e-Maritime - Ports & national perspective, Finland

Joint MA&S / I&L workshop

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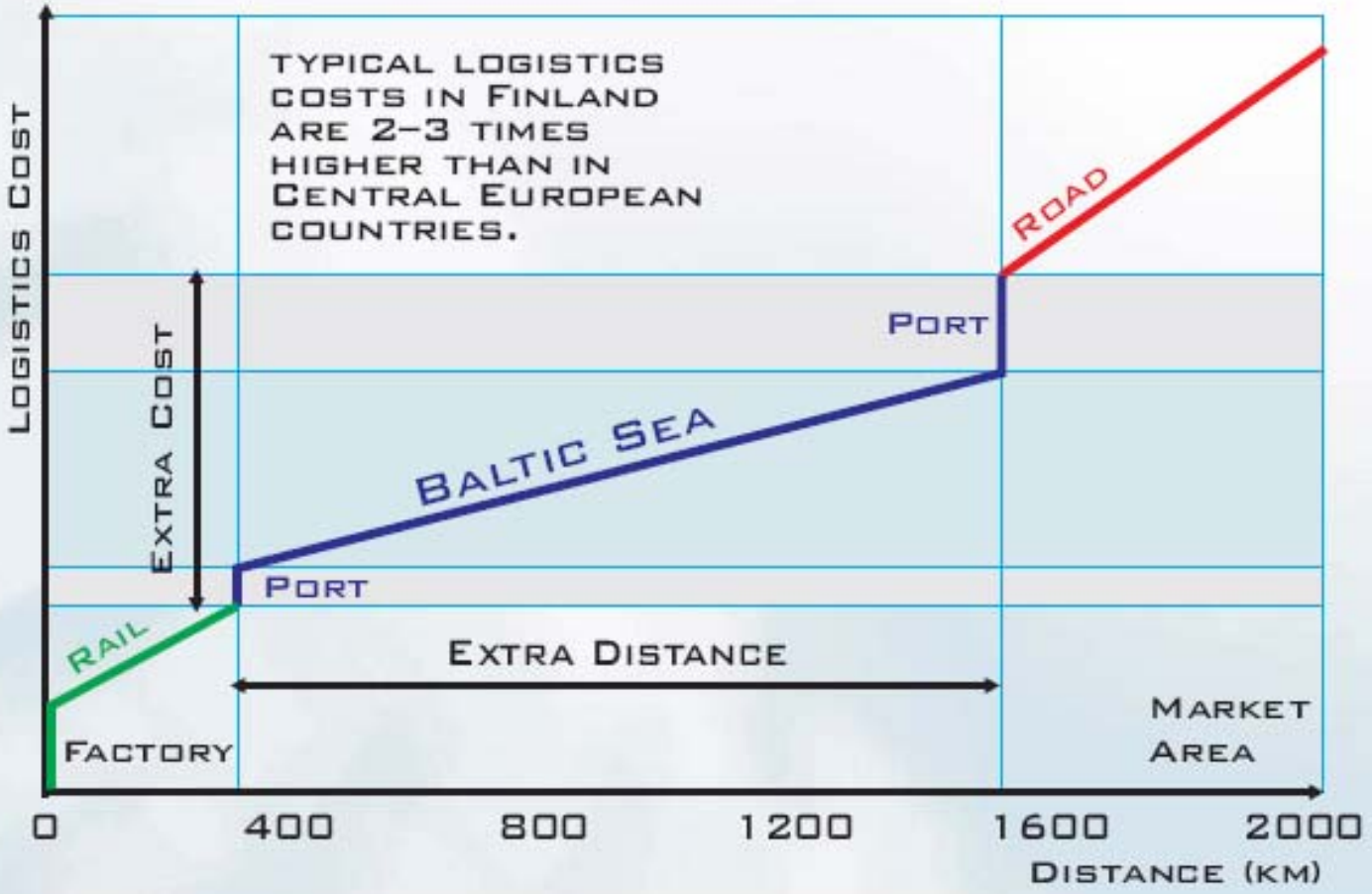
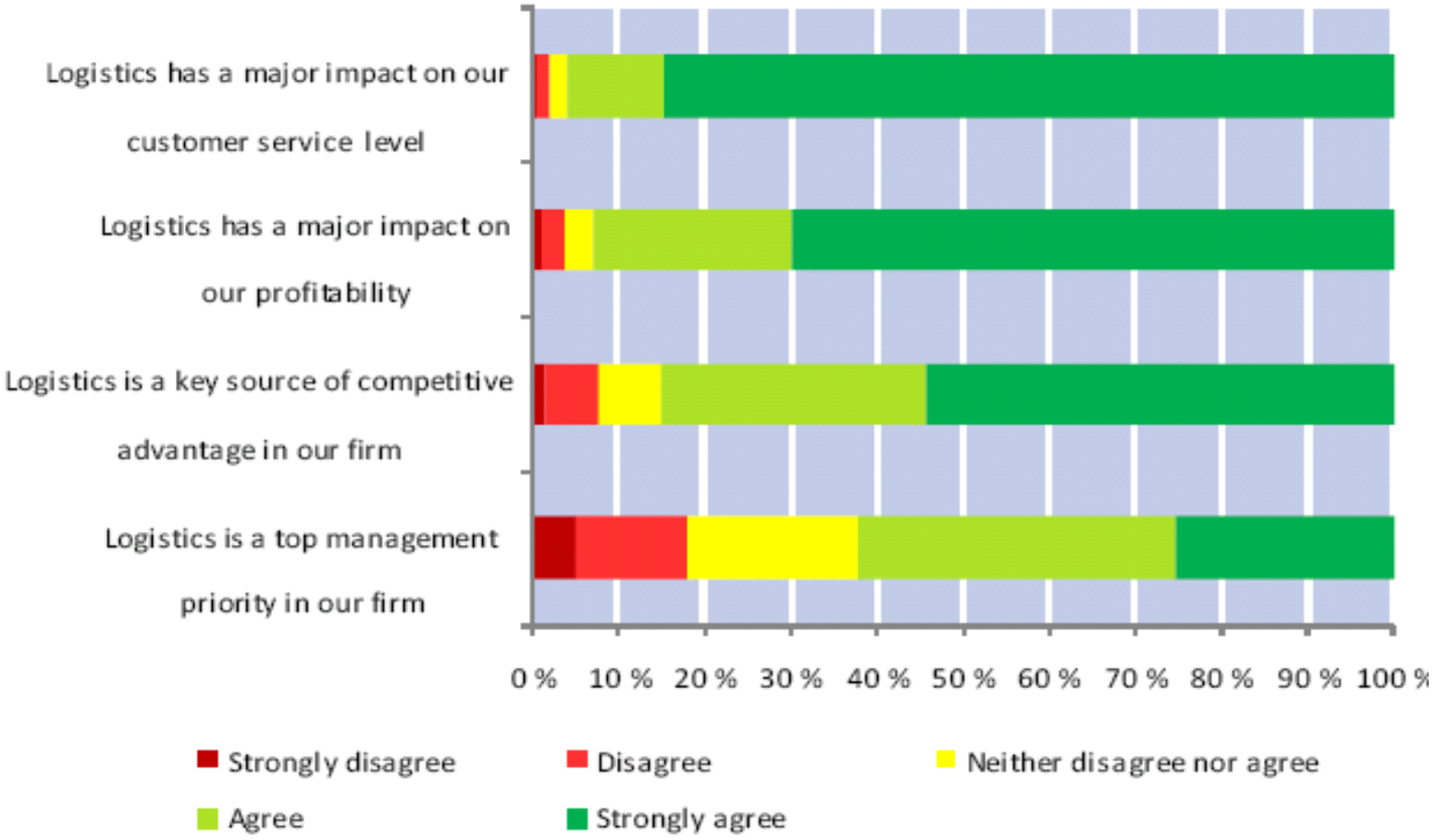
MINISTRY OF TRANSPORT
AND COMMUNICATIONS FINLAND

Transport chain from Finland to Central Europe



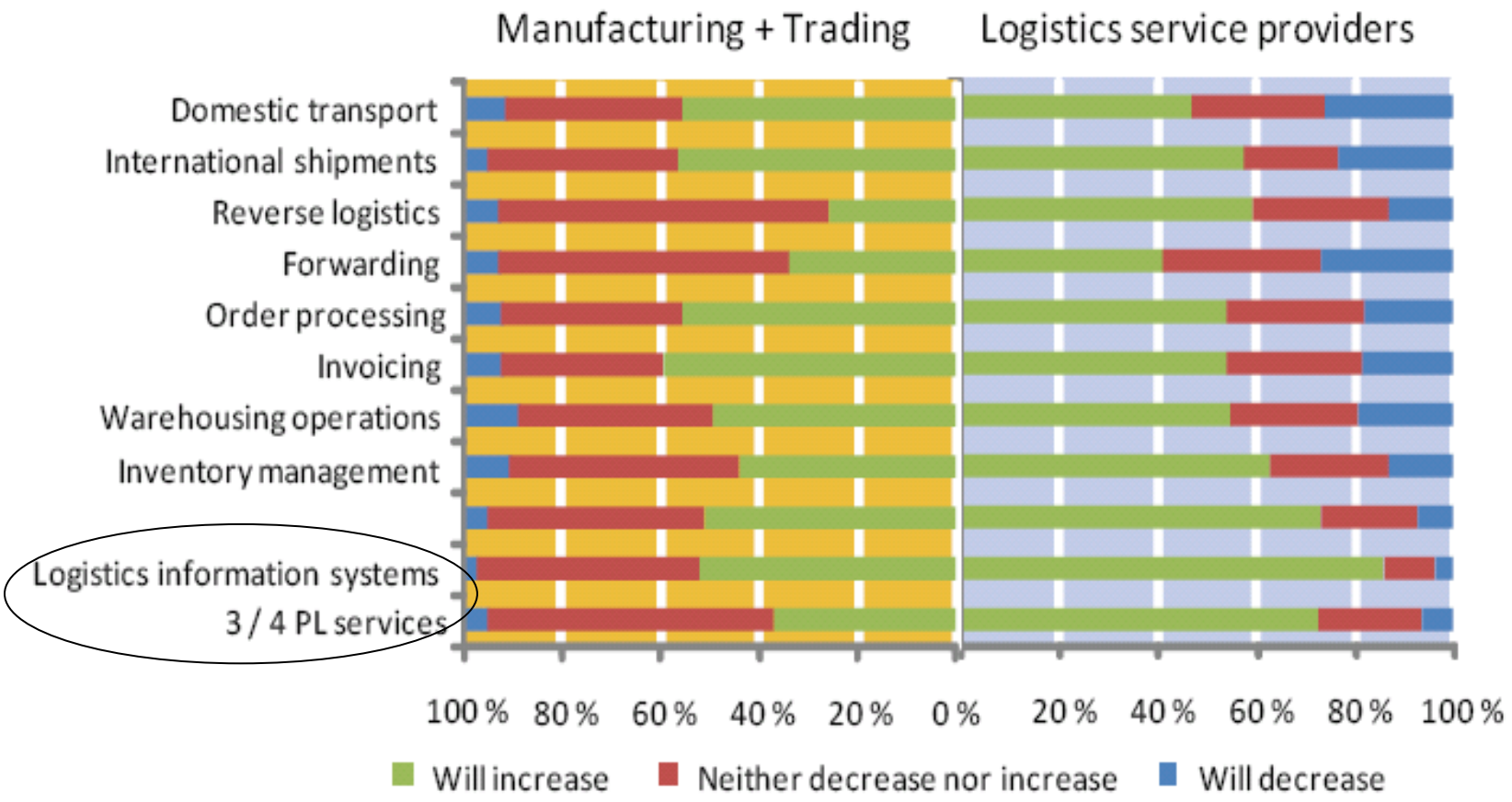
Source: Finlands Sea Bridges, Ministry of Transport and Communications Finland 1998

The significance of logistics to Finnish large and medium-sized trading and manufacturing enterprises



Source: Finland, State of Logistics 2009, Publications of the Ministry of Transport and Communications 11/2009

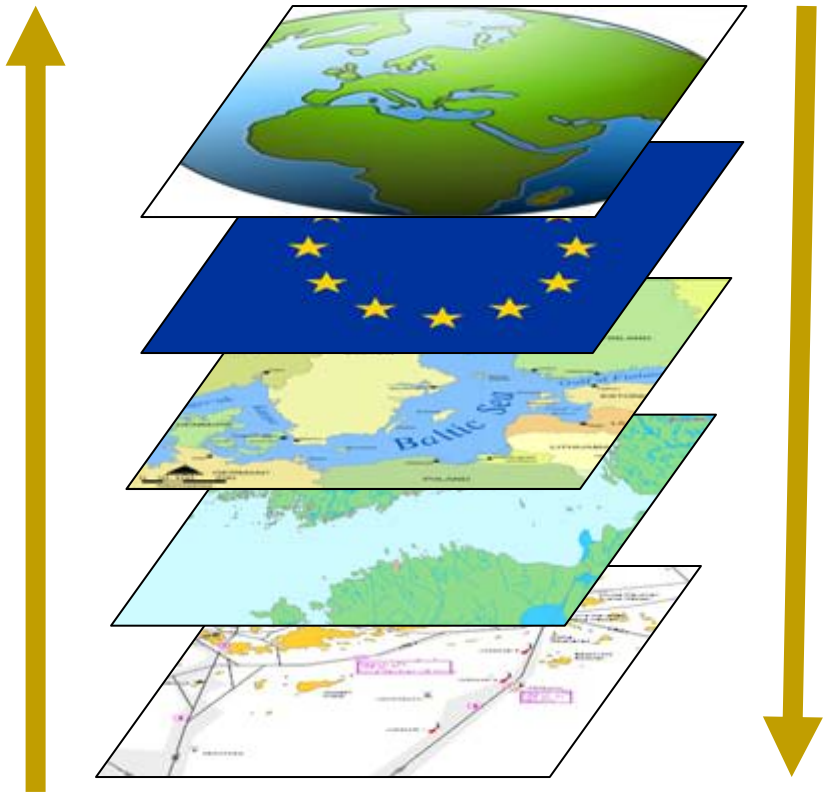
Estimates on the development of demand for logistics services during the next five years.



Source: Finland, State of Logistics 2009, Publications of the Ministry of Transport and Communications 11/2009

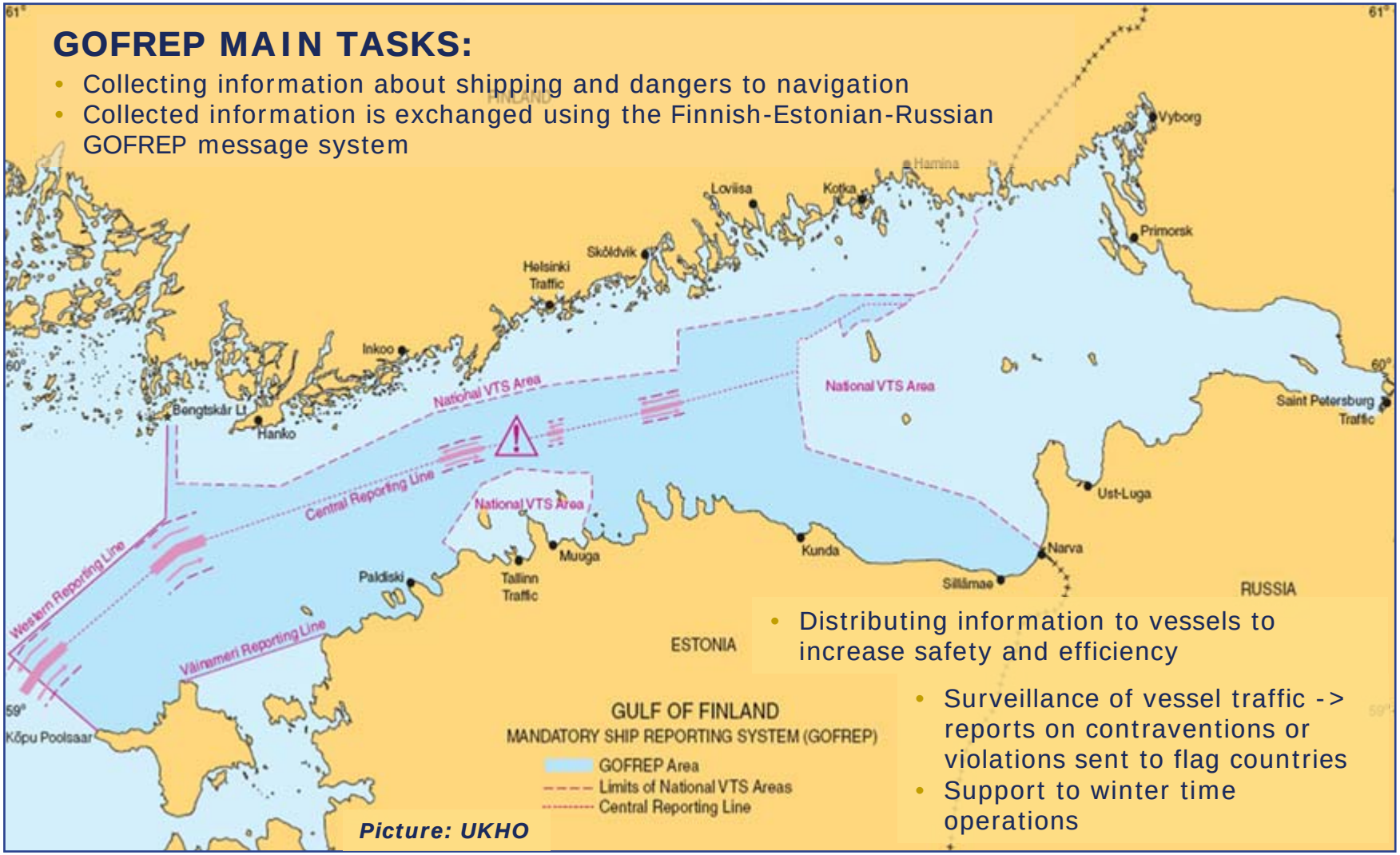
Levels

1. **Global**
2. **Europe**
3. **Regional** (e.g. Baltic Sea)
4. **Neighbouring areas**
5. **Territorial sea / Fairways /**
   Port and terminal areas



GOFREP

the Mandatory Ship Reporting System in the Gulf of Finland: A trilateral system by Estonia, Finland and the Russian Federation



Helsinki Traffic

St. Petersburg Traffic

GOFREP User

XML file transfer

GOFREP user

GOFREP server

GOFREP Server

XML File transfer

XML file transfer

XML-based information exchange between national databases (Traffic Centres)

GOFREP server

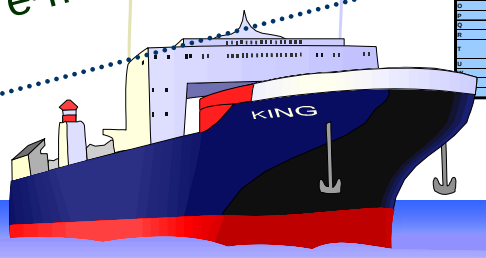
GOFREP user

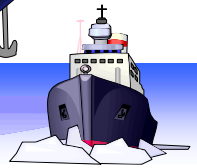
Tallinn Traffic

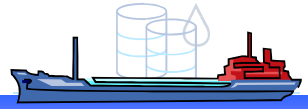
REPORTS:

AIS, VHF, e-mail, FAX, GSM

Short position report:		
A	Ship	SAMBRE,
B	Time	
C	Position	
D	Position	3 NM LEAVING THE PORT OF PALDISKI
E	Course and speed	
F	Destination and ETA	Hull 27.4. p.m.
I	Route information	Via traffic separation shemes to Great Belt
O	Draught	5.4 m
P	Cargo	NO
Q	Deficiencies	nil
R	Pollution	nil
T	Owner or agent	Eesti Mereagentuur AS, tel.(372) 6 40 18 00, Fax(372) 6 31 35 60
U	Type and length	Dry cargo vessel, 107 m
V	Persons	9 persons
W	Miscellanous	nil



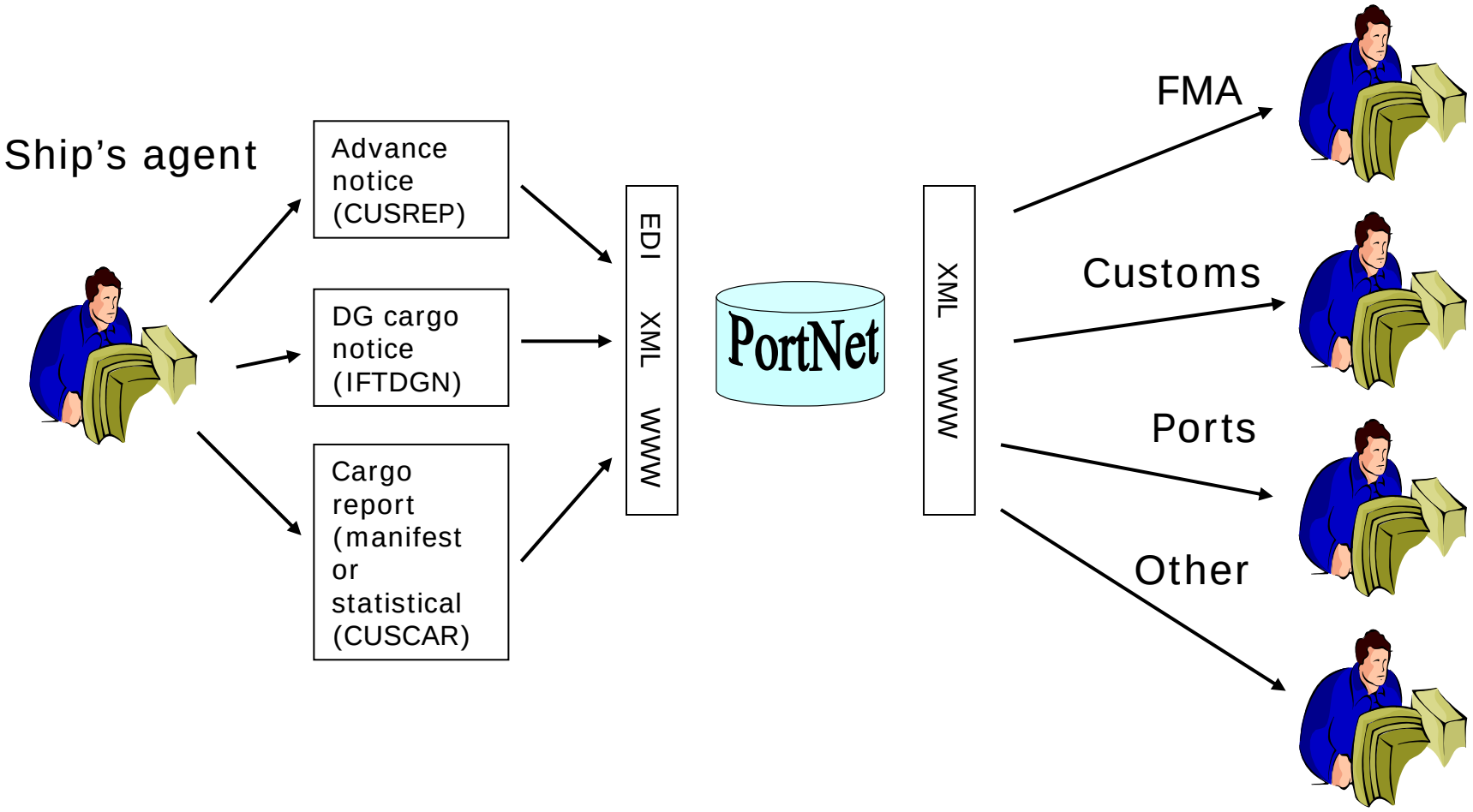




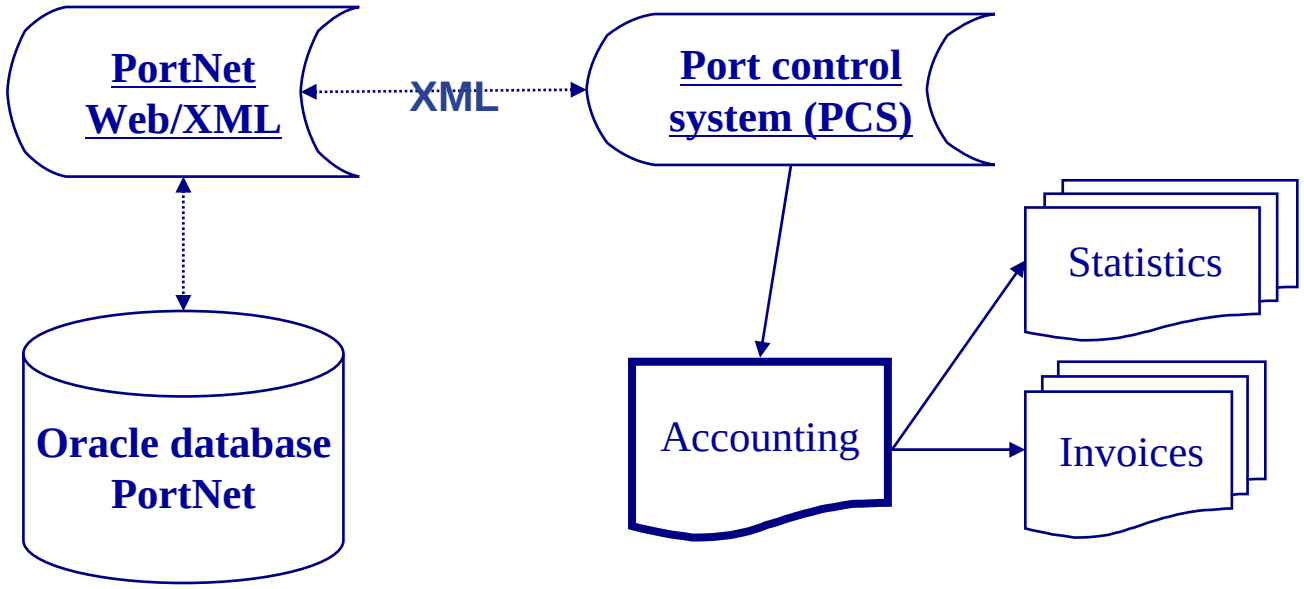
PortNet information system: main functions

- **Port call notifications**
  - Ship agents are data providers
  - Finnish customs controls the data provided to PortNet
- **Cargo manifests**
  - Ship agents are data providers
  - Finnish customs controls the data provided to PortNet
- **Dangerous cargo declarations**
  - Ship agents are data providers
  - Finnish customs controls the data provided to PortNet
- **Management of fairway dues**
  - Finnish customs adjudicates fairway fees
- **Timetable information on ship's calling at Finnish ports**
  - Ship agents and forwarding agents browse this information
- **Reports on vessel and cargo movements on aggregate level**
  - Maritime authorities make official statistics on maritime transports

PortNet working principle
Data collection and distribution



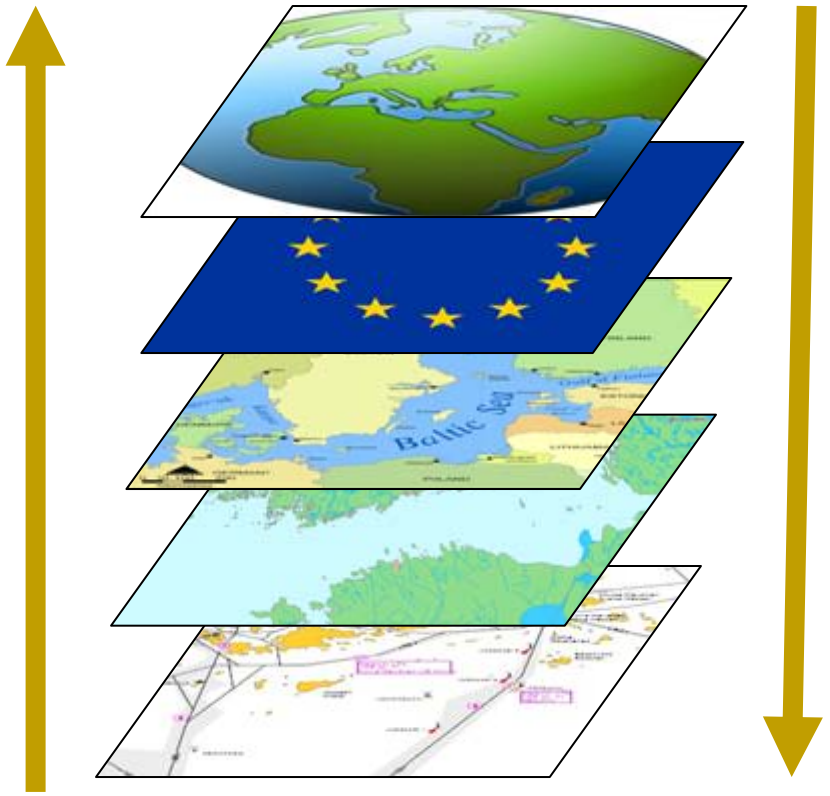
PortNet-system: integration to local Port Control System (PCS)



- Local PCS receives information regarding port call notifications and cargo plus dangerous cargo declarations via XML interface
- Local PCS can update actual timetable information (ATA/ATD) in PortNet via Web/XML interface

Regulatory needs

1. **Global**
2. **Europe**
3. **Regional** (e.g. Baltic Sea)
4. **Neighbouring areas**
5. **Territorial sea / Fairways /**
   Port and terminal areas



National Strategies relating to the e-Maritime initiative

- **Finnish National Strategy (due to be completed 2009) on INTELLIGENT TRANSPORT states e.g. that intelligent transport**
  1) **emerges from a cooperative network where partners represent the public and the private sector as well as the service users.**
  2) **must be compatible with corresponding European intelligent transport services. Services are realised to ensure their unbrokenness over the borders.**
  3) **bases on the ground rule that the public sector provides free of charge as much real time traffic information as possible to supply the needs of the service production.**

National Strategies relating to the e-Maritime initiative

- **National administrations responsible for different transport modes are merged into two agencies**
  - **Traffic Infrastructure Agency (infrastructure operations of the Rail Administration, Road Administration and Maritime Administration)**
  - **Traffic Safety Agency (safety operations of the Vehicle Administration, Civil Aviation Administration, Rail Agency and Maritime Administration)**
- **The merging of transport modes to same agencies supports the cooperation, information exchange and development of information gathering and exchange among**
  - **the authorities themselves,**
  - **the private sector and**

  both nationally and internationally.

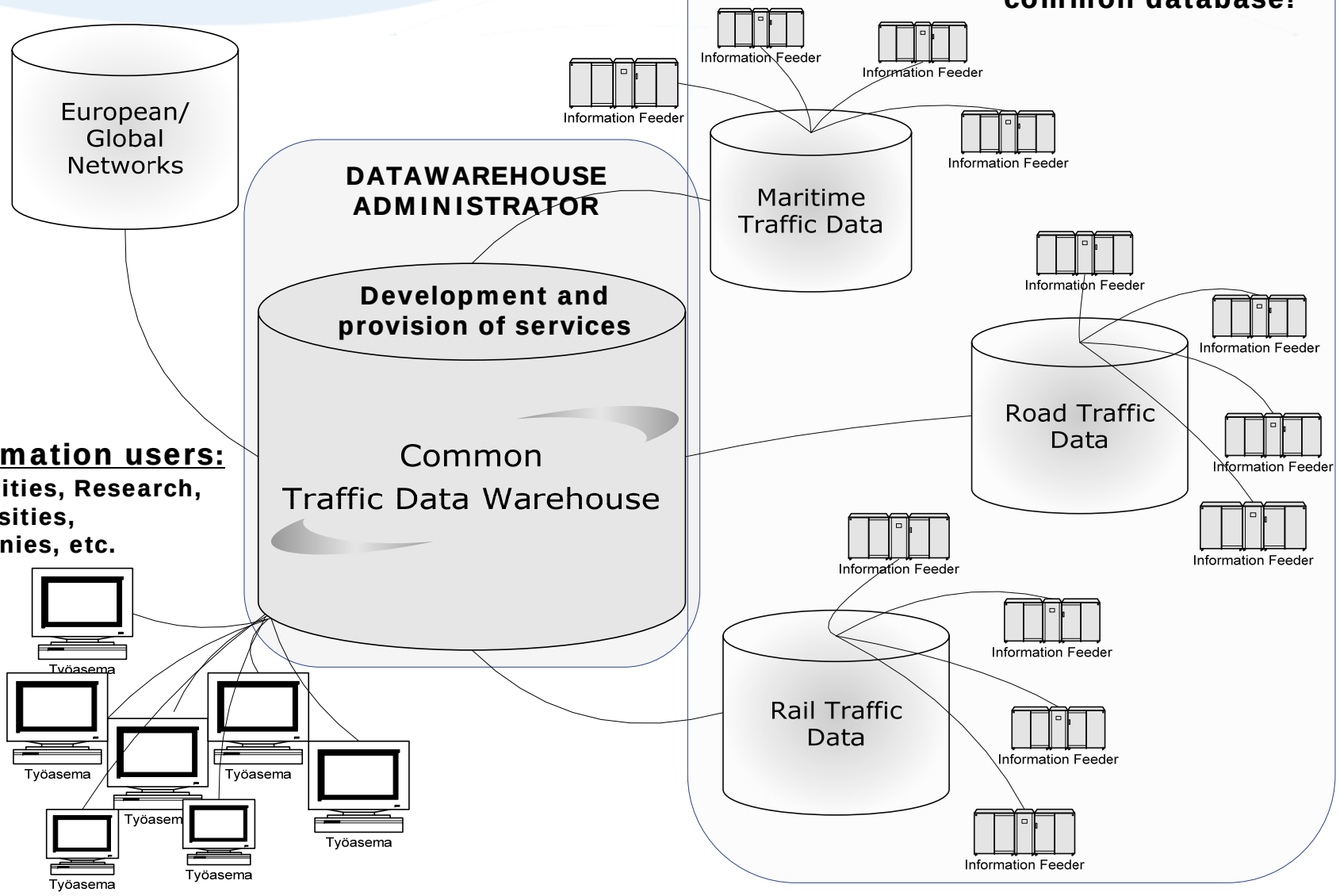
Present situation

- Maritime authorities and other stakeholders collect, store and analyse maritime traffic information with numerous systems.
- Many of the information systems are operated by authorities to maintain a comprehensive real-time maritime traffic situation picture for their own activities related to safety and security.

INFORMATION AVAILABLE COULD BE INTEGRATED AND ANALYSED AND RESULTS PROVIDED TO THE LOGISTICS INDUSTRY.

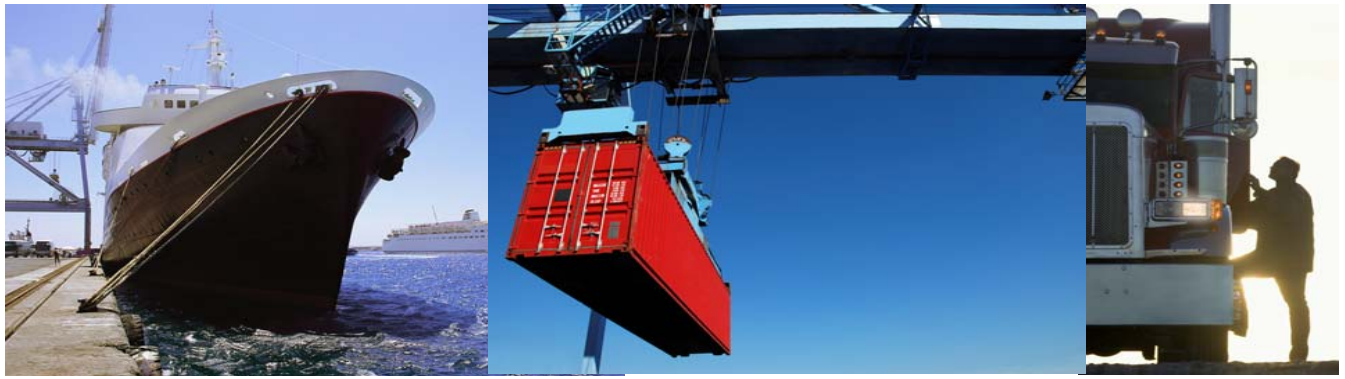
TRAFFIC INFORMATION

Authorities maintain infrastructure to collect and store traffic information form various data feeders and provide info to common database!



Use/Benefits of Information

- E-Maritime should not be restricted to the maritime only. Together with the industry, the authorities play a key role in making the information available, to the extent possible within the legal framework to benefit logistic chain at large.



Use/Benefits of Information

- With the use of information available both the efficiency and safety of (maritime) transports would be enhanced.
- Information may be used for
  - **optimisation of schedules resulting in lower fuel consumption,**
  - **reduction in waiting times,**
  - **preventing accidents and thus**
  - **improving the safety and protection of environment.**