

## BE-AWARE Kick-off Meeting Report

### Opening of the meeting

1. The initial meeting of the Bonn Agreement Area-wide Assessment of Risk Evaluations (BE-AWARE project) was held in Delft on 11 January 2012 at the kind invitation of the Netherlands. A list of participants is at Annex 1. The meeting was preceded by a planning meeting on 10 January by the project partners: the Coordinating Beneficiary (the Bonn Agreement Secretariat), the Associated Beneficiaries (Belgium, Denmark and the Netherlands) and project Co-Financier (Belgium). Apologies for absence were received from the second project Co-financier (Norway).
2. The meeting was opened by its Chairman Mr Sjon Huisman (NL). Mr Huisman said that the aim of the kick-off meeting was to establish working procedures for the project and to identify expectations for the project, possible obstacles and challenges presented by the project.

### Presentations

#### Secretariat presentation

3. The Secretariat gave a presentation outlining the project and recalled the Dublin Declaration signed by Ministers at the Bonn Agreement Ministerial Meeting in 2010, which recognised the need for an overview risk assessment of the area. In December 2011 the project proposal was selected by DG ECHO for funding in response to its 2011 Call for Proposals under the Civil Protection Financial Instrument. The project would run over two years and comprise ten work packages. The work would be undertaken in two phases corresponding to two years: Phase 1 – gathering the data and linking it to environmental sensitivity and Phase 2 – Risk Assessment. The project would have three main audiences: the project partners, the Bonn Agreement and the European Commission.
4. The bid was for project funding of 540,800 euros. This funding would be allocated to the ten tasks including: an initial kick-off meeting, a data gathering phase, the Risk Assessment itself, a seminar at the project half-way point and the final project conference. It was noted that this was the first time that DG ECHO had made funding available for maritime affairs. It was also the first time that the Bonn Agreement had received funding from the EU for a project.
5. The bid is strongly influenced by the HELCOM BRISK project and Task D should define a methodology for BE-AWARE that would deliver an outcome that is consistent with BRISK.

#### DG ECHO presentation

6. The Council of the European Union had adopted conclusions on an EU Framework on Disaster Prevention in 2009. The Commission was invited to develop EU guidelines on risk assessment, which have been issued at the end of 2010. EU Member States were invited to provide information on national risk assessments by the end of 2011. On this basis, the Commission will prepare by the end of 2012 an overview of major risks faced by the EU.
7. The meeting noted that the BE-AWARE results would not be available until 2013 and would not be able to be used for the overview of risks being prepared by the end of 2012. DG ECHO agreed to forward to project participants

the reports of the meetings of the Working Group on risk assessment for disaster management that has been established.

8. In addition a revision of EU civil protection legislation was adopted by European Commission in December 2011 which would result in a shift from *ad hoc* to pre-planned system on disaster response and enhanced risk management planning in prevention and preparedness. DG ECHO agreed to send the revised legislation to the participants.

9. The EC provided further information on ongoing work within the EU on risk assessment and disaster response, including activities in EMSA.

#### **Project Outline**

10. The Secretariat presented the Gantt chart showing a timeline for the project tasks highlighting that this would need to be updated as the meeting discussed each of the tasks. It was agreed that it would be circulated to all contracting parties to be used primarily as a communication tool for the project.

11. The meeting examined the ten project tasks and the expectations arising from the tasks as follows:

#### ***Task A: Project Management and communication (Secretariat supported by Peter Poulsen)***

12. The Bonn Agreement has signed up to the project and is legally responsible for its implementation as outlined in the Grant Agreement which was signed on 24 December 2011.

13. As part of the project administration travel costs would be minimised by utilising web-based video conferencing whilst an online collaboration and project management tool Basecamp would be used for ongoing project communication, including time-recording.

14. Sharing information from BE-AWARE with the wider civil protection and environmental community was considered to be important and therefore a new dedicated section would be created on the Bonn Agreement website. All ten Bonn Agreement Contracting Parties would be invited to become involved in the project information exchange and dissemination.

15. Expectations for this task were that:

- The Partners would provide support and direction
- Contracting Parties would provide information and assist in dissemination of results
- EMSA would provide information such as satellite data, HNS and transport of goods as part of the data-gathering exercise.
- The project would be completed within the timescale and budget.

#### ***Task B: Kick-off meeting (Secretariat and Associated Beneficiaries)***

16. This was split into three sub-tasks:

1. Overview presentation of the project and what is expected of Contracting Parties
2. Draft Partnership Agreement which must be agreed by project partners within three months of the project start date (Discussed at the project partners meeting on the 10th January)
3. Communication plan and project management facility for sharing information and dissemination of results (Discussed later in the meeting).

#### ***Task C: Regional resource database (Secretariat and Associated Beneficiaries)***

17. This task would involve the collection of data from Contracting Parties and other data providers on, *inter alia*:

- AIS ship traffic data

- Risk reduction measures
- Ship to ship transfers
- Other marine uses (e.g. oil and gas and renewable energy)

18. Expectations for this task were:

- The Partners require the data for future tasks.
- It will create a database for further development and for use in future risk assessments.
- EC: this task is important in terms of deliverables such as the GIS-based inventory and the evaluation of national risk assessments.

19. The meeting noted potential problems such as data gaps and confidentiality issues, and the fact that national risk assessments vary in approaches and assumptions.

20. Netherlands noted that:

- a. data gaps: deep waters are not covered for AIS. Lloyds database would be used to fill data gaps and the procedures for obtaining this data needed to be established;
- b. routing structures in the Dutch EEZ would change in 2013 as a result of marine spatial planning. This point would need to be picked up in Task E – Methodology.

21. Germany agreed that a good basis for the identification of gaps would be to compare AIS with Lloyds data. MARIN informed the meeting that information on cargo could be obtained by comparing AIS data with that held by Lloyds and major ports.

***Task D: Methodology (Consultant)***

22. Denmark with the support of COWI gave a presentation on the BRISK methodology developed by COWI and HELCOM Contracting Parties for the Baltic Sea. It was a strategic methodology looking at all accidents with a unique methodology based on interacting models. The BRISK methodology was proposed as a methodology for BE-AWARE as it could be adapted to the North Sea conditions saving time and money. Defining a methodology for BE-AWARE that would deliver an outcome that is consistent with BRISK is of high importance to Germany, Denmark and Sweden which are partners of BRISK as well. This was commonly agreed at OTSOPA 2011. The adaptation would be required as there are no ice conditions in the Great North Sea, and there is a greater instance of offshore installations such as oil and gas platforms and marine renewables.

23. The method note preparation will start once all the data gaps have been identified and this will include a method seminar to which experts, technicians, project partners and Contracting Parties will be invited.

24. The meeting also agreed to bring forward Task D to the very start of the project work as the methodology informs the data collection. The Gantt chart should be changed to reflect this.

***Task E: Area-wide traffic study (the Netherlands)***

25. This task would undertake an analysis of current traffic flow through the Greater North Sea as well as a projection for 2020. The task is dependent upon the availability of data and it was highlighted that it was essential for the output of the traffic analysis to be compatible with the risk analysis model otherwise there could be difficulties.

***Task F: Sensitivity analysis (Belgium)***

26. The sensitivity analysis task would aim to develop common criteria and qualitative descriptions of potential coastal impact. The analysis will take into consideration both environmental and socio-economic sensitivity and would involve a seminar to ensure consensus on the common criteria. This task follows on from an initial exchange of information on this topic at OTSOPA. Belgium informed the meeting that the task would be delayed as the member of

staff undertaking the work would be on maternity leave but that this would not affect the overall project timescale as the task outputs were not required for the risk analysis task.

27. The Secretariat informed the meeting that OSPAR is undertaking a regional socio-economic analysis for the Marine Strategy Framework Directive. This is a two-year project which could potentially assist as it would analyse types and compatibility of national data and undertake a case study on the shipping and ports sector.

28. Contracting Parties were invited to identify the contacts within their country for sensitivity analysis.

**Task G: workshop to be held at the project half-way mark (Secretariat)**

29. This workshop would be held back-to-back with BONN 2012 in Norway on 24-26 September. The previous tasks D, E and F would report on their progress and any gaps or difficulties would be identified. A workshop report would be produced along with an agreed methodology and a single set of data. These deliverables would then feed into the remaining tasks.

**Task H: Area-wide Risk Assessment (Denmark)**

30. The Area-wide Risk Assessment would comprise:

- a. a quantitative risk assessment on mineral oil;
- b. a qualitative assessment on HNS;
- c. additional consideration of risk reduction measures.

31. The assessment would require the Bonn Agreement area to be split into sub regions with their own characteristics in terms of traffic and response.

32. Further analysis would comprise:

- a. accident analysis;
- b. a spill analysis.

33. Technical data needed for the risk assessment would be gathered in response to the data request note. Data collection tasks identified were:

*a. AIS (raw) data:*

- (i) Gaps in AIS data should be identified. Belgium (Eric Donnay) agreed to investigate the possibility of obtaining a map of AIS coverage and gaps as soon as possible (possibly with the assistance of EMSA).
- (ii) Belgium, with the assistance of Denmark (Danish Maritime Administration) and EMSA, would check what time period was covered by AIS data and try to collect information on changes of coverage and changes in traffic patterns over the time that could be relevant for the quality of the risk analysis.
- (iii) Denmark agreed to collect data from the main AIS server in Copenhagen. All Contracting Parties' data is held there except the German data. EMSA holds the German data and these would be added to the database.

*b. Goods model (oil and HNS)*

Obtaining oil data is a difficult and time-consuming task. It is available from terminals but the data is sparse and obtaining HNS data is a particular problem. There was concern that Contracting Parties might not be able to obtain data to the level required.

c. *Platforms/fixed objects*

The Secretariat has GIS data on platforms and windfarms which has been collected within the OSPAR framework.

d. *Accidents database*

Data on accidents will be gathered from Contracting Parties' databases of incidents. Accidents in rivers and harbours should be excluded.

e. *Risk reduction measures mapping*

The risk reduction mapping will include a list of data obtained from Contracting Parties. The mapping will cover information on

- VTS and VSS
- Regional Traffic rules (in addition to Colregs) which are deemed to be necessary to enhance safety of traffic
- Emergency towing capacity
- Mandatory reporting systems
- Navigation aids (e.g. AIS, Radar RDF)
- Compulsory pilotage
- Shipping police presence and law enforcement

f. *Traffic prognosis to the year 2020.*

g. *Designated areas, including anchorage areas*

It was suggested that designated areas should also be included as ship-to-ship areas had been included in BRISK. The presence of designated areas can lead to an increased risk of collisions. Data on their locations to be provided by Contracting Parties.

**Task I: Case study (Denmark, Germany, the Netherlands and the Secretariat)**

34. The case study would be an opportunity to test and validate the risk assessment. The Wadden Sea Particularly Sensitive Sea Area (PSSA) was suggested by the Netherlands as a possible candidate area. Germany pointed out that they would prefer not to use the Wadden Sea PSSA in the study. The North Sea should be seen as a single vulnerable region. Incidents and accidents occurring in one part of the North Sea can affect other parts of the region (e.g. TRICOLOR incident). If a reduced approach for testing should be agreed Germany sees more suitable candidates in the Greater North Sea area such as the English Channel or Skagerrak. It was agreed that the decision on the choice of candidate area would be made at BONN 2012.

**Task J: Project Conference (Secretariat)**

35. This conference would mark the completion of the project and would have two parts: a review of the project results and a consideration of the balance of resources and identification of areas where additional investments in preparedness were required. It was suggested that political buy-in should be sought for the conference and to that end a date and location should be confirmed at the earliest opportunity.

## Data Collection

36. The management consultant, Peter Poulsen, highlighted the procedure for data collection based on the method used in the BRISK project. Firstly a data collection note would be developed in cooperation with the consultant undertaking the risk analysis data. The note would highlight the data required, the format, the time period and the reporting procedure. It would also be a two-phase approach where initially data would be requested and checked and then a second round of additional information collection and clarification would be undertaken.

37. The Partnership Agreements would contain a confidentiality clause to ensure data that could not be made available outside the project could be included in the risk assessment.

## **Communication**

38. The Secretariat highlighted the draft Communication Plan, which set out the aims and objectives for communication and sharing the project results with the wider public. The plan included the types of communication products that would be developed such as a project leaflet, dedicated area on the Bonn Agreement website, press releases, etc. The Secretariat would contact Contracting Parties about dissemination through the communications departments of their organisations as this could increase communication with the wider civil protection and environmental community.

39. Contracting Parties were invited to notify the Secretariat of their contact points for BE-AWARE. The following contact points have been notified: Denmark: Mr Alex Jensen; Germany: Mr Dirk Reichenbach; and the Netherlands: Mr Sjon Huisman.

40. The Chair then closed the meeting, thanked the delegates for their valuable input and wished everyone a safe journey home. The Secretary thanked the Netherlands for hosting the meeting.

Agreement for Cooperation in Dealing with Pollution of the North Sea by Oil and Other Harmful Substances, 1983

BE-AWARE Kick-off Meeting

Delft: 11 January 2012

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