MARNIS CONCEPT

FINAL PRESENTATION OF MARNIS

IALA FEB 2009

OBJECTIVES OF MARNIS

▪ **Improvement of safety and the protection of the environment;**

▪ **Improvement of security of vessels, coasts and ports;**

▪ **Improvement of efficiency and reliability of information flows;**

▪ **Furtherance of the economy of sea transport;**

▪ **Improvement of the efficiency of legal and organisational aspects regarding enforcing of rules and regulations in the "European maritime zone"**

MARNIS DIVISION IN MAIN SUBJECTS

- The main subjects are: MIM and MOS

- MIM is the Maritime Information Management; streamlining information from masters/agents to the authorities (B2A) to deal with administrative bottlenecks but also minimising time for formalities in a port through harmonised inspections of vessels when in port.

- MOS is the focal point for all activities regarding safety and security at sea, including monitoring activities for other authorities with maritime interests.

- But MarNIS provides also a functional architecture, an IMO contribution for navigational alerts and management on the bridge, PSC selection of targets, communucation issues, chart update issues , the use of electronic persons' tracking systems and evacuation software,among others.

IMPROVEMENT OF SAFETY AND PROTECTION OF THE ENVIRONMENT

MOS Center, including:
SAR, OPRC, monitoring for symptomatic events, VTS, alert and risk vessels, assistance to other authorities, such as customs, immigration, fishing (VMS) and health.

The SRR is the area of competence: depending on international law and IMO Conventions. Own flag vessels outside the SRR in need of assistance can be assisted when it is clear that no distress situation is applicable

MOS center supports the principle of preparedness for incidents and accidents in own SRR and for incidents of own flagged vessels in other SRRs outside the area where the coastal State may intervene.

Important issue is the strong recommendation of MarNIS to have one coordination centre in each MS although the principle of subsidiarity remains in force,

IMPROVEMENT OF SECURITY OF VESSELS, COASTS AND PORTS

Security aspects and the relevant work packages have not be carried out on request of the commission. Aspects of security associated with other issues have been addressed.

As examples:
The surveillance of vessels with SRReporting systems to monitor movements of drifting vessels posing grave and imminent danger for a coast,

The surveillance of vessels with LRReporting systems to assess whether the vessel is involved in illegal actions taking into account destination of the vessel and the actual weather conditions;

The receipt of covert and overt alerts via the MOS center and the transmission of these alerts to the competent authority

IMPROVEMENT OF EFFICIENCY AND RELIABILITY OF INFORMATION FLOWS

Most important Issue is the introduction of the NSW.

Of equal importance is the introduction of SSN^{++} and its role in increasing the accuracy and expediency of messages to authorities.

The role of NSWs is to receive PANs and PDNs from masters and agents.
The principle is to send the information once and when possible at the same time.
The format of the information is free to facilitate the use of existing systems and formats.
The NSWs transform the messages to standard port entry and departure profiles, PDPs and PEPs and send them to the authorities concerned on national and port levels. These messages are checked and updated from the databases available in SSN^{++}. Authorities give their approval by default or by confirmation message to the co-ordinating authority, who will permit the vessel to enter port

FURTHERANCE OF SEA TRANSPORT

The furtherance of sea transport is being promoted with a new approach to MIM which is assessed to provide 2 B€ of benefits to the shipping Community.

IMPROVEMENT OF THE EFFICIENCY OF LEGAL AND ORGANISATIONAL ASPECTS REGARDING ENFORCING OF RULES AND REGULATIONS IN THE "EUROPEAN MARITIME ZONE= SUM OF EUROPEAN SRRs"

MOS contributes through SRReporting systems to monitoring of movements of vessels.

MOS contributes through MOS centers to efficient enforcing of Rules and Regulations.