



Response to Marine Oil and Chemical Spills in Finland

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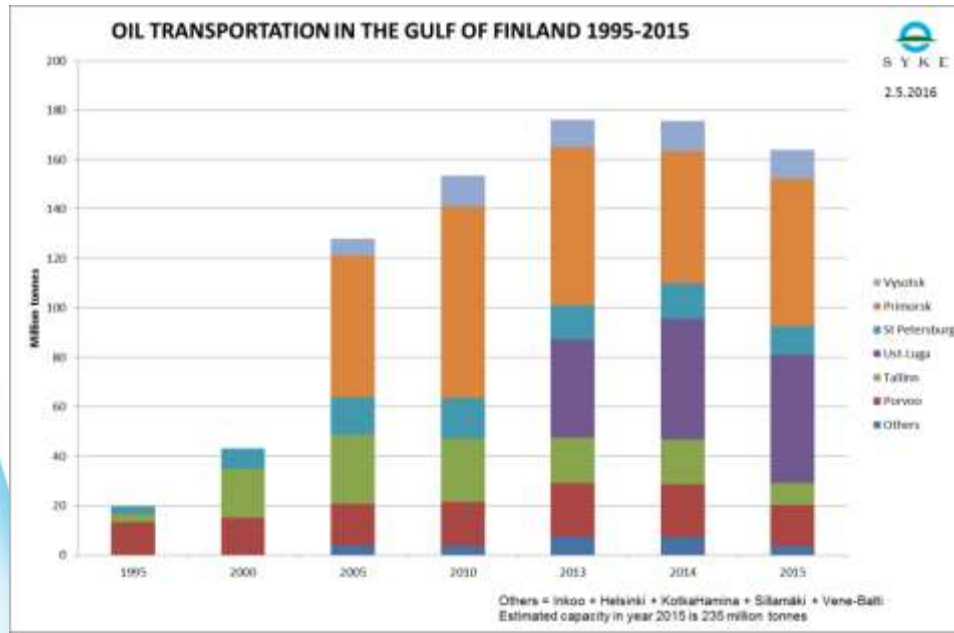
Finnish Environment Institute (SYKE)

Adriatic2017 - Environmental Protection of the
Adriatic Sea from Ship Source Pollution

2 Oct, Split Croatia

Oil transport on the Gulf of Finland

- There are several oil terminals in the Baltic sea, six in the Gulf of Finland. Size of biggest tankers over 150 000 DWT.
- Over 120 ships/day passes the red line on the map (= 45 000/year.) Among these 25/day are tankers (> 8 000 tankers/year)



Finland's international agreements on cooperation in oil spill response

- Convention on the Protection of the Marine Environment of the **Baltic Sea Area**, known as the Helsinki Convention, (European Union and the Baltic Sea Coastal States = Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Poland, Russia and Sweden)
- Agreement on Cooperation on Marine Oil Pollution Preparedness and Response in the **Arctic** MOSPA, (Arctic states = Canada, Russia, USA, Iceland, Denmark, Sweden, Norway and Finland)
- Copenhagen Agreement between **the Nordic** countries (Denmark, Iceland, Norway, Sweden and Finland)
- Bilateral agreements:
 - **Estonia** – Finland
 - **Russia** - Finland

Policy

- Pollution response is a duty of the **governmental maritime authorities and Rescue Services (municipalities)** – main responsibility is on the environmental administration
- Baltic Sea countries use only **mechanical recovery**
 - ✓ The use of dispersants restricted by the Helsinki Convention. Dispersants, in-situ burning sinking agents are not used in Finland.
 - ✓ The Baltic sea is shallow, has low salinity, oxygen deficiency -> Sensitive ecology.



An aerial photograph showing a large green and white boom laying vessel in the foreground. A long, dark boom is being deployed from the vessel, forming a large, curved arc across the water. Several smaller boats are visible in the distance, and a small island is visible in the upper left. The water is dark and calm.

Oil Response Target Level:
5 000 to 30 000 tonnes in 3 days (in 10 days in ice)
in cooperation with neighbouring countries.

**Boom laying target for each of the
22 Rescue Service District: up to 12 km in 12 hours**

Finnish oil recovery target levels to be met, with assistance from neighbouring countries

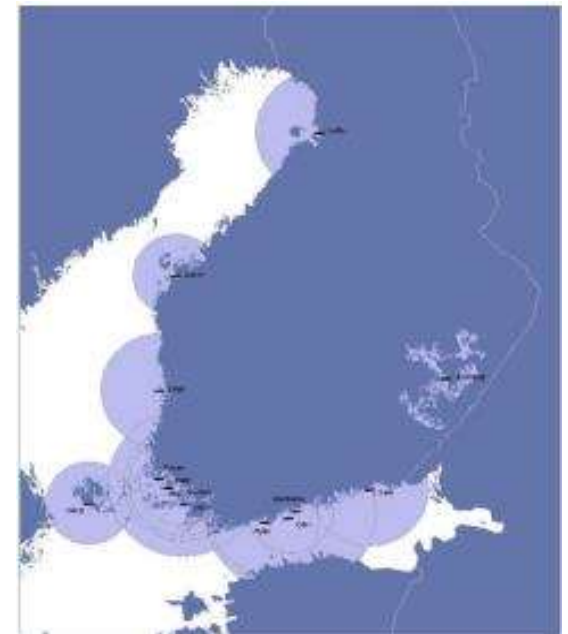
Spill = Total loss of oil cargo from two tanks



The Finnish governmental response fleet of multipurpose vessels equipped with in-built oil recovery brush systems

The vessels are operated by different authorities and companies: The Navy, The Border Guard, Meritaito Ltd and two archipelago ferry companies

- Normally the vessels are under the command – and in tasks – of their owners
- In a pollution incident a Response Commander, appointed on a case by case basis by SYKE, commands the pollution response operation and the vessels



The Finnish Response fleet

Turva
Rajavartiolaivos



95,9 m

Louhi
Merivälikat



71,4 m

Halli
Merivälikat



60 m

Hylje
Merivälikat



54 m

Tursas
Rajavartiolaivos



61,45 m

Uisko
Rajavartiolaivos



61,45 m

Merikarhu
Rajavartiolaivos



58 m

Seili
Meritalto



50,5 m

Letto
Meritalto



43 m

- 2 oil and chemical response vessels
- 17 oil response vessels
- 2 surveillance aircrafts
- 150 boats of the Rescue Services
- In addition any equipment –private or public- can be ordered to assist in spill response
- About 35 km if high sea boom and about 120 km coastal boom

Linja
Meritalto



35 m

Sektor
Meritalto



33 m

Kummeli
Meritalto



28 m

Oili I
Meritalto



24 m

Oili II
Meritalto



24 m

Oili III
Meritalto



24 m

Oili IV
Meritalto



19 m

Svärtn
Ahvenanmaan maakuntahallitus



24 m

Otava



24 m

Stella



24 m

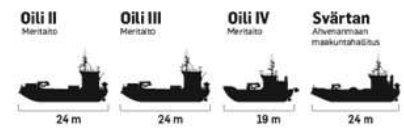
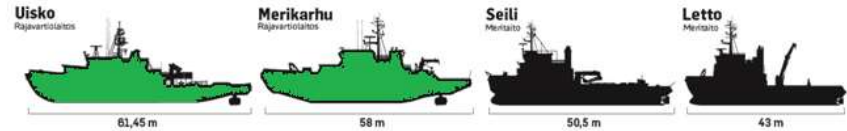
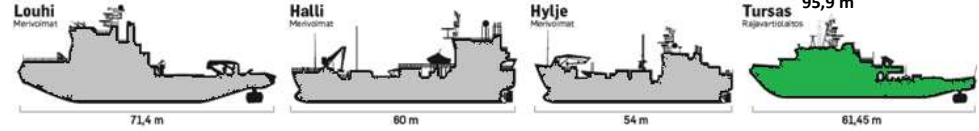
Do 228
valvontalentokone
Rajavartiolaivos



2 x

18,56 m

What do we mean by "multipurpose" and how is it financed



- Financing for building a new authority- ship comes from the governmental budget
- Maintenance of the ships and normal crew costs come the annual budget of the Navy or Border Guard
- Financing for (oil) recovery equipment and - readiness comes from governmental budget to SYKE, that equips and maintains the Navy and FBG vessels' (oil) recovery equipment
- SYKE pays to the owners of the contracted private vessels annual fee for their readiness
- SYKE trains/pays for the training of the crews for pollution response tasks

Financing of pollution response actions

- First actions financed by SYKE's pollution response budget (5,9 M€ in 2017), extra finances from Parliament needed quickly
 - Will be claimed from polluter later
- Finland is party to the IOPC Fund including the Supplementary Fund Protocol (1996 and 2005)
- Finland has a National Oil Pollution Compensation Fund
 - administered by the Ministry of the Environment, but the Management Board of the fund decides on compensations
 - the capital is raised by a fixed levy on each ton of oil imported to or transported through Finland
 - can cover the costs for response if the polluter cannot be identified and can be used as buffer in case if the international compensation process is delayed
 - finances the oil spill response equipment and training for Rescue Services according to their approved contingency plans
 - Can support the equipment purchases for governmental authorities as well (decided on case by case)

Volunteers

- Volunteers are trained to assist the authorities in response operations under their command. Access to polluted areas allowed only after training.
- Tasks:
 - ✓ Shoreline cleaning
 - ✓ Treatment of oiled wildlife (mainly birds) in containers equipped for this purpose.
 - ✓ Maintenance, food and lodging services



C: Antti Haavisto



C: Netta Leppänen

To conclude on the marine pollution response in Finland

- Authorities are responsible for response
- Pollution response task is defined in the law as a task to Finnish Environment Institute, the Navy, the Border Guard and the Rescue Services = a multiauthority task
- Environmental administration has the main responsibility – this might change, but no decisions yet
- Companies have been hired to enhance the number and thus the capacity of the response fleet
- Multipurpose ships and boats is considered to be economical
- National Fund has enabled good preparedness

Thank you!

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