



Document title	Information on the outcomes of recent HELCOM meetings
Code	2-2
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Agenda Item	2 - Matters arising from HELCOM meetings
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Reference	

Background

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

- 19th Meeting of the HELCOM Maritime Working Group ([MARITIME 19-2019](#)), Lisbon, Portugal, 23-26 September 2019;
- Intersessional 19th Meeting of the Maritime Working Group ([MARITIME 19A-2020](#)) online, 14-15 April 2019;
- Eighth Meeting of the HELCOM Expert Group on environmental risks of hazardous submerged objects ([SUBMERGED 8-2020](#)), Kiel, Germany, 7-8 January 2020;
- 27th Meeting of the HELCOM Response Working Group ([RESPONSE 27-2020](#)), Vejle, Denmark, 26-28 February 2020;
- 19th Meeting of the Joint HELCOM-VASAB Maritime Spatial Planning Working Group ([HELCOM-VASAB MSP WG 19-2019](#)), St. Petersburg, Russia, 28-29 October 2019;
- 20th Meeting of the Joint HELCOM-VASAB Maritime Spatial Planning Working Group ([HELCOM-VASAB MSP WG 20-2020](#)), online, 1-2 April 2020;
- 57th Meeting of the HELCOM Heads of Delegation ([HOD 57-2019](#)), Helsinki, Finland, 10-11 December 2019;
- 41st Meeting of the Helsinki Commission ([HELCOM 41-2020](#)), Helsinki, 4-5 March 2020

Extracts of relevant parts of the outcomes of MARITIME 19-2019, MARITIME 19A-2020 and HELCOM 41-2020 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 19-2019**Agenda Item 2 Matters arising from HELCOM meetings**

2.2 The Meeting took note of the information on the outcomes of other meetings within the framework of HELCOM held in the intersessional period, including:

- the Tenth Meeting of the HELCOM Group of Experts on Safety of Navigation ([SAFE NAV 10-2019](#)), 19 September 2019 in Stockholm, Sweden;
- the 30th Meeting of the HELCOM Expert Working Group for Mutual Exchange and Deliveries of AIS & Data ([AIS EWG 30-2019](#)), 28-29 May 2019 in Helsinki, Finland;
- the Third Meeting of the HELCOM Sub-group on Green Technology and Alternative Fuels for Shipping ([GREEN TEAM 3-2019](#)), 3 September 2019 in Donsö, Sweden;
- the Eighth Meeting of the HELCOM Cooperation Platform on Special Area According to MARPOL Annex IV ([CP PRF 8-2019](#)), 27-28 March 2019 in Helsinki, Finland;
- the Ninth Meeting of the Joint HELCOM-OSPAR Task Group on Ballast Water Management Convention Exemptions ([HELCOM/OSPAR TG BALLAST 9-2018](#)), 13-14 December 2018 in Gothenburg, Sweden;
- the 25th Meeting of the HELCOM Response Working Group ([RESPONSE 25-2018](#)), 14-16 November 2018 in Rostock-Warnemünde, Germany;
- the 26th Meeting of the HELCOM Response Working Group ([RESPONSE 26-2019](#)) 3-5 June 2019 in Warsaw, Poland;
- the Seventh Meeting of the HELCOM Expert Group on environmental risks of hazardous submerged objects ([SUBMERGED 7-2018](#)), 12 November 2018 in Rostock-Warnemünde, Germany;
- the 17th Meeting of the Joint HELCOM-VASAB Maritime Spatial Planning Working Group ([HELCOM-VASAB MSP WG 17-2018](#)), 14-15 November 2018 in Riga, Latvia;
- the 18th Meeting of the Joint HELCOM-VASAB Maritime Spatial Planning Working Group (HELCOM-VASAB MSP WG 18-2019), 27-28 March 2019 in Hamburg, Germany; and
- Meetings of the HELCOM Expert Network on Climate Change ([EN CLIME 1-2019](#) on 29.1.2019; [EN CLIME 2-2019](#) on 15.2.2019 and [EN CLIME 3-2019](#) on 19.8.2019);

and agreed to consider matters of particular relevance for the Maritime Working Group under the relevant agenda items.

2.3 The Meeting took note of the Outcome of the 30th Meeting of the HELCOM Expert Working Group for Mutual Exchange and Deliveries of AIS & Data (AIS EWG 30-2019) held on 28-29 May 2019 in Helsinki, Finland (document 2-2). In this context, the Meeting noted the importance of developing the timestamping, buffering and retransmission of AIS data to prevent losing data during possible communication line failures, also in relation to the update of the BSAP and actions related to AIS.

2.4 The Meeting considered HELCOM Response Manual Volume 1, Chapter 4.5 on “Requesting a Place of Refuge” (document 2-3).

2.5 The Meeting took note of a comment by Denmark that they foresee practical problems with reaching an economic agreement between requesting nation and receiving nation. Discussions about economy are anticipated to delay decision making process. The Meeting agreed with the proposal by Denmark that further consideration is needed by the HELCOM Response Working Group regarding the wording of Chapter 4.5 of the HELCOM Response Manual, Volume 1.

2.6 The Meeting noted the ongoing revision of the IMO *Guidelines on places of refuge for ships in need of assistance* (Resolution A.949(23)), initiated by submission of document MSC 100/17/1 by EU Member

States and Industry, and agreed that approval of this chapter should await adoption of the revision of these Guidelines, to be considered by the IMO NCSR Sub-Committee in January 2020.

- 2.7 The following detailed comments were provided by the Meeting:
- a separate chapter should be considered for places of refuge;
 - the text in the first paragraph of Chapter 4.5 should be revised by replacing the word "shelter" by "place of refuge";
 - a new paragraph should be included as follows: "For further details reference is made to IMO Resolution A.949(23) "*Guidelines on places of refuge for ships in need of assistance*" and the complementing EU Operational Guidelines on places of refuge (<https://ec.europa.eu/transport/sites/transport/files/por-operational-guidelines.pdf>"); and
 - recalling that EU Member States Contracting Parties to HELCOM are to use the Union Maritime Information and Exchange System (SafeSeaNet) when requesting assistance, the last section of Chapter 4.5 should therefore be amended as follows: "For non-EU Countries, the existing format for pollution reporting (POLREP) is to be used when requesting assistance".

Agenda Item 3 Update of the Baltic Sea Action Plan

3.1 The Meeting took note of the information on the BSAP Update Work Plan for the Maritime Group (document 3-3, Presentation 1).

BSAP actions

3.2 The Meeting discussed the concretization of existing HELCOM actions (document 3-1) and agreed as further detailed in **Annex 2** (Tables 1 and 2), to be considered for further development and uptake in the updated Baltic Sea Action Plan.

Agenda Item 10 Safety of navigation and related matters

10.1 The Meeting noted the proposal for HELCOM Recommendation concerning Deep Sea Pilotage in the Baltic Sea submitted by BPAC to SAFE NAV 10-2019 for consideration (document 10-1) and agreed to consider it further as part of the Outcome of SAFE NAV 10-2019 below.

10.2 The Meeting noted information provided by the EU that Council Directive 79/115/EEC concerning pilotage of vessels by deep-sea pilots in the North Sea and English Channel is already requiring Member States in that region to ensure that vessels availing themselves of the services of a deep-sea pilot be provided with adequately qualified pilots in possession of the appropriate certificates. The Meeting further noted the view by the EU that a similar HELCOM Recommendation (also including the Baltic Sea waters of the Russian Federation) would be a useful initiative to further increase safety in the Baltic Sea.

10.3 The Meeting took note of the Outcome of the Tenth Meeting of the HELCOM Group of Experts on Safety of Navigation (SAFE NAV 10-2019), held on 19 September 2019 in Stockholm, Sweden (document 10-5).

10.4 The Meeting approved in principle the draft HELCOM Recommendation concerning Deep Sea Pilotage in the Baltic Sea (c.f. document 10-1), taking into account the correction proposed by SAFE NAV 10-2019. The Meeting, however, noted that Russia needs more time to consider the draft, mindful of the late submission of document 10-5, and that their final position on the matter will be provided to the Secretariat by **15 November 2019** before the draft Recommendation is submitted to HOD 57-2019 for approval with a view to its subsequent adoption by HELCOM 41-2020. The Meeting also invited the Secretariat to draft preambular paragraphs to the draft Recommendation.

10.5 The Meeting supported in general the draft revised 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 (Annex 2 of the Outcome of SAFE NAV 10-2019 set out in document 10-5). Noting the late submission of document 10-5, however, the Meeting agreed to consider the matter further through a tacit approval procedure by correspondence. The Secretariat will consequently circulate the draft revised Recommendation to the contacts of the Maritime Working Group and if no objections are received by **31 October 2019** the draft will be considered approved by MARITIME 19-2019 with a view to its further consideration by HOD 57-2019 for approval and subsequent adoption by HELCOM 41-2020.

10.6 Furthermore, with regard to the outcome of SAFE NAV 10-2019 the Meeting:

- considered the comments submitted by SAFE NAV 10-2019 to the Draft Annual HELCOM report on shipping accidents in the Baltic Sea area in 2018;
- noted the discussion regarding the lack of reporting of drug or alcohol abuse as the cause of accidents. The Meeting noted 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 invited the Secretariat to discuss the matter directly with EMSA, in order to identify options for addressing it;
- noted the information and discussion on planned routeing measures in the south-west Baltic Sea. In this respect, Germany renewed its invitation for interested parties to liaise with Uwe Lohmann (Uwe.Lohmann@bmvi.bund.de) on the matter; and
- took note that the next meeting of SAFE NAV will be held in Korsør, Denmark, tentatively in May 2020.

Baltic Sea accident data

10.7 The Meeting considered the draft Annual HELCOM report on shipping accidents in the Baltic Sea area in 2018 (document 10-2) and noted a comment by Latvia on Figure 7 of the draft report, that no accidents had taken place and the reference to “or lack of data” could be deleted.

10.8 The Meeting noted a comment by Estonia, also made at SAFE NAV 10-2019, that one accident in Estonia (Figure 7 of the draft report) is indicated to have happened inland. The Meeting also noted that a Lithuanian accident also seems to be placed inland. The Meeting instructed the Secretariat to check the data, liaise with Estonia and Lithuania if clarification is needed and make any corrections as necessary.

10.9 The Meeting approved the report for publishing, pending any corrections necessary based on the comments provided by the Meeting and SAFE NAV 10-2019.

10.10 The Meeting noted that EMCIP will be used as the primary source of accidents data in future reports, starting with accidents that occurred in 2019.

Re-surveys

10.11 The Meeting took note of the information submitted by Finland on the HELCOM-BSHC Baltic Re-survey Scheme (documents 10-3 and 10-4 and **Presentation 6**).

10.12 The Meeting approved the updated HELCOM Re-Survey Scheme assessment report as set out in document 10-4.

10.13 The Meeting noted that the Baltic Sea Hydrographic Commission (BSHC) at its 24th conference decided that the current HELCOM Re-Survey Scheme should be updated to include also Category III areas and has tasked the BSHC Monitoring Working Group (BSHC MWG) to update the Scheme to be presented to the BSHC25 conference in 2020 for approval, with subsequent submission to MARITIME 20-2020. The Meeting agreed with this way forward and invited Finland to submit the updated HELCOM Re-Survey Scheme to MARITIME 20-2020 for consideration.

10.14 Recalling the discussion under Agenda Item 3 and in particular document 3-1 on existing BSAP actions, the Meeting considered the proposal in document 10-3 to include the updating of the Re-Survey Scheme for Category III in the updated BSAP. In this regard, the Meeting agreed on a proposed new action as set out in Annex 2.

10.15 The Meeting endorsed the future action proposed in document 10-3 (alternative b) that BSHC will continue re-surveys based on the current Re-Survey Scheme until completion.

10.16 The Meeting encouraged the Contracting Parties to participate in the EU INEA CEF Motorways of the Sea and Cohesion funding programs to ensure the resources for hydrographic surveys in order to meet the BSHC Re-Survey Scheme set timetables.

HELCOM AIS data

10.17 The Meeting noted that HELCOM 40-2019 adopted the amended [HELCOM Recommendation 33/1](#) “Unified interpretation in relation to access to and use of HELCOM AIS data”.

Agenda Item 12 Activities within other organizations and initiatives

Documents: 12-1

Global processes

12.1 No other matters were presented for discussion by the Meeting related to international fora such as IMO, IHO and IALA.

EU & EUSBSR activities

12.2 The Meeting took note of the information by Mr. Maik Schmahl on EU activities and co-operation on clean shipping (**Presentation 7**), focusing on the monitoring, reporting and verification (MRV) system, the European Sustainable Shipping Forum (ESSF) and the Motorways of the Seas programme.

12.3 With regard to the ESSF, questions were raised with regard to the status of completion of work of the sub-group on air emissions from ships. The EU informed that the sub-group has accomplished its core mission and its mandate is still valid until mid-2020, after which possible prolongation of the mandate will be reconsidered.

12.4 The Meeting noted the difference of financing for LNG ad OPS in the Motorways of the Sea programme, which may relate to the number of project proposals received on these topics.

[MARITIME 19A-2020](#))

Extract of Annex 1 of the report of the Correspondence Group ([document 3-1](#) to MARITIME 19A-2020):

Table 3 Existing commitments that are not included in the follow-up system

No	Existing commitment	Proposal by MARITIME 19-2019	Outcome of the Correspondence Group	Outcome of MARITIME 19A-2020
12	Follow-up actions to identify areas for strengthening regional cooperation in maritime safety in the framework of the HELCOM Maritime Group and consider the appropriate forms for this	The Meeting <u>discussed</u> a possible redraft to this action as set out below, but <u>concluded</u> that further consideration is needed in the Correspondence Group established by the Meeting related to the update of the BSAP. <i>Follow-up actions to identify areas for strengthening</i>	CG proposes the following text: <i>Further strengthen co-operation with IMO in the field of safety of navigation and take follow-up actions for strengthening regional cooperation in maritime safety in the framework of the HELCOM Maritime Group and the SAFE NAV</i>	The Meeting <u>noted</u> that this is an ongoing action and <u>agreed</u> with the formulation of the CG as follows: <i>Further strengthen co-operation with IMO in the field of safety of navigation and take follow-up actions for strengthening regional</i>

	cooperation, recognizing the need for the exchange of technical expertise in the field of maritime safety, especially in risk assessment to avoid shipping accidents in the Baltic Sea, and taking into account the work of IMO	<i>regional cooperation in maritime safety in the framework of the HELCOM Maritime Group and the SAFE NAV Expert Group and consider the appropriate forms for this cooperation, recognizing the need for the exchange of technical expertise in the field of maritime safety, especially in risk assessment to avoid shipping accidents in the Baltic Sea, and taking into account the work of IMO.</i>	<i>Expert Group and consider the appropriate forms for this cooperation, recognizing the need for the exchange of technical expertise in the field of maritime safety, especially in risk assessment to avoid shipping accidents in the Baltic Sea, and taking into account the work of IMO.</i>	<i>cooperation in maritime safety in the framework of the HELCOM Maritime Group and the SAFE NAV Expert Group and consider the appropriate forms for this cooperation, recognizing the need for the exchange of technical expertise in the field of maritime safety, especially in risk assessment to avoid shipping accidents in the Baltic Sea, and taking into account the work of IMO.</i>
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[HELCOM 41-2020](#)

Agenda Item 5 Matters arising from the subsidiary bodies

5.1 The Meeting considered the Draft HELCOM Recommendation on Deep-Sea Pilotage in the Baltic Sea (document 5-6) already approved by HOD 57-2019. The Meeting adopted the draft Recommendation as HELCOM Recommendation 41/1 as contained in Annex 4 to the Outcome.

5.6 The Meeting considered the draft revised HELCOM Recommendation 23/3 on Enhancing the use of pilots in route T and the Sound (document 5-8) and adopted the revised Recommendation as HELCOM Recommendation 41/2 as contained in Annex 6 to the Outcome, superseding the current HELCOM Recommendation 23/3.

5.8 The Meeting decided to withdraw HELCOM Recommendation 24/7 "Further development and use of drift forecasting for oils and other harmful substances in the Baltic" as well as the associated Guidelines for the implementation of HELCOM Recommendation 24/7, as its provisions have been fulfilled (document 5-4).

5.9 The Meeting further expressed support for the work undertaken by HELCOM working groups to review valid HELCOM Recommendations in order to ensure that they are up-to-date and remain relevant.

5.19 The Meeting took note of the outcome of the first HELCOM Chairpersons meeting, which took place on 2 March 2020, and considered the need for face-to-face meetings of the chairpersons of HELCOM main groups, namely Gear, Maritime, Pressure, State and Conservation, Response, Agri, Fish and HELCOM-VASAB Maritime Spatial Planning Working Group, in the future. The Meeting recognized the usefulness of organizing such meetings, but also agreed that consideration should be given to having specific tasks on the agenda to resolve, as well as the possibilities of conducting the meetings online. The Meeting endorsed in principle the organization of such meetings on an annual basis and, if needed, more often, depending on the needs as determined by the Secretariat in consultation with the Working Group Chairs (documents 5-2 and 5-15).

5.20 The Meeting took note of Progress of work of the HELCOM subsidiary bodies, as well as expert and correspondence groups during 2019 (document 5-13) and considered it unfortunate that a number of groups do not have a nominated Chair and agreed that this is a matter which needs to be addressed.

5.22 The Meeting expressed their appreciation to the large number of experts involved in HELCOM work.