



OUTCOME OF THE TENTH MEETING OF THE GROUP OF EXPERTS ON SAFETY OF NAVIGATION (SAFE NAV 10-2019)

Introduction

0.1 The Tenth Meeting of the HELCOM Group of Experts on Safety of Navigation (SAFE NAV 10-2019) was held on 19 September 2019 at the premises of the Swedish Transport Agency in Stockholm, Sweden, in accordance with the decisions of SAFE NAV 9-2018 and HOD 55-2018.

0.2 The Meeting was attended by Delegations from Denmark, Estonia, Germany, Latvia, Poland, Russia and Sweden as well as Observers from Baltic Pilotage Authorities Commission (BPAC) and European Community Shipowners' Associations (ECSA) and an invited guest from Baltic Sea Hydrographic Commission. Consent for publication of the list of participants and the information contained therein (**Annex 1**) was received by all participants. The Meeting emphasized the importance of all Contracting Parties attending the meetings.

0.3 The Meeting was chaired by Mr. Andreas Holmgren, Swedish Transport Agency. Mr. Markus Helavuori, HELCOM Professional Secretary, acted as Secretary of the Meeting.

0.4 A tour de table was conducted in order for all participants to introduce themselves.

Agenda Item 1 Adoption of the Agenda

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

Agenda Item 2 Matters arising from HELCOM meetings

2.1 The Meeting took note of the outcome of HELCOM SAFE NAV 9-2018 (document 2-1).

2.2 The Meeting took note of the information on the outcomes of recent HELCOM meetings (document 2-2).

2.3 In particular, the Meeting noted information regarding the process of updating the HELCOM Baltic Sea Action Plan (BSAP), which is planned for completion in 2021 and involves all HELCOM Working Groups and many of the Expert Groups. In this regard, the Meeting took note of the invitation to provide synopses for proposed new actions in the updated BSAP, which was circulated to contacts and observers in June 2019. Such proposals can be submitted by all HELCOM Groups, Contracting Parties, HELCOM Observers and international projects by the end of 2019.

Agenda Item 3 Accidents and ship traffic in the Baltic Sea

3.1 The Meeting took note of the Outcome of the OpenRisk Project (document 3-1) and especially the [OpenRisk Guideline](#) for Regional Risk Management to Improve European Pollution Preparedness and Response and the Baltic Sea Case Study – A Practical Demonstration on the Use of the OpenRisk Guideline, published as [Baltic Sea Environment Proceedings No. 165](#).

3.2 The Meeting took note of the draft Annual HELCOM report on shipping accidents in the Baltic Sea area in 2018 (document 3-2), which has also been submitted to MARITIME 19-2019 for consideration and approval.

3.3 The Meeting noted that the European Marine Casualty Information Platform (EMCIP) will be used as the primary source of accident data in future reports, starting with accidents that occurred in 2019. The Meeting further 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.

3.4 The Meeting considered the contents of the report and noted that while it is known that some accidents are related to abuse of drugs and alcohol, the dataset used for compiling the annual reports does not contain a category for such accidents. The Meeting noted that ECSA had sent a letter to the HELCOM Secretariat about this issue in August 2019.

3.5 The Meeting agreed that this is a matter of great importance, but that due to the recent decision to use EMCIP data, HELCOM is not in a position to mandate the reporting of drug or alcohol abuse as the cause of accidents. The Meeting noted that changes to the EMCIP dataset would have to be considered by EMSA and its Permanent Cooperation Framework (PCF) for the Investigation of Accidents in the Maritime Transport Sector. The Meeting agreed that the matter should be brought to the attention of MARITIME 19-2019 and the Secretariat also agreed to discuss it with EMSA, in order to identify options for addressing it.

3.6 The Meeting noted that one accident in Estonia (Figure 7 of the draft report) is indicated to have happened inland. The Meeting instructed the Secretariat to check the data, liaise with Estonia if clarification is needed and make any corrections as necessary.

Agenda Item 4 Sea Traffic Management

4.1 No documents were submitted under this Agenda Item.

4.2 The Meeting noted information provided by Sweden on current information on the Sea Traffic Management in the Baltic Sea. The Swedish Maritime Administration has been running the Sea Traffic Management (STM) Validation Project since 2015, the final outcome of which is currently being finalized for completion in autumn 2019. The Meeting also noted that a number of parallel projects are also working on related matters.

Agenda Item 5 New and existing routeing measures in the Baltic Sea

5.1 The Meeting took note of the information by Germany on Routeing in southwest of the Baltic Sea - Update 2019 to HELCOM Maritime/SAFE NAV (document 5-1, **Presentation 1**). The Meeting noted that Germany intends to submit it to IMO in summer 2020 for consideration by the IMO NCSR Sub-Committee in 2021.

5.2 The Meeting noted comments on document 5-1 presented by Poland (**Presentation 2**), expressing concern with regard to the proposed routeing measures as they would have an impact on some of the established and commonly used routes to Polish ports.

5.3 The Meeting noted that no decisions are to be made at this stage, but agreed that further discussion and consideration of the proposals in document 5-1 is needed, and that the overall objective is to improve safety of navigation in the concerned area. The Meeting invited Germany, Poland, Sweden and Denmark to discuss intersessionally, and agreed to revisit the matter at SAFE NAV 11-2020.

5.4 The Meeting further noted that comments, including verification on presented data on port limits, can be sent to uwe.lohmann@bmvi.bund.de after the Meeting.

5.5 The Meeting noted information on changes to the border points in the Danish and Polish EEZ (**Presentation 3**). The Meeting noted that the changes have an impact on routeing measures, relating closely also to Agenda Item 6. The Meeting invited Poland to liaise directly with the Swedish Maritime Administration regarding updating the maps available on their website. The Meeting further agreed that this matter should be raised with the BSHC as it is not within the mandate of SAFE NAV.

5.6 The Meeting noted a question by Estonia on how to address risk assessments for wind farms considering ship safety in the area, and how this should be addressed as part of environmental impact assessments conducted by the developing companies. In this context, the Meeting noted the relevance of the IMO general provisions on ships' routeing (IMO Resolution A.572(14) as amended by MSC.419(97)).

5.7 The Meeting also noted that the matter is related to Maritime Spatial Planning (MSP) and requires cooperation between the national authorities involved in routeing measures and MSP, respectively. The Meeting emphasized that safety of navigation is to be considered regardless of whether the planned wind farms are in national or international waters. The Meeting invited the HELCOM-VASAP MSP Working Group to take note of this discussion.

Agenda Item 6 Charts and bathymetry

6.1 The Meeting took note of the information on defining and updating HELCOM CAT I & II shipping routes in the Baltic Sea submitted by Sweden (document 6-1 and **Presentation 4**). The Meeting noted that the matter will also be raised at MARITIME 19-2019 (Documents 10-3 and 10-4), including a proposal to updating the Re-survey Scheme to include also Category III areas, with a view for approval at MARITIME 20-2020.

6.2 The Meeting noted the importance of this matter, recalling that the Baltic Sea Harmonized Re-survey Scheme is also part of the HELCOM Baltic Sea Action Plan. Although it has been targeted for completion in 2020 and removal from the current BSAP, the BSHC will propose to MARITIME 19-2019 that an action on the matter is to be included also in the updated BSAP.

6.3 The Meeting invited each Contracting Party to review and report their progress of revising the Cat I & II areas in their waters based on up-to-date hydrographic surveys and current commercial shipping AIS information to ensure safe navigation in their waters. Participants were therefore invited to liaise with hydrographic offices in their respective countries in this regard.

6.4 The Meeting invited the Contracting Parties to report any updates and measures taken to SAFE NAV 11-2020.

Agenda Item 7 Any other business

7.1 The Meeting took note of the survey on HELCOM knowledge and research needs (document 7-1), noting that the proposals submitted by the Contracting Parties will be discussed at MARITIME 19-2019. The Meeting noted that no proposals had been submitted by the deadline of 16 August 2019. The Meeting consequently encouraged the Contracting Parties and Observers to submit proposals on knowledge and science needs to ullali.zweifel@helcom.fi by **16 October 2019**. The Meeting noted that gaining more information on drug and alcohol abuse as a cause for accidents in the Baltic Sea could be one such research need.

7.2 The Meeting considered the proposal for a HELCOM Recommendation concerning Deep Sea Pilotage in the Baltic Sea submitted by Baltic Pilotage Authorities Commission (BPAC) (document 7-2). The Meeting noted that the proposed draft Recommendation would not impose new requirements, but would provide guidance in facilitating the use of deep sea pilots in the Baltic Sea.

7.3 The Meeting noted a comment by ECSA, that although deep sea pilots are an option, there are other means of assisting vessels and reducing accidents as well.

7.4 The Meeting noted that the chapter numbering in the draft Recommendation needs to be corrected. Following discussion about its contents, the Meeting supported the proposed Recommendation and invited MARITIME 19-2019 to decide as appropriate.

7.5 The Meeting considered the proposal by Denmark for revision of HELCOM Recommendation 23/3 on *Enhancing the use of pilots in route T and the Sound by notification to departing ships and establishment of an early warning system* (document 7-4).

7.6 The Meeting agreed on a number of corrections to the draft revised Recommendation and supported it as set out in **Annex 2**. The Meeting consequently invited MARITIME 19-2019 to decide as appropriate.

7.7 The Meeting considered the proposal by Poland to shift the date of HELCOM Group of Experts on Safety of Navigation meetings to the month of May (document 7-3) in order to accommodate the 6-month pre-submission deadlines for routing measures to the IMO NCSR Sub-Committee. The Meeting agreed to adjust the SAFE NAV meeting schedule so that meetings are held well in advance of the NCSR pre-submission deadlines, while avoiding overlaps, e.g. with the IMO Maritime Safety Committee meetings.

Agenda Item 8 Next meetings and contacts

8.1 The Meeting updated the list of contact addresses and observers of HELCOM SAFE NAV (document 8-1). Taking into account the EU General Data Protection Regulation (GDPR, (EU) 2016/679), the Meeting agreed that the SAFE NAV contact address list will be made available on the HELCOM Meeting Portal upon receipt of consent for publication by all contact persons.

8.2 The Meeting agreed that the next meeting of SAFE NAV will be held in Korsør, Denmark, tentatively in May 2020 (to be decided when the dates of NCSR 8 are known).

Agenda Item 9 Outcome of the Meeting

9.1 The Meeting adopted the draft Outcome of the Meeting. The Outcome of the Meeting will be finalized by the Secretariat and the Chair and made available in the HELCOM Meeting Portal together with the documents and presentations given during the Meeting.

Annex 1 List of participants

| Name | Organization | Email address | Telephone |
|---------------------------|--|--|------------------|
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Annex 2 Draft revised HELCOM Recommendation 23/3

HELCOM RECOMMENDATION 23/3

Adopted 6 March 2002, having regard to Article 20, Paragraph 1b) of the Helsinki Convention

ENHANCING THE USE OF PILOTS IN ROUTE T AND THE SOUND ~~AND IN ORDER TO CONTRIBUTE TO SAFE NAVIGATION BY NOTIFICATION TO DEPARTING SHIPS AND ESTABLISHMENT OF AN EARLY WARNING SYSTEM~~

~~THE COMMISSION,~~

RECALLING the adoption by the HELCOM Extraordinary Ministerial Meeting on 10 September 2001 of the "Declaration on the safety of navigation and emergency capacity in the Baltic Sea Area" (HELCOM Copenhagen Declaration), in particular Paragraph II "To enhance the use of pilotage in Route T and the Sound",

MINDFUL that the Baltic Sea Area has been designated as a special area under Annexes I (oil), II (noxious liquid substances carried in bulk), [IV \(Sewage\)](#) and V (garbage) and as a [SOx and NOx](#) emission control area under Annex VI (air pollution) of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating hereto,

CONSCIOUS of the sensitivity of the marine environment of the Baltic Sea Area and of the importance it represents to the people living around it, for economic, social, recreational and cultural reasons,

AWARE of the need to protect this shared resource for the benefit of present and future generations through the implementation of an integrated approach as envisaged in the concept of sustainability,

RECOGNIZING that if harmful substances are introduced to this vulnerable sea they will remain there for a long time,

NOTING with satisfaction the joint endeavours of the Baltic Sea States already undertaken as well as the work carried out within the International Maritime Organization and the European Community,

EXPRESSING concern as to the growing density of maritime traffic in the Baltic Sea area and the accidents which have taken place,

ACKNOWLEDGING the difficulties the Baltic Sea area presents to navigation due to narrow straits, shallow depths, archipelago areas and ice cover during the winter period,

WITHOUT PREJUDICE TO international agreements and legislation of the European Community,

BEING CONVINCED of the need for additional measures in order to ensure the safety of navigation in the Baltic Sea Area,

RECOMMENDS that the Governments of the Contracting Parties establish a system whereby ships covered by ~~IMO resolutions A.579(14) or A.620(15)~~ IMO SN.1/Circ.263, upon departure from a port in the Baltic region are reminded that they are recommended to use a pilot, ~~by use of the form attached as Annex 1,~~

~~**RECOMMENDS ALSO** that the corresponding Baltic port state in question informs the Danish Ministry of Defence/Admiral Danish Fleet of such ships leaving a port in the Baltic region and bound for Route T or the Sound, by using the form attached as Annex 2,~~

RECOMMENDS FURTHER that the Governments of the Contracting Parties implements the above mentioned measures as soon as possible, but no later than 1 January 2003 and report on the implementation of this Recommendation in accordance with Article 16, Paragraph 1 of the Helsinki Convention.

HELCOM Recommendation 23/3

~~Annex 1~~

RECOMMENDATION ON NAVIGATION THROUGH THE ENTRANCES TO THE BALTIC SEA

~~About The IMO Resolutions recommending certain ships to use pilots while navigating through the entrances to the Baltic Sea~~

The International Maritime Organization (IMO) has acknowledged that the entrances to the Baltic Sea are difficult to navigate, and that large ships and ships carrying dangerous goods constitute a potential danger of pollution of the entrances and the entire Baltic Sea Area. Consequently, the IMO has approved ~~resolution A.579(14) and resolution A.620(15)~~ IMO SN.1/Circ. 263 calling upon masters of certain ships to make use of the pilot services provided when navigating through the entrances to the Baltic Sea.

In September 2001, the Ministers responsible for maritime shipping and the environment in the Baltic Sea States' and a representative of the European Community agreed during a HELCOM Extraordinary Ministerial Meeting that the masters of ships covered by the above-mentioned IMO instrument resolutions should be informed of these recommendations.

In this respect:

~~Resolution A.579(14) recommends that while navigating through the Sound,~~

~~loaded oil tankers with a draft of 7 metres or more,~~

~~loaded chemical tankers and gas carriers irrespective of size, and~~

~~ships carrying a shipment of Irradiated Nuclear Fuel (INF) cargo~~

~~make use of the pilot services provided.~~

~~Resolution A.620(15) recommends that ships navigating through route T,~~

~~with a draft of more than 13 m, and~~

~~ships carrying a shipment of Irradiated Nuclear Fuel (INF) cargo~~

~~make use of the pilot services provided.~~

Route . T

1. When passing through the entrances to the Baltic Sea, ships should note that the maximum obtainable depth in most parts of route T is 17 metres. However, in some areas the maximum obtainable depth is to some extent permanently reduced due to sand migration.

2. The effect of sea level variations caused by a combination of tide and metrological conditions together with unknown obstructions on the sea bottom and sand migration could decrease the depth with as much as 2 metres. Bearing these facts in mind, ships should:

.1 not pass the area unless they have a draught, with which it is safe to navigate, taking into account draught increasing effects such as squat effect and the effect of a course alteration, etc.;

.2 exhibit the signal prescribed in rule 28 of the International Regulations for Preventing Collisions at Sea, 1972, as amended, in certain areas in the Storebælt (Great Belt), Hatter Rev, Vengeancegrund and in the narrow route east of Langeland, when constrained by their draught.

3. Ships with a draught of 11 metres or more should, furthermore:

.1 use for the passage the pilotage services locally established by the coastal States; and

.2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

4. Ships irrespective of size or draught, carrying a shipment of irradiated nuclear fuel, plutonium and high level radioactive wastes on board ships (INF-Code materials) should:

.1 use for the passage the pilotage services locally established by the coastal States.

5. Shipowners and masters should consider the full potential of new and improved navigation equipment in the SOLAS chapter V, including Electronic Chart Display and Information System (ECDIS) when navigating these narrow waters.

THE SOUND

1. Loaded oil tankers with a draught of 7 metres or more, loaded chemical tankers and gas carriers, irrespective of size, and ships carrying a shipment of irradiated nuclear fuel, plutonium and high level radioactive wastes (INF-Code materials), when navigating the Sound between a line connecting Svinbådan Lighthouse and Hornbæk Harbour and a line connecting Skanör Harbour and Aflandshage (the southernmost point of Amager Island) should:

.1 use the pilotage services established by the Governments of Denmark and Sweden;

.2 be aware that anchoring may be necessary owing to the weather and sea conditions in relation to the size and draught of the ship and the sea level and, in this respect, take special account of the information available from the pilot and from radio navigation information services in the area.

2. Shipowners and masters should consider the full potential of new and improved navigation equipment in the SOLAS chapter V, including Electronic

~~Simultaneously, a corresponding EARLY WARNING SCHEME of such ships bound for Route T or the Sound will be forwarded by the Baltic port state in question to an appropriate body in Denmark, in order that ships not complying with these IMO Resolutions will be requested to do so.~~

HELCOM Recommendation 23/3**Annex 2****INFORMATION TO AN APPROPRIATE BODY IN DENMARK ABOUT SHIPS BOUND FOR ROUTE T OR THE SOUND AND COVERED BY IMO RESOLUTION A.579(14) AND A.620(15) (EARLY WARNING SCHEME)**

In September 2001 the Ministers responsible for maritime shipping and the environment in the Baltic Sea States' and a representative of the European Community agreed during a HELCOM Extraordinary Ministerial Meeting that the masters of ships covered by IMO Resolutions A.579(14) and A.620(15) should, on departure, be informed of the recommendations for certain ships to use pilots while navigating through the entrances to the Baltic Sea.

Simultaneously a corresponding EARLY WARNING SCHEME of such ships bound for Route T or the Sound should be filled in by the master and forwarded by the Baltic port state in question, to an appropriate body in Denmark, in order that ships not complying with these IMO recommendations will be requested to do so.

EARLY WARNING SCHEME

Submitted by the competent Authority of: Ships Name

Departing from

Date and time

(UTC)

Port of destination

Draft

Loaded tanker

(Yes/No)

Loaded chemical tanker

(Yes/No)

Gas carrier

(Yes/No)

INF Cargo

(Yes/No)

Expected route

{Route T/the Sound}

ETA Reporting line Moen SE/Drogden lighthouse

{SHIPPOS — reporting system}

Planning to use pilot

(Yes/No)

Is the ship planning to use pilot if/when re-entering the

Baltic Sea

(Yes/no)

ANNEX 1 handed over to master

(Yes/No)

Name and signature of master

Comments