



## **Marine Notice No. 64 of 2008**

*For attention of all Port Authorities, Agents, Owners, Operators, and Masters of Ships of 300 gross tonnage and upwards*

### **SafeSeasIreland – Implementation of Directive 2002/59/EC (EU Vessel Traffic Monitoring and Information System)**

#### **1 BACKGROUND**

The seas surrounding the European Union contain some of the busiest shipping areas in the world. As well as handling around 90% of EU external trade and around 35% of trade between EU countries, the sea-lanes also handle a huge amount of through traffic. In particular, oil tanker traffic is rapidly growing as more and more oil is progressively being brought to the global market place via EU waters. The consequence of this significant growth in tanker traffic, in addition to the existing level of hazardous goods traffic in general, is a corresponding growth in environmental risk to the European Union in most of its main sea areas. Specifically, these are the Mediterranean area and the Black Sea, the Baltic Sea, the North Sea, the Northern channels between Sweden, Denmark, Germany, the Netherlands, Belgium, France and the UK and the Atlantic arc sea area.

Much of the growth in future maritime traffic could also occur as a result of the EU drive to move goods transport off the roads. In addition, there is also growth in passenger traffic from the present 350 million passenger journeys per year, and this is spread around the EU. Added to the growth in traffic, in many EU sea areas, weather conditions, geographical restrictions, tidal conditions and other factors ensure that the danger of accidents will increase unless improved safety and environmental risk reduction procedures are set in place. At the core of the required procedural improvements are traffic organization measures, which involve the monitoring of ship movements, with the aim of preventing the development of dangerous situations.

With these things in mind, in addition to initiatives being taken at national level, EU Directive 2002/59/EC has been set in place in order that a **Community Vessel Traffic Monitoring and Information System** can be established. The purpose of this is to ensure that ships in EU waters, and their cargoes, are monitored more effectively than in the past, and that there is a more consistent approach across all EU sea areas.

## 2. APPLICATION

This EU Community Vessel Traffic Monitoring and Information System is called: **SafeSeaNet (SSN)**.

**SafeSeasIreland (SSI)** is the Irish implementation of the Directive 2002/59/EC and is the Irish link in SSN.

SSI provides for the electronic notification of:

- Ship arrival and departure notifications
- Dangerous or polluting goods (DPG) notifications
- ISPS notifications
- Waste notifications
- Reporting requirements in an event of accident or incident

This Directive applies to ships of 300 gross tonnage and upwards, unless stated otherwise.

This Directive shall 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 craft with a length of less than 45 metres;
- Bunkers below 5,000 tons, ships' stores and equipment for use on board ships.

This regulation puts in place an electronic notification system to satisfy the current Directive 2002/59/EC requirements, as detailed in paragraph 10 (*Directive 2002/59/EC - Annex 1*), as well as catering for the current requirements that exist as detailed in paragraph 7 (*Reporting Requirements*.)

The obligation rests with the operator, agent or master of a ship bound for a port of a Member State to notify the information listed in the Annex 1 to the Authority of the Port to which the ship is bound.

### **3. REQUIREMENTS**

Statutory Instrument No. 81 of 2004 gives effect to Directive 2002/59/EC.

The purpose of this Directive is 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.

To streamline and accelerate the transmission and utilisation of what may be huge amounts of information on cargo, such information ought to be sent, whenever practicable, electronically to the competent authority or port authority concerned. For the same reasons, exchanges of information between the competent authorities of the Member States should take place electronically.

### **4. SAFE SEAS IRELAND**

Safe Seas Ireland has been developed in response to the requirements of Directive 2002/59/EC. It embraces the Single Window concept and also includes the existing reporting requirements of Directive 2002/59/EC, ISPS, (Regulation (EC) No. 725/2004) and Waste Directive (2000/59/EC) reporting requirements.

The vision of the system is to:

- Acquire, identify and track all ships in Irish waters;
- Set a standard of high quality of interaction between ships and authorities;
- Create a merged maritime traffic image for all authority requirements;
- Create a single window environment for all maritime authority and users;
- Create supporting services to aid business;
- Ensure Regulatory compliance;
- Provide Information Efficiencies & Better Customer Experience;
- Support maritime safety, security, and environmental protection simultaneously.

SafeSeasIreland is the platform to accept and deliver future amendments to Directive 2002/59/EC and other EU initiatives as proposed by the Third Maritime Safety Package. The main impacts will come from the amended Directive 2002/59/EC and the recast Port State Control directive.

The amended directives form part of the European Union's Third Maritime Safety Package. This package was adopted on the 8<sup>th</sup> December 2008 and the amended directives will now enter into force in due course.

## **5. EXEMPTIONS**

The National Competent Authority (NCA), which in Ireland is the Marine Survey Office (MSO) of the Department of Transport, may issue exemptions on the reporting requirements for HAZMAT and ISPS for ships on scheduled services where they comply with the following conditions:

1. The company operating the scheduled services referred to above keeps and updates a list of the ships concerned and sends it to the competent authority, for each voyage performed, the information listed in Annex I(3) is kept available for the competent authority upon request. The company must establish an internal system to ensure that, upon request 24 hours a day and without delay, the said information can be sent to the competent authority electronically, in accordance with Article 13(4).
2. When an international scheduled service is operated between two or more States, of which at least one is a Member State, any of the Member States involved may request of the other Member States that an exemption be granted to that service. All Member States involved, including the coastal States concerned, shall collaborate in granting an exemption to the service concerned in accordance with the conditions laid down in paragraph 1.
3. Member States shall periodically check that the conditions laid down in paragraphs 1 and 2 are being met. Where at least one of these conditions is no longer being met, Member States shall immediately withdraw the privilege of the exemption from the company concerned.
4. Member States shall communicate to the Commission a list of companies and ships granted exemption under this Article, as well as any updating of that list.

## **6. IMPLEMENTATION**

The date for implementation is 01/01/2009. There will be a period of bedding in and verification of User details and processes.

Access to SafeSeasIreland is via:

1. The primary system is a Web application accessible via the Internet.
2. The secondary system is an XML link into SafeSeasIreland, which is available for organisations with Business Information System. The requirements for access will be handled on a case-by-case basis.

The use of the UN Locode for destination details is mandatory when compiling all notifications. This also applies to the data field in the vessel's transmitted AIS message.

The UN Locode list is available through SafeSeasIreland and can be requested as an electronic file.

## **7. USER REQUIREMENTS**

Port Authorities, Operators, Agents and Owners are requested to contact the MSO contact or SSI contact (details on the last page of this Marine Notice) who will process the application for access to SafeSeasIreland.

There can be more than one SSI User per Organisation.

The format of data is as follows:

User type(Port, Operator, Owner & Agent):

Organisation Name:

Address:

First Name(SSSI User):

Last Name(SSSI User):

e-mail:

Phone:

Fax:

On completion of the above, the site address along with User name and Password to login will be issued.

Further assistance is available from the SSI Contact regarding additional information or training needs.

## **8. REVISIONS**

1. This Marine Notice may be subject to revisions as made necessary through the development period up until the full implementation date of 31 December 2008.

## **9. REFERENCE AND REPORTING REQUIREMENTS**

### Port State Control

- Paris MoU Reporting Requirements
- Directive 95/21/EC as amended
- Ship Reporting Directive 95/21/EC as amended Article 7
- Directive 95/21/EC as amended Pilot & Port Reports Article 13
- Directive 95/21/EC as amended Annex VIII – Publication of Detentions
- Directive 95/21/EC as amended Annex X – Information to the Commission
- Re-cast Port State Control Directive – New Information System – Article 6, Annex III & Annex XVI
- New PMoU New Inspection Regime - THETIS

### Traffic Monitoring

- Directive 2002/59/EC Article 4
- HAZMAT Directive 2002/59/EC Article 13
- Data exchange Directive 2002/59/EC Article 14
- Ship Reports Directive 2002/59/EC Article 16
- Ship Reports Directive 2002/59/EC Article 17

### Maritime Security

- Regulation (EC) No. 725/2004 Article 7
- Regulation (EC) No. 725/2004 Article 6

### Marine Casualties

- Merchant Shipping Act 2000
- Directive 2002/59/EC Article 11
- Directive 1999/35/EC Ro-Ro Passenger Ships

### Port Waste

- Directive 2000/59/EC Article 6

## **10. DIRECTIVE 2002/59/EC - ANNEX I**

### LIST OF INFORMATION TO BE NOTIFIED

#### 1. Information to be notified in accordance with Article 4 - General information:

- (a) ship identification (name, call sign, IMO identification number or MMSI number),
- (b) port of destination (UN locode);
- (c) estimated time of arrival at the port of destination or pilot station, as required by the competent authority, and estimated time of departure from that port;
- (d) total number of persons on board.

#### 2. Information to be notified in accordance with Article 12 - Cargo information:

- (a) the correct technical names of the dangerous or polluting goods, the United Nations (UN) numbers where they exist, the IMO hazard classes in accordance with the IMDG, IBC and IGC Codes and, where appropriate, the class of the ship needed for INF cargoes as defined in Regulation VII/14.2, the quantities of such goods and, if they are being carried in cargo transport units other than tanks, the identification number thereof;
- (b) address from which detailed information on the cargo may be obtained.

#### 3. Information to be notified in accordance with Article 13:

##### (A) General information:

- (a) ship identification (name, call sign, IMO identification number or MMSI number);
- (b) port of destination (UN locode);
- (c) for a ship leaving a port in a Member State: estimated time of departure from the port of departure or pilot station, as required by the competent authority, and estimated time of arrival at the port of destination;
- (d) for a ship coming from a port located outside the Community and bound for a port in a Member State: estimated time of arrival at the port of destination or pilot station, as required by the competent authority;
- (e) total number of persons on board.

(B) Cargo information:

(a) the correct technical names of the dangerous or polluting goods, the United Nations (UN) numbers where they exist, the IMO hazard classes in accordance with the IMDG, IBC and IGC Codes and, where appropriate, the class of the ship as defined by the INF Code, the quantities of such goods and their location on board and, if they are being carried in cargo transport units other than tanks, the identification number thereof;

(b) confirmation that a list or manifest or appropriate loading plan giving details of the dangerous or polluting goods carried and of their location on the ship is on board;

(c) address from which detailed information on the cargo may be obtained.

4. Information referred to in Article 5: (AIS)

- A. ship identification (name, call sign, IMO identification number or MMSI number),
- B. date and time,
- C or D. position in latitude and longitude or true bearing and distance in nautical miles from a clearly identified landmark,
- E. course,
- F. speed,
- I. port destination (UN locode) and estimated time of arrival,
- 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 persons on board,
- X. various information-
  - characteristics and estimated quantity of bunker fuel, for ships carrying more than 5,000 tons of bunker fuel,
  - navigational status.

5. The master of the ship must forthwith inform the competent authority or port authority concerned of any change to the information notified pursuant to this Annex.



For any queries on the above, please contact:-

The Chief Surveyor,  
Marine Survey Office,  
Department of Transport,  
Leeson Lane,  
Dublin 2.

Tel: +353 1 6783400  
Email: [mso@transport.ie](mailto:mso@transport.ie)

or:

Greg Houlihan,  
SSI Contact Point,  
Marine Survey Office,  
Department of Transport,  
Leeson Lane,  
Dublin 2.

Tel: +353 1 6783400  
Email: [greghoulihan@transport.ie](mailto:greghoulihan@transport.ie)

Director General,  
Maritime Safety Directorate,  
Department of Transport,  
Leeson Lane,  
Dublin 2.

19/12/2008

<p>For any technical assistance in relation to this Marine Notice please contact The Marine Surveyors' Office, Leeson Lane, Dublin 2 +353 1 678 3400 For information in relation to technical specification/type approval of radio equipment contact the Radio Surveyors on +353 1 678 2363 / 2364 / 2365 / 2367. For general enquiries please contact the Maritime Safety Division at +353-1-678 3418 Any enquiries concerning Marine Notices should be addressed to: Maritime Safety Directorate, Department of Transport, Leeson Lane, Dublin 2 Email: <a href="mailto:marinenotices@transport.ie">marinenotices@transport.ie</a> Or visit us at: <a href="http://www.transport.ie">www.transport.ie</a></p>
---