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Maritime and Logistics Industry”**

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Executive Summary

The SKEMA Workshop “Accelerated Implementation of EU Maritime Transport Policy” was held in Riga, Latvia on 11th June 2009. The workshop was organised by Nautical Enterprise (NECL) and was hosted by the Maritime Administration of Latvia (MAL).

71 people with various maritime transport & logistics interests and from 18 European states attended the workshop. Their details are given in the last pages of this report.

The three themes for the workshop were:

1. Optimization of maritime transport information management and the EU e-maritime initiative.
2. Building a Knowledge Platform to support accelerated implementation of EU policies on maritime and port operations.
3. Short Sea Shipping developments and promotional activities

The objectives of the workshop were as follows:

- To disseminate information about SKEMA to Stakeholders in the maritime transport & logistics industry and to engage them in the activities and outputs of SKEMA.
- To provide a forum for obtaining clarification on EU policies relating to maritime transport & logistics, for making recommendations regarding the application of policies and the formation of new policies.
- To gather information and engage with Stakeholders that have expertise relevant to the various Consolidation & Periodic studies that are being carried out in SKEMA.
- To help formulate case studies to act as references for SKEMA’s Consolidation and Periodic studies, with the participation of relevant Stakeholders.
- To enrol Stakeholders for inclusion in SKEMA’s ‘Network of Experts & Practitioners’.
- To use the opportunity to carry out a survey on e-Maritime, using a survey document specially prepared for the occasion.

The **Themes of the Workshop** and the **Speakers and Panellists** who addressed the themes were:

Session 1: Optimization of maritime transport information management

Amending Directive 2002/59/EC to establish a Community vessel traffic monitoring and information system	Urban Hallberg Maritime Transport Policy & Maritime Safety Unit, DGTREN
The Latvian SSN and development strategies for NSW	Edmunds Belinskis Maritime Safety and Security officer , Latvian Coast Guard Service

PANEL DISCUSSION Latvia's priorities	Aigars Krastins Director of the Maritime Department, Ministry of Transport, Latvia
Estonia's experience and views on maritime information management	René Sirol Deputy Director General, Estonian Maritime Administration

Session 2: The EU e-Maritime Initiative

The EU e-Maritime initiative road map	Christos Pipitsoulis SKEMA and PROPS Project Officer, DGTREN
The IMO e-Navigation initiative	Dr. Nick Ward Research Director for the GLAs - Vice Chairman of the IALA e-Navigation Committee
PANEL DISCUSSION Research perspective on e-Maritime e-Tools in the context of e-Maritime	Ørnulf Jan Rødseth, Research Director, MARINTEK Jacob Kronbak, Associate Professor, Department of Maritime Research and Innovation, University of South Denmark
PORTEL's Views on e-Maritime A shipping perspective from the FLAGSHIP Project	Óscar Díaz Portel Servicios Telemáticos, S.A. Herman de Meester – ECSA (European Community Ship-owners Associations)

Session 3: Training and Knowledge Development in the Maritime industry

The SKEMA Knowledge Platform as a strategic industry resource - On line Demonstration	Dr Takis Katsoulakos SKEMA Project Manager Georgia Matheou Software Developer, EBOS
PANEL DISCUSSION The International Maritime Human Element Project Safety-related Statistics - EQUASIS	David Squire Editor, www.he-alert.org Beatrice Comby Marine Environment, Training & Statistics, European Maritime Safety Agency (EMSA)

In addition, each Session had a small team of Panellists that responded to the Speakers' presentations and initiated a general discussion on each Workshop Theme. The key points arising from the speaker's presentations and panel discussions were noted by a Rapporteur.

Session 1: “Optimization of maritime transport information management”

Rapporteur: Mr. Ioannis G. Koliouisis, PROPS Project Manager, University of Piraeus (Greece)

Amending Directive 2002/59/EC to establish a Community vessel traffic monitoring and information system	Urban Hallberg Maritime Transport Policy & Maritime Safety Unit, DGTREN
The Latvian SSN and development strategies for NSW	Edmunds Belinskis Maritime Safety and Security officer , Latvian Coast Guard Service
PANEL DISCUSSION	
Latvia’s priorities	Aigars Krastins Director of the Maritime Department, Ministry of Transport, Latvia
Estonia’s experience and views on maritime information management	René Sirol Deputy Director General, Estonian Maritime Administration

1.1 Amending Directive 2002/59/EC to establish a Community vessel traffic monitoring and information system

Dr. Urban Hallberg, Maritime Transport Policy & Maritime Safety Unit, DGTREN

Mr. Hallberg introduced the attendees to the most recent amendments to Directive 2002/59¹, which were published on the May 28th, 2009 in Directive 2009/17². More precisely, Mr Hallberg referred to the following issues:

- 1.1. The core of Directive 2009/17 is not focussed on establishing technical solutions i.e. SafeSeaNet but rather on adopting cohesive and operational activities individually or in cooperation with other Member States or non-Member States
- 1.2. Member States are being audited in relation to their obligations. Masters, operators and agents will be responsible for the implementation of these obligations

Mr Hallberg defined that the objective of traffic monitoring is to:

- 1.3. Enhance 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
- 1.4. Member States are obliged to monitor and take all necessary and appropriate measures to ensure that masters, operators and agents of ships, as well as shippers or owners of

¹ Directive 2002/59 http://eur-lex.europa.eu/LexUriServ/site/en/oj/2002/l_208/l_20820020805en00100027.pdf

² Directive 2009/17 <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:131:0101:0113:EN:PDF>

dangerous, polluting goods carried on board such ships, comply with the requirements under Directive 2002/59.

Following this brief introduction, Mr. Hallberg referred to certain operational services and activities in relation to each Article. Some of the highlights include:

- 1.5. Article 1 refers to VTS/VTM, SAR, OPRC, MSI and ATON among other systems
- 1.6. Article 4 defines Article 1's systems and port operations – PSC
- 1.7. Article 7 and 8 refer in greater detail to VTM, PSSA and VTS/VTM as well as guidelines regarding enforcement of these rules
- 1.8. Article 13 includes information on hazmat in order to plan port operations, prevent incidents and accidents as well as accident management (SAR/OPRC)
- 1.9. Article 14 describes the electronic exchange of information
- 1.10. Article 16 defines the obligation of each Member State to inform other Member States about ships posing a threat to safety and to the marine environment, whereas Article 17 defines the collection and analysis of information related to safety and the marine environment within their SSR or EEZ. These Articles are not yet implemented in practice.
- 1.11. In Article 18 the directive denotes the obligation of each Member State to actively inform masters on exceptionally bad weather reinforced with regulations for ice conditions.
- 1.12. Article 19.2 and 19.4 refer to accidents and to hazardous material, by stressing the obligation for shippers to submit information on Hazmat as well as guidelines on the prevention of bad treatment and criminalisation of seafarers following accidents. Mr. Hallberg referred to the recent experience of the master of the *Prestige* and his treatment by the Spanish local authorities following the tanker accident
- 1.13. Article 20a, 29b, 20c and 20d have detailed provisions for the Member States on “places of refuge”. Political influence should not impact the provision of assistance. Additionally, these Articles modify the terminology to “ships in need of assistance” instead of the previously used “ships in distress”
- 1.14. Articles 21 and 22 refer to a broad obligation of each Member State to inform other states on situations of threats to shipping areas and coastal zones in addition to recommending the pooling of facilities and making arrangements for joint actions. Additionally, important obligations for Member States are imposed, i.e.
 - the designation of competent authorities, port authorities and coastal stations,
 - the publication of information to the shipping industry on the implementation of this Directive including the geographical area, and
 - informing the European Commission on the measures taken in accordance with Article 22
- 1.15. Finally, Article 23 describes the obligation for Member States as well as the E.C. to make optimum use and exchange of data on ships movements, ETD and cargo, using telematic links developed in accordance with this Directive. This will enable each stakeholder get a clear picture of the traffic including ships in transit. Mr. Hallberg also referred to the need to further develop the VTMISS and the cooperation needed to implement reporting systems, VTS and routing systems.

- 1.16. Article 22a obliges each Member State to adopt and/or develop on its behalf an SSN system, thus making SSN mandatory. This system may also be established in the context of a VTMISS.
- 1.17. SSN systems will be fully operational by all related stakeholders and will support all relevant Articles, especially Article 14.
- 1.18. To that extent, all national/local systems will have to be connected to the SSN. Mr. Hallberg also conveyed the need that each Member State should not try to localize/nationalize the SSN by imposing case specific regulations and/or mandates. It should be noted that there is a clash of administration rights even in the same state, where independent organizations might impose quite contradictory rules and regulations. In the context of the Baltic, the Helcom Routing Group was mentioned as a example where the information exchange was working well.
- 1.19. SSN interoperability is described in Article 23, where each Member State will have to ensure it and additionally with the active involvement of the E.C. all stakeholders will contribute to the development and operation of systems for collecting and disseminating maritime safety data.
- 1.20. Another important issue is the adoption of procedures, where each Member State informs not only other Member States but also Flag States about situations and actions taken in accordance with the aforementioned Directive. To this extent, procedures to withdraw ISM certificates from Member States and non-Member States' ships will also have to be developed.

Mr. Hallberg, in his concluding remarks stated that E.C. and Member States should focus on the operational use of the information collected. SafeSeaNet must be in place within the next 18 months. VTMISS must also be established, thus mutual operational procedures for information distribution should be developed. The next generation technical support system, SafeSeaNet, will be developed following a thorough user requirement analysis. National user groups will be set up to take input from the Member States. Information should be utilised for research purposes but the appropriate permissions must be obtained from the data owners. Data security is of crucial importance. A study will commence later this year to evaluate SSN data systems.

1.2 The Latvian SSN and development strategies for NSW (National Single Window)

Lt. Cmdr. Edmunds Belinskis, Maritime Safety and Security Officer, Latvian Coast Guard Service

Mr. Belinskis referred to the development of the Latvian SafeSeaNet system and not only gave a brief overview of the issues the Latvian Coast Guard (MRCC) faced during the development phase, but also introduced some operational practices that have been adopted. More precisely:

1. The central focus of the Latvian SSN is the prevention of marine accidents that pose threats to humans, cargo and the environment.
2. The Latvian SSN is developed according to the relevant EU legislation as well as the adopted Latvian regulations.
3. The Latvian SSN currently has 152 authorised users which also comprises local competent institutions as prescribed by legislation. Ship owners, masters and agents are evaluated and then access is provided accordingly. Different groups of users have different access rights. The permission to review statistical data is limited to administrators.
4. The SSN has two modes; online and offline. The offline mode is typically utilised by foreign users. Currently, the offline mode seems to attract more users than the online alternative, but the Latvian Coast Guard aims at changing this. Fax is also an acceptable format for data entry.
5. Mr. Belinskis explained how the SSN was developed under the “Single Window” concept, where every stakeholder inputs all relevant information once and the system then disseminates this information accordingly to all interested parties. The relevant data is extracted from information required for ISPS and SSN purposes. Reports are then generated automatically. The system is built to be expanded as requirements for EU data change.
6. Issues in the submission of information include data quality control. There were situations where users filled in non-existent data or mock data. These situations have to be checked upon approval.
7. Mr. Belinskis referred to the lessons learned when developing the Latvian SSN:
In order to avoid increasing work load to users caused by paper work, the SSN reports should be integrated into an information flow application supporting the full reporting management process. The internationally accepted reporting forms must be used instead of “localised” or “nationalised” forms. Access should be guaranteed access for all users and care must be taken in consistent data entry.
8. In his concluding remarks Mr. Belinskis referred to the advantages of an SSN system.
 - 8.1. The adoption of a common technical platform for maritime data exchange from all relevant stakeholders. This creates a single point of contact which contributes to good user management techniques
 - 8.2. Improves systemic stability,
 - 8.3. Enables 24/7 management of data and ships
 - 8.4. Increases availability of information
 - 8.5. Implements a common legislation as baseline for working among all interested parties and governmental bodies.

1.3 Session 1 Panel Discussion

1.3.1 Latvia's priorities

Mr. Aigars Krastiņš, Director of the Maritime Department, Ministry of Transport, Latvia

Mr. Krastiņš explained to the attendees the priorities of the Latvian Maritime Department.

More specifically, in accordance with relevant E.U. legislation, Latvia has three goals regarding vessel traffic:

- Surveillance,
- Monitoring, and
- Scheduling of ships.

According to Mr Krastiņš, SSN is a facilitation system, where the users fill in the information once and then the information is disseminated accordingly to all relevant and interested parties. As such, the SSN has to be developed as a Single Window system and has additionally to be expandable and extendable. The SSN has to be able to incorporate many new features that are currently being developed / adopted by the maritime industry in order to make it more user friendly.

Furthermore, Mr. Krastiņš referred to certain problems faced by current users including:

1. The great variation in legislative instruments (IMO FAL, ISPS, EC SSN and many more)
2. The gap between planning the system and actualizing it, e.g.
 - 2.1. Cases where users had no permits or limited access to use SSN.
 - 2.2. Cases where users were unable to use SSN (even due to language issues).
 - 2.3. Limited availability of manuals and/or training to use SSN.
3. Increasing work load for users due to the simultaneous operation of the old and new systems.
4. Instead of single window option, having a multi window options i.e. different authorities asking the same questions / forms.
5. Nationalization of SSN version, where every country has its own version of the SSN. This is the same challenge as the VTS system faces.
6. Specific information is crucially important. E.g. ice information for ships in Baltic, especially for masters not familiar with the area. Information on ice fields must be accurate to ensure safety.
7. Deep sea pilots may be required to operate in particular areas.
8. Cargo may increase by 60% by 2020 which also increases the chances of pollution.
9. Physical restrictions, i.e. ships having no internet connection or limited usage rights to download an execution program (in the Off-line versions).

1.3.2 Estonia's experience and views on maritime information management

Mr. Rene Sirol Deputy Director General, Estonian Maritime Administration

Mr. Sirol described the situation of the Estonian experience in developing an information management system.

1. Vessel traffic monitoring has to be used more efficiently by all relevant stakeholders in order to increase both efficiency and safety
2. Introducing benefits and value to all stakeholders has to be central in changing to a new SSN system
3. Increasing safety has to be a central benefit that needs to be introduced.
4. Mr. Sirol described the experience drawn from developing a common platform for exchanging data among the Russian Federation, Finland and Estonia. According to Mr. Sirol, this has been a positive experience of active cooperation among Member States, new Member States and non-Member States.

1.4 Session 1 Concluding Comments

Following the speeches, the attendees were given the opportunity to direct interesting questions to the Panellists. Indicative questions that encouraged active participation and raised momentum include:

- ❖ What is the process of ensuring compliance in adopting SSN?
 - Mr. Hallberg replied that EMSA has internal auditors reviewing 5 to 6 Member States per year
- ❖ Apart from EU Member States are there other countries allowed to participate in the EU SSN?
 - Mr. Hallberg commented that there are side projects to the SSN, where associated, related and interested countries are allowed to participate and exchange information. Currently, SSN-T involves Baltic States and Russia and additionally there are similar initiatives in the Mediterranean and in the Black Sea. Mr. Hallberg referred to the development of “parallel” systems with close neighbours where pre-agreed information may be exchanged.
- ❖ What are EU’s views on developing portals as well as similar one-stop shop solutions for reporting purposes?
 - Mr. Hallberg replied that budgetary constraints do not currently enable the EU to adopt an EU wide system implementation. Each Member State devotes national resources to develop similar systems.
 - Mr. Krastiņš referred to the need of the EU accepting and developing a single EU wide SSN system instead of supporting directly or indirectly 27 Member States’ SSNs.
- ❖ What is the process of monitoring vessels and informing other states?
 - All of the participants ascertained that there is a formal process in each SSN system of notifying other Member States and flag states
 - Mr. Sirol commented that many of the flag states after receipt of the message usually do not respond or otherwise take no action at all. In order to increase SSN’s efficiency, this will have to change and impose rules and restrictions to such states.

Session 2: “The EU e-Maritime initiative”

Rapporteur: Ms. Gráinne Lynch, Nautical Enterprise

The EU e-Maritime initiative road map	Christos Pipitsoulis SKEMA and PROPS Project Officer, DGTREN
The IMO e-Navigation initiative	Dr. Nick Ward Research Director for the GLAs - Vice Chairman of the IALA e-Navigation Committee
PANEL DISCUSSION	
Research perspective on e-Maritime	Ørnulf Jan Rødseth, Research Director, MARINTEK
e-Tools in the context of e-Maritime	Jacob Kronbak, Associate Professor, Department of Maritime Research and Innovation, University of South Denmark
PORTEL’s Views on e-Maritime	Óscar Díaz Portel Servicios Telemáticos, S.A.
A shipping perspective from the FLAGSHIP Project	Herman de Meester – ECSA (European Community Ship-owners Associations)

2.1 The EU e-Maritime Initiative Road Map

Mr. Christos Pipitsoulis, SKEMA and PROPS Project Officer, DGTREN

Mr. Pipitsoulis introduced the concept of e-Maritime as a broad initiative aimed at facilitating and supporting the development and take-up of the latest enabling ICT technologies for the improvement of maritime transportation services as part of the integrated EU Transport System.

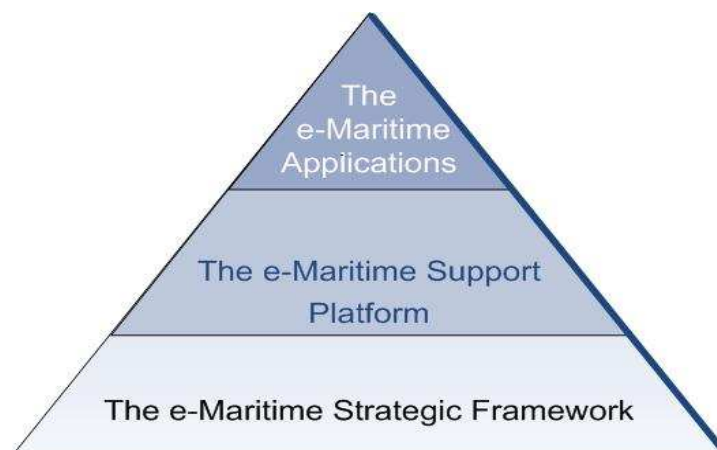
In this context, the Commission does not want to introduce additional work or problems for stakeholders but the impact of ICT technologies and the benefits they provide for companies and countries must be identified for the maritime industry. There is strong momentum from different policies driving the progress of e-Maritime, these include, the Green Book on EU Maritime Policy and the White Paper on Transport Policy. These policy documents form the basis of the framework for moving forward.

The objective of the e-Maritime initiative is to improve the efficiency and safety of transportation services. To that end, the Commission will facilitate the take-up of the latest ICT to enhance and support businesses through the use of technologies. The broad approach of e-Maritime will extend to other service such as customs and environmental services in a holistic approach as required by VTIMS (Vessel Traffic Management Information System).

A Framework will bring together the varying approaches of the Member States in a holistic manner. The Commission are consulting with the IMO and other interest groups to ensure a cohesive approach. Interoperability is a key requirement for success in the e-Maritime initiative, the aim of which is to facilitate “once-only” reporting. The EU must offer something new through e-Maritime as previous initiatives have been restricted. In this regard, the Commission are open to inputs from other initiatives.

Mr. Pipitsoulis made reference to the useful information contained in the presentation by Portel in their conference in November 2008. He also stressed the importance of identifying the benefits of e-Maritime in order to clearly define the problems which need to be addressed. A key aim is to ensure that information must be better exchanged and better utilised.

e-Maritime is a very broad and diverse concept. Therefore it is important to group actions together to more effectively provide supporting solutions. The potential for these actions to be included within a single framework Directive is an important goal of the Commission. A number of Directives could be amalgamated to cover all reporting requirements. The e-Maritime initiative encompasses a three-layered approach:



The aim is to have the Strategic Framework aspect of the study completed by 2012.

It is proposed to have the Support Platform completed by 2015.

The e-Maritime Applications are aimed to be in place by 2018.

The Commission has prescribed a number of actions to prioritise and achieve these aims in the medium-term:

- One or two studies will elaborate on the different aspects of the Communication and the Directive; July – December 2009;
- Extended consultation will take place from September 2009;
- An Impact Assessment will be delivered February 2010;
- The draft Communication and the Directive including a roadmap will be ready for adoption by the Commission in June 2010

In addressing the work to be undertaken, the Commission recognises the work currently being conducted as part of the SKEMA Project.

2.2 The IMO e-Navigation Initiative

Dr. Nick Ward Research Director for the GLAs - Vice Chairman of the IALA e-Navigation Committee

Dr. Ward of the GLA also represents IALA, (International Association for Marine Aids to Navigation and Lighthouse Authorities) which is working towards a coordinated plan for e-Navigation communications together with the IMO.

Dr. Ward explained that e-Navigation, a sub set of e-Maritime, 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 protection of the marine environment”.

The IMO has devised a strategy for e-Navigation with input from industry and other international organisations. The timeframe for the implementation plan has been set as follows:

- Strategy implementation plan (2008)
- User needs (2009)
- Architecture (2010)
- Gap analysis (2010)
- Cost-benefit and risk analyses (2011)
- Implementation plan (2012)

This plan is complementary to the Commission’s strategies and targets in this area. For e-Navigation to be effective, it is essential that ship and shore-side requirements are integrated. Satellite based systems with a terrestrial back-up system are essential. IALA is involved in developing a co-ordinated plan for e-Navigation communications, the first draft of which should be available in September.

User requirement analysis for the information structure has shown common requirements for both mariners and shore users. Therefore a single integrated system will be highly beneficial for all users. Collision avoidance is the primary concern of e-Navigation. The new developments will provide situational awareness for the Masters using input from onboard sensors.

2.3 Session 2 Panel Discussion

2.3.1 Research Perspective on e-Maritime

Mr. Ørnulf Jan Rødseth, Research Director, MARINTEK

Mr. Rødseth stated that the main issue for e-Maritime is in addressing the needs of the shipping industry. The problems in shipping are different to those experienced in ports. E-Maritime should ultimately address ways to make shipping:

1. more effective,
2. safer, and
3. more lucrative.

For e-Maritime to be successful and to achieve the three aims above, the initiative should avoid duplication and concentrate on defining where common areas of maritime interest overlap so that the interactions between areas of interest flow seamlessly. For example, shipping and port operations are distinct and fulfil -diverse requirements; therefore e-Maritime should look at the overlaps of ship to port interactions.

A potential means of achieving this aim would be to remove the 'slack' through the use of ICT enabling technologies such as high bandwidth communications when ships are close to land or other vessels. For example, satellite coverage ebbs off on the 80 degrees between Russia and Finland. Here the overlaps with e-Maritime and e-Navigation need to be defined.

2.3.2 e-Tools in the context of e-Maritime

Mr. Jacob Kronbak, Associate Professor, Department of Maritime Research and Innovation, University of South Denmark

Mr. Kronbak provided an interesting approach in his presentation where he took Christos Pipitsoulis' triangular approach to e-Maritime and turned it upside down. Thus, e-Maritime can be defined in a top-down approach with the e-Maritime Framework on the top and e-Maritime Applications on the bottom.

Mr. Kronbak addressed a number of points:

1. Money – Mr. Kronbak picked up on the point raised in Mr. Rødseth's presentation regarding the overlap between of e-Maritime interests. He highlighted that the greatest value to be generated from e-Maritime will come from the overlap of the e-Maritime Application section with commercial endeavours. The greater the scope provided for application development within e-Maritime, the greater the probability of success through commercial enterprise. The application domain cannot rely purely on regulation fulfilment; there should be greater scope for value added aspects of business effectiveness for all maritime stakeholders.

2. Risk – According to Mr. Kronbak, the e-Maritime Framework alone will not meet the needs of business. The right kind of information, exposed in the right manner is imperative and if achieved will increase the probability of the success of e-Maritime.
3. Drivers – Traditionally termed and reused here as the Carrot and the Whip. The Whip is defined as the mandatory fulfilment of regulations. However, the application domain cannot rely purely on regulation fulfilment; there should be greater scope for value added aspects of business effectiveness for all maritime stakeholders, the Carrot.
4. Chain Perspective – Applications must be completely interoperable otherwise they risk sub-optimisation within the transport chain.

2.3.3 Portel's Views on e-Maritime

Óscar Díaz, Portel Servicios Telemáticos S.A.

Portel have been in charge of implementing and running “single window” operations for more than 17 years. Portel has an impressive record in Europe and their method of operation is proving reliable.

At a strategic level, there must be electronic relations between all parties. There must also be support in the form of internet access, EDI etc. The system supports the interaction between:

- businesses with ports,
- ports with national authorities
- Member States with other Member States

The wealth of knowledge in Europe about e-Maritime means that many countries worldwide are looking to the EU for guidance on implementing e-Maritime.

2.3.4 A shipping perspective from the FLAGSHIP Project

Mr. Herman de Meester, European Community Ship-owners Association (ECSA)

Mr. de Meester provided the perspective of the European Community Ship Owners Association on the e-Maritime initiative, warning against having too broad a definition of e-Maritime and what it does and does not purport to achieve. He also highlighted that responsibility naturally attaches where data is collected. He stated that data must be useful and used, not collected and stored for indeterminate purposes. e-Maritime is a two-way process where information must be given as well as taken.

In the context of the ECSA, it was important for his clients that responsibility cannot be diminished – the pilot in onboard to advise but ultimately it is the captain who is responsible. The existence of rules and the compliance with these is of utmost importance.

2.4 Session 2 Concluding Comments

Questions for e-Maritime:

1. How do the concepts of e-Maritime and e-Navigation fit together?
2. How do we ensure that they proceed in parallel and ensure interoperability?
3. How can SKEMA support and inform the work of the IMO?

Mr. Are Piel, Head of Vessel Traffic Service Department in the Estonian Maritime Administration, made the point that the Commission should not try to mix commercial goals when defining the parameters for e-Maritime and should concentrate instead on making shipping safer.

Session 3: “Training and Knowledge Development in the Maritime industry”

Rapporteur: Ms. Viara Bojkova, GPI

<p>The SKEMA Knowledge Platform as a strategic industry resource - On line Demonstration</p>	<p>Dr Takis Katsoulakos SKEMA Project Manager Georgia Matheou Software Developer, EBOS</p>
<p>PANEL DISCUSSION The International Maritime Human Element Project Safety-related Statistics - EQUASIS</p>	<p>David Squire Editor, www.he-alert.org Beatrice Comby Marine Environment, Training & Statistics, European Maritime Safety Agency (EMSA)</p>

3.1 On-line Demonstration - The SKEMA Knowledge Platform as a strategic resource

Dr Takis Katsoulakos, SKEMA Project Manager

Ms. Georgia Matheou, Software Developer, EBOS

Dr. Katsoulakos, assisted by Ms. Matheou, presented the aims and also demonstrated the capabilities of the SKEMA website. The objective of this part of the Workshop was to debate the strategic role of SKEMA platform and other information sources of the industry.

The SKEMA platform provides facilities for exchanging and sharing knowledge. It is a public digital library with four defined domains – Economics & Regulation; Business Practices; Technology; Safety and Security. Through the live demonstration, the manner in which each section is organised was comprehensively outlined as follows:

- Customisation of the homepage to suit the individual user. The website may be personalised with certain areas added or removed according to the user’s requirements.
- Separation of areas with specific topics. Short Sea Shipping was chosen as a specialist area for the purpose of this demonstration.
- Glossary. The website includes the function for users to comment further or to raise issues with terminology included.
- Subject news. The future intention is that this section will become automated based on relevant topics. Example - at present environment is a highly relevant theme.
- Linked topics.

- Related documents. This provides links to all references contained within the site. This is presently being updated on a daily basis.
- Information sources. Users may contribute from their own projects.
- Related projects. Other relevant EU projects will be detailed on website. In addition, deliverables from other projects will be listed. Though it would be a difficult undertaking, the aim is to also include projects that are no longer being updated.
- Related policies. This would be related to the “Topic” choice and would list a number of related policies on a given subject area.
- Experts. This will contain a directory of experts which can be extended as required. The Commission are particularly interested in a network of experts to review projects/proposals.
- Events
- Journals

The platform offers dynamic updating with new developments. The fully working system should be operational by next year. Updating the system will be based on multi-stakeholder interaction as the first year of the project was oriented towards the Consortium’s initial prototype. In the second year the platform’s development will be driven by the users’ and experts’ opinions. And the goal for the third year is to broaden the participative basis.

The SKEMA platform offers two main opportunities for all stakeholders:

- 1) online-influence of decisions in the EU transport sector;
- 2) social networking of experts;

The Consortium invites all experts in the sector from each level and all member states to register on the platform and express opinions as well as to involve in any discussion that will come up next year (www.skematransport.eu/skemaknowledge).

3.2 Session 3 Panel Discussion

3.2.1 The International Maritime Human Element Project

Commodore David Squire, Editor – “Alert!”

Mr. David Squire is the Editor of the renowned Alert! – the International Maritime Human Element Bulletin since its inception in 2003. The aim of Alert! is to improve the application of human element principles in the design, construction and operation of ships. Consideration of the human element should begin at the ship construction phase and not merely focus on the recruitment stage. Alert! aims to promote the need for human element awareness at a well-considered professional level, and to explain the relevance of the human element to ship operations. To this end, it provides a forum for like-minded people to share ideas, through the Alert! bulletins, and through its website www.he-alert.org.

The Alert! bulletin consists of brief articles, linked to longer papers and presentations. Online access to the bulletins is available through the website. Each issue focuses on a particular subject area. The next issue, number 21 will be due for release in September 2009. The next Alert! bulletin will contain a feature on eMaritime.

The focus of Alert! is on the human element across the whole of the sector. Phase 1 of this project aimed to create a body of knowledge about the human element. Phase 2 aims to apply this body of knowledge to address key issues and provide solutions.

Phase 3 (over the next three years) will define the human element competencies and raise the general awareness of these issues. “Alert!” bulletin is an effective communication tool in the sector for providing information about the human element. Lloyds Register Educational Trust will fund the publication of Alert! for the next three years.

3.2.2 Safety-related Statistics - EQUASIS

Beatrice Comby Marine Environment, Training & Statistics, European Maritime Safety Agency (EMSA)

The European Maritime Safety Agency (EMSA) is responsible for the operation of many different maritime information systems. EMSA systems incorporate

- Safe Sea Net
- STIRES
- Clean Sea Net
- LRIT
- THETIS and
- MarINFO

The EMSA system also provides safety-related statistics through its hosted application EQUASIS, which collects data throughout the sector from the above mentioned information systems.

EQUASIS is publicly available on: www.equasis.org. It also publishes a bulletin with collected data and diagrams. It offers data about the world merchant fleet including classification societies; P&I; port state control; trade associations and industry vetting programmes.

Part of this information includes meta data for transport movements in 40 European ports and terminals – in relation to waste and security notifications. The data shows that businesses use a variety of systems for organising their statistical information. The EQUASIS project aims to collect data on 60,000 ships throughout the world fleet. EMSA was responsible for 25,000 inspections in 2007. Intertanko have commented that ships are generally doing better due to the inspection procedures.

3.3 Session 3 Concluding Comments

Following the above presentations, a number of points were raised from both the panellists and participants:

- Collected data should be converted into analytical information for practical applications on safety;
- A confidential reporting system should be available to provide all stakeholders with the opportunity to learn from past mistakes. The UK experience of this type of system was given as an example of how this may operate in practice;
- Key performance indicators play an important role in measuring performance and exchanging information about raising standards in the industry.

Conclusion of Workshop

The Workshop Chairman, Mr. Ansis Zeltins, concluded the workshop by summarising the key issues raised by the speakers throughout the session. He also referenced the e-Maritime survey which had been distributed by NECL and again asked participants for their assistance by completing the survey. He noted the importance of gaining a broad perspective from the responses of the participants and how this would contribute to a better understanding of the progress of the e-Maritime concept.

The workshop covered a wide range of the most relevant topics affecting the maritime industry in Europe. In particular, the collection and use of information for the furtherance of e-Maritime and e-Navigation is a topic of concern for administrations and stakeholders.

Developing the capabilities of SafeSeaNet and ensuring uniformity of the National Single Windows across the various national systems was also highlighted.

The interaction between e-Navigation and e-Maritime is an area of increasing concern for the Commission and for all stakeholders involved in maritime activities in Europe.

Training and development is crucial for fostering a better understanding of the human element in safety at sea issues. For the effective implementation of training and the correct use of information, the SKEMA knowledge platform will be an important resource for providing the online-influence of decisions in the EU transport sector.

Finally, Mr. Zeltins thanked the speakers, panellists, rapporteurs, organisers and the audience for their stimulating contributions to the workshop and wished every success going forward to each.

Workshop Attendees

Organisation	Title	First Name	Second Name	Location
Acciona Trasmediterránea	Mr	Carlos	Alvarez-Cascos	Madrid, Spain
Acciona Trasmediterránea	Mr	Juan	Sáenz-Aróstegui	Madrid, Spain
Aquaship Shipmanagement	Capt	Aleksandrs	Kovtanuks	Riga, Latvia
Bell Pottinger	Mr	Neil	Cameron	London, UK
Blekinge Institute of Technology	Ms	Linda	Ramstedt	Karlskrona, Sweden
BMT Group	Dr	Fernando	Caldeira-Saraiva	Middlesex, UK
CETLE	Mr	Dominic	Jarvis	Rotterdam, Netherlands
CETLE	Mr	Cees	Glansdorp	Rotterdam, Netherlands
Copenhagen Business School	Ms	Irene	Rosberg	Copenhagen, Denmark
Dauvaga Shipping Services	Mr	Felikss	Belle	Riga, Latvia
Department for Transport	Mr	Ian	Timpson	London, UK
DG for Transport and Energy	Mr	Christos	Pipitsoulis	Brussels, Belgium
DG for Transport and Energy	Mr	Urban	Hallberg	Brussels, Belgium
Dublin Port Company	Mr	John	Moore	Dublin, Ireland
Dublin Port Company	Mr	Kevin	O'Driscoll	Dublin, Ireland
EBOS	Ms	Georgia	Matheou	Nicosia, Cyprus
Elsag Datamat	Mr	Alberto	Magrassi	Genoa, Italy
Estonian Maritime Administration	Mr	Are	Piel	Tallinn, Estonia
Estonian Maritime Administration	Mr	René	Sirol	Tallinn, Estonia
European Community Shipowners' Associations	Mr	Herman	de Meester	Brussels, Belgium
European Maritime Safety Agency	Ms	Beatrice	Comby	Lisbon, Portugal
European Sea Port Organisation	Ms	Martina	Fontanet	Brussels, Belgium
General Lighthouse Authority	Dr	Nick	Ward	London, UK
Gijon Port Authority	Mr	Humberto	Moyano	Asturias, Spain
Global Policy Institute	Dr	Heather	Leggate	London, UK
Global Policy Institute	Ms	Viara	Bojkova	London, UK
Inlecom	Dr	Takis	Katsoulakos	London, UK
International Maritime Human Element Bulletin	Mr	David	Squire	London, UK
Interorient Navigation Co Ltd	Mr	Vjaceslav	Bardakovs	Riga, Latvia
Irish Exporters Association	Ms	Marzena	Kozuch	Dublin, Ireland
Irish Exporters Association	Mr	John	Whelan	Dublin, Ireland
Jurzeme SIA	Mr	Viktors	Borisovs	Riga, Latvia
Latvian Coast Guard Service	Lt Cmdr	Edmunds	Belinskis	Riga, Latvia
Latvian Coast Guard Service	Capt	Hermanis	Černovs	Riga, Latvia
MARINTEK	Mr	Ørnulf Jan	Rødseth	Trondheim, Norway
Maritime Administration of Latvia	Mr	Ansis	Zeltins	Riga, Latvia
Maritime Administration of Latvia	Capt.	Arturs	Brokovskis	Riga, Latvia
Maritime Administration of Latvia	Mr	Aigars	Gailis	Riga, Latvia
Maritime Administration of Latvia	Ms	Nora	Kahanovica	Riga, Latvia
Maritime Administration of Latvia	Ms	Baiba		Riga, Latvia
Maritime Administration of Latvia	Mr	Janis	Krastins	Riga, Latvia
Ministry of Transport	Mr	Aigars	Krastiņš	Riga, Latvia
MJC2 Limited	Ms	Zé	Carrapichano	Berkshire, UK
Nautical Enterprise	Mr	Gerry	Trant	Cork, Ireland
Nautical Enterprise	Mr	James	Kehoe	Cork, Ireland
Nautical Enterprise	Ms	Mary	Liddane	Cork, Ireland

Nautical Enterprise	Ms	Gráinne	Lynch	Cork, Ireland
Øresund Logistics	Mr	Jan	Boyesen	København, Denmark
Øresund Logistics	Ms	Lise	Skovby	Copenhagen, Denmark
P & I Riga Branch	Capt	Jevgenij	Drevickis	Riga, Latvia
Polish Maritime Administration	Mr	Wojciech	Zdanowicz	Warsaw, Poland
PORTEL	Mr	Óscar	Díaz	Madrid, Spain
Riga Independent Marine and Cargo Surveyors	Capt	Sergejs	Batmanovs	Riga, Latvia
Riga Technical University	Dr	Kaspars	Kalnins	Riga, Latvia
SIA Containerships	Mr	Andris	Vēliņš	Liepaja, Latvia
SPC Bulgaria	Mr	George	Petkov	Sofia, Bulgaria
SPC Denmark	Mr	Steen	Sabinsky	Copenhagen, Denmark
SPC Finland	Ms	Riitta	Pöntynen	Pori, Finland
SPC Lithuania	Mr	Vladas	Sturys	Palanga, Lithuania
SPC Sweden	Ms	Anna	Risfelt Hammargren	Stockholm, Sweden
Transport, Innovation and Systems	Mr	Pedro	Mano	Lisbon, Portugal
University of Göteborg	Dr	Catrin	Lammgard	Göteborg, Sweden
University of Göteborg	Prof	Johan	Woxenius	Göteborg, Sweden
University of Göteborg	Ms	Zoi	Nikopoulou	Göteborg, Sweden
University of Piraeus	Mr	Ioannis	Koliouis	Piraeus, Greece
University of Piraeus	Prof	Stratos	Papadimitriou	Piraeus, Greece
University of Southern Denmark	Prof	Jacob	Kronbak	Esbjerg, Denmark
University of Turku	Ms	Johanna	Vuorenmaa	Turku, Finland
University of Turku	Ms	Johanna	Särkijärvi	Turku, Finland
VTT Technical Research Centre	Mr	Tapio	Nyman	Espoo, Finland
VTT Technical Research Centre	Mr	Antti	Permala	Espoo, Finland