Agenda Item 2 Outcome of the Stakeholder Conference

Document code: 2/2

Date: 4.3.2010

Submitted by: Conference Moderators

OUTCOME OF THE 5TH HELCOM STAKEHOLDER CONFERENCE

The Meeting is invited to:

- take note of the outcome of the Stakeholder Conference;
- decide to take into account the outcome when considering the draft HELCOM Ministerial Declaration, and the proposed list of issues needing further work to ensure a full implementation of the HELCOM Baltic Sea Action Plan.

General

The Conference focused on the theme "One goal, one direction, many ways: Streamlining the implementation of the HELCOM Baltic Sea Action Plan and other common actions for a healthy Baltic Sea".

Participants of the Stakeholder Conference represented national authorities, politicians, IFIs, other Baltic Sea regional bodies, industry, scientific community, private foundations and NGOs. The number of participants was more than 100 persons. The conference programme consisted of opening presentations, presentations of some major projects to combat eutrophication, halt inputs of hazardous substances, protect biodiversity and in the area of maritime activities. A round-table discussion in the afternoon focused on identifying topics for possible new projects in field that are lacking actions, to serve development of a List of Projects for the 2010 HELCOM Moscow Ministerial Meeting.

The Conference stressed the need to streamline various ongoing activities and projects and their resources to better serve the goal of achieving a healthy Baltic Sea and to investigate synergies and possible needs for further coordination between the HELCOM activities / the HELCOM Baltic Sea Action Plan and other processes, like the EU Strategy for the Baltic Sea Region, the NIB/NEFCO TA fund, the NDEP etc.

Opening plenary

In his opening statement the Chairman of HELCOM, Mr. Igor Maydanov referred to the "success stories" in streamlining the activities for the protection of the marine environment. He referred to the Baltic Sea Action Summit which showed that it is possible for the Baltic Sea States' leaders, private businesses, research institutions, NGOs and individuals to join their forces and make commitments for activities to support the achievement of the goal of a healthy Baltic Sea. Mr. Maydanov also pointed to the EU Strategy for the Baltic Sea Region which has heavily drawn on the HELCOM Baltic Sea Action Plan and has in that way strengthened the commitments in the Action Plan. Work by multiple stakeholders operating together under the HELCOM umbrella or with HELCOM support has already substantially contributed to the implementation of the EU Strategy. However, Mr. Maydanov underlined

that there is a room for improvement and the need to initiate actions in some areas in order to achieve a full implementation of the HELCOM Baltic Sea Action Plan.

In his speech Director General of the DG REGIO Mr. Dirk Ahner, appreciated the work of HELCOM and particularly its Baltic Sea Action Plan and underlined the important role of HELCOM in successful implementation of the EU Strategy for the Baltic Sea Region. Mr. Ahner stressed that macro region strategies represent new domain in EU as they are prepared on requests and wishes of regions concerned, while the EC is acting as a facilitator of joint actions. The Baltic Sea Region Strategy goes beyond traditional regional policies as it requires joint work of various bodies within the EC for a common goal of prosperous and environmentally safe Baltic Sea Region. The new strategy shall be built upon existing resources, rules and institutions as well as implies better harmonization and reliance of existing regional bodies and frameworks. The Strategy also provides opportunities not only to EU Member States, but also third countries, with particular focus on the Northern Dimension framework. Launching of the EU SBSR marks the beginning of new thinking approach – for greener, cleaner and smarter European continent. However, to compliment the work of HELCOM and EU – a two-way cooperation is needed.

In her statement Ms. Gabriella Lindholm, the Swedish Ambassador for the Marine environment, reflected that development of the EU SBSR was among key priorities for Swedish EU presidency, because the Strategy has a clear aim of strengthening implementation of the BSAP. The Strategy can play an important role on two levels: firstly, it highlights the interlinkage between different policy areas, and the need for closer coordination between EU-regional-, agricultural-,transport-, fisheries- and marine policies. Secondly, it includes an action plan with a number of priority areas and flagship projects that will enhance the efforts of the EU member states in their work to implement the Baltic Sea Action Plan. Importantly it opens up for EU supportive actions for the Baltic Sea as a pilot project under the marine directive.

Ms. Lindholm emphasized that the HELCOM BSAP is based on sea capacities and each state shall devise measures to reach maximum allowable inputs of nutrients to reach good environment status of the Baltic Sea. Eight out of nine riparian countries in the Baltic Sea Region are EU Member States. To reach the goals of the Baltic Sea Action Plan it is important to get support from EU policies – Common Agriculture Policy, the Chemical Policy, Common Fisheries Policy and the Water Policy. The implementation of the EU Marine Strategy Framework Directive has to go hand in hand with and be supportive in the implementation of the HELCOM Baltic Sea Action Plan. All of these areas will be challenging tasks for the Swedish presidency in HELCOM. Selecting the Baltic Sea as a pilot project under the Marine Strategy Framework Directive would mean that the work within the HELCOM Baltic Sea Action Plan – where we set a stricter time-table and conduct tougher actions than required in the directive – would be recognized in the framework of the marine directive.

Mr. Harro Pitkänen, representing Nordic Investment Bank and recently established NIB/NEFCO BSAP Fund, emphasized that the Baltic Sea Action Plan implementation will require massive, diversified action: from country to country, sector to sector and soft measures (public awareness, regulatory action, training, technical assistance) as well as hard measures (investments). According to Mr. Pitkänen supply of financing is not a bottleneck but financeable projects that will be effective and focused rather are and there is a need to assist project owners: private companies, households, farmers, associations, to help them create projects and make use of the resources available.

A technical fund has been set up by NIB and NEFCO with contributions from Sweden and Finland so far resulting in a fund of €10.6 million. NIB and NEFCO jointly manage these funds. Financing is provided as grants. Grants are delivered at an early phase of projects to assist in attaining loans and investments. It is important for the projects that there is a strong

commitment by local participants. Fund is open for actors and funds channeled through other international or national financing institutions.

Mr. Pitkänen listed the eligible purposes for the BSAP Fund and among them (a) institutional support, such as training and support related to development, preparation and implementation of projects, (b) demonstration purposes e.g. purchase of equipment, funding of projects that have replicability, (c) project development and preparation to develop "bankable " projects, (d) Project implementation.

The NIPs under the Baltic Sea Action Plan are crucial and an important frame of reference and projects included in NIPs will be given high priority. The follow-up financing instruments that can applied include:

- NIB's €500 million BASE facility that can be used for bankable projects, so far only one fifth has been allocated to bankable Baltic Sea related projects,
- NEFCO risk capital financing,
- European Investment Bank €75 million,
- EU stuctural and cohesion funds.

Mr. Pitkänen told that projects are currently being identified where the fund can be of help. Some projects with potential for replication have already been identified e.g. business plans for poultry farms, biogas plants to address problems in agricultural sector, small and medium size WWTPs, management of agricultural run-off. But more applications and initiatives are welcome.

Strategic actions and flag ship projects to combat eutrophication

Co-moderators: Ms. Ulla Kaarikivi-Laine, Ministry of Environment of Finland and Mr. Marcin Witaszek, Chief Inspectorate for Environmental Protection, Poland

Ms. Ulla Kaarikivi-Laine laid the foundation for the thematic discussion by outlining how eutrophication is addressed in the EU Strategy for the Baltic Sea region. She emphasized the need to focus on reducing the inputs of phosphorus especially through phosphorus removal from detergents and decreasing loads from agriculture. She also stressed the need to implement existing requirements under the HELCOM BSAP, EU MSFD and other directives for water protection in order to reach the objective of a Baltic Sea.

The following four projects involving also HELCOM, were presented as examples of on-going work aimed at reducing the input of nutrients to the Baltic Sea:

1. The PURE project was presented by the Project Manager, who outlined the major elements of the project addressing advanced phosphorus removal from municipal waste water treatment. The Project is among very few projects funded within the EU BSR Programme that create actual investments to reduce pollution inputs. It will facilitate improvements in municipal waste water treatment around the whole region, but project-driven investments will take place in Jurmala, Riga and Brest. The Project will also create a database of best practices both as concerns advanced P-removal and sewage sludge treatment.
2. The BaltHazar Project funded by the EU Parliament Pilot Project Facility addresses *i.a.* the reduction of nutrient leaching from large agricultural installations in Leningrad and Kaliningrad Regions of Russia. The Project has carried out extensive inventory of large units for extensive rearing of cattle, poultry and pigs in the aforementioned regions, as well as legal frameworks to mitigate nutrient pollution from agriculture runoff. Based on risk assessment followed by screening of the nutrient load the priority farms were identified for immediate measures that could be implemented to reduce significantly

nutrient runoff. Systematic risk assessment is a good lesson from the project and it is recommendable to be replicated in other HELCOM countries.

3. The RusNIP project funded by the Government of Sweden has addressed the major sources of nutrient pollution from municipal sewage treatment and industries that are in the vicinity of the Baltic Sea within Leningrad and Kaliningrad Regions of the Russian Federation in order to provide inputs to development of Russian national implementation programmes under the BSAP. The project identified most cost-efficient measures which will allow total reduction of phosphorus load to both Gulf of Finland and the Baltic Proper that implements the HELCOM BSAP nutrient reduction targets. The transboundary load to the Gulf of Riga shall be also assessed to cope with estimated 140 tP/year load from Russia to this sub-basin, to be further assessed. For the future phases, the Project plans elaboration of tools for cost-effectiveness, monitoring and assessment together with BaltHazar and pre-feasibility studies.
4. The Baltic COMPASS Project is a strategic Project funded under the EU BSR Programme and it will serve to develop of a regional policy platform for sustainable agriculture, addressing various aspects ranging from manure management and application of fertilizers to climate change abatement measures and rural development. The Project will also generate investment proposal for different cost-efficient options for reduction of nutrient inputs from agriculture. The Project also aims to act as an umbrella for various smaller projects in this field to coordinate and mutually benefit from their coherent implementation.

The outcome of the interactive session to exchange ideas on actions and projects in the field of eutrophication is contained in **Attachment 1.**

Strategic actions and flagship projects to halt inputs of hazardous substances

Co-moderators: Ms. Petra Wallberg, Swedish Environmental Protection Agency and Ms. Helena Parkman, Swedish Chemicals Agency

The situation with pollution by hazardous substances remains unsatisfactory and it is proved by recent HELCOM assessments, e.g. for dioxins and dioxin-like PCB, TBT, as well as new threats represented, e.g. by pharmaceuticals.

The EUSBSR has very clear connection to the implementation of the HELCOM BSAP and its priority area 2 will be to a large extent based on the ongoing activities within HELCOM, e.g. the HAZAS assessment and the Holistic Assessment of the Marine Environment. The priority area 2 shall contribute to implementation of the EU WFD as well as MSFD. The work on this priority area will have its formal kick-off on 15-16 April in Stockholm, while this conference will provide inputs to development/identification of the pilot projects.

The COHIBA Project aims at development of innovative and cost-efficient tools to control hazardous substance inputs from municipal and industrial sources. The project will test bioindication of toxic pollution to trace specific sources of hazardous substance in the waste streams. The Project will elaborate Substance Flow Analysis for all HELCOM hazardous substances of specific concern that will allow substance-specific measures both at sources, as well as pathways to the Baltic.

The BaltHazar Project also addresses *i.a.* the reduction of contamination of the Baltic Sea by hazardous substance leaching from hazardous waste sites in Leningrad and Kaliningrad Regions of Russia. The Project has carried out extensive inventory of these sites in the aforementioned regions, including the municipal solid waste sites, as well as legal frameworks to mitigate hazardous pollution. Based on risk assessment followed by screening of the pollution load the priority sites were identified for immediate measures that could be implemented to reduce inputs of hazardous substances. The Project will provide good synergies to the COHIBA Project by adding Russian data on contaminant load from selected

landfills. Systematic risk assessment of waste dumpsites is a good lesson from the project that could be recommended for replication in other HELCOM countries.

The BEAST Project focuses on testing and validation of biological effects monitoring in order to consider it for integration into regular sea monitoring practices. The Project will develop compilation of best practices of cost-efficient monitoring tools for bioindication of toxic pollution. It will also develop guidelines for integrated chemical-biological sea monitoring to be applied at Baltic-wide scale. It will lead to development of integrated ecosystem health assessment. The Project is strongly connected to implementation and development of regional and European environmental policies, including the HELCOM BSAP and the EU MSFD.

The outcome of the interactive session to exchange ideas on actions and projects in the field of hazardous substances is contained in **Attachment 2**.

Strategic actions and flagship projects to protect biodiversity

Moderator: Ms. Heike Imhoff, Federal Ministry for the Environment, Nature Conservation and Nuclear Safety, Germany

In her introduction to the session, Ms. Imhoff outlined the actions of the EU Baltic Sea Strategy that are relevant to the protection of biodiversity:

- "To implement the Baltic Sea Action Plan" with specific reference to the biodiversity and nature conservation segment, as well as the Ballast Water Road Map, of the Baltic Sea Action Plan, and to the implementation of EU regulations and policies, including the CFP and the integrated EU Maritime Policy,
- "Reduce the negative effects of fishing on the Baltic ecosystem".

She also outlined the relevant flagship projects of the EU Baltic Sea Strategy:

  - I "Create marine protected areas" with a need to develop management plans and involve marine spatial planning aspects"
  - II "Establish measures to facilitate migration and reproduction of migratory fish species".

The governments of the HELCOM Contracting Parties decided in the Baltic Sea Action Plan (2007), to "designate by 2009 already established marine Natura 2000 sites, where appropriate, as HELCOM BSPAs and to designate by 2010 additional BSPAs especially in the offshore areas beyond territorial waters". The presentation on ecological coherence and management of the network of the Baltic Sea marine protected areas by Mr. Dieter Boedeker, Germany gave an overview of a the status of the network of Baltic Sea Protected Areas (BSPA) and Natura 2000 sites in the Helsinki Convention Area based on a draft assessment that will be presented to the HELCOM Ministerial Meeting in 2010.

The results of the draft assessment indicate that the current network of marine protected areas in the Baltic Sea covers an area which is larger than 10 % of the Baltic Sea and as such the 10 % target for area conserved that has been set for regional seas by the UN CBD COP7 has been reached. Mr. Boedeker highlighted that the Baltic Sea region is the first marine region in the world to pass the 10% target. However, the report also indicates that species and habitats are still not receiving sufficient protection, there are numerous threats that pose a risk to the marine environment and management of the protected areas is still at an insufficient level. For example shipping, navigation and fishing are addressed rarely in the management plans of the protected areas and eutrophication and pollution by hazardous substances were considered to threaten most of the areas.

The designations of new protected areas by the HELCOM Contracting Parties will assist in accomplishing the EU Strategy's action on the completion the designation of a network of

marine protected areas in the Baltic Sea. Further action will still be needed to designate further areas in the off-shore areas, develop appropriate management and measures for the protected areas that correspond to threats towards species or habitats that the protected areas are designated to protect.

Another project, HELCOM SALAR presented by Mr. Orian Bondestam, Finland has been initiated in 2010 with co-funding from HELCOM and the EU. It aims to provide an overview of the state of salmon and sea trout populations in rivers flowing into the Baltic Sea. It also aims at classifying the river populations of salmon and sea trout and analysing the status of rivers as a habitat for these migratory fish species. These activities will assist in prioritising rivers in need of conservation measures and for development of restoration plans to reinstate populations of migratory fish. The analysis will cover both salmonid species and their passage to the reproduction grounds as well as the riverine waters and habitats.

HELCOM Red List project which was presented by Ms. Mona Johansson, Sweden aims at producing a comprehensive Red List of Baltic Sea species and updating Red Lists of Baltic Sea habitats/biotopes and biotope complexes for the HELCOM area by 2013, as agreed in the Baltic Sea Action Plan. The HELCOM Red Lists will be prepared according to the IUCN Red List criteria for the following species groups: macrophytes, benthic invertebrates, water birds, fish and lamprey species, and marine mammals. In regard to fish and lamprey species, this means updating of the existing HELCOM Red List (BSEP No. 109). The underwater part of the HELCOM Red List of Baltic Sea biotopes and biotope complexes (BSEP No. 75) will also be updated. This task includes improving the current biotope classification and adopting harmonised and appropriate criteria for the threat assessments of biotopes.

HELCOM Red List will produce as important by-products checklists of species for each of the assessed species groups, as well as background documentation for the species that will be assessed. Currently, distribution information has been collected already for 2000 species and the first check-lists will be finalised by the summer 2010. The updating of the biotope classification is an important task of the project and the work will be carried in cooperation with the EU SeaMap project.

The HELCOM Red List project will facilitate the implementation of the EU Strategy's action in priority area 2 to preserve natural zones and biodiversity, including fisheries, coordinated by Germany, by providing Baltic Sea specific information on the threatened species and biotopes.

The outcome of the interactive session to exchange ideas on actions and projects in the field of biodiversity is contained in **Attachment 3**.

Strategic actions and flagship projects in the field of maritime activities
Co-moderators: Ms. Clea Henrichsen, Danish Maritime Authority, Ms. Charlotte Wiin Havsteen, Danish Maritime Safety Administration, and Mr. Claus Rasmussen, Ministry of Defense of Denmark.

The moderators set the scene for further presentations and discussions by referring directly to three priority areas of the EU Strategy for Baltic Sea Region, namely:

- PA 4 "To become a model region for clean shipping";
- PA 13 "To become a leading region in maritime safety and security";
- PA 14 "To reinforce maritime accident response capacity protection from major emergencies".

Many actions in these priority areas are closely linked to/are based on the HELCOM work to implement the Baltic Sea Action Plan, and both programmes will benefit from close coordination and streamlining the efforts. The Kick-off meeting for Priority Area 4 of the Strategy was organized on 27 January 2010, and the meetings to start up implementation of

the other two priority areas will be organized soon. Some flag ship projects have already been started, some others are still in the process of finding the lead parties, while for some areas the proposals are being put forward to be flagged as EU strategy projects. Ms. Clea Henrichsen mentioned a one new flagship project that has been added to the PA 4 on feasibility study of LNG infrastructure for short sea shipping, to be conducted by the Danish Maritime Authority.

The BRISK Project (Sub-regional risk of spill of oil and hazardous substances in the Baltic Sea), co-funded by EU (ERDF) aims at assessing the risk of shipping accidents in the whole Baltic Sea area in order to identify the areas with highest risk and check whether the existing emergency and response capacities in each sub-region of the Baltic Sea are sufficient to tackle major spills of oil or hazardous substances. Based on the risk assessment, the countries will prepare concrete programmes for filling in the identified gaps in the response resources. This work is being done to fulfill the commitments of HELCOM countries in the "response" part of the HELCOM Baltic Sea Action Plan and HELCOM Recommendation 28E/12 on sub-regional cooperation in response field, and will be completed by April 2012.

The BRISK Project, covering eight HELCOM countries being also EU members, is to be complemented with corresponding activities in Russia within the BRISK-RU Project financed by the Nordic council of Ministers.

Due to importance of the BRISK Project, it has been granted a strategic status within the Baltic Sea Region Programme (BSRP) 2007-2013 as well as it has been chosen as a flagship project in the EU strategy for the Baltic Sea Region.

Another important project recognized in similar way within BSRP and the EU Strategy is EfficienSea (Efficient, Safe and Sustainable Traffic at Sea). The EfficienSea Project, also co-financed by EU, aims at improving maritime safety in the Baltic Sea region by addressing the shortage of competent recruits in the maritime sector, demonstration of the E-navigation concept, integration of maritime traffic data into a coastal environmental framework, and improving maritime traffic control. The project will also carry out dynamic sensitivity mapping, taking into account social and economical view, and will do risk analyses for open and coastal waters as well as fairways, to serve as learning and real-time modeling. The project is to be completed in 2012, and have a possibility to apply for a two-year extension phase (similar to other strategic projects like BRISK).

The idea for a new project to investigate and offer cost-efficient policy options to further reduce ship emissions from ships was also presented. The BSR InnoShip Project (Baltic Sea cooperation for reducing ship and port emissions through knowledge- & innovation-based competitiveness) (previously called REBAS) is being developed by Finland in cooperation with other countries and with support of HELCOM to give advice to decision-makers on how to reduce ship emissions in a cost-efficient way (e.g. cost of measures vs. reduced costs related to health effect). The Project will also assess the impact of NOx emission on the marine environment in the whole Baltic Sea, including NOx contribution to eutrophication of the Baltic. It will also deal with health effects of emissions, develop holistic environmental management regarding exhaust emissions, and implement pilot measures in cities and ports. The idea is also to make the project to serve as a pilot project of World Meteorological Organization.

The BaltSeaPlan Project (Towards introducing Maritime spatial Planning in the Baltic Sea) aims at developing, introducing and implementing Maritime spatial Planning throughout the Baltic Sea Region in a coherent manner. The project will prepare concrete proposals for maritime spatial plans and strategic environmental impact assessments (SEA) on selected pilot sites in the Baltic Sea by carrying out a broad scale inventory of maritime uses in each pilot area. The project will provide input to the realization of the HELCOM Baltic Sea Action Plan, EU Maritime Policy and the VASAB Gdańsk Declaration. Public acceptance and stakeholder involvement have been highlighted as the key elements of the MSP process.

There is a need to establish a joint HELCOM/VASAB project which by 2012 would have tested and applied the common HELCOM/VASAB principles for broad scale marine spatial planning, taking into account the results and work, including data compiled, in the BaltSeaPlan.

The outcome of the interactive session to exchange ideas on actions and projects in the field of maritime activities is contained in **Attachment 4**.

Attachment 1

The outcome of the interactive session to exchange ideas on actions and projects in the field of eutrophication

During an interactive session on strategic eutrophication related actions, the discussion group considered the projects being presented during the Plenary, other ongoing and planned activities as well as clear gaps that should be filled by future work. As concerns planned and future projects, the group stressed that it is particularly important to avoid duplication of work and therefore to ensure that planned and future projects fully access existing and passed projects and to take into account the objectives and requirements outlined in regional policies. The group also pointed out that all available data should be made use of (e.g. EEA), but recognized that often available data is not detailed enough for HELCOM needs, thus requiring additional data from local authorities and stakeholders.

Implement actions to reduce nutrients

Topics requiring intensified efforts/new projects:

- assistance to review and revise by 2013 the environmental targets, maximum allowable nutrient inputs and country-wise provisional nutrient reduction targets based on the integrated thematic assessment on eutrophication, results of the HELCOM Pollution Load Compilation to be published in 2010 and EMEP data

Promotion of measures and practices to reduce nutrient losses from agriculture

Topics requiring intensified efforts/new projects:

- Help in establishment of the HELCOM List of agricultural hot spots, represented by both point and diffuse sources, for optimal targeting of measures and investments to most polluting installations with biggest potential environmental benefit to the Baltic Sea (in EU Member States to complement the work being done by the BALTHAZAR project in Russia) ;
- improving the extent and quality of national agri-environment services and related information activities targeting farmers and their advisors (e.g. by promoting the proposed Baltic Deal project, initiated by the Federation of Swedish Farmers (LRF), the Danish Agricultural & Food Council (DAFC), the German Farmers' Association (DBV), the Central Union of Agricultural Producers and Forest Owners (MTK) Finland and the Central Union of Swedish-speaking Agricultural Producers in Finland (SLC). The proposed project aims to advance and strengthen agricultural advisory services and related demonstration and information activities focusing upon improving environmental and agricultural practice at farm level, as well will deal with development of training for farmers and dissemination of best practices through e.g. national "centers of excellence", that could act as *clearinghouses* for best practices and case studies.
- further improvement of HELCOM capacities with regards to public awareness and environmental education on prevention of pollution from agriculture, e.g. on farm level
- Further designation of Nitrate Vulnerable Zones around the Baltic Sea *i.a* based on recommendations of HELCOM assessments
- Further support to clean up transboundary JCP hot spots represented by coastal lagoons by joint activities for establishment and restoration of wetlands. The initiative could also contribute to the protection of biodiversity.
- Exchange of national experiences concerning application of fertilisers per ha and use of nutrient balances to avoid surplus of nutrients, taking into account soil characteristics and composition of cultivated crops

- Evaluation of phosphorus leaching potential from agriculture – coupling it with e.g. phosphorus recycling (already taken into account under priority area 9 of the EUSBSR)

Promotion of measures and practices to reduce nutrient input from municipal wastewaters

Topics requiring intensified efforts/new projects:

- Elaboration of a list of priority UWWTPs not yet in compliance with the stricter HELCOM requirements on phosphorus removal to be targeted for priority funding
- Support for the development of a national implementation programme for Municipal Waste Water Treatment Plants (MWWTPs) and industries as well as diffuse sources in Belarus (the RUSNIP approach could be replicated for Belarus)
- Compilation of good examples of solving the problem of municipal sewage in smaller municipalities and scattered settlments, e.g. promoting recycling of treated sewage
- Inventory of sewage sludge handling techniques around the Baltic (partly is already covered under priority area 9 and within the PURE Project)
- Support for the implementation of Country programmes and measures (including a timetable to be presented and decided upon at the HELCOM Ministerial Meeting in 2010) for laundry detergents and discussion on inclusion of also dishwasher detergents (further evaluation/assessment of in particular cost-effective and non-quality compromising solutions needed)
- Evaluation of needs for gradual phase-out of P-containing laundry detergents in industrial use)
- Strengthening of public awareness promoting P-free detergents in the Baltic Sea Region, e.g. through eco-labelling, information campaigns, etc.

2. To reinforce sustainability of agriculture, forestry and fisheries

Enhance the combined effects of the rural development programmes

Sustainable rural development

Establish a Forum for Inventive and Sustainable Manure Processing

Topics requiring intensified efforts/new projects:

- The BATMAN Project proposal (BAT in manure processing) will be submitted for funding from EU BSR Programme

Attachment 2

The outcome of the interactive session to exchange ideas on actions and projects in the field of hazardous substances

The session on hazardous substances discussed the following topics that would require further efforts and further development as possible flagship projects and which will be further considered at a meeting concerning hazardous substances segment under the EU Strategy for the Baltic Sea Region in Stockholm, Sweden 15-16 April 2010:

- Identification of sources and impacts of pharmaceuticals: “Make the Baltic Sea region a lead in sustainable development for pharmaceuticals in Europe”
- Consideration to include new substances into the HELCOM list of substances of specific concern – taking into account the results of the finalised HELCOM thematic assessment on hazardous substances, and e.g its findings on pharmaceuticals.
- “HELCOM Core Set Indicators (HELCOM CORESET)” Project proposal on further development of indicators and associated target levels, based on the HELCOM BSAP and on-going work at the international level, especially the EU Marine Strategy Framework Directive.
- Development of guideline specific to Baltic marine environment for the assessment of chemicals under REACH, the Biocides Directive and Plant Production Directive in order to help deciding risk management strategies and to fulfil agreements within the HELCOM BSAP (start with a workshop).
- Reduce and restrict the use of the most hazardous substances (specific concrete activities should be further developed)
- Elaboration of a list of priority landfills in all Baltic Sea countries to complement the inventory made under the BALTHAZAR project for Russia
- Further development of tools to identify the sources and pathways of hazardous substances to and their impacts in the sea (following the outcomes of the COHIBA Project)
- Facilitate the development and further broad-scale application of biological effects monitoring in the Baltic Sea region (following the outcomes of the BEAST Project)
- Facilitate the development of national chemicals product register, taking into account the work under REACH
- Review the information and HELCOM reports with regard to dumped chemicals munitions and on the basis of this assess the necessity for further actions
- Identification of sources and development of reduction measures for airborne emissions of airborne Cadmium and Mercury to the Baltic Sea
- Reducing the impact of TBT and other hazardous substances from re-suspension of dredged spoils/sediments, e.g. through revision of HELCOM Guidelines for disposal of dredged material and also via contribution of various projects, e.g. SMOCS (Sustainable Management of Contaminated Sediments).

Attachment 3

Outcome of the interactive session to exchange ideas on actions and projects in the field of biodiversity – list of issues/ideas to be further developed into projects

The interactive session to exchange ideas on actions and projects in the field of biodiversity discussed about the four issues below:

Collection of data on by-catch to support measures

- To identify actions to obtain the information needed
- An obligation/a request for reporting on by-catch is still missing in the current EU regulations
- Plea for the involvement of the EC DG MARE
    - to provide aggregated data that already exist and
    - to come up with a common Baltic Sea specific approach towards collection of by-catch data
- The issue should be discussed at the HELCOM Fisheries / Environment Forum with the participation of Baltic RAC

Improve the quality of the network of marine protected areas

- The Baltic Sea has been recognized as being the first regional sea reaching the 10% target of the UN CBD COP7 for MPAs but the network of protected areas is still not ecologically coherent as the sites are not evenly distributed (countries, sub-basins), threatened species and habitats are not sufficiently protected and proper management or measures are in many cases still lacking
- As a result of the recognized insufficiencies, there is still a need to designate more sites, especially in off-shore areas
- There is also a need to improve management and measures for the MPAs in order to ensure sufficient protection
- Improved transboundary cooperation and coordination for designation of MPAs and management and measures for MPAs

Development of a continuous process for a joint HELCOM-VASAB activity on MSP

- Ensuring the regional coordination of Maritime Spatial Planning as referred to in the EU Strategy
- Joint HELCOM-VASAB process to ensure a single process for the region, including a project, joint documents, working structures, possibly with a co-chair arrangement

Restoration activities

- A project proposal to HELCOM HABITAT 12/2010 on reintroduction of Baltic sturgeon in principle agreed
- Recommendation to support the proposal

- Biotope/habitat restoration should be discussed further

Attachment 4

MARITIME ACTIVITIES

OVERVIEW OF THE ALREADY INITIATED/ACCOMPLISHED PROJECTS AND ACTIVITIES SERVING THE IMPLEMENTATION OF THE HELCOM BALTIC SEA ACTION PLAN AND EU STRATEGY FOR THE BALTIC SEA REGION, AS WELL AS SUGGESTIONS FOR PROJECTS IN AREAS LACKING ACTIONS

HELCOM measures included in the Maritime Activities segment of the HELCOM Baltic Sea Action Plan have served development of the many strategic and cooperative actions as well as flag ship projects of the EU Strategy for the Baltic Sea Region, in its environmental pillar (priority area 2 and 4) and safety and security pillar (priority area 13 and 14).

EU Strategy has given an additional political support and has strengthened the commitments already made by the Baltic Sea countries in the BSAP. It has also pushed for more coordinated approach among different authorities in the countries, local governments, NGO's and other stakeholders in implementing various activities, including those aiming at making the Baltic Sea region an environmentally sustainable as well as safe and secure place.

Many of the actions and projects to implement HELCOM BSAP have already been initiated; some have even been accomplished or are close to being finalized. This work by the multiple stakeholders working together under the HELCOM umbrella or with HELCOM support has already substantially contributed to the implementation of the EU Strategy.

However, there are still some areas related to maritime transportation and safety in which there has been little progress or no actions have been taken yet, and which require additional efforts to kick-off the activities in coordinated manner and with involvement of all relevant/interested stakeholders.

This paper provides an overview of the already accomplished/ongoing HELCOM actions as well as actions by other stakeholders (to the possible extent) in the maritime field as well as is an attempt to identify areas lacking actions, to be further discussed e.g. at the 5th HELCOM Stakeholder Conference, and amended accordingly. The aim is to identify a list of project areas/activities which will be endorsed by the HELCOM Ministerial Meeting on 20 May 2010.

1. To preserve natural zones and biodiversity, including fisheries - restrict the introduction of new alien species

HELCOM, SWEDEN AND GERMANY ARE THE LEAD PARTIES FOR THIS ACTION OF THE EU STRATEGY. THIS ACTION REFLECTS THE COMMITMENTS OF THE HELCOM BSAP AND ITS ROAD MAP ON BALLAST WATER[1]. THE COUNTRIES HAVE AGREED ON RATIFICATION OF THE BALLAST WATER MANAGEMENT CONVENTION (BWMC) BY 2010, AND BY 2013 AT THE LATEST. SWEDEN IS THE FIRST COUNTRY IN THE REGION TO HAVE RATIFIED THE CONVENTION (ON 23 NOVEMBER 2009). THE RATIFICATION PROCESS IS ONGOING IN A NUMBER OF OTHER BALTIC SEA COUNTRIES.

Existing activities and projects

1. Voluntary measure to avoid ballast water discharge in the Baltic Sea by ships engaged in oceanic voyages (agreed among HELCOM and the North Sea countries and communicated to the International Maritime Organization)[2]
2. Scientific work to support implementation of the BWMC:

[1] http://www.helcom.fi/BSAP/ActionPlan/otherDocs/en_GB/roadmap/
[2] http://www.helcom.fi/shipping/ballast/en_GB/ballast/

- A list of alien species in the Baltic Sea has been compiled[3] and is regularly updated by HELCOM;
- work is ongoing to develop an indicator on distribution of alien species in the Baltic Sea. This work has given input to the inclusion of alien species in the HELCOM Holistic assessment of the state of the marine environment of the Baltic Sea;
- work is ongoing to categorize the alien species in the Baltic Sea according to their impact (led by Finland in cooperation with Estonia);
- guidelines to distinguish between "high risk" and "low risk" of secondary spreading of alien species by ship on intra-Baltic Sea voyages are close to finalization (HELCOM HOLAS Project[4]).

3. The North Sea Opportunity Project[5] promotes development of the ballast water treatment technology, which will benefit also the Baltic Sea.
4. The Baltic Master II Project will study on how to implement the BWMC on a port level (Port of Gdynia).[6]

TOPICS REQUIRING INTENSIFIED EFFORTS/NEW PROJECTS:

- COORDINATED MONITORING OF ALIEN SPECIES IN THE BALTIC SEA TO SERVE THE EU MARINE STRATEGY FRAMEWORK DIRECTIVE, BWMC AND OTHER INTERNATIONAL INSTRUMENTS.
- Provision of adequate reception facilities for sediments in ports and terminals where cleaning and repair of ballast tanks occurs.
- Bigger involvement of ports in implementation of the BWMC, including setting incentives for ships treating ballast water according to the requirements of the Convention.
- Practical measures to address alien species transferred to the Baltic Sea via inland corridors.
- Exchange of experience on the challenges faced by national administrations related to ratification and implementation of the Ballast Water Management Convention, e.g. based on experience from Sweden who has already ratified the Convention, especially in view of possible entering into force of the Convention already in 2011/2012.

[3] http://www.helcom.fi/environment2/biodiv/alien/en_GB/alienlist/
[4] http://www.helcom.fi/projects/on_going/en_GB/HOLAS/
[5] http://projects.nioz.nl/northseaballast/
[6] http://www.balticmaster.org

2. MODEL REGION FOR CLEAN SHIPPING

Actions to reduce emissions from shipping

Emissions from shipping are regulated internationally by Annex VI of MARPOL 73/78.

The Annex introduces stricter requirements on sulphur (S) content in fuel oil used on ships operating in the Baltic Sea SOx Emission Control Area (SECA). Currently the S limit is set at a level of 1.50% m/m (in force from 19 May 2006), and shall not exceed 1.00% m/m from 1 July 2010, and 0.10% m/m from 1 January 2015. Hence, SOx emissions will be reduced substantially from 2015. SOx emissions amounted for 135 kilotonnes in 2008.

The revised international regulations also require worldwide that ships constructed on or after 1 January 2011 achieve a 15% reduction level of NOx in comparison to the current legislation. Stricter reduction level can also be achieved if a marine area is established as a NOx Emission Control Area – NECA. NECA rules, requiring 80% NOx reduction, would apply only to new ships (built on or after 2016), meaning that it will take 20-30 years for all ships operating in a given NECA area to be covered by the more stringent requirements. In 2008, 393 kilotonnes of NOx were emitted from ships in the Baltic Sea. On average, shipping is responsible for 9% of the total atmospherically deposited nitrogen to the Baltic Sea.

Existing activities and projects

1. The Baltic Sea countries have already initiated actions to internationally designate the Baltic Sea a NECA. HELCOM *ad hoc* Correspondence Group on NECA has been collecting information needed for the joint application by HELCOM countries to IMO (MEPC 62 in July 2011 is the target date for the proposal).
2. A study on economic implication and cost-efficiency of the Baltic Sea NECA will be conducted in spring 2010 by HELCOM.
3. Few Baltic Sea countries have applied economic incentives to voluntary reduce emissions from ships (HELCOM Recommendation 28E/13[7])
4. The ongoing Finnish-Estonian SNOOP Project (Shipping-induced NOx and SOx emissions – Operational monitoring network) will produce further information on shipping emissions in the Gulf of Finland and their effects on marine environment as well as human health.[8]
5. A new BSR InnoShip Project (Baltic Sea cooperation for reducing ship and port emissions through knowledge- & innovation-based competitiveness) (previously called REBAS) is being developed by Finland in cooperation with other countries under the HELCOM umbrella to give advice to decision-makers on cost-efficient policy options to further reduce ship emissions, especially in the light of designation of the Baltic Sea as a NECA and the need to create a level playing field for existing ships. The Project will also assess the impact of NOx emission on the marine environment in the whole Baltic Sea, also coming from the shipping in the North Sea.[9]
6. Conduct a feasibility study on LNG infrastructure for short sea shipping. Lead is the Danish Maritime Authority and the Nordic Council of Ministers.
7. A new Green Ferry Project is being developed by Trelleborg Commune and Baltic Energy Forum to elaborate joint models for environmentally differentiated harbour dues, shoreside electricity, gas and LNG systems for ships in regular and irregular service (e.g. ferries and cruise ships, respectively), and LNG logistics in the Baltic Sea.[9]

[7] http://www.helcom.fi/Recommendations/en_GB/rec28E_13/
[8] http://snoop.fmi.fi/
[9] The stakeholders noted the possible overlap between the InnoShip project and Green Ferry project and recommended merging of the two projects; InnoShip informed that have already invited the Green Ferry project to join their project.

TOPICS REQUIRING INTENSIFIED EFFORTS/NEW PROJECTS:

- Introduce economic incentives for ships to reduce NOx (and other) emissions before NECA comes into force e.g. to address also the "existing" ships and come to a level playing field. Numerous tools are available: differentiated port dues, differentiated fairway dues, emission trading, and taxation. Good examples and theoretical studies are available, however, practical implementation is lacking in many countries/major ports.
- Develop a mechanism/model for ships' indexing – a tool that could be used for implementing economic incentives/emission trading whereby ship' emissions could be easily and quickly assessed with high reliability.
- Estimate the impact of ship emissions in the North Sea on the Baltic Sea, including NOx.
- Establish short side electricity facilities in major ports of the Baltic Sea.
- Introduce LNG and biogas as alternative fuel for ships (ferries).

Ship-generated wastes and port reception facilities

The regulations for sewage discharges in the Baltic Sea are regulated by IMO (Annex IV of MARPOL 73/78) for bigger ships and the Helsinki Convention also for small vessels.

Currently, the discharge of sewage from ships is prohibited within 12 nautical miles of the nearest land unless sewage has been comminuted and disinfected using an approved system and the distance from the nearest land is longer than 3 nautical miles. The amount of nutrients discharges in ships sewage is rather small (about 356 tonnes of nitrogen (N) and 119 tonnes of phosphorous (P) annually), however not negligible due to sensitivity of the Baltic Sea.

In December 2009 HELCOM countries submitted a joint proposal[10] to IMO (MEPC 60) to establish the Baltic Sea as a control area for sewage under Annex IV of MARPOL 73/78, whereby passenger ships will be banned from discharging sewage in the Baltic unless it has been treated to remove phosphorus and nitrogen to a certain level. Alternatively, sewage can be delivered to port reception facilities. It has been proposed to apply these new regulations for new ships built on or after 2013 and for the existing ships from 2018; however the implementation dates will be still negotiated by IMO.

Existing activities and projects

1. HELCOM countries have already undertaken actions to change international legislation in order to ban discharge of untreated sewage in the Baltic Sea.
2. An extensive policy framework to encourage delivery of ship-generated waste to port reception facilities is already in place (IMO and HELCOM).
3. Some voluntary agreements on delivery of sewage to port reception facilities between the national administration in the countries and shipping companies are in place. The European Cruise Council, representing the leading cruise companies operating in Europe, has committed their members to undertake to discharge waste water ashore at Baltic ports with adequate port reception facilities which operate under a "no-special-fee" system[11].
4. HELCOM Correspondence Group on PRF, under the lead of Germany, is developing a plan and recommendations for improving port reception facilities for sewage and application of the "no-special-fee" system in some selected major passenger ports. The

[10] Contained in three documents: MEPC 60/6/3, MEPC 60/6/4 and MEPC 60/INF.7.

[11] The "no-special-fee" system means that ships should not be charged for using port reception facilities, and the costs should instead be covered from general harbour fee or general environmental fees.

plan will be brought to the attention of the HELCOM Ministerial Meeting on 20 May 2010 in Moscow.

5. The Baltic Master II Project deals with ship-generated waste handling in ports and onboard ships.[12]

TOPICS REQUIRING INTENSIFIED EFFORTS/NEW PROJECTS:

- Further agreements with shipping companies to voluntarily deliver sewage to port reception facilities.
- Practical work and investments on port level to enhance reception facilities for sewage in order to close the existing gaps and meet future demands for sewage delivery once the new IMO regulations have come into force; Big cruise (and ferry) ports need to be addressed in first place (e.g. Copenhagen, Rostock, Tallinn, Gdynia, Riga, etc.). Arrangement of direct discharge to sewer system is recognized as an adequate PRF.
- Development of new technology able to treat sewage onboard ships to reach the required P and N reduction levels.[13]
- Full implementation of the "no-special-fee" for delivery of ships-generated waste, including for sewage. In some ports, cruise and ferries are excluded from the "no-special-fee" system and have to pay extra for sewage delivery. Major ports in the Baltic Sea need to be addressed in first place.
- Set economic incentives for ships managing their waste in a sustainable way.

3. A leading region in maritime safety and security and to Reinforce maritime accident response capacity

The shipping intensity in the Baltic Sea has increased enormously during recent years, and is predicted to increase even further. There are around 2000 sizable ships at sea at any given time. In 2008, 60,843 times vessels entered or left the Baltic Sea via the Skaw, 18 % more than in 2006. 20 % of these vessels were tankers carrying as much as 170 million tonnes of oil. Due to the construction and expansion of Russian oil terminals, export of Russian oil through the Baltic ports is expected to reach 180 million tonnes in 2020.

The Baltic Sea has always been a difficult area for ships to navigate, due to its narrow straits and shallow waters. Since 1 July 2005, the whole Baltic Sea area has been covered by land-based Automatic Identification System (AIS) stations, making the Baltic Sea the first region in the world capable of real-time monitoring of ship traffic, considerably increasing the safety of navigation. Since the "Fu Shan Hai" incident in 2003, resulting in the release of 1,200 tonnes of fuel oil, no major shipping accident has occurred in the Baltic Sea.

Since 2001, when the Copenhagen Declaration[14] was adopted, numerous safety measures have been implemented in the Baltic Sea, including ship traffic monitoring, traffic separation schemes and deep water routes, ship reporting, pilotage and measures related to safety of winter navigation. The coordinated position of the Baltic Sea countries on new safety measures towards IMO was provided by the HELCOM Expert Working Group on Routeing Measures.

The recently adopted EU Maritime Safety Package further strengthens the regulations in eight of the nine Baltic Sea countries.

[12] http://www.balticmaster.org
[13] N< 20 mg/l or at least 70% reduction; P< 1.0 mg/l or at least 80% reduction; still to be negotiated by IMO
[14] http://www.helcom.fi/stc/files/MinisterialDeclarations/Copenhagen2001.pdf

The Baltic Sea countries maintain the ability to respond to pollution incidents threatening the marine environment, including adequate equipment, ships and manpower prepared for operations in coastal waters as well as on the high sea. Principles, rules and operational procedures for joint, international response operations have been put in place, including a system for reporting on accidental spills, requesting and providing assistance as well as solving related financial aspects. Today, the HELCOM fleet has more than 45 oil-combating ships on standby located around the Baltic Sea and several new response vessels are to be delivered soon (in Finland and Sweden). However, the increasing maritime transportation in the Baltic Sea also leads to the increased risks of accidental pollution.

Existing activities and projects

1. HELCOM HAS SERVED AS A PLATFORM FOR DISCUSSING AND PROPOSING NEW ROUETING AND SAFETY MEASURES IN THE BALTIC SEA. THE ESTABLISHMENT OF NEW HELCOM EXPERT GROUP ON SAFETY MEASURES IS UNDER CONSIDERATION.
2. COMPREHENSIVE RISK ASSESSMENT OF SHIPPING ACCIDENTS COVERING THE WHOLE BALTIC SEA IS CARRIED OUT WITHIN THE BRISK PROJECT.[15]
3. Work is ongoing to increase the use of AIS application-specific messages (e.g. by Finland and in the Efficient Sea Project[16]) to enhance the information exchange between ships and shore authorities; the progress is reviewed by HELCOM AIS Expert Working Group.
4. Joint aerial surveillance and satellite surveillance of the Baltic Sea to detect illegal discharges of oil is well established, in cooperation with the European Maritime Safety Agency. Some tools to identify illegal polluters are available (SeaTrackWeb drift forecasting tool).
5. Revised Baltic Sea Hydrographic re-survey Plan is being developed by the Baltic Sea Hydrographic Organization in cooperation with HELCOM to speed-up re-surveys of areas important for safety of navigation.
6. Testing of e-navigation concept in the Baltic Sea is ongoing (EfficienSea Project).
7. The project on integrating of maritime surveillance system (flagship project under the EU Strategy Priority area 13) is carried out with support of EU, with the aim to develop and test mechanisms for improving maritime awareness by sharing the operational information between relevant agencies dealing with monitoring of the various sea activities in the Baltic Sea.
8. A stand-by network of response vessels, including vessels chartered by EMSA, and strike teams in all Baltic Sea countries has been established.
9. BRISK Project will – based on the outcome of the risk assessment - identify missing response resources in each sub-region of the Baltic Sea and will prepare investment plans to make sure that major pollution at sea can be effectively tackled. Also work to facilitate and speed-up development of sub-regional agreements on joint response areas is being carried out. A corresponding Nordic Council of Ministers funded project in Russia (BRISK-RU) has also been initiated.
10. HELCOM Mutual Plan for Places of Refuge to create a unified liability and compensation regime in the Baltic Sea and to be able to provide the safest shelter for a ship in need of assistance irrespective of countries' borders (close to finalization).

[15] http://www.brisk.helcom.fi/
[16] http://www.efficiensea.org/

11. Policy framework for international co-operation on shoreline response and oiled wildlife response, and their integration into the contingency plans is being further developed by HELCOM, following the already established routines and polices for responding to pollution at sea.
12. The ongoing OILRISK Project (Applications of ecological knowledge in managing oil spill risks) is developing operation tools to support oil spill contingency planning in Estonia and Finland.[17]
13. Practical implementation of cross-border cooperation on shoreline and wildlife response in Finland, Sweden, Estonia and Russia, involving various stakeholders (local authorities, specialized NGOs, governmental authorities) within the EnSaCo Project.[18]
14. The Baltic Master II Project deals with development of contingency planning on local and regional level.
15. Dynamic data sharing and evaluation - regional and tailor-made implementation of the MyOcean. MyOcean is the implementation project of the GMES Marine Core Service, aiming at deploying the first concerted and integrated pan-European capacity for Ocean Monitoring and Forecasting. During years 2009-2011MyOcean will lead the setting up of this new European service which will provide the best information available on the Ocean for the large scale (worldwide coverage) and regional scales (maritime security, oil spill prevention, marine resources management, climate change, seasonal forecasting, coastal activities, ice sheet surveys, water quality and pollution are some of the targeted applications). [19]

TOPICS REQUIRING INTENSIFIED EFFORTS/NEW PROJECTS:

- CONDUCT A FORMAL SAFETY ASSESSMENT (IMO RISK ANALYSIS) TO PROPOSE NEW SAFETY MEASURES IN THE BALTIC SEA, INCLUDING NEW/AMENDED ROUTING MEASURES.
- Hydrographic re-surveys of the Baltic Sea by the countries according to the tighten time-schedule.
- VOLUNTARY AGREEMENTS WITH SHIPPING COMPANIES TO CARRY ELECTRONIC CHART DISPLAY AND INFORMATION SYSTEM (ECDIS) ONBOARD SHIPS NOT REQUIRED TO DO SO BY THE INTERNATIONAL REGULATIONS (SOLAS).
- Intensified training of mariners on navigation, including in ice conditions and on the use of ECDIS; A new project is being prepared to address navigation in ice – BaltiWIN (Safe and sustainable Traffic in Winter Conditions in the Baltic Sea), involving Finland, Sweden, Estonia and also Russia. The project – if approved for financing with the BSRP 2007-2013, will develop and enhance training of mariners in ice navigation, deal with navigational safety and sustainable traffic during winter, investigate risk of shipping accidents in ice, and develop combating techniques and strategies for oil in ice.
- Creation of a Baltic core group to overlook and deal with various ongoing and planned risk assessments, to benefit the safety of navigation and propose new safety measures.
- Reduce number of accidents in fisheries, e.g. by improving the way information on accidents is gathered and analysed, enhanced training and awareness programmes, as well as sharing best practices and developing specific measures to increase the safety of fishermen (a flag ship project in Priority Area 13 of the EU Strategy).

[17] http://www.helsinki.fi/science/fem/projects.html
[18] http://meeting.helcom.fi/c/document_library/get_file?p_l_id=83439&folderId=174027&name=DLFE-35157.pdf
[19] http://www.myocean.eu.org/project/project.html

- Practical implementation of cross-border cooperation among the governmental and local authorities as well as other specialized stakeholders regarding oiled wildlife response and planning as well as shoreline response (especially in the countries not covered by the EnSaCo project), e.g. development of agreements on mutual assistance.

- Research projects to enhance technical capabilities to respond to pollution in ice conditions.

- Improved aerial surveillance to detect illegal oil spills in some parts of the Baltic Sea.