



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

Project on Sub-regional Risk of Spill of Oil and Hazardous Substances  
in the Baltic Sea (BRISK)

First Meeting (Risk Methodology)

BRISK 1/2009

Aarhus, Denmark, 25-26 June 2009

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## MINUTES OF THE MEETING

0.1 The First Meeting of the Project on Sub-regional risk of spill of oil and hazardous substances in the Baltic Sea (BRISK) was held in Aarhus, Denmark, on 25-26 June 2009.

0.2 The aim of the Meeting was to:

- present the methodology to be applied throughout the risk assessment of the project;
- discuss the proposed methodology in order to apply the method to the entire Baltic Sea area;
- discuss the draft Communications plan;
- clarify any outstanding issues and questions that might be raised.

0.3 The Meeting was organized by the Admiral Danish Fleet, Lead Partner of the BRISK Project.

0.4 All Project Partners, except Estonia and Lithuania, were represented at the Meeting. The List of Participants is included in **Annex 1**.

0.5 Mr. Peter Poulsen, Project Manager of BRISK acted as Chairman of the Meeting. Mr. Ib Corneliussen Nielsen acted as Secretary of the Meeting.

### **Agenda Item 1 Introduction to the Meeting**

1.1 The Project Manager, Mr. Peter Poulsen, representing the Lead Partner, welcomed the participants of the Meeting and introduced the status of the BRISK Project.

1.2 The participants were informed that the lack of financing for Russia is still an ongoing dialogue with the Nordic Council of Ministers and the finalization of this dialogue will take place in mid-July.

1.3 Furthermore, an updated Time Working Plan was circulated to the participants as contained in **Annex 2**. The main change to this is that the Project is expected to be extended by 6 months and hence will close by 24 April 2012.

1.4 The Meeting adopted the Programme and Agenda for the Meeting as included in **Annex 3**. The Timetable for the Meeting is contained in **Annex 4**.

1.5 Mr. Ib Corneliussen Nielsen was introduced as Project Coordinator referring directly to the Chairman Peter Poulsen.

**Agenda Item 2                      Communication and information activities**

- 2.1 Ms. Ulla Ahonen, Information and Communication Officer of HELCOM, introduced the draft Communication plan for BRISK (document 2/1). The presentation is available in the HELCOM Meeting Portal (**Presentation 1**).
- 2.2 The Meeting agreed on the following:
- 2.2.1 Each organization shall nominate a contact person and inform the name to Ulla Ahonen.
  - 2.2.2 Each organization shall establish a BRISK web-site in English. The site can be linked to HELCOM's web-site. Each Project Partner shall report to Ulla Ahonen and to Peter Poulsen when the web-site is established.
  - 2.2.3 The parties are requested to send relevant illustrations (e.g. wildlife, damages) to Ulla Ahonen for use with information sheets etc.
  - 2.2.4 Each Project Partner shall nominate a spokes person for external communication on national level.
  - 2.2.5 HELCOM press releases etc. in English shall be sent to the Partners who decide how to use it.
  - 2.2.6 A questionnaire, as contained in **Annex 5**, was handed out by Ulla Ahonen. It shall be filled out by the Partners and returned to Ulla Ahonen before **1 July 2009**.
  - 2.2.7 Poland (Gdansk) shall give specific budget information to Ulla Ahonen.
  - 2.2.8 Ulla Ahonen informed that Word and Power Point templates and a newsletter template will be available on the HELCOM Meeting Portal.
  - 2.2.9 COWI's report template can be used with the right Project logos.

**Agenda Item 3                      Risk Assessment Method**

- 3.1 Mr. Carsten Jürgensen, COWI, introduced the preliminary method note (document submitted in advance of the Meeting). The presentation is available in the HELCOM Meeting Portal (**Presentation 2**). A questionnaire regarding methodology is contained in **Annex 6**.
- 3.2 There was mutual agreement about the following:
- 3.2.1 The Project area shall be defined. A map with the proposed areas will be distributed by Carsten Jürgensen for comments.
  - 3.2.2 Contact points for Sub-regional Agreements shall be informed to the Project Manager as soon as possible.
  - 3.2.3 It was agreed to use the proposed model presented by Carsten Jürgensen.

**Agenda Item 4 Ship traffic and other activities**

- 4.1 Mr. Albrecht Lentz, COWI, made a presentation on ship traffic and ship activities. The presentation is available in the HELCOM Meeting Portal (**Presentation 3**).
- 4.2 Traffic data shall be divided into summer and winter periods because of ice in Finland.
- 4.3 The Project will develop and use a ship traffic prognosis for the year 2020.
- 4.4 Existing traffic prognoses in Finland will be sent to Albrecht Lentz by Meri Hietala.
- 4.5 VTS and other traffic information will be collected for the year 2008.
- 4.6 COWI will send a notice with required data from each country. The partners shall provide this information.
- 4.7 Mr. Albrecht Lentz shall contact the "EfficienSea" Group to get information on their model, and he shall set up a meeting between BRISK and the EfficienSea Group with the purpose to find out if there is overlap between the groups.

**Agenda Item 5 Transport of oil and hazardous substances**

- 5.1 Mr. Albrecht Lentz, COWI, made a presentation on transport of oil and hazardous substances. The presentation is available in the HELCOM Meeting Portal (**Presentation 4**).
- 5.2 Peter Poulsen shall find out whether SafeSeaNet reporting is implemented in all countries including Russia. (It has now been discovered that SafeSeaNet has been implemented in all the Baltic countries except Russia, who will have a SafeSeaNet test set installed this autumn).

**Agenda Item 6 Vulnerable areas and classification of vulnerability**

- 6.1 Mr. Carsten Jürgensen, COWI, made a presentation on vulnerable areas and classification of vulnerability and damage. The presentation is available in the HELCOM Meeting Portal (**Presentation 5**).
- 6.2 All countries shall go through the list of environmental parameters and report their result to Mr. Carsten Jürgensen.
- 6.3 The countries shall comment on the list of environmental weight.
- 6.4 Peter Poulsen and Carsten Jürgensen shall find out whether existing HELCOM parameters can be used.
- 6.5 The deadline for feed-back is **1 September 2009**.

**Agenda Item 7**                      **Frequency and quantity of oil and hazardous substances spillage**

7.1 Mr. Albrecht Lentz, COWI, made a presentation on frequency and quantity of oil and hazardous substances spillage. The presentation is available in the HELCOM Meeting Portal (**Presentation 6**).

7.2 Albrecht Lentz shall collect accident data from HELCOM and the Project Partners for inclusion into the model.

**Agenda Item 8**                      **Spreading and containment of spilt oil and hazardous substances**

8.1 Mr. Carsten Jürgensen, COWI, made a presentation on spreading and containment of spilt oil and hazardous substances. The presentation is available in the HELCOM Meeting Portal (**Presentation 7**).

8.2 Meteorological data including average temperature for each season shall be reported by the Partners to Carsten Jürgensen.

8.3 The Partners shall report to Carsten Jürgensen about other used methods than booms and skimmers.

8.4 Tank capacity shall be added to the model parameters.

**Agenda Item 9**                      **Any other business**

9.1 The Meeting took note of the list of BRISK Project Partners and Contact Persons, as contained in **Annex 7**.

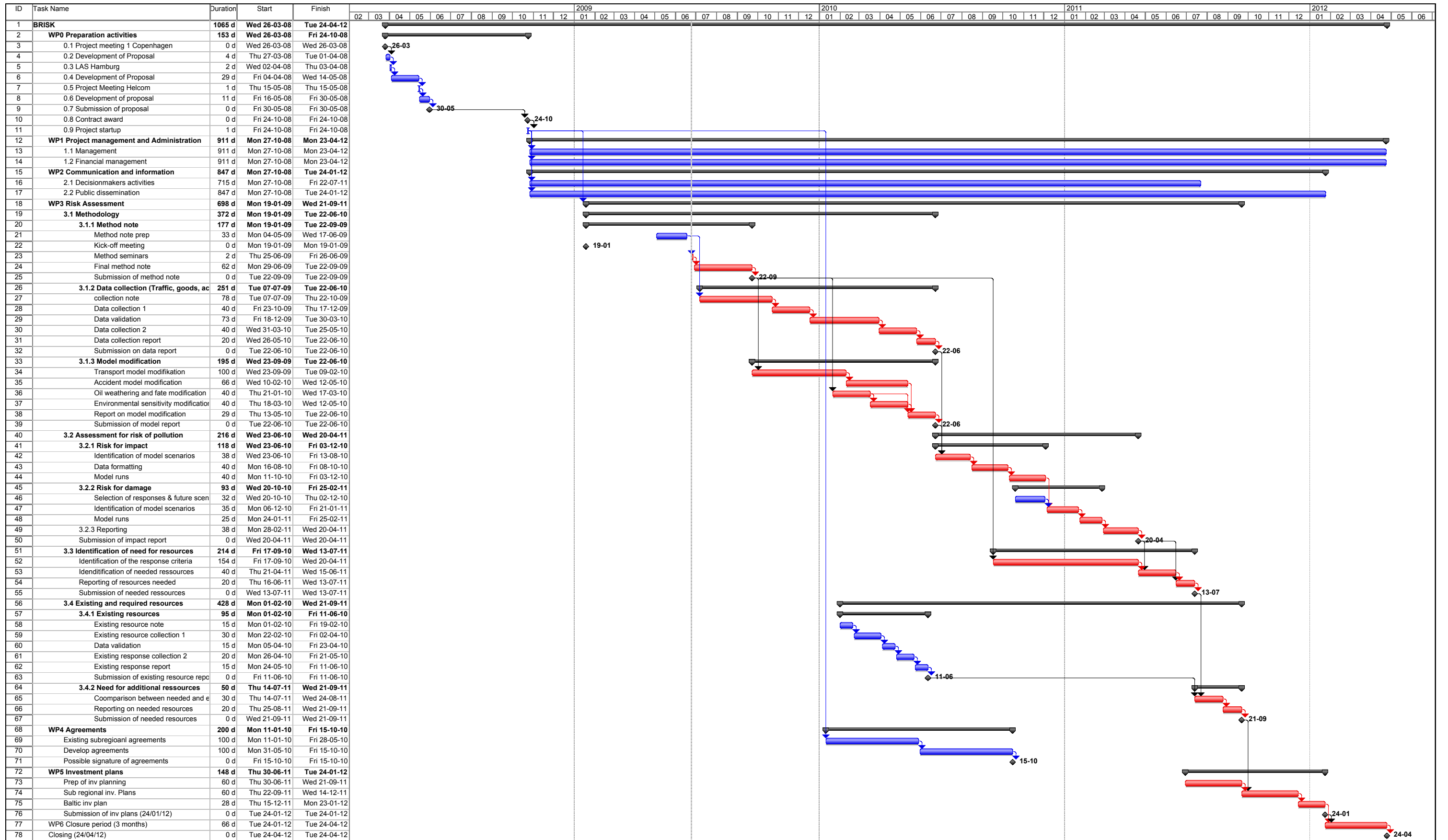
9.2 The next meeting shall be a financial meeting.

9.3 The Lead Partner (Peter Poulsen) will propose dates for the next meeting.

**Annex 1**

<b>LIST OF PARTICIPANTS</b>		
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**Annex 3****PROGRAMME**

The meeting on methodology for risk assessment within the Project on Sub-regional risk of spill of oil and hazardous substances in the Baltic Sea (BRISK) was organized on 25-26 June 2009, in Århus Denmark.

The aim of the meeting was to:

- present the methodology to be applied throughout the risk assessment of the project;
- discuss the proposed methodology in order to apply the method to the entire Baltic Sea area;
- discuss the draft Communications plan;
- clarify any outstanding issues and questions that might be raised.

The base for the discussion was the preliminary methodology note submitted in advance of the meeting. The proposed model was discussed and agreed to be used and it will form the basis for the risk analysis preparation.

**AGENDA**

1. Introduction to the Meeting (by Admiral Danish Fleet, LP)
2. Communication and information activities (introduction by HELCOM)
3. Risk Assessment Method (introduction by COWI)
4. Ship traffic and other activities (COWI)
5. Transport of oil and hazardous substances (COWI)
6. Vulnerable areas and classification of vulnerability (COWI)
7. Frequency and quantity of oil and hazardous substances spillage (COWI)
8. Spreading and containment of spilt oil and hazardous substances (COWI)
9. Any other business

**Annex 4****TIMETABLE****Thursday, 25 June 2009**

10:00 - 10:30	Registration and coffee
10:30 - 10:45	Welcome and introduction Peter Søberg Poulsen (Admiral Danish Fleet)
10:45 - 11:30	Communication and Information activities Ulla Ahonen, Information and Communication Officer (HELCOM)
11:30 - 12:30	<i>Lunch break</i>
12:30 - 13:45	Communication and Information activities, cont. Ulla Ahonen
13:45 - 14:00	Questions and answers regarding information
14:00 – 14:30	<i>Coffee break</i>
14:30 - 14:45	Risk method, Introduction Carsten Jürgensen (COWI)
14:45 - 15:30	Ship traffic and other ship activities Albrecht Lenz (COWI)
15:30 - 17:30	Transport of oil and hazardous substances Albrecht Lenz (COWI)
19:00 – 21:00	<i>Dinner</i>

**Friday, 26 June 2009**

- 09:00 - 10:00      Vulnerable areas and classification of vulnerability and damage  
Carsten Jürgensen (COWI)
- 10:00 - 10:15      *Coffee break*
- 10:15 - 11:00      Frequency and quantity of oil and hazardous substance spillage  
Albrecht Lenz (COWI)
- 11:00 - 11:30      Spreading and containment of spilt oil and hazardous substances  
Carsten Jürgensen (COWI)
- 11:30 - 12:30      *Lunch break*
- 12:30 – 13.00      Spreading and containment of spilt oil and hazardous substances,  
cont.
- 13:00 - 14:00      Closing session  
Peter Søberg Poulsen

**Annex 5**

**QUESTIONNAIRE REGARDING BRISK COMMUNICATION AND INFORMATION ACTIVITIES**

Your name and your organization (one per organization):

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1. Which **internal** communication tools you can use in your organisation to disseminate information on BRISK? (intranet, news letters, weekly/monthly meetings etc.)

2. Are you willing to translate and publish the following communication material produced by **HELCOM** in national language:

	Yes	No	Not sure
Brochure			
Newsletters (1-2 per year in English)			
Web site			
Press releases (at least the most important)			

3. How many events relating to BRISK your organisation will organise during the project lifetime (seminars etc. but not internal project meetings)?



4. Number of meetings where you/your organisation will participate and present information on BRISK to the following target groups per year (2009, 2010, 2011). If you know the fora already, please specify.
  - Baltic Sea regional stakeholders \_\_\_\_\_
  - European stakeholders \_\_\_\_\_
5. Who is your contact person relating to WP2? (name and e-mail address)
6. Who is the spokes person for the project (e.g. who answers the questions raised by the media)
7. If you don't have an access to the HELCOM meeting portal and you should have, please write down your e-mail address:
8. Name the most important newspapers/magazines/online media in your country which should be informed or contacted?
9. What kind of help you expect from Communications Officer?

Thank you!



**Annex 6**

**QUESTIONNAIRE REGARDING METHODOLOGY**

**Memo** BRISK  
**Title** Methodology questionnaire  
**Date** 30 June 2009  
**To** Project Partners  
**Copy**  
**From** Carsten Jürgensen, COWI  
 Albrecht Lentz, COWI

Questions regarding the *method*, to be answered by the project partners (NB: Questions regarding the required *data* will be specified in a later, separate document.)

**1 Hazard identification & selection of scenarios**

Question	Answer
Do you agree that deliberate & inadvertent spills shall be included in the analysis? These spills cannot be fought effectively, but including them contributes to the general overview over the spill situation (Yes/No)	

**2 Transport model**

Question	Answer
Do you want to add any risk reducing measures (RRMs) to the ones specified in Table 1 below? If yes, please specify.	
Do you have national expertise on the consequences of grounding on rock (i.e. probability and size of ship damage or cargo and bunker leakage <i>given that</i> a ship runs aground on a rocky seabed)? If yes, please specify relevant publications and/or contact information to national experts.	
Do you have national expertise on the effect of ice upon accident frequencies and consequences (ship-ship collision, grounding, foundering etc. – see preliminary method note, chapter 7, for overview over modelled accident types)? If yes, please specify relevant publications and/or contact information to national experts.	

Table 1 Risk-reducing measures (RRMs) to be included in the spill frequency model

Risk reducing measure	Origin
Pilotage	Danish oil spill analysis from 2007
Systematic calls to vessels falling under a pilotage recommendation	Danish oil spill analysis from 2007
VTS centres	Danish oil spill analysis from 2007
Increased surveillance	Danish oil spill analysis from 2007
Double hull at the cargo tank	Danish oil spill analysis from 2007
Double hull at the bunker	Danish oil spill analysis from 2007
Usage of electronic sea charts (ECDIS)	Danish oil spill analysis from 2007
Usage of motion-sensor based bridge alarm systems	Danish oil spill analysis from 2007
Alcohol ban enforcement	Danish oil spill analysis from 2007
Ice training for navigators	Added at the method meeting, 25./26.06.09
Traffic separation schemes	Added at the method meeting, 25./26.06.09
Escort towing in narrow shipping lanes	Added at the method meeting, 25./26.06.09
International reporting systems	Added at the method meeting, 25./26.06.09

### 3 General environmental conditions

#### Environmental experts

In order to participate in the discussions about specific environmental issues an environmental expert shall be appointed by each Project Partner. Please insert the contact details of your environmental expert in the table below:

No, Country	Environmental expert (name)	Institution	Email	direct phone, cell phone
LP, DK		Admiral Danish Fleet HQ, National Operations, Maritime Environment		
PP2, Helcom		Helcom, Baltic Marine Environment Protection commission		
PP3, SE		Swedish Coast Guard		
PP4, FI		Finnish Environment Institute (SYKE), Environmental Damage Division		

PP5, EE		Estonian Board of Border Guard		
PP6, LT		State Environmental Service, Marine and Inland Waters Administration		
PP7, LI		Lithuanian marine Safety Administration, Maritime Rescue Coordination Centre		
PP8, PL1		Maritime Institute in Gdansk		
PP9, GE		Central Command for Maritime Emergencies Germany (CCME)		
PP10, PL2		Maritime Office, Gdynia		

### Sub-regions

In order to define the areas to be covered by each sub-regional analysis (traffic, environment, etc) the sub-regions shall be defined in mutual agreement within the partners involved, see attached map.



Border description

Please insert latitude and longitude for the two landing points. Indicate if you use seconds or decimal minutes. If the border should be sub-divided you are free to describe it in the table below:

Border	Neighbouring areas	Landing point 1 (Lat,Long)	Landing point 2 (Lat,Long)	Remark
<i>e.g. "a"</i>	<i>e.g. "1, 3"</i>	<i>dd-mm,decm</i>		

**4 Environmental vulnerability**

Environmental periods

The seasons shall be the same within the entire Baltic Sea for comparison reasons. The proposed seasons are selected under consideration of environmental parameters.

Proposed 4 periods (seasons)

Winter: Dec, Jan, Feb

Spring: Mar, Apr, May

Summer: Jun, Jul, Aug

Autumn: Sep, Oct, Nov.

According to your environmental expertise the following periods are valid for the different sub-regions. You may choose less than 4 periods if you think it is sufficient.

Sub-region no.	Period 1	Period 2	Period 3	Period 4
6	<i>Dec, Jan, Feb</i>	<i>Mar, Apr, May</i>	<i>Jun, Jul, Aug</i>	<i>Sep, Oct, Nov</i>



Ice period

Other relevant considerations e.g. ice conditions may follow other classifications. Ice will have impact on traffic, accidents, releases, drift, fate, response and impact modelling. During periods of different ice conditions different models may be used. In order to obtain a common understanding of the ice periods the following table shall be filled in

Ice periods:

Sub-region	Ice period in 2008	General ice period

Here it is distinguished between situations with no ice or so little ice that ship traffic not is significantly different from the no-ice situation and situations with solid ice or as much ice that traffic is significantly different from the no-ice condition.

Environmental parameters

For each of the environmental parameters that will be chosen an abundance map shall be prepared for each chosen season. The sum of parameters shall represent what can be considered the total environmental significance and the distribution of parameters shall cover the different aspects of environmental interest:

- Protected areas
- Wadden Sea / marsh land
- Wintering sea birds
- Migrating sea birds
- Nesting sea birds
- Archipelagos, Stone Reefs
- Fish Farms
- Shallow Areas (<10m)
- City Areas
- Sandy Beaches (Recreation)
- Rocky Shores
- Marine Mammals
- Spawning and Nursery Area



Please indicate if one ore more parameters should be added or omitted:

Parameter	"Added" or "omitted"	Argumentation

Environmental weight

The weight of each parameter in each period will be weighed according to the weights given by the environmental experts of the Project Partners. Please insert/modify the weights in the table below

Find below the existing weight matrix of existing parameters as an example. The discussion of the detailed and individual weights will be carried out among the experts during data collection.

	Oil on water surface				Soluble chemicals			
	Winter	Summer	Spring	Fall	Winter	Summer	Spring	Fall
Protected areas	4	4	4	4	4	4	4	4
Wadden Sea / marsh land	4	4	4	4	4	4	4	4
Wintering sea birds	4	0	0	0	2	0	0	0
Migrating sea birds	0	0	4	4	0	1	1	2
Nesting sea birds	0	4	4	0	0	3	2	0
Archipelagos, Stone Reefs	4	4	4	4	2	4	4	3
Fish Farms	3	3	3	3	4	4	4	4
Shallow Areas (<10m)	2	4	3	3	3	3	3	3
City Areas	2	2	2	2	1	1	1	1
Sandy Beaches (Recreation)	1	3	2	1	1	1	1	1



Rocky Shores	4	4	4	4	4	4	4	4
Marine Mammals	4	4	4	4	2	2	2	2
Spawning and Nursery Area	1	3	3	2	2	4	4	3

Weight matrix of additional parameters (please insert):

	Oil on water surface				Soluble chemicals			
	Winter	Summer	Spring	Fall	Winter	Summer	Spring	Fall

### 5 Spreading and containment

#### Response systems

Please provide a brief description including illustrations of response systems alternative to systems of booms - skimmers - pumps (examples: split-ships, sweeping arms, brushing systems in ice):

Project partner	name of system	effective sweeping width (m)	Tow speed (knots)	Average recovery capacity (ton oil/h)



## Response parameters

Please provide response parameters that you assess are of primary importance to the response modelling (one example is tank capacity on board the recovery vessel). The existing parameters are listed in table below.

Parameter	Dimension	Model-response
Accumulated capacity of pump-skimmer system at time T1, T2 and T3	m <sup>3</sup> /h	Cap1: 0*) Cap2: 50 Cap3: 100
Accumulated length of booms at time T1, T2 and T3	m	L1: 300*) L2: 600 L3: 1200
Alarm-combat time T1, T2 and T3	Hour	T1 : 2 T2 : 4 T3 : 6
Ice cover coefficient (relative increase in alarm combat time dependent on ice coverage)	non-dimensional	Ice covered: 1,50 Broken ice : 1,25 No ice : 1,00
Tow speed at time T1, T2 and T3	Knot	V1: 1 V2: 1 V3: 1
Visibility coefficient (ratio of the time where combat not is possible due to fog and haze)	non-dimensional	Spring: 0,02 Summer.: 0,01 Fall.: 0,02 Winter: 0,04
Darkness coefficient (ratio of time where combat not is possible due to too little daylight)	non-dimensional	Spring: 0,4 Summer: 0,2 Fall: 0,4 Winter: 0,6
Max. significant wave height	m	1,3
Recovery efficiency for chemicals compared to oil	non-dimensional	0,5
Reduction factor for fire hazard class "red"	non-dimensional	0,7
Reduction factor for health hazard class "red"	Non-dimensional	0,7

In case you propose additional parameters please insert them in the table below:

Parameter	Dimension	Model response

Specification of the specific response capacity sin the different sub-regions will be asked for in the next stage (data collection).

## Annex 7

<b>BRISK PROJECT PARTNERS AND CONTACT PERSONS</b>		
<b>DENMARK</b>		
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