

Meeting: 13th Mediterranean AIS Expert Working Group

Place and date: Rome, 17 November 2015

Agenda item: The Adriatic-Ionian Initiative

Document number: MAREΣ 13/6/1

Submitted by Italy

Summary	The document presents proposals related to the potential use of the MAREΣ platform to support the implementation of EU Strategy for the Adriatic Ionian Initiative (EUSAIR).
Action to be taken	As per paragraph 5.
Related documents	<p>a. EUSAIR Action Plan, accompanying the Communication from the Commission to the European Parliament, the Council, the European Economic and Social Committee and the Committee of the Regions (COM(2014) 357 final) concerning the European Union Strategy for the Adriatic and Ionian Region, adopted on 17.06.2014.</p> <p>b. Workshop Report 10th Mediterranean AIS Expert Working Group – 26.06.2012</p>

1. Introduction

The **Adriatic and Ionian Region** is a functional area primarily defined by the Adriatic and Ionian Seas basin, covering also an important terrestrial surface area, which treats the marine, coastal and terrestrial areas as interconnected systems. The Adriatic and Ionian Seas represent the backbone of the Region, and its major asset.

The **EU Strategy for the Adriatic-Ionian Region (EUSAIR)** was defined with the Communication from the European Commission to the other EU Institutions (COM(2014) 357 final) adopted on 17.06.2014. This Communication sets out the needs and potential for smart, sustainable and inclusive growth in the Adriatic and Ionian Region. It provides a framework for a coherent macro-regional strategy and an accompanying **Action Plan**, to address those challenges and opportunities, through cooperation between the participating Countries.

The Strategy builds on the Adriatic-Ionian Initiative¹, which concern the eight Countries belonging to EUSAIR geographical area. At the present, 4 of these are EU Members (Italy, Slovenia, Croatia and Greece) while 3 are candidates Countries (Albania, Montenegro and Serbia) and 1 (Bosnia and Herzegovina) is a potential candidate Country.

¹ The intergovernmental Adriatic-Ionian Initiative was initiated in 2000 with the aim to strengthening regional cooperation, to promote political and economic stability thus creating a solid base for the European integration process.



Figure 1 – EUSAIR geographical area

All Programmes operating in the Region shall contribute to the implementation of the EUSAIR goals. It is noted that **Instrument for Pre-accession Assistance (IPA)** was recommended by the Commission as a possible source of funding during the first phase of the Strategy implementation (till the end of 2015). Moreover, the Adriatic Ionian Transnational Programme **ADRION 2014-2020** could fund the next EUSAIR activities within the *thematic priority axis* “Connected region”. ADRION will invest a total amount of EUR 83,5 million from the European Regional Development Fund (ERDF) and EUR 15,7 million from IPA II for transnational projects in the Adriatic-Ionian area.

2. EUSAIR Action Plan

In the Region, significant improvements are still needed on harmonising the procedures, the data exchange and the national VTMS on establishing mechanisms to enable maritime traffic information exchange between those systems, also in view of including pre-accession Countries in SafeSeaNet.

For this reason, the improvement and the harmonization of the traffic monitoring and management is included the actions implementing the topic Maritime Transport. Strengthening and securing frequent exchange of information between coastal Countries will improve safety and security of maritime traffic in the Region.

The indicative actors and the possible projects to improve and to harmonize the traffic monitoring and management are indicated in the table below (extract of the Action Plan).

Actions	Indicative actors	Examples of possible projects
Improving and harmonising traffic monitoring and management.	<i>Masters, owners, agents, operators, shippers and relevant authorities</i>	<ul style="list-style-type: none"> • Establish a working group to amend the current Adriatic Traffic Reporting system (ADRIREP) in order to reduce excessive administrative burden and unnecessary duplication of data collected by Vessel Traffic Monitoring & Information System (VTMIS) infrastructure. • Implement a new ADRIREP ensuring that data providers, including masters, owners, agents, operators, shippers and relevant authorities, need to submit information only once, and that the information submitted is available for use in all relevant reporting, notification and VTMIS systems • Link all Adriatic and Ionian countries to a Sub-Regional MARE server to take advantage of AIS sharing data, including as an example, data on ships, emission factors, results of fuel quality inspections, clean shipping index, that could help monitoring emission and improve air quality in port cities. • Capacity -building activities (training, education programmes, standardization and interoperability) improving the application of international legal requirements. • Traffic Separation Schemes (TSS) could be envisaged in the congested areas.

Action Plan extract

3. Adriatic Ionian specifics and initiatives

Traffic monitoring and management are still an issue in the Region. In particular, the current **ADRIREP** - the Mandatory Ship Reporting System in the Adriatic Sea established by the IMO Res. MSC 139 (76) adopted on December 2002 - is outdated and not fully serving its objectives.

The North Adriatic Ports Association (NAPA) constitutes one of the positive steps of cross-border cooperation between the Adriatic ports and one of their objectives is to promote the concept of “**Single Window**” with the aim of reducing transaction costs and operation turnaround time (Directive 2010/65/EU).

Also, **IPA - Adriatic Cross-Border Cooperation Programme 2007-2013** is one of the main initiatives launched for the Region, supported by the EU funding, to enhance the cross-border cooperation. Such programme is the result of joint programming work carried out by the relevant participating Countries and it is part of the cooperation process in the Adriatic area.

Italy is involved as partner, in the following two projects within the IPA Adriatic CBC Programme 2007-2013:

a. EASYCONNECTING Project

Its general aims are studying and analysing all the main infrastructural bottlenecks and transport service inefficiencies in the IPA area, in order to find and test proper solutions and put forward recommendations for policy-makers and national/regional representatives. In the Adriatic ports there are different degrees of IT systems used for the electronic exchange of documents and information between public and private actors involved in maritime transports.

In order to improve and optimize the information flow, the connection of different applications becomes mandatory, both within the ports and among different ports, standardizing and harmonizing data concerning the procedures for arrival, departure and, in general, monitoring of the ships, in accordance with the current international rules. In that context, Italy is dealing with the harmonization of the port maritime services, on the

basis of common ICT technologies, in order to improve the safety, security and mobility of freight between Adriatic ports. In particular, the project will conduct the following studies/activities:

- i. assessment of existing Adriatic traffic monitoring IT system, and analysis of the related technical and functional systems requirements implementing the Directive 2002/59/EC also in order to verify their own potential interoperability capacity;
- ii. normative surveying on the liability of the VTS personnel in charge of maritime traffic monitoring tasks;
- iii. enhancement of Adriatic Traffic Reporting system (ADRIREP) and a design for an its integration;
- iv. prototype implementation of an integrated system (Adriatic common VTMS);
- v. definition of an agreed proposal for the amendment of the IMO Res. MSC n.139(76).

b. BALMAS Project

Its general objective is to establish a common cross-border system linking all Adriatic research, experts and national responsible authorities to avoid the unwanted risks to the environment and humans from the transfer of HAOP. This will be achieved through control and management of ships' ballast waters and sediments according to the BWM Convention, Europe wide developments and local specifics. Further, long-term effective ballast water management (BWM) in the Adriatic will be set at the cross-border level utilizing this project's related knowledge and technology.

In that context, Italy is dealing with the development and the test of a cross-border electronic **Adriatic Ballast Water Management Decision Support System (BWM DSS)** to support the Adriatic Competent Authorities decision making process. Such IT system will enable the fast reporting of the BW management information provided by the ships sailing in the Adriatic Sea and it will allow the sharing of them among the competent Authorities and maritime stakeholders. It could be developed on the base of the related information provided by the MAREΣ platform.

4. Development of the sub-regional server

During the 10th EWG (Rome, 27th June 2012), the group agreed to set up an Adriatic-Ionian sub-regional server to enhance the cooperation in the execution of various maritime functionalities in the Adriatic-Ionian region.

Currently Italy (east coast), Slovenia, Croatia, Greece and Montenegro are sharing their own AIS data within the framework of a virtual sub-regional server.

In order to reduce administrative burden and unnecessary duplication of data flows collected by national VTMS infrastructure as well as to implement a new ADRIREP (ensuring that data providers submit information only once and the information submitted is available to the national VTMS), proposes to study the feasibility of a **Common Adriatic-Ionian Vessel Traffic Monitoring and Information System** development.

The common Adriatic - Ionian VTMS could be based on the Adriatic virtual sub-regional server of MAREΣ platform (possibly extended to Greece) in order to **integrate all maritime traffic information** collected by EU and national systems (i.e. T-AIS, S-AIS, LRIT, VMS) as well as to **provide services to the Adriatic NCA** (e.g. ADRIREP MRS, SSN port notification and incident reporting interface, BWM DSS, ecc.). It would have to be implemented with no impact on the provision of the existing MAREΣ functionalities to the participating MSs.

5. Action required

Participating Countries are invited to note the above information. Slovenia, Croatia, Greece and Montenegro are invited to provide their comments. Furthermore they are invited to share this proposal with their own national Administrations involved in the implementation of the actions related to the EUSAIR Strategy's topic "Maritime Transport".