

Final Conference

8 December 2011, Helsinki, Finland

Sub-regional risk of spill of oil and hazardous substances in the Baltic Sea (BRISK)

Co-operation to enhance pollution preparedness in the south-western Baltic Proper

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Part-financed by the European Union
(European Regional Development Fund)



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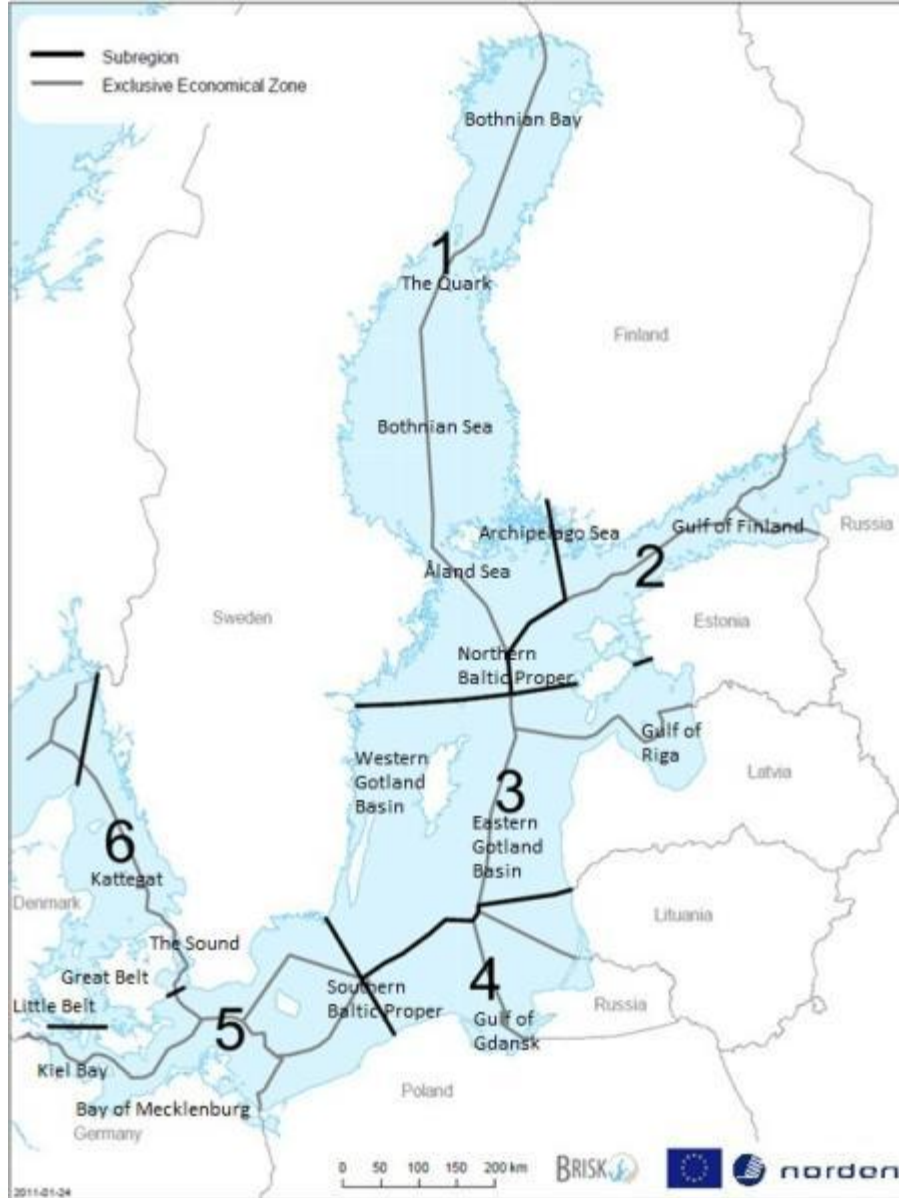
Nordic Council of Ministers

Presentations

1. Subregions
2. Agreements (Status and on-going activities)
3. Analysis results of Risk Model
4. Recommendations/Future investments



Subregions

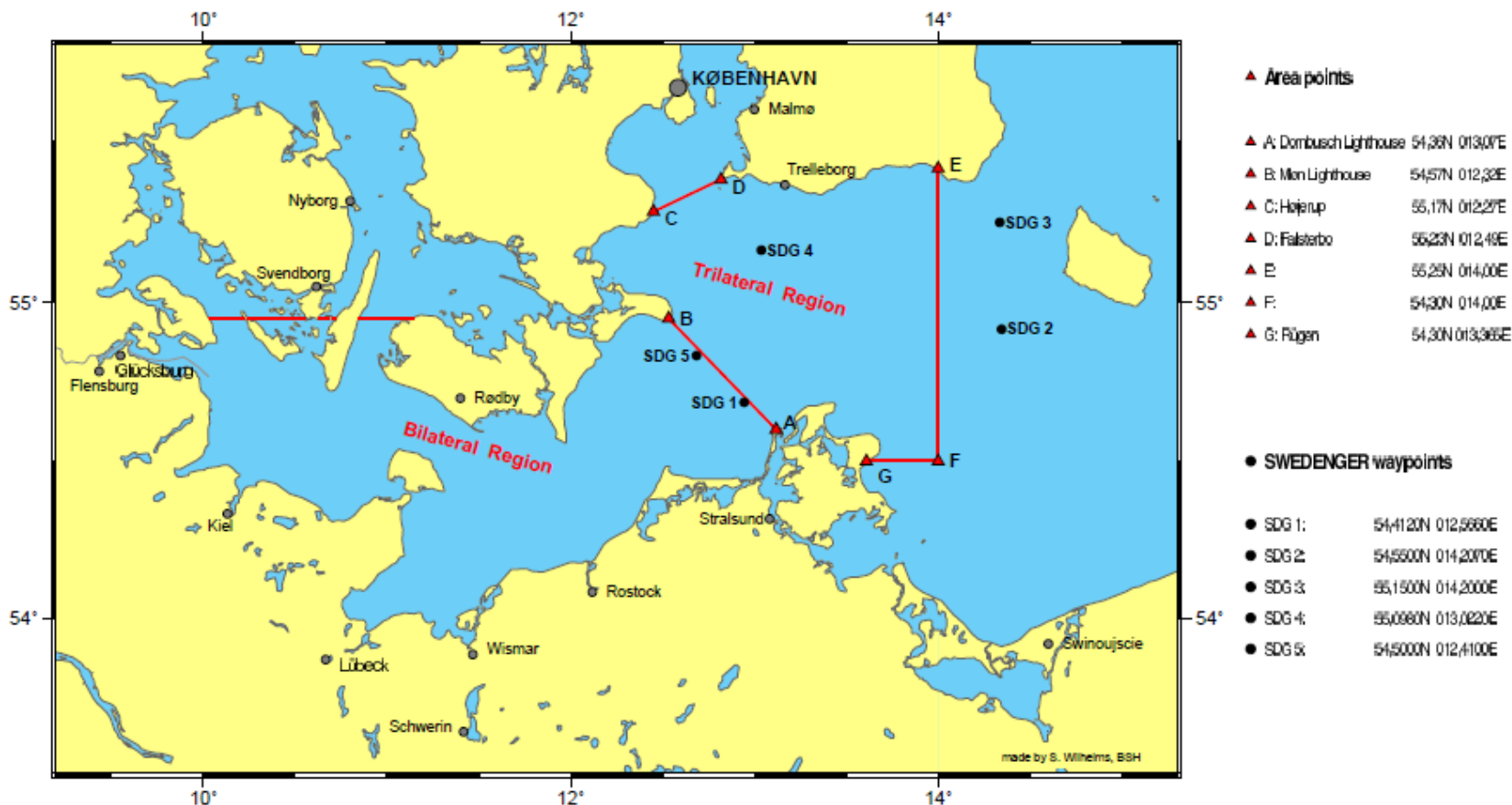


- The project area covers all transnational maritime areas divided into six subregions.
- The subregional approach is cost-efficient as countries can share their resources to build a common pool of response vessels and equipment sufficient for a given subregion.

SweDenGer-Agreement

Map of SWEDENGER Regions in the Baltic Sea

Annex I



SweDenGer-Agreement

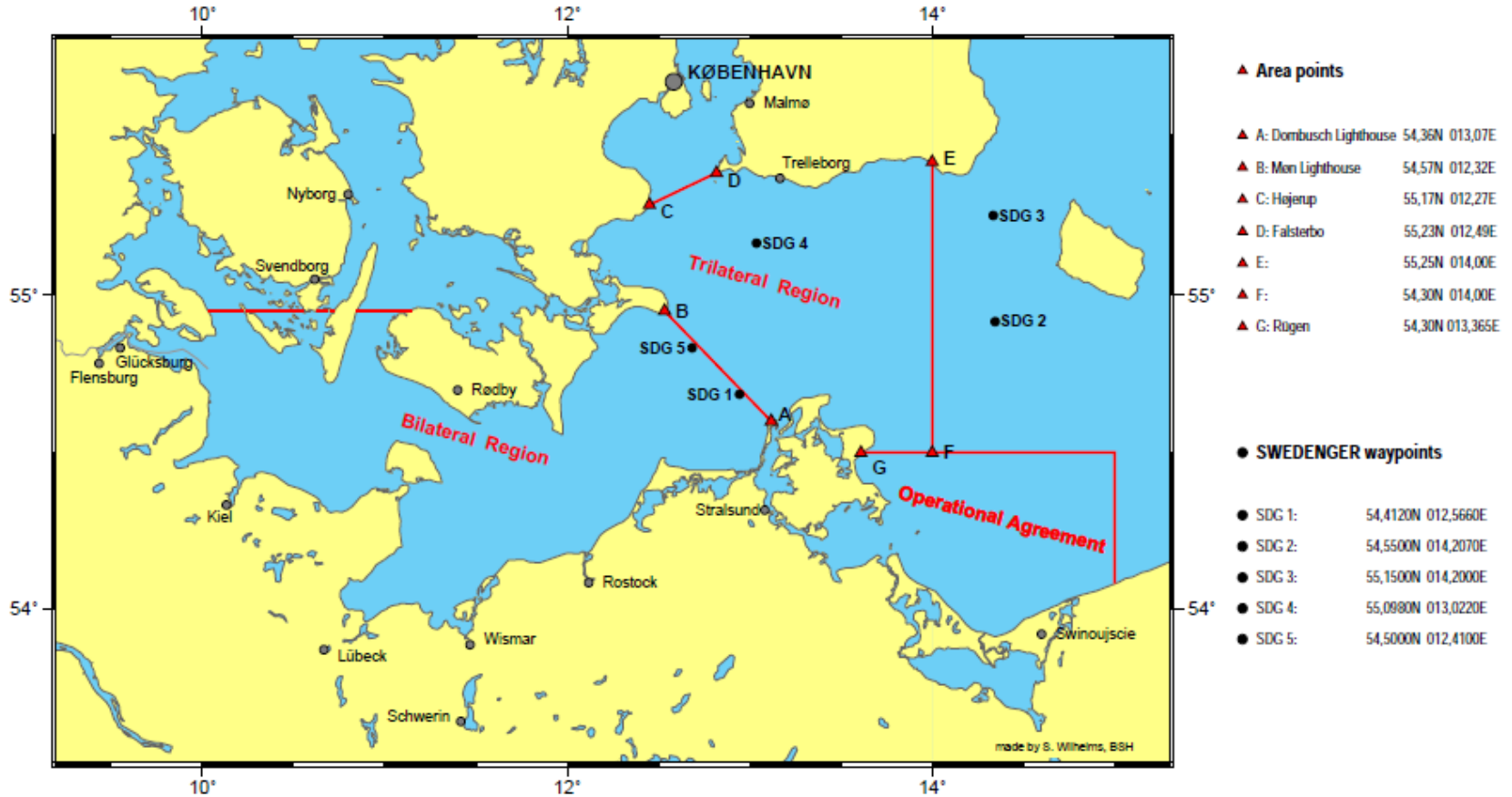
Co-operation

- in information exchange on the threat of marine pollution,
- in aerial surveillance for the prevention and detection of pollution and
- in response to pollution of the sea by such substances

- The whole Response Region in the Baltic Sea is considered as a Quick Response Zone where each Party has the right to start response actions immediately regardless in whose NRZ the pollution has occurred.



SWEDENGER Regions and Operational Agreement with Poland



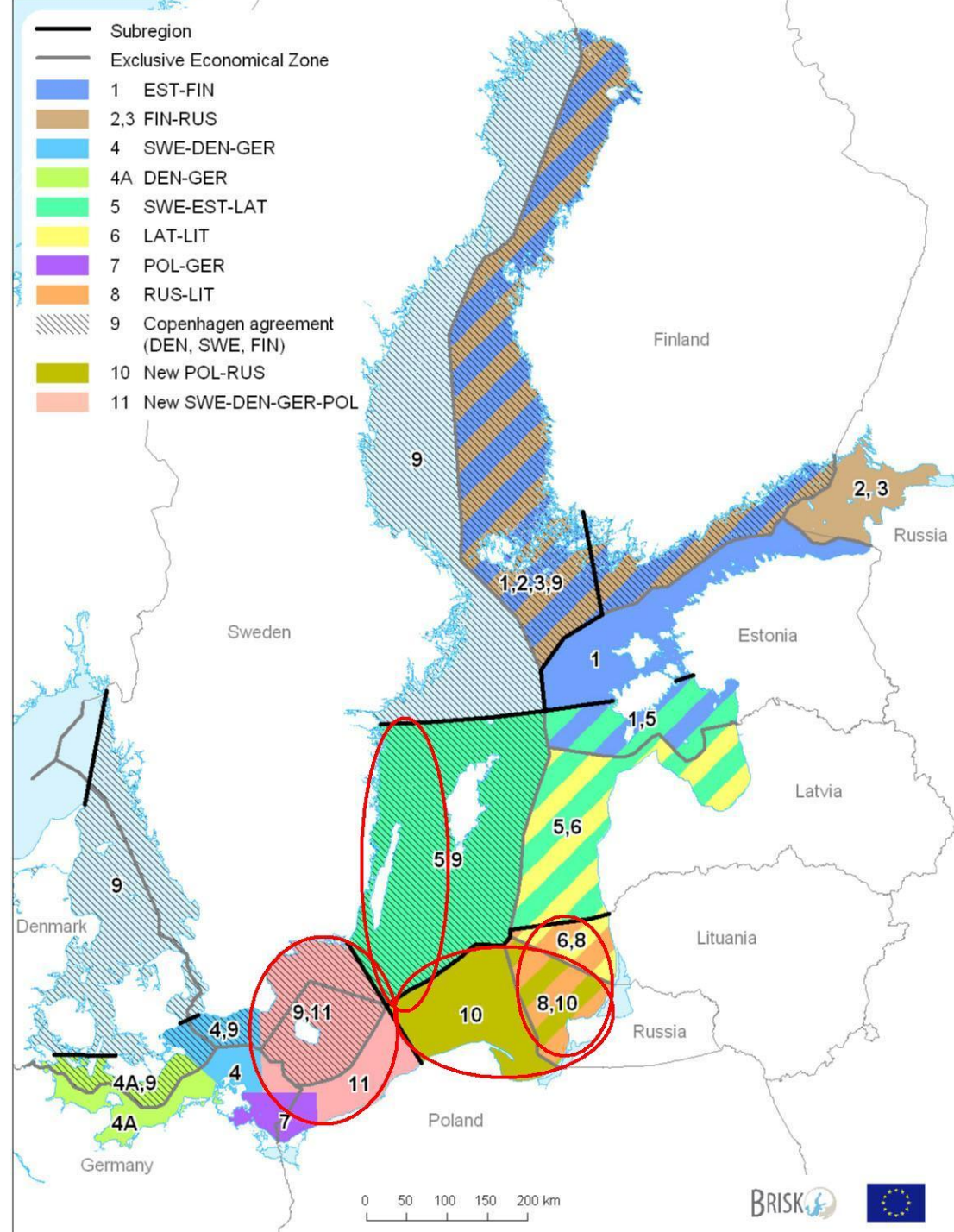
Operational Agreement with Poland

- Agreement (working level) since November 2001 on co-operation and response activities concerning marine accidents and combating marine pollution by oil or other harmful substances
- Joint zone of mutual interest in the Pomeranian Bay (Pommersche Bucht)



Plans for cross-border response operations

- Existing agreements for transnational response operations don't cover the whole Baltic Sea
- Proposed achievements:
 - Poland and Germany propose developing an updated bilateral agreement (PolGer) and after that
 - Poland might join the SWEDENGER plan in the western part of the Baltic Sea



Analysis results

- Present locations of response capacities are considered optimum
- Major investments in additional response capacity will have minor effect and are gainless
- RRM like VTS will provide the most significant reduction in the amount of oil spilt and oil on coast
- Investments in night vision capability will have some effect on the ability to recover oil and on oil on coast.



Recommendations/Future investments

- Improved Risk Reducing Measures, especially VTS, are recommended (e.g. Fehmarnbelt)
- Continuous monitoring of technical development on response equipment
- Continuous replacement of outdated equipment with state of the art.
- Investments in new technology like night vision capacities
- Investment in shallow water response capacities - especially in Denmark – should be further investigated.



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Thank you

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PART FINANCED BY THE EUROPEAN UNION
(EUROPEAN REGIONAL DEVELOPMENT FUND)



Baltic Sea Region
Programme 2007-2013