



# **TRACECA II project**

## **Workshop on traffic monitoring matters**

EU legislation - Introduction to Directive  
2002/59/EC as amended

Yann Le Moan / Senior Project Officer  
Department C: Operations/Unit C.2.3

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## Content

# Introduction to Directive 2002/59

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# Article 1 - Purpose

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

## Article 2 - Scope

### Applies to:



☐ Ships of 300 GT and upwards unless stated otherwise

### Does not apply to:



☐ Warships, naval auxiliaries, and other ships owned or operated by a Member State and used for non-commercial public service

☐ Fishing vessels, traditional ships and recreational crafts with a length of less than 45 metres

☐ Bunkers on ships below 1000 GT and ships' stores and equipment for use on board all ships

## Directive structure

### Title I (Art. 4-10)

Ship reporting  
and monitoring

### Title II (Art. 12-15)

Notification of  
dangerous  
goods on board  
ships (HAZMAT)

### Title III (Art. 16-21)

Monitoring of  
hazardous  
ships and  
intervention in  
the event of  
incidents and  
accidents at  
sea

### Title IV (Art. 22-26)

Accompanying  
measures

## Directive structure

### Annex I

List of  
information to  
be notified

### Annex II

Requirements  
applicable to  
on-board  
equipment

### Annex III

Electronic  
messages and  
the Union  
Maritime  
Information and  
Exchange  
System  
(SafeSeaNet)

### Annex IV

Measures  
available to MSs  
in the event of a  
threat to  
maritime safety  
and the  
protection of  
the  
environment

## Directive structure

### **Title I**

- 4.Notification prior to entry into ports of the member State
- 5.Monitoring of ships entering the area of mandatory ship reporting systems
- 6.Use of AIS and LRIT
- 7.Use of ship's routing systems
- 8.Monitoring of the compliance of ships with VTS
- 9.Infrastructure ship reporting
- 10.VDR

### **Objective**

Ship Reporting and monitoring

## Directive structure

### Article 4: **Notification prior to entry into ports of Member States**

- **A ship bound for a port of a MS shall notify the information in Annex I(1) to the port authority (iaw time table);**
- Ships coming from outside the Community...and carrying DPG, shall comply with the reporting obligations of Article 13

### **Main objectives:**

- The system used for handling of the pre-arrival reporting



## Directive structure

### Article 5: **Monitoring of ships entering the area of mandatory ship reporting systems**

- The MSs concerned shall **monitor** and take all necessary and appropriate measures to ensure that all **ships entering the area of a MRS...comply with that system in reporting the information...**
- When submitting a new MRS...or amending an existing..., a MSs shall include in its proposal at least the information referred to in Annex I (4)

### **Main objectives:**

- Requirements to the Authorities regarding the MRS
- Set of the minimum information to be reported

## Directive structure

### Article 9: Infrastructure for ship reporting systems, ships' routing systems and vessel traffic services

- Member States shall... provide themselves ...with **appropriate equipment and shore- based installations** for receiving and utilising the **AIS** information... .
- Member States shall ensure that the coastal stations in charge of monitoring the ... VTSs and SRSs, have :
  - sufficient and properly **qualified staff** available;
  - appropriate **means of communication** and **ship monitoring**;
  - **operating** in accordance with the relevant **IMO guidelines**.

### Main objectives:

- ensuring that necessary equipment is provided and operational.
- requiring the training of personnel.

## Directive structure

### **Title II**

12.Obligation of shipper

13.Notification of dangerous or  
polluting goods carried on board

14.Computerised exchange of data  
between Member States

15.Exemptions

### **Objective**

Notification of DPG on Board ship  
(HAZMAT)

## Directive structure

Article 13:

### **Notification of dangerous or polluting goods carried on board**

- Operator, agent or master of a ship..., carrying **DPG** ... shall... **notify the information indicated in Annex I(3) to the competent authority** designated by that Member State.
- the...authority...retain the information ... long enough for it to be usable in the event of an incident or accident at sea... [and] **provide this information electronically and without delay** ..., 24 hours a day upon request...using... the ...procedures in Annex III.

### **Main objectives:**

- tasks to the responsible authorities regarding the reporting of DPG.





Art 9  
Infrastructure

Art 5  
MRS

Art 7  
SRS

Art 8  
Monitoring  
VTS rules

Art 6  
(AIS)

Art 6b  
(LRIT)

Art 10  
(VDR)

Art 13 (2)

DG decl.

24h prior

Art 4

## Directive structure

### **Title III**

16. Transmission of information concerning certain ships

17. Reporting of incident and accidents at sea

18. Measures exceptionally bad weather

18a. Measures risks posed by presence of ice

19. Measures relating to incidents or accidents at sea

20. Places of refuge

### **Objectives**

Monitoring of Hazardous ships and intervention in the event of incidents and accidents at sea

## Directive structure

### Article 16: **Transmission of information concerning certain ships**

- Ships meeting the [specific] criteria ... shall be considered to be **ships posing a potential hazard** to shipping or a threat to maritime safety, the safety of individuals or the environment
- Coastal stations holding relevant information on the ships referred to in paragraph 1 **shall communicate it to the coastal stations concerned in the other Member States** located along the planned route of the ship.
- ... Member States shall carry out any **appropriate inspection...**[and] inform all Member States concerned of the results...

### **Main objective:**

- Establishing criteria for ships posing a potential risk.
- Establishing how the exchange of information on hazardous ships (distribution on the planned route)



## Directive structure

### Article 17: Reporting of incidents and accidents at sea

- ... Member States shall monitor and take all appropriate measures to **ensure that the master** of a ship sailing within their search and rescue region/exclusive economic zone or equivalent, **immediately reports** to the coastal station responsible for that geographical **area...any incident or accident...**
- The report message sent in application of paragraph 1 shall include at least the [required information]

### Main objectives:

- the obligation to report incidents and accidents at sea by masters under the area of responsibility of a MS
- MSs ensuring the reporting
- define Minimum set of info to be reported



## Directive structure

### Article 20: **Competent authority for the accommodation of ships in need of assistance**

- Member States shall **designate one or more competent authorities** ... to take independent decisions on their own initiative concerning the accommodation of ships in need of assistance.
- The authority or authorities ... may...in the event of a threat to maritime safety and protection of the environment, take any of the **measures included in the list set out in Annex IV**, which is non-exhaustive.
- The authority or authorities ... **shall meet regularly to exchange expertise** and improve measures taken pursuant to this Article.

### **Main objective:**

- Stating tasks to the competent authorities for the accommodation of ships in need of assistance.

## Directive structure

### Article 20a: **Plans for the accommodation of ships in need of assistance**

- Member States shall **draw up plans for the accommodation of ships** to respond to threats by ships in need of assistance...
- The **plans** ... shall be prepared ...on the basis of **IMO Resolutions A.949(23) and A.950(23)**, and shall contain [the required minimum of information]
- Member States **shall publish the name and contact address of the competent authority** ... and of the authorities appointed for receiving and handling alerts.
- Member States shall ensure that **relevant information is made available to the parties involved in the operations**...[and]... inform the Commission ... of the measures taken in application of this Article.

### Main objective:

- Require plans for the accommodation of ships in need of assistance
- plan on the basis of IMO requirements
- publish contacts of competent authorities
- information available

## Directive structure

### **Title IV**

22.Designation and publication of a list of competent bodies

22a.Safe Sea Net

23.Co-operation between MSs and the Commission

23a.Processing and management of maritime safety information

24.Confidentiality of information

25.Monitoring the implementation and sanctions

26.Evaluation

### **Objective**

Accompanying measures

## Directive structure

### Article 22a: **SafeSeaNet**

- Member States shall establish **maritime information management systems... to process information referred to in this Directive.**
- The systems ... shall allow the **information gathered to be used operationally ...**
- ... Member States shall ensure ... [that] systems ... **can be interconnected with SafeSeaNet.** The ... SafeSeaNet ...[shall be] operational on a 24 hour-a-day basis...description and principles ... laid down in Annex III.
- Member States shall ensure that information systems or networks comply with the requirements of this Directive and are **compatible with and connected to SafeSeaNet.**

### Main objectives:

establishing the national system for the exchange of data between Member States through SafeSeaNet

## Directive structure

### Article 23: **Cooperation between Member States and the Commission**

- Member States and the Commission shall cooperate in... **making optimum use** of the information notified pursuant to this Directive..., **developing** and enhancing the **effectiveness of telematic links...**, extending the cover of the Community vessel traffic monitoring and information system..., drawing up, if appropriate, **concerted plans** to accommodate ships in distress..., ensuring the interconnection and interoperability of the national systems ..., **and developing and updating SSN**

### **Main objective:**

- Define the general cooperation between MS and Commission for this Directive

## Directive structure

### Article 24: **Confidentiality of information**

- Member States shall... take the necessary measures to ensure the **confidentiality of information** sent to them pursuant to this Directive, and shall only use such information in compliance with this Directive.
- The Commission shall investigate possible network and information security problems and propose appropriate amendments ....

### **Main objective:**

- requirements for ensuring confidentiality of the information handled

## Directive structure

### Annex I

List of information to be notified

## **Pre-arrival information (Article 4)**

Directive structure

- ship identification (name, call sign, IMO or MMSI number)
- port of destination;
- ETA and ETD;
- POB

## **Information to be notified to the master/operator (Article 12)**

- the correct technical names of DPG
- the UN numbers
- the IMO hazard classes (IMDG, IBC and IGC Codes and, where appropriate, quantities etc..)
- address of detailed information on the cargo



## HAZMAT Information (Article 13)

Directive structure

### *General information:*

- Ship ID (name, call sign, IMO or MMSI)
- Port of destination;
- ETD (ship leaving MS);
- ETA (ship coming from outside the Community);
- POB

### *Cargo information:*

- correct technical names of DPG
- UN numbers where they exist
- IMO hazard classes
- quantities + location on board etc.
- confirmation manifest / loading plan on board;
- Address to obtain detailed info on the DPG

## Information referred to in Article 5: MRS

### Directive structure

- A.** ship identification (name, call sign, IMO identification number or MMSI number),
- B.** date and time, C or D. position, E. course, F. speed,
- I.** port destination and ETA,
- P.** cargo and, if dangerous goods present on board, quantity and IMO class,
- T.** address for the communication of cargo information,
- W.** total number of POB ,
- X.** Miscellaneous:
  - characteristics and estimated quantity of bunker fuel, for ships of more than 1 000 gross tonnage,
  - navigational status.

## Directive structure

### Annex III

# ELECTRONIC MESSAGES AND THE UNION MARITIME INFORMATION AND EXCHANGE SYSTEM (SAFESEANET)

## General concept and architecture:

*SSN: receipt, storage, retrieval and exchange of information for maritime safety, port + maritime security, marine environment protection + efficiency maritime traffic and transport.*

## National SSN

MSs: establish-maintain a national SSN under the responsibility of a national competent authority (NCA).

## Central SafeSeaNet system

- Commission: policy level in cooperation with MSs
- EMSA with MSs + Commission:
  - technical implementation + documentation
  - development, operation and integration of the electronic messages
  - maintenance interfaces with the central SSN, including S-AIS + different systems (CSN-THETIS, NSW etc..)

## **SSN HIGH Level Steering Group (SSN HLSG)**

- recommendations to improve the system
- guidance for the development
- guidance for the development of the interoperable data exchange platform combining information from SafeSeaNet with information from the other information systems
- approve the interface and functionalities control document (IFCD)
- adopt guidelines etc..

## **IFCD**

describe for central and national SSN to ensure compliance with the relevant Union legislation:

- performance requirements
- Procedures including access rights, rules for integration of data, security, archiving etc.



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