



---

<b>Document title</b>	Information on the outcomes of recent HELCOM meetings
<b>Code</b>	2-2
<b>Category</b>	INF
<b>Agenda Item</b>	2 - Matters arising from HELCOM meetings
<b>Submission date</b>	21.08.2019
<b>Submitted by</b>	Secretariat
<b>Reference</b>	

---

## Background

The outcomes of the following meetings within the framework of HELCOM held in the intersessional period are available in the [HELCOM Meeting Portal](#):

- 18<sup>th</sup> Meeting of the HELCOM Maritime Working Group ([MARITIME 18-2018](#)), Hamburg, Germany, 25-27 September 2018;
- Fourth Inter-regional Workshop on Risk Assessment Tools for Pollution Preparedness and Response ([OPENRISK WS 4-2018](#)), Malmö, Sweden, 30 October 2018;
- Seventh Meeting of the HELCOM Expert Group on environmental risks of hazardous submerged objects ([SUBMERGED 7-2018](#)), Rostock, Germany, 12 November 2018;
- 25<sup>th</sup> Meeting of the HELCOM Response Working Group ([RESPONSE 25-2018](#)), Rostock, Germany, 14-16 November 2018;
- 17<sup>th</sup> Meeting of the Joint HELCOM-VASAB Maritime Spatial Planning Working Group ([HELCOM-VASAB MSP WG 17-2018](#)), Riga, Latvia, 14-15 November 2018;
- 55<sup>th</sup> Meeting of the HELCOM Heads of Delegation ([HOD 55-2018](#)), Helsinki, Finland, 4-5 December 2018;
- 40<sup>th</sup> Meeting of the Helsinki Commission ([HELCOM 40-2019](#)), Helsinki, Finland, 6-7 March 2019;
- 18<sup>th</sup> Meeting of the Joint HELCOM-VASAB Maritime Spatial Planning Working Group ([HELCOM-VASAB MSP WG 18-2019](#)), Hamburg, Germany, 27-28 March 2019;
- Meeting of HELCOM Cooperation Platform on Special Area According to MARPOL Annex IV ([CP PRF 8-2019](#)), Helsinki, Finland, 27-28 March 2019;
- 30<sup>th</sup> Meeting of the HELCOM Expert Working Group for Mutual Exchange and Deliveries of AIS & Data ([AIS EWG 30-2019](#)), Helsinki, Finland, 28-29 May 2019;
- 26<sup>th</sup> Meeting of the HELCOM Response Working Group ([RESPONSE 26-2019](#)), Warsaw, Poland, 3-5 June 2019;
- 56<sup>th</sup> Meeting of the HELCOM Heads of Delegation ([HOD 56-2019](#)), Helsinki, Finland, 18-19 June 2019.

Extracts of relevant parts of the afore mentioned outcomes are contained in the **Annex**.

## Action requested

The Meeting is invited to take note of the outcomes and to discuss issues of relevance to HELCOM SAFE NAV under relevant Agenda Items.

[MARITIME 18-2018](#)**Agenda Item 9 Safety of navigation and related matters***Baltic Sea accident data*

9.1 The Meeting took note of the outcome of the Ninth Meeting of HELCOM Group of Experts on Safety of Navigation (SAFE NAV 9-2018), held on 7 September 2018 in Copenhagen, Denmark (document 9-4).

9.2 The Meeting considered the draft Annual HELCOM report on shipping accidents in the Baltic Sea area in 2014-2017 (document 9-1) and noted the information provided on corrections as contained in document 9-5. In this context CLIA Europe thanked the Secretariat for conveying their comments to SAFE NAV 9-2018, as they were unable to participate in the meeting.

9.3 The Meeting noted the request from CLIA Europe to distinguish between passenger ships and cruise passenger ships in the future.

9.4 In this context, the Meeting noted comments on the agreed HELCOM Reporting Format on Shipping Accidents set out in Annex 1 of the report.

9.5 The Meeting noted information by Poland, that some of the coordinates for accidents in Poland have been reflected incorrectly in the draft report and requested Poland to liaise with the Secretariat in order to correct this.

9.6 The Meeting further noted a comment by Latvia, that some of the figures misleadingly give the impression that data has not been provided by certain countries in certain years, when in fact there were no accidents in that country that year to report.

9.7 The Meeting approved the report on shipping accidents, subject to the Secretariat making the necessary corrections as set out in document 9-5 and as commented by Latvia and Poland above. The Meeting consequently requested the Secretariat to publish the corrected final report.

9.8 The Meeting considered the proposal in document 9-2, decided that EMCIP should be used as the primary source for accident data in future annual reports and requested the Secretariat to continue liaising with EMSA regarding obtaining access to EMCIP.

9.9 Taking into account that the EMCIP dataset does not differ significantly from the HELCOM dataset, and that EMCIP has recently been revised and any proposed changes are unlikely to be approved by the Permanent Cooperation Framework (PCF) for the Investigation of Accidents in the Maritime Transport Sector, the Meeting agreed that HELCOM should use the current EMCIP dataset.

9.10 The Meeting noted that the Secretariat will continue requesting Russia directly to provide their accident data in order to compile the annual accident reports for the Baltic Sea area.

9.11 The Meeting took note of the information provided by Germany related to document 5-3 submitted to SAFE NAV 9-2018 on the new project "Extension of TSS South of Gedser", and noted the willingness by Germany to discuss the matter bilaterally with interested parties.

*Re-surveys*

9.12 The Meeting took note of the Status Report of HELCOM-BSHC Baltic Sea Re-survey Scheme submitted by Finland (document 9-3, presentation 5) and endorsed the presented future actions as follows:

- Contracting Parties to continue Cat I & II hydrographic surveys in the Baltic Sea to meet the 2013 revised Re-Survey Scheme;
- Contracting Parties to revise the Cat I & II areas in their waters based on up-to-date hydrographic surveys and current commercial shipping AIS info to ensure safe navigation in their waters and to report the revised situation and measures taken as well as update the HELCOM routes in BSHC re-survey database; and

- the BSHC Monitoring Working Group to assess the re-survey scheme and progress in order to prepare an evaluation report to BSHC 24-2019 and further to MARITIME 19-2019 together with a proposal of further activities.

9.13 The Meeting noted that it is expected that the work can be completed by 2020.

9.14 The Meeting encouraged the Contracting Parties to participate in EU INEA CEF Motorways of the Sea and Cohesion funding programs to ensure the resources for hydrographic surveys in order to meet Re-Survey Scheme timetables agreed by the HELCOM Copenhagen Ministerial Meeting in October 2013.

9.15 The Meeting noted information regarding the FAMOS project in document 9-3 and expressed appreciation for the co-financing of the FAMOS project from the European Union Connecting Europe Facility Motorways of the Sea program, which has substantially contributed to the fulfillment of the HELCOM Re-survey plan and thus safety and efficiency of shipping in the Baltic Sea.

#### *E-navigation*

9.16 The Meeting took note that HELCOM 39-2018 adopted the amended HELCOM Recommendation 34E/2 on Further testing and development of the concept of exchange of voyage plans as well as other e-navigation solutions to enhance safety of navigation and protection of the marine environment in the Baltic Sea Region.

### **Agenda Item 11                      Activities within other organizations and initiatives**

#### *EU & EUSBSR activities*

11.3 The Meeting took note of the information by Mr. Maik Schmahl on EU activities and co-operation on clean shipping (presentation 6), including work within the Horizon 2020 and ESSF. The Meeting noted a comment that research on underwater noise would be good to undertake already sooner than 2020, which is the envisaged start for such activities under Horizon 2020.

11.4 The Meeting took note of the information on recent and upcoming activities of EUSBSR Policy Areas Ship and Safe presented by Ms. Rikke Holst Søndergård (presentation 7).

#### [OPENRISK WS 4-2018](#)

#### **Part I: Baltic Sea case study**

Part I of the Fourth OpenRisk Workshop started with a presentation of Mr. Laine, which focused on the overall structure of the Baltic Sea case study and how it is linked to the OpenRisk Guideline (**Presentation 2**). After that, seven different presentations of the results of the Baltic Sea case study were made. These results were obtained using risk assessment tools of the OpenRisk Toolbox, with one exception, the SpillMod risk assessment tool.

#### **Part II: OpenRisk Guideline**

Part II of the Fourth OpenRisk Workshop was moderated by Mr. Goerlandt. The topic of his presentation was ISO 31000:2018 Risk Management Standard Implementation in Pollution Prevention and Response. The presentation started with general background and philosophy of the standard, followed by a description of its main elements (principles, framework and process).

Subsequently, a final version of the OpenRisk Guideline was introduced in detail to the Workshop participants. The Guideline includes implementation of the ISO 31000:2018 Standard to the PPR activities, using three interlinked processes operated on different time scales, with different aims and using different tools. The link between the OpenRisk recommended tools and these processes is also included in the Guideline (Presentation 9).

To support the Workshop participants' understanding of the key concepts and ideas in the Guideline and to know their opinion about the layout, HELCOM had sent two different versions of the Guideline to the Workshop participants in advance (Documents 1 and 2).



3.15 The Meeting agreed that the finalization of both the chapter on warfare materials and the chapter on wrecks needs further work, in particular with compiling information from those Contracting Parties that have not yet contributed to the work.

#### **Agenda Item 4 Future work**

4.1 The Meeting recalled that SUBMERGED 6-2018 agreed that RESPONSE 25-2018 would consider and HOD 55-2018 should decide whether the work should continue through the prolongation of the mandate of the SUBMERGED Expert Group or through other arrangements such as ad hoc workshops or correspondence.

4.2 The Meeting agreed that significant progress has been made and noted that the agreement on the structure of the HELCOM Thematic Assessment on Hazardous Submerged Objects, as set out in Annex 2, is an important step towards finalization. Recognizing, however, that much more work is needed in order to finalize the Submerged Assessment, the Meeting discussed the way forward and future format of cooperation.

4.3 The Meeting recalled the Terms of Reference of the Submerged Expert Group, as agreed by HELCOM HOD 43-2013.

4.4 The Meeting agreed that the most efficient way forward would be for two drafting groups to work by correspondence in order to continue the work on the chapters on warfare materials and wrecks, respectively.

4.5 The Meeting agreed that the drafting group on wrecks would be chaired by Mr. Jorma Rytönen (Finland). Participants would consist of at least Mr. Uwe Wichert (Germany), Mr. Ivar Treffner (Estonia) and Mr. Benedykt Hac (Poland).

4.6 The Meeting further agreed that the drafting group on warfare materials would be co-chaired by Mr. Jens Sternheim (Germany) and Mr. Jacek Bełdowski (Poland). Participants would consist at least of Mr. Gunnar Möller (Sweden), Mr. Uwe Wichert (Germany), Mr. Michal Czub (Poland) and Mr. Torsten Frey (Germany).

4.7 The Meeting agreed that at least two years are needed in order to complete the work on the Submerged Assessment, and that it would not be appropriate to submit an Interim Submerged Assessment for approval by the Response Group and the Heads of Delegation at this stage.

4.8 Consequently, the Meeting agreed to request RESPONSE 25-2018 to submit to HOD 55-2018 a proposal to prolong the mandate of the Submerged Expert Group until the end of 2020, with a view to finalizing the HELCOM Thematic Assessment on Hazardous Submerged Objects in the Baltic Sea. The work should predominantly be undertaken by correspondence in the two drafting groups, but meetings of the Submerged Expert Group could be considered once per year, as appropriate.

4.9 The Meeting agreed to invite RESPONSE 25-2018 and HOD 55-2018 to encourage those Contracting Parties that have not yet done so, to participate in the work of the Submerged group and to contribute to the draft Submerged Assessment.

### [RESPONSE 25-2018](#)

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

4.1. The Meeting took note of the Outcome the 29th Meeting of the Expert Working Group for Mutual Exchange and Deliveries of AIS & Data (AIS EWG 29-2018) which was held on 12-13 June 2018 in Tallinn, Estonia (document 4-1).

4.2. The Meeting took note of the Outcome of the Ninth Meeting of the HELCOM Group of Experts on Safety of Navigation (SAFE NAV 9-2018) which was held on 7 September 2018 in Copenhagen, Denmark (document 4 2).

4.3. The Meeting took note of the updates of the OpenRisk project and its main outcomes (document 4-3 and Presentation 1). In this context the Meeting took note of the OpenRisk Guideline for Regional Risk Management to Improve European Pollution Preparedness and Response, and of the Baltic Sea Case Study, which has been published on the HELCOM website.

4.4. The Meeting took note of the offer made by the Norwegian Coastal Administration to make the AISyRISK risk assessment tool available to the HELCOM Response authorities. The Meeting discussed that this tool can be applied also in the Baltic Sea, as long as AIS data and other Baltic Sea parameters (e.g. bathymetry) are fed into the system. The Meeting agreed that the tool would be useful also for the HELCOM Contracting Parties and agreed to invite the Secretariat to request access to the tool from the Norwegian Coastal Administration at this stage. In addition, the Meeting invited the Secretariat to clarify with the Norwegian Coastal Administration the conditions and technical requirements for using the tool.

4.5. The Meeting noted that there are resource constraints in most Contracting Parties and that in order to use AISyRISK significant preparatory work may be necessary on a national level. The Meeting agreed that any future projects on risk assessment/management could build on AISyRISK or other existing tools, rather than starting from zero. The Meeting also agreed that the level of ambition for any new project should be carefully detailed in the planning stages.

4.6. A demonstration of the AISyRISK tool was provided by the OpenRisk Project Manager to interested participants during a break.

4.7. The Meeting recalled paragraph 3.15 of the Outcome of RESPONSE 24-2018 about Lithuania having sent out a questionnaire on bunkering activities and received answers from most countries. RESPONSE 24-2018 had welcomed the intention to submit the results to the Secretariat to be shared with the HELCOM Green Team as well as with the Response Working Group. Lithuania informed the Meeting that the results will be submitted to the Secretariat for circulation before the end of November 2018.

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

5.1. The Meeting took note of the HELCOM report on the accidents and pollution response operations prepared jointly with the Maritime Working Group and approved by MARITIME 18-2018 and the related outcome of MARITIME 18-2018 regarding EMCIP (document 5-1).

5.2. The Meeting agreed that in the future it continues to be important for the Response Working Group to get access to the accident reports despite the decision to use EMCIP data, in order to be able to continue providing annual reports on response operations related to shipping accidents.

5.3. The Meeting invited the Contracting Parties to report recent (2017-2018) significant response operations at sea and on the shore using the reporting template agreed by RESPONSE 21-2016, and to report lessons learnt from response operations. Information should be submitted to the Secretariat (markus.helavuori@helcom.fi) by 21 December 2018.

5.4. The Meeting noted the information presented by Sweden on the response operation related to the grounding of Makassar Highway in July 2018 (Presentation 2). The Meeting noted that the leaked oil was hybrid oil, but the Swedish Coast Guard experienced some difficulties operating skimmers to recover this oil using shallow water recovery vessel. The oil did not flow to the skimmer.

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

9.1. The Meeting took note of the Outcome of the Sixth Meeting of the HELCOM Expert Group on Environmental Risks of Hazardous Submerged Objects (HELCOM SUBMERGED 6-2018) which was held on 4 May 2018 in Berlin, Germany (document 9-1) and of the Seventh Meeting (HELCOM SUBMERGED 7-2018) which was held in Rostock Warnemünde on 12 November 2018, prior to HELCOM RESPONSE 25-2018.

9.2. The Meeting noted that SUBMERGED 7-2018 had not been able to finalize the work with the Interim Submerged Assessment, which originally had been planned for submission to RESPONSE 25-2018 and HOD 55-2018 with a view to publication.

9.3. The Meeting considered and agreed with the request of SUBMERGED 7-2018 to recommend to HOD 55-2018 that the mandate of the Submerged Expert Group should be prolonged until the end of 2020,

with a view to finalizing the HELCOM Thematic Assessment on Hazardous Submerged Objects in the Baltic Sea. The Meeting agreed that the work should predominantly be undertaken by correspondence in two drafting groups (one on warfare materials and one on wrecks), but that meetings of the Submerged Expert Group could be considered once per year, as appropriate.

9.4. The Meeting encouraged those Contracting Parties that have not yet done so, to participate in the work of SUBMERGED and to contribute to the development of the Submerged Assessment. The Meeting agreed to invite HOD 55-2018 also to encourage participation by all Contracting Parties and to nominate national contact points to the Expert Group.

9.5. The Meeting took note of information by Latvia that no national responsible authority on submerged objects in their country has been nominated. Latvia also has no funding for such work and there are no identified potentially polluting wrecks in Latvian waters. The Meeting also noted information by Lithuania, that they will inform the Secretariat of their national authority which has been designated as responsible for submerged objects.

9.6. The Meeting agreed that the national Heads of Delegation for the Response Group should be the contact points for the Submerged Expert Group, for those Contracting Parties that have not nominated official contact points for the Submerged Expert Group.

### [HELCOM-VASAB MSP WG 17-2018](#)

#### **Agenda Item 3 Regional coordination and policy follow-up**

3.1 The Meeting considered the Draft Guidelines on transboundary MSP output data structure.

3.2 The Meeting took note of the suggestion by Sweden to test the guidelines in practice. The Meeting took note of the clarification that the guidelines has already been tested and that the next test is planned by April 2019 and invited the Contracting Parties to join the test exercise.

3.3 The Meeting agreed on the Guidelines as contained in the revised document 3-2-Rev.1, to be submitted to HELCOM HODs and VASAB CSPD, respectively, for consideration, and congratulated the Baltic Sea Region MSP Data Expert Sub-Group and the Chair of this group Ms. Kristine Kedo for the achieved results.

3.4 The Meeting took note of the preliminary results of Baltic LINES project and discussed the use of the innovative approach to the data management to develop technical guidance for the MSP spatial data handling.

3.5 The Meeting took note of the clarification that the decentralized approach to data handling will assure access to the most up-to-date data and thanked the Baltic LINES project for the work done (Presentation 1)

3.6 The Meeting took note of the regional calendar of national MSP-related processes and meetings.

3.7 The Meeting was informed on the final conference of the Baltic LINES and North SEE projects in Hamburg in February 2019 and of teh final conference of the Pan Baltic Scope in November 2019.

3.8 The Meeting invited countries to provide relevant information for the update of the calendar, which is valuable publicly available information on resources, to VASAB Secretariat (alda.nikodemusa@vasab.org) whenever this information is available.

3.9 The Meeting took note of the draft Cross-Border Consultation Study and reflected on the use of this study and its recommendations (document 3-7 and Presentation 2).

3.10 The Meeting pointed out that the Baltic Sea Region has experience in ESPOO consultations which are considered to be broader than the SEA / Environment, as a formal mechanism for consultation in broader scale.

- 3.11 The Meeting took note of the information on the ongoing process to develop a new instrument under UNCLOS on conservation and sustainable use of marine biological diversity of areas beyond national jurisdiction (document 4-1).
- 3.12 The Meeting considered the draft revised HELCOM Recommendation 24/10 'Implementation of integrated Marine and Coastal Management of Human Activities in the Baltic Sea Area' and comments provided to the draft (document 3-1-Rev.).
- 3.13 The Meeting concluded that the Recommendation, while referring to "marine management of human activities" does, de facto, cover also maritime spatial planning (in addition to integrated coastal management of human activities).
- 3.14 The Meeting noted that the original Recommendation was adopted at the time (in 2003) when no explicit MSP requirements existed neither in the Baltic Sea nor on European level. The Meeting therefore was of the opinion that it is important to bring the wording of the Recommendation in line with the already existing commitments on MSP in HELCOM (and elsewhere) and the ongoing regional work, to ensure the relevance of the Recommendation.
- 3.15 The Meeting clarified that HELCOM Recommendation 28E/9 "Development of the Broad-scale Maritime Spatial Planning Principles in the Baltic Sea Area" (2007) does not overlap with the proposed revised Recommendation 24/10 as it mainly addresses the development of the MSP Principles (already fulfilled requirement) and data.
- 3.16 The Meeting agreed on the amendments to the Recommendations as included in document 3-1-Rev. and agreed to propose a change to the title of the Recommendation to reflect the contents of the revised Recommendation.
- 3.17 The Meeting took note that lead country Poland expressed the wish to have the revision process concluded without any further delay and noted the plan of the State and Conservation 9-2018 to consider the draft Recommendation at its next meeting in spring 2019. The Meeting suggested the HELCOM Secretariat to submit the draft revised Recommendation to the contacts of State and Conservation WG for consideration via correspondence, and to report on progress at HOD 55-2018 with the intention to have the revision of the Recommendation finalized in time for adoption of the document at HELCOM 40-2019.
- 3.18 The Meeting agreed that the updated draft HELCOM Recommendation 24/10 should be communicated with VASAB CSPD / BSR.
- 3.19 The Meeting requested HELCOM Secretariat to edit the document to assure its terminological consistency throughout the text and correctness and validity of the references before its submission to State and Conservation WG.
- 3.20 The Countries were invited to check changes in the list of national MSP focal points for transboundary consultation and joint planning in the Baltic Sea Region countries (Annex 3) and to inform the HELCOM (florent.nicolas@helcom.fi) and VASAB Secretariats (elina.veidemane@vasab.org) in case of any changes.
- 3.21 The Meeting took note of the national updates on new MSP developments:
- Estonia: Initial outline and Memorandum on impact assessment has been issued and document on the issues to be circulated to the Baltic Sea states. The first draft of the plan will be prepared by next February and public consultations will start next March. Offshore energy theme in Hiiu MSP has been abolished by National court, all other themes are still legally binding.
- Finland: compiled a "Blue Economic Profile" report which is available in Finnish and development of future scenarios will start both in Finland and in Åland in the spring of 2019. The first drafts of plans will be available in spring 2019 for Finland and in early autumn for Åland.
- Germany: at the stage of conceptual development. The information on national offshore development plan will be presented later to the Meeting.

Latvia: national plan has been published for inter-institutional consultations. The official comments are expected in two weeks and the final draft is planned to be adopted by the Government by the end of January 2019 at latest.

Poland: Public consultations on the first version of MSP has been completed and comments received. The work on the second version is on-going. The second version is planned to be ready by the end of the year and submitted for national consultation. The international consultation meeting is planned to be organized in the end of March 2019.

Russia: The Ministry of Ecology and Natural resources developed the methodology for transboundary MSP of Russian areas in Baltic and Barents Seas with Sweden, Norway and Finland. The documents are in the final stages of review and will be delivered to the countries for reviewing.

Sweden: First formal consultation round including ESPOO consultation has been finished and analysing of the received feedback is ongoing. The final 3 months long review stage will be launched in 14 March.

3.22 The Meeting took note of the presentation of the first draft of German national offshore site development plan (Presentation 3).

3.23 The Meeting took note of the clarification regarding relations between the presented offshore site development and already existing MSP and specific parameters of energy-generating appliances.

3.24 The Meeting also discussed the navigation safety rules between and inside the areas designated for energy wind farms as well as the safety rules for cables within and outside the wind farms.

3.25 The Meeting took note of the outcomes from MSP-related HELCOM meetings (SAFE NAV, MARITIME and FISH Groups).

3.26 The Meeting took note of the MSP-related topics in the work of HELCOM State & Conservation Working Group.

3.27 The Meeting took note of the information that the HELCOM-OSPAR-ICES Joint Working Group on Seabirds will have a workshop in November 2018 with the goal to compile available information on birds' migration routes and that this information will be further available for the MSP work.

3.28 The Meeting welcomed the increasing cooperation between HELCOM work groups in relation to MSP in the region and, particularly, valued the contribution of State and Conservation group into the application of ecosystem approach in MSP.

## [HOD 55-2018](#)

### **Agenda Item 4 Matters arising from the HELCOM Groups**

#### *Outcomes of Working Group meetings*

4.1 The Meeting took note of the outcomes of the following Working Group meetings held by the time of HOD 55-2018:

- 18th Meeting of the HELCOM Maritime Working Group (MARITIME 18-2018), 25-27 September 2018, Hamburg, Germany (document 4-1);
- Ninth Meeting of the HELCOM Working Group on Reduction of Pressures from the Baltic Sea Catchment Area (PRESSURE 9-2018), 10-12 October 2018, Riga, Latvia (document 4-4);
- Ninth Meeting of the HELCOM Working Group on the State of the Environment and Nature Conservation (State & Conservation 9-2018), 22-26 October 2018, Copenhagen, Denmark (document 4-9);
- Meeting of the HELCOM Group on Sustainable Agricultural Practices dedicated to the revision of Annex III part II of the Helsinki Convention, 8 November 2018, Warsaw, Poland (document 4-21);
- 19th Meeting of the HELCOM Group for the Implementation of the Ecosystem Approach (GEAR 19-2018), 7-8 November 2018, Copenhagen, Denmark (document 4-27);

- 17th Meeting of the joint HELCOM-VASAB Maritime Spatial Planning Working Group (HELCOM-VASAB MSP WG 17-2018), 14-15 November 2018, Riga, Latvia (document 4-29);
- 25th Meeting of the HELCOM Response Working Group (RESPONSE 25-2018), 14-16 November 2018, Rostock-Warnemünde, Germany (document 4-31).

#### *Other topics from the Groups*

##### *Maritime Group*

4.11 The Meeting took note of the establishment of the GREEN TEAM Reporting mechanism and method (c.f. document 4-1).

4.12 The Meeting took note that the Work Plan for 2018-2020 of the Cooperation Platform on Special Area According to MARPOL Annex IV has been updated (c.f. document 4-1).

4.13 The Meeting considered and approved the revised HELCOM Recommendation 33/1 on “Unified interpretation in relation to access to and use of HELCOM AIS data” (document 4-2) and agreed to submit it for adoption by HELCOM 40-2019.

4.14 The Meeting considered the draft revised HELCOM Recommendation 28E/13 on “Introducing Economic Incentives as a Complement to Existing Regulations to Reduce Emissions from Ships” (document 4-19).

4.15 The Meeting noted that the objective of the Recommendation is to outline options and principles for economic incentives in order to further reduce emissions and other pollution from ships, and agreed that possible technical or regulatory measures with an impact on design and construction of ships should be discussed on a global level at the IMO.

4.16 The Meeting discussed the wording of the first preambular paragraph of the draft revised Recommendation and in particular, whether it should refer to potential pollution or pollution from shipping in general. Recognizing the importance of submitting the draft revised Recommendation for adoption to HELCOM 40-2019, the Meeting agreed not to revise the text set out in Annex 1 of document 4-19, which had tacitly been agreed by correspondence, noting the strong message that even potential pollution from shipping has negative impacts on the sensitive marine environment. The Meeting also noted that in the spirit of compromise, Finland could agree with the text in Annex 1 and did not wish to reopen discussion with regard to its comments set out in Annex 2.

4.17 In conclusion, the Meeting approved the draft revised Recommendation 28E/13 as set out in Annex 1 to document 4-19, and agreed to submit it for adoption by HELCOM 40-2019.

4.18 The Meeting took note of the draft HELCOM/EnviSuM report “Alternative Fuels for Shipping in the Baltic Sea Region” (document 4-30) and noted that comments previously provided by Germany and Russia had accidentally been omitted from the draft, but would be included by the Secretariat before publication.

4.19 In addition, the Meeting agreed on the following tacit procedure to approve the publishing of the overview on the HELCOM website:

- Contracting Parties to provide any comments to the overview by 12 December 2018;
- if no comments are received by 12 December, the publishing of the overview will be considered as approved by HOD;
- editorials and minor comments related, e.g., to national information by the Contracting Parties can be taken on board by the Secretariat without further approval; and
- any substantial comments received by 12 December will be circulated by the Secretariat on 13 December for tacit approval with the deadline on 20 December.

[HELCOM 40-2019](#)**Agenda Item 3                      Matters arising from the subsidiary bodies**

- 3.1                      The Meeting considered the draft amended HELCOM Response Manual Volume 1 (document 3-5). Having agreed to some minor editorial amendments, the Meeting adopted the amended HELCOM Response Manual Volume 1, as set out in Annex 2 to the outcome.
- 3.2                      Recalling the approval by HOD 55-2018 of a project proposal for revising the entire HELCOM Response Manual (Volumes 1-3) to make it more user friendly, the Meeting recalled the invitation for the Contracting Parties to consider providing contributions for financing the project. The Meeting welcomed the confirmation by Sweden regarding their contribution of 5000 euro towards financing the project.
- 3.3                      The Meeting considered the draft revised HELCOM Recommendation 28E/13 on Introducing Economic Incentives as a Complement to Existing Regulations to Reduce Emissions from Ships (document 3-1), as approved by HOD 55-2018 for adoption.
- 3.4                      The Meeting took note of editorial and substantial changes to the draft revised Recommendation 28E/13, as proposed by Russia (document 3-22). Following discussion, the Meeting was not able to reach a decision and agreed to intersessionally consider the issue further through the Heads of Delegation with engagement of Working Groups as needed. The Meeting consequently mandated HOD 56-2019 to consider and adopt the revised Recommendation. To facilitate consideration of the matter, Russia will submit a document containing justification for their proposed changes, including an explanation on their interpretation of the title of the draft Recommendation.
- 3.5                      The Meeting considered and adopted the draft revised HELCOM Recommendation 33/1 on Unified interpretation in relation to access to and use of HELCOM AIS data (document 3-2) as contained in Annex 3 to the Outcome. In this context, the Meeting noted a statement made by the EU, that the Recommendation should be without prejudice to Regulation 2002/59 (EC).
- 3.33                     The Meeting considered and adopted the updated HELCOM Data and Information Strategy, to replace the current HELCOM Data and Information Strategy (document 3-8) as contained in Annex 9 to the Outcome.
- 3.34                     The Meeting considered and adopted the HELCOM-VASAB Guidelines on transboundary MSP output data structure in the Baltic Sea (document 3-6) as contained in Annex 10 to the Outcome.
- 3.35                     The Meeting took note of the statement by Poland that the document is crucial for cooperation in the Baltic Sea region and implementation of the goal of the HELCOM MSP Roadmap to establish the spatial plans coherent across the borders.
- 3.36                     The Meeting took note and considered the information on coordinated reporting and hosting of HELCOM continuous noise monitoring data (document 3-9) and decided on the proposed hosting solution (in ICES) for a HELCOM database on continuous underwater sound.
- 3.37                     The Meeting took note of the position of Russia that the use of the data from the noise database in HELCOM work is to be clarified and that still for today there is no comprehensive scientific research in liaison to the direct influence of underwater noise on marine species.
- 3.38                     The Meeting requested the Secretariat to regularly keep the HODs informed of the progress in reporting of the underwater noise database on their monitoring and how the data are analyzed for use in HELCOM.
- 3.39                     The Meeting welcomed the information by Sweden that their offer to contribute to the funding of the database is still valid and the information by Denmark that they are investigating the possibility to make a financial contribution as well.
- 3.40                     The Meeting agreed on the annual allocation from the HELCOM budget for the database maintenance as indicated in document 3-9 as well as authorized the use of the HELCOM budget to bridge any remaining gap for funding of the database establishment.

- 3.41 The Meeting invited the Contracting Parties to co-fund the establishment of the soundscape planning tool as indicated in document 3-9.
- 3.42 The Meeting took note of the comment by Denmark that it would be appreciated if, in the future when monitoring of underwater noise is established in both HELCOM and OSPAR, the data on underwater noise from the respective RSC's would be collated and maintained jointly or in a comparative manner.
- 3.43 The Meeting considered and endorsed the updated Roadmap on HELCOM activities on ecosystem approach (document 3-15).
- 3.44 The Meeting took note of the comment by Germany that, in general and for those Contracting Parties who are also EU Member States, regional cooperation on the implementation of the ecosystem approach should extend to also include work related to the Programs of Measures under the Marine Strategy Framework Directive.
- 3.45 The Meeting took note of editorial comments to the document from Denmark, agreed to include the comments and endorsed the revised updated Roadmap on HELCOM activities on ecosystem approach (document 3-15-Rev.1).
- 3.46 The Meeting considered and took note of the information on the progress of work of the HELCOM subsidiary bodies, as well as expert and correspondence groups during 2018 (document 3-17).
- 3.47 The Meeting took note of the status of HELCOM projects (document 3-18).

**Agenda Item 5                      Accounts 2017–2018, budget 2019–2020 and other institutional and organisational matters of the Commission**

5.1 Following an open and competitive recruitment process, the Meeting agreed on the recommendation of the Recruitment Panel for the post of HELCOM Executive Secretary and decided to appoint Mr. Rüdiger Stempel as the next HELCOM Executive Secretary. The appointment is for an initial period of three years starting from 1 August 2019, with a possibility of a prolongation.

**Agenda Item 7                      Next meeting(s) of the Commission**

7.1 The Meeting decided to arrange the next meeting of the Commission on 4-5 March 2020 at the Marina Congress Centre in Helsinki, and HELCOM Stakeholder Conference prior to HELCOM 41-2020 on 3 March.

7.2 The Meeting agreed to discuss the topic of the HELCOM stakeholder conference and the high-level segment of HELCOM 41-2020 in HOD 56-2019.

[HELCOM-VASAB MSP WG 18-2019](#)

**Agenda Item 4                      Building up future common regional MSP framework**

4.1 The Meeting took note of the national update on new MSP developments:

- Denmark: The first Danish MSP is currently under development, and the designation categories are therefore not finalized. Throughout 2018/2019 we have collected data on current and future plans for the use of marine areas from all the sectors that are covered by the MSP. Denmark expect the first MSP to be launched by the end of 2019 in order to have an international consultation before the EU-directive must be implemented in 2021. The MSP will be completed by March 2021.
- Estonia: Estonia is currently concluding the draft MSP and is planning to start public display of the draft nationally in the middle of April. The transboundary consultation period will start approximately in the end of April and will be 9 weeks. The notification and materials will be distributed by the Ministry of the Environment. Estonia is planning to have a transboundary consultation meeting right after the next Pan Baltic Scope Planning Forum. It will be held in the Estonian Ministry of Finance during the afternoon of the 29 of May 2019. Finland:

- Finland: Finland MSP is proceeding as scheduled. Stocktaking phase is finalized and an unofficial consultation will be arranged in April-May to ask opinions of the planning materials. At the moment scenarios for the maritime area are being drafted and setting the planning goals will follow. The busiest phase in drafting the plans takes place in autumn 2019.
- Germany: Germany is currently still in the evaluation phase and preparing a status report. The report will look at the MSP in force, the current framework and then outline the way forward. Currently we are expecting to publish alternative planning options at an early stage to solicit feedback from stakeholders. Germany has had positive experience with a scientific advisory council established last year; it provides valuable input and opportunity for reflection especially at an early stage.
- Latvia: The national MSP has been agreed with all involved ministries in the interinstitutional process and the opinion from State Environmental Bureau is still to be received. After receiving the last opinion the MSP will be handed in to the Government for approval. Meanwhile we are working with a local municipality on pilot project, where a thematic plan for 2 km of coastal waters and interlinked land territory is to be elaborated. The experience from elaboration of the thematic plan will serve as input for preparation of guidelines for all coastal municipalities on planning and managing the coastal areas.
- Lithuania: Lithuania is currently preparing a new Comprehensive Plan of the Territory of Lithuania including its continental shelf and exclusive economic zone in the Baltic Sea. The process of preparing a plan consists of three stages - analysis, conception and specific strategic solutions. Today we have done the analysis and we are developing a concept, that will be completed in June. The Concept of the new Comprehensive Plan of the Territory of Lithuania including its continental shelf and exclusive economic zone in the Baltic Sea - the main trends and visions of country's spatial development in the perspective to 2050, including the Strategic Environmental Assessment (SEA) in the planning process of this plan.
- Concerning the calendar, Estonia is planning to include a meeting on presentation of the Concept of the new Comprehensive Plan of the Territory of Lithuania including the Strategic Environmental Assessment (SEA) in the planning process of this plan, to be held in June, and a Meeting on Consultations with LT neighbouring countries on the Concept of the new Comprehensive Plan of the Territory of Lithuania and the Strategic Environmental Assessment (SEA) in the planning process of this plan, to be held in July (Vilnius). As we are a bit behind the schedule of our planned works, we are not able to provide the exact date of the meetings.
- Poland: In the end of December 2019 the second version of draft Maritime Spatial Plan of Polish sea areas was developed and submitted for second round of official consultation with relevant authorities. Currently, the contractor - Maritime Institute in Gdańsk is developing another version of the draft plan, taking into account collected opinions and terms of agreement. Submission of the third version of the draft plan will take place in the end of July. Before, on 4-5 June 2019 the international consultation meeting will be held in Warsaw. And after that, on 7 June the fourth national consulting meeting will be organized.
- Russia: There are no changes in the national legislation. There is continuous discussion at various round tables and MSP educational game has been made.
- Sweden: The Swedish draft plans are on national review from 14th March to the 14th of June 2019. The plans are being translated to English and will be available on the SwAM website. Sweden will respond by letter to received input från neighbouring countries in the ESPOO-consultation before summer. Sweden is considering arranging a transboundary consultation Skype-meeting in end of October, before delivering plan proposals to government in end of December 2019.

4.2 The Countries were invited to check changes in the list of national MSP focal points for transboundary consultation and joint planning in the Baltic Sea Region countries (Annex 2) and to inform the HELCOM (florent.nicolas@helcom.fi) and VASAB (elina.veidemane@vasab.org) Secretariats in case of any changes.

4.3 The Meeting took note of the information by VASAB that country fiches and the calendar of the national MSP events and processes have been updated and available on the VASAB website and added

as an annex to this Outcome (Annex 3). The updated country fiches will also be published at the HELCOM website.

4.4 The Meeting took note of the recommendations of the Baltic LINes project to the HELCOM-VASAB MSP WG presented by Germany (presentation 4). The Meeting also took note that the presented recommendations were derived from the project and do not reflect official position of Germany.

4.5 The Meeting also took note of the presentation on project results on planning criteria for the shipping and energy sectors (presentation 4 and 5).

4.6 The Meeting welcomed the recommendations and discussed the possible ways to involve energy sector into the works of HELCOM-VASAB group. The Meeting suggested to organize a dedicated session, moderated by an expert in the matter, to involve energy sector to the MSP group work.

4.7 The Meeting also took note of the recommendation to increase cooperation in the navigation safety sector.

4.8 The Meeting noted that the “data recommendation” has been circulated to the BSR MSP Data Expert Sub-Group and that the group will discuss it at the upcoming meeting.

4.9 The Meeting requested the BSR MSP Data Expert Sub-Group to continue the work on the requirements for input data for MSP.

4.10 The Meeting took note of Germany’s intention to develop the recommendation into formal proposals and encouraged Contracting Parties to provide written feedback on the recommendation to Germany (kai.truempler@bsh.de) by 25 April 2019 with copy to both Secretariats (florent.nicolas@helcom.fi, elina.veidemane@vasab.org).

4.11 The Meeting noted a suggestion by the Baltic LINes project that regularly updated overview of the planning criteria used by the countries in addition to the country fiches might be a useful tool to raise understanding between countries. The Meeting noted the suggestion to strengthen cooperation between MSP group and HELCOM Working Groups responsible for MSP related issues.

4.12 The Meeting took note that the addendum to the document 4-1 with the planning criteria will be published on the Meeting site.

4.13 The Meeting took note of the information on the Planning Forum of the Pan Baltic Scope project.

4.14 The Meeting took note of the task for Pan Baltic Scope to create a long-lasting mechanism for the regional MSP dialog which might be the “Planning Forum”.

4.15 The Meeting provided comments in order to support the further work of the Pan Baltic Scope project.

## [AIS EWG 30-2019](#)

### **Agenda Item 3**

#### **Recent national developments of AIS**

3.1 The Meeting took a round-the-table to share information on national developments relevant to HELCOM AIS (including AIS coverage, application specific messages and VDL loading):

- Estonia: No significant developments have taken place since the last meeting. The same amount of 13 base stations provided by Jotron Norway around the Estonian coast are still functioning since 2004. The IEC stream of AIS messages is provided to the HELCOM regional server in Norway. MRS notices, based on AIS information and ship reports to GOFREP, are being sent as XML-messages to EU SafeSeaNet. Estonia is not monitoring the AIS coverage or the VDL loading. Three years ago, the Estonian Maritime Administration started to provide dGPS corrections from renewed Narva-Jõesuu reference station over AIS BS network, using message 17. Currently for transmitting M17 two AIS BS in the eastern part of the Gulf of Finland named Valaste and Vaindloo are used. The interval is adjustable, 10 seconds seems to be optimal. Concerning the exchange of data between the

Contracting Parties to the Helsinki Convention, there is a bilateral agreement with Finland for sharing data. Using application specific messages for ship entering to Estonian part of GOFREP area, the IFM3 ("Capability interrogation) is sent out by VTS Tallinn and according to replay IFM4 (Capability reply) from ship the following messages are sent out: IFM16 (Number of Persons on board), IFM24 (Extended ship static and voyage-related data) and IFM25 (Dangerous cargo indication).

- Finland: Some minor changes in the Finnish national AIS base stations network have been done since the last meeting (e.g. adding a few new stations and relocating some existing base stations) to aim at a better reliability of the network. There are currently a total of 48 base stations to assure the availability of data. Within a year, base stations will gradually be updated to comply with the new ASM Hydro/Meteo message format. Currently the transmissions still follow the old outdated format. FTIA (Finnish Transport Infrastructure Agency) has continued the development and testing of route exchange and related e-Navigation services in different projects. In the STM validation project FTIA implemented a winter navigation service that enabled sharing of ice routes and other information related to ice breaker operation directly to ships. The development will be continued in STM EfficientFlow, focusing on traffic organisation in the archipelagos and in STM BaltSafe with the development of digital VTS services. VTS Finland will be responsible for the implementation of Finnish actions during these projects. Finland further explained the procedure which was followed to define what AIS data could be opened for public access (Presentation 1).
- Latvia: The old Transas T211 base stations were replaced with the new model SAAB R40 in 2019. Since there are no islands in Latvia, a network of 8 base stations is enough to cover the Latvian waters. In 2020-2021 there is a plan to build totally new AIS and GMDSS systems.
- Norway: Norway changed their base stations in 2015 and is now working on filling the gaps of areas such as fjords with bad coverage. Norway developed a new AIS infrastructure concept which includes solar panels, wind generator and batteries for remote area (i.e. Svalbard). This is an autonomous system that communicates via AIS repeating of messages. This new base station concept is called Green Field Station (GFS). Norway has also installed traditional AIS base stations at Svalbard that covers populated places. This is included in the HELCOM data.
- Poland: There are currently 16 base stations in operation, some are overlapping ranges to ensure a good coverage and signal availability: 12 are marine base stations (covering sea area) and 4 operate over inland waterways. Poland finalized the biggest replacement of AIS system since 2010. The base stations now have upgraded firmware, new antennae installations as well as emergency power supplies. There is a dedicated fiber-optic line between base stations and the central server, which is owned by the State. Concerning the VDL load, it is monitored periodically and is on the level 5-10%. AIS-PL is using some specific messages, like type 6 to transmit hydro-meteorological data, also synthetic and virtual AtoNs are in use (Presentation 2). Poland is distributing AIS data to several international organizations such as EMSA, HELCOM, IALA as well as NATO. There is an ongoing project to use the message type 26 for VDES to measure the distance to the ships (R-Mode Baltic Project).
- Sweden: No major changes. There are two AIS national server centres: one in Norrköping and one in Gothenburg which are redundant for each other. The equipment, servers, base stations, infrastructure and software are owned by the Swedish Maritime Administration. Most of the Swedish waters are currently covered except some areas between Sweden and Finland in the Bothnian Sea.
- Russia: There are currently five AIS base stations in the eastern part of the Gulf of Finland and two base stations in the Kaliningrad area plus two new base stations with DGPS/GLONASS, which will be activate in 2019, all are Transas base stations. The measurements and results of VDL loading are less than 20% in the eastern part of Gulf of Finland and near by 10% in Kaliningrad area. A pilot project on e-navigation continues. The next step is the organization of interaction with the Swedish cloud and testing the project.

3.2 The Meeting took note of the information from Finland on the reform of agencies in the administrative branch of the Ministry of Transport and Communications, which took place at the beginning of 2019 (Presentation 3). The Finnish Transport Infrastructure Agency will be the responsible for the HELCOM AIS EWG while the maintenance of the Finnish AIS base stations network is a joint effort between the Transport Infrastructure Agency and the Traffic Management Finland Group.

- 3.3 The Meeting discussed possible gaps area in the coverage of AIS data in the Baltic Sea Region, especially in the Gulf of Bothnia.
- 3.4 The Meeting welcomed the offer from Norway to provide support to limit as much as possible these coverage gaps. Norway gave a presentation on the coverage analysis in the North Sea system also hosted by the Norwegian Coastal Administration (Presentation 4). The analysis also covered the Baltic Sea area even if the project was focused on the North Sea. Following the maps produced by the project, it seems that the coverage is relatively good for the Baltic Sea Region.
- 3.5 The Meeting discussed how to provide a request to Norway to get such a more complete analysis for the Baltic Sea Region, for example for the next HELCOM AIS EWG Meeting 31-2020.
- 3.6 The Meeting considered the questionnaire on AIS status at national level submitted by Norway (document 3-1) and took note of the information to take part in the survey to offer a better system to deliver regional AIS data stream. The answers should be sent to Norway by 2 July 2019 regarding the document 3-1.
- 3.7 The Meeting agreed that the results will be considered by AIS EWG 31-2020 with a document that will be submitted by Norway.

#### **Agenda Item 4 Maintaining and further development of HELCOM AIS**

- 4.1 The Meeting took note that HELCOM 40-2019 adopted the revised HELCOM Recommendation 33/1 "Unified interpretation in relation to access to and use of HELCOM AIS" to reflect the migration of hosting of the HELCOM AIS Server.
- 4.2 The Meeting revisited the matter of AIS data format, and the possible need and practicability to use standard IEC 61162-450 (Maritime navigation and radiocommunication equipment and systems - Digital interfaces - Part 450: Multiple talkers and multiple listeners - Ethernet interconnection) based on the information document 4-1 submitted by Finland (Presentation 5).
- 4.3 The Meeting discussed that in the current HELCOM system, the time stamped to the data stream is the time when the sentence was received by the HELCOM proxy. The time stamp could be added to a tag block of each sentence when received by the base stations or the national servers.
- 4.4 The Meeting discussed that adding this tag block at a national level would increase the data quality but would also increase by 30% the amount of data transferred between the base stations, the national servers and the HELCOM server hosted by the Norwegian Coastal Administration.
- 4.5 The Meeting noted that Norway is providing a dedicated webpage (<https://helcom.kystverket.no/>) where it is possible to see the time difference between the national HELCOM proxy and the HELCOM regional server hosted by NCA.
- 4.6 The Meeting discussed that a time difference of few seconds is not a real issue for the use of AIS data. Adding this new time block as described in the document 4-1 would help some of the countries to have more precise time stamp for AIS Data analysis.
- 4.7 Norway requested that the Contracting Parties use an official time server to get a synchronised time. The Meeting agreed that the Contracting Parties should submit information to the HELCOM Secretariat (florent.nicolas@helcom.fi) by 2 July 2019 describing what time source is nationally used. This topic will be further discussed during the next HELCOM AIS EWG Meeting 31-2020.
- 4.8 The Meeting took note of the EMSA document (SSN/LRIT 4.5.4) submitted by Poland and related to AIS data buffering and retransmission by EU Member States (document 4-2).
- 4.9 The Meeting took note of Presentation 6 from Norway. EMSA is planning to run a buffering test with the EU Member States in June 2019. EMSA can also do the test for Russia if needed.
- 4.10 Norway offered to coordinate the test dates with the national HELCOM AIS Contact Points. The test does not require any actions from the Contracting Parties.

4.11 The Meeting noted the importance of having a time schedule to develop a national buffering solution for the HELCOM AIS data network. The Meeting noted the importance of having the buffering at the national level.

4.12 The Meeting agreed that the Contracting Parties will send information to the HELCOM Secretariat (florent.nicolas@helcom.fi) on the current status of AIS data buffering at the national level as soon as possible but before the end of 2019. The HELCOM Secretariat will compile the information and submit a summary at the next HELCOM AIS EWG Meeting in 2020.

## [RESPONSE 26-2019](#)

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

4.1. The Meeting took note of the Outcome the 30th Meeting of the Expert Working Group for Mutual Exchange and Deliveries of AIS & Data (AIS EWG 30-2019) which was held on 28-29 May 2019 in Helsinki, Finland (document 4-1).

4.2. The Meeting recalled that RESPONSE 25-2018 had agreed to invite the Secretariat to request access to the AISyRisk risk assessment tool from the Norwegian Coastal Administration (NCA), which can be applied also in the Baltic Sea, as long as AIS data and other Baltic Sea parameters (e.g. bathymetry) are fed into the system. RESPONSE 25-2018 had also invited the Secretariat to clarify with the NCA the conditions and technical requirements for using the tool. The Secretariat informed the Meeting, that the NCA have agreed to make the AISyRisk tool available for all HELCOM and Bonn Agreement Contracting Parties. The Meeting noted, however, that the Secretariat is still awaiting confirmation regarding the formalities and technical details in this regard.

4.3. The Meeting took note of the Baltic Sea case study – A Practical Demonstration on the Use of the OpenRisk Guideline, published as Baltic Sea Environment Proceedings No. 165.

4.4. The Meeting noted that Lithuania will send the results of the questionnaire on bunkering activities to the Secretariat for circulation as soon as possible (c.f. Outcome of RESPONSE 25-2018 paragraph 4.7).

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

5.1. The Meeting recalled that MARITIME 18-2018 had decided that the European Marine Casualty Information Platform (EMCIP) should be used as the primary source for accident data in future annual reports and requested the Secretariat to liaise with EMSA regarding obtaining access to EMCIP, and that the Contracting Parties were invited to report on accidents data, as well as significant response operations in 2018 at sea and on the shore (document 5-1).

5.2. The Meeting took note of the data on Response operations of 2018 submitted by the Contracting Parties to the HELCOM Secretariat (document 5-2 Rev.1) which will be included in the upcoming annual report on shipping accidents in the Baltic Sea during 2018, and discussed lessons learnt from response operations.

5.3. The Meeting noted information by Estonia regarding a response operation in the Gulf of Finland in April 2019, in which 3m<sup>3</sup> crude oil was recovered.

5.4. The Meeting noted information provided by Sweden (Presentation 1) about an operation to recover oil from a leaking wreck between Öland and Gotland.

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

9.1. The Meeting took note that no meetings of the HELCOM Expert Group on environmental risks of hazardous submerged objects (SUBMERGED) have taken place since RESPONSE 25-2018. However, an informal meeting is scheduled back to back with RESPONSE 26-2019, to be attended by co-chairs and members of drafting groups for the development of the Submerged Assessment. The Meeting stressed the importance of making progress on the Submerged Assessment, and invited the Submerged Expert Group to

submit a draft Submerged Assessment to RESPONSE 27-2020 for consideration, with a view to finalizing the work by RESPONSE 28-2020.

9.2. The Meeting took note of the information from Finland on the new three year long project to enhance the water quality issues in Finland, with one of the topics focusing on wrecks (document 9-1).

## [HOD 56-2019](#)

### **Agenda Item 2 Update of the Baltic Sea Action Plan**

2.1 The Meeting endorsed the revised work plan for the BSAP update as included in Annex 2.

2.19 The Meeting took note of the document on the structure of the BSAP (document 2-4) and the activities and pressures that would tentatively be addressed under the respective segment according to the provisional agreement by HOD 55-2018 (Presentation 1). The Meeting noted the aim to agree on the structure of the updated BSAP at the HOD meeting in December 2019.

2.20 The Meeting recalled that the BSAP structure is not directly linked to the HELCOM Working Group structure and that there could be several Working Groups involved in the implementation of each segment.

2.21 The Meeting reaffirmed that the BSAP structure should continue to be used as a tool for communicating HELCOM goals and objectives with the wider community.

2.22 The Meeting recalled the agreement at HOD 55-2018 that climate will be addressed as a key component of the pre-amble of the updated BSAP and furthermore proposed that climate change could be addressed as a cross-cutting issue and be reflected in the respective segment as relevant.

2.23 The Meeting agreed to use the provisional 'BSAP structure' as a basis for ongoing work of HELCOM Working Groups on the BSAP update and supported the proposed outline of a BSAP segment as presented in document 2-4 and the use of ecological objectives, management objectives and action areas to structure the segments.

2.24 The Meeting recalled that the HELCOM Explorer, i.e. the web-based tool on the implementation of HELCOM actions, will be revised as part of the update process. The updated HELCOM Explorer will increase the possibility of visualization and extraction of customized information. A proposal on the further developed Explorer will be presented to HOD in December 2019.

2.25 The Meeting noted that the activity-pressure mapping included in document 2-4 is interim, based on, e.g., results from HOLAS II, PLC, HELCOM TAPAS project, while an evaluation of how much different activities contribute to specific pressures is ongoing through the analyses of sufficiency of measures (SOM). The final activity-pressure mapping will be presented for validation by HELCOM Working Groups.

2.28 The Meeting considered a target year for the updated BSAP, including options ranging from 2030 to 2035. The Meeting agreed to revisit the matter at the next meeting.

2.29 The Meeting took note of the reporting on implementation of HELCOM Recommendations aimed for use in the sufficiency of measures analysis as part of the BSAP update (document 2-7) and noted that the Heads of Delegation will be requested to approve the results of the reporting intersessionally when the reporting is completed.

2.30 The Meeting took note of the presentation by Ms. Anna Jöborn, member of the Executive Planning Group for the UN Decade of Ocean Science for sustainable development (Presentation 2) and the invitation for HELCOM to contribute to the Decade of Ocean Science.

2.31 The Meeting thanked Ms. Jöborn for the presentation and considered the Decade of Ocean Science as a valuable opportunity coinciding with the elaboration of a HELCOM Science Agenda.

2.32 The Meeting took note of the proposed plan for the development of the HELCOM Science Agenda (document 2-6). The Meeting noted that the Secretariat will compile an overview report based on the input from HELCOM subsidiary bodies when the survey has been completed in autumn 2019. The Meeting

agreed on the draft time-table for work and agreed to establish a Task Group to prepare the Science Agenda. The Contracting Parties are invited to nominate 1-2 representatives to the Task Group by 30 August 2019 (ullali.zweifel@helcom.fi).

2.33 The Meeting agreed to prepare a HELCOM voluntary commitment to the UN 2020 Ocean Conference on HELCOM contribution to UN Decade of Ocean Science and the Task Group is assigned to develop a proposal.

2.34 The Meeting considered the topics for the High-Level Segment of HELCOM 41-2020 (document 2-5) and, taking into account the limited time reserved for the segment, suggested to focus on two main topics: update of the Baltic Sea Action Plan and HELCOM global outreach including voluntary commitments to UN Ocean Conference 2020 (on the update of the BSAP, on the UN Decade of Ocean Science, and on sharing experiences with other Regional Seas Conventions). Regarding BSAP update, the Meeting discussed that the work on sufficiency of measures analysis would be interesting to present. The Meeting also took note of suggestions that working towards a global agreement on marine litter and the impact of climate change on oceans could be interesting topics for debate.

2.35 The Meeting took note of the suggestion by CCB that ecosystem-based management and the status of the East Baltic cod could be discussed in the High-Level Segment.

2.36 The Meeting invited the Secretariat to further elaborate on the topics to produce a general outline for autumn 2019 and a proposal for the agenda for HOD 57-2019.

2.37 The Meeting agreed that the HELCOM Stakeholder Conference to be organized on 3 March 2020 back-to-back with HELCOM 41-2020 will focus on the update of the BSAP and should have an engaging format to attract a variety of stakeholders.