

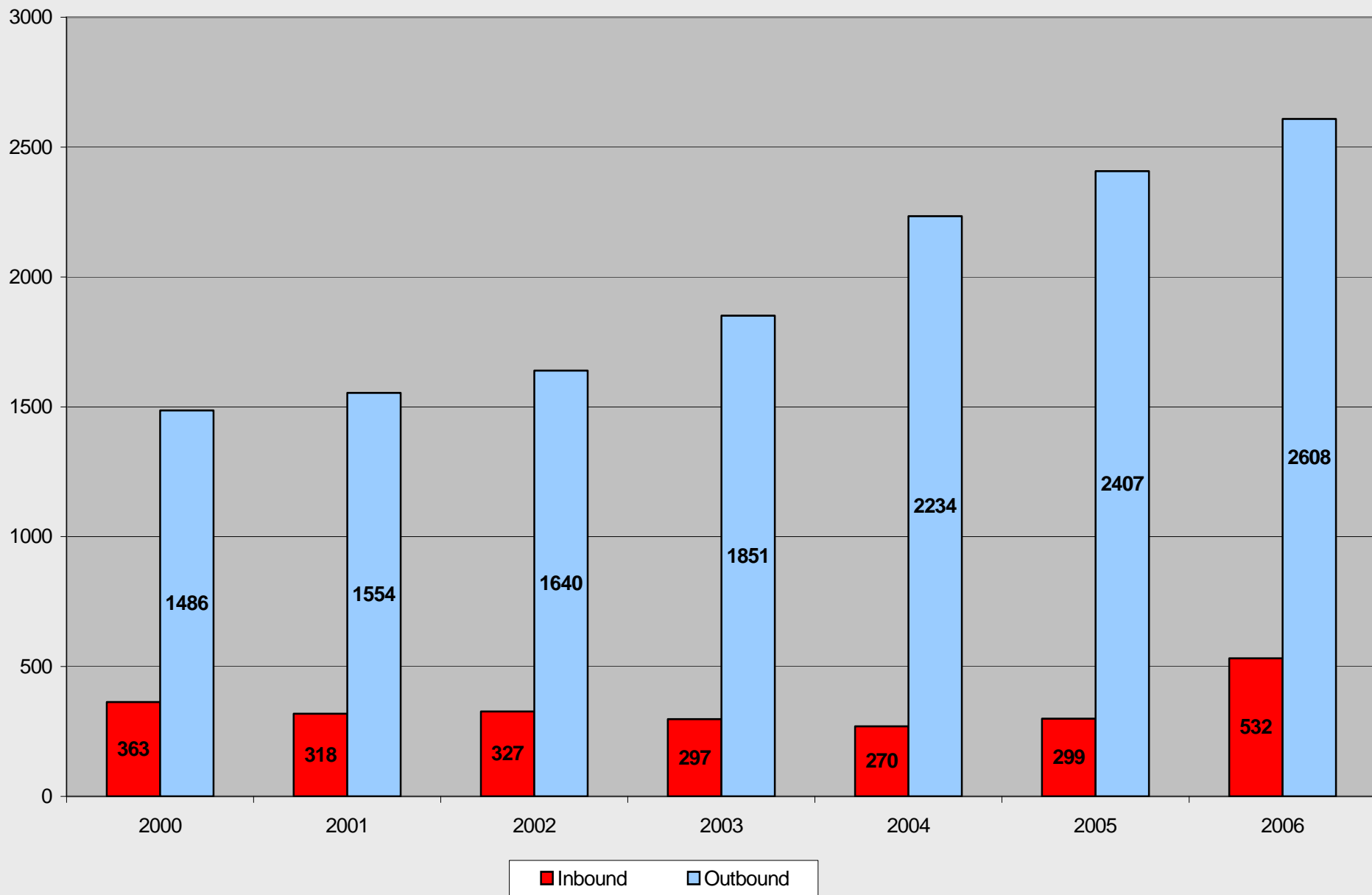
Implementation of the Directive 2005/35 on sanctions for ship source pollution



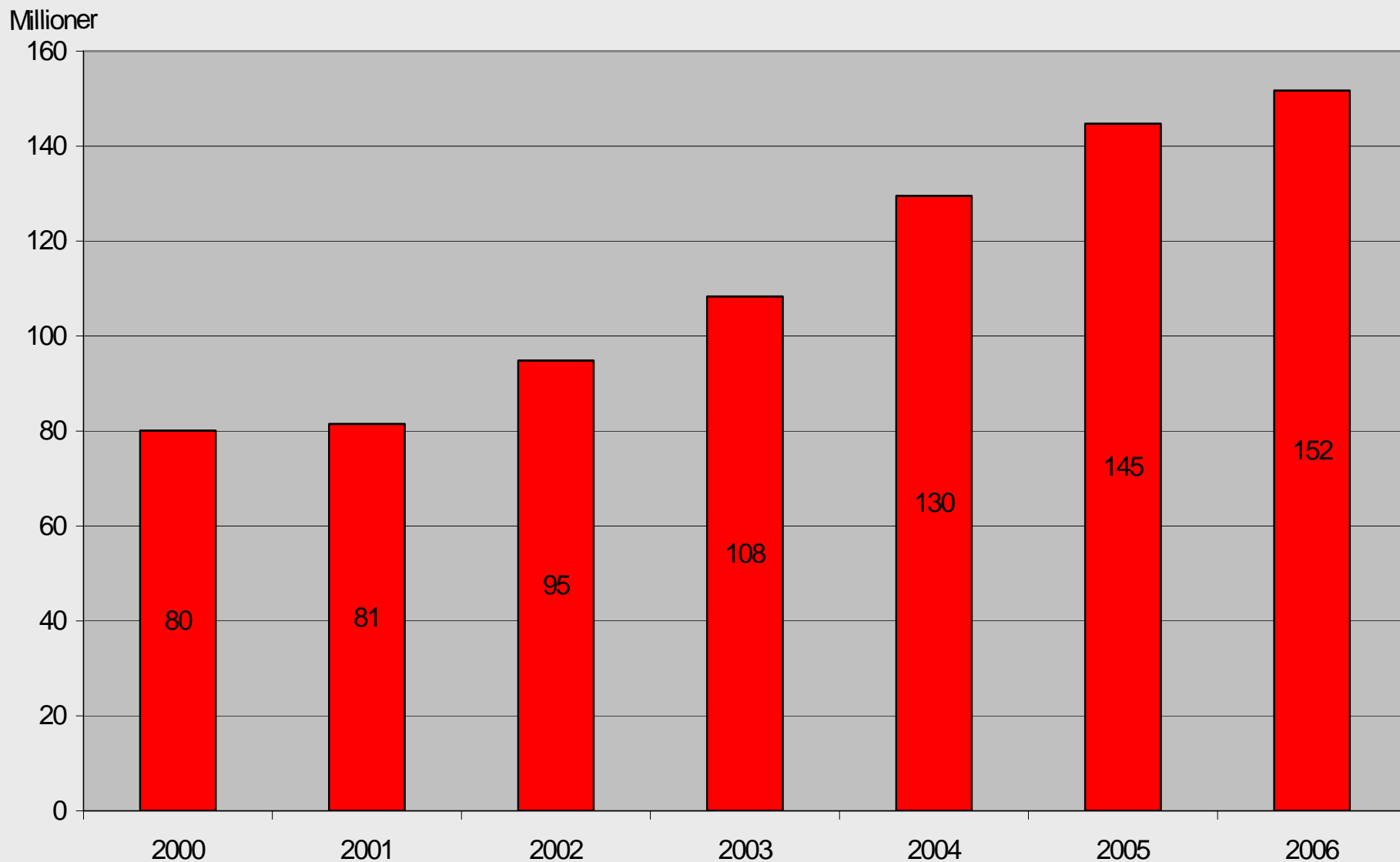
Danish Responsibility Area



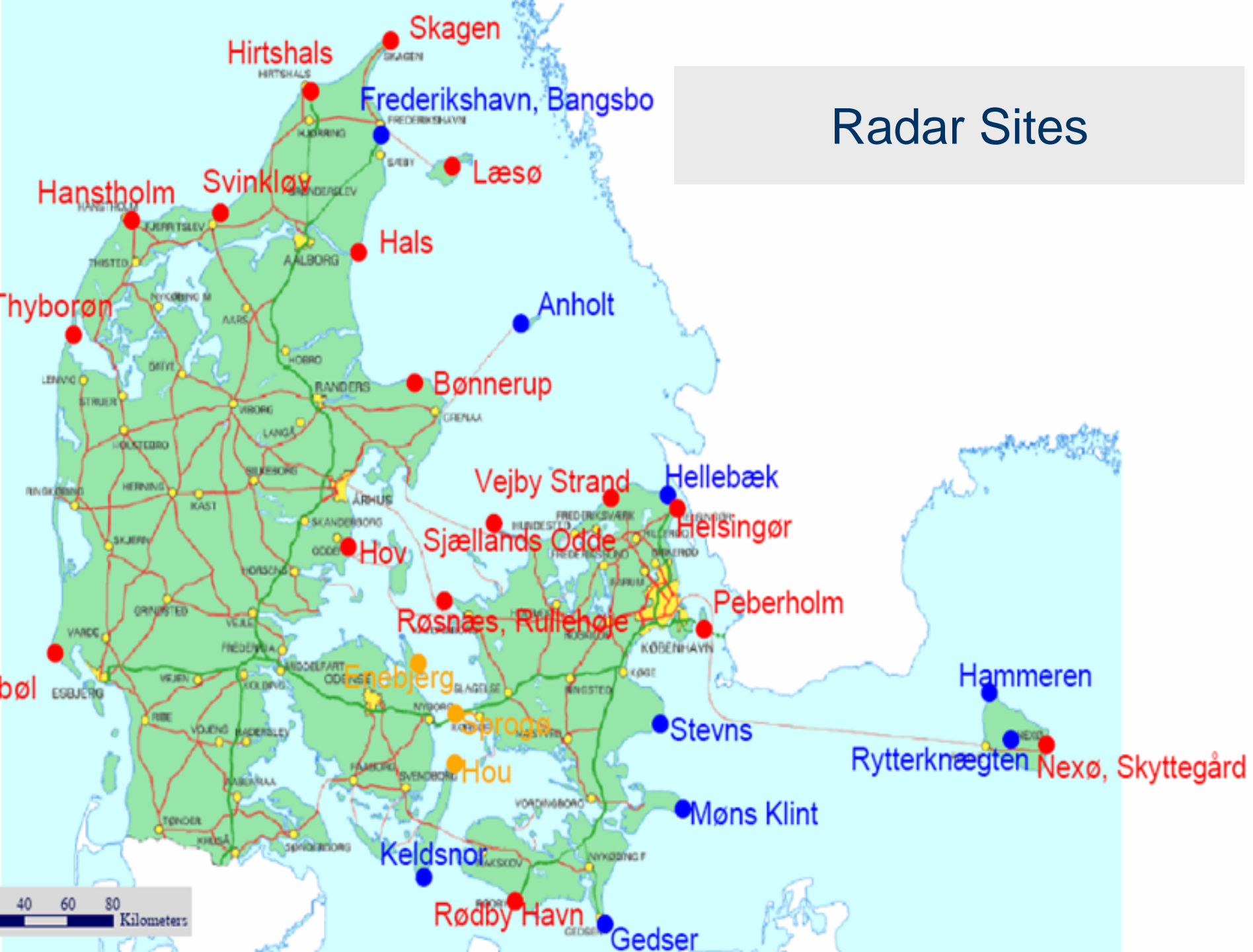
Laden tankers reported to SHIPPOS



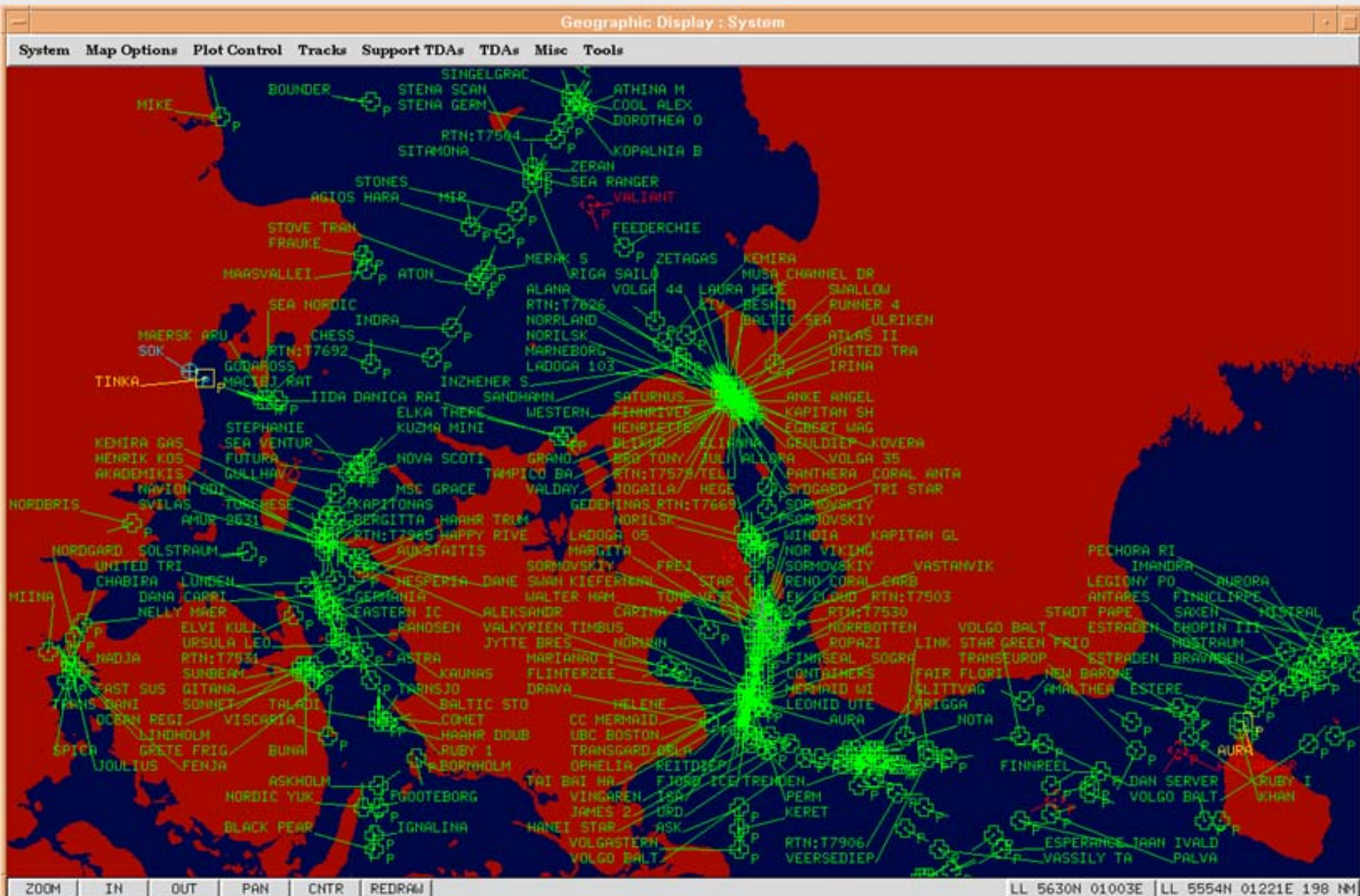
Oil transports reported to SHIPPOS



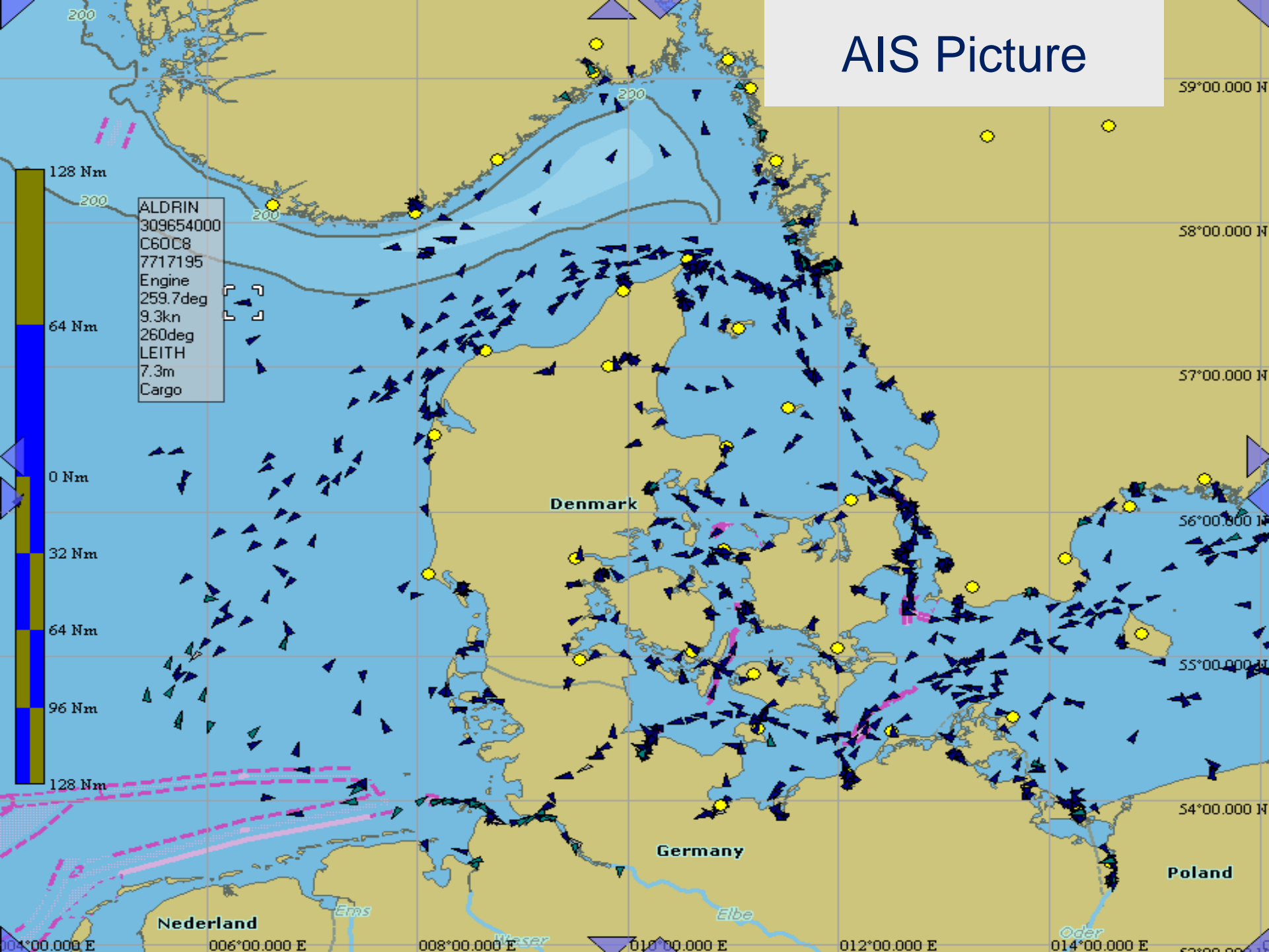
Radar Sites



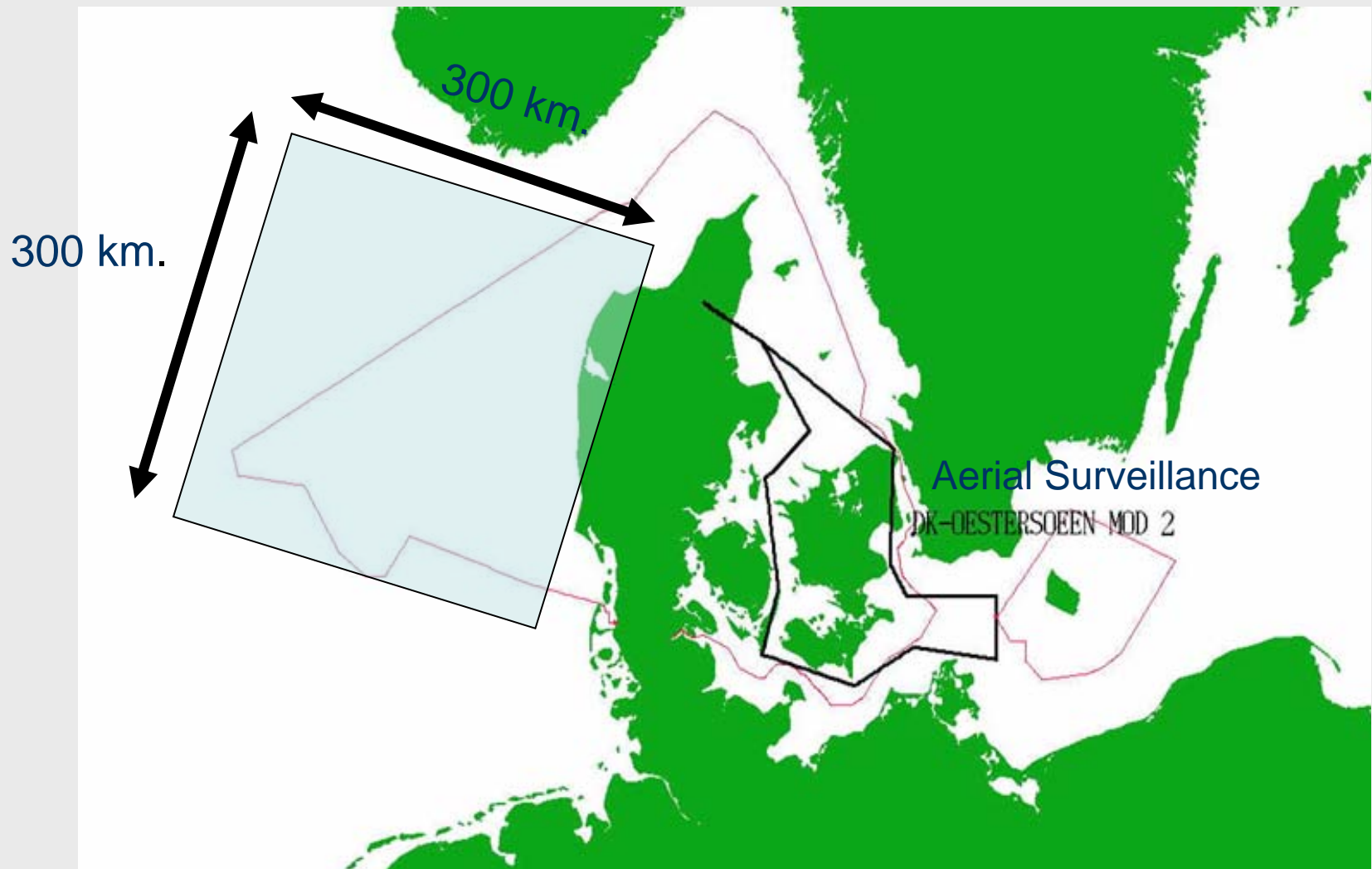
RDN CCIS Picture



AIS Picture



Satellite Surveillance



Aerial surveillance Challenger

Equipment:

- SLAR
- Hand held camera with annotation of navigations data
- IR/UV
- Digital Video Camera



Oil Sample Flotation System 2000



The system is fully automatic, weighing no more than 1350 grams and easy to operate

Rescue Helicopter S-61

For confirmation of reported oil spill and for collecting oil samples

Equipment:

- FLIR

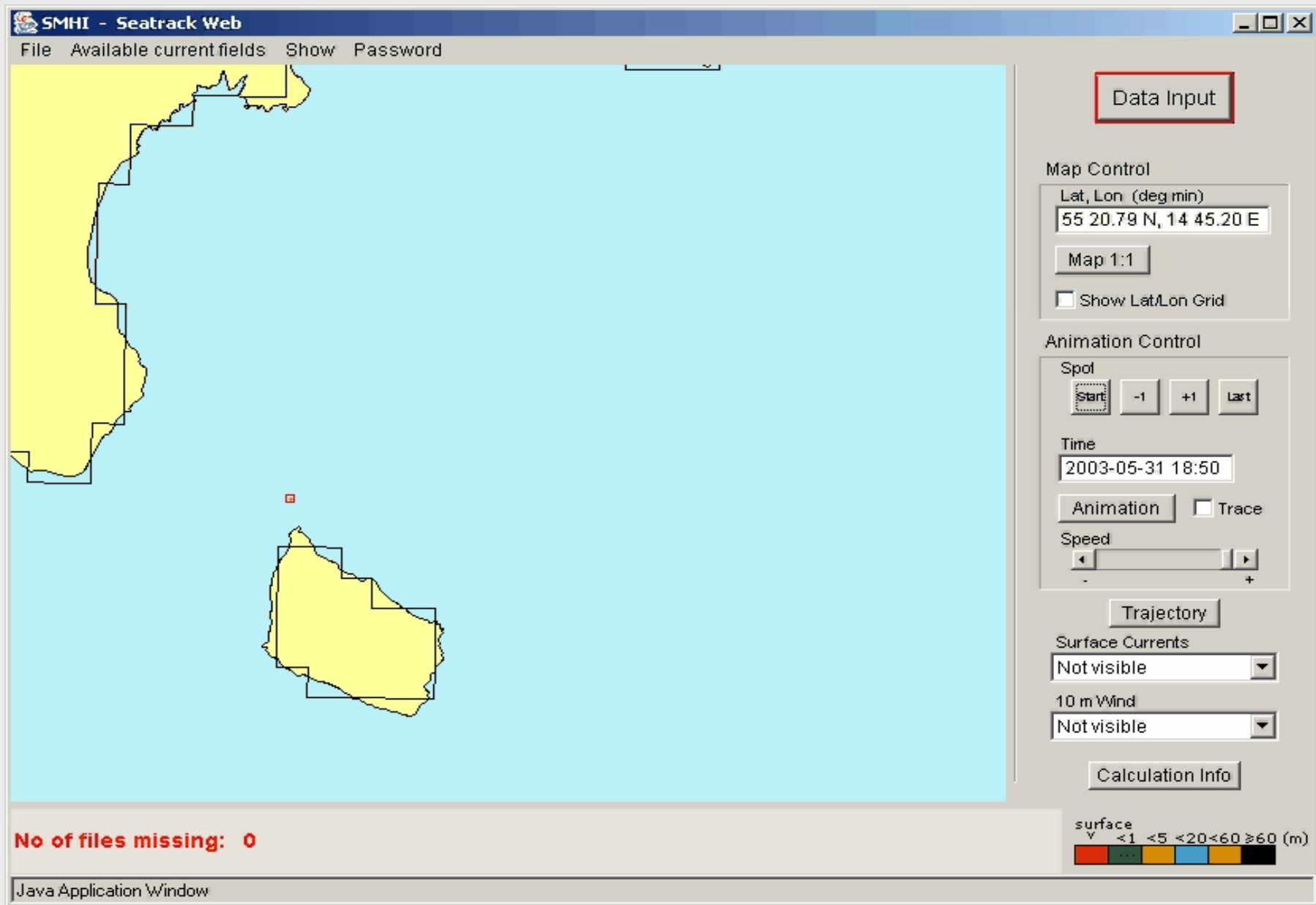


LYNX Helicopter

For confirmation of reported oil spill and for collecting oil samples



Sea Track Web



Standard-Flex in Response Role

3 Containers situated in Naval Base Korsoer



Response Assets

SUPPLY CLASS: GUNNAR SEIDENFADEN

Booms:

225 m EXPANDI

600 m RO BOOM

Skimmers:

Ro SKIM

Ro SWEEP

FRAMO

DESTROIL OILGRAP 400 LITRE

Response Capacity: 100-170 m³/hour

Tank Capacity for collected oil: 320 m³





Baltic Carrier



Fu Shan Hai



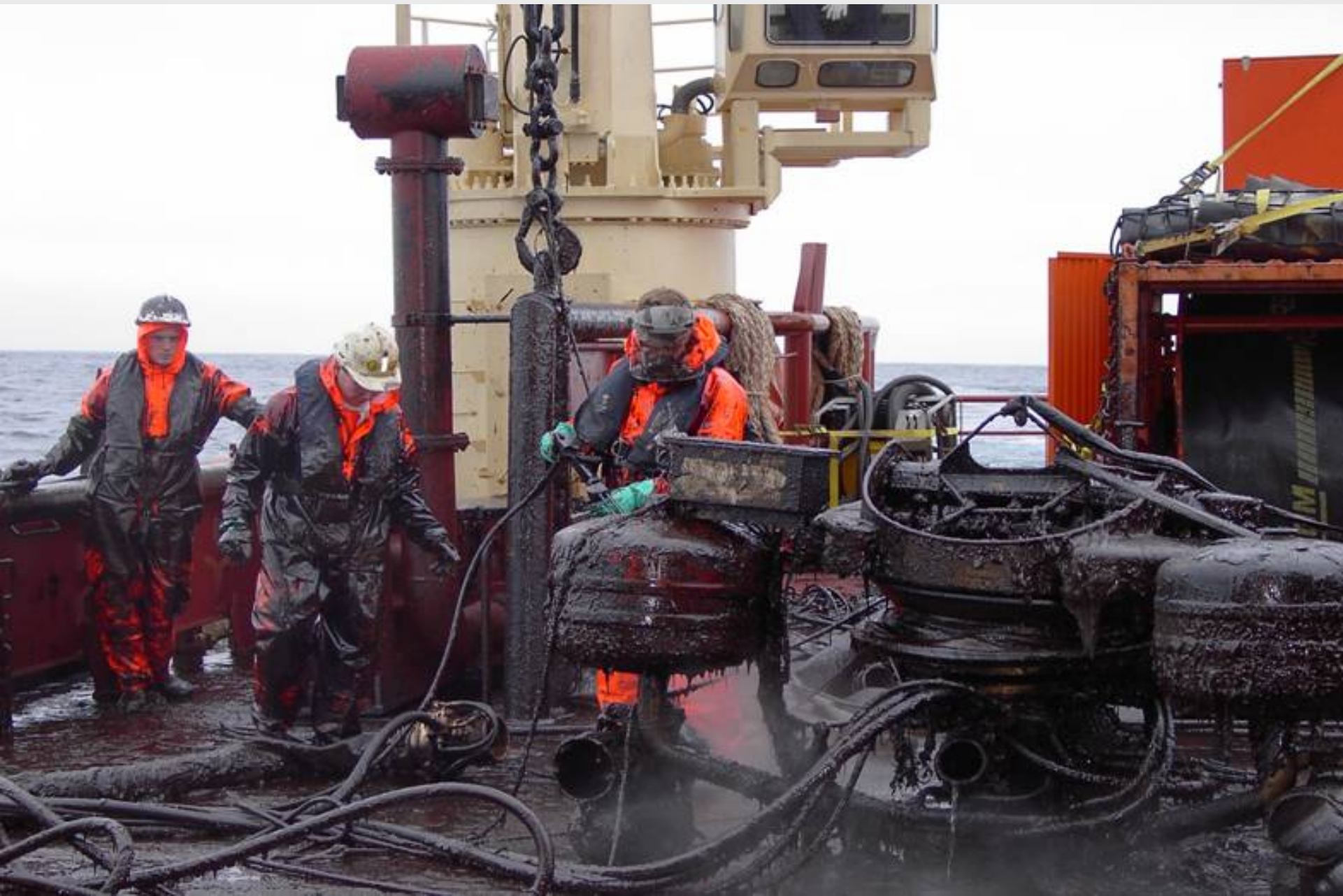
PRESTIGE



PRESTIGE



PRESTIGE





Divers returned on deck after a 3 hours dive.

Divers equipped with hot water suit.

Pollution incident Great Belt

Jan 2005

- Civilian air craft reported oil-spill in Great Belt.
- Surveillance Air Craft fitted with SLAR (already airborne) directed to the area.
- Suspect vessel observed at anchor in Kalundborg Fjord.
- Oil spill vanished from the surface within hours.

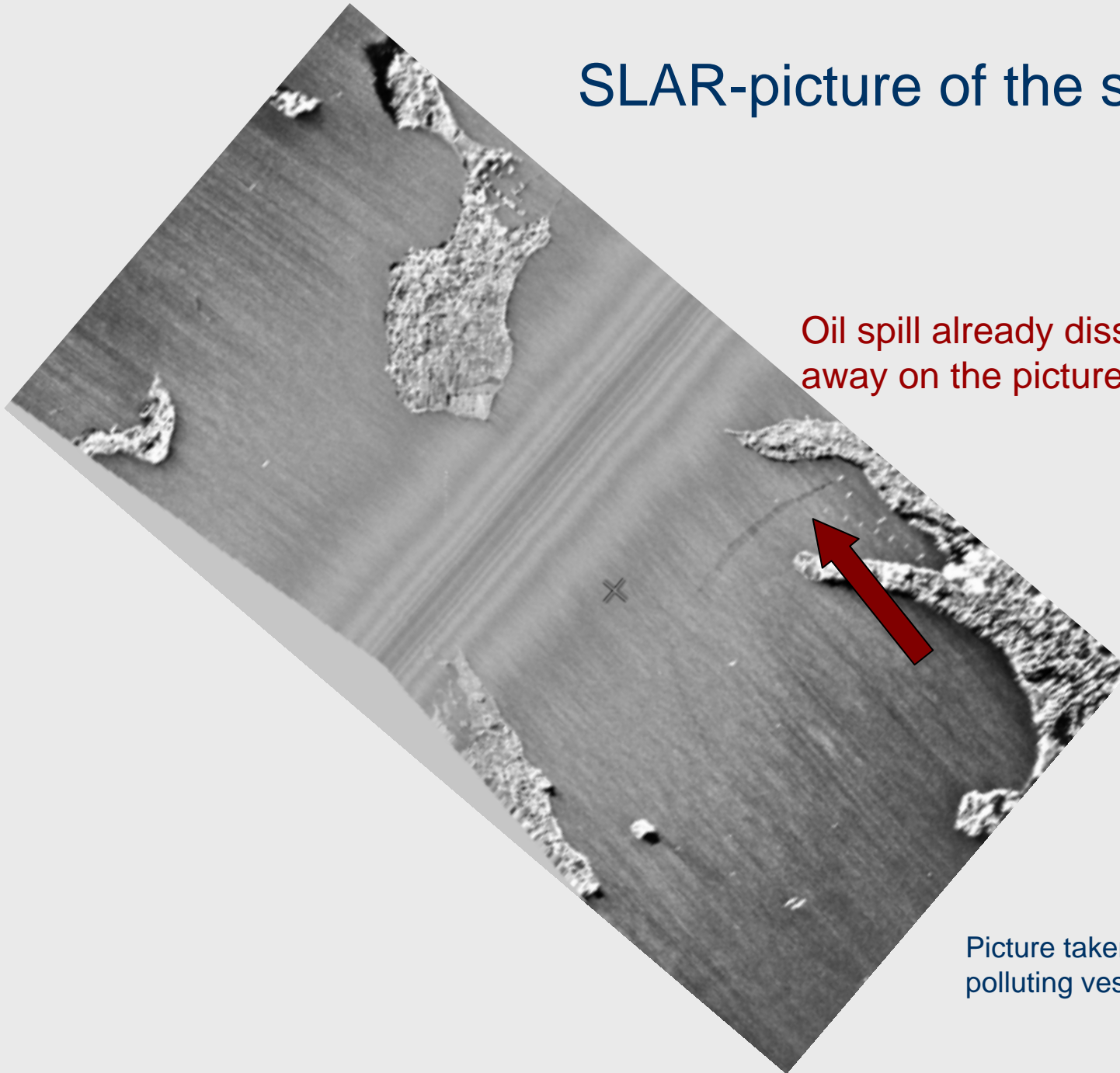
SEA VENTURE II

Flag:	Cyprus
Call Sign:	P3XJ5
IMO No.:	8502042
Type of Ship:	General Cargo
Construction year:	1989
Tonnage:	7148 deadweight
Length:	131,6 m
Engine Power:	4.690 kW
Owner:	S.V Shipping Ltd. Cyprus



SLAR-picture of the scene

Oil spill already dissolving – fading away on the picture.



Picture taken shortly after the polluting vessel had anchored.

Polluting vessel at anchor in Kalundborg Bight



Result of divers' examination of the hull

- **Damage to polluting vessel:**
 - **40 m tear in the bottom.**
 - **Fuel tank 3, 4 and 2 open to the sea –**
 - **containing a total of approx 300 MT heavy fuel oil**
- **Master of the polluting vessel estimated a spill of 5 MT fuel oil**
- **Admiral Danish Fleet estimated a spill of more than 10 MT**

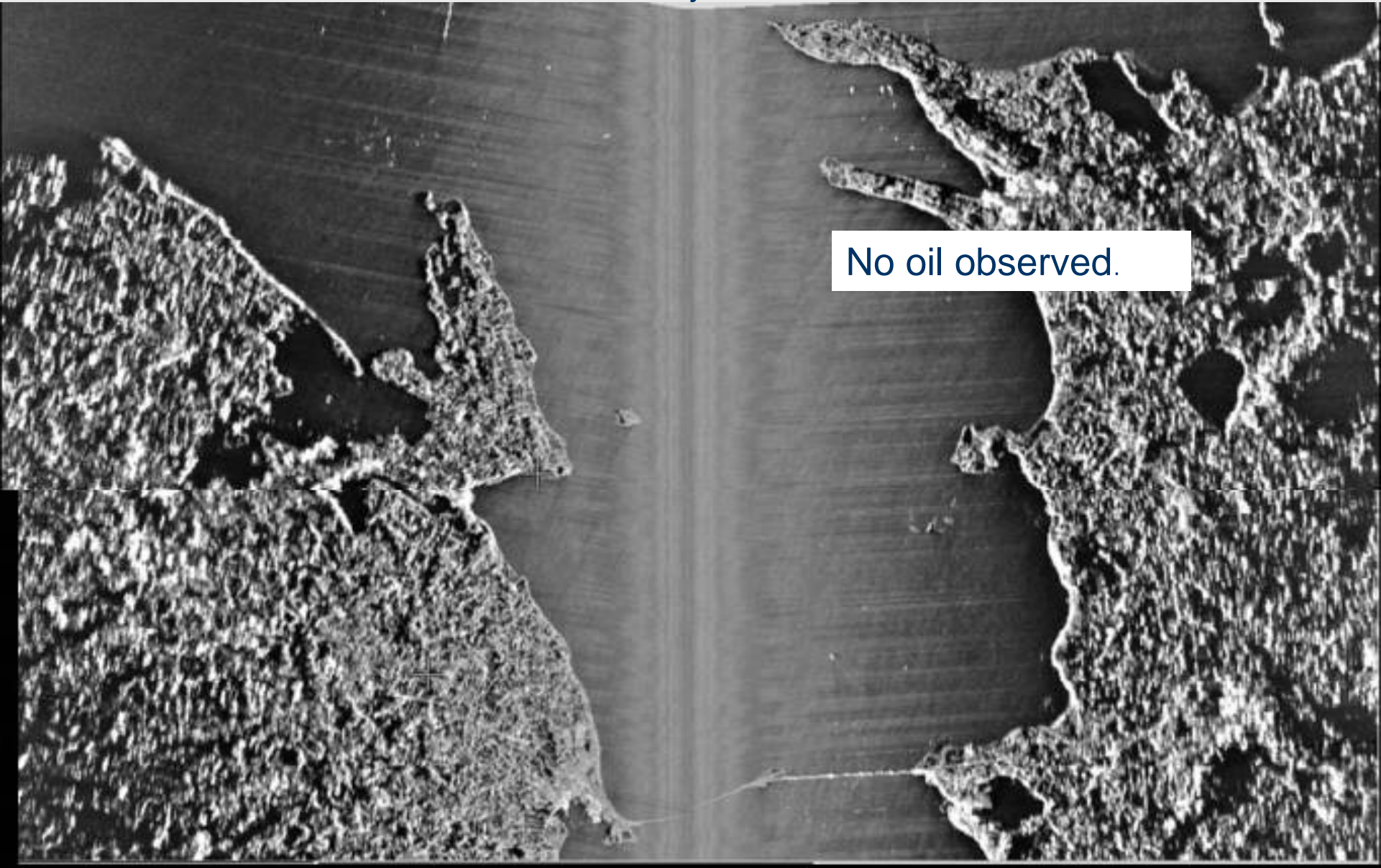


The map displays the North Sea region, including the coastlines of Norway, Sweden, and Denmark. A red line with arrows indicates the movement path of the vessel SEA VENTURE II. The route begins in the lower-left quadrant, near the Norwegian coast, and proceeds in a generally northward and eastward direction. Key locations along the route include MSCHINA, URKERUND, and TAENHAY. The vessel's path is marked with red dots and lines, showing its trajectory across the sea. Various geographical features, such as islands and soundings, are labeled in blue and black text. A semi-transparent white box with a black border is positioned on the right side of the map, containing the title text.

Route of the vessel (Information from AIS-System)

SLAR-picture of the scene

Picture taken 2 days after the incident.



No oil observed.

Observations of oily birds and oil on the shore

Dates:

JAN 21st
to
FEB 11th.

Sea-Surf:

Water temp:

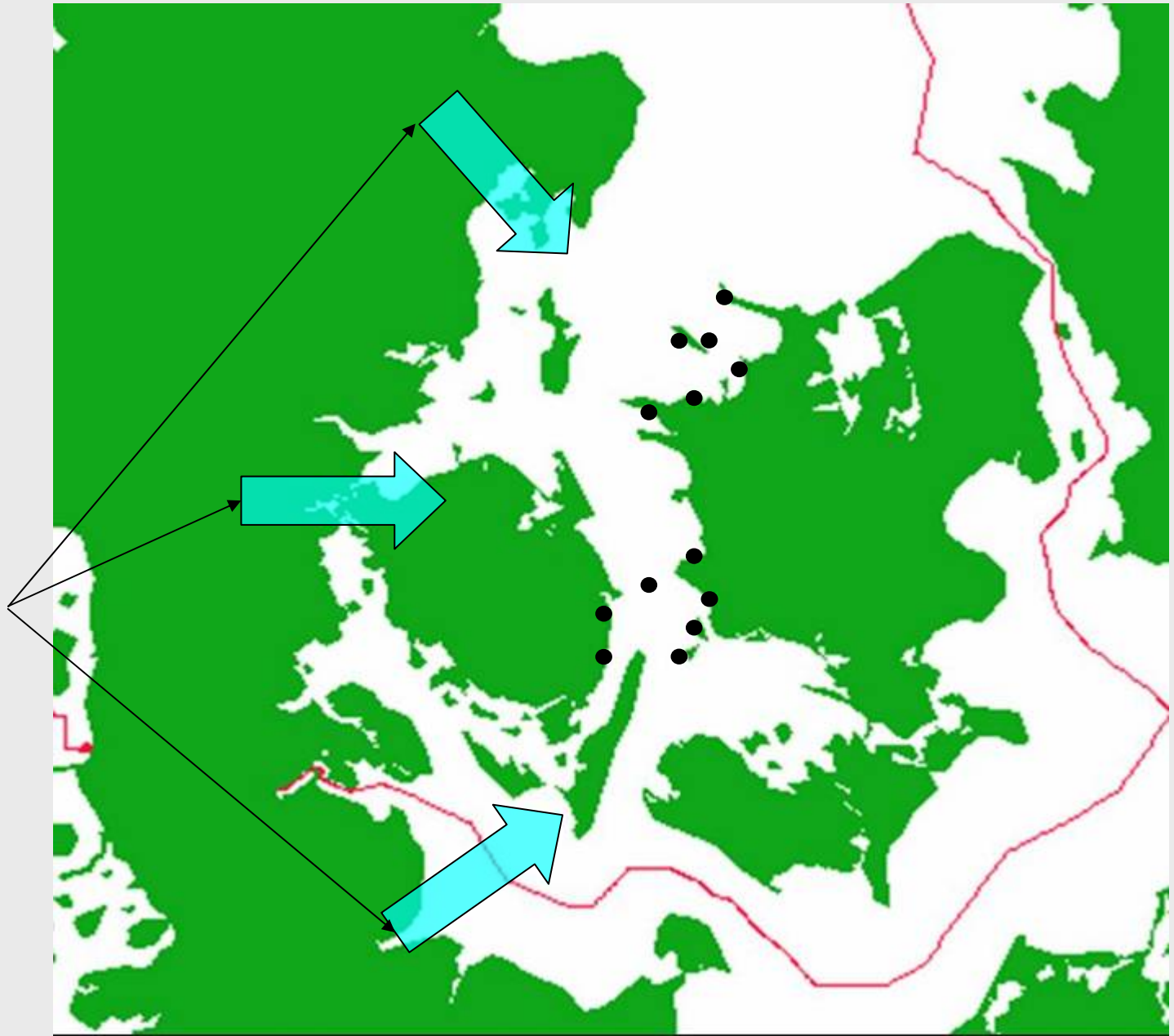
2°5 to 3°5

Wind: -----

NW to SW

Current:

North / South



Impact on nature

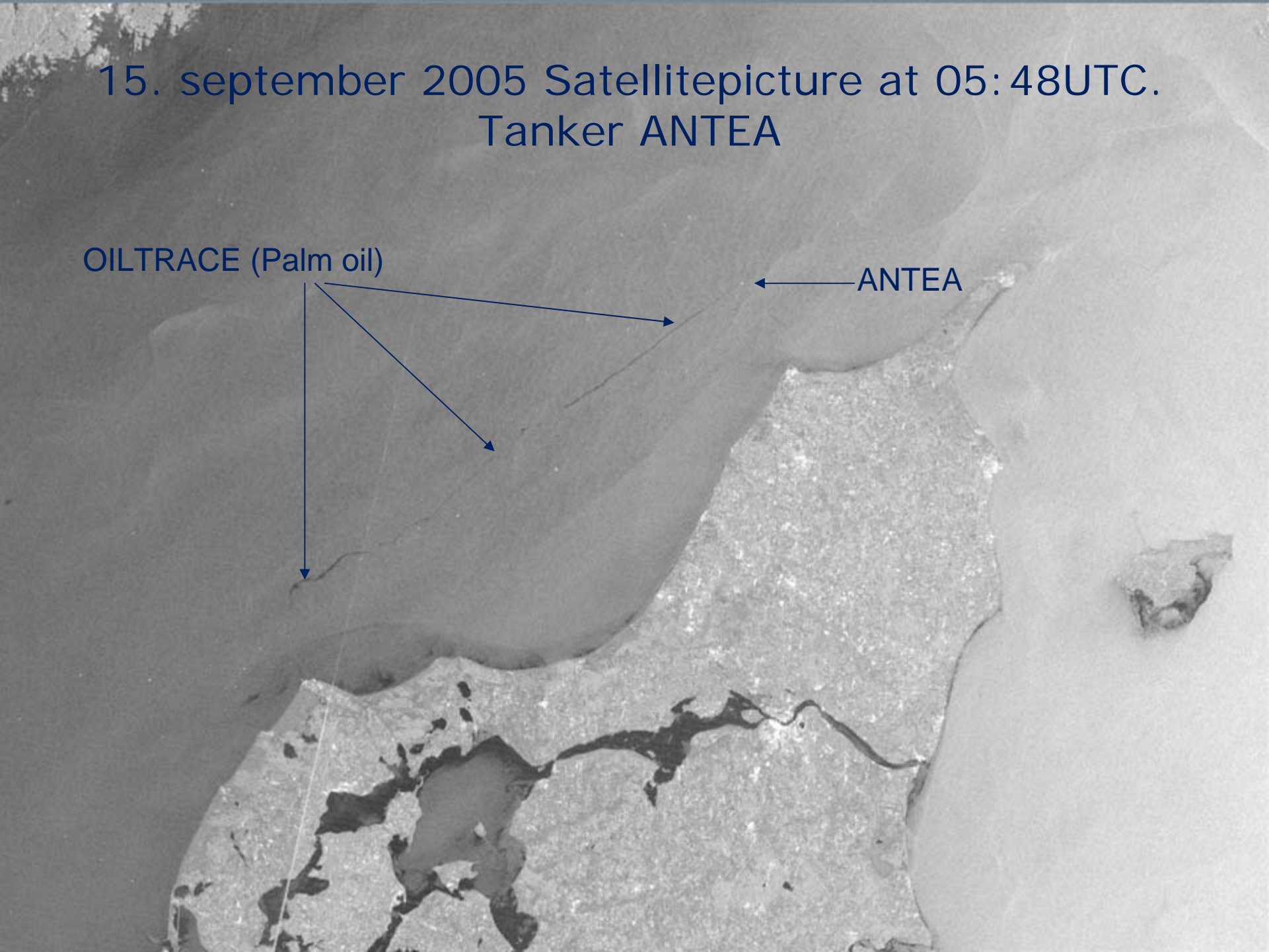


- Over the next more than 20 days some 4.000 birds were observed covered with oil (and subsequently killed) – and oil reached the shore in many places.
- Oil samples from both shore line and sea birds proved match with the oil from the polluting vessel.
- The vast majority of the birds were diving birds.

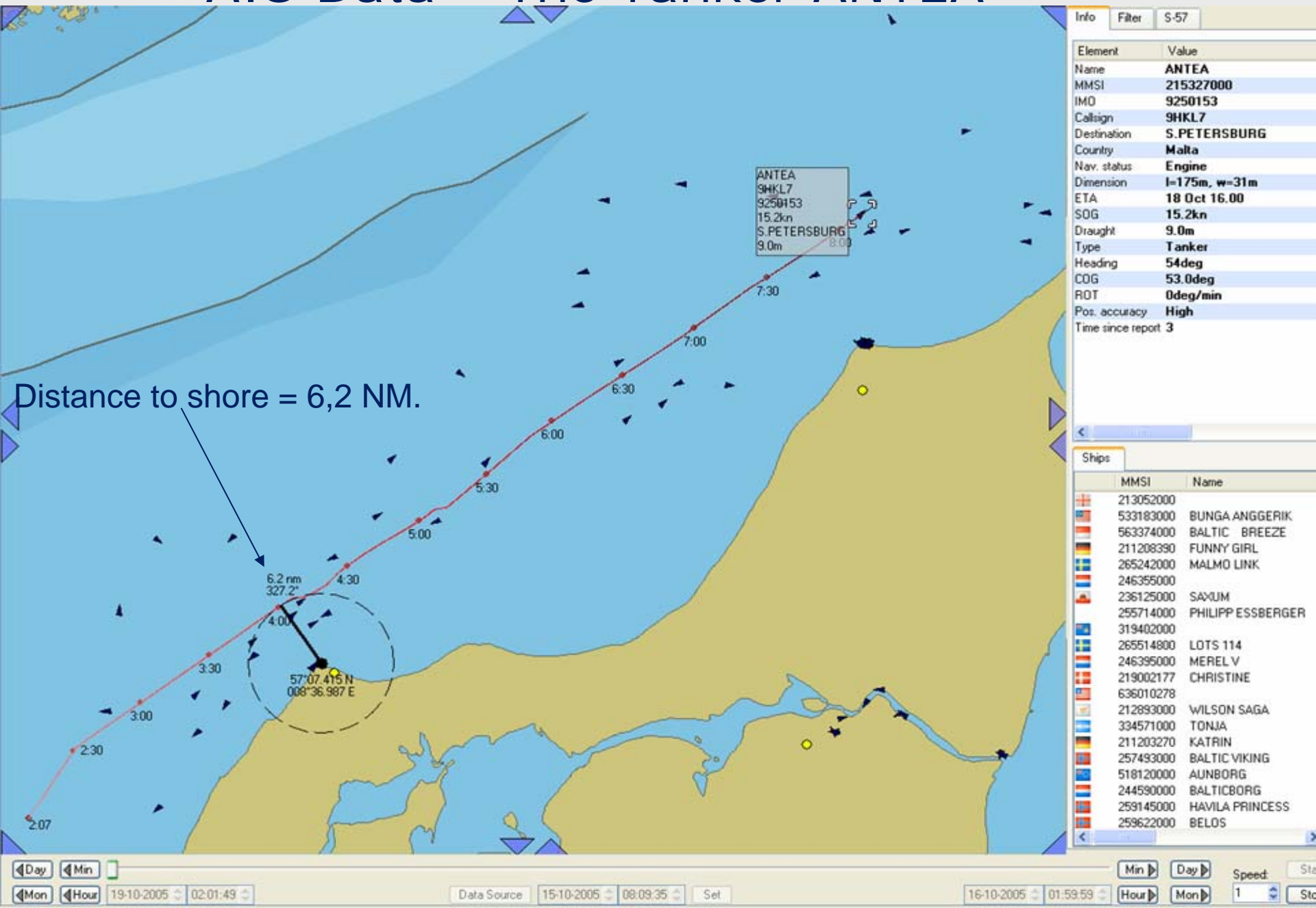
15. september 2005 Satellitepicture at 05:48UTC.
Tanker ANTEA

OILTRACE (Palm oil)

← ANTEA



AIS Data – The Tanker ANTEA



Effective Prosecution of Offenders

- Photographs and video with NAV data
- Radio recording
- SLAR (Side Looking Airborne Radar)
- IR (Infra Red Sensor)
- UV (Ultra Violet scanner)
- FLIR (Forward looking Infra Red Camera)
- Positioning system (GPS)
- Oil sample analyses by GC/MS
- Satellite
- Use of appearance code
- Port inspection reports (PSC)
- Computer modelling
- AIS
- Officials Statements

