Monika Stankiewicz, Executive Secretary
Helsinki Commission
20. September 2012, Riga
Helsinki Commission - HELCOM

- Works towards:
  - protection of the Baltic marine environment from all sources of pollution
  - implementation of the Helsinki Convention 1974/92

- Priority issues:
  - Eutrophication
  - Hazardous substances
  - Biodiversity and nature protection
  - Shipping and maritime activities, including reduction of nutrients inputs in ships sewage

GOAL: Good Environmental Status by 2021
Working together for better cross-sectoral integration

• 10 HELCOM Contracting Parties (9 Baltic Sea Coastal States and the European Union)

• Other organizations/ stakeholders involved (IGO, NGO, industry)

• Forums to discuss cross-sectorial issues:
  - Fisheries/Environmental Forum, incl. enhanced cooperation with ICES
  - Agriculture/Environmental Forum
  - HELCOM/VASAB Working Group on Maritime Spatial Planning
  - Maritime Group
  - Cooperation Platform on Port Reception Facilities

• New HELCOM Observers:
  - Baltic Sea Forum
  - International Chamber of Shipping
  - European Community Shipowners’ Associations
  - Sea Alarm Foundation
  - Baltic Pilotage Authority Commission (BPAC)
Transforming 2007 HELCOM BSAP into reality

- Joint actions in IMO in order to:
  - speed up introduction of a general requirement for carriage by ships of an Electronic Chart Display and Information System (ECDIS) to decrease risk of groundings
  - introduce the necessary modification of Automatic Identification System (AIS) to improve safety and environmental protection
  - amend Annex IV to MARPOL with requirements on nutrient discharges in sewage from passenger ships
  - tighten regulations concerning NOx emissions from ships within the revision of Annex VI to MARPOL
Reducing nutrients input to fight eutrophication

- Almost all open waters and coastal areas in the Baltic “affected by eutrophication”
- Measures needed to address all sources of nutrients (nitrogen and phosphorous):
  - high HELCOM reduction standards for municipal wastewater treatment
  - recently strengthened Annex III to the Helsinki Convention to prevent pollution from agriculture
  - other measures, e.g. to reduce emissions and discharges from ships
Acting jointly for the Baltic Sea Special Area for sewage

- **2007 HELCOM BSAP**: to develop more stringent regulations for sewage discharges from passenger ships
- **2008**: the Baltic Sea Challenge – call by cities for voluntary delivery of sewage by cruise ships
- **2009**: Baltic Sea Summit in Helsinki: port commitments and BSAG working together with private companies on port reception facilities (PRFs)
- **2009**: EU Strategy for the Baltic Sea Region - improving PRFs a flag-ship activity
- **2010 HELCOM**: joint submissions to IMO and agreement to improve PRF by 2013, and by 2015 at the latest
- **2011 IMO**: global adoption and designation of the Baltic Sea as a Special Area for sewage under MARPOL Annex IV
- **2012 IMO**: MEPC to decide on nutrient removal standards
- Practical implementation e.g. through Clean Baltic Sea Shipping project
NECA in the Baltic Sea

- Shipping contribute significantly to air pollution, have adverse effects on human health, especially in big coastal cities, and contribute to the eutrophication of the Baltic Sea (5% of total annual atmospheric nitrogen deposition)

- Documentation for designating the Baltic Sea as a NOx Emission Control Area under Annex VI to MARPOL Convention completed; two submissions to IMO:
  - Baltic NECA submission
  - Technology overview to meet IMO Tier III emission standards

- Also NOx emissions from the North Sea reach the Baltic environment – environmental and economic analysis in the North Sea finalized

Figure. Top ten sources with the highest contributions of nitrogen emissions to annual deposition of total nitrogen into the Baltic Sea, 2007.
BSAP follow-up actions - 2010 Moscow Ministerial Meeting

- Speeded implementation and ratification of international conventions (liability and compensation conventions, BWMC)
- Comprehensive risk assessment of shipping accidents and pollution covering the whole Baltic Sea (BRISK and BRISK-RU projects)
- Enhanced cooperation on places of refuge
- HELCOM Recommendation 28E/11 to increase safety and efficiency of winter navigation
- HELCOM SAFE NAV Expert Group – an expert forum to jointly evaluate the risks of maritime transport and activities at sea and identify appropriate risk control measures
- Speeded hydrographic re-survey of areas important for navigation and environmental protection – revised Baltic Sea Re-Survey Scheme, in cooperation with BSHC
Addressing alien species

- Ratification of the Ballast Water Management Convention - by 2013 in the Baltic Sea
- Joint HELCOM/OSPAR/REMPEC guidance on voluntary ballast water exchange in specified areas (IMO in circular BWM.2/Circ.39)
- Port profiles of alien species throughout the Baltic
- Guidance on how to conduct, evaluate and consult risk assessments for intra-Baltic shipping, in cooperation with OSPAR
BRISK (2009-2012) - safer shipping

- First overall risk assessment of pollution caused by shipping accidents based on a common methodology
  - Recognizes the areas with highest risk for oil spills and environmental damage
- Identification of missing response resources needed to effectively tackle major spills of oil and hazardous substances
- Preparation of pre-investment plans on how the countries can jointly improve preparedness
  - A joint pool of vessels and equipment for each sub-region
  - Countries can share the investment burden in a cost-effective way
- Development of agreements between neighboring countries for joint response operations

BRISK co-financed within the Baltic Sea Region Programme 2007-2013 (EUR 2.5 million)
BRISK-RU financed by the Nordic Council of Ministers
BRISK/BRISK-RU results

- Analysis based on AIS data 2008/2009 (average winter conditions)
- Collisions and groundings by far the most important spill source
- For spills of 300-5000 tons the picture of risks very much reflect ship traffic intensity
- For spills above 5000 tonnes the risks are concentrated on the tanker route
Towards 2013 HELCOM Ministerial Meeting

- Danish chairmanship of HELCOM (2012-2014)
- Evaluation of progress in reaching a healthy Baltic Sea and agreement on additional measures, if needed
- Progress will be evaluated against indicators and targets describing good environmental status of the Baltic Sea, and linking states of the marine environment with human pressures
- Overall, good progress in Maritime Activities segment of the Baltic Sea Action Plan
Upcoming activities and priorities in maritime field - examples

- Economic incentives and new technologies for greener shipping
- Alternative marine fuels and other means for cleaner shipping
- PRF for sewage and harmonized implementation of the “no-special-fee” system
- Ballast Water Management Convention
- Re-surveys of areas important for safety of navigation and environmental protection
- Further routing / risk control measures
- Ecosystem-based Maritime Spatial Planning
Policy developments and cooperation

- HELCOM as a coordination platform for regional implementation of the EU Marine Strategy Framework Directive (MSFD)
- MSFD as an environmental pillar of the EU Integrated Maritime Policy
- HELCOM-VASAB cooperation on broad-scale maritime spatial planning
- Objective *Save the Sea* in the EU Strategy for the Baltic Sea Region
- Joint initiative of pan-Baltic organizations with maritime competences to enhance cooperation for sustainable maritime activities
- HELCOM-BONUS cooperation
Dear Colleagues

- HELCOM values cooperation with partners of the Clean Baltic Sea Shipping Project and the project’s input to achieving common goals
- Let’s continue dialogue so to feed the results of the project into the policy discussions and practical implementation
- HELCOM Maritime Meeting on 6-8 November in Copenhagen
Thank you!

For more information please contact:

Helsinki Commission (HELCOM)
Katajanokanlaituri 6 B
FI-00160 Helsinki
Finland

www.helcom.fi