

The EU Maritime Safety Policy

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Maritime transport policy: Regulatory questions, maritime safety and seafarers



Amendements to 2002/59

- The amendements were published on the 28 May in Directive 2009/17
- The new articles reinforce the text of 2009/59 and add some new mandatory tasks for the MS
- The core of the Directive is not the establishment of technical systems i.e. SafeSeaNet but the operational activities to be undertaken individually or in cooperation with other MS or non MS

OBJECTIVE OF TRAFFIC MONITORING

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

Objective of traffic monitoring cont

- Member States shall monitor and take all necessary and appropriate measures to ensure that masters, operators and agents of ships, as well as shippers or owners of dangerous polluting goods carried on board such ships, comply with the requirements under this Directive

Operational services/activities

- The Directives give guidance to MS when performing services as follows:
- Article 1 - VTS/VTM, SAR, OPRC, MSI, ATON
- Article 4 - as above and port operations, PSC
- Article 7 – VTM, PSSA
- Article 8 – VTS/VTM, enforcement of rules

Operational services/activities (2)

- Article 13 – information on hazmat in order to plan port operations, prevent incidents and accidents, accident management (SAR/OPRC)
- Article 14 – electronic exchange of information
- Article 16 – obligation to inform other MS about ships posing a threat to safety and the marine environment

Operational services/activities

- Article 17 – obligation to collect and analyze information related to safety and the marine environment with their SSR or EEZ
- Article 18 – obligation to actively inform masters on exceptionally bad weather reinforced with regulations for ice conditions, (expanded MSI)

Operational services/activities

- Article 19.2 – added obligation for shippers to submit information on Hazmat
- Article 19.4 – new article to prevent bad treatment of seafarers following accidents, (the master of Prestige)
- Article 20 – completely new text, designation of independent decision making authorities is in focus

Operational services/activities

- Article 20a, 29b, 20c and 20d – new articles with more detailed provisions for the MS on “places of refuge”
- Note that it is no longer “ships in distress” but the IMO terminology is used “ships in need of assistance” that shall be considered

Operational services/activities

- Article 21 – a broad obligation to inform other MS on situations or threat to shipping areas and the coastal zones, pooling of facilities and make arrangements for joint actions
- Article 22 – three important obligations for MS, designation of competent authorities, port authorities and coastal stations, publication of information to the shipping industry on the implementation of this Directive including the geographical area and inform COM on the measures taken in accordance with article 22

Operational services/activities

- Article 23 – obligation for MS and COM to make optimum use of and exchange data on ships movements, ETD and cargo using the telematic links developed in accordance with this Directive. Obtain a clear picture of the traffic including ships in transit. Further develop the VTMIS and cooperate to implement reporting systems, VTS and routing systems

SafeSeaNet

- Article 22a – new article making SSN a mandatory system
- MS **shall** establish a VTMIS system
- the system **shall** be an operational system and in particular to support Article 14
- MS **shall** ensure that national/local systems can connect to SSN

Article 22a cont

- MS **shall** ensure that systems for intra-Community, cross-border interregional or transnational cooperation comply with this directive and are compatible with and connected to SSN
- In article 23 the interconnection and interoperability of the national systems **shall be** ensured by the MS

Operational services/activities

- New article 23a – COM shall contribute to the development and operation of systems for collecting and disseminating maritime safety data
- New article 24 – MS shall ensure that the information sent to them are only used in compliance with this Directive
- COM shall propose improvements for the network security of SSN

Operational services/activities

- Article 25 – MS shall inspect and check the function of the telematic system
- MS shall have a system of sanctions
- MS shall have procedures to inform Flag States or other States about situations and actions taken in accordance with article 16, 19 and para 2 of this article
- MS shall have procedures to withdraw ISM certificates from MS and non MS ships

Conclusions

- COM and MS should focus on the operational use of the information collected in accordance with this Directive
- Mutual operational procedures for information distribution should be developed
- The next generation technical support system, SafeSeaNet, will be developed following a thorough user requirement analyse