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Ύμμετερα σημεία και ήμερομηνία
Your Ref. and Date

Ύμμετερα σημεία και ήμερομηνία June 1983
Our Ref. and Date

COST 301:

PROJECT NAME: Factors, criteria of a uniform identification of problem areas of shipping traffic and identification of problem areas of shipping traffic in the Greek seas (Aegean, Cretean, Ionian, Corinthian Seas).

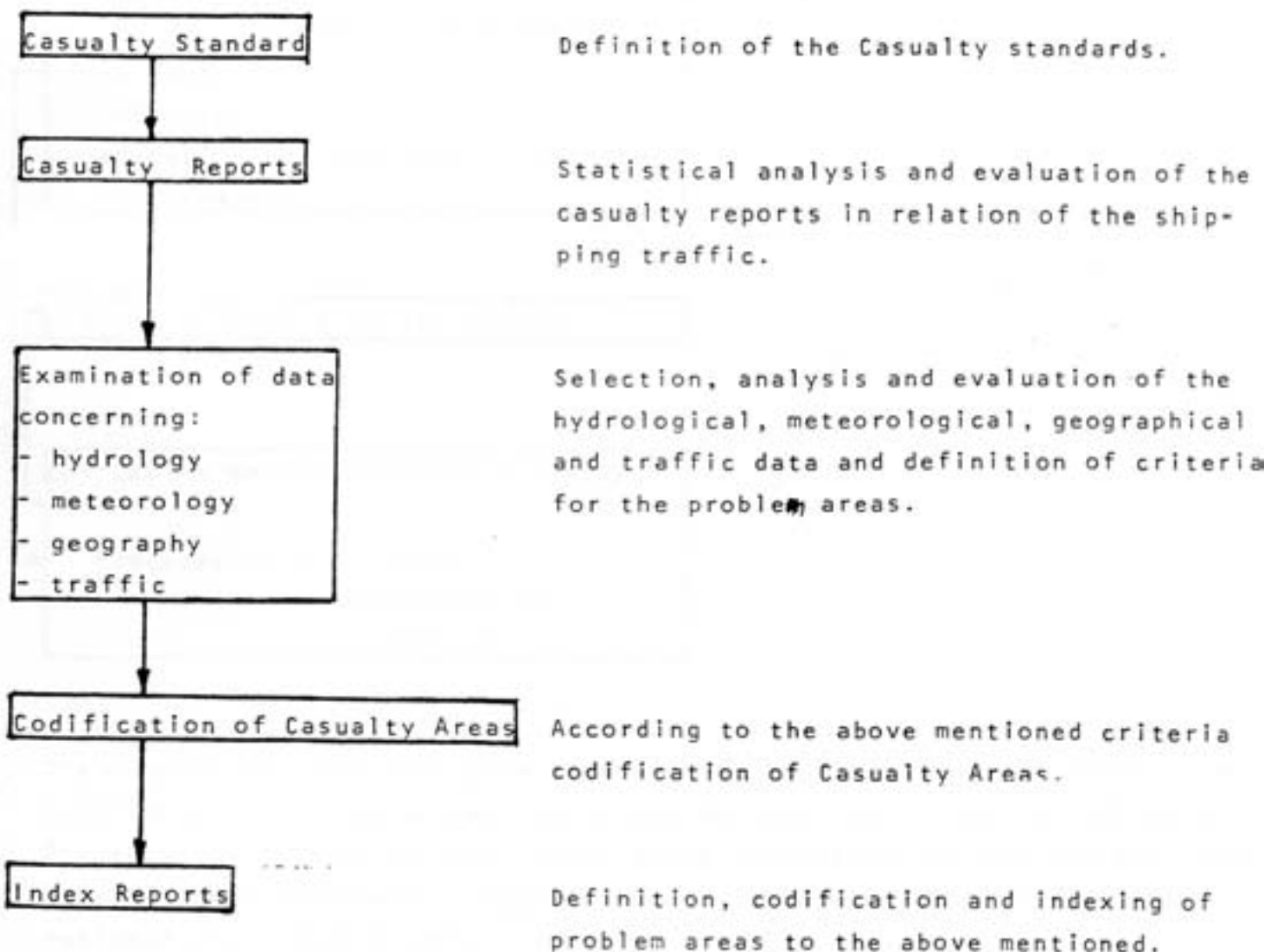
PURPOSE: This project aims to the uniform european definition of the problem area in the shipping traffic. It correlates to the projects Nr. 6.2A, 6.2B and 6.3 of the european project COST 301 (MARITIME NAVIGATION AID SYSTEMS). Main target of this international european project is to define activities and procedures towards an improved navigational security and to help both national maritime authorities and seafarers in their control of movements within problem areas. As problem areas are generally defined those areas where the shipping traffic has to follow a very specific route on low speed with or without pilot on board. As such areas may be regarded the port, straits areas etc.

The common definition of criteria for the problem areas in the shipping traffic will establish a uniform evaluation basis of the european seas and will lead to european data-bank for the maritime world. It is essential to point out, that matching to the above mentioned targets of the european projects COST 301, Greece, as a maritime country and with

that extended coasts and straits and island world, has to work actively within the european groups for on the one hand having its role in the definition of criteria and on the other hand defining its problem areas. The benefit Greece will get from this participation will be an improved security on sailing in Greece waters both for the international as well for the national shipping traffic.

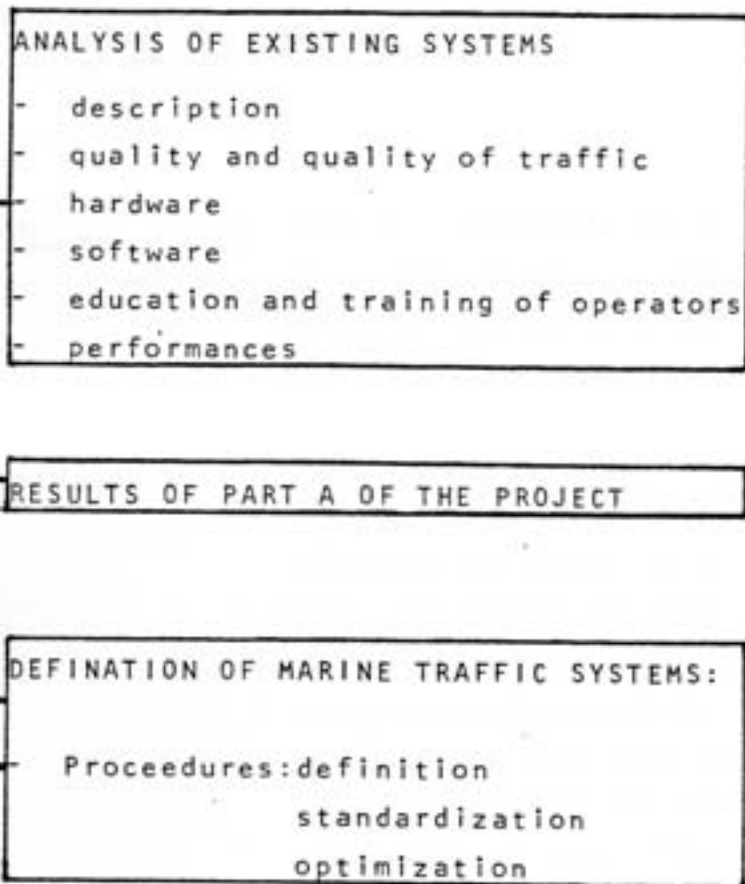
BRIEF PROJECT
LAY - OUT:

The draft schedule of the project is explained on the following chart:



The second part of the project under-takes a survey of existing Traffic Monitoring Systems of a European level which in cooperation with the other european partners will lead to uniform definition of future marine Traffic systems, to the definition and standardization of procedures.

The draft schedule of this project part B is shown below.



The results of this part have to match to the Hinterland Infrastructure Development Planning as well as to the National Environmental Pollution Prevention Policy and will be of great importance for the national and international insurance companies, traders, shippers, shipbuilders and national coast guard authorities.