

# SafeSeaNet Workshop 18

## Improving Ship (MRS) reporting in SSN

Agenda item: 18.4.1

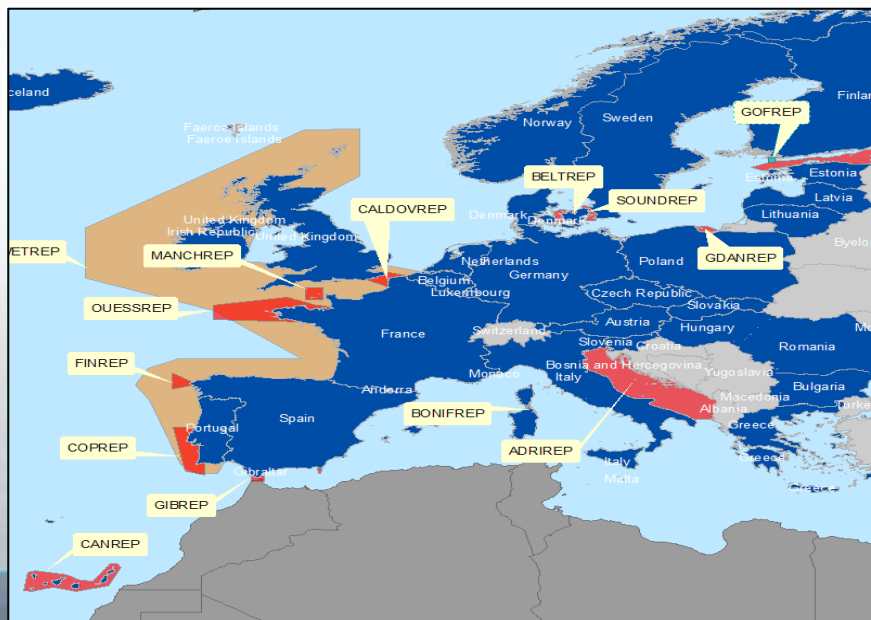
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Unit C.2 - Vessel Traffic and Reporting Services

**Lisbon | 18 October 2012**

## Background

- 15 MRSs adopted by IMO in European waters
  - managed by a single MS - 8;
  - shared between the neighboring countries – 7:
    - developed jointly with non-Member States - 2
      - MRS GOFREP (FI, EE, RF), MRS ADRIREP (IT, SL, CR, MN)



MRS	Area	Member States and 3rd Countries
ADRIREP - MSC 139/76	Adriatic Sea	Italy, Slovenia, Croatia and Montenegro
BELTREP	Great Belt (Baltic)	Denmark
GBT MSC 63/67 updated by MSC.230 (82)	Great Belt (Baltic)	Denmark
BONIFREP (MSC 73/69)	Strait of Bonifacio (only DPG)	France, Italy
CALDOVREP - MSC 85/70 Amended MSC Res. 251(83)	Dover Strait/ Pas de Calais	France, United Kingdom
CANREP - MSC 213/81	Canary Islands (only for ships carrying heavy grade oils)	Spain
COPREP - MSC 278(85)	Coast of Portugal	Portugal
FINREP - MSC (63/67)	Finisterre (NW Coast of Spain)	Spain
GDANREP - MSC 249 (83)	Gulf of Gdansk	Poland
GIBREP - MSC 63/67	Strait of Gibraltar	Spain
GOFREP - MSC 139/76	Gulf of Finland	Estonia, Finland and Russia
MANCHREP - MSC 110/73 amended MSC Res. 251(83)	Off Les Casquets/ La Manche	France
OUESSREP - MSC 52 (66) amended MSC Res. 251(83)	Off Ouessant	France
SOUNDREP - MSC 314 (88)	The Sound	Denmark, Sweden
TRANSREP - MSC.250(83)	South & South West coast of Iceland	Iceland
WETREP - MSC 190/79	EU Atlantic Coast (only for ships carrying heavy grade oils)	Belgium, France, Ireland, Portugal, Spain and United Kingdom

## Importance of MRS

- The main objective: to ensure safe and efficient traffic flow
- **A remarkable source of information for MSs:**
  - **only source of information** on Hazmat carried by ships **transiting** the EU waters but not calling to/departing from EU ports;
  - **early warning** on Hazmat on board in case of:
    - **late PortPlus notification** (for ship calling to EU ports);
  - the **data quality is high**, as it is provided by MS Authorities



## Legal background

- **IMO resolution A.851(20):** provides general principles for ship reporting systems and ship reporting requirements
- **Directive 2002/59/EC** (as amended):
  - **Article 1:** states that "... the Directive's purpose is to establish in the Community a vessel traffic monitoring and information system with a view to enhancing the safety and efficiency of maritime traffic..."
  - **Article 5:** states obligation to the Member States (concerned) to monitor and take all necessary and appropriate measures to ensure that all ships entering the area of a mandatory ship reporting system...comply with that system in reporting the information required...in accordance with IMO Resolution A.851(20)"
  - **Article 14:** states that MS shall cooperate to ensure the interconnection and interoperability of the national systems used to manage the information indicated in Annex 1
  - **Annex 1 (p.4):** states the scope of information related to Article 5 of the Directive.
- **HLSG 3** (Brussels, 10 July 2010): discussion on the MSs legal obligation

## MRS in SSN

- Requirement: Member States shall notify to SSN, in a specified time, the Ship Notifications (AIS and MRS).
- A general reporting procedure is stated in the ICD (v.1.0).
- Information which refers to Article 5 of the Directive is noted in Annex 1 (4): designators A; B; C or D; E; F; I; P; T; W; X.
- MRS messages shall contain certain mandatory designators (as part of the notification); while others are only available as “details” upon request (XML RG (2.06))



Data extracted from SSN - 15 September 2012  
In red in the table the MRS not provided

MRS	Area	Member States and 3 <sup>rd</sup> Countries
<b>ADRIREP</b>	Adriatic Sea	Italy, Slovenia and Croatia
<b>BELTREP</b>	Great Belt (Baltic)	Denmark
<b>BONIFREP</b>	Strait of Bonifacio	France, Italy
<b>CALDOVREP</b>	Dover Strait / Pas de Calais	France, <b>United Kingdom</b>
<b>CANREP</b>	<b>Canary Islands</b>	<b>Spain</b>
<b>COPREP</b>	Coast of Portugal	Portugal
<b>FINREP</b>	Finisterre	Spain
<b>GDANREP</b>	Gulf of Gdansk	Poland
<b>GIBREP</b>	Strait of Gibraltar	Spain
<b>GOFREP</b>	Gulf of Finland	Estonia, Finland and Russia
<b>MANCHREP</b>	Off Les Casquets / La Manche	France
<b>OUESSREP</b>	Off Ouessant	France
<b>SOUNDREP</b>	<b>The Sound</b>	<b>Denmark, Sweden</b>
<b>TRANSREP</b>	South & South West coast of Iceland	Iceland
<b>WETREP</b>	<b>EU Atlantic Coast</b>	Belgium, France, <b>Ireland, Portugal, Spain and United Kingdom</b>

## Analyses (I)

- **Notifications to SSN:**
  - Not all MSs regularly provide data.
- **Details availability:**
  - Not all MRS notifications details (i.e. the minimum set of data which is required by the Directive) are available upon request;
  - The phone/fax solution prevents users from being able to immediately retrieve the information (i.e. the designated authority must be contacted).
  - Some additional effort is needed at MS level in order to improve MRS availability via SSN.
- **Request for details:**
  - A specific request for MRS details via the XML interface is missing in SSN;
  - SSN only provides the latest “ship” information (AIS or MRS), which means that MRS information is only available for a short period of time (appr. 2 hours), prior to an AIS message is received.
  - The low probability of being able to retrieve the information = the MRS request/response function less attractive to users = low use of MRS details (1 May-1 June: 45,554 notifications and 802 requests recorded)

## Analyses (II)

- **MRS identification:**
  - The current technical solution does not allow users to be able to distinguish between different MRS notifications which have been provided by the same NCA, but which are related to different MRSs.
- **Inconsistencies:**
  - The Data Quality Working Group detected inconsistencies in the MRS notification data content.
  - The proposal of DQWG is still on hold (see document SSN 9.8.1 "Data Quality Guidelines," section 5.1 "Ship Notifications"), but should be considered.



## Analyses (III)

- **Reporting requirements in SSN:**

- A key finding: MRS notifications are sent to SSN only once per voyage (in most of the cases), usually upon entry into the reporting area, whereas in some cases, the MRS requirements and ICD rules require more frequent MRS updates.
- There is a need to specify the reporting requirements in the SSN documents because:
  - The ICD rules are based on the time which the ship stays within the MRS area. However, each MRS has its own specific reporting rules (as per MSC procedures), and reports can be requested from ships under specific conditions.
  - Conditions concerning MRSs with multiple reporting points (coastal stations) has not yet been exploited in SSN.
  - Shared MRS systems may foresee cooperation between MSs (including a common reporting organization) which requires additional coordination within SSN.

## Outcomes

- Currently, MRS information seems to be exchanged via SSN because of a legal requirement in force (VTMIS Directive, Art. 5), but is not able to support the operational needs of MSs.
- Improving the usability of MRS-related information in SSN would positively impact SSN at both central and national levels for:
  - having better information;
  - reduction in the administrative burden and in process duplication.
- In order to maximize the benefits from MRS information, **the establishment of a dedicated working group on MRS** is proposed
  - (draft ToRs in Annex 5 of SSN 18.4.1.).
- EMSA has already proposed to the Commission:
  - the set-up of a working group within the remit of the SSN Group, and
  - to put this issue on the agenda of the next SSN HLSG

## WG framework

The following tasks could be considered within the WG framework:

- **Operational:**

- Drafting of MRS reporting related **business rules**, taking into account the Data Quality Working Group proposal.
- Drafting of dedicated **guidelines** for MRS notifications (following the approach in the Incident Report Guidelines).
- To investigate for a **coordination initiative** to be set up in order to avoid double reporting in the case of common MRSs.
- Assessment of the **possibility of phasing out** the phone/fax reporting option.

- **Technical:**

- The development of a **new notification**, based on the outcomes of the agreed business rules.
- The set-up of an **XML request/response mechanism** which is able to distinguish between AIS and MRS details.

## ToR

### Terms of Reference (draft) – Annex 5 of working paper 18.4.1.

- **Mandate:**

- The SSN Working Group on “MRS reporting improvements” should, taking into account existing specifications of the SSN system; **develop and propose** to the SSN Group **a report** on improving the MRS data exchange between MSs.

- **The WG shall:**

- draft the **business rules** related to MRS reporting and requesting;
- propose a **new MRS notification** structure;
- consider the implementation of an **MRS XML request/response** mechanism which is able to distinguish between AIS and MRS details;
- draft dedicated **guidelines** on MRS notifications;
- **investigate** within concerned MSs whether any **coordination initiative** needs to be established within SSN to address common MRSs;
- **assess** the possibility of **phasing out the phone/fax** (as details) reporting.

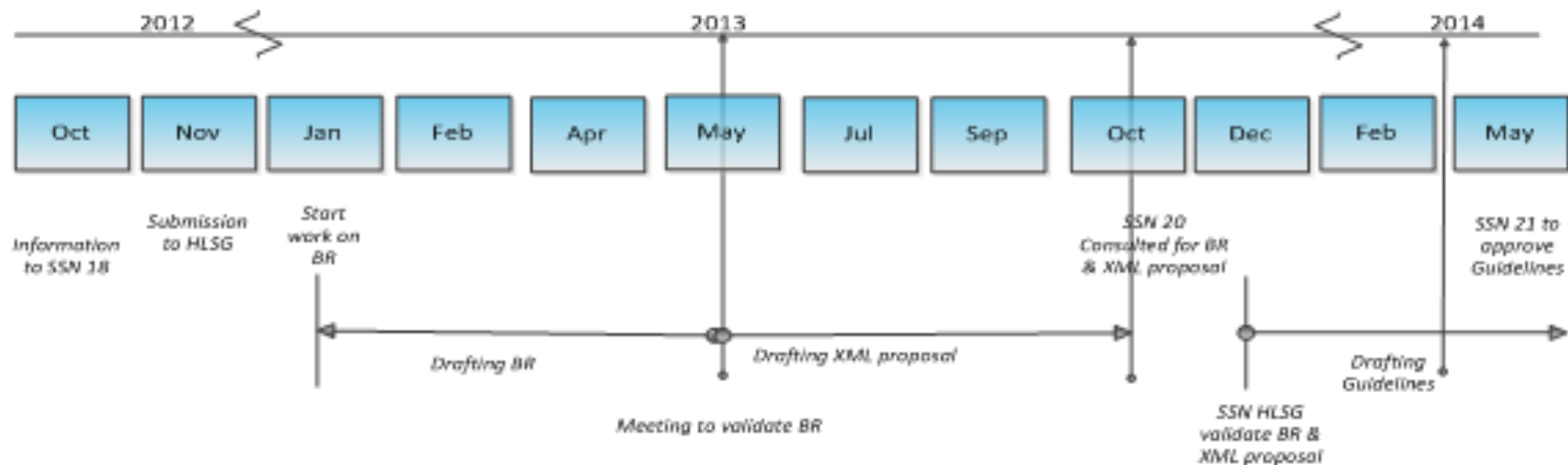
## Scope of WG

- **Resources**

- WG members: **MSs participating in SSN / EMSA/ European Commission.**
- EMSA **will provide the secretariat**, and will coordinate, collate and amalgamate the information sources identified by the members of the group into working documents
- The working group will work **mainly by correspondence**, but will organize at least one coordination meeting.

- **Report**

- The working group report(s) will be coordinated by EMSA.
  - A **first report**, including MRS business rules and technical XML proposal, shall be delivered for the approval of the HLSG by end of **November 2013**. The SSN group will be informed at SSN 20 (October 2013).
  - A **final report**, including the "MRS guidelines", shall be finalized and submitted for approval by **May 2014**.
- The **final report**, will be submitted to the **SSN Group** for validation (**at SSN 21**), prior to submission at HLSG 11 for approval.



The technical solution would be implemented, on a **voluntary basis**, by 2015, along with the developments foreseen under Directive 2010/65/EU (SSN V.3); this would allow to optimize an effort and costs for the MSs which elect to participate.



## Action required

- **Member States are invited:**
  - to take note of the information submitted;
  - to provide their comments;
  - to propose their participation in the WG once it is agreed by the HLSG

