The Implementation of e-Navigation
From concept to reality

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Background

For many years Europe realised that sharing information between Member States was crucial to:

- Enhance maritime safety and security
- Improve the efficiency of port calls
- Monitor the carriage of dangerous and polluting goods in EU waters
- Provide quick assistance and response to maritime casualties and pollution incidents
- Minimise the administrative burdens of the shipping industry
Use of Electronic Systems

• This was only possible through the use of electronic systems

• Various legal acts were adopted to provide for the development of these electronic platforms

• In terms of its Founding Regulation EMSA was tasked to:
  – develop maritime applications:
    • Union Maritime Information and Exchange System (SafeSeaNet)
    • European Satellite Oil Monitoring Service (CleanSeaNet),
    • European Union Long Range Identification and Tracking Data Centre (EU LRIT Data Centre);
    • EU Port State Control inspection data base (Thetis)
  – use its expertise in electronic data transmission and in maritime information exchange systems to assist Member States in developing Single Windows to simplify reporting formalities for ships
SafeSeaNet

- Community vessel traffic monitoring and information system, established by Directive 2002/59/EC, to enhance:
  - maritime safety
  - port and maritime security
  - marine environment protection
  - efficiency of maritime traffic

- Initiated in October 2004, operational since 2009.
- Enables Member States, plus Iceland and Norway, to exchange information on vessel traffic and movement of goods (dangerous and polluting)
- The role of SafeSeaNet is being continuously extended to cater for the exchange of additional requirements
SafeSeaNet

- SafeSeaNet acts as an index server
- Detailed Information is stored at national level
- Information is shared through the web and system-to-system interfaces
SafeSeaNet mechanism

Request (to SSN central)

Request for details (to the owner)

Notifications (Dangerous goods, Incident Report, Port notification)

SSN Streaming interface

Regional server (Baltic /North Sea)

Regional server (Med)

NCA

SSN central

LRIT
SafeSeaNet Graphical Interface
National Single Windows

- 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
Integration of Maritime Data

- EMSA is working on combining all maritime data from existing EMSA applications and other external sources.
- Provide a more complete maritime (integrated) picture through a single interface.
- Harmonise horizontal services and data (User Management, Ship particulars, LOCODEs etc.)
EMSA applications support other actions

- Anti-piracy merchant fleet monitoring
- Law enforcement
- Fisheries control
- Search and rescue
EU e-Maritime initiative in the EU

Aims at promoting coherent, transparent, efficient and simplified solutions for maritime transport, as part of the logistics chain, based on advanced information technologies.
e-Maritime Benefits

- Reduced administrative burdens for vessels
- Availability of data for value added services
- Improved efficiency for maritime transport stakeholders
- Increased attractiveness of maritime transport
- Better coherence with other modes of transport in providing an efficient multimodal transport system
- Integration in global logistics chains
International Co-operation

- The EC and EMSA support the e-Navigation work being carried out at IMO
- In view of the global nature of shipping, commonalities and synergies should be found between the developments at international and regional levels
- EMSA looks forward to use, when possible, the e-Navigation technologies, processes and services to support its maritime applications
- EMSA will continue to share its experience in the use of maritime applications related to:
  - Monitoring maritime traffic
  - Detecting ships posing a risk to maritime safety, security and the environment
  - Enhancing the efficiency of shipping
THANK YOU FOR YOUR ATTENTION

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