



Document title	Proposed new actions and existing actions for the updated BSAP of relevance for Maritime
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The document and the attachment to the document have been revised by including an existing action on underwater noise “Implementing mitigation measures according to existing Best Environmental Practice and Best Available Technique for continuous and impulsive noise in the Baltic as soon as they become available, but at the latest by [XXXX]” that was missing from the list. In addition, a proposed new action on underwater noise “Reducing the impact of impulsive underwater sound on marine biodiversity”, which is not under the mandate of Maritime Working Group, has been removed.

Background

The attachment “3-6 Add.1-Att.1-Rev.1 Proposed new actions and existing actions for the updated BSAP of relevance for Maritime” includes the evaluation of actions from the HELCOM BSAP UP Workshop on maritime activities, including underwater noise, non-indigenous species and response actions (BSAP UP WS-SEA) held online on 2-4 September 2020 relevant for the Maritime Working Group in a reorganized format. This document contains a list that includes both the existing actions that were in principle agreed by HOD 58-2020 to be transferred to the updated BSAP and the proposed new actions.

Action requested

The Meeting is invited to take note of the information set out in the document and the attachment and to make use of it when considering document 3-6 to further elaborate and endorse the proposed new actions for submission to HOD 59-2020.

Existing and proposed new actions

The following list includes the existing (rephrased) actions that were in principle agreed by HOD 58-2020 to be transferred to the updated BSAP and the proposed new actions submitted as synopses. The evaluation of the new actions by the BSAP UP WS-SEA 2020 is contained in the Excel table in attachment 3-6-Att.1

The actions have been divided under provisional sub-themes.

<i>Sub-theme: Discharges from offshore platforms</i>
<i>Existing actions</i>
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. This action shall be completed by 2026.
<i>Sub-theme: Maritime safety</i>
<i>Existing actions</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.
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
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
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
Further work with regard to the regional HELCOM AIS system and also new systems such as VDES and other digitalised e-navigation services in order to increase safety of navigation and gain environmental benefits (Proposal by AIS EWG 31-2020)
<i>Proposed new actions</i>
Hydrographic surveys in HELCOM Re-Survey Scheme Cat III areas
<i>Sub-theme: Non-indigenous species</i>
<i>Existing actions</i>
Establishment [by 2024] and subsequent implementation of the early warning system in case of the introduction of invasive species in ports.
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
Promote the development of effective, environmentally sustainable biofouling management techniques and antifouling systems on ships and pleasure craft, including biocide-free alternatives to prevent biofouling by supporting related R&D activities in the region
Continue close cooperation with OSPAR on the implementation of the BWM Convention and the issue of biofouling management at regional level
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>Proposed new actions</i>

Adoption and implementation of a HELCOM Roadmap on Biofouling Management
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.
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)
<i>MARITIME 19A proposed to change the title into: 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)</i>
Sub-theme: Pollution from ships
<i>Existing actions</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
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"
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
Develop a Roadmap for enforcement of the Baltic Sea NOx Emission Control area by [2023]
<i>Proposed new actions</i>
Actions to further reduce nutrient input of shipping into the Baltic Sea: 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"
Actions to further reduce nutrient input of shipping into the Baltic Sea: 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"
Actions to reduce harmful impact of grey water discharges from Baltic Sea shipping: 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"
Actions to reduce harmful impact of grey water discharges from Baltic Sea shipping: 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."
Develop a Roadmap to possibly reduce the input of pollutants from Exhaust Gas Cleaning System discharge water, taking into consideration the outcome of IMO work
Enhance mitigation measures to decrease GHG emissions from shipping- Alternative fuels and sources of energy
<i>MARITIME 19A proposed to revise the title: Enhance means to decrease GHG emissions from shipping in line with the IMO - focusing on Alternative fuels and sources of energy</i>
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.
Limit the discharge of cargo residues from shipping in the Baltic Sea (e.g. vegetable oil and fertilizers)

<p>Measures to minimize the discharge of food waste from ships in the Baltic Sea: 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><i>MARITIME 19A proposed to revise the title: To develop a roadmap to minimize and eventually prevent the discharge of food waste into the Baltic Sea.</i></p>
<p>Measures to minimize the discharge of food waste from ships in the Baltic Sea: Action 2. To develop a roadmap to minimize and eventually prevent the discharges of food waste into the Baltic Sea</p> <p><i>MARITIME 19A proposed to revise the title: To develop a roadmap to minimize and eventually prevent the discharge of food waste into the Baltic Sea.</i></p>
<p>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>
<p>Develop an adequate network of Port Reception Facilities (PRFs) in Baltic ports to receive ship hold washing water</p>
<p>Reduce nutrient losses to zero from dry bulk fertilizer storage and handling in Baltic ports</p> <p><i>MARITIME 19 A proposed to change the title of this action to: "Minimize nutrient losses from dry bulk fertilizer storage and handling in Baltic ports"</i></p>
<p>Sub-theme: Pleasure boating</p>
<p><i>Existing actions</i></p>
<p>Promote by 2025 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</p>
<p><i>Proposed new actions</i></p>
<p>Speed limits for recreational boating in shallow coastal areas and larger boats near shore</p>
<p>Sub-theme: Underwater noise</p>
<p><i>Existing actions</i></p>
<p>Implementing mitigation measures according to existing Best Environmental Practice and Best Available Technique for continuous and impulsive noise in the Baltic as soon as they become available, but at the latest by [XXXX].</p>
<p><i>Proposed new actions</i></p>
<p>Develop a road map to investigate underwater noise, including possible follow-up actions: Action 1. carry out research and impact assessment, assessing the impact of underwater noise on Baltic marine biodiversity.</p> <p><i>MARITIME 19A-2020 suggested to change the action to: assessing the impacts and efficiency of mitigation measures to reduce impact of underwater noise from shipping and leisure boats on Baltic marine biodiversity</i></p>
<p>Develop a road map to investigate underwater noise, including possible follow-up actions: 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.</p>
<p>Develop a road map to investigate underwater noise, including possible follow-up actions: 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.</p>
<p>Reducing the impact of underwater sound from commercial shipping and recreational boats on marine biodiversity</p>

Identify and implement Best Available Technique (BAT) and Best Environmental Practice (BEP) to mitigate noise emitting activities