

Proposal for a programme of measures for the Finnish Marine Strategy 2022–2027

SUMMARY

This document is a proposal for a programme of measures and the third part of the Finnish Marine Strategy 2022–2027. An assessment of the status of the marine environment, definitions of good status of the sea and general environmental targets are contained in first part of the Marine Strategy, which was updated in 2018. The second part of the Marine Strategy, which was updated in 2020, contains a monitoring programme.

The Finnish Marine Strategy was prepared by virtue of the Act on Water Resources Management and the Government Decree on Marine Resources Management. It is the national marine strategy required under the Directive establishing a framework for community action in the field of marine environmental policy (Marine Strategy Framework Directive).

The purpose of the programme of measures is to reduce human-induced pressures on the marine environment and to improve its environmental status. The objective of the Directive is achieving good environmental status by 2020 at the latest. Since good status has not been achieved in all respects, an attempt has been made to include in this programme all the additional measures required to achieve good status of the marine environment at the latest as the programme period ends in 2027. The general environmental targets identified in 2018 were used to support the selection of measures.

The programme examines controlling nutrient loading and eutrophication, reducing hazardous and noxious substances, conserving biological diversity, preventing the introduction of invasive alien species, promoting the sustainable use and management of marine resources, reducing the impact of human activities on sea-floors, preventing disturbances caused by alteration of hydrographical conditions, reducing the littering of the sea and shores and underwater noise, and mitigating risks to the marine environment.

Such existing measures as international conventions, Union and national legislation and various programmes and strategies aiming to improve the status of the marine environment lay the foundation for the measures on managing the marine environment. In terms of the status of the Baltic Sea, the most important ones of the current measures are the river basin management plans for 2022–2027, which aim to reduce loading from the catchment area. However, the current measures alone are not adequate for achieving the Marine Strategy's objectives. This is why the addition of **65 new measures** to the programme of measures for the Marine Strategy is proposed.

The programme of measures will be implemented in an operating environment that is in constant flux. In particular, climate change is affecting the Baltic Sea ecosystem and the possibilities of achieving good status of the sea. Climate change is predicted to increase precipitation and nutrient leaching into the Baltic Sea, especially in winter, which further stresses the need for measures to reduce inputs. The rising water temperature drives the degradation of organic matter and oxygen depletion. This may increase the release of phosphorus from the deoxygenated sea-floor and exacerbate the 'vicious circle of eutrophication'. In addition, habitat change caused by human activities has undermined the climate change resilience of many species. This may hamper the sustainable exploitation of marine resources and erode the effectiveness of regional conservation measures. The section discussing the change in the operating environment also examines the anticipated changes in different sectors of marine industries and legislation.

Further reductions in inputs are a precondition for achieving good status of the Finnish marine region in terms of **nutrient loading and eutrophication**. In the past twenty years, the loading ending up in the Baltic Sea from Finland has decreased slightly or remained unchanged in several marine regions. The reduction in the loading is mainly due to a decrease in loading from point sources, whereas changes in loading from diffuse sources have been smaller. While the diffuse load of phosphorus has not decreased in a single marine region, the diffuse load of nitrogen has shown a declining trend in three regions. Although nutrient loading is caused by a number of sectors, agriculture is the single greatest source (64% to 82% of the phosphorous load and 50% to 80% of the nitrogen load). Implementing the water basin management plans plays a key role in reducing nutrient loading from land-based sources, and the 14 new measures aiming to reduce nutrient loading and eutrophication listed in this programme will complement the plans. The objective of the new measures is to reduce

both the loading and the amount of nutrients in the sea, for example by influencing people's diets and increasing the use of plants and wild fish as food. The measures also strive to promote the recycling of nutrients, among other things by reducing the nutrient load created by livestock manure as well as diffuse loading from the coastal area and archipelago, in particular. Several of the measures aim to determine the quantity and quality of nutrient loading from certain sources and thus enable further measures, including those related to shipping and port operations. The measures will additionally promote methodology development associated with reducing nutrient stores in the sea and removing dead algae biomass as well as improving the reliability of methods for assessing activities that load the sea. The full effect of many of the measures will only be seen during the latter half of the programme period or in the next period.

While no quantitative targets have been set for reducing the **hazardous and noxious substance** load from land-based or airborne sources, qualitative norms have been set for the level of contaminants in the marine environment. The objective is to achieve concentrations of contaminants that are in line with the environmental quality standards. As part of river basin management, regular load inventories will be carried out to gather data on loading. The most significant loading comes from industry and urban wastewater treatment plants as well as in the form of long-range transboundary air pollution. The current legislation and conventions, including chemicals legislation, the EU's REACH Regulation, the Stockholm Convention on Persistent Organic Pollutants, as well as the Minamata Convention on Mercury play a fundamental role in the work to reduce loading. Regarding the new priority substances in the Water Framework Directive, the final programme of measures will be drawn up by the end of 2021 and implemented and put into effect by the end of 2024 at the latest. No measures are targeted at the new priority substances of the revised Environmental Quality Standards Directive in this programme of measures, which is why no assessment of the existing measures' adequacy for the new substances is presented. The programme contains two new measures. They aim to reduce the volume of heavy metals released into the sea from antifouling paints and to investigate the impact on the marine environment of noxious substances in discharge from sulphur oxide scrubbers and issues related to restricting these discharges. For the part of hazardous and noxious substances, achieving the targets by the end of the programme period will be challenging, as the environmental quality standard for brominated flame retardants (PBDE compounds) is exceeded in fish across Finland, despite the fact that the use of these compounds has been restricted under the Stockholm Convention since the early 2000s, and they are addressed in the Baltic Sea Action Plan. The permanence of these compounds and low requirements in the quality standard slow down the recovery of the Baltic Sea.

The general environmental target of **the sustainable use and management of marine resources** is that natural resources are used sustainably, without putting the achievement or maintenance of the good status of the marine environment at risk. Sustainable fishing and the biodiversity of fish will be ensured through fisheries management. Hunting will be regulated to keep the bags at a sustainable level. The most important current measures include implementing the EU's Common Fisheries Policy, national regulation under the Fishing Act, and such other measures as the National Fish Passage Strategy, the national salmon and sea trout strategy, and the legislation, management plans and conservation related to seal and bird populations. The current measures mostly cover the targets of promoting the use and management of marine resources and ensuring the sustainable use and management of commercially exploited fish stocks. The programme contains four new measures, all of which are related to revitalising fish stocks. The measures are aimed at defining the good status of and sustainable fishing pressure on coastal fish species, promoting fisheries restoration measures as well as the conservation of the European grayling and the eel and the revival of their populations.

In **controlling invasive alien species**, the objective is to prevent the introduction of such species and to slow down the rate at which they spread. The status of the Finnish marine regions was assessed to be good in terms of alien invasive species, as no new non-indigenous species have been introduced in the Baltic Sea during the last period of scrutiny. The status of alien invasive species is not good as a whole, however, when we look at the development and spread of populations on non-indigenous species which have already established themselves in Finland and the spread of alien species present elsewhere in the Baltic Sea to the Finnish marine region. As removing alien invasive species from the sea is impossible in practice, the focus in mitigating their harms will be on preventing the introduction of new alien species. Most marine species are introduced to Finland along with maritime transport. The most important current measures are the EU Regulation on Invasive Alien Species, the Finnish national Act on Managing the Risks Caused by Alien Species, and the national list of alien species adopted as a Government decree. The plans for controlling invasive alien species are also key tools which guide the implementation of the alien species legislation. The International Maritime Organisation's (IMO) International Convention for the Control and Management of Ships' Ballast Water and Sediments entered into force internationally in 2017. The adequacy analysis indicates that the current measures on aquaculture are sufficient, and all current measures are at least fairly effective. As a whole, the current measures are considered to be sufficient to prevent the introduction of invasive alien species and support the

controlling of the harms caused by them. This is why no new measures regarding invasive alien species are proposed in the programme. However, a measure to reduce the populations of invasive carnivores in coastal waters is proposed in the context of safeguarding biodiversity.

Marine litter, or the accumulation of foreign materials in the sea, may be harmful for marine organisms and humans. The general objective of reducing litter in the sea and on the shores is ensuring that the characteristics and volume of the litter do not harm the coastal and marine environment. Regarding visual observations of litter, good status is considered to have been achieved if a 30% reduction has been reached by 2025 compared to the 2015 level. For the part of microscopic litter, the aim is to achieve a declining trend in micro litter volumes. The current measures play a key role in curtailing marine litter. Key current measures on reducing marine litter include waste and urban waste water legislation, environmental legislation on shipping and the measures of the Plastics Roadmap for Finland. Certain additional measures are needed to improve the current situation, however. Consequently, eleven new measures to reduce marine litter are proposed in the programme of measures for the Marine Strategy. Among other things, the new measures strive to improve waste and waste water management and to reduce litter and microplastics loads from shipping, marinas, road transport, agriculture and artificial grass. The measures also aim to accelerate the management of abandoned glass fibre boats as waste and to reduce the amount of litter carried to the sea by stormwaters and as a result of snow dumping.

Underwater noise refers to human-induced noise in the sea, which may have adverse impacts on the marine environment and especially marine animals. Continuous noise is mainly caused by shipping, whereas impulsive (short and intermittent) noise is caused by underwater construction. The status of the marine environment in terms of underwater noise and other introduction of energy into the marine environment is currently unknown. Consequently, the target related to noise is identifying the level of human-induced underwater noise and its impact on marine animals in their significant habitats and/or during their life cycles. Current measures to reduce underwater noise include the IMO Guidelines for the Reduction of Underwater Noise from shipping as well as studies on the intensity of anthropogenic noise and the impacts of various sources of noise. As the current measures are not sufficient to achieve the set targets, four new measures to reduce underwater noise are proposed in the programme. The aim of the new measures is to reduce the level of underwater noise in concrete terms by means of speed limits and technical innovations and to impose restrictions on noise in certain areas and at certain times. The objectives of the measures include identifying areas sensitive to noise and the best options for reducing underwater noise in their vicinity. Further studies will also focus on the means of reducing underwater noise and their implementation in the context of marine construction and ship technology. An information campaign aimed at influencing people's attitudes towards underwater noise from recreational use is also envisaged.

The **integrity of the sea-floor and the status of its habitats** are affected negatively by many types of pressures. Disturbances caused by eutrophication, including oxygen deficiency, have been assessed as a significant, extensive and predominant reason for the poor status of habitats and biotopes of the sea-floor. Dredging, disposal of dredged spoil, underwater cables and pipelines, other construction and anchoring cause physical disturbance and seabed loss. While these activities are usually local, they are detrimental to the conditions of the sea-floor. The erosion of the seabed and shores caused by propeller wash and waves generated by ships and boats causes more extensive disturbance. The integrity of the sea-floor and the status of its habitats and biotopes will be improved and good status will be maintained by means of legislation, guidelines, plans and action plans. Eight new measures are proposed to address the identified problems. Three of them are related to identifying habitats and biotopes sensitive to human activities and reducing pressures in their vicinity. Two of the measures focus on restoring habitats, one on reducing the impacts of small-scale dredging, and two on investigating the best environmental technologies for dredging and marine construction.

Disturbances caused by alterations in hydrographical conditions refer to human-induced changes in water flows, wave formation, and salinity and thermal regimes and their potential impacts on the marine environment. These alterations mainly create pressure in small areas as a result of the effects of embankments and bridge structures on water flows or the introduction of warm water into the sea from power stations or sewage treatment plants. In the Finnish marine regions, human activity only has local impacts on hydrographical conditions, which is why the status of the marine environment has been defined as good in terms of alterations in hydrographical conditions. Key existing measures aiming to prevent such alterations are the Water Act, the Government Decree on Water Management Issues, the EIA procedure and water resource management measures. Most of the practical measures are local. They strive to restore the natural flow conditions of artificially modified coastal bays and other marine regions, either by dredging flow paths in overgrown areas or by building or refurbishing flow-through openings in embankments. While the current measures are sufficient to maintain good status at the local level, a broader study on restoration needs covering the coastal areas as a

whole is needed. However, no new measures on alterations in hydrographical conditions are proposed in the programme. The implementation of the measures to improve local flow conditions in the coastal areas included in the previous programme will be continued.

Marine biodiversity is a cross-cutting theme of the Marine Strategy, and achieving and maintaining good status of biodiversity is the core objective of managing the marine environment. A good status of marine biodiversity has not yet been achieved in the Finnish marine regions. Eutrophication, dredging, disposal of dredged spoil, disturbances and other human activities alter the marine environment to a point where sensitive species and biotypes are put under pressure and, at worst, disappear in areas experiencing the greatest pressure. Additionally, securing marine biodiversity has not been completely successful within protected areas which are not adequately managed and cared for. The programme of measures strives to improve the status of biodiversity by means of regional conservation and environmental protection as well as restoration and maritime spatial planning measures. Key measures currently related to this theme are improving the effectiveness of legislation, protected areas and practical conservation measures as well as different programmes, plans and strategies. As the current measures are not adequate to achieve good status, twelve new measures have been added to the programme. The new measures, together with those presented under other themes, will reduce pressures on marine species and habitats. They will promote the expansion of the protected marine area network and the effectiveness of conservation in protected areas. In addition, the efficacy and effectiveness of legislation relevant to the marine environment will be examined, the implementation of statutes will be clarified, and maritime actors' responsibility for the impacts of their operations on marine nature will be stressed. Restoration measures of the marine environment will contribute to the active conservation of valuable species and habitats. The current measure on the conservation of threatened habitats and species will be continued by preparing and launching action plans for those species and habitats that need them. The new measures include developing monitoring methods for birds in the middle and inner archipelago as well as the identification of shallow offshore areas important for sea birds. The measure on protecting the breeding of archipelago birds involves systematic culling of alien carnivores, or the mink and racoon dog, in coastal protected areas. The existing measure will be continued to improve the status of southern populations of the Baltic seal. New measures associated with maritime spatial planning will ensure the seamless integration of maritime spatial planning and plans into the promotion of good status of the marine environment as well as sustainable blue growth and use of natural resources, and facilitate the assessment and monitoring of the impacts of maritime spatial planning and plan implementation. The Finnish Coastal Zone Strategy will also be updated.

For the first time, the **management of risks to the status of the marine environment** is included in the programme of measures as a separate theme. The risks refer to unexpected or random environmental risks affecting the environmental status. The measures under this theme will reduce or eliminate risks before they are realised or reduce the harms caused by them, should the risks be realised. The risk factors include maritime transport of oil and hazardous goods, oil discharges from wrecks, and floods. Key current measures to reduce the risks include legislation, such as the Act and Decree on Environmental Protection in Maritime Transport, the Chemicals Act, the Flood Risk Management Act, and measures relevant to maritime transport in the first programme of measures for the Marine Strategy, whose implementation will continue. Reducing the risks will remain important, however. Consequently, nine new measures in the programme target managing risks to the status of the marine environment. Their objective is to reduce or eliminate unexpected or random environmental risks which, if realised, would impair the status of the marine environment. The measures proactively mitigate the harms caused by the risks, or reduce the negative effects of risks that have already been realised. The risk management measures focus on managing flood risks in the catchment area, reducing the risks of shipping accidents, risk assessment and remediation of wrecks causing environmental risks, preventing oil and chemical accidents in the open sea, in coastal areas and on the shores, and collecting and transporting wastes containing oil and chemicals for processing and final disposal. Risk anticipation will be enhanced by means of measures related to supervision, guidelines and international cooperation. Response to any realised risks will require concrete measures, appropriate fleet and close cooperation between different sectors and actors.

The **communication measure**, which includes information and advisory activities, environmental education and communication about the measures under the different themes, aims to raise the awareness of individual citizens and different professional groups of the management of the marine environment and the factors that contribute to its good status. The measure also strives to promote good practices and operating methods that reduce human-induced pressures on the marine environment.

The adequacy of the current and new measures aiming to achieve or maintain good status by the end of 2027 was assessed using a model based on expert views of the necessary reductions in pressures and the effectiveness of the measures in reducing pressures and/or improving the status. Regarding the **qualitative descriptor for biodiversity (K1)**, the assessment indicates that while the measures are otherwise sufficient to

achieve good status, the porpoise, long-tailed duck, ruddy turnstone, velvet scoter, common eider and European grayling in the Gulf of Bothnia will not be able to recover by 2027, and the recovery of the sea trout population will also take longer than this. The measures related to the **descriptor for invasive alien species (K2)** are adequate. Regarding the **descriptor for commercially exploited fish (K3)**, good status of the eel and the cod cannot be reached by 2027, especially due to action or inaction elsewhere in their range. The **descriptor for marine food webs (K4)** indicates that the measures are adequate. The measures related to the **descriptor for eutrophication (K5)** can mainly target reducing the input from land and sea. The impact of nutrient loading from land on the status of the open sea only represents a small part of the required impact. Measures at sea may reduce NO_x deposition from shipping or waste water loading from vessels. The general eutrophication of the open sea and the nutrient stores accumulated in the Baltic Sea over the long term also affect Finnish marine waters, and all states need to take action. The assessment indicates that while the measures will be adequate, good status will not be achieved due to natural conditions. Regarding the **descriptor for sea-floor integrity (K6)**, eutrophication and oxygen deficiency are affecting the status of the sea-floor habitats, which prevents the achievement of a good status at least in the Gulf of Finland, Archipelago Sea and Northern Baltic. The measures related to the **descriptor for alteration of hydrographical conditions (K7)** are adequate. The **descriptor for concentrations and impacts of contaminants (K8)** indicates that while the measures are adequate regarding the substances included in the assessment, good status may not be reached regarding brominated fire retardants and Cesium-137, which are slow to degrade in the marine environment. The measures related to the **descriptor for contaminants in fish (K9)** are adequate. The adequacy of the measures related to the **descriptors for marine litter (K10)** and **energy and underwater noise (K11)** could not be assessed as no definition for good status exists. However, the measures are expected to significantly reduce litter and underwater noise. Adequacy assessments were also conducted for general environmental targets.

In the management of the marine environment, **exceptions** need to be applied regarding qualitative descriptor K1 (biological diversity) for the porpoise, long-tailed duck, ruddy turnstone, velvet scoter, common eider and trout, descriptor K3 (commercially exploited fish) for the Archipelago Sea pike-perch, Bothnian Bay whitefish, eel and cod, descriptor K5 (eutrophication) for eutrophication in the open sea, and descriptor K8 (contaminants) for brominated fire retardants (PBDEs) and Cesium-137 in the open sea. The primary reason for making an exception to the status targets for the management of the marine environment in almost all cases is natural conditions which do not allow timely improvement in the status of the marine waters concerned, even if measures are on-going. A secondary reason for making exceptions is action or inaction for which Finland is not responsible. In particular, the latter applies to the porpoise, the eel and the cod, whose main populations are found outside the Finnish marine region, and the eutrophication of the open sea, which requires actions taken by all states in the Baltic Sea catchment area to reduce nutrient loading. While an exact timeframe for achieving good status for the different aspects cannot be given, it is likely that good status of species will have been achieved in the 2030s, whereas reaching good status for the part of eutrophication is estimated to take decades. As a result of the general eutrophication situation and oxygen deficiency in bottom waters, achieving good status in many sea-floor habitats covered by descriptor 6 by 2027 is considered unlikely.

The financial costs of the programme of measures were estimated to be around EUR 64 million per year. Most of these costs will be incurred from around a dozen measures with significant investment and other costs, including measures on combating oil and chemical spills and reducing underwater noise as well as the measure related to manure recycling, the geographical scope of which is extensive. The cost-effectiveness of each measure was assessed individually, taking into account its impact on the reduction of several pressures, the magnitude of the reduction and the costs.

As the programme of measures is implemented, it is expected to improve the status of the marine environment, which is estimated to create significant economic benefits. The benefits from reaching good status in the marine environment of the Baltic Sea are estimated to exceed EUR 400 million per year. These benefits will not be achieved fully by 2027 due to delays in achieving good status.

As required under the Act on the Assessment of the Effects of Certain Plans and Programmes on the Environment, the **environmental report** included in the programme of measures describes the possible environmental impacts caused by the implementation of the updated programme and compares the scenarios 'with only current measures' and 'with current and new measures'. The updated programme covers a broad range of measures targeting different pressures. Its full implementation will have a positive impact on the ecological status of the sea, comfort, exploitation of natural resources and livelihoods alike. Programme implementation will promote the achievement of good status of the marine environment and increase the volume of information that can be used to influence certain pressures in the future. In the case of several pressures, however, the impacts on the status of the sea will remain relatively small or smallish and, consequently, the programme of measures should be examined together with other programmes and initiatives affecting the status of the sea.

The programme of measures is not regarded as having significant negative effects, although the implementation of some measures will increase the workload of public servants. The estimated impacts are associated with uncertainties, and the actual impacts will depend on the final form in which the measures are implemented, as well as their scale. The measures included in the programme have been planned based on the current status of the sea. Addressing new challenges and thus supporting the sustainability transition should be considered in greater depth in the future.

The programme of measures for the Finnish Marine strategy was prepared by a broad-based working group. Stakeholders participated in these efforts, both as members of the working group that drafted the programme and through the cooperation groups on the management of water resources and the marine environment of the Centres for Economic Development, Transport and the Environment. Coordination of this preparation work, as well as cooperation with other countries around the Baltic Sea, especially neighbouring EU Member States, took place during programme preparation within the Baltic Marine Environment Protection Commission (HELCOM) and bilaterally.

A consultation on the programme of measures will be organised between 1 February and 14 May 2021, and the programme will be presented to the Government for approval as part of the Marine Strategy in December 2021.

This programme of measures applies to Finland's territorial marine waters in their entirety from the shoreline to the border of our economic zone. The government of Åland will prepare a programme of measures for its own territorial waters. Coordination between the programmes of measures of the Åland Islands and Mainland Finland will be ensured. The programme will be implemented between 1 January 2022 and 31 December 2027.

| Measures of the Finnish marine strategy 2022–2027 | |
|---|---|
| Reducing nutrient loading and eutrophication | |
| 1 | Reducing the impacts of food production and consumption on water systems (TPO2022-REHEV1) |
| 2 | Encouraging sustainable fishing and the consumption of wild Finnish fish (TPO2022-REHEV2) |
| 3 | Promoting the recycling of nutrients found in manure as part of biogas production (TPO2022-REHEV3) |
| 4 | Sustainable use of products made from wastewater sludges in landscaping (TPO2022-REHEV4) |
| 5 | Reducing diffuse loading from special crop and fur production in the archipelago and coastal areas (TPO2022-REHEV5) |
| 6 | Role of seaberry in reducing nutrient leaching in the catchment area, piloting and impact assessment (TPO2022-REHEV6) |
| 7 | Report on the amount of human waste generated on cargo vessels and their nutrient loading in the Baltic Sea (TPO2022-REHEV7) |
| 8 | Report on the amount of grey wastewater generated on vessels and its nutrient loading in the Baltic Sea (TPO2022-REHEV8) |
| 9 | Report on the volume of food waste generated on cargo vessels and its nutrient loading in the Baltic Sea (TPO2022-REHEV7) |
| 10 | Effective implementation and supervision of the Baltic Sea NOx Emission Control Area (NECA) (TPO2022-REHEV10) |
| 11 | Reducing nutrient emissions from fertiliser transport in ports (TPO2022-REHEV11) |
| 12 | Measures to reduce nutrient stores in the sea and sea-floor and to increase nutrient binding (TPO2022-REHEV12) |
| 13 | Removing biomass, including dead green algae and aquatic plants, from the sea (TPO2022-REHEV13) |
| 14 | Improving the assessment of the impacts on water systems of activities that cause loading in the sea (TPO2022-REHEV14) |
| Reduction of hazardous and harmful substance loads | |
| 15 | Regulation and handling of antifouling paints (TPO2022-HAITALLISET1) |
| 16 | Investigating the impacts of water discharges from sulphur scrubbers and developing international regulation on these discharges (TPO2022-HAITALLISET2) |
| Sustainable use and management of renewable marine resources | |
| 17 | Definition of good status of and sustainable fishing pressure for coastal fish species (TPO2022-Fish1) |
| 18 | Conservation of the European grayling (TPO2022-Fish2) |
| 19 | Promoting fisheries restoration measures for coastal fish species (TPO2022-KALAT3) |
| 20 | Measures for promoting the recovery of the eel population (TPO2022-Fish4) |
| Controlling invasive alien species | |
| | - No new measures |
| Reducing marine litter | |
| 21 | Developing regional waste collection points and reducing illegal dumping (TPO2022-ROSKAT1) |
| 22 | Speeding up waste management measures for rejected fibreglass boats (TPO2022-ROSKAT2) |
| 23 | Reducing the amount of littering in shoreline areas used for recreation by the public through education and provision of appropriate waste containers (TPO2022-ROSKAT3) |
| 24 | Developing the waste and sewage management of marinas and boating (TPO2022-ROSKAT4) |
| 25 | Reducing microplastic loading from artificial grass (TPO2022-ROSKAT5) |
| 26 | Reducing micro litter loading from road transport (TPO2022-ROSKAT6) |
| 27 | Reducing plastic loading from agriculture (TPO2022-ROSKAT7) |
| 28 | Reducing litter from ships (TPO2022-ROSKAT8) |
| 29 | Reducing the contaminant, nutrient, litter and micro litter loads in stormwaters and sewage (TPO2022-ROSKAT9) |
| 30 | Volume and sources of plastic pellet pollution in the Baltic Sea (TPO2022-ROSKAT10) |
| 31 | Dumping of snow into the sea (TPO2022-ROSKAT11) |
| Reducing underwater noise pollution | |
| 32 | Restricting underwater noise in certain areas and/or at certain times (TPO2022-MELU1) |
| 33 | Reducing underwater noise associated with marine construction and other activities (TPO2022-MELU2) |
| 34 | Reducing underwater noise from commercial shipping (international) (TPO2022-MELU3) |
| 35 | Reducing underwater noise from boating (information campaign) (TPO2022-MELU4) |
| Improving sea-floor integrity and the status of habitats | |

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| 36 | Protecting important biotopes and habitats of the sea-floor (TPO2022-POHJA1) |
| 37 | Recovery of the common eel grass and Charophyte algae (TPO2022-POHJA2) |
| 38 | Removal of common reed to increase biodiversity (TPO2022-POHJA3) |
| 39 | Reducing disturbance to sea-floor integrity caused by boating (TPO2022-POHJA4) |
| 40 | Systematic nature of small-scale dredging and more efficient guidance (TPO2022-POHJA5) |
| 41 | Best environmental technologies for excavation and suction methods in dredging and sand extraction (TPO2022-POHJA6) |
| 42 | Placing silt curtains around dredging and disposal sites (TPO2022-POHJA7) |
| 43 | Reducing physical disturbance caused by commercial shipping (TPO2022-POHJA8) |
| Preventing disturbance caused by alteration of hydrographical conditions | |
| | - No new measures |
| Regional measures related to the conservation, protection and restoration of nature and maritime spatial planning | |
| 44 | Expanding the protected area network to safeguard marine biodiversity (TPO2022-LUONTO1) |
| 45 | Improving the effectiveness of conservation in marine protected areas (TPO2022-LUONTO2) |
| 46 | Report on the efficacy and effectiveness of legislation in the conservation of the marine environment (TPO2022-LUONTO3) |
| 47 | Restoration and rehabilitation measures of the marine environment (TPO2022-LUONTO4) |
| 48 | Action plans for threatened marine species and habitats (TPO2022-LUONTO5) |
| 49 | Preparation and implementation of management measures for the conservation of southern Baltic seal populations (TPO2022-LUONTO6) |
| 50 | Survey of birds in shallow offshore areas (TPO2022-LUONTO7) |
| 51 | Developing bird monitoring in the inner and middle archipelago (TPO2022-LUONTO8) |
| 52 | Systematic culling of alien carnivores in coastal areas (TPO2022-LUONTO9) |
| 53 | Establishing the needs to revise maritime spatial plans and identify their information needs (TPO2022-LUONTO10) |
| 54 | Action plan for assessing and monitoring the effectiveness of maritime spatial plans (TPO2022-LUONTO11) |
| 55 | Update of the Finnish Coastal Zone Strategy (TPO2022-LUONTO12) |
| Management of risks to the status of the marine environment | |
| 56 | Improving preparedness for combating oil and chemical spills (TPO2022-RISKI1) |
| 57 | Ecological guidelines for oil and chemical spills, use of environmental information and addressing risk areas in anticipation related to spill combating measures (TPO2022-RISKI2) |
| 58 | Ensuring the ability to combat spills of new oil types and situational awareness of the transported chemicals (TPO2022-RISKI3) |
| 59 | Improving the efficiency of oil and chemical spill prevention offshore, in coastal areas and on shores (TPO2022-RISKI4) |
| 60 | Updating the Waste Act for the part of handling waste from oil and chemical spills (TPO2022-RISKI5) |
| 61 | Updating the operating model for combating chemical spills from vessels to ensure its HELCOM compatibility (TPO2022-RISKI6) |
| 62 | Assessment and remediation of wrecks causing environmental risks (TPO2022-RISKI7) |
| 63 | Replacement of surveillance aircraft used for detecting emissions from ships to water or air (TPO2022-RISKI8) |
| 64 | Introducing catchment area specific, nature-based solutions to reduce the harms caused by flooding (TPO2022-RISKI9) |
| Communication and guidance related to the programme of measures for the Finnish Marine Strategy | |
| 65 | Intensified communication about the objectives of managing the marine environment (TPO2022-VI-ESTI1) |