

European Maritime Safety Agency

Directive 2002/59/EC Traffic Monitoring Directive

1



Traffic monitoring directive

Content

Introduction to
Directive 2002/59

Operational tools
developed by
EMSA

2



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.

3

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

4

Traffic monitoring directive

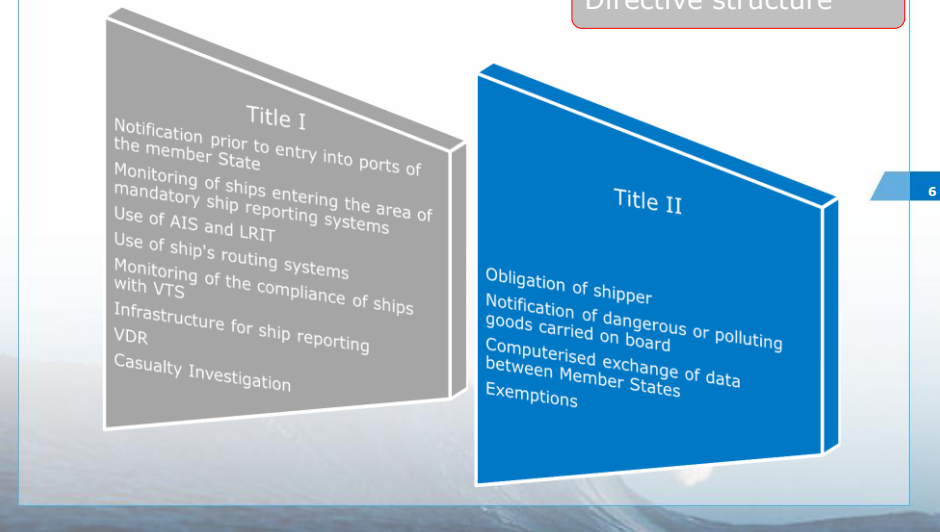
Directive structure



5

Traffic monitoring directive

Directive structure



6



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

8

Traffic monitoring directive

Places of refuge

Draw Plans to accommodate ships in distress

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

Designate one or more competent authorities

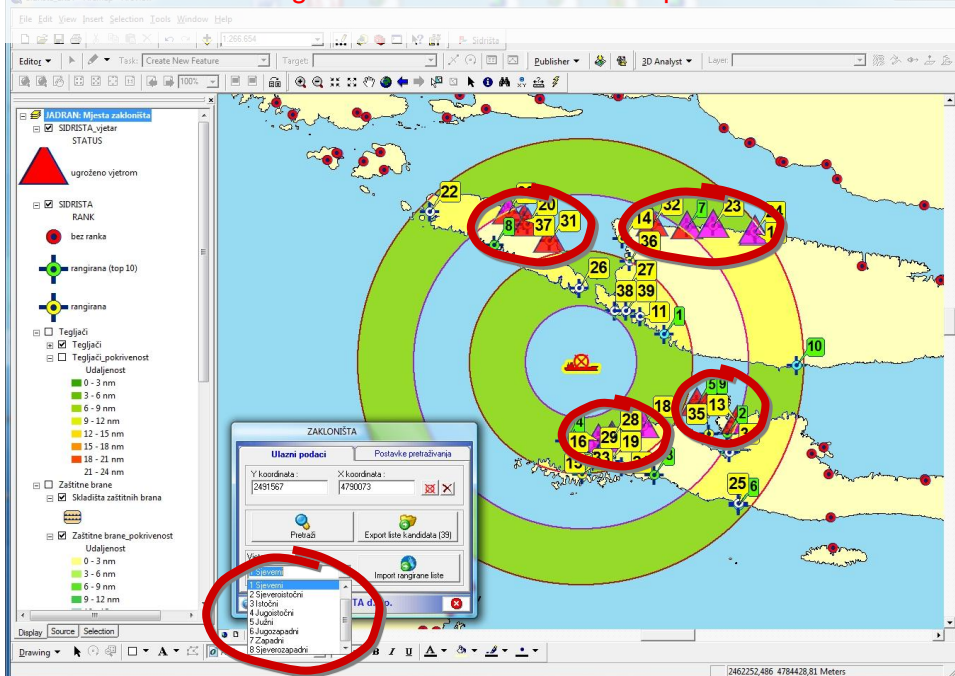
Publish name or names of competent authority/ies

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

Communicate, on request, the relevant information concerning Plans

9

GIS module - Entering elimination criterion - wind protected condition



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

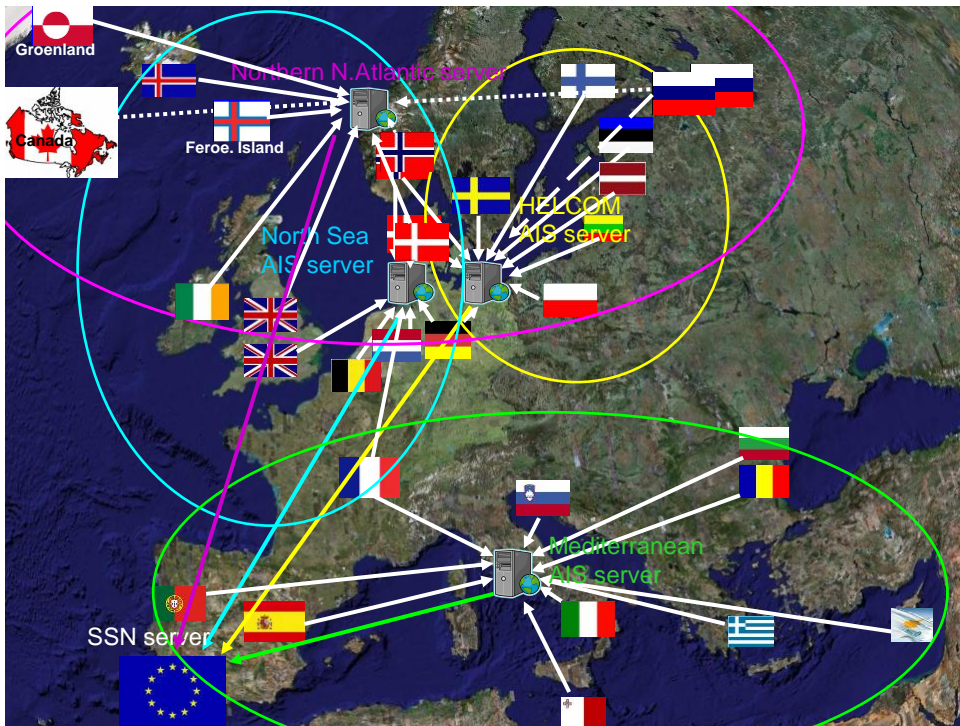
11

EMSA's operational tools

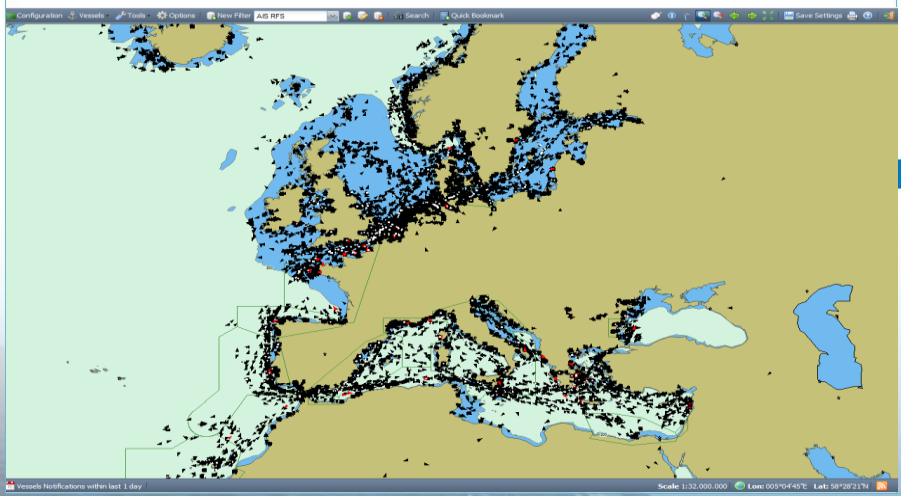
SAFESEANET

- 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 art. 12-13 and Annex I
 - AIS data art. 6-9
 - Incident reports (Sitrep, Polrep) art. 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)

12

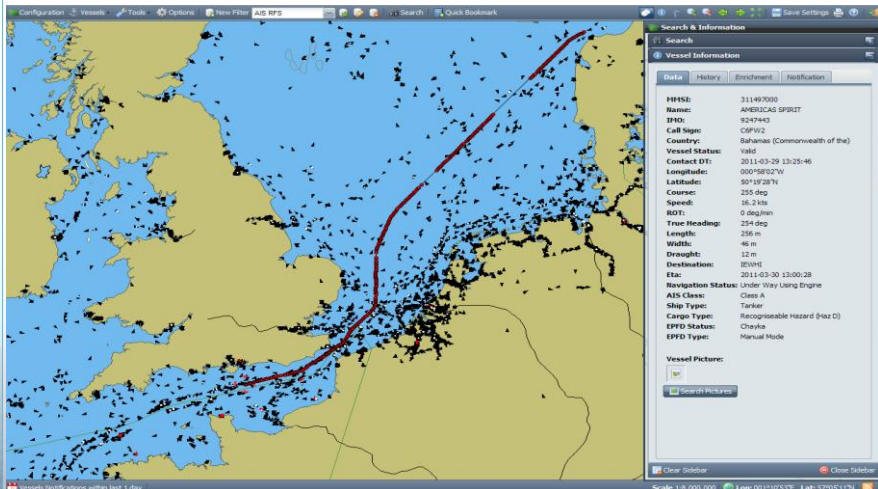


EMSA's operational tools **AIS GRAPHICAL INTERFACE**



EMSA's operational tools

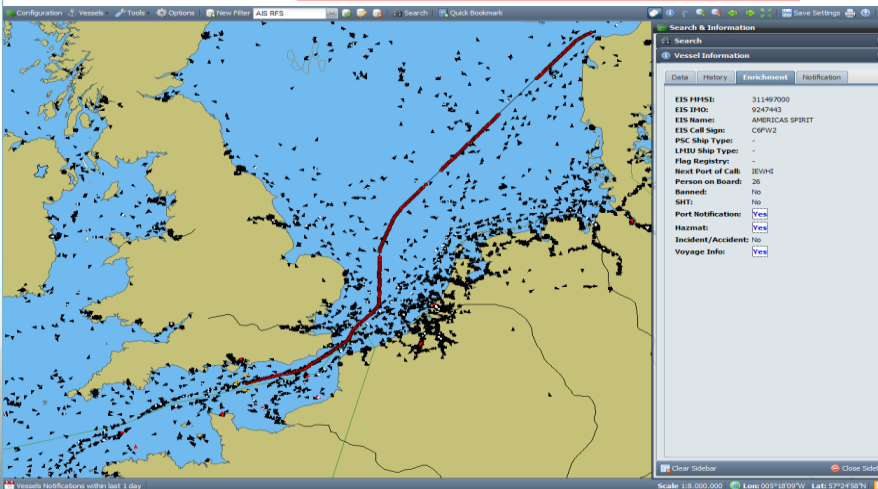
AIS GRAPHICAL INTERFACE



15

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AIS GRAPHICAL INTERFACE

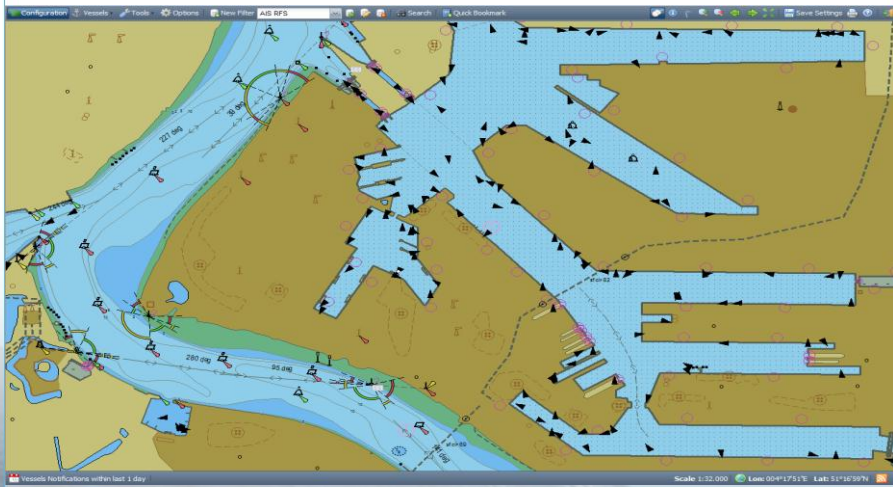


16

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Port level – Quay level

AIS GRAPHICAL INTERFACE



17

Operational tools

Fishing vessels AIS

Annex II - Fishing vessels with a length of more than 15 metres overall shall be fitted with an automatic identification system (AIS) as provided for in Article 6a according to the following timetable:

1. Fishing vessels of overall length 24 metres and upwards but less than 45 metres: not later than 31 May 2012,
2. Fishing vessels of overall length 18 metres and upwards but less than 24 metres: not later than 31 May 2013,
3. Fishing vessels of overall length exceeding 15 metres but less than 18 metres: not later than 31 May 2014,
4. **New-built** fishing vessels of overall length exceeding 15 metres are subject to the carrying requirement laid down in Article 6a as from 30 November 2010

18



Operational tools

Legal basis

Directive 2002/59/EC, article 6.2

Council Resolution of 2 October 2007

Council Resolution of 9 December 2008

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

Collective approach, implementation by EMSA

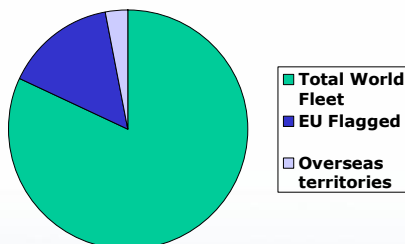
Participation of third countries, condition of use, clarifying (cost of) SAR messages

Operational tools

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

*only vessels engaged in international voyages

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



Significance of EU LRIT DC

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

21

Operational tools

Tasks

Long Range Identification and Tracking (LRIT)

EMSA is responsible for the :

- operation and maintenance of the EU LRIT DC
- 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)

22

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LRIT GRAPHIC INTERFACE



23

Operational tools

Further Developments

Long Range Identification and Tracking (LRIT)

24

Since last June LRIT data have been integrated into the SSN through the SSN Graphic Interface

Once agreed on the "users", data will be made available for MSs

LRIT

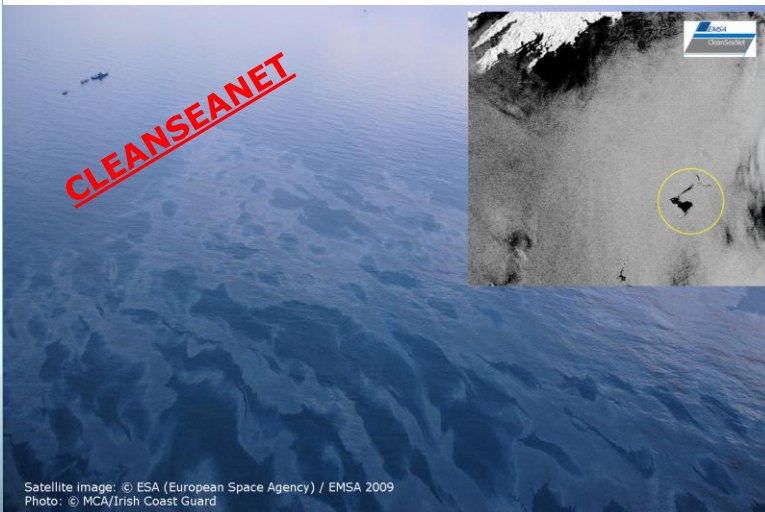
Management of
LRIT IDE was
taken over from
the USCG by the
end of 2011



International
Data
Exchange

25

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Satellite image: © ESA (European Space Agency) / EMSA 2009
Photo: © MCA/Irish Coast Guard

26

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

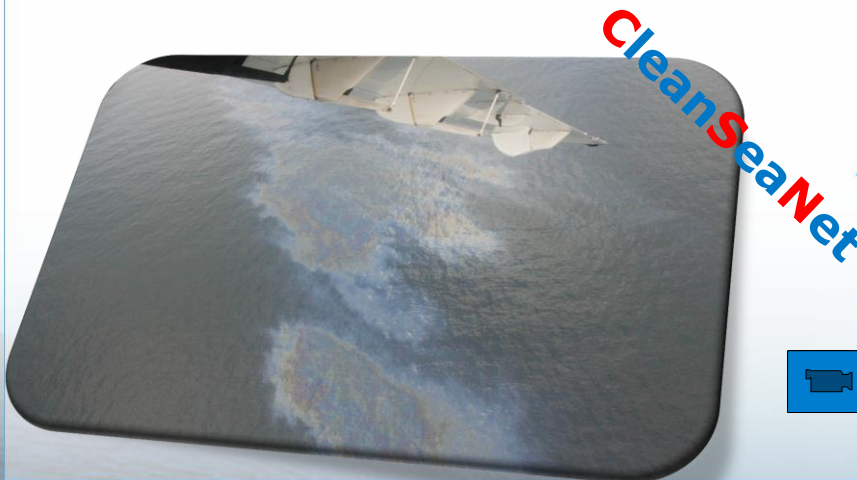
(entering into force on 1 March 2007)

27

...the European Maritime Safety Agency shall:

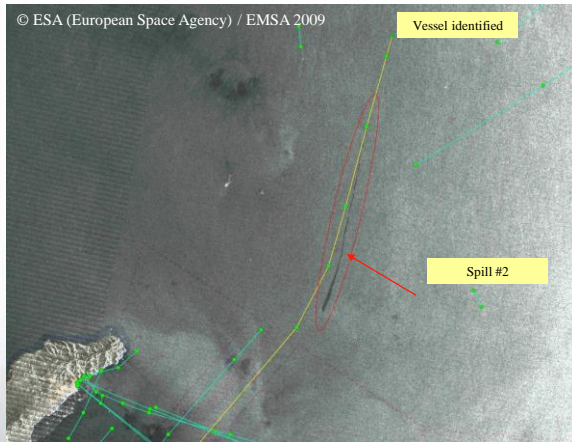
- (a) 'work with the Member States in developing technical solutions and providing technical assistance ...in actions such as **tracing discharges by satellite monitoring and surveillance**'

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28

CleanSeaNet– Catching polluters



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

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

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

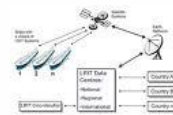
2 polluters identified
using AIS information

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

29

Operational tools

SafeSeaNet
CleanSeaNet
EU LRIT datacentre
Thetis



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

30

ANY QUESTION?

**THANK YOU FOR
LISTENING**

