

DaGoB Leaders



*Bo Zetterström, Work Package 2 Leader
Swedish Rescue Services Agency*

Dear Reader,

The Swedish Rescue Services Agency (SRSA) promotes practices that improve the prevention of emergency responses and in the event of an incident or accident, limit the related injury and damage. This is achieved by disseminating information, conducting training in the form of courses and exercises, and through effective supervision. SRSA's work encompasses all actions and requirements pertaining to emergency responses from everyday accidents and emergencies to disasters and war.

As the competent authority within Sweden for all land transport (road and rail) of dangerous goods, the SRSA is also responsible for coordinating the Swedish regulations for sea, air, and land dangerous goods transport. The special branch tasked to oversee this, within the SRSA, is the Transport of Dangerous Goods Section, located in Karlstad, Sweden.

SRSA is also the responsible authority within Sweden for coordinating all Swedish work associated with the transport of dangerous goods when dealing with any appropriate international organization or agency.

The DaGoB project is a viable project for the SRSA because it provides worthwhile knowledge of other Baltic Sea Region countries' transport of dangerous goods. Therefore the SRSA accepted the position as Leader of Work Package 2 to assist in providing an overview of authorities' roles and responsibilities in handling dangerous goods. DaGoB also provides the SRSA valuable information on the cooperation between authorities on a national and international level.

Yours sincerely
Bo Zetterström

Exercise Aura – 2nd DaGoB Exercise

By Timothy Tinney, University College of Borås

On the 4th and 5th of October 2006 DaGoB will be hosting its second exercise in Turku, Finland. This exercise is divided into two parts.

The first day will be concentrated on the ADR (International Carriage of Dangerous Goods by Road) and the second day will be concerned with the IMDG (International Maritime Dangerous Goods) Code.

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Aerial view of Port of Turku

WiMAX for Better Surveillance

By Timothy Tinney, University College of Borås

The Port of Turku, Finland, is now utilizing wireless data transfer technology, called WiMAX or Worldwide Interoperability for Microwave Access, for their new camera surveillance system.

This technological standard provides better coverage, self installation, power consumption, frequency re-use and bandwidth efficiency compared to other standards like Wi-Fi.

"In the new system, surveillance cameras are wirelessly connected to the Port's control center in the same way as work stations were connected to the Port's computer system," says Reijo Toivonen, Finance Manager for the Port of Turku. Wireless connections allow cameras and work stations to move around freely and also provide quicker and simpler connections for new equipment.

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Upcoming Events

October 4th-5th 2006
DG exercise in Turku, Finland

October 25th-27th 2006
Meeting in St. Petersburg, Russia

November 30th- December 1st 2006
DaGoB exercise in Hamburg, Germany

One Directive Instead of Five

By Bo Zetterström, SRSA

It was noted back in 2004 that there were too many directives relating to the transport of dangerous goods. There was the framework Directive 94/55/EC (ADR), Directive 96/49/EC (RID), European Agreement concerning the International Carriage of Dangerous Goods by Inland Waters (ADN), and two safety advisory Directives 96/35/EC and 2000/18/EC.



Each directive and agreement served a specific purpose, but in many cases there was duplication in that each directive and agreement was stipulating the same regulation or framework.

This created an abundance of paperwork that became very cumbersome.

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Paper rolls in Port of Turku

Exercise Aura – 2nd DAGoB Exercise

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During the first day, several presentations will be delivered at the Turku Police Headquarters. Afterwards, the Exercise participants will then travel to the Port of Naantali where they will receive briefings and tours of the Port.

The second day will again begin at the Turku Police Headquarters with several briefings, to include briefings from the Finnish Customs, Suomi Communications Ltd., and the West Finland Coast Guard District. From there, personnel will visit the Port of Turku for further briefings and tours.

This program of events is designed to give exercise parti-

cipants comprehensive information concerning dangerous goods inspections, procedures and regulations in Finland. The tours of the Ports of Naantali and Turku will further reinforce previous briefings by offering realistic, direct observation of control missions, and demonstrate the many joint responsibilities and requirements when security is provided by a number of authorities.

If interested in attending the exercise, please quickly contact the DaGoB Headquarters in Turku, Finland at +358 2 481 481.

WiMAX for Better Surveillance

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Recently a new wireless surveillance car was installed. This is helping the Port to comply with the requirements for port surveillance in accordance with the International Ship and Port Facility Security Code or ISPS code. A camera and computer is placed in the surveillance car to transmit data to and from the Port's control room.

The benefits of this are best illustrated by the following example. Suppose there is an accident involving dangerous goods within the Port. The wireless surveillance car would be sent to the scene of the accident immediately and allow a quicker emergency response through the use of real time video imagery, without the risk of emergency response

personnel being exposed to a life threatening environment. Faster real time video imagery also allows police and rescue authorities to better estimate the number and type of required equipment. The wireless surveillance car can also offer continued support by following the development of an incident in case further assistance is needed.

Using the WiMAX technological standard along with a wireless surveillance car within the Port of Turku has significantly increased their security posture and capabilities. Accident responsiveness will no longer only be a factor of direct

human intervention, but rather of how quickly accident data and information can be acquired and sent to proper authorities for better planning and execution.



Map of Port of Turku

One Directive Instead of Five

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Another problem was the translations of the ADR and RID Annexes, which created a problem for the Commission. This problem revolved around the fact that EC publications were often late due to limited resources and necessary financial procedures. This delay resulted in translations for Member States' national legislation often being publicized before the Commission's version.

One proposal to solve the aforementioned problem of duplication, was to update and merge the framework directives relating to the ADR and RID, in such a way that the translation of the Annexes to these directives' would not be necessary by the Commission, in the future. At the same time, some outdated articles would be amended. It was also foreseen, at that time, that the ADN would come into force in the near future, thus an extension of the scope of work would be required.

After discussing this situation with the EC Committee on Transport of Dangerous Goods, the proposal to merge the framework directives relating to the ADR and RID together

and extend the scope to include the ADN, was approved. At the same time, Directives 96/35/EC and 2000/18/EC would be revoked.

To accomplish this work, Germany, United Kingdom and Finland volunteered to participate in a working group to merge the directives and prepare a first draft by the autumn of 2004. After some editorial work from the Member States and the Commission, Version 7 was produced as the final document. This document has been proposed to the European Commission – Directorate General for Energy and Transport and is expected to be approved by the end of 2006.

Once this has been accomplished, the final document will go to the European Parliament for further discussions. Member States are then expected to enact laws, regulations and administrative provisions necessary to comply with the new directive no later than 1 January 2009.

Hamburg partners in DaGoB under Leadership of TuTech

By Jan Prahm, TuTech



The DaGoB - partners from Hamburg are joined under the umbrella of Tutech Innovation GmbH. TuTech is on the one hand the leader of this Hamburg Partnership, and on the other hand the leader of the DaGoB Workpackage 3 "Toolkit - Action Plan". The members of this Partnership are besides TuTech the Technical University of Hamburg-Harburg (TUHH) and the Waterways Police of Hamburg. The participatin of the Behörde für Stadtentwicklung und Umwelt (BSU) (Ministry for City Development and Environment) is under preparation.

TuTech and TUHH are currently doing the preparatory work to develop the DaGoB action plan which will be tools to facilitate the exchange of experience with in the dangerous goods community in the Baltic Sea Region. Our first step was to talk to the partners which gave us already some hints which issues the partners are interested in. One seems to be training and the exchange of "Best practice of training" between the partnering organisations in a sense of "training the trainer".

Currently we are evaluating a questi

onnaire we had sent out in July with which we are trying to find out in more detail what the needs of the partners are.



TuTech House

Founded on the result of this evaluation concrete actions will be organised for the year 2007.

Besides that we are already planning a "hands on" exercise in the Port of Hamburg for 30. November - 1. December

2006 (See more detailed description in this newsletter)

TuTech was formed in 1992 as the first private technology transfer company founded by a German university. Together with its sister company Hamburg Innovation it serves all Hamburg's universities in technology transfer and industrial liaison matters. Since universities are under the financial and organisational control of the Länder in Germany, TuTech performs many tasks for the Free and Hanseatic City of Hamburg (FHH) as part of a knowledge economy development remit.

Hamburg is one of the 16 states of the Federal Republic of Germany, and is the second largest city in Germany with a population of 1.7 million. Hamburg is the world's 8th largest port, well known as a trading centre. Trading relations with the Baltic Sea Region established over centuries have a great importance for Hamburg and so it is interested to facilitate a safe and smooth transport of dangerous goods and all other goods.

ABBREVIATIONS

ADN	Accord européen relatif au transport international des marchandises dangereuses par voie de navigation intérieure (European agreement on the international transport of dangerous goods by inland navigation)
ADR	Accord europeen relatif au transport international des marchandise dangereuses par route (European Agreement on the international transport of dangerous goods by road)
DaGoB	Safe and Reliable Transport Chains of Dangerous Goods in the Baltic Sea
EC	European Community
FHH	Free and Hanseatic City of Hamburg
IMDG - Code	International Maritime Dangerous Goods Code
ISPS	International Ship and Port Facility Security
RID	Règlement concernant le transport international ferroviare de marchandise Dangereuses (Regulations on the international transport of dangerous goods by rail)
SRSA	Swedish Rescue Services Agency
TUHH	Technische Universität Hamburg-Harburg (Hamburg University of Technology)
WI-FI	Wireless Fidelity
WiMAX	Worldwide Interoperability for Microwave Access

Bilateral Meeting in St. Petersburg

DaGoB partners are invited to a bilateral meeting in St Petersburg organized by Tedim (www.tedim.com) and Project Office. Tedim is a leading logistics cooperation forum in the Northern dimension.

TEDIM mission includes:

- acting as a development forum for logistics co-operation between the EU and Russia, as well as between the EU member states,
- developing common Northern Dimension information management platforms,
- education about new regulations and best practices in transport and logistics,
- supporting development and use of telematics in transport and logistics

The meeting takes place during 25th to 27th of October, 2006 at the Finnish Consulate. The expected participants are road police, railway ministry, maritime administration, customs, port authorities etc.

During the first day Land Transportation activities and problems will be discussed. There will also be an excursion to terminal "Juzhnyj" during the afternoon. Second day is a Port & Maritime day starting with an excursion to "Baltiiskij balkernyj terminal", Peterburgskij neftenoj terminal" and "Pervyi konteinernej terminal". Presentations will continue

during the afternoon including reception at the Finnish Consulate. The last day, 27th of October, will be a summarizing day at the "Committee of Transport and Transit Policy".

The suggested themes are:

- Procedures of control, safe transport, storage and transshipment of dangerous cargoes with different modes
- Transport statistics, co-operation and transport optimization
- International rules and documentation - regulations
- Classification of dangerous loads (different systems and features)

DaGoB partners are welcome to this meeting; however, a registration to Project Office is needed for practical reasons. The programme including lunches is for free but the partners are expected to take care of their travel and accommodation costs. According to the information from Interreg Joint Secretariat in Rostock DaGoB partners are allowed to use project funding for this bilateral meeting as this trip is evidently connected to the implementation of the planned project activities.

A more detailed programme will be published soon.

Pre – Announcement:

DaGoB Exercise in the Port of Hamburg 30. November – 1. December 2006

By Jan Prahm, TuTech

As a preliminary information we want to announce that the Hamburg Partnership of DaGoB is organising an exercise in the Port of Hamburg 30. November – 1. December 2006

First Day 30. November 2006

09:00 Welcome and introduction
During the day: Tour through the Port of Hamburg and control exercise of transport units
In between: Lunch break
17:00 End of the professional part
19:30 Dinner

Second day 1. December 2006

09:00 Debriefing
During the day: Professional discussions about the results of the DaGoB work packages WP 1 – WP 3
In between: Lunch Break
17:00 End

Registration: dagob@tutech.de



Waltershof Container Terminal Hamburg, TuTech Jan Prahm

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