

## **SSS Tomorrow**

### **European Shortsea Network Conference**

#### **Vessel Traffic Monitoring and Facilitation of Maritime Transport**

**Lisbon, 12/13 May 2014**

**Markku Mylly**

**Executive Director**

**European Maritime Safety Agency**

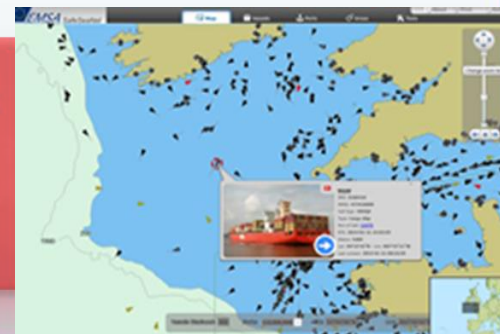
# SafeSeaNet

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**



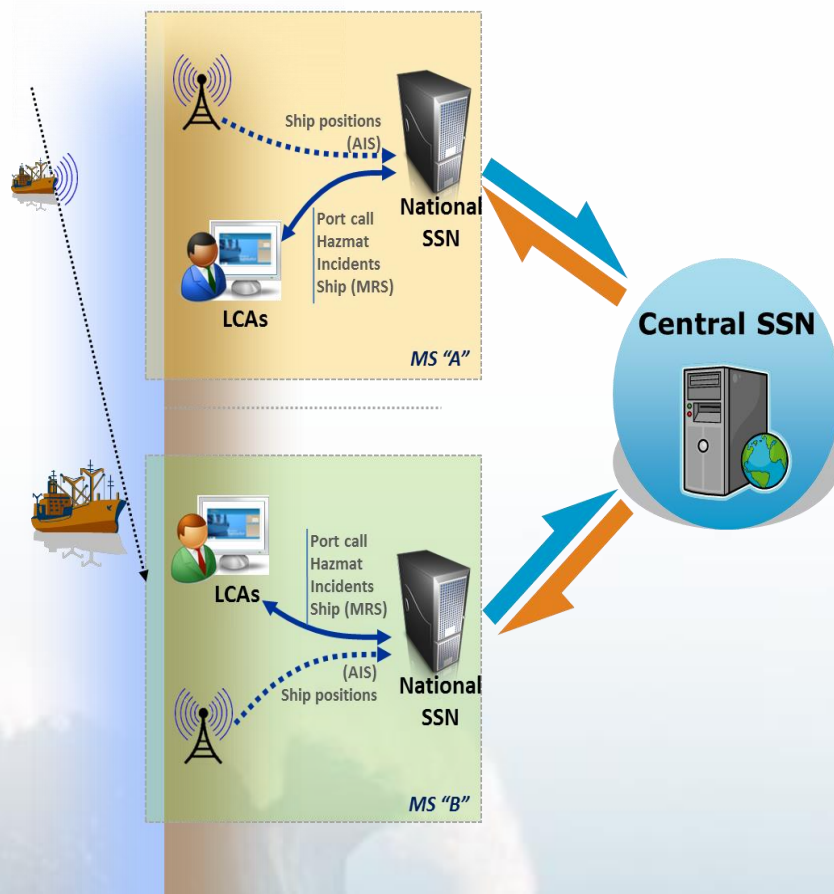
# Users of SafeSeaNet

- ➔ **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 1 June 2015



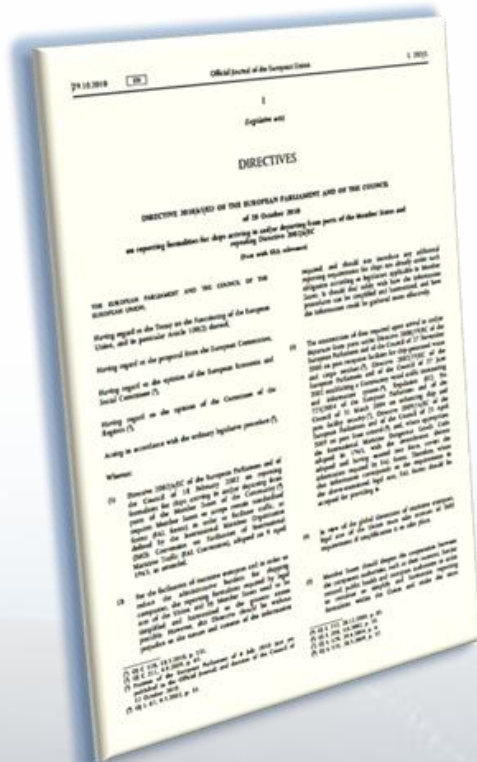
# Facilitation of Maritime Transport

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

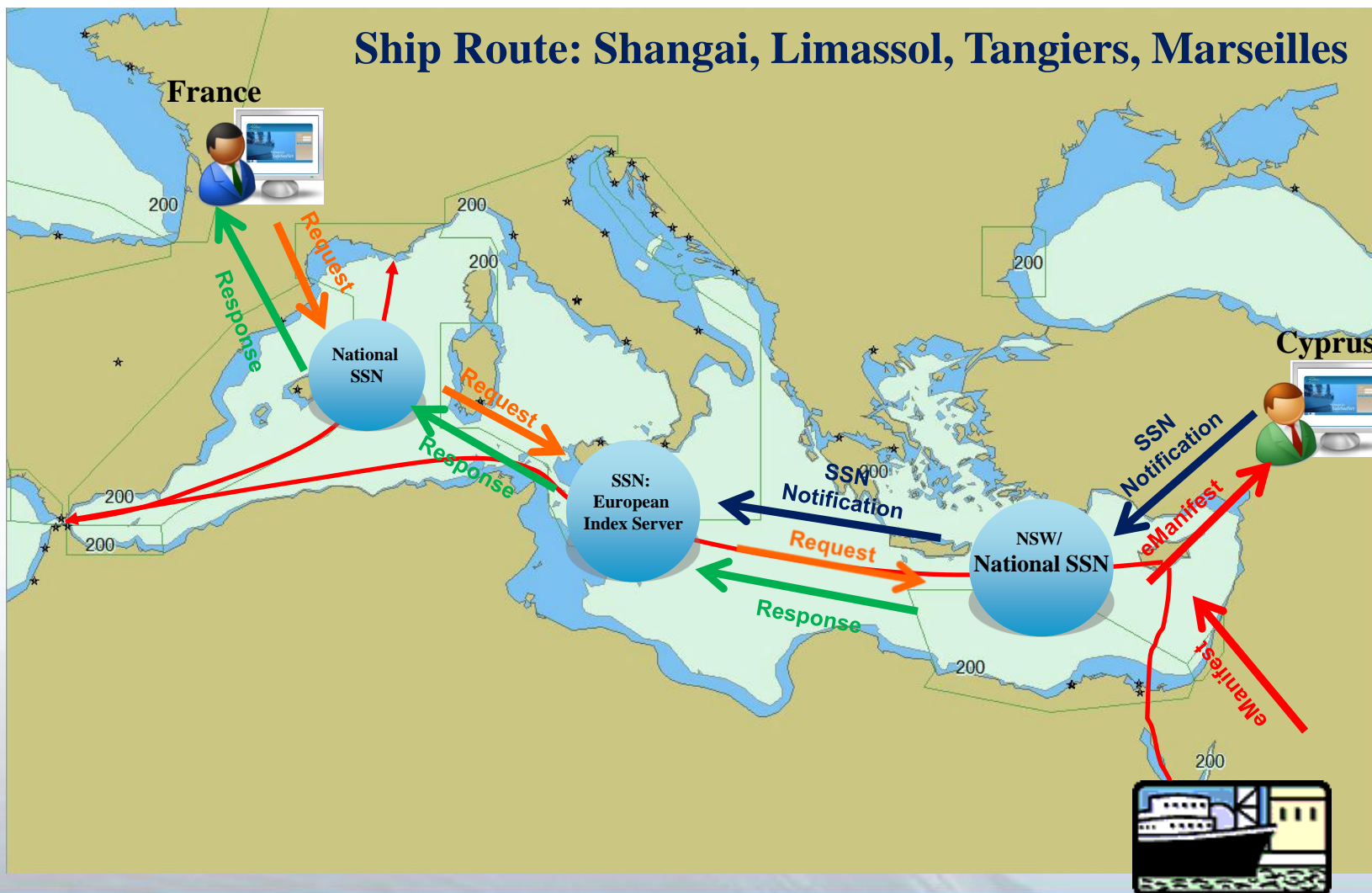
## Conclusions of Pilot Project (2011)

- ✓ 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



# 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.

