



With the contribution of the Civil Protection  
Financial Instrument of the European Union



European Civil Protection

22 August 2012

# Balex Delta 2012 – Final programme

## Background

The Balex Delta operational response exercise is the largest maritime emergency and counter-pollution drill of its kind in the Baltic Sea area and one of the largest worldwide. It involves the release of simulated oil, the deployment of pollution response vessels from the Baltic coastal countries, the establishment of a unified command structure and communication system, and a full-scale oil recovery operation at the site of the accident, including actual deployment of oil containment booms and skimming equipment. Balex Delta response exercises have been held annually since 1989.

All the nine Baltic Sea coastal states are members of the Helsinki Convention and all the member states have agreed to mutual cooperation and assistance in marine emergencies. HELCOM has steadily improved the readiness of the countries around the Baltic to jointly respond to oil spills at sea. The Baltic Sea countries now have 70 open-sea going response vessels that are located around the region. These vessels are able to reach any place in the Baltic Sea within 6 to 48 hours of being notified of an accident.

## 1 The accident scenario

On 27th of August 2012 C two vessels collide in the Gulf of Finland. The accident happens in Finnish response zone at the open sea at location N59°48' E024°47' i.e. between Helsinki and Tallinn. The accident location is 21 NM from Helsinki mainland and about 14 NM from the first islands of the Helsinki archipelago. Shortest distance to Finnish mainland is 14 NM - the same as to Estonian mainland. The wind and currents are moving the oil slick towards Helsinki.

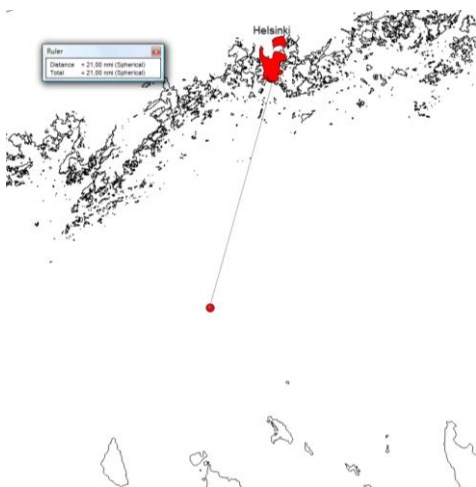


Figure 1. Accident location and distance to Helsinki.



Figure 2. Exercise area. Rescue Services will conduct recovery actions also in areas closer to shore.

Balex Delta 2012 exercise area's corner coordinates are following:

name	lat	long
Open sea	60°01,00'	24°58,70'
Malmikari	60°03,32'	24°58,30'
Laajasalo	60°09,35'	25°01,50'
Kajuuttaluodot	60°11,10'	25°10,90'
Ytter Tjärhällen	60°08,25'	25°18,70'
Ulkomatala	60°02,00'	25°16,60'

The actual areas for recovery operations depend on the weather conditions during the exercise days. The area for the Balex Delta 2012 will be decided in the captains' briefing in the evening of 28/08

## 1.1 The collision

Two vessels are travelling westbound in the Gulf of Finland, tanker "POOR LUCK" and a ROPAX called "TUNARI". "TUNARI" is travelling faster and thus decides to overtake the "POOR LUCK". Just as "TUNARI" is passing the tanker, an unexpected total blackout occurs that causes the loss of "TUNARI's" manoeuvrability. "TUNARI's" rudder tilts which causes a sudden change in the vessel's heading – "TUNARI" collides to the side of the "POOR LUCK". The bulbous bow penetrates through the double hull structure of the "POOR LUCK", resulting in an oil leakage from one of the cargo tanks containing approximately 15 000 tons of REBCO crude oil. The oil in the damaged cargo tank leaks

out completely during the next 5 hours. As a consequence a big, 8 km long and 1 km wide oil slick starts to drift towards Helsinki. No further leaks occur.

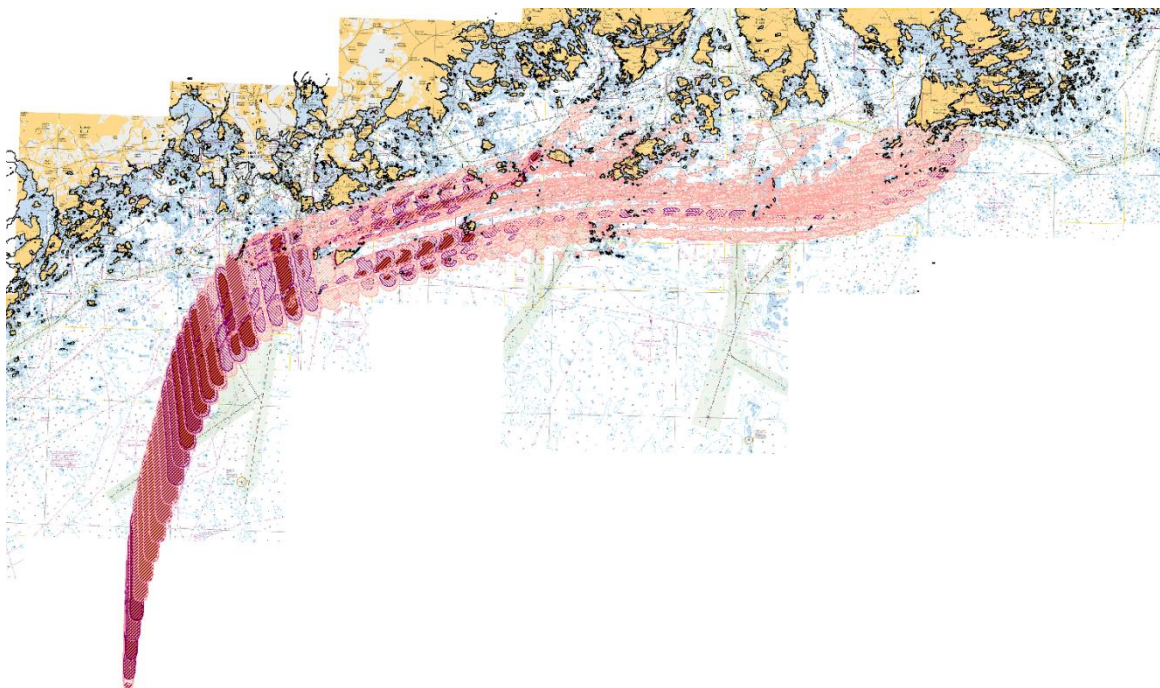
After the collision, the vessels do not get stuck to each other's structures. The vessel crews check their own ship's damages: their situation is stabilised and no danger of further damages exist. There have not been personnel injuries and the crew members are not in danger. The M/T "POOR LUCK" is towed and anchored to a location in the exercise area where the damages will be examined (note that the towage and damage examination will not be part of this exercise).

M/T "POOR LUCK" has a total of 100 000 tonnes of REBCO crude oil as cargo, while ROPAX "TUNARI" does not have any marine pollutants as cargo. Further, "TUNARI" does not have any leakages thus it is allowed to sail on its own to repair docks.

## 2 The oil drifting scenario

The drifting forecast scenario has been calculated with the SPILLMOD model using statistical weather. The calculation will be used as a basis for the drifting scenario, but during the actual exercise, real weather will be used as otherwise the Supreme On Scene Commander (SOSC) would not be able to give realistic tasks to the strike teams.

Independently from this scenario the ship size vessels will –weather permitting- operate at open sea in the area shown in figure 2.

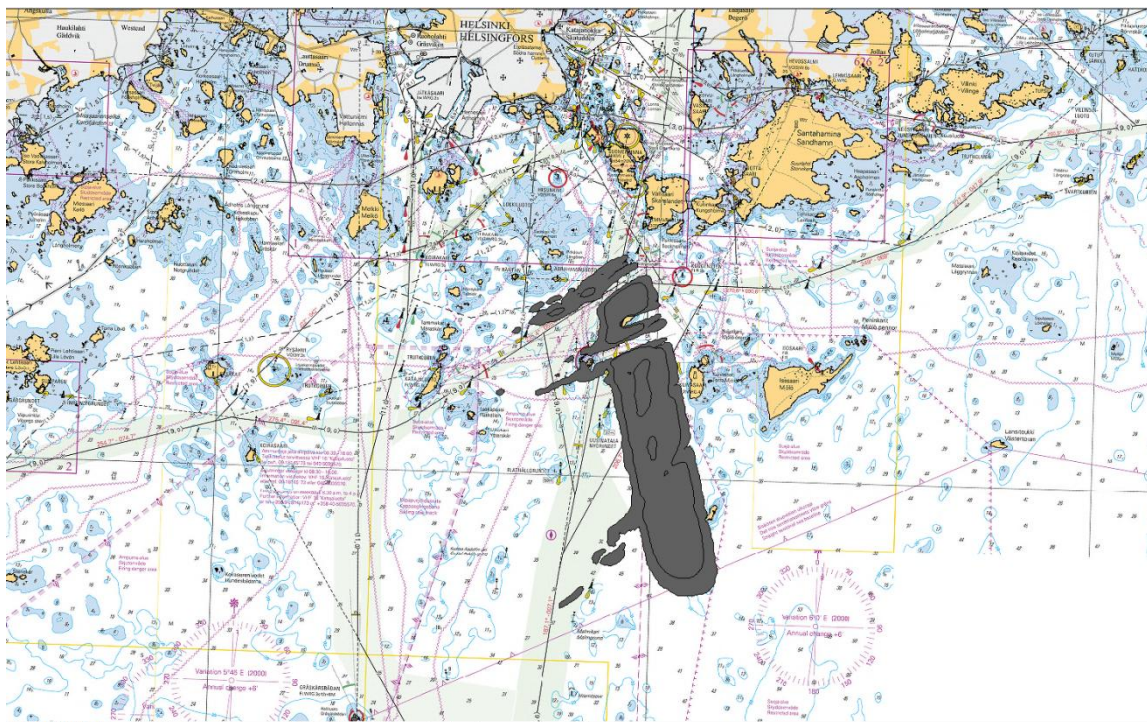


*Figure 3. A 62 hour drifting scenario for the 15 000 tonnes of REBCO. This calculation has been done with the assumption that no response activities would be carried out.*

According to the scenario, about 6 hours after the accident the first Finnish oil recovery vessels start to arrive to the slick site and will start to recover oil independently (this will not be exercised during 27.8.2012). In a real life situation, Finnish response vessels would recover some thousands of tonnes before the start of the national exercise.

## 2.1 National exercise 28.8.2012

National recovery exercise starts 28.8. 05:00 UTC i.e. 29 hours after the accident.



*Figure 4. Location of the slick 29 hours after the accident i.e. at the starting moment of the national exercise. The image shows slick size and position in a situation where no response operations would have been carried out on 27.8.*

First a MIRG-team (Maritime Incident Response Group) will be transported to the casualty by a Border Guard helicopter. An air force helicopter will transport booms to the casualty area and Border Guard boats together with the MIRG-team members will deploy the boom around the casualty using magnetic fasteners.

A total of 10 Finnish recovery vessels will gather to the open sea starting at 05:00 UTC. Rescue Services will work in the archipelago and in the coastal waters also from 05:00 UTC. The total number of vessels and boats is about 60. In addition 6 to 8 km boom will be deployed.

The recovery part of the national exercise is expected to end at 12:00 UTC and the recovery fleet is expected to return to Katajanokka harbout at 13:30 at the latest.

### 2.1.1 Actions at open sea

All participants are under the command of Finnish Environment Institute (SYKE) and include the Navy, the Border Guard and MeriTaito Ltd.

The governmental fleet of 10 oil recovery vessels and several assisting vessels will carry out recovery operations in the open sea. At least the following elements will be exercised:

1. Boom deploying
2. Boom towing
3. Recovery with ships' sweeping arm systems
4. Recovery from booms

### **2.1.2 Actions in the inner and outer archipelago and at coastal waters**

Exercise participants include the Helsinki City Rescue Department, Eastern-Uusimaa Emergency Services, Länsi-Uusimaa Department for Rescue Services, Kymenlaakso Rescue Services, Navy, Border Guard, MeriTaito Ltd, WWF Finland and the Air force. In addition, more than 10 Helsinki city offices assist the Helsinki City Rescue Department.

The coastal recovery fleet consists of about 50 boats, some of which have recovery equipment while others assist in boom deploying and other tasks. At least the following elements will be exercised:

1. Boom deploying in outer and inner archipelago area
2. Boom towing
3. Recovery with boats
4. Recovery from booms

Recovery operations will take place in the Helsinki and Sipoo waters (town of Sipoo is Helsinki's neighbour on the eastern side)

### **2.1.3 Actions at shore**

Defence forces will exercise oiled coastline reconnaissance using predefined reconnaissance plan, operative charts and shoreline assessment forms.

A wildlife rehabilitation centre will be established in Helsinki Zoo where the WWF volunteers will work under the command of the Zoo staff.

## 2.2 International Balex Delta exercise on 29.8.2012

International Balex Delta exercise starts 29.8. 05:00 UTC i.e. 53 hours after the accident.

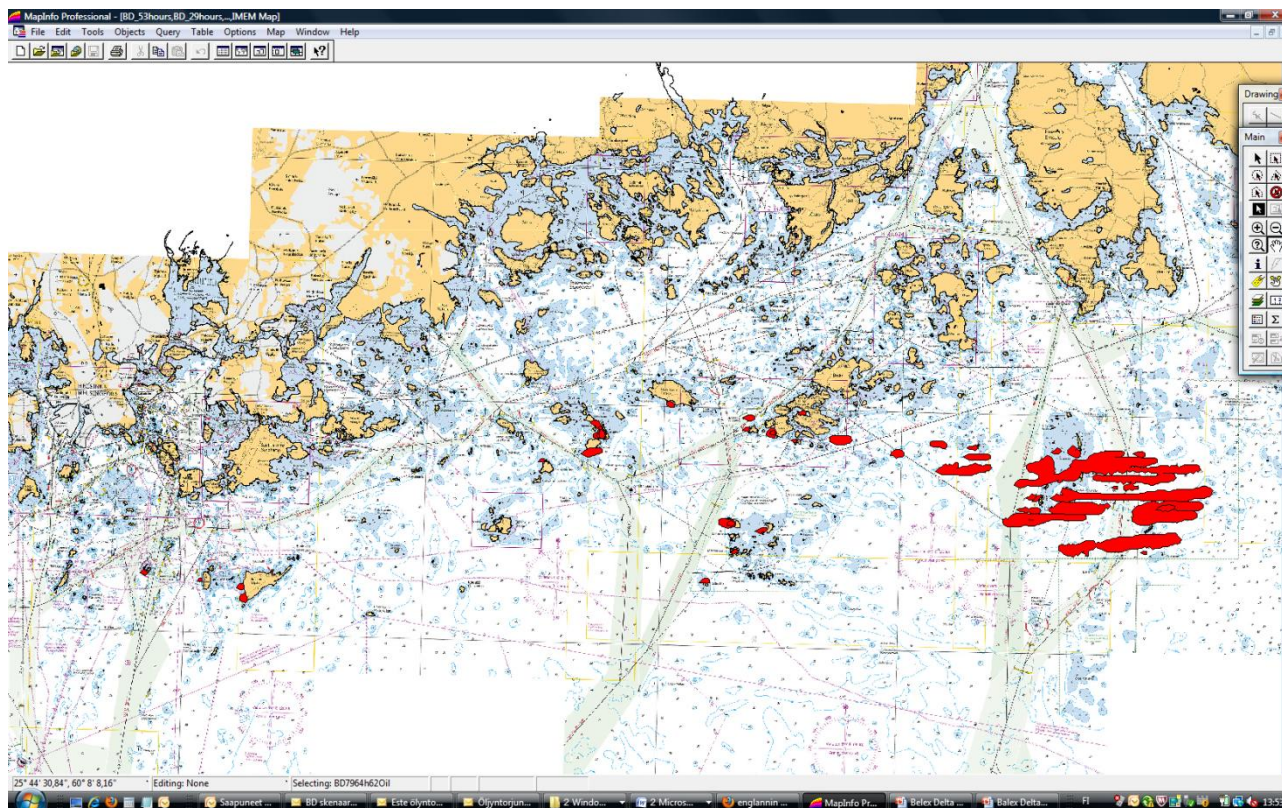


Figure 5. Locations of the slicks 53 hours after the accident i.e. at the starting moment of the international Balex Delta exercise. Note that several islands have had significant oil impact. The image shows slick size and position in a situation where no response operations would have been carried out on 27.8.nor 28.8

### 2.2.1 Actions at open sea

Each HELCOM Contracting Party, consisting of all the nine Baltic coastal states and the EU, has registered at least one vessel for the exercise. There will be a total of 10 Finnish response vessels and 12 foreign response vessels participating in the exercise. For the list of recovery vessels please see Annex 1.

At least the following elements will be exercised:

1. Boom deploying
2. Boom towing
3. Recovery in strike teams (2 or 3 vessels per strike team, possibly altering the strike team formation)
4. Recovery from booms
5. Fire fighting

## 2.2.2 Actions in the inner and outer archipelago and at coastal waters

At least the following elements will be exercised:

1. Recovery with boats
2. Recovery from booms
3. Boom towing

## 2.2.3 Actions at shore

Defence forces will exercise oiled coastline reconnaissance using predefined reconnaissance plan, operative charts and shoreline assessment forms.

Helsinki City Rescue Department will exercise the logistics for the oily waste.

About 20 WWF volunteers will exercise oiled wildlife response using the Bird Cleaning Unit (BCU) in Porvoo.

About 20 WWF volunteers' will exercise shoreline clean-up on Furuholmen island in Sipoo.

## 3 Simulations

A coastal tanker will stay at the exercise area for both exercise days and will be used as a target vessel. Possibly STS of the recovered oil from recovery vessel to the tanker will be practised as well.

The leaked oil will be simulated with peat.

## 4 Alerting

The accident happens during darkness on 27.8.20125 at 00:10 UTC. MRSC Helsinki will alert SYKE duty officer. According to the scenario, the first surveillance flight would cover the area at dawn i.e. at about 05:00 UTC on 27.8 (this flight will not be carried out during the exercise).

### SYKE duty officer will carry out following alerts:

1st alert with request for assistance:

To which organization	What assets	Contact point	Contact method
Navy	Recovery vessels	Navy duty officer	phone
FBG	Aircraft and helicopter	MRCC	phone
FBG	Recovery vessels	MRSC	phone
FBG	Patrol boats near accident site	MRSC	phone
Meritaito	Recovery vessels	Meritaito duty officer	phone
EE	Recovery vessels	National alert point as per HELCOM	POLREP telefax
SE	Recovery vessels	National alert point as per HELCOM	POLREP telefax
RU	Recovery vessels	National alert point as per HELCOM	POLREP telefax
Helsinki	Boats, booms, personnel	Emergency Response Centre	phone
Itä-Uusimaa	Boats, booms, personnel	Emergency Response Centre	phone

1st information without request for assistance:

To which organization	What assets	Contact point	Contact method
Baltic Sea states + HELCOM Secretariat	N/A	National alert point as per HELCOM	POLREP telefax
EU / MIC	N/A	National alert point as per HELCOM	POLREP telefax
Ministry of the Environment	N/A	Duty officer	phone
Finnish Meteorological Institute	N/A	Meteorologist on duty	phone
SYKE internal information	N/A	Director General Communications Director Wildlife response experts	phone
Uusimaa Economic Development, Transport and the Environment Centre	N/A	Nominated expert	phone
Kymenlaakso	N/A	Emergency Response Centre	phone
Länsi-Uusimaa	N/A	Emergency Response Centre	phone

2nd alert after the situation has escalated - request for assistance:

To which organization	What assets	Contact point	Contact method
Baltic Sea states + HELCOM Secretariat	Recovery vessels	National alert point as per HELCOM	POLREP telefax
EU	EMSA vessel	MIC	CECIS
Baltic Sea states (not Russia)	Recovery vessels	Marine Pollution contact points	CECIS
EU	EMSA CleanSeaNet	MIC	mail/ CECIS
Finnish Meteorological Institute	Weather forecasts and drift calculations	Meteorologist on duty	phone
Kymenlaakso	Booms and recovery boats	Emergency Response Centre	phone
Länsi-Uusimaa	Booms and recovery boats	Emergency Response Centre	phone

After the 2<sup>nd</sup> alert SYKE will send frequent situation updates to all parties involved. The total number of POLREPs will be around 10.



## 5 Operational command

- Exercise leader will be Ms. Anna-Maija Pajukallio from the Ministry of Environment.
- Response Commander (RC) will be Mr. Kalervo Jolma from SYKE, he will be moving in the exercise area with small boats.
- SOSC will be onboard recovery vessel Louhi.
- Duty officer on 28.8. will be Ms. Heli Haapasaari from SYKE, she will be onboard recovery vessel Louhi. Duty officer on 29.8. will be Ms. Kati Tahvonen from SYKE, she will be onboard recovery vessel Louhi
- Mr. Hannu Arimo will command the recovery operations in Helsinki Rescue Services area.
- Mr. Petri Lyttinen will command the recovery operations in Eastern-Uusimaa Rescue Services area.

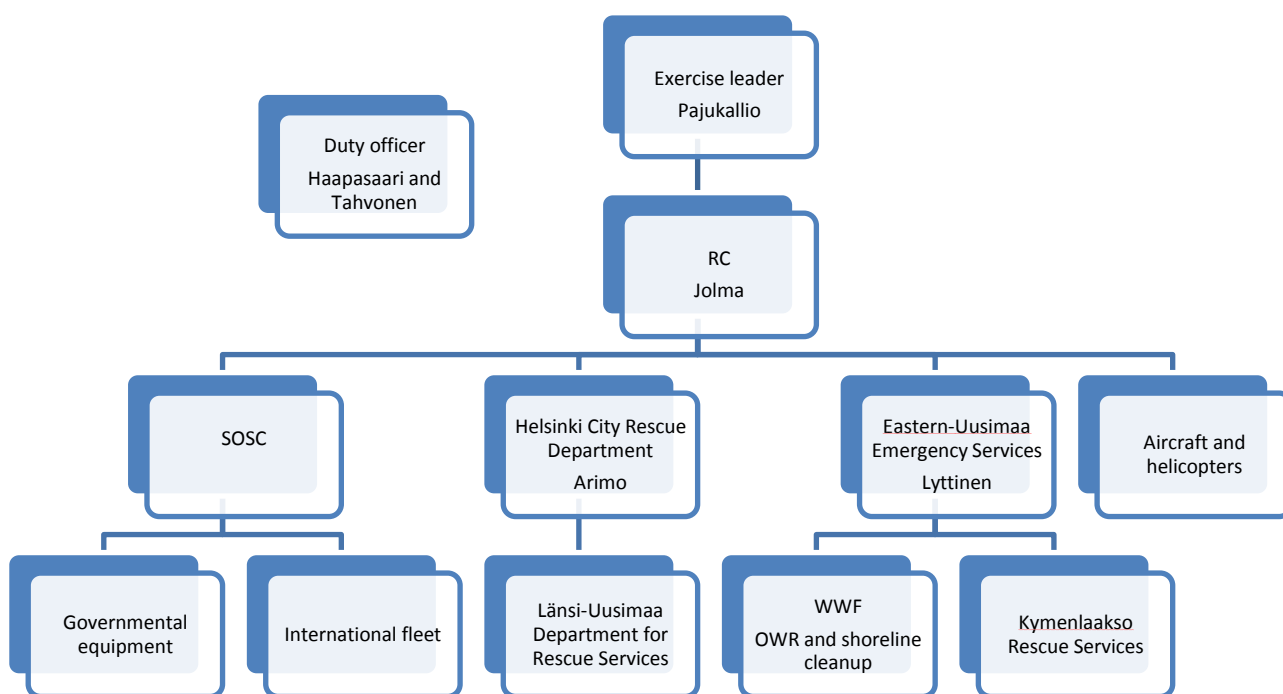
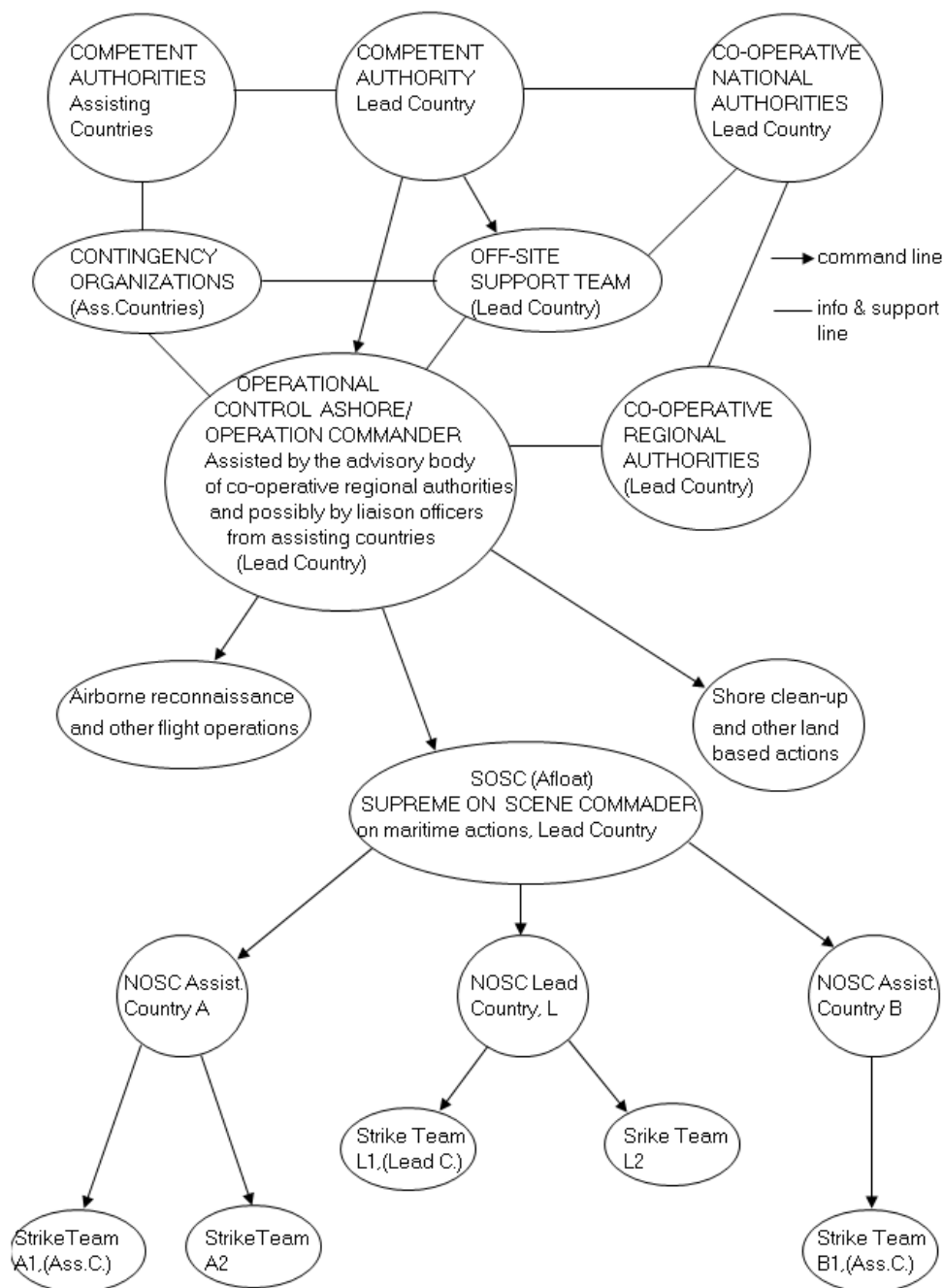


Figure 6. Operative command of the Balex Delta 2012

1.DRAFT 5.12.1994/KJ/NBWE/FIN

**COMMAND STRUCTURE FOR JOINT COMBATTING OPERATIONS**

When needed, units from different strike teams can temporarily be put at the disposal and command of another NOSC

Figure 7. Command structure diagram from HELCOM Response Manual Vol 1.

## 6 Exercise evaluation team (EET)

Exercise evaluation team is as follows:

- Mr. Kim Moeller Petersen from the Admiral Danish Fleet, Denmark. He will be onboard a Danish Naval Home Guard vessel
- Mr. Magnus Nyström from the Ministry of the Environment, Finland. He will be onboard Louhi
- Mr. Fionn Molloy from the European Maritime Safety Agency (EMSA)
- Mr. Wolfgang Knopf from Haveriekommando, Germany has cancelled his participation due to a real accident case in Germany.

EET members agree among themselves how they want to work. The EET can be transported around the exercise area as one team or they can decide to split in order to monitor some elements of the exercise more carefully.

EET tasks are defined in the chapter 10 of the HELCOM Response Manual Vol 1 (<http://www.helcom.fi/stc/files/ResponseManual/CHAP-10.pdf>)

## 7 European Union Civil Protection (EU CP) Team

During the Balex Delta 2012 exercise a special task force, EU CP team, sent by DG ECHO will assist the Finnish Regional Rescue Authorities in the coastal protection operations. The Team is composed of three elements: team management, support to technical expertise and MIC Liaison Officer. The EMSA Liaison officer on board the KONTIO vessel is an associated member of the team.

The mission duration of the EU CP Team is four days, and their operations will be supported jointly by the Länsi-Uusimaa and Helsinki Rescue Centres. The EU CP Team have their own pre-defined tasks and schedules, and they will also participate official briefing and debriefing phases of the Exercise.

EU CP Team is as follows:

- Mr Douglas MacDONALD (UK) Team Leader
- Mr Hugo NIJKAMP (BE) Technical Expert
- Ms Florence PONCET (FR) Technical Expert
- Mr Henrik Vang CHRISTENSEN (DK) Technical Expert
- Mr Richard KNELLER (European Commission) MIC Liaison Officer
- Mr Lyubomir Stoyanov (EMSA)
- Mr. Raimo Rasijeff (Finland) Liason Officer of Finnish Rescue Services

## 8 Situational awareness picture

New national situational awareness picture software "BORIS2" will be tested intensively during the exercise.

The exercise participants will build the situational picture from the scene. The elements tested will include for example defining the operation area, defining the responsibility area to different authorities, planning strike teams, planning boomings, inputting data on aerial and coastal oil observations. Also drift forecasts will be delivered via BORIS2.

## 9 Weather forecast services

Finnish meteorological institute will make detailed weather forecasts for the exercise area starting from Thursday 23 August.

The weather information provided in the evening of 28<sup>th</sup> and for the whole 29<sup>th</sup> August will be available both in Finnish and in English.

## 10 Captains' briefing

Captains' briefing will take place on 28.8 at 1600 UTC in the HELCOM Secretariat at address Katajanokanlaituri 6 B, which is within short walking distance from the pier that is reserved for the Balex Delta 2012 fleet. Note that this is an operational briefing on radio frequencies, last minute updates, weather information etc. and is intended to response vessel captains – in addition Finnish Meteorological Institute, Rescue Services, EET and a EU CP team member can join the briefing. Please inform the organisers via e-mail on the name of the persons who will participate in the briefing.

## 11 Debriefing

Debriefing will taken place on 29.8. from 15:00 to 16:00 UTC in SYKE HQ in Helsinki. It is expected that one person per participating response vessel will participate in the debriefing and will give feedback on the exercise. It is also possible, that the NOSC will give feedback on behalf of the strike team – this can be agreed among the captains of the vessels in strike team.

The Exercise Evaluation Team (EET) will give presentation on their preliminary findings.

Exercise leader, Response Commander and SOSC as well as the rescue services will give presentation on their findings.

Observers are welcome to the debriefing as well.

There will be two charter buses transporting the vessels' captains, NOSCs and possible observers from Katajanokka pier to SYKE HQ. During the debriefing buses will bring the remaining vessel crew members from Katajanokka pier to SYKE for a social event. Please see Annex 4 for bus timetable.

Please note that during the international seminar on 30.8. (see chapter 14) further organisations will give presentations regarding their roles and experiences during the exercise.

## 12 Communications between the participating units

According to the HELCOM Response Manual Vol 1, all communications between the response vessels will be done using VHF channels 72 and 73. Command language will be English.

The response commander will communicate with the Finnish coastal recovery troops via VHF, mobile phone and possibly TETRA radio.

Communication between national troops in the coastal area will be done by VHF and with TETRA radios.

1.DRAFT 5.12.1994/KJ/NBWE/FIN

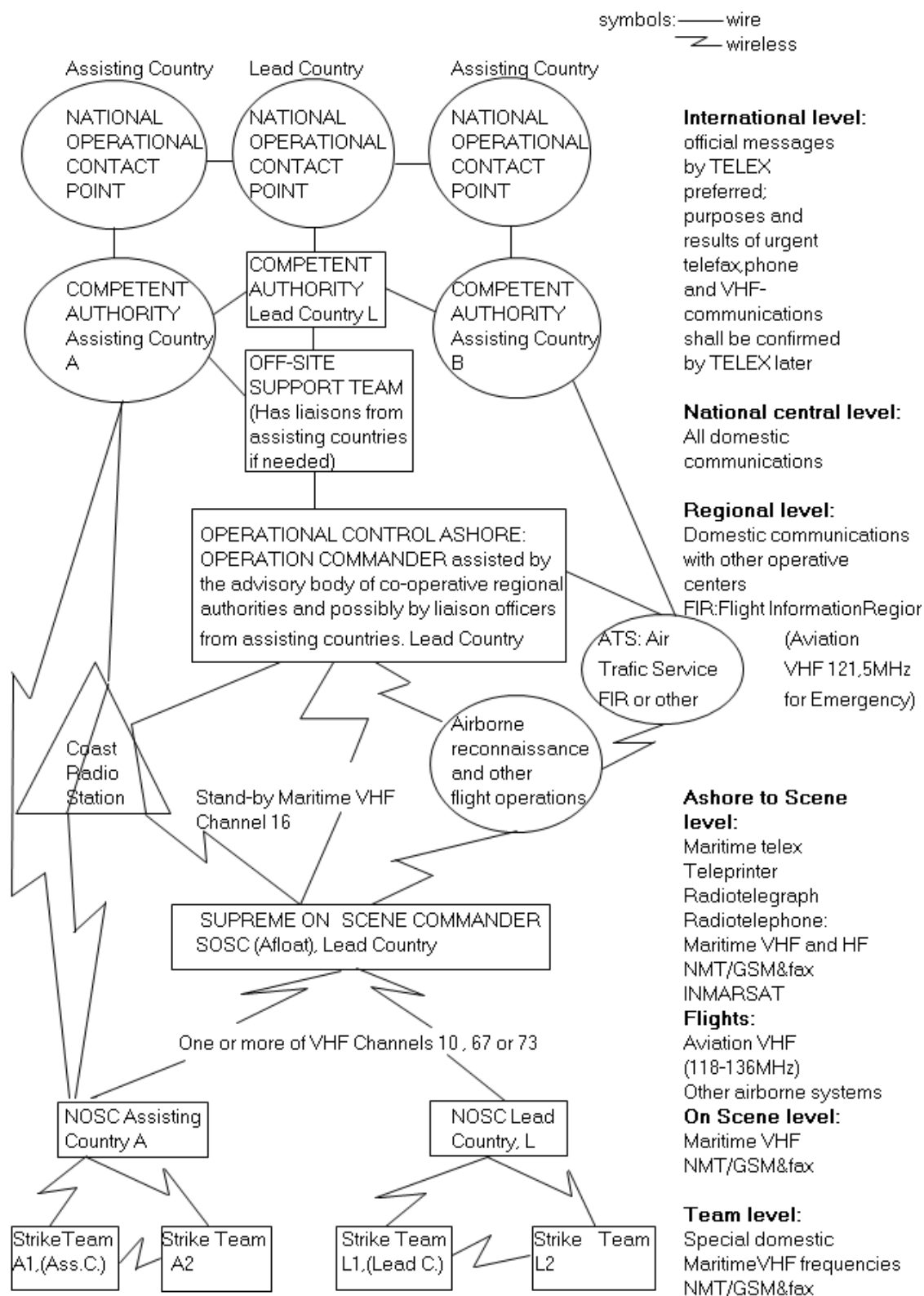
**BALTIC COMMUNICATION PLAN FOR JOINT COMBATTING OPERATIONS**

Figure 8. Communication plan. Source: HELCOM Response Manual Vol 1.

Note – VHF channels used during the Balex Delta 2012 differ from those shown in this diagram!

## 13 Observers

Total of 118 observers have registered to the Balex Delta 2012 exercise. It is vital that the observers arrive to the waterbus/bus departure sites at the time indicated in this document!

The observers will be transported with a waterbus around the whole exercise area on 29/08. Some observers will however observe the exercise from a national recovery vessel and some will observe only the oiled wildlife response part of the exercise.

Those observers who want to observe the **oiled wildlife response in Helsinki Zoo need to be at the beginning of the bridge leading from Mustikkamaa to the Zoo on Tuesday 28.8 at 05:30 UTC i.e. at 08:30 local time.** Please inform the organisers (see chapter 15) if you want to join this part of the exercise as the ZOO will need to arrange special permits for the observers.

Those observers who will join the **waterbus tour need to be at the Helsinki main market square ("Kauppatori") on 29.8.2012 at 05:00 UTC i.e. at 08:00 local time.** The waterbus is called "DORIS2". Pier has sign "IHA-LINES". Observers will be served a light meal during the trip. Organisers need to have a passenger list for the waterbus. With 100 observers the waterbus is full thus no further observer registrations can be accepted nor can non registered persons enter the waterbus.

Those observers who wish to observe the use of the **bird cleaning unit in Porvoo on 29.8 will receive separately instructions** from Mrs Vanessa Ryan/WWF Finland. City of Porvoo is about 50 km east from Helsinki and observer transportation will need to be arranged.

**Observers are responsible for their own travel and hotel arrangements. Visitors and observers are encouraged to check the expected local weather conditions in Helsinki in order to dress up properly (<http://en.ilmatieteenlaitos.fi/weather/Helsinki> )**

## 14 Airport transportation

Organisers will **not** arrange transportation between airport and city. Following options are available:

BUS:

- [Finnair City Bus](#) 6,20 €, about 25-30 min
- [bus 615](#), 4,50€, about 35-40 min

Taxi:

- All normal taxis have same tariff. Taxi to city centre costs 40 to 50€
- Company called "Airport taxi" has fixed price – see [http://www.airporttaxi.fi/hinnasto\\_en.html](http://www.airporttaxi.fi/hinnasto_en.html)

Further information: <http://www.helsinki-vantaa.fi/to-and-from/bus-and-taxi-service>

## 15 International Pollution Response Seminar

After the operational Balex Delta 2012 exercise Finnish Environment Institute (SYKE) will arrange a one-day seminar highlighting the following subjects:

1. Lessons learned from Balex Delta followed by key-note lectures
2. Wildlife protection during an oil accident –
3. GIS-based tools as a support to oil recovery operations.
4. LNG and chemical transport from the emergency preparedness point of view.

The seminar will be arranged on 30<sup>th</sup> of August at the SYKE HQ, Mechelininkatu 34 Helsinki from 9.00am to 3.00pm **local time** (06:00-12:00 UTC).

Please find the programme from:

[https://syke.etapahtuma.fi/eTaika\\_Tiedostot/2/TapahtumanTiedostot/837/Balex%20ohjelma\\_Final.pdf](https://syke.etapahtuma.fi/eTaika_Tiedostot/2/TapahtumanTiedostot/837/Balex%20ohjelma_Final.pdf)

## 16 Emergency number in Finland

In Finland we use only one emergency number, 112. The same emergency number 112 works in all EU countries. You can call the emergency number 112 free of charge from any phone with no need for an area code. You can also call 112 from a foreign mobile phone connection. You still won't need an area code, just dial 112 ([http://www.112.fi/documents/Hake\\_112esittely\\_englanti.pdf](http://www.112.fi/documents/Hake_112esittely_englanti.pdf)).

During the Exercise, and especially at Sea, inform the crew onboard immediately if You note any violation of health, safety or security onboard. The organizers have a patrol boat in duty with a doctor and rescue divers onboard in the Exercise area.

## 17 Organiser's contact information

Please contact the organisers via e-mail [balexdelta@ymparisto.fi](mailto:balexdelta@ymparisto.fi)

See also the Balex Delta 2012 web-pages: [www.environment.fi/syke/balexdelta](http://www.environment.fi/syke/balexdelta)

## ANNEX 1

**Participating units****Ship sized response vessels registered to Balex Delta 2012**

<b>Name of ship</b>	<b>Country/Organisation</b>
Arkona	Germany
MHV 908 ASKØ	Denmark/ Naval Home Guard District East
Halli	Finnish Navy
Hylje	Finnish Navy
Kapitan Poinc	Poland/Maritime Search And Rescue Service
KBV 050	Sweden/Swedish Coast Guard
KBV 302	Sweden/Swedish Coast Guard
Kontio	EMSA
Linja	Finland/Meritaito
Louhi	Finnish Navy
LVNS "A-90 VARONIS"	Latvia/Naval Forces Flotilla HQ
Merikarhu	Finnish Border Guard
MHV 903 HJORTØ	Denmark/ Naval Home Guard District East
Oili I	Finland/Meritaito
Oili III	Finland/Meritaito
PVL-202 "Kati"	Estonia / Police And Border Guard Board
Šakiai	Lithuania/ Lithuanian Navy
Seili	Finland/Meritaito
Sektor	Finland/Meritaito
Uisko	Finnish Border Guard

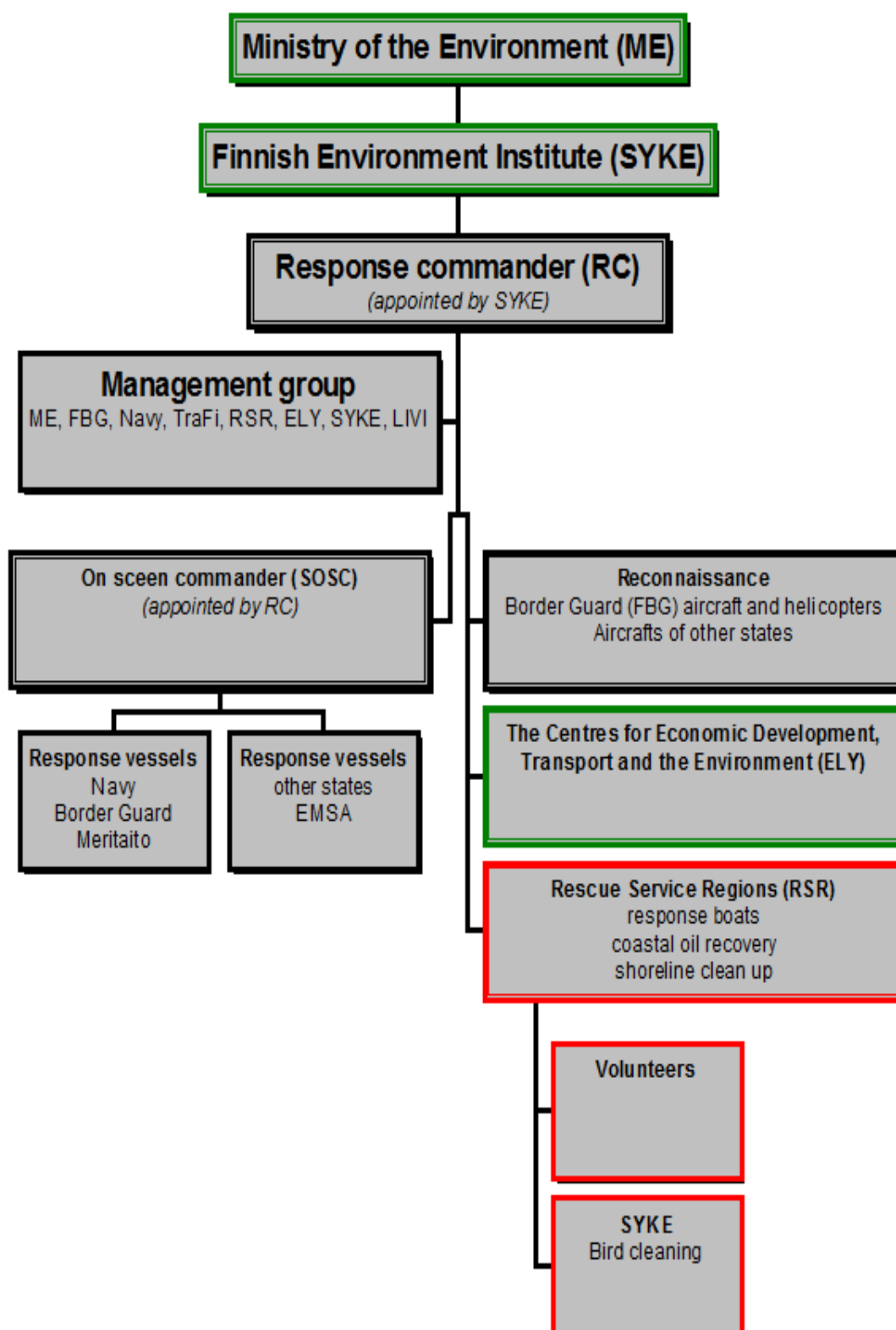


## Other vessels and boats that will be used during Balex Delta

Navy	
	Vaarlahti (ship)
	6 boats
Border Guard	
	Agusta bell 412 helicopter
	Dornier 228 surveillance aircraft
	2 boats
MeriTaito	
	ORV1 (boat)
	meri 2000 MT2301 Jungfrusund (boat)
	boat
Helsinki City Rescue Department	
	6 boats
Eastern-Uusimaa Emergency Services	
	2 recovery boats
	barge
Länsi-Uusimaa Department for Rescue Services	
	recovery boat
	2 boats
Kymenlaakso Rescue Services	
	recovery boat
	boat
Air force	
	Helicopter
Volunteer fire-brigade	
	2 boats
Voluntary maritime rescue association	
	3 boats
Other Helsinki city offices	
	13 boats
Private companies	
	2 tugs
	coastal tanker
	2 boats
<b>total</b>	<b>49</b>

## ANNEX 2

## Diagram of the Finnish marine pollution response structure



## ANNEX 3

**Katajanokka harbour area.**

Response fleet has berthing in the Katajanokka harbour (Katajanokanlaituri, ERA-ERB)  
N60°09'50" E024°58'21"

[http://www.portofhelsinki.fi/cargo\\_traffic/katajanokka](http://www.portofhelsinki.fi/cargo_traffic/katajanokka)



**To vessel crews:** Please read also the Helsinki VTS Master's Guide:

<http://portal.liikennevirasto.fi/portal/page/portal/C11762DCB17F203FE040B40A1A016353>

Vessel crews will get more detailed information during August.

## ANNEX 4

**BALEX DELTA 2012 EXERCISE**  
**28.-29 AUGUST 2012, HELSINKI FINLAND**

Time: UTC (LT-3h)

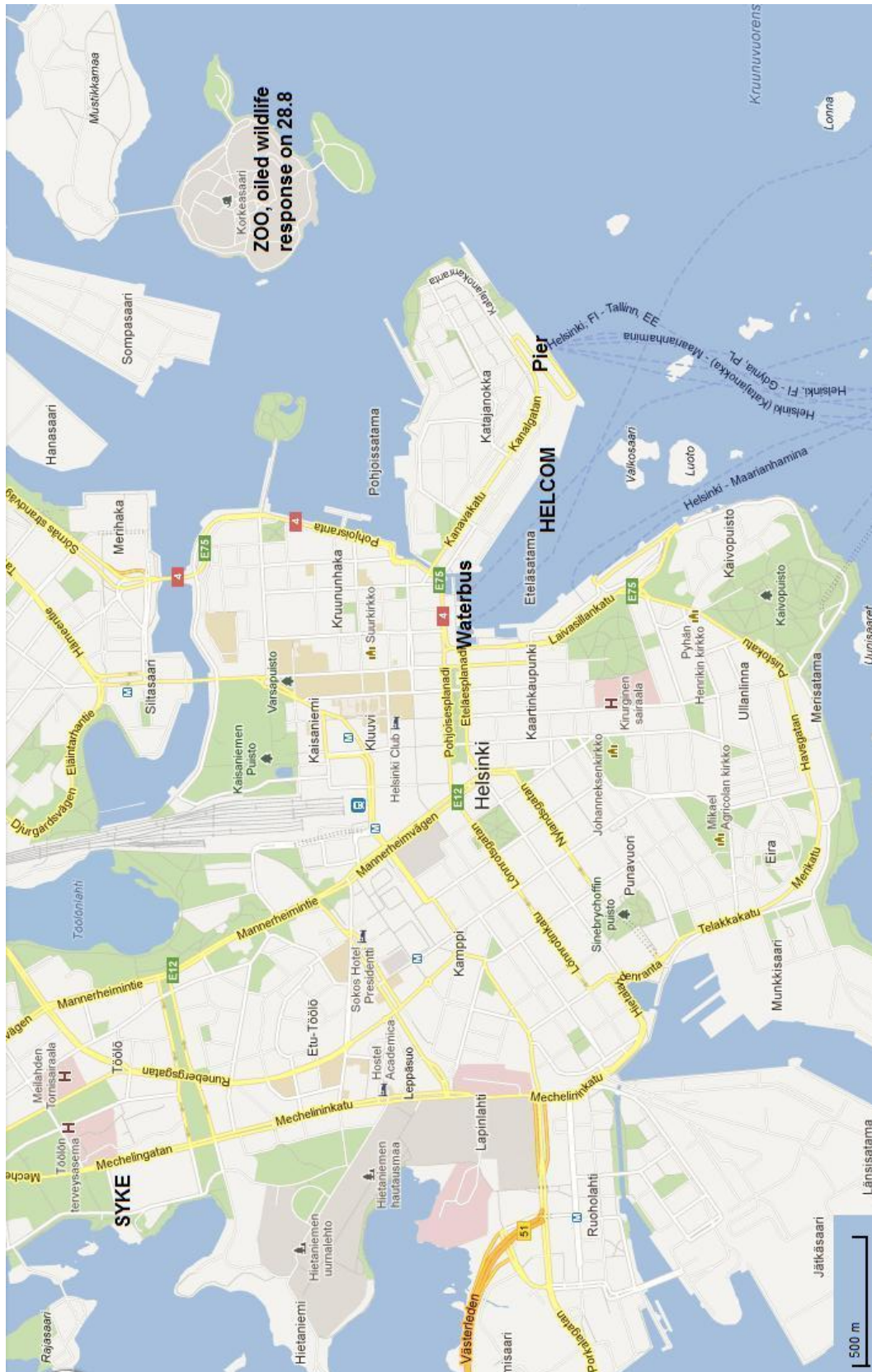
<b>Date and time</b>	<b>Events</b>	<b>Location</b>
<b>27 AUG</b>	Accident date. Alert exercise starts	N/A
<b>28 AUG</b>		
0500 – 1400	National exercise	
0500	MIRG team is transported to the casualty. Booms are transported to the casualty. FBG boats surround the casualty with the boom	At sea
0500	Rescue services start boom laying	Helsinki and Sipoo archipelago
0530	Finnish response vessels arrive to the exercise area	
0530	Zoo staff and WWF exercise OWR	Korkeasaari Zoo (Pajasaari)
0530-0900	Media an observer tour with "DORIS2"	Market square, IHA-LINES pier (close to the old market hall)
1500	Latest arrival time of the international vessels	Katajanokka pier
1600	Captains' briefing in HELCOM Secretariat	HELCOM Secretariat, Katajanokanlaituri 6 B
<b>29 AUG</b>		
0500-1400	Balex Delta exercise	
0500	Response fleet departures from Katajanokka	
0500	Observers meet for the "DORIS2" waterbus tour. Observers will get name badges	Market square, IHA-LINES pier (close to the old market hall)
0500	Rescue services collect oil with recovery boats	Helsinki and Sipoo archipelago
0500	WWF volunteers' beach cleaning exercise	Sipoo
0500	WWF volunteers' bird rehabilitation exercise	Porvoo
0515-0815	VIP cruise for invited guests, hosted by SYKE's Executive Director Ms. Lea Kauppi	Katajanokka
0530	Media tour 05:30-09:00 with waterbus "Merisaraste"	Market square, IHA-LINES pier (close to the old market hall)
0600-0700	Fire fighting exercise	At sea
0600	HELCOM fleet starts to recover oil	
1200	Observer waterbus "DORIS2" returns to the market square	
1200	End of Balex Delta	
1300	Response vessels have returned to Katajanokka	
1400	Bus transportation to participants (captains, NOSCs, observers, EET, EU CP team, Finnish response organisations) to the Finnish Environment Institute premises for the debriefing	From Katajanokka pier
1500-1600	Debriefing	
1530	Bus transportation to vessel crew members to the social event in the Finnish Environment Institute premises	From Katajanokka pier
1600	Social event to all participants	
1800	First bus transportation back to response vessels	
1900	End of social event. Second bus transportation back to response vessels	

**30 AUG**

0600 – 0800	Traditional rowing competition between the HELCOM fleet crews (one team per country)	Katajanokka
0600-1300	Seminar in Finnish Environment Institute premises	SYKE HQ, Mechelininkatu 34 a. Auditorium
0900 – 1100	Open doors to the response vessels	Katajanokka pier
1300	Departure from Helsinki harbour	

ANNEX 5

# Map of Helsinki



## ANNEX 6

## Map of Katajanokka and Market square area

