

Road map towards harmonised implementation and ratification of the 2004 International Convention for Control and Management of Ships' Ballast Water and Sediments

We agree to ratify the 2004 International Convention for Control and Management of Ships' Ballast Water and Sediments (BWM Convention) as soon as possible, but in all cases not later than 2013. To this end WE AGREE:

1. To designate/identify clear national responsibilities for coordinating the national implementation of the BWM Convention.
2. To request HELCOM HABITAT and HELCOM MONAS to compile, from the existing data sources, by **the end of 2008** a HELCOM list of non-indigenous, cryptogenic and/or harmful native species in the Baltic Sea, including available information on their characteristics, distribution, abundance and ecological impact, and to keep the list updated as new knowledge becomes available.
3. To establish co-operation with other relevant regions for continuous exchange of information on non-indigenous, cryptogenic and harmful native species in other aquatic environments, including high risk invaders, and to make this information available for risk assessments.
4. Based on the HELCOM list and available information on potentially harmful and invasive species in other aquatic ecosystems, to select and agree by **the end of 2008** on the HELCOM Target Species, i.e. species that may impair or damage the environment, human health, property or resources in the Baltic Sea region, relevant for risk assessments according to the IMO Guidelines G7.
5. To conduct by **the end of 2008** baseline surveys of prevailing environmental conditions in major ports and to outline the major long-distance high risk voyages in order to gather data necessary to conduct and/or evaluate and consult risk assessments according to the IMO Guidelines G7.
6. To specify and agree **as soon as possible but not later than 2009** on criteria to distinguish between unacceptable high risk scenarios and acceptable low risk scenarios for regional voyages, i.e. voyages within the Baltic Sea biogeographical region, taking into account the relevant IMO Guidelines and data gathered under points 2-5, in order to support transparent and consistent risk assessments and to arrive at a unified Baltic Sea exemption system according to Regulation A-4 of the Annex to the BWM Convention.
7. For regional voyages connecting specified ports or locations assessed as posing an unacceptable high risk (regional high risk voyages), and therefore for which the exemption could not be granted according to the BWM Convention, to arrange in advance for suitable management options, which may include designation of ballast water exchange (BWE) zones, and if the case, agree on the general recommendations for such exchange in BWE zones. BWE zones, if at all, would only be of use for regional voyages/ships identified to represent a high risk. The possible management options should only be valid until the D-2 Performance Standard of the BWM Convention becomes obligatory.
8. Similarly, for voyages connecting the Baltic Sea and the North Sea where no areas exist that meet the Ballast Water Exchange criteria according to the BWM Convention, to consider jointly with OSPAR adequate management measures, including possibilities for ballast water exchange. Ballast water exchange areas, if designated, should only be

in use until the D-2 Performance Standard of the BWM Convention becomes obligatory and for vessels/voyages posing an unacceptable high risk.

9. To join the OSPAR initiative to request vessels transiting the Atlantic or entering the North-East Atlantic from routes passing the West African Coast to conduct on a voluntary basis ballast water exchange before arriving at the OSPAR area or passing through the OSPAR area and heading to the Baltic Sea and to notify jointly with OSPAR the IMO of this action.
10. To undertake a similar initiative for vessels leaving the Baltic and transiting through the OSPAR region to other destinations so the ballast water would not be exchanged until the vessel was 200 nm off the coast of North West Europe in waters greater than 200 m deep.
11. To cooperate with OSPAR on any other relevant topics for the benefit of both regions and as necessary for harmonised implementation of the BWM Convention.
12. To cooperate for the development and exchange of experience concerning Ballast Water Treatment Technology.
13. To adjust/extend by **2010** the HELCOM monitoring programmes to obtain reliable data on non-indigenous species in the Baltic Sea, including port areas, in order to gather the necessary data to conduct and/or evaluate and consult risk assessments according to the relevant IMO Guidelines. As a first step, species that pose the major ecological harm and those that can be easily identified and monitored should be covered. The evaluation of any adverse ecological impacts caused by non-indigenous species should form an inherent and mandatory part of the HELCOM monitoring system.
14. To link by **2010** the port surveys and monitoring to Navigation Telex System (NAVTEX) or the equivalent, whereby ships can be alerted not to take up ballast water during outbreaks of harmful species and other high risk conditions.
15. To cooperate in order to establish by **2010, but in all cases not later than 2013** the regional information system for the relevant data obtained during port surveys, monitoring (including early warning system) and risk assessments to facilitate the implementation of the BWM Convention.
16. To provide by **2010, but in all cases before the latest target ratification date which is 2013** adequate reception facilities for sediments in ports and terminals where cleaning and repair of ballast tanks occurs based on IMO Guidelines G1.
17. To establish a correspondence group that regularly updates the current status in implementing the road map and that offers a forum to discuss relevant developments.