HELCOM Recommendation 34E/2

"Further testing and developing the concept of pro-active route planning as well as other e-navigation solutions to enhance safety of navigation and protection of the marine environment in the Baltic Sea Region"

This document is a part of the

2013 HELCOM Ministerial Declaration

and was adopted by the 2013 HELCOM Ministerial Meeting

Baltic Marine Environment Protection Commission

HELCOM RECOMMENDATION 34E/2

Adopted 3 October 2013,
having regard to Article 20, Paragraph 1 b)
of the Helsinki Convention

FURTHER TESTING AND DEVELOPING THE CONCEPT OF PROACTIVE ROUTE PLANNING AS WELL AS OTHER E-NAVIGATION SOLUTIONS TO ENHANCE SAFETY OF NAVIGATION AND PROTECTION OF THE MARINE ENVIRONMENT IN THE BALTIC SEA REGION

THE COMMISSION,

RECALLING the 1992 Helsinki Convention and its Article 8 and the Annex IV on Prevention of pollution from ships, including Regulation 1 on Cooperation, Regulation 8 on Improved hydrographic services and promotion of the use of Electronic Navigational Charts (ENC) and Regulation 9 on Use of Automatic Identification Systems (AIS),

RECALLING the Declaration on the safety of navigation and emergency capacity in the Baltic Sea area (HELCOM Copenhagen declaration) of 2001 (Copenhagen); HELCOM Baltic Sea Action Plan of 2007 (Cracow) and the HELCOM Ministerial Declaration 2010 (Moscow) including the commitments to undertake measures to improve mariners' abilities to assess and interpret hydrographic content in nautical charts and publications either in printed or digital form, especially in the Electronic Chart Display and Information System, and to investigate new tools to improve safety of navigation,

RECALLING the United Nations Convention on the Law of the Sea (UNCLOS), 1982, the International Convention for the Safety of Life at Sea (SOLAS), 1974, as amended; International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol of 1978 relating thereto and by the Protocol of 1997 (MARPOL); Convention on the International Regulations for Preventing Collisions at Sea 1972 (COLREG), as amended and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) as amended, as well as for HELCOM member states being also EU member states Directive 2002/59/EC of 27 June 2002 establishing a Community vessel traffic monitoring and information system (VTMIS).

RECALLING the International Maritime Organisation (IMO) e-Navigation strategy of 2008, the subsequent work to develop a IMO Strategy Implementation Plan for e-navigation and the ongoing work carried out within the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA-AISM) e-Navigation Committee on aspects of e-navigation relating to aids to navigation,

RECALLING FURTHER the relevant HELCOM Recommendations including 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, 25/7 on safety of winter navigation in the Baltic sea area; 28E/11 Further measures to improve the safety of navigation in ice conditions in the Baltic sea, including advancing high quality training programmes in navigation in ice conditions; 28E/13 on introducing economic incentives as a complement to existing regulations to reduce emissions from ships, and 33/1 Unified interpretation in relation to access to and use of HELCOM AIS,

NOTING the recent e-navigation related projects carried out in the Baltic region within i.a. the MONALISA, Tanker Safety Service and EfficienSea.

NOTING that IALA and IMO define e-navigation as the harmonized collection, integration, exchange, presentation and analysis of marine information onboard and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment,

RECOGNISING the potential of e-navigation in helping to protect the Baltic marine environment from shipborne pollution stemming from collisions and groundings by bringing improvements to navigation safety through the reduction of risk,

RECOGNISING the potential of e-navigation in helping to reduce carbon, sulphur and nitrogen emissions from ships in the Baltic Sea through more efficient vessel handling, and as a monitoring tool helping in introducing economic incentives as a complement to existing regulations to reduce emissions from ships,

RECOGNISING FURTHER the potential of electronic proactive route planning in the Baltic Sea for increased safety of navigation and improved environmental performance as well as for increased competitiveness of environmentally friendly maritime transport without violating international regulations,

WITHOUT PREJUDICE to international agreements and legislation of the Contracting Parties,

RECOMMENDS the Governments of the Baltic Sea countries to further test the concept of proactive route planning, including a legal assessment in regard of liability and ownership of a distributed route, on the basis of the general practice of the master as the liable person in respect of accepted conventions and regulations and further on other e-navigation services such as promulgation of Maritime Safety Information (MSI) and Notice to Mariners (NM) in the Baltic Sea region by 2015,

RECOMMENDS the Governments of the Baltic Sea countries to bring forward/develop concrete solutions necessary for testing and validating e-navigation services in the Baltic Sea region by 2017 and to take necessary actions to support the technical developments, including defining the relevant performance and technical standards, and potentially define the regulatory framework,

RECOMMENDS that the appropriate HELCOM Group will analyse these tests and the concrete solutions developed and, if appropriate, prepare joint input by the Baltic Sea countries to IMO and IALA.

RECOMMENDS the Governments of the Baltic Sea countries to closely cooperate with the private sector, IALA and IMO to develop common technical protocol in order to secure an unhampered information flow between ship-ship and ship-shore,

RECOMMENDS FURTHER the Governments of the Baltic Sea countries to cooperate closely within IMO and IALA in order to inform and involve the organisations about the results and outputs from any projects within the Baltic Sea region that may enhance safety and security at sea and protection of the marine environment. This may include further perspective research in the field of e-navigation.