SSS Tomorrow

European Shortsea Network Conference

Vessel Traffic Monitoring and Facilitation of Maritime Transport

Lisbon, 12/13 May 2014

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SafeSeaNet

SSN is a European Platform for Maritime Data Exchange developed in accordance with Directive 2002/59/EC

The exchange of vessel, voyage and other information via SSN supports users at EU and MS level in:

- efficient and timely response to incidents or pollution at sea, including search and rescue
- monitoring of ships that pose a potential risk to the safety of shipping and the environment, including those involved in incidents;
- effective collection of information to support inspections, safety and security;
- efficient management of port traffic

Around **17,000 ships per day are** tracked in European waters

Over **160,000 reports received per month**

Over **100 million AIS positions per month**
Users of SafeSeaNet

- National Competent Authorities (NCA)
- Local competent Authorities (LCA):
  - Maritime administrations
  - Ports
  - Vessel Traffic monitoring centres
  - Maritime Rescue Coordination Centres (MRCC)
  - Coast Guards
  - Pollution survey centres
- SSN is being expanded to include other users
  - Port State Control Directive 2009/16/EC
  - Reporting Formalities Directive 2010/65/EU (Waste and Security authorities)
- Other users added under specific pilot projects
  - Customs, border control, fisheries authorities, navies, etc.
- Over 2500 authorities/users
SafeSeaNet: Exchange Mechanism

- Details stored at national level
- Central SSN acts as Index
- Information exchanged on request
- Information is shared through the web and system-to-system interfaces
SafeSeaNet: System Functionalities

SafeSeaNet supports the exchange of:

- **Port call information**: Pre-arrival information (ETA/ETD/ATA/ATD) sent to ports 24/72 hours in advance.

- **Hazmat**: Information on the carriage of dangerous and marine polluting goods.

- **Incidents**: Information on accidents and incidents which have occurred at sea and information on ships which have not delivered their ship-generated waste and cargo residues.

- **Position information**: AIS, SAT-AIS, MRS and LRIT.

- **Waste and Security information** – as from I June 2015
Facilitation of Maritime Transport

SafeSeaNet should also be used to:

- simplify reporting formalities for ships in order to establish a European Maritime Transport Space without Barriers
- support the implementation of the Reporting Formalities Directive 2010/65/EU, particularly by exchanging reports and notifications
- implement policies and projects, such as the Blue Belt concept and e-Maritime, as well as Motorways of the Sea
National Single Windows (NSW)

• Directive 2010/65/EU provides for the development of NSWs in Member States to simplify the administrative procedures in maritime transport

• The NSWs will allow the shipping industry to submit reporting formalities:
  • electronically,
  • only once, and
  • in a harmonised manner.

• The NSW will capture and distribute data required by different public authorities.

• Information on port calls, dangerous goods, safety, security and waste information will be made available in SafeSeaNet for exchange between Member States.
NSW Implementation - Flow of data
Blue Belt

General objective:
Ships can operate freely within the EU internal market with a minimum of administrative burden by an optimal use of existing capabilities to monitor maritime transport and the cargo concerned

Conclusions of Pilot Project (2011)

✓ It is possible to deliver accurate and timely information about vessel voyages to customs

✓ Satellite AIS can complement terrestrial AIS data to monitor vessels in areas which are outside the coverage of shore-based AIS stations

✓ Further enhancements of the service were desired by the Customs authorities:
  - Include information on cargo movements
Blue Belt Facilitation Measures

- Communication on Blue Belt, a Single Transport Area for Shipping (COM(2013) 510 final), 8 July 2013 confirmed the usefulness of ship tracking and voyage details.

- Facilitation for ships including calls at third country ports
  - Goods traded between EU countries will retain EU status even if vessel visits ports outside the EU
  - Development of an eManifest, indicating the status (EU and non-EU) of goods onboard ships
  - SafeSeaNet considered as a possible exchange platform for the eManifest (SSN can satisfy this requirement as it links all MSs)
Blue Belt: Proposed exchange of eManifest

Ship Route: Shangai, Limassol, Tangiers, Marseilles

SSN: European Index Server

NSW/National SSN

National SSN

Cyprus

France
e-Maritime initiative

**Objective:** Aims at promoting coherent, transparent, efficient and simplified solutions for maritime transport based on advanced information technologies.

**RFD Directive:**
- SafeSeaNet should be interoperable with other systems for reporting formalities.
- Simplification of administrative formalities for ships should be extended to the areas inland of ports (incl. river transport) to ensure quick and smooth movement of maritime traffic inland and a lasting solution to congestion in and around seaports.