Outcome of the 28th Meeting of the Response Working Group (RESPONSE 28-2020)

Table of Contents

Outcome of the 28th Meeting of the Response Working Group (RESPONSE 28-2020)

Introduction

0.1. The 28th Meeting of the HELCOM Response Working Group (RESPONSE 28-2020) was held online on 3-5 November 2020 in line with HELCOM policy on COVID-19.

0.2. The Meeting was attended by all HELCOM Contracting Parties except for Russia, Observers from the Sea Alarm Foundation and WWF invited guests from ITOPF, CEDRE and ISPRA. The List of Participants is attached as **Annex 1**.

0.3. The Meeting was chaired by Ms. Heli Haapasaari, Chair of the Response Working Group.

0.4. Mr. Markus Helavuori, HELCOM Professional Secretary, and Ms. Laura Meski, Assisting Professional Secretary, acted as Secretaries of the Meeting.

Agenda Item 1 Adoption of the Agenda

Documents: 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 41st Meeting of the Helsinki Commission (HELCOM 41-2020) held on 4-5 March 2020 in Helsinki, Finland and the 58th Meeting of the Heads of Delegation (HOD 58-2020) held online on 9-10 June 2020 and in particular the matters related to the HELCOM Response Working Group.

2.2. 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: 3-1, 3-2, 3-3, 3-4, 3-5, 3-6, 3-7, 3-8, 3-9, 3-10

General

3.1. The Meeting took note of the Updated Work Plan for the update of the Baltic Sea Action Plan (BSAP), endorsed by HOD 58-2020 (document 3-1 and **Presentation 1**).

3.2. The Meeting took note that HOD 58-2020 agreed on the year 2030 as the target year for implementing the BSAP. With regard to the target year for achieving good environmental status for the Baltic Sea, the Meeting had further agreed to include in the updated BSAP a reference to the 2007 BSAP and the HELCOM assessments

3.3. The Meeting took note of the detailed plan for drafting of the updated BSAP and the preliminary timetable (document 3-2).

3.4. The Meeting noted that the BSAP Drafting Group (DG BSAP) will play an important role in the further development of the preambles as well as operative sections of the BSAP. The Meeting encouraged participation in the work of the DG BSAP by contacting HODs who are responsible for nominations to the DG BSAP.

Sufficiency of measures

3.5. The Meeting considered the preliminary results of the analysis of sufficiency of measures for topics of relevance to the Response Working Group (document 3-4).

3.6. The Meeting took note of the methodology and progress of the cost-effectiveness analysis (document 3-8).

Drafting of the updated BSAP

3.7. The Meeting reviewed the first draft for the BSAP segment preamble for sea-based activities (document 3-3) in line with the guidance provided, made some general comments and proposals as contained in **Annex 7** to this outcome and endorsed it for submission to GEAR 23-2020 and to HOD 59-2020 for review, noting that the drafting will continue in the DG BSAP in spring 2021.

3.8. The Meeting considered the content and structure of the draft Annex for the sea-based activities segment of the updated BSAP (document 3-5). The Meeting supported the structure, noting that such an approach enables a more user friendly BSAP.

3.9. The Meeting discussed the two actions related to SeaTrack Web (STW) and noted comments that integration between satellite based spill detection and drift modelling by SeaTrack Web should be implemented in close cooperation with EMSA. The Meeting noted that EMSA is not in a position to confirm the possibilities of such work at present, and that it is premature to agree on the target implementation year for such an action until the issue is further clarified between HELCOM and EMSA. Furthermore, the Meeting noted the relevance of the new BSAP action proposed in document 3-9 by Denmark and Sweden, as well as further comments made in that context (c.f. separate Excel attachment to the Outcome) in relation to these existing actions.

3.10. The Meeting discussed the way forward to finalize the BSAP Annex prior to HOD 60-2021 and agreed to invite the Secretariat to develop a more complete draft, including also new actions after HOD 59-2020. The Meeting further agreed that the new draft should be circulated for comments in early 2021 and that an intersessional online meeting should be organized tentatively on 25-26 March 2021 to finalize the work to enable submission of the Annex to HOD 60-2021 for approval.

HELCOM Explorer

3.11. The Meeting took note of information on the HELCOM Explorer which serves to follow-up on the implementation of BSAP actions, commitments made at HELCOM Ministerial Meetings in 2010, 2013 and 2018 and presents the implementation status of selected HELCOM Recommendations.

3.12. The Meeting considered the information on the status of the joint actions of relevance for the Response Working Group as included in document 3-7. The Meeting reported as follows:

- Action ID 81 was agreed by the Meeting to be accomplished, noting, however, that further development of regional preparedness and response related services including SeaTrack Web is still needed. In this context the Meeting recalled the rephrased action agreed in principle by HOD 58-2020 for inclusion in the updated BSAP, which covers this issue;
- Action ID 88 on development of the Submerged Assessment was agreed by the Meeting to still be partly accomplished as the Submerged Assessment has not yet been finalized (c.f. Agenda Item 9 below); and
- Action ID 135 on revising HELCOM Response Manual Volume 2 was considered to be accomplished once HELCOM 42-2021 adopts the Joint-Inter Regional Marine HNS Manual agreed (c.f. Agenda Item 11 below). The Meeting also recalled the two rephrased actions agreed in principle by HOD 58-2020 on implementing and testing this new Manual, which replaces the Response Manual Volume 2.

Actions to be included in the updated BSAP

3.13. The Meeting considered the outcome of the 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 and the BSAP UP workshop on hazardous substances and litter (BSAP UP WS-HZ) held online on 24-25 August 2020 (document 3-6).

3.14. Using the separate excel file in document 3-6-Add.1 Att.1, the Meeting endorsed for submission to HOD 59-2020 the proposed new actions taking into account the outcome of the BSAP UP Workshops. The Meeting did not propose reformulation of the actions, but comments made during the discussion are outlined in the separate Excel attachment to this Outcome. In this respect, the Meeting agreed that the comments may be useful in the further drafting of the Annex to the sea-based segment of the updated BSAP.

3.15. The Meeting took note of the suggested development of the SeaTrack Web (STW) system (document 3-9) and noted that the matter consists of two parts 1) Integrate and use current measurements within the SeaTrack Web system; and 2) Early warnings system for SeaTtrack Web based on satellite images.

3.16. The Meeting noted that, depending on the detailed user requirements, the technical implementation process can take substantial time after a decision to go ahead is made.

3.15. Based on the proposal in document 3-9, the Meeting developed a proposal for STW as a new action for the updated BSAP using the synopsis format as set out in **Annex 3** and to be published on the Workspace containing all previously submitted synopses for proposed new BSAP actions.

3.16. The Meeting considered document 3-10 containing the following two proposals for new actions for the updated BSAP 1) Monitoring and pollution risk assessment regarding species and habitats in the Baltic Region 2) Strengthening mutual assistance for oiled wildlife response in the Baltic Region

3.17. The Meeting noted that the proposed action 1) would require cooperation also with the State & Conservation Working Group.

3.18. The Meeting supported inclusion of the four proposed actions concerning STW and oiled wildlife response into the updated BSAP and undertook a technical review and evaluation, as well as commented, as further detailed in the separate Excel attachment to this Outcome. The Meeting consequently endorsed the proposed actions for submission to HOD 59-2020.

3.19. The Meeting discussed possible gaps in the set of measures for the updated BSAP and noted a proposal that developing a response exercise framework and HELCOM Response Exercise Plan (HREP) could be considered for inclusion in the BSAP. The Meeting, however, agreed that there this issue is sufficiently addressed by the HELCOM Response Manual and other separate documents which can be further developed by the Response Working Group and implemented by Contracting Parties even without inclusion in the BSAP.

3.20. The Meeting noted information provided by the Chair that a possible new project on risk analysis should be considered, taking into account that shipping in the Baltic Sea has changed considerably since the BRISK project which used data from 2008. The Meeting also noted that the official validity of BRISK extends only until the end of 2020 and that partners from various Contracting Parties would be needed for a large scale risk analysis to be undertaken.

3.21. The Meeting agreed that the results of the OpenRisk Project should be considered in the possible planning of any new risk assessments. In this context, the Meeting invited the Secretariat to contact the Norwegian Coastal Administration for more information on how the AISyRisk tool could be made available for HELCOM Contracting Parties.

3.22. The Meeting noted that a workshop to consider a risk analysis project was supposed to take place back to back with RESPONSE 28-2020 but may be organized back to back with RESPONSE 29-2021 instead, and that further information will be provided to the next meeting.

3.23. Following discussion, the Meeting supported a proposal that such an action on updating risk assessments should be included in the BSAP. A synopsis was developed during the Meeting (**Annex 4**) upon which a technical review and evaluation of the proposal was undertaken as further specified in the separate Excel attachment to this Outcome. To conclude, the Meeting endorsed the proposed action for submission to HOD 59-2020.

Agenda Item 4 Risk assessments, OPENRISK and Safety of Navigation

Documents: 4-1, 4-2

4.1. The Meeting took note of the Outcome of the Eleventh Meeting of the HELCOM Group on Experts on Safety of Navigation (SAFE NAV 11-2020), which was held online on 13 May 2020 (document 4-1).

4.2. The Meeting took note of the Outcome of the 31st Meeting of the HELCOM Expert Working Group for Mutual Exchange and Deliveries of AIS & Data (AIS EWG 31-2020), which was held on 9-10 June 2020 (document 4-2).

4.3. The Meeting took note of information provided by Sweden that they are updating their national risk assessment for oil spills in Swedish waters (3rd edition). It is to be presented at an annual national conference on 26 November 2020. The presentation (in Swedish) will be filmed and published together with the report on the MSB's website. The updated information will inter alia include an overview of the new fuel types, what kind of fuels are being used today, collected knowledge about the new fuels and what can be expected from a future spill.

Agenda Item 5 Matters related to recent response operations

Documents: 5-1

5.1. The Meeting took note of the information on significant response operations in 2019 as reported by Estonia and Finland (document 5-1) and discussed lessons learnt.

5.2. No significant response operations at sea nor on the shore took place in 2019 in Denmark, Germany Latvia and Poland. No information had been received prior to the Meeting from Lithuania, Russia and Sweden.

5.3. The Meeting noted that no response operations on shore took place in Sweden in 2019 and that a confirmation regarding possible operations at sea will be provided in due course. The Meeting encouraged Lithuania, Russia and Sweden to provide any possible information on response operations in 2019 to the Secretariat (laura.meski@helcom.fi) as soon as possible.

5.4. The Meeting took note of information provided by Sweden regarding a spill of 13 tonnes of plastic pellets on Skagerrak with large areas on the Swedish and Norwegian coast were polluted with pellets. The spill led to discussions up to ministerial level both in Norway and Sweden regarding responsibility for spills of "other substances". The countries made different conclusions, whereby Norway treated the case as a marine pollution incident while Sweden considered it a clean up operation to be handled by municipalities, which is why it was not reported in the context of document 5-1. As more spills of "other substances" than mineral oil are expected in the future, the Meeting noted that there may be a need to review the legislation to clarify how to respond to such spills in the future, both nationally but also regionally to enable coordination and cooperation across borders. The Meeting noted a comment that the provisions of the Nairobi Convention may be applicable for such cases.

5.5. The Meeting noted information provided by Lithuania regarding a response operation to combat a spill of diesel fuel from the Port of Klaipeda in August 2020.

Agenda Item 6 National preparedness at sea and on shore

Documents: none

6.1. The Meeting recalled the information on national developments response at sea, on shore and for oiled wildlife response, reported to RESPONSE 27-2020 and set out in Annex 4 of the Outcome to that Meeting. The Meeting took note of the additional information as follows:

- EU: Information on marine pollution response activities in 2020 was provided in **Presentation 2.** The Meeting noted that there is no final decision on what equipment for near shore will be procured in

2021, and that a consultation is being undertaken in this regard. The meeting also noted that a consultation regarding equipment to support response in HNS incidents will be launched in 2021 and that a procurement for HNS response equipment kits is plan for 2022. The Meeting noted that EMSA can be approached with regard to requests and needs by EU Member States. In addition, EMSA provided information on updates for EMSA's services for chemical spills in **Presentation 3**. The Meeting noted that Finland may test the MAR-ICE system during BALEX DELTA 2021;

- Finland: Information was provided in **Presentation 4**;
- Germany: Information was provided on the planned replacement of three of Germany's response vessels. The new vessels will be powered by LNG and will be designed for oil and HNS response, as well as fire-fighting. The first new vessel is expected to be delivered in 2023 and will most probably be placed in the Baltic Sea; and
- Lithuania: Information was provided regarding a tender for a new multi-purpose vessel with contract signing expected by the end of November 2020. Information was also provided on a diesel oil spill in the port of Klaipeda (c.f. paragraph 5.5 above).

Agenda Item 7 Sub-regional co-operation

Documents: 7-1, 7-2

7.1. The Meeting took note of the overview list and maps of bi- and trilateral agreements on joint response operations and response plans in response regions in the Baltic Sea (document 7-1). The Meeting recalled the discussion under Agenda Item 13 that clarification is needed with regard to the Poland-Germany sub-regional agreement area. The Meeting invited the Secretariat to update the map.

7.2. The Meeting took note of the Memorandum of Understanding between the Estonian and Finnish Ministry of Interior on co-operation in combatting the effects of marine pollution incidents (document 7-2).

Agenda Item 8 Response on the shore and wildlife response

Documents: 8-1, 8-2, 8-3, 8-3-Rev.1

8.1. The Meeting took note of the Outcome of the 15th and 16th Meeting of the HELCOM Expert Working Group on Oiled Wildlife Response (EWG OWR 15-2020 and EWG OWR 16-2020) held as online meetings on 26 May 2020 and 22 September 2020, respectively (document 8-1).

8.2. The Meeting further took note of the report on the HELCOM EWG OWR online seminar on early incident response for cross-border wildlife incidents (document 8-2). The Meeting noted that there were a number of incorrect details in Danish information related to table top exercises.

8.3. The Meeting considered the annual report on oiled wildlife response activities and preparedness (document 8-3 and **Presentation 5**) and adopted the report as contained in document 8-3-Rev.1 with a correction in Annex 2 concerning the responsible authority for oiled wildlife response in Finland (still to be defined). The Meeting noted that all Contracting Parties except Russia had contributed to the report using the Self-Assessment Tool 2.0.

8.4. The Meeting took note of **Presentation 6** on the EUROWA-2 Project covering the Baltic, North and Mediterranean seas, as well as information on bird distribution maps.

8.5. The Meeting decided that the next meeting of the of the HELCOM Expert Coordination Network on Response on the Shore (SHORE Network 5-2021), will be held online during one of the two last weeks of January 2021 with the final date to be determined by a Doodle poll to be circulated by the Secretariat.

Agenda Item 9 Wrecks and other submerged hazardous objects

Documents: 9-1, 9-2, 9-3

9.1. The Meeting took note of the draft Submerged Assessment Volume 1 on warfare materials (document 9-1) and the comments received by Denmark and Germany on the draft assessment (document 9-2). While appreciating the extensive work done by members of the Expert Group on Environmental Risks of Hazardous Submerged Objects (SUBMERGED), the Meeting noted that information in Chapter 5 of the draft is still incomplete from some Contracting Parties, and notably completely missing from Latvia and Russia. It was noted that information for other chapters is also incomplete for a number of Contracting Parties. The question was raised whether the representatives of the Response Working Group have forwarded the request for input to the relevant national authorities, which in many cases are different than those represented in the Response Working Group.

9.2. The Meeting noted that in addition to incomplete national information from Contracting Parties, some other parts of the draft Submerged Assessment are also still not complete and in need of a few more weeks of drafting.

9.3. The Meeting noted inter alia the following comments:

- according to the SOM Analysis (c.f. Agenda Item 3), there are significant amounts of mercury in the Baltic Sea stemming from submerged munitions;
- the Submerged Assessment should be less detailed;
- there are still differing views regarding whether it is better to recover submerged munitions or leave them to slowly disintegrate in the sea; and
- the HELCOM Report on Chemical Munitions in the Baltic Sea (MUNI) is still valid when it comes to chemical munitions, while the draft Submerged Assessment provides some new information on the effects of such munitions, as well as introduces a wide range of new information on conventional munitions.

9.4. The Meeting noted that progress has not been made on Volume 2 of the draft Submerged Assessment on wrecks in the Baltic Sea.

9.5. The Meeting agreed that it is premature to publish the Submerged Assessment at this stage.

9.6. The Meeting discussed the next steps based on the proposal in document 9-3 and:

- noted that that the challenges of underwater munition described so far are interdisciplinary;
- noted that further work still remains to be done on a number of disciplines;
- agreed that the data on munitions in the Baltic Sea already collected by the Submerged EG should be incorporated in the HELCOM Map and Data Service e.g. by adding to the current layers on chemical munitions;
- agreed that interested parties should continue working on the draft Submerged Assessment Volume 1 and urge all Contracting Parties to provide input and data to be included in the Assessment;
- agreed that work should continue on closing obvious knowledge gaps and to assess the national situations regarding munitions in territorial waters of the Contracting Parties based on existing national inventories and data as well as complement those by recent scientific methodologies and by using up to date tools, e.g. DAIMON- Toolbox, UDEMM-Guideline and DAIMON-DSS;
- encouraged all Contracting Parties to share available data and approaches to obtain new results with the Response Working Group within the next 12 months.
- invited all Contracting Parties to nominate a national contact point to collate data on encounters in the Baltic Sea and to provide the Secretariat annually with a dataset (similar approach as OSPAR (ODIMS));
- invited interested parties to draft an excerpt based on the draft Submerged Assessment on “recent science on warfare materials”, to be submitted for approval to RESPONSE 29-2021 with the view to

publishing it as supporting guidance document for the process mentioned above. This document should focus on recent scientific results and background information found crucial to initiate a comprehensive interdisciplinary discussion on the national level among HELCOM Contracting Parties;

- agreed that new Terms of Reference are needed for the Submerged EG to implement the above tasks;
- invited interested parties to draft the new Terms of Reference for the Submerged EG, for approval by RESPONSE 29-2021 with the view to their subsequent adoption by HODs;
- agreed on the proposed way ahead.

9.7. The Meeting took note of the T-30 wreck pollution in Narva Bay, Estonia (**Presentation 7**). The Meeting noted concerns expressed by Estonia that insufficient information on matters related to wrecks are shared by Contracting Parties with meetings of the Response Working Group.

Agenda Item 10 Remote Sensing

Documents: 10-1, 10-2

10.1 Aerial surveillance

10.1. The Meeting took note that the 2020 annual meeting of the HELCOM Informal Working Group on Aerial Surveillance (IWGAS 2020) was cancelled due to COVID-19 and further took note of the tasks considered by correspondence during spring 2020 in order not to delay important ongoing processes (document 10-1).

10.2. The Meeting discussed the way forward with regard to agreement by IWGAS on the proposed changes to operational needs for satellite surveillance coverage. The Meeting invited the Secretariat to request approval on the changes by IWGAS contacts by correspondence.

10.3. The Meeting took note that Estonia has agreed to continue as Chair for IWGAS during 2021 as the 2020 annual meeting of IWGAS was cancelled.

10.4. The Meeting decided that the 2021 annual meeting of IWGAS (IWGAS 2021) should be held online in spring 2021, Chaired by Estonia, with the exact dates to be agreed at a later stage by the Chair and the Secretariat.

10.5. The Meeting took note of the Draft HELCOM Annual report on discharges observed during aerial surveillance in the Baltic Sea 2019 (document 2-10) and approved the report for publishing on the HELCOM web page.

10.6. The Meeting noted that 28 of the 72 confirmed mineral oil spills stemmed from a wreck in Polish waters and additionally three oil spills were detected from sunken ships in Swedish waters. The Meeting noted that within the Bonn Agreement spills stemming from a single wreck are counted as only one individual spill. The Meeting invited IWGAS 2021 to consider the reporting instructions with the view to proposing changes, if appropriate, in order to ensure that the spill statistics are representative.

10.7. The Meeting took note of a presentation by Finland on the EMSA Remotely Piloted Aircraft Systems (RPAS) tests in summer/autumn 2020 (**Presentation 8**). The Meeting noted that EMSA also provides RPAS for emission control purposes and that plans are being made for providing such RPAS services to Lithuania.

10.2 Use of satellites for detecting illegal discharges

10.8. The Meeting took note of the CleanSeaNet Service (CSN) statistics for the Baltic region 1 January-31 December 2019 as presented by EMSA (**Presentation 9**). The Meeting further noted that the next CSN User Group Meeting will most probably be held online on 10 March 2021.

10.3 STW/AIS/SAT model

10.9. The Meeting noted information from Sweden that seven Contacting Parties have licences for HELCOM SeaTrack Web with SMHI and that three research institutions around the Baltic Sea have additional licences.

10.4 Investigation and prosecution of offenders of anti-pollution regulations

10.10. The Meeting noted information from Sweden regarding received support for investigation on persistent floaters including spills of plastic pellets as discussed in more detail above under Agenda Item 5.

Agenda Item 11 Other developments in response strategies and equipment

Documents 11-1, 11-1-Add.1-Corr.1

11.1 HNS Response

11.1. The Meeting took note of the progress with regard to the draft Joint Inter-Regional Marine HNS Response Manual as presented by Cedre (document 11-1 and 11-1 Add.1-Corr.1 and **Presentation 10**) and thanked the WestMOPoCo Project drafting team consisting of Cedre, ISPRA and ITOPF for their excellent work. The Meeting noted that useful input had been provided by representatives of CG HNS Manual throughout the process.

11.2. The Meeting considered the Manual useful and agreed that Contracting Parties need to incorporate it into their national operational and command procedures.

11.3. The Meeting noted a comment with regard to exercises as part of the HNS Manual and agreed on the importance not to create separate exercise frameworks in the HELCOM Response Manual and the HNS Manual. The Meeting agreed that the text in the HNS Manual could be used in the HELCOM practical guide on response exercises, which is under development (c.f. Agenda Item 13).

11.4. Following discussion, the Meeting agreed on the draft HNS Manual as currently drafted, including the Annex templates on general information and regional specificities (Annex 1 and 2 of the draft Manual). The Meeting recognized, however, that certain aspects of the draft HNS Manual are still to be finalized, including internal links, photos, formatting, proofreading and the Annex on regional specificities. As no changes are expected to matters of substance, the Meeting agreed that the draft HNS Manual should be submitted to HOD 59-2020 for approval with a view to its adoption by HELCOM 42-2021 to replace the current HELCOM Response Manual Volume 2.

11.5. The Meeting invited the Secretariat to provide the relevant information and weblinks to be included in the annex on regional specificities for HELCOM in coordination with CG HNS Manual. In this context, the Meeting noted that such an annex on regional specificities will be included respectively for HELCOM, Bonn Agreement and REMPEC and that therefore the agreed template should be adhered to.

11.6. The Meeting instructed the Secretariat to review the final version of the Manual in the beginning of 2021 before publication in March 2021.

11.7. The Meeting encouraged Contracting Parties and Observers to provide relevant photos for the Manual, taking into account the identified needs detailed in the separate Excel attachment to document 11-1 -Add.1 -Corr.1.

11.8. The Meeting endorsed the way forward for the WestMOPoCo drafting team, the Secretariat and CG HNS Manual in finalizing the Manual

11.9. The Meeting recalled one of the rephrased existing actions agreed for inclusion in the updated BSAP with a commitment for testing the HNS Manual at BALEX DELTA 2022 to be hosted by Germany.

11.10. The Meeting noted that not all Contracting Parties have ratified the IMO HNS Protocol and encouraged all Contracting Parties to do so as soon as possible in order to ensure appropriate response capacities for HNS spills.

11.2 Response to oil in ice

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

11.3 Places of Refuge

11.12. No comments were made regarding places of refuge.

11.4 Response at night/in bad visibility

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

11.5 Emergency towing

11.14. No comments were made regarding emergency towing.

11.6 Use of dispersants

11.15. No comments were made regarding use of dispersants.

11.7 Non-traditional fuel types

11.16. No comments were made regarding non-traditional fuel types.

Agenda Item 12 Exercises

Documents: 12-1, 12-2, 12-3, 12-4

12.1 BALEX DELTA

12.1. The Meeting took note of the presentation by EU on the Modules field and table-top exercises (MODEX) (document 12-4 and **Presentation 11**). The Meeting considered the opportunity to develop a MODEX marine pollution exercise and to identify potential EU Member States willing to be involved.

12.2. The Meeting noted that there are no defined modules specifically for marine pollution response, but exercises can nevertheless be organized related to the response capacities of Member States.

12.3. The Meeting discussed how MODEX marine pollution could support the ongoing processes on HREP and/or the proposed new action on the framework for the holistic/integrated management of marine pollution that enables a coordinated response operation at sea and on shore. The Meeting agreed that MODEX can be a suitable exercise platform for marine pollution. The Meeting noted that the EU envisages that the first MODEX field exercise could be conducted in 2022 if there is clear engagement by interested EU Member States in the coming months.

12.4. The Meeting premiered the movie on HELCOM BALEX DELTA 2020 which was organized by Estonia on 26 August 2020 off the coast of Tallinn (document 12-3 and movie). A BALEX BRAVO (alarm exercise) was held on 11 August 2020.

12.5. The Meeting took note of the HELCOM BALEX DELTA 2020 report by the Exercise Evaluation Team (EET) (document 12-2). In discussing the recommendations set out in the report, the Meeting:

- agreed that involvement by all Contracting Parties in the BALEX DELTA planning cycle is very useful;
- noted that having a commercial ship as the “ship in distress” makes the exercise more realistic;
- agreed that the exercise project directive should state the intended duration of the exercise; and
- noted that the response rate to the questionnaire sent out by the EET was very low.

12.6. The Meeting took note of the presentation by Finland on HELCOM BALEX 2021, which will take place near Kotka during week 34 of 2021 (**Presentation 12**). The Meeting noted that the exercise is planned as a full scale oil and chemical recovery exercise and that the initial planning conference is to be held online on 19 January 2021. The Meeting noted that HEDMOT members will be nominated by 20 November 2020 (from Estonia, Finland, Germany and Latvia).

12.2 National exercises

12.7. No information was presented to the Meeting.

12.3 HELCOM Response Exercise Plan (HREP)

12.8. The Meeting took note of the proposed HELCOM Response Exercise Plan (HREP) (document 12-1 and **Presentation 13**).

12.9. The Meeting approved the HREP and agreed that implementation of it should start for BALEX 2021 to be hosted by Finland.

12.10. The Meeting considered the proposed HELCOM Response Exercise Development and Monitoring Team (HEDMOT) as a replacement for the EET as further detailed in document 13-4 in the context of the HELCOM Response Manual. The Meeting agreed that the number of Contracting Parties represented in the HEDMOT should be four. It was also agreed that the HREP and HEDMOT should be gradually implemented, with a focus on overall aims for future exercises. Thus, the BALEX 2021-2023 exercises will only be marginally affected.

12.11. The Meeting established the HEDMOT and welcomed the offer by Sweden to provide support.

12.12. The Meeting agreed to include a standing HEDMOT agenda item on the agenda for future Response Working Group meetings.

12.13. The Meeting agreed that the HREP should remain as a continuous task in the Work Plan of the Response Working Group.

Agenda Item 13 HELCOM Recommendations and Response Manual

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

13.1. The Meeting considered the draft revised HELCOM Response Manual (document 13-1), reviewed it on the screen, made some minor changes to the text based on comments reflected in the margin and took action as follows:

- The Meeting invited Lithuania to provide updated contact information in Chapter 1, the missing information in Annex 2 and list of waypoints used in aerial surveillance (Annex 10) to the Secretariat (laura.meski@helcom.fi) by 6 November 2020 at the latest by 6 November 2020;
- The Meeting invited the Secretariat to request updates to the Russian contact information in Chapter 1 as well as the aerial surveillance waypoints in Annex 10;
- The Meeting combined sections 10.1 and 10.2 and drafted a new introductory text as the EU States Guidelines on oil sampling referred to in that section will not be ready before adoption of the Response Manual;
- The Meeting invited Sweden to submit any remaining terms used in the manual for inclusion in Annex 1 of the Manual before its submission to HOD 59-2020;
- The Meeting noted that there is an error in Map 3 in Annex 3 with regard to the Poland-Germany sub-regional agreement area. The Meeting consequently invited the Secretariat to update the map using data provided by Germany;
- The Meeting did not agree to include Annex 4 to the Manual, as there may be confusion with regard to when POLREP should be used and when the form for requesting assistance from another Contracting Party set out in the proposed Annex 4 should be used. The Meeting further noted that the form in Annex 4 is not appropriate for the Response Manual;
- The Meeting did not agree to include Annex 5 to the Manual;
- The Meeting invited the Secretariat to improve the image in Annex 9, if possible;

- The Meeting agreed that the information in Annex 12 does not provide any added value in the Response Manual. The Meeting consequently agreed to delete it from the Manual but instead consider using it in the Practical Guide for response exercises under development; and
- The Meeting noted that in Annex 15 there is information on sampling from helicopters based on Danish procedures which is not up to date. The Meeting agreed that this text should be revised and welcomed the offer by Germany to provide new text in close cooperation with Denmark, to be circulated to contact points of the Response Working Group for tacit approval before submission of the Manual to HOD 59-2020.

13.2. The Meeting discussed an agreed on the structure and content of the new exercise framework as presented in document 13-4 and **Presentation 14**. In this context, the Meeting agreed with the proposed Chapter 8 for the Response Manual to replace Chapter 8 of the version set out in document 13-1 as well as the proposed Annexes 13 and 15.

13.3. The Meeting agreed that Annex 14 (practical guide for response exercises) presented in document 13-4 should be developed further, using e.g. experiences from the HEDMOT in upcoming exercises, and published at a later stage as a separate guidance document but not as part of the Response Manual. The Meeting invited Contracting Parties and Observers to provide comments that they may have at this stage to Sweden.

13.4. The Meeting welcomed the work done by Sweden and agreed that the exercise framework is very useful.

13.5. The Meeting invited the Secretariat to perform consequential edits to Chapter 8 of the Response Manual, which currently makes reference to Annex 14.

13.6. The Meeting agreed that development of the practical guide for exercise projects should be included in the Work Plan of the Response Working Group.

13.7. The Meeting noted a comment regarding the long term objectives in the exercise framework and agreed that individual exercise host countries should plan their exercises in accordance with their capacities even if that would occasionally lead to slight delays in meeting the long term objectives.

13.8. The Meeting considered the revised Chapter 7 on co-operation in oiled wildlife response for the revised HELCOM Response Manual (document 13-5) and, after revising Figure 3, agreed to include it in the Manual to replace the previous Chapter 7.

13.9. The Meting agreed to the draft Revised HELCOM Response Manual and invited the Secretariat to perform changes based on all the above decisions and undertake a final editorial review before submission to HOD 59-2020 for approval with a view to adoption by HELCOM 42-2021.

HELCOM Recommendations

13.10. The Meeting considered the proposal by Finland on the draft revised HELCOM Recommendation 12/7 on *Special cooperation in case of a chemical tanker accident in the Baltic Sea* (document 3-3).

13.11. The Meeting noted concerns with regard to several elements of the draft revised Recommendation still being obsolete as they have already been implemented, at least for all Contracting Parties that are EU Member States. The Meeting, however, noted that it could not comment on the situation with regard to its implementation by Russia. Consequently, the Meeting agreed that the matter should be revisited at RESPONSE 29-2021.

13.12. The Meeting approved the revised HELCOM Recommendation 31E/6 on *Integrated wildlife response planning in the Baltic Sea Area* (document 13-2), as set out in **Annex 5**, and agreed to submit it to HOD 59-2020 for approval and HELCOM 42-2021 for adoption.

13.13. The Meeting recalled that revision of HELCOM Recommendation 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* has been discussed during several previous Meetings of the Response Working Group. The

Meeting agreed that there is no need to revise the Recommendation and instead recommended to HOD 59-2020 that the Recommendation should be withdrawn.

13.14. The Meeting invited Russia to provide information on comparing the requirements of the national legislation with HELCOM Recommendation 20/5 on *Minimum ability to respond to oil spillages in oil terminals* to RESPONSE 29-2021 in order to make a future decision on the continued need for the Recommendation based on the provided information.

Agenda Item 14 Activities within other organizations and initiatives

Documents: none

14.1 The Meeting took note of information by the EU on the Revision of the Decision No. 1313/2013/EU on a Union Civil Protection Mechanism and future funding opportunities (**Presentation 15**). The Meeting expressed interest in the funding opportunities and discussed possibilities of using these opportunities for the work needed with regard to the proposed new BSAP actions on SeaTrack Web and risk analysis. The Meeting noted, however that the EU is not able to fund activities that directly involve the development of EU systems such as CleanSeaNet.

14.2 The Meeting also noted the invitation from the EU to make use of the Common Assessment Framework for Lessons Learned (CTG MPPR, 2012) within the HELCOM lessons learned processes as well as of the suggested template slide for the follow-up on the lessons identified.

14.3 The Meeting took note of information regarding other activities within EMSA (**Presentation 16**).

Agenda Item 15 Any other business

Documents: 15-1 Rev.1

15.1. The Meeting checked and updated the list of contact addresses and Observers of the Response Working Group (document 15-1-Rev.1) as contained in **Annex 2**.

Agenda Item 16 Election of Chair and Vice-Chairs

Documents: none

16.1. The Meeting elected Mr. Bernt Stedt (Sweden) as the Chair of the Response Working Group for the next two-year period (2021-2022).

16.2. The Meeting elected Mr. Torben Iversen (Denmark) as Vice-chair of the Response Working Group for the next two-year period (2021-2022).

16.3. The Meeting thanked Ms. Heli Haapasaari, Mr. Ojars Gerke and Mr. Alexander von Buxhoeveden for their dedication, commitment and expertise over the years as Chair and Vice-Chairs of the Response Working Group, respectively.

Agenda Item 17 Future work and meetings

Documents: 16-1, 17-1

17.1. The Meeting updated the Work Plan of the Response Working Group 2021-2022 contained in **Annex 6** and agreed to invite HOD 59-2020 to approve it.

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

17.3. The Meeting welcomed the offer by Estonia to consider hosting RESPONSE 29-2021 in summer or autumn 2021 with the exact dates to be determined later by the Chair, the host and the Secretariat.

17.4. The Meeting noted that the EMSA calendar of MPPR events 2021 has been circulated to participants, contacts and observers of the Response Working Group.

Agenda Item 18 Outcome of the Meeting

Documents: 18-1

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

18.2 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
Chair	Heli Haapasaari	The Finnish Border Guard HQ	heli.haapasaari@raja.fi	+358 29 542 1161
Denmark	Torben Iversen *)	Royal Danish Naval Command	pol.con.den@mil.dk	+45 22878280
Denmark	Eva Ask Olesen	Royal Danish Navy Command	pol.con.den@mil.dk	+45 72812074
Estonia	Marit Mätik *)	Estonian Ministry of the Interior	marit.matik@siseministeerium.ee	+372 5886 1455
Estonia	Kaspar Anderson	Ministry of the Environment	kaspar.anderson@envir.ee	+372 6262990
Estonia	Tauno Mettis	Estonian Police and Border Guard Board	tauno.mettis@politsei.ee	
Estonia	Danel Tüür	Estonian Police and Border Guard Board	danel.tyyr@politsei.ee	
European Union	Asta Mackeviciute *)	European Commission	asta.mackeviciute@ec.europa.eu	+32 229 52899
European Union	Lito Xirotyri	European Maritime Safety Agency (EMSA)	lito.xirotyri@emsa.europa.eu	+351 211209227
European Union	Teresa Cunha	European Maritime Safety Agency (EMSA)	teresa.cunha@emsa.europa.eu	+351 211209359
European Union	Victor Diaz	European Maritime Safety Agency (EMSA)	victor.diazseco@emsa.europa.eu	
European Union	Gerard Guerin	European Commission	gerard.guerin@ec.europa.eu	
European Union	Paulo Neiva-Fernandes	European Maritime Safety Agency (EMSA)	paulo.neiva-fernandes@emsa.europa.eu	
European Union	Donatella Salvi	European Commission	donatella.salvi@ec.europa.eu	
Finland	Pekka Parkkali *)	Finnish Border Guard	pekka.parkkali@raja.fi	+358 504560779
Finland	Mikko Karvonen	Ministry of the Interior	mikko.karvonen@intermin.fi	+358 295 488 670
Finland	Teemu Niemelä	Finnish Border Guard	teemu.niemela@raja.fi	
Germany	Dirk Reichenbach *)	Central Command for Maritime Emergencies	dreichenbach@havariekommando.de	+49 301854202424
Germany	Claus Böttcher	Ministry of Energy, Agriculture, the Environment, Nature and Digitalisation	claus.boettcher@melund.landsh.de	

Germany	Jens Rauterberg	Central Command for Maritime Emergencies	jrauterberg@havariekommando.de	+49 30 / 185420 - 2430
Latvia	Laura Mazmaca *)	State Environmental Service	laura.mazmaca@vvd.gov.lv	+371 29544526
Latvia	Ojārs Gerke Vice-chair Response WG	Latvian Coast Guard Service	ojars.gerke@mrcc.lv	
Lithuania	Igor Kuzmenko *)	MRCC of the Lithuanian Navy	igor.kuzmenko@mil.lt	
Poland	Maciej Grzonka *)	Maritime Search and Rescue Service	maciej.grzonka@sar.gov.pl	
Poland	Jacek Bełdowski	Institute of Oceanology PAS	hyron@iopan.gda.pl	+ 48 667653000
Poland	Michał Czub	Institute of Oceanology PAS	mczub@iopan.pl	
Poland	Dominika Dłutek-Malinowska	Ministry of Infrastructure	dominika.dlutek-malinowska@mgm.gov.pl	+48 22 583 85 90
Poland	Wojciech Wasowski	Maritime Office in Gdynia	wojciech.wasowski@gmail.com	+48 583553347
Poland	Magdalena Wesolowska	Maritime Office in Szczecin	mwesolowska@ums.gov.pl	
Sweden	Johan Genestig *)	Swedish Coast Guard	johan.genestig@kbv.se	+46 734483433
Sweden	Sonja Dobo	Swedish Civil Contingencies Agency (MSB)	sonja.dobo@msb.se	+46708108279
Sweden	Arya Honarmand	Swedish Civil Contingencies Agency (MSB)	arya.honarmand@msb.se	
Sweden	Bernt Stedt	Swedish Coast Guard	bernt.stedt@kustbevakningen.se	
Observer	Hugo Nijkamp	Sea Alarm Foundation	nijkamp@sea-alarm.org	+32 494900012
Observer	Saskia Sessions-Puplett	Sea Alarm Foundation	saskia@sea-alarm.org	
Observer	Vanessa Ryan	WWF Finland	vanessa.ryan@wwf.fi	
Invited guest	William Giraud	CEDRE	william.giraud@cedre.fr	
Invited guest	Torsten Frey	GEOMAR Helmholtz Centre for Ocean Research Kiel	tfrey@geomar.de	+ 49 316002599
Invited guest	Luigi Alcaro	ISPRA	luigi.alcaro@isprambiente.it	
Invited guest	Julke Brandt	ITOPF Ltd	julkebrandt@itopf.org	+ 44 7469145265
Invited guest	Annabelle Nicolas-Kopec	ITOPF Ltd	annabellenicolas-kopec@itopf.org	
Secretariat	Markus Helavuori	HELCOM	markus.helavuori@helcom.fi	+358 401626520
Secretariat	Susanna Kaasinen	HELCOM	susanna.kaasinen@helcom.fi	+358 40 536 5819
Secretariat	Laura Meski	HELCOM	laura.meski@helcom.fi	+358 408201725

Annex 2. Contact addresses and Observers of HELCOM Response Working Group

*) Head of Delegation

Contact addresses of the HELCOM Response Working Group in the Contracting Parties

Representing	Name	Organization	E-mail address
Chair 2019-2020	**Heli Haapasaari**	Finnish Border Guard HQ	heli.haapasaari@raja.fi
Chair 2021-2022	**Bernt Stedt**	Swedish Coast Guard	bernt.stedt@kustbevakningen.se
Denmark/Vice-chair 2021-2022	**Torben Iversen** *)	Royal Danish Navy Command	pol.con.den@mil.dk
Denmark	**Eva Ask Olesen**	Royal Danish Navy Command	pol.con.den@mil.dk
Estonia	**Marit Mätik** *)	Ministry of the Interior	marit.matik@siseministeerium.ee
Estonia	**Kaspar Anderson**	Ministry of the Environment	kaspar.anderson@envir.ee
Estonia	**Agni Kaldma**	Ministry of Environment of Estonia	agni.kaldma@envir.ee
Estonia	**Danel Tüür**	Police and Border Guard Board	danel.tyyr@politsei.ee
Estonia	**Tauno Mettis**	Police and Border Guard Board	tauno.mettis@politsei.ee
Estonia	**Anastasiia Kovtun-Kante**	Estonian Environment Agency	anastasiia.kovtun-kante@envir.ee
European Union	**Asta Mackeviciute** *)	European Commission, DG ECHO	asta.mackeviciute@ec.europa.eu
European Union	**Frédéric Hébert**	European Maritime Safety Agency (EMSA)	frederic.hebert@emsa.europa.eu
European Union	**Maik Schmahl**	European Commission, DG MOVE	maik.schmahl@ec.europa.eu
European Union	**Lito Xirotyri**	European Maritime Safety Agency (EMSA)	lito.xirotyri@emsa.europa.eu
Finland	**Heli Haapasaari** *)	Finnish Border Guard HQ	heli.haapasaari@raja.fi
Finland	**Niklas Karlman**	Government of Åland	niklas.karlman@regeringen.ax
Finland	**Pekka Parkkali**	Finnish Border Guard HQ	pekka.parkkali@raja.fi
Germany	**Jörg Berner** *)	Central Command for Maritime Emergencies (CCME)	jberner@havariekommando.de
Germany	**Frank Deutscher**	Federal Ministry of Transport and Digital Infrastructure	frank.deutscher@bmvi.bund.de
Germany	**Jens Rauterberg**	Central Command for Maritime Emergencies (CCME)	jrauterberg@havariekommando.de
Latvia	**Evija Smite** *)	State Environmental Service	evija.smite@vvd.gov.lv

Latvia/Vice-chair 2019-2020	**Ojars Gerke**	Latvian Coast Guard Service	ojars.gerke@mrcc.lv
Latvia	**Laura Mazmaca**	State Environmental Service	laura.mazmaca@vvd.gov.lv
Lithuania	**Igor Kuzmenko** *)	MRCC of the Lithuanian Navy	igor.kuzmenko@mil.lt
Lithuania	**Donatas Bagočius**	Ministry of Environment	donatas.bagocius@aad.am.lt
Lithuania	**Galina Garnaga-Budrė**	Ministry of Environment	g.garnaga@aaa.am.lt
Lithuania	**Dovilė Karlonienė**	Ministry of Environment	dovile.karloniene@am.lt
Poland	**Maciej Grzonka** *)	Maritime Search and Rescue Service	maciej.grzonka@sar.gov.pl
Poland	**Dominika Dłutek-Malinowska**	Ministry of Maritime Economy and Inland Navigation	dominika.dlutek-malinowska@mgm.gov.pl
Poland	**Mateusz Kamiński**	National Headquarters of the State Fire Service	mkaminski@kgpsp.gov.pl
Poland	**Wojciech Wasowski**	Maritime Office in Gdynia	wojciech.wasowski@umgdy.gov.pl
Poland	**Magdalena Wesołowska**	Maritime Office in Szczecin	mwesolowska@ums.gov.pl
Russia	**Natalia Kutaeva** *)	FBI "Marine Rescue Service of Rosmorrechflot"	kutaevang@morspas.com
Russia	**Yury Malyshev**	Martime Rescue Service	malyshevyua@morspas.com
Sweden	**Johan Genestig** *)	Swedish Coast Guard	johan.genestig@kustbevakningen.se
Sweden	**Sonja Dobo**	Swedish Civil Contingencies Agency (MSB)	sonja.dobo@msb.se
Sweden	**Fredrika Lindholm**	Swedish Civil Contingencies Agency (MSB)	fredrika.lindholm@msb.se
Sweden	**Mikael Wolfbrandt**	Ministry of Justice	mikael.wolfbrandt@gov.se

Contact addresses of HELCOM Response Working Group in the Observer organizations

Representing	Name	Organization	E-mail address
BirdLife International	**Bruna Campos**	BirdLife Europe	bruna.campos@birdlife.org
BONUS EEIG	**BONUS Secretariat**	BONUS EEIG	bonus@bonuseeig.fi
Baltic Sea Action Group (BSAG)	**Elisa Mikkolainen**	Baltic Sea Action Group (BSAG)	elisa.mikkolainen@bsag.fi
Baltic Sea Parliamentary Conference (BSPC)	**Beate Schlupp**	Landtag Mecklenburg-Vorpommern	international@landtag-mv.de

Baltic Sea States Subregional Co-operation (BSSSC)	**Małgorzata Maria Klawiter-Piwowarska**	(Baltic Sea States Subregional Co-operation) BSSSC	m.klawiter@pomorskie.eu
Bonn Agreement	**Ronny Schallier/Chair of OTSOPA**	Royal Belgian Institute of Natural Sciences	rschallier@naturalsciences.be
Coalition Clean Baltic (CCB)	**Mikhail Durkin**	Coalition Clean Baltic (CCB)	mikhail.durkin@ccb.se
European Sea Ports Organisation (ESPO)	**Kirsti Tarnanen-Sariola**	Finnish Port Association	kirsti.tarnanen-sariola@satamaliitto.fi
European Boating Association (EBA)	**Peter Karlsson**	Swedish Yachting Association	peter@batunionen.se
European Boating Association (EBA)	**Phil Horton**	European Boating Association (EBA)	phil.horton@rya.org.uk
Global Water Partnership Central and Eastern Europe	**Konstantin Ivanov**	Global Water Partnership Central and Eastern Europe	konstantin.ivanov@gwpcee.org
International Dialogues on Underwater Munitions (IDUM)	**Terrance Long**	International Dialogues on Underwater Munitions (IDUM)	chair@idum.org
IMO/ Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)	**REMPEC**	REMPEC	rempec@rempec.org
IMO/ Regional Marine Pollution Emergency Response Centre for the Mediterranean Sea (REMPEC)	**Gabino Gonzalez**	REMPEC	ggonzalez@rempec.org
OSPAR	**Dominic Pattinson**	OSPAR Secretariat	secretariat@ospar.org
Sea Alarm	**Hugo Nijkamp**	Sea Alarm Foundation	nijkamp@sea-alarm.org
Sea Alarm	**Saskia Sessions-Puplett**	Sea Alarm Foundation	saskia@sea-alarm.org
WWF	**Magdalena Zadrąg**	WWF Poland	mzadrag@wwf.pl
WWF	**Jadwiga Moczarska**	WWF Poland	jmoczarska@wwf.pl
WWF	**Maria Jujka-Radziewicz**	WWF Poland	mradziewicz@wwf.pl
WWF	**Vanessa Ryan**	WWF Finland	vanessa.ryan@wwf.fi

Annex 3. Proposed BSAP actions on SeaTrack Web

Title

Integrate and use current measurements within the Seatrack Web system to get better prognosis on oil spills

Submitted by:
HELCOM Response

Description of measure

Today's operational ocean forecasts for the Baltic Sea–North Sea region include variables such as salinity, temperature, ice conditions, sea surface height, and ocean currents. In addition, wave characteristics are also forecasted using wave forecast models. These forecasts are closely connected to and forced by the general weather forecasts as presented to the public. For the coastal region, sea surface height is arguably the most important forecast variable, with its great effect on coastal communities and harbours. The coastal region is also very important from economical and ecological points of view. Larger oil spills in these regions have great impacts on local ecology, economy, as well as human recreational areas. One way of lowering the impact of oil spill accidents is to give authorities ample warning, to be able to take sufficient measures. Such an early warning system depends heavily on both accurate weather forecasts and accurate ocean current forecasts, including the effects of waves. Despite its importance, modelling and observations of the coastal ocean is still a very much neglected area.

Activity:

[Drop-down list: Activity that the measure is addressing. Additional drop-down lists can be copy/pasted as necessary.]
Transport – shipping (incl. anchoring, mooring)

Pressure:

[*Drop-down list: Pressure that the measure is addressing. Additional drop-down lists can be copy/pasted as necessary.*]
Changes to hydrological conditions

State:

The project consists of three interrelated sub-developments.
Development of SeaTrack Web software to handle live input from sources monitoring sea currents, preferably HF radars as HF radars will provide the Pollution Responder with area wide live feed of sea currents affecting a spill. This feature is also very important for Search and Rescue operations. Live feed compared with the prognosis will indicate the reliability of the prognosis modelling.

- Procurement of High Frequency (HF) radars to cover areas that are of special interest selected from a perspective of oceanographic characteristics and risk of spills. This part is a national project, that will follow national plans and should be coordinated with neighbouring Contracting Parties when relevant. As the HF radars become operational the SeaTrack Web software is able to handle the radar inputs.
- Integration of SeaTrack Web into satellite services (EMSA project to be based on HELCOM request and EMSA decision)

Hazardous substances

Extent of impact:

The extent of impact of this measure is local, within coastal waters, sub-basins and Baltic wide scale with the aid of shore based HF radar systems

Effectiveness of measure It provides the foundation for making pollution response operations significantly more effective and will support rescue operations af sea.
Cost, cost-effectiveness of measure: The development is estimated at 150000€ and would take a year to complete. Yearly cost would be raised with 15 000€. The typical cost of a HF radar system is 200000€ and such radar is able of covering and providing data from e.g. sea northern part of Kattegat. This costs are small compared to the benefits
Feasibility: This development is possible to develop with one year delay to be planned in the development department of SMHI. The costs is feasable
Follow-up of measure: An operational version of STW that supports live feed of current data
Background material: There is a separate document that is a pre-study how this could be done
References [*As many references as needed to support the information summarized in the document*]

Annex 4. Proposed BSAP action on risk analysis

Title

Risk analysis for oil and HNS pollution of the Marine environment in the Baltic Sea are.

Submitted by:

HELCOM Response

Description of measure

With the mandate of the 2007 BSAP an area-wide risk analysis for pollution of the marine environment in the HELCOM area was conducted with financial support from European Union. The project was named BRISK. BRISK was the first maritime risk assessment that covered the whole Baltic Sea region. The project looked into the maritime risks and proposed risk reduction measures in the Baltic Sea region till end of year 2020.
BRISK was utilised as the foundation for important risk reduction measures as well as investments in response equipment.

A new and further forward looking risk analysis is needed, since many of the factors that affect the risk for shipping accidents and pollution of the marine environment in a given area have changed.
The analysis should calculate and evaluate the risks related to the 2021 situation and prognosises for shipping traffic (ships' sizes, cargo type, numerical number, pleasure craft effects on commercial shipping), new shipping routes as well as obstacles such as new bridges or the high number of new windfarms that weren't planned or established at the time of BRISK. It should be noted, that after the BRISK analysis was concluded, the pollution response on the shore has become part of the Helsinki Convention and needs to be taken into account in the new risk assessment and in the recommendations following the assessment.

Activity:

[Drop-down list: Activity that the measure is addressing. Additional drop-down lists can be copy/pasted as necessary.]
Transport – shipping (incl. anchoring, mooring)

Pressure:

[*Drop-down list: Pressure that the measure is addressing. Additional drop-down lists can be copy/pasted as necessary.*] Would recommend a category named "acute pollution" to be added to the drop-down menu.
Choose an item.

State:

Hazardous substances

Extent of impact:

Area wide as all HELCOM CP can benefit from the output for 10-15 years.

Effectiveness of measure

High, as the new risk analysis will be the reference for work 10-15 years ahead.

Cost, cost-effectiveness of measure:

Highly cost-effective as the accumulated costs if all CPs have to conduct risk analysises in a national perspective exceeds the costs for an area-wide analysis. A side benefit of an area-wide analysis is there will be no questioning about objectivity.

Feasibility: Risk analysis does not have very many project-related risks. The aim of an analysis can be described clearly, the analysis is conducted in dialogue with national experts within the relevant expertise areas and the chain-of-analysis can be described in a way that is easily understood by relevant audiences.
Follow-up of measure: Contracting parties will benefit from the output in decisions about preventive measures to reduce risks or prioritisation of/among investments to handle consequences.
Background material: To be issued. Note, that even without having background material for the decision, the experts that represent HELCOM CPs in Response WG broadly supported and none objected the need for a risk analysis.
References [*As many references as needed to support the information summarized in the document*]

Annex 5. Draft revised HELCOM Recommendation 31E/6

Adopted 20 May 2010 and
amended xx,
having regard to Article 20,
Paragraph 1 b) of the Helsinki Convention

INTEGRATED WILDLIFE RESPONSE PLANNING IN THE BALTIC SEA AREA

THE COMMISSION,

RECALLING the HELCOM Baltic Sea Action Plan in which the Contracting States agreed to integrate the subject of oiled wildlife response into oil pollution contingency plans either on a national or sub-national/local level, as deemed appropriate by the relevant Contracting State,

RECALLING FURTHER HELCOM Response Manual which provides procedures for mutual wildlife response assistance among the Baltic Sea countries,

RECALLING ALSO the Good Practice Guides on oiled wildlife preparedness and response by the International Petroleum Industry Environmental Conservation Association, EUROWA Standards and Guidelines as well as publications from European projects, such as the *Handbook Oil Impact Assessment*, the *Handbook on Good Practice for the Rehabilitation of Oiled Birds in the Aftermath of an Oil Spill Incident*, and *A European Oiled Wildlife Response Plan*.

BEING AWARE of the increasing risks of pollution accidents related to the increasing maritime traffic, including transportation of oil products in the Baltic Sea,

BEING CONCIOUS of the consequences that a major oil pollution incident may have to vulnerable marine fauna of the Baltic Sea,

STRESSING the need for enhanced international co-operation on wildlife response and planning in the Baltic Sea region, involving governmental agencies, local actors and specialized non-governmental organizations, following the already established and well functioning HELCOM cooperation on response to pollution at sea,

ACKNOWLEDGING that the oiling and stranding of marine fauna such as birds and seals need immediate attention from the response authorities in order to deal with aspects of animal welfare and impact assessment,

RECOGNIZING that integrated wildlife response plans will facilitate mutual assistance between the Contracting States, and that therefore each Contracting State should benefit from having such an integrated plan in place,

NOTING that in some Contracting States wildlife response strategies and related guidelines have already been put in place by the relevant authorities,

MINDFUL that operating according to a pre-spill existing integrated wildlife response plan will also provide a useful basis to justify the costs for wildlife response that are included in eventual claims to P&I Clubs, International Oil Pollution Compensations Funds or other compensation mechanisms,

RECOMMENDS the Contracting States to apply Guidelines for their wildlife response planning attached to this Recommendation,

REQUESTS the Contracting States to develop a wildlife response plan integrated into oil pollution contingency plans either on a national or sub-national/local level and exchange the details about its contents with other Contracting Parties.

Guidelines on wildlife response planning

The Guideline reflects the recommendations from the Guide to Oiled Wildlife Response Planning (IPIECA, 2004, see References) and the practical experience from planning processes and incident responses in different European countries. Many further backgrounds and details can be found in the IPIECA Guide.

1. WILDLIFE RESPONSE PLANNING

The relevance of an integrated wildlife response plan in place is that objectives, preferred strategies and resources are defined and need not to be negotiated during spill response. This guarantees swift mobilization of officers and resources. It also provides the best guarantee for the use of appropriate response, rehabilitation and health and safety protocols, efficient use of resources and likelihood of a successful claim to a P&I Club and/or International Oil Pollution Compensations Funds (IOPC Funds) afterwards.

An agreed and published plan is also of great communication value: the details of the plan can be used to explain ongoing activities to the media and to the general public (e.g. via a website).

In developing a plan it should be considered to include a separate section that explains where, when, why and how a decision would be made to call in assistance from abroad. A published English translation or an executive summary would allow the smooth communication with pre-defined international actors and who could use this information to optimize their contribution to the response.

The smooth integration of wildlife responders from abroad into a national or sub- national/local response is facilitated if the wildlife response plan is based on internationally agreed standards of good practice which are familiar to both the local and international responders.

2. AIMS OF A WILDLIFE RESPONSE

Therefore, the Contracting States are recommended to make available and exchange relevant details on wildlife response plans that would facilitate the converging of aims, strategies and methodologies in the HELCOM area, including:

- When was the wildlife response plan established? Date of last update.
- Who is the owner of the plan?
- How is this plan integrated to the existing plan(s) for oil spill response?
- Is an English version or executive summary available (+downloadable)?
- What is/are the main objective (s) of wildlife response?
- What is the agreed strategy of wildlife response?
- Who are the participants in the response plan? Is their contribution formalized?
- Is a tiered response designed?
- How are health, safety and environment (HSE) issues addressed?
- Which human resources are available for operations?
- Which technical resources are in place?
- How is the plan maintained, trained, exercised and improved?

The wildlife response should aim to:

- prevent, minimize and assess impacts on wildlife populations,
- prevent the continued suffering of individual oiled animals,
- ensure the coordinated involvement of responders from government, private sector, NGO's and/or volunteers from general public with due attention to HSE procedures.

3. MINIMUM STANDARDS

A wildlife response plan should always be based on achieving at least the minimum standards of good practice. There are various issues that require attention in this respect, which are briefly discussed below:

1. Health, safety and environment standards
2. Animal welfare standards
3. Rehabilitation protocols
4. Requirements for equipment
5. Wildlife impact assessment and post release survival monitoring

1. Health, safety and environment standards Wildlife response should be carried out according to the same HSE standards that are applicable for oil spill response. This includes issues such as e.g. requirements for personal protection equipment, risk analysis, waste management. On top of this, health and safety requirements must be put in place for working with wild animals. Various publications provide guidance on this topic (see References).

2. Animal welfare standards

Animal welfare standards may differ between countries and different legal requirements for dealing with wild and injured animals may apply. A response plan should refer to national or sub-national/local legislation as appropriate and provide clear guidance as how wildlife responders should deal with animals and their welfare.

3. Rehabilitation protocols

If the rehabilitation of oiled animals is attempted protocols should be used that are known to be successful. A wide range of protocols have been developed by organizations that deal with oiled animals on a regular basis. Organizations that have a record of responding to oiled wildlife incidents internationally and often together, have developed and continue to maintain joint principles and methodologies that are based on scientific analysises and insights. These principles and methodologies must be used as they represent the minimum standards mentioned above as well as the present best practice.

Training courses, by which wildlife responders can learn and deepen their knowledge, nowadays are available from leading organisations. In Europe, the EUROWA initiative (EUROWA– European Oiled Wildlife Response Assistance, see www.eurowa.eu) aims to enhance the use and development of international best practices and supports the development of expertise in European coastal countries. EUROWA has published its own European protocol for oiled seabirds (see References) and developed training courses and a centrally managed accreditation system for expertise.

4. Requirements for equipment

A set of basic equipment needs to be readily available as part of the response planning and preparedness. If equipment is not available from permanent response centers, the development of mobile equipment or mobile units should be considered. Alternatively such units may exist in neighboring countries and could be made available in case of an emergency.

5. Wildlife impact assessment and post release survival monitoring

Systematic scientific data gathering during and after a wildlife response is necessary to allow a reliable assessment of impact. Applying internationally agreed guidelines for wildlife impact assessment (Handbook Oil Spill Impact Assessment) will maximize the value of these scientific efforts in an international context, where it is important to monitor the status of vulnerable populations and to explain significant changes in their development and survival.

Also of scientific importance is the systematic study of the survival of cleaned and rehabilitated animals after their release. This requires an intensified and concerted international effort to

report on the presence, behaviour and breeding success of these animals on the breeding colonies. Such studies should be laid down in the wildlife response plan as an inextricable element of oiled wildlife rehabilitation and be designed and coordinated at an international level.

4. RESPONSE OPTIONS

A number of response activities may be considered in order to achieve the aims of a wildlife response (see table).

Aim	Actions that can be considered	What is "best practice"?	Handbooks and Guidelines that provide guidance
Prevent and minimize impacts on wildlife populations	Oil combat at sea	Oil spill response plan Availability of vulnerability maps that include (seasonal) distribution of vulnerable wildlife at sea Pre-identified biologists who could assist in aerial surveillance and the interpretation of real-time field data	Handbook Wildlife Impact Assessment[1]; Guide to Oiled Wildlife Response Planning, IPIECA 2004[2]
	Protect sensitive areas (booming off)	Availability of vulnerability maps that include (seasonal) distribution of vulnerable wildlife in coastal areas	Handbook Wildlife Impact Assessment
	Deterrence and hazing	Have predefined plans in place with reference to effective methods per species	North American handbooks
	Pre-emptive capture	Having predefined plans in place, which include directions for the treatment and fate of captured animals	Case studies in literature
Prevent the continued suffering of individual oiled animals	(Live animals) capture, clean, rehabilitate and release	Systematically search beaches Operate rehabilitation facilities Operate internationally approved methodologies/protocols Apply agreed triage criteria Banding of animals that are ready to be released Apply post release monitoring research	Handbook on good practice oiled wildlife rehabilitation[3]; Guide to oiled wildlife response planning
	(Live animals) capture, euthanize humanely	Systematically search beaches Operate euthanasia facilities Have agreed euthanasia techniques	Handbook on good practice oiled wildlife rehabilitation Guide to oiled wildlife response planning
Assess impacts on wildlife populations	(Dead animals) collect, administrate mortality per species	Systematically search beaches	Handbook Wildlife Impact Assessment
Coordinated involvement of multiple stakeholders, including NGO's and volunteers	Operate a pre-spill defined plan Have formal agreements in place Provide for a clear, integrated command structure	Develop and agree an OWR plan before the incident, involving all responders Have the plan trained and exercised regularly	Guide to oiled wildlife response planning Examples from various countries in Europe, incl. in HELCOM area
Health, Safety and Environment	Health and safety of responders at all times as a matter of highest priority Minimize polluted waste and avoid secondary pollution	No wildlife response if health and safety of the responders cannot be guaranteed Require a minimum level of training from all accredited responders Volunteers being instructed and supervised Provide protective clothing	Guide to oiled wildlife response planning Examples from various countries in Europe, incl. in HELCOM area

1 www.oiledwildlife.eu

2 www.ipieca.org

3 www.oiledwildlife.eu

5. STRATEGY

The strategy of a plan specifies how the described aims will be achieved under various scenarios.

In certain cases the agreed aims and principles of a wildlife response plan may require a strategic area-specific and/or season-specific elaboration, in order to deal with the variable conditions and circumstances in different parts of the country, such as the delegated responsibilities of sub-national administrations, relative remoteness (lack of resources) of some parts of the country, area complexity, season-dependent distribution patterns of vulnerable wildlife or seasonal variations in sea and weather conditions.

6. INTEGRATED PLANNING AND COMMAND STRUCTURE

A wildlife response plan should be integrated with an existing appropriate oil spill response plan. The structure and contents of existing contingency plans may differ strongly from country to country or even within a single country and it needs to be considered how this integration is best structured. For example, in a standard oil industry set up, wildlife response comes in under "Operations" (see figure 1).

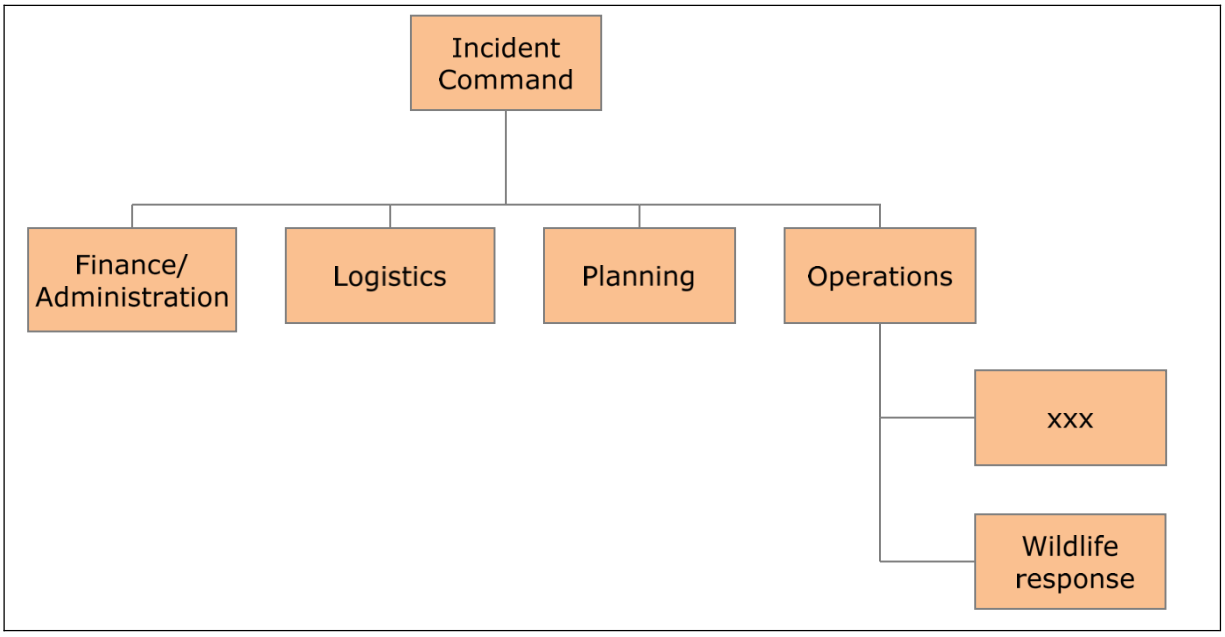

Figure 1: Wildlife response is often integrated into the overall incident command system as part of "Operations", but the actual organization structure will differ from country to country.

Also the wildlife response command chain can be structured in different ways. A useful approach that could be considered is to identify a wildlife coordinator who oversees all different aspects of the wildlife response, each of which could be coordinated by a separate officer (see figure 2) in case of a larger incident. In such a case, the wildlife coordinator and his team are best based in a Wildlife Response Centre, where all real time information comes together and from where decisions are taken.

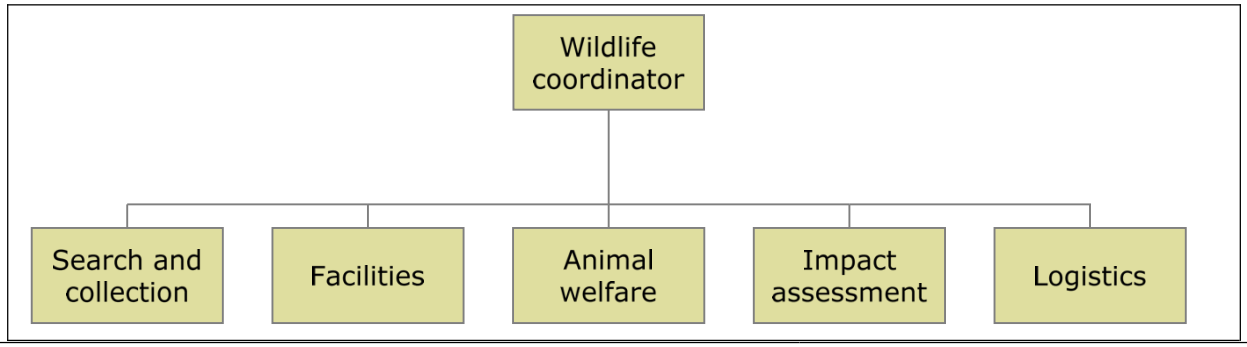

Figure 2: Example of a simple oiled wildlife response organization chart. The contributions of foreign experts are often including the set up and running of a rehabilitation facility, impact assessment, search and collection, and/or overall coaching. Groups or individual experts can be integrated into the organization chart accordingly.

Although the function of the wildlife coordinator is best taken by an authority official, the roles of other coordinators could be taken by officers from groups and organizations that are formally part of the wildlife response plan. The roles and tasks of each coordinator are described in the operational section of the plan. The roles and responsibilities of organizations (governmental institutions, NGOs, industry bodies, private organizations and others) are best described in the strategy section of the plan, eventually following separate bilateral agreements.

One of the most important and difficult aspects of managing a wildlife response successfully is keeping oversight of day to day developments in relation to the set objectives of the response plan and plan and manage the activities accordingly. The individuals with key responsibilities should be trained to their job. Such training is available via international resources. In case of a worst case scenario developing, experienced individuals from international organizations can provide onsite management assistance.

7. TIERED RESPONSE

Relatively small incidents are easier to deal with at a national level than large and complicated incidents. Contracting States should make an assessment of the limits of national capacity in relation to different incident scenarios. The Tiered Response concept is suitable for this, where Tier 1 is local response, Tier 2 a national response eventually involving ad-hoc assistance from neighboring countries and Tier 3 an international response requiring involvement of resources that are available from abroad (see figure 3).

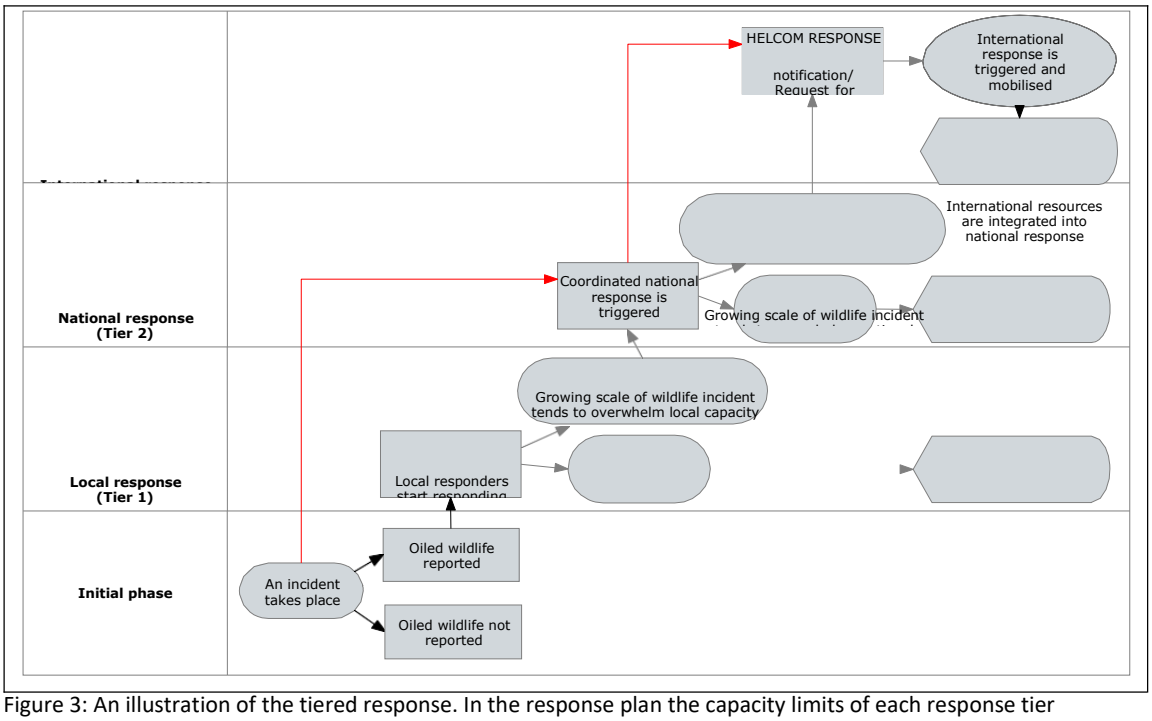

Figure 3: An illustration of the tiered response. In the response plan the capacity limits of each response tier should be clearly described, as well as the decision making process that facilitates the escalation into a next tier. The red arrows indicate that short-cuts should allow an immediate mobilization of a Tier-2 or Tier-3 response, on the basis of a developing worst case scenario.

It is important for countries to evaluate at which incident scale the national capacity would be overwhelmed, e.g. by the number of involved wildlife or the complexity of incident. As soon as these capacity limits are being approached in a real-time scenario, the response should escalate from a Tier-2 into Tier-3 scenario. Furthermore, Contracting States should list in advance which resources would be required from abroad in a Tier-3 response, and from where these resources can be invited. This would include e.g. response management assistance, animal care assistance, mobile response units and/or specialized equipment. They

should be prepared to cover the costs of mobilized resources from abroad, according to the HELCOM arrangements for international assistance. It should be born in mind that international compensation regimes include wildlife response as one of the issues that can be included in a claim (see the Claims Manual published by the IOPC Fund in 2008[4]). Having operated according to a pre-spill defined plan strongly supports the justification of such a claim.

8. THE INVOLVEMENT OF VOLUNTEERS

The involvement of volunteers has been important in past wildlife responses, reducing the costs of the relatively labor intensive work that is involved. A volunteer can be defined as an individual who desires to assist with the response out of free will and therefore is involved as an unpaid work force and not as an employee.

Health, safety and liability issues must be considered very carefully before involving volunteers in wildlife response activities. The deployment of volunteers in national or state oil pollution response will not always be possible or desirable. If volunteers are to be used their activities must be well planned, coordinated, supervised and fully integrated into the overall oil pollution response. The person or authority responsible for the overall oil pollution response must determine if, where and when volunteers can be deployed and who will be responsible for their planning, coordination and supervision.

Different types of volunteers can be defined:

1. (Employees of) an NGO that offers its assistance as a voluntary body, ready to get involved and taking responsibilities without necessarily a formal contract or a demand for payment,

2. An individual who is affiliated with an NGO such as described under type 1 but having the status of an internal “volunteer”. This type of volunteer is often well trained. Although perhaps not full time available, this type of volunteer will be well coordinated by the NGO in question and make an effective contribution to the response,

3. A member of the general public who offers his labour free of charge to the response organization but is untrained and not affiliated to any organization.

In the case of types 1 and 2, a considerable workforce can be mobilized if the right NGO’s are identified and invited to play a role in the response plan by means of a formalized agreement. As part of this agreement the accredited NGO could be invited to participate in specific training programmes with regards to HSE and management aspects of an oil spill response. Also as part of the agreement, financial compensation may be addressed. In case a claim can be submitted to a compensation mechanism (P&I Club or IOPC Funds), the NGO could submit its own claim or make it part of the national claim. In the latter case the responsible authority may consider to compensate the NGO’s expenses in advance.

In case of a volunteer of type 3 (member of the general public), the health safety and liability issues are considerable and the involvement of these kinds of volunteers should therefore be considered very carefully. This type of volunteer must not be charged with key responsibilities, but if deployed given simple tasks under supervision after having received a basic on-the-spot training. Health and safety risks should be avoided to the widest possible extent and appropriate insurances must be in place. There are examples of NGO’s working in close relationship with the authorities using a professional infrastructure for the recruitment, training and supervision of this type of volunteers.

9. FINANCES

Most countries have in place an emergency budget for (marine pollution) emergencies. In the framework of the elaboration of an integrated wildlife response plan it should be considered whether also the costs of a wildlife response and all its possible aspects (see section 4)

[4] www.iopcfund.org

could be covered by this budget. Especially in large scale spills, these costs tend to be only a small fraction in relation to the total costs of the incident response.

International mechanisms are available that have been set up to compensate for the costs of oil spill response and oil spill damage (e.g. International Convention on Civil Liability for Oil Pollution Damage, IOPC Funds Conventions, Bunker Convention). Wildlife response is recognized by these mechanisms, and the main requirements for a justifiable claim in this respect are described in the 2019 edition of the Claims Manual of the IOPC Funds.

There are also other situations in which it is still unclear or unlikely that one or more of these international compensation mechanism are applicable to the case and in the end will be ready to receive claims. A wildlife response cannot be postponed until the issues around “who pays the bills?” have been resolved. It is recommended that the possibilities of financing of large scale wildlife response during oil pollution events should be examined foreseeing future spills so that even in the more obscure pollution events, a smooth and coordinated wildlife response will be possible.

10. REFERENCES

The following publications are worth consulting in the preparation of a wildlife response plan:

- Wildlife response preparedness: Good practice guidelines for incident management and emergency response personnel. IPIECA-OGP (2016). Downloadable from www.ipieca.org
- Key principles for the protection, care and rehabilitation of oiled wildlife. IPIECA-OGP (2017). Downloadable from www.ipieca.org
- EUROWA Part B – Animal care during an oiled wildlife response. EUROWA (2016). Downloadable from https://www.eurowa.eu/
- EUROWA Standards Series. Details at https://www.eurowa.eu. Documents have restricted availability, for persons attending EUROWA wildlife responder training courses.
- Handbook Oil Impact Assessment. Downloadable from www.oiledwildlife.eu
- Handbook on good practice for the rehabilitation of oiled birds in the aftermath of an oil spill incident. Downloadable from www.oiledwildlife.eu.
- A European Oiled Wildlife Response Plan. Downloadable from www.oiledwildlife.eu.
- Claims Manual (IOPC Funds, 2019). Downloadable from www.iopcfund.org

Most of these documents are available via www.oiledwildlife.eu. This website also provides a myriad of relevant information with regards to wildlife response and preparedness. It also provides information on the activities of EUROWA.

Annex.6. Draft Updated Work Plan for HELCOM Response Working Group 2021-2022

ACTION	INTERSESSIONAL ACTIVITIES/ RESPONSIBLE	RESULTS/ TIME FRAME
Maintain and further develop the standing operational network for trans-national response in case of incidents		
Keep the HELCOM Response Manual up to date	Contracting Parties/Secretariat Intersessional work	Continuously Scrutiny at HELCOM Response WG
Share experiences of initial implementation of the Joint Inter-Regional Marine HNS Response Manual	Contracting Parties	Meetings of Response WG (2021-2022)
Improve the usability and ease of updating of the Response Manuals by exploring new electronic means of publishing including i.e. smartphone apps.	Secretariat	Continuously Scrutiny at HELCOM Response WG
Implementation and continued development of the HELCOM Response Exercise Plan (HREP)	Contracting Parties HEDMOT	Annual activities
Develop and implement Practical Guide for Response Exercise Projects	Led by HEDMOT (rotating lead country) Response WG	Continuous
Carry out operational and other kinds of exercises in order to train the topics included in the HELCOM Response Exercise Plan (HREP)	Lead Countries/Contracting Parties BALEX 2021: Lead country Finland BALEX 2022: Lead country Germany Other HELCOM and sub-regional exercises On shore response exercises and OWR exercises, which can be combined with other exercises, as appropriate.	BALEX 2022 RESPONSE 31-2022
Build and follow up new knowledge on dispersants' use and applicability in the Baltic Sea	Contracting Parties	Continuously
Implement a three-tier approach to ensure adequate response to incidents in the Baltic Sea Area, with a special focus on the second tier (sub-regional level)		
Develop tools and methodology for regular regional assessments of maritime risks Utilize the results of the OpenRisk Project and possible use of AISyRISK tool.	Contracting Parties Response WG Maritime WG (SAFE NAV)	Continuously Further discussion at RESPONSE 29-2021
Conclude/implement sub-regional agreements	Contracting Parties	Continuously

Co-operate by conducting trainings and organizing exchange programmes to ensure swift and adequate response capacity to shoreline pollution and to develop best practices	Contracting Parties Response WG Intersessional work	Continuously
Ensure that response on the shore is integrated with overall contingency planning Make proposals on how to improve access to national and regional information on sensitive areas and sensitive coasts Provide annual cross-border or international exercises Follow up the outcome of relevant projects Ensure wide participation	Contracting Parties RESPONSE Intersessional work SHORE Network	Continuously Work plan of SHORE Network Response WG to implement outcomes of SHORE Network
Carry out Baltic wide mapping of prioritised coastal areas (sensitivity mapping).	Contracting Parties SHORE network	Further discussion at SHORE Network 5-2021 and RESPONSE 29-2021
Integrate oiled wildlife response (OWR) into existing contingency plans Exchange of information on development of national OWR plans, authority-NGO cooperation, national trainings and exercises Develop OWR protocols and facilities Develop OWR preparedness and response Ensure wide participation	Contracting Parties, Sea Alarm, WWF and other stakeholders. Expert Working Group on Oiled Wildlife Response (EWG OWR)	Baltic Oiled Wildlife network meeting 2021 Reports to Response WG Response WG to implement outcomes of EWG OWR
Continued review of the RESPONSE related HELCOM Recommendations	Contracting Parties Response WG Response Sub-Groups In consultation with MARITIME Intersessional work	Intersessional discussion Further discussion at RESPONSE 29-2021
Contribute to the finalization of the update of theBaltic Sea Action Plan (BSAP)	Contracting Parties Response WG DG BSAP	2021
Follow up on Response related actions in the updated BSAP	Contracting Parties Response WG Response WG Sub-Groups	Starting after 2021 HELCOM Ministerial Meeting

Enhance co-operation with regard to places of refuge according to HELCOM Recommendation 31E/5		
Make the Mutual Plan for Places of Refuge operational and implemented within/through sub-regional agreements	Contracting Parties	Continuously Reports to Response WG and Maritime WG
Ratify the relevant compensation and liability conventions according to HELCOM Rec. 31E/5	Contracting Parties Secretariat to provide update of the ratification status of relevant conventions at each RESPONSE meeting	Reports to Response WG and Maritime WG
Detection, investigation and prosecution of anti-pollution regulations		
Co-ordinate aerial surveillance flights and harmonize aerial surveillance with satellite surveillance	IWGAS (Lead Country 2019-2021: Estonia) In co-operation with EMSA (CleanSeaNet)	Meetings of IWGAS and Response WG
Identify operational needs for satellite surveillance in each sub-region of the Baltic	IWGAS	Continuously
Carry out CEPCO and other flights:	Lead Countries/Contracting Parties	Annual activities
Harmonize aerial surveillance reporting systems with Bonn Agreement area	IWGAS	Continuously
Maintain Seatrack Web/AIS/SAT for improved identification of possible polluters	STW/AIS/SAT partnership	Continuously
Co-operate/assist and exchange experience in investigations	Contracting Parties	Continuously
Co-operate with the Network of the Prosecutors on Environmental Crime (ENPRO)	Contracting Parties/Secretariat	Continuously
Carry out information exchange about offshore activities to be able to respond to accidental spills from such installations		
Report on ongoing/planned offshore activities (exploration/exploitation)	Contracting Parties	When applicable
Collect information/exchange experience/promote development and use of new technology and best practices		
Collect and publish information on shipping accidents and response operations in the Baltic and their impact on marine environment	Secretariat/ Contracting Parties in cooperation with HELCOM MARITIME Data flows from EMSA's EMCIP to be established	Annual report on shipping accidents in the Baltic
Developing response related indicators and update the existing core indicator on spills	Response WG and IWGAS	Meetings of Response WG
Keep track of studies on effects of and response to oil spills on the sea-bed (sunken oil).	Response WG	Meetings of Response WG
National and sub-regional reports on response operations and lessons learned	Contracting Parties	Meetings of Response WG
Collect, compile and publish regional summaries of response operations and lessons learned using the format agreed at RESPONSE 21-2016	Secretariat/ Contracting Parties	Meetings of Response WG

		New chapter to be added to the Annual report on shipping accidents in the Baltic
Collect information on observed deliberate, illegal oil discharges, other substances and unknown substances and related statistics	Secretariat/ Contracting Parties	Annual report on discharges observed during aerial surveillance Indicator on oil spills
Update HELCOM map and data service with RESPONSE related information Further develop regional preparedness and response related services including HELCOM SeaTrackWeb, HELCOM AIS, HELCOM POLREP, HELCOM GIS towards a second generation HELCOM oil response information system	Secretariat/ Contracting Parties	Annually Meetings of Response WG
Update of national equipment list in CECIS MP database	Contracting Parties	Continuously
Exchange information with other regional agreements including work on lessons learned and funding priorities identified by RESPONSE	Chair/Secretariat RESPONSE	Meetings between regional agreements, EMSA and DG ECHO Meetings of Response WG
Enhance use and development of technology to respond to accidents at night, in bad visibility, in bad weather, oil on ice, accidents involving heavy oil, chemical incidents	Contracting Parties	Meetings of Response WG
Sharing information on common workspace regarding non-traditional oils	Contracting Parties	Continuously Meetings of Response WG
Participate in and share information of research on non-traditional fuel types	Contracting Parties	Continuously Meetings of Response WG
Collect and assess information on submerged hazardous objects including contaminated and potentially polluting wrecks and maintain work on dumped chemical munitions	Contracting Parties HELCOM Expert Group on Environmental Risks of Hazardous Submerged Objects (SUBMERGED)	Meetings of Response WG
Distribute the background document (result of HELCOM-SUBMERGED) on conventional munitions in the Baltic Sea and support to establish links between responsible authorities for common, interdisciplinary assessments of munition objects, wrecks from WW I + II and former munitions dumpsites in the Baltic Sea Region.	SUBMERGED Response WG	Report back on recent achievements to Meetings of Response WG

Develop, approve and implement new Terms of Reference for SUBMERGED	Response WG SUBMERGED	Intersessional work RESPONSE 29-2021 According to new ToR of SUBMERGED

Annex 7. Draft BSAP preamble - sea-based activities

Track changes indicated in the text reflect changes proposed by DG BSAP SEA-1-2020

Segment sea-based activities - Environmentally sustainable sea-based activities[1]

Sea based activities include all human undertakings at sea, from commercial shipping and recreational boating, construction work and dredging, to fisheries and the extraction of minerals, oil and gas. Hence, achieving the overall strategic goal of the segment requires cooperation on a wide range of topics and involves several objectives and actors.

Ecological objectives are agreed on to ensure no or minimal disturbance to biodiversity and the ecosystem [such as avoiding harm to marine life from man-made noise, and ensuring that activities affecting seabed habitats do not threaten the viability of species, populations or communities][2].

Management objectives describe the desired effect of managing the human activities at sea. [Examples include for example halting the introduction of non-indigenous species, minimizing inputs of nutrients, hazardous substances and litter at sea, eradicating illegal discharges and preventing accidental pollution. They also encompass ensuring effective emergency and response capabilities, minimizing harmful emissions to the air, sustainable use of marine resources and zero discharges from offshore platforms.]

The objectives are to large part met through international regulations and agreements. In addition, national development of environmentally sustainable marine spatial plans is a potentially important contributor to achieving the overarching goal.

The conduct of human activities and infrastructure at sea matters [3]

As a wide range of human activities are involved in the segment, it is not possible to list them comprehensively, but the most widely distributed ones can be identified. The Baltic Sea is one of the most intensively navigated areas of the world, and the number and size of operating ships keep growing. Today, there are typically around [1,500] [4] commercial ships *en route* in the Baltic Sea at any given moment. While shipping is considered to be the most efficient, environmentally friendly and cost-effective mode of transport for cargo, there are risks involved, as well as consequences for the environment. Another activity on the rise in the Baltic Sea is the installation of offshore wind farms, and potentially also other forms of marine energy production. The laying of cables and pipelines has also been increasing in the past decades. Physical disturbance of the seabed is caused by a number of activities such as trawling, mineral extraction, dredging as well as shipping. Other examples of activities associated with environmental impacts include the extraction of fish, tourism, leisure activities, etc. and more.

Key pressures associated with these include emissions and discharges in connection to shipping, seabed disturbance or habitat loss from e.g. dredging, construction work and bottom trawling, underwater noise

[1] MARITIME 20-2020: This is to refer only to those CPs that are States, i.e. not the EU which is not a IMO Member State but an IMO Observer, as is HELCOM. DG BSAP SEA 1-2020: General comment: the ecosystem approach should be introduced also to this segment specific preamble

[2] MARITIME 20-2020: Comment not to mention underwater noise but delete this part or make it more general.

[3] MARITIME 20-2020: General comment: Pressures and activities are mixed in this part. However, the segment should start by listing all activities. And then move on to pressures.

[4] DG BSAP SEA 1-2020: Check latest figures and include reference

Commented [MH1]: DG BSAP SEA 1-2020: The Meeting noted that the footnote incorrectly duplicated footnote 7. The footnote was corrected to reflect the general comment by MARITIME 20-2020 that the ecosystem approach should be introduced also to this segment specific preamble.

Commented [MH2]: RESPONSE 28-2020: The meeting noted a general comment that discharges (e.g. related to MARPOL Annexes I-VI) and accidental pollution is not sufficiently addressed by the preamble.

The Meeting also noted that a connection between the preamble and the Response related actions should be made more clear.

Commented [MH3]: DG BSAP SEA 1-2020: The Meeting noted that this paragraph reflects the agreed ecological objectives for the sea-based activities segment. The Meeting consequently agreed that the text does not need to be amended.

Commented [MH4]: RESPONSE 28-2020: The Meeting noted a proposal that the resuspension of contaminated sediments should be mentioned here. The Meeting also noted that submerged hazardous objects are not reflected. The Meeting supported the comment by MARITIME 20-2020 that the text in square brackets should be deleted or made more general. A general comment was noted that manmade noise may me more appropriate as part of the management objectives. The Meeting, however, noted that the current text reflects the ecological and management objectives agreed by HELCOM 41-2020.

Commented [MH5]: DG BSAP SEA 1-2020: The Meeting revised the text based on the comment made by MARITIME 20-2020

Commented [MH6]: RESPONSE 28-2020: The Meeting noted that shipping nevertheless has environmental consequences. The Meeting proposed to change the word "cargo" to "global trade".

Commented [MH7]: DG BSAP SEA 1-2020: The Meeting agreed that concrete numbers should be included also for other activities than shipping, if available.

caused by various activities and the introduction of non-indigenous species. ~~Related e~~Environmental concerns related to the installation of offshore windfarms include for example impacts of underwater noise during construction, and disturbance effects from the installations during their operation.

~~The Baltic Sea is one of the most intensively navigated areas of the world, and the number and size of operating ships keep growing. Today, there are typically around [1,500] [5]commercial ships en route in the Baltic Sea at any given moment. While shipping is considered to be the most efficient, environmentally friendly and cost effective mode of transport for cargo, there are risks involved, as well as consequences for the environment. Another activity on the rise in the Baltic Sea is the installation of offshore wind farms, and potentially also other forms of marine energy production. Related environmental concerns include for example impacts of underwater noise during construction, and disturbance effects from the installations during their operation. The laying of cables and pipelines has also been increasing in the past decades. Physical disturbance of the seabed is caused by a number of activities such as trawling, mineral extraction, dredging as well as shipping. Other examples of activities associated with environmental impacts include the extraction of fish, tourism, leisure activities, and more.~~

Sea-based activities impact on and are impacted by climate change

Many sea-based activities occurring in the Baltic Sea are sources of carbon emissions that contribute to global warming. Climate change can also have an impact on all activities. Reduced ice-coverage and more extreme weather conditions may increase the risk of accidents and unintentional cargo losses. Such conditions also present additional challenges to response operations combatting spills at sea and on shore. Port operations, exploration activities, fisheries, construction work and many other activities are also likely to be affected, underlining the importance of adapting to the situation and increasing resilience to climate change in the Baltic Sea.

ACTION AREAS[6]

[*tentative, to be replaced by more specific wording when new information is available*:] Key actions areas of the segment focus, *inter alia*, on minimizing the inputs from the transportation sector regarding nutrients, hazardous substances and marine litter. Other focal areas include ensuring best practises and regulations to avoid harm to marine life from underwater noise, reducing the level of disturbance to the seabed from sea-based activities, and enforcing regulations to halt the introduction of non-indigenous species through e.g. ballast water and biofouling.

HELCOM will also continue its efforts to facilitate the development of coherent Maritime Spatial Plans applying the ecosystem based approach. ~~and environmentally sustainable maritime spatial plans~~[7] by the Baltic Sea riparian countries.

Connection to other segments

Reaching the objectives for sea-based activities contributes to achieving the goals of the segments "Eutrophication" and "Hazardous substances and litter", as well as the goal of the "Biodiversity" segment to achieve a Baltic Sea ecosystem that is healthy and resilient.

Connection to other treaties

Due to its international character, shipping is regulated mainly by the International Maritime Organization (IMO), which is a United Nations Specialized Agency. Baltic Sea riparian countries~~Contracting Parties of~~

Commented [MH8]: DG BSAP SEA 1-2020: The Meeting noted that it may be advisable to consider drafting the preamble in a way that more clearly distinguishes between the various activities under the segment, noting, however that the agreed page limit (2 pages) sets some challenges to this.

Commented [MH9]: RESPONSE 28-2020: The Meeting noted that the action areas described here do not clearly link to the work of Response.

Commented [MH10]: DG BSAP SEA 1-2020: The Meeting noted that within the HELCOM-VASAB MSP WG the formulation used is "coherent maritime spatial plans applying the ecosystem based approach. .

Commented [MH11]: DG BSAP SEA 1-2020: The Meeting agreed that the horizontal segment should be referenced in this paragraph as well.

[5] MARITIME 20-2020: ~~Check latest figures and include reference~~.

[6] MARITIME 20-2020: General comment: All the text under action areas should be in square brackets until the the new proposed actions have been agreed for inclusion in the updated BSAP.

[7] MARITIME 20-2020: Comment: Check terminology throughout. Ecosystem based MSP would be preferable over sustainable MSP? HELCOM-VASAB MSP WG to consider?

~~HELCOM~~[8] contribute actively in the IMO to developing new internationally applicable regulations designed to protect the sensitive marine environment of the Baltic Sea. HELCOM plays an important role in facilitating this work.

[other relevant examples to be added as well?]

National and regional recommendations and regulations developed within HELCOM are important in complementing the international regulatory frameworks.

Link to relevant SDG

Work in the sea-based activities segment contributes to meeting a number of the United Nations Sustainable Development Goals (SDGs) under the 2030 Agenda for Sustainable Development. Implementation of the Baltic Sea Action Plan both on the national and regional levels will be of great importance in meeting these commitments and the SDGs as a whole.

[8] MARITIME 20-2020: This is to refer only to those CPs that are States, i.e. not the EU which is not an IMO Member State, but an IMO Observer, as is HELCOM. Nota bene from DG BSAP SEA 1-2020; The EU is not an IMO Member State. The EC is an IMO Observer, as is HELCOM. The Meeting noted a general reservation by the EU on the footnote as drafted by MARITIME 20-2020.

Operative section – HELCOM leads for sustainable sea-based activities[9]

Description of current state

Although there has been significant progress in many areas of sea-based activities, it is clear that further actions are needed. In addition, a number of currently unregulated pressures are to be addressed. Many pressures can be reduced, or even eliminated, by regulation and technical innovation. Another important component is to formulate and implement actions so that they can support the development of environmentally sustainable economic and social activities.

International regulations concerning emissions and discharges from ships have become more stringent over the past years. Energy efficiency of ships is improving overall and a downward trend is also evident for other types of emissions and discharges. The improvements are largely attributed to tightened regulations under the IMO MARPOL Convention and notably the designation of the Baltic Sea as a NO_X emission control area.

Nevertheless, shipping still contributes to roughly 300.000 tonnes of nitrogen oxides, 10.000 tonnes of sulphur oxides, and 10.000 tonnes of particulate matter to the Baltic Sea. There are also several more areas in need of improvements, both for the protection of the marine environment and for safety at sea. Addressing underwater noise and marine litter, as well as discharges of food waste and grey water from ships are important. Other examples of areas where the Baltic Sea region has a key role are the development and promotion of green technologies, innovation to optimize the shipping sector regarding logistics and automation, and in improving the efficiency in detecting and recovering hazardous oil spills. The risk of accidents, together with new chemical products being transported in the Baltic Sea and the increasing likelihood of extreme weather conditions under climate change, demonstrate the continuous need to develop the response capacities and cooperation of HELCOM Contracting Parties. Underwater noise from various sea-based activities, the discharge of cargo residues and the use of toxic anti-fouling systems are examples of other threats to the Baltic Sea for which the current regulatory framework is relaxed at best.

Commented [MH12]: RESPONSE 28-2020: The Meeting agreed that this should be redrafted to read "efficient preparedness and response to oil and HNS spills, both at sea and on the shore".

Description of desired state

HELCOM has the ambition to work continuously for the Baltic Sea to be a forerunner in the field of environmentally sustainable maritime activities, including shipping as well as infrastructure.

Implementing the actions of the sea-based activities segment aims to reach:

[*3-4 sentencess, to be developed*][10]

- Best practices and guidance to mitigate and minimize negative effects on marine life
- -xx
- An ecosystem-based maritime spatial planning that is aligned with objectives form good environmental status[11]

Commented [MH13]: DG BSAP SEA 1-2020: The Meeting noted that this sentence needs to be carefully redrafted in the future development of the preamble.

The development of environmentally sustainable sea-based activities is one of the key factors for enabling the vision of the Baltic Sea Action Plan to reach a healthy Baltic Sea environment, and for supporting a wide range of sustainable human economic and social activities in the Baltic Sea region.

[9] MARITIME 20-2020: General comment: the segment preamble, in particular under description of the current state, has a high focus on shipping while other activities such as offshore platforms, windfarms and fisheries need more emphasis.

[10] MARITIME 20-2020: General comment: FISH Group to consider the need to include a point on ecosystem-based management of fisheries here.

[11] MARITIME 20-2020: General comment: The EU Biodiversity Strategy may need to be reflected in this context as it may have impacts on MSP in marine protected areas.