



INTERNATIONAL
MARITIME
ORGANIZATION



AGJENCIJA KOMBËTARE
E ZONAVE TË MBROJTURA

Existing PSSAs and example Associated Protective Measures

MEDITERRANEAN SEMINAR ON PSSAs

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Tirana, Albania

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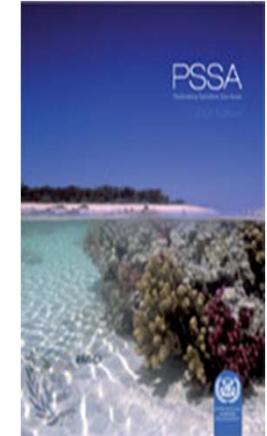
Regional Activity Centre

UN Environment Programme / Mediterranean Action Plan



The Mediterranean
Biodiversity
Centre

Existing Particularly Sensitive Sea Areas (PSSA) by International Maritime Organization (IMO)



What is a PSSA?

- A Particularly Sensitive Sea Area (PSSA) is an area that needs special protection through action by IMO because of its significance for recognized ecological or socio-economic or scientific reasons and which may be vulnerable to damage by international maritime activities.

- The criteria for the identification of particularly sensitive sea areas and the criteria for the designation of special areas are not mutually exclusive. In many cases a Particularly Sensitive Sea Area may be identified within a Special Area and vice versa.

Associated Protected Measure (APM)



- PSSA proposal by a coastal Government/ Governments
must contain an Associated Protective Measure (APM)
- If not available – set out steps that will be taken to achieve this
- Or if no new APMs are being proposed (use existing measure in place) identify threat and how this measure is protecting it
- Future APMs may also be identified



Existing PSSAs and example associated protective measures



1. The Great Barrier Reef, Australia (designated a PSSA in 1990)
2. The Sabana-Camagüey Archipelago in Cuba (1997)
3. Malpelo Island, Colombia (2002)
4. The sea around the Florida Keys, United States (2002)
5. The Wadden Sea, Denmark, Germany, Netherlands (2002)
6. Paracas National Reserve, Peru (2003)
7. Western European Waters (2004)

A.982(24) Revised guidelines for the identification and designation of Particularly Sensitive Sea Areas (PSSAs)

8. Extension of the existing Great Barrier Reef PSSA to include the Torres Strait (proposed by Australia and Papua New Guinea, PNG) (2005)
9. Canary Islands, Spain (2005)
10. The Galapagos Archipelago, Ecuador (2005)
11. The Baltic Sea area, Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden (2005)
12. The Papahānaumokuākea Marine National Monument, United States (2007)
- 13. The Strait of Bonifacio, France and Italy (2011)**
14. The Saba Bank, in the North-eastern Caribbean area of the Kingdom of the Netherlands (2012)
15. Extension of Great Barrier Reef and Torres Strait to encompass the south-west part of the Coral Sea (2015)
16. The Jomard Entrance, Papua New Guinea (2016)
17. Tubbataha Reefs Natural Park, the Sulu Sea, Philippines (2017)



Great Barrier Reef Australia, 1990

- Resolution MEPC.44(30)

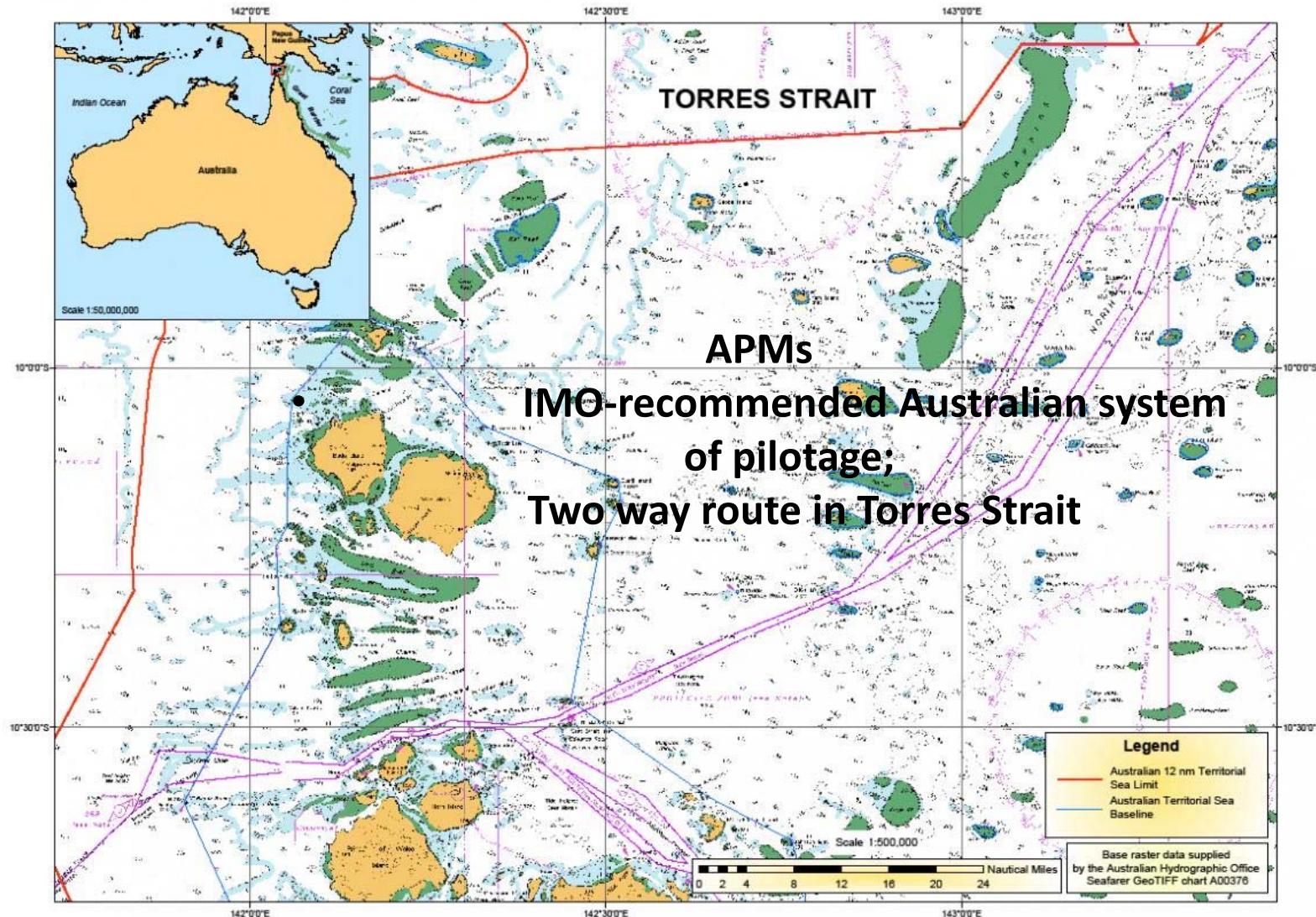
1st PSSA in the world

Associated Protective Measures (APMs):

- Australia's system of pilotage
- Mandatory ship reporting system (Reg. 11 of SOLAS Convention)

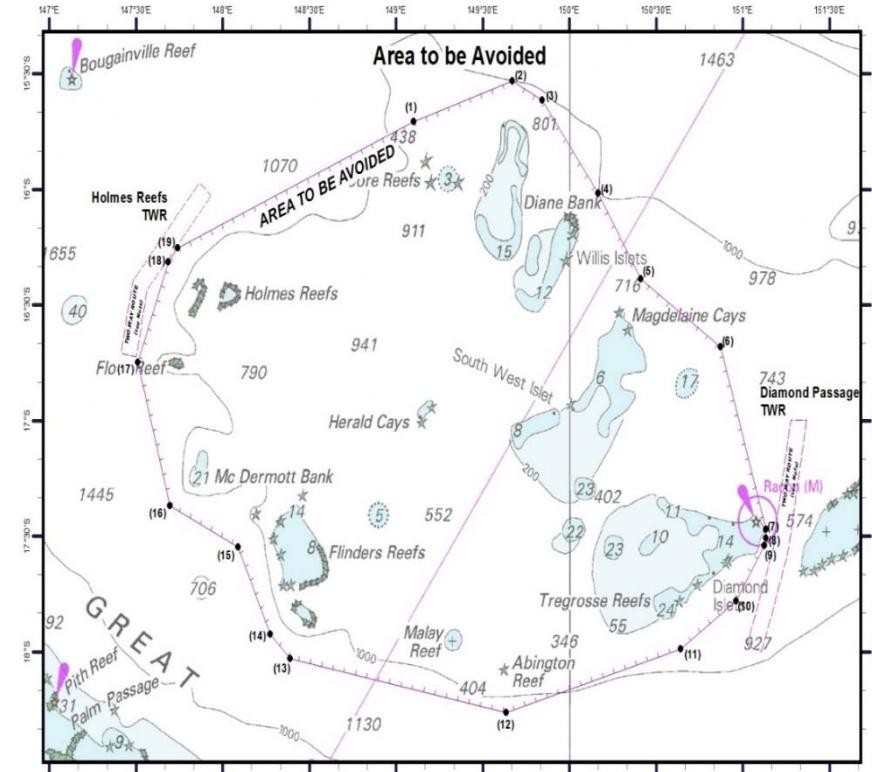
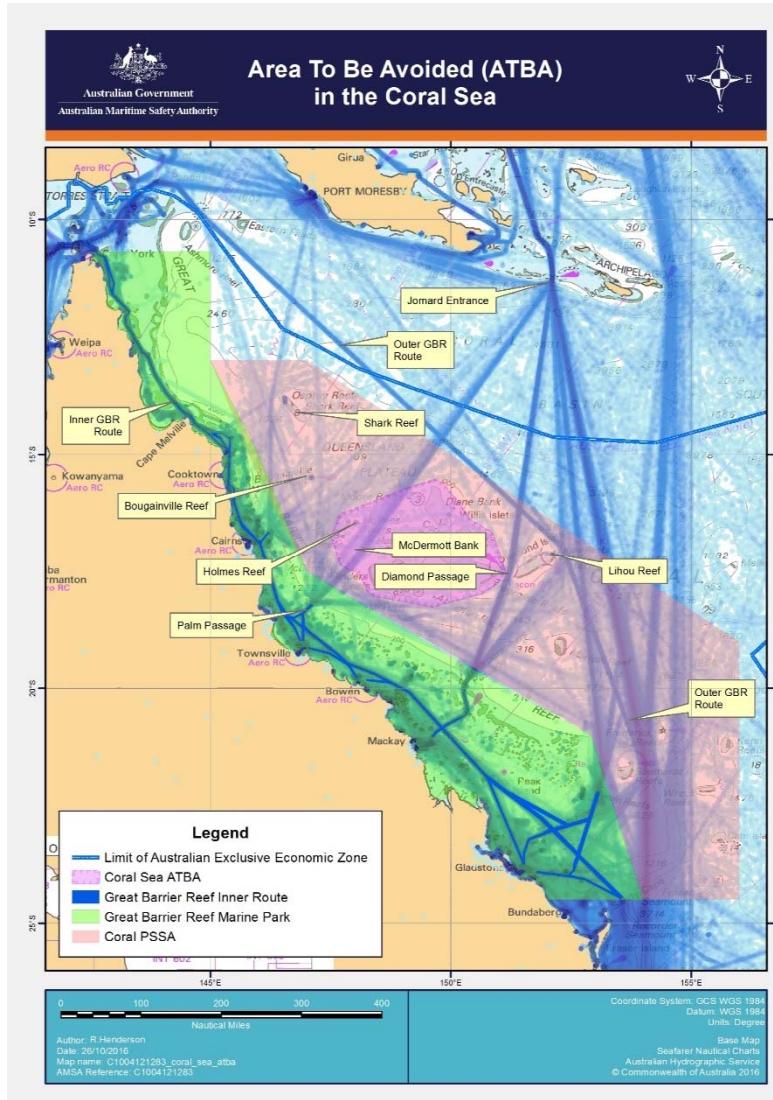


Extension of the existing Great Barrier Reef PSSA to include the Torres Strait, Australia and Papua New Guinea, 2005, Resolution MEPC.133(53)



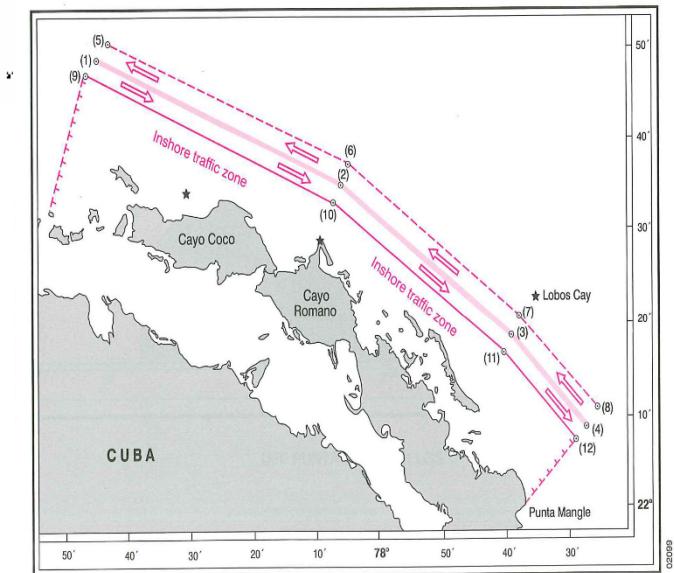
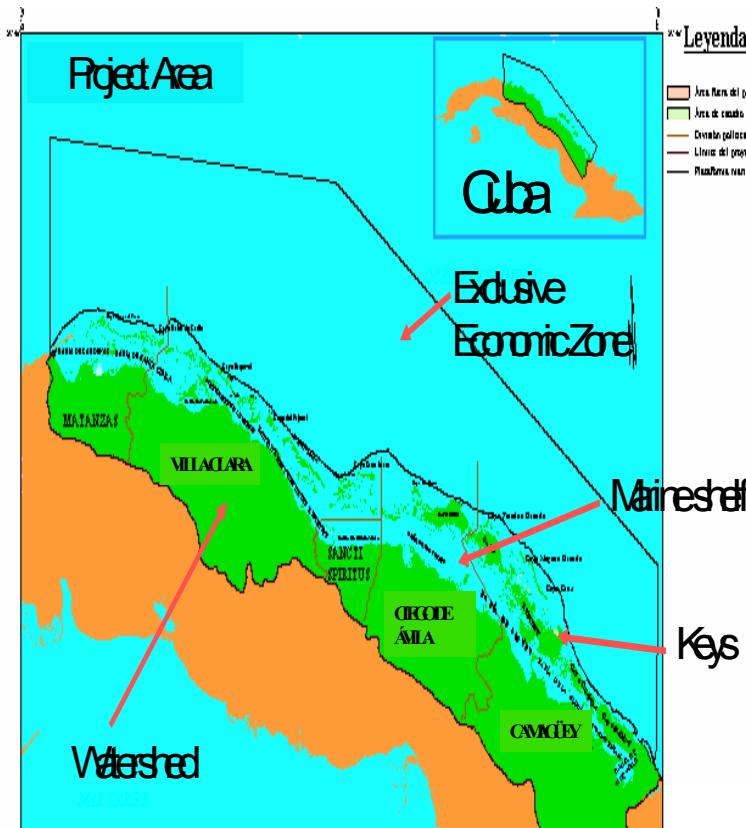
CORAL SEA EXTENSION to Great Barrier Reef and TORRES Straits PSSA, Australia, 2015

Resolution MEPC.268(68)



APMs:

- An Area To Be Avoided (Reg 10 of SOLAS)
- Two 5 nautical mile wide two-way routes (Reg 10 of SOLAS)
 - one in Diamond Passage and the other to the West of Holmes Reef in the south-west Coral Sea.



venda




 Mediterranean Action Plan
 Barcelona Convention



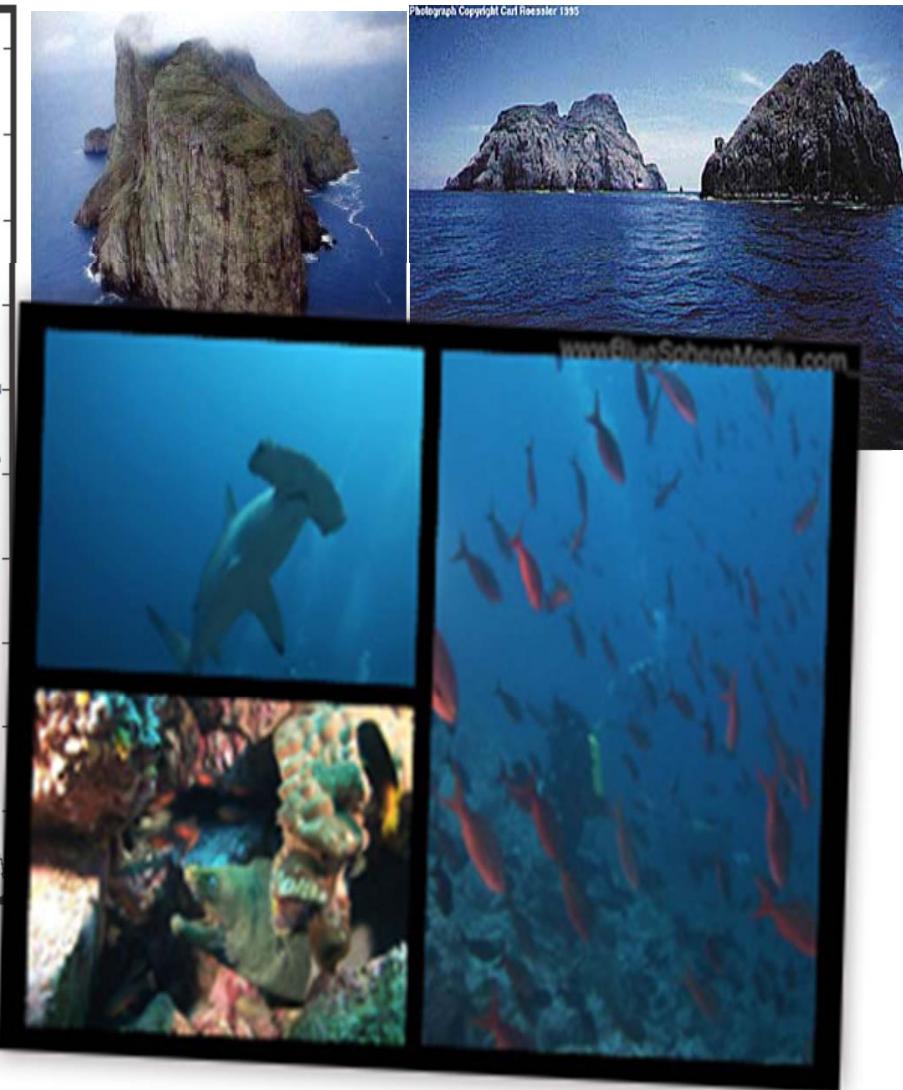
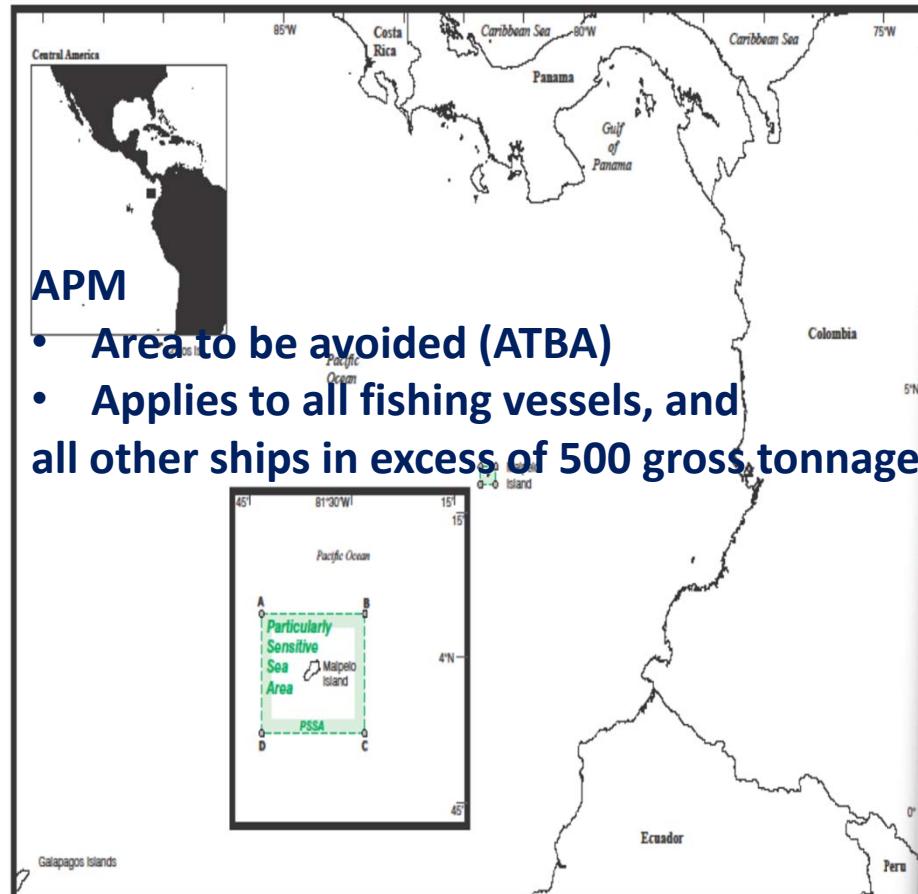
Sabana-Camagüey Archipelago PSSA, Cuba, 1997, Resolution MEPC.74(40)

Associated Protective Measures, APMs

- Area To Be Avoided (ATBA)
 - Domestic Regulations relating to discharges:
 - Prohibitions on any discharge into the sea, of oil, oily mixtures, noxious liquid substances, garbage or harmful substances from vessels of any type or size.
 - Avoid ballast water discharging and reloading while transiting waters

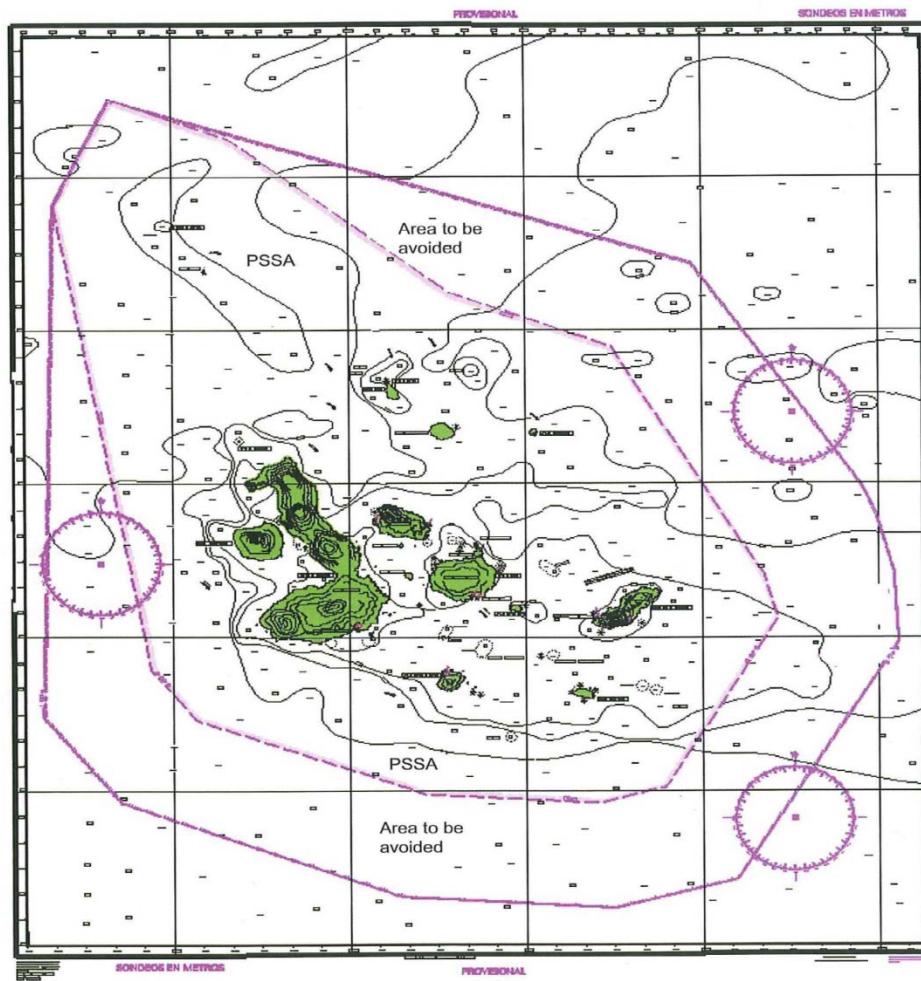
Malpelo Island PSSA, Colombia, 2002

Resolution MEPC.97(47)



Galapagos Archipelago PSSA, Ecuador, 2005

Resolution MEPC.135(53)



APMs

- Mandatory ship reporting system
(Reg 11 of SOLAS)
- Area to be Avoided
(Reg 10 of SOLAS)



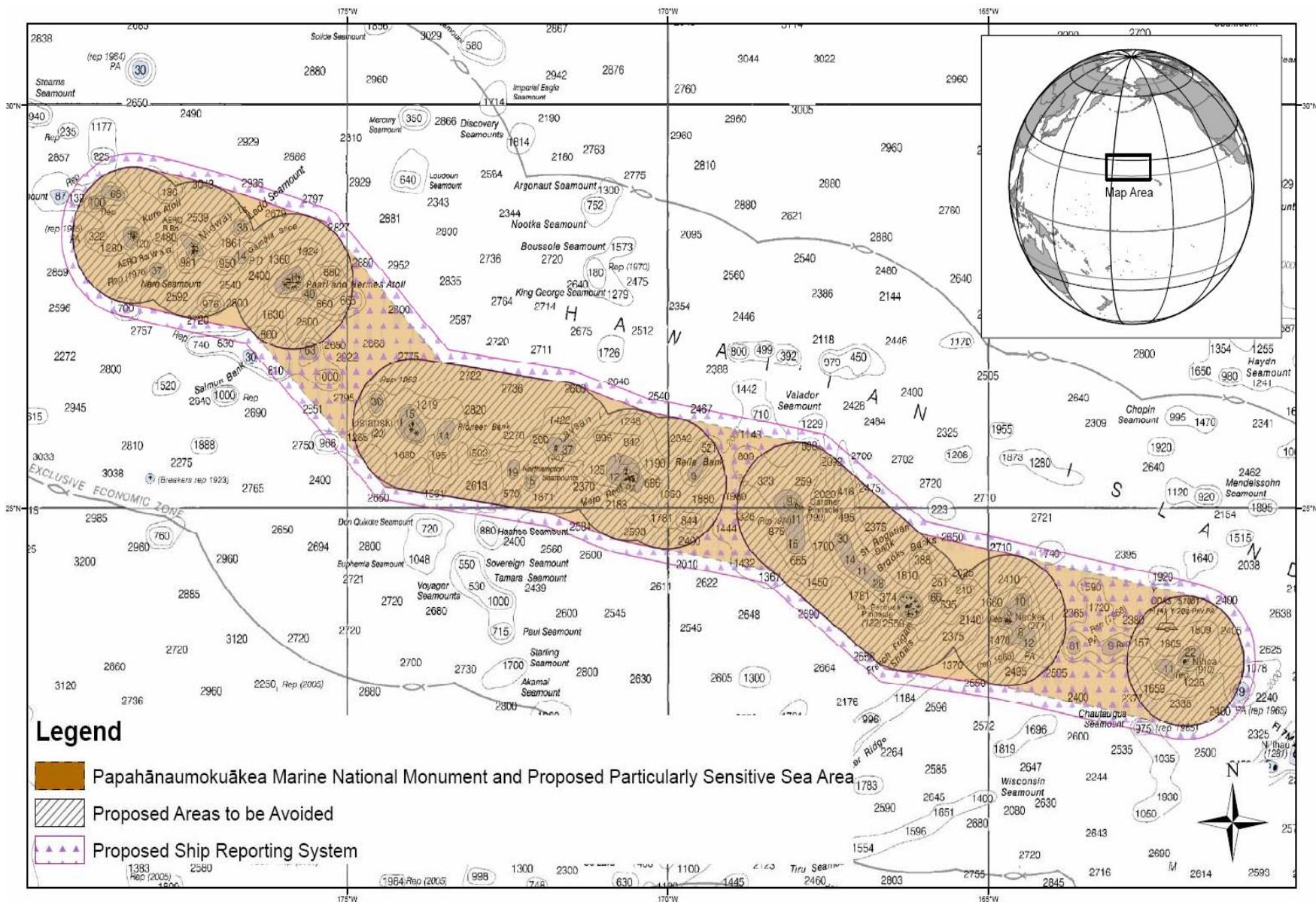
Papahānaumokuākea Marine National Monument PSSA (Hawaiian Islands), United States, 2007



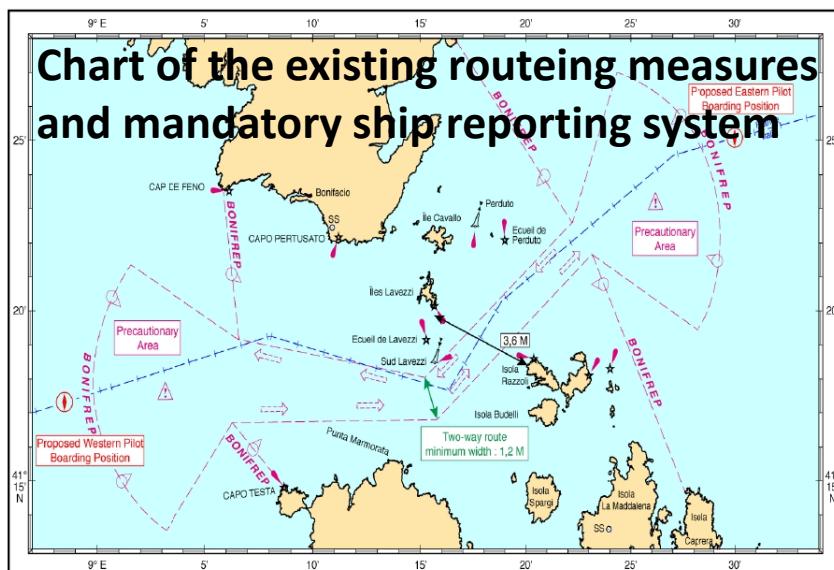
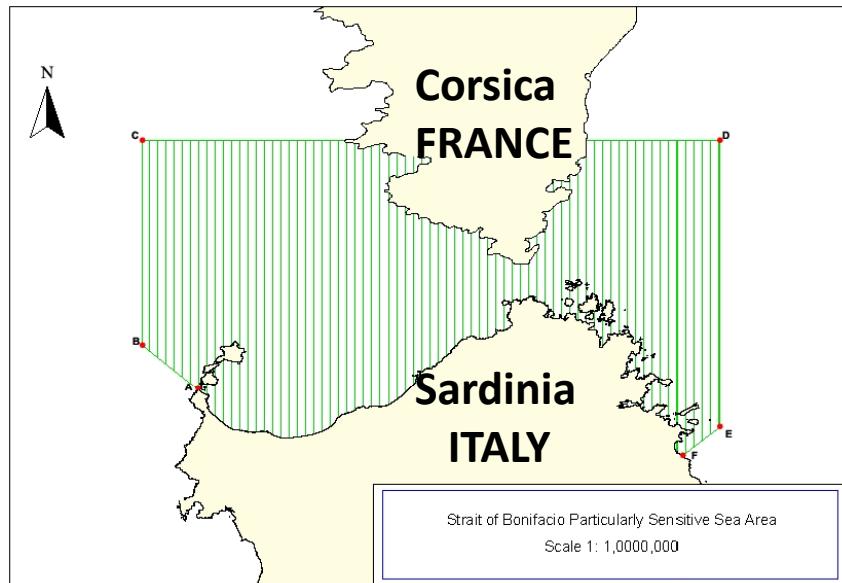
Resolution MEPC.171(57)



ATMs: Areas to be avoided, Ship Reporting System



The Strait of Bonifacio PSSA, France and Italy, 2011 Resolution MEPC.204(62)



APMs

1 Use of ships' routeing

Vessels navigating in the Strait **shall** exercise full diligence and regard for the requirements of the **existing recommended two-way route** in the Strait of Bonifacio.

2 Ship reporting and navigation information

Ships of 300 GT and over entering the Strait **shall** participate in the **mandatory ship reporting system (BONIFREP)** established by the competent authorities as described in IMO's publication on Ships' Routeing (Section G I/8).

3 Pilotage

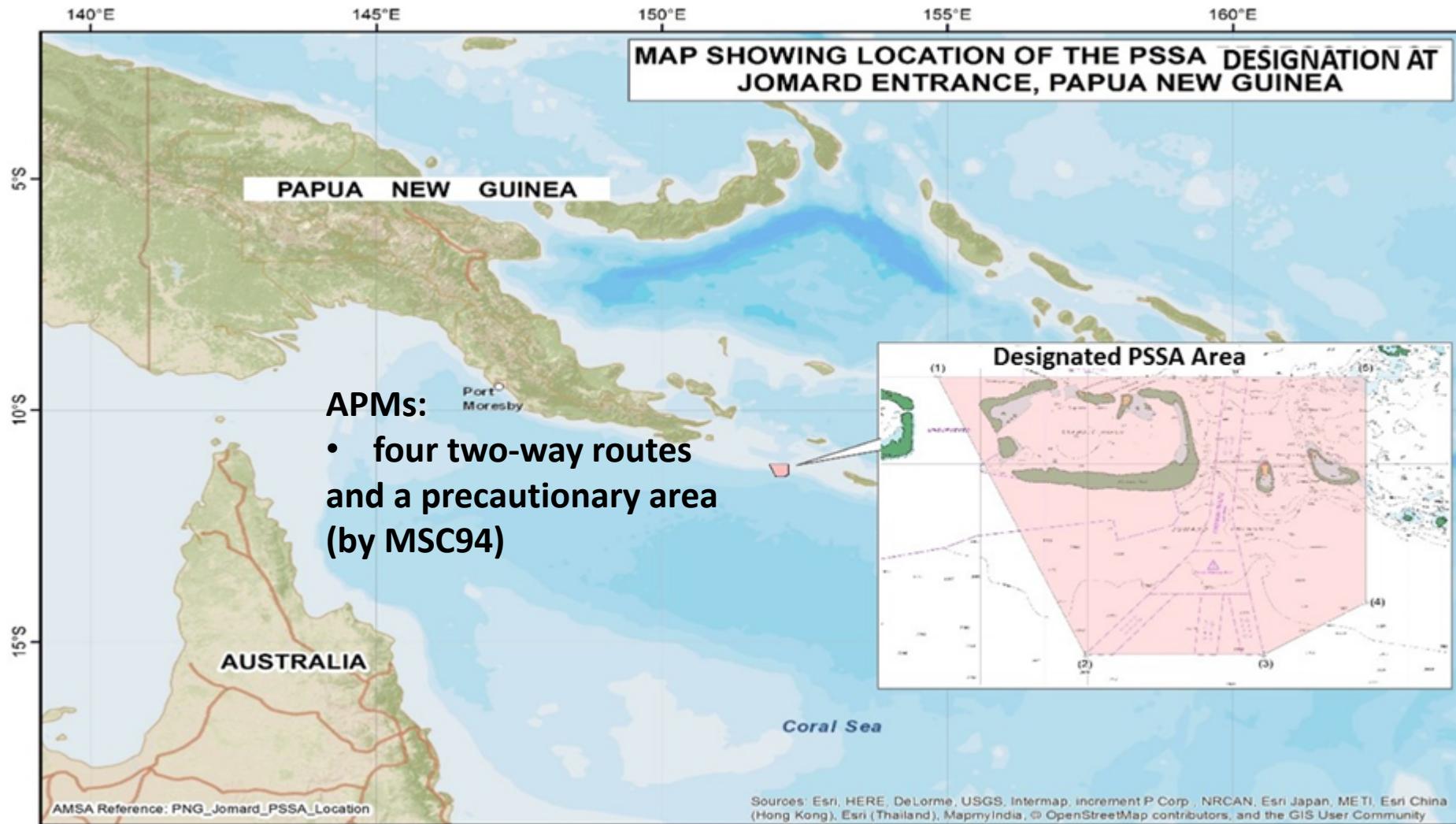
Masters of vessels passing through the Strait are **recommended** to avail themselves of the services of a qualified **pilot**.

4 Categories of Ships Concerned,

Resolution A.766 (18): discourage passage of tankers and ships carrying dangerous chemicals or substances in bulk.

Jomard Entrance PSSA, Papua New Guinea, 2016

Resolution MEPC.283(70)





The Baltic Sea PSSA,

Denmark, Estonia, Finland, Germany, Latvia, Lithuania,
Poland and Sweden, 2005, Resolution MEPC.136 (53)



The Baltic Sea

- Area: 373 000 km²
- Volume: 20 900 km³
- Catchment area: 1.6 million km²
- Water residence time: 25-35 years
- Salinity range: from 23 ‰ in the Danish Straits to approx. 2-3 ‰ in the easternmost GOF and northernmost GOB
- Due to exceptional salinity conditions, the Baltic Sea is characterised by low species diversity of freshwater and marine origin, and a simplified food web..
- Special area/ECA under MARPOL Annexes
 - I Oil (2.10.1983)
 - IV Sewage (1.7.2013)
 - V Garbage (1.10.1989)
 - VI SECA (19.5.2006) NECA: (1.1.2021)



HELCOM



- Helsinki Commission (HELCOM) worked since 1970s
- All nine Coastal Countries and the EU
- Industry and NGOs participate as Observers
- Work on **effective and harmonized** implementation of IMO rules (1992 Helsinki Convention Annex 4, Reg 1)

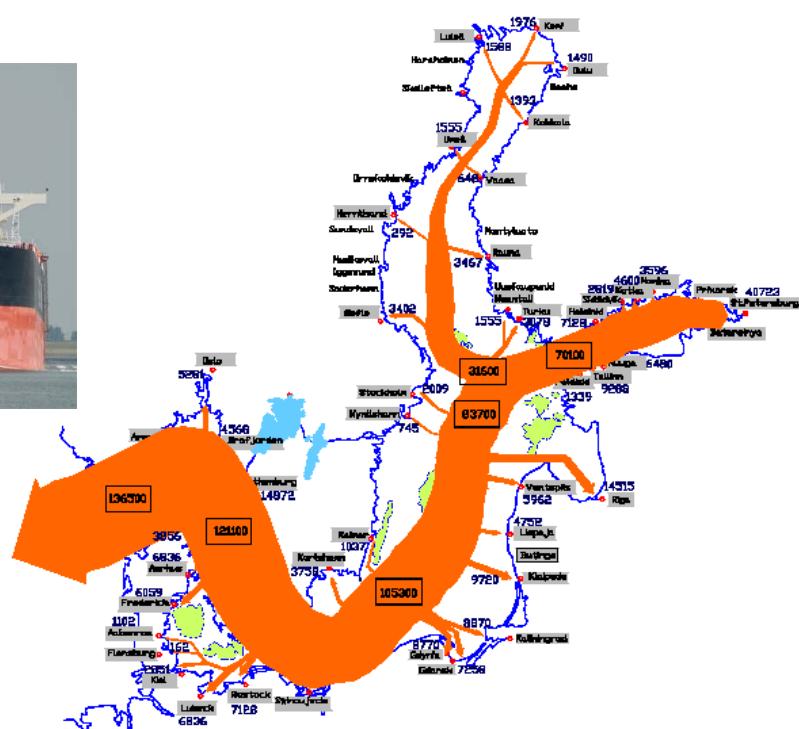
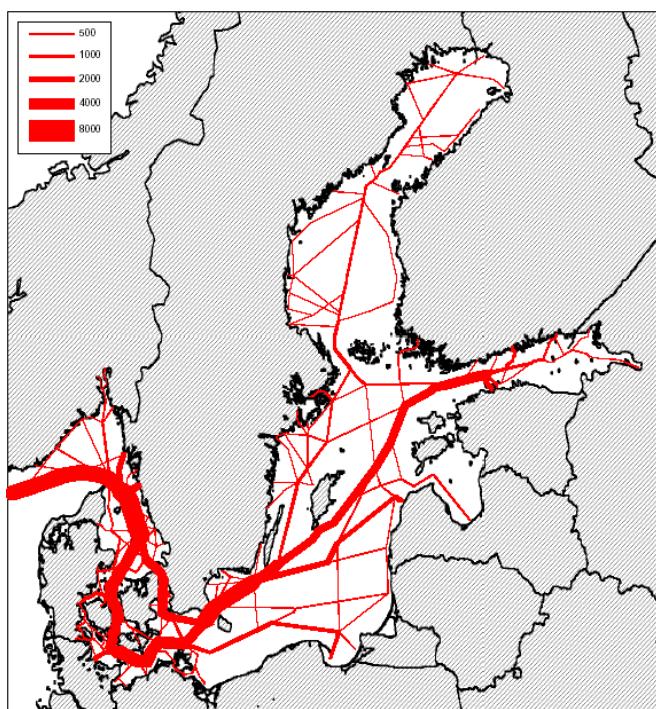


HELCOM 1974–2014
Several nations signed
a historical agreement
on Friday 22 March 1974, to protect
the Baltic marine environment –
the Helsinki Convention.

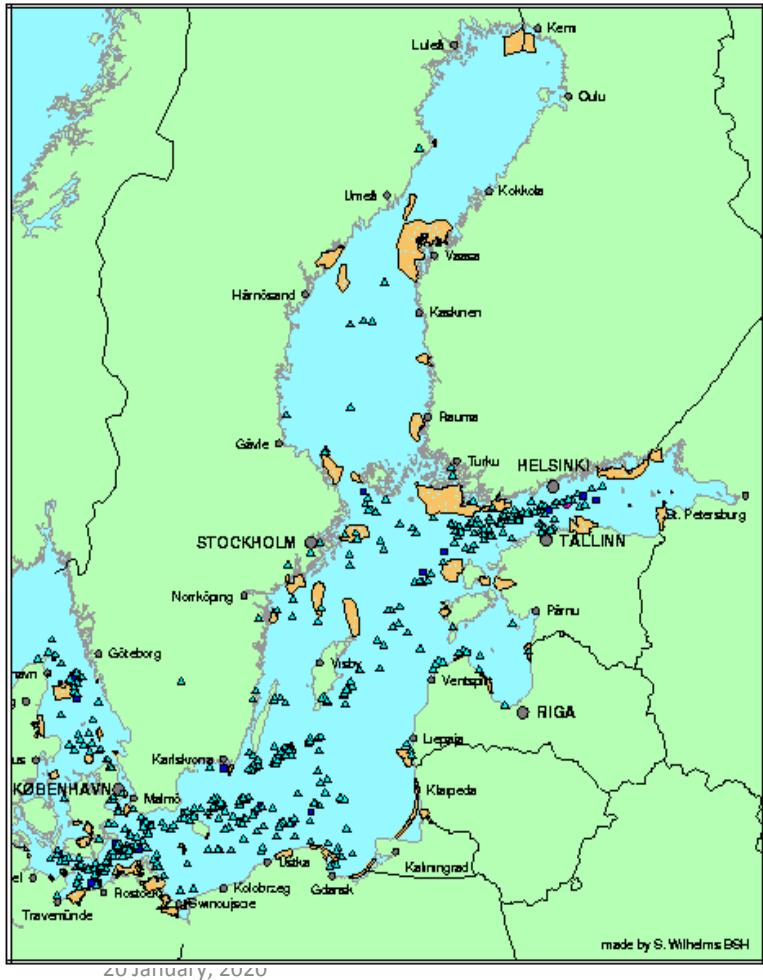
HELCOM MARITIME Group

- Addresses also emerging issues
- 1-2 Annual Meetings
- Ca. 50 participants/meeting from all the BS countries and the EU; administrations and ministries, observers (e.g. ECSA, BPO, WWF etc.)
- Sub groups e.g.:
 - HELCOM/OSPAR BALLAST (Ballast Water)
 - HELCOM SAFE NAV (Safety of Navigation)
 - HELCOM AIS (developing and maintaining the regional AIS network since 2003)
 - HELCOM GREEN TEAM (developing sustainable shipping in public private partnership since 2017)

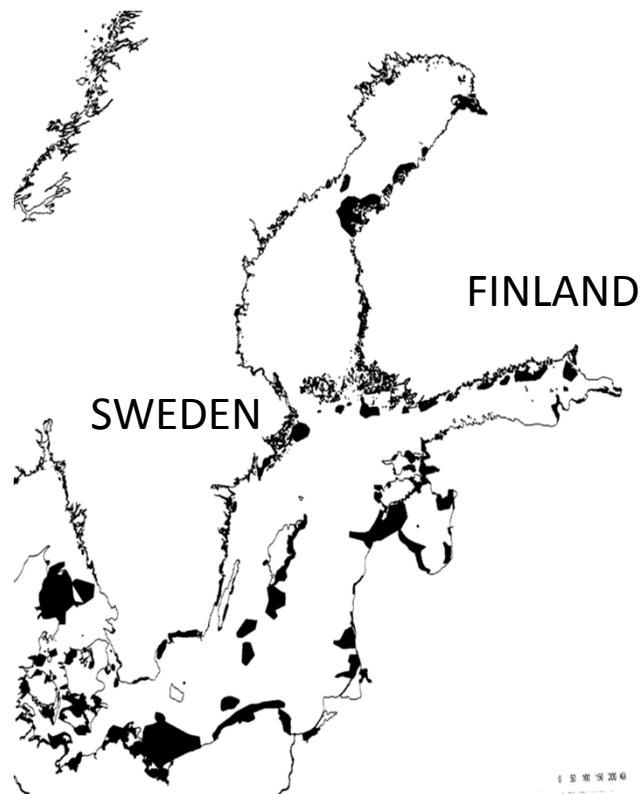
Main concern Oil transportation (250-300 million t/a)



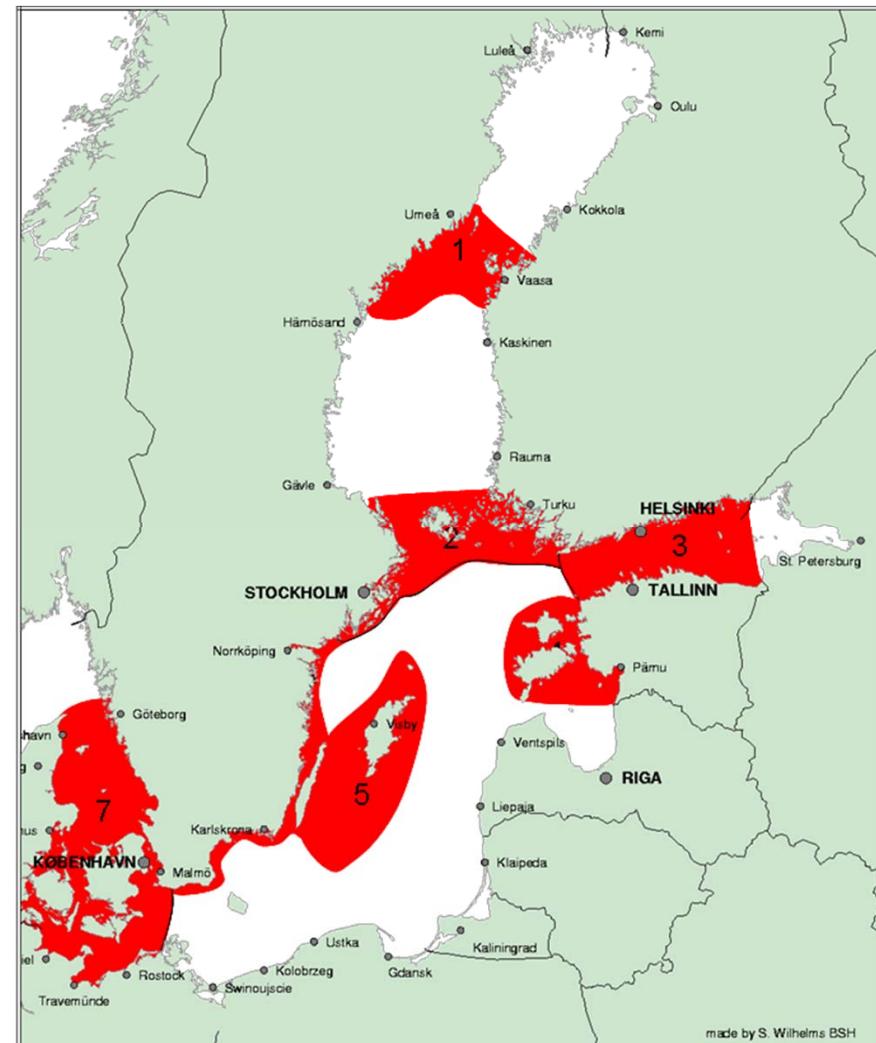
**Regional distribution of the Baltic Sea
Protected Areas (BSPAs) (yellow areas)
based on the HELCOM Recommendation
15/5 and deliberate illegal oil discharges
in 2000 (blue triangles).**



**Distribution of important bird areas
(IBAs). (Source: Skov et al. 2000)**



Distribution of the seven core areas which need more stringent measures to control shipping as defined by HELCOM HABITAT 4/2003.



The Baltic Sea PSSA



Territorial waters (+EEZ) of all coastal countries except for the Russian territorial waters: Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland and Sweden,
2005, Resolution MEPC.136(53)

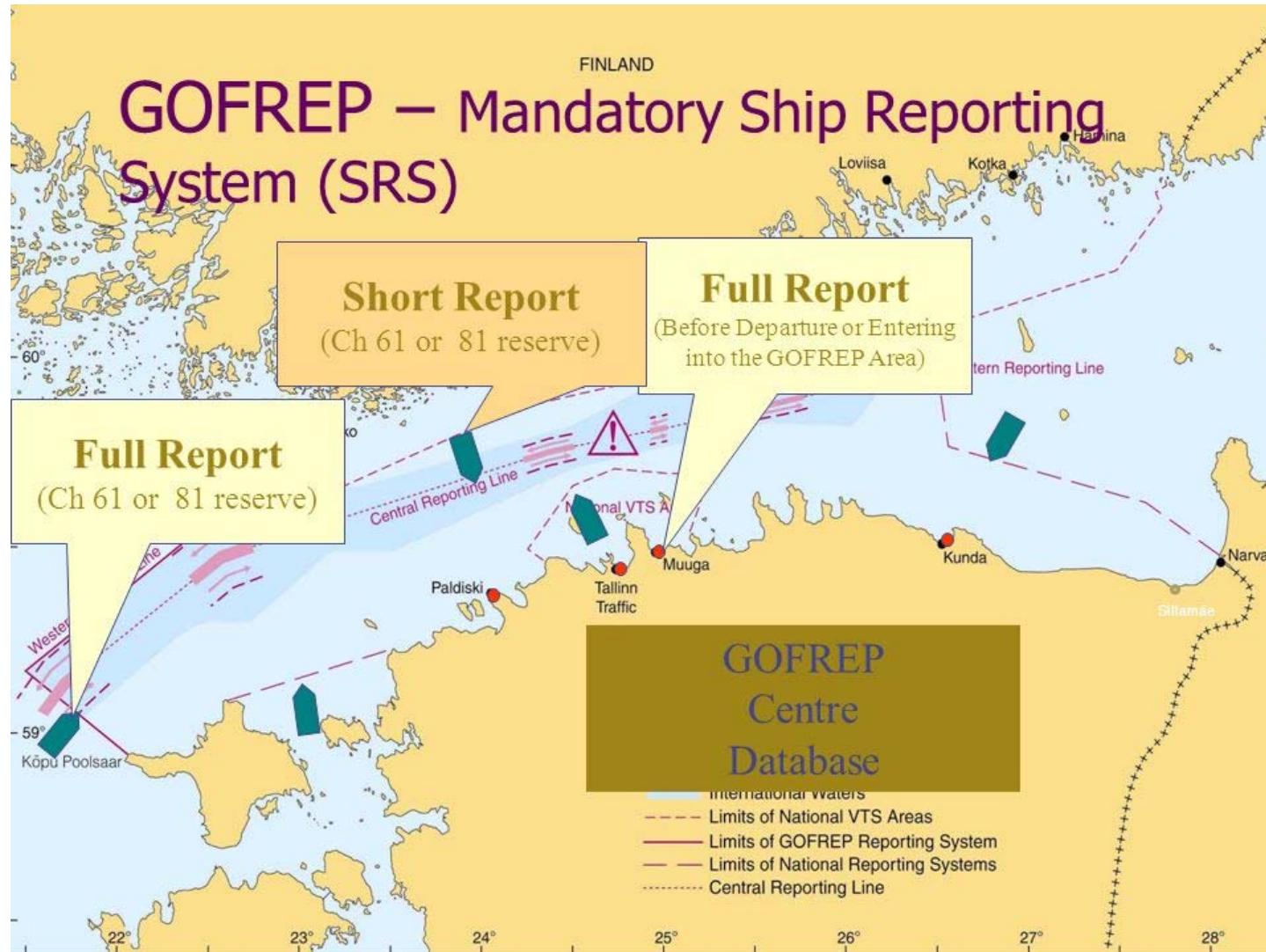
A.982(24) Revised guidelines for the identification and designation of Particularly Sensitive Sea Areas (PSSAs)

APMs for the Baltic Sea:

- Deep-water route
- Areas to be avoided
- Traffic separation schemes
- Recommended/Mandatory ship reporting system
- MARPOL Special Area
- MARPOL Sox Emission Control Area



Gulf of Finland Reporting System



Experiences

- PSSA status used as an argument in the applications for more stringent regulations for the Baltic Sea:
- MARPOL Special/ECA area
 - IV Sewage (1.7.2013)
 - VI SECA (19.5.2006) NECA (1.1.2021)
- GOFREP Mandatory Ship Reporting systems diminished the risk of shipping accidents (collisions and groundings) in the Gulf of Finland.





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