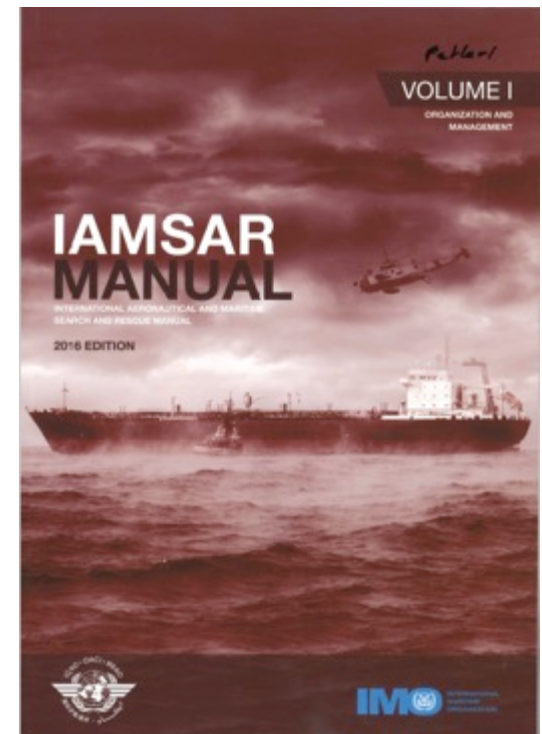
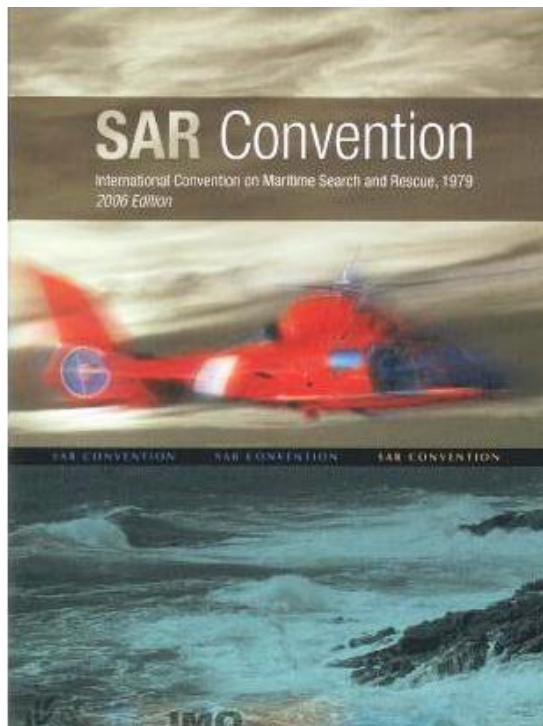


Baltic Sea MIRG Project



RECENT PROJECTS LED BY THE FINNISH BORDER GUARD

1. **Baltic Sea Maritime Incident Response Survey**
2013-2014
2. **Vessel TRIAGE Projects**
2014-2017
3. **Baltic Sea MIRG Project**
2014-2016
- (4. **ChemSAR**, 2016-2019)





BALTIC SEA MIRG PROJECT (2014-2016)



Rajavartiolaitos
Gränsbevakningsväsendet
The Finnish Border Guard



- Baltic Sea Maritime Incident Response Group (Baltic Sea MIRG) project
- The project will create joint MIRG coordination models and standard operating procedures for the Baltic Sea region and support the harmonisation of MIRG services in Europe
- www.raja.fi/MIRG



PROJECT PARTNERS



Rajavartiolaitos
Gränsbevakningsväsendet
The Finnish Border Guard

Project has been open for all parties providing and developing MIRG services in Europe

- Partners in Finland:
 - Finnish Border Guard,
 - Helsinki City Rescue Department,
 - South-West Finland Emergency Services,
 - Finnish Transport Safety Agency
 - Meriturva (Maritime Safety Training Centre)
- Registered foreign partners from Belgium, Estonia, France, Germany, Italy, Lithuania, Netherlands, Poland, United Kingdom
- Nordic MIRG forum partners from Denmark, Iceland, Norway and Sweden,





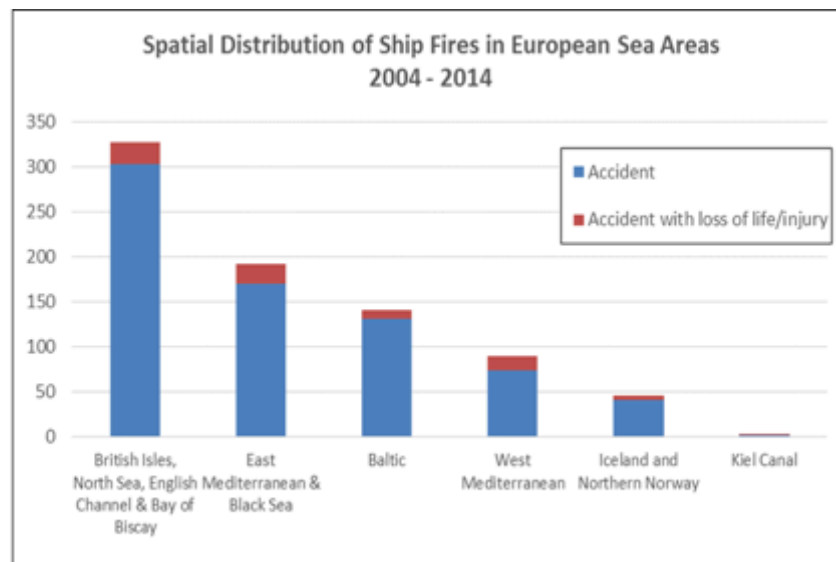
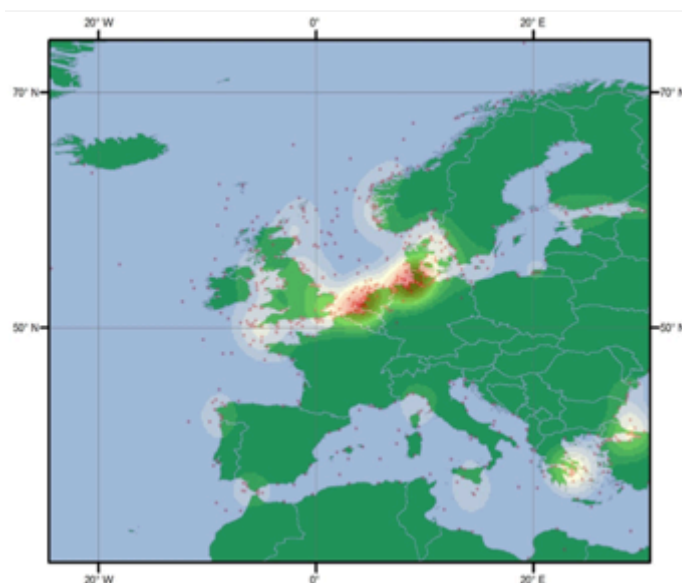
Outcomes of the project

The project reports (<http://www.raja.fi/mirg>) ...



... The project summary report will be published end of 2016

- Ship fires pose the greatest threat to European maritime safety when the risk is loss of human life or serious injury. Fire poses the greatest threat aboard ro-ro passenger ships.



- http://niinidigi.kopioniini.fi/mirg_raportti/

EXTERNAL HELP IN SHIP FIRES

European Ship Fires – Frequency – Location – External Help Used					
Vessel type	Number of ship fires/ explosions 2000-2015*	At Sea	At Port	In how many incidents external help was used?	
Passenger Vessels / Cruise Ships	33	21	12	At Sea	4
				At Port	5
Ropax	99	84	15	At Sea	16
				At Port	7
Ro-ro	30	19	11	At Sea	7
				At Port	6
Cargo	238	130	108	At Sea	33
				At Port	50
Fishing Vessels	40	28	12	At Sea	9
				At Port	6
Tanker	82	48	34	At Sea	10
				At Port	17
Support	41	25	16	At Sea	9
				At Port	8
Other	7	4	3	At Sea	0
				At Port	2
Total	570	359	211	Total	189

External assistance has been used in 189 cases (33 % of reported ship fire cases),
which 89 has been at sea and 100 at port.

- An analysis on the seven past ship fires in to develop MIRG services.
- 1) m/s Calypso (cruise ship), UK, 2006
- 2) m/v Lemo (cargo ship), Finland, 2008
- 3) m/s Commodore Clipper (ropax vessel), UK, 2010
- 4) m/s Pearl of Scandinavia (ropax vessel), Sweden, 2010
- 5) m/s Nordlys (ropax vessel), Norway, 2011
- 6) m/v Fernanda (ro-ro vessel), Iceland, 2013
- 7) m/v Purple Beach (cargo ship),
Germany, 2015
- [http://niinidigi.kopioniini.fi/
Rajavartiolaitos/ship_fire_incident_analysis/](http://niinidigi.kopioniini.fi/Rajavartiolaitos/ship_fire_incident_analysis/)



Photo: Icelandic Coast Guard



Key conclusions and recommendations

1. Each coastal nation should have the ability and readiness to dispatch a specially trained team to provide external help to support vessel crews in firefighting operations
2. The RCC and Fire and rescue services should have a joint operating model and co-operation agreement (or equivalent) for how to quickly deploy a MIRG expert/MIRG Liaison Officer specialising in ship fires to the RCC
3. The co-ordination and command structure of external help used in ship fires should be clarified



Key conclusions and recommendations

4. Base locations, transport logistics and on-call arrangements of MIRG units and SAR helicopters should be developed as a whole
5. Joint ship fire drills between vessels and MIRG teams should be developed in co-operation with the responsible SAR authority
6. Redundancy in division of work related to emergencies on ships should be developed to withstand the absence of individual key persons



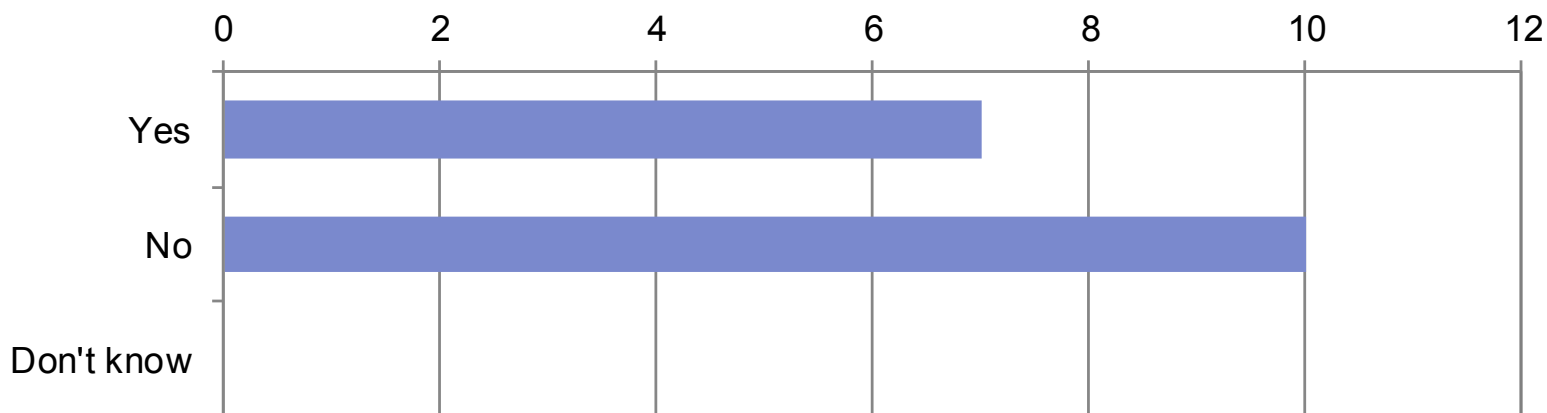
Shipping company survey



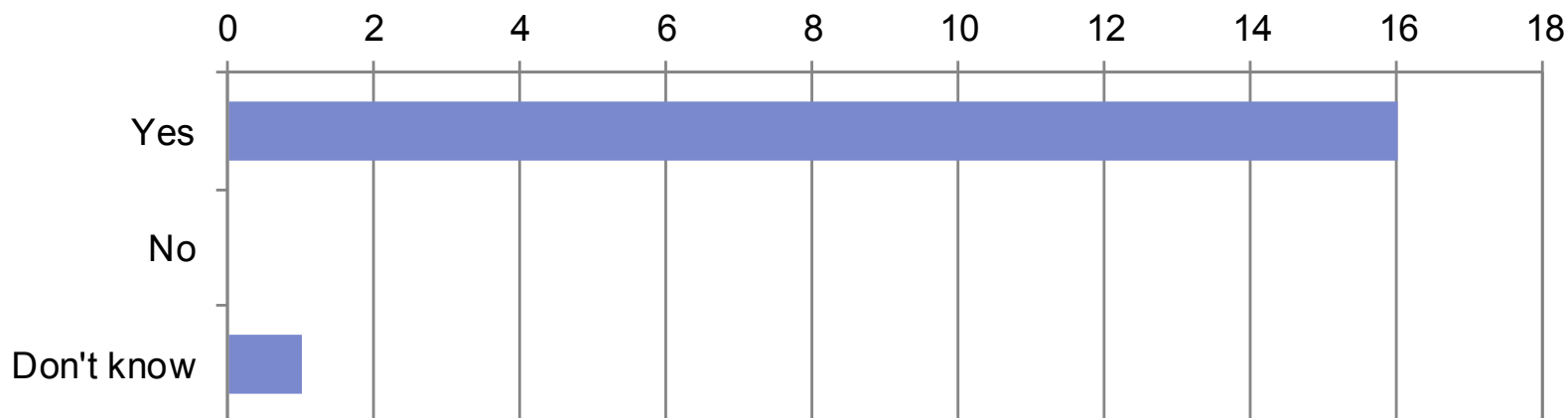
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The Finnish Border Guard

- Shipping companies expectations and thoughts with regard to external firefighting assistance and related joint operations in the case of a ship fire
- Total number of respondents: 17 companies
- Respondents: shipping companies operating scheduled passenger traffic in the Baltic Sea (incl. Ropax vessels), shipping companies operating scheduled passenger traffic in the English Channel (incl. Ropax vessels) and cruise ships operating in (Northern) Europe.

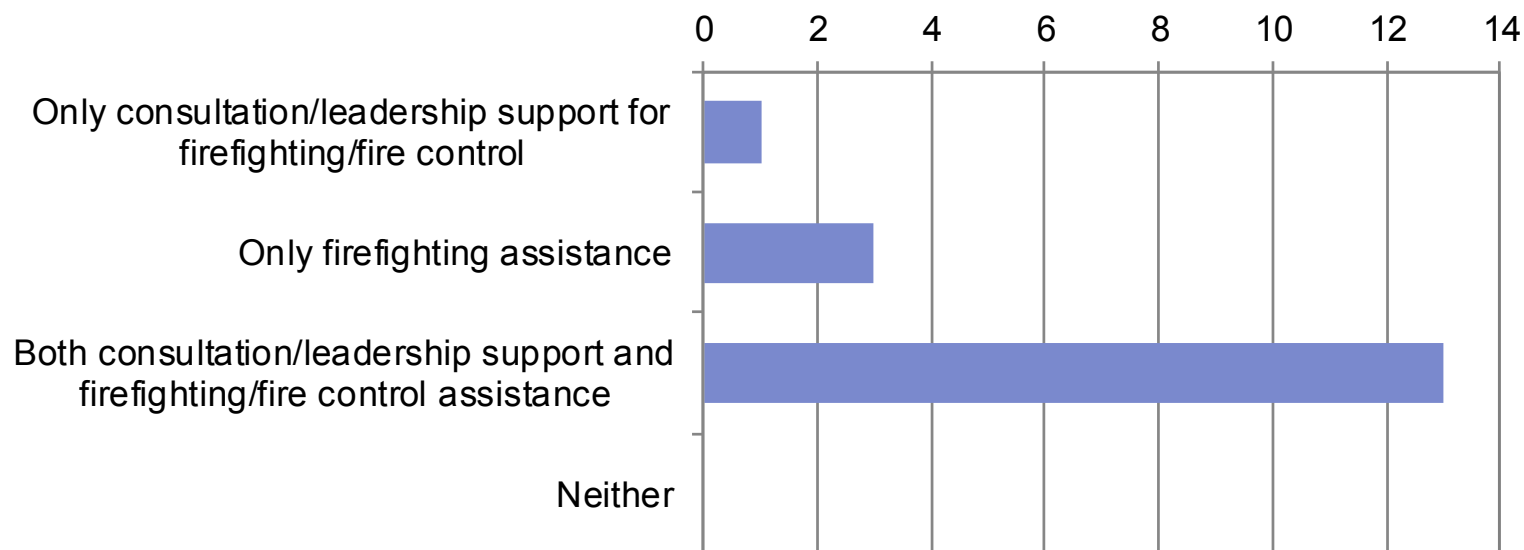
In the case of "smaller" fires, do you expect to receive external assistance and/or consultation on firefighting/fire control on your ship?



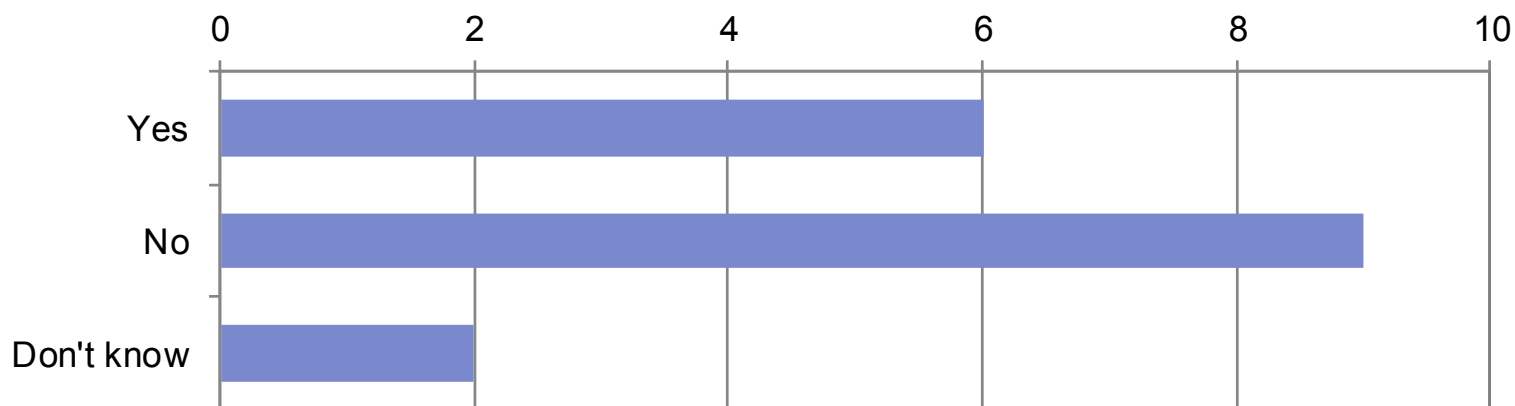
In the case of "challenging" fires, do you expect to receive external assistance and/or consultation on firefighting/fire control on your ship?



What do you primarily expect from external assistance providers?



Do your vessels have uniform operating models for cooperation with external firefighting teams (MIRG/equivalent)?



Could the joint operations guidelines for vessel crews and external firefighting teams be based on a generally accepted operating model (one that is not shipping company-specific) that has been drafted in cooperation with different parties?

