

PA Safe Operational Advisory Board, theme accident preparedness

Online meeting 2024-05-14, 12:30 – 15:30 Swedish Time

Agenda

- 1230 Welcome
- Approval of the agenda
- 1235 Inspirational speakers on trends in preparedness and response for maritime accidents and security issues
 - Border Guard, Finland (15 min)
 - Search And Rescue, Poland (15 min)
 - Q&A
- 1330 –ish BREAK
- 1345 Everybody in the call (one at a time): Your thoughts on preparedness and response for maritime accidents and security issues. (up to 5 min per person)
 - Commenting on trends OR
 - Sharing insight on a specific solution OR
 - Suggesting future work OR
 - Identifying a burning issue OR
 - Comment on thoughts that are interesting for you and your organization OR
 - Anything else relevant you want to share
- 1530 at the latest. END of Meeting

Participants:

The following 22 people participated in the meeting:

Jerzy Kiszczak

Mikko Simola

Olof Rehnberg

Heikki Koivisto

Mirka Laurila Pant

Per Eriksson

Tom Schumacher

Hunter Reinhardt

Morten Weiss

Milla Harju

Mirja Rosenberg Kurki

Markus Helavuori

Stefan Gewies

Tobias Svensson

Nicole Costa

Sergejs Harkovs

Jarkko Paavola

Orsolya Schulz

Ainars Austrums



Emelie Tingström
Ulf Siwe
Seppo Mäkinen

1. Welcome words

Policy Area Coordinator Ulf Siwe welcomes everybody to the meeting.

2. Approval of the agenda

3. Inspirational speakers

a) Commander Mikko Simola, Finnish Border Guard, Director Maritime Safety

Commander Simola gave a presentation on the current situation in Finland and what recent changes and future needs they see. Among other things shadow fleet transporting oil and the responsibility of these in case of an accident, GPS interference and AIS spoofing was mentioned. There is a need for increased risk analysis cross country when the risk level changes.

The presentation slides are attached to the meeting minutes.

Questions:

Seppo Mäkinen, Traficom: Magnitude of the SAR?
2000 incidents per year, mainly pleasure boats, environmental risk.

Stefan Gewies, DLR: Jamming and spoofing, how open does it happen?
In April 2024 more cases of jamming and spoofing has occurred in the maritime area. Traficom is the agency that collects the data on this and reports from mariners.

Olof Rehnberg, SMA. In Sweden it is a hot topic to distinguish between SAR and border security.
In Finland ministry of interior, is responsible both for SAR and border security.
Issues with the Geneva convention in crisis situation?
Updated and looked at this, could be certain areas where SAR can continue. Discuss with the other authorities what to do in combat situation. SAR activities in peacetime.

Tobias Svensson, SMA, helicopters engaged in SAR?
There has been an increase of situations involving ice. And here helicopters are the given resource.
About 40 such incidents. Pleasure boat in summer time is the majority.
How many helicopter bases?
2 coastguard districts, Åbo/Turku and Helsinki have both Helicopters and fixed wings.

Boarder guard is the only authority who has helicopters so can be asked to support in finding missing people. Private company for ambulance helicopters (single engine).

b) Mr Jerzy Kiszczak, Polish Maritime Search and Rescue Service

Mr Kiszczak gave a presentation on the current SAR situation and resources in Poland. The presentation also included upcoming challenges and areas of interest for future collaboration information sharing. One current actions is looking into drones both in terms of legal framework and procedures. Starting with drones of 2kg with duration of 30 minutes to get experience. Windfarms is another upcoming challenge. Talking to developers about procedures. Any experience about standards or procedures would be welcome. Information exchange wanted.

The presentation slides are attached to the meeting minutes.

Questions:

Ulf Siwe, Swedish Maritime Administration: Do you fly drones within line of sight?

Yes. Problems to get qualified personnel to operate the drones.

Get some experience to go forward. Maybe use other companies. EMSA Arpass project could be an option but don't know if that could be possible.

Seppo Mäkinen, Finish Transport and Communications Agency: Do you communicate with German SAR authorities?

Yes, MRCC Bremen but not in subjects like windfarms. In the future contacts with DK and GE

Morten Weiss, Danish Maritime Authority, it is defense ministry who is responsible for SAR in Denmark. Morten will find the responsible contact and share it.

Emelie Tingström, Swedish Maritime Administration: we have been doing some projects on drone within SAR and ice reconnaissance (also looking into legal and operational aspects). We could share the results and experiences if interesting!

Tobias Svensson, Swedish Maritime Administration: You are welcome to visit our JRCC in Gothenburg, Sweden.

BREAK

4.Tour de table – Introductions

5.Tour de table – Thoughts on Accident Preparedness

– Trends, insights, future work, issues, policy needs, comments, ideas

Olof Rehnberg, regional SAR coordinator south east of Sweden, Swedish Maritime Administration. Mass rescue operations, cruise ships and large ferries. Problems with evacuating a large number of passengers, like Viking Sky almost 1500 (479 could be evacuated in a couple of hours) Stena Scandica (30 out of 300 passengers could be evacuated very close to shore). Emergency towing capacity is needed and also that ships don't run aground. Ulf suggests identification of resources available like was done in the Dive Smart project.

Morten Weiss, Danish Maritime Authority
Ministry of defense is responsible for these issues in Denmark. Oil spills is a hot topic. Uplift the units with this capacity/ capabilities.

Heikki Koivisto, Sakunta University,
Training site and logistic research center, Sustainable flow project, cutting emissions in 7 ports using digital tools. Older fleet transporting oil is an issue.

Per Eriksson, Swedish Maritime Administration, SAR coordinator Stockholm area, enable cooperation between different SAR actors lately ambulance has been in focus lately but works well now.

Orsolya Schulz, Interreg Baltic Sea region
How to improve safety at sea and how the program can support.

Ainars Austrums Financial challenges for ports for sanctions on oil transport that are handled in our port. We have our own pollution prevention plans but when weather conditions get harder and the spills leave the port the MRCC Riga takes over. Good cooperation with border guard, discuss training activities and MRCC involve us to be aware about different scenarios. Bad heritage about submerged munition. Cleaning of "historical pollution" after Soviet union collapsed. Bunkering operations east of Gotland on international water. Checking conditions of the vessels coming into the port if they comply with legislation. Insurance issue is the way to get them. Investigated about propellers and divers certificate, regarding damage they could not present such. SOLAS convention states what needs to be presented. Electrification of jetties. Public procurement. VTS and SAR equipment upgrade needed.

Ulf suggests new funds for underwater munition, as there is a lot ongoing on the topic. What type of spills? None the last 10 years or so, but needs to be ready, mainly oil products, sewage treated according with legislation. For sludge full service is provided.

Jarkko Toivola, Finish Transport Infrastructure Agency
Northern Baltic, ice winter related to shadow fleet in the context of Gulf of Finland. Russia lowered the ice class requirements (from already lower than HELCOM suggests). Enormous amount of offshore wind-energy to be built. Man made construction cause challenges to winter navigation searching for the easiest route through the ice. How are the ice conditions affected and also the effects on the winter navigation (both icebreaking capacity as well as the merchant fleet). SAR operations near and due to windfarms.



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Stefan Gewies (DLR)

Here to learn this topics that are not my main field. Reduce risks of navigation.

Ulf Siwe wonders: when will ships have a back up solution that your project works on?
Standardization and funding are the two challenges. Approve the capabilities. Need commitment from the states around the Baltic

Markus Helavuori, HELCOM secretariat

HELCOM has been working on cooperation when it comes to response of spills since the 70s. Working groups on wildlife and response. Developing the response manual on how to react and request support from other countries, arranging the BALTEX exercise (Alpha, Delta, Charlie, table top). Analyzing the risks and consequences. Brisk was the latest and validity is due as the situation has changed (as already discussed). Need for a new risk analysis. Application sent in for funding to do this work this or next year, duration 2 years.

AIS sharing to increase safety and reduce risk. HELCOM Maritime for Safety of Navigation and AIS subgroup. SAR is not a specific topic (as environment is the focus) but part of the exercises, however up to the hosting country to set what they want to exercise and train.

Hunter Reinhardt, Interreg BSR Secretariat

Third call project platform coming up shortly, designed to bring different project from different programs together.

Markus Helavuori: submerged munitions, 3 new projects about to start this year. Touching on different topics from different angles. If that a potential topic for a platform?

Hunter: not on our radar but not opposing, criteria that the lead partner is part of the project.

Emelie Tingström to forward meeting invitation to Markus with the approval of Interreg representative in the meeting.

Tom Schumacher, BSP

Include topics you see a need for in the update of the action plan. Ending in December this year. Later this summer there will be additional information.

Seppo Mäkinen, PA Safe/ Traficom

Presentation of ongoing and upcoming work of the Policy Area on Maritime Safety and Security.

Emelie Tingström, PA Safe SMA

Co existence of shipping and offshore wind energy is a topic gaining attention in several BSR countries and that will also have implications for future SAR operations.

6. Other issues

No other issues raised.

7. Meeting closure

Meeting minutes to be sent out for further development of needs and solutions.