

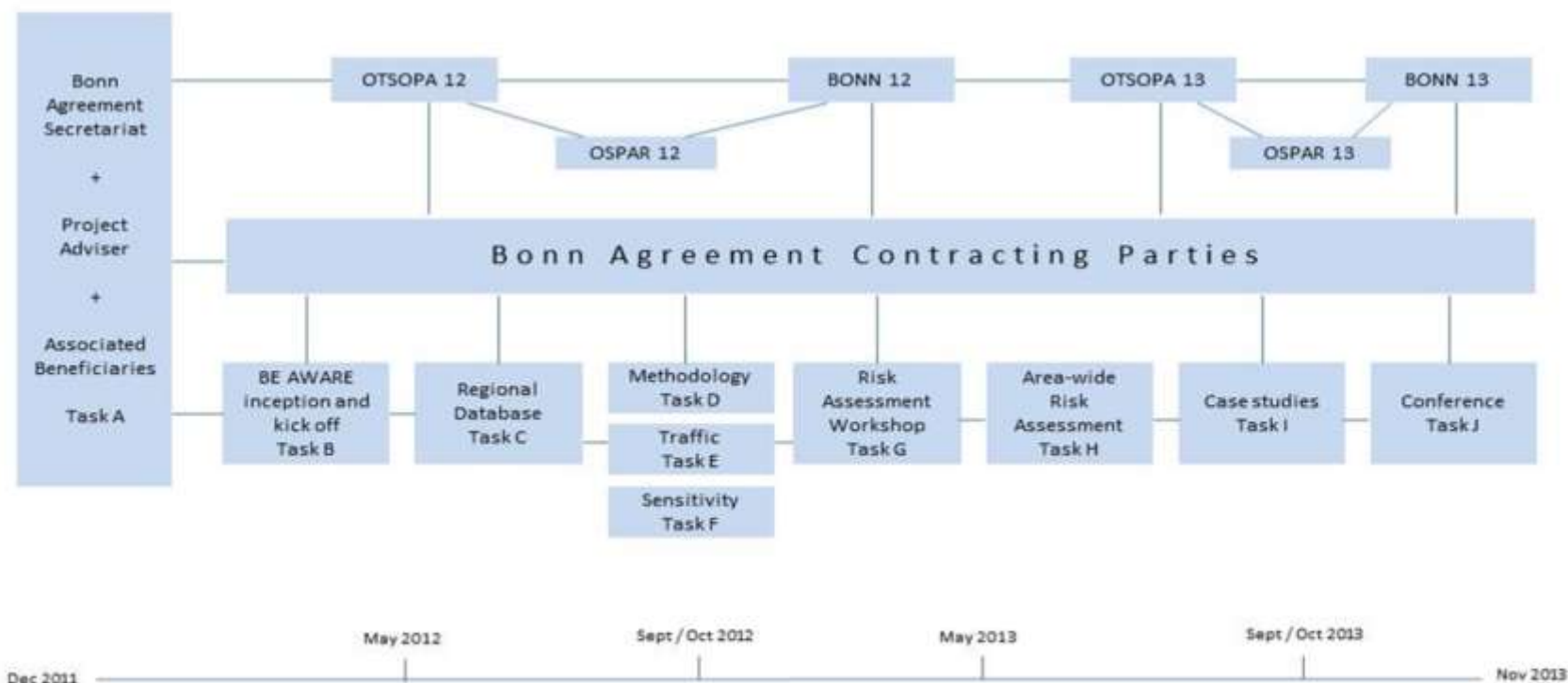
2<sup>nd</sup> Sensitivity Workshop, Brussels, 9-10 October 2013

# BE-AWARE Project



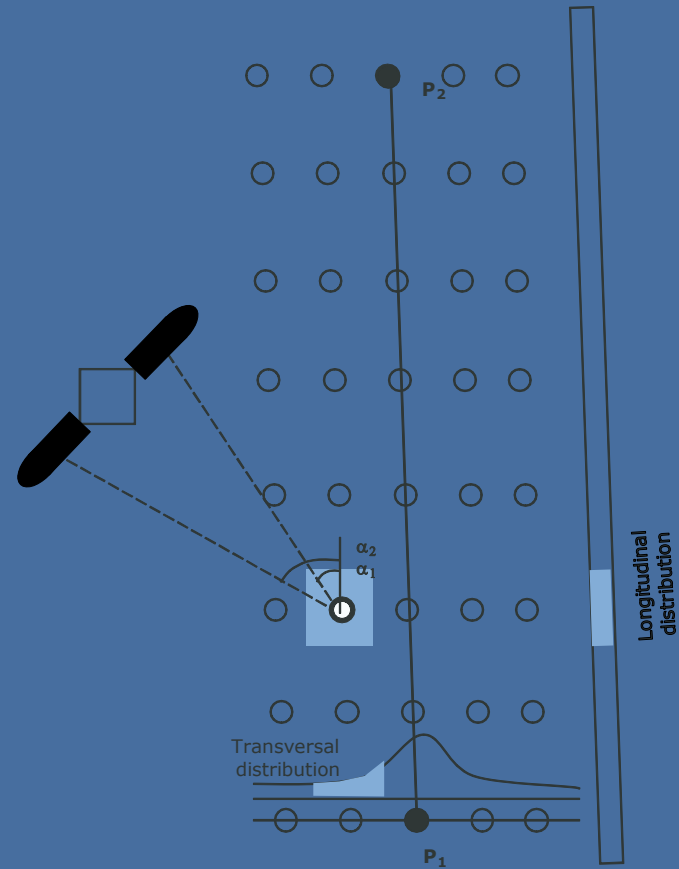
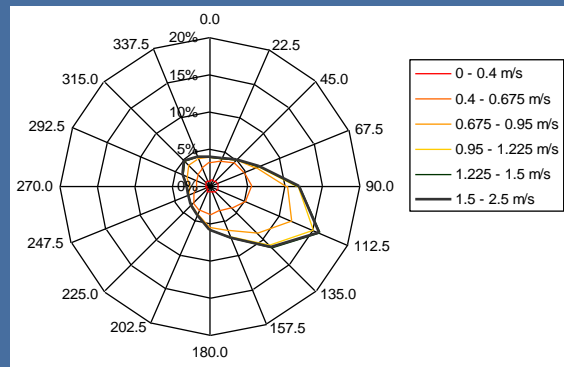
Part Funded by the EU Civil  
Protection Financial Instrument

# Project Timeline

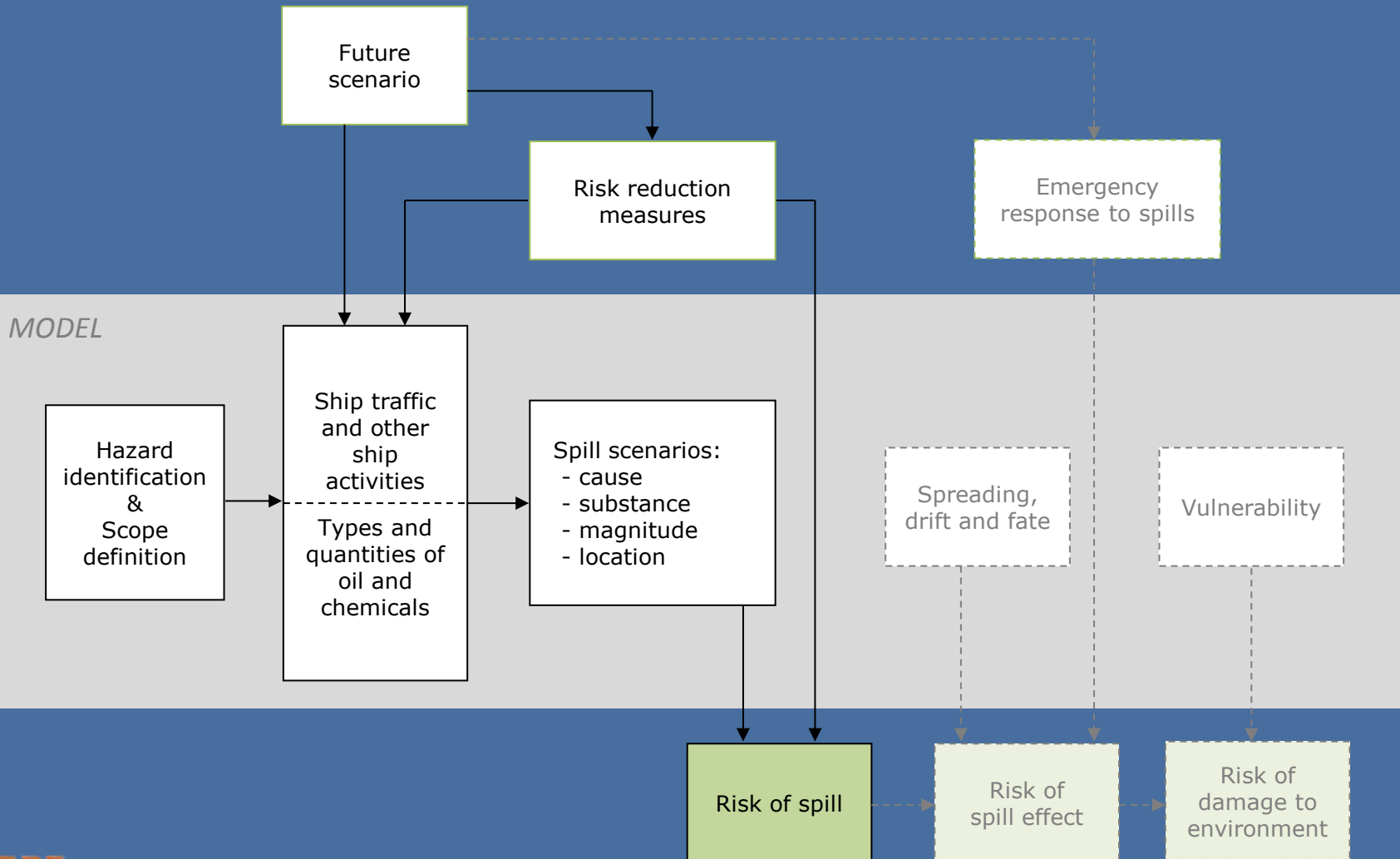


# Key Elements - Methodology

Adapt methodologies  
(e.g. BRISK) to Greater  
North Sea Conditions



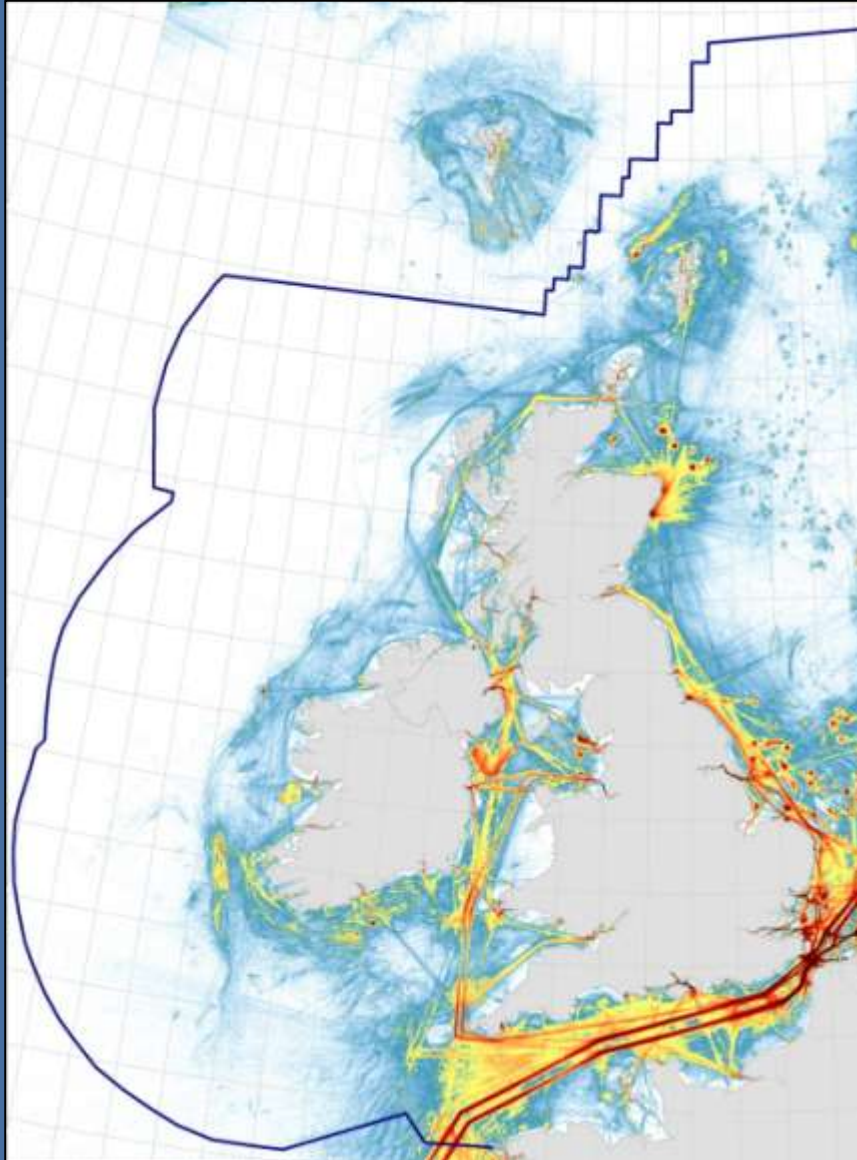
# Key Elements - Methodology



# Data Collection



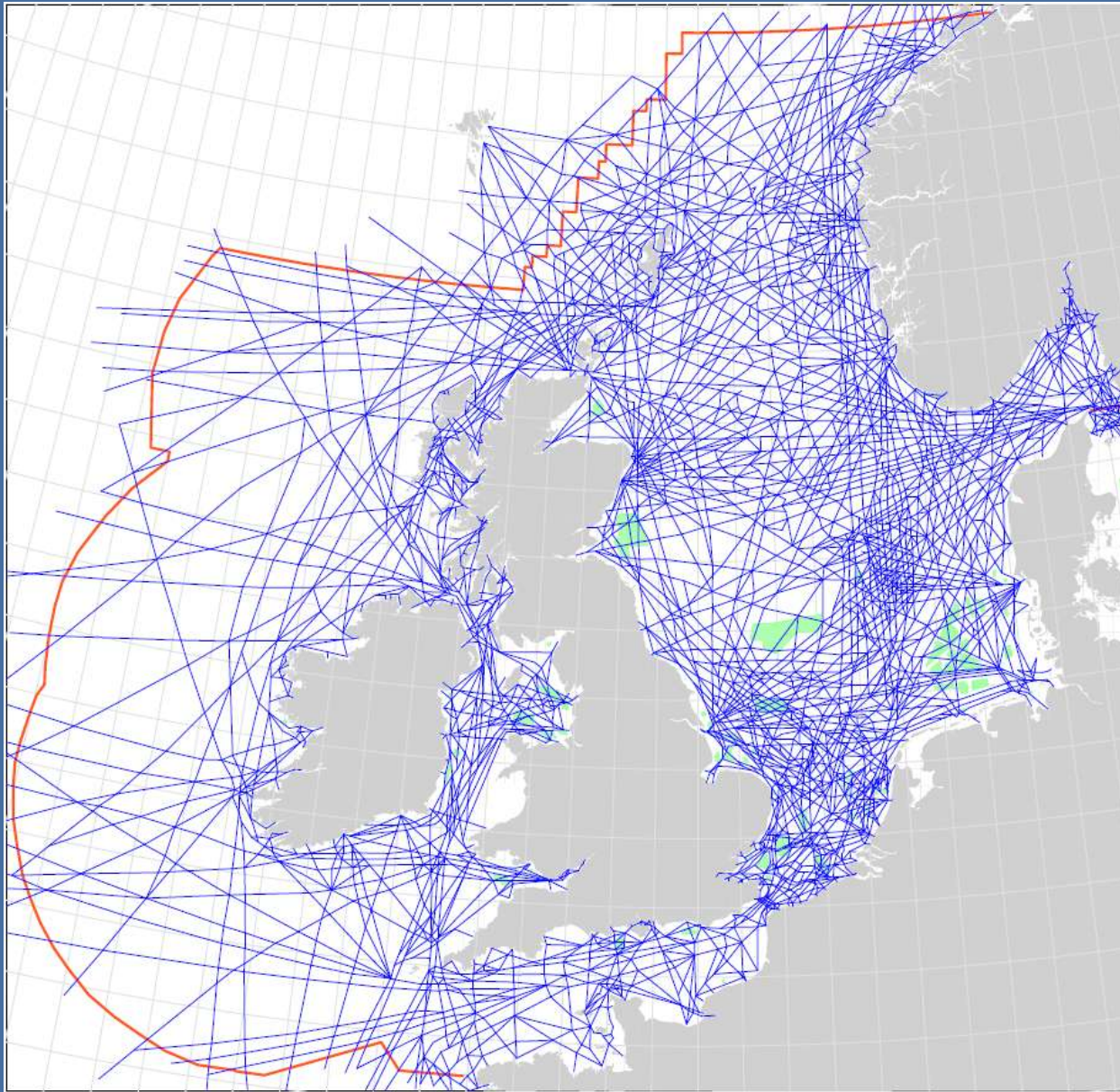
# Traffic Analysis based on AIS and Cargo Data



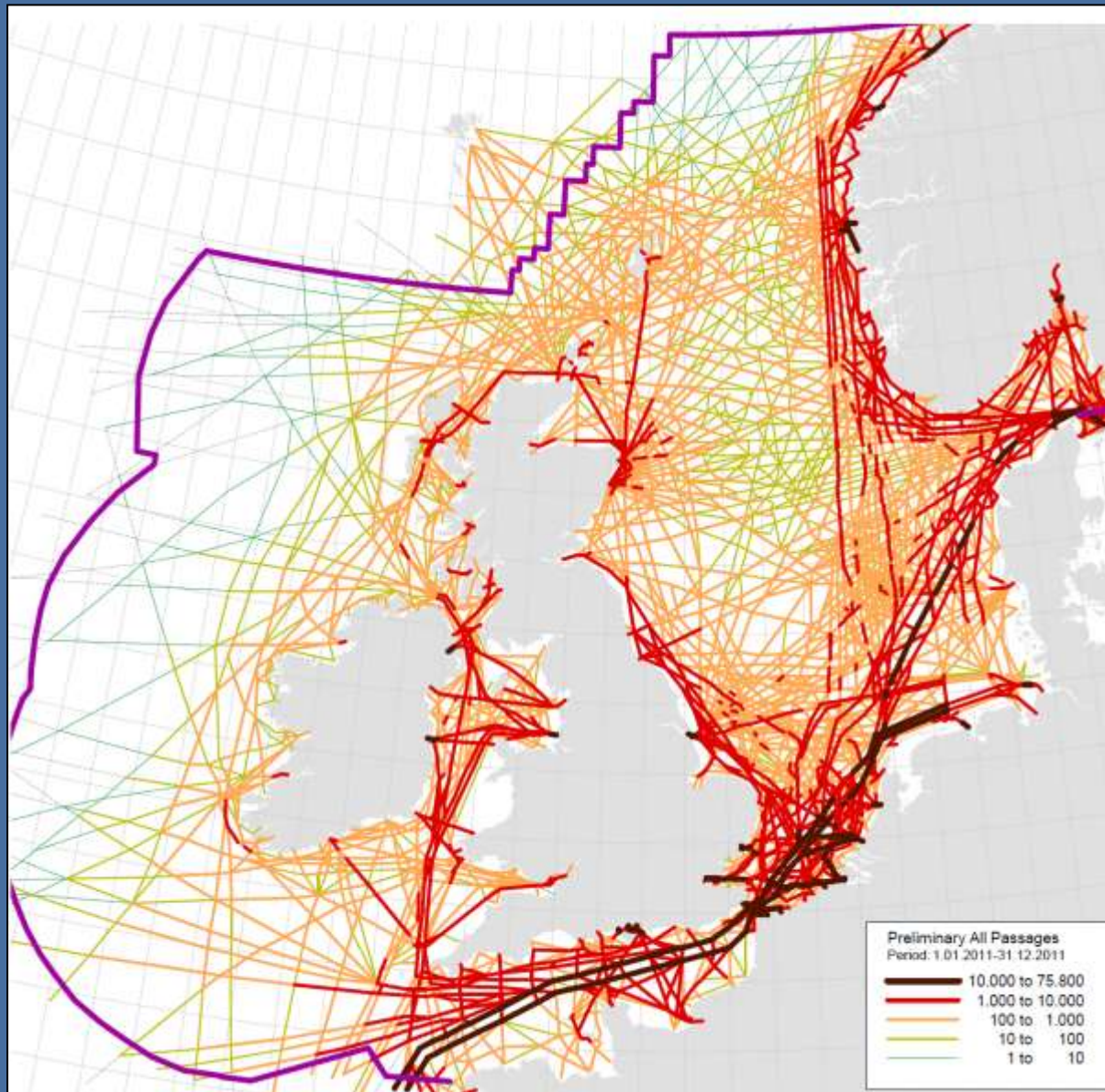
Preliminary  
Traffic density plot  
UK-IR-FR  
AIS data for 2011



# Preliminary Route Net 2011



# Preliminary Traffic Intensity 2011





# Additional Traffic Analysis Tasks

- Accident and spill Analysis
- Future Traffic Analysis 2020
- Cargo Model (shipping)
- Maritime Uses and Risk reducing Measures



## Task E5: Offshore installations analysis

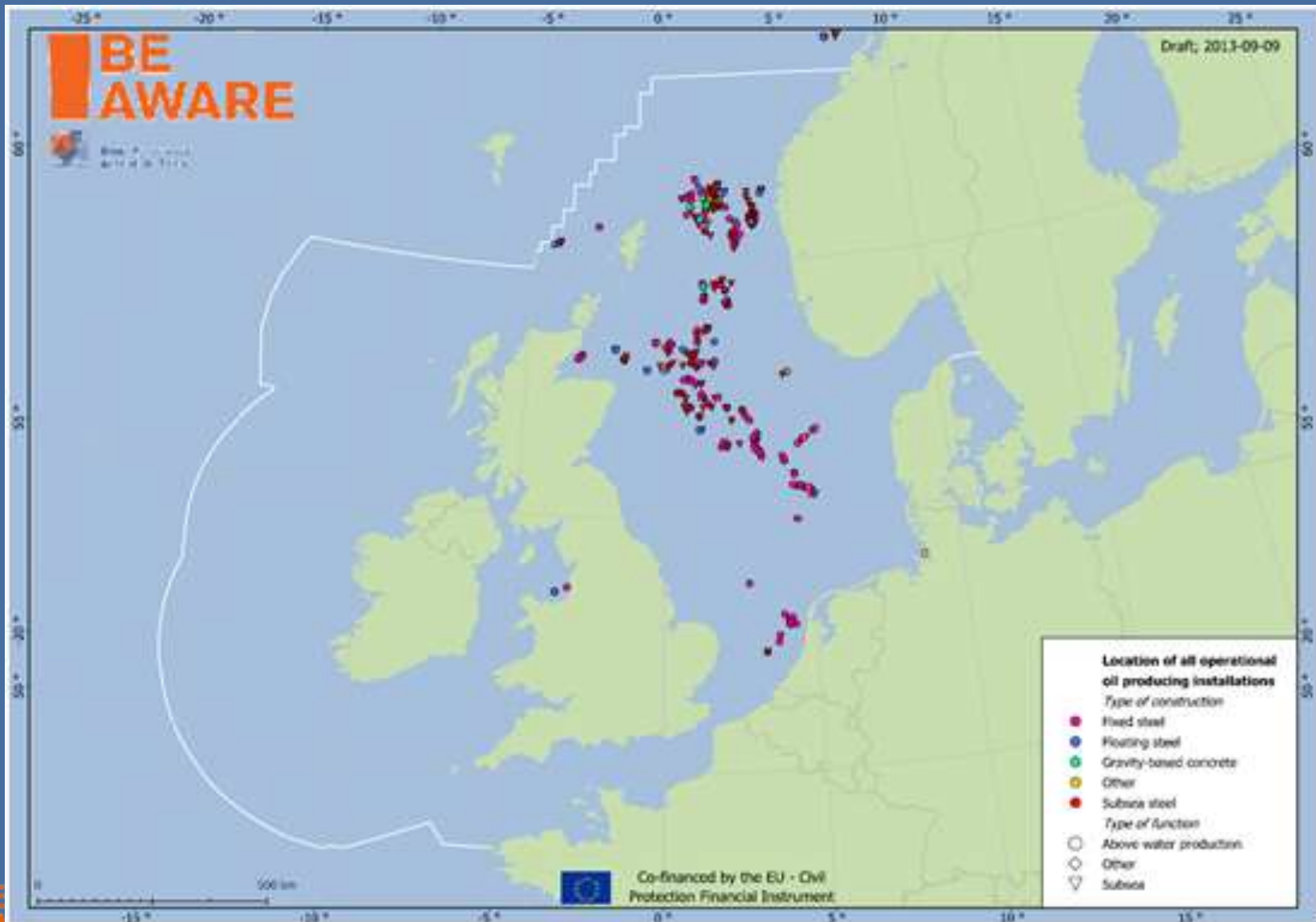
### Objective:

Analysis of oil spill frequencies per spill size from offshore installations.

### Scope:

- Offshore installations include:
  - Offshore platforms;
  - Offshore wind farms;
  - Other offshore structures, if considered relevant.
- The focus is on risk of oil spills as a result of damage to vessels based on AIS methodology looking and ramming and drifting contact
- Oil spills from offshore platforms directly will be included in a more generic way

## Task E5: Offshore installations analysis



# Environmental and Socioeconomic Sensitivity

- Identify Sensitive features
- Devise ranking methodology
- Adapt mapping approach





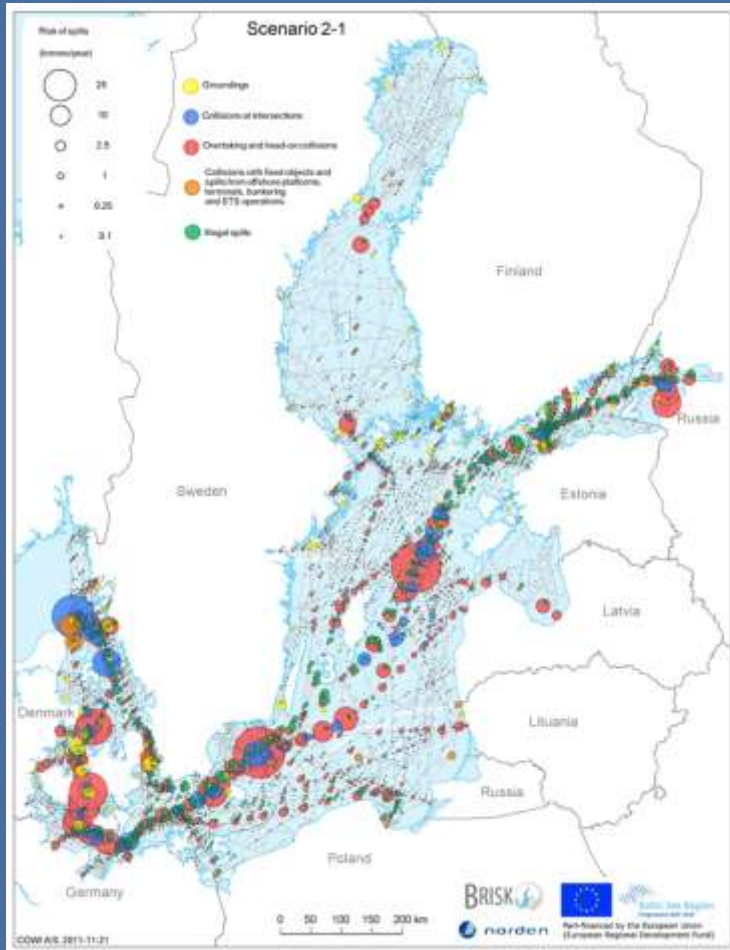
# Qualitative HNS Risk Assessment



# Quantitative Risk Assessment for Mineral Oil

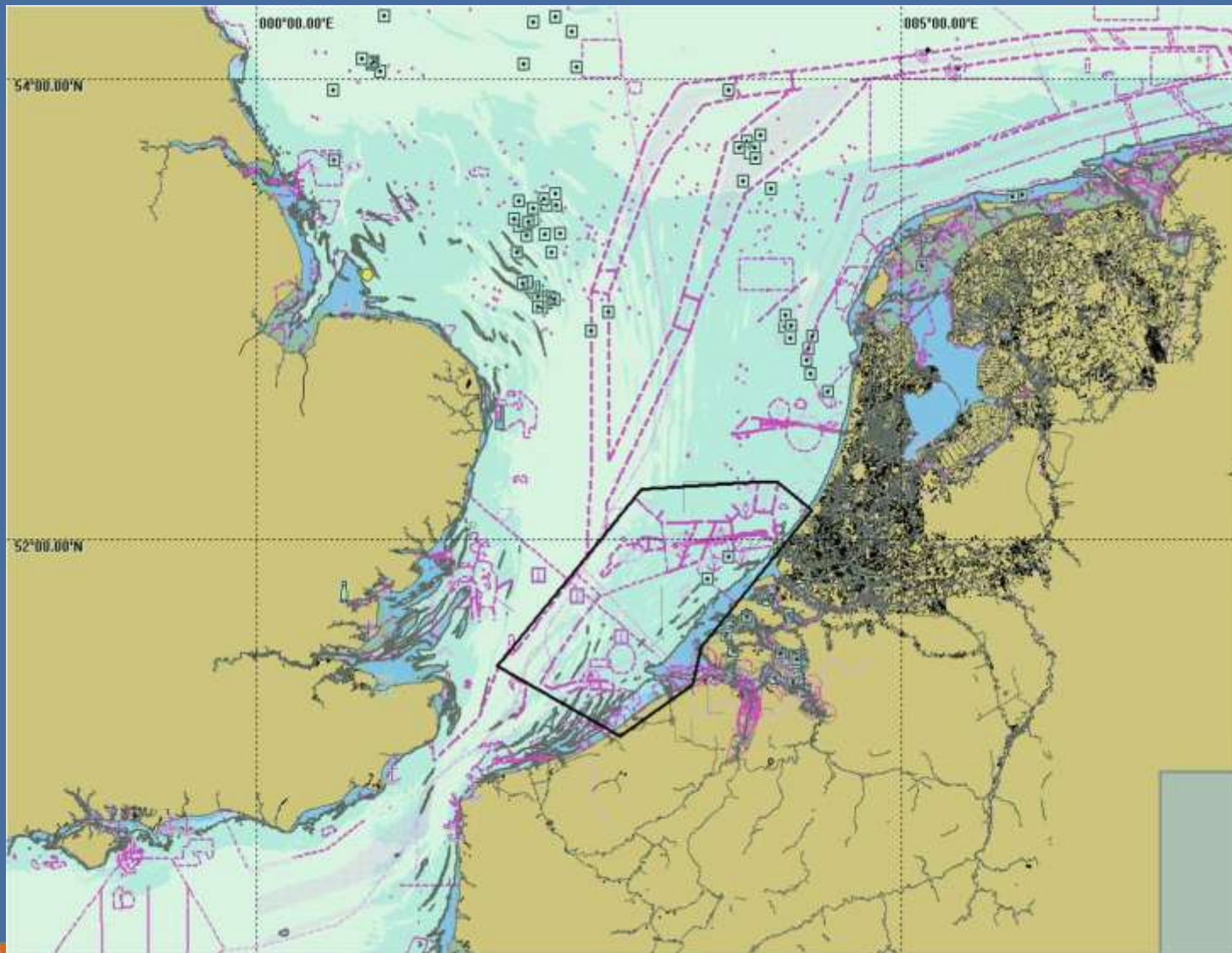


# Presentation of final results Results



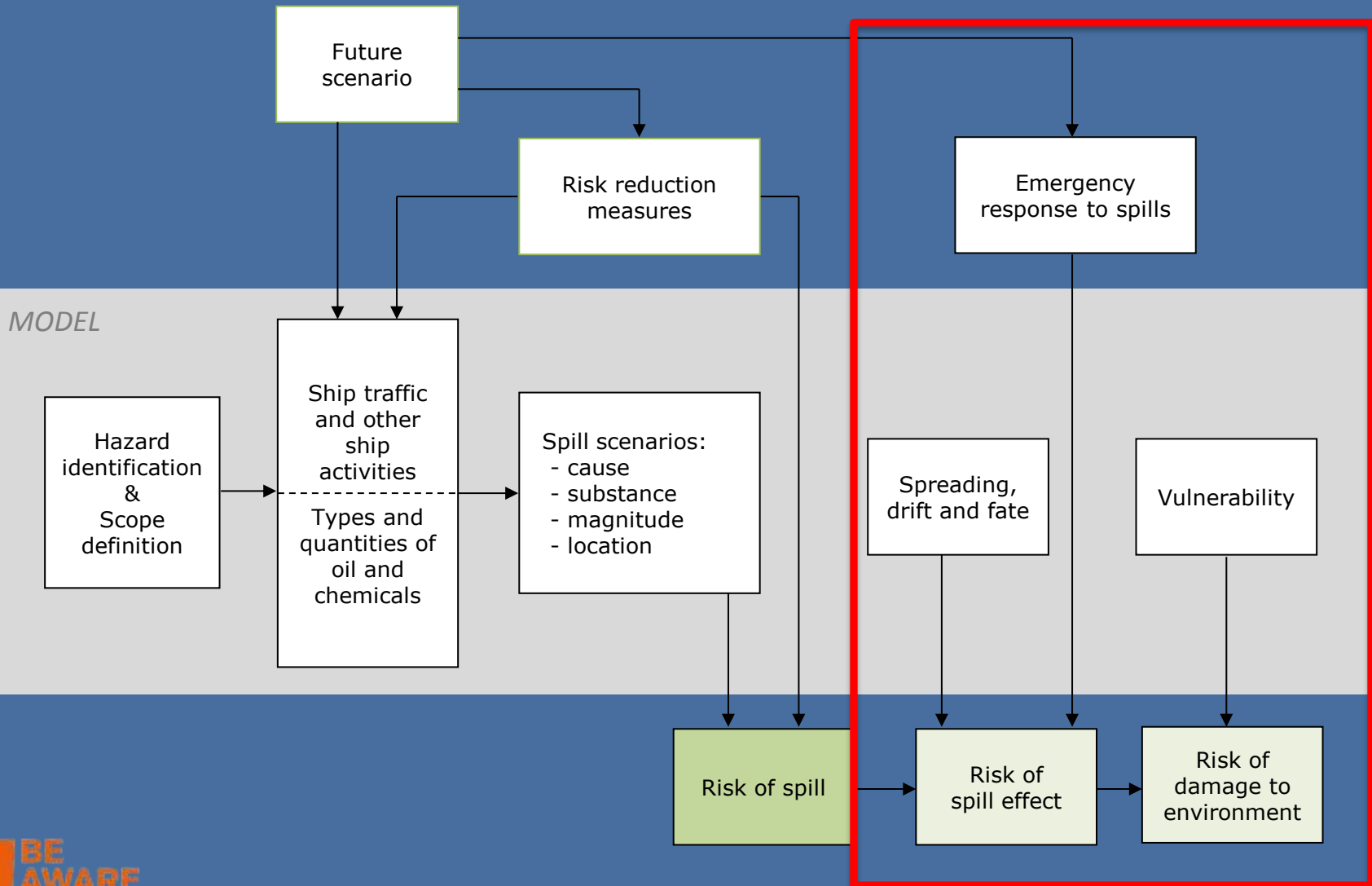


## Case Study: high risk area





# BE-AWARE II



## BE AWARE II



- Modelling of a range of scenarios comprising additional risk reducing measures and response capabilities
- Joint sensitivity mapping and detailed analysis of impact
- Risk management conclusions for sub regions
- Enhanced preparedness in high risk areas