Rethinking transport
Towards clean and inclusive mobility
27–30 April 2020, Helsinki, Finland

“The Future of Ports: Vision 2030”
TRA 2020 Webinar session 23 June 2020

Professor of Logistics Lauri Ojala
Project Director
University of Turku
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Background to ResQU2

- Risk for major maritime or seaport incidents due to busy European fairways and ports, especially when dangerous substances are involved.

- There is a need to improve and exchange knowledge on risk management and incident response in ports and at sea.

- Three Interreg BSR Flagships & a DG ECHO project
  
  - ChemSAR, HAZARD and DiveSMART Baltic, and
  
  - MIRG-Ex: North Sea Region funded by DG ECHO

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ResQU2 Platform in the Baltic and North Sea: ...disseminates learning experiences in risk management and incident response in ports and at sea

Project period: January 2019 – March 2021
Groups of generic risk sources

Risk sources

- Natural
  - Occuring processes in the environment

- Man-made
  - Processes due to intentional or unintentional actions

See also: Nagi et al. (2019), HAZARD Publications 28:2019
Ex. of natural risks

See also: Nagi et al. (2019), HAZARD Publications 28:2019
Ex. of man-made risks

See also: Nagi et al. (2019), HAZARD Publications 28:2019

Handling of hazardous materials (HNS)

Environmental

Operational

Safety

Technical and technological

Failure of digital navigation

Loading/unloading activities

Work at height

Excessive workload

23 June 2020

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BSR* seaports seem to focus on different type of risks

*Baltic Sea Region seaport risk perception as percentage of expert interviews by country in 2018 (38 interviews)

Source: Nagi et al. (2019), HAZARD Publications 28:2019
Ex. for Seaports: the **HAZARD risk assessment toolbox**
HAZARD risk assessment toolbox

The hazard toolbox is organized as a layered form to be filled out by the user to narrow down the risk assessment methods based on his/her defined criteria including the risk and method type as well as the required effort and complexity of the method.

Risk Types
- Geophysical
- Hydrological
- Metrological

25%
Conclusion

More attention needs to be put into systematic risk assessment and analysis in seaports. Modern tools for this exist, but several constraints prevent seaports from making proper use of these.
Thank you!

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23 June 2020

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• TRA gives visibility to both national and international transport research.

• TRA provides a global platform for Europe's achievements in transport research and technology.

• TRA participants get the opportunity to exchange ideas about the conditions and business models for new technological solutions.
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