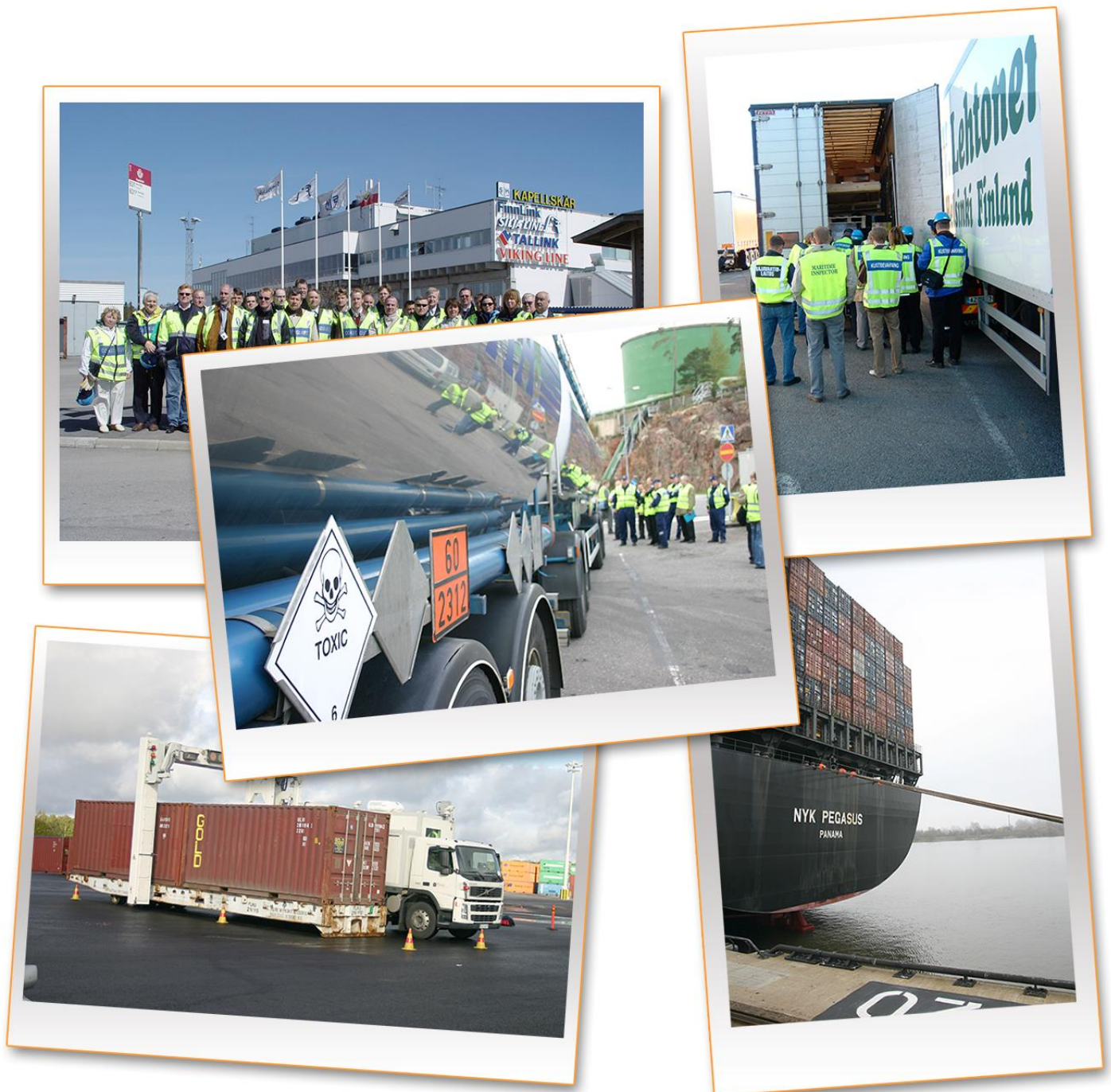




# Safe and Reliable Transport Chains of Dangerous Goods in the Baltic Sea Region



## PRE-ANNOUNCEMENT

### Dissemination seminar on the 13<sup>th</sup> of June, 2007 in Brussels

DaGoB project office is arranging a dissemination seminar in Brussels in cooperation with the Turku-Southwest Finland European office. The idea is to organize a half-day seminar ending to lunch with interesting presentations within DaGoB area. This seminar will be a meeting place for people and organizations close to DaGoB. The meeting will take place on the 13th of June, 2007 at Hotel Silken Berlaymont in Brussels.

The participation itself is free of charge, and the lunch as well as coffee is provided by the DaGoB project.

The audience will consist of senior level national DG officers from the Baltic Sea Region, including representatives from road, rail and maritime sectors. Also representatives from the EC, notably DG TREN, will participate. Invitation will also be sent to relevant MEPs. Some DG officers and EC representatives have also been asked to give a speech in the seminar. Total amount of participants will be around 100.

In this seminar you will get an opportunity to meet as well as network with industrial directors, politicians and authorities.

### DaGoB Project 2006-2007

Over 200,000,000 tons of Dangerous Goods (DG) per year moves in BSR (plus over 100M tons in NW Russia) mostly through densely populated areas, imposing real health and safety risks to people and environment. DG Transport is regulated in international conventions by modes: RID (rail); ADR (road); MarPol (bulk by sea) and IMDG (unitised by sea), supplemented by EU and/or national regulation. A unique MoU on designated Ro-Ro ships is applied in the BSR. Despite formal implementation, DG authorities' operational practices vary markedly between and even within countries, causing safety and other problems. No BSR-wide analysis on DG cargo flows nor on DG-related accidents exists, nor is there publicly available comparative studies on border-crossing transport chains of DG. Units dealing with DG in BSR Ministries responsible for Transport usually have 2-3 staff preparing national DG legislation. Maritime, Rail and Road Administrations have a similar number of DG specialists in central administration, and a handful of field inspectors in main ports, rail and road districts. Other DG-related authorities comprise e.g. port authorities, coast guard, customs, traffic police and rescue services. Their exposure to international cooperation is limited, and best practice is seldom shared across borders. There is imminent need for better information exchange between DG authorities, and between authorities and the private sector. DaGoB comprises 26 Partners from several DG authorities, ports, universities and industry associations. Participating countries consist of Finland, Sweden, Germany, Estonia, Latvia and Lithuania, plus two regional organisations as advisory partners.

WP1 analyses DG flows and DG-related incidents/accidents and studies bottlenecks in border-crossing DG supply chains involving shippers and logistics operators. WP2 maps the roles of DG authorities in the BSR, the extent of cooperation between them and organises several joint exercises. WP3 prepares a BSR-wide ToolKit for national and local authorities based on WP1&2. The Toolkit provides peer-reviewed procedures to improve safety and security of DG transport without compromising the competitiveness of industries relying on DG, and disseminates experiences of relevant IT applications. It also assesses the anticipated impact of EU's changing chemical legislation (e.g. REACH package) on DG Transport in the BSR. WP4 disseminates the results through authorities and industry associations. DaGoB sets up a bi-annual DG Seminar in the BSR as no such thing exists today. DaGoB experience is also likely to have an impact on EU level. The homepage of the DaGoB Project is [www.dagob.info](http://www.dagob.info) □

### DaGoB Publications

DaGoB produces a wide range of publications on the dangerous goods transport in the Baltic Sea Region. A survey of dangerous goods flows in the BSR will be produced. Selected dangerous goods supply chains will be modelled including detailed process descriptions.

Reports on DG flows in Finland and in the EU have been published as well as a report on DG regulations and law. A survey of DG flows in BSR, based on national data is currently being finalized. Multiple case study analysis on DG supply chains has been published together with two reports on DG Risk Assessment. Report on DG regulation and role of the authorities is currently being finalized as well. □

## Exercise Roslagen, May 2006

Field demonstrations and actual exercises monitored by expert teams of partners are an essential part of DaGoB. This gives an overview of authorities dealing with dangerous goods and identifies their roles and responsibilities. During the first year three joint exercises were planned and carried out.

On 17-18<sup>th</sup> of May 30 participants gathered for Exercise Roslagen lead by the Swedish Coast Guard in concert with the Swedish Rescue Services Agency. This joint exercise was divided into two parts: (a) the observance of an actual Dangerous Goods (DG) Inspection conducted by the Swedish Coast Guard at the Port of Kapellskär 90 kilometers North of Stockholm, and (b) a seminar on DG frequent inspections and regulations with discussions between DaGoB public and private stakeholders, and even a short class on risk management. □

## Exercise Aura, October 2006

Good experiences from the first exercise resulted in a keen planning of the second happening, exercise Aura. 70 partners from the BSR participated or directly supported the exercise in one form or another. Exercise "Aura" was hosted by the Turku School of Economics, the DaGoB lead partner, in cooperation with several authorities from Southwest Finland and the ports of Turku and Naantali, on 4-5<sup>th</sup> October 2006.

DaGoB private and public stakeholders exercised in two particular parts, where the first day concentrated on ADR, targeted on export cargo going from Road to Sea mode and the second day on IMDG Code, targeted on import cargo coming to port on a container ship. The programme of this joint exercise included comprehensive information about the DG inspections, procedures and regulations in Finland. □

## Bilateral meeting in St. Petersburg, October 2006

Over 100 million tons of goods classified as DG are exported from Russia through the BSR. Much of this is transited through densely populated areas both in Russia and in the Baltic States, imposing real health and safety risks to people and environment, especially to the particularly sensitive maritime environment. There is an imminent need for better information exchange. In order to help this situation DaGoB organized in cooperation with TEDIM a three-day seminar in St Petersburg on 25<sup>th</sup> - 27<sup>th</sup> October 2006. Altogether 60 experts participated. TEDIM is a forum for international cooperation between EU-countries and Russia at the Baltic Sea Region.

The seminar's first day focused on logistical issues in international transport of dangerous goods and improvement of St. Petersburg's transportation networks. During the afternoon session, a trip was made to the Yuzhny Terminal, which is one of the newest and largest logistics terminals supporting international road transport. The second day focused on maritime transport issues and included an excursion to the oil terminal of the St. Petersburg Greater Port. During day three bilateral discussions between the Finnish Transport Ministry and the Russian Transport and Transit Policy Committee were conducted. □

## DaGoB in Hamburg, December 2006

On 30<sup>th</sup> November - 1<sup>st</sup> December 2006 the DaGoB- partners assembled in Hamburg, Germany for their mid-term partner meeting and exercises. Among the over 50 participants from Finland, Estonia, Latvia, Lithuania, Germany and Sweden were as well 10 dangerous goods experts from St. Petersburg, Russia. The first exercise was a visit to the Hamburg Container Terminal Altenwerder (CTA), where the automatically guided vehicles (AGV) were seen in action. This was followed by a control of 6 dangerous goods containers. Also a demonstration of the fixed X-ray installation of the German customs at Hamburg - Waltershof Customs Gate and in parallel a control of lorries transporting dangerous goods going into the Free Port of Hamburg or coming out of it were made.

Partners also gathered to parallel sessions concerning DaGoB Toolkit, which provides a capacity building road map for BSR authorities and public sector decision makers and private sector stakeholders. The Toolkit introduces key development areas of dangerous goods transport including risk assessment methods, ways to prevent health and safety hazards and to improve and target training. □





## DaGoB Partners

### *Estonia:*

Port of Tallinn, Tallinn ([www.portoftallinn.com](http://www.portoftallinn.com))  
Estonian Railway Inspectorate, Tallinn, ([www.rinsp.ee](http://www.rinsp.ee))  
Estonian Maritime Administration, ([www.vta.ee](http://www.vta.ee))

### *Finland:*

Turku School of Economics ([www.tse.fi](http://www.tse.fi)) Lead Partner, WP 1 Leader  
Port of Turku, Turku ([www.port.turku.fi](http://www.port.turku.fi))  
Finnish Maritime Administration, Helsinki ([www.fma.fi](http://www.fma.fi))  
The Association of Finnish Technical Traders, Helsinki ([www.tkl.fi](http://www.tkl.fi))  
Chemical Industry Federation of Finland, Helsinki ([www.chemind.fi](http://www.chemind.fi))  
Finnish Environment Institute, Helsinki ([www.ymparisto.fi](http://www.ymparisto.fi))  
The Finnish Port Association, Helsinki ([www.finnports.com/first.php](http://www.finnports.com/first.php))  
Finnish Port Operators' Association, Helsinki ([www.satamaoperaattorit.fi](http://www.satamaoperaattorit.fi))  
Finnish Transport and Logistics SKAL, Helsinki ([www.skal.fi](http://www.skal.fi))  
Finnish Customs ([www.tulli.fi](http://www.tulli.fi))  
Finnish Traffic Police ([www.poliisi.fi](http://www.poliisi.fi))  
West Finland Coast Guard District ([www.raja.fi](http://www.raja.fi))  
TEDIM Telematics, Education, Development and Information Management, Helsinki, Advisory Partner ([www.tedim.com](http://www.tedim.com))

### *Germany:*

TuTech Innovation GmbH, Hamburg ([www.tutech.de](http://www.tutech.de)) WP3 Leader  
Ministry for Urban Development and Environment of the Free and Hanseatic City of Hamburg

### *Latvia:*

Freeport of Riga Authority, Riga ([www.rop.lv](http://www.rop.lv))

### *Lithuania:*

Klaipeda State Seaport Authority, Klaipeda ([www.portofklaipeda.lt](http://www.portofklaipeda.lt))

### *Sweden:*

Lund Institute of Technology, University of Lund, Lund ([www.lth.se](http://www.lth.se))  
Swedish Rescue Service Agency, Karlstad ([www.srv.se](http://www.srv.se)) WP 2 Leader  
University College of Borås ([www.hb.se](http://www.hb.se)) WP 4 Leader  
Swedish Rail Agency, Borlänge/Stockholm ([www.jvs.se](http://www.jvs.se))  
Swedish Coast Guard, Karlskrona ([www.kustbevakningen.se](http://www.kustbevakningen.se))  
Baltic Ports Organization (BPO), Stockholm ([www.bpoports.com](http://www.bpoports.com))

### *Russia (Monitoring Partners):*

Saint-Petersburg Government Committee of Transport-Transit Policy, St. Petersburg ([www.petersburg-russia.com](http://www.petersburg-russia.com))  
North Western Russia Logistics Development and Information Centre, St. Petersburg ([www.ilot.wnet.ru](http://www.ilot.wnet.ru))  
Non-profit training and research center for adult education "Protey", St. Petersburg (<http://proteus-spb.ru>)

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