



## DaGoB Leaders



Jaak Arro, Estonian Maritime Administration

## DaGoB Workshop: Harmonisation of Training of Dangerous Goods Control Officers

By Jan Prahm, TuTech

**On 19 - 21 February 2007, 25 representatives from Finland, Germany, Sweden, Latvia, Estonia, and Lithuania met in Riga, Latvia to discuss and share ideas on how to develop better and more harmonised dangerous goods (DG) training systems for DG control officers in the Baltic Sea Region.** This was conducted in accordance with the DaGoB WP3 toolkit, as directed by the WP3 leader, Jan Prahm at TuTech University, Hamburg, Germany.

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Participants at the Riga - workshop

Dear DaGoB-partners and friends,

Jaak Arro is the senior DaGoB partner in Estonia. He has been working at the Estonian Maritime Administration for the last 14 years and is currently the Head of the Dangerous Goods Section within the Maritime Safety Division at the Estonian Maritime Administration. Jaak also has a Ph.D. in Chemistry.

As the senior DaGoB partner, Jaak coordinates the work between the Estonian partners. As of today, the other DaGoB Estonian partners include the Port of Tallinn and the Estonian Railway Inspectorate. More information on the Estonian Maritime Administration is provided within this issue of the DaGoB Newsletter under "Estonian Maritime Administration and the DaGoB Project."

Yours Jaak Arro

## DaGoB facilitated smooth clarification of container leakage in St. Petersburg

By Roland Gildemeister, Hamburg Waterways Police

**The following report is a good example of how DaGoB activities have resulted in an improved cooperation between authorities across the Baltic Sea.** In this case, DaGoB facilitated the establishment of lines of communication between the authorities responsible for the surveillance of dangerous goods transportation in the ports of Hamburg /Germany and St. Petersburg/Russia.

On 27 February 2007, at approximately 2.50 p.m., the Hamburg Waterways Police (Wasserschutzpolizei, WSP) were notified that there was a ship with a number of tank containers of UN 1917 Class 3 Ethyl Acrylate, originating from Rotterdam, and en route to St. Petersburg. At that time, however, the ship

was in fact docked in the Port of St. Petersburg. There, the crew had opened the hatch and established that part of the load from one of the tank containers had seeped out, whereupon they then closed the hatch again. In St. Petersburg, it was not initially clear what to do with the load - whether the ship could remain docked there or would have to leave the port. According to the agent, the ship was to sail to Hamburg (via the Kiel Canal (NOK)) where the ambiguous cargo would be unloaded.

However, the port authorities in St. Petersburg would not allow the ship to leave the port.

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## Fruitful staff exchange between Finland, Sweden and Hamburg

By Jan Prahm, TuTech

**One of the tools in the DaGoB Toolkit is the staff exchange tours between competent authorities who control dangerous goods in the Baltic Sea Region.** In DaGoB this entails the staff exchange of a couple of dangerous goods control officers visiting a partnering authority and working with the host partner in the field.

The objective is for both partners to learn and show each other their best practices in order to harmonize control standards.

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# DaGoB Workshop: Harmonisation of Training of Dangerous Goods Control Officers

By Jan Prahm, TuTech

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The following is a synopsis of the conference results. For more detailed results of this conference, see the DaGoB webpage, [www.dagob.info](http://www.dagob.info), under "Intranet -> Documents and Events -> Riga Seminar -> Summing up of Harmonisation of Training of Dangerous Goods Control Officers"



*Participants at the Riga – workshop*

It was recommended that:

- DG control officers must be educated on all relevant regulations (laws, orders, decrees and interpretation in practice), and must know how to act safely while responding to accidents and not to take unnecessary risks. The most important aspect is to maintain a broad educational profile and not to be biased towards any particular subject or discipline.

- It is necessary that DG control officers be capable and qualified to identify applicable and appropriate regulations and correctly apply them in practice. Theory and practice must complement each other. Theory is learned in classroom and put to the test during practical exercises and on the spot trainings.
- The curriculum and requirements for instructors should be approved by a competent authority (this depends on the particular country e.g. the ministry of transport or the ministry of education, etc.). Also, instructors should have relevant practical experience (either past or present) as a dangerous goods control officer as well as appropriate and applicable pedagogical skills.
- In terms of requirements for personnel interested in enrolling in DG control training courses, anyone can be accepted. On the otherhand, it is deemed necessary that prior practical experience be required when training DG control officers.
- When training DG road control officers the basic course on the ADR should be for 10 days, for training DG rail control officers the basic course on the RID should be for 5 days, and for DG ship control officers the basic course on the IMDG Code should be for 10 days.
- In addition to the theoretical education, exercises are very important. These exercises should use approx. 25 % of the basic course time.
- At least every two years, DG control officers should participate in refresher training anywhere from 2 to 5 days on new legislative aspects and exercises, for example.
- After training new DG control inspectors, they should be under close supervision by more experienced inspectors. In some cases this could be up to 6 months.

## DaGoB facilitated smooth clarification of container leakage in St. Petersburg

By Roland Gildemeister, Hamburg Waterways Police

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Hamburg Waterways Police (WSP 032) notified the agent that the ship would not be allowed to enter the Port of Hamburg while the situation concerning the cargo remained unclear.

Passage through the Kiel Canal would likewise not be permitted (following consultation with the responsible authorities). Within the scope of the DaGoB project, contact was also made with, amongst others, the St. Petersburg Maritime Port Administration. These contacts ultimately led to the Hamburg Harbour Police gaining a clear overview of the actual situation and communicating instructions to the ship in St. Petersburg. The next day, as it transpired, the cargo was indeed unloaded in St. Petersburg, thereby eliminating any risk to the ship, crew and, ultimately, the environment. Subsequently, the ship's next port of call was the Port of Hamburg.

In particular, this case highlights the fact that personal contacts within the St. Petersburg Maritime Port Administration, that were established through DaGoB project activities, enabled the Hamburg Waterways Police to obtain sound information leading to a swift resolution of the case. If alternate ports would have been required, additional points of contact within Finland and Estonia, also established through the DaGoB project, could have been used.

Overall, it is the opinion of the Hamburg Waterways Police that this was a very successful international operation in coordinated secure handling of hazardous goods.

Roland Gildemeister, Waterways Police Hamburg, Germany  
Wasserschutzpolizei WSP 32, Zentralstelle für Hafensicherheit und gefährliche Güter

## Fruitful staff exchange between Finland, Sweden and Hamburg

By Jan Prahm, TuTech

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The first of a planned series of DaGoB staff exchanges took place 19 – 20 March this year. A delegation of two officers from the Turku Traffic Police, in Finland, visited the Hamburg Waterways Police in Germany. Each day the two Finnish officers accompanied officers from a different commissioner's office. This resulted in the Turku Traffic Police officers visiting first the WSPK 1 (commissioner's office no 1) focusing on sea vessels and containers. Next was WSPK 2 focusing also on sea and containers, but this stage included other port facilities. The third stage with WSPK 3 focused mainly on inland water vessels. Last, but not least, was WSP 213 focusing on road transport controls. The two Finnish officers noticed that the Hamburg Waterways Police tasks are quite similar to their own, as well is the technical equipment.

The second staff exchange occurred 9 – 12 April 2007, again with the Hamburg Waterways Police. This time the two visiting officers were from the Swedish Coast Guard. This time the visiting officers visited commissioner's offices WSPK 2, WSPK 1 and WSP 213. They also noticed that the Hamburg Waterways Police have very similar tasks and equipment.

The result of the staff exchanges, thus far, is that the Finnish Traffic Police and the Swedish Coast Guard basically have the same control methods as the Hamburg Waterways Police, employ similar technologies, and almost have the same penalty scheme. This means that the Baltic Sea Region has at least three countries that are conducting dangerous goods controls and measures very similarly. In this way, DaGoB has already partly achieved one of its objectives. The next staff exchange is planned for June and July. This will entail the Hamburg Waterways Police visiting the Finnish Traffic Police in Turku and the Swedish Coast Guard. There are also staff exchanges planned for June consisting of small delegations from the Latvian Maritime Administration and from the State Sea Port Authority of Klaipeda, Lithuania to visit Hamburg.



Joint control of a lorry by Swedish Coast Guard and Hamburg Waterways Police

## Towards safer and more reliable transport of dangerous goods in Europe

### PRE-ANNOUNCEMENT

#### Dissemination seminar on the 13th of June, 2007 in Brussels

The 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 with interesting presentations within DaGoB area, ending with a lunch. 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 number 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.

# Estonian Maritime Administration and the DaGoB Project

By Jaak Arro, Estonian Maritime Administration

The Estonian Maritime Administration is a governmental organisation under the Ministry of Economic Affairs and Communications. Our principal aim is to ensure maritime safety in all aspects both in Estonian waters as well in port areas. The main function of the Maritime Safety Division is to enhance maritime safety, which includes inter alia safety for the transport of dangerous goods (DG) and hazardous cargoes. In Estonia, sea transport is predominately centred on the transit of bulk cargoes such as oil in all forms, coal, and fertilizers, as well as other like items.

As a DaGoB partner, the Estonian Maritime Administration has agreed to contribute to the DaGoB project in several ways. The first contribution has been to prepare, in cooperation with the Estonian Railway Inspectorate, a review of the Estonian national legislation on dangerous goods concerning sea and rail transport. In comparison with similar reviews from other countries it has been shown that there are some serious gaps in our legislation. The working relationship within the DaGoB project has and is helping to discover other more preferable results in this area.



Estonian Maritime Administration in Tallinn, Estonia

The DaGoB project is viewed as a toolkit for supporting the Estonian Maritime Administration efforts to improve maritime safety and to strengthen international cooperation related to DG transport. Under the DaGoB umbrella, Estonian Maritime Administration inspectors have been participating in joint exercises in Kapellskär, Sweden; Turku, Finland; and in Hamburg, Germany. These exercises have been good opportunities to experience DG inspections in real situations and to watch foreign colleagues in action. The experience, skills and dedication of the exercise personnel were very impressive and worth noting.

The second contribution has been the compilation of annual reviews concerning DG flows via Estonian ports, to include a list of DG incidents within the last decade. It should be noted that in accordance with Article 13 of the Directive 2002/59/EC, whenever practical, all notifications of shipboard DG or polluting goods shall be transferred electronically. In complying with this regulation, during 2006 the total number of individual shipboard DG notifications in Estonia was 337, but only 24 items had an annual capacity of over 10000 tons.

Lastly, there has been some discussion that there could be a problem with the reliability of information on dangerous goods being transported by ships. It seems that frequently the safety information on dangerous goods declarations is incorrect because the cargo owner or his representative is not familiar with international codes regulating the sea transport of DG. This could demonstrate a clear correlation between DG accidents and incorrect information, or the lack of safety information on the cargo. This topic has been dealt with in several presentations during joint seminars with the Port of Tallinn and in the DaGoB meeting in Hamburg. The Estonian Maritime Administration would like to continue to concentrate on this problem in 2007.

More information on the Estonian Maritime Administration can be found at: <http://www.vta.ee/atp/>.

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