



## Outcome of the 27<sup>th</sup> Meeting of the Response Working Group (RESPONSE 27-2020)

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## Outcome of the 27<sup>th</sup> Meeting of the Response Working Group (RESPONSE 27-2020)

### Introduction

- 0.1. The 27<sup>th</sup> Meeting of the HELCOM Response Working Group (RESPONSE 27-2019) was held on 26-28 February 2020 in Vejle, Denmark, upon invitation by the Naval Command.
- 0.2. The Meeting was attended by all HELCOM Contracting Parties, Observers from the Bonn Agreement/OSPAR, Sea Alarm, UNEP and WWF as well as invited guests from REMPEC, ITOPF, Swedish Defence Research Agency (FOI), Cedre and ISPRA. The List of Participants is attached as **Annex 1**.
- 0.3. The Meeting was welcomed by Mr. Torben Iversen of the Royal Danish Naval Command.
- 0.4. The Meeting was chaired by Ms. Heli Haapasaari, Chair of the Response Working Group.
- 0.5. Mr. Markus Helavuori, HELCOM Professional Secretary, acted as Secretary of the Meeting, assisted by Ms. Reita Waara, HELCOM Project Researcher.

### Agenda Item 1      Adoption of the Agenda

Documents: 1-1, 1-1 Rev.1, 1-2

- 1.1. The Meeting adopted the agenda as contained in document 1-1 Rev.1.

### Agenda Item 2      Matters arising from HELCOM meetings

Document: 2-1

- 2.1. The Meeting took note of the Outcome of the 56<sup>th</sup> Meeting of the Heads of Delegation (Helsinki, Finland, on 18-19 June 2019 and the Outcome of the 57<sup>th</sup> Meeting of the Heads of Delegation (10-11 December 2010) and in particular the matters related to the HELCOM Response Working Group.
- 2.2. The Meeting discussed the decision by HOD 56-2019 to instruct the Secretariat to draft a letter addressed to authorities of the Russian Federation, using the text set out in the appendix of Annex 2 of the Outcome of RESPONSE 26-2019, inviting them to formally request access to CECIS Marine Pollution and use it for response purposes.
- 2.3. The Meeting noted that the Executive Secretary had sent such a letter via email to Authorities of the Russian Federation on 14 October 2019, but that Russia has not yet requested access to CECIS MP.
- 2.4. Recognizing the importance of the matter, the Meeting invited the Secretariat to send a new letter, referring to the discussion at the present Meeting, as well as proposing the option of also requesting access to SafeSeaNet, using information to be provided by the EU on the terms and conditions for non-EU countries for such access.
- 2.5. The Meeting noted that outcomes of subsidiary bodies to the Response Working Group will be dealt with under the relevant agenda items below.

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

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

- 3.1. The Meeting took note of the existing BSAP actions that still may need consideration as set out in the annex of document 3-1 and worked on rephrasing of existing actions and formulating new actions, taking into account the Outcome of HOD 57-2019. The Meeting agreed as further specified in **Annex 2** of the Outcome.

- 3.2. The Meeting agreed that any new actions that are developed related to the Response Working Group, should have an ambition level that exceeds the actions in the current BSAP.
- 3.3. The Meeting proposed a new action on holistic/integrated management of marine pollution incidents for the updated BSAP as set out in **Annex 3**, using the template for synopsis that had been made available by the Secretariat.
- 3.4. The Meeting considered the proposed new BSAP actions set out in the annexes of document 3-2. The Meeting noted that guidance for the review of the synopses has been developed by the SOM Platform, in order for all Working Groups to undertake the reviews of proposed actions relevant to their work by using the same criteria. The agreed guidance is set out in document 3-6, and the Meeting agreed to use it in considering the proposed new actions.
- 3.5. In considering the two proposed actions set out in document 3-2, which were both regarding submerged hazardous objects in the Baltic Sea, the Meeting noted that it does not have the competence needed for undertaking a technical review of the proposals, in particular when it comes to submerged munitions and other warfare material and the environmental consequences of the hazardous substances involved. It was noted that in most Contracting Parties, matters related to hazardous submerged objects are under the mandate of other authorities than those normally represented in the Response Working Group.
- 3.6. The Meeting supported the intention of the proposals set out in document 3-2 but agreed that it would be more appropriate for the Pressure Working Group to review these proposals in detail. The Meeting further agreed that the Response Working Group would be in a better position to consider the proposals after completion of the HELCOM Submerged Assessment, scheduled for RESPONSE 28-2020 (see also Agenda Item 9). In conclusion, the Meeting expressed support to the work of the Submerged Expert Group, recognizing that this is a matter of great importance.
- 3.7. The Meeting took note of the update of the [workplan](#) for the BSAP update of the Response Working Group including timetables for addressing the individual activities of the plan (document 3-3). The Meeting discussed what the updated BSAP will contain, and it was also identified that it is important to ensure that no actions are missed, e.g. if they fall under the responsibility of several HELCOM working groups.
- 3.8. The Meeting recognized that the process of updating the BSAP has moved to the stage of creating content and encouraged participants to consider the possibility of proposing new actions to the BSAP at the present Meeting.
- 3.9. The Meeting noted that a BSAP UP workshop that will address proposed new actions for the updated BSAP related to maritime activities, response actions, underwater noise and non-indigenous species will be held on 18-20 May 2020 in Helsinki, Finland.
- 3.10. The Meeting took note of an overview of already implemented activities of the BSAP update and the timing of upcoming activities and decisions in 2020 (document 3-4).
- 3.11. The Meeting took note of document 3-5 summarizing the considerations and agreements so far on the outline, content and style of the updated BSAP. The provisional agreement on the structure and objectives for the updated BSAP are included in Annex 3 of document 3-5.
- 3.12. The Meeting took note of the information regarding the HELCOM Stakeholder Conference focusing on the update of the Baltic Sea Action Plan (BSAP), which will be held on 3 March 2020 in Helsinki, Finland, back-to-back with 41st Meeting of the Baltic Marine Environment Protection Commission - Helsinki Commission (HELCOM 41-2020, 4-5 March 2020) (document 2-2).

#### **Agenda Item 4 Risk assessments, OPENRISK and Safety of Navigation**

Documents: none

- 4.1. The Meeting recalled that the Norwegian Coastal Administration (NCA) had agreed to make the AISyRisk tool available for all HELCOM and Bonn Agreement Contracting Parties. The Meeting noted, however, that information regarding the formalities and technical details in this regard is not yet available.

4.2. The Meeting recalled that Lithuania had informed RESPONSE 26-2019 that the results of a questionnaire on bunkering activities will be submitted to the Secretariat for circulation. Lithuania, however, informed that very few responses had been received and that the results are not useful for circulation as they do not give the complete picture of bunkering activities in the Baltic Sea.

4.3. The Meeting noted that a Master's Thesis is being prepared at Lund University on the efficiency of oil recovery operations, and that interviews with response authorities in the Baltic Sea are expected to be undertaken.

4.4. The Meeting noted that a follow up for the OpenRisk project is being planned (OpenRisk II), and that a request for support for a seed money application using a silence procedure had been sent out to the Policy Area on Maritime Safety and Security (PA SAFE) of the EU Strategy for the Baltic Sea Region (EUSBSR) in January 2020 with no objections. The Meeting further noted that no members of the Response Working Group had received the request for support.

4.5. The Meeting discussed whether Contracting Parties are interested in using the possible results of such a project. The Meeting noted that Sweden is interested and would use the results. Denmark informed that they would not use it, but also does not object to such a project. The Meeting stressed the importance of planning projects with outputs that are considered to be useful for the Contracting Parties. The Meeting agreed that such requests for support should be considered also by the Response Working Group.

4.6. The Meeting noted information provided by Denmark regarding the BE-AWARE Trend Analysis 2030 project. The Meeting also discussed the proposal by COWI on a possible update of the risk analysis done by the BRISK project based on data from 2008. The Meeting noted that since 2008 many things have changed, including shipping patterns and volumes, as well as the HELCOM response sub-regions. While the usefulness of such an update was recognized, the Meeting was not able to state a firm position on the matter at this stage, as e.g. costs and other details would have to be considered in more detail.

4.7. The Meeting discussed risk analysis in general and agreed that it is important to share the results of national risk analysis by submissions to the meetings of the Response Working Group.

4.8. The Meeting discussed whether any work is being done among the Contracting Parties with regard to risks related to hybrid powered vessels and noted that Sweden is planning a study in that regard.

#### **Agenda Item 5      Matters related to recent response operations**

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

5.1. The Meeting took note of the HELCOM report on shipping accidents during 2018 in the Baltic Sea region (document 5-1).

5.2. The Meeting recalled the decision by MARITIME 18-2018 that the European Marine Casualty Information Platform (EMCIP) will be used as the primary source for accident data in future annual reports starting with the reporting of accidents that occurred in 2019. A Memorandum of Understanding for access to this EMCIP data has been signed by EMSA and HELCOM. The Meeting noted that a request to the Response Working Group for reporting of significant response operations at sea and on the shore in 2019 was sent by the Secretariat on 30 January 2020 with the reporting deadline on 3 April 2020.

5.3. The Meeting took note of the information by Finland on the "Suomen Leijona" oil spill incident, which happened in June 2019 (document 5-2).

5.4. The Meeting took note of the information by Latvia on the salvage of the non-propelled cargo barge "TRIAS", which grounded on the Latvian coastline approximately 10 nm to the north from Ventspils port on 30 December 2019 (document 5-3 and Presentation 1).

5.5. The Meeting took note of a presentation provided by Lithuania regarding an oil spill that occurred during a military exercise in Lithuanian territorial waters in June 2019 (Presentation 2).

5.6. The Meeting took note of information provided by Sweden regarding measures taken to address a bunker leakage from the Finnbirch wreck by attaching a container to the hull of the ship.

5.7. The Meeting noted information provided by the Chair regarding several cases of detected spills, in a number of countries, which had disappeared before response vessels arrived at the scene. The Meeting invited Contracting Parties to send information of such cases to the Chair ([heli.haapasaari@raja.fi](mailto:heli.haapasaari@raja.fi)).

#### **Agenda Item 6 National preparedness at sea and on shore**

Documents: 6-1, 6-2, 6-3, 6-3 Add.1, 6-3 Add.2

6.1. The Meeting noted that Finland, Germany Latvia, Sweden and Russia had reported on national developments in each of the reporting topics using the template provided in document 6-1 (documents 6-3 and 6-3 Add.2).

6.2. The Meeting agreed that the information provided in documents 6-3 and 6-3 Add.2 as well as additional information Provided by Estonia and Poland using the template in document 6-1, should be compiled and included in an annex in order to facilitate future reference of the information. This is consequently set out in **Annex 4**.

6.3. The Meeting took note of the following additional information on national developments regarding response at sea, on shore and for oiled wildlife response:

- Germany: (c.f. **Annex 4**). In addition, Germany informed that the "Guide to the study of environmental effects after pollution accidents in the German North and Baltic Seas" was completed in 2018. A translation into English is planned. An information sheet for the interested public was completed in 2019. Environmental monitoring is currently being incorporated into exercises in order to be prepared in case of an emergency.
- Lithuania: A tender for a new multipurpose vessel was launched in July 2019, but no offers were accepted and the tender is temporarily stopped. A review of the national maritime response plan will start in 2020. In July 2019 the MRCC Lithuanian Navy organized a trilateral oil spill response exercise in the Lithuanian EEZ. In April 2020 a large-scale international oil spill response exercise will be organized on shore, and probably also at sea, as part of the OIL SPILL Project.
- Poland: (c.f. **Annex 4**) Poland also informed about a large-scale shoreline exercise that was conducted on the Polish west coast in 2019.

6.4. The Meeting took note of information regarding Germany's Maritime Emergency Response Strategy and the replacement new-buildings for two multi-purpose vessels (document 6-2, Presentation 3).

6.5. The Meeting agreed to consider document 6-3 Add.1 on information on the use of emergency towing dreggen in German response vessels under Agenda Item 11.

#### **Agenda Item 7 Sub-regional co-operation**

Documents: 7-1

7.1. The Meeting considered the request in document 7-1 for updates on the overview list and maps of bi- and multilateral agreements on joint response operations and response plans in response regions in the Baltic Sea. The Meeting noted that updates had been provided to the Secretariat as part of the revision of the HELCOM Response Manual, as set out in document 13-1 Rev.1 and agreed to consider the matter further when considering the Response Manual under Agenda Item 13.

#### **Agenda Item 8 Response on the shore and wildlife response**

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

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- 8.1. The Meeting took note of the Outcome of the Fourth Meeting of the Expert Coordination Network on Response on the Shore (SHORE Network 4-2020), which was held on 25 February 2020, in Vejle, Denmark (document 8-5).
- 8.2. The Meeting took note of the proposed changes to the draft revised HELCOM Response Manual (paragraphs 5.2 to 5.6 of the Outcome) and agreed to consider them further under Agenda Item 13.
- 8.3. The Meeting noted the discussions with regard to the revision of HELCOM Recommendations 33/2 and 28E/12, which had been tasked to the SHORE Network by the Response Working Group (paragraphs 5.8 and 5.9 of the Outcome). The Meeting noted that SHORE Network 4-2020 had agreed not to revise these Recommendations at this stage. The Meeting agreed that if a need is identified, possible new recommendations could be developed in the future to replace the current ones, as appropriate.
- 8.4. The Meeting noted that SHORE Network 4-2020 had invited the Meeting to propose an action for the updated BSAP on developing a framework for holistic/integrated management of marine pollution incidents that can be implemented by Contracting Parties (paragraph 5.8 of the Outcome), and noted that such possible new actions were part of the discussions under Agenda Item 3.
- 8.5. The Meeting noted that SHORE Network 5-2021 could be organized in January 2021 in Helsinki, Finland, back to back with the Main Planning Conference of BALEX DELTA 2021, with exact dates to be confirmed by Finland at a later stage.
- 8.6. The Meeting took note of the 14th Meeting of the HELCOM Expert Working Group on Oiled Wildlife Response (EWG OWR 14-2019 and Presentation 4), which was held as an online meeting on 17 September 2019 (document 8-2). The Meeting further took note that EWG OWR 15-2020 had to be postponed due to a small number of registered participants and insufficient input from Contracting Parties. No new date has been set for the postponed meeting.
- 8.7. The Meeting discussed the minimum attendance proposal for EWG OWR meetings (document 8-3) and recognized the importance of active attendance by all Contracting Parties to HELCOM Working Groups and sub-groups. The meeting agreed that possible cancellation of online meetings due to insufficient registration of participants, should be decided on a case by case basis by the Group Chair in consultation with the Secretariat.
- 8.8. The Meeting considered and approved the Terms of Reference of the Expert Working Group on Oiled Wildlife Response (document 8-1).
- 8.9. The Meeting took note of the information on formalisation of the EUROWA (EUROpean Oiled Wildlife Assistance) Network (document 8-4 and Presentation 5) and discussed how EUROWA could strengthen the objectives of the Response Working Group.
- 8.10. The Meeting noted information provided by Germany that a special meeting took place on 18 December 2019, at which the five German coastal state representatives agreed on how to proceed with oiled wildlife response. Priority is given to completing a joint framework plan and developing a common strategy for dealing with oiled wildlife in the event of an oil spill. Based on the results of the study on the success of cleaning oily animals, the animal protection and veterinary medicine aspects are now the focus of a supplementary elaboration.

#### **Agenda Item 9      Wrecks and other submerged hazardous objects**

Documents: 9-1, 9-2

- 9.1. The Meeting took note of the Outcome of the Eighth Meeting of the HELCOM Submerged Expert Group (SUBMERGED 8-2020), which was held on 7-8 January 2020 in Kiel, Germany (document 9-1).
- 9.2. The Meeting considered the draft Submerged Assessment (document 9-2) which will eventually be submitted for approval to RESPONSE 28-2020. The Meeting agreed on the use of the excel commenting form (document 9-2 Att.) throughout the further development of the Submerged Assessment.

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The Meeting encouraged Contracting Parties to provide comments using this form to the Secretariat ([markus.helavuori@helcom.fi](mailto:markus.helavuori@helcom.fi)) **by the end of March 2020**, as requested by SUBMERGED 8-2020.

9.3. The Meeting noted that SUBMERGED 8-2020 had agreed that in finalizing the Submerged Assessment for approval by RESPONSE 28-2020, it should be in form of two separate volumes (Volume 1: warfare materials and Volume 2: wrecks).

9.4. The Meeting expressed concern with the fact that the draft for the wrecks part of the Submerged Assessment has not yet been submitted. The Meeting urged the Co-Chair for wrecks of the Submerged Expert Group (Mr. Jorma Rytönen, Finland) to ensure completion of the wrecks part as soon as possible, in order for it to be submitted to and approved by RESPONSE 28-2020 as Volume 2 of the Submerged Assessment.

9.5. The Meeting noted that the [DAIMON 2 project](#) will organize workshops in 2020 and encouraged Contracting Parties and observers to attend those workshops.

## **Agenda Item 10 Remote Sensing**

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

### **10.1 Aerial surveillance**

10.1. The Meeting took note of the HELCOM Annual report on discharges observed during aerial surveillance in the Baltic Sea 2018 (document 10-2).

10.2. The Meeting considered and agreed on the proposed amendments to the Bonn Agreement/HELCOM annual surveillance reporting (document 10-1), noting that the matter will still be considered by OTSOPA at its next meeting in May 2020. The Meeting invited the Secretariat to communicate this outcome to the Bonn Agreement Secretariat.

10.3. The Meeting took note of the presentation by Germany on the results from Super CEPCO 2019 held in September 2019 (document 10-5).

10.4. No plans for CEPCO flights in the Baltic Sea for 2020/2021 were reported to the Meeting.

### **10.2 Use of satellites for detecting illegal discharges**

10.5. The Meeting took note of CleanSeaNet Service (CSN) statistics for the Baltic region 1 January-31 December 2019 (document 10-4).

### **10.3 STW/AIS/SAT model**

10.6. The Meeting noted that the STW has no planned developments at the moment, but it is in maintenance.

### **10.4 Investigation and prosecution of offenders of anti-pollution regulations**

10.7. The Meeting took note of the information on the revision of Directive 2005/35/EC on ship-source pollution and proposal for a draft reporting template for EU Member States (document 10-3). In this respect, the Meeting noted that the intention is to agree on a reporting format for EU Member States, using the Bonn Agreement/HELCOM annual surveillance reporting format as a starting point. The Meeting commented that such reporting should not lead to duplication of work, but that it should be part of existing reporting requirements.

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**Agenda Item 11 Other developments in response strategies and equipment**

## Documents 11-1

**11.1 HNS Response**

11.1. The Meeting considered the Draft Inter-Regional HNS Response Manual (document 11-1 and Presentation 6) presented by the WestMOPoCo project team and noted that the final title of the manual will be “Marine HNS Response Manual” (with subtitle multi-regional mentioning HELCOM, REMPEC and Bonn Agreement).

11.2. The Meeting welcomed the work carried out so far by the WestMOPoCo project team and commented that the presented structure, outline and design looks user friendly visually appealing.

11.3. The Meeting encouraged Contracting Parties and observers to send comments to the Secretariat ([markus.helavuori@helcom.fi](mailto:markus.helavuori@helcom.fi)) **by 10 March 2020**, to be forwarded to the WestMOPoCo project team, inter alia on the following matters:

- content of the draft manual, level of information;
- chemical substances, predicted environmental concentrations (PEC), or past incidents;
- relevant illustrations (schemas, pictures, etc.) to introduce in the manual; and
- make comments on the graphical presentation and possible ways of improvement.

11.4. The Meeting recalled that a Correspondence Group (CG HNS Manual) was established by RESPONSE 25-2018 to contribute to the development of the Manual, and invited the Group to also provide comments as detailed above.

11.5. The Meeting noted that Bonn Agreement is also following a similar approach in collecting comments and contributing to the development of the Manual.

11.6. The Meeting noted information on the process for finalization of the Manual for submission to the MEDEXPOL meeting, to be organized for two days between 27-29 October 2020 in Monaco. Contracting Parties were encouraged to take part in this meeting.

**11.2 Response to oil in ice**

11.7. No comments were made regarding response to oil in ice.

**11.3 Places of Refuge**

11.8. The Meeting noted that Denmark and Sweden will host the next EMSA places of refuge table top exercise in October 2021, back to back with a thematic workshop within the Copenhagen Agreement framework.

**11.4 Response at night/in bad visibility**

11.9. No comments were made regarding response operations at night/in bad visibility.

**11.5 Emergency towing**

11.10. The Meeting noted information provided by Germany on the use of emergency towing dreggen in German response vessels and ETV vessels (document 6-3 Add.1, Presentation 3).

**11.6 Use of dispersants**

11.11. The Meeting took note of information provided by Germany on a project related to the use of dispersants, including a net environmental benefit analysis (Presentation 7). The Meeting noted that the project mainly focuses on the North Sea.

**11.7 Non-traditional fuel types**

11.12. The Meeting took note of the information provided by Denmark on the status of the IMAROS project related chemical characteristics of non-traditional fuel types and ways of responding to spills

involving such oils. The Meeting noted that a specific challenge related to this issue is the fact that different companies have different types of non-traditional oils and that as a result it is difficult to determine what would constitute a representative non-traditional fuel.

11.13. The Meeting noted that transportation in tankers of liquid plastic, which is nevertheless categorized as oil under MARPOL Annex I, has started to the port of Sköldvik near Porvoo, Finland and that no information is available of its behaviour in the sea in case of a spill incident.

## **Agenda Item 12 Exercises**

Documents: 12-1, 12-2, 12-3

### **12.1 BALEX DELTA**

12.1. The Meeting noted information provided by Denmark regarding BALEX DELTA 2019 which was conducted around and on the island of Bornholm, Denmark, on 27-29 August 2019. The Meeting noted that participants had been asked in advance about their preferred training requirements. Contracting Parties were also invited to participate in the planning of the exercise, in order to ensure that it meets the needs of the participants. The Meeting agreed that the report of BALEX DELTA 2019 should be published on the Meeting Portal.

12.2. The Meeting took note of information presented by Sweden, as the lead of the EET, on the BALEX Bravo and Delta evaluation report 2019, evaluation template and presentation (document 12-3, Presentation 8).

12.3. The Meeting took note of the information presented by Estonia on HELCOM BALEX DELTA 2020, which will take place 25-27 August 2020 near Tallinn (Presentation 9). The event will include an oil spill response exercise as well as a BALEX BRAVO alarm exercise. A decision has not yet been made on the details of a shore exercise, which is managed by the Estonian Rescue Board. A main planning conference was organized in Tallinn on 28-29 January 2020, attended by 7 Contracting Parties as well as EMSA.

12.4. The Meeting took note of the preliminary plans for HELCOM BALEX DELTA 2021 presented by Finland. The scenario-based exercise will be near Kotka during week 34 in 2021. The Meeting noted that the main planning conference will be held in Helsinki, Finland, in the end of January 2021.

12.5. The Meeting noted information by the EU that on 27 February 2020 the call for Union Civil Protection Mechanism funding for exercises will be opened, with a deadline on 14 May 2020. The Meeting noted that such funding could be applicable for BALEX DELTA 2021 and 2022, as had been previously received e.g. by BALEX DELTA 2018 in Karlskrona, Sweden.

### **12.2 National exercises**

12.6. The Meeting noted information by Latvia on annual national exercises involving the ports of Latvia and that in 2019 the ports of Riga and Liepaja were involved. In addition, information on national exercises were reported under Agenda Item 6 above

### **12.3 HELCOM Response Exercise Plan (HREP)**

12.7. The Meeting took note of the report of the HELCOM Response Exercise Plan (HREP) project, aiming to support the development of a new exercise concept for HELCOM Response (document 12-1, Presentation 10).

12.8. The Meeting considered document 12-2 (and Presentation 11) by Sweden on a proposed way forward in developing the HREP. The Meeting supported continuation of developing the HREP in general and noted that while it is feasible based on the work already undertaken by the HREP project, as described in document 12-1, it would also be challenging e.g. due to lack of human resources and national funding opportunities.

12.9. The Meeting discussed the way forward for implementing the proposed exercise process and finalizing the HELCOM Response Exercise Plan (HREP). The remaining work was suggested to take place in a new project and proposed to include four separate tasks:

1. Revise Chapter 8 (Framework for exercises) in the draft revised Response Manual;
2. Develop Strategic Development Priorities;
3. Finalise the HREP; and
4. Exercise Evaluation Team.

12.10. The Meeting discussed the scope of the project and agreed to proceed with a project approach, but only including tasks 1 and 3. The Meeting welcomed the offer by Sweden to continue leading the work and suggested that the current EET as well as representatives from the SHORE Network and EWG OWR should participate in the project. Sweden will explore funding options to support the project with an analyst.

12.11. The Meeting noted information by EU that the deadline for the EU funding call for Prevention and Preparedness for Marine Pollution At-Sea and On-Shore has been extended to 19 March 2020, with a total of 3M€ available. Work could start late 2020 or early 2021 for a duration of two years. The Meeting encouraged Contracting Parties to make use of this funding opportunity.

### **Agenda Item 13 HELCOM Recommendations and Response Manual**

Documents: 13-1, 13-1 Rev.1 13-2, 13-3, 13-4, 13-5

#### *HELCOM Recommendations*

13.1. The Meeting noted that HOD 56-2019 had invited Contracting Parties to confirm willingness to take the lead in developing proposals for revisions to HELCOM Recommendations 12/7 on Special Cooperation in Case of a Chemical Tanker Accident in the Baltic Sea and 17/12 on Measures to Abate Pollution by Oil and other Harmful Substances in Cases of Grounding, Collision, Sinking of a Ship or other Maritime Casualty.

13.2. The Meeting noted that no lead countries had been identified previously but welcomed the offer by Finland to take the lead on developing a draft revision of Recommendation 12/7 for consideration by RESPONSE 28-2020.

13.3. No lead countries were identified for revising Recommendation 17/12. The Meeting consequently encouraged Contracting Parties to inform the Secretariat of their willingness to develop a draft revision for consideration by RESPONSE 28-2020.

13.4. The Meeting noted that document 13-4 had been submitted after the established deadline but agreed to consider it at this meeting. The meeting discussed the revision of HELCOM Recommendation 20/5 on minimum ability to respond to oil spillages in oil terminals as proposed in the document. The Meeting noted that Contracting Parties that are EU Member States have stricter requirements for oil terminals than those in Recommendation 20/5. However, there is a need to compare the requirements of the Recommendation with the Russian national legislation in order to decide on the continued need for the Recommendation. The Meeting consequently invited Russia to compare the requirements of the related national legislation with Recommendation 20/5 and to inform RESPONSE 28-2020 on the matter.

13.5. The Meeting agreed with the proposal in document 13-4, that if the Russian national regulation is considered less ambitious than Recommendation 20/5, the Recommendation should be revised, with the argument that no Contracting Party should lower its ambition level. The Meeting further agreed that if the Russian national ambition level is considered equivalent or higher, the HELCOM Recommendation 20/5 serves no purpose and can be withdrawn.

13.6. The Meeting discussed the relevance and validity of HELCOM Recommendations related to the Response Working Group in general, recalling the discussions on this matter at previous meetings, and invited Contracting Parties to further consider the needs to revise or withdraw Recommendations, and submit proposals on the matter to the next Meeting.

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*HELCOM Response Manual*

13.7. The Meeting considered document 13-1 Rev.1 and Presentation 12 on the draft revised HELCOM Response Manual and reviewed the main comments and questions highlighted in the draft.

13.8. In the ensuing discussion, the Meeting inter alia:

- considered and agreed on various definitions in Chapters 1 and 2;
- considered the comment made by MARITIME 19-2019 regarding requesting assistance for places of refuge using SafeSeaNet (for EU Member States) in Chapter 3.3 and agreed to leave the text as originally drafted referring to POLREP, because SafeSeaNet is not a tool for requesting assistance for places of refuge;
- considered the comment by MARITIME 19-2019 that the section on places of refuge should not be finalized until adoption by the IMO of revised Guidelines on Places of Refuge for Ships in Need of Assistance” (Resolution A.949(23)), but agreed that with the addition of the words “or as amended” in this context, the text also covers future revisions of these Guidelines;
- considered the wording on fair sharing of costs in Chapter 3.3 and agreed to change the word “should” to “could”;
- agreed to delete entire section 9.2;
- agreed that a list of terms used in the Manual should be drafted by the Secretariat for Annex 1;
- updated the maps and list of bi- and trilateral agreements in Annex 4 and invited Contracting Parties to inform the Secretariat of any further corrections needed;
- invited the Secretariat to convert the HELCOM response grid in Annex 9 into a “Shape file format” so that it can be scaled and used digitally;
- invited the Secretariat to review Annex 10 as it contains outdated information on materials used for simulating oil spills during exercises; and
- agreed to revisit the consideration of Annex 13 at RESPONSE 28-2020.

13.9. The Meeting invited all Contracting Parties to provide contact details regarding National Contact Points regarding places of refuge to the Secretariat (reita.waara@helcom.fi), as these details are missing from Chapter 1. The Meeting noted that in some Contracting Parties this contact point may be the MAS, but this is not always the case.

13.10. In considering Chapter 6 (Co-operation in aerial surveillance) of the draft revised Response Manual, the Meeting recalled that it had agreed to use the revised forms proposed by the Bonn Agreement in document 10-1. The Meeting invited IWGAS 2020 to consider whether the forms are needed in the Manual, or if they could be deleted from the Manual to be kept by the Secretariat for circulation when annual reporting is requested from the Contracting Parties.

13.11. In considering Chapter 8 as well as annexes 11 and 12, the Meeting recalled the discussion on the HREP under Agenda Item 12 and the agreed way forward in developing a revised Chapter 8 for the Manual. The Meeting invited Sweden to submit a proposal for a revised Chapter 8, as well as annexes 11 and 12 for consideration by RESPONSE 28-2020 no later than three weeks before the Meeting, but sooner if possible.

13.12. The Meeting considered Chapter 10 of the draft revised Response Manual (Oil sampling) (document 13-5) and noted that the proposed text is focusing on forensic oil sampling while the main need for oil sampling within the context of the Manual is for operational purposes in order e.g. to be able to determine what response equipment to use. The Meeting therefore agreed that a new sub-chapter on oil sampling for operational purposes needs to be drafted. The Meeting agreed that guidelines being developed

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by the EMSA CTG MPPR may possibly be used for this purpose and further agreed to revisit the matter at RESPONSE 28-2020.

13.13. The Meeting considered inclusion of a new chapter on Host Nation Support into the HELCOM Response Manual (document 13-2). The Meeting agreed to include the Host Nation Support checklist set out in the Annex to document 13-2 as a new annex to the revised Response Manual, but not as a new chapter. The Meeting also instructed the Secretariat to revise the checklist so that it is appropriate for HELCOM, and to ensure that the terminology is in line with the rest of the Manual. The Meeting further invited the Secretariat to review Chapter 4 of the Manual to avoid duplication between the Chapter and the Annex.

13.14. The Meeting considered the list of oil response vessels and equipment in the HELCOM Response Manual (document 13-3) and invited Contracting Parties to provide any missing information to the Secretariat (reita.waara@helcom.fi) at their earliest convenience.

13.15. The Meeting agreed that further comments on the draft Revised Response Manual should be sent **by 13 March 2020** to the Secretariat ([reita.waara@helcom.fi](mailto:reita.waara@helcom.fi)). The meeting agreed to use an excel form to provide such comments, to be circulated by the Secretariat to Contracting Parties and observers together with an updated version of the revised Manual.

#### **Agenda Item 14 Activities within other organizations and initiatives**

Documents: 14-1, 14-2

14.1 The Meeting took note of the developments and new activities within the Bonn Agreement (document 14-2 and Presentation 13). The Meeting noted the intention for enhanced communication between HELCOM and the Bonn Agreement on response related matters.

14.2 The Meeting took note of the update on EMSA's Pollution Response Services 2019-2020 (document 14-1). In relation to the revision of the HELCOM Response Manual, the Meeting noted that the EMSA Working Group on Health & Safety of Responders (HSE WG) is continuing the work it started in 2019 of developing a practical guidance document addressing health and safety considerations during oil spill response operations. The Meeting noted that such health and safety aspects may also be considered for inclusion in the revised HELCOM Response Manual, as had also been considered important by SHORE Network 4-2020 (document 8-5).

#### **Agenda Item 15 Any other business**

Documents: 15-1, 15-1 Rev.1, 15-1 Rev.2, 15-1 Rev.3 15-2, 15-3

15.1. The Meeting checked and updated the list of contact addresses and Observers of the Response Working Group (document 15-1 Rev.3) as contained in **Annex 4**.

15.2. The Meeting took note of the Union Civil Protection Knowledge Network (document 15-2). The Meeting considered the opportunity to build links with this Network and noted inter alia that in most Contracting Parties the response authorities are not involved in these processes but rather the civil protection authorities are.

15.3. The Meeting took note of the information regarding the planned building of "Skulte LNG terminal" at sea in the Riga bay near the Skulte port anchorage area (document 15-3). The Meeting noted a comment from Estonia that the relevant authorities have not been notified of an environmental impact assessment according to the Espoo Convention being undertaken. The Meeting further noted that such a new terminal also strengthens the need for updating the risk analyses for the Baltic Sea.

#### **Agenda Item 16 Future work and meetings**

Documents: 16-1, 16-1 Rev.1

16.1. The Meeting took note and considered the preliminary list of upcoming HELCOM and other meetings (document 16-1 Rev.1) and invited Contracting Parties and observers to keep the Secretariat informed of any meetings related to pollution response issues, in order to avoid overlaps

16.2. The Meeting welcomed the offer by Estonia to host RESPONSE 28-2020 on 3-5 November 2020 in Tallinn at the premises of the Ministry of the Environment.

16.3. The Meeting noted that the Chair of the Response Working Group will not be available for re-election after the next meeting and encouraged Contracting Parties to consider suitable candidates for the election of the Chair for the period 2021-2022, to take place at RESPONSE 28-2020.

16.4. The Meeting noted the importance of participants registering to meetings by the established deadlines as late registrations present the host country with logistical challenges and cost implications.

16.5. The Meeting thanked Denmark for the hosting of the Meeting and the excellent facilities and hospitality provided.

### **Agenda Item 17 Outcome of the Meeting**

Documents: 17-1

17.1. The Meeting adopted the draft Outcome of the Meeting as contained in document 18-1.

17.2. The final Outcome of the Meeting has been finalized by the Secretariat and made available on the HELCOM Meeting Portal together with the documents and presentations given during the Meeting.

## Annex 1 List of participants

\*) Head of Delegation

Representing	Name	Organization	Email address	Telephone number
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## Annex 2 Rephrasing of actions in the Baltic Sea Action Plan

Table 1: Joint actions related to Response

Action (origin)	Comments from RESPONSE 27-2020	Proposed formulation for the updated BSAP
Further develop regional preparedness and response related services including HELCOM SeaTrackWeb, HELCOM Automatic Identification System, HELCOM Pollution Reporting System (POLREP), HELCOM GIS and links to relevant EU systems towards a second generation of HELCOM oil response information system covering the whole Baltic Sea on an equal basis (MD 2013)	<p>The Meeting <u>noted</u> that funding would be needed to develop SeaTrackWeb. A lead country would also be needed, and commitment by all Contracting Parties.</p> <p>The Meeting <u>noted</u> that monitoring issues are already handled by the State &amp; Conservation Working Group.</p> <p>The meeting <u>noted</u> that information may be needed from the SeaTrackWeb organization on e.g. where, as a minimum, new buoys would be needed, in order to get a better understanding of the funding needs. The Meeting therefore <u>agreed</u> that this action may still need further revision.</p> <p>The Meeting <u>discussed</u> the need for integrating satellite based spill detection and drift modelling</p> <p>The Meeting <u>agreed</u> that this action is a matter of high priority in the updated BSAP.</p> <p>The Meeting <u>invited</u> the Secretariat to send another letter to Russia regarding requesting access to EU Systems.</p>	Further develop regional preparedness and response related services including SeaTrackWeb to have integrated live feed from online devices such as sea current monitoring buoys, radars etc. no later than (by 2027). Have a full integration between satellite based spill detection and drift modelling by SeaTrackWeb (by 2027).
Produce a one-off HELCOM thematic assessment on environmental risks of hazardous submerged objects covering contaminated wrecks, lost or dumped dangerous goods (e.g. containers), and other objects, also utilizing the 2013 report on dumped chemical munitions (MD 2013)	<p>The Meeting <u>considered</u> this action after consideration of the Outcome of SUBMERGED 8-2020 and the draft Submerged Assessment set out in document 9-2.</p> <p>The Meeting <u>noted</u> that national responsibilities for submerged objects are in most Contracting Parties, under the mandate of other authorities than those normally represented in the Response Working Group, and that in some cases the response authorities are not aware of which national authorities deal with submerged issues.</p>	Keep the HELCOM thematic assessment on hazardous submerged objects covering warfare materials and contaminated wrecks updated as a living document to be updated when more information on submerged hazardous objects in the Baltic Sea is received. Keep information on submerged hazardous objects in the HELCOM Map and Data System up to date.
Update HELCOM Manual on Co-operation in Combatting Marine Pollution Volume II, focusing on response to accidents at sea involving spills of hazardous substances and loss of packaged dangerous goods (MD 2013)	<p>The Meeting <u>considered</u> and <u>drafted</u> a revised proposal for this action after consideration of the draft Joint Inter-Regional HNS Response Manual in document 11-1</p> <p>The Meeting <u>noted</u> that the final title of the Manual will be “Marine HNS Response Manual” (with subtitle multi-regional mentioning HELCOM, REMPEC and Bonn Agreement).</p>	Implement the Marine HNS Response Manual in operational response to spills involving hazardous or noxious substances as well as exercises by 2025. Commit to testing the procedures of the Marine HNS manual at BALEX DELTA 2022.

## Annex 3 Proposal on new action on holistic integrated response

<b>Title:</b> Framework for holistic/integrated management of marine pollution incidents
<b>Submitted by:</b> Response Working Group
<p><b>Description of measure</b></p> <p>Developing a framework for holistic/integrated management of marine pollution incidents that enable a coordinated response operation at sea and on shore. The holistic approach should permeate the oil spill preparedness and response both on national level and in the region-wide cooperation.</p>
<p><b>Activity:</b></p> <p>Programme (5-10 years) of projects and actions to develop guidelines, training and exercises for CPs on the establishment of integrated management for marine pollution Incidents.</p>
<p><b>Pressure:</b></p> <p>In case of a large oil spill with potential to reach the shore, multiple land based responders and organisations need to come together and swiftly be linked to the response operation at sea. This integrated management is able to oversee and coordinate the response in relation to the unfolding scenario. The sea and shore operations depend on each other to protect environmentally sensitive shorelines. While the shore response depends on situational awareness from the sea response, the sea response depends on intelligence from sensitivity maps and consultancy from local environmental experts as a basis for the overall objectives and tactics. In case of large oil spills, the overall objectives for the response should be set in dialogue between the sea and shore actors. Information exchange for strategic and tactical planning is key in proactive measures to prevent unnecessary damage, impacts and costs. Complex scenarios and large-scale incidents may challenge national experience, capacity and capability and there should be swift procedures that can mobilise complementary expert assistance and/or strike teams from abroad. Integrating those resources effectively in an ongoing national response requires well defined, pre-spill established arrangements and procedures and infrastructure between collaborating countries. This generic set-up, supported by EU infrastructure and facilities needs to be trained and exercised, which includes the description of expert functions, strike teams, the mobilisation procedures, logistic requirements and agreements for financial compensation.</p>
<p><b>State:</b></p> <p>The national emergency plans of CP are different but all have a distinction between the management of at sea response and onshore/wildlife response. The organisation of mutual assistance between CPs for the at sea response is traditionally well defined and exercised by HELCOM RESPONSE. The various aspects of integrated onshore response, including wildlife response need to be defined, described and agreed between CPs, and generic structures need to be agreed between CPs and integrated into national plans, exercises as well as in the HELCOM manual and exercises.</p>

**Extent of impact:**

In many CPs the responsibilities for at sea and onshore response are divided. For onshore response the responsibilities have often been further decentralised, which means that there are multiple authorities that should make a contribution to the overall response, but will have variability amongst them in the way they are prepared, the approaches they may want to take, and the culture that has been developed. This variability has a high potential for overall inefficiency, gaps appearing, communication problems, and a resulting increase of socio-economic and environmental impacts of the pollution event, costs, and political commotion. The envisaged programme needs to develop procedures, training and exercises, that allow authorities to maintain their autonomy, but they learn to develop routines that allow systems to blend together when needed, under a centralised command. Over time, the programme should develop a new generation of response personnel that can collaborate effectively at their own national level but also in neighbouring states, as principles, roles, training and exercises have developed out of a shared international vision and strategic lead.

**Effectiveness of measure**

The envisaged programme is to be developed in close consultation of all participating states to develop a common rationale, respecting existing systems and with activities such as attractive exercises that inspire change and convergence towards something that is nationally and internationally meaningful. While the nature of marine pollution incidents is the same to all coastal states, states have a lot to offer to each other, which should not be restricted to at sea response alone. The programme continues on the basis of existing HELCOM RESPONSE activities, but is adding a new flavour, a new rationale and purpose, that allow CPs to develop an extended cooperation in the fields of onshore response and preparedness, including wildlife response and preparedness. The programme ensures continuation of development within each of the three disciplines, but aims at ensuring the interdisciplinary exchange and coherence via dedicated strategic activities directed towards strengthening the integrated character and sense of interdependence between the disciplines.

**Cost, cost-effectiveness of measure:**

Mutual assistance between countries is overall cost saving per definition. Developing preparedness is costly, but if these costs are well directed towards an investment into three disciplines, a huge spin-off can be expected when professionals who are working together within the disciplines can effectively work together both nationally and internationally. Internationally a very versatile system will emerge where resources can be moved across borders, strengthening a response while being fit for purpose, and therefore cost saving and impact reducing in a tailored way.

**Feasibility:**

Guidelines of good practice are internationally available, including training and exercise programmes. Train the trainer approaches and modern e-learning techniques should be applied. The programme will need a continuous stream of financial support e.g. from EU funding programmes. A good coordination is needed to maximise the use of such funds. Translation of materials will be needed to ensure that language barriers are overcome.

HELCOM RESPONSE can drive and coordinate the programme. It may have to create three streams for the exchange of technical information between CPs focussing at the three disciplines: at sea, onshore, wildlife. Each of these streams should coordinate programmes and activities at national and international levels,

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and monitor trends. A fourth stream should be looking at strategic integration of the disciplines, and ensure that integrated manuals are up to date and are continuously exercised.

**Follow-up of measure:**

The programme aims at inducing a change of thinking about incident scenario's, preparedness and response. The new thinking can be expected to provide different insights in the way that CP's can better work together, organise their meetings differently, make them inspiring and creative, and therefore better attended. The change of thinking may lead to a more dynamic way of international cooperation.

**Background material:**

## Annex 4 Information on national developments response at sea, on shore and for oiled wildlife response

<b>Country: ESTONIA</b> 1	
<b>Legal and organizational</b>	<p>The Ministry of the Interior is the Competent National Authority for marine pollution response at sea and at shore. The Estonian Police and Border Guard is responsible for oil pollution response at Estonian Exclusive Economic Zone, territorial and internal waters. On the shore, the Rescue Board is responsible for oil pollution response.</p> <p>Oil recovery equipment and vessels are owned by the Estonian Police and Border Guard and Estonian Maritime Administration. Rescue Board has oil recovery equipment for shore protection.</p> <p>The responsible authority for oiled wildlife response is the Environmental Board. In addition, NGO's (Estonian Fund for Nature) have a role in oiled wildlife response.</p> <p>Police and Border Guard is responsible for aerial surveillance of marine pollution.</p> <p>National Contact Point for requesting and providing assistance is JRCC Tallinn.</p>
<b>Strategic/policy level</b>	<p><b>Past</b></p>
	<p><b>Ongoing</b> A national emergency response plan for large search and rescue and oil spill response (including shore response) accidents is under development.</p>
	<p><b>Future</b> After approval of the national emergency response plan for large search and rescue and oil spill response (including shore response) accidents is under development there is possibility of renewing national oil spill contingency plan.</p>

<sup>1</sup> Relevant information should also be updated in the HELCOM Response Manual.

<p><b>Operational</b> (plans and agreements, state and international)</p>	<p><b>Past</b> Project “SAFE SEA” between Estonia and Latvia. The standard operational procedures (SOP). Countries of the Baltic Sea region share the responsibility for the protection of the marine environment. In case of environmental accident it is crucial to have a coordinated cross-border responding. The aim of the border-crossing cooperation is about Estonian and Latvian responders know the drill in emergencies and are informed about action plan of the other country.</p> <p><b>Ongoing</b> Volunteer agreement between NGO’s and governmental authorities (Ministry of Environment) regarding oiled wildlife response.</p> <p><b>Future</b></p>
<p><b>Exercises</b></p>	<p><b>Past</b> “Clean Sea” in May 2019 between Estonia and Finland</p> <p>Project “Safe Sea” exercises August 2019 in Estonia and October 2019 in Latvia</p> <p>“Balex Delta 2019” Estonia participated in the exercise with Estonian Police and Border Guard Board flag ship PVL-1010 “Kindral Kurvits” in August 2019 at Bornholm, Denmark.</p> <p><b>Ongoing</b> Annual exercises in each Rescue Centre and joint exercises with all shore response equipment and special shore response teams.</p> <p>Annual exercises in four prefectures and oil recovery ships. Joint exercises to test overall readiness and oil spill response equipment.</p> <p>Planning “Balex Delta 2020” exercise held in Tallinn, Estonia between 25-27.08.2020.</p> <p><b>Future</b> “Balex Delta 2020” in Tallinn, Estonia between 25.-27.08.2020 (sea and shore, EET).</p>

<b>Equipment and distribution of the equipment</b>	<p><b>Past</b>  In 2018 new surveillance aircraft (Beechcraft King Air ER350) and multipurpose vessel “Raju” were delivered and taken into use by Estonian Police and Border Guard Board. Both were co-funded by EU.  Due to accident with bird September 2019 Beechcraft King Air ER350 is out of duty and waiting the repairing (plane tail is damaged).</p> <p>Volunteer Rescue Association project (4 trailers with response equipment for the oil spill liquidation on the coast)</p> <p>Latvia and Estonia “SAFE SEA” project (2 trailers with response equipment for the oil spill liquidation on the coast)</p> <p><b>Ongoing</b>  Due to the accident with a bird in September 2019 EPBGB Aviation Group surveillance plane is out of duty.</p> <p><b>Future</b></p>
<b>Projects</b>	<p><b>Past</b>  Volunteer Rescue Association project. Collaboration for the oil spill liquidation on the coast, volunteer training and new equipment for liquidation of pollution on the shore.</p> <p>Safe coast and sea in Latvia and Estonia “SAFE SEA”. Estonian Rescue Board investments will be stored in Saaremaa Estonian Rescue Board units or in Ports. In Saaremaa ERB units are located in Kuressaare, Orissaare and Kihelkonna and it covers all Saaremaa effectively. The information is available on the programme’s website at <a href="http://www.estlat.eu">www.estlat.eu</a>.</p> <p><b>Ongoing</b>  Interreg project “OILSPILL”, Ministry of Environment and Estonian Maritime Academy are Estonian partners. Project involves partners from most of the Baltic Sea countries, administrations, universities and NGO’s. Project seeks to identify and find solutions to existing gaps between oil spill response on sea, shoreline and oiled wildlife response. Seminars, workshops and trainings are going to take place in 2020 and 2021.</p> <p>Estonia Ministry of Interior representatives (one from Mol and two from EPBGB) are participating in Finish led Interreg project “OILART”.</p> <p><b>Future</b></p>
<b>Highlights/summary</b> (for publishing on the HELCOM web page)	

<b>Country: FINLAND</b>	
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<b>Legal and organizational</b>	<b>Past</b> -
	<b>Ongoing</b> -
	<b>Future</b> -
<b>Strategic/policy level</b>	<b>Past</b> -
	<b>Ongoing</b> -
	<b>Future</b> -
<b>Operational</b> (plans and agreements, state and international)	<p><b>Past</b></p> <p>In November 2019 there was an oil spill in Finnish EEZ in Gulf of Finland. Border Guard surveillance aircraft observed an oil spill which size was estimated 16-32 m3. Patrol boat took samples from sea. Samples are still under investigation. When patrol vessel arrived on scene all oil had disappeared. New patrol flight showed also that the oil had disappeared. It is still unknown why or where the oil disappeared.</p>

<sup>2</sup> Relevant information should also be updated in the HELCOM Response Manual.

	<p>“Suomen Leijona” oil spill incident in June 2019 (separate presentation)</p>
	<p><b>Ongoing</b></p> <p>Contract between Finnish Government and Meritaito LTD for oil pollution response vessel pool has terminated on 31.12.2019. A new tender process for the pollution response vessel services has been launched by the Finnish Border Guard.</p> <p>Before signing the new contracts, the Finnish marine pollution response fleet consists of eight oil recovery vessels that all are equipped with fixed oil recovery equipment.</p> <p>The Rescue Service Districts continue with the same readiness as they have had before.</p> <p>Border Guard vessel Merikarhu will be sold and is no longer in active duty.</p>
<p><b>Exercises</b></p>	<p><b>Future</b></p> <p>-</p>
	<p><b>Past</b></p> <p>-</p>
	<p><b>Ongoing</b></p> <p>-</p>
	<p><b>Future</b></p>

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<b>Equipment and distribution of the equipment</b>	<b>Past</b> -
	<b>Ongoing</b> -
	<b>Future</b> -
<b>Projects</b>	<b>Past</b> -

**Ongoing**

In **OILART**-project, an operational art concept will be developed. The concept provides the following tools for the Response Commander:

- 1) Tactical Principles of Tier 3 Oil Response Operation
- 2) Designing and Commanding Tool for the Response Commander. This will include a suggestion for a command structure of the functions under the Response Commander together with the duties for these functions.

The project is implemented by theme workshops for multisectoral parties in Finland, Estonia and Sweden. In February 2020, 11 out of total 16 events have been carried out.

11-12 March 2020, a table top exercise will be organized jointly by the Finnish Border Guard, OILART and OILSAREX projects. The project will continue till the end of 2020.

**OILSAREX:** The goal of the OILSAREX-project is to develop a concept for Search and Rescue and Environmental response exercises in the Baltic Sea.

Concrete outputs of the OILSAREX project are:

- Exercise concept: Adaptive manual for planning, execution and evaluation of SAR/ER exercises (TTX, LIVEX, SIMEX)
- Exercise evaluation guidelines : Tools through which the lessons learned and recommendations for future development could be systematically collected and shared

OILSAREX project started in November 2019 and will end in Nov 2020 (second phase in the end of 2021 TBC). Current phase: Drafting the first version of the concept including current state, future vision and gap analysis, processes and stakeholders.

Outcomes of project will be created by workshops and exercises. First draft of the concept will be presented, and tested in Hazardous and Noxious Substances (HNS) and Oil incident response Table Top Exercise "GOFEX2020" in Helsinki, Finland on 11-12 March 2020, and further developed in LIVE exercise in Fall 2020. OILSAREX project is to map directions for cooperation in the joint field of exercises to avoid any possible duplication or overlapping work the HREP project.

**Future**

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<b>Highlights/summary</b> (for publishing on the HELCOM web page)	

<b>Country: GERMANY</b>	
<b>Legal and organizational</b>	<b>Past</b>
	<b>Ongoing</b>
	<b>Future</b>
<b>Strategic/policy level</b>	<b>Past</b>
	<b>Ongoing</b>
	<b>Future</b>
<b>Operational</b> (plans and agreements, state and international)	<b>Past</b>
	<b>Ongoing</b>
	<b>Future</b>
<b>Exercises</b>	<b>Past</b>

	<b>Ongoing</b>
	<b>Future</b>
<b>Equipment and distribution of the equipment</b>	<b>Past</b>
	<b>Ongoing</b> The German Waterways and Shipping Administration (WSV) has commissioned the construction of 2 multipurpose vessels (MPV) with the option of a third. The main tasks of the ships are oil and chemical pollution fighting, emergency towing, fire fighting and every day tasks for the WSV. The ships will be operated with pure LNG. They can operate in a toxic and explosive atmosphere and receive a helicopter landing platform.
	<b>Future</b> The ships will replace the MPV SCHARHÖRN, MELLUM and possibly NEUWERK. The first MPV is scheduled to start operating in early 2023, the next will follow in early 2024. The new buildings will improve the quality of German emergency preparedness in the sea area of the North Sea and the Baltic Sea.
<b>Projects</b>	<b>Past</b>
	<b>Ongoing</b>
	<b>Future</b>
<b>Highlights/summary</b> (for publishing on the HELCOM web page)	

<b>Country: LATVIA</b>	
3	
<b>Legal and organizational</b>	<b>Past</b> No changes since last RESPONSE meeting
	<b>Ongoing</b> Division of legal responsibilities regarding vessel reporting procedures among Latvian Coast Guard Service and Latvian Maritime Administration are ongoing, particularly use of SitRep/PolRep function in SafeSeaNet.
	<b>Future</b> New GMDSS system for the Latvian Coast Guard Service is planned to be put into service in 2020.
<b>Strategic/policy level</b>	<b>Past</b> National risk assessment catalogue has been compiled by the Ministry of Interior, whereas vessel accident risk and oil/chemical spill at sea has been ranked with low probability, but very high negative impact.
	<b>Ongoing</b> No ongoing changes
	<b>Future</b> No planned changes
<b>Operational</b> (plans and agreements, state and international)	<b>Past</b> No changes since last RESPONSE meeting
	<b>Ongoing</b>

<sup>3</sup> Relevant information should also be updated in the HELCOM Response Manual.

	<p>Work on preparing National Oiled Wildlife Response plan is still ongoing. It is planned to prepare plan for adoption in ministry at the beginning of 2021.</p>
	<p><b>Future</b></p> <p>It is planned to initiate update of most of the oil spill response plans of the Latvian sea ports, docks and terminals.</p>
<b>Exercises</b>	<p><b>Past</b></p> <p>Latvian – Estonian bilateral exercise was carried out in June 2019.</p> <p>Local exercises, such as OILEX Riga, OILEX Liepaja have been carried out in 2019.</p> <p><b>Ongoing</b></p> <p>Exercises planned for 2020 are being prepared.</p> <p><b>Future</b></p> <p>Latvian – Estonian bilateral exercise is planned to take place in June 2020.</p> <p>National oil spill response exercise and local exercises are planned to take place in 2020.</p>
<b>Equipment and distribution of the equipment</b>	<p><b>Past</b></p> <p>Latvian Navy has purchased additional coastal boom (500m) in 2019.</p> <p><b>Ongoing</b></p> <p>Equipment purchase and distribution plans for 2020-2021 are elaborated by the Latvian Navy headquarters.</p> <p><b>Future</b></p> <p>If purchase plans approved, new equipment and distribution will be carried out in 2020-2021.</p>

<b>Projects</b>	<b>Past</b> <p>Latvian Coast Guard Service was a co-operation partner in the projects:</p> <p>“Maritime Single Windows”</p> <p>“Anna”</p> <p>“Geoilwatch”</p>
	<b>Ongoing</b> <p>Latvian Coast Guard Service is not involved in any projects at the moment.</p> <p>There is OILSPILL project (Enhancing Oil Spill Response Capability in the Baltic Sea Region 2019–2021) ongoing. Project partner from Latvia is Latvian Maritime Academy, and associated organization - State Fire and Rescue Service of Latvia.</p>
	<b>Future</b> <p>No projects planned.</p>
<b>Highlights/summary</b> (for publishing on the HELCOM web page)	

<b>Country: POLAND</b>	
4	
<b>Legal and organizational</b>	<b>Past</b>
	<b>Ongoing</b> The Ministry of Maritime Economy and Inland Navigation launched the process of reorganization of the Maritime Administration in Poland by reducing the number of Maritime Offices from 3 to 2. From the 1 <sup>st</sup> of April the remaining Maritime offices in Poland will be located in Gdynia and Szczecin. These administrative changes should not have a negative impact on our response system.
	<b>Future</b> The next step of the reorganization process will be the abolition of the Maritime Search And Rescue Service. The Ministry has an intention to divide the SAR Service between the two existing Maritime Offices, but this project is still in a very early stage and more details should be known before the next Response 28 Meeting. As the SAR Service is Responsible in Poland for oil pollution response, such a change would mean significant changes to our response system.
<b>Strategic/policy level</b>	<b>Past</b>
	<b>Ongoing</b>
	<b>Future</b>
<b>Operational</b> (plans and agreements, state and international)	<b>Past</b>
	<b>Ongoing</b>

<sup>4</sup> Relevant information should also be updated in the HELCOM Response Manual.

	<b>Future</b>
<b>Exercises</b>	<b>Past</b>
	<b>Ongoing</b>
	<b>Future</b>
<b>Equipment and distribution of the equipment</b>	<b>Past</b>
	<b>Ongoing</b> Because of the planned abolition of SAR Service (mentioned in the “Legal and Organizational” part) the new multi-purpose Response Vessel project is currently on hold, and there is a possibility that the project will be canceled.
	<b>Future</b>
<b>Projects</b>	<b>Past</b>
	<b>Ongoing</b> DAIMON 2 – Decision Aid for Marine Munitions, for more details please find “Presentation 5” from the 8-2020 Submerged meeting.
	<b>Future</b>
<b>Highlights/summary</b> (for publishing on the HELCOM web page)	

<b>Country: RUSSIA</b>	
5	
<b>Legal and organizational</b>	<p><b>Past</b></p> <p>In December 2019 was completed a process of reorganizing the SMRCC administration.</p> <p>Previously known SMRCC was renamed the Main MRCC and is attached to the Marine Rescue Service Administration as SAR and oil spill response coordination department.</p>
	<p><b>Ongoing</b></p> <p><u>Oil spill response at sea:</u></p> <p>Ministry of transport is the National competent Authority;</p> <p>Federal Agency Maritime and River Transport is the executive competent Authority;</p> <p>Marine Rescue Service is the operative response Administration;</p> <p><u>Oil spill response on land:</u></p> <p>EMERCOM of Russian Federation.</p>
	<p><b>Future</b></p>
<b>Strategic/policy level</b>	<p><b>Past</b></p> <p>Some of basic national paper for oil spill response:</p>

<sup>5</sup> Relevant information should also be updated in the HELCOM Response Manual.

	<ul style="list-style-type: none"> <li>• <u>Federal Act “Inland seas, territorial sea and the zone adjacent to the Russian Federation” 31 July, 1998 № 155;</u></li> <li>• <u>GD on the “Rules of oil spill prevention and response on the continental shelf, inland sea and territorial waters of Russian Federation” 14 October, 2014 № 1189;</u></li> <li>• <u>GD on the “Rules for using Exercise Certificate” 31 October, 2014 № 1289;</u></li> <li>• <u>Minister’s order “Functional system of oil spill prevention and response in case of disaster at sea from ships and facilities” 30 May, 2019 № 157;</u></li> <li>• <u>Minister’s order “Rules of conduct of Oil Spill Exercises for the oil, bunkering and trans-ship petrol companies” 24 April, 2018 № 161.</u></li> </ul> <p><b>Ongoing</b></p> <p><b>Future</b></p>
<p><b>Operational</b> (plans and agreements, state and international)</p>	<p><b>Past</b></p> <p><b>Ongoing</b></p> <p><b>Future</b></p>
<p><b>Exercises</b></p>	<p><b>Past</b></p>

The Regional sea and shore combined Oil Spill Exercise

Date: 26/06/2019

Place: Port of Kaliningrad, Oil Terminal

The Regional sea and shore combined Oil Spill Training Drill

Date: 03/07/2019

Place: Port of Saint-Petersburg, Oil Terminal

The Regional sea and shore combined Oil Spill Training Drill

Date: 12/07/2019

Place: Port of Ust-Luga

LIT-POL-RU 2019 Oil spill Exercise

Date: 19/07/2019

Place: Lithuania coastal

The Regional sea and shore combined Oil Spill Training Drill

Date: 30/07/2019

Place: Port of Saint-Petersburg, Oil Terminal

	<p><u>BALEX-DELTA 2019 Exercise</u></p> <p>Participate as observer</p> <p>Date: 27-29/08/2019</p> <p>Place: South Baltic, close to Bornholm</p> <p><u>The Joint (RUSSIA-FINLAND) Oil Spill Exercise</u></p> <p>Date: 09/10/2019</p> <p>Place: Gulf of Finland, close to port of Ust-Luga.</p> <p><u>The Regional sea and shore combined Oil Spill Exercise</u></p> <p>Date: 28/10/2019</p> <p>Place: Port of Kaliningrad, Oil Terminal</p>
	<p><b>Ongoing</b></p>
	<p><b>Future</b></p> <p><i>The Joint (RUSSIA-FINLAND) Oil Spill Exercise</i></p>
<p><b>Equipment and distribution of the equipment</b></p>	<p><b>Past</b></p> <p><b>Ongoing</b></p>

	<b>Future</b>
<b>Projects</b>	<b>Past</b>
	<b>Ongoing</b>
	<b>Future</b>
<b>Highlights/summary</b> (for publishing on the HELCOM web page)	

<b>Country: SWEDEN</b>	
6	
<b>Legal and organizational</b>	<b>Past</b>
	<b>Ongoing</b>
	<b>Future</b>

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<sup>6</sup> Relevant information should also be updated in the HELCOM Response Manual.

<b>Strategic/policy level</b>	<p><b>Past</b></p> <p>The annual national conference for oil spill preparedness and response was held in Gothenburg in November 2019. The presentations were filmed and are available on <a href="#">MSB's website</a>, a few also in English (<a href="#">ITOPF</a>, <a href="#">historic spills</a> and <a href="#">EU project GRACE</a>).</p>
	<p><b>Ongoing</b></p>
	<p><b>Future</b></p> <p>The national risk assessment will be revised in 2020. The previous version is from 2016. The report is part of the national strategy for oil spill response. The report will be presented at the next Response meeting.</p> <p>The national action plan for oil spill response will also be revised, starting late 2020 and will (hopefully) be adopted in June 2021. The previous version is from 2016. The strategy document will not be revised.</p> <p>Preliminary date for the annual oil spill conference is 25-26 November 2020.</p>
<b>Operational</b> (plans and agreements, state and international)	<p><b>Past</b></p>
	<p><b>Ongoing</b></p> <p>Regional plans are developed by some county administrative boards.</p> <p>The west coast counties (Halland and Västra Götaland) have recently revised their plans, which are seen as a good model for other counties. The national strategy recommends that counties rather than individual municipalities develop contingency plans for shore response.</p>
	<p><b>Future</b></p>
<b>Exercises</b>	<p><b>Past</b></p> <p>Arranged and conducted exercises within Copenhagen agreement west and east(north).</p>

	<p>SweDenGer exercise was conducted</p> <p><b>Ongoing</b></p> <p>The border municipalities Halden and Strömstad (NO-SE) on the Swedish west coast are planning a cross-border field exercise on the shore, parallel to the Copenhagen Agreement exercise in September 2020.</p> <p><b>Future</b></p> <p>Exercises within the Copenhagen agreement( West and East), National defence exercise and SweDenGer</p>
<b>Equipment and distribution of the equipment</b>	<p><b>Past</b></p> <p>MSB has mobilized a new depot in Malmö for oil spill response and shoreline cleanup in October 2019 (presented in detail at SHORE Network 3-2019). The depot is MSB's 6<sup>th</sup> and strengthens the capacity to respond to spills in the southern Baltic Sea. MSB's national resources are also listed in CECIS Civil Protection, and available to HELCOM Response.</p> <p>Replacement of SwCG older RO-BOOM high sea booms</p> <p><b>Ongoing</b></p> <p>It is planned for a lifetime extension of the 5 older SwCG environmental protection vessels and KBV181 is planned for major overhaul with focus on oil in ice</p> <p><b>Future</b></p>
<b>Projects</b>	<p><b>Past</b></p> <p><b>Ongoing</b></p> <p>Revue on needed response capacity in our major lakes</p>

	<p>Analysis ability / capacity / equipment for lightering</p> <p>Ensure SwCG ability by analyzing what equipment and capacity the authority has to carry out lightering, both with storage-bound and ship-based equipment.</p> <p>Fact collection, analysis and testing in order to ensure our ability to respond to hybrid oils. The work will lead to an orientation in how we need to adapt methods and equipment if needed to meet future challenges.</p> <p><b>Future</b></p> <p>Analysis on risks and response to accidents with hybrid powered ships (ie modern batteries)</p>
<p><b>Highlights/summary</b> (for publishing on the HELCOM web page)</p>	

## Annex 5 Contact addresses and Observers of HELCOM Response Working Group

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