



## OUTCOME OF THE 19<sup>TH</sup> MEETING OF THE MARITIME WORKING GROUP (MARITIME 19-2019)

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## OUTCOME OF THE 19<sup>TH</sup> MEETING OF THE MARITIME WORKING GROUP (MARITIME 19-2019)

### Introduction

0.1 The 19th Meeting of the HELCOM Maritime Working Group (MARITIME 19-2019) was held on 23-26 September 2019 in accordance with the decision of HELCOM MARITIME 18-2018 and HOD 55-2018, hosted by the European Union in Lisbon, Portugal, at the premises of the European Maritime Safety Agency (EMSA). The first day of the Meeting (23 September) was reserved for a dedicated session on the update of the HELCOM Baltic Sea Action Plan.

0.2 The Meeting was attended by Delegations from all the Contracting Parties to the Helsinki Convention except Lithuania, and by Observers from Baltic Pilotage Authorities Commission (BPAC), Coalition Clean Baltic (CCB, via Skype), Cruise Lines International Association (CLIA) Europe and European Boating Association (EBA). The List of Participants is contained in **Annex 1**.

0.3 Ms. Maja Markovčić Kostelac, Executive Director of the European Maritime Safety Agency (EMSA), opened the Meeting and welcomed the participants to Lisbon and to the premises of EMSA. Ms. Kostelac emphasized the longstanding cooperation between EMSA and HELCOM, mentioning the planned use of EMCIP data in the annual HELCOM reports on ship accidents in the Baltic Sea as a good example of this. Ms. Kostelac further informed the Meeting about the new strategy of EMSA, focusing on sustainability, safety, security, surveillance and simplification.

0.4 The Meeting was chaired by the Chair of HELCOM MARITIME, Ms. Anna Petersson, Sweden. Mr. Jorma Kämäräinen, Finland, and Ms. Natalia Kutaeva, Russia, the Vice-Chairs of HELCOM MARITIME, acted as Vice-Chairs of the Meeting.

0.5 Mr. Markus Helavuori, HELCOM Professional Secretary and Ms. Marta Ruiz, Associate Professional Secretary acted as secretaries of the Meeting. Ms. Ulla Li Zweifel, Project Manager (BSAP UP) also participated in 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.

### **Agenda Item 2 Matters arising from HELCOM meetings**

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

2.1 The Meeting took note of the outcomes of HOD 55-2018 (4-5 December 2018), HELCOM 40-2019 (6-7 March 2019) and HOD 56-2019 (18-19 June 2019) (document 2-1).

2.2 The Meeting took note of the information on the outcomes of other meetings within the framework of HELCOM held in the intersessional period, including:

- the Tenth Meeting of the HELCOM Group of Experts on Safety of Navigation ([SAFE NAV 10-2019](#)), 19 September 2019 in Stockholm, Sweden;
- the 30th Meeting of the HELCOM Expert Working Group for Mutual Exchange and Deliveries of AIS & Data ([AIS EWG 30-2019](#)), 28-29 May 2019 in Helsinki, Finland;
- the Third Meeting of the HELCOM Sub-group on Green Technology and Alternative Fuels for Shipping ([GREEN TEAM 3-2019](#)), 3 September 2019 in Donsö, Sweden;
- the Eighth Meeting of the HELCOM Cooperation Platform on Special Area According to MARPOL Annex IV ([CP PRF 8-2019](#)), 27-28 March 2019 in Helsinki, Finland;

- the Ninth Meeting of the Joint HELCOM-OSPAR Task Group on Ballast Water Management Convention Exemptions ([HELCOM/OSPAR TG BALLAST 9-2018](#)), 13-14 December 2018 in Gothenburg, Sweden;
- the 25th Meeting of the HELCOM Response Working Group ([RESPONSE 25-2018](#)), 14-16 November 2018 in Rostock-Warnemünde, Germany;
- the 26th Meeting of the HELCOM Response Working Group ([RESPONSE 26-2019](#)) 3-5 June 2019 in Warsaw, Poland;
- the Seventh Meeting of the HELCOM Expert Group on environmental risks of hazardous submerged objects ([SUBMERGED 7-2018](#)), 12 November 2018 in Rostock-Warnemünde, Germany;
- the 17th Meeting of the Joint HELCOM-VASAB Maritime Spatial Planning Working Group ([HELCOM-VASAB MSP WG 17-2018](#)), 14-15 November 2018 in Riga, Latvia;
- the 18th Meeting of the Joint HELCOM-VASAB Maritime Spatial Planning Working Group (HELCOM-VASAB MSP WG 18-2019), 27-28 March 2019 in Hamburg, Germany; and
- Meetings of the HELCOM Expert Network on Climate Change ([EN CLIME 1-2019](#) on 29.1.2019; [EN CLIME 2-2019](#) on 15.2.2019 and [EN CLIME 3-2019](#) on 19.8.2019);

and agreed to consider matters of particular relevance for the Maritime Working Group under the relevant agenda items.

2.3 The Meeting took note of the Outcome of the 30th Meeting of the HELCOM Expert Working Group for Mutual Exchange and Deliveries of AIS & Data (AIS EWG 30-2019) held on 28-29 May 2019 in Helsinki, Finland (document 2-2). In this context, the Meeting noted the importance of developing the timestamping, buffering and retransmission of AIS data to prevent losing data during possible communication line failures, also in relation to the update of the BSAP and actions related to AIS.

2.4 The Meeting considered HELCOM Response Manual Volume 1, Chapter 4.5 on “Requesting a Place of Refuge” (document 2-3).

2.5 The Meeting took note of a comment by Denmark that they foresee practical problems with reaching an economic agreement between requesting nation and receiving nation. Discussions about economy are anticipated to delay decision making process. The Meeting agreed with the proposal by Denmark that further consideration is needed by the HELCOM Response Working Group regarding the wording of Chapter 4.5 of the HELCOM Response Manual, Volume 1.

2.6 The Meeting noted the ongoing revision of the IMO *Guidelines on places of refuge for ships in need of assistance* (Resolution A.949(23), initiated by submission of document MSC 100/17/1 by EU Member States and Industry, and agreed that approval of this chapter should await adoption of the revision of these Guidelines, to be considered by the IMO NCSR Sub-Committee in January 2020.

2.7 The following detailed comments were provided by the Meeting:

- a separate chapter should be considered for places of refuge;
- the text in the first paragraph of Chapter 4.5 should be revised by replacing the word "shelter" by "place of refuge";
- a new paragraph should be included as follows: “For further details reference is made to IMO Resolution A.949(23) “*Guidelines on places of refuge for ships in need of assistance*” and the complementing EU Operational Guidelines on places of refuge (<https://ec.europa.eu/transport/sites/transport/files/por-operational-guidelines.pdf>); and
- recalling that EU Member States Contracting Parties to HELCOM are to use the Union Maritime Information and Exchange System (SafeSeaNet) when requesting assistance, the last section of Chapter 4.5 should therefore be amended as follows: “For non-EU Countries, the existing format for pollution reporting (POLREP) is to be used when requesting assistance”.

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

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

3.1            The Meeting took note of the information on the BSAP Update Work Plan for the Maritime Group (document 3-3, **Presentation 1**).

*BSAP actions*

3.2            The Meeting discussed the concretization of existing HELCOM actions (document 3-1) and agreed as further detailed in **Annex 2** (Tables 1 and 2), to be considered for further development and uptake in the updated Baltic Sea Action Plan.

3.3            In order to complete the reporting of existing HELCOM actions the Meeting invited Denmark, Estonia, Latvia and Russia to clarify if they have carried out baseline surveys of prevailing environmental conditions in major ports.

3.4            The Meeting further invited Latvia to inform on their implementation of upgrading port reception facilities for sewage in passenger priority ports in the Baltic Sea Area, and Denmark, Germany and Sweden to inform on their implementation of upgrading port reception facilities for sewage in passenger secondary ports in the Baltic Sea Area. The Meeting noted information by Germany that adequate PRF are now in place in Kiel and will also be in Lübeck/Travemünde in 2020.

3.5            The Meeting congratulated Estonia, Latvia and Lithuania for ratifying the BWM Convention. The Meeting noted information by Poland that their act for ratification of the Convention is currently in parliament and that ratification is expected later this year.

3.6            The Meeting discussed actions in the current BSAP that were previously assigned as “too general” and agreed as further specified in Annex 2 (Table 3).

3.7            The Meeting discussed the paragraphs from the 2018 HELCOM Ministerial Declaration on commitments related to Maritime (document 3-2) and made proposals for concretized actions for uptake in the updated Baltic Sea Action Plan as further detailed in Table 4 of Annex 2.

*Objectives*

3.8            The Meeting took note of the provisional agreement by HOD 56-2019 to broaden the current segment on maritime activities so that it also addresses other sea-based activities, e.g. fisheries, use of seabed resources, dredging. The Meeting further noted the agreement by HOD 56-2019 to base the updated BSAP on a framework of ecological objectives, management objectives, and actions to achieve the objectives and that once the segments and objectives of the updated BSAP have been agreed the proposals on revised actions and new actions will be organized according to this structure (document 3-4 and **Presentation 2**).

3.9            The Meeting took note of the clarification that the review of existing objectives and proposals for new ones are led by the Working Group with the main mandate to address the objectives in question. However, since the segments and many objectives are cross-cutting, other Working Groups also have the possibility to comment on objectives that are related to their areas of work before they are submitted for approval by HOD. Since shipping is generating many different types of pressures the Maritime Working Group has the possibility to comment on all objectives that are related to maritime activities.

3.10          The Meeting took note of the view that since the segments are overlapping it is not clear how the implementation of the segments will take place in the future. The Meeting noted that the structure of the updated BSAP is not anticipated to affect the mandate of the Working Groups but that the implementation of the updated BSAP, i.e. which Working Group will take the lead on the implementation of specific actions will be looked into concurrently with the update process.

3.11          With regard to the management objective on “Efficient emergency and response capabilities” the Meeting noted that RESPONSE 26-2019 had discussed the objective and proposed that it should remain as it is.

3.12 The Meeting discussed to what extent the objectives should be possible to achieve. The Meeting noted that the general guidance is that the objectives should be aspirational while it is the related HELCOM indicators and associated threshold values or targets for pressures that define good status of the Baltic Sea environment.

3.13 The Meeting discussed the objective related to input of sewage from ships and noted that the discharge of sewage has been reduced considerably since the current BSAP was adopted and that this should be reflected in the updated objectives.

3.14 Following discussion on the existing management objectives for maritime activities and offshore installations, the Meeting proposed revisions as follows (with the full revised list of objectives included in **Annex 3**):

- replace the term “alien species” with “non-indigenous” species;
- replace the term “air pollution” with “harmful air emissions”;
- revise ‘Efficient emergency and response capabilities’ to be ‘Effective emergency and...’; and
- revise the objective related to sewage to read as follows: ‘Minimize contribution to eutrophication and operational pollution from ships’.

3.15 The Meeting discussed the management objective threats from offshore installations and noted that it relates, e.g. to installations such as underwater cables, pipelines and offshore wind farms which put increasing pressure on the Baltic Sea ecosystem. The Meeting further noted the relevance of maritime spatial planning in this respect and that objectives related to loss and disturbance of the seabed may also reflect this particular angle of offshore installations which should be considered in the further development.

3.16 The Meeting furthermore proposed to replace the word ‘friendly’ with ‘sustainable’ in the goal of the segment on sea-based activities.

3.17 The Meeting considered the proposed management objectives for additional pressures that are related to shipping and offshore installations.

3.18 With regard to objectives related to loss and disturbance to the seabed, the Meeting took note of the view by Sweden that the term “best practices” is not appropriate to be used for objectives. The Meeting further took note of the views by Finland and Sweden that the proposed objective related to hypoxia should be moved to the segment “Baltic Sea unaffected by eutrophication”.

3.19 With regard to objectives related to marine litter, the Meeting proposed as follows::

- the word “discharged” should be replaced with “reused, recycled and disposed”;
- the ecological objective ‘No harm to wildlife from marine litter’ was preferred, taking note of the proposal of Sweden not to include any ecological objective related to marine litter since litter should not be present in the marine environment; and
- a new management objective was proposed to read “Minimize input of litter from ...[and then to mention different main sources including shipping, fisheries]”. Such a proposal would also align with proposed management objectives under other segments such as for eutrophication and hazardous substances. The Meeting also considered to begin the objective with “No input of litter” instead of “Minimize input of litter” but did not come to a joint agreement on this matter.

3.20 With regard to objectives related to underwater noise the Meeting agreed with the guidance that there should be separate objectives for continuous and impulsive noise.

3.21 The EU requested the HELCOM Secretariat to look into the possibility of agreeing climate related regional objectives based on Finland’s annual report of Emissions from Baltic Sea shipping (document 5-2) and possible complementary information coming from the implementation of the EU MRV Shipping regulation, while taking into account the potential advantages of maritime transport over other modes.

*Sufficiency of measures*

3.22 The Meeting took note of and considered the information on analyses of sufficiency of measures to support the BSAP update (document 3-7 and **Presentation 3**). In this context, the Meeting also took note that it is the role of the Maritime Working Group to validate the data input to the analysis for pressures related to maritime activities and offshore installations.

3.23 The Meeting took note that thematic BSAP UP workshops will be convened in spring 2020 to propose new actions for the updated BSAP based on the results of the SOM analysis, the proposals on new actions submitted through synopses, and the review of existing HELCOM actions by Working Groups. The Meeting noted the proposal by HELCOM SOM 2-2019 to convene a thematic workshop on 18-20 May 2020 covering maritime activities, input of underwater noise and non-indigenous species, and response actions to accidents at sea.

3.24 The Meeting encouraged submissions of synopses on potential new measures for the updated BSAP by the end of 2019 according to the agreed format and noted that such proposals should include information on the anticipated effect of the proposed new measures to make it possible to estimate how much the updated BSAP will contribute to achieving good status.

3.25 The Meeting took note of the work on update on the SOM analysis for non-indigenous species (document 3-8).

3.26 The Meeting took note of the list of measures to address non-indigenous species (NIS) and validated the preliminary assessment of contribution of different activities to the introduction of non-indigenous species (Table 1 and Annex 3 of document 3-8).

3.27 The Meeting noted that the approach presented in document 3-8 considered the introduction of non-indigenous species from different activities and not individual vectors such as ballast water or biofouling. The Meeting agreed that differentiating between different vectors was important, as the measures to prevent species introductions would likely differ between the two. The Meeting invited the Secretariat to verify how this can be achieved in the analysis of sufficiency of measures.

3.28 The Meeting noted that natural spread is not included in the model (Figure 2 presented in document 3-8) and that Figure 2, if represented alone without Figure 1 or without an additional clarification, can be misinterpreted.

3.29 The Meeting encouraged the Contracting Parties to submit nominations for national experts in measures to control NIS introductions to participate in the effectiveness of measures survey to be distributed online at a later date.

*Proposed new BSAP actions*

3.30 The Meeting discussed the proposal for amendments to the BSAP by Finland (document 3-6). The Meeting noted that some of the proposals (e.g. underwater noise, biofouling and GHG) are related to matters currently under consideration by the IMO.

3.31 The Meeting supported the proposals in document 3-6 in general, but concerns were expressed with regard to proposals no. 3 on a ban for food waste discharges into the Baltic Sea and no. 4 on a ban for sewage discharges from cargo ships and formulating a roadmap for banning grey water discharges into the Baltic Sea. The following comments were, *inter alia*, provided:

- with regard to food waste, more studies on the effects would be needed. Storage onboard and discharging to port reception facilities may pose technical challenges;
- regarding sewage, more experience may be needed with the implementation of the current MARPOL Annex VI special area. Technical aspects should also be considered; and
- grey water was seen as an important issue to address, but the developments at the IMO should be taken into account.

3.32 The Meeting consequently concluded that more information on the effects and consequences, as well as justification would be needed in order for the proposals on food waste, sewage and grey water

discharges to be included in the updated BSAP. Finland agreed to take these comments into account in their further work on the matter and submit an updated version of the proposal to the Correspondence Group (c.f. paragraph 3.39) for consideration.

3.33 Following discussion, the Meeting supported the proposed actions on underwater noise, while noting that those actions are already covered by the draft Action Plan on Underwater Noise (document 13-6).

3.34 The Meeting also supported the proposed actions on enhancing mitigation measures to reduce greenhouse gases and on biofouling, noting a comment that the work could include elaboration of the IMO Biofouling Guidelines.

#### *Reporting of HELCOM Recommendations*

3.35 The Meeting considered the results of reporting on HELCOM Recommendations under the Maritime Working Group (document 3-5) and clarified the remaining uncertainties in evaluation of implementation as follows:

- Germany informed that a correction will be provided with regard to Recommendation 19-10-R, where a “no” should be a “yes”;
- Denmark informed on two corrections with regard to Recommendation 18-2.

3.36 The Meeting invited the Contracting Parties to provide the details on these corrections, and any further corrections or clarifications, to the Secretariat ([susanna.kaasinen@helcom.fi](mailto:susanna.kaasinen@helcom.fi)) at their earliest convenience.

3.37 The Meeting agreed on the evaluation of implementation of HELCOM Recommendations, noted that the reporting will be submitted for intersessional approval by HOD, and discussed the possibility to implement remaining recommended actions by 2021. However, no proposals were presented in this regard.

#### *Intersessional work*

3.38 The Meeting discussed and considered the need for an extra meeting of the Maritime Working Group in spring 2020 and agreed that the validation of additional pressure data related to shipping to the SOM analysis should be undertaken by correspondence. The Secretariat will circulate requests for input later this year.

3.39 The Meeting further agreed to set up a Correspondence Group on BSAP update under the Maritime Working Group with the Terms of Reference set out in **Annex 4** and to convene an intersessional Meeting of the Maritime Working Group, tentatively on 16-17 March 2020 hosted by the Secretariat in Helsinki, Finland, to further work on existing actions and review proposals on new actions for the BSAP. The Meeting welcomed the offer by Sweden (Ms. Nariné Svensson) to act as coordinator of the Correspondence Group. The Contracting Parties and observers are invited to nominate participants to the Correspondence Group to the Secretariat ([markus.helavuori@helcom.fi](mailto:markus.helavuori@helcom.fi)) by **4 October 2019**.

3.40 The Meeting agreed that the Correspondence Group is to begin its work during autumn 2019 with concretization of those current BSAP actions that the Meeting did not conclude on, and continue its work in early 2020 with review of new proposed actions.

#### **Agenda Item 4 Ballast water and biofouling**

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

#### *Ratification and implementation of BWM Convention*

4.1 The Meeting took note of the information by Poland that their act for ratification of the BWM Convention is currently in parliament and that ratification is expected later this year.

4.2 The Meeting took note of the Outcome of HELCOM-OSPAR TG BALLAST 9-2018 held on 13-14 December 2018 in Gothenburg, Sweden (document 4-1).

- 4.3 The Meeting discussed the proposal by Finland, Germany and Lithuania to widen the mandate and the Terms of Reference of HELCOM-OSPAR TG BALLAST, 2017-2020 (document 4-4).
- 4.4 The Meeting stressed the importance of finalizing the work on the Joint Harmonized Procedure (JHP) in the current TG BALLAST during 2019, in order for the Task Group to be able to take on new tasks. Noting concerns expressed with regard to different experts possibly needed for biofouling and ballast water respectively, it was agreed that the different topics should be discussed on separate days in meetings of the Task Group.
- 4.5 The Meeting agreed on widening the scope and renaming TG BALLAST to “Joint HELCOM/OSPAR Task Group on the Ballast Water Management Convention (BWMC) and Biofouling”, as proposed in document 4-4.
- 4.6 Having made some revisions to the draft Terms of Reference following discussion, the Meeting agreed on the draft revised Terms of Reference as set out in **Annex 5** and agreed to propose to HOD 57-2019 that the mandate of TG BALLAST should be extended until 2024, subject to consideration and agreement by OSPAR EIHA in April 2020.
- 4.7 The Meeting further noted that the current Terms of Reference would still be valid until approval by both HELCOM and OSPAR, enabling the on-going work could be concluded.
- 4.8 The Meeting took note of the information on the status of early warning system and generation of a list of surveyed ports (document 4-6).
- 4.9 The Meeting noted that the list of surveyed ports contains ports following the HELCOM/OSPAR Joint Harmonized Procedure (JHP), while other surveys may also have been undertaken in other ports. The Meeting agreed that an expanded list of ports would be useful as well and consequently agreed to invite Contracting Parties to provide to the Secretariat ([marta.ruiz@helcom.fi](mailto:marta.ruiz@helcom.fi)) information on all port surveys conducted in ports. The Meeting invited other relevant working groups to share information. The Meeting agreed that the matter should be further considered by TG BALLAST 10-2019.
- 4.10 The Meeting took note of the information on ballast water exchange in the Baltic Sea submitted by Germany (document 4-5).
- 4.11 The Meeting agreed on a common understanding that ballast water exchange is not a suitable option in the Baltic Sea area, taking also into account IMO BWM.2/Circ.63, which provides guidance on the application of the BWM Convention to ships operating in sea areas where ballast water exchange in accordance with regulation B-4.1 and D-1 is not possible. The Meeting agreed that the Contracting Parties are to communicate this common understanding to port authorities in the Baltic Sea region. The Meeting further invited the Secretariat to forward the information to OSPAR.

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

- 4.12 The Meeting took note that there are no additional issues to be discussed related to regionally harmonized exemptions under regulation A-4 of the BWM Convention and related risk assessments.
- 4.13 The Meeting took note of the information that Denmark and Sweden have completed a study regarding the application of the “same risk area” in Kattegat and Øresund, with the purpose to investigate the potential for establishing a Same Risk Area. A report detailing the study is [available online](#). As part of the project, a software tool used to delineate the Same Risk Area has been made available as freeware including a user manual (<https://github.com/IBMLib/SRAAM>).
- 4.14 The Meeting noted that a presentation of the study was conducted during TG BALLAST 9-2018 and an information document was submitted to MEPC 74 in May 2019.
- 4.15 The Meeting further noted that Danish and Swedish authorities are currently discussing the results of the study, the potential for establishing a Same Risk Area and the procedures for applications for an exemption according to the BWM Convention.

*Other BWM related activities*

4.16 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](#)), 2017-2020” (document 4-7).

4.17 The Meeting noted information on the [COMPLETE Stakeholder Conference](#) “Towards solutions for sustainable shipping and boating: better biofouling and ballast water management” to be held on 4-5 December 2019 in Jurmala, Latvia, with the deadline for registration on 4 October 2019.

*Biofouling*

4.18 The Meeting considered the Concept for a Regional Baltic Biofouling Management Roadmap submitted by Germany, Finland and Poland (document 4-2), supported the development of the Roadmap and provided the following comments to develop the Roadmap further:

- to include in-water cleaning, and to consider the on-going work under the Pressure Working Group related to antifouling paints in relation to pleasure craft;
- to consider position statements on work done according to the IMO Biofouling Guidelines and Guidance for pleasure craft as available on the EBA website;
- to consider salinity and depth influence on biofouling growth and minimization on recreational boats; and
- to note that the use of recreational boats has changed, and that their irregular use makes the minimization of biofouling more complicated.

4.19 The Meeting took note of the clarification that the Roadmap also addresses leisure boats and related comments above (paragraph 4.18) are already taken into account.

4.20 The Meeting discussed and agreed on the process to share the further developed Regional Baltic Biofouling Management Roadmap with HELCOM for consideration with the understanding that the COMPLETE project will conclude its activities in 2020, with the intention to submit the final Roadmap to HELCOM HOD for approval and adoption in due course.

4.21 The Meeting agreed that a BSAP action on biofouling should be considered in the Correspondence Group on the BSAP update under the Maritime Working Group established under Agenda Item 3.

4.22 The Meeting took note of the Outcome of a biofouling workshop held on 4-5 April 2019 in Rotterdam, the Netherlands (document 4-3).

4.23 The Meeting discussed whether the separation of ballast water, biofouling and anti-fouling systems into agenda items 4 and 8 should be maintained, or whether other solutions should be considered. The Meeting concluded that the topics could be merged under the same agenda item.

*Other matters related to non-indigenous species*

4.24 The Meeting took note of the information from the EU on the update of the list of species of concern currently on-going under Regulation (EU) 1143/2014 on invasive alien species which will include only one fish species, eel catfish, which is neither a species associated to ballast water nor biofouling.

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

Documents: 5-1, 5-2, 5-3

*Airborne emissions from ships*

5.1 The Meeting took note of the information on the completion of the project “Environmental impact of low sulphur ship fuel: measurements and modelling strategies ([EnviSuM](#)), 2016-2018”.

5.2 The Meeting took note of the [EnviSuM overview](#) “Alternative Fuels for Shipping in the Baltic Sea Region”, published on the HELCOM website.

5.3 The Meeting took note of the information submitted by Finland on Emissions from Baltic Sea shipping in 2006-2018 (document 5-2).

#### *Alternative Fuels and Green Technology*

5.4 The Meeting took note of the Outcome of GREEN TEAM 3-2019 held in Gothenburg (Donsö), Sweden, on 3 September 2019 (document 5-3). The Meeting further took note of the publication of the GREEN TEAM Reporting Mechanism (document 5-1).

5.5 The Meeting considered in general the challenges reported through the GREEN TEAM Reporting Mechanism and noted that LNG bunkering infrastructure and onshore power supply are among the most reported challenges for the shipping industry. In this context, the Meeting noted that document 3-6 includes a proposal for infrastructure for LNG and other alternative fuels.

5.6 The Meeting also noted information by CLIA that the many (24%) of cruise ships have equipment enabling the use of onshore power supply, while only 14 cruise ports worldwide are able to provide such services.

5.7 The Meeting discussed further the challenges for using and further developing onshore power and noted that there are recommended ISO standards and other IEC standards for onshore power supply (OPS) in place. It was noted that different frequencies of electricity are used in different parts of the world and on different ships, posing technical challenges which are possible to address with frequency converters and other related electrical equipment.

5.8 The Meeting noted that GREEN TEAM could provide an appropriate platform for sharing experiences and discussing challenges related to onshore power supply and agreed that this should be reflected in the work plan of the GREEN TEAM.

5.9 The Meeting considered initiating a study to gain more knowledge on financing of sustainable shipping in the Baltic Sea region. The Meeting agreed that such a study would be useful and welcomed the offer by Finland to take the lead in the work.

5.10 The Meeting considered the challenges related to biofuels as further specified in paragraph 3.9 of the Outcome of GREEN TEAM 3-2019. The Meeting shared the concerns of GREEN TEAM 3-2019 regarding the fact that liquefied biogas (LBG) and other biofuels are not recognized as GHG reduction measures in instruments such as MARPOL Annex VI, the IMO DCS, EU MRV and the ISO 8217 standard. The Meeting noted that one way to address this could be to work towards demonstrating the validity of the methodology in Annex V of the EU Directive on Renewable Energy (2009/28/EC), and to seek IMO acceptance for its usage in calculating the greenhouse gas impact of biofuels, bioliquids and their fossil fuel comparators. However, the Meeting agreed to bear in mind that biofuels are only an option if they are more sustainable than other alternatives.

5.11 The Meeting encouraged the Contracting Parties, observers and other stakeholders to contribute to the GREEN TEAM Reporting Mechanism by completing the online survey by **31 March 2020** for consideration by GREEN TEAM 4-2020.

5.12 The Meeting approved the updated Work Plan of GREEN TEAM for 2020-2021, as contained in **Annex 6**.

5.13 The Meeting noted that GREEN TEAM 4-2020 will be held on 13 May 2020 in Mariehamn, Åland, Finland. In this context, the Meeting noted that it may be beneficial not to organize the GREEN TEAM Meetings too close to the meetings of the Maritime Working Group.

5.14 The Meeting noted the need for attendance of observer organizations both in GREEN TEAM and Maritime meetings, as they contribute with valuable input for the discussions. The Meeting further agreed that, in particular with regard to GREEN TEAM, it is important to gather representatives from the shipping industry, in addition to policy makers, in order to make progress on the matters discussed.

*Other activities related to airborne emissions*

5.15 The Meeting noted information provided by the EU that the Alternative Fuel Infrastructure Directive (2014/94/EU) is currently being evaluated in order to understand how effective the Directive and its measures have been and whether they are still relevant in view of recent technological advances and market developments. The EU also referred to the already available EMSA Guidance on LNG Bunkering. In addition, the EU informed on the establishment of a dedicated ESSF sub-group on alternative power for shipping (covering alternative sustainable low- and zero-carbon fuels and propulsion methods). The ESSF sub-group is expected to start its discussion in December 2019 and a call for selection of sub-group members has been published recently.

5.16 The Meeting took note of the presentation by CLIA on “EGCS Washwater study update” (**Presentation 4**).

5.17 The Meeting noted that the study was based on modelling for four different model ports, including ports with Baltic Sea and North Sea conditions.

5.18 The Meeting noted that the indicated negative net concentrations for some substances in washwater were due to detection limits and that it is not claimed that discharge of scrubber washwater would result in cleaning the ambient water.

5.19 A question was raised with regard to the applicability of the environment quality standard (EQS) used, without taking into account the background concentrations.

5.20 The Meeting also noted a comment on the importance of conducting whole effluent toxicity testing as a tool for the assessment of mixture toxicity of the scrubber washwater

5.21 The Meeting noted that CLIA intends to submit the study, once finalized, to the IMO PPR Sub-Committee.

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

Documents: 6-1

*Work within the PRF Cooperation Platform and port reception*

6.1 The Meeting recalled the discussions under Agenda Item 3 regarding the existing actions from the 2010 Ministerial Declaration on implementing the Roadmap for upgrading port reception facilities for sewage in passenger ports in the Baltic Sea Area (priority and secondary ports) which are still officially only partly accomplished, despite significant achievements in this regard as well as formal notification to IMO on adequacy of sewage PRF in the Baltic Sea.

6.2 The Meeting took note of the Technical Guidance for the handling of wastewater in Ports of the Baltic Sea Special Area under MARPOL Annex IV, which was approved for publication by HOD 56-2019. Germany thanked all those who had contributed to the work on the Technical Guidance. The Meeting also noted the importance of the Technical Guidance and its publication on the HELCOM website as soon as possible.

6.3 The Meeting took note that CP PRF 8-2019 had agreed that the practice of organizing CP PRF meetings back to back with HELCOM Maritime meetings should be continued in the future, after the completion of the update of the BSAP and that in the meantime, the CP PRF should also work by correspondence.

6.4 The Meeting took note of the status of updating the port specific information in the draft 2019 HELCOM Overview on Port Reception Facilities (PRF) (document 6-1) and noted that updated information has not been submitted for 26 ports. The Meeting noted that Denmark provided updated data for their ports to the Secretariat after publication of document 6-1.

6.5 The Meeting provided the following corrections and updates, which will be reflected in the Overview by the Secretariat before publication:

- Latvia informed that for the port of Riga, the indicated amount of 57071 m<sup>3</sup> of sewage delivered by ferries is not correct. The number should be 51666 m<sup>3</sup>;
- Germany informed that the port of Flensburg has not had any cruise ship visits in 2018 and consequently no data is available. Preliminary data for 2019 has already been provided to the Secretariat and for the port of Stralsund, data has been provided, but erroneously represented in the draft Overview.

6.6 Stressing the importance of having up to date information in these annual reports, the Meeting encouraged the Contracting Parties and observers to provide such information by **31 October 2019** to the Secretariat ([florent.nicolas@helcom.fi](mailto:florent.nicolas@helcom.fi)).

6.7 The Meeting considered figures 3.3-3-6 of each port and agreed that the information in these figures is valuable. The Meeting also agreed that updating the data in these figures should be the aim, but for the 2019 Overview the current figures should remain. CLIA noted that updating the data in figures 3.3-3.6 would entail a significant administrative burden but would still be worthwhile doing. The Meeting invited the CP PRF to consider the possibilities of updating the information.

6.8 The Meeting also noted information by CLIA that all CLIA member cruise ships in the Baltic Sea have participated in a sewage exercise for the past three seasons, noting that discharge to fixed sewage PRF has been possible only for 40% of sewage on board, in the best-case scenario. The Meeting invited CLIA to provide information to Administrations, regarding any identified inadequacies and adequacies of PRF in the respective countries.

6.9 The Meeting agreed to continue using electronical (Word and Excel online) templates for future reporting.

6.10 The Meeting emphasized the importance of involvement of the observer port organizations in the work related to PRF, including participation in Maritime and CP PRF meetings.

6.11 The Meeting approved the publishing of the 2019 PRF Overview as an electronic HELCOM publication, taking into account the corrections provided above and further updates to be provided to the Secretariat.

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

Documents: 7-1, 7-2, 7-3

### *Overall PRF developments*

7.1 The Meeting took note of information by the EU that the revised Port Reception Facilities Directive (EU) (2019/883) was adopted by the European Council in April 2019 and entered into force in June this year. The Meeting noted that Member States have 24 months for transposition and that there are a number of implementing acts that are yet to be adopted. The sub-group of the ESSF will consider such draft acts.

7.2 No updated information with regard to the implementation of the "no-special-fee" system in the Baltic Sea was provided by participants.

### *Bulk cargo including fertilizers*

7.3 The Meeting recalled the discussions on bulk fertilizer handling in ports during previous meetings of the Maritime Working Group. The Meeting considered the Concept Best Available Technologies & Techniques: Bulk Fertilizer Handling submitted by CCB (document 7-1).

7.4 The Meeting noted limitations of Maritime Administrations to act on this matter. It was noted that in most countries measures to limit impacts from bulk fertilizer handling would be under the responsibility of environmental authorities.

7.5 The Meeting agreed that the matter may be considered for inclusion in the updated BSAP due to its possible contribution to eutrophication in the Baltic Sea and invited interested parties to prepare synopses on potential new measures, as appropriate.

7.6 The Meeting noted the relevance also for the Pressure Working Group to consider this matter.

7.7 The Meeting noted that Sweden and Germany intend to discuss this important matter on a national level, as well as on the Federal State level.

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

7.8 The Meeting took note of the information on HELCOM activities to tackle marine litter pollution in relation to the work of the Maritime Working Group including those that would benefit from input from the Meeting (document 7-2).

7.9 The Meeting considered how to initiate the work on action RS3 on the implementation and harmonization of the no-special-fee system in ports of the Baltic Sea countries and agreed that any decisions on further actions should be linked to the implementation of the new PRF Directive.

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

7.10 The Meeting took note of the presentation by Sweden (representative of Chalmers University via Skype), on Chemicals and nutrients in grey water from ships (document 7-3 and **Presentation 5**).

7.11 The Meeting discussed the information presented and noted, *inter alia*, the following questions and comments:

- clarification was requested with regard to the information on reduction in nutrient input from shipping after 2019. It was explained that the study made the assumption that from 2019 all passenger ships would implement the MARPOL Annex IV special area, although in reality the associated requirements only apply to new passenger ships;
- a question was presented on why Ropax ships produce more grey water than cruise ships;
- a question was presented with regard to the sources of metals in grey water;
- the basis for the nutrient reduction targets was discussed;
- a question was posed regarding the effects of hazardous substances and endocrine disruption;
- it was discussed whether there is any information on the effects of the 30 identified substances without established predicted no effect levels (PNEC);
- it was noted that new chemicals are being introduced/used continuously, and studies like this can only consider known ones; and
- in the study, grey water was not assumed to be treated by advanced sewage treatment systems.

7.12 Sweden agreed to provide further clarifications to the presented questions to interested parties. The Meeting concluded that more studies are needed, especially regarding the effects of grey water discharges from ships in the Baltic Sea, including on the potential toxicity of the substances therein.

### **Agenda Item 8     Anti-fouling systems**

Documents:

8.1 The Meeting noted that PRESSURE 9-2018 (10-12 October 2018) had considered a proposal by Finland and comments by Sweden regarding the update of HELCOM Recommendation 20/4 on *Antifouling paints containing organotin compounds* and that the matter will be resumed at PRESSURE 11-2019 (23-25 October 2019).

8.2 The Meeting noted a comment by Germany that copper is not a core indicator in the MSFD descriptor for hazardous substances. The Meeting agreed that proposing it to become a core indicator may be useful, in order to be able to evaluate the effects of any measures taken with regard to copper based AFS. The Meeting invited PRESSURE 11-2019 to take note of this comment.

8.3 The Meeting noted developments within the IMO regarding the amendment of the AFS Convention to prohibit the use of cybutryne. The Meeting noted that PPR 6 had agreed that the substance should be added to the Annex of the AFS Convention, but at MEPC 74 concerns had been expressed with regard to the consequences of removal of cybutryne from ships' hulls. The matter will be considered by PPR 7 in 2020 and a submission by the EU Member States is being prepared in this regard. The matter of using sealer coatings instead of removing AFS containing cybutryne will be considered.

#### **Agenda Item 9 Detection, investigation and prosecution of offenders of anti-pollution regulations**

Documents: 9-1

9.1 The Meeting took note of the HELCOM Annual report on discharges observed during aerial surveillance in the Baltic Sea 2018 (document 9-1) and agreed on the importance of this report.

9.2 The Meeting noted comments by Sweden with regard to the presentation of statistics in the report. The Meeting also noted concerns raised by Sweden regarding difficulties to both determine the kind of substances released and their amounts. Sweden further invited other Contracting Parties to share their experience regarding equipment or other methods for identification of a substance discharged as well as methods to calculate the discharged amounts.

9.3 The Meeting noted information by the EU on the upcoming revision of the Directive on ship-source pollution, which will also draw from the experiences in the Baltic Sea and other regions. The Meeting further noted that reporting of detected oil spills to the IMO is also required.

#### **Agenda Item 10 Safety of navigation and related matters**

Documents: 10-1, 10-2, 10-3, 10-4, 10-5

10.1 The Meeting noted the proposal for HELCOM Recommendation concerning Deep Sea Pilotage in the Baltic Sea submitted by BPAC to SAFE NAV 10-2019 for consideration (document 10-1) and agreed to consider it further as part of the Outcome of SAFE NAV 10-2019 below.

10.2 The Meeting noted information provided by the EU that Council Directive 79/115/EEC concerning pilotage of vessels by deep-sea pilots in the North Sea and English Channel is already requiring Member States in that region to ensure that vessels availing themselves of the services of a deep-sea pilot be provided with adequately qualified pilots in possession of the appropriate certificates. The Meeting further noted the view by the EU that a similar HELCOM Recommendation (also including the Baltic Sea waters of the Russian Federation) would be a useful initiative to further increase safety in the Baltic Sea.

10.3 The Meeting took note of the Outcome of the Tenth Meeting of the HELCOM Group of Experts on Safety of Navigation (SAFE NAV 10-2019), held on 19 September 2019 in Stockholm, Sweden (document 10-5).

10.4 The Meeting approved in principle the draft HELCOM Recommendation concerning Deep Sea Pilotage in the Baltic Sea (c.f. document 10-1), taking into account the correction proposed by SAFE NAV 10-2019. The Meeting, however, noted that Russia needs more time to consider the draft, mindful of the late submission of document 10-5, and that their final position on the matter will be provided to the Secretariat by **15 November 2019** before the draft Recommendation is submitted to HOD 57-2019 for approval with a view to its subsequent adoption by HELCOM 41-2020. The Meeting also invited the Secretariat to draft preambular paragraphs to the draft Recommendation.

10.5 The Meeting supported in general the draft revised 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 (Annex 2 of the Outcome of SAFE NAV 10-2019 set out in document 10-5). Noting

the late submission of document 10-5, however, the Meeting agreed to consider the matter further through a tacit approval procedure by correspondence. The Secretariat will consequently circulate the draft revised Recommendation to the contacts of the Maritime Working Group and if no objections are received by **31 October 2019** the draft will be considered approved by MARITIME 19-2019 with a view to its further consideration by HOD 57-2019 for approval and subsequent adoption by HELCOM 41-2020.

10.6 Furthermore, with regard to the outcome of SAFE NAV 10-2019 the Meeting:

- considered the comments submitted by SAFE NAV 10-2019 to the Draft Annual HELCOM report on shipping accidents in the Baltic Sea area in 2018;
- noted the discussion regarding the lack of reporting of drug or alcohol abuse as the cause of accidents. The Meeting noted that due to the recent decision to use EMCIP data, HELCOM is not in a position to mandate the reporting of drug or alcohol abuse as the cause of accidents. The Meeting noted that changes to the EMCIP dataset would have to be considered by EMSA and its Permanent Cooperation Framework (PCF) for the Investigation of Accidents in the Maritime Transport Sector. The Meeting invited the Secretariat to discuss the matter directly with EMSA, in order to identify options for addressing it;
- noted the information and discussion on planned routeing measures in the south-west Baltic Sea. In this respect, Germany renewed its invitation for interested parties to liaise with Uwe Lohmann ([Uwe.Lohmann@bmvi.bund.de](mailto:Uwe.Lohmann@bmvi.bund.de)) on the matter; and
- took note that the next meeting of SAFE NAV will be held in Korsør, Denmark, tentatively in May 2020.

#### *Baltic Sea accident data*

10.7 The Meeting considered the draft Annual HELCOM report on shipping accidents in the Baltic Sea area in 2018 (document 10-2) and noted a comment by Latvia on Figure 7 of the draft report, that no accidents had taken place and the reference to “or lack of data” could be deleted.

10.8 The Meeting noted a comment by Estonia, also made at SAFE NAV 10-2019, that one accident in Estonia (Figure 7 of the draft report) is indicated to have happened inland. The Meeting also noted that a Lithuanian accident also seems to be placed inland. The Meeting instructed the Secretariat to check the data, liaise with Estonia and Lithuania if clarification is needed and make any corrections as necessary.

10.9 The Meeting approved the report for publishing, pending any corrections necessary based on the comments provided by the Meeting and SAFE NAV 10-2019.

10.10 The Meeting noted that EMCIP will be used as the primary source of accidents data in future reports, starting with accidents that occurred in 2019.

#### *Re-surveys*

10.11 The Meeting took note of the information submitted by Finland on the HELCOM-BSHC Baltic Re-survey Scheme (documents 10-3 and 10-4 and **Presentation 6**).

10.12 The Meeting approved the updated HELCOM Re-Survey Scheme assessment report as set out in document 10-4.

10.13 The Meeting 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, with subsequent submission to MARITIME 20-2020. The Meeting agreed with this way forward and invited Finland to submit the updated HELCOM Re-Survey Scheme to MARITIME 20-2020 for consideration.

10.14 Recalling the discussion under Agenda Item 3 and in particular document 3-1 on existing BSAP actions, the Meeting considered the proposal in document 10-3 to include the updating of the Re-Survey Scheme for Category III in the updated BSAP. In this regard, the Meeting agreed on a proposed new action as set out in Annex 2.

10.15 The Meeting endorsed the future action proposed in document 10-3 (alternative b) that BSHC will continue re-surveys based on the current Re-Survey Scheme until completion.

10.16 The Meeting encouraged the Contracting Parties to participate in the EU INEA CEF Motorways of the Sea and Cohesion funding programs to ensure the resources for hydrographic surveys in order to meet the BSHC Re-Survey Scheme set timetables.

#### *HELCOM AIS data*

10.17 The Meeting noted that HELCOM 40-2019 adopted the amended [HELCOM Recommendation 33/1](#) "Unified interpretation in relation to access to and use of HELCOM AIS data".

### **Agenda Item 11 HELCOM publications, implementation and reporting**

Documents: 11-1

#### *HELCOM Recommendations*

11.1 The Meeting noted that HOD 56-2019 adopted the revised [HELCOM Recommendation 28E/13](#) "Introducing Economic Incentives as a Complement to Existing Regulations to Reduce Pollution from Ships".

11.2 The Meeting took note of the discussions on possible revision of HELCOM Recommendation 28/3 "Guidelines on Bunkering Operations and Ship to Ship Cargo Transfer" during GREEN TEAM 3-2019, whereby the meeting had invited proposals to GREEN TEAM 4-2020 as no proposals on the matter had been submitted to GREEN TEAM 3-2019.

11.3 The Meeting considered the proposal for amendment of HELCOM Recommendation 23/1 "Notification of Ship's Wastes" submitted by Latvia (document 11-1). The Meeting thanked Latvia for the well prepared proposal and agreed to propose to HOD 57-2019 that Recommendation 23/1 should be revoked as IMO circular MEPC.1/Circ.834/Rev.1 on *Consolidated Guidance For Port Reception Facility Providers And Users* already determines a reporting procedure including an advanced notification form for waste delivery and covers all ship's wastes categories defined by MARPOL and, that for EU ports, Annex 2 of Directive (EU) 2019/883 on port reception facilities for the delivery of waste from ships, applies.

### **Agenda Item 12 Activities within other organizations and initiatives**

Documents: 12-1

#### *Global processes*

12.1 No other matters were presented for discussion by the Meeting related to international fora such as IMO, IHO and IALA.

#### *EU & EUSBSR activities*

12.2 The Meeting took note of the information by Mr. Maik Schmahl on EU activities and co-operation on clean shipping (**Presentation 7**), focusing on the monitoring, reporting and verification (MRV) system, the European Sustainable Shipping Forum (ESSF) and the Motorways of the Seas programme.

12.3 With regard to the ESSF, questions were raised with regard to the status of completion of work of the sub-group on air emissions from ships. The EU informed that the sub-group has accomplished its core mission and its mandate is still valid until mid-2020, after which possible prolongation of the mandate will be reconsidered.

12.4 The Meeting noted the difference of financing for LNG ad OPS in the Motorways of the Sea programme, which may relate to the number of project proposals received on these topics.

#### *Leisure boating*

12.5 No information was provided on recent developments on leisure boat recycling and disposal.

#### *Other issues*

12.6 The Meeting took note of the preliminary list of upcoming HELCOM and other meetings in 2019-2020 (document 12-1) and decided to make use of it when scheduling the next meeting of HELCOM MARITIME as well as other activities.

12.7 The Contracting Parties were requested to provide any updates to the meeting list and in this context the Meeting noted the following additional meetings of relevance:

- Intersessional Meeting of the Maritime Working Group in Helsinki, Finland, tentatively 16-17 March 2020;
- SOM workshop on sea-based activities in Helsinki, Finland, 18-19 May 2020; and
- 6<sup>th</sup> IMO meeting of the Intersessional Working Group on Reduction of GHG Emissions from Ships, London, UK, 11-15 November 2019.

### **Agenda Item 13 Any other business**

Documents: 13-1, 13-2, 13-3, 13-4, 13-5, 13-6, 13-7, 13-8, 13-9, 13-10, 13-11

#### *List of Contacts*

13.1 The Meeting checked and updated the information in the list of contact addresses of HELCOM MARITIME (document 13-1). Taking into account the EU General Data Protection Regulation (GDPR, (EU) 2016/679), the Meeting agreed that the MARITIME contact address list will be made available on the HELCOM Meeting Portal upon receipt of consent for publication by all contact persons.

#### *Underwater noise*

13.2 The Meeting noted that PRESSURE 10-2019 had taken note of the draft structure of the HELCOM Regional Action Plan (RAP) on Underwater Noise and had agreed on the proposed structure of the RAP on Underwater Noise with the understanding of the preliminary character of proposed actions and the need for further development. Also, the meeting had agreed that the Expert Network on Underwater Noise (EN-Noise) will further elaborate the preliminary actions of the RAP and had invited countries to provide written proposals on the matter to the Secretariat by 7 June 2019 (Outcome of PRESSURE 10-2019, para. 4.4-4.5).

13.3 The Meeting noted that PRESSURE 10-2019 was of the opinion that the draft action plan should be considered also by HELCOM working groups for their contribution on actions linked to their mandate, and had agreed that a further elaborated version of the draft RAP on Underwater Noise will be submitted to MARITIME 19-2019 for consideration (Outcome of PRESSURE 10-2019, para. 4.6-4.7).

13.4 The Meeting considered the further elaborated draft RAP on Underwater Noise (document 13-6) and provided input to the proposed actions under the scope of the Maritime Working Group as follows:

- the Meeting was supportive of the work done and commented that the proposed regional actions in the draft Action Plan should be prioritized;
- a robust database and analysis of consequences of the proposed actions is needed;
- any proposed actions related to ships' speed reductions and routing actions need thorough analysis. In that context reference to proposed regional action 17 in number 16 was suggested;
- offshore wind farms and aquaculture should also be considered as they could also create underwater noise;
- it was noted that Russia does not support the consideration of any binding requirements for underwater noise before IMO decisions on the matter and proposed that regional action nr 24 of the draft should be deleted or redrafted;
- it was noted that leisure boating may contribute to continuous noise, but consideration should be given to the practical difficulties in mandating AIS transponders to be used onboard leisure boats. The Meeting invited AIS EWG to consider the matter; and

- also with regard to leisure boats, the Meeting noted the views by EBA that in most Baltic Sea states there are national laws regulating noise. EBA proposed that the proposed regional actions nr 6 and 7 may need to be softened.

13.5 The Meeting took note that the input provided by this Meeting will be shared with the EN-Noise and a further elaborated draft Action Plan will be then submitted to PRESSURE 11-2019 for consideration. It is also foreseen that the draft is submitted to STATE & CONSERVATION 10-2019 for information.

13.6 The Meeting noted that the RAP on Underwater Noise is envisaged to become a separate part of the updated BSAP. In this context, it was noted that there should not be overlap between this plan and other related actions in the updated BSAP.

13.7 The Meeting took note that HELCOM 40-2019 had noted and considered the information on coordinated reporting and hosting of HELCOM continuous noise monitoring data (document 3-9) and decided on the proposed hosting solution (in ICES) for a HELCOM database on continuous underwater noise (Outcome of HELCOM 40-2019, para. 3.37-3.42).

13.8 The Meeting took note of the information on the status of the set-up of the HELCOM continuous noise database and soundscape planning tool in relation to the work of the Maritime Working Group (document 13-9).

13.9 The Meeting took note of the information by Finland that they may not be able to provide data to the continuous noise database on a yearly basis as proposed in document 13-9.

13.10 The Meeting took note of the information by Finland on Underwater noise emissions from Baltic Sea shipping in 2006 – 2018 (document 13-5). The Meeting noted a clarification by Finland that the noise level of Ropax vessels is typically higher than for, e.g., tankers due to their higher engine power and speed.

13.11 The Meeting noted that studies such as this would benefit from including noise levels from other activities, in order for the reader to be able to compare the relative contribution of shipping to underwater noise.

13.12 The Meeting took note of the information by Finland on an example of raising public awareness regarding underwater noise (document 13-3) in the form of a short [informative video](#) regarding anthropogenic underwater noise, prepared by the Finnish Environment Institute (SYKE) in order to raise awareness on the matter.

13.13 The Meeting encouraged the Contracting Parties to share any information on conducting of similar videos or presentations and in this context Germany informed the Meeting, e.g., of an informative video being prepared under the COMPLETE project.

#### *Other issues*

13.14 The Meeting took note of the information by Finland on discharges to the sea from Baltic Sea shipping in 2006-2018 (document 13-4). A comment was noted by the Meeting that a comparison between the discharges from shipping, to discharges from other sources would be useful.

13.15 Finland was invited to look into the possibility to include also the total amount of phosphorous in addition to nitrogen in future studies on discharges from ships.

13.16 The Meeting noted the request for input on research and knowledge needs as contribution to the HELCOM Science Agenda (document 13-2), which had been circulated by the Secretariat to HELCOM Working Groups and associated expert groups, networks etc.

13.17 The Meeting considered the proposals received by the deadline of 16 August 2019 (document 13-11). In discussing the proposal by Denmark related to biofouling, the Meeting considered the need to await the outcomes of the COMPLETE project on this matter. Also, for indicative sampling of ballast water, the Meeting noted that for bacteria the D-2 standard of the BWM Convention does not set out size-classes. The Meeting invited Denmark and Germany to submit a redrafted proposal to the Secretariat, taking into account the comments made.

- 13.18 The Meeting encouraged the Contracting Parties and observers to submit further proposals on knowledge and science needs to [ullali.zweifel@helcom.fi](mailto:ullali.zweifel@helcom.fi) by **16 October 2019**.
- 13.19 The Meeting agreed on the proposal that any further input from the Maritime Group and associated expert groups will be circulated by the Secretariat to contacts and observers after the above deadline for comments by **1 November 2019**.
- 13.20 The Meeting took note of the information presented by CCB calling for urgent action due to Primorsk port development near Berezovye Islands Reserve (document 13-7 and **Presentation 8**).
- 13.21 The Meeting noted information by Russia on the national procedures related to the Primorsk port developments, and further noted that Russia intends to submit further information to the Maritime Working Group after completion of the required national procedures.
- 13.22 The Meeting took note of the Outcome of the CSHIPP Policy Workshop organized by the HELCOM Secretariat in Gothenburg, Sweden on 4 September 2019 as part of the work plan of the Clean Shipping Project Platform (CSHIPP) funded by the Interreg Baltic Sea Region Programme (document 13-8).
- 13.23 The Meeting discussed the issue of discharging food waste from ships in general and noted that while consideration of this matter has mainly focused on effects on eutrophication, it would also be relevant to consider impacts on the food chains in the Baltic Sea as a result of such discharges.
- 13.24 The Meeting took note of the preliminary results from the study on “Zero discharges into the Baltic Sea from shipping” submitted by Finland (document 13-10).
- 13.25 The Meeting noted that the human element also plays a crucial role in addressing discharges from ships, and in particular when it comes to voluntary commitments to go beyond the requirements of MARPOL and other applicable instruments.
- 13.26 The Meeting took note of the presentation by CLIA on “Updated overview CLIA Environmental Technologies and Practices” (**Presentation 9**). The Meeting also took note of a press release by CLIA, BIMCO, WSC and IPTA calling for enforcement of the IMO 2020 sulphur regulations.

#### **Agenda Item 14 Election of Chair and Vice-Chairs**

- 14.1 The Meeting elected Ms. Susanne Heitmüller, Germany, as Chair and re-elected Ms. Natalia Kutaeva, Russia, and Mr. Jorma Kämäräinen, Finland, as Vice-Chairs of HELCOM MARITIME for the next two-year period (2020-2021).
- 14.2 The Meeting thanked Ms. Anna Petersson, Sweden, for her long-term dedication and excellent guidance as the Chair of the HELCOM Maritime Group during the period 2014-2019.

#### **Agenda Item 15 Future work and meetings**

Documents: 15-1

- 15.1 The Meeting took note of the Work Plan for HELCOM MARITIME 2018-2020 (document 15-1) and invited the Contracting Parties to submit proposals for updates to the Work Plan for the next meeting of the Maritime Working Group.
- 15.2 The Meeting expressed its appreciation for the confirmation by Sweden to host MARITIME 20-2020 in Norrköping with dates to be confirmed at a later stage by Sweden in consultation with the Secretariat.
- 15.3 The Meeting welcomed the offer by Denmark to investigate possibilities to host MARITIME 21-2021.
- 15.4 The Meeting thanked the EU and EMSA for the hosting of the Meeting and the excellent facilities and hospitality provided.

**Agenda Item 16 Outcome of the Meeting**

16.1 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 1 List of participants

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## Annex 2 Implementation of not yet accomplished HELCOM actions under the Maritime Group

### Follow-up of existing HELCOM actions

The below sections are divided by joint and national actions, as well as Ministerial Declarations under the Maritime Working Group that have not been fully implemented yet.

The follow-up of existing agreements has also identified the need to clarify some actions to ensure a common understanding on the intention of the action and coherent reporting on accomplishment by countries.

It should be noted that Contracting Parties have agreed to, as a first priority, make an effort to achieve already agreed HELCOM actions (HELCOM 2018 Ministerial Declaration, paragraph 14). If however the existing actions from the BSAP and Ministerial Declaration from 2010, 2013 and 2018 are not fully implemented by 2021, they will be included in the updated BSAP. In case of such inclusion, rephrasing of the actions may be needed to ensure that they are up to date. Any major changes will be approved by HOD. A proposal for the categorization of not yet implemented actions with regard to need for rephrasing was made by the Secretariat prior to MARITIME 19-2019 according to the following:

- Category 1) The actions can remain with current formulation
- Category 2) Specification is needed e.g. smaller changes, adding target year, but the action will basically remain the same
- Category 3) Major changes might be needed. In this regard it should be noted that the updated BSAP should maintain the ambition level of agreed objectives and actions (HELCOM 2018 Ministerial Declaration, paragraph 20).

Table 1 Joint actions related to Maritime

No	Action	Current status	Comments from MARITIME 18-2018	Proposal	Outcome of MARITIME 19-2019
1	Concentrated inspection campaigns under the 1982 Paris MoU. Enhance co-operation between Paris MoU (Memorandum of Understanding) and HELCOM by applying for advisor status of HELCOM to Paris MoU on Port State Control (target year not specified)	Not accomplished	Not valid. Considered as not necessary since all Contracting Parties are members of Paris MoU. The Meeting therefore proposed to delete the action. Means of enhancing data exchange with the Paris MoU could be considered for the Maritime work plan.	HOD 55-2018 approved the deletion of this action. Therefore, no further concretization is needed.	The Meeting <u>supported</u> the proposal that no further concretization is needed.
2	Update the Action Plan for the protection of the environment from offshore platforms, to put into practice the “zero-discharge” principle in respect of all chemicals and substances used and produced during the operation of offshore platforms (by 2013)	Not accomplished	The Meeting invited Contracting Parties to submit relevant information and proposals to the next Maritime meeting. Based on this information the Maritime Group will decide on the update of this Action Plan.	Revise or delete action as appropriate based on information submitted by Contracting Parties to MARITIME 19-2019 ( <b>Category 3</b> ).	The Meeting <u>agreed</u> that this action should be retained, with a new target completion date to be specified.
3	Implementation of the HELCOM Ballast Water Road Map – adjust HELCOM monitoring programme to obtain reliable data on non-indigenous species/ to link the port surveys and monitoring to shore-ship communication systems (2010)	Partly accomplished. Pilot sampling and monitoring protocols accomplished (under State & Conservation Working Group).	The Meeting noted that some activities of the HELCOM Ballast Water Road Map have not been accomplished, recognizing that this is partly related to the fact that the Road Map has been updated with new actions added. A question was also raised whether the second part, linking port surveys and monitoring to shore-ship communication	Many of the elements of the <a href="#">Road Map</a> have been accomplished. One key element which has not been accomplished is the “early warning system”, but this is under development by the COMPLETE Project by the end of 2020. A list of sediment reception facilities is another outstanding issue,	The Meeting <u>agreed</u> that most of the elements in the Roadmap have been completed and that the global IMO GISIS Database on Sediment Reception Facilities should be used instead of creating a Baltic Sea specific one. The Meeting further <u>agreed</u> that the linking of port surveys and monitoring to shore-ship communication

			<p>systems, is a relevant action. The Meeting proposed to consider this action in more detail at MARTIME 19-2019. The Meeting noted the proposal to change the phrasing which can take place when updating the Baltic Sea Action Plan if the action is then still not accomplished.</p>	<p>however, the IMO GISIS has a global module for this purpose and as such, there is no need for a Baltic Sea specific one.</p> <p>This action is therefore proposed not to be carried forward to the updated BSAP. Instead, focus should be on creating an early warning system, possibly as part of the HELCOM OSPAR <a href="#">Ballast Water Exemption Decision Support Tool</a>, using the outcome of the COMPLETE project. The task should be complete within 2020 and if this is not accomplished, new concrete actions should address this matter.</p> <p>Recalling the Outcome of Maritime 18-2018, the Meeting should also consider the relevance of linking port surveys and monitoring to shore-ship communication systems.</p>	<p>systems is not relevant, but that linking the Early Warning System to shore-ship communication may be.</p> <p>The Meeting <u>agreed</u> to rephrase the action to focus on the Early Warning System. A drafting group was established for this purpose. The Meeting consequently <u>agreed</u> to propose the following rephrased action for uptake to the updated BSAP:</p> <p><i>The development and implementation of the early warning system in case of the introduction of invasive species in ports.</i></p>
4	Take actions to ensure the completion of the re-surveys for areas used by navigation (CAT I and II) within the time schedules estimated in the 2013 Ministerial Declaration	Partly accomplished	The Meeting took note that the status of re-surveys will be assessed and reported to the next Maritime meeting. It was further noted that this	Assuming that the action will be completed by 2020, taking into account information to be provided at MARITIME 19-2019, this	The Meeting <u>noted</u> the proposal in document 10-3 and 10-4 to include also Category III areas, further to be considered by

			action is expected to be accomplished by 2020.	action is proposed to be deleted.	<p>MARITIME 2020-20 and keep this action in the updated BSAP.</p> <p>The Meeting <u>noted</u> that re-surveys for all category I and II will not be complete in all countries by 2020 as scheduled. The Meeting <u>agreed</u> that the original action should be retained until it is evaluated as fully implemented, but that some revision may be needed. The Meeting <u>agreed</u> that the Correspondence Group should consider the matter further. The Meeting further <u>agreed</u> that a new action for Category III should be included in the updated BSAP. A drafting group was established by the Meeting to draft such an action, after consideration of documents 10-3 and 10-4 by Finland.</p> <p>The Meeting consequently <u>agreed</u> to propose the following rephrased action for uptake to the updated BSAP:</p>
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					Take actions to ensure the completion of the revised Re-survey scheme for areas used by navigation (CAT III)
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Table 2 National actions related to Maritime

No	Action	Status in March 2018	Comments from MARITIME 18-2018	Proposal	Outcome of MARITIME 19-2019
5	Implementation of the HELCOM Ballast Water Road Map - conducting of baseline surveys of prevailing environmental conditions in major ports	Implemented by five countries	No comments	<p>This action should be revised as much of the Road Map has been implemented and as the survey provisions of the <a href="#">HELCOM/OSPAR Joint Harmonized Procedure</a> go beyond surveying environmental provisions (<b>Category 3</b>).</p> <p>The following redraft is proposed:</p> <p><i>Implementation of the Joint Harmonised Procedure for the Contracting Parties of OSPAR and HELCOM on the granting of exemptions under the BWM Convention, Regulation A-4, and keep the Ballast Water Exemption Decision Support up to date with data from</i></p>	<p>The Meeting <u>supported</u> the proposed redraft of this action, but <u>noted</u> that not all countries have reported that they have conducted baseline surveys. The Meeting <u>invited</u> Estonia, Denmark, Latvia and Russia to clarify if they have carried out such surveys. The Meeting further <u>agreed</u> that the matter should be considered by the drafting group established for the joint action related to the Ballast Water Roadmap.</p> <p>The Meeting <u>agreed</u> with the proposal of the drafting group as follows: <i>Implementation of the Joint Harmonised Procedure for the Contracting Parties of</i></p>

				<i>regularly conducted port surveys.</i>	<i>OSPAR and HELCOM on the granting of exemptions under the BWM Convention, Regulation A-4, and keep the Ballast Water Risk Assessment Tool up to date with data from conducted port surveys.</i>
6	Investigate feasible and effective economic incentives for reducing emissions from ships (HELCOM Recommendation 28E/13)	Implemented by two countries	No comments	<p>The revised Recommendation 28E/13 was adopted by HOD 56-2019 and the action should be revised to address not only air emissions, <b>(Category 3)</b>.</p> <p>The following redraft is proposed:</p> <p><i>Develop and implement feasible and effective economic incentives to reduce pollution from ships, taking into account HELCOM Recommendation 28E/13 as amended 19 June 2019.</i></p>	<p>Following consideration, the Meeting <u>agreed</u> with the following redraft proposed for inclusion in the updated BSAP:</p> <p><i>Develop and facilitate implementation of feasible and effective economic incentives to reduce pollution from ships, taking into account HELCOM Recommendation 28E/13 as amended 19 June 2019.</i></p>
7	Implement the Roadmap for upgrading port reception facilities for sewage in passenger ports in the Baltic Sea Area: Priority ports*	Implemented by four out of five relevant countries	The Meeting noted the view of Sweden, that by sending the notification to IMO that adequate port reception facilities are in place in the Baltic Sea; this action could be considered as accomplished.	Revise to reflect the fact that according to the notification officially submitted to the IMO, adequate port reception facilities for sewage are in place, but focus on	<p>The Meeting <u>invited</u> Latvia to inform the Secretariat on their implementation of this action.</p> <p>The Meeting established a drafting group to consider</p>

			<p>Countries are invited to report on the status of implementation of the roadmap for updating port reception facilities to HOD in due course.</p>	<p>enforcement of the requirements of the Baltic Sea special area under MARPOL Annex IV (<b>Category 3</b>).</p> <p>The following redraft is proposed:</p> <p><i>Enforce the requirements of the Baltic Sea Special Area under MARPOL Annex IV and continuously ensure the availability of adequate port reception facilities in passenger ports in the Baltic Sea Area.</i></p>	<p>the matter. No further changes were proposed by the drafting group and the Meeting consequently <u>agreed</u> with the following redraft proposed for inclusion in the updated BSAP:</p> <p><i>Enforce the requirements of the Baltic Sea Special Area under MARPOL Annex IV and continuously ensure the availability of adequate port reception facilities in passenger ports in the Baltic Sea Area.</i></p>
8	Implement the Roadmap for upgrading port reception facilities for sewage in passenger ports in the Baltic Sea Area: Secondary ports**	Implemented by one out of four relevant countries.	<p>Germany informed that an upgraded port reception facility in Kiel port has been installed and is operational. The upgrade in the Lübeck/Travemünde port is expected to be finalized in 2019.</p>	<p>It is proposed that there is no longer a need to differentiate between priority ports and secondary ports as adequate port reception facilities should be available in all ports, as appropriate. Hence this action is proposed to be deleted.</p>	<p>Meeting <u>noted</u> that some States have not formally reported completion of this action for secondary ports. Germany informed the Meeting that adequate PRF are now in place in Kiel and will be in Lübeck/ Travemünde in 2020. The Meeting <u>discussed</u> the possible lack of reporting with regard to secondary ports.)</p> <p>The Meeting <u>concluded</u> that the action is expected</p>

					to be accomplished by 2021, subject to verification, and <u>agreed</u> that in this case it does not need to be taken forward to the updated BSAP.
9	Ratification of the Ballast Water Management Convention	Ratified by five countries	The Convention has been ratified by Estonia, Latvia and Lithuania since the previous HELCOM evaluation.	It is expected that Poland, as the only remaining Contracting Party, will ratify the BWM Convention by the end of 2019. This action is therefore proposed to be deleted.	The Meeting <u>congratulated</u> Estonia, Latvia and Lithuania for ratifying the BWM Convention. Poland informed the meeting that their act for ratification is currently in parliament and that ratification is expected by the end of the year. Consequently, the Meeting <u>agreed</u> that the action does not need to be carried forward to the updated BSAP.

\*Priority ports: Tallinn, Rostock, Copenhagen, Riga, Gdynia, Helsingör, Rödbby ferry terminal, Swinoujscie/Szczecin, \*\*Secondary ports: Helsingborg, Lübeck, Fredrikshavn, Gedser, Turku, Mariehamn, Kiel, Ystad, Gothenburg, Trelleborg.

The commitments listed below were previously assigned as “too general”, however, in the process of the update of the BSAP MARITIME 19-2019 was invited to consider if some of the actions could be concretized and included in the updated BSAP.

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

No	Existing commitment	Discussion	Proposal by MARITIME 19-2019
10	Implement an awareness programme regarding the importance of the proper fulfilment of existing international regulations concerning ship-generated waste discharges including on-shore disposal and treatment of all ship-generated sewage	The Meeting <u>agreed</u> that this commitment should be reflected in the updated BSAP and established a drafting group to propose text.	The Meeting <u>agreed</u> with the following action proposed for inclusion in the updated BSAP:  <i>Consider the possibility to further reduce the possible negative impact of ship-generated waste such as food waste and sewage from cargo ships, on the marine environment e.g. by encouraging voluntary agreements to dispose such wastes to port reception facilities and effective on-shore disposal and treatment of all ship-generated wastes.</i>
11	Promote environmentally friendly pleasure boating and the development of marinas and the use of the best ecological practice by every marina/guest harbour, including education and raising awareness of the personnel and boat owners of key marinas/guest harbours	The Meeting agreed that reference should be made to specific instruments such as the IMO Biofouling Guidelines, and that the use of alternative sources of energy, renewable fuels etc should be considered in this context. The Meeting agreed to establish a drafting group to consider the matter further.	The Meeting <u>agreed</u> with the following action proposed for inclusion in the updated BSAP:  <i>Promote environmentally sustainable pleasure boating and the development of marinas and the use of the best ecological practice by every marina/guest harbour, including education and raising awareness of the personnel and boat owners of key marinas/guest harbours.</i>
12	Promote development of effective, environmentally friendly TBT-free antifouling systems on ships.	The Meeting <u>agreed</u> that the commitment should be reflected in the updated BSAP and establish a drafting group to propose a slightly revised text.	The Meeting <u>agreed</u> with the following action proposed for inclusion in the updated BSAP:  <i>Promote the development of effective,</i>

			<i>environmentally sustainable antifouling systems on ships.</i>
13	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	The Meeting <u>agreed</u> that this commitment should be reflected in the updated BSAP, but that it should be redrafted to refer to the HELCOM GREEN TEAM.	The Meeting <u>agreed in principle</u> with the following action proposed for inclusion in the updated BSAP, and <u>invited</u> the Correspondence Group to consider it further:  <i>Work jointly in co-operation with other regional governmental and non-governmental organizations, the industry and research community, to further promote development and enhanced use of green technologies and alternative fuels, including LNG, methanol as well as other technologies, in order to reduce harmful exhaust gas emissions and greenhouse gas emissions from ships</i>
14	Encourage voluntary agreements to dispose sewage to port reception facilities	The Meeting <u>agreed</u> that the commitment should not be reflected in the updated as it is already covered by other proposed actions.	
15	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	The Meeting <u>agreed</u> that the commitment should be reflected in the updated BSAP and established a drafting group to consider it together with other actions related to port reception facilities.	Following consideration of the discussions in the drafting group, the Meeting <u>agreed</u> that this action is already covered by other proposed actions, and that the original action does not need to be carried forward to the updated BSAP.
16	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	The Meeting recognized the value of this commitment but agreed that the first sentence should not be retained. The Meeting further agreed that this action may be more relevant for the HELCOM	The Meeting <u>agreed</u> that promoting projects related to marine litter should be included in the HELCOM Science Agenda and not the updated BSAP.

	from the coastal and marine environment	Science Agenda rather than the BSAP.	
17	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		The Meeting <u>agreed</u> that this action should not be carried forward to the updated BSAP.
18	Implementation of HELCOM Ballast Water Road Map - to cooperate with OSPAR on any other relevant topics for the benefit of both regions and as necessary for harmonised implementation of the BWM Convention	The Meeting <u>noted</u> the importance of continued cooperation with OSPAR on matters related to ballast water and biofouling, in particular in the context of the proposed Joint HELCOM/OSPAR Task Group on Ballast Water Management Convention (BWMC) and Biofouling	The Meeting <u>agreed</u> in principle with the proposed text below, and <u>invited</u> the Correspondence Group to consider the matter further.  <i>Continue close cooperation with OSPAR on the implementation of the BWM Convention and the issue of biofouling management.</i>
19	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	The Meeting <u>agreed</u> that this commitment should be reflected in the updated BSAP and <u>recognized</u> the importance of the SAFE NAV Expert Group in its implementation.	The Meeting <u>discussed</u> a possible redraft to this action as set out below, but <u>concluded</u> that further consideration is needed in the Correspondence Group established by the Meeting related to the update of the BSAP.  <i>Follow-up actions to identify areas for strengthening regional cooperation in maritime safety in the framework of the HELCOM Maritime Group and the SAFE NAV Expert Group and consider the appropriate forms for this cooperation, recognizing the need for the exchange of technical expertise in the field of maritime safety, especially in risk</i>

			<i>assessment to avoid shipping accidents in the Baltic Sea, and taking into account the work of IMO.</i>
20	Further strengthen co-operation with IMO in the field of safety of navigation	The Meeting <u>agreed</u> that the action merits uptake in the updated BSAP and <u>agreed</u> that cooperation is needed also on the national level between SAFE NAV and Maritime representatives as well as national representatives at IMO's MSC MEPC Committees. The Meeting further <u>agreed</u> that the expertise of SAFE NAV experts should be utilized in order to consider the best ways for strengthening cooperation with the IMO in the field of safety of navigation.	No concrete text proposals were presented at the Meeting and it was <u>concluded</u> that further consideration is needed in the Correspondence Group established by the Meeting related to the update of the BSAP.
21	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	The Meeting <u>agreed</u> that the commitment should be reflected in the updated BSAP, but that it should be concretized to mention specific matters or tools to be developed between the two organizations, such as EMCIP and data on drug/alcohol abuse as a cause of accidents.	No concrete text proposals were presented at the Meeting, which <u>concluded</u> that further clarification is needed with regard to what developments are needed, before further consideration by the Correspondence Group.
22	Support in IMO speeding up introduction of a general requirement for carriage by ships of an Electronic Chart Display and Information System (ECDIS)	The Meeting <u>noted</u> that this item has already been completed by IMO.	The Meeting <u>agreed</u> that this commitment should not be carried forward to the updated BSAP.
23	Further work with regard to the regional HELCOM AIS system operational since 2005 in order to increase safety of navigation and gain environmental benefits	The Meeting <u>agreed</u> that this commitment could be reflected in the updated BSAP but also agreed that the matter should be considered by the AIS EWG. The Meeting <u>noted</u> the importance of developing the timestamping, buffering and retransmission of AIS data to prevent losing data during possible communication line failures.	The Meeting <u>invited</u> the AIS EWG to consider this action further.
24	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	The Meeting agreed that this commitment should be reflected in the updated BSAP.	The Meeting <u>agreed</u> with the following action proposed for inclusion in the updated BSAP:

	of both recreational as well as commercial vessels		<i>Consider an assessment of pleasure craft activities in the Baltic Sea Area, including inter alia their environmental impacts and risks of accidents.</i>
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The following section contains conclusions by MARITIME 19-2019 on paragraphs from the 2018 Ministerial Declaration related to the Maritime Group.

Table 4 Concretization of commitments from the 2018 Ministerial Declaration

No	Ministerial declaration	Proposal by Secretariat	Outcome of MARITIME 19-2019
25	54. p1 In particular, <b>WE WELCOME</b> the progress made in addressing the environmental impact of the maritime transport sector in the Baltic Sea via (a) the collaborative long-term effort to designate the Baltic Sea as a NOx Emission Control Area (NECA), (b) HELCOM commitment at the UN Ocean Conference on NECA and to promote green shipping technology and use of alternative fuels, including LNG, and (c) the recent International Maritime Organization (IMO) decision on the date of enforcement of the Baltic Sea as a special area under MARPOL Annex IV	This is mostly already covered by other accomplished actions or commitments. The elements about promoting green technologies led to the establishment of GREEN TEAM and is listed as accomplished (MD 2013). However, work is still ongoing, especially in the implementation of the MARPOL Annex IV and VI special areas, as well as within GREEN TEAM. It is therefore proposed that more concrete actions/targets should be developed for the BSAP update to reflect this.	The Meeting <u>agreed</u> with the conclusion by the Secretariat and that elements of this commitment should be included in the updated BSAP, e.g. by proposing the development of a Roadmap for enforcement of the Baltic Sea NOx Emission Control area and by addressing the adequacy of port reception facilities.
26	55. p1 In maritime transport, <b>WE COMMIT</b> to improving the availability of adequate port reception facilities in the region for delivery of sewage and other ship-generated waste	There other actions in the BSAP that partially or fully address this matter (two national actions on sewage PRF and one “too general” action). Consideration could be given to developing a new action focusing on improving the availability of adequate port reception facilities in the region for delivery of sewage and other ship-generated waste, including marine litter and derelict fishing	The Meeting <u>agreed</u> with the proposals by the Secretariat, noting that this commitment is also related to the one above. In considering the effectiveness of adequate PRF, the Meeting <u>noted</u> that consideration should also be given to the levels at which municipal wastewater treatment facilities are able to treat sewage.

		gears. The Roadmap for upgrading the availability of port reception facilities for sewage in major passenger ports, the Technical Guidance for the handling of wastewater in Ports of the Baltic Sea Special Area under MARPOL Annex IV should also be considered in this context.	
27	55. p3 <b>WE AGREE</b> to strengthen cooperation on ship hull fouling solutions with regard both to preventing the introduction of invasive alien species and to hazardous substances in anti-fouling systems	It is proposed that a concrete action is drafted based on this commitment. The work of the COMPLETE Project in developing a Biofouling Roadmap for the Baltic Sea should be considered. Also, the energy efficiency aspect of reducing biofouling may be incorporated.	The Meeting <u>agreed</u> that relevant developments within the IMO should be considered in this context. The Meeting <u>discussed</u> the possible need to develop a HELCOM Recommendation on hull cleaning and noted that biofouling, anti-fouling and hull cleaning are very much interlinked. The Meeting <u>agreed</u> that a Biofouling Roadmap should be developed based on the concept presented in document 4-2.
28	57. <b>WE WELCOME</b> the entry into force of the Ballast Water Management Convention on 8 September 2017 and <b>COMMIT</b> to regionally supporting its ratification by Baltic Sea States which have not done yet so, and to enhancing harmonized implementation of this Convention and other relevant IMO instruments, including MARPOL, in the region	There are other more concrete actions on the BWMC (and MARPOL) in the BSAP, many of which are accomplished and the rest are partly so. However, this (and the other related actions) is proposed to be developed into something new and more concrete, especially in light of the ongoing phase-in period of the BWMC and associated experience building phase.	The Meeting <u>noted</u> a comment that meeting the requirements of regulation D-2 of the BWM Convention may be technically challenging for certain ship types. The Meeting <u>agreed</u> that HELCOM could be used as a forum for exchanging information as part of the IMO BWM Experience Building Phase, thereby contributing to the work in IMO, aiming ultimately at harmonized implementation of the BWM Convention. The Meeting also <u>agreed</u> that cooperation with OSPAR should be strengthened in the general implementation of the BWM Convention, in addition to the current cooperation related to exemptions and risk assessments.  The Meeting <u>concluded</u> that these matters would be covered by TG BALLAST, pending approval of its new Terms of Reference, and that an action in the updated BSAP is consequently not needed.

29	<p>59. Part of para that is bolded: <b>WE AGREE</b> to strengthen the fruitful cooperation with OSPAR on transboundary issues and common challenges to gain efficiency and effectiveness in the implementation of SDGs such as <b>ballast water management and introduction of invasive alien species</b>, the issue of underwater noise, micro-plastic, migratory birds, MPA network and management, and threatened and endangered species</p>	<p>Cooperation with OSPAR regarding ballast water management is already ongoing, however, a new framework for cooperation on biofouling is needed. It is proposed that a new concrete action is developed in this regard.</p>	<p>The Meeting <u>noted</u> that this action is linked to the above action. The Meeting <u>noted</u> that a proposal to widen the scope of the Terms of Reference for the HELCOM/OSPAR TG BALLAST to also include biofouling will be considered under Agenda Item 4 (document 4-4). The Meeting <u>emphasized</u> the importance of cooperating with OSPAR on matters related to biofouling.</p> <p>The Meeting <u>concluded</u> that these matters related to ballast water and introduction of invasive species would be covered by TG BALLAST, pending approval of its new Terms of Reference, and that an action on these matters is consequently not needed in the updated BSAP. However, the Meeting was not tasked to consider possible needs for actions related to other issues mentioned in this commitment.</p>
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## Annex 3 Resulting list of objectives related to maritime activities based on the outcome of MARITIME 19-2019

### Goal: Environmentally sustainable maritime activities

- Enforcement of international regulations – no illegal discharges
- Safe maritime traffic without accidental pollution
- Effective emergency and response capabilities
- Minimize the contribution to eutrophication and operational pollution
- No introductions of non-indigenous species from ships
- Minimum harmful air emissions from ships
- Zero discharges from offshore platforms
- Minimum threats from offshore installations

## Annex 4 Terms of Reference for the BSAP UP Correspondence Group under the Maritime Group

In order to implement the tasks assigned to HELCOM Working Groups for the updated of the BSAP, specifically referring to the [Strategic plan](#) agreed by HOD 54-2018, and the [Work plan](#) agreed by HOD 56-2019, MARITIME 19-2019 proposed to establish a Correspondence Group to support the immediate needs for work in preparation for BSAP UP workshops that will take place in spring 2020.

### Background

According to the work plan of the BSAP update Working Groups are tasked to review **existing HELCOM actions** (cf activity 1.1 and 2.5). This task should be finalized before a set of thematic BSAP UP workshops to be held in spring 2020 and before HOD in June 2020. Specifically for maritime activities, underwater noise, non-indigenous and response actions, such workshop is proposed to be held 18-20 May (pending agreement by HOD).

As part of the BSAP update process HELCOM 40-2019 agreed that proposals on **new actions for the updated BSAP** can be submitted by Contracting Parties, HELCOM observers, and relevant international projects. The proposals should be prepared according to an [agreed format](#) for synopses and be submitted to the HELCOM Secretariat by end of 2019. According to the Workplan for the BSAP update (cf activity 2.5) the synopses should be reviewed by HELCOM Working Groups in spring 2020, before the thematic BSAP UP workshops.

MARITIME 19-2019 proposed to convene an extra meeting of the Group on 16-17 March 2020 focusing on the BSAP update. The aim of the CG is to prepare material to be considered by this extra meeting.

### Tasks and time frame for the work

The CG will further work on the tentative rephrasing of **existing HELCOM actions** (BSAP and Ministerial Declarations 2010, 2013 and 2018) related to maritime activities. The CG may initiate the task after the closure of MARITIME 19-2019, specifically focusing on:

- further work on the rephrasing of existing HELCOM actions that are not likely to be fully implemented by 2021 based on the outcome of MARITIME 19-2019, Annex 2 (Tables 1 and 2), and taking note of the guidance given in document 3-1 to MARITIME 19-2019.
- further work on the rephrasing of existing HELCOM statements that were previously assigned as too general to be followed-up in terms of implementation, and propose more concrete formulation for a sub-set of such existing statements as identified by MARITIME 19-2019 (Outcome, Annex 2, Table 3).
- further develop more concrete actions based on the HELCOM Ministerial Declaration 2018, based on the outcome of discussion of MARITIME 19-2019 (Outcome, Annex 2, Table 4).

With regard to synopses on **new actions** for the updated BSAP the CG will initiate in early 2020:

- a review of the synopses on new HELCOM actions related to maritime activities that are available by end of 2019. Common criteria for the review will be developed by the HELCOM SOM Platform and will be shared with the CG before the review is initiated.

The CG activities will result in the preparation material for the extra meetings of the Maritime Working Group, 16-17 March 2020 (pending agreement by HELCOM HOD). Documents to be considered by the Meeting should be submitted by 24 February 2020 at the latest.

### Working procedure

The CG will be led by Sweden as agreed by MARITIME 19-2019 with the support by the Secretariat. Representatives of the CG are national representatives of the Maritime Working Group and HELCOM Observers.

The work will take place through correspondence and is guided by the [Strategic plan](#) and the [Work plan agreed for the BSAP update as adjusted for the Maritime Group](#).

## Annex 5 Draft Terms of Reference for the Joint HELCOM/OSPAR Task Group on Ballast Water Management Convention (BWMC) and Biofouling, 2020-2024

### Background and purpose

1. The transfer of harmful aquatic organisms with ships and recreational craft poses a threat to the North East Atlantic as well as to the Baltic Sea. OSPAR and HELCOM have co-operated successfully in the past to address this threat, e.g. by issuing the General Guidance on the voluntary interim application of the D-1 ballast water exchange standard in the North-East Atlantic and the Baltic Sea and the Joint Harmonised Procedure for the OSPAR and HELCOM regions on the issue of exemptions in accordance with Regulation A-4 1.4 BWMC.
2. At the same time, the North East Atlantic and the Baltic Sea are connected with a network of shipping lanes that are vital for the economic welfare of neighboring states. Ballast water management in accordance with the IMO's BWMC will result in financial impacts on the shipping industry.
3. The BWMC aims to reduce the risk of transfer of harmful aquatic organisms and pathogens. If careful evaluation shows that a specific voyage poses only a low risk of transfer of harmful aquatic organisms and pathogens, an exemption may be granted so that a ship does not have to treat or exchange ballast water. The Joint Harmonised Procedure for the OSPAR and HELCOM regions on the issue of exemptions in accordance with Regulation A-4 1.4 BWMC is an important common framework for the regional cooperation on this issue in the North East Atlantic and the Baltic Sea.
4. HELCOM Member States agreed the Regional Baltic Sea plan for harmonized ratification and implementation for the 2004 IMO Ballast Water Management Convention (BWMC) (i.e. HELCOM Ballast Water Road Map) in 2016. This Road Map includes, inter alia, supporting and exchanging of experiences on compliance control and enforcement of the BWMC and work towards further harmonization of implementing regulations of the BWMC.
5. OSPAR Environmental Impact of Human Activities Committee (EIHA 2018) and HELCOM MARITIME 18-2018 recognized the importance of minimizing the transfer of invasive aquatic species as ship's biofouling and application of the IMO biofouling guidelines in the North Sea and the Baltic Sea regions.
6. According to the *2011 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species* (MEPC.207(62)) studies have shown that in addition to ship ballast water, biofouling can be a significant vector for the transfer of invasive aquatic species. Biofouling on ships entering the waters of the States may result in the establishment of invasive aquatic species, which in turn, may pose threats to human, animal and plant life, economic and cultural activities and the aquatic environment.

### Participants

7. The group shall be open to Contracting Parties and Observers of both OSPAR and HELCOM. Contracting Parties' members will be nominated to the group by Contracting Parties through OSPAR EIHA and HELCOM MARITIME Heads of Delegation.

### Scope of Work

8. The Joint Task group will oversee practical implementation of the Joint Harmonised Procedure for the OSPAR and HELCOM regions on the issue of exemptions in accordance with Regulation A-4 1.4 BWMC. The group will also consider the issues related to compliance control and enforcement of the BWMC and work toward further harmonization of implementing the BWMC. Finally, the group will consider the ships' and recreational crafts' biofouling issues at regional level. The group will take forward the work, using and building on current efforts at OSPAR and HELCOM in the following areas:
  - a. update of the Joint Harmonised Procedure if necessary;

- b. update of the port survey protocol if necessary,
- c. explore further synergies with other relevant monitoring, including especially EU MSFD monitoring for those countries which are also Members of the EU;
- d. consider issues related to the HELCOM and OSPAR target species lists;
- e. consider the issues related to early warning system;
- f. further development of the decision support tool including data management;
- g. consider the issues related to list of surveyed ports;
- h. consider issues related to Same Risk Area;
- i. support and exchange experiences on compliance control and enforcement of the BWMC;
- j. work towards further harmonization of implementing regulations of the BWMC;
- k. develop common interpretation of the IMO evaluation guidance and a uniform approach to the evaluation of the IMO Biofouling Guidelines for all ships (MEPC.207(62), including the evaluation of the Guidance for recreational craft (Resolution MEPC.1/Circ.792);
- l. align with and contribute to the process of evaluation of the guidelines within the IMO Sub-Committee on Pollution Prevention and Response (PPR) and further steps that could be decided within the IMO - Marine Environment Protection Committee (MEPC);
- m. develop a common OSPAR/HELCOM biofouling management strategy for the implementation of the IMO Biofouling Guidelines;
- n. Collection and sharing of relevant data and information about:
  - i. Best practices: cleaning methods and waste management
  - ii. Research
  - iii. Regulations, legal aspects
  - iv. Risk assessment
  - v. Awareness and training;
- o. identify the knowledge gaps related to biofouling;
- p. identify the needed expertise and knowledge exchanges on biofouling; and
- q. facilitate the involvement of stakeholders in the biofouling process.

9. Based on the issues above, the joint task group will provide advice to OSPAR EIHA and HELCOM MARITIME on the further implementation of the harmonised procedure, BWMC and IMO biofouling guidelines.

### Working procedures

- 10. The mandate work of the group should be for the 2020-2024 intersessional period and the group should select a chair(s) for the period.
- 11. The HELCOM and OSPAR Secretariats will jointly work as Secretariat to the group.
- 12. The group will work by correspondence and through meetings and will develop a more detailed work plan for itself.
- 13. Meetings will include dedicated time frame for both ballast water and biofouling issues as appropriate.
- 14. The group will report to OSPAR EIHA and HELCOM MARITIME groups.
- 15. Any recommendations proposed by the group, or continuation of the mandate, will be decided upon by HELCOM Commission and OSPAR Commission Meetings, as appropriate.

## Annex 6 Updated Work Plan of the sub-group Green Technology and Alternative Fuels for Shipping (GREEN TEAM) in 2020-2021

NO	ACTION	RESPONSIBLE	TARGET DATE
1	Further develop public–private co-operation and keep the Green Team open for relevant stakeholders to join	GREEN TEAM, Contracting Parties, Observers and relevant stakeholders	Ongoing
2	Promote the <a href="#">GREEN TEAM Reporting Mechanism</a> , analyze results annually at GREEN TEAM meetings and report outcome to the Maritime Working Group	GREEN TEAM	Annually
3	Consider the regulatory bottlenecks/challenges hindering green investments, and defining the so far established solutions on a regional level and within the mandate of HELCOM MARITIME	GREEN TEAM	Ongoing
4	Consider developing common standards (e.g. various issues related to alternative fuels, bunkering operations and Ship to Ship transfer (possible revision of Recommendation 28/3), taking into account the ongoing work in other processes including the European Sustainable Shipping Forum and avoiding duplicating efforts	GREEN TEAM	GREEN TEAM 5-2021
5	Existing regional and local incentive systems to be compiled and compared (such as environmentally differentiated fairway dues, tax exemptions, environmental ship index etc.). Consider effective incentives to accelerate green investments, propose a way forward with a common Baltic Sea incentive scheme, where significant benefits to society and sea are addressed. Possible new incentive schemes to be addressed. <sup>1</sup>	GREEN TEAM	GREEN TEAM 5-2021
6	Conduct a study on financing for sustainable shipping in the Baltic Sea region. Explore the possibilities, taking into account existing financial instruments for the Region and financial institutions in the Region, of developing a Baltic Sea financial instrument for risk sharing and guarantee mechanisms, including pricing based on society and	GREEN TEAM	GREEN TEAM 4-2020 and 5-2021

<sup>1</sup> This could be based on the already existing information such as the ZVT ECA Bonus Pre-study, Joint University Project ZERO.8 measurements and monetization to find societal/sea benefits, Environmental Performance Indicators etc.

	sea benefits, together with the public and private sector to find workable solutions to enhance investments in green technology and alternative fuels <sup>2</sup>		
7	Share experiences, information and developments with regard to onshore power supply, with a view to addressing challenges and facilitating implementation of such solutions in Baltic Sea ports.	GREEN TEAM	Ongoing
8	Take the IMO`s Initial Strategy on reduction of GHG emissions from ships into account in the work of GREEN TEAM	GREEN TEAM	Ongoing
9	Continue to coordinate the GREEN TEAM activities with other regional organizations and platforms in the framework of Green Tech and Alternative Fuels (IMO, ESSF, EGMP working group in CBSS, BDF, SPI, EUSBSR and others)	GREEN TEAM, Contracting Parties, observers.	Ongoing

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<sup>2</sup> GREEN TEAM should identify and recommend a possible financial institution to lead this work.