

## Global Policy Institute London

### Objectives of Workshop

- To define e-Maritime
- To draw on industrial expertise and experience in order to examine the issue from a number of perspectives
- To identify the key areas in which e-Maritime should be focussed
- To discuss the challenges and practicalities of implementation
- To set priorities for the e-Maritime initiative agenda

### Introduction

#### e-Maritime Background

The Commission announced in its Mid-term Review White paper on Transport Policy<sup>1</sup> that will propose measures for the implementation of e-Maritime systems in 2009. This announcement was repeated in the European Agenda for Freight Logistics of 18 October 2007<sup>2</sup>.

The objective of European e-Maritime initiative is to promote “coherent, transparent, efficient and simplified solutions in support of cooperation, interoperability and consistency between member States, sectors, business and systems involved in the European Transport System”<sup>3</sup>. This objective is fully compatible with the Lisbon Agenda, the mid-term review of the Transport White Paper, the Blue Book on an integrated maritime policy, the information society and a range of other policies inspired from electronic means of communication.

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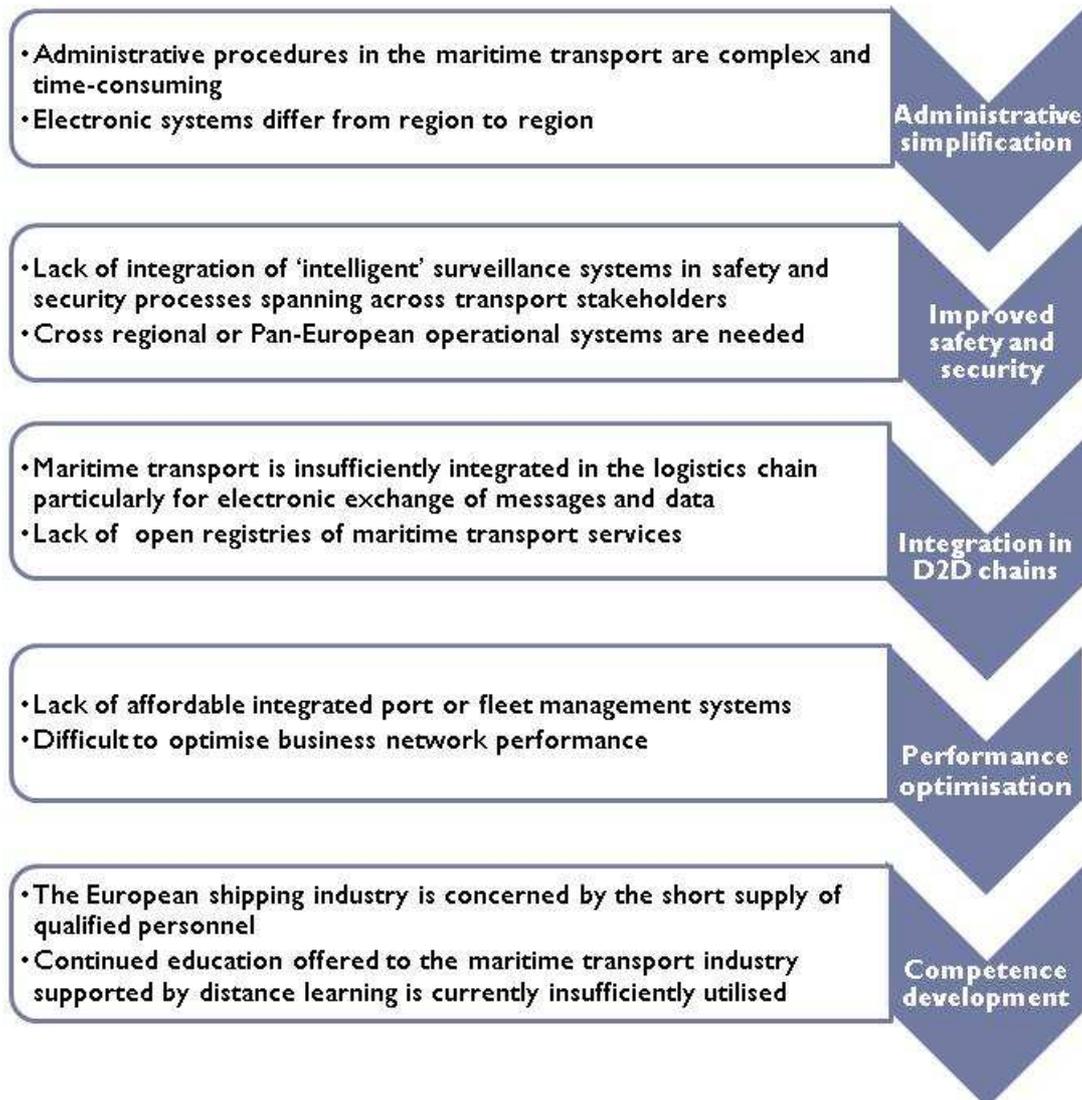
<sup>1</sup> the European Commission’s 2001 Transport White Paper” (COM (2006)314 final of 22 June 2006)

<sup>2</sup> The EU’s freight transport agenda: Boosting the efficiency, integration and sustainability of freight transport in Europe COM(2007) 606 final

<sup>3</sup> European Commission (EC) Green Paper “Towards a future Maritime Policy for the Union”

## Challenges

Challenges for e-Maritime fall into five categories as shown in the following diagram:



## Objectives

Specific objectives include:

1. Improving the safety and security of maritime transport services and assets with specific focus on:
  - a. Accelerated development and take up across EU member states of SafeSeaNet, EU LRIT, and e-navigation
  - b. Improved utilisation of the European global satellite navigation system (GALILEO) and its integration with traffic monitoring processes

- c. Integration and intelligent processing of data from heterogeneous sensors and other information sources for safety and security risk management at EU, regional and organisational levels.
2. Increasing the competitiveness of the EU maritime transport industry by:
  - a. Simplifying administrative procedures through Next Generation National Single Windows for Co-modality providing interoperability between EU Single Windows / platforms and regulatory compliance reporting systems.
  - b. Improving the utilisation of maritime transport resources by supporting maritime transport stakeholders to establish and manage competitive business networks
  - c. Supporting improved efficiency of shipping services (cost/ton-km) and enhancing the attractiveness of short sea shipping for efficient door-to-door supply chains (improved service reliability, environmental impact and ease of use) particularly through integrated fleet management systems;
  - d. Supporting the development of European Ports as key logistics hubs particularly through advanced Port Single Windows and Port Community systems;
  - e. Creating framework conditions for the development of a competitive technology supplier industry in this field.
3. Improving working conditions
  - a. Supporting e-learning for maritime transport industry professionals focusing on seafarers
  - b. Developing e-maritime transport knowledge sharing facilities and regional centres of maritime excellence.

### **Comments**

*The three objectives were thought to be clear but concern was expressed that 'sustainability' is not specifically mentioned. Although implied by the first objective 'safety and security', and improved working conditions, sustainability could be explicitly mentioned – particularly environmental issues.*

## Defining e-Maritime

The following definition was put forward:

*'e-Maritime represents a set of EU policies, strategies and capabilities facilitating online interactions between all different stakeholders involved in the development of an efficient and sustainable waterborne transport system throughout Europe'.*

### Comments

e-Maritime is an existing practice

The above definition was thought to be too restrictive in its focus on policies strategies and capabilities

In addition it was thought that there should be some recognition of its integration with the logistics chain.

A revised working definition could therefore be:

*'Online interactions between all stakeholders involved in maritime transport and its integration with the logistics chain'*

Differentiating e-Maritime from the DGTREN e-Maritime initiative the following definitions are proposed:

- *"e-Maritime" stands for online 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.*

### Scope

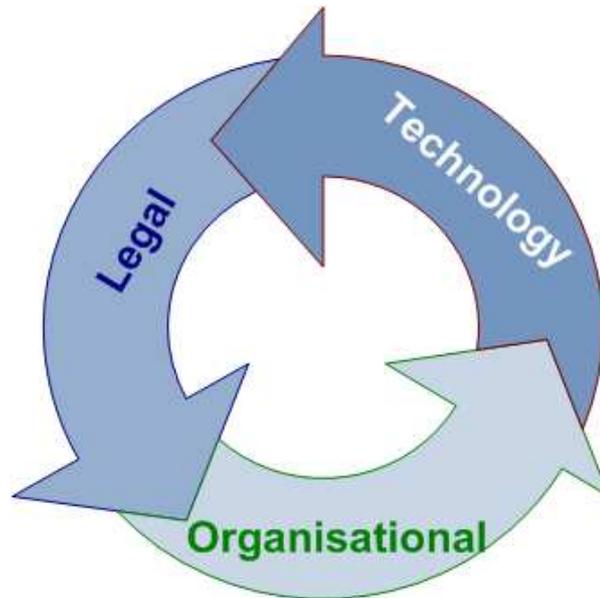
The diagram below was presented to represent the scope of e-Maritime



### Comments

- Logistics providers need to be part of the scope; even though their interests are served primarily by e-Freight the broader picture of e-Maritime should be considered at this stage.
- Seafarers are not represented. It was thought that they would be covered by the operations box if the names were changed from ship operators to ship operations.
- It is not clear where international organisations and trade associations fit in this model; also P and I Clubs, Salvage Associations etc should also be included.
- Eventually a distinctive and focused scope for the EU e-Maritime initiative will need to be drawn.

## Key dimensions



### Comments

There was some discussion as to whether processes should be added or whether they were part of technology.

## Related initiatives

e-Maritime is also closely related to:

- the "e-freight" initiative of the EU Freight Logistics Action Plan which denotes the vision of a paper-free, electronic flow of information associating the physical flow of goods with a paperless trail built by ICT.
- the e-Customs initiative<sup>4</sup> 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.

### Comments

It was thought that the relationship between these initiatives and e-Maritime should be clarified.

It was noted that e-maritime contains maritime and intermodal e-freight as well as passenger ship transport whereas e-freight covers the broader freight transport across all surface modes.

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<sup>4</sup> communication [COM/2003/452](#) of 24/07/2003

## Ship Operator Perspective

Carlos Cascos  
Acciona Trasmediterranea  
Spain

The point was made that e-Maritime is not new. It has been there for a number of years, for example in electronic ticketing.

Of the three objectives, the ship operators are most interested in e-Maritime to improve competitiveness. The following table indicates a view as to what ship operators want from e-Maritime, the benefits and problems.

What do ship operators want?	Benefits	Problems
<b>Harmonised standards: IMO, EU, ME, local port</b>	Administrative cost reduction	Too much complexity
<b>Information security and confidentiality</b>	Vessel/ equipment immobilisation time reduction	The multiple 'single window' effect
<b>Extend usage to non EU neighbours</b>		Who is the VAN operator?

Note :

- The multiple single window effect is the fact that different ports use different systems (single windows) which are incompatible
- VAN is the value added network

As a minimum, basic clearance of ports and customs in a 'standard' single window is what should be achieved.

### Comments

There was support for all of the above. However there was scepticism as to how the requirements may be achieved particularly in terms of a 'standard' single window in all ports. Ports have developed their own systems (port community systems) and are unlikely to want to change to a common system. What is therefore important is to find solutions for easier (ideally automatic) interfacing to different port systems.

Harmonisation of standards was considered very important in order to improve operational efficiency.

The issue of data security and confidentiality would need to be addressed in order to 'sell' the idea of e-Maritime to operators.

## Ports Perspective

John Moore – Dublin Port

Ports are primarily interested in competitiveness - they already have electronic systems which deal with safety and security.

The presentation considered areas where electronic systems are already in place such in Vessel Tracking (VTSS) and hazardous materials (HazMat).

e-Maritime could improve efficiency by:

- Single billing
- Standardising electronic manifest information (note that currently operators give electronic information to Dublin Port which is then integrated with its own system) operators are not prepared to change.

Key issues:

- Lack of incentive
- Multinational HQs determine technology and policy
- Agents and freight forwarders have commercial contracts in place
- Integration tools
- Security and confidentiality of information

## Summary

The objectives of the workshop as previously stated were:

### **To define e-Maritime**

The suggestion for a working definition is

*'Online interactions between all stakeholders involved in maritime transport and its integration with the logistics chain'*

In addition it was considered that the scope be extended to cover

- E-Freight and logistics providers
- Seafarers
- International organisations and trade associations
- P and I Clubs, Salvage Associations etc

### **To draw on industrial expertise and experience in order to examine the issue from a number of perspectives**

The workshop was able to elicit views from representatives of ship operators, port operators, shippers and navigation authorities. Many of the aspirations and challenges were similar from all these groups

### **To identify the key areas in which e-Maritime should be focussed**

There was general agreement as to the three areas of importance which correspond to the 3 objectives

### **To discuss the challenges and practicalities of implementation**

Challenges were identified as:

- Complexity of standards
- The existence of multiple single windows and lack of integration
- The overriding importance of commercial considerations
- Confidentiality of information

### To set priorities for the e-Maritime agenda

- Selling the idea to operators and other stakeholders
- Obtaining further views from a wider range and number of stakeholders - operators, authorities, etc
- Refining the concept on the basis of the above

### Suggestions for next steps

- In order to obtain views from a wider range and number of stakeholders, a basic pilot survey of stakeholders could be conducted which focuses on requirements from electronic processes and systems. In so doing it is important not to be constrained by definitions but to focus on the objectives and scope in determining the questions. Such 'pre-survey' will be organised in the Dublin workshop scheduled for the 22<sup>nd</sup> January 2009.
- The workshop highlighted areas where information flows through the maritime transport chain or systems is not sufficiently detailed. There is also an issue not only of **what** information is needed but the **when** it is needed. To this end it would be useful to perform a detailed walk through test through existing systems used in specific applications including a small selection of commodities to try to determine where the difficulties lie and the areas in which e-Maritime could be of practical use.

## Workshop Participants

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