Council Decision (EU) 2019/1727 of 7 October 2019 on the position to be adopted on behalf of the European Union at the Second Ministerial Meeting of the Bonn Agreement with regard to the Ministerial Declaration and the Bonn Agreement Strategic Action Plan (BASAP) 2019-2025 annexed thereto

COUNCIL DECISION (EU) 2019/1727

of 7 October 2019

on the position to be adopted on behalf of the European Union at the Second Ministerial Meeting of the Bonn Agreement with regard to the Ministerial Declaration and the Bonn Agreement Strategic Action Plan (BASAP) 2019-2025 annexed thereto

THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Articles 191 and 196, in conjunction with Article 218(9) thereof,

Having regard to the proposal from the European Commission,

Whereas:

(1) The Agreement for Co-operation in Dealing with Pollution of the North Sea by Oil and Other Harmful Substances ('the Bonn Agreement')[(1)] was concluded by the European Economic Community by Council Decision 84/358/EEC[(2)]. The Bonn Agreement entered into force on 1 September 1989. The Bonn Agreement was amended in 1989. Those amendments entered into force on 1 April 1994. The European Economic Community approved those amendments by Council Decision 93/540/EEC[(3)].

(2) The Bonn Agreement celebrates its 50th anniversary in 2019. On that occasion, the Contracting Parties intend to adopt a Ministerial Declaration during the Second Ministerial Meeting of the Bonn Agreement in the presence of Intergovernmental Organisations and Observers from neighbouring regions, responsible for dealing with pollution of the Greater North Sea and its approaches by oil and other harmful substances to be held in Bonn on 11 October 2019 ('the Ministerial Declaration').

(3) Acknowledging 50 years of successful cooperation within the framework of the Bonn Agreement and recognising the common benefit of further invigorating regional cooperation to prevent, prepare for and respond to accidental and illegal marine pollution from maritime activities in the Greater North Sea and its approaches, the Ministerial Declaration seeks to set out a common vision of a Greater North Sea and its approaches, free from accidental, avoidable and deliberate pollution from shipping, offshore oil and gas operations and from other maritime activities.

(4) As a strong commitment to pursue such a vision, the Ministerial Declaration is to attest to the re-invigorated efforts by the Contracting Parties to the Bonn Agreement to accomplish agreed objectives and to achieve better prevention, preparedness and response to marine pollution in the Greater North Sea and its approaches. To that effect, the Contracting Parties intend to adopt the Bonn Agreement Strategic Action Plan

Changes to legislation: *There are currently no known outstanding effects for the Council Decision (EU) 2019/1727. (See end of Document for details)*

2019-2025, which is to be annexed to the Ministerial Declaration and sets out ambitious strategic aims, operational objectives and actions for their implementation for the period 2019-2025.

(5) It is important to establish the position to be adopted on the Union's behalf during the Second Ministerial Meeting of the Bonn Agreement, as the decision to be adopted at the meeting will have legal effect in the Union.

(6) As the Union is a Contracting Party to the Bonn Agreement and is interested in enhancing cooperation in dealing with pollution of the Greater North Sea and its approaches, it is appropriate to sign and support the Ministerial Declaration, which endorses the Bonn Agreement Strategic Action Plan 2019-2025 annexed thereto,

HAS ADOPTED THIS DECISION:

Article 1

The position to be adopted on the Union's behalf at the Second Ministerial Meeting to the Bonn Agreement shall be to agree to the adoption of the Ministerial Declaration and the Bonn Agreement Strategic Action Plan (BASAP) 2019-2025 annexed thereto, which are attached to this Decision.

Minor changes to the Ministerial Declaration and the Bonn Agreement Strategic Action Plan (BASAP) 2019-2025 annexed thereto may be agreed upon without further decision of the Council.

Article 2

This Decision shall enter into force on the day of its adoption.

Done at Luxembourg, 7 October 2019.

For the Council

The President

A.-M. HENRIKSSON

***Changes to legislation:** There are currently no known outstanding effects for the Council Decision (EU) 2019/1727. (See end of Document for details)*

Addendum 1

Tasks 1-18 in relation to Strategic Aim A (prevention):

Task	StrategicAction	Description	Target date	Lead	Progress	Status
1	**A.1**	**Execute aerial and satellite surveillance operations, including national flights, regional flights, Tour d'Horizon flights and CEPCO/ SuperCEPCO flights, to detect, investigate, gather evidence and monitor spillage of oil and other harmful substances, taking into account strategic surveillance needs.**	Activities undertaken throughout the year	CP		Ongoing
2	**A.1**	**Maintain coverage and efficiency of aerial surveillance and analyse strategically surveillance needs, inter alia**		CP	CleanSeaNet — EMSA Fisheries — EU Agency EFCA NL — Task manager w/ CP NL to draft and circulate to HoDs	—

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		based on an evaluation of existing data sets of detections of observed oil pollution and other substances.			BE — MARPOL Annex VI.	
3	**A.3 A.4 A.5**	**Consider developing minimum recommendations on surveillance operations in the Bonn Agreement area and outcomes expected (MARPOL VI, Remote Piloted Aircraft Systems).**		EU (for options on streamlining maritime surveillance e.g. for fisheries and pollution purposes) BE — Co lead (Annex VI) EU — Drones	Initial MARPOL Annex VI discussions started at OTSOPA 19. EMSA started with operational RPAS service.	Ongoing
4	**A.2**	**Maintain an efficient standard of monitoring and reporting, utilising the appropriate system to report detected pollution to the Bonn Agreement.**	Activities undertaken when required	CP		Ongoing
5	**A.3**	**In cooperation with the**	Activities undertaken	CP		Ongoing

		European Maritime Safety Agency make optimum use of satellite images, e.g. through CleanSeaNet, in order to follow-up to first alert of detection of possible pollution through aerial surveillance. and	when required			
6	**A.3**	**Report on and respond to developments of High Altitude Pseudo Satelites (HAPS)and Remote Piloted Aircraft System (RPAS).**	Activities undertaken when required	CP	EU/EMSA - HAPS & RPAS	Ongoing
8	**A.13**	**Supporting/ promoting the implementation of Traffic Separation Schemes, and highlight other BE-AWARE recommendations in relation**	Ongoing	CP	Ireland, Norway and NL have had workshops	Different national departments are responsible for implementation.