

# MARITIME SAFETY COOPERATION IN THE BALTIC SEA

St. Petersburg  
5th June 2007

Markku Mylly  
Director General



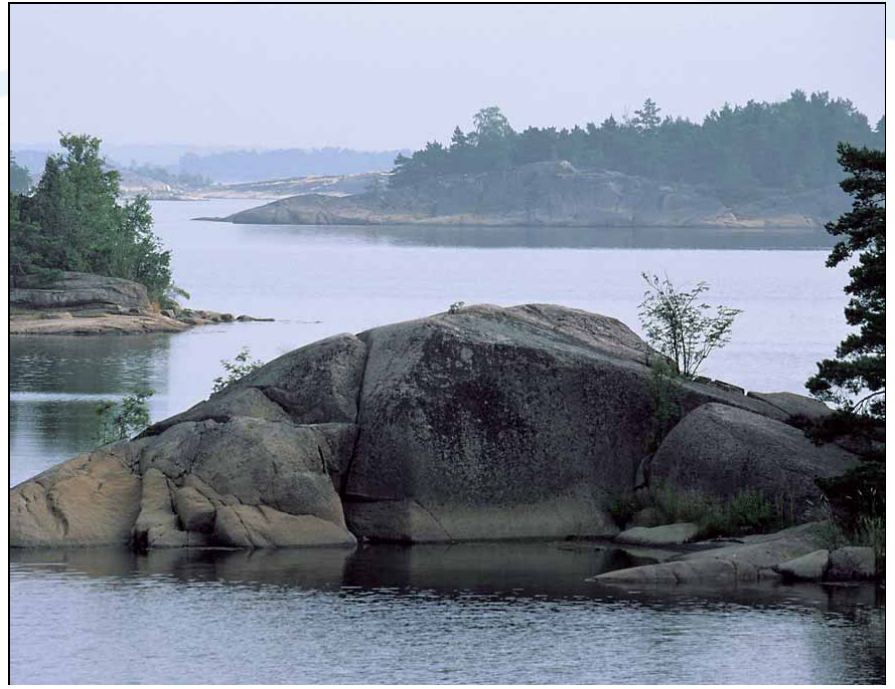
**Finnish Maritime  
Administration**

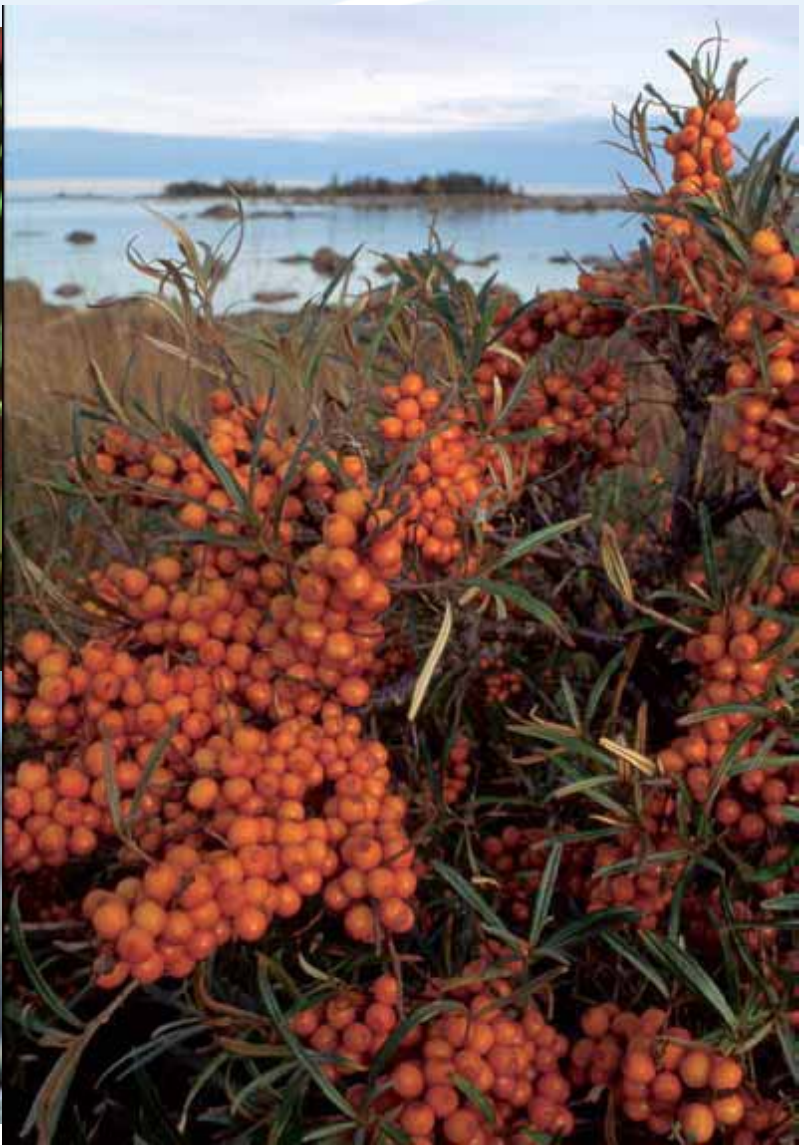
# Baltic Sea facts

- **A shallow and almost landlocked sea**
- **One of the largest bodies of brackish water in the world**
- **Unique and fragile ecosystems with naturally low numbers of species**
- **Highly sensitive to all kinds of pollution**
- **Surrounded by many large cities and regions with intensive agriculture and industry**
- **Some of the busiest shipping lanes in the world**

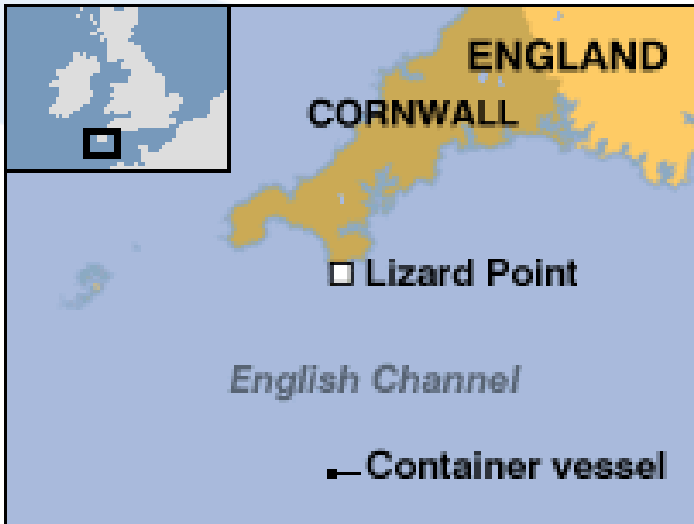
# BALTIC SEA







# MSC NAPOLI



**3,500 tonnes of oil**

The 62,000 tonne vessel was carrying 2,323 containers, 158 of which are classed as having potentially hazardous contents.



**Coastguards hope to tow the Napoli to port**

**We have an extremely sensitive bit of coastline; we are dealing with a World Heritage Site**

Julian Wardlaw, Environment Agency

St. Petersburg 5th June 2007



GETTY IMAGES

# EMSA

## *EMSA adds value in three main ways:*

- *by facilitating dialogue and sharing of experience between European maritime administrations, promoting awareness of best practice and fostering greater consistency in the delivery of maritime safety and environmental protection;*
- *by acting on behalf of the Commission and EU Member States in managing tasks and processes which benefit from consistency and economies of scale (such as audits of Class Societies and inspections of third country seafarer training providers); and*
- *by investing in new services which can sensibly be funded and managed jointly (instead of being duplicated by each maritime state within the EU), of which examples include SafeSeaNet and the supplementary oil pollution response capability.*

# Timeline

**December 12, 1999**  
**The “ERIKA” sinks off the**  
**Coast of Brittany**

**The European Commission**  
**reinforces existing Maritime**  
**Legislation.**

**The ERIKA I & II packages**



# Timeline

**27th June 2002 – The EMSA Regulation is passed as part of the ERIKA II Package**

**Other ERIKA I & II legislation includes:**

- **Reinforced Port State Control inspections**
- **Enhanced requirements for Classification Societies**
- **Phasing out of single hull tankers**
- **Creation of a vessel traffic management system**

# Timeline

**November, 2002 - The "Prestige" sinks off the Coast of Galicia**



# Timeline

**An acceleration of the measures concerning EMSA contained in the ERIKA package is called for.**



## Ro-Ro Finnbirch



## MT PROPONTIS



## MT Weserstern



Petersburg 5th June 200

-----  
Aframax M/T MINERVA CONCERT (Greece, 56477gt),  
Fredericia for Rotterdam, w/ over 80,000 tons crude oil has  
grounded on a sandbank in the Great Belt near Hatter,  
Denmark, 14-May-2007. There is structural damage incl.  
ballast tank. Tanker had two Danish pilots o/b when most  
likely due to some "false manoeuvring", according to a  
report, the vessel left the traffic separation system and  
grounded.

-----  
Refloated on May 18 and taken to Kalundborg roads,  
Denmark.



# **DECLARATION ON THE SAFETY OF NAVIGATION AND EMERGENCY CAPACITY IN THE BALTIC SEA AREA (HELCOM COPENHAGEN DECLARATION)**

adopted on 10 September 2001 in Copenhagen  
by the HELCOM Extraordinary Ministerial Meeting



# **Maritime Safety Proposals BALTIC 2004**

# RATIFICATION

- **Ratification and implementation of all relevant international conventions, EU directives and regulations in the field of maritime safety and security, port state control, liability and compensation.**

# Safety of Ships in the Baltic Sea - Selected List of New Measures -

## IMO

- MARPOL 73/78 Annex IV (Sewage) in force after 27.09.2003 and Annex VI (Air Pollution) in force 2004 (?)
- LLMC Conv. on Limitation of Liability 76 + Prot. 96 , increase of compensation sum, not yet in force
- CLC Conv. on Civil Liability of Oil Pollution Damage 1969, increase of compensation in two steps: 295 mio. EUR in force 01.09.2003 and 900 mio EUR later
- Bunkers Conv. 2001 on compensation/insurance for bunker oil damage, no ratification
- Athens Conv. on Liability for Passengers and Luggage (PAL 74 + Prot. 2002), increase of liability max. 325.000 \$, no ratification
- HNS Conv. on Liability for Hazardous and Noxious Substances 96, slow ratifications
- AFS Conv. 2001 on Prohibition of Anti Fouling Systems, in force for EU only
- BALLAST Water Conv., Diplomatic Conference expected in 2004
- WRC Wreck Removal Conv. on liability for and insurance against wrecks; Diplomatic Conference expected in 2004
- AIS (Automatic Identification System) and VDR (black boxes) SOLAS Chapter V, in force since 2002 to be implemented until 31 Dec. 2004
- PSSA (Particularly Sensitive Sea Areas) Guidelines 2001 in force, various applications on the agenda of IMO
- ISPS Code (Int'l Ship and Port Facility Security Code against terrorism in maritime transport), enters into force on 01.07.2004, includes hull numbers, AIS, alarms, security assessments, security plans and security officers for ships and ports
- Flag State Quality Management, auditing system to be introduced; under consideration in IMO
- ILO Labour Standards (GENEVA Accord) diplomatic conference in Sept. 2005

# EU Initiatives (ERIKA I+II packages and 3rd maritime safety package)

## EU Initiatives

- Dir. 2001/105 on Control of Classification Societies, to be implemented 22.07.2003
- Dir. 2001/106 on Port State Control, to be implemented 22.07.2003
- Reg. 1726/2003 on Accelerated Phasing-Out of (EU flag) Single Hull Tankers (max. 2010), in force since 21.10.2003
- Dir. 2002/59 on Monitoring and Control of Maritime Traffic, to be implemented before 05.02.2004
- Reg. 1406/2002 on the establishment of the European Maritime Safety Agency (EMSA), final seat of the agency not yet decided, temporary seat Brussels since January 2003; draft regulation to amend Reg. 1406/2002 (additional operational duties for EMSA)
- Dir. 2000/59 on Port Reception Facilities for Oil, Sewage etc, in force since January 2003, implementation in many EU States delayed
- Dir. 2001/96 for the Safe Loading and Unloading of Bulk-Carriers, based on the IMO-BLU Code, to be implemented before 05.08.2003
- Dir. 2002/6 on Uniform Reporting Formalities, based on the IMO-FAL forms, to be implemented before 09.09.2003
- Dir. 2099/2002 on the establishment of the Committee on Safe Shipping (COSS)
- Amendment to Reg. 417/2002 on Accelerated Phasing-Out of Single Hull Tankers, (max. 2010/2005 instead of 2015), heavy crude oil only in double hulls, adopted by EP on 04.06.2003 with overwhelming majority , in force 20.10. 2003
- Reg. 782/2003 on the Prohibition of Organic Compounds on Ships, implementing the IMO AFS Conv.; in force as from 09.05.2003
- Draft Dir. on Sanctions Against Environmental Crimes (KOM(2003)92) under deliberation
- Draft Reg. on the Implementation of the ISPS Code, under deliberation
- Revision of Reg. 3051/95 on Safety Management of Ships, to be negotiated

# BALTIC SEA — HELCOM Copenhagen Declaration 2001

## CONFERENCE OF TRANSPORT MINISTERS and beyond

- Routeing in Kadetrenden and Gulf of Finland, implemented 2002 and 2003
- Pilotage in sensible areas, only recommendations
- ECDIS Electronic Maps, being implemented
- AIS System in all Baltic States, being implemented by Expert Working Group
- Ban on Single Hull Tankers as from 2015, adopted
- PSSA application for Parts of the Baltic Sea, under deliberation
- Quality Shipping Agreements Government/Industry, available only in Denmark
- National Websites on Ship Safety measures, not yet implemented
- Data Exchange on Accident Investigation, not yet implemented
- Designation of Places of Refuge, not yet implemented
- Establishment of Deep Water Transit Route for the whole Baltic Sea, under consideration by Expert Working Group
- Compulsory Pilotage for Sensible Sea Areas, under consideration by Expert Working Group
- Rules for Ice Classification of Ships and Icebreaker Services, under consideration by Expert Working Group

# 1. Implementation of one compulsory Tanker Transit Route

- **Concentration of tankers in deep waters far from the coast**
- **Facilitating the monitoring of ship movements and deviations from the set course**
- **Better opportunities for the positioning or concentration of emergency tugs and the accident management equipment at particular danger points**
- **Consideration of special areas, such as nature reserves, fishing grounds or offshore wind parks**
- **Reduction in the potential for navigational errors by minimising number of way points**

**2. Expanded use of pilots in narrow and restricted waters of the Baltic Sea**

**3. Setting up effective plans for the access to places of refuge**

**4. Permanent provision of emergency tugs along main shipping routes**

**5. Establishment of clear decision making structures for accident/disaster**

**6. Networking of accident management authorities**

**7. Implementation of the ISPS-code**

**8. Efforts to co-operate in education and training in all fields of maritime safety and security**

**9. Consistent execution of tasks by Flag State Control and Port State Control**

**10. Baltic Sea area as PSSA**

**11. Implementation of the EU- and IMO-Regulations for the phasing out of single hull tankers by 2010 latest**

# 8. Efforts to co-operate in education and training in all fields of maritime safety and security

- Immediate provision of information for all countries and alarms in the event of major accidents/terrorist threat situations,
- Mutual support measures, provision of resources and equipment, particularly special ships and special equipment, as well as sufficient personnel,
- Guarantee of necessary data exchange (e.g. type, number and location of resources, record and submission of personal data for personal identification to the office in charge), effective co-operation as part of international and police legal assistance,
- Agreements and regulations on adoption/support of management in the case of mobile situations (safety and security) with affected bordering states, taking into account action management by the Federal Office of Criminal Investigation in the event of certain terrorist situations at national level.

# 12. Raising of minimum training standards

- Raising the minimum training standards,
- Introducing mandatory refresher training courses on ship safety and accident management for seafarers, captains, officers and engineers,
- Expanding the content of the training courses, especially taking into account ship management in emergency situations (places of refuge, emergency tugs, salvage, combating harmful substances), with the involvement of the interface Land/Ship as well as cooperation with the disaster operations centres on land.