

FACT SHEET NO.: 4 / 6

PERFORMED BY: NEA

A GENERAL INFORMATION		
A 1	Category	Internal market
A 2	Subcategory	Transport security - cargo
A 3	Transport policy measure (TPM)	SafeSeaNet (European Maritime Information System)
A 4	Description of TPM	To overcome information exchange problems in maritime transport, and to fulfil the obligation given in Directive 2002/59/EC (to establish a Community vessel traffic monitoring and information system), a pan-European system named SafeSeaNet (SSN) has been developed. SAFESEANET is concerned with the exchange of information between member states in relation to vessel arrivals and departures, hazardous material transportation, alerts, waste, security and ship data for monitoring purposes.
A 5	Implementation examples	The Blue Belt project was launched in 2010 as a pilot project to reduce the administrative burdens of the short-sea shipping industry; within the defined "blue belt" ships could operate freely, with only a minimum of the administrative burden supported by the most recent technology available for the monitoring of sea traffic. [7] National implementation examples can be found in the Netherlands [8] and Norway [9]
A 6	Objectives of TPM	1) Enhancing the safety and efficiency of maritime traffic, 2) improving the response of authorities to incidents, accidents or potentially dangerous situations at sea (including search and rescue operations) and 3) contributing to improved prevention and detection of pollution by ships.
A 7	Key changes concerning:	
A 7.1	- Choice of transport mode / Multimodality:	Maritime transport becomes safer. Therefore, this type of transport might be more attractive on long distances, compared to land modes
A 7.2	- Origin and/or destination of trip:	No change in origin and destination expected
A 7.3	- Trip frequency:	Maritime transport becomes safer. Therefore, the trip frequency may increase, especially regarding short-sea shipping
A 7.4	- Choice of route:	Choice of route might be affected due to a mode shift
A 7.5	- Timing (day, hour):	Extra trips by sea may take more time concerning travel and handling
A 7.6	- Occupancy rate / Loading factor:	Occupancy rate is not affected
A 7.7	- Energy efficiency / Energy usage:	Energy efficiency is not affected
A 8	Main source	[1] [2] [3] [4] [5] [6]

B IMPACTS																		
B 1	OVERVIEW ON IMPACTS	AFFECTED SEGMENTS													Geographical level		Source	
		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level
Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport								
B 1.1	Summary	The SafeSeaNet initiative enhances safety and improves the response to incidents or pollution. The TPM has some specific impacts for sea transport. Social impact concerns comfort and service which are increased in quality. The economic impact shows an increase in costs concerning the																
B 1.2	Summary: Income groups																	
B 1.3	Summary: Age groups																	
B 1.4	Summary: Disabled people																	
B 1.5	Summary: Gender groups																	
B 1.6	Summary: Ethnic groups																	

B 2 TRAFFIC IMPACTS		AFFECTED SEGMENTS													Geographical level		Source				
		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime										Public transport
B 2.1	Travel or transport time																				
B 2.2	Risk of congestion																				
B 2.3	Vehicle mileage																				
B 2.4	Service and comfort																				
B 2.I	Overall impacts on social groups																				
B 2.II	Implementation phase																				
B 2.III	Operation phase																				
B 2.IV	Summary / comments concerning the main impacts	Passenger and freight transport by sea becomes more safer. However, it does not affect B2.1-2-3. Service and comfort are increased in quality.																			
B 2.V	Quantification of impacts	No reported quantified impacts																			

B 3 ECONOMIC IMPACTS		AFFECTED SEGMENTS													Geographical level		Source				
		Passengers					Transport operators					Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime										Public transport
B 3.1	Transport costs																				
B 3.2	Private income / commercial turn over																				
B 3.3	Revenues in the transport sector																				
B 3.4	Sectoral competitiveness																				
B 3.5	Spatial competitiveness																				
B 3.6	Housing expenditures																				
B 3.7	Insurance costs																				
B 3.8	Health service costs																				
B 3.9	Public authorities & adm. burdens on businesses																				
B 3.10	Public income (e.g.: taxes, charges)																				
B 3.11	Third countries and international relations																				
B 3.I	Overall impacts on social groups																				
B 3.II	Implementation phase																				
B 3.III	Operation phase																				
B 3.IV	Summary / comments concerning the main impacts	SAFESEANET is expected to increase efficiency of port logistics by cutting costs due to decreased delays, faster clearance and release. SAFESEANET increases the competitiveness of European ports by reducing the administrative overheads of businesses and maritime authorities once the system is in place. This will be achieved through the implementation of a Single Window whereby standardized electronic information is exchanged with a single entry. The information provided in the SAFESEANET system may also be useful to other public authorities, such as Customs and Border Police. [7]																			
B 3.V	Quantification of impacts	No quantified evidence available																			

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Workpackage 2: Transport Policy Measure Impact Assessment

B 4	SOCIAL IMPACTS	AFFECTED SEGMENTS												Geographical level		Source							
		Passengers					Transport operators							Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport											
B 4.1	Health (incl. well-being)																						
B 4.2	Safety																						
B 4.3	Crime, terrorism and security																						
B 4.4	Accessibility of transport systems																						
B 4.5	Social inclusion, equality & opportunities																						
B 4.6	Standards and rights (related to job quality)																						
B 4.7	Employment and labour markets																						
B 4.8	Cultural heritage / culture																						
B 4.I	Overall impacts on social groups																						
B 4.II	Implementation phase																						
B 4.III	Operation phase																						
B 4.IV	Summary / comments concerning the main impacts	This measure contributes to more safety of freight and passenger transport by sea due to the reduction in incidents and improvements in the response by search and rescue services.																					
B 4.V	Quantification of impacts	No quantified impacts available																					

B 5	ENVIRONMENTAL IMPACTS	AFFECTED SEGMENTS												Geographical level		Source							
		Passengers					Transport operators							Employees in transport	Residents	Economy	Public bodies	Society	1st level	2nd level	Source of assessment	Spatial level of source	
		Road	Rail	Air	Public transport	Slow modes	Road	Rail	IWW	Air	Maritime	Public transport											
B 5.1	Air pollutants																						
B 5.2	Noise emissions																						
B 5.3	Visual quality of the landscape																						
B 5.4	Land use																						
B 5.5	Climate																						
B 5.6	Renewable or non-renewable resources																						
B 5.I	Overall impacts on social groups																						
B 5.II	Implementation phase																						
B 5.III	Operation phase																						
B 5.IV	Summary / comments concerning the main impacts	The pollution by transport operators will decrease due to SafeSeaNet by providing an improved emergency response in case of pollution at sea.																					
B 5.V	Quantification of impacts	No quantified evidence has been found																					

C REFERENCES

C 1	Other TPMs of this subcategory	
C 2	References	<p>International</p> <p>[1] Leaflet SafeSeaNet, January 2009 http://ec.europa.eu/idabc/en/document/2282/5926.html</p> <p>[2] http://emsa.europa.eu/operations/safeseanet.html</p> <p>[3] Directive 2002/59/EC (Consolidated Version - 16/03/2011) OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC</p> <p>[4] Directive 2011/15/EC of 23 February 2011 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system</p> <p>[5] Directive 2009/17/EC of 23 April 2009 amending Directive 2002/59/EC establishing a Community vessel traffic monitoring and information system</p> <p>[6] Directive 2002/59/EC of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC</p> <p>[7] EMSA (2012). Blue Belt Pilot Project. Evaluation Report. Online http://emsa.europa.eu/operations/safeseanet/items/id/1463.html?cid=113; Retrieved [12 February 2013]</p> <p>National</p> <p>[8] Netherlands: http://www.rijkswaterstaat.nl/water/veiligheid/scheepvaartverkeersbegeleiding/SafeSeaNet/</p> <p>[9] Norway: http://www.kystverket.no/en/EN_Maritime-Services/Reporting-and-Information-Services/SafeSeaNet-Norway/</p> <p>Regional / Local</p>