

**European Maritime Safety Agency**  
**"Training on EU legislation for newcomers"**

**Directive 2002/59/EC**  
**Traffic Monitoring Directive**

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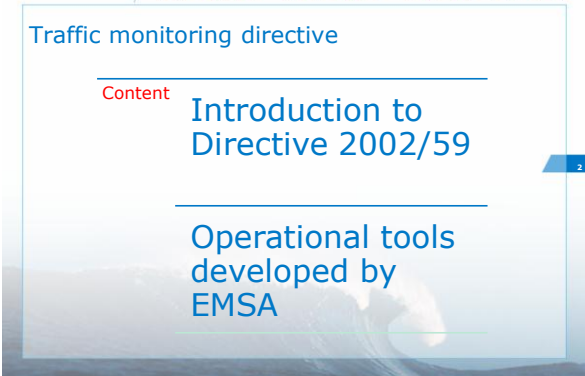
Traffic monitoring directive

Content

Introduction to  
Directive 2002/59

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Operational tools  
developed by  
EMSA



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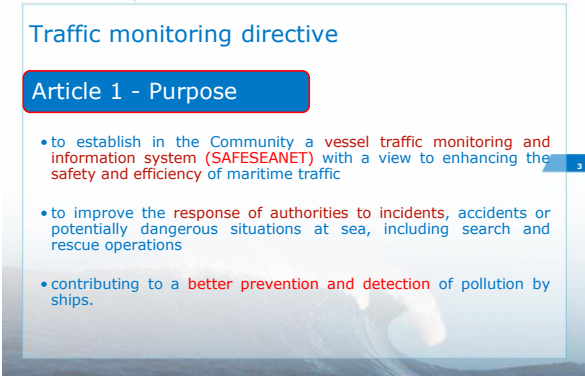
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Traffic monitoring directive

Article 1 - Purpose

- to establish in the Community a vessel traffic monitoring and information system (SAFESEANET) with a view to enhancing the safety and efficiency of maritime traffic
- to improve the response of authorities to incidents, accidents or potentially dangerous situations at sea, including search and rescue operations
- contributing to a better prevention and detection of pollution by ships.

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## Traffic monitoring directive

### Article 2 - Scope

#### Applies to:

- ☐ Ships of 300 GT and upwards unless stated otherwise

#### Does not apply to:

- ☐ Warships, naval auxiliaries, and other ships owned or operated by a Member State and used for non-commercial public service
- ☐ Fishing vessels, traditional ships and recreational crafts with a length of less than 45 metres
- ☐ Bunkers on ships below 1000 GT and ships' stores and equipment for use on board all ships

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## Traffic monitoring directive

### Directive structure



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## Traffic monitoring directive

### Directive structure



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European Maritime Safety Agency

Traffic monitoring directive

Directive structure

Title III

Transmission of information concerning certain ships

Reporting of incident and accidents at sea

Bad weather

Presence of ice

Measures relating to incidents or accidents at sea

Places of refuge

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European Maritime Safety Agency

Traffic monitoring directive

Places of refuge

Draw Plans to accommodate ships in distress

Designate one or more competent authorities

Publish name or names of competent authority/ies

Communicate, on request, the relevant information concerning Plans

taking into account relevant guidelines by IMO shall contain the necessary arrangements and procedures taking into account operational and environmental constraints, to ensure that ships in distress may immediately go to a place of refuge subject to authorisation by the competent authority"

Required expertise and power to take independent decision on the acceptance of a ship in place of refuge

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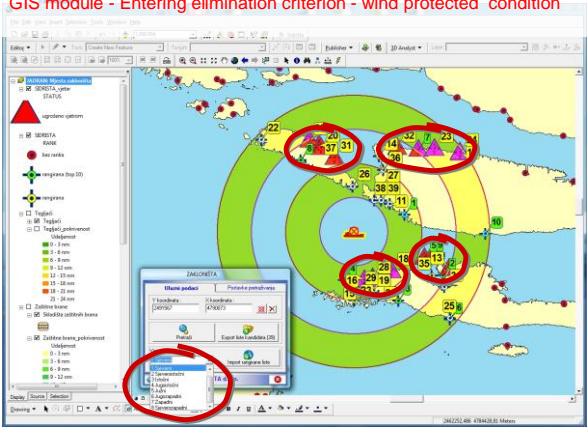
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GIS module - Entering elimination criterion - wind protected condition



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European Maritime Safety Agency

Traffic monitoring directive

Directive structure

Title IV

- Designation and publication of a list of competent bodies
- Safe Sea Net
- Co-operation between MSs and the Commission
- Processing and management of maritime safety information
- Confidentiality of information
- Monitoring the implementation and sanctions
- Evaluation

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European Maritime Safety Agency

EMSA's operational tools

SAFESEANET

- Maritime information management system
- Legal basis in article 22a of Directive 2002/59/EC
- Information to be exchanged:
  - Port notification art 4 and Annex I
  - Hazmat notification artt 12-13 and Annex I
  - AIS data artt 6-9
  - Incident reports (Sitrep, Polrep) artt 16-17
- Waste notification (directive on PRF and FAL directive by 1 June 2015)
- Security notification (EU reg on ISPS Code and FAL directive by 1 June 2015)

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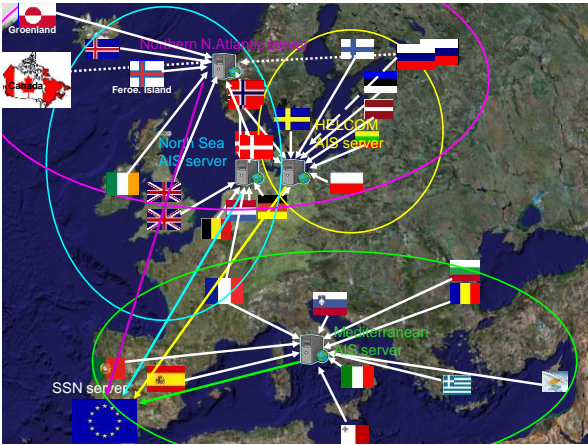
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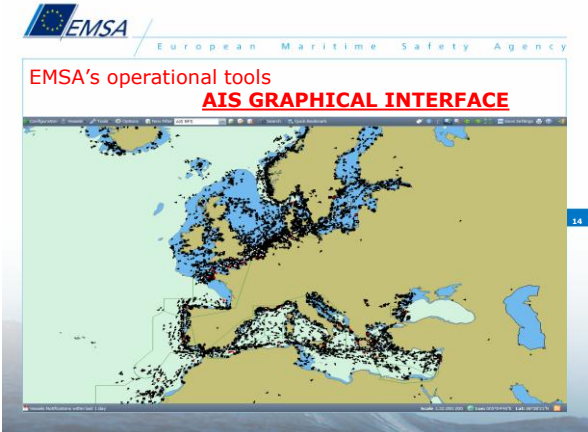
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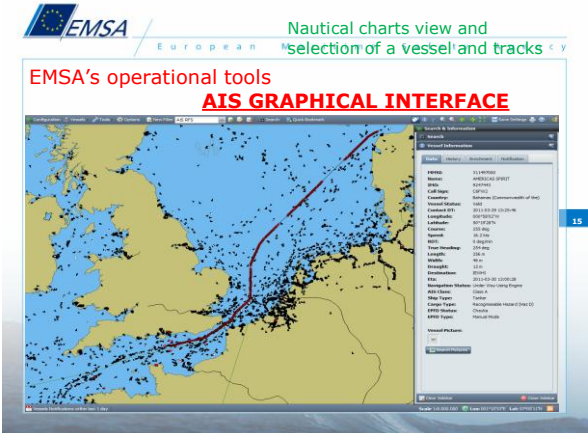
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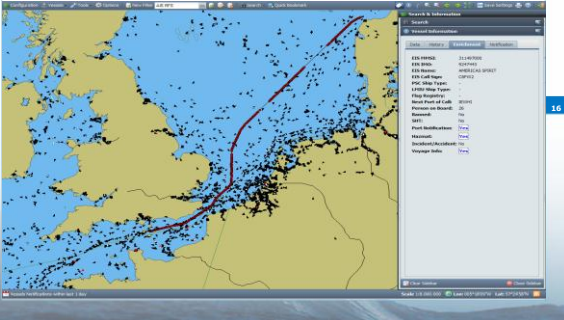
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EMSA's operational tools

### AIS GRAPHICAL INTERFACE



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EMSA's operational tools

Port level - Quay level

### AIS GRAPHICAL INTERFACE



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## Operational tools

### Legal basis

Directive 2002/59/EC, article 6.2

The Commission shall co-operate with MS to establish an LRIT European Data Centre in charge of processing long-range identification and tracking information

Council Resolution of 2 October 2007

Collective approach, implementation by EMSA

Council Resolution of 9 December 2008

Participation of third countries, condition of use, clarifying (cost of) SAR messages

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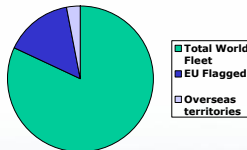
## Operational tools

### Significance of EU LRIT DC

- **EU flagged ships** (incl. Iceland and Norway)  
8442\* vessels

\*only vessels engaged in international voyages

- **Overseas Territories and Third Countries**  
(Gibraltar, Netherlands Antilles, Croatia, British Virgin Islands, Falkland Islands)  
443 vessels



EU DC to cover about 20-25 % of world's fleet

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## Operational tools

### Tasks

#### Long Range Identification and Tracking (LRIT)

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EMSA is responsible for the operation and maintenance of the EU LRIT DC

It is also responsible for the associated LRIT Invoicing and Billing system and for the preparation and conducting of annual auditing of the EU LRIT DC by the LRIT Co-ordinator (IMSO)

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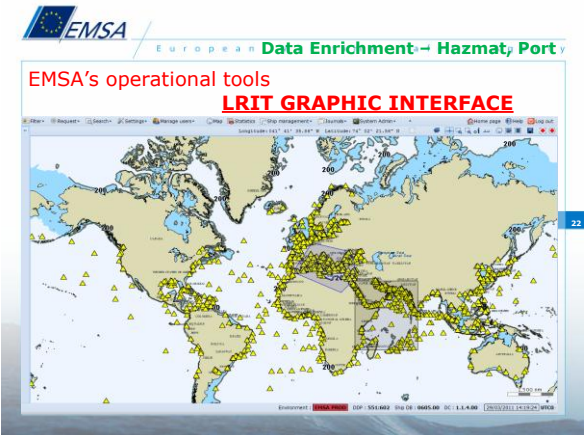
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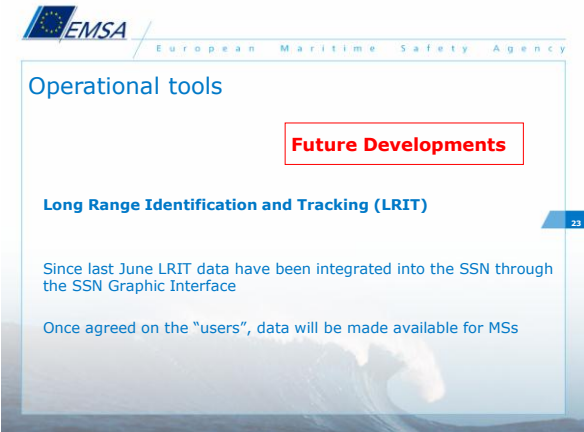
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## Legal basis

Mandated by Directive 2005/35/EC of 7 September 2005 on

**Ship-source pollution and on the introduction of penalties for infringements**

### Article 10

(entering into force on 1 March 2007)

...the European Maritime Safety Agency shall:

- (a) 'work with the Member States in developing technical solutions and providing technical assistance ...in actions such as **tracing discharges by satellite monitoring and surveillance**'

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## EMSA's operational tools



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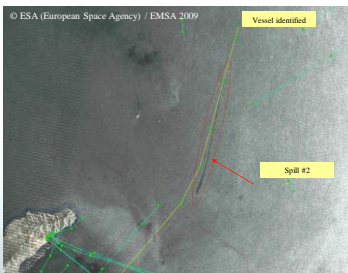
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## CleanSeaNet- Catching polluters



3 possible spills reported confirmed by aircraft as being mineral oil:

1. 154 km long
2. 42 km long
3. 14 km long

2 polluters identified using AIS information

One polluter caught in the act (154 km long spill)

ENVISAT image acquired over the Canary Islands on 15 September 2009 by the Azores ground station

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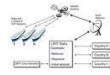
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### Operational tools

SafeSeaNet  
CleanSeaNet  
EU LRIT datacentre  
Thetis



CleanSeaNet



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### Maritime Support Services

**Monitors:** SSN, CSN, EU LRIT DC, Emergency system for mobilising pollution response actions

**Functions:** permanent helpdesk for users, ensure that data flow is not interrupted, verify the quality of data provided, to assist MSS

### Next

Management of LRIT IDE to be taken over by the USCG by the end of 2011



LRIT

International  
Data  
Exchange

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ANY QUESTION?

THANK YOU FOR  
LISTENING

