

WHAT DATA?

The following data must be provided to SafeSeaNet 24 hours before arrival in or departure from a Belgian port:

Ship data

- Ship identification (name, call sign, IMO identification number, MMSI number)

Voyage data

- Port of destination
- Total number of persons on board
- ETA port of destination
- ETD port of destination
- ATA port of destination
- ATD port of destination
- ETA next port
- ETD last port

Cargo information

- Correct technical names of dangerous or polluting goods, UN numbers
- IMO hazard classes in accordance with the IMDG, IBC and IGC Codes
- The quantities of such goods
- Identification of the containers
- Location of the goods on board
- Address from which detailed information on the cargo may be obtained

MORE INFORMATION?

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[www.emsa.europa.eu/operations/
maritime-surveillance/safeseanet.html](http://www.emsa.europa.eu/operations/maritime-surveillance/safeseanet.html)

www.scheepvaartbegeleiding.be



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SAFE SEA NET

ENGLISH

SafeSeaNet SSN



AFTER THE INCIDENT WITH THE TANKER ERIKA OFF THE FRENCH COAST IN 1999 AND, SOMEWHAT LATER, THE INCIDENT INVOLVING THE PRESTIGE, THE EUROPEAN UNION ISSUED THE MONITORING DIRECTIVE IN ORDER TO PREVENT ACCIDENTS AND POLLUTION AT SEA.

SafeSeaNet is the implementation of European Directive 2002/59/EC and is amended by Directives 2009/17/EC and 2011/15/EC. This Directive has the following objectives:

- > enhance the safety and efficiency of maritime traffic within the EU
- > improve the response to incidents, accidents or potentially dangerous situations at sea
- > early detection of potentially hazardous vessels.

SafeSeaNet is a European Maritime Information network. It facilitates the exchange of harmonised and standardised maritime information. SafeSeaNet is managed by the European Maritime Safety Agency (EMSA).

SAFESEANET & THETIS

Since 1 January 2011, the new Port State Control system THETIS has been receiving voyage information from sea-going vessels via SafeSeaNet. SafeSeaNet is thus supporting the new inspection regime that was introduced as a consequence of Directive 2009/16/EC. In reality, this means that the 72-hour Port State Control pre-notification (for ships that are eligible for full inspections) must also be reported to the port authority at the port of destination.

ONE-STOP SHOP

An important objective of SafeSeaNet is harmonising and simplifying the notifications required from ships. Captains, agents or ship operators only need to provide the required information, digitally, once.

In Belgium, this information must be provided to the relevant port authority. From that moment onwards, they take over responsibility for providing all the data to the Belgian SafeSeaNet system which then takes care of further processing at a European level.

The Shipping Assistance Division is the **National Competent Authority (NCA)** for SafeSeaNet in Belgium. This is responsible for:

- the day-to-day management of the national system
- the communication with port authorities and other parties involved
- the exchange of data on a European level.

The sea ports are the **Local Competent Authorities** for SafeSeaNet in Belgium. The port information systems of the four Flemish sea ports (Ostend, Zeebrugge, Ghent and Antwerp) serve as a unique reporting desk for agents, captains or ship operators. In the port of Brussels, the necessary notifications are submitted to the port captain's office which then reports the information into SafeSeaNet electronically.

