

Baltic Ports & Environment – new regulations and challenges

**Current and planned shipping regulations and the
related ports responsibilities according to the
HELCOM Baltic Sea Action Plan**



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HELCOM Secretariat
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HELCOM

- Helsinki Commission (HELCOM) - International co-operation since 1974 (new Convention signed in 1992)
- Main task: to protect the marine environment of the Baltic Sea from all sources of pollution
- 10 Contracting Parties (9 Baltic Sea Coastal States and the EU)
- Secretariat located in Helsinki, Finland



HELCOM acts through:

- Joint initiatives of the Baltic Sea States within international organisations (IMO, EU)
- Harmonised implementation of - where needed - strictest, international environmental regulations
- Baltic regional actions:
 - measures (Convention, Recommendations, Ministerial Declarations)
 - joint initiatives and projects
- Cooperation with Observers (ESPO, BPO, ICS, ECSA, BIMCO, WWF and others)



HELCOM's achievements



- Harmonized monitoring programmes in the Baltic Sea States
- Reduced inputs of nutrients and hazardous substances (especially from point sources)
- Advanced measures in place to reduce environmental effects of shipping
- Proven preparedness to respond to pollution incidents
- Network of Baltic Sea Protected Areas
- Improving status of populations of:
 - white-tailed eagle
 - cormorant
 - Baltic wild salmon
 - seals (in northern areas of the Baltic)



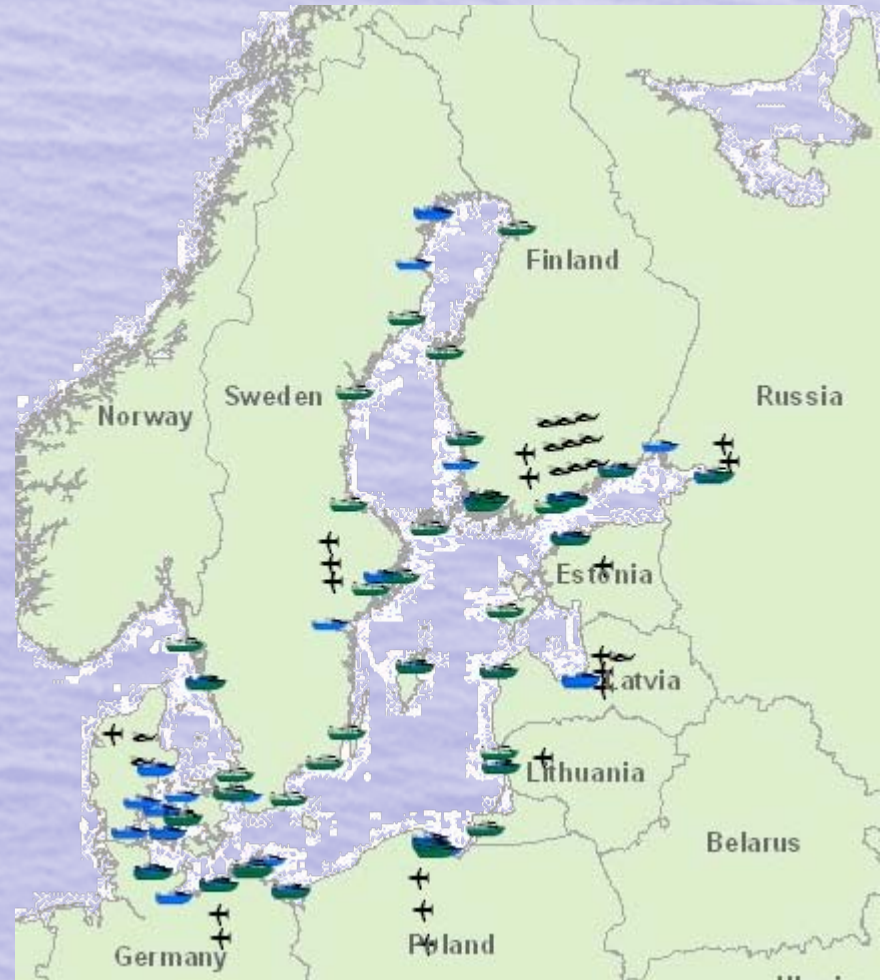
... in the maritime field

- Phasing out the use of single-hull oil tankers (SHT) and detection system for SHT banned carrying heavy grade oil
- Establishing of the Automatic Identification System
- Re-surveying water depths -> routes covered with Electronic Nautical Charts -> enhanced use of the Electronic Chart Display and Information Systems
- Strategy for Port Reception Facilities for Ship-generated Wastes and Associated Issues
- Establishing of the Baltic Sea as:
 - as a Particularly Sensitive Sea Area (except for the Russian waters)
 - a special area under Annex I (oil) and V (garbage) of MARPOL 73/78
 - a SO_x Emission Control Area



... in preparedness and response

- Substantial emergency and response resources: more than 48 sea-going response vessels, incl. 3 chartered by EMSA
- Joint response procedures in case of a major spill
- Oil drift forecasting tools (HELCOM Seatrack Web)
- National and international response exercises (e.g. BALEX DELTA)
- Joint approach to places of refuge



Aerial surveillance in the Baltic

- Co-ordinated regular surveillance activities in the whole Baltic
- Efficiency - development and improvement of the existing remote sensing systems
- Satellite surveillance in co-operation with EMSA

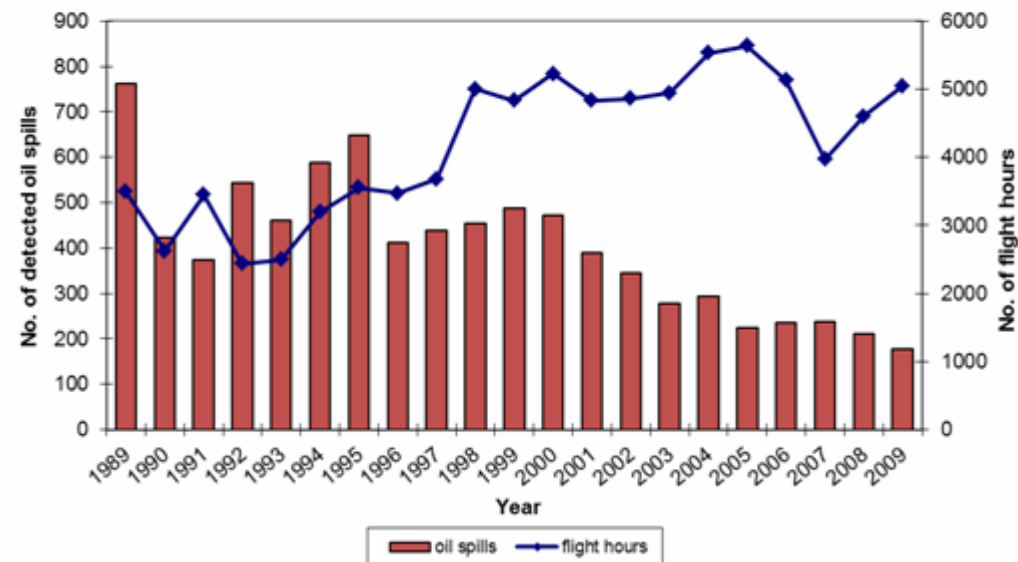


- CEPCO and Super CEPCO Flights

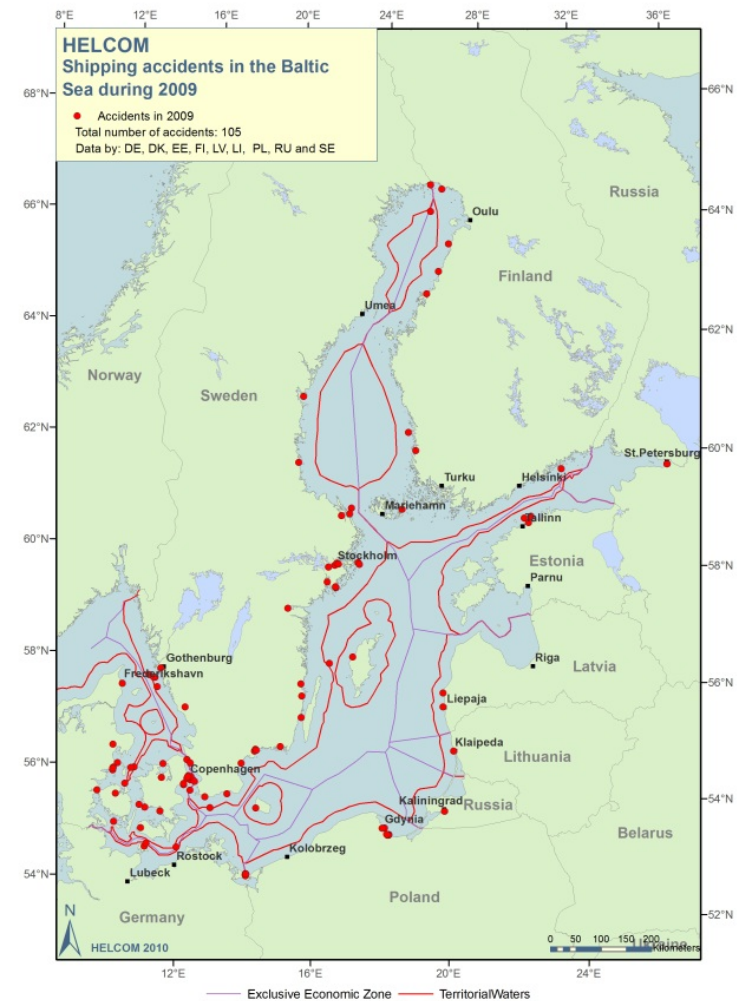
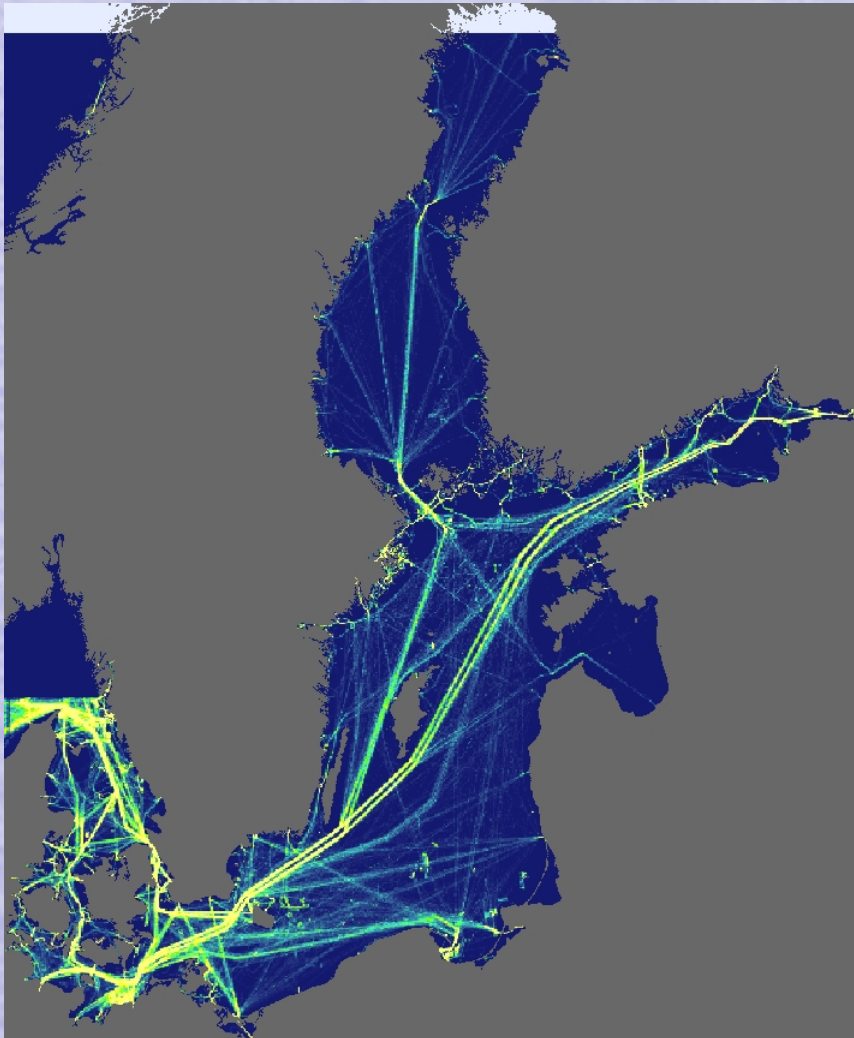
- Annual reports to HELCOM for evaluation



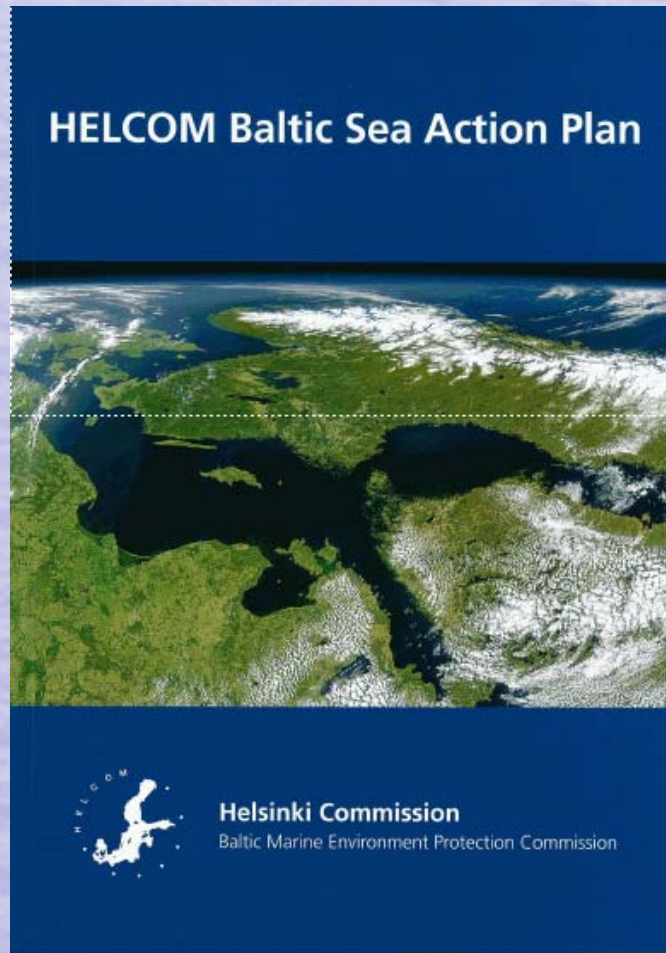
Total number of flight hours and observed oil spills in the HELCOM area during aerial surveillance, 1988-2009



Maritime traffic & shipping accidents



HELCOM Baltic Sea Action Plan



- Adopted on 15 November 2007 in Krakow, Poland
- Regional application of the **Ecosystem Approach**
- Regional programme of measures aimed at obtaining a healthy Baltic Sea
- A showcase for other regional marine programmes



HELCOM Baltic Sea Action Plan

The foundation

VISION

A healthy Baltic Sea environment, with diverse biological components functioning in balance, resulting in a good ecological status and supporting a wide range of sustainable human economic and social activities

GOALS

Baltic Sea
unaffected by
eutrophication

Baltic Sea
life undisturbed
by hazardous substances

Favourable
conservation status of
Baltic Sea biodiversity

Maritime activities in
the Baltic Sea carried out in an
environmentally friendly way

OBJECTIVES

Concentrations of
nutrients close to
natural levels

Concentrations of
hazardous substances
close to natural levels

Natural marine
and coastal
landscapes

Enforcement of international regulations
-No illegal pollution

Clear water

All fish safe to eat

Safe maritime traffic
without accidental pollution

Efficient emergency and response capability

Natural level of
algal blooms

Healthy wildlife

Thriving and balanced
communities
of plants and animals

★ Minimum sewage pollution from ships

★ No introductions of
alien species from ships

Natural distribution
and occurrence of
plants and animals

★ Minimum air pollution from ships

Zero discharges from offshore platforms

Natural
oxygen levels

Radioactivity at
pre-Chernobyl level

Viable populations
of species

Minimum threats from offshore installations

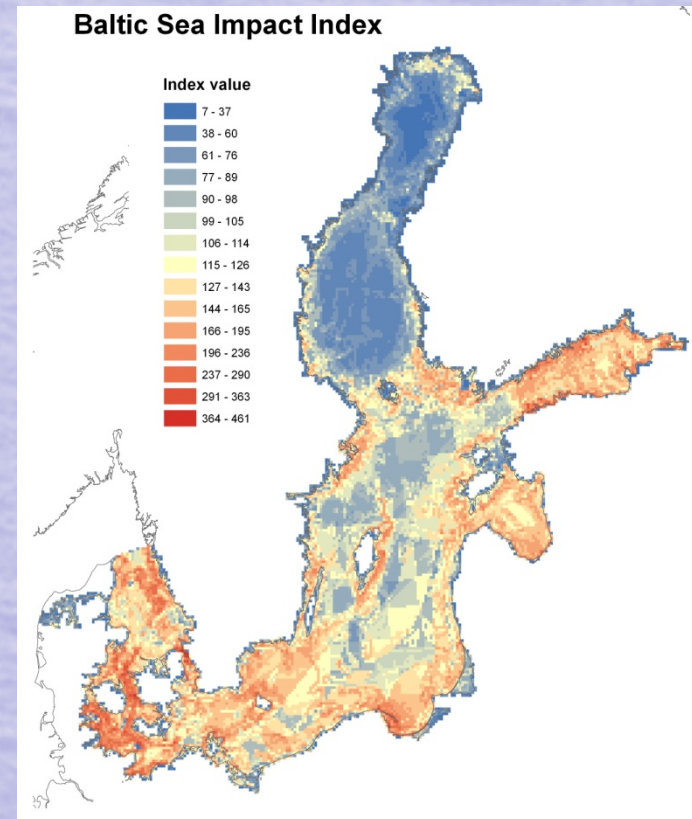
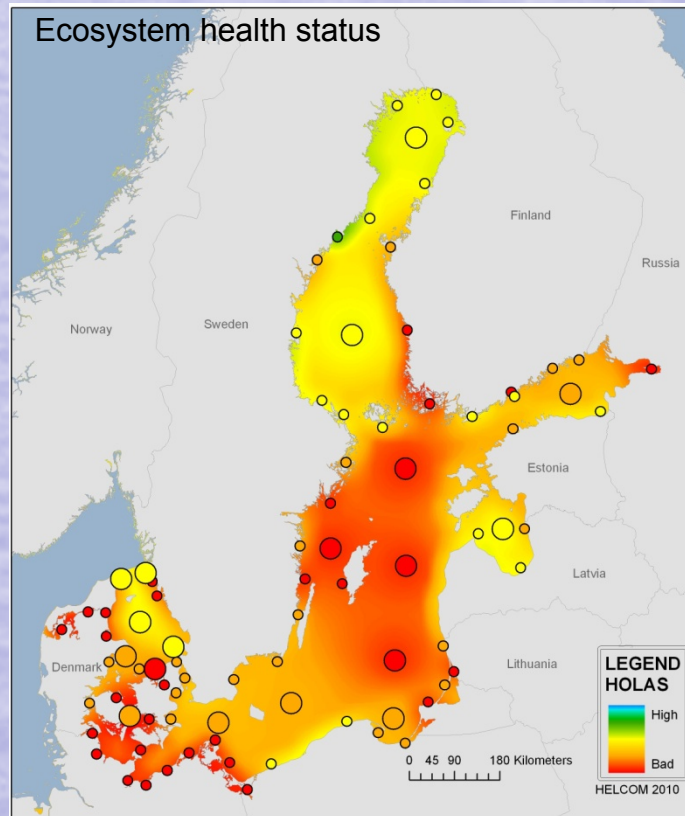


HELCOM Initial Holistic Assessment of the Ecosystem Health of the Baltic Sea 2003-2007

- An overview of the ecosystem health of the Baltic Sea in 2003-2007, including status, pressures and economic analysis
- A baseline for assessing the effectiveness of the implementation of the HELCOM BSAP
- Facilitation of the implementation of the Marine Strategy Framework Directive in the Baltic Sea region



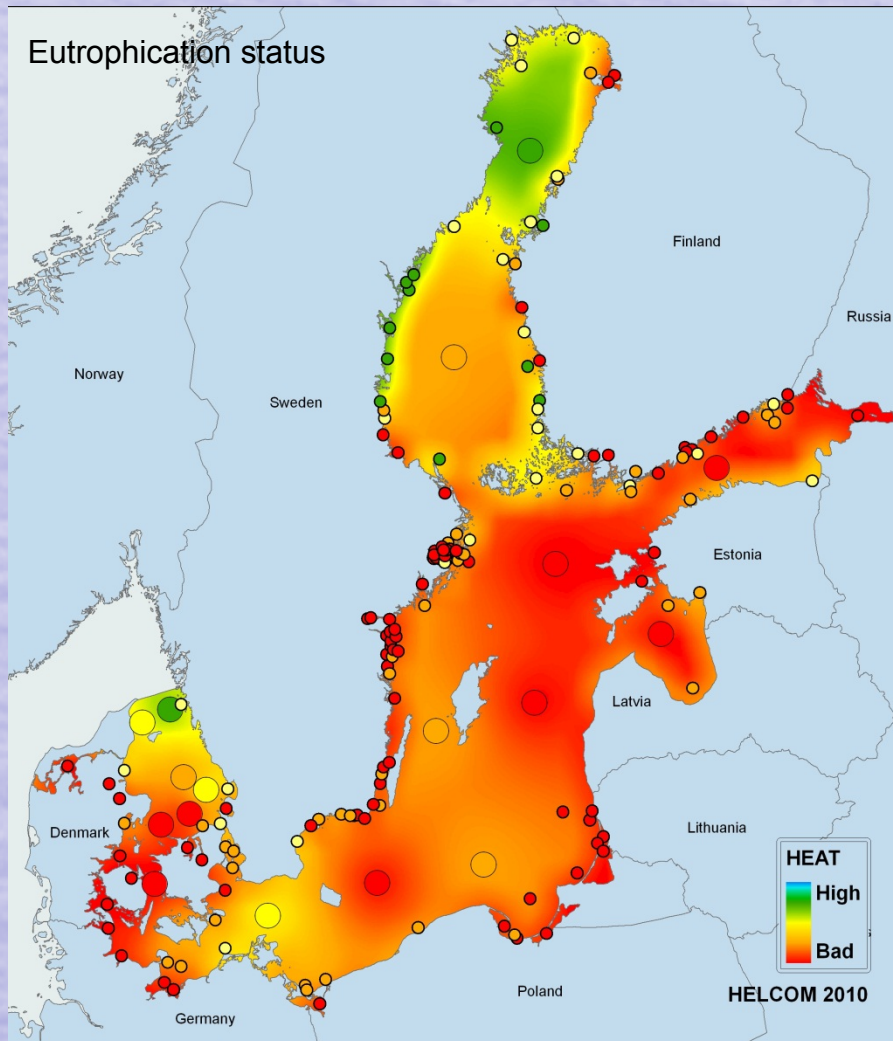
Ecosystem health status of the entire sea is impaired and anthropogenic pressures impact all sub-basins



Nutrients input and eutrophication the biggest problem

What is the status?

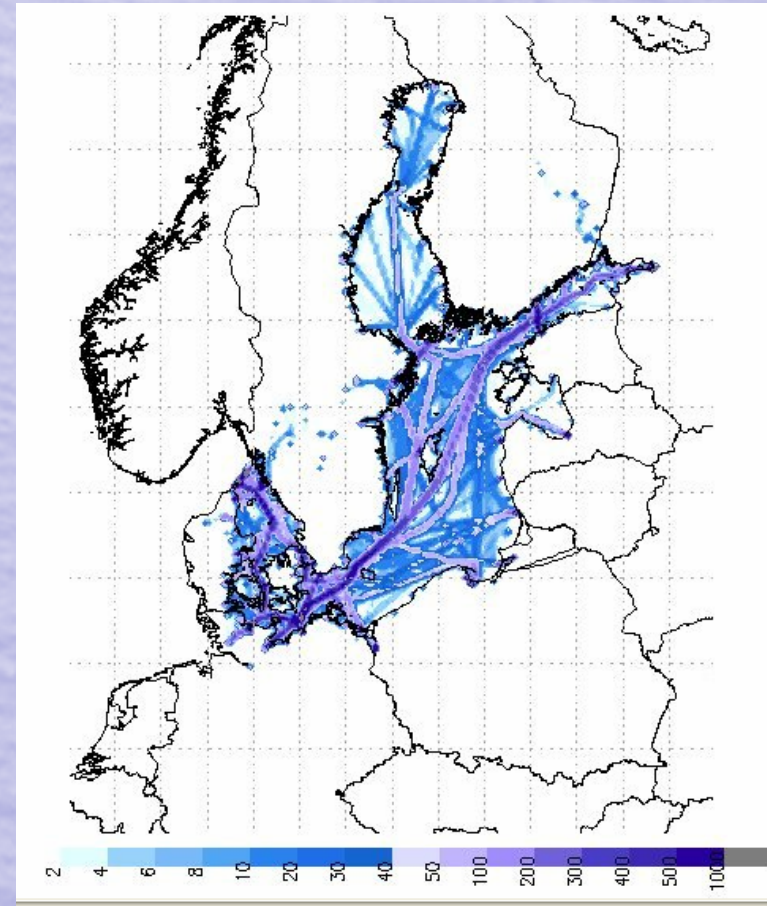
- Eutrophication



- All open waters "affected by eutrophication" except Bothnian Bay and north-eastern Kattegat
 - Only 11 out of 172 coastal areas are "unaffected by eutrophication"
- Need for further measures to reduce inputs of nutrients (nitrogen and phosphorous)

Reducing emissions from ships

- NOx emissions from ships reached 393 kt in 2008, and are comparable to land emissions from two HELCOM countries
- Shipping contributes significantly to the eutrophication of the Baltic Sea – deposition of 11,500 tonnes of N annually
- Also NOx emissions from the North Sea reach the Baltic environment
- Only 80% reduction in NOx emissions from ships would reverse its increasing trend by 2030



NOx emissions, 2008, ShipNODeff/FMI



Baltic Sea as NOx Emission Control Area (NECA)

- Work on designating the Baltic Sea as a NOx Emission Control Area under Annex VI to MARPOL is ongoing
- Only in 2036-2046 all ships operating in a NECA will be covered by the more stringent NECA requirements - some voluntary measures are needed
- Application of economic incentives (e.g. differentiated port and fairway dues) allows addressing also the existing ships and coming to a level playing field



Early implementation of the Ballast Water Management Convention

- The spread of alien species is one of the greatest threats to biodiversity
- Sweden – first country in the region ratifying the BWM Convention - all the remaining countries agreed to ratify it by 2013 at the latest
- Common 'no ballast water exchange' policy within the Baltic
- Voluntary ballast water exchange in the high seas – joint recommendations by HELCOM/OSPAR/REMPEC
- HELCOM Guidance for assessing the risk of spreading of alien species via ships on intra-Baltic voyages – harmonized regional system for exempting ships from applying ballast water management
- Common solutions needed also for ballast water management on routes between the Baltic Sea and the North Sea



Management of ballast water - scientific basis for decision-making

Environmental surveys in ports – key information needed for risk assessments:

- variations in surface water and bottom salinities and temperatures during four seasons (or at least during summer and winter)
- other parameters that might be predictive of the ability of the harmful species to successfully take root in and cause harm to the new locations also useful (nutrients, available habitats, anoxic conditions, etc.)



New regulations for sewage discharges from passenger ships

- HELCOM countries proposed to IMO to designate the Baltic Sea a Special Area under Annex IV of MARPOL – approval by IMO MEPC 61
- Ban on discharges of untreated sewage from passenger ships:
 - treatment onboard to remove nutrients or
 - delivery to port reception facilities (PRF)
- The new regulations trigger the need for enhanced PRF for sewage in the Baltic Sea



Upgrading PRF for sewage



- A Road Map for upgrading PRF for sewage in passenger ports adopted by the 2010 HELCOM Moscow Ministerial Meeting:
 - "first priority" ports: Tallinn, Rostock, Copenhagen, Riga, Gdynia, Helsingør, Rodby Faergehavn, Świnoujście
 - "second priority" ports – nine other passenger ports
 - harmonized implementation of the "no-special-fee" system
- New regulations will become effective only when HELCOM countries notify IMO that adequate port reception facilities are available in the Baltic Sea
- Road Map to be implemented by 2015



A Cooperation Platform on Port Reception Facilities in the Baltic Sea

- Upgrading PRF for sewage – a shared responsibility of national administrations, passenger ports, passenger shipping industry and municipal authorities
- A Cooperation Platform proposed by the HELCOM Maritime Group in November 2010 to:
 - ✓ promote dialogue on provision of adequate PRF for sewage
 - ✓ exchange experience on good practices in planning, implementing and operating PRF for sewage
 - ✓ give guidance on how to upgrade PRF in the first priority ports
 - ✓ promote harmonized regional implementation of the “no-special-fee” system for sewage delivery
- In line with the objectives of the EU Strategy for the Baltic Sea Region



and more specifically:

As the first step and for presentation at the high-level segment of the annual HELCOM meeting (9-10 March 2011):

- Identify areas for improvement in PRF in the first priority ports (adequacy, availability, IMO Guidelines, etc.)
- Suggest technical improvements on a port level with the aim to initiate projects, including bankable projects
- Poland and BPO invited to take the lead

Work to continue:

- A common understanding and guidance on technical and operational aspects of sewage delivery to meet the needs of ports and shipping industry and in dialogue with municipalities (for the next HELCOM MARITIME meeting, Lead: Sweden and WWF)
- To follow development of onboard treatment systems (Lead: Germany), etc.



Partnership is a key to success

The partnership of the Platform includes, but is not limited to:

- national administrations of the first and second priority ports (Estonia, Germany, Denmark, Latvia, Poland, Sweden, Finland) and the relevant national administration in Russia
- ports of Stockholm and Helsinki
- municipal authorities of the first and second priority ports
- Baltic Ports Organization (BPO)
- European Sea Ports Organization (ESPO)
- Cruise Baltic
- European Cruise Council (ECC)/Cruise Lines International Association (CLIA)
- World Wide Fund for Nature (WWF)
- European Community Shipowners' Association (ECSA)
- International Chamber of Shipping (ICS)
- BIMCO



Thank you!

For more information please contact:

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Adopted HELCOM Baltic Sea Action
Plan is available from www.helcom.fi

