EMSA - HELCOM Single Hull Tanker monitoring and reporting

- solving monitoring through regional cooperation

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Objectives and scope

To…

- …. improve the monitoring situation in the Baltic Sea where the whole AIS infrastructure may contribute.
- …. detect an investigate the ship traffic considered to pose a particular risk.
- …. implement a system within existing data network to serve as an early warning system for the operators/member states.
- …. implement technical and operational procedures to support the early warning system.

Objectives and scope

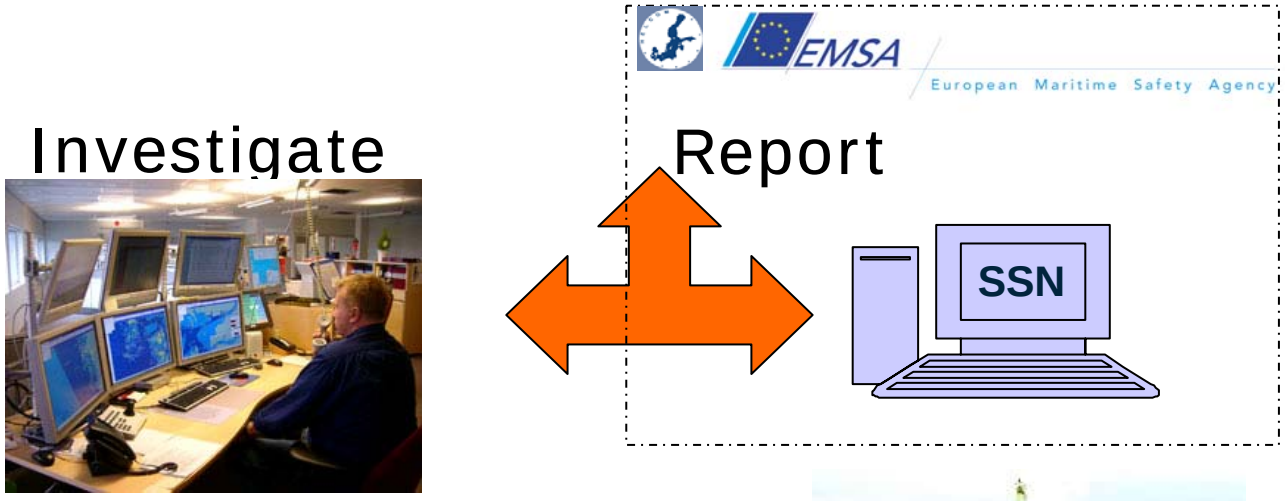
- The system shall monitor the provisions of the amended Annex I of MARPOL Convention and of the Regulation (EC) No 1726/2003, regarding the banning of carriage of heavy oil in single hull tankers which entered into force as from 5 April 2005. The monitoring is achieved by using the traffic monitoring systems of the Member States as well as EMSA database systems.

- A pilot system is developed to get experience from the monitoring of the relevant MARPOL and E.U. provisions in the Baltic area. The Baltic area is chosen as the monitoring area due to the sensitive area, with a rapidly increasing volume of oil transports.

Objectives and scope

- Within the framework of SafeSeaNet to provide EMSA with vessel and voyage information whenever an identified single hull tanker is detected by AIS networks in the HELCOM region.
- Shall also be possibility to use the system for other (similar) types of surveillance tasks.
- To recognize the existing systems as basis for the development
- Integrating existing systems enabling the concept for single hull detecting, reporting and providing statistics.
- To implement and test the integrated system from an operational point of view

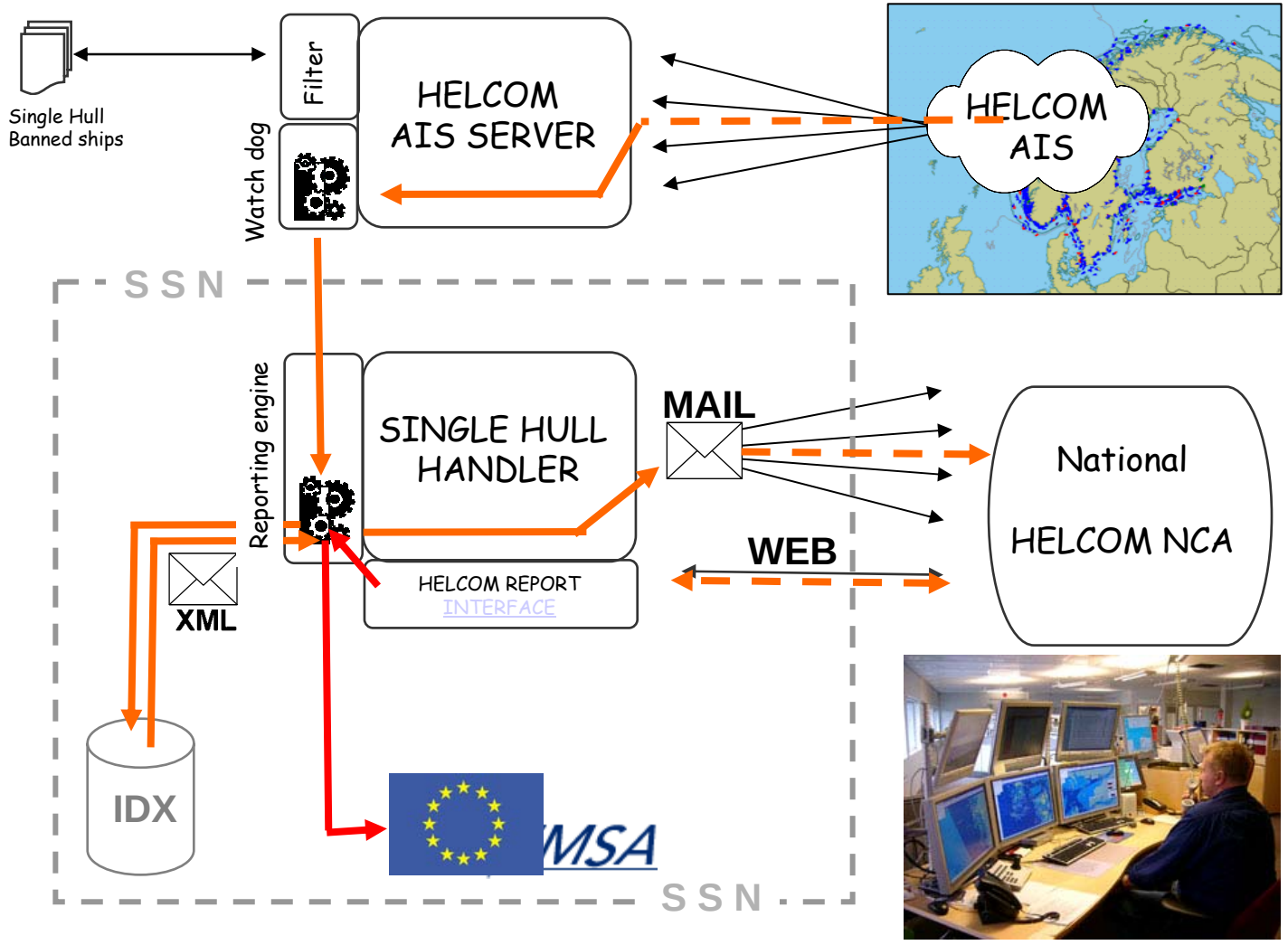
Concept, Single Hull Tanker monitoring



Existing systems and components

- National AIS networks in the region
- HELCOM regional AIS server with filtering
- Single Hull reporting system currently being used
- Vessel Traffic Services (VTS)
- EMSA SafeSeaNet system

Concept


Single Hull
Banned ships
Filter
Watch dog
HELCOM
AIS SERVER
HELCOM
AIS
SSN
Reporting engine
SINGLE HULL
HANDLER
MAIL
National
HELCOM NCA
WEB
HELCOM REPORT
INTERFACE
XML
IDX
EMSA
SSN

Step by step process

- Ship identification through HELCOM AIS server
  - Filters
  - Monitoring
- Notification to existing reporting engine in Norway
- Collecting data from SSN
- Notification to national HELCOM NCA/LCA (VTS)
- VTS cargo investigation
- NCA notification and EMSA reporting

Live demonstration

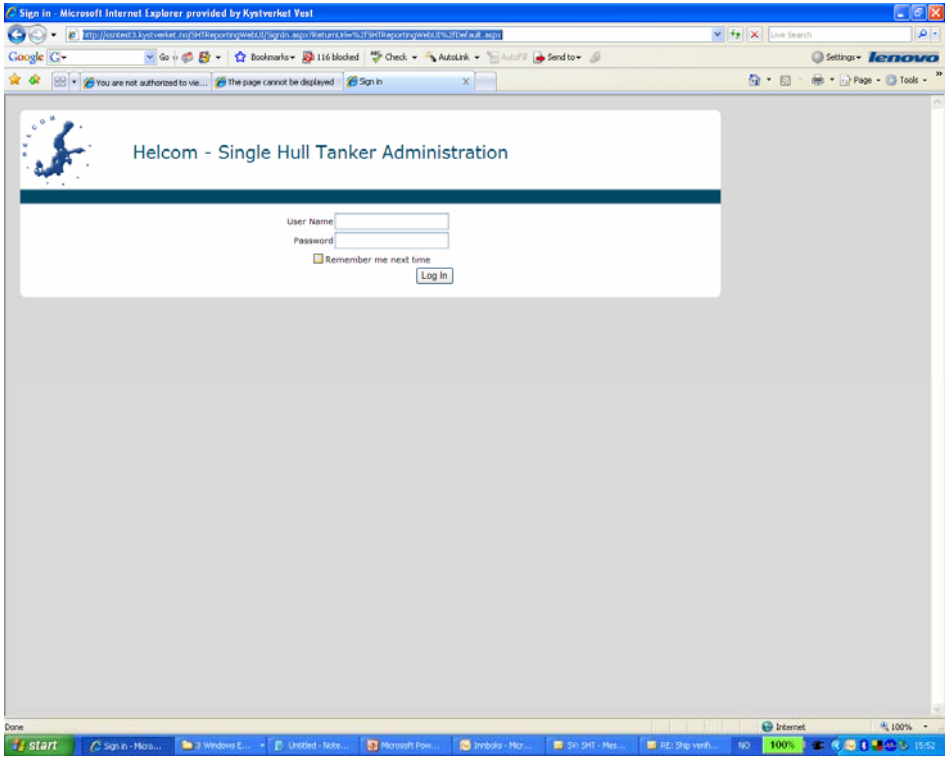
HELCOM AIS
Generate Notification
Update HELCOM web interface

Offline demonstration

HELCOM AIS

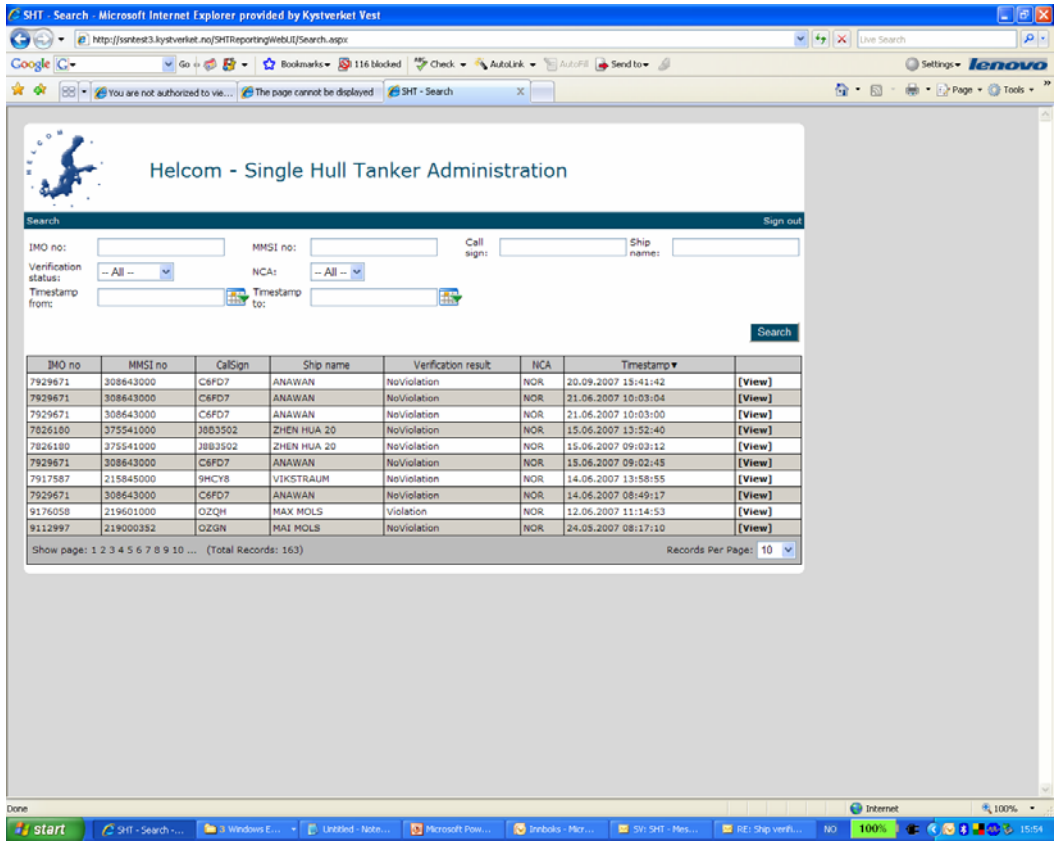
Offline demonstration

Update HELCOM web interface



Offline demonstration

Update HELCOM web interface



Offline demonstration

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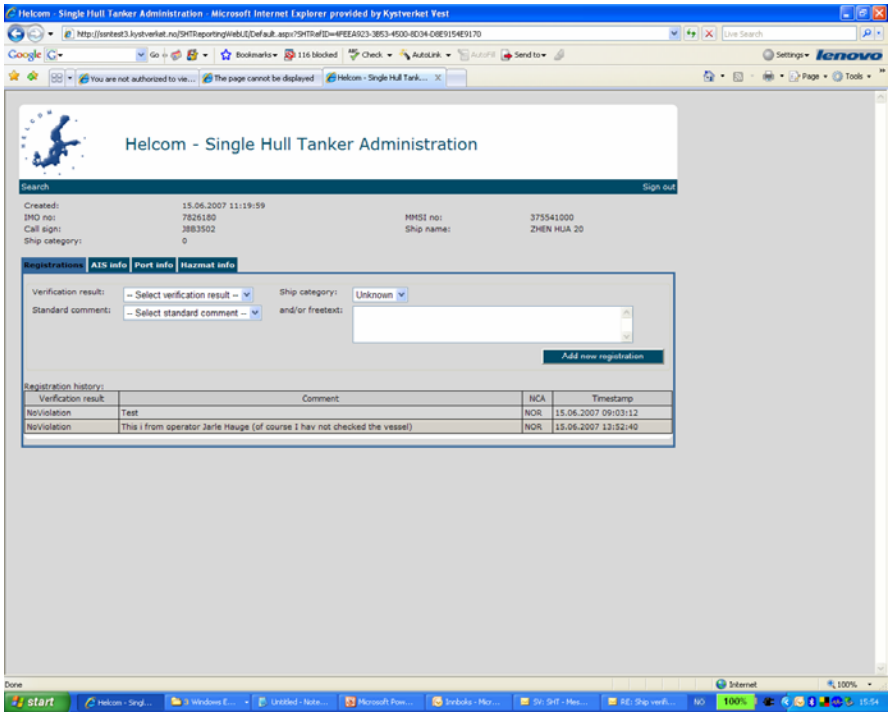

Update of the activity of SHT's in from the 12th of June to 16th of August 2007

- 12/06 ANAWAN
- 14/06 VIKSTRAUM
- 15/06 ANAWAN, ZHEN HUA 20
- 16/06 VIKSTRAUM
- 20/06 ZHEN HUA 20
- 22/06 VIKSTRAUM
- 23/06 VIKLAND
- 28/06 VIKSTRAUM, VIKLAND
- 04/07 VIKSTRAUM, VIKLAND
- 12/07 VIKLAND
- 19/07 VIKSTRAUM
- 22/07 MT ARISTOS II, VIKSTRAUM
- 24/07 VIKSTRAUM
- 02/08 MT ARISTOS II
- 03/08 VIKSTRAUM
- 06/08 VIKLAND
- 10/08 BALTA
- 11/08 M.T. ACUSHNET
- 13/08 VIKSTRAUM
- 14/08 VIKLAND
- 16/08 KIHULAND, M.T. ACUSHNET

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Denmark	mas@sok.dk martinahl@mil.dk	mas@sok.dk martinahl@mil.dk
Estonia	alarmsht@vta.ee	alarmsht@vta.ee
Finland	supervisors_hki@fma.fi	supervisors_hki@fma.fi
Latvia	isps1@mrcc.lv	isps1@mrcc.lv
Norway	vts.grenland@kystverket.no vts.vestland@kystverket.no ais@kystverket.no Jarle.hauge@kystverket.no	vts.grenland@kystverket.no vts.vestland@kystverket.no ais@kystverket.no Jarle.hauge@kystverket.no
Sweden	sht@sjofartsverket.se	sht@sjofartsverket.se

Added Value

- Gathering of information that EMSA do not hold at the moment
- Experience on the operational level in the use of the pilot project
- Gaining experience of testing the regional concept
- NorthSea ships bound north not picked yet by other AIS systems
- Alerting possible while not in SSN currently
- Picking Baltic sea ships leaving gulf of FI with new cargo
- Possible early warning of cargo. (VTS ask for next cargo)
- List of SHT fine-tuned based on experience from the pilot project
- EMSA interested in harbors double checking?

Questions?