

# Port call schedule working group

Maritime logistics – working group for ship  
port call schedule availability development

Call the Agent 3.10.2019  
Katariina Kalatie

# Finnish Port Call Schedule Working Group

## BACKGROUND AND PURPOSE

- Ship port call schedule is critical information to a large number of organizations involved in maritime logistics. Producing accurate, timely estimates require cooperation between several parties.
- Purpose of the working group is to come up with a proposal for developing activities in Finland in line with international development.

## FOCUS

- Liner traffic in Hanko and Helsinki
- Tramp traffic in Kokkola
- Terms and definitions
- How to make better use of winter condition data

## ORGANIZATION

- Working group participation is as wide as possible to ensure that all necessary perspectives are covered. At the same time the group is as compact as possible to enable efficient working.
- Involved organizations include companies, authorities, research institutions and associations.
- Wider support group established
- Facilitation by Finnish Transport and Communications Agency Traficom

## WAYS OF WORKING

- Voluntary, hands-on participation
- Mostly people with development responsibilities in their organizations

# Involved organizations 10/2019

## WORKING GROUP

Shipbrokers Finland  
The Finnish Transport Infrastructure Agency  
C&C Port Agency Finland  
Port of Helsinki  
Baltic Line Finland Oy  
Finnish Customs  
Vessel Traffic Services Finland Oy  
Vessel Traffic Management Finland  
Finnpilot Pilotage Oy  
Steveco Oy  
Port of Hanko  
Kotka Maritime Research Centre  
Transport and Communications Agency Traficom  
Oy M Rauanheimo Ab  
Alfons Håkans

## SUPPORT GROUP

Finnish Shipowners' Association  
Finnish Port Association  
Kongsberg Maritime  
Wellamo Data Oy  
Satamatieto Oy  
BSAG Baltic Sea Action Group  
Finnish Port Operators Association  
Arctia Oy  
Yara Suomi Oy  
Wärtsilä  
Awake.AI  
Port of Kokkola  
Finnish Meteorological Institute

FACILITATION Katariina Kalatie, Traficom



**TRAFICOM**  
Finnish Transport and Communications Agency

# European Maritime Single Window

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# Current state of play in Finnish Maritime Single Window Preparation

- The new national implementation will be based primarily on the EU regulation.
- Winter traffic and fairway dues cause additional information requirements in Finland.
- There will be harmonized, standard interface to external systems including all national competent authorities that are integrated to national single window
  - The Finnish Border Guard: 3rd country passengers
  - Finnish Customs: ship clearance and fairway dues, maritime statistics
  - Finnish Transport Infrastructure Agency: winter traffic
- External system integrations will utilize service oriented architecture based system (ESB).
- Data distribution between EU member states is conducted by using the central SafeSeaNet-system (SSN) as platform for exchanging and sharing of data between authorities. SSN is the centralized vessel traffic and information system maintained by European Maritime Safety Agency (EMSA).
- Will make publicly available estimated and actual arrival and departure times of ships visiting Finnish ports, based on data provided by the declarants.

# Implementation timeline

- Regulation establishing a European Maritime Single Window environment was published in the official journal of European Union 25.7.2019
- Regulation entered into force 15.8.2019
- Multi-annual implementation plan including stakeholder consultation schedule will be provided by the Commission
- The technical specifications will be made available within 2 years time
- Regulation will be applied in 6 years time, 15.8.2025 by which time the compatible national Maritime Single Window environments need to be implemented and operative



# TRAFICOM

Liikenne- ja viestintävirasto

## Kiitos!

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