

INCIDENT REPORTS

best practices



Presentation prepared by
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2012



SafeSeaNet Group Workshop nr. 18, October 18, 2012



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Preview:

- On April 15th 2011 MARSUNO Pilot Project *Steering Committee* took decision to perform exercise called MARDEMO organized by Maritime Office in Gdynia involving *layer 2 VTMISS*, using training environment of Safe-Sea-Net;
- On May 17th 2011 in response to the invitation of Maritime Office in Gdynia, we received an answer from European Maritime Safety Agency (EMSA) with willingness to support MARDEMO exercise with SafeSeaNet *training environment*.

Purpose of MARDEMO Exercise:

- ✓ Confirmation that all countries in Baltic Sea Basin are well-protected from the transmission of safety information according to the International procedures;
- ✓ Practical use of SSN training environment (<https://sso-training.emsa.europa.eu>);
- ✓ Sharing insights and observations;

Participants of MARDEMO exercise:

Countries in Baltic Sea Basin: Finland, Estonia, Latvia, Lithuania, Poland, Denmark, Germany, (Russia and Sweden as observers).

Performed exercise dates:

September 6th / 7th / 8th - 2011.




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How MARDEMO exercise was conducted ?

- 1) Due to the fact that MARDEMO exercise was carried out in "real time" it was decided to use (as a „target ship“) a passenger vessel sailing on the route through all EEZ zones for countries involved;

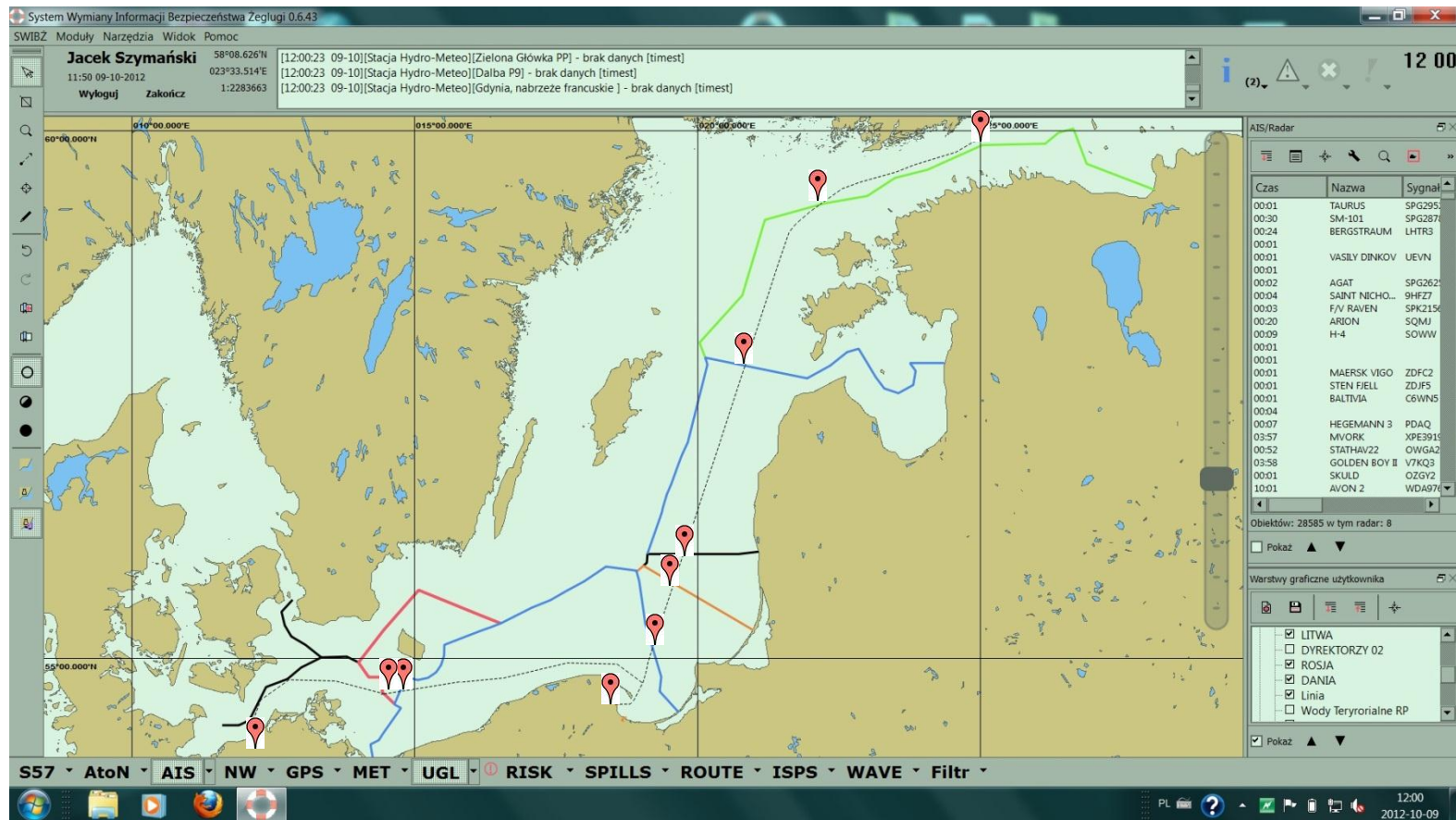
FINNMAID		DETAILS OF THE VESSEL	
		IMO	9319466
		CALL SIGN	OJMI
		MMSI	230982000
		FLAG	Finland [FI]
		SHIP TYPE	Passenger
		Length x Breadth:	216 m X 30 m
		Dead Weight	9300 t
		OWNER	NASDAQ OMX Helsinki Ltd, Finnlines is part of the Grimaldi Group

- 2) It was agreed that each country will send a report about the arrival and departure of their EEZ zone (minimum 2 alerts from each countries) as Incident Report;
- 3) It was established that an additional *alert notification* related to the ship visits in the following ports: Helsinki, Gdynia and Rostock will be sent;



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Chart view: Maritime Safety & Security Information Exchange System



- EEZ for Baltic Sea Basin countries (participants of MARDEMO exercise),
- Fixed route of passenger vessel „FINNMAID” (IMO: 9319466) in duration: September 6th-8th 2011,
- Main alert distribution points in MARDEMO exercise.

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Template of Report in MARDEMO exercise,

MARDEMO, MARDEMO, MARDEMO

+			
	Information	Subject	Remarks
0.	Sender	XYZ VTS	Contact details: Email: Telephone: Fax:
1.	Time UTC	00:00 UTC	02:00 LT
2.	Ship name	FINNMAID	invariant information
3.	IMO	9319466	invariant information
4.	Current GPS pos. of the vessel	$\varphi = 00^{\circ}00,00'N$ $\lambda = 000^{\circ}00,00'E$	From AIS,
5.	Current COG of the vessel	240 °	From AIS,
6.	Current SOG of the vessel	15,5 kn	From AIS,
7.	Current Wind speed in vicinity of the vessel	1,5 m/s	3 kn
8.	Current Wind direction in vicinity of the vessel	NE	090 °
9.	Current Visibility in vicinity of the vessel	poor	Fog in the patches, moderate rain.
10.	Current Sea state in vicinity of the vessel	calm	Approx. wave high = 1 m.
11.	Total person on board	450 persons	
12.	DG on board	IMO Class 2.2	Air compressed bottles – 300 kg.
13.	SCENARIO information	Currently above named vessel is leaving EEZ of Finland.	
14.	Other information	none	



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Sending alert notification using Polish „distribution tool” called:
Maritime Safety & Security Information Exchange System (based on XML).

1) Registration to the system:

LOG IN

Your login:

Your password: Log in ... →

2) Preparing alert notification:

Incident

None of 'VesselIdentification, ContactIdentification' child elements found

Type:

Attribute 'Type' not filled

VesselIdentification

XSD/XML switch to: Ship database

MMSI Number

IMO Number

CallSign

ShipName

ContactIdentification

IncidentDetails

None of 'UriDetails, ContactDetails' child elements found

UriDetails

File upload switch to: XSD/XML

Current file: Name: Size:

Choose file to add/change current file:

XML values: Uri: DocType:

ContactDetails

Users database switch to: XSD/XML

Current contact details: LoCode: Phone: 58 355 36 12 Fax: 586205328 Email: vts@umgdy.gov.pl First name: Last name: VTS Zatoka Gdańska

Vts

Nice to see you Jacek Szymański (JSzymanski) ... Log out ... →

Events VTS Database Hydro-Meteo Spills Weather Forecasts Notices to Mariners Navigational Warnings Standing Orders Admin

MARDEMO, MARDEMO, MARDEMO

No new events

Information	Subject	Remarks
0. Sender	XYZ VTS	Contact details: Email: Telephone: Fax:
1. Time UTC	00:00 UTC	02:00 LT
2. Ship name	FINNMAID	invariant information
3. IMO	9319466	invariant information
4. Current GPS pos. of the vessel	$\phi=00^{\circ}00,00'N \lambda=000^{\circ}00,00'E$	From AIS,
5. Current COG of the vessel	240 °	From AIS,
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11. Total person on board	450 persons	
12. DG on board	IMO Class 2.2	Air compressed bottles – 300 kg.
13. SCENARIO information	Currently above named vessel is leaving EEZ of Finland.	
14. Other information	none	

Ship
Alert
Security

SafeSeaNet SSN

Users
User Groups
Logs
Server AIS
Administracja Lloyd
S-57 Map Cells
FAQ



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3) Sending alert:

SSN_Receipt

Header	
Version	2.0
SentAt	2012-03-22 09:47:27 2012-03-22T08:47:27Z
From	SSN
To	ncaplgdy1
MSRefId	wbsv2_05465400117614f6ae71e0d5ef
SSNRefId	705978470
StatusCode	OK
StatusMessage	The message processed successfully.

```
<?xml version="1.0" encoding="UTF-8" standalone="yes"?>
<SSN_Receipt xmlns="urn:eu.emsa.ssn"><Header StatusMessage="The message processed successfully." StatusCode="OK"
SSNRefId="705978470" MSRefId="wbsv2_05465400117614f6ae71e0d5ef" To="ncaplgdy1" From="SSN"
SentAt="2012-03-22T08:47:27Z" Version="2.0"/></SSN_Receipt>
```

MS2SSN_Alert_Not

Header	
Version	2.0
SentAt	2012-03-22 09:47:26 2012-03-22T09:47:26+01:00
From	ncaplgdy1
To	SSN
MSRefId	wbsv2_05465400117614f6ae71e0d5ef

Body

Incident	
Type	SITREP
VesselIdentification	
IMONumber	9194086
CallSign	PFAZ
ShipName	SAMBA
IncidentDetails	
UrlDetails	
Url	https://swibz.umgdy.gov.pl//images/user/ssnV2/a/e/User%20ID%20LRIT%20-%20nowe_ae6adbc7d6a6c61e1930f9e97ac1702b.doc
DocType	DOC

```
<?xml version="1.0" encoding="UTF-8" standalone="yes"?>
<MS2SSN_Alert_Not xmlns="urn:eu.emsa.ssn"><Header Version="2.0" SentAt="2012-03-22T09:47:26+01:00" From="ncaplgdy1"
To="SSN" MSRefId="wbsv2_05465400117614f6ae71e0d5ef"/><Body><Incident Type="SITREP"><VesselIdentification
IMONumber="9194086" CallSign="PFAZ" ShipName="SAMBA"/><IncidentDetails><UrlDetails Url="https://swibz.umgdy.gov.pl//images
/user/ssnV2/a/e/User%20ID%20LRIT%20-%20nowe_ae6adbc7d6a6c61e1930f9e97ac1702b.doc" DocType="DOC"/></IncidentDetails>
</Incident></Body></MS2SSN_Alert_Not>
```

cancel

FAQ

Admin

Maritime Safety & Security
Information Exchange System

Admin

essel:

Port:

OK
Set filter

SSN Receipt Status:

CANCEL
Reset filter








ings & rors:	HTTP Reps. Code:	SSN Receipt Status:	SSN Receipt Text:	XML
	202	OK	The message processed successfully.	XML
	202	OK	The message processed successfully.	XML



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MARDEMO timetable of alert reports







Country	Date & Time (UTC)	Position (WGS-84)	MsRefId	Remarks
FINLAND 	06.09.2011 (17:15)	$\varphi = 60^{\circ}00,96'N$ $\lambda = 025^{\circ}06.17'E$	258211760	Started of MARDEMO
	06.09.2011 (20:10)	$\varphi = 59^{\circ}50,45'N$ $\lambda = 024^{\circ}40.17'E$	258212970	
	06.09.2011 (22:45)	$\varphi = 59^{\circ}06,89'N$ $\lambda = 021^{\circ}36.47'E$	258218983	leaving FI EEZ zone
ESTONIA 	06.09.2011 (23:31)	$\varphi = 59^{\circ}23,00'N$ $\lambda = 022^{\circ}14.69'E$	258216922	entering EE EEZ zone
	07.09.2011 (02:06)	$\varphi = 57^{\circ}56,90'N$ $\lambda = 020^{\circ}52.50'E$	258223918	leaving EE EEZ zone
	-	-	-	
LATVIA 	07.09.2011 (02:00)	$\varphi = 57^{\circ}58,06'N$ $\lambda = 020^{\circ}53.16'E$	258223262	entering LV EEZ zone
	07.09.2011 (07:30)	$\varphi = 56^{\circ}02,09'N$ $\lambda = 019^{\circ}45.39'E$	258235859	leaving LV EEZ zone
	-	-	-	
LITHUANIA 	07.09.2011 (07:29)	$\varphi = 56^{\circ}02,71'N$ $\lambda = 019^{\circ}43.60'E$	258230440	entering LT EEZ zone
	07.09.2011 (07:30)	$\varphi = 56^{\circ}02,72'N$ $\lambda = 019^{\circ}43.94'E$	258230665	
	07.09.2011 (08:20)	$\varphi = 55^{\circ}45,19'N$ $\lambda = 019^{\circ}33.45'E$	258231910	leaving LT EEZ zone
POLAND 	07.09.2011 (08:30)	$\varphi = 55^{\circ}45,20'N$ $\lambda = 019^{\circ}33.58'E$	258232349	entering RU EEZ zone
	07.09.2011 (10:10)	$\varphi = 55^{\circ}45,20'N$ $\lambda = 019^{\circ}33.58'E$	258234669	leaving RU EEZ zone
	07.09.2011 (10:10)	-	258239266	arrival to Gdynia
	07.09.2011 (15:45)	$\varphi = 55^{\circ}31,97'N$ $\lambda = 018^{\circ}31.41'E$	258243382	departure from Gdynia
	07.09.2011 (23:10)	$\varphi = 55^{\circ}39,97'N$ $\lambda = 014^{\circ}43.39'E$	258253433	leaving PL EEZ zone
DENMARK 	07.09.2011 (22:00)	$\varphi = 54^{\circ}45,60'N$ $\lambda = 015^{\circ}47.00'E$	258251692	entering DK EEZ zone
	08.09.2011 (00:01)	$\varphi = 54^{\circ}37,90'N$ $\lambda = 014^{\circ}27.80'E$	258251692	leaving DK EEZ zone
	-	-	-	
GERMANY 	07.09.2011 (23:57)	$\varphi = 54^{\circ}38,00'N$ $\lambda = 014^{\circ}28.00'E$	258254556	entering DE EEZ zone
	08.09.2011 (05:40)	-	258261982	alongside in Rostock
	08.09.2011 (05:46)	-	258261726	Finish of MARDEMO



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MARDEMO - List of Participants:

Country	Name of service
FINLAND 	Finnish Transport Agency, SSN 24/7 NCA (National Competent Authority) contact point Navielektro, Helpdesk,
ESTONIA 	Estonian Maritime Administration, Tallin VTS,
LATVIA 	Latvian Coastguard Service, MRCC Riga MSS Duty
LITHUANIA 	Lithuanian Maritime Safety Administration Chief Specialist & Head of ITD at interim Lithuania'n Naval Force, Klaipeda State Sea Port Authority, AB "ORLEN Lietuva" Pipeline and OffshoreTerminal,
POLAND 	Maritime Office in Gdynia, - VTS ZATOKA, The Border Guard of the Republic of Poland,
DENMARK 	Admiral Danish Fleet, Danish Maritime Assistance Service,
SWEDEN 	Swedish Maritime Administration, - 24/7 Sweden
GERMANY 	German Federal Waterways Administration, Maritime Emergency Reporting and Assessment Centre,



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MARDEMO CONCLUSIONS:

- ✓ MARDEMO exercise showed that channel exchange of maritime safety information has been verified;
- ✓ To ensure a proper level of safety on the Baltic Sea, we propose to include the Russian Federation having an access to the SSN-platform to provide maritime safety information;
- ✓ We suggest to consider the possibility of "updating reported alerts" (instead of creation a new alert for the same ship, on the same route);
- ✓ For our common safety & security, we propose to carry out the exercise (similar to MARDEMO) on a regular basis (once a year).



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Thank you for your attention



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