

Danish Maritime Authority

Energistyrelsen
Amaliegade 44
1256 København K

Att.: Energiindvinding (Energy Extraction Department)

Your ref.: Journal no. 012524/72050-0002

10 January 2008

Our reference: Case 200701044 Archive code 30.30.06 Center for søfarende og fiskere (SOF)/cgj

Consultation reply on revised project description for Russo-German pipeline project in the Baltic Sea, called "Nord Stream"

On 26 November 2007, the Danish Maritime Authority (DMA) received a revised project description of October 2007 for the Nord Stream gas pipeline project from the Energy Agency for consultation. Previously, on 6 December 2006, the DMA had received a consultation letter from the Energy Agency requesting comments for a forthcoming EIA evaluation of the pipeline project undertaken in accordance with the Espoo Convention on transboundary environmental impact. Reference was here made to the project information document from Nord Stream dated November 2006.

It transpires from reference to the attached revised project description of October 2007 that it is now proposed to site the route in the coastal traffic zone to the north of Bornholm, in contrast to the original project in which the route was to the south of Bornholm. The DMA has the following observations to make in this regard.

DMA jurisdiction

The DMA regulates conditions surrounding matters of shipping safety on the basis of the Safety at Sea Act, act of parliament no. 903 dated 12 July 2007. On the basis of the Act, provisions are imposed concerning the construction, equipping and operation of ships, rules of conduct in shipping lanes and general obligations. The Act also considers environmental circumstances in connection with ships and shipping lanes. The Act is applicable to Danish ships, and rules can be laid down to the effect that the Act and the ordinances issued in connection with it may in whole or in part be applied to foreign shipping in Danish ports, in Danish territorial waters, in the Exclusive Economic Zones, in the Danish continental shelf area and in Danish fishing areas. Furthermore, on the basis of § 6 of the Act, ordinance no. 939 dated 27 November 1992 has been issued on the protection of sea cables and submarine pipelines.

General

A route in the coastal traffic zone between Bornholm and the traffic separation system in the Bornholmsgat strait would, from an environmental and shipping safety point of view, be less suitable than a route to the south of Bornholm. In the revised project information of October 2007, it is stated in section 6, page 15, that a route north of Bornholm has been agreed *in*

consultation with the Danish authorities. The DMA is not aware that any such decision has been presented for consultation or that such a decision has in any other way been reached in consultation with the Danish authorities.

An optimised (in terms of shipping safety) route to the south of Bornholm should be evaluated in more detail in comparison to the northern route. The route previously proposed by Nord Stream and designated DK – 01 passed close by an ammunition dump to the east of Bornholm. Nord Stream has undertaken a survey of possible routes including through this area, and announced in November 2007 that ammunition on the sea floor did not constitute a major obstacle or danger to the pipeline project.

An alternative route to the east and south of Bornholm, proposed by the authorities, was, in an email dated 4 December 2007, said by Nord Stream in their view to be unsuitable, making reference to a Russian chart to support the assertion that there was ammunition on the sea floor between the actual dump site and the eastern coast of Bornholm. However, no documentation has been presented showing this, nor has information been presented in any other way counter-indicating a route in this area.

Through the International Maritime Organisation (IMO), a Particularly Sensitive Sea Area (PSSA) has been set up for the Baltic Sea, this being a defined sea area which must be especially protected against damage in consequence of pollution and traffic etc. The authorities therefore have a special responsibility to maintain environmental and shipping safety conditions, including the interaction between shipping and the planned pipeline. The DMA has therefore initiated contact with the Royal Danish Administration of Navigation and Hydrography and the Swedish Sjöfartsverket (Swedish Maritime Administration) on this matter. The authorities have agreed amongst themselves that the above conditions are of decisive importance in this connection.

The bottom conditions to the north of Bornholm mean that there would be only very limited scope for burying the pipeline so that it would be protected against fishing with bottom-dragging equipment and protected to a certain extent against anchors, and so a protection zone would have to be imposed on fisheries. The power cables running between Bornholm and southern Sweden, which are located in the same area, have been damaged on three occasions and the power connection interrupted because of damage by anchors from small vessels. Therefore, an analysis of these accidents and similar accidents in the northern Øresund strait on the risk of anchor damage to the pipeline should be carried out. The DMA is aware that a risk analysis of conditions concerning anchor damage to a pipeline was done in connection with the Skanled pipeline project. It must be regarded as in the interests of the pipeline owner for the pipeline to be placed in a route that is safe from anchors as far as possible.

Shipping lane safety conditions of relevance to a gas pipeline

If a gas pipeline were routed to the north of Bornholm, it would pass through the coastal traffic zone between Bornholm and the traffic separation system in the Bornholmsgat strait, where there is a high intensity of traffic. The following conditions, which should be analysed more closely, must be mentioned:

- During the construction phase, a work zone would be established around the pipe-laying vessels. This would mean a smaller area for navigation for the shipping traffic

having to use the coastal traffic zone, and would entail sailing closer to the traffic separation system or the coast.

- These waters are an area of high traffic intensity, and furthermore, within the coastal traffic zone, a number of large ships of deep draught navigate here to pick up and drop off transit pilots to assist passage into and out of the Baltic Sea through the Danish straits. In 2007, the number of ships was approx. 1,360. The interaction here in the construction phase and conditions regarding the possible need for anchorage should be considered.
- Because of black-outs or for other reasons, ships sometimes need to make emergency anchorage. A pipeline in the proposed area would limit the opportunities for emergency anchorage. A ship drifting at anchor would also pose a risk to the pipeline.
- The impact of a sinking ship and lost cargo on a pipeline may come about in an area of such high traffic intensity. Cases of shipwrecks in the area are known.
- The anticipated extent of inspections of the pipeline in the operational phase (undertaken with ships) should be described.
- With regard to ships' opportunities for anchorage, the complete or partial removal of the pipeline after decommissioning should be described.

In summary, it is considered that a route to the south of Bornholm would have a lesser potential for risk. A more detailed description of the possibilities for alternative routes to be thoroughly described and documented should therefore be called for.

The DMA has been made aware that a risk analysis is currently in the process of being carried out for the route to the north of Bornholm. The DMA therefore wishes to postpone its final opinion on the choice of route pending the presentation of such a risk analysis.

When a request for a concrete project application is made, the DMA wishes to make comments on actual shipping safety conditions.

Yours truly,

Carsten G. Jensen

Nautical officer

Tel. direct +45 39 17 45 58

Fax direct +45 39 17 44 25

Email cgj@dma.dk

Cc: Royal Danish Administration of Navigation and Hydrography

National Survey and Cadastre

Sjöfartsverket, Sweden

Fisheries Directorate