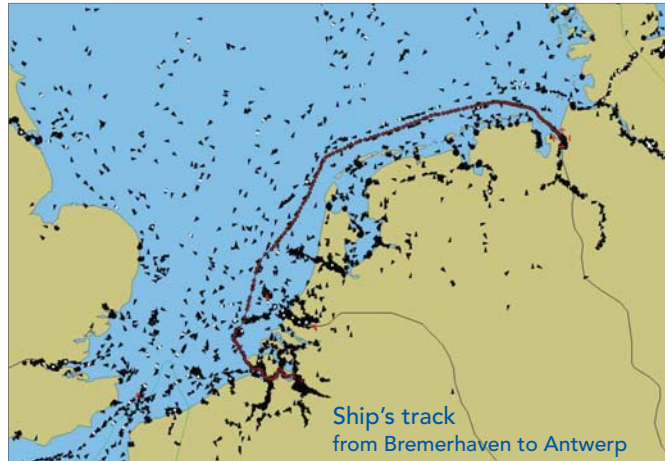




ABOUT SAFESEANET

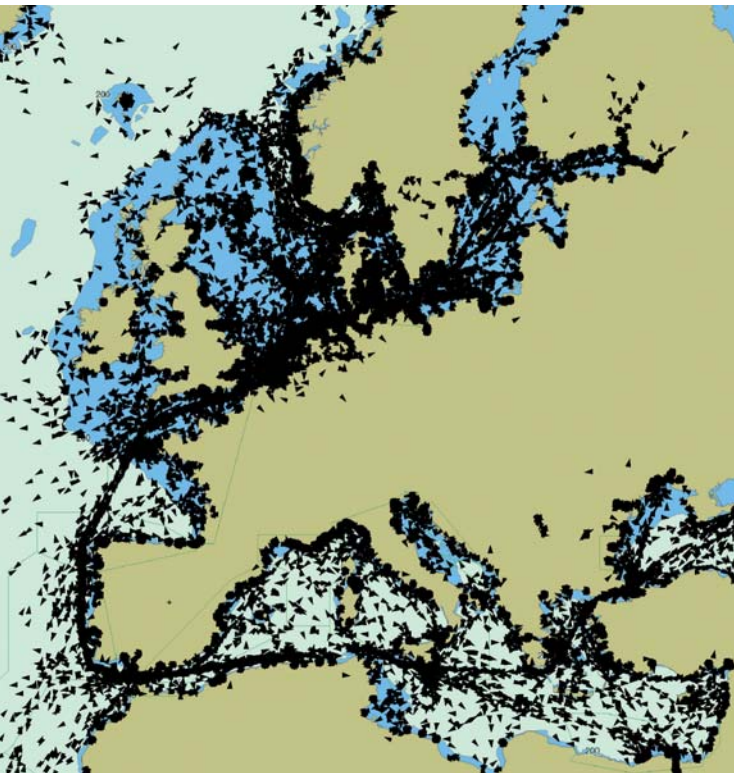
The SafeSeaNet system was developed to support the requirements of Directive 2002/59/EC, as amended by Directive 2009/17/EC, establishing a Community vessel traffic monitoring and information system. The system is accessible to the national administrations of all the Member States of the European Community and of the European Free Trade Association States. SafeSeaNet is operated by the European Maritime Safety Agency (EMSA).



Blue Belt Pilot Project



BLUE BELT PILOT PROJECT



BLUE BELT PILOT PROJECT



Information notice for customs officials, ship owners, masters, agents and operators of ships calling at EU ports and participating in the Blue Belt pilot project.



www.emsa.europa.eu



www.ec.europa.eu

BLUE BELT PILOT PROJECT

THE BLUE BELT PILOT PROJECT

The aim of the **Blue Belt** pilot project is to explore new ways to promote and to facilitate Short Sea Shipping in the European Union by reducing the administrative burden for intra-Community trade.

WHAT IS THE BLUE BELT PILOT PROJECT?

The **Blue Belt** pilot project starts in May 2011. It was introduced by the Belgian EU Presidency and endorsed by the EU Council of Transport Ministers on 2 December 2010.

HOW WILL IT WORK?

Around 250 ships, termed **blue ships**, have been selected to participate in the **Blue Belt** pilot project. Shipowners, supported by the European Community Shipowners' Associations and the World Shipping Council, have participated on a voluntary basis by identifying ships belonging to their fleet which are engaged in intra-EU trade.

The movements of **blue ships** will be monitored via the SafeSeaNet system operated by the European Maritime Safety Agency. Through the **Blue Belt** pilot project, customs authorities of EU Member States will receive a timely notification report before the arrival of a **blue ship** to an EU port.

BENEFITS

Customs will benefit from an **added degree of certainty** with regard to the ship's voyage concerning participating vessels. This will be possible by using existing customs tools in combination with information from the EU vessel traffic monitoring and information system SafeSeaNet.

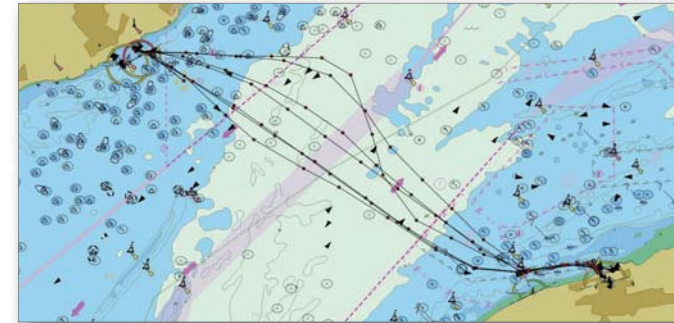
Customs authorities will receive **reliable information** on the current and past voyages of **blue ships**.

Ships' masters and agents will benefit from **faster processing of goods** through Customs when arriving at port.

THE CONTENT OF THE NOTIFICATION REPORT

Customs authorities will receive information on the current and previous voyages of **blue ships**, including expected or actual arrival and departure times, previous and next ports of call, and other pertinent voyage information.

The **Blue Belt** report will also provide additional information on vessel behaviour, such as unexpected stops, at sea encounters, etc.



AS A CUSTOMS OFFICER, WHAT SHOULD I DO WITH THE BLUE BELT REPORT?

The **Blue Belt** report will be sent to customs officers, providing extra information on the voyage of the ship and previous ports of call. Customs officials can use this information as input for risk assessment and for prioritization of controls.

AS A SHIP'S MASTER, WHAT CAN I DO TO PREPARE?

The **Blue Belt** pilot project will not duplicate or replace existing customs formalities and procedures. The ship's master should ensure that the AIS equipment is always turned on, and that all the relevant information is correctly filled in.