



**Organization for Security and Co-operation in Europe
Secretariat**

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Conference Services

Please find attached the presentation by Mr. Paavo Wihuri, Director of Maritime Safety and Security, Finnish Maritime Administration delivered at the Plenary Session 3 – Transport Security and co-operation issues, First Preparatory Conference to the 16th OSCE Economic and Environmental Forum “Maritime and inland waterways co-operation in the OSCE area: Increasing Security and protecting the environment” held in Helsinki, 10 - 11 September 2007.

MARITIME SAFETY AND SECURITY

Maritime and Inland waterways in the OSCE area

Increasing Security, Safety and protection of Environment

Paavo Wihuri
Director of Maritime Safety and Security



**Finnish Maritime
Administration**

MARITIME SAFETY

**AN OVERLOOK ABOUT REGIONAL COOPERATION
BETWEEN COASTAL STATES BESIDE THEIR
DIFFERENCIES IN NATIONAL POLITICAL SYSTEMS**

in The Baltic Sea

MARITIME SAFETY COOPERATION IN THE BALTIC SEA REGION

- The 9 coastal states around the Baltic Sea are Finland, Russia, Estonia, Latvia, Lithuania, Poland, Germany, Denmark and Sweden.
- Maritime safety can be divided into two: technical safety and operational safety. Technical safety includes the structural safety of ships, as well as the safety of equipment to the extent that concerns requirements on equipment. Operational safety includes functions related to the safe operation of ships.
- Maritime safety cooperation between the Baltic Sea countries is important because of the exceptionally sensitive marine environment of the area. Since the water exchange in the Baltic Sea basin is slow, any marine accidents and spills are especially harmful to the sensitive nature of the Baltic Sea, not forgetting human safety, which always has first priority.

ABOUT THE DIFFERENT AREAS OF COOPERATION, I WOULD SHORTLY LIKE TO POINT OUT THE FOLLOWING:

- The Gulf of Finland mandatory ship reporting system, GOFREP. The system covers the water areas outside the VTS areas in the Gulf of Finland, and is jointly operated by the three coastal states Finland, Estonia and Russia. Operational cooperation within GOFREP is constantly developed.
- The traffic separation schemes in the Baltic Sea region support the safe navigation of ships in the area. Also in this field the countries are jointly developing their work. In this context I would also like to mention the extensive ENC coverage of the Baltic Sea region which facilitates the most efficient use of ECDIS.
- As regards the Port State Control activities in the Baltic Sea region, I am pleased to state that PSCC unanimously approved the region's last cooperative member as a full Paris MOU member in Nantes last May. The regional cooperation under the Port State Control agreement is already a tradition which will continue in the future. An example is the cooperation between the Southwest Inspection Division of the Finnish Maritime Administration and the Swedish inspectors.

- For host state controls (ROPAX and HSC), even the EU legislation contains requirements on cooperation between the host states concerning areas such as inspections and accident investigation.
- In the field of initial surveys of ships, there has been close cooperation between Finland and Sweden, for example. However, I would like to mention the important fact that each initial survey object where cooperation would be possible will always be decided on separately, and the division of work will be strictly defined.
- HELCOM, which was founded to protect the sensitive marine environment of the Baltic Sea, has been, and is a cooperation forum for all the coastal states in the region.
- Also in the Baltic Sea SAR activities, experience from cooperation for instance in the use of resources has been positive. There is also constant improvement of cooperation in these highly important activities. Cooperation is also important in crime prevention, and has led to significant results.
- Finally, I would like to mention the cooperation in icebreaking in the Baltic Sea area, which is already nearly a century-old tradition.

GOFREP "A BALTIC ARRANGEMENT"

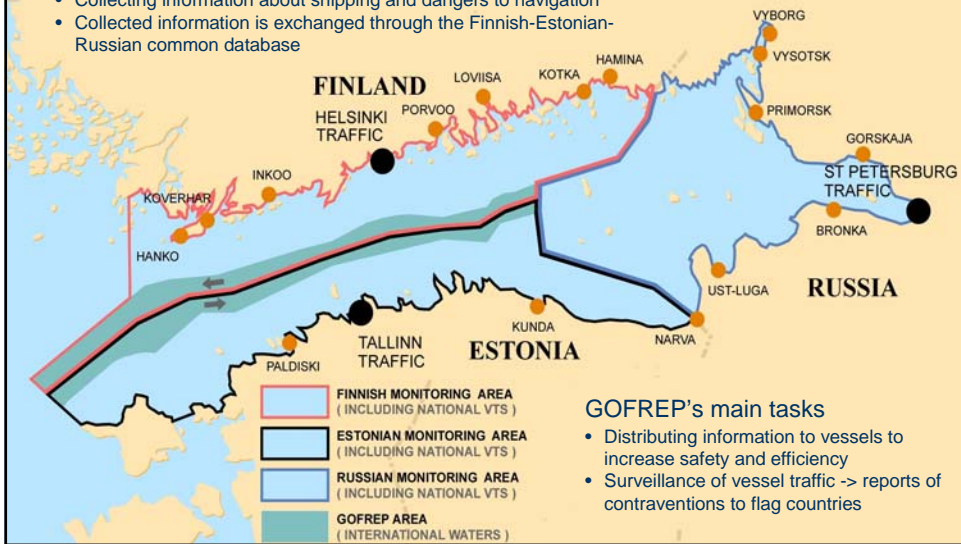
GULF OF FINLAND REPORTING SYSTEM A CO-OPERATION BETWEEN THREE COUNTRIES IN MARITIME TRAFFIC CONTROLL

- Despite of differences in their political national systems, three countries namely Estonia, Finland and Russian Federation have been able to implement common Maritime Traffic System, a Mandatory Ship Reporting System called GOFREP in Gulf of Finland.
- GOFREP is well functioning and commonly maintained. The aimed increase in maritime safety is achieved by monitoring the vessel traffic by AIS and radar and by intervening on the observed potential collision or grounding situations.
- Information obtained from vessel reports is exchanged between the GOFREP countries by using XML-messages.

GOFREP – the Mandatory Ship Reporting System in the Gulf of Finland

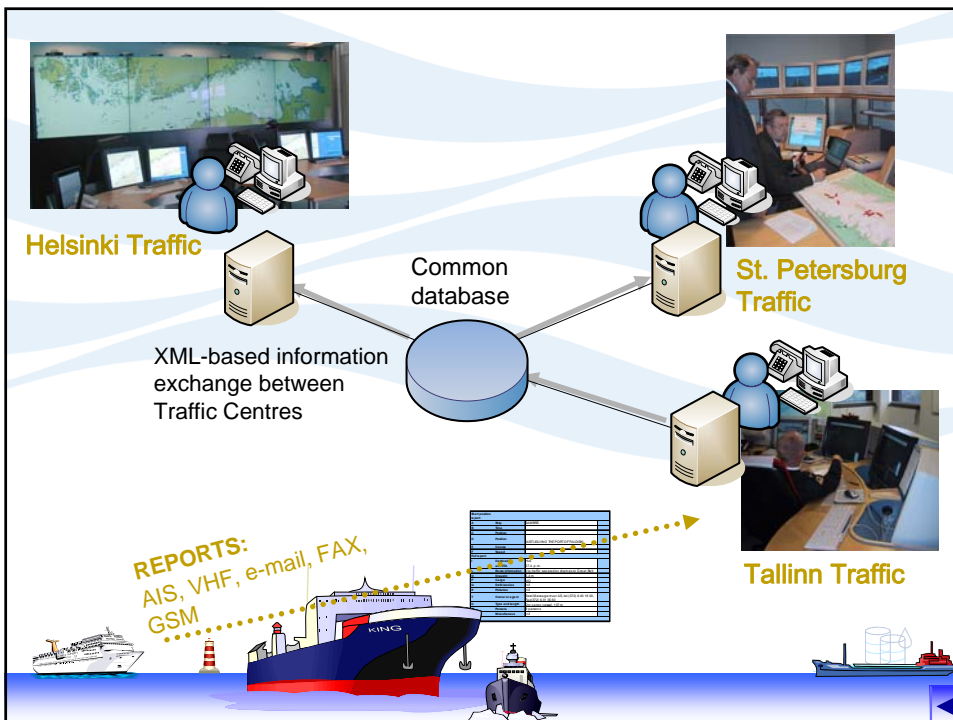
GOFREP's main tasks

- Collecting information about shipping and dangers to navigation
- Collected information is exchanged through the Finnish-Estonian-Russian common database



GOFREP's main tasks

- Distributing information to vessels to increase safety and efficiency
- Surveillance of vessel traffic -> reports of contraventions to flag countries



MARITIME ENVIRONMENT PROTECTION BY HELCOM

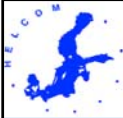


**Finnish Maritime
Administration**

- **The Helsinki Commission (HELCOM) works to protect the marine environment of the Baltic Sea from all sources of pollution through intergovernmental co-operation between Denmark, Estonia, the European Community, Finland, Germany, Latvia, Lithuania, Poland, Russia and Sweden.**
- **HELCOM is the governing body of the "Convention on the Protection of the Marine Environment of the Baltic Sea Area" - more usually known as the Helsinki Convention.**

HELCOM WORKS AS

- An environmental policy maker for the Baltic Sea area by developing common environmental objectives and actions
- An environmental focal point providing information about (i) the state of/trends in the marine environment; (ii) the efficiency of measures to protect it and (iii) common initiatives and positions which can form the basis for decision-making in other international fora
- A body for developing Recommendations of its own and Recommendations supplementary to measures imposed by other international organisations
- A supervisory body dedicated to ensuring that HELCOM environmental standards are fully implemented by all parties throughout the Baltic Sea and its catchment area; and
- A co-ordinating body, ascertaining multilateral response in case of major maritime incidents.



MAIN DUTIES ARE

- Contracting parties are to comply with the MARPOL Convention of IMO
- Sewage regulations apply to all ships, including leisure craft
- The use of incinerators is banned on territorial waters



The BALTIC STRATEGY

- A harmonized waste-fee system, “no-special-fee”
- Mandatory delivery of waste to port reception facilities
- Notification of ship generated waste
- Waste handling plans for ports

INTERNATIONAL MARITIME ORGANIZATION (IMO)

In God we trust, but we work with..



.....this is due to fact that each regional rule has to be approved by IMO before it aply to international maritime traffic and effect to it.....