

PROTECT-GROUP

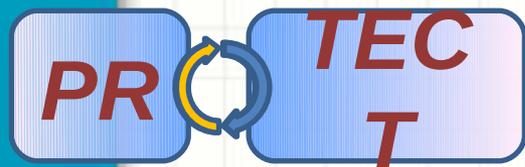
Herman Hanekamp

26 February 2013



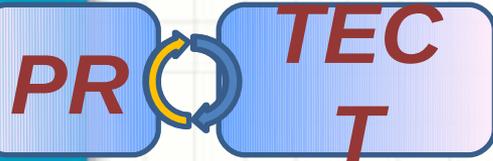
The PROTECT Group

- Participants
 - Port Authorities:
Harbour Master: local competent authority where legally required notifications are sent to and who actually works with the data of the notifications
 - Port Community Systems:
facilitators of information flows in ports: B2B, B2G
- Co-operation on voluntary base; since 1992
- Once started in EU-project
- Maintenance / user group for IFTDGN
- Strongly related to SMDG (container related messages)
- Established relations to EMSA, ESPO,



Who are directly co-operating in the PROTECT Group?

- Port Authority of Antwerp
- Port Authority of Bremen
- Port Authority of Felixstowe
- Port Authority of Hamburg
- Port Authority of Le Havre
- Port Authority of London
- Port Authority of Amsterdam
- Port Authority of Rotterdam
- Port Authority of Bilbao
- Groningen SeaPorts (Port of Delfzijl)
- APCS
- DBH
- MCP
- DAKOSY
- SOGET
- CNS
- PortBase
- PortBase

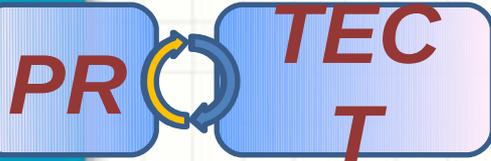


The PROTECT Group

- Has established a world-wide recognised EDI standard
- This EDI standard, called the PROTECT Guide (version 2.0, June 2004; version 1.0, January 1999) describes the exchanged messages in detail
 - The first version of the PROTECT Guide (IFTDGN, version 0.5, October 1995)

World-wide recognized by:

- IMO/FAL: has recommended the PROTECT Guide as the EDI equivalent of the IMO FAL Form 7 (Dangerous Goods Declaration).
- UN/EDIFACT standardisation bodies D4/ITIGG (Message Development group 4 for Transport, subgroup International Transport Message Implementation Guidelines Group)

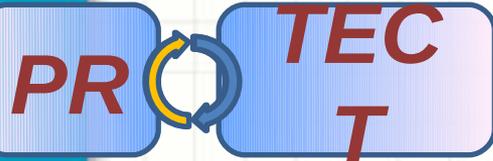


PROTECT Group harmonises new vessel reporting developments

- Implementation of new legislation from EU Directives will change the way masters, agents or vessel operators have to report to ports / port authorities

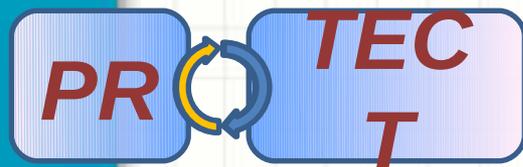
Why takes PROTECT work on board in this area:

- To agree on a set of electronic messages for vessel reporting that are harmonised between participating ports
- To provide electronic messages that are uniformly usable by the maritime industry whose vessels use and report to these ports
- This harmonisation will bring commercial and practical benefits to the maritime industry
- PCS's have been created to facilitate this and have proven – in practice – to do so successfully



PROTECT Group mission

- Harmonise and optimise electronic information exchange (EDI) by means of standardised formal (legally required) messages in ports
 - B2G:
 - ship (agent, liner) to Port Authority (Harbour Master)
 - Ship movements, navigation
 - Dangerous cargo
 - Waste
 - Security (persons on board)
 - Improve data quality by linking up with industry standards and conform with business arrangements



The purpose of EU Directive 2010/65

on reporting formalities for ships arriving in and/or departing from ports of the Member States and repealing Directive 2002/6/EC

- The purpose of this Directive is to simplify and harmonise the administrative procedures applied to maritime transport by making the electronic transmission of information standard and by rationalising reporting formalities.
- However, this Directive should be without prejudice to the nature and content of the information required, and should not introduce any additional reporting requirements for ships not already under such obligation according to legislation applicable in Member States.

It should deal solely with how the information procedures can be simplified and harmonised, and how the information could be gathered more effectively.



The purpose of EU Directive 2010/65

Article 5



Electronic transmission of data

- Member States shall accept the fulfillment of reporting formalities in electronic format and their transmission via a single window as soon as possible and in any case no later than 1 June 2015.
- 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.

The purpose of EU Directive 2010/65

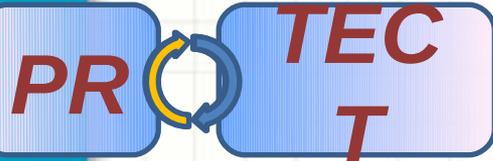
Reporting formalities

- A. Reporting formalities resulting from legal acts of the Union
 - Notification for ships arriving in and departing from ports of the Member States
 - Border checks on persons
 - Notification of dangerous or polluting goods carried on board
 - Notification of waste and residues
 - Notification of security information
 - Entry summary declaration
- B. FAL forms and formalities resulting from international legal instruments
 1. FAL form 1: General Declaration
 2. FAL form 2: Cargo Declaration
 3. FAL form 3: Ship's Stores Declaration
 4. FAL form 4: Crew's Effects Declaration
 5. FAL form 5: Crew List
 6. FAL form 6: Passenger List
 7. FAL form 7: Dangerous Goods
 8. Maritime Declaration of Health
- B. Any relevant national legislation
 - Member States may include in this category the information which shall be provided in accordance with their national legislation. Such information shall be transmitted by electronic means.

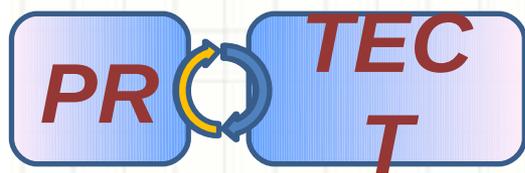


In conclusion

- National / European authorities tend to ignore the existence of PCS's in ports and the solutions they already provide
- An approach placing the authorities central is contrary and counter productive to linking to industry standards and will result in lower data quality
- The next PROTECT-Group meeting (in LeHavre) will address the subject how working solutions in ports (i.e. PCS) can fit in the purposes of the Directive 2010/65

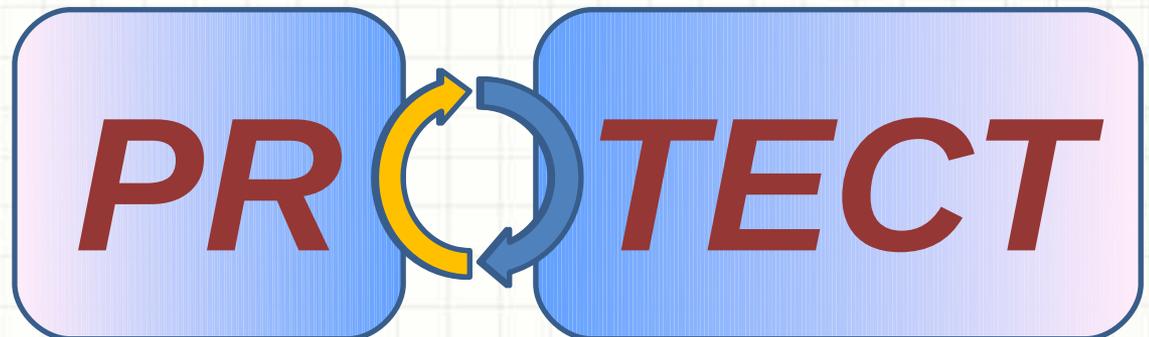


QUESTIONS?

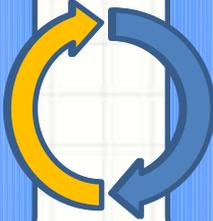


PROTECT-Group contact details

- <http://www.protect-group.org/>
- **PROTECT GROUP Secretariat**
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e-mail: info@protect-group.org



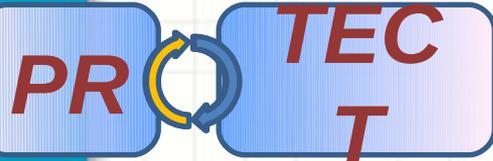
APPENDIX

PR  *TECT*



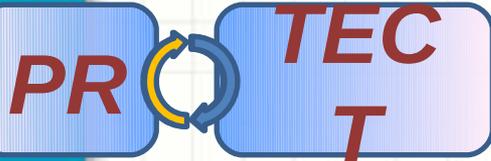
PROTECT Guide version 2.0

- PART I: PROTECT Message Scenario version 2.0 - General Part – June 17, 2004
- PART II: Dangerous Goods Notification message - IFTDGN version 2.0 – June 8, 2004
- PART III: Application error and acknowledgement message - APERAK version 2.0 – May 3, 2004
- PART IV: Waste disposal information message - WASDIS version 2.0 – June 8, 2004
- PART V: Berth services request message – BERMAN 2.0 - May 27, 2004



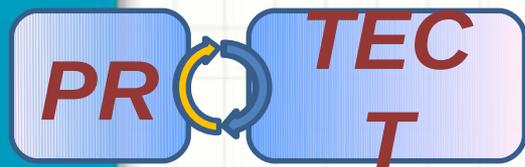
IFTDGN

- The IFTDGN message is recognised worldwide by the standardisation bodies UN/EDIFACT/D4 and ITIGG, as well as by the International Maritime Organisation (IMO), through the IMO Facilitation Committee (FAL).
- The IMO FAL Committee recommends the use of the PROTECT Message Implementation Guide for the IFTDGN as the electronic equivalent of IMO FAL Form 7 (Dangerous Goods Manifest).
- As from 01.01.2009 the new rules of the IMDG-code amendment 34 are valid. One of the new regulations (chapter 3.5) addresses the topic:
"Dangerous goods packed in excepted quantities"
The PROTECT meeting of 14 January 2009 agreed on a corrigendum to the IFTDGN message.
- Besides implementation in the European PROTECT ports, the PROTECT IFTDGN message has been implemented in various countries around the world, including Australia, Japan and Singapore.



PROTECT version of the BERMAN message

- The berth management message (nautical services request) is sent by an agent / operator / master of a vessel to the Port Authority and is based on and supports the implementation by means of EDI of international and European legislation a.o. ISPS code
- The XML specifications of the BERMAN message



PROTECT development of a uniform Waste Reporting Message

- In view of the implementation of the EU Directive on Port Reception Facilities the PROTECT group has worked on an electronic message for waste reporting by masters, agents or vessel operators to the appropriate official bodies in the port of call.
- The message is also suitable to convey the waste information together with some inspection data from the authority in the current port of call to the authority in the next of call of the vessel. The message is useable in all PROTECT ports

