

Maritime traffic continues to grow in the Gulf of Finland

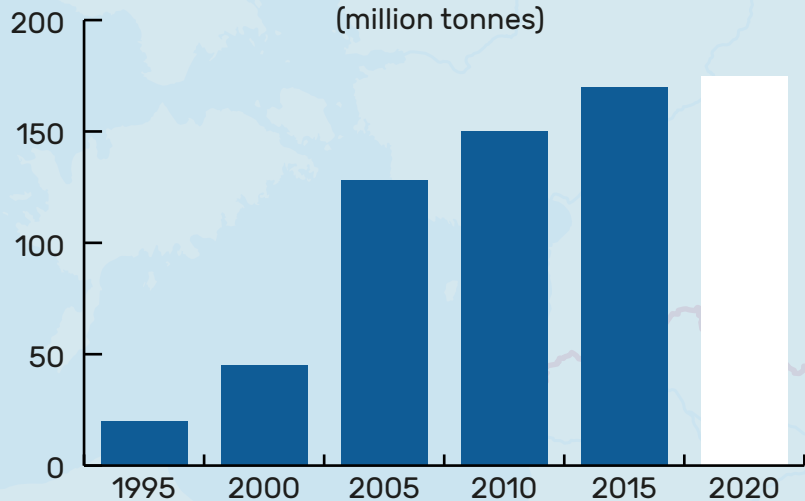
Maritime traffic continues to grow in the Gulf of Finland

Passenger ferry traffic between Helsinki and Tallinn as well as the crossing oil and cargo traffic along the Gulf form together a densely trafficked area.

Maritime traffic constitutes the biggest environmental threat for the Gulf regardless of advanced surveillance systems monitoring the traffic in the Gulf.



Oil transportation in the Gulf of Finland



Maritime traffic in the Gulf of Finland is predicted to grow in 2010-2030 by

30%



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Maritime traffic in the Baltic Sea is in its busiest in the Gulf of Finland.

The Gulf is an important maritime fairway mainly due to oil and cargo transportation to and from Russia.

This presented scheme does not take into account the passenger ferry traffic between Helsinki and Tallinn. Annually about nine million trips are made between the cities with about 20 daily departures from Helsinki.

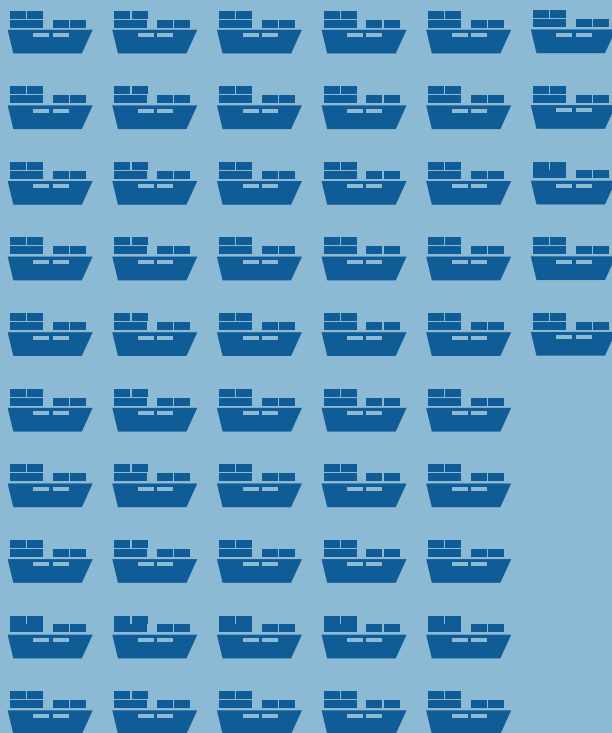


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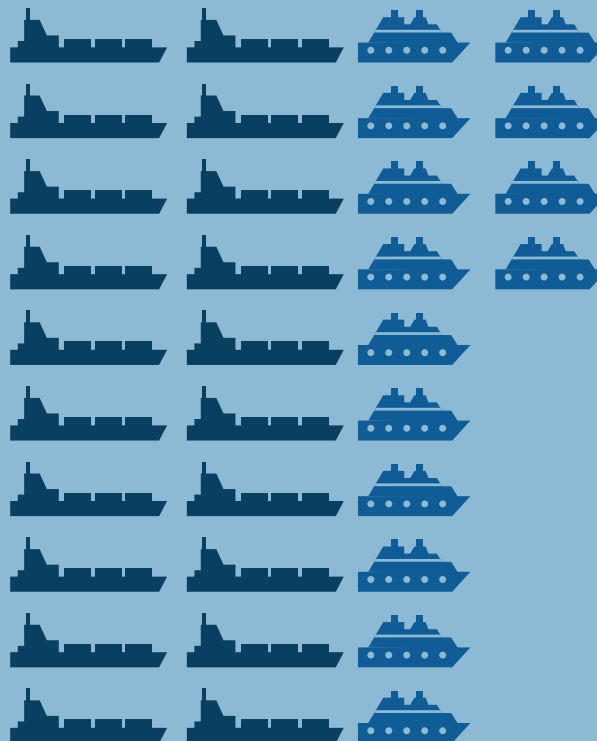
Ships that entered and left the Gulf of Finland

Daily average

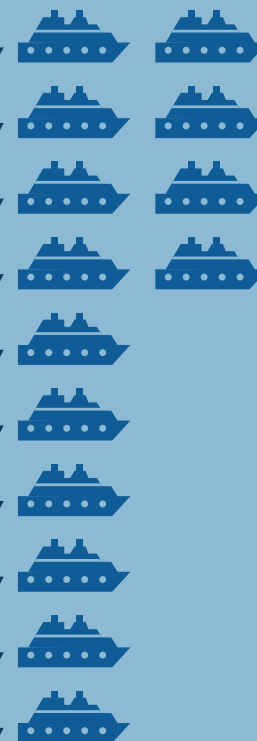
55 cargo ships



20 tankers



14 passenger ships



16 other ships

In total 105 ships

Annually

2013

5 261 passenger ships

20 113 cargo ships

7 118 tankers

3 975 other ships

1 683 unidentified ships

38 150 totally

Preventive oil combatting starts prior to the accident

The best way to mitigate the consequences of an oil accident is to prevent accidents from happening in the first place.

Estonia, Finland and Russia are well-prepared for a possible oil accident.

Even the state-of-the-art readiness for oil combatting cannot completely avoid the degrading effects of an oil accident.

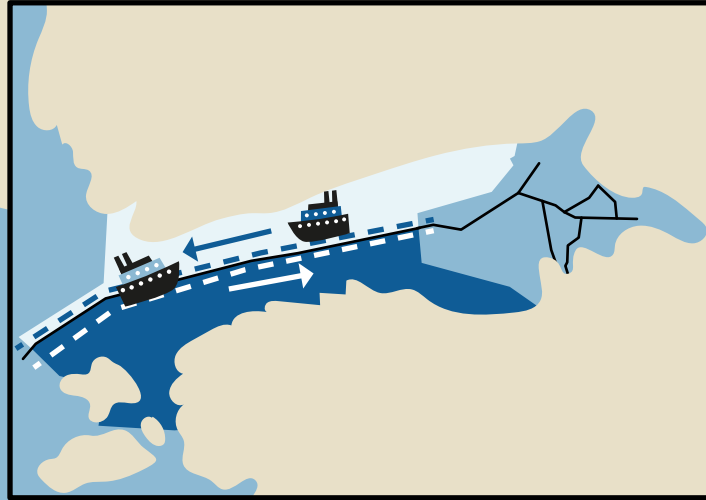
Oil combatting scheme in the Gulf of Finland relies on preventive measures: traffic guidance and surveillance systems as well as mitigation of human errors occurring at sea.



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Finnish Environment Institute
www.syke.fi/en-US

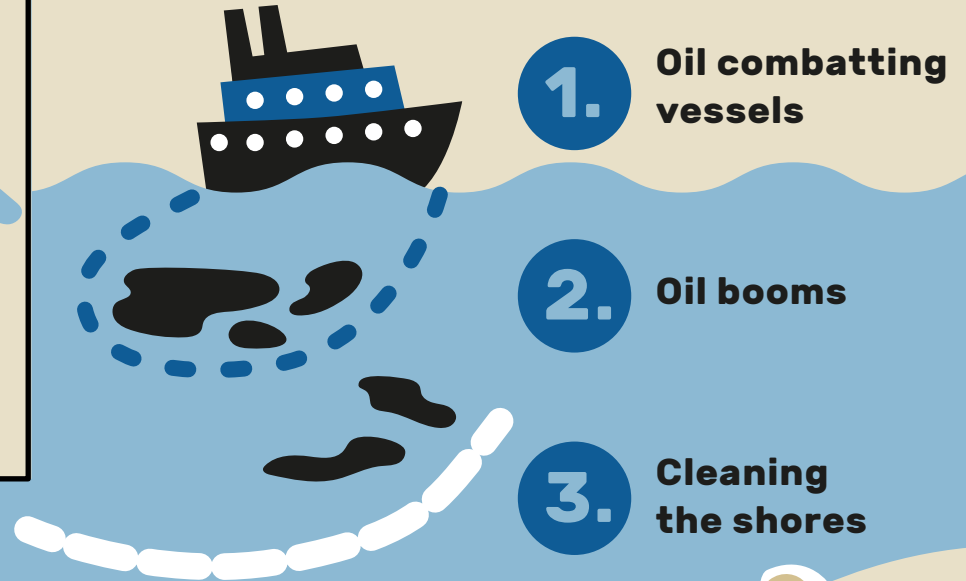
Preventive measures



The Gulf of Finland ship reporting system and traffic separation scheme. The ships need to report to the national traffic centres whenever they enter the territorial waters.

The Gulf of Finland is a small and vulnerable sea area where an oil accident would trigger an ecocatastrophe

Post-accident measures



Humans tend to make noise also at sea

Only recently we have started to realise that noise at sea may be a problem.

Marine life is sensitive to sounds of other than natural origin (waves, wind). Man-made noise (ships, wind farms, land reclamation) affects marine animals' behavior, selection of life space and communication, and causes additional stress.

Do like this:

Take marine life and other people at sea into consideration. Do not unnecessarily use motor boats and water scooters close to the shores. Do not interfere with breeding sea birds and spawning fishes.



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Human errors are behind most of the maritime accidents

Technical development of maritime safety systems has decreased the number of accidents regardless of an increased traffic volume.

Technical development emphasizes the role of people at sea. Errors in navigation and communication as well as poor judgment are often the main causes for accidents.

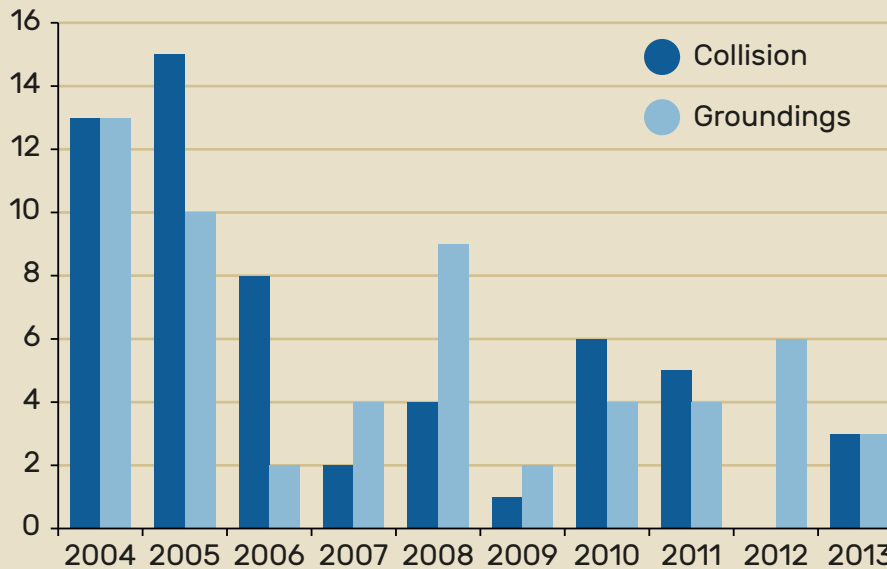
It is important to focus on the competence of people at sea as well as their working conditions and well-being.



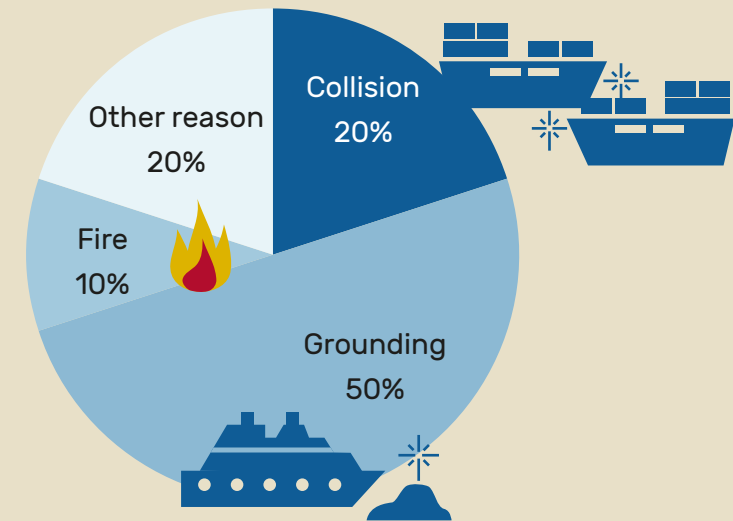
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The driver has a significant role in the maritime traffic

Groundings and collisions in the Gulf of Finland



Accidents in the Gulf of Finland



Accidents by ship types

