

**Workshop on the implementation  
of Directive 2005/35 on sanctions for ship-  
source pollution  
(March, 22-23.2007)**

-----

**User requirements on the monitoring systems  
SafeSeaNet and traffic monitoring,  
AIS messages, waste messages**

**Mr Yannick Texier, Project Officer for Ship  
Reporting, EMSA**

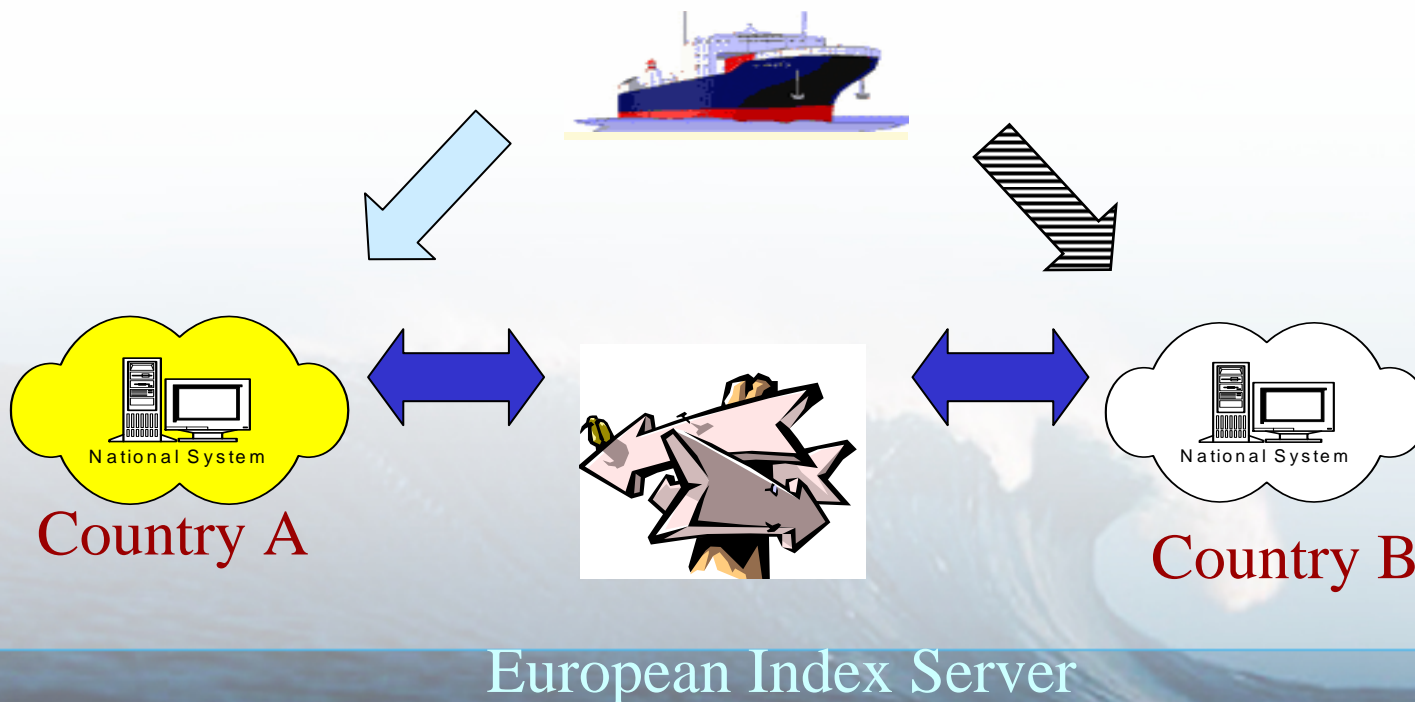
## *General objectives Traffic Monitoring Directive (2002/59/EC)*

- Improved emergency response in case of incidents or pollution at sea.
- Early detection of “ships posing a risk”.
- Increased efficiency of port logistics.
- Computerized exchange of data between MS
- Contribute to a better prevention & detection of pollution
- Production of statistics on ship and cargo movements per sea area



## *SafeSeaNet Principle*

- Information relating to vessels and incidents is collected at a country level
- Country then notify to European Index Server –EIS (computer located at the Data Centre in Luxemburg) which indexes it,
- On request, information can be further used by other countries.



## *Member States shall notify the EIS*

**Port notifications**

Article 4 of Directive 2002/59

**Hazmat notifications**

Article 13 of Directive 2002/59

**Ship (MRS&AIS) notifications**

Article 9 of Directive 2002/59

**Alert notifications**

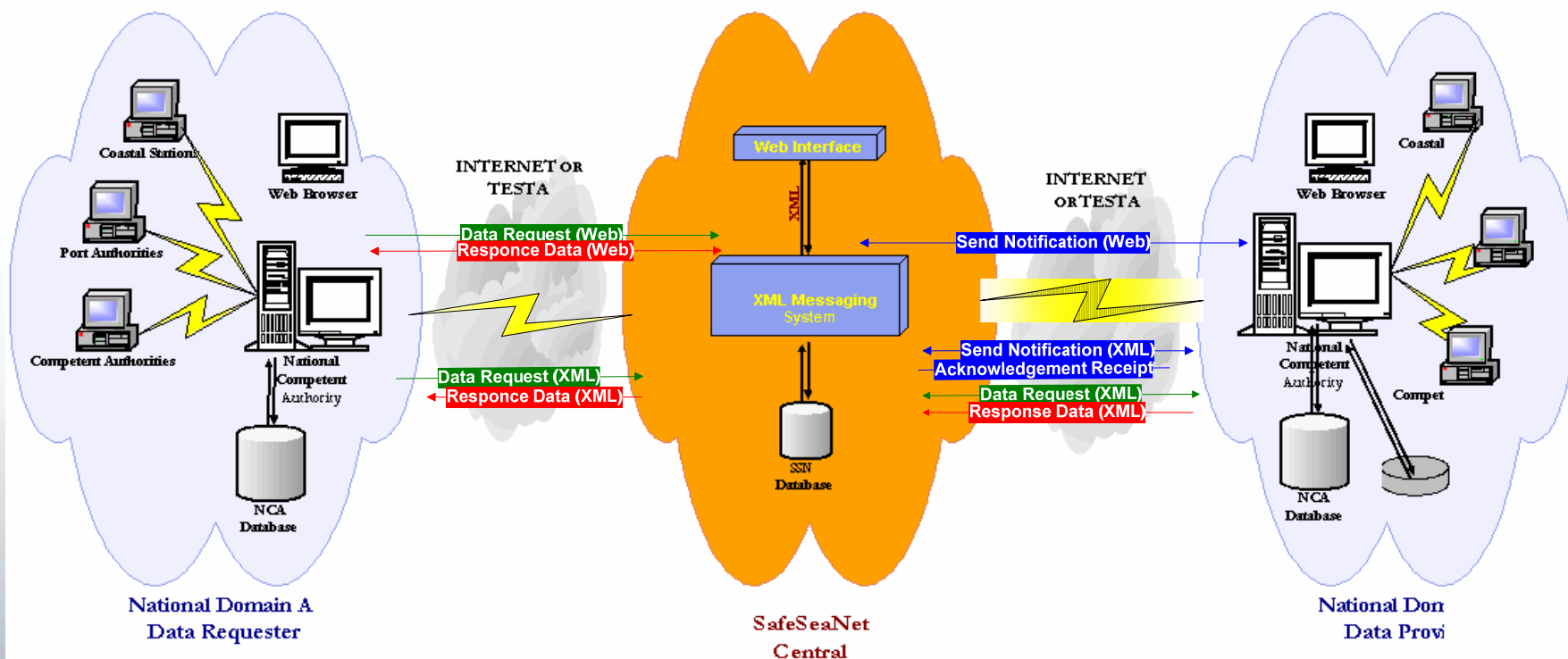
Article 16 of Directive 2002/59

**Security notifications**

Article 4 of Regulation 725/2004

All notifications have a common part (IMO, MMSI, Call Sign and Name) plus additional information as required by the Directive.

- Local Competent Authorities (LCA): Port Authorities, MRCC, VTS,....
- National Competent Authority (NCA) that acts as a nodal point of contact at national level.
- The central European Index Server.





## *SafeSeaNet - Information provided on request*

### 1 - SHIP SEARCH

#### Latest notifications

- Port Notification
- Ship Notification
- Hazmat Notification
- Alert Notification
- Security Notification

#### Voyage history

- Latest ship notification

#### Incident history

- Latest Incident type

**SIRENAC-BPWIS-EQUASYS**

### 2 - PORT SEARCH

Provides the latest ETA notification for vessels bound for a selected port.

### 3 - AREA SEARCH



COUNTRY	INTERFACE	SHIP		PORT	HAZMAT	ALERT	TOTAL
		AIS	MRS				
Belgium	XML	115,930		50,916	1,092		167,938
Denmark	XML				491		491
Finland	XML				390		390
Germany	XML				1,742		1,742
Ireland	XML			1			1
Lithuania	Web			1			1
Lithuania	XML			1,784	83		1,867
Netherlands	Web			312	85		397
Netherlands	XML	257,714		24,821	3,809		286,344
Norway	XML	344,015		1,356	663		346,034
Poland	XML	103,655		1,305	364	3	105,327
Portugal	Web			52			52
Slovenia	Web		128	202	3		333
Spain	XML			10,490	258		10,748
Sweden	XML	3,141		7,401	531		11,073
TOTAL		824,455	128	98,641	9,511	3	932,738

Notifications SSN (Feb.2007)

Requests SSN (Feb.2007)

COUNTRY	INTERFACE	SHIP	PORT	HAZMAT	ALERT	SECURITY	TOTAL
Denmark	Web	22	3	1			26
Finland	Web	1					1
Germany	Web	1		1			2
Germany	XML			26			26
Ireland	XML	1	11				12
Lithuania	Web	55	5				60
Netherlands	Web	578	63	1			642
Norway	Web	5		2			7
Norway	XML		1	14,335		3,075	17,411
Poland	Web	2			3		5
Poland	XML	10	7	4	10	1	32
Portugal	Web	54					54
Slovenia	Web	381					381
Spain	Web	116	42	10			168
European Commission	Web	95	13	8	2		118
TOTAL		1,321	145	14,388	15	3,076	18,945

*SafeSeaNet Planned or Anticipated technical measures*



## *Consideration for SafeSeaNet additional requirements*

- ❖ *Support the Waste Notification message & Alert distribution*
- ❖ *Provide Information on ship's current voyage*
- ❖ *Provide Information on a ship's history voyage*
- ❖ *Provide information on Ship Identification & Tracking*
- ❖ *Collect information received from various origin (Transport, Customs, Defence,...)*
- ❖ *Capacity to exchange data with new information system (Satellites, radar, UAV....)*
- ❖ *Capacity for Multi data base interface*

## ***Support the Waste Notification message & Alert distribution***

- Paragraph 3 of Annex III of the Directive 2002/59/EC foresees : “*These procedures and infrastructure should incorporate, whenever practicable, reporting and information exchange obligations resulting from other Directives, such as Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues.*”
- EMSA suggests to develop the message in the framework of future SSN Version
  - further consideration is required in respect to :
    - a. clarifying procedures for ships exempted from the waste notification (due to frequency of calls etc.)
    - b. Deciding how the waste message would be separated in the notification part and the detailed information.
- Alert Distribution currently in development – SSN V 1.9

*Information on ship's current "voyage"*  
*Information on a ship's "voyage history"*

- *Change the Reference "Ship" per "Voyage" defined by :*
  - *A Port of departure & ETD (revised Dir. 2002/59 or include in Annex II of Dir. 2000/59 if Waste notification is supported in SSN)*
  - *A port of Arrival & ETA (existing)*
  - *A ship identity (existing)*
  - *All reports/data relative to the voyage*
- *Archive the "Voyage" into the SafeSeaNet database*
- *Request on "Voyage selection criteria" the Notification linked to a voyage*

## *Provide Ship Identification & Tracking*

*Collect Data from LRIT/SRIT(AIS) systems for*

- *all ships navigating within the EU waters*
- or*
- *bound for a EU port (based on the notification of arrival)*

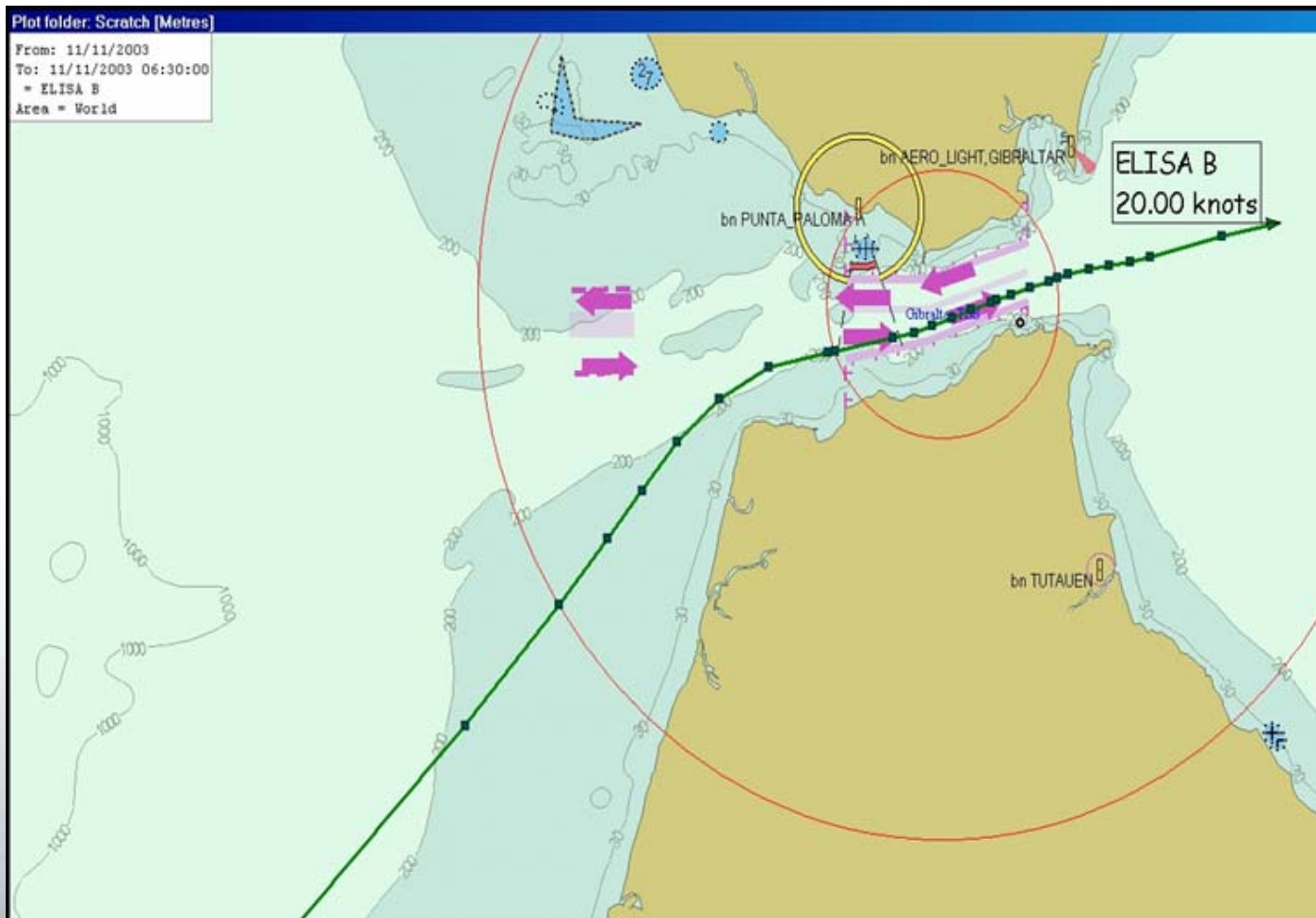
*Date of implementation*

*SRIT(AIS) – end of 2007 - Dir. 2002/59 art. 9*

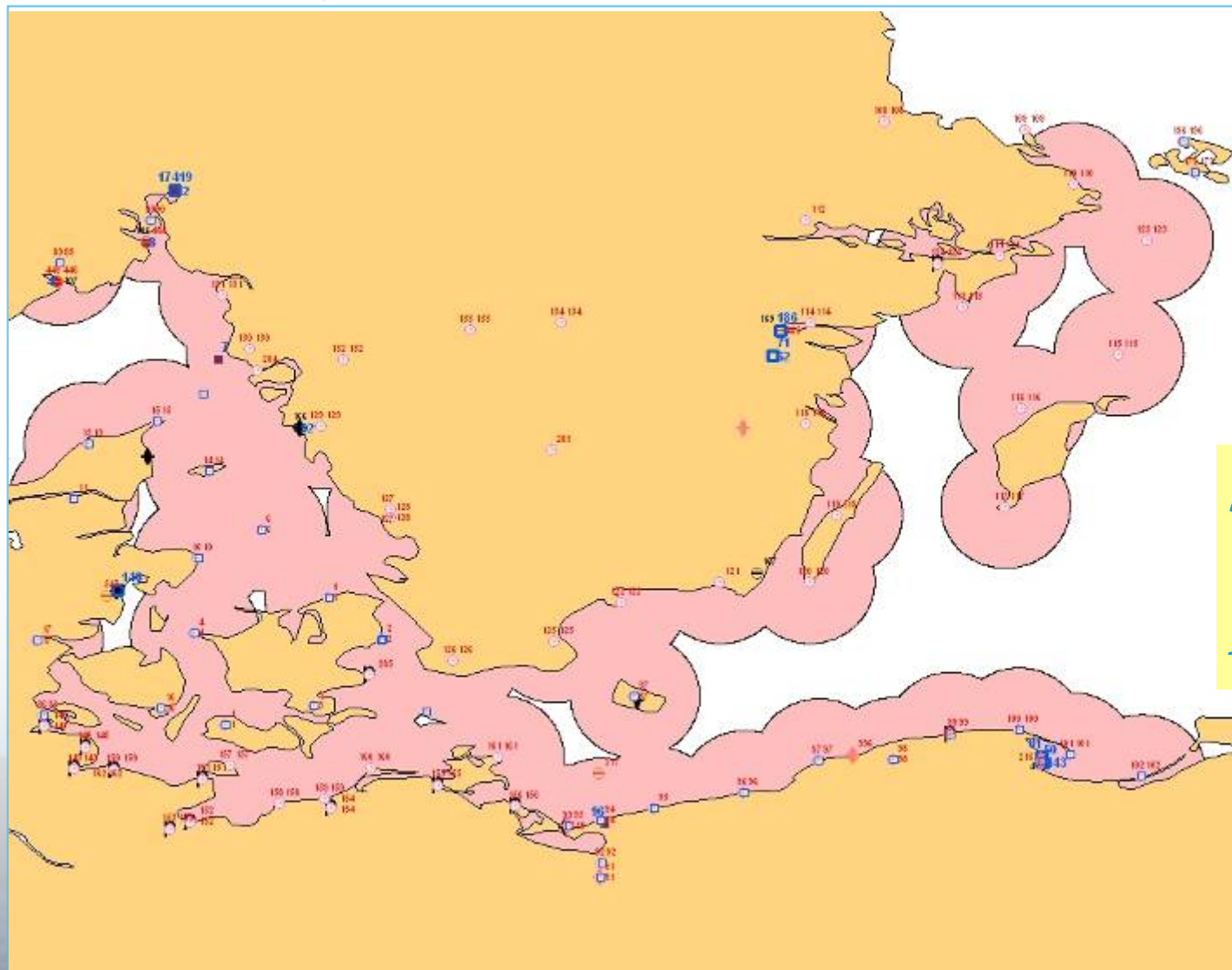
*LRIT - 31 December 2008 - IMO Res. MSC.202(81)*

# LRIT routine reporting

*Experiment based on the NAUPLIOS project*







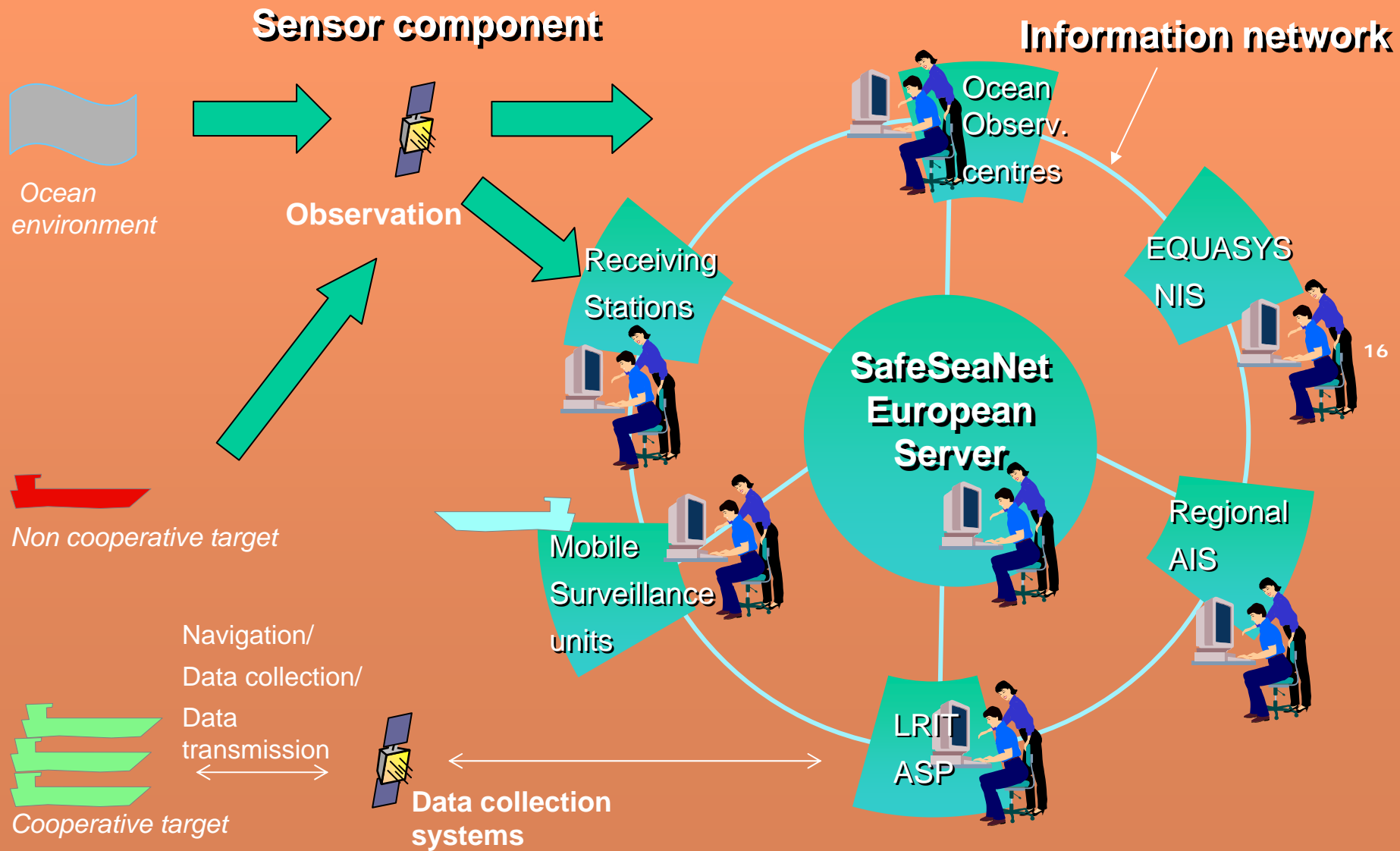
*SRIT/AIS  
Coverage in  
Baltic sea*



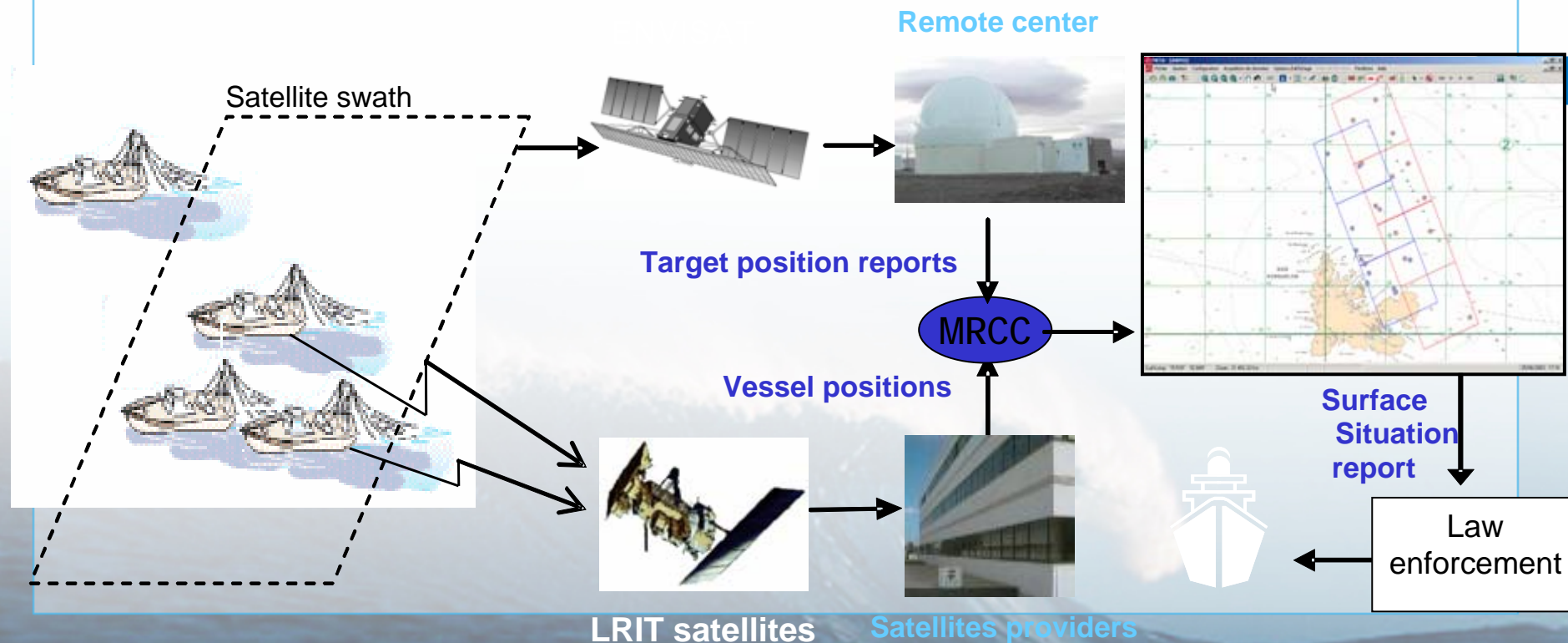
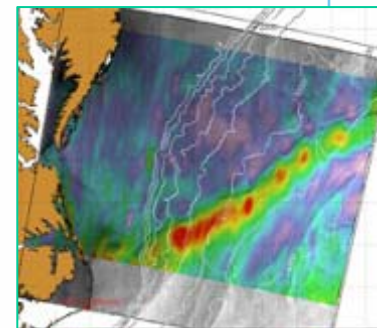
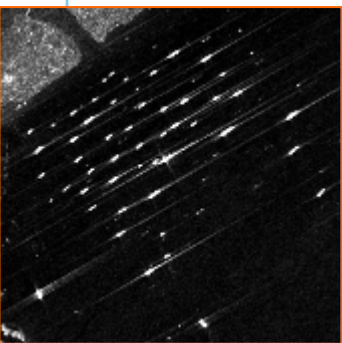
*Collect information received from various origin (Transport, Customs, Defence,...),*

*Capacity to exchange data with new information system (Satellites, radar, UAV....)*

*Capacity for Multi data base interface*



## *Experiment based on the KERGUELEN infrastructure*





# *Radar Imagery*



Envisat ASAR image acquired  
on November 17, 2002 @ 10h45 UTC

copyright ESA  
interpretation CNES/QTIS

Oil spill from  
the Prestige

Ship position  
at acquisition time

