



DaGoB Leaders



Jan Prahm, TuTech Innovation GmbH

Dear DaGoB-partners and friends,

we have now worked together for one year with another year ahead and during the DaGoB – Midterm Partnermeeting in Hamburg 30. November/1. December 2006 you saw the draft of the DaGoB – Toolkit. I hope to get your feedback on it during the next weeks, so that we can finalise the resulting action plan early January for 2007. The actions will cover workshops on training of dangerous goods control personnel, seminars on risk assessment, staff exchange and improvement of cooperation of the railways in dangerous goods related matters, to name only a few.

So in the following twelve months we will see each other quite often in the various places around the Baltic Sea where the DaGoB – partners are at home.

Thanks to the many meetings during 2006 we built up a good working atmosphere which is a good basis for our actions in 2007. The final action will be a DaGoB – conference in November/December 2007 where we will present and discuss with all stakeholders our achievements and results of two years of improvement of the transport of dangerous goods in the Baltic Sea Region. The conference is open to all interested experts, not only for DaGoB – Partners.

So I look forward to see you soon again, for so long I wish you a Merry Christmas!

Yours Jan Prahm, TuTech

Exercise Aura

By University College of Borås

In Turku and Naantali, Finland, on 4 – 5 October 2006, Exercise "Aura" was hosted by the Turku School of Economics, the DaGoB lead partner. Participants came from Estonia, Latvia, Lithuania, Germany, Sweden, and of course, Finland. In total there were 70 people who participated or directly supported the exercise in one form or another.

DAGOB private and public stakeholders exercised in two particular parts, where the first day was concentrated on ADR, targeted on export cargo going from Road to Sea mode and the second day on IMDG (International Maritime Dangerous Goods) Code, targeted on import cargo coming to port onboard a container Ship.



Control of Container at Turku, Photo: TuTech

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DaGoB in St. Petersburg, Russia

By University College of Borås

From 25 to 27 October 2006, DaGoB members participated in a bilateral seminar between Finland and Russia on Logistics and Controls in International Transportation of Dangerous Cargoes in St. Petersburg, Russia.

This proved to be an excellent opportunity to see how non-EU neighbours are conducting their dangerous cargoes transportation management and control. DaGoB participants included 17 representatives from the Turku School of Economics, the Finnish Traffic Police, Finnish Customs, the Finnish Maritime Administrations, West Finland Coast Guard District, and the Finnish Ministry of Transport and Communications; 5 representatives from the Port of Tallinn, Estonia; 5 representatives from Germany from TuTech

Innovation GmbH, Hamburg Technical University and the Hamburg Waterways Police; 2 representatives from the Freeport of Riga Authority, Latvia; and 2 representatives from the Swedish Rail Agency and Lund University.



Yuzhny Terminal in St. Petersburg/Russia
Photo: TuTech

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DaGoB in Hamburg

By Jan Prahm, TuTech

On 30. November–1. December 2006 the DaGoB-Partner assembled in Hamburg/Germany for their mid term partner meeting and excercises. Among the over 50 participants from Finland, Estonia, Latvia, Lithuania, Germany and Sweden were as well 10 dangerous goods experts from St. Petersburg /Russia.

At the premises of Dakosy, the Hamburg based IT service provider for the transport industry and the logistics sectors of trade and industry, the delegations were welcomed and introduced to the excercises.

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Exercise Aura

By University College of Borås

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The presentations part of the exercise were held at Turku Police Headquarters, in the centre of Turku and the actual exercise/inspections were held in the ports of Turku and Naantali, which is located 15 km west of Turku.

The first part of the exercise started on Wednesday, October 4th at 9:00h by registration at Turku Police Headquarters, and then participants welcomed by Matti Olsson (Finnish Traffic Police, Head of Turku Unit) describing Finnish Police organization, administration, departments, units, National Traffic Police, responsibilities and training system. After introduction of participants, presentation part of the Exercise continued by Mikko Suominen (DAGOB WP1 leader, project officer) which outlined the exercise with a brief description of DAGOB and its history, aims and concerns.

Jurisdictional presentations were held by Erkki Vikman (Finnish Traffic Police), targeted in 3 main areas:

- How is police working in Finland?
- Who conducts the inspections?
- What types of cargo will be inspected?

Complementary explanations continued by the message of Finnish Traffic Police: "Safest Travel in Europe" and different enforcement areas, co-operation and objectives between Finnish PCB (Police, Customs and Border Guard) authorities on local level, training and examination system for personnel involved in supervision and inspection, co-operation with other countries, and finally ADR enforcement that concerned Traffic Safety and under controlled Risks. A comprehensive explanation within some empirical data and pictures helped participants to better understanding of how to apply the ADR and its recommendations.



Lorry with drums checked at Naantali ferry port/Finland, Photo: TuTech

As stated, the goal of the ADR enforcement is to keep the level of transportation as required. If problems are repeated, the problem should be consulted with Safety Advisors. Enough documentation shown by drivers is to proof that all required safety measures are provided by driver, consigner

even consignee. However, inspectors and controllers have to be aware of risks associated with DG transportation and to analyze in each investigation that what to do if an incident occurs.

After arrival at Port of Naantali, Yrjö Vainiala (Port Director) welcomed the participants and presented the conditions and activities related to export and import of cargo through the Port and necessary co-operation with authorities. Then, the group of participants was divided into two sub-groups. Each sub-group gained an empirical knowledge by training of PCB inspection team lead by Finnish Traffic Police.

The primary concern of inspectors was to inspect those vehicles that have declared to transport DG. This was proven by the documents submitted by the driver to the Port's inspectors for analysis while the transporter checked-in. After preliminary analysis by an inspector, a discussion with relevant driver about his documents and condition of the transport was conducted to permit or solve some existing problems or discrepancies.



ADR-equipment checked at Naantali ferry port/Finland, Photo: TuTech

The inspection team found some discrepancies such as overloading, improper packaging or arrangement and in one case tracking more than one vessel of DG by vehicle which corrective and/or preventive action recommended by the inspector was issued. In two other cases, the problem related to marking and labeling was discussed and advised. Cargo security was one of the most important points for inspectors during their investigations.

Finally, a group of participants was invited to coffee and debriefing by head of inspectors and Port Director. So, some discussion and questions continued for better understanding and developing the ideas between participants and inspection team.

The first day's exercise finished by going back to the hotel in Turku and preparing for evening event at the Port of Turku which was a great night enjoyed with drink and sweets and then welcoming by Lauri Ojala to the group with brief historical explanations of DAGOB and ending by some valuable gifts from Finnish Maritime Administration, Finnish Customs, Finnish Traffic Police, Finnish Border Guard and Port of Turku.

The second part of the exercise started on Thursday, October 5th at 8:15h by Mikko Suominen's briefing and explaining the activities foreseen for second day of the exercise. As mentioned previously, the planned exercise for this day

Exercise Aura

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was targeted on import cargo coming to port onboard a container ship.



Surveillance car of the port of Turku / Finland, Photo: TuTech

The presentation part began with a presentation by Mikko Simola (West Finland Coast Guard District) explaining deployment and organization of the border guard within about 3100 personnel working at 63 guard stations to protect borders with Russia, Sweden and Norway. Since Turku is located in the West Finland Coast Guard District, the presentation was focused on this area concerning organizational responsibilities and authorities and co-operations between Police, Customs, Maritime rescue, Border checks, and National Military Defense. Then, BSRBCC and MRCC Turku were introduced. Their systems are located in the Turku Police Headquarter for surveillance, control, tracing, picturing and communications in BSR, and on international and national level using Finnish, English and Swedish languages. All participants could visit mentioned control room divided in two sub-groups.



Mobile X-Ray installation of the Finnish Customs for inspection of containers, Photo: TuTech

After coffee break, presentations continued by Heimo Pönkä (Finnish Customs) describing cargo manifest inspection and risk analysis on arriving import cargo and mission of customs concerning daily practices based on ADR/IMDG and also introducing of PortNet information system which is an useful instrument for risk analysis and control of import and export to collect statistics.

The presentation was continued by Ville Hellman (Suomi Communication Ltd.) about Wireless WiMAX broad band system used in a surveillance vehicle, which all participants visited at the afternoon. This system is capable to cover a link length from 2 km (nearest) to 15 km (far) and port is equipped with cameras in different important areas sending digital measurement data monitored in allocated devices in the mobile car with a high level of quality and security. The actual/inspection part of Exercise began after transport to the Port of Turku by bus, presenting of the X-Ray and surveillance vehicles by Timo Laitinen (Port of Turku and Finnish Customs Officers).



Crane at Port of Turku to change rail gauge from Finnish wide gauge to European mainland normal gauge, Photo: TuTech

Memorable Finnish seafood was prepared for lunch, while imported containers were waiting for inspections (IMDG) at the Port of Turku. Participants during a serious inspection by involved personnel learned how requirements of IMDG code are to be fulfilled. However, there was not any container of DG that day to inspect.

A short tour was made to the Turku Rail-ferry Port to show how the two different railway gauges of Russia and Europe are adapted which is to be considered a possibility of changing from regional to inter-regional intermodal transportation.

Final debriefing after transport to Turku Police Headquarter, was done by Mikko Suominen by an overview of inter-modal cargo transportation in BSR and some relevant statistics. End of this session was specified for comments and conclusions by participants and it was a great wish by host to meet all participants at the coming Exercises in St. Petersburg and Hamburg to transfer effective knowledge to all.

DaGoB in St. Petersburg, Russia

By University College of Borås

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The first day of the seminar started at the Consulate General of Finland with opening remarks by Mr. A. Karpov (Chair of the Transport and Transit Policy Committee), continued by remarks of Mr. O. Krupnov, Mr. P. Parinov, Mr. V. Tolmachev, Mr. Juhani Joutsen (Finnish Consul in St. Petersburg) and Mr Harri Cavén (Director General, Transport Policy Department, Ministry of Transport and Communications in Finland). Presentations began with logistical issues concerning the improvement of St. Petersburg's transportation networks. Professor Lauri Ojala, DaGoB project director, continued with logistics issues in international transport of dangerous goods. Many interesting issues were presented and discussed during the first day of the seminar. Presentations on dangerous cargo transportation management and control were provided by Mr. V. Tolmachev, October Railways, and by Mr. M. Wallin with his brief on "Safety in Swedish Rail." Other presentations were "Current State and Ways of Improving Safe Storage" by Mr. V. Smerchuk and "Traffic Control in Finland" by Mr. I. Myllymaa and Mr. V. Roima. Mr. H. Pönkä, from the Finnish Customs, discussed the Finnish method of working with surveillance through the use of Portnet, an information system used predominately in Finnish ports.

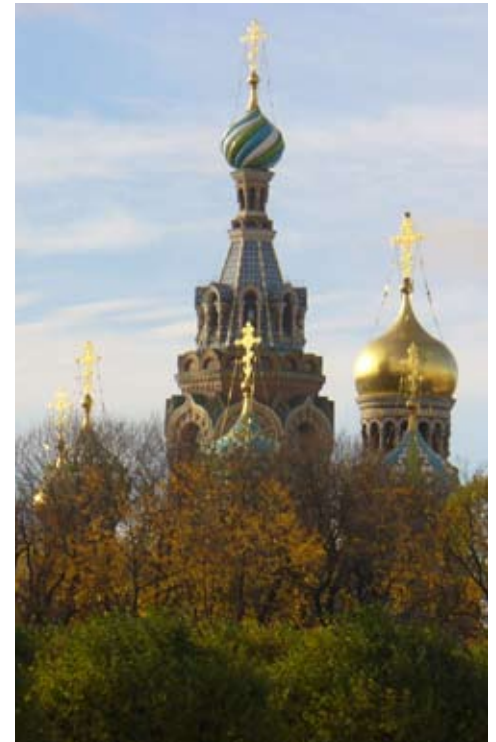
There was also a presentation given by Mr. V. Yershov concerning Russia's national system for managing and assuring safe transportation of radioactive materials. This was an interesting area to hear in how Russia is tackling this challenging issue.

During the afternoon session of the seminar's first day, a trip was made to the Yuzhny Terminal in St. Petersburg. This terminal is one of the newest and largest logistics terminal supporting international road transport.

The seminar's second day focused on the "Organization and Control of Dangerous Cargo Transportation by Sea and Air". First on the agenda was a trip to the oil terminal of the OAO St. Petersburg Seaport. This port is part of a loading complex that feeds both the Gulf of Finland on the eastern edge of the Baltic Sea and the harbour of St. Petersburg, Russia's second-largest city.

After the trip and lunch at the Consulate General of Finland, presentations were delivered by Mr. P. Parinov, from the St. Petersburg Port Authority, on control of dangerous cargo movement at the St. Petersburg Greater Port. Mr R. Gildemeister, from the Hamburg Waterways Police, described their tasks and methods of controlling dangerous cargoes. Mr. O. Krupnov then presented briefly environmental safety challenges associated with the transportation of oil products on the River Neva and the Gulf of Finland. This was interesting from the standpoint that it was stated that oil spills are one of St. Petersburg's biggest problems and one of Russia's most significant environmental focuses and challenges. Also on this topic was a presentation by Mr. A. Startsev on UNIDO's international initiative for preventing massive pollution of the Baltic Sea resulting from growing volumes of oil and other dangerous cargoes transport.

There were also brief presentations from the Mr. M. Simola on the "Baltic Sea Regional Border Control Cooperation" and from Mr. A. Mullai, from Lund University, on ways to analyze risks in connection with the transportation of dangerous cargoes. Finally, there was a presentation by Mr. Y. Vikhrov from the Russian Maritime Register of Shipping, discussed its work as the national classification authority and its services in multimodal freight transportation.



Church in St. Petersburg/Russia, Photo: TuTech

Day three of the seminar was spent with the Finnish Transport Ministry and the Russian Transport and Transit Policy Committee conducting bilateral discussions. They focused on logistics plans and current problems with customs processing.

In conclusion, the three day bilateral seminar was very productive and stimulated Russian interest as evidenced with their participation in DaGoB's Hamburg Exercise from 30 November to 1 December 2006. The above presentations can be downloaded by DaGoB partners and members from the DaGoB Intranet. If non-DaGoB members would like a copy of any of the aforementioned presentations, send an email to the DaGoB project office, mikko.i.suominen@tse.fi, and a copy will be sent to you.



Customs control zone at Yuzhny Terminal in St. Petersburg/Russia, Photo: TuTech

DaGoB in Hamburg

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Control of a lorry at customs office at Hamburg – Waltershof by Hamburg Waterways Police, Photo: Johannes Raitio, Turku School of Economics

The first exercise was a visit to the Hamburg Container Terminal Altenwerder (CTA) where the automatically guided vehicles (AGV) were seen in action. This was followed by a control of 6 dangerous goods containers.

During the afternoon session at Dakosy Jan Prahm from TuTech introduced the DaGoB Toolkit, presenting actions covering workshops on training of dangerous goods control personnel, seminars on risk assessment, staff exchange and improvement of cooperation of the railways in dangerous goods related matters to be performed in 2007. In a following workshop session with small groups of 6 – 10 persons fruitful discussions took place about the suggested actions.

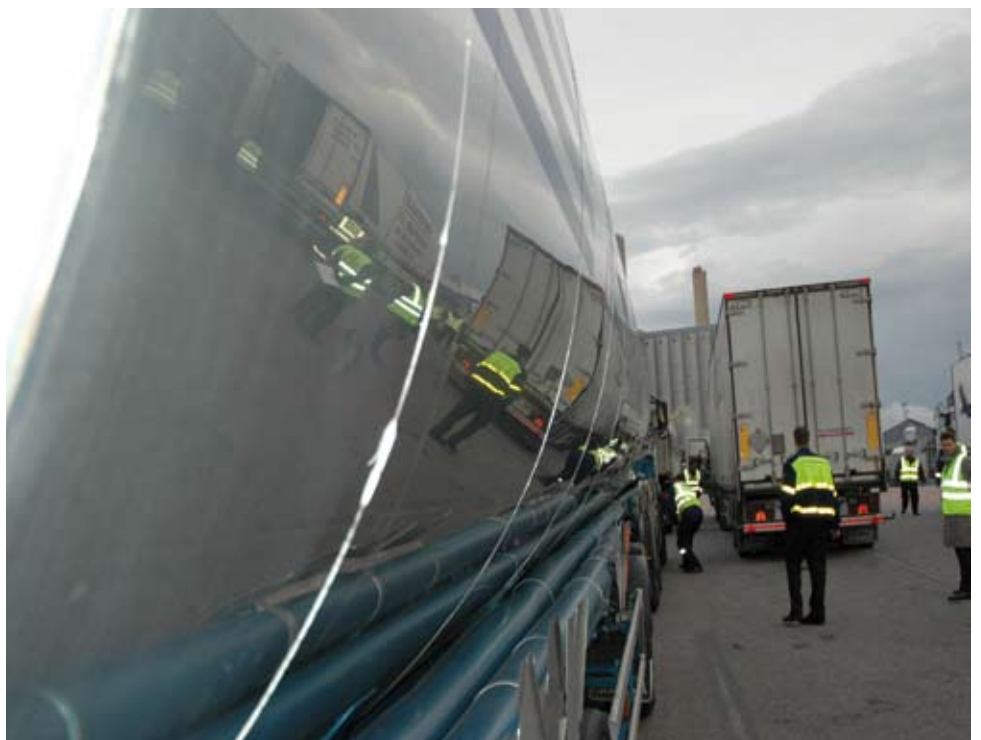
The day was finalised with a dinner at Johann Albrecht's Brewery. The next day started with a demonstration of the fixed X-ray installation of the German customs at Hamburg – Waltershof Customs Gate and in parallel a control of lorries transporting dangerous goods going into the Free Port of Hamburg or coming out of it were made

Afterwards again at the Dakosy premises Mikko Suominen presented the findings of WP 1 "Dangerous Goods Transport Flows in the BSR and multiple case studies" and Bo Zetterström presented the results of WP 2

"Rules and responsibilities for the authorities of dangerous goods in the Baltic Sea Region". It was followed by a presentation by Jaak Arro from the Estonian Maritime Administration on "Safety Tracking Information" and some hints from Tim Tinney on dissemination matters.

The closing words were spoken by Lauri Ojala.

An extensive coverage of the Hamburg Mid-Term and Partner Meeting will be published in the next DaGoB – Newsletter.



Tank lorry controlled at Naantali / Finland Photo: Tutech

Dangerous Goods Transportation Articlcs

By Timothy Tinney

Occasionally there are publications containing articles that either directly or incidentally concern dangerous goods transportation. These articles appear most often in transportation and logistics journals, but they also have been known to appear in other publications dealing with risk management and supply chain management.

In today's age of information, it is amazing how some of these articles remain hidden even with today's ultra-fast and thorough search algorithms found on the Internet. Actually, in many cases dangerous goods transportation articles do reside on the Internet, but due to an abundance of "other" related articles; they inadvertently are forced down to something like number 1000 out of 150,000 search results. Not many have the time or resources to conduct such a search.

To help with this situation, part of the DaGoB mission is to assist in the dissemination of dangerous goods transportation articles and information. In keeping with this, the following are articles that may be of interest and can be found on the DaGoB web site, www.dagob.info.

"The challenges for european rail freight," by Tony Berkeley, published in the Transport Press Review by EUROFER (European Confederation of Iron and Steel Industries), dated 2 October 2006. This is an excellent two page article on some of the continuing problems that persist to plague the European Commission, such as "how to fund rail infrastructure maintenance and enhancements without pricing freight traffic off the rail network and onto congested and unsuitable roads." This article, although not directly related to dangerous goods, is vital when considering the importance of cost effective dangerous goods transport.

"An analysis of the regulation & transportation of hazardous waste in the United States of America," by Vereda Johnson King and Basil Coley, published in the World Transport Policy & Practice, Volume 11, Number 2, 2005, ISSN 1352-7614. This is a comprehensive four page analysis on the current practices and trends related to the transportation of hazardous waste materials within the USA. There are many parallels that can be drawn from this analysis that have relevance to Europe.

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 européen relatif au transport international des marchandises dangereuses par route (European Agreement on the international transport of dangerous goods by road)
AGV	Automatically Guided Vehicle
BSR	Baltic Sear Region
CTA	Container Terminal Altenwerder
DaGoB	Safe and Reliable Transport Chains of Dangerous Goods in the Baltic Sea
EC	European Community
EU	European Union
EUROFER	European Confederation of Iron and Steel Industries
FHH	Free and Hanseatic City of Hamburg
IMDG - Code	International Maritime Dangerous Goods Code
ISPS	International Ship and Port Facility Security
MRCC	Maritime Rescue Coordination Centre
PCB	Police, Customs, Border Guard
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
WP	Work package

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