



# Inland navigation security in the EU

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# Inland navigation security in the EU

- ❖ **A framework for action: NAI ADES II**
- ❖ **An example: Maritime Transport Security**
- ❖ **Multimodal dimension: harmonisation of reporting formalities**
- ❖ **A tool: Digital Transport and Logistic Forum**

# NAIADES II (2014 – 2020)

**"Towards quality inland waterway transport"**

- **Quality infrastructure**
- **Quality through innovation**
- **Smooth functioning of the market**
- **Environmental quality through low emissions**
- **Skilled workforce and quality jobs**
- **Integration of inland waterway transport into the multimodal logistic chain**
- **Quality of Governance**

# Quality through innovation

**Innovation is hampered by longevity of equipment, fragmentation of market, financial capacity of operators**

- **Establishment of Roadmap for Research, Development and Innovation(RDI)**
- **Funding through Horizon 2020 (8.3 billion € for transport)**

# Quality jobs and training

**Increasing scarcity of crews, boat masters and entrepreneurs**

- **Facilitation of vertical and horizontal mobility**
- **Review of framework on the harmonisation and modernisation of professional qualifications of all crews including entrepreneurial skills**



# Integration into multimodal transport chains

- **Role of ports and transshipment places**
- **Logistics and procedures**
- **River Information Services (RIS) and other ITS applications**

# Quality of Governance

**Too many administrations and organisations at European level are dealing with the same subjects in inland waterway transport**

- **Simplification and strengthening of the organisational framework**
- **Improvement of cooperation with the international river commissions**

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# EU maritime transport security related legislation



## 1. Regulation (EC) n° 725/2004 maritime & port facility security

- > IMO/SOLAS – ISPS transposed into the EC law
- > extended to inner EU traffic
- > European inspection regime

## 2. Directive Port Security EC n° 65/2005

- > Based on the ILO/IMO Code of Conduct
- > Security measures extended to the whole port area
- > Monitoring system

## 3. Commission regulation 324/2008 on inspections

## 4. Regulation (EC) 450/2008 Modernised Customs Code

- Integrated management of external border (cargo)
- Authorized Economic Operator

# Maritime Security legislation



## Regulation (EC) n° 725/2004 of 31 March 2004

- Is based on SOLAS chapter XI/2 and the ISPS Code, in force since 19/05/2004
- Its scope is also limited to ships, companies and port facilities
- International maritime traffic covered since 01/07/2004
- « Class A » national maritime traffic since 01/07/2005
- Other national maritime traffic from 01/07/2007, dependent upon the result of a compulsory security risk analysis to be conducted by each Member State
- Some provisions of ISPS part B are mandatory
- Importance of Community inspection regime, essential to allow consistency

# Regulation (EC) n° 725/2004 of 31 March 2004

## Mandatory parts of ISPS part B

Requirements which are considered as indispensable to ensure a high level of maritime security and which cover issues such as:

- the revision of ship security plans
- port facility security assessment
- confidentiality of plans and assessments
- recognised security organisations
- setting security levels
- manning level of ships
- minimum standards for ship and port facility security
- assessments and plans
- frequency of ship and port facility security drills and exercises



# Directive 2005/65/EC of 26 October 2005 on enhancing port security



- Based on the IMO/ILO code of practices for Port Security
- Threat not limited to the ship-port interface but also includes ports as a whole;
- Applies to any port with port facilities within scope of Regulation 725/2004;
- Complements ship and port facility security and expands into all security relevant port areas;
- Boundaries of the port to be defined on a case by case basis by the Member States

# Directive 2005/65/EC of 26 October 2005 on enhancing port security



- Uses the same tools as Regulation 725/2004 (security assessment, security plan, three Security Levels, approval by Member States, plus appointment of a Port Security Authority);
- Minimum requirements for PSA, PSP, training and RSOs (detailed in the Annexes);
- Port security officer to be appointed;
- A port security committee *may* provide practical advice on security matters;
- Particular attention to be given to Ro-Ro vessels carrying passengers and vehicles.

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# Directive 2010/65/EU

Reporting formalities shall be transmitted electronically

Information is submitted on a pre-arrival and pre-departure basis

National Single Windows (NSW) shall be developed to capture information required by different authorities (Maritime, Ports, Customs, Security, Waste, Health, Border Control)

Shipping industry shall submit individual data elements only once

NSW shall be interoperable with other national systems in order to share relevant information

Information is available in the SafeSeaNet system for exchange with other Member States

# Electronic transmission of data

## Article 5

"This single window, linking SafeSeaNet, e-Customs and other electronic systems, shall be the place where, in accordance with this Directive, all information is reported once and made available to various competent authorities and the Member States."



# Data exchange

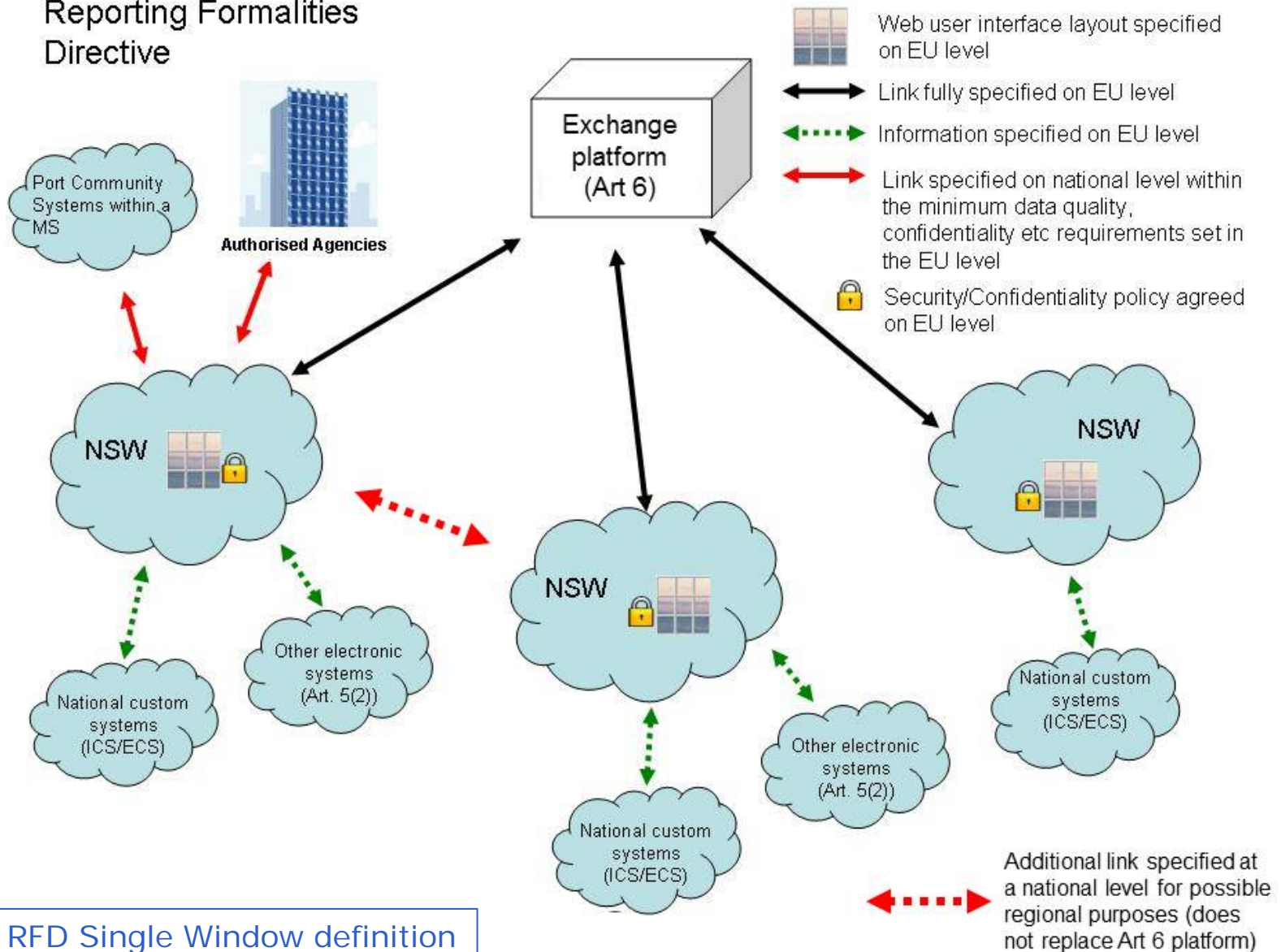
## Article 6

*Member States shall ensure that information received in accordance with the reporting formalities provided in a legal act of the Union is made available in their national SafeSeaNet systems and shall make relevant parts of such information available to other Member States via the SafeSeaNet system.*

*Unless otherwise provided by a Member State, this shall not apply to ... (Schengen and customs information).*



# Reporting Formalities Directive

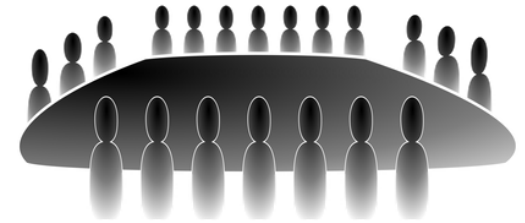


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# Digital Transport and Logistics Forum

Active involvement of all stakeholders  
key to implementation



## Objective :

- Bringing all relevant stakeholders together in a multimodal perspective
- Further supporting freight transport/logistics digitalisation with analyses and proposals

1/ Where is common EU action needed ?

2/ What recommendations ?

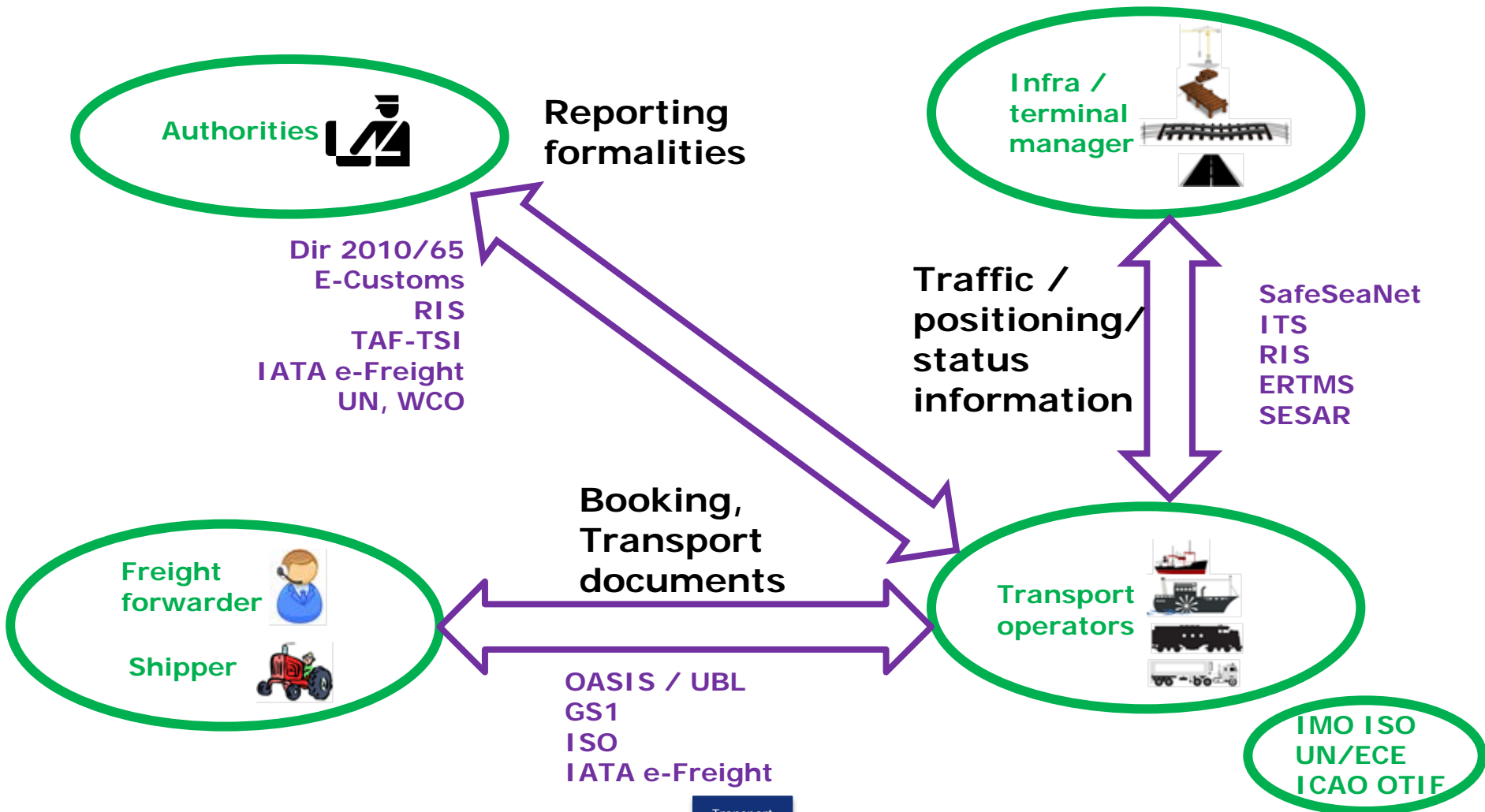
3/ Implementation

# Context

## Digital Single Market strategy 2015

- **For:** making the EU's single market fit for the digital age
- **Actions:** Better online access to digital goods and services; An environment where digital networks and services can prosper; Digital as a driver for growth

# A number of initiatives for eTransport





# Outcome of the DTLF

## Safe and interconnected systems for data exchange

- Problem:
  - Systems may need to be interconnected
  - Trust needed (protection of sensitive data, system reliability, identity of interlocutor, quality of data, liability, business models, public data)
- Possible deliverables of the Forum:
  - Existing infrastructures + legislation
  - Identify barriers (e.g. competition, costs/user-friendliness of tools, ..)
  - Assess need to interlink existing infras (e.g. interconnection of/with traffic management systems; multimodal single window for reporting formalities; public procurement / transport infrastructures)
  - Possible measures for secure logistics data exchange
  - Possible measures for pragmatic solution where pilots are developed and coordinated at the level of a "TEN-T" corridor – "corridor community systems" showing possible benefits and opportunities, identifying possible business models, exchanging best practices.

# To conclude

- UN/ECE guidelines on preventive and protective measures to ensure inland security would be useful
- Synergies with other issues exist (e.g. digitalisation, safety, ADN), but to avoid duplications the focus should be on security only
- ISPS code is a model, but it is not directly applicable
- Stakeholders should be associated as coordination and data exchange are key aspects





# Thank you for your attention

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