



## OUTCOME OF THE ELEVENTH MEETING OF THE GROUP OF EXPERTS ON SAFETY OF NAVIGATION (SAFE NAV 11-2020)

### Introduction

0.1 The Eleventh Meeting of the HELCOM Group of Experts on Safety of Navigation (SAFE NAV 11-2020) was held online on 13 May 2020, in accordance with the decisions of SAFE NAV 10-2019 (Outcome of SAFE NAV 10-2019, Paragraph 8.2).

0.2 The Meeting was attended by Delegations from Denmark, Estonia, Finland, Latvia, Poland and Sweden, as well as an observer from CLIA Europe. The list of participants is contained **Annex 1**.

0.3 The Meeting was chaired by Mr. Andreas Holmgren, Swedish Transport Agency. Mr. Markus Helavuori, HELCOM Professional Secretary and Ms. Marta Ruiz, Associate Professional Secretary, acted as secretaries of the Meeting.

### 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 10-2019 (document 2-1).

2.2 The Meeting took note of the information on the outcomes of recent HELCOM meetings (document 2-2) and agreed to make use of the information as appropriate.

### Agenda Item 3 Accidents and ship traffic in the Baltic Sea

3.1 No documents were submitted under this Agenda Item.

3.2 The Meeting noted that MARITIME 19-2019 had 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. The meeting had 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 had also noted that a Lithuanian accident also seems to be placed inland. The Meeting noted that MARITIME 19-2019 had instructed the Secretariat to check the data, liaise with Estonia and Lithuania if clarification is needed and make any corrections as necessary.

3.3 The Meeting noted that MARITIME 19-2019 had approved the report for publishing, pending any corrections necessary based on the above comments ([Outcome of MARITIME 19-2019](#), para. 10.7-10.9). The Meeting noted that the requested corrections have been implemented by the Secretariat and that the publication of the report is pending finalization of layout and formatting.

3.4 The Meeting noted that MARITIME 19-2019 had noted the discussion by SAFE NAV 10-2019 regarding the lack of reporting of drug or alcohol abuse as the cause of accidents. The meeting had noted that due to the recent decision to use EMCIP data, starting with accidents that occurred in 2019, 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.

3.5 The Meeting discussed the matter and encouraged Contracting Parties that attend the PCF to raise the matter there, as appropriate.

3.6 The Meeting took note that the required data for the Annual HELCOM report on shipping accidents in the Baltic Sea area in 2019 has not yet been provided by EMSA, and that the draft report will be submitted to MARITIME 20-2020. The Meeting further noted that the Secretariat is liaising directly with Russia in order to obtain the relevant accident data from 2019 for inclusion in the Annual HELCOM report.

3.7 The Meeting noted a comment by CLIA that the data on passenger ships in previous HELCOM reports or EMCIP data does not distinguish between cruise ships and other passenger ships.

#### **Agenda Item 4                      Sea Traffic Management**

4.1 No documents were submitted under this Agenda Item.

4.2 The Meeting took note of the [final report](#) of the Sea Traffic Management Validation Project in the Baltic Sea as provided by Sweden (**Presentation 1**).

4.3 The Meeting noted that one of the general conclusions of the Project is that an interoperable system can be created for use by ships, authorities, ports and other relevant stakeholders. The Meeting also noted information on the STM BaltSafe follow up project involving Estonia, Finland, Norway, Russia and Sweden, as well as associate partners from Denmark, Latvia and Poland.

4.4 The Meeting agreed in general with a proposal by Sweden for an action in the updated Baltic Sea Action Plan (BSAP) to recommend sharing of voyage plans on a voluntary basis in the Baltic Sea region in order to increase maritime safety. The Meeting invited Sweden to prepare a synopsis on the matter at their earliest convenience, and the Secretariat to forward it for consideration to the relevant HELCOM groups and meetings.

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

5.1 No documents were submitted under this Agenda Item.

5.2 The Meeting recalled that SAFE NAV 10-2019 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) as well as comments 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. The Meeting further recalled that SAFE NAV 10-2019 had invited Germany, Poland, Sweden and Denmark to discuss the matter intersessionally, and had agreed to revisit the matter at SAFE NAV 11-2020 (Outcome of SAFE NAV 10-2019, para. 5.1-5.2).

5.3 The Meeting took note that intersessional discussions with Denmark, Germany and Poland have taken place. The Meeting invited Germany to provide further information on the matter to SAFE NAV 12-2021.

5.4 The Meeting noted information provided by Denmark and Sweden that new routeing measures, including traffic separation schemes, in Skagerrak and Kattegat will enter into force 1 July 2020.

#### **Agenda Item 6                      Charts and bathymetry**

6.1 The Meeting recalled that SAFE NAV 10-2019 had taken 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](#)), noting also that the matter was to 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 ([Outcome of SAFE NAV 10-2019](#), para. 6.1).

6.2 The Meeting took note that MARITIME 19-2019 had approved the updated HELCOM Re-Survey Scheme assessment report as set out in [document 10-4](#) ([Outcome of MARITIME 19-2019](#), para. 10.12).

6.3 The Meeting took note that MARITIME 19-2019 had 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 noted that MARITIME 19-2019 had agreed with this way forward and invited Finland to submit the updated HELCOM Re-Survey Scheme to MARITIME 20-2020 for consideration.

6.4 The Meeting took note of the BSHC-HELCOM Revised Baltic Sea Harmonised Hydrographic Re-Survey Scheme (2002 – April 2020) Assessment Report as provided by Finland (document 6-1 and **Presentation 2**). The Meeting invited Contracting Parties to review their respective reports in 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.

6.5 The Meeting encouraged Contracting Parties to continue re-surveys in their respective waters and to monitor the shipping in order to revise the Cat I & II routes.

6.6 The Meeting encouraged Contracting Parties to define uniform routes at border crossings bilaterally with their neighbouring countries.

6.7 The Meeting noted that MARITIME 19-2019 had considered the proposal to include the updating of the Re-Survey Scheme for Category III in the updated Baltic Sea Action Plan (BSAP) ([document 10-3](#)), and agreed on a proposed new action as set out in Annex 2 ([Outcome of MARITIME 19-2019](#), para. 10.13-10.14).

## **Agenda Item 7                      Any other business**

7.1 The Meeting recalled that SAFE NAV 10-2019 had supported the proposal for a HELCOM Recommendation concerning Deep Sea Pilotage in the Baltic Sea submitted by Baltic Pilotage Authorities Commission (BPAC) ([document 7-2](#)) ([Outcome of SAFE NAV 9-2019](#), para. 7.2).

7.2 The Meeting took note that MARITIME 19-2019 had 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 took note that HOD 57-2019 had considered the draft HELCOM Recommendation, corrected an error related to Polish contact details in Attachment 1 of the draft and approved the draft Recommendation as set out in [document 4-14-Rev.1](#). The Meeting further noted that HELCOM 41-2020 adopted it as HELCOM Recommendation 41/1 as set out in Annex 4 to the [Outcome](#).

7.3 The Meeting recalled that SAFE NAV 10-2019 had 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](#)), agreed on a number of corrections and supported it, inviting MARITIME 19-2019 to decide as appropriate ([Outcome of SAFE NAV 9-2019](#), para. 7.5-7.6).

7.4 The Meeting took note that MARITIME 19-2019 had supported in general the draft revised Recommendation and that HOD 57-2019 considered and approved the revised HELCOM Recommendation 23/3 on enhancing the use of pilots in route T and the Sound. The Meeting further noted that HELCOM 41-2020 adopted the revised Recommendation as HELCOM Recommendation 41/2 as contained in Annex 6 to the [Outcome](#), superseding HELCOM Recommendation 23/3.

7.5 The Meeting noted that MARITIME 20-2020 is scheduled for the week starting 19 October 2020 in Norrköping, Sweden.

**Agenda Item 8                      Next meetings and contacts**

8.1 The Meeting checked and updated the list of contact addresses and observers of HELCOM SAFE NAV (document 8-1) and agreed to include it as **Annex 2** of the Outcome. The Meeting encouraged Contracting Parties and observers to ensure that the information is correct and inform the Secretariat of any changes.

8.2 The Meeting agreed that the next meeting of SAFE NAV will be held in May 2021, tentatively in Denmark, with exact dates and host to be decided when the dates of NCSR 9 are known.

8.3 The Meeting discussed the possible need to revise the [Terms of Reference](#) of the Group, in particular with respect to meetings being hosted by all Contracting Parties in alphabetical order instead of the current arrangement where only Denmark and Sweden host and chair the meetings in turn. The Meeting invited the Secretariat, in consultation with the Chair, to prepare and submit draft revised Terms of Reference for consideration by SAFE NAV 12-2021.

**Agenda Item 9                      Outcome of the Meeting**

9.1 The Meeting adopted the Outcome of the Meeting. The Outcome of the Meeting, together with the documents and presentations considered by the Meeting are available on the [SAFE NAV 11-2020 meeting site](#).

## Annex 1 List of participants

Name	Organization	Email address	Telephone
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## Annex 2 List of Contacts and Observers of HELCOM SAFE NAV

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