e-Freight conference
Brussels, 17-02-2009

The EU e-Maritime initiative

Christos Pipitsoulis
Maritime Transport Policy
DG Energy and Transport
European Commission
Background

- Measures aimed at deploying e-Maritime systems were announced in the mid-term review of the White Paper on Transport Policy.
- This announcement was repeated in the European Agenda for Freight Logistics, 18 October 2007 and in the two Communications on establishing a European maritime transport space without barriers {COM(2009) 10} and
Problems persisting in maritime transport

1. Complex, time-consuming administrative procedures; incompatible information systems
2. Insufficient integration in the logistics chain; data is not shared
3. Lack of interoperability entails inefficiencies in logistics and additional barriers to SMEs
4. Lack of integrated port and fleet management systems; Difficult to optimise network performance
5. Lack of integration of surveillance systems
6. Lack of cross-regional pan-European safety systems
7. Shortage of qualified mariners; lack of onboard education and infotainment
The EU e-Maritime policy aims

- Bring the European maritime transport industry and services sectors to the forefront of ICT developments
- A framework directive for the establishment of technical requirements, specifications and conditions for the deployment of e-Maritime systems
What is the EU e-Maritime concept

- “e-Maritime” stands for electronic interactions between all the different stakeholders in the maritime sector
- The EU E-Maritime initiative embodies a set of policies, strategies and capabilities facilitating the development of "e-Maritime" in support of an efficient and sustainable waterborne transport system throughout Europe, fully integrated within the transport logistic chains
The EU e-Maritime strategic objectives

Three strategic aims focus on improved:

1. Safety, security and environmental performance
2. Competitiveness and efficiency
3. Ways of working (including training)
e-Maritime specific objectives (1)

1. Accelerated take up across EU of SafeSeaNet and e-navigation

2. Improved utilisation of the GALILEO and its integration with traffic monitoring processes;

3. Improved information exchange between administration and business (A2B & B2A) with dependable interoperability platforms (Single Window), online services and regulatory compliance reporting systems;

4. Improved utilisation of resources by supporting maritime transport stakeholders co-operate efficiently in co-modal networks;

5. Improved efficiency and quality of shipping services through integrated fleet management systems
e-Maritime objectives (2)

6. Enhanced attractiveness of short sea shipping and its role in an efficient door-to-door supply chain;

7. Development of European Ports as key logistics hubs through advanced Port Single Windows and Port Community systems;

8. Promotion of e-learning for maritime transport industry professionals focusing on seafarers;

9. Development of information, knowledge and entertainment sharing facilities for seafarers;

10. Promotion of communications infrastructure solutions providing versatility, fast response and high integrity for ship-shore communications

11. Promotion of technologies that allow seamless communications across diverse communications media and protocols
e-Maritime concept

- A virtual network in an electronic environment based on standards to ensure interoperability between different maritime-related applications.

- This network should enable administrative and commercial electronic interactions between ships, between ships and shore, including port communities, administrations, operators, freight forwarders and other hinterland actors.
e-Maritime aspects

- Confidentiality; security; integrity across organisational; legal and technical considerations

- The e-Maritime basic components:
  - e-services (e-Maritime applications)
  - interoperability platform
  - business and legal framework
B2B e-Maritime Applications - example

-Maritime Transport Network Management-

- Ship Management
- Freight Transport Logistics
- Port Management
- Passenger Transport Management
- Infotainment e-learning
A2A/A2B e-Maritime Applications - example

- SafeSeaNet
- EU Single Windows and Platforms (e-customs / RIS, ERTMS)
- Position & Surveillance services (AIS, LRIT)
- Maritime Databases (Sirenac, Equasis, etc.)
- Safety, Security, and Environmental Risk Management
  (MarNIS MOS)

National Single Windows

- Single Transport Document
- Port Single Window
- Port Community Systems
- Port VTM
- Port administration

Ship and Cargo Reporting
Today’s information flow

Some of it!
Single Window Concept

- National SW
  - Weather services
  - Navigational information
  - Cargo related
  - Service providers
  - Port/flag state auth.
  - Other authorities

- Port SW
  - MOS
  - Port VTM
  - PCCS
  - CCS
  - Port authorities

- Customs (SW)

- SafeSeaNet Server
  - Sirenac
  - Equasis

- SSN++
The EU e-Maritime proposal

- The EU initiative will be a framework that assumes common principles, applicable to a wider range of policies and adopting a modular approach facilitating innovation and flexible take-up by all actors.

- The gradual developments of building blocks will encompass technical but also organisational and legal elements.
e-Maritime Baseline

- e-Maritime is not new. There are advanced systems in place
- Legacy systems must be respected
- EU projects are developing a comprehensive set of complementary architectural models and solutions for transport and logistics
- Due consideration to existing private and national e-Maritime related solutions
- The relevant e-initiatives must be aligned
EU Freight Logistics Action Plan

"e-freight" denotes the vision of a paper-free, electronic flow of information associating the physical flow of goods with a paperless trail built by ICT;

- track and trace freight along its journey across transport modes;
- automate the exchange of information for regulatory and commercial purposes;
- a Single European Transport Document for all transport modes enhancing the framework offered by multimodal waybills or multimodal manifests;
Other relevant initiatives

- The “e-Customs” initiative aimed at providing a paperless environment for customs and trade by making Member States’ electronic customs systems compatible with each other and creating a single, shared computer portal.

- “e-Navigation is the harmonised collection, integration, exchange, presentation and analysis of maritime information onboard and ashore by electronic means to enhance berth to berth navigation and related services, for safety and security at sea and to protect the marine environment” IMO definition.
e-Maritime next steps

- Opinions from the wider range of stakeholders
- Identification of key e-Maritime applications
- Objectives: what we want to achieve?
- Identification of economic, social and environmental benefits and impacts
- Organisational, business, regulatory and legal issues
- Interoperability considerations
- Implementation strategies and roadmaps
Questions for consultation

1. Comment on the definition and the objectives presented;
2. State the aims in which e-Maritime should be focussed from your own business environment;
3. Identify the main challenges;
4. State the most important drivers for change;
5. How one could establish a better understanding of the different practices between the different EU actors?
6. Would you be interested to be consulted on this EU initiative?
References


Logistics: http://ec.europa.eu/transport/logistics/

Customs: http://ec.europa.eu/taxation_customs/taxation/index_en.htm


SafeSeaNet: http://www.emsa.eu.int/

MarNIS (Maritime Navigation and Information Services): www.marnis.org

FREIGHTWISE: http://www.freightwise.info/cms

SKEMA: http://www.skematransport.eu/
The present is a personal opinion. It does not represent an official position of the European Commission.

Thank you for your attention.

christos.pipitsoulis@ec.europa.eu
Telephone ++32 229 63486

TöGëthë®
SINCE 1957