



Interreg North Sea Region



Interreg IVB North Sea Region Programme

# PROJECT IDEA FORM

Please fill out one form per project idea. Please fill out as many fields as possible, but try to keep it short.

Please write in the grey boxes in order to complete the form electronically.

<b>Project Title</b>	<b>IMPRES: Improved Response to maritime disasters and incidents in fairways and port areas</b>		
<b>Priorities Interreg IVB NSR Programme</b> <i>Please choose <b>one</b> theme that fits best with your project idea</i>	<input type="checkbox"/>	1. Building on our Capacity for Innovation	
	<input type="checkbox"/>	2. Promoting the Sustainable Management of our Environment	
	<input checked="" type="checkbox"/>	3. Improving the Accessibility of Places in the North Sea Region	
	<input type="checkbox"/>	4. Promoting Sustainable and Competitive Communities	
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<b>Project Description</b>			
<p>Improved Response to maritime disasters and incidents in fairways and port areas.                  Contending better with maritime incidents and accidents on major fairways and port areas</p> <p>The port areas                  The project is essentially aimed at incident management in European port areas that do not lie directly on open sea but at ones that are located further inland. Usually, the shores of the fairways leading to them contain (huge) concentrations of habitation due to the population density in Europe.</p> <p>The fairways concerned have had a natural genesis and possess a high ecological value. However, this ecological value and the safety of the population as well, are being threatened by increasingly intensive shipping (sea-going vessels, inland shipping and recreational boating). The project is directed at proper control of (threatening) incidents with the purpose of guaranteeing the safety of the population and the quality of the environment.</p> <p>Importance of safe ports and fairways                  It is vital that safety is guaranteed where the accessibility and approachability of ports are concerned. Where an incident occurs or is impending, it is essential that relief services respond properly to prevent escalation of the threat. Moreover, the transport of people (cruise ships and ferries) as well as the transport of goods (containerization and bulk transport) need to be looked at. At the same time, this guarantees that the surroundings of ports and fairways will have a safe and pleasant atmosphere --- for the population, tourists and businesses.</p>			

### Environment

The safety of shipping and with it, also, proper response at the time of (threatening) incidents are of crucial importance for the aquatic environment. A nautical incident can, after all, bring with it serious environmental consequences. Now, as a rule, attention is still chiefly focused on preventing oil leakage and the eventual oil clean-up. That is justifiably so, but many other materials that can be a threat to the environment are also transported by ship --- toxic gases and liquids, for example. These demand another strategy from officials and relief services than oil pollution does. There is usually also a much shorter time to react. Concurrently, there must also be sufficient opportunities to quickly and efficiently clean up (residual) oil and other pollution. This holds not only for the coast but also for the fauna, birds in particular.

### Economic importance

Safety on fairways is of importance to the economic development of the surrounding area. A well-organized calamity organization has a positive effect on safety and on the image of the port area concerned.

### Risks

Incidents with one or more ships can cause serious damage and danger to those vessels involved, their crews, cargo and other ships. The incident can also have far-reaching consequences for the population and businesses onshore, for port accessibility, for nature and the (aquatic) environment. In addition, in the coming years, the volume of transport, and that of hazardous materials, in particular, is expected to increase considerably. Owing to this, the risks will only grow.

The complexity of incident management around the fairways is increased by:

- various transport streams, sea-going vessels, inland shipping and recreational boating;
- the tides;
- the presence of (petro)chemical industries around port areas;
- concentrations of population, partly as a consequence of employment;
- recreation --- the coast appeals to recreationers.

### Incident management

Many parties are involved in controlling incidents in estuaries and port entrances. Besides the responsible official national, regional and local authorities, the relief services, private salvage companies and water rescue services are also of vital importance. Here, the coordination, fine-tuning and communication between these official and operational bodies deserve particular attention.

### International character

The complexity with sea-going vessels differs from other objects due to the fact that, as a rule, they are ships sailing under the flag of another country --- from a legal aspect, foreign territory. This makes action at the source, the vessel itself, complicated. Along with this, language sometimes forms a complexity.

### European cooperation

Shipping is an international process. When a calamity occurs, the consequences are also often not limited to the region or national borders. This effect is strengthened even more by the increasing share of shipping worldwide but also certainly by European transport (Short Sea shipping). The growing volume, on the one hand, and the growing population density, on the other, make that the effects of a calamity can be vaster and more intense.

Cooperation between the bodies involved across borders can contribute to better disaster management. Cooperation between official and operational services of and around European ports and their fairways leads to improved quality. An exchange of knowledge and experience takes place. By working together, training can be more effective. By doing so, the ports together can present a better image of Europe; where safety is concerned, there is no rivalry.

Around the various port areas, incident management is organized differently. By exchanging knowledge and experience, the various layers of government are better able to hold vertical integration up to the light. At the same time, horizontal integration occurs a result of this exchange.

**Concrete results**

Impres is aimed at concrete results:

1. The development or further pursuit of concrete strategies for incident management
2. The exchange of knowledge and exchange of practical experience in the operational field with regard to the management of various types of incidents

**Central Aim**

Improve the accessibility of ports bij making fairways to these ports safer.

**Envisaged Outcomes**

1. The development of working methods and tools for tackling nautical incidents:
  - standard coordination frameworks
  - operational plans for the emergency services
  - coordination of responses to cross-border maritime incidents
  - internationally deployable expert teams
  - provision of assistance to (neighbouring) countries
  - blueprint for multi-disciplinary emergency assistance vessel
  - innovative fire-fighting techniques and extinguishing methods for maritime incidents
  - materials to ensure safety of members of the emergency services during maritime incidents
  - equipment for helping the injured on the water
  - standardisation of communications with ships
  - discussions with tugboat and salvage companies, insurers, etc.
  - rapid and reliable risk analysis for the cargo details
2. Education and training for partners in the emergency services chain:
  - international "Maritime Safety" module for relevant education courses
  - education and exercise programmes
  - scenarios for exercises and building up the emergency assistance organisation
  - international exercises
  - exchange of knowledge, e.g. through databases
3. Modification of European and international legislation:
  - development of European and international standards, for example about cargo details
4. Bundling knowledge about techniques for damage control and salvage:
  - a pool of rapidly deployable specialist advisers
  - a database of expert knowledge for specialist elements of incident responses
  - summary of available equipment

<b>Thematic Keywords</b> <i>(max. 5 words)</i>	safety, port areas, martime disasters
<b>Partners already found</b>	One partner in Germany and one partner in Belgium very serious consider their participation. We are also in contact with a partner in the UK.
<b>Partners requested</b>	Partners in North Sea area who have simular situations
<b>Estimated budget</b>	€ 2.

<b>Date</b> (dd/mm/yyyy)	30.05.2008
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