

Harmonized Safety Management of Maritime Transportation based on Integrated Safety Indicators

MARSEILLE

Project concept overview

MARSEILLE aim

MARSEILLE focuses on the harmonization of maritime safety management practices on an organizational, national and regional scale.

Focus is on developing harmonized safety Key Performance Indicators (KPIs), based on modern safety theories, experiences from other industries, analysis of safety management practices and extensive stakeholder involvement of the maritime cluster.

Current challenge

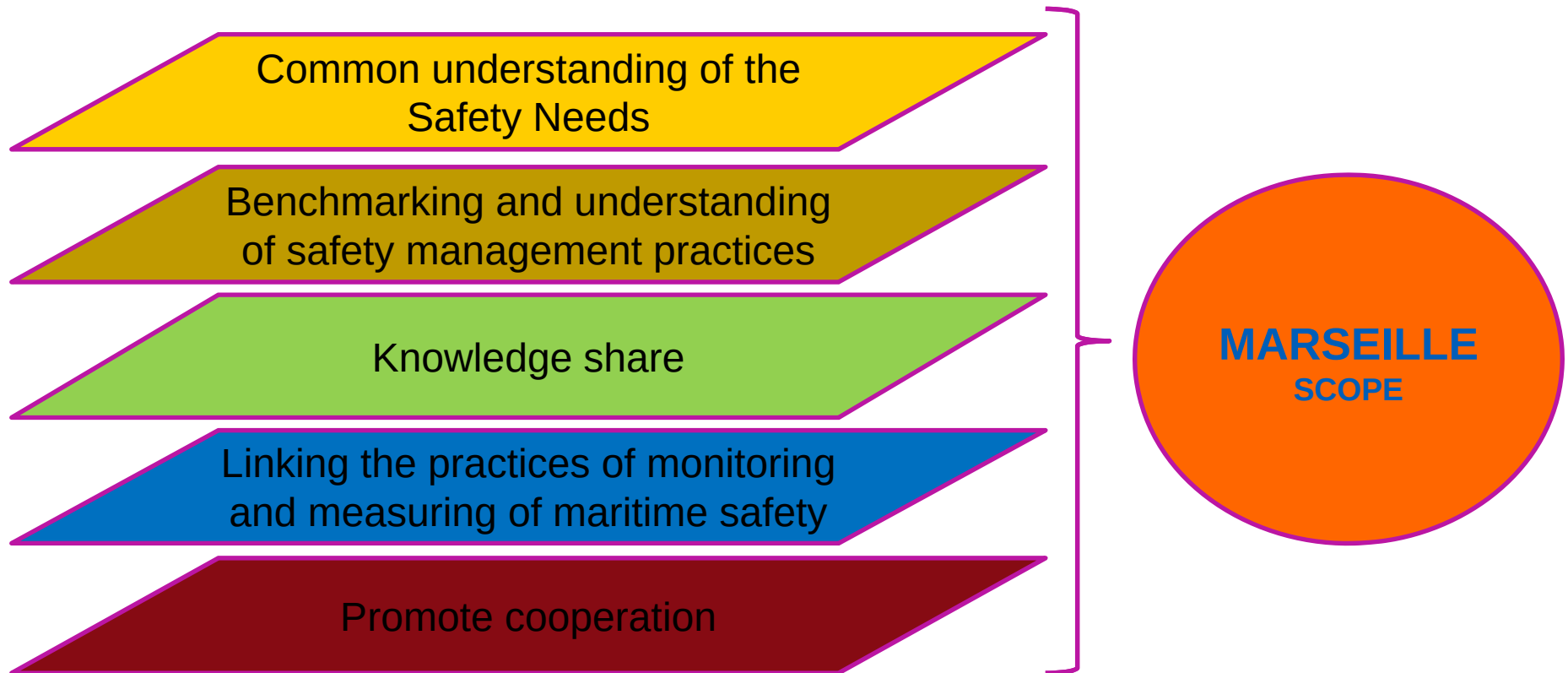
Lack of harmonized Baltic Sea level safety measurement system poses challenges to maritime safety management: the full potential of proactive national and transnational safety management requires *harmonization* and understanding

MARSEILLE solution

MARSEILLE contributes to improved safety management by **harmonizing safety measurement procedures** in the Baltic Sea area

MARSEILLE **increases institutional knowledge and enhances capabilities** for national and transnational co-operation and decision making concerning maritime safety

A holistic view of Maritime Safety Management



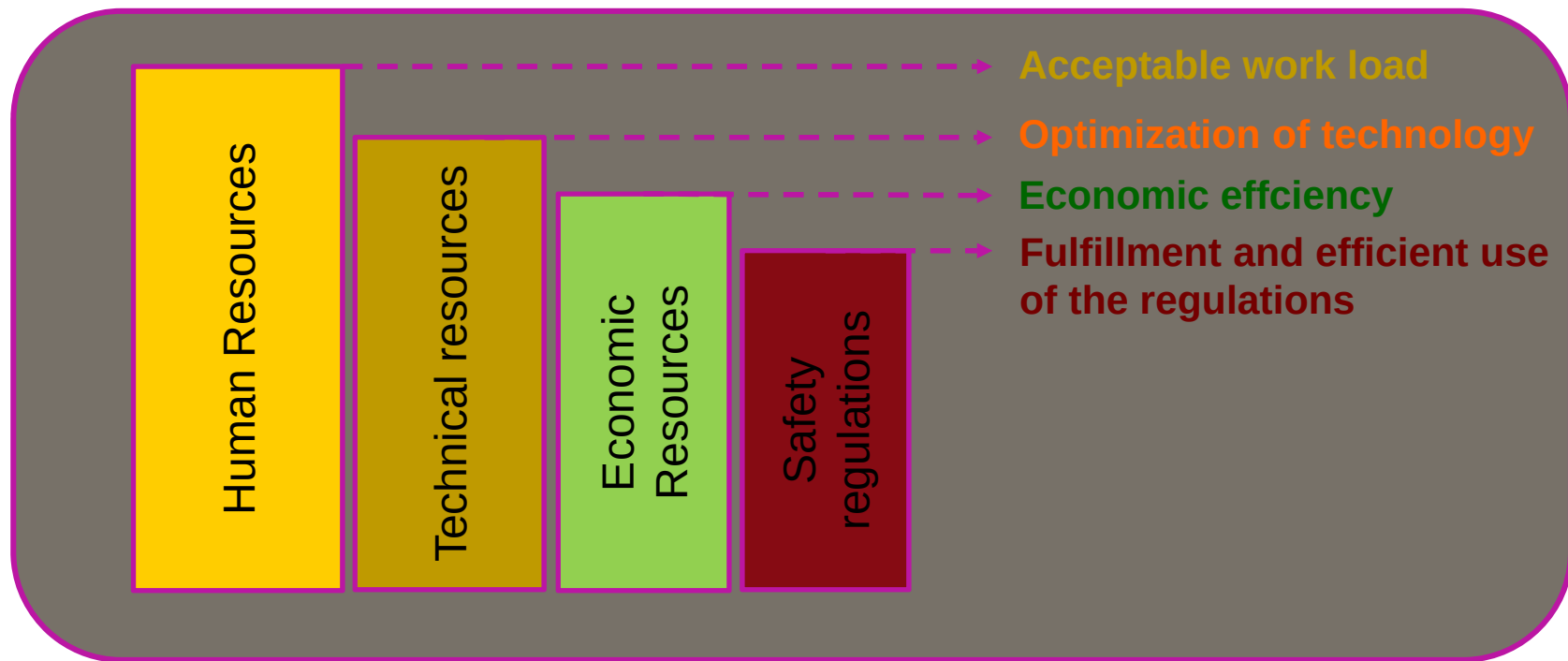
Current challenge

Reporting and administrative requirements cause **high organizational burdens** across the maritime system

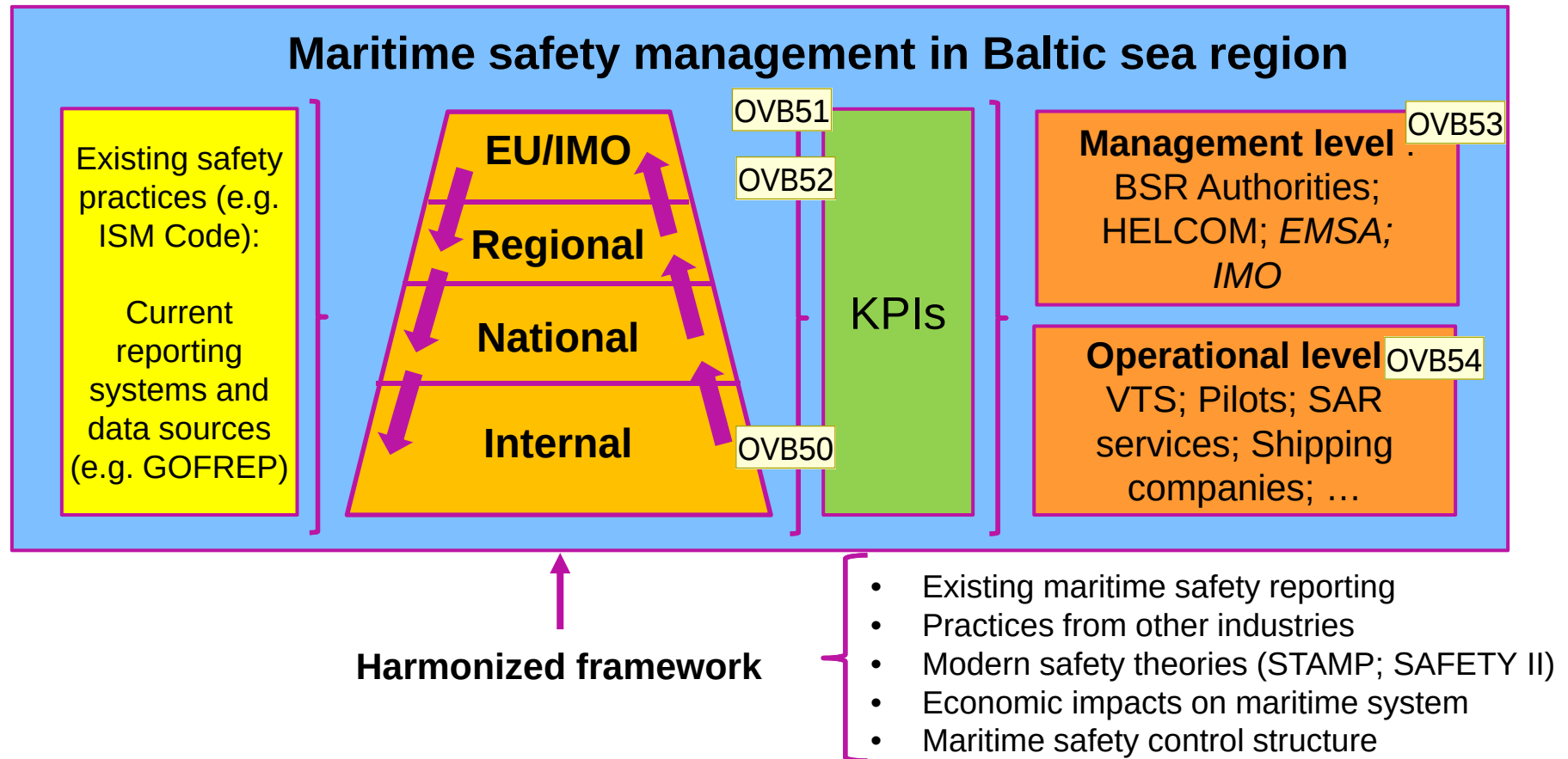
MARSEILLE solution

MARSEILLE integrates and harmonizes current practices, **reducing the burdens** and **increasing efficient use of human and technical resources**

Harmonization for reducing organizational burdens



Methodological implementation



Dias nummer 7

- OV50** KPIs for this level included: the traditional reporting systems and fr example VT indicators. Thus combining Leading and lagging indicators.
Osiris Valdez Banda; 14-03-2016
- OV51** Program management should incorporated only leading KPIs (Drive and monitor)
Osiris Valdez Banda; 14-03-2016
- OV52** Both types of indicators (leading and lagging) are needed also for levels 1 to 5.
Osiris Valdez Banda; 14-03-2016
- OV53** Scope of the framework and possible end users
Osiris Valdez Banda; 14-03-2016
- OV54** Extent to which these organizations have access: to be decided
Osiris Valdez Banda; 14-03-2016

Consortium

Partners (P) and Associated Partners (AP)

FINLAND	ESTONIA
Aalto University (P)	University of Tartu (P)
Finnish Transportation Safety Agency (P)	Estonian Maritime Administration (AP)
Turku Uni: Centre of Maritime Studies (P)	
Kotka Maritime Research Centre (P)	
SWEDEN	POLAND
World Maritime University (P)	Gdynia Maritime University (P)
Swedish Transport Agency(AP)	Gdynia Maritime Office (AP)

Consortium

Other partners and associate partners

- HELCOM (P)
- Finpilot (AP) Danpilot (AP)
- Germany (AP).

Project application and first evaluation:

- **Application to INTERREG BSR: Maritime Safety**
- **Evaluation feedback:**
 - Interesting and relevant idea but,
 - The work is considered "too scientific/analytical"
 - The consortium is considered not containing the relevant competence to ensure implementation of the results.
 - There is a lack of support from end-users demonstrated

Industry feedback:

- “Shipping company DPA”: It is a good idea because it has been a long time of silence in this topic. For this, it is important to actually understand the needs we have in the safety management practice everyday.
- “Maritime authority”: A relevant and original project idea. It should focus on implementing methods for processing and utilizing all the information already reported by shipping companies, pilots, authorities, etc.

Industry feedback:

- “Shipping company DPA”: Very interesting idea to share knowledge and positively benchmark our safety management practices at Baltic Sea level. Shipping companies should benefit from it and it should provide tools easy to use so that also mariners can use it.
- “Shipping company DPA”: Harmonizing and simplifying safety management practices is always welcome. However, increasing reporting burden, costs & working time must be avoided. In addition to authorities, many of our clients are already asking for safety verification/audits that are conducted on board of vessels by private companies.

Possible ways forward:

- Developing adaptations for the project idea and application.
- Assessment of potential calls to re-submit a restructured project idea and application.
- Evaluation and adaptation of the consortium (depending on the call to be submitted).
- Re-submission of the project application (once the call is decided)

Project planning: contact and more information

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