



Ship formalities and e-Maritime

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Ship formalities and e-Maritime

- **Simplification of formalities for ships arriving in or departing from EU ports**
- The Blue Belt pilot project
- The EU e-maritime initiative
- Pilotage Exemption Certificates

Directive 2010/65/EU of the European Parliament and of the Council

on reporting formalities for ships arriving in and/or departing from ports of the Member States

- Adopted on 20 October 2010
- Simplifies and harmonises administrative procedures
- Makes the electronic transmission of information standard
- Replaces and expands “FAL directive” 2002/6/EC

List of reporting formalities (1)

Resulting from EU legal acts

- **Notification for ships arriving in and departing** from EU ports - Article 4 of 2002/59/EC
- **Border checks on persons** - Article 7 of Reg. No 562/2006
- **Notification of dangerous goods carried on board** - Article 13 of 2002/59/EC
- **Notification of waste and residues** - Article 6 of 2000/59/EC
- **Notification of security information** - Article 6 of Reg. 725/2004 (Appendix – SOLAS security form used until adopt. of harmonised for on international level)
- **Entry summary declaration** - Article 36a Reg. No 2913/92

List of reporting formalities (2)

FAL forms resulting from international legal instruments

- FAL form 1: General Declaration
- FAL form 2: Cargo Declaration
- FAL form 3: Ship's Stores Declaration
- FAL form 4: Crew's Effects Declaration
- FAL form 5: Crew List
- FAL form 6: Passenger List
- FAL form 7: Dangerous Goods
- Maritime Declaration of Health

Directive on reporting formalities

Electronic transmission of data

- MS shall accept **electronic reports** and their transmission via a SW **as soon ASAP and no later than 1 June 2015.**
- This SW, linking SSN, e-Customs and other electronic systems, shall be the place where all **information is reported once and made available to various competent authorities and Member States.**
- For the good functioning of the SW, **the electronic systems** for the reporting formalities **must be interoperable, accessible and compatible with SafeSeaNet** and, where applicable, with the systems on a paperless environment for customs and trade.

Directive on reporting formalities

Exchange of data

- MS shall ensure that the received **information is made available in their SSN system and** shall make relevant parts of such information available **to other MS via SSN**
- MS shall ensure that the **information is made available, upon request, to the relevant national authorities**
- National SW **must be compatible with SSN**, in accordance with Article 22a of Directive 2002/59/EC
- MS may provide relevant **access** to the information referred to reporting formalities **either through a NSW or through the national SafeSeaNet system.**

Directive on reporting formalities

Transposition

By 19 May 2012 Member States shall adopt and publish their respective law

Directive on reporting formalities

The Commission shall report before November 2013 on the:

- possibility of extending the simplification introduced by this Directive to inland waterway transport
- compatibility of the River Information Services with the electronic data transmission process referred to in this Directive
- progress towards harmonisation and coordination of reporting formalities
- feasibility of avoiding or simplifying formalities for ships that have called at a port in a third country or free zone
- available data concerning ship traffic/movement within the Union, and/or calling at 3rd country ports or in free zones

Directive on reporting formalities

Harmonisation and coordination

1. **Each MS shall take measures** to ensure that the reporting formalities are requested in a harmonised and coordinated manner within that MS.
2. **The Commission shall**, in cooperation with the MS, **develop mechanisms** for the harmonisation and coordination of reporting formalities within the Union.

The eMS Expert group

Subject matter and scope

The group should help **to develop specifications and services** for the electronic data exchange and single windows for the EU Maritime transport; **to liaise** with national stakeholders, paying also attention to multimodal and multidisciplinary aspects.

To encourage the electronic data sharing and services within administrations and businesses.

The group will **coordinate the implementation** of Reporting formalities directive.

The Commission will ensure coordination of this group with the **SafeSeaNet High Level Steering Group** on all matters falling on competence of the latter.

Implementation of Directive 2010/65/EU

1st meeting of the 'eMS' Group – 1st April 2011

- Presentation of the objective of the expert group
- Presentation of the rules of procedure
- Presentation of the Reporting Formalities Directive
- Amendment of the FAL convention in IMO
- Simplification of port formalities for shipping
- General presentation on technical interoperability issues
- Implementation process
- Definition of responsibilities in MS

Ship formalities and e-Maritime

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Definition of the Blue Belt

- "Blue Belt" is the sea area surrounding the European Union, where intra-EU maritime transport can be operated with as less administrative burden as possible. It aims at using surveillance technology to streamline maritime transport and integrate it in seamless logistics chains originated and terminated in the EU territory.

Blue Belt pilot project

- A tool assisting the implementation of the modernised Customs Code by providing assurance to customs regarding ship voyages
- The European Maritime Transport Space without Barriers should be further developed into a “Blue Belt” of free maritime movement in and around Europe, and waterborne transport should be used to its full potential
(Roadmap for a single European transport area)

Blue Belt pilot project

Definition phase (30th November 2010 - 1st May 2011)

Operational phase 1 (2nd May – 30th June)

- Report is sent via email to custom authorities concerned in the port of call, 2 hours before arrival

Operational phase 2 (1st July – 3rd November), in addition to the above

- Custom authorities may have access to Blue Belt graphic interface upon request;
- Customs authorities receive information on ship behaviour (e.g. call at third port, encounter at sea etc.);
- Satellite-AIS will become available as back-up information.

Blue Belt pilot project

List of participating vessels:

ECSA and the WSC have identified 251 ships that will participate in the pilot project.

This list is available to the MS customs authorities, the vessel names, IMO numbers and other information such as trading routes are included.

The list is given to port customs authorities.

In case of changes, EMSA will provide update of the list throughout the project.

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The EU e-Maritime initiative

- The EU e-Maritime initiative is aimed at fostering the use of advanced information technologies for working and doing business in the maritime transport sector

Current situation

Consequences

Lack of Intelligent use of data

Lack of logistic chain data exchange

Re-entering data

Restricting software development

Using paper

Frustration

Need to learn many systems

Data entry errors due to excessive reporting

Lack of interoperability

Variety of technologies

harmonisation

No agreed means of sharing information

No legal framework

Reduced Competitiveness

Administrative burden

Reduced safety

Administrative burden

Variety of technologies

Reduced Competitiveness

No agreed means of sharing information

Reduced safety

M1 Information on benefits of interoperable e-Maritime systems

M2 Actions to define e-Maritime standards

M3 Measures to require implementation of ESW with data exchange mechanism

M4 Measures to support stakeholders in implementation of the necessary e-Maritime ICT infrastructure

M5 Actions to support R&D in Intelligent use of data

M6 Actions to support R&D in port traffic monitoring systems for road, rail and inland waterways operators

Possible measures

M1 Information on benefits of interoperable e-Maritime systems

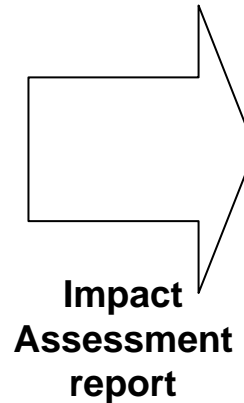
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1. Communication

Action plan

Research programmes

Infrastructure support

2. Framework directive

Data introduction and sharing mechanism

Standardisation

Procedure

10 most wanted services based on public consultation

<u>Services</u>	<u>Domain</u>
1) Single Windows, including common reporting interface and dynamic integration with existing ones	Admin
2) Establishing co-operative transport networks and integration of short-sea-shipping into logistics	Transport
3) Support for compliance to and enforcement of regulations	Admin
4) Improved interoperable maritime surveillance/monitoring systems for traffic, ship and cargo facilitating EU and national administrations to collaborate in safety, security and environmental risk management in support of proactive or remedial operations	Admin
5) Integrated systems for monitoring, evaluating and managing situations including improved risk assessment and decision support systems	Admin
6) Improved automation in ship reporting	Ship
7) Solutions for more effective and coordinated controls and inspections	Admin
8) Fleet and ship routing and scheduling	Ship
9) Integration of Port Single Windows with national and international web portals	Port / Terminal
10) Delivering an EU system for statistical data on maritime transport	Admin

Based on the draft Impact Assessment Estimated costs and benefits

Through the simplification and optimisation of processes, and facilitation of further development of advanced management systems, the direct benefits of e-Maritime, even with a conservative calculations, are expected to be more than 1 billion Euro per year for the first ten year period, increasing substantially after this.

The implementation costs are expected to be 40 Million Euro for the EU, €5 Million for the MS and 150 Million Euro for the ports. The cost for ports are voluntary.

Next steps

Commission internal evaluation	September
Communication and proposal for the framework directive	Autumn 2011
Extension of mandate of the Reporting formalities committee	Autumn 2011
Related research projects	2011-
Adoption of the Framework directive	2 nd half 2012
Commission reports (2010/65/EU) - Inland water ways - Progress	November 2013
Reporting formalities - electronic submission of data	June 2015
e-Maritime implementation directives	2014 – 2015
Applications	2015 - 2018

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Background (1)

Adoption of the Directive on reporting formalities

The European Parliament, the Council and the Commission agreed on a joint statement that there is a need to examine a clear framework for the granting of Pilotage Exemption Certificates in European seaports in-line with the objective of the Commission communication with a view to establishing a European maritime transport space without barriers and the Commission communication on a European Ports Policy.

Background (2)

Adoption of the Directive on reporting formalities

Further it was agreed that the Commission will shortly examine this issue in co-operation with the interested parties and with consideration of the importance of safety at sea and the protection of the marine environment. The Commission will communicate the results of its assessment to the other institutions and, if appropriate, propose further action.

Study on Pilotage Exemption Certificates

Purposes of the study

To obtain a comprehensive picture of legislative framework and procedures on granting PECs in Member States.

To get actual and reliable information on the impacts of the exemptions to maritime safety and environment, turnaround times of ships and costs and benefits to the shipping industry.

To provide information for the Commission's assessment of the need for a legal framework for granting of PECs in the EU.

Content of the study(1)

Current status

- Legislative frameworks (pilotage, PECs etc)
- Economic frameworks (pilotage fees, etc)
- Pilotage statistics (ships piloted/exempted, accident and incidents)
- Language regime (pilotage, VTS, ports)
- Statistics and impacts of pilotage exemptions (safety, turnaround time of ships etc)

Content of the study (2)

Foreseen future developments

- Pilotage legislation in general
- Exemption rules
- Use of technical innovations to complement/replace pilotage

Method of the study

- The consultant will carry out a questionnaire with national administrations for pilotage legislation, fees and statistics
- User experiences will be collected with interviews of the relevant stakeholders
- The findings per Member State and a summary at the EU level will be presented in a report by the consultant

Schedule

March 2011	Stakeholder consultation meeting
June 2011	Invitation to tender
December 2011	Intermediate report
March 2012	Final report



Thank you