

Maritime Safety and Environment Protection in the Baltic Sea

- some concrete developments from a Swedish
perspective

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Maritime Safety and Environment Protection in the Baltic Sea

- Swedish Maritime Administration
- HELCOM Maritime Action Plan
- Sound VTS Denmark Sweden
- Baltic Sea Escort Towage
- Baltic Sea Hydrography Progresses
- Russian Training in Oil Pollution Prevention and Response

Swedish Maritime Administration Responsibilities and Services

- Maritime Safety Inspectorate
- Protection of marine environment
- Hydrography
- Fairways and Aids to Navigation
- Icebreaking
- Maritime Search and Rescue
- Pilotage



HELCOM Maritime Action Plan

Strategic Goal – point of departure

Maritime activities in the Baltic Sea
carried out in an
environmentally friendly way



The HELCOM Area



HELCOM Maritime Action Plan

Six topics

1. No illegal pollution
2. Safe maritime traffic without accidental pollution
3. Efficient response capability
4. No introductions of alien species from ships
5. Zero discharges from offshore platforms



Challenges

- Ratification of the Convention by the HELCOM countries and include inland corridors and Ponto-Caspian regions in Convention
- No discharge from offshore platforms
- Most polluters (oil and other materials discharges) identified
- Better capacity to respond to heavy discharges, discharges in ice etc
- Implement satellite pictures of oil spill
- Decreasing n:o of groundings and collisions
- Effective measures for alien species in ballast



Achievements

- 30 emergency tugs with bollard pull of 50 tons or more
- Commercial emergency resources available in most countries
- 40 sea-going response vessels around the Baltic within six hours reach
- Baltic Strategy for Port Reception Facilities implemented to a great extent



Response capacity in the Baltic

- ~ 30 emergency tugs with the bollard pull of 50 or more tons
- ~40 seagoing response vessels
- additional capacity provided by EMSA



KBV 001-002 + 003



MAIN DATA

Length o a	81.27 m
Beam	16.00 m
Draught design	5.00 m
Draught max	6.50 m
Air draught	36.60 m
Speed max	16.00 knots
Bollard pull	100 tonnes
El power	9 036 kW
Thruster power	6 600 kW
Bow thrusters	850 + 415 kW
Complement	Normal 15 / Max 44
Class	DNV +1A1 TUG LFL* SF OILREC Fire Fighter 1 E0 ICE 1A* DK(+) HA(+) DYNPOS-AUT NAUT-OSV COMF V(2)C(2) CLEAN RP ICS

CHEMICAL RECOVERY VESSEL

Germanischer Lloyd Class

INCREASED GAS DANGEROUS AREA

OVERPRESSURE PROTECTION OF ACCOMODATION

OVERPRESSURE PROTECTION OF ENGINE ROOMS

TWO CHEMICAL CARGO TANKS / HOLDS

EXTENSIVE GAS DETECTION SYSTEM

ENCLOSED TANKER LIFEBOAT

UPGRADED CRANE

ADAPTED CARGO HANDLING EQUIPMENT

*SOMEWHAT DECREASED OIL RECOVERY EQUIPMENT FOR
003 COMPARED TO 001 -002 TO MAKE PLACE FOR
CHEMTANKS (STAINLESS STEEL)*

Delivery Time and location

<i>Ship No.</i>	<i>001</i>	<i>002</i>	<i>003</i>
Delivery	Mid 08	Jan 09	Nov 09
Port of registry	Gothenburg	Gotland	Karlskrona

Ship Reporting System in the Sound between Denmark and Sweden



**Signed in 16 May 2007 by the Directors General
Svend Eskildsen FRV and Jan-Olof Selén SMA**



The Royal Danish Administration
of Navigation and Hydrography

SWEDISH MARITIME
ADMINISTRATION



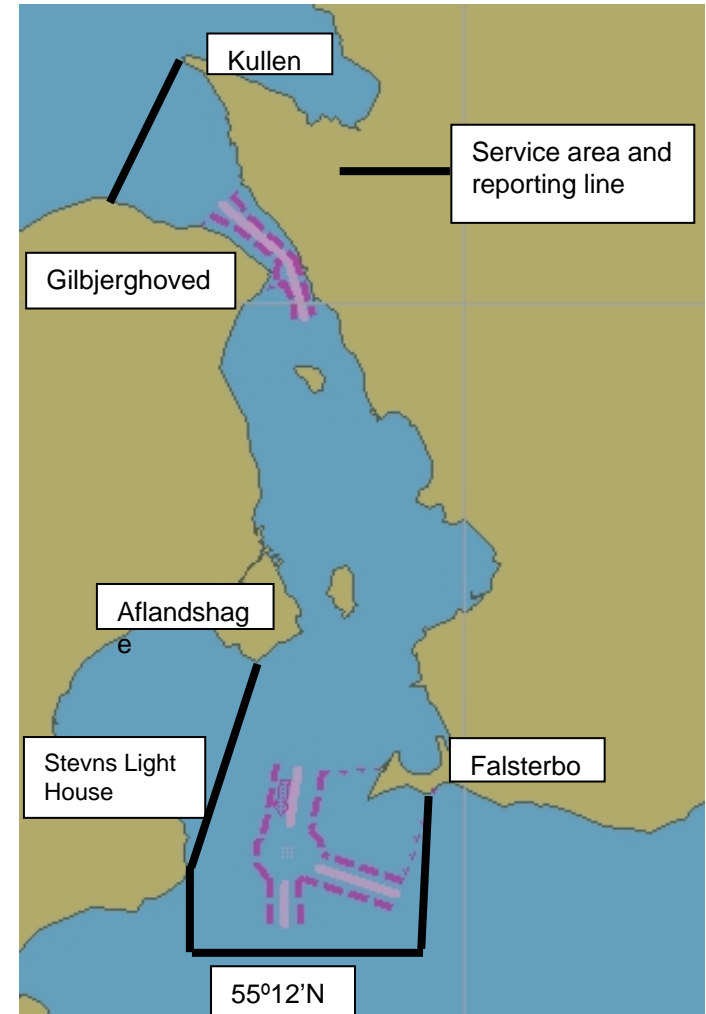
Sound VTS



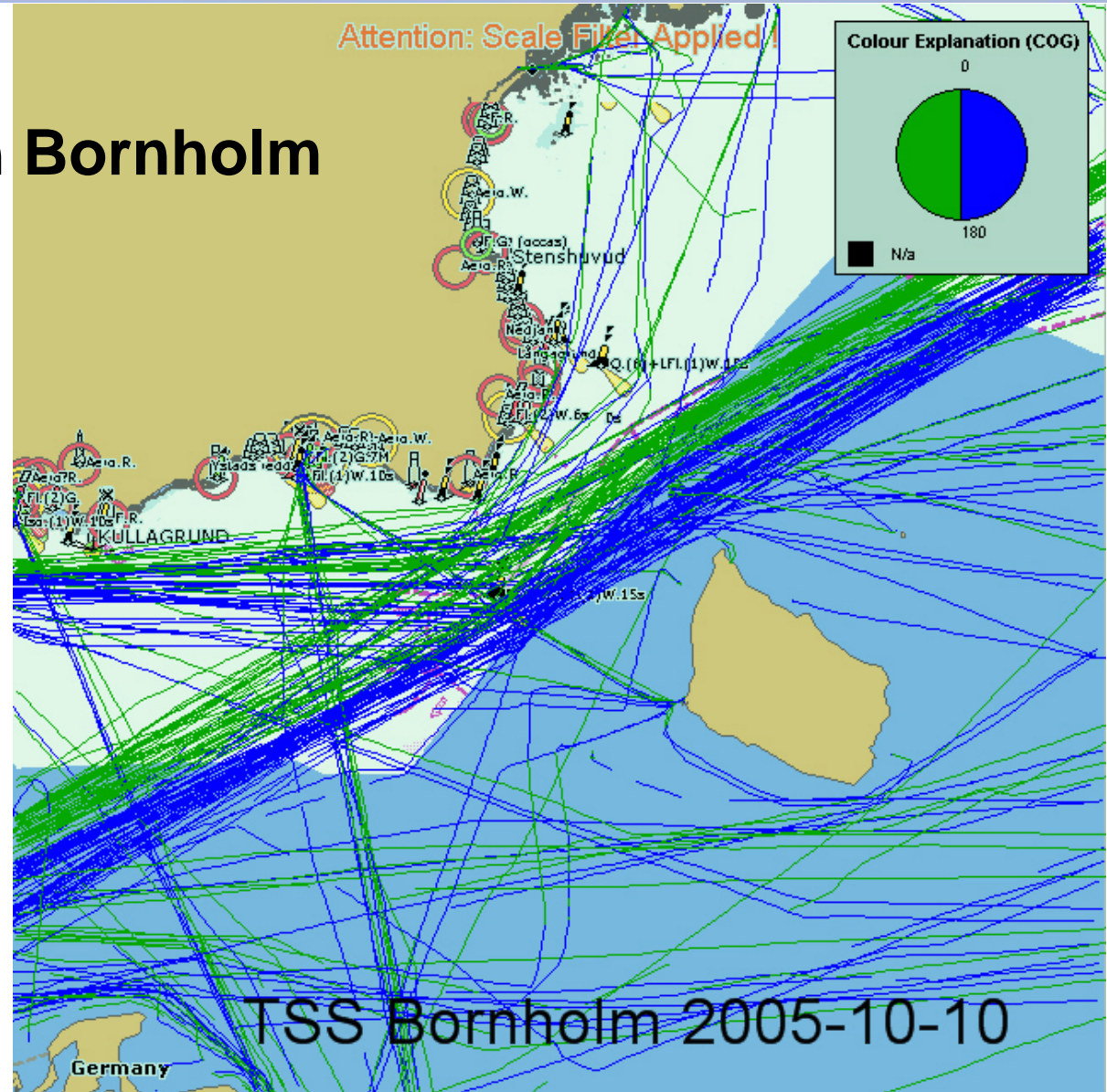
Goal – primo 2009

Service area and reporting lines

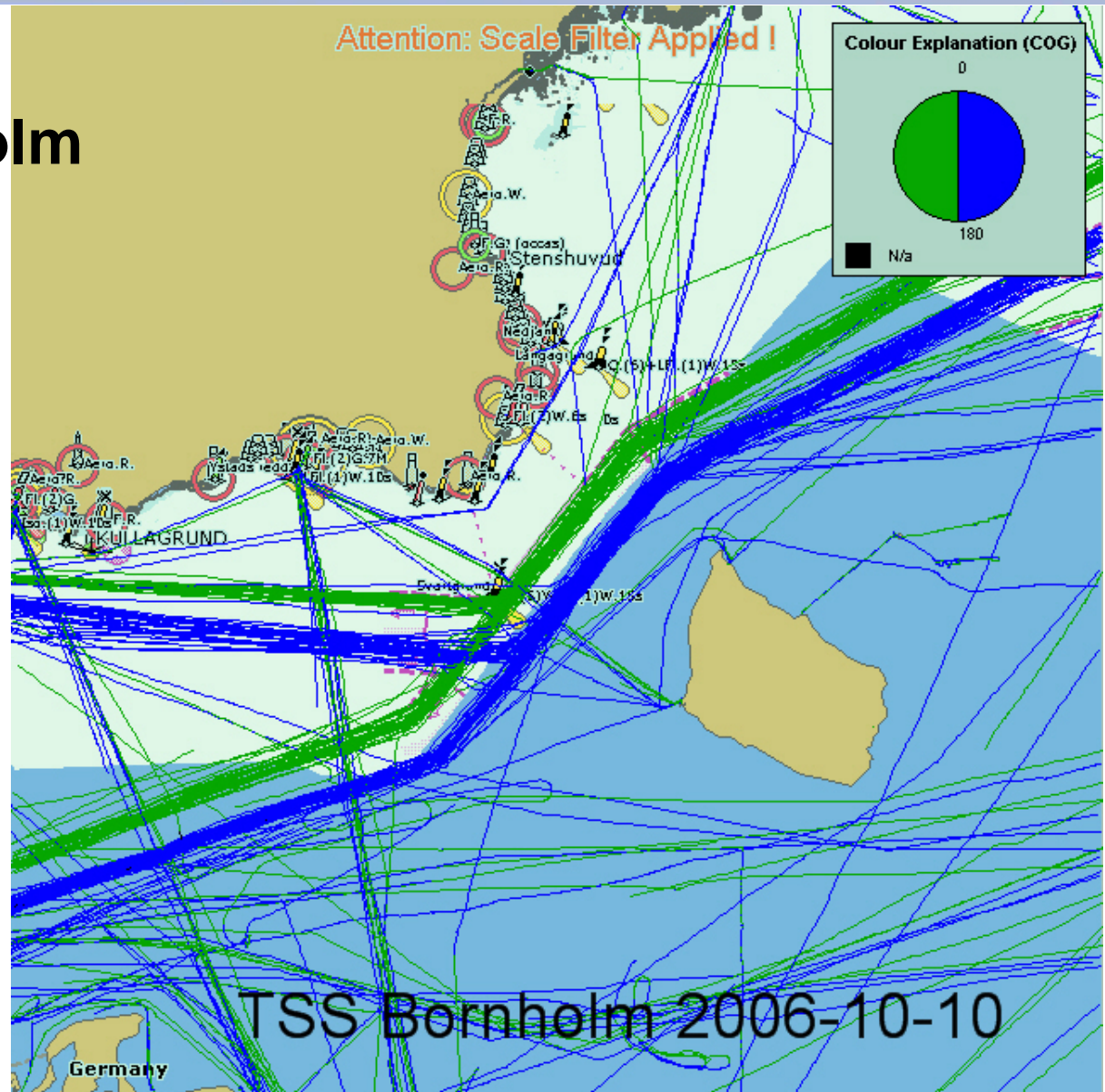
- Mandatory Ship Reporting System (SRS)
- Navigational Assistance Services (Nav)
- Dependent on IMO approval process and radar implementation process



Traffic situation Bornholm - 2005

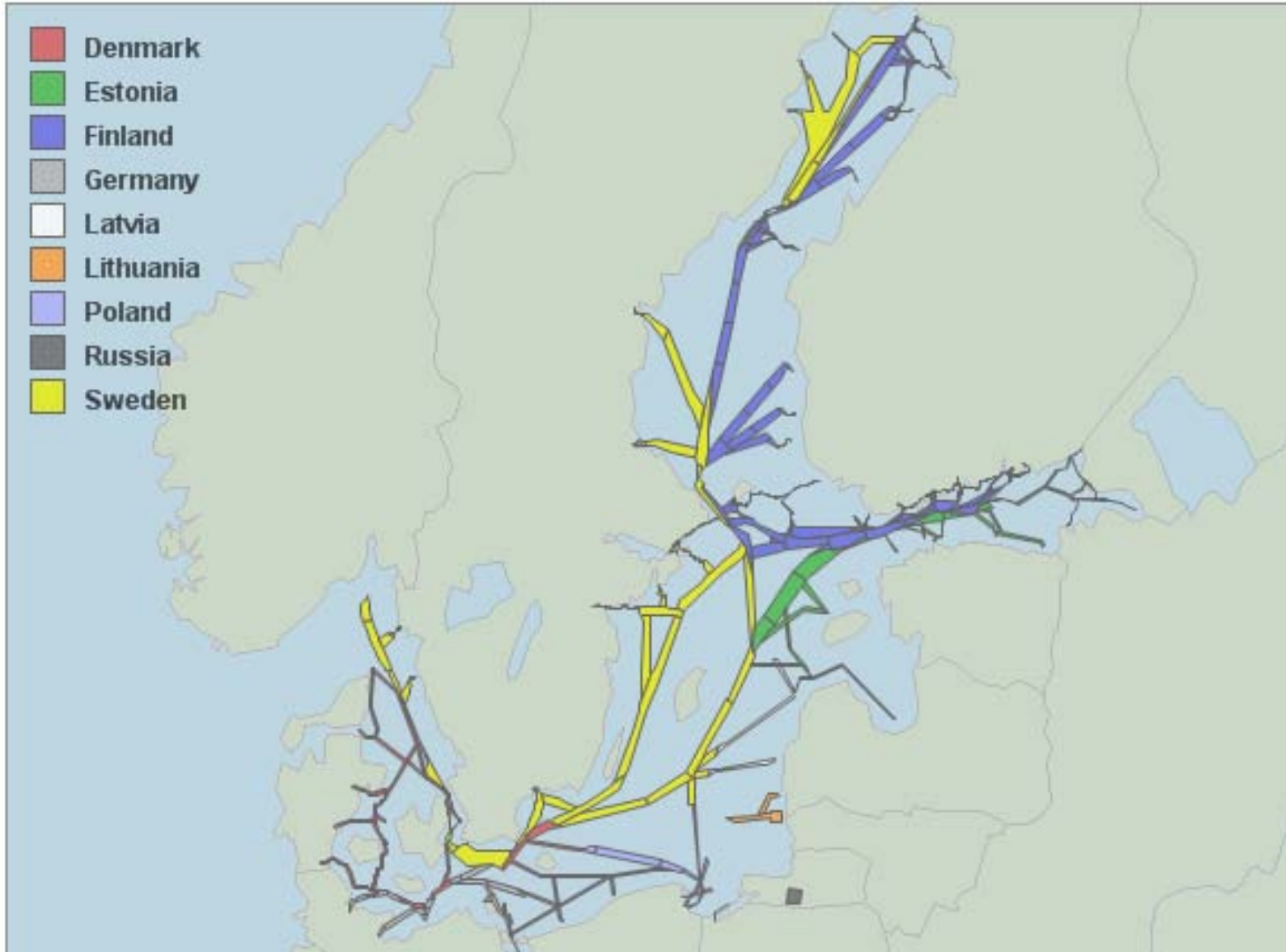


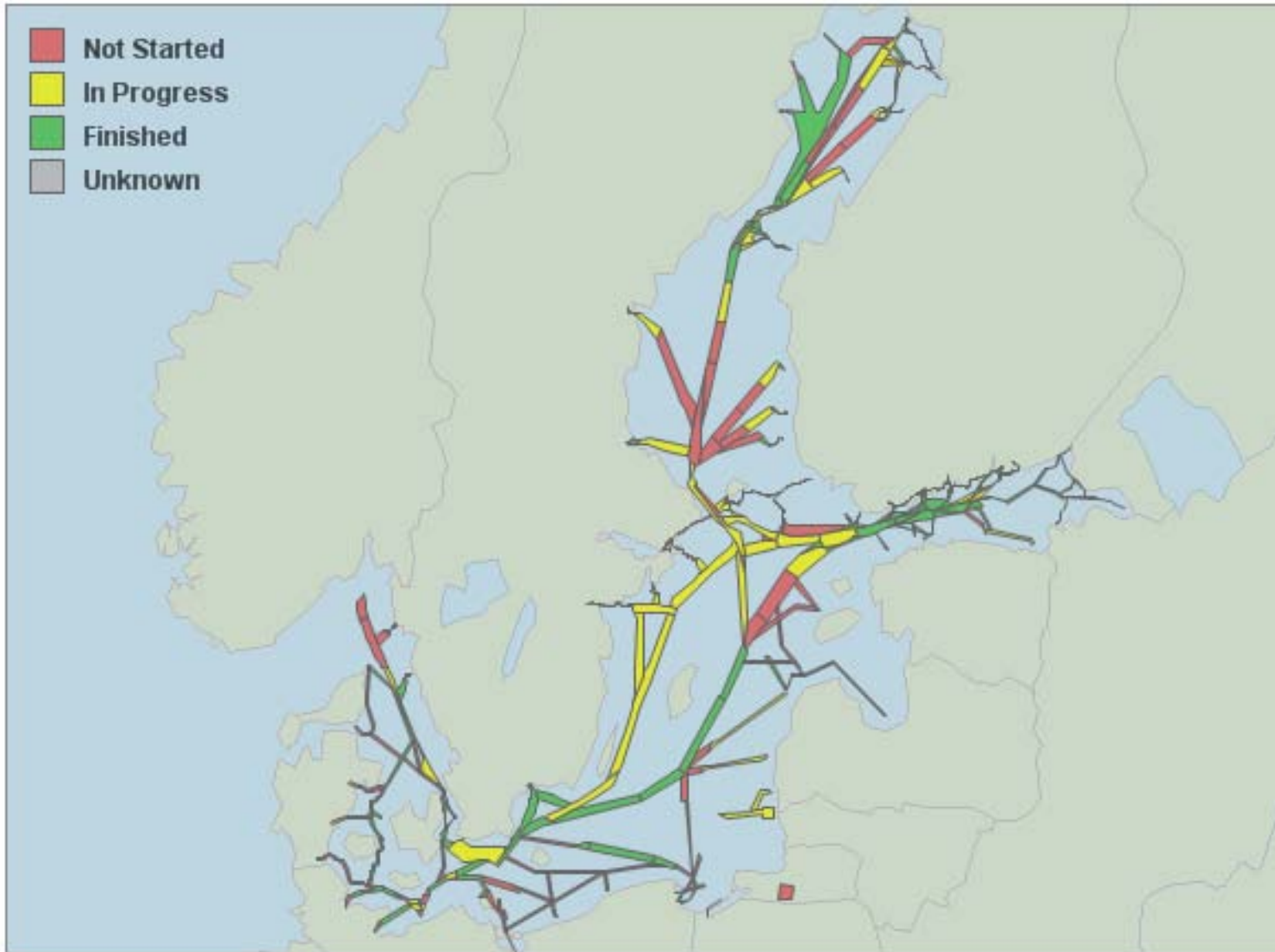
APM at Bornholm - 2006



Quality assurance of the trunk Sea Route Network in the Baltic

- HELCOM recommendation from 2003
- Hydrographic surveying to standard of S44
- Alignment of reference levels
- 70 % of the total workload on SE and FI
- Status and progress





Oil Pollution Prevention and Response Training 2004-2007



Objective: To reduce the risk of oil spills from ships and ports handling oil and to reduce the consequences if such spills occur.

**The Swedish Maritime Administration,
the Swedish Coastguard, the Swedish Rescue
Services Agency and
Russian organisations and port authorities**

Port Environment Management Seminars

**Port training courses, workshops and IMO
model courses.**

Oil Pollution Prevention and Response

Detailed objectives

**To increase ecological awareness,
to strengthen human resources responsible
for pollution prevention,
to improve appropriate regional contingency
planning and preventive actions in the
Northwestern part of the Russian
Federation**

and

**to reinforce the cross-border cooperation,
preparedness, and the capacity of
organisations in providing training in oil
pollution prevention in the Baltic, White
and Barents Seas.**



rapet

Oil Pollution Prevention and Response Training 2004-2007



- Participants
Makarov Training Centre, Admiral Makarov State Maritime Academy, Lukoil-Nizhnevolzhskneft, Lukoil Shelf Ltd, Lukoil-Kaliningradmorneft, OAO LUKoil, EMERCOM in Moscow, Port authorities (Saint Petersburg, Primorsk), SMPCCA, Rosmorport, CNIIMF
- Places
St Petersburg, Kaliningrad, Moscow, Murmansk

Oil Pollution Prevention and Response Training

2004-2007, Activities



- **Port Environment Management Seminars**
- **Port Reception Facilities**

- **First Phase 2004-2005**
- Exchange of experience within Safety at Sea (Russia, Sweden)
- **Second Phase 2006-2007**
- IMO Model Training Course on Oil Pollution Preparedness, Response and Co-operation, coordinated training with relevant organizations
- Workshop Kaliningrad Fu Shan Hai Oil Drift Models
- Oil Spill Preparedness and Response
- Complete Response Chain for Port Authorities, Oil Terminals and Local Authorities
- Capacity Development Workshop Oil Pollution Training (Sweden and Russia)
- Seminar regarding detection of oil in areas with ice and the impact of ice on oil

Conclusions

- Oil transport grows faster – and the potential threat - than the visible prevention actions
- But, a major quality improvement of the tonnage is significant
- Consistent national, bilateral, and regional actions are all necessary
- The institutional capacity of handling oil spill preparedness has increased substantially in Russia
- SMA intends to continue – also in a wider regional perspective – the cooperation with relevant Russian bodies in the well-established positive spirit

Foto: Sjöräddningssällskapet

