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Background

The Intersessional on-line Meeting of the HELCOM Maritime Working Group (MARITIME 19A-2020) was held on 14-15 April 2020. MARITIME 19A-2020 to further the work on existing actions and review proposals on new actions for the BSAP. The meeting was not able to finalize the technical review, and consequently a follow up online meeting was held on 28 April 2020 ([Outcome of MARITIME 19A-2020](#), para. 3.24).

This document contains an addendum to the Outcome of MARITIME 19A-2020 to reflect the outcome of the follow up online meeting held on 28 April 2020 aiming at concluding on the technical review of the proposals for new BSAP actions initiated in MARITIME 19A-2020.

ADDENDUM TO THE OUTCOME OF THE INTERSESSIONAL MEETING OF THE
MARITIME WORKING GROUP
(MARITIME 19A-2020)

Table of Contents

Introduction	3
Update of the Baltic Sea Action Plan	3
Outcome of the Meeting	4
Annex 1 List of participants	5
Annex 2 Review of synopsis on HELCOM new actions	7

ADDENDUM TO THE OUTCOME OF THE INTERSESSIONAL MEETING OF THE MARITIME WORKING GROUP (MARITIME 19A-2020)

Introduction

0.1 The Meeting recalled that the Intersessional on-line Meeting of the HELCOM Maritime Working Group (MARITIME 19A2020) held on 14-15 April 2020 was not able to finalize the technical review of all synopses for proposed new BSAP actions in and consequently agreed to continue the work in an additional one-day online meeting. The follow up Meeting was held on 28 April 2020 as an online meeting.

0.2 The Meeting was attended by Delegations from all the Contracting Parties to the Helsinki Convention except for Poland. The Meeting was also attended by Observers from the Baltic Sea Action Group (BSAG), Coalition Clean Baltic (CCB), Cruise Lines International Association (CLIA), the European Community Shipowners' Associations (ECSA) and Race For The Baltic. The List of Participants is contained in **Annex 1**.

0.3 The Meeting was chaired by the Chair of HELCOM Maritime, Ms. Susanne Heitmüller, Germany. Mr. Jorma Kämäräinen, Finland, and Ms. Natalia Kutaeva, Russia, the Vice-Chairs of HELCOM Maritime, acted as Vice-Chairs of the Meeting.

0.4 Mr. Markus Helavuori, HELCOM Professional Secretary acted as secretary of the Meeting.

Update of the Baltic Sea Action Plan

Document: 3-10

Existing BSAP actions

1.1 The Meeting revisited the discussion regarding target years for existing BSAP actions and follow-up of the HELCOM Ministerial Declarations, which had been rephrased by MARITIME 19A-2020 (paragraphs 3.12-3.13 and Annex 2 of the [Outcome](#)).

1.2 The Meeting noted that in commenting on the draft Outcome, a proposal had been made, with no objections, to keep most target years in square brackets. The Meeting discussed the possible benefits of agreeing on all target years for actions in the updated BSAP at a later stage, when proposals from all HELCOM Working Groups are known and target years can be agreed holistically.

1.3 The Meeting noted a comment from Denmark, that for the rephrased action to “*Develop a Roadmap for enforcement of the Baltic Sea NOx Emission Control area [by 2023]*” they would prefer 2025 as the target year, while other comments were noted that even 2023 is late taking into account that the Baltic Sea NOx Emission Control Area will apply for ships constructed on or after 1 January 2021 and operating in the Baltic Sea.

1.4 The Meeting noted a comment by Finland regarding the difficulty for setting firm target years for the rephrased actions on re-surveys of Cat. I, II and III areas, as the progress in conducting re-surveys varies by country and is dependent on national resources.

1.5 The Meeting recalled that MARITIME 19A-2020 had invited interested parties to prepare for the follow up meeting by inter alia submitting proposals for splitting actions into two, or proposals for combining actions addressing similar measures or having overlap.

Proposed new BSAP actions

1.6 The Meeting considered document 3-10 and the attached Excel file following up on MARITIME 19A-2020, noting the revised synopses that had been developed as agreed by MARITIME 19A-2020.

1.7 The Meeting recalled the discussion of MARITIME 19A-2020 on the proposed new BSAP actions from the 2020 HELCOM Stakeholder Conference (paragraphs 3.28-3.30). The Meeting considered the more

substantiated synopsis for the proposal by the Swedish Agency for Marine and Water Management to “*Limit the discharge of cargo residues in the HELCOM PSSA area (include oil, fertilizers, any pollutants)*”, as set out in the annex of document 3-10. The Meeting agreed to undertake a technical review of this proposal together with the rest of the proposals.

1.8 The Meeting agreed that the actions proposed by CCB on underwater noise from shipping and recreational boating (numbered 9 and 10 in Annex 3 of the Outcome) would not need to be reviewed as the Meeting instead reviewed the three proposed actions on underwater noise using the combined synopsis by Finland in document 3-10. Meeting took note of the position by CCB that the actions proposed on underwater noise from shipping and recreational boating (numbered 9 and 10 in Annex 3 of the Outcome) are not covered by the three combined actions on underwater noise in the synopsis proposed by Finland in document 3-10.

1.9 The Meeting finalized the technical review of synopses for proposed new BSAP actions and agreed as set out in the **Annex 2**. In this context, the Meeting agreed to propose rewording of the titles of some proposed actions to better reflect the intention set out in the associated synopses (original titles can be found in the footnotes of Annex 2).

1.10 The Meeting noted that the technical review was both time consuming and difficult, complicated further by the fact that many interpretations could be made with regard to how the questions and explanations described in the guidance (document 3-3) should be understood.

1.11 The Meeting considered the potential gaps in the set of proposed synopses. In this context, the Meeting took note of a proposal made at the Hazardous Substances Parallel Session of the 2020 HELCOM Stakeholder Conference on “*Electricity as primary energy source for passenger ships at harbors*”. The Meeting agreed that more information on this proposal would be needed, noting also the complexity of the issue especially concerning on-shore electricity for passenger ships.

1.12 The Meeting further considered a proposal made at the Meeting to include an action on scrubber washwaters, as follows: “*Develop a Roadmap to possibly reduce the discharge of hazardous substances from scrubber wastewater, taking into consideration the outcome of IMO work.*”, recalling also the discussion by MARITIME 19A-2020 (paragraph 3.28) on a related proposal. The Meeting agreed that a draft synopsis should be developed by interested parties and subsequently circulated to Contacts and Observers for agreement, before submission to relevant meetings and workshops as part of the continued BSAP update process.

Outcome of the Meeting

1.13 Meeting participants were provided with the draft Outcome of the Meeting on 29 April 2020. Meeting participants were invited to provide comments to the draft Outcome by close of business 30 April. The Secretariat circulated an updated Outcome by close of business 4 May 2020 for tacit approval by close of business 5 May 2020.

1.14 The final adopted Outcome of the Meeting was made available in the HELCOM Meeting Portal.

Annex 1 List of participants

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Annex 2 Review of synopsis on HELCOM new actions

The Technical Review was finalized by the Meeting. This Annex 2 contains the complete review of synopsis conducted by MARITIME 19A-2020 and its follow-up Meeting.

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
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.	CCB	Measure	New measure	Medium to low substantiation. Further research is needed to justify the application of the BWMC to domestic shipping including inland waterways.	Medium to low. Technology exist, but there may be an issue on retrofitting ships as well as on the availability of PRFs, including the capability of municipal sewage pipelines as well as treatment plant.	Yes. See under substantiation of proposal.	
2 ^{1a}	Action 1 - Carry out study and impact assessment, assessing the possible ways for cargo ships to deliver sewage to PRFs or take treatment measures, through onboard treatment plant, before discharging it into the sea	Finland	Research	New measure	High	Not applicable	No	
2b	Action 2 - Take relevant action based on the outcome of Action 1, making a decision on whether to widen the scope of the Baltic Sea Special Area regulations under MARPOL Annex IV to cover also sewage discharges from cargo ships.	Finland	Possible step towards measure	New measure	High	Not applicable	No	

¹ Previous title of Action 2: "Proposal to regulate sewage discharges from cargo ships to reduce nutrient input into the Baltic Sea".

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
3	Hydrographic surveys in HELCOM Re-Survey Scheme Cat III areas	Finland	Mapping	New measure Cat I and II covered by current BSAP	High	Medium to high.	No; only Action 2 from the proposal should be considered as new action.	Financial resources needed
4a ²	To prepare a HELCOM Recommendation to encourage voluntary agreements on delivering all food waste to the port reception facility (shipping companies, ports)	Finland	Measure	New measure	High	Medium to high.	Yes. Gathering more information on food waste discharges from ships into the Baltic Sea, ships operation policy and practice regarding to mixing grey water/sewage and food waste, investigating possible impacts on stakeholders (ships and ports). See also the outcome of the CG.	
4b	To develop a roadmap to minimize and eventually prevent the discharges of food waste into the Baltic Sea	Finland	Measure	New measure	Medium (please also see general comments)	Medium to high.	Yes. Gathering more information on food waste discharges from ships into the Baltic Sea, investigating possible impacts on stakeholders (ships and ports). See also the outcome of the CG.	Provision of scientific background is a very important part to be addressed in the Roadmap. Any further measures to be taken based on the outcome of such investigations.
5a ³	Action 1: Carry out study and impact assessment, assessing the volume and possibilities of ships to deliver grey water to PRFs or take treatment measures, through onboard treatment plant, before discharging it into the sea	Finland	Research	New measure	High	Not applicable	No.	

² Previous title of Action 4: "Measures to minimize the discharge of food waste from ships in the Baltic Sea".

³ Previous title of Action 5: "Proposal to develop a roadmap for managing grey water discharges from ships to reduce nutrient input into the Baltic Sea".

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
5b	Action 2: Take relevant action based on the outcome of Action 1, making a decision on whether and how to manage grey water discharges from ships.	Finland	Measure	New measure	High	Not applicable	No.	The title of the synopsis was amended to reflect the changes conducted in the Actions to read as follows: "Actions to investigate impacts of grey water discharges from Baltic Sea shipping and ways forward."
6 ⁴	Enhance means to decrease GHG emissions from shipping in line with the IMO - focusing on Alternative fuels and sources of energy	Finland	Measure	New measure	High	Not applicable	No	
8 ⁵	Work for the harmonized implementation of the IMO Biofouling Guidelines and Guidance documents, and further contributing to the work carried out in the International Maritime Organization (IMO)	Finland	Measure	New measure	High	Not applicable	No	
7 ⁶	Action 1: assessing the impacts and efficiency of mitigation measures to reduce impact of underwater noise from shipping and leisure boats on Baltic marine biodiversity	Finland	Research	New measure	Medium to High	Not applicable	No. However, one Contracting Party expressed the view that there are gaps with regard to understanding the impacts of underwater noise from shipping and leisure boating as compared to underwater noise from other sources in the Baltic Sea.	The Meeting <u>noted</u> the view of one Contracting Party that the contribution of underwater noise from shipping should be considered in comparison with other sources of anthropogenic noise. The Meeting <u>noted</u> the view by CCB that sufficient research has already been done on the impacts of underwater noise from shipping and that mitigation measures should be taken, given respective

⁴ Previous title of Action 6: "Enhance mitigation measures to decrease GHG emissions from shipping- Alternative fuels and sources of energy".

⁵ Previous title of Action 8: "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)".

⁶ Previous title of Action 7: "More Research on underwater noise".

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
								<p>HELCOM Ministerial commitments on noise since 2010. The Meeting <u>further noted</u> views that further studies would be needed on the effects (positive and negative) of various measures to reduce underwater noise. The Meeting <u>noted</u> that monitoring during the COVID-19 pandemic, having led to reduced maritime transport and leisure boating, could provide useful insight in this regard. The Meeting <u>noted</u> that the action proposed by EN-Noise (BAT/BEP to mitigate noise - emitting activities) is also relevant in the consideration of this action and there may be partial overlap. The Meeting <u>noted</u> that the ICES (WG SHIP) are currently assessing various measures to mitigate underwater noise from shipping and that the results will be communicated to IMO. The relevant IMO activities shall be taken into account in identifying measures which are especially efficient for the Baltic Sea. The Meeting <u>proposed</u> that actions 7, 9 and 10 should be combined into one synopsis, which was subsequently provided by Finland together with three rephrased actions. Following discussion, the Meeting <u>proposed</u> that the action should be revised as follows: Action 1: assessing the impacts and efficiency of mitigation</p>

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
								measures to reduce impact of underwater noise from shipping and leisure boats on Baltic marine biodiversity. The Meeting <u>noted</u> that Russia would have preferred to insert "research" in the title of this action, because in existing wording it is not clear what measures will be assessed (who will specify these measures).
9 ⁷	Action 2: take relevant action based on the outcome of action 1, making a decision on what measures should possibly be taken to reduce the impact of underwater noise introduced by commercial vessels.	Finland	Measure	New measure	High	Not applicable. The Meeting <u>noted</u> that at this stage it is not known what exact measures would be taken, and that technical feasibility can be considered only when the measures are identified.	No	The Meeting <u>proposed</u> that actions 7, 9 and 10 should be combined into one synopsis, which was subsequently provided by Finland together with three rephrased actions. The Meeting <u>agreed</u> with the new proposal by Finland. The Meeting <u>noted</u> that IMO activities should be taken into account in the context of this proposed action. The Meeting <u>took note</u> of the position of CCB that proposed combined synopsis does not reflect CCB's intention to propose concrete mitigation measures and new actions.
10 ⁸	Action 3: take relevant action based on the outcome of action 1, making a decision on whether measures should be developed to reduce the impact of underwater noise introduced by recreational boating.	Finland	Measure	New measure	High	Not applicable. The Meeting <u>noted</u> that at this stage it is not known what exact measures would be taken,	No	The Meeting <u>proposed</u> that actions 7, 9 and 10 should be combined into one synopsis, which was subsequently provided by Finland together with three rephrased actions. The Meeting <u>agreed</u> with the new proposal by

⁷Previous title of Action 9 by CCB: "Reducing the impact of **continuous underwater noise** on marine biodiversity [from shipping] based on the research undertaken (action 7)".

⁸ Previous title of Action 10 by CCB: "Reducing the impact of **continuous underwater noise** from recreational boating on marine biodiversity".

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
						and that technical feasibility can be considered only when the measures are identified.		Finland. The Meeting <u>took note</u> of the position of CCB that proposed combined synopsis does not reflect CCB's intention to propose concrete mitigation measures and new actions.
11	Adoption and implementation of a HELCOM Roadmap on Biofouling Management	COMPLETE (project)	Measure	New measure	Medium to high	Not applicable	No	The Meeting <u>noted</u> the relevance of proposed action no. 8 and <u>considered</u> the possible need of merging the two actions, <u>noting</u> , however, that the Biofouling Roadmap will build on the IMO Biofouling Guidelines but introduce concrete ways of addressing the issue within the Baltic Sea. The Meeting <u>noted</u> that leisure craft would also be within the scope of the Biofouling Roadmap. The Meeting <u>noted</u> that proposed action 8 in addition covers contribution to IMO work on the matter.
12	Develop an adequate network of Port Reception Facilities (PRFs) in Baltic ports to receive ship cargo hold washing water	CCB	Measure	New measure	Medium. The Meeting <u>noted</u> that the proposed action addresses cargo hold wash waters from holds containing dry bulk cargoes which are not classified as substances that are harmful for the marine environment (HME), and that may be discharged into the sea if PRF are not available. The Meeting <u>noted</u> that various terminology is	Medium. The Meeting <u>noted</u> that the CP PRF may be invited to consider the matter further.	No. The Meeting, however, <u>recalled</u> the discussion under question 3 regarding need for clarity in the terminology and scope of the proposal.	The Meeting <u>noted</u> some overlap with proposal no. 18 from the Stakeholder Conference, <u>noting</u> however that that proposal also covers cargo residues of liquid cargoes as well as HME substances.

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
					used in the synopsis such as cargo hold washing water and hold washing residues. The Meeting <u>noted</u> that the proposed action no. 18 from the Stakeholder Conference contains many similarities with this proposed action, but covers cargo residues more broadly (also HME substances and liquid cargoes). The Meeting <u>noted</u> that the proposal should be in line with MARPOL Annex V, also with respect to the PRF module in GISIS.			
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.	CCB	Measure	New measure	Medium.	Not applicable	Yes	The Meeting <u>noted</u> that such cargo hold washing waters are regulated by MARPOL Annex V and the IMSBC Code, but that fertilizers are generally not classified as HME substances, as they might comprise multiple forms and chemical compounds. The Meeting <u>noted</u> that Russia was not in favour of such a commitment for a joint submission to IMO.

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
14 ⁹	Minimize nutrient losses from dry bulk fertilizer storage and handling in Baltic ports	CCB	Measure	New measure	Medium. The Meeting <u>recalled</u> comments made in the Correspondence Group with regard to clarifications needed.	Medium	Yes. See comments under question 3.	The Meeting also <u>noted</u> that close cooperation with the Pressure Working Group, as well as the CP PRF, is also needed.
15	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.	CCB	Measure	Partly existing measure. The Meeting <u>noted</u> that passively fished wastes are covered by the PRF Directive, <u>noting</u> however that the Directive only applies to EU Member States. The Meeting also <u>noted</u> that this is partially covered by HELCOM Recommendation 28E/10.	Medium. The Meeting <u>noted</u> that it is unclear what is meant with "all other wastes captured or generated in the Baltic Sea."	Medium	Yes. See comments under other questions.	The Meeting also <u>recalled</u> the comments made in the Correspondence Group. The Meeting further <u>noted</u> that IMO activities with regard to marine litter should be taken into consideration in the context of this proposed action.
16	Identify and implement Best Available Technique (BAT) and Best Environmental Practice (BEP) to mitigate noise emitting activities	EN-Noise	Step towards measure	New measure	Medium to High	Medium	No	The Meeting <u>recalled</u> the comments made in respect to the above three proposals on underwater noise submitted by Finland (as amended). The Meeting <u>noted</u> that this proposed action addresses various sources of underwater noise, not only shipping and recreational boating. The Meeting <u>noted</u> that this issue is also reviewed by the Pressure Working Group.

⁹ Previous title of Action 14: "Reduce nutrient losses to zero from dry bulk fertilizer storage and handling in Baltic ports."

N.	Title	Submitted by	1. Initial categorization	2. Coverage by existing HELCOM action	3. Substantiation of proposal itself	4. Technical feasibility of measures proposed	5. Gaps within proposal	General comments from MARITIME 19A-2019 and follow up Meeting including potential overlap between proposed new actions
17	ACTION Project WP2 Speed limits for recreational boating in shallow coastal areas and larger boats near shore	ACTION Project WP2 an associated HELCOM ACTION WP2.2 workshop			Low. The Meeting <u>noted</u> that due to the low substantiation of the proposal, it was not possible to undertake a full technical review.			The Meeting <u>noted</u> that the synopsis does not contain sufficient information and <u>concluded</u> that carrying out a technical review on this basis is difficult. The Meeting <u>noted</u> that considering recreational craft and commercial vessels together may not be appropriate. The Meeting further <u>noted</u> that the matter needs to be considered holistically, taking into account also safety and energy efficiency issues.
18	Limit the discharge of cargo residues from shipping in the Baltic Sea to which currently no stringent discharge prohibitions according to MARPOL apply (e.g. vegetable oil and fertilizers)	Swedish Agency for Marine and Water Management (Stakeholder Conference)	Measure	New measure	Medium.	Not applicable	Yes. See comments under question 3.	The Meeting <u>noted</u> that the proposed action is intended to cover those cargo residues that are not classified as HME under MARPOL Annex V and those that are classified as category Y and Z under MARPOL Annex II. The Meeting <u>noted</u> that technical revision may be needed to the proposal, taking into account developments at IMO, e.g. as ammonium nitrates are not classified as HME cargoes. Further, prewashing of cargo tanks is mandatory for a number of products. The Meeting <u>noted</u> that dry bulk cargoes and liquid cargoes should be considered separately as the regulations and measures differ. The Meeting <u>agreed</u> that a two step approach starting with research and followed up by possible measures may be appropriate. The Meeting

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								<p><u>noted</u> that the PRF Directive encourages delivery of cargo residues of persistent floaters e.g. by financial incentives.</p>