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*This document has been revised to include Poland in the list of countries participating in the Correspondence Group and amend the list of participants to provide missing information on the organization where the Russian representative belongs.*

## Background

MARITIME 19-2019 agreed to set up a Correspondence Group on the update of the Baltic Sea Action Plan (BSAP) under the Maritime Working Group with the Terms of Reference set out in Annex 4 to the [Outcome of MARITIME 19-2019](#). The Correspondence Group was coordinated by Ms. Nariné Svensson (Sweden).

Nominations to participate in the Correspondence Group (CG) were received from Denmark, Estonia, EU, Finland, Germany, Latvia, Poland, Russia and Sweden as well as Observers from CCB, CLIA, EBA, ECSA.

The work of the Correspondence Group (CG) was organized in two rounds as follows.

Round 1 (23 October -20 December 2019): the CG started its work on further concretization of those current BSAP actions related to maritime activities, that the MARITIME 19-2019 did not conclude on. The CG focused especially 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;
- further work on the rephrasing of a number of existing HELCOM statements that were previously assigned as too general to be followed-up in terms of implementation, aiming to propose more concrete formulation for those actions; and
- further develop more concrete actions based on the HELCOM Ministerial Declaration 2018, based on the outcome of discussion of MARITIME 19-2019.

Round 2 (7 January -24 February 2020): the CG initiated its work in early 2020 and performed an initial review of the received synopses on proposed new HELCOM actions related to maritime activities for the updated BSAP.

This document contains a report of the activity of the CG in relation to existing BSAP actions (Annex 1) and new actions to be included in the BSAP (Annex 2). Finally, the ToR of the CG as well as the members of the CG are included in the document (Annex 3 and 4, respectively).

## Action requested

The Meeting is invited to finalize the work on rephrasing existing BSAP actions and follow-up of the HELCOM Ministerial Declarations, taking into account the outcomes of MARITIME 19-2019, the Correspondence Group on the update of the BSAP as well as HOD 57-2019. The Meeting is further invited to undertake a technical review of the synopses for proposed new BSAP actions using guidance (to be submitted in a separate document).

## Report of the Correspondence Group on the update of the Baltic Sea Action Plan under the Maritime Working Group

During the 19th meeting of HELCOM MARITIME the update of BSAP was extensively discussed. Among other issues the Meeting discussed the list of existing in the current BSAP actions and agreed that a number of measures listed there has already been implemented and thus should not be forwarded to the updated BSAP. The meeting further discussed a possible concretization of existing HELCOM actions that has been recognized as too general and agreed that such concretization is needed. 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.

In order to continue this work and also to implement the tasks assigned to HELCOM Working Groups for the updated of the BSAP, specifically referring to the strategic plan agreed by HOD 55-2018, and the work plan agreed by HOD 56-2019, HELCOM MARITIME 19-2019 proposed to establish a Correspondence Group to further work on existing actions and review proposals on new actions for the BSAP.

### **Method of work**

The work of the CG was coordinated by Sweden and organized in two Rounds with the following tasks.

#### Round 1 (23 October -20 December2019)

The CG started its work on further concretization of those current BSAP actions related to maritime activities, that MARITIME 19-2019 did not conclude on. The Group focused especially 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;
- further work on the rephrasing of a number of existing HELCOM statements that were previously assigned as too general to be followed-up in terms of implementation, aiming to propose more concrete formulation for those actions;
- further develop more concrete actions based on the HELCOM Ministerial Declaration 2018, based on the outcome of discussion of MARITIME 19-2019.

#### Round 2 (7 January -24 February 2020)

The CG initiated its work at the beginning of February 2020 and performed an initial review of the received synopses on proposed new HELCOM actions related to maritime activities for the updated BSAP.

The result of the work of the Correspondence Group are presented below in Annex 1 (existing measures) and Annex 2 (new measures).

During the round 1 discussions the group agreed to delete a number of measures that has already been implemented or covered by other action points from the original list. These were: 1, 8, 9, 14, 15, 16, 17, 20, 22, 26, 28 and 29 (numbers are from the original list after the HELCOM Maritime 19th meeting). When the CG submitted its interim report at the end of December there were a few remaining issues that the group either could not agree upon or did not have time to discuss (those were points 1, 6, 7 and 8). The group however continued to work on those issues and agreed on the final formulations which are now reflected in the updated Annex 1. The only remaining issue is in p. 6. of the Annex 1.

It should be noted that the results of discussion of new measures reflected in Annex 2 are based on the comments received from five Contracting Parties. Most participants indicated that these results are

preliminary since more time was needed to consider in depth and discuss internally these new proposals. It was also suggested by the participants that further discussions during the intersessional meeting of the Maritime Working Group can help move forward towards concrete actions supporting proposed new measures taking into account concerns from all parties.

In addition to Annex 1 and 2 there are other following annexes to this report:

Annex 3 - The ToR of the Correspondence Group and

Annex 4 - The list of participants of the Correspondence Group.

## Annex 1

Table 1 Joint actions related to Maritime

N	Action	Outcome of MARITIME 19-2019	Outcome of the Correspondence Group
1	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)	The Meeting <u>agreed</u> that this action should be retained, with a new target completion date to be specified.	<p>The CG proposed the replacement of existing formulation with the following text:</p> <p>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 (<del>by 2013</del>). <b>This action shall be completed five years after the adoption of updated BSAP.</b></p>
2	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	<p>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 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> <p><i>Take actions to ensure the completion of the revised Re-survey scheme for areas used by navigation (CAT III)</i></p>	<p>The CG proposes to retain the original action until it is fully implemented. In addition CG concurs with the decision of the HM 19 to add into the revised BSAP a new action for CAT III navigation areas. Furthermore the CG suggests to rephrase and harmonize the language for this two action points:</p> <p><b>Action 1.</b> <i>Take actions to ensure the completion of the re-surveys for CAT I and II areas used by navigation by 2030 at the latest.</i></p> <p><b>Action 2:</b> <i>Take actions to ensure the completion of the re-surveys for CAT III near shore and other areas used typically for safe boating, environmental and GIS data purposes and oil recovery contingency by the time specified in the revised Re-Survey Scheme</i></p>

Table 2 National actions related to Maritime

No	Action	Outcome of MARITIME 19-2019	Outcome of the Correspondence Group
3	Implementation of the HELCOM Ballast Water Road Map - conducting of baseline surveys of prevailing environmental conditions in major ports	<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 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></p>	<p>The CG agreed to retain the text proposed by the DG during HM 19:</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 Risk Assessment Tool up to date with data from conducted port surveys.</i></p>
4	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)	<p>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 systems is not relevant, but that linking the Early Warning System to shore-ship communication may be. 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>	<p>The CG suggests to move this action point from old p.3 and place it under “national actions”. The group also agreed to retain the text proposed by the DG during HM 19:</p> <p><i>The development and implementation of the early warning system in case of the introduction of invasive species in ports.</i></p>
5	Investigate feasible and effective economic incentives for reducing emissions from ships (HELCOM	<p>Following consideration, the Meeting <u>agreed</u> with the following redraft proposed for inclusion in the updated BSAP:</p>	<p>No further proposals from the CG since the meeting agreed on the final text:</p> <p><i>Develop and facilitate implementation of feasible and effective economic incentives to reduce pollution from</i></p>

	Recommendation 28E/13)	<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>	<i>ships, taking into account HELCOM Recommendation 28E/13 as amended 19 June 2019.</i>
6	Implement the Roadmap for upgrading port reception facilities for sewage in passenger ports in the Baltic Sea Area: Priority ports	<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 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>.</p>	<p>The CG proposes the following text:</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 taking into account the “Technical Guidance for the handling of wastewater in Ports of the Baltic Sea Special Area under MARPOL Annex IV”.</i></p> <p>In addition, the CG suggest that the footnote referring to the priority ports should consequently be deleted.</p> <p><b>Remaining issue:</b> This action point was discussed extensively. <i>Inter alia</i> the proposal to add the following text was made:  <i>“HELCOM contracting parties should carry out a study to evaluate the practical operation as well as reliable functioning of PRFs in Baltic ports, especially in cruise ship ports”.</i></p> <p>However, the Group could not reach an agreement on the matter. As a compromise it was suggested not to include this in the updated BSAP but instead discuss the need for such a study as well as related practicalities further with all HELCOM CP.</p>

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	Proposal by MARITIME 19-2019	Outcome of the Correspondence Group
7	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> 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>	The CG proposes to remove this action to the list of “NEW Actions”.
8	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 <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>	The CG supports in general the inclusion of the text to the BSAP as proposed by the DG. However, members of the CG considered that further concretisation of this action is needed, and proposed the following text:  <i>Promote environmentally sustainable pleasure boating and the development of “green” marinas/guest harbours and the use of the best ecological practice, including education and raising awareness of the personnel and boat owners of key marinas/guest harbours, by for example, introducing eco-labelling of marinas and developing guidance and best practice documents as a help for the marinas to reach criteria.</i>
9	Promote development of effective, environmentally friendly TBT-free antifouling systems on ships.	The Meeting <u>agreed</u> with the following action proposed for inclusion in the updated BSAP:	The CG agreed to retain the text proposed by the DG during HM 19 with the following addition in order to accommodate possibility to use other methods, such as

		<i>Promote the development of effective, environmentally sustainable antifouling systems on ships.</i>	hull cleaning, high pressure hull cleaning, ultrasound, other possible means:  <i>Promote the development of effective, environmentally sustainable biofouling management techniques and antifouling systems on ships, including biocide-free alternatives to prevent biofouling by supporting related R&amp;D activities in the region.</i>
10	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 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>	The CG proposes the following text:  <i>Continue the dialogue established by the Baltic Sea Platform for Green Technology and Alternative fuels in shipping (HELCOM GREEN TEAM) and work jointly in co-operation with other regional governmental and non-governmental organizations, the industry and research community, to further promote development and use of green technologies and alternative fuels, in order to reduce harmful exhaust gas emissions and to strive for clean and low-carbon shipping</i>
11	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>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>	The CG agreed to retain the text agreed during HM 19 with the following minor modification:  <i>Continue close cooperation with OSPAR on the implementation of the BWM Convention and the issue of biofouling management at regional level.</i>

12	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	<p>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.</p> <p><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 assessment to avoid shipping accidents in the Baltic Sea, and taking into account the work of IMO.</i></p>	<p>CG proposes the following text: <i>Further strengthen co-operation with IMO in the field of safety of navigation and take follow-up actions 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 assessment to avoid shipping accidents in the Baltic Sea, and taking into account the work of IMO.</i></p>
13	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	<p>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.</p>	<p>The CG suggests the following text: <i>Continue close technical cooperation with EMSA including collection and analysis of maritime data relevant for the development of safer shipping in the Baltic Sea, such as EMCIP and data including drug/alcohol abuse as a cause of accidents.</i></p>
14	Further work with regard to the regional HELCOM AIS system operational since 2005 in order to increase safety of navigation and gain environmental benefits	<p>The Meeting <u>invited</u> the AIS EWG to consider this action further.</p>	<p>The CG suggests awaiting a proposal from AIS EWG.</p>
15	Consider an assessment of pleasure craft activities in the Baltic Sea Area, including inter	<p>The Meeting <u>agreed</u> with the following action proposed for inclusion in the updated BSAP:</p>	<p>The CG supports the inclusion of the text to the BSAP as proposed by the meeting:</p>

alia their environmental impacts and risks of accidents, in order to consider the safety of navigation 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>	<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	Outcome of MARITIME 19-2019	Outcome of the Correspondence Group
16	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	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.	The CG suggests the following text:  <i>Develop a Roadmap for enforcement of the Baltic Sea NOx Emission Control area.</i>
17	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	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.	The CG suggests the following text:  <i>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, as well as energy efficiency aspects on the basis of a Biofouling Management Roadmap.</i>

## Annex 2 Proposed new actions to be included in the BSAP

	<b>Action</b>	<b>Outcome of the Correspondence Group</b>
1	Ship's ballast water and sediments management (BWM) by the HELCOM parties' domestic merchant fleets and naval forces as a supplementary measure to control introductions and secondary spread of Harmful Aquatic Organisms and Pathogens (HAOP) in the Baltic Sea.	The CG unanimously did not support inclusion of this action point into the BSAP. It was also suggested that states can decide to promote the implementation of BWMC also to those that are not in the scope of the convention.
2	<p>Proposal to regulate sewage discharges from cargo ships to reduce nutrient input into the Baltic Sea</p> <p>Action: To widen the scope of the Baltic Sea Special Area regulations under MARPOL Annex IV to cover also sewage discharges from cargo ships.</p>	<p>The CG could not reach an agreement. 2 participants were positive to include this action into the BSAP, but pointed out that the latest discussions at MARITIME-19 need to be taken into account before considering widening the scope of the Special Area regulation to also cover sewage discharges from cargo ships. In addition, it was suggested that the effects of the current implementation of the Baltic Sea Special Area regulations under MARPOL Annex IV should be closely followed and analysed.</p> <p>Other participants expressed view that further investigation of this matter was necessary. One participant suggested 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. In addition it was suggested that the following information is collected, before considering any new measures including i.a.:</p> <ul style="list-style-type: none"> <li>- gathering more information on sewage discharges from cargo ships into the Baltic Sea,</li> <li>- data concerning nutrient loading from cargo ships through sewage discharges,</li> <li>- the impacts of these discharges on nutrient loading and chemicals /microplastics of the Baltic Sea,</li> <li>- work on existing IMO initiatives and processes,</li> <li>- possible treatment solutions,</li> </ul>

		<ul style="list-style-type: none"> <li>- the role of port operators,</li> <li>- the technical possibilities of ports to receive this type and amounts of waste,</li> <li>- evaluation the adequacy and availability of PRF,</li> <li>- the cost and effects according to IMO guidelines,</li> <li>- the impact on the competitiveness between Baltic and North Sea as well as Mediterranean Sea possible timeframe and transition periods for different ship types for possible future regulation.</li> </ul> <p>It was also suggested that the measure type should be categorized as: "Knowledge" and possible "Steps towards possible measure".</p>
3	<p>Hydrographic surveys in HELCOM Re-Survey Scheme Cat III areas</p> <p><i>Action 1. Take actions to ensure the completion of the re-surveys for CAT I and II areas used by navigation by 2030 at the latest. [at existing Baltic Sea Action Plan to be continued]</i></p> <p>Action 2: Take actions to ensure the completion of the re-surveys for CAT III near shore and other areas used typically for safe boating, environmental and GIS data purposes and oil recovery contingency by the time specified in the revised BSHC HELCOM Re-Survey Scheme.</p>	<p>The CG supports these two actions to be included in the BSAP. These actions were even discussed during the first round, with the same result. The harmonisation should be made in order not to repeat this action point twice or mention that this work will continue as suggested in square brackets.</p>
4	<p>Measures to minimize the discharge of food waste from ships in the Baltic Sea</p> <p>Action 1: To prepare a HELCOM Recommendation to encourage voluntary agreements on delivering all food waste to the port reception facility (shipping companies, ports)</p> <p>Action 2: To develop a roadmap to minimize and eventually prevent the discharges of food waste into the Baltic Sea.</p>	<p>The CG could not reach an agreement. 2 participants were positive to include this action into the BSAP, but pointed out that the latest discussions at MARITIME-19 need to be taken into account. It is also suggested by the CG that further investigation of this matter is necessary. Some examples of what kind of information is needed are:</p> <ul style="list-style-type: none"> <li>- gathering more information on food waste discharges from ships into the Baltic Sea,</li> <li>- gathering information on existing food waste management practices on board (delivery to PRF, mixing food waste with sewage and/or grey water, technical treatment solutions);</li> </ul>

		<ul style="list-style-type: none"> <li>- collecting further information on adequacy and availability of port reception facilities for food waste (garbage);</li> <li>- investigating possible impacts on stakeholders (ships and ports).</li> </ul>
5	<p>Proposal to develop a roadmap for managing grey water discharges from ships to reduce nutrient input into the Baltic Sea</p> <p>Action: To formulate a roadmap to manage grey water discharges from ships to reduce nutrient input into the Baltic Sea.</p>	<p>Similar to the discussion on p.2 and 4 above, the CG pointed out that the latest discussions at MARITIME-19 on a possible roadmap need to be taken into account. It is also suggested by the CG that the elements to be included into the possible roadmap might be the following:</p> <ul style="list-style-type: none"> <li>- gathering more information on grey water discharges from ships into the Baltic Sea,</li> <li>- the impacts of these discharges on nutrient loading of the Baltic Sea,</li> <li>- the ships practices with regards to grey water management on board as well as technical possibilities to discharge this waste ashore,</li> <li>- possible treatment solutions,</li> <li>- the role of port operators,</li> <li>- adequacy and availability of port reception facilities,</li> <li>- based on the results of the above analyses further work on existing IMO initiatives and processes possible timeframe and transition periods for different ship types for possible future regulation.</li> </ul> <p>One participant supported only further investigation of this matter.</p>
6	<p>Enhance mitigation measures to decrease GHG emissions from shipping- Alternative fuels and sources of energy</p> <p>Action 1: to contribute in enhancing the use of alternative fuels and sources of energy in shipping as well as enhance the use of digitalization and other innovations in technology to optimize energy efficiency in the Baltic Sea area</p> <p>Action 2: to actively follow and contribute to discussions at IMO and ensure the Baltic Sea area meets targets of the IMO's initial GHG strategy and its future update</p>	<p>There was a divergence of views in the CG. One participant supported inclusion of these measures into the BSAP, another participant was of the view that the work on GHG matters shall be conducted by IMO, but could also support the inclusion of proposed actions in the BSAP, asking at the same time to clarify/concretize the Action 1. Other participants pointed out that initiatives should follow closely developments within the IMO.</p>

	<ul style="list-style-type: none"> <li>- 2.1 Initiate discussions in the HELCOM GREEN TEAM to take the goals of the IMO`s initial GHG Strategy and its future update into account in all its activities</li> <li>- 2.2 Ensure that ice navigation and its special requirements are taken duly into account in IMO discussions on GHG emission reduction</li> </ul>	
7	<p>More Research on underwater noise</p> <p>Action: More research is needed to increase the understanding of underwater noise in the Baltic Sea. One of the ways to promote the need for further research is to raise the awareness of policy makers, stakeholders and the general public of this relatively new and still poorly known pressure to the marine environment. Underwater noise is a very timely issue both at regional level in the Baltic Sea area, and global level at IMO.</p>	<p>The answered received were not homogeneous but could be summarised as the majority agrees to include this action into the BSAP and that following conditions are fulfilled:</p> <ul style="list-style-type: none"> <li>- The action should be further concretised and</li> <li>- The research/investigation cover other sources of underwater noise and that a comparative analysis is made.</li> </ul> <p>It was also proposed to make a reference to RAP on Underwater Noise.</p> <p>Taking into consideration that many participants supported this action, but did not support actions 9 and 10 one participant suggested include some elements from those actions to action point 7 to form one thorough and concrete action on underwater noise.</p>
8	<p>Work for the harmonized implementation of the IMO Biofouling Guidelines and Guidance documents, and further work toward the International Biofouling Convention by contributing to the work carried out in the International Maritime Organization (IMO)</p> <p>Action: Work for the harmonized implementation of the IMO Biofouling Guidelines and Guidance documents, and further work toward the International Biofouling Convention by contributing to the work carried out in the International Maritime Organization (IMO)</p>	<p>2 participants of the CG could support action to work for harmonized implementation of the Guidelines and the whole work process on biofouling to ensure that Baltic Sea regional aspects are taken into account, however couldn't support "working towards the International Biofouling Convention" at this stage, because of the need to await for the outcome of the review procedure at IMO and the decision which instrument would considered appropriate for a possible mandatory future regime.</p> <p>One participants pointed out that as the Action includes both the Biofouling Guidelines and the Biofouling Guidance for recreational craft (refer to title and description of the impact), the Guidance for recreational craft should also be added in the first sentence of the "Description of the measure" text. The biofouling roadmap should be moved to "Description of the measure".</p>

		One participant could not support the action and proposed instead “enhance the implementation of the <i>2011 Guidelines for the control and management of ships' biofouling to minimize the transfer of invasive aquatic species</i> (resolution MEPC.207(62)), and <i>Guidance for minimizing the transfer of invasive aquatic species as biofouling (hull fouling) for recreational craft</i> (MEPC.1/Circ.792).”
9	<p>Reducing the impact of <b>continuous underwater sound</b> on marine biodiversity [from shipping]</p> <p>Action: ... While assessment and monitoring are being put in place through the Regional Action Plan Underwater Noise, measures that take immediate effect are needed.</p> <p>It is suggested to reduce ship speed for all commercial vessels as an ad-hoc measure in areas with noise sensitive species including MPAs designated for harbour porpoises or other known feeding or breeding areas of sensitive species.</p> <p>...</p>	<p>The majority agreed that actions regarding underwater noise should be limited at this stage to the point 7 above and action 9 and 10 are deleted. The rationale behind this conclusion is that more research is needed in order to understand the extent of the impacts and the effectiveness of possible mitigation measures. (this is also mentioned in the RAP on Underwater Noise, ch. 2.2 (measures 16 and 17).</p> <p>One participant proposed to merge actions 9 and 10 with action 7 (see the last paragraph of comments provided on actions 7).</p> <p>Furthermore, it was suggested that the existence of the RAP on Underwater Noise which is under development and is expected to include a number of actions eliminates the need to have specific actions in the BSAP.</p> <p>In addition, some participants do not approve speed limits as a general ad-hoc measure.</p>
10	<p>Reducing the impact of <b>continuous underwater sound</b> from recreational boating on marine biodiversity</p> <p>Action: ... For the reduction of noise from engine and propeller, it is suggested to reduce ship speed for all recreational vessels as an ad-hoc measure in pilot areas with noise sensitive species including MPAs designated for harbour porpoises or other known feeding or breeding areas of sensitive species. ...</p>	<p>The same as above in p. 9</p> <p>See also the last paragraph of comments provided on actions 7.</p>

11	Adoption and implementation of a HELCOM Roadmap on Biofouling Management	<p>The majority agreed to include this action into the BSAP. One participant could not support this inclusion, before having the time and possibility to analyse the results of the COMPLETE project.</p> <p>One participant suggested to merge this action with action 8 to form one unified action on biofouling. The main part of action 11 (adoption of a HELCOM roadmap on Biofouling) will probably be finished before the new BSAP is in force and the second part (i.e. implementation) could be included in action 8.</p>
12	<p>Develop an adequate network of Port Reception Facilities (PRFs) in Baltic ports to receive ship cargo hold washing water</p> <p>Action: The availability of PRFs in Baltic Ports receiving cargo residues, or hold washing water, is insufficient. This action is to develop a network of PRFs to handle all cargo hold washing residues, recalling also the EU Directive 2019/883 on improving PRFs. CCB suggests that planning begin by 2021 for the installation or upgrading of PRFs in all Baltic ports, and that Baltic ports reach full capacity to receive ship hold washing water by 2025.</p>	<p>There was a divergence of views in the CG and no agreement. Most of the participants asked for a clarification of "ship hold washing water", since it wasn't clear if the measure refers to Annex II of MARPOL (tank washings) or Annex V (cargo residues contained in wash water). One participant suggest including the word "cargo" so the text would read "ship cargo hold washing water".</p> <p>Two participants agreed to include this action into the BSAP, but couldn't align themselves with the description in "Effectiveness of measure", since the information on the port reception facilities was not up-to-date. It was further proposed that consideration is given to which ports need to provide port reception facilities, all or only those where fertilizers are handled as a cargo. It was also noted that in general PRF for cargo hold washing water are covered by (EU) 2019/883.</p> <p>One participant added that information of PRF for hold wash waters should be marked to the IMO GISIS system.</p> <p>Another participant asked for clarity regarding if substances classified as Non-Harmful to the Marine Environment (non-HME) would be included under this proposal. It was also underlined that cargo residues remain the property of the cargo owner after unloading the cargo to the terminal, and the arrangements for cargo residues/ tank washings after discharging cargoes is</p>

		specified in shipping contracts between ship operators and cargo owners. To that point was also added that some kind of HELCOM guidance could possibly promote establishment of adequate facilities in ports as well as raise awareness on the issue amongst cargo owners and have an effect on shipping contracts.
13	Develop a HELCOM joint submission to IMO with the intention to recognize nutrients in cargo hold washing water as Harmful for the Marine Environment in the Baltic Sea.	<p>No agreement was reached by the CG on this point. Two participants agreed that the matter of cargo hold wash water containing nutrients being discharged to the Baltic Sea is relevant for consideration under the BSAP. However, these participants could not fully agree with the description in "Title" and "Effectiveness of measure" text and the conclusion of a MARPOL V Appendix 1 amendment, suggesting that other instruments may be possible and effective to achieve the goal. The need to allocate possibility to add aspects to consider at a later stage was also mentioned.</p> <p>Most participants suggested that this action needs further clarification. It was also suggested that further investigations are needed and in addition to research needs already indicated for actions 2, 4 and 5 above, the issues to discuss in relation to this action point should include i.a.:</p> <ul style="list-style-type: none"> <li>- which substances (nutrients) are to be covered by the planned measure, and</li> <li>- issues related to developing of the criteria for classification of these substances as harmful to the marine environment (HME) of the Baltic Sea.</li> </ul>
14	<p>Reduce nutrient losses to zero from dry bulk fertilizer storage and handling in Baltic ports</p> <p>Action: We propose the introduction of best technologies, techniques and practices (BAT) to reach <u>zero nutrient losses</u> in fertilizer storage and handling, and encourage industry collaboration in an open innovation setting. CCB suggests that the initiation of HELCOM activities to coordinate development of</p>	<p>In general the CG agreed that the matter of nutrient losses from dry bulk fertilizer storage and handling in Baltic ports is relevant and shall be included into the BSAP. At the same time the participants suggested that there is a need for a concrete action (-s). One participant suggested that a concrete action could be for example, joint HELCOM wide awareness raising, sharing best practices type of action, possibly guidelines or recommendation.</p>

	<p>BAT begin by 2021, and that BAT are being implemented in all Baltic ports by 2025.</p>	<p>It was also suggested at least by three participants that this action should be developed by the HELCOM PRESSURE group, or jointly in close cooperation with the pressure group as the action covers both elements of land and sea-based activities.</p> <p>One participant did not agree to include this action into the BSAP and proposed to consider and assess effectiveness of existing technology before discussing a possible inclusion.</p> <p>As an alternative one participant suggested to merge actions 12, 13 and 14 into one action since they are closely linked to each other. Especially points 12 and 13 have a link to proposals 2 and 5 and could possibly be even included in these actions.</p>
15	<p>Ensure no-special-fee system for marine litter applies to all passive fished waste, as well as all other wastes captured or generated in the Baltic Sea.</p> <p>Action: This measure is to ensure the no-special-fee system for marine litter applies to all passive fished waste.</p>	<p>No agreement on inclusion of this action point in the BSAP was reached by the CG. All participants suggested that the wording "other wastes captured or generated in the Baltic Sea" needs further clarification and explanation. It was also suggested that the title of this action does not correspond with the description of this action provided in document "Maritime synopses with actual proposals". Some participants agreed to consider inclusion of this action point if the modification mentioned is made and if the title is amended.</p> <p>It was also noted that HELCOM MARITIME 19/2019 considered how to initiate the work 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. It was further noted that passively fished waste is covered in the no-special-fee system in the revised EU PRF directive. Other wastes generated on board fishing vessels are handled and charged in accordance with the PRF directive (i.e. no special fee for all MARPOL V wastes including fishing gear). Fishing for litter activities are not covered.</p>

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16	Investigate the possible negative impact of ship-generated waste such as food waste and sewage from cargo ships, on the marine environment, and based on these analysis, consider the possibility to further reduce this impact 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. Such investigation [should] [may] also include comparison of the negative impact of indicated waste from shipping with waste from other land-based sources.	The CG agreed that in case actions 2, 4 and 5 are adjusted and described more detailed accordingly and as indicated above, this action could be deleted.
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## Annex 3 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](#).

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