of SAFE NAV 9-2018
<b>Code</b>	9-4
<b>Category</b>	INF
<b>Agenda Item</b>	9 - Safety of navigation and related matters
<b>Submission date</b>	10.09.2018
<b>Submitted by</b>	Secretariat
<b>Reference</b>	

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## Background

The Ninth Meeting of the HELCOM Group of Experts on Safety of Navigation (SAFE NAV 9-2018) was held in Copenhagen, Denmark, on 7 September 2018.

## Action requested

The Meeting is invited to take note of the attached outcome of SAFE NAV 9-2018, and specifically that:

- SAFE NAV 9-2018 noted that the **possibility of utilizing ECDIS data** to compile future annual HELCOM accident reports will be considered further at MARITIME 18-2018 (outcome para 3.3);
- SAFE NAV 9-2018 noted **comments and proposed corrections to the draft annual report** in document 3-1 and invited the Secretariat to consider the comments and make corrections to the draft report as appropriate, and to present them at MARITIME 18-2018 (outcome para 3.4);
- SAFE NAV 9-2018 invited the Contracting Parties and the Hydrographic Agencies of the Baltic Sea coastal States to report to the next meeting on any revised situations and measures taken in **revising the Cat. I & II areas in their waters** based on up-to-date hydrographic surveys and current commercial shipping AIS info to ensure safe navigation in their waters (outcome para 6.2);
- SAFE NAV 9-2018 took note of the **Baltic LINES project findings with regard to coherent planning of ship corridors in Maritime Spatial Planning** (document 7-1) and encouraged the Contracting Parties and Observers to provide comments, as necessary at HELCOM MARITIME 18-2018 (outcome para 7.1);
- SAFE NAV 9-2018 agreed that the **next meeting of SAFE NAV** will be held in Stockholm, Sweden, in the beginning of September 2019, with exact dates to be decided later (outcome para 8.2).



## OUTCOME OF THE NINTH MEETING OF THE GROUP OF EXPERTS ON SAFETY OF NAVIGATION (SAFE NAV 9-2018)

### Introduction

0.1 The Ninth Meeting of the HELCOM Group of Experts on Safety of Navigation (SAFE NAV 9-2018) was held on 7 September 2018 in Copenhagen, Denmark, in accordance with the decisions of SAFE NAV 8-2017 and HOD 54-2018.

0.2 The Meeting was attended by Delegations from Denmark, Estonia, Germany, Latvia, Poland, Russia and Sweden. Consent for publication of the list of participants and the information contained therein (**Annex 1**) was received by all participants. The Meeting emphasized the importance of all Contracting Parties attending the meetings.

0.3 The Meeting was chaired by Mr. Andreas Holmgren, Swedish Transport Agency. Mr. Markus Helavuori, HELCOM Professional Secretary, acted as Secretary of the Meeting.

0.4 A tour de table was conducted in order for all participants to introduce themselves.

### Agenda Item 1 Adoption of the Agenda

1.1 The Meeting agreed with a proposal by Denmark to discuss HELCOM Recommendation 23-3 under Agenda Item 7 (Any other business). The Meeting adopted the Agenda as contained in document 1-1.

### Agenda Item 2 Matters arising from HELCOM meetings

2.1 The Meeting took note of the outcome of HELCOM SAFE NAV 8-2017 (document 2-1).

2.2 The Meeting took note of the information on the outcomes of recent HELCOM meetings (document 2-2).

2.3 In particular, the Meeting took note of the outcomes of the 2018 HELCOM Brussels Ministerial Meeting held on 6 March and HOD 54-2018 held on 14-15 June (document 2-2) and agreed to use the outcomes as appropriate in its future work. In this context, the Meeting noted the agreement and process to update the Baltic Sea Action Plan by 2021.

2.4 The Meeting took note of the revised [Baltic Sea Clean Shipping Guide 2017](#), which was approved by HELCOM MARITIME 17-2017. A hard copy of the Guide was distributed to all participants.

### Agenda Item 3 Accidents and ship traffic in the Baltic Sea

3.1 The Meeting took note of the publication of the HELCOM Maritime Assessment 2018 as Baltic Sea Environment Proceedings [No. 152](#), in particular Section III on safety of navigation.

3.2 The Meeting took note of the draft Annual HELCOM report on shipping accidents in the Baltic Sea area in 2014-2017 (document 3-1), which has also been submitted to MARITIME 18-2018 for consideration and approval, and considered the contents of the report.

3.3 The Meeting noted that the possibility of utilizing ECDIS data to compile future annual HELCOM accident reports will be considered further at MARITIME 18-2018.

3.4 The Meeting noted comments and proposed corrections to the draft annual report in document 3-1 provided to the Secretariat by observers from CLIA, who could not attend the Meeting in person. The Meeting invited the Secretariat to consider the comments and make corrections to the draft report as appropriate, and to present them at MARITIME 18-2018.

3.5 The Meeting took note of the progress in the OpenRisk Project on methods for maritime risk assessments on accidental spills (document 3-2).

#### **Agenda Item 4                      Sea Traffic Management**

4.1 The Meeting took note of the adoption by HELCOM 39-2018 of the amended [HELCOM Recommendation 34E/2](#) on *Further testing and development of the concept of exchange of voyage plans as well as other e-navigation solutions to enhance safety of navigation and protection of the marine environment in the Baltic Sea Region*.

4.2 The Meeting took note of the current information on the Sea Traffic Management in the Baltic Sea presented by Sweden and the STM Validation Project (**Presentation 1**). Preliminary results from the project will be presented at the [STM Final Conference](#) at IMO Headquarters in London in November 2018.

4.3 The Meeting noted questions provided to the Secretariat by CLIA, regarding the extent of implementation of the Recommendation by the Contracting Parties and what is expected from shipping companies at this stage. The Meeting concluded that most Contracting Parties are already involved in STM to some extent and that participation is voluntary. For further information and participation in the STM Validation Project, the Contracting Parties and Observers are invited to contact the Swedish Maritime Administration ([per.setterberg@sjofartsverket.se](mailto:per.setterberg@sjofartsverket.se)).

#### **Agenda Item 5                      New and existing routeing measures in the Baltic Sea**

5.1 The Meeting took note of the information on planned amendments to the Traffic Separation Scheme "Slupska Bank" submitted by Poland (document 5-1) and commented that any planned Inshore Traffic Zones should be drawn all the way to the shore.

5.2 The Meeting supported in general the planned amendments to the Traffic Separation Scheme to be submitted by Poland to the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) planned for the 7<sup>th</sup> session of the Sub-Committee in 2020. Poland agreed to circulate the submission, when drafted, to the Contracting Parties to request further comments and support before submission to NCSR 7.

5.3 The Meeting took note of the information on a planned establishment of recommended track between marine wind farms north of Slupska Bank submitted by Poland (document 5-2). The Meeting discussed what kind of proposal on the matter would be most appropriate to submit to the IMO. The Meeting commented that a corridor would not constitute a routeing measure that needs to be proposed to the IMO, but other options for measures are available. Poland agreed to take the comments into consideration.

5.4 The Meeting supported in general the intent of a planned Polish submission to the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) planned for the 7<sup>th</sup> session of the Sub-Committee in 2020. Poland agreed to circulate the submission, when drafted, to the Contracting Parties to request further comments and support before submission to NCSR 7.

5.5 The Meeting took note of the considerations in the presentation by Germany on routeing measures in south west of the Baltic Sea (document 5-3) and commented as follows:

- any planned Inshore Traffic Zones should be drawn all the way to the shore;
- increasing numbers and areas of wind farms are presenting challenges to maritime traffic in the Baltic Sea; and

- it is important to address such challenges at a very early stage, by planning and proposing relevant routeing measures in accordance with applicable IMO and other regulations.

5.6 Germany informed the Meeting of its plans to submit a proposal on related routeing measures to the IMO in 2020 or 2021, and that more information will be provided to SAFE NAV and other relevant HELCOM meetings in due course.

5.7 The Meeting took note of the information by Denmark about the joint Danish and Swedish submission proposing new Traffic Separation Schemes and other adjacent routeing measures for ship traffic in Kattegat and Skagerrak at the IMO. The proposal was approved by NCSR 5 and adopted by MSC 99 and the Traffic Separation Schemes will enter into force on 1 July 2020.

#### **Agenda Item 6                      Charts and bathymetry**

6.1 The Meeting took note of the information submitted by Finland on defining and updating HELCOM Cat. I & II shipping routes in the Baltic Sea (document 6-1).

6.2 The Meeting invited the Contracting Parties and the Hydrographic Agencies of the Baltic Sea coastal States to report to the next meeting on any revised situations and measures taken in revising the Cat. I & II areas in their waters based on up-to-date hydrographic surveys and current commercial shipping AIS info to ensure safe navigation in their waters.

#### **Agenda Item 7                      Any other business**

7.1 The Meeting took note of the Baltic LINes project findings with regard to coherent planning of ship corridors in Maritime Spatial Planning (document 7-1) and encouraged the Contracting Parties and Observers to provide comments, as necessary at HELCOM MARITIME 18-2018.

7.2 The Meeting noted comments by Denmark regarding a discrepancy with HELCOM Recommendation 23-3 on *Enhancing the use of pilots in route T and the Sound by notification to departing ships and establishment of an early warning system* and IMO resolution MSC.138(76) on *Recommendation on navigation through the entrances to the Baltic Sea*. The issue is that Recommendation 23-3 recommends ships with a draft exceeding 13 meters to use a pilot through Route T in Danish waters, while MSC.138(76), which superseded IMO Resolution A.620(15), recommends ships with a draft exceeding 11 meters to use a pilot in the same waters.

7.3 The Meeting invited Denmark to submit a proposed revision to Recommendation 23-3 to SAFE NAV 10-2019.

#### **Agenda Item 8                      Next meetings and contacts**

8.1 The Meeting updated the list of contact addresses and observers of HELCOM SAFE NAV (document 8-1-Rev.1). Taking into account the EU General Data Protection Regulation (GDPR, (EU) 2016/679), the Meeting agreed that the SAFE NAV contact address list will be made available on the HELCOM Meeting Portal upon receipt of consent for publication by all contact persons.

8.2 The Meeting agreed that the next meeting of SAFE NAV will be held in Stockholm, Sweden, in the beginning of September 2019, with exact dates to be decided later.

#### **Agenda Item 9                      Outcome of the Meeting**

9.1 The Meeting adopted the draft Outcome of the Meeting. The Outcome of the Meeting will be finalized by the Secretariat and the Chair and made available in the HELCOM Meeting Portal together with the documents and the presentation given during the Meeting.

## Annex 1 List of participants

Name	Organization	Email address	Telephone
<b>Chair</b>			
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