

column

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DaGoB improves safety and security of Dangerous Goods transports in the Baltic Sea Region

In the Baltic Sea Region (BSR), over 300,000,000 tons of goods classified as Dangerous Goods (DG) are transported every year. Transport of DG comprises a wide variety of commodities governed by international conventions, supplemented by EU and/or national regulations. Despite formal implementation, operational practices between DG-related authorities vary between countries, and unnecessary friction exists between authorities, shippers and logistics operators in DG supply chains.

Therefore the need for improved information flow in and coordination of DG processes is imminent. To alleviate the situation, the EU-funded INTERREG IIIB Neighbourhood Programme approved a Finnish-led DaGoB project in December 2005, with a total budget of 1.5 million euros for years 2006-2007.

DaGoB is shorthand for "Safe and Reliable Transport Chains of Dangerous Goods in the Baltic Sea Region". DaGoB aims at improving co-operation between public and private stakeholders related to DG transport in the BSR by connecting the stakeholders on different levels, providing up-to-date information on cargo

flows, supply chain efficiency and risks related to DG transport. More specifically, DaGoB will:

- Promote correct implementation of DG regulations among stakeholders
- Enable better information exchange between public and private sector stakeholders
- Disseminate good practices on local, national and also EU level
- Provide better risk assessment in DG supply chains
- Organize joint field and desk exercises to share valuable information in practice
- Provide BSR-wide analyses and surveys of DG flows¹ and accidents in the BSR

DaGoB will also provide a useful tool for both national Ministries responsible for Transport, their units of DG transport and for Central Administration in Maritime, Rail and Road subsectors.

DaGoB was initiated by TEDIM (www.tedim.com), a joint organ for Ministries responsible for Transport in the Baltic Sea Region (BSR). The Lead Partner is Turku School of Economics and Busi-

ness Administration², and Finnish authorities include Port of Turku, Finnish Maritime Administration, Customs, Traffic Police, Finnish Environment Institute and West Finland Coast Guard District. The private sector is represented through The Association of Finnish Technical Traders, Chemical Industry Federation of Finland, The Finnish Port Association, Finnish Port Operators Association, Finnish Transport and Logistics SKAL.

Partners from other BSR countries comprise Ports of Tallinn, Riga and Klaipeda as well as key DG authorities in Sweden and Estonia, substantial actors from Hamburg and academic Partners from Sweden and Germany. Baltic Ports Organization (BPO) is an Advisory Partner along with TEDIM.

The Port of Turku has organized its DG-related activities in an excellent manner, and the cooperation between the Finnish authorities in South-West Finland is exemplary. DaGoB is going to be an effective means of disseminating this practice in the Baltic Sea Region and beyond to create a safer and more secure environment for transport of Dangerous Goods.

¹ A report in English on DG transport in Finland is being published by DaGoB in spring 2006, based on a Finnish Ministry of Transport and Communications Report 18/2004; available at www.mintc.fi

² Project Coordinator is M. Sc. Sirpa Nummila, for details, see www.dagob.info