



European Maritime Safety Agency

MINUTES OF MEETING

**IMDatE 2<sup>nd</sup> Meeting**

Held in Lisbon on the  
19<sup>th</sup> October 2012

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European Maritime Safety Agency (EMSA)

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## Background

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The second Integrated Maritime Data Environment (IMDatE) meeting took place on 19 October 2012. The scope of the second meeting was to:

- present an update on the IMDatE developments;
- present the current status of the Reference Vessel Registry (renamed ship database) sub-Working group;
- open the discussion on which services are most useful to Member States;
- consider the possibility for further developing such integrated services for the maritime community;
- present the prototype and the development schedule.

The meeting was chaired by Mr Leendert Bal, Head of Department C, **EMSA**. Mr Michele Avino represented the **European Commission** (DG MOVE).

Delegations from **Belgium, Bulgaria, Croatia, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Poland, Portugal, Romania, Slovakia, Spain, Sweden and the United Kingdom** attended the meeting.

The list of participants is attached as **Annex 1**.

A list of available documents and the agenda distributed to participants is included as **Annex 2**.

All the IMDatE documentation may be obtained from:

[https://extranet.emsa.europa.eu/index.php?option=com\\_joomdoc&view=docman&gid=459&task=cat\\_view&Itemid=100039](https://extranet.emsa.europa.eu/index.php?option=com_joomdoc&view=docman&gid=459&task=cat_view&Itemid=100039)

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## Minutes of 2<sup>nd</sup> IMDatE Meeting

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### I. WELCOME AND OPENING OF THE MEETING

Mr Leendert Bal, Head of Department C – Operations, and Chairman of the meeting, opened the meeting and welcomed all participants. He introduced the current status of the Integrated Maritime Data Environment (IMDatE), the platform being developed for maritime data integration purposes.

### II. THE COMMISSION ON INTEGRATED MARITIME POLICY

The Commission, represented by Mr Michele Avino of DG MOVE, stressed the importance of the IMDatE initiative and informed the meeting of the positive discussion held during the last High Level Steering Group (HLSG) of SafeSeaNet on the IMDatE. EMSA gave detailed information on the project to the HLSG members, explaining that the project aims to develop a flexible technical platform that can support Member State (MS) needs for integrated maritime services. Such clarification at the HLSG SSN, the Commission summarised, resulted in the majority of the MS expressing support for the project, and some MS also expressed a willingness to participate in IMDatE pilot activities. The Reference Vessel Registry sub-Working Group (renamed Ship Database sub-Working Group, see below), proposed by the IMDatE group, was endorsed by the HLSG SSN. A new proposal will be made regarding what approach to take to Value Added Services (VAS) during the next HLSG meeting, taking into consideration the outcome of the 2<sup>nd</sup> IMDatE Meeting and the feedback of MS with regard to engaging in pilot projects for VAS. A presentation of the live prototype will also be delivered at the next HLSG, so that MS obtain a better overview of the existing integrated capabilities of the IMDatE.

After the IMDatE status update by the Commission, the floor was opened for **questions** from the participants. **Ireland** stated that the term 'Reference Vessel Registry' is inappropriate since 'Registry' refers to a MS official record with legal implications, and that therefore it should be named 'Ship Database'. EMSA duly took note of this terminology issue. Ireland also noted that DG MARE has a Community Fishing Fleet Register and that we should strive to avoid duplication. EMSA and the Commission however clarified that the two databases are independent.

### III. OVERVIEW OF THE IMDATE PROJECT

Mr Chintoan-Uta, EMSA, Head of Unit C3 – Satellite monitoring services, provided the background to the integration of services. In 2011, EMSA engaged in the transfer of all maritime systems, which are now all hosted and operated in-house. Harmonisation and technical integration has emerged as the best way forward for efficient management of the systems. In parallel, EU policy initiatives towards a cooperative and data sharing approach in the maritime sector, within the limits of the current data access policies, provides political support for the integration efforts and for the establishment of projects that depend on integrated maritime data (e.g. CISE, BlueBelt, etc.). Mr Chintoan-Uta described the current state-of-play, and outlined the following timetable for 2013:

- 1<sup>st</sup> to 3<sup>rd</sup> Quarter 2013: IMDatE Graphical User Interface (GUI) open for testing purposes to MS
- 2<sup>nd</sup> Quarter 2013: Full IMDatE functionalities/capabilities available
- 4<sup>th</sup> Quarter 2013: Discussion at the HLSG on IMDatE integrated services, feedback, and decision on way forward.

**Poland** asked when the system-to-system interfaces of the IMDatE will be in place and what access rights are foreseen for satellite derived AIS data (S-AIS). EMSA clarified the system-to-system interface should be up and running by the third quarter of 2013. The requirements from Member States will be limited, as EMSA will be able to deliver data in different interface formats in line with those that already exist at the Member State level. Regarding S-AIS, EMSA clarified that due to contractual restrictions it is not possible to distribute S-AIS data freely to all Member States. This distribution will be possible on a project-by-project basis, as is the case for the anti-piracy support provided to EUNAVFOR and for the BlueBelt project. In the future, if the S-AIS project with ESA goes well, the intention is to distribute S-AIS from the project freely to Member States. However, this is still some years away.

**Ireland** questioned EMSA regarding inconsistencies between the project outline document (section 3) and the Interface and Functionalities Control Document (IFCD) of SafeSeaNet. EMSA explained that, although Ireland's point is valid, the remit of the IFCD is restricted to SafeSeaNet. As IMDatE concerns data from multiple systems (LRIT, SafeSeaNet, Thetis, CleanSeaNet) this limits the applicability of the IFCD to IMDatE. In the long term, there may be a need to harmonise the relevant sections of the two documents.

### IV. UPDATE ON THE SHIP DATABASE SUB-WORKING GROUP

Mr Aichmalotidis, EMSA, Head of Unit C2 – Vessel traffic and reporting services, described the need to have a reference ship database, as different systems are use different sources of information, which can make correct vessel identification more difficult. EMSA had identified this as an issue for the provision of integrated services and noted the need to create a reference vessel database. The setting-up of a sub-Working Group to agree upon a common approach was endorsed by the 7<sup>th</sup> SSN HLSG held in July 2012. A concept paper on this database was sent to Member States on the 27 September defining the concept and implementation rationale of this reference database. A timeline of activities and way forward was presented.

The **United Kingdom** commented on the semantics of the 'Reference Vessel Register' and mentioned that the word 'register' has legal implications. The proposal to change the name was supported by **Ireland, Belgium, Malta** and the **Netherlands**. EMSA acknowledged the comments and agreed to change the name of the register to 'Ship Database'.

**Ireland** questioned the possibility of using the Internal Reference (IR) number of fishing vessels in the validation of data in the Ship Database. EMSA commented that more and more fishing vessels are being equipped with AIS transponders and the data transmitted by these vessels is being reported in SafeSeaNet. Furthermore, EMSA plans to use the existing DG MARE fishing vessel database in the validation process of the ship database.

The **Netherlands** expressed the opinion that a European ship database is extremely important and questioned EMSA about the possibility of abandoning national reference databases altogether. EMSA clarified that, even though this is a national decision, at this time Member States still need a national reference database.

**Poland** mentioned the current high market concentration of databases of vessel particulars and added that a reference or ship database could be positive in reducing Member States' dependency on costly commercial solutions. Furthermore, Poland questioned what the role of the Member States would be in the validation of information, and asked what particulars are stored in the database. EMSA clarified that an extended vessel reference or ship database has considerable potential, but that this is a learning process that will take time to develop, test and implement. EMSA also clarified that a FTP/CD version of the database will be available for testing in January 2013. EMSA mentioned that the Agency is proposing to amend the XML guide to include optional information fields for Member States that want to participate by adding additional information. If any particular set of information is regularly added by MS then it can be included as part of the mandatory XML requirement, if MS agree.

The **United Kingdom** referred to the amount spent by national administrations to commercial vessel database providers, and re-affirmed that there is interest in reducing costs. The United Kingdom asked EMSA about the metrics used to validate the information present in the reference database, and expressed the opinion that while current providers endow a high degree of confidence in their data, the confidence level of the new vessel reference database has yet to be determined. EMSA clarified that the success of the database will depend on the Member States, as cross-checking of information leads to higher quality. The United Kingdom raised the issue of potential future non-cooperation of commercial providers as it will not be in their interests to have a competing and "free" reference database made available to their customers. EMSA explained that historically the same situation occurred with CleanSeaNet and S-AIS services and there were no issues regarding the relation with commercial providers.

## V. IMDATE FUNCTIONAL PROTOTYPE

Mr Justino de Sousa, EMSA, Head of Section C.3.1 - Integrated Maritime Data, explained the functional prototype. A detailed presentation of functionalities and value added services was presented. A live demonstration of the IMDatE web interface was shown to Member States.

Mr de Sousa emphasised that the IMDatE project was not limited to the development of a new technical platform to combine diverse maritime data sources; but also has the aim of rationalising the common data and services used by the different maritime applications, and ensuring that the hosted applications are prepared for future evolution.

In general, the design approach and modern technologies used should facilitate the development and ease-of-use of integrated services. The IMDatE makes it easier for EMSA and MS to develop pilot projects, for instance to integrate coastal radar, VMS, or their own user specific data. The key premise is that the platform may

deliver new services by configuration, thereby addressing the need for flexibility. Examples were provided, such as the processing of new position report types, customisation of the graphical interface, specific report templates, new position dissemination formats and protocols, and the plug-in framework that hosts automated behaviour monitoring modules.

Mr de Sousa explained that IMDatE combines maritime data on two different levels:

1. The 1<sup>st</sup> level: based upon all available ship position reports, a ship track reconstruction is made using the existing access rights.

EMSA presented the visualisation filters of the mock-up, as well as the ship track reconstructions based upon different data, to the meeting. The track interpolation and the ship route prediction capability were also presented.

2. A 2<sup>nd</sup> level: based on aggregation of data from the different maritime applications. Two cases are being developed, namely:

A. The Integrated Ship Profile:

- a. Such a profile shows all available information for a given ship;
- b. The profile comes with a 'timeline tool' to support the awareness of temporal events, covering ship reporting, voyage information, and associated alerts.

B. The Area Centric Service:

- a. The user may set a certain monitoring and alerting over a specific area of interest;
- b. All available ship tracks, satellite images, events, and the derived information can be overlaid.

**Ireland** questioned whether the displayed positions were the last known position of every vessel, regardless of the reporting system, and EMSA confirmed this was the case.

**Italy** welcomed the new IMDatE functionalities and volunteered to participate in the pilot projects in 2013. Italy also mentioned that the new functionalities may generate new monitoring activities for Member States, which may then need to be regulated. They mentioned the example of traffic monitoring outside of VTS areas. The Commission clarified that it defines legal policy on a broad level (i.e. VTMS directive), but if obligations under the legislation are met, it does not interfere in specific monitoring efforts of Member States.

**Denmark** stated that the new platform has considerable potential for serving Member States' needs. In addition, they added that information derived from CleanSeaNet on potential oil spills should be treated with appropriate caution, regarding terminology used, as identified dark features may in some cases be related to legal discharges.

The **Netherlands** questioned the need to broaden the access to data to the different maritime communities and reflected on the legislative hurdles that prevent data sharing within national administrations. EMSA clarified that all access to IMDatE is defined by the existing access rights and that it is the Member States' NCAs that are responsible for defining these rights at a national level.

The **United Kingdom** requested that Member States be informed of organizations to which EMSA gives presentations about monitoring services. EMSA clarified that due to the myriad of different forums (some of them with a generalized attendance) it is quite difficult to know which organizations are present at every event.

## VI. MEMBER STATES PRESENTATIONS

There were no presentations submitted by Member States.

## VII. ROUNDTABLE DISCUSSION ON IMDATE

Machteld Price, EMSA Head of Section C.3.4 – Maritime Monitoring Services, presented the concept of Integrated Maritime Monitoring Services and described the value adding potential for users of integrated maritime data. Possible use cases were shown (Search and Rescue, VTS and integrated ship profile) and a brief overview of pilot projects that have used integrated maritime data was shown. The specific use cases were then discussed during the roundtable.

## VII. ROUNDTABLE DISCUSSION ON IMDATE

The Chairman, Leendert Bal, EMSA, Head of Department C – Operations, invited the MS to participate in a round-table discussion on IMDatE.

**Denmark** requested clarifications on EMSA's coordination with DG MARE and FRONTEX in the scope of EUROSUR. EMSA clarified that it is discussing the EUROSUR regulation with all stakeholders and that currently there is an inter-agency cooperation programme for the provision of data and services to FRONTEX. To avoid duplication of efforts by FRONTEX, EMSA will be responsible for providing maritime related data and the EUSC will provide the relevant land based data. There are ongoing discussions with FRONTEX on the scope of EMSA's support, which will ultimately guarantee an efficient coordination of efforts vis-à-vis the implementation of the EUROSUR programme. In addition, EMSA reiterated that the Member States are in control of what data is shared with FRONTEX and that this cooperation is budget neutral for EMSA.

The **Netherlands** stated that the VTS possibilities of the IMDatE and possible services to port operators could be useful, as well as the possible applications for border security.

**Ireland** requested clarification on the added value of IMDatE to the PSC community, and whether IMDatE would be available through Thetis. EMSA clarified that the Thetis information could be conveyed via IMDatE, according to the data access rights of each user. Traffic information is relevant for PSC authorities for planning purposes and only accessible to the relevant Member State authorities according to the defined data access rights of each information type.

**Belgium** mentioned the possible applications and added value of IMDatE for Port Authorities (for planning purposes), border control, defence and security. It was also mentioned that it would be advantageous to agree on an access policy which is common across all Member States. EMSA clarified that cross border issues clearly demonstrate the potential of IMDatE in the scope of activities between neighbouring countries but are still subject to agreements between Member States.

**Finland** welcomed the IMDatE and mentioned its willingness to use the system for PSC planning purposes.

**Malta** expressed interest in the concept of integrated services and mentioned that in order to achieve the maximum use of the IMDatE system the policy on data access rights should be reviewed. The potential of integrated services is clearly in the added value provided by "integrating" different data streams for users within the different maritime domains. If the current situation of "restricted" data access rights continues, then IMDatE will not be used to its full potential. EMSA clarified that data access will not be changed and that each user will only visualize data that is entitled to visualize under the current data access policy. EMSA has no mandate to change data access rights, and while it believes this issue to be relevant it will continue to distribute data as entrusted by the rules set by the HLSG and its Member States.

**Denmark** requested additional information on the expected service level and availability of IMDatE and on how EMSA will guarantee the necessary level of service. Furthermore, it posed the question of who is responsible for providing access to the system within a specific Member State. EMSA mentioned that the service level is in line with existing services, and with the introduction of the Business Continuity Facility (BCF) a high level of redundancy is achieved thus ensuring high service availability. Regarding access rights, these are defined at an NCA level and will require coordination between different NCAs if different data is to be accessed by the same

user. EMSA can support this process by developing tools to help the coordination of Member States but in the end it is strictly the NCA responsibility to grant access to the data.

**Bulgaria** volunteered to join the effort of defining a Search and Rescue integrated service and suggested that the search patterns could be included as part of the service, allowing authorities to verify if the on-scene assets are following the predefined paths.

**Poland** asked if EMSA is planning to submit a new paper on value added services to the HLSG. EMSA clarified that as the initial development phase is close to be completed, there is currently no need to submit a new paper. The alternative proposal is to set up pilot services aimed both at validating the concept of integrated services and gathering further user requirements, in close dialogue with volunteering Member States. After this technical implementation and validation phase is completed, the discussion of the data access rights should be taken at the level of the HLSG and linked with the revision of the VTMS directive.

The **Netherlands** requested the EU Commission to put the data access rights discussion on the HLSG agenda and highlighted that currently organizations in the Netherlands have access to different systems and data in such a way that it is not easy to share information. The Commission took note of this request.

The **United Kingdom** referred to the fact that the HLSG is only competent over SafeSeaNet and that other systems (CleanSeaNet, Thetis, and LRIT) are outside of the scope of the HLSG. The United Kingdom recommended that the Commission create a new group with all the NCAs. EMSA agreed that the HLSG does not have the competency to deal with the governance of all different systems and that the administrative reality has not followed the technical evolution of the systems. This will probably require, in the future, amendments to the legal framework. The EU Commission mentioned that some flexibility is needed and that only with this it is possible to discuss IMDatE issues at the HLSG level.

The **United Kingdom** stated that the competency of LRIT is with national authorities and no delegation is made to EU. EMSA clarified that IMO rules define that LRIT data can be used for internal purposes within a regional data centre (i.e EU LRIT data centre) only if approved by the data owner (Member State). EMSA always requests permission from the data owner when providing LRIT information in the scope of a project.

**Bulgaria** stated that LRIT is a security system and shouldn't be mixed with safety. EMSA clarified that by including LRIT in the VTMS directive the legislator gave it a different interpretation and associated it with safety.

**Belgium** asked how the feedback from Member States on the IMDatE pilot projects will be coordinated. EMSA replied that this can only be organised after Member States have expressed their interest.

**Greece** requested for clarifications regarding the technical feasibility of coastal radar data inclusion in IMDatE. EMSA replied that this is indeed possible and can be technically implemented in two ways: i) Member State sends the information to EMSA to be visualized in the IMDatE interface, or ii) EMSA streams integrated data that is ingested in Member State's VTS systems.

**Germany** stated that there is a need for a new governance group to decide on integration matters. EMSA clarified that this has been discussed at the HLSG and it was decided that EMSA will report the progress of IMDatE to this group.

## VIII. ANY OTHER BUSINESS

EMSA requested that the Member States which would like to be part of the pilot project and validation phase planned for Q1 to Q3 2013 should send an official "Expression of Interest" (EoI), either by letter or by email, to EMSA. It would be beneficial if the EoI could also contain the application and/or domain of interest.

## IX. SUMMARY AND CONCLUSIONS

The meeting was concluded by the chairman, Mr Leendert Bal, who thanked the Member States for their attendance and active contribution to the second IMDatE meeting. The main conclusions from the meeting which will be presented to the next HLSG, may be summarised as follows:

- The Member States were provided with insight into the background of the integration activities at EMSA, the operational and economic principles behind IMDatE, the project status, and a demonstration of potential features and services.
- The Member States were given an update on the work carried out by the IMDatE Ship Database sub-Working Group.
- The Member States were given the opportunity to express their opinions on integration activities, the proposed approach and services, and the links to the activities of the EMSA applications. In general the responses were positive and supportive of the need for an integrated environment. Some of the main concerns related to the need for coordination, the additional workload to support integration activities, and the need for additional training for using horizontally integrated EMSA applications.
- Members States were invited to consider the possibility of joining - on a voluntary basis – pilot projects providing integrated Value Added Services, which would identify new user services to be developed under IMDatE.
- A third meeting of the main IMDatE group will be organised in Q4 2013.
- The meeting minutes and documents will be made available through the EMSA extranet.

#### X. INFORMATION PAPERS

The following documents were not presented but are available for information on the EMSA extranet (IMDatE 2<sup>nd</sup> Meeting folder):

- Document no. 1 – IMDATE 2<sup>nd</sup> Meeting – Agenda
- Document no. 2 - IMDATE 2<sup>nd</sup> Meeting – Agenda Item 2 – IMDatE Project Update
- Document no. 3 - IMDATE 2<sup>nd</sup> Meeting – Agenda Item 4 – RVR (now Ship Database) Concept paper
- Document no. 4 - IMDATE 2<sup>nd</sup> Meeting – Minutes of the IMDATE 1<sup>st</sup> Meeting

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### Follow-up Actions

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The follow-up actions are listed in Annex 3.

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### Annexes

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Annex 1 – List of participants

Annex 2 – Workshop Agenda

Annex 3 – Action items

## ANNEX 1 – ATTENDANCE LIST



## 2nd ImDate Meeting 19th October 2012

Country	Name	First Name	Organisation	E-mail	Attendance on 19.10.12
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Country	Name	First Name	Organisation	E-mail	Attendance on 19.10.12
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Country	Name	First Name	Organisation	E-mail	Attendance on 19.10.12
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<i>Germany</i>	<i>Collin-Bockelmann</i>	<i>Hans</i>	<i>BKWB</i>	<i>hans.collin@bkwb.bund.de</i>	<i>[Signature]</i>

European Commission (DG MOVE)

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## ANNEX 2 –WORKSHOP AGENDA

<b>Friday, 19 October 2012</b>		
<b>Time</b>	<b>Agenda Item</b>	<b>Speaker</b>
<b>08:30 – 09:00</b>	<b>Registration and coffee</b>	
<b>09:00 – 09:30</b>	1. Welcome and opening of meeting	Leendert Bal Head of Department
<b>09:30 – 10:00</b>	2. Commission on Integrated Maritime Policy (services)	Michele Avino COM – DG MOVE
<b>10:00 – 10:30</b>	3. Update overview of the IMDatE project	Marin Chintoan-Uta Head of Unit
<b>10:30 – 11:00</b>	4. Update information on Reference Vessel Register Working Group	Lazaros Aichmalotidis Head of Unit
<b>11:00 – 11:30</b>	<b>Coffee break</b>	
<b>11:30 – 12:30</b>	5. IMDatE functional prototype - Live presentation of the prototype - Added value functionalities	Justino de Sousa Senior Project Officer
<b>12:30 – 14:00</b>	<b>Lunch break</b>	
<b>14:00 – 15:00</b>	6. Integrated Maritime Services - Presentations by MS	Member States
<b>15:00 – 15:30</b>	7. IMDatE: developing integrated maritime services - EMSA portfolio of services - User profile for integrated services - Working Group for setting-up integrated services	Machteld Price Project Officer
<b>15:30 – 16:00</b>	8. Round-table discussion on integrated services - Users' demands and needs for integrated services - Operational approach	Leendert Bal Chairman
<b>16:00 – 16:30</b>	<b>Coffee break</b>	
<b>16:30 – 17:00</b>	9. Round-table discussion (continuation)	Leendert Bal Chairman

Friday, 19 October 2012		
Time	Agenda Item	Speaker
17:00 – 17:30	10. Summary and conclusions to report to SSN HLSG <ul style="list-style-type: none"><li>- Conclusions</li><li>- Next meeting</li><li>- Any other issues</li></ul>	Leendert Bal Chairman

## ANNEX 3 – LIST OF ACTION ITEMS FROM THE IMDATE MEETING (TBC MPR/PLO/MCU)

Action point	Topic and Action	Resp. / Due date
1	<b>Sub working group ship database:</b> Continuation of the work in line with what was presented during the meeting. Progress to be reported to IMDatE POCs and presented during the next IMDatE meeting	EMSA Sub working group Member States
2	<b>8<sup>th</sup> SSN HLSG:</b> Outcome and minutes of the 2 <sup>nd</sup> IMDatE meeting to be presented. Live demonstration of the IMDatE prototype.	EMSA 8 <sup>th</sup> SSN HLSG
3	<b>Expression of interest in Integrated Pilot Projects:</b> Member States should express their interest in volunteering for pilot projects to assess value adding potential of Integrated Monitoring Services	Member States (3 <sup>rd</sup> of December)
4	<b>Next IMDatE Meeting</b>	Q4 2013