

DaGoB comments to a Green Paper on a Future Maritime Policy for the EU

June 29th, 2007

DaGoB Project Office (Turku School of Economics)
Rehtorinpellonkatu 3, FI-20500 Turku
Tel: +358 2 481 481, E-mail: info@dagob.info
www.dagob.info



RESPONDENT PROFILE

Name of organisation: DaGoB

Project lead partner: Turku School of Economics, Finland

For further information on the project, please see Appendix 1

INTRODUCTION

In general we endorse the profile of a Green Paper on a Future Maritime Policy for the European Union. This paper presents a good analysis of the present situation, main trends and challenges for the maritime policy. Furthermore, this paper applies a broad approach on the Maritime Policy in the European Union.

In particular we support the following proposals and initiatives:

- Stricter control is, as mentioned in this paper, one key factor in improving the maritime safety within the European Union. Maritime legislation should be well-defined and easy to conform and control. In carriage of dangerous goods some legislative overlapping occur and large amount of regulations can induce problems in transport chains. In order to avoid these problems the legislation concerning maritime issues should be based on global IMO regulations.
- The interface of safety/security-related information at European level between competent authorities is achieved through the SafeSeaNet system. The European Union should ensure that the SafeSeaNet system is operative throughout all member states.
- Alternatives to fossil mineral fuels are becoming increasingly important in the struggle against climate change as concluded in the COM (2006) 34 final "An EU Strategy for Biofuels". The European Union should promote the availability and use of biofuels starting from smooth and safe transportation of biofuels by sea. In particular the implementation of biofuels with a low total CO₂ emission such as second and third generation BTL-type (Biomass to liquid) biofuels should be fully supported.

DaGoB Project Office (Turku School of Economics)
Rehtorinpellonkatu 3, FI-20500 Turku
Tel: +358 2 481 481, E-mail: info@dagob.info
www.dagob.info



- Chemical tankers should be included in discussion on maritime transport risks and environmental aspects
- DaGoB project aims at improving the co-operation between public and private stakeholders related to dangerous goods transport in the Baltic Sea Region. DaGoB could be mentioned in this paper, because the project has given its own contribution to the improvement of the maritime safety in the Baltic Sea Region.

SPECIFIC COMMENTS AND PROPOSALS

The number of DG specialists in the Baltic Sea Region countries is small and administrative capacity is often extremely limited. This increases the importance of co-operation related to dangerous goods transport in local, national and transnational level. Number of DG staff in 2006 is presented in the table below. These numbers are taken from the DaGoB report on DG authorities in the Baltic Sea Region. This report is going to be published in DaGoB publication series and on DaGoB website (www.dagob.info) in August 2007.

All modes	Estonia	Finland	Germany	Latvia	Lithuania	Sweden
Regulation	11	13	90 +staff in the Länder	6+	10	15
Control	22+	122	320 +staff in the Länder	60	19+	110+

Number of persons working with the regulations at the competent authorities defined in ADR, RID and IMDG-code

Source: DaGoB report on DG authorities in the Baltic Sea Region (forthcoming)

Maritime transport of oil and oil products in the EU waters, and in particular in the Baltic Sea is estimated to increase substantially over the next decade and beyond. This naturally poses a

DaGoB Project Office (Turku School of Economics)
 Rehtorinpellonkatu 3, FI-20500 Turku
 Tel: +358 2 481 481, E-mail: info@dagob.info
www.dagob.info



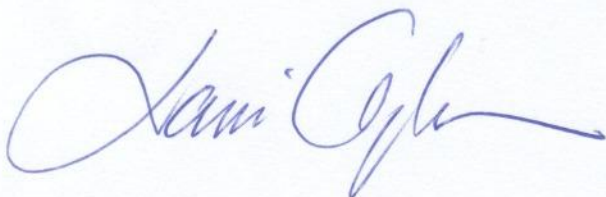
formidable challenge in terms of safety and security for both the marine environment, port areas as well as the transit routes used for these transports. Also the risks for marine accidents involving oil and oil products are bound to increase.

The volume of maritime transport of oil clearly outweighs the volumes of various other chemicals and gases transported by sea. However, it is often chemical and gas transports either in special-purpose ships or as part of general cargo that can potentially pose much higher risks for the environment, people and property. Handling chemicals and gases in ports and at sea is also generally much more demanding than that of oil and oil transports. This also applies to the skills and expertise - including the need for appropriate equipment - of the various control authorities along the transport chain.

We feel that this aspect of chemical and gas shipping is not emphasised enough in the current Green Paper.

On behalf of the DaGoB project,

Turku, 29.6.2007



Project Director, Professor Lauri Ojala

APPENDIX 1

Introduction of the DaGoB project

DaGoB is an abbreviation for "Safe and Reliable Transport Chain of Dangerous Goods in the Baltic Sea Region" - a project initiated by TEDIM (a joint organ for Ministries responsible for Transport in the Baltic Sea Region) and part-financed by the European Union (European Regional Development Fund) within the BSR INTERREG III B Neighbourhood Programme. The Lead Partner of the project is the Turku School of Economics (TSE).

More than 300,000,000 tonnes of dangerous goods are transported in the Baltic Sea Region (BSR) annually. In spite of formal implementation, there are substantial differences in operational practices between authorities involved in DG transport. There is a vast need to improve the exchange of information between DG authorities and commercial actors, and to coordinate DG processes in the whole Baltic Sea Region. The DaGoB project aims at improving the 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. Several partners are participating in the project implementation - three from Estonia, thirteen from Finland, two from Germany, one from Latvia, one from Lithuania, six from Sweden and three from Russia. Complete list of project partners is presented in Appendix 2.

DaGoB Project Office (Turku School of Economics)
Rehtorinpellonkatu 3, FI-20500 Turku
Tel: +358 2 481 481, E-mail: info@dagob.info
www.dagob.info



APPENDIX 2

Project Partners

Estonia: • Port of Tallinn • Estonian Railway Inspectorate • Estonian Maritime Administration
Finland: • Turku School of Economics, Lead Partner, WP 1 Leader • Port of Turku • Finnish Maritime Administration • The Association of Finnish Technical Traders • Chemical Industry Federation of Finland • Finnish Environment Institute • The Finnish Port Association • Finnish Port Operators' Association • Finnish Transport and Logistics SKAL • Finnish Customs • Finnish Traffic Police • West Finland Coast Guard District • TEDIM Telematics, Education, Development and Information Management
Germany: • TuTech Innovation GmbH, Hamburg, WP 3 Leader
Latvia: • Freeport of Riga Authority
Lithuania: • Klaipeda State Seaport Authority
Sweden: • Lund Institute of Technology, University of Lund • Swedish Rescue Service Agency, WP 2 Leader • University College of Borås, WP 4 Leader • Swedish Rail Agency • Swedish Coast Guard • Baltic Ports Organization
Russia (Monitoring Partner): • Saint-Petersburg Government Committee of Transport-Transit Policy • North Western Russia Logistics Development and Information Centre • Non-profit training and research center for adult education "Protey"

DaGoB Project Office (Turku School of Economics)
Rehtorinpellonkatu 3, FI-20500 Turku
Tel: +358 2 481 481, E-mail: info@dagob.info
www.dagob.info

