



European Maritime Safety Agency

Draft Workshop Report

**VTM Workshop STIRES
Project Experts' Review**

Held in Lisbon on: 7th and 8th
November 2006

Draft Workshop Report: VTM and STIRES Experts' Review

Background

I Introduction

EMSA organised a two day workshop of experts representing Member States and acceding countries on the 7th and 8th November 2006. The first day was an update of coastal VTM infrastructures of Member States, which was also an opportunity to demonstrate output from EMSA's STMID¹ project. On the second day Saab presented the results of the STIRES² study (SafeSeaNet Traffic Monitoring Relay and Exchange System) and received feedback from the MS' experts. These will be further elaborated by Saab and presented to them again at the 2nd experts review workshop.

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

The meeting was attended by delegations from: Belgium, Bulgaria, Denmark, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Malta, Netherlands (The), Norway, Poland, Portugal, Romania, Spain, Sweden, and United Kingdom (The).

Copies of the draft Interim Report, together with one Annex, were distributed by e-mail in advance of the meeting.

A copy of the Agenda is included as **Annex 2**.

Note: Fuller presentation details may be obtained by referencing copies of the original papers and presentations, copies of which can be accessed from: <http://www.emsa.eu.int/end806.html>

Workshop Objectives

The most important objectives of the workshop were:

- Findings from analysis of the questionnaires.
- Presentation examples of the Member States' approach to VTMS in Portugal, Finland, Poland and the Netherlands.
- A summary presentation on the Helcom AIS regional network in the Baltic Sea.

¹ STMID is the acronym for the "shore Based Traffic monitoring Infrastructure database" that EMSA launched in order to develop a database associated to a Geographical Information System (GIS) where all the relevant data (required by the VTMS Directive) will be recorded.

² STIRES is the acronym for the "SafeSeaNet Traffic Monitoring Relay and Exchange System". The objective of the STIRES study is to enhance the efficiency of vessel traffic by a better utilisation of the potentials provided through a combination of the AIS, SafeSeaNet and other systems that are available.

-
- A presentation of progress on the STIRES Project.

Workshop Programme

1. Welcome Address

Mr. Emilio Martin-Bauza welcomed participants to the workshop. They were reminded that what they were about to see was the "most accurate and official vision in Europe"; being an overview of their national infrastructures. They should take note and if necessary, be prepared to submit corrected information on their national situations. On the STIRES project draft Interim Report, this would be an opportunity for them as experts, to question EMSA's contractor working on this project.

2. Commission Update on amendments to Directive 2002/59/EC

Was well received with principal issues being:

- SSN will actually be mentioned;
- AIS carriage extended to fishing vessels down to 15m in length;
- Security will also be part of the Directive
- Annex II would be the carriage requirement on LRIT on domestic voyages and SVDR; and
- Annex III would be SSN on national and EU level.

It was of concern that full implementation of Directive 2002/59/EC, is still "lagging" behind. This demonstrated a lack of political support for 2002/59, indicating the need for a high level meeting on this issue. The *Pablo Koala*, provides further demonstration why MS need to exchange information on ships that are 'threatening in some way'.

The GOFREP system and the cooperation with the Russian Federation were cited as good examples of a positive attitude to the further development of information systems.

MS called for a period of stability from changes to SSN (until 2010).

3. Findings from analysis of the questionnaires

EMSA provided a presentation on the results of questionnaires on the VTM infrastructures of the MS. Hard copies of each MS' own results "a bird's eye view" were distributed as examples of the form of output that could be expected from the future GIS as a result of the EMSA project. The UK objected to use of the term Electronic Navigation Chart (ENC) when applied to mapping in the EMSA GIS. Transas charts did not meet ENC standards applied and debated at the IMO and IHO.

Those MS that are late in responding to the questionnaires promised to send them as soon as possible. This will be a final opportunity for them to update this information before presentations at SSN Workshop 6. Norway

announced that their cooperation with the Russian Federation would lead to a new Barents (Sea) VTS.

4. The Member States approach

MS thanked EMSA for the effort required in the previous item with some apologising for the lateness of the responses and each MS present provided an oral update of their national systems.

Spain did not consider its port VTSs as being formally established.

The UK undertook to rectify the national picture with more complete information on its national infrastructure before SSN Workshop 6.

EMSA called for missing or new data to be supplied by the MS as soon as practicable.

More detailed presentations of national VTM systems were given by speakers from Poland, Portugal, the Netherlands and Finland. Both Finland and Poland presentations demonstrated a "merged maritime traffic image" for all authority requirements and aspects of the "single window" environment with the inclusion of the customs declarations. Poland provided a live demonstration of their integrated system.

Mr. Habib Khayat of the Danish Marine Administration provided a demonstration of the Helcom regional AIS network. This was well received and was an opportunity for Helcom to dispel technical misconceptions about the functionality of the system. Data is streamed and is real time data with a sampling update rate of every 6 mins from each AIS target. 14% of data was duplicated and is removed in the case of the Baltic. National partners will not send data older than 5 secs. Using the internet connection, the connection can be lost. More functions are added to deal with the problems experienced. A live demonstration indicated 3097 vessels active in the Baltic, though the system is tested for 40 000 vessels. Down sampling could be reduced to below 6 mins, if the increased rate would "improve granularity". In practice, system and network delays were in the order of milliseconds, though breaks in transmission were possible.

5. Other initiatives

EMSA provided in summary, a depiction of the proceedings at VTMISS workshops and other relevant EU initiatives.

The meeting referred to a FRONTEX meeting in Warsaw on 30th October which was attended by EMSA (not by COM). A lack of coordination between EU agencies (and within departments of Administrations) on this issue was identified by Italy and noted by the Commission. It was determined that EMSA should take part in agency meetings related to vessel traffic monitoring.

SECOND DAY – STIRES STUDY 1ST EXPERTS REVIEW**6. Terms of reference / STIRES study objectives**

EMSA opened the second day with an introduction to the structure and process for the STIRES study. While not wishing to be seen as negative, the UK supported by other experts, challenged use of the Directive Article 9 as a legal basis for the STIRES study. Though with Article 23, the Directive was seen as closer to forming a “binding requirement”, though some experts preferred to form a view on the basis of whether the tasks were “worth doing”.

7. Data Collection – Saab presentation

Some of the observations made in this presentation were challenged by the experts, including:

- Had Saab looked into IALA performance standards?
- On the FATMA configuration, Sweden’s experience differed from a Saab conclusion that “the transmissions created no problems for the system capacity”.
- Some quotes about Helcom dated to before November 2004.
- Had attention been paid to work other projects in this field and MarNIS in particular

Saab was requested to note and address those remarks in the final report.

On the whole, the group was concerned that too little consideration had been given to existing standards and that there should be no “reinventing the wheel”.

8. Requirements analysis– Saab presentation

The responses of experts to the presentation were similar, with additional concerns regarding the higher cost of the proposed system when compared with the Baltic and North Sea regional networks currently in operation. The possible justifications for including data from other sensors such as radar and LRIT within the potential network were further questioned. The experts also pressed the need for a cost benefit analysis, the benefits so far being based solely upon VTS type objectives. EMSA reminded the group that specific benefits of the system would be dealt with later in the day’s programme.

9. Data distribution/network, Network applications, EU/EMSA external applications and future developments – Saab presentations

MS Experts made further comments, questioning references to LRIT and streamed data exchange at the full rate carried through to EU levels.

EMSA explained a concept diagram of the architecture and total solutions that would be offered by development of the STIRES module within a totally integrated SSN solution. A diagram for integration of regional networks was also shown.

It was agreed that the content of message and the data rates should be more fully explained in the final Interim Report. This would be based upon the principles established in the North Sea and the Helcom Baltic AIS system. The need for exchange of proportionately greater message content and data rates at national and regional levels than at the proposed EU level and therefore also on the basis of user need was a firm opinion expressed by the group.

Experts also welcomed an explanation of examples of the benefits likely to emerge from fuller integration and the links between the existing SSN and the proposed SRIT and LRIT modules, including potential benefits to current SSN users.

10. Synopsis/Conclusions/Recommendations

These were on the whole, well received by the group. However, amendments are required reflecting the data content and rates of exchange principles established in practice by the North Sea and Helcom AIS networks and as accepted more favourably by experts during the meeting.

Experts would be given until the end of November to respond by correspondence with further comments on the draft Interim Report Phase 2 and Annex. The draft report would be provided for the access of experts on the EMSA website.

11. Meeting Follow-up Actions

- a. Those MS that are late in responding to the VTMISS questionnaires promised to send them as soon as possible.
- b. There is a need for improved coordination between those EU agencies with an interest in traffic monitoring. EMSA should take part in the next FRONTEX meeting.
- c. Experts would be given until the end of November to respond by correspondence with further comments on the draft Interim Report Phase 2 and its accompanying Annex.
- d. The draft report would be provided for information of experts on the EMSA website.
- e. The STIRES project draft Interim report would be revised and completed (in accordance with the project Tender Specifications) to reflect MS' comments during the meeting. In particular, the content of message and the data rates should be more fully explained in the Interim

Report. This would be based upon the principles established by the North Sea and the Helcom Baltic AIS system. Any comments received from MS' Experts by correspondence will be given similar consideration.

f. The second Experts' Review is likely to occur in February 2007.

g. The EMSA contractor Saab should work to ensure all of the important lessons of the North Sea and Helcom Baltic AIS networks are fully reflected with a view to their incorporation into the STIRES Report.

Annex:

- 1) List of participants
- 2) Workshop Agenda.

ANNEX I
ATTENDANCE LIST

S/N	Name	First Name	Organisation	Address	Country	Telephone N°	Fax N°	E-mail
1	Maekelberg	Yves	Ministry of Flemish Community	Kantiestraat 3, B-8400 Oostend	Belgium	+32 59 255440		yves.maekelberg@lim.vlaanderen.be
2	Petar	Ivanov	Bulgarian Maritime Administration, EA	9 Diakon Ignatii Street, 1000 Sofia, Bulgaria	Bulgaria	(+359 2) 930 09 10	(+359 2) 930 09 20	peter_iv@marad.bg
3	Aron	Sorensen	Danish Maritime Authority		Denmark			afs@dma.dk
4	Khayat	Habib	RDANH		Denmark			hak@frv.dk
5	Siht	Alar	Estonian Maritime Administration	Valge 4, EE-11413 Tallinn	Estonia	+372 620 5580	+372 620 5586	alar.Siht@vta.ee
6	Piel	Are	Estonian Maritime Administration		Estonia			are.piel@vta.ee

7	Backström	Rolf			Finland			Rolf.backstrom@fma.fi
8	Le Moan	Yann	DAM/SM1 Cellule Info Trafic		France			Yann.le-moan@equipement.gouv.fr
9	Brunet	Werner	German Federal Waterways Administration	Traffic Technologies Centre Weinbergstr. 11- 13 56070 Koblenz	Germany	+49 261 9819 2200	+49 261 9819 2155	wbrunet@fvt.wsv.de
10	Tzitoris	Dimokritos	Ministry of Mercantile Marine of Greece		Greece			demos@yen.gr
11	Houlihan	Greg	Marine Survey Office		Ireland			greghoulihan@transport.ie
12	Pellizzari	Piero	Italian Coast Guard		Italy			<a href="mailto:Piero.pellizzari@infrastruttur
etransporti.it">Piero.pellizzari@infrastruttur etransporti.it
13	Zlidnis	Janis	Maritime Administration of Latvia		Latvia			lja@lja.bkc.lv
14	Dauniene	Eugenia	Lithuanian Maritime Safety Administration	J. Janonio St. 2492251 KlaipėdaLithuania	Lithuania	+370 46 469602	+370 46 469600	Eugenia.Dauniene@msa.lt
15	Bugeja	David	Malta Maritime Authority	Marina Pinto Valletta VLT 01	Malta	+3562123265 3	+3562124441 9	david.bugeja@mma.gov.mt

16	Flornes	Anne Katrine	Norwegian Ministry of Fisheries and Coastal Affairs		Norway			akf@fkd.dep.no
17	Hauge	Jarle	Norwegian Coastal Administration	PB 466, NO_5501 Haugesund	Norway	+4795160530		Jarle.hauge@kystverket.no
18	Hagen	John Erik	Norwegian Coastal Administration	Serviceboks 2, 6025 Alesund	Norway	+47 70 23 10 00	+47 70 23 10 08	john.erik.hagen@kystverket.no
19	Mazuruk	Andrej	Maritime Office in Slupsk		Poland			amazuruk@umsl.gov.pl
20	Baranowski	Artur	Maritime Office Gdynia		Poland			irm@umgdyy.gov.pl
21	Bibik	Lukasz	Maritime Office Gdynia		Poland			irm@umgdyy.gov.pl
22	Durczak	Wosciech	Maritime Office Szczecin		Poland			nawigacja@ums.gov.pl
23	Kurpinski	Konrad	Maritime Office Gdynia		Poland			irm@umgdyy.gov.pl
24	Rojek	Bogdan	Maritime Office Gdynia	ul. Chrzanowskiego 10, PL-81-338 Gdynia	Poland	+48-58-661- 77-98	+48-58-620- 53-28	irm@umgdyy.gov.pl

25	Oliveira	Joao	Portuguese VTS Contractor (fos IPTM)		Portugal			Joao.oliveira@imarfor.pt
26	Cruz	Jose	IPTM		Portugal			Jose.cruz@imarfor.pt
27	Apostol	Silviu	Romanian Naval Authority		Romania			sapostol@praa.ro
28	Bajec	Primoz	The Slovenian Maritime Directorate	Ukmarjev trg 2 SI-6000 Koper	Slovenia	+386 5 6632 100	+386 5 6632 102	primoz.baajec1@gov.si
29	Bordon	Miran	The Slovenian Maritime Directorate	Ukmarjev trg 2 SI-6000 Koper	Slovenia	+386 5 6632 100	+386 5 6632 102	miran.bordon@gov.si
30	Ruiz de Lobera	Alfonso	Sociedad de Salvam y Seguridad Mariti	c/Fruela 3, 28011 Madrid	Spain	+34 91 755 91 00	+34 91 755 9139	interoper@sasemar.es
31	Drejier	Malin	Swedish Maritime Administration	Slottsgattan 82, 60178 Norrköping	Sweden	011191005		malin.drejier@sjofartsverket.se
32	Rutherford	Caarl Magnus	Swedish Maritime Safety Inspectorate		Sweden			Ccarl-magnus.rutherford@sjofartsverket
43	Zetterberg	Rolf	Swedish Maritime Administration		Sweden			Rolf.zetterberg@sjofartsverket
34	Paap	Pieter	Netherlands Ministry of Transport and Public Works		The Netherlands			Pieter.paap@minvenw.nl

35	Foeken	J.G.	Ministerie van Verkeer en Waterstaat	PO Box 20904, NL-2500 EX The Hague	The Netherlands	+31 70 351 6171	+31 70 3511692	j.p.foeken@dh2.pwsminvenw.nl
36	Collins	Joe	Maritime and Coastguard Agency	105 Commercial Road Southampton SO15 1EG	UK	02380 329138	02380 329204	Joe.Collins@mcga.gov.uk
37	Souter	Godfrey	Department for Transport	76 Marsham Str., UK- London SW1P 4DR	UK	+44 20 7944 5126	+442079442186	Godfrey.Souter@dft.gsi.gov.uk
38	Haag	Mikael	Saab Space		Sweden			Mikael.haag@space.se
39	Wengelin	Daniel	Saab Systems		Sweden			Daniel.wengelin@saabsystems.se
40	Mangs	Gunnar	Saab TransponderTech		Sweden			
41	Norberg	Kenny	Saab Systems		Sweden			Kenny.norberg@saabsystems.se

EMSA staff

S/N	Name	First Name	E-mail
1	MARTIN BAUZA	Emilio	Emilio.MARTIN-BAUZA@emsa.eu.int
2	AICHMALOTIDIS	Lazaros	Lazaros.AICHMALOTIDIS @emsa.eu.int
3	TEXIER	Yannick	Yannick.TEXIER@emsa.eu.int
4	WILKINS	Paul	Paul.WILKINS@emsa.eu.int
5	WOJCIESZEK	Dariusz	Dariusz.WOJCIESZEK@emsa.eu.int
6	KJENNBAKKEN	Reidar	Reidar.KJENNBAKKEN@emsa.eu.int
7	LIMA GALVAO	Marta	Lima.GALVAO@emsa.eu.int



ANNEX

Workshop on Vessel Traffic Monitoring Agenda

Programme – 7 November 2006

09:00	Registration and coffee	
09:30	Welcome address	Mr. Emilio Martin Bauza
09:45	Commission update on the amendments of the traffic monitoring Directive 2002/59	Mr. Urban Hallberg
10:45	Findings from analysis of the questionnaires	Mr. Lazaros Aichmalotidis
11:00	Coffee break	
11:15	Member States approach	
	11:15 Portugal	Mr. Paulo Bispo
	11:45 Finland	Mr. Rolf Bäckström
	12:15 Poland	Mr. Bogdan Royek
12:45	Lunch break	
14:15	Member States approach (continue)	
	14:15 The Netherlands	Mr. Han Hoeneken
	14:45 HELCOM project (Baltic Sea)	Mr. Habib Khayat
	15:15 Other initiatives	Mr. Paul Wilkins
15:45	Coffee break	
16:00	Discussion/ Conclusions	Mr. Lazaros Aichmalotidis
18:00	End of the first day	

Agenda
1st Member States Experts' Review (STIRES study)
Programme – 8 November 2006

09:00	Registration and coffee	
09:30	Wrap up from day 1	Mr. Lazaros Aichmalotidis
09:45	Terms of reference / STIRES study objectives	Mr. Paul Wilkins
10:15	Data collection	Saab / EMSA
11:00	Coffee break	
11:15	Requirements analysis	Saab / EMSA
12:45	Lunch break	
14:15	Data distribution / network	Saab / EMSA
14:45	Network applications	Saab / EMSA
15:15	EU/EMSA external applications	Saab / EMSA
15:45	Coffee break	
16:00	Future developments	Saab / EMSA
16:30	Cost and benefit analysis	Saab / EMSA
16:50	Synopsis / Conclusions / Recommendations	Saab / EMSA
18:00	End of the workshop	