



NORDISKA BÅTRÅDET
Nordic Boatcouncil

A short report from the work in HELCOM-Baltic Marine Environment Protection Commission.

The HELCOM Maritime Working Group identifies and promotes actions to limit sea-based pollution and find ways for safer navigation. Established in 1975, the group also deals with harmonized implementation and enforcement of international shipping regulations.

The Maritime group includes the HELCON-OSPAR Task Group on Ballast Water Management (regional dimensions of implementing the IMO Ballast Management Convention), Expert Group on Safety of Navigation, Working Group for Mutual Exchange and <deliveries of Automatic Identification system (AIS) data, and HELCOM Cooperation Platform on Port Reception Facilities (PRF).

Based at the Helcom Maritime Minutes of Meeting 16 dated 6-8 September 2016, items with relevance for leisure boating.

The Meeting was chaired by the Chair of HELCOM MARITIME, Ms. Anna Petersson, Sweden. In her welcoming address the Chair pointed out that HELCOM Maritime Working Group plays an important role as a preparatory body before regional issues are being addressed at IMO-level and that HELCOM MARITIME is essential when it comes to ensuring harmonized application within the region. Moreover, this working group facilitates implementation and enforcement of international standards, secures sharing of knowledge and best management practices, and includes participation of all relevant stakeholders. Maik Schmahl, Head of Sector – Legislation Specific Chemicals will take over the Chairmanship.

Sewage discharges from ships and port reception facilities

5.1 The Meeting took note of the new brochure “Ships’ sewage in the Baltic Sea – New special area regulations” (document 5-4), also available on the HELCOM website. Print copies of the brochure are available at the Secretariat for distribution during relevant events and the Secretariat may send copies upon request.

http://ec.europa.eu/transport/modes/maritime/consultations/2016-rpf_en.htm

5.2 The Meeting took note of the report submitted by Germany of the International Workshop on Port Reception Facilities for the Baltic Sea as Special Area according to MARPOL Annex IV, held in Kiel, 30 June – 1 July 2016 (document 5-5 and **Presentation 3** by Carolin Abromeit).

5.3 The Meeting thanked Germany for all the efforts in organizing the workshop which provided deepened understanding of the different stakeholders involved in sewage reception as well as recommendations for future work.

Where do we see leisure boats in the future regarding black and grey water reception?

Anti-fouling systems

The Meeting took note of the following information on anti-fouling systems submitted by Sweden: Chalmers University of Technology has an ongoing project called “Energy efficient shipping with reduced biofouling” which is financed by Swedish Energy Agency. The project collects data on ship-relevant biofouling communities and roughness of biofouling and conduct modelling of friction and impact on flow velocity;

In Sweden work has also started to develop guidance on hull cleaning and the Swedish Agency for Marine and Water Management has financed a study to map the status of current hull cleaning operations and to collect information to be used as the basis for development of standards for discharge of invasive species and chemical residues during hull cleaning operation. In this work, collaboration with HELCOM, Contracting

Parties and stakeholders, is welcome and there will be a workshop on this issue later this year or in early 2017.

There are other projects also aiming at leisure boats. One project, financed by Swedish Transport Agency, investigates occurrence of TBT (Tributyltin) both on ships in Swedish ports and on leisure boats in marinas. As known, TBT should be phased out but there are worrying indications that TBT still can be found on hull. Another project called CHANGE, financed through the BONUS program, is a project with researchers, not just from Sweden but from several Baltic countries, aiming at reducing antifouling toxins by changing antifouling practices for leisure boats in the Baltic Sea.

9.11 The Meeting took note of the termination of the agreement between the Danish Maritime Authority (DMA) and HELCOM on the *HELCOM AIS Information Centre*, as of 1 January 2017, regarding handling of AIS data from the Baltic Sea countries and Norway and of the decision by HOD 50-2016 to move the HELCOM AIS services from Denmark (DMA) to Norway (Kystverket) before the end of 2016 (document 9-1). Will AIS A and B in the future be the key to draw "Road Maps" for visualisation of "traffic jam" and therefor regulation of traffic lanes?

Underwater noise

12.1 The Meeting noted the progress in the implementation of the regional underwater noise roadmap (document 12-2-Rev.1).

12.2 The Meeting took note of the following comments on document 12-2-Rev.1:

- Russia: it should be ensured that activities like sand gravel extraction and leisure boating, as well as natural phenomena such as natural noise of ice breaking are included in the document; otherwise the document is just repeating IMO documents;
- Sweden welcomes progress with the noise roadmap, and notes that currently there are no restrictions on the use of sonar or any other mandatory measures to mitigate underwater noise. Sweden finds it reasonable to start the work to mitigate underwater noise by dialogue with the leisure boat sector;
- ☑ Germany would like to inform that Germany is currently updating the candidate indicator report on impulsive noise and consulting it among the members of the EN-Noise. The final report will be submitted to the Pressure Group for consideration by the end of the year;
- ☑ ECSA highlighted the existing noise guidelines from the IMO and the fact that reduction of propeller cavitation is a measure which serves several purposes: it reduces noise but also increases energy efficiency. The proposal to use four stroke engines instead of two stroke engines is not feasible as a general recommendation as the choice between these two depends on a complex set of conditions.