

## **Data Distribution Plan (DDP)**

**3rd meeting EU LRIT Expert Group  
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## **Content**

### **1. IMO – DDP related issues**

- **Definitions**
- **Format**
- **Submission**

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## 1. DDP – IMO definitions

### **DDP = Data Distribution Plan**

**DDP Information** - means data required to be contained in the LRIT DDP by either SOLAS Regulation V/19-1 or the Performance standards [MSC 263(84)] and to be communicated to all recipient components.

**Recipient components** - means the LRIT Data Centres (DCs) and the International LRIT Data Exchange (IDE).

**Full DDP** - means the complete set of DDP Information in effect at a particular time. DDP information is categorized into two types: “regular” and “immediate” information.

## 1. DDP – IMO definitions

**Incremental Update** - means a subset of information of the full DDP, representing the changes made between two specified versions of the DDP. An incremental update details changes to DDP information of both the “regular” and “immediate” types.

**DDP version number** - means an identifier, composed of a “regular version number” and an “immediate version number” (e.g., 12:82) uniquely identifying the contents of the full DDP as at a particular point in time. The reason for dividing the DDP Information/version numbering in “regular” and “immediate” is to provide a simple and efficient method for updating the DDP.

## **1. DDP – IMO requirements**

- Full DDP Information must be submitted to IMO by each CG in order to have access to the LRIT information. Submission deadline – A.S.A.P. but not later than 31/12/2008.
- IMO has defined a standard format (XML file) for the DDP Information. Following submission, the DDP Information can be updated at any time by the CG.
- The DDP update can be either “regular” or “immediate”

## 1. DDP – submission procedure

- DDP is a module of IMO GISIS (Global Integrated Shipping Information System) web interface.
- Each CG shall access the interface with their own password and provide/update the DDP Information. For a CG to get access to the DDP site, they have to submit to IMO (**lrit@imo.org**) the information on the LRIT Point of Contact, as defined in the DDP:
  - Title
  - Department
  - AddressCity
  - AddressCountry
  - Email
  - FirstName
  - Position
  - AddressPostcode
  - Telephone
  - Website
  - LastName
  - Address
  - AddressState
  - Fax
- They should also inform IMO which DC/ASP they are using.

## **1. DDP – site structure**

The DDP site is divided in three areas:

- Contracting Government
- DDP Server Status
- Download

### **Contracting Government- menu:**

- National Points of Contact
- Geographical Areas
- Locations
- Coastal State Standing Orders
- Exclusions
- Data Centre
- ASP

## **1. DDP – site content**

### **National Points of Contact**

Information on the LRIT point of contact of the Contracting Government: name, address, telephone, e-mails, etc. CG can enter several points of contacts.

### **Geographical Areas**

- **Internal Waters**
- **Territorial Sea**
- **SeawardArea1000 NM**
- **Custom Coastal Area** (sea areas of particular interest, included in the 1000 Nm, where ship tracking is automatically activated by the DCs)

## Geographical areas

For each category the CG can submit polygon in two ways:

- Manual Input - gives the possibility to enter coordinates of vertices, one by one. This function can be used for simple polygons, with few vertices.
- File Upload - Alternatively, the polygon information can be uploaded from the local PC in GML format, i.e. the CG can browse, select and upload a GML file previously saved on the local disk.

Each polygon is assigned a mandatory ID and it can be given a short description (caption). The coordinates of a polygon can be visualised in text format, but not graphically. Polygons are checked if they are closed, but no validation of the geographical position of the vertices is done by IMO.

## 1. DDP – site content

### Locations

Location information is taken from the GISIS system in an automatic way, based on input from CG Embassy or Permanent Representation at IMO.

- Ports, identified by UN/LOCODE
- Port facilities, identified by IMO Port Facility Number
- Places, identified by a Places Id
- SAR, identified by an LRIT ID

## 1. DDP – site content

### Coastal State Standing Orders (immediate update)

The CG can activate/deactivate one or more polygons that have been previously uploaded (Custom Coastal Areas or 1000 NM) to be used as Coastal State Standing Order. Captions here can be useful to determine the type of area to be de/activated (for instance “Traffic Area 1”, “Defcon 2”, “Environmentally sensitive area, Blue Island”).

There is no concept of “set of polygons” here, so each polygon must be de/activated individually.

## **Exclusions (immediate update)**

The list of CGs to be excluded from data distribution.

## **Data Centre**

Information on the Data Centre used by the CG (web service addresses to be used by IDE and DDP Server)

## **DDP Server Status**

Current implemented version number

Last published version number

Message logs, used for debugging purposes by DC.

## **Download**

All previously published DDP versions are available for download.

## **User Guide**

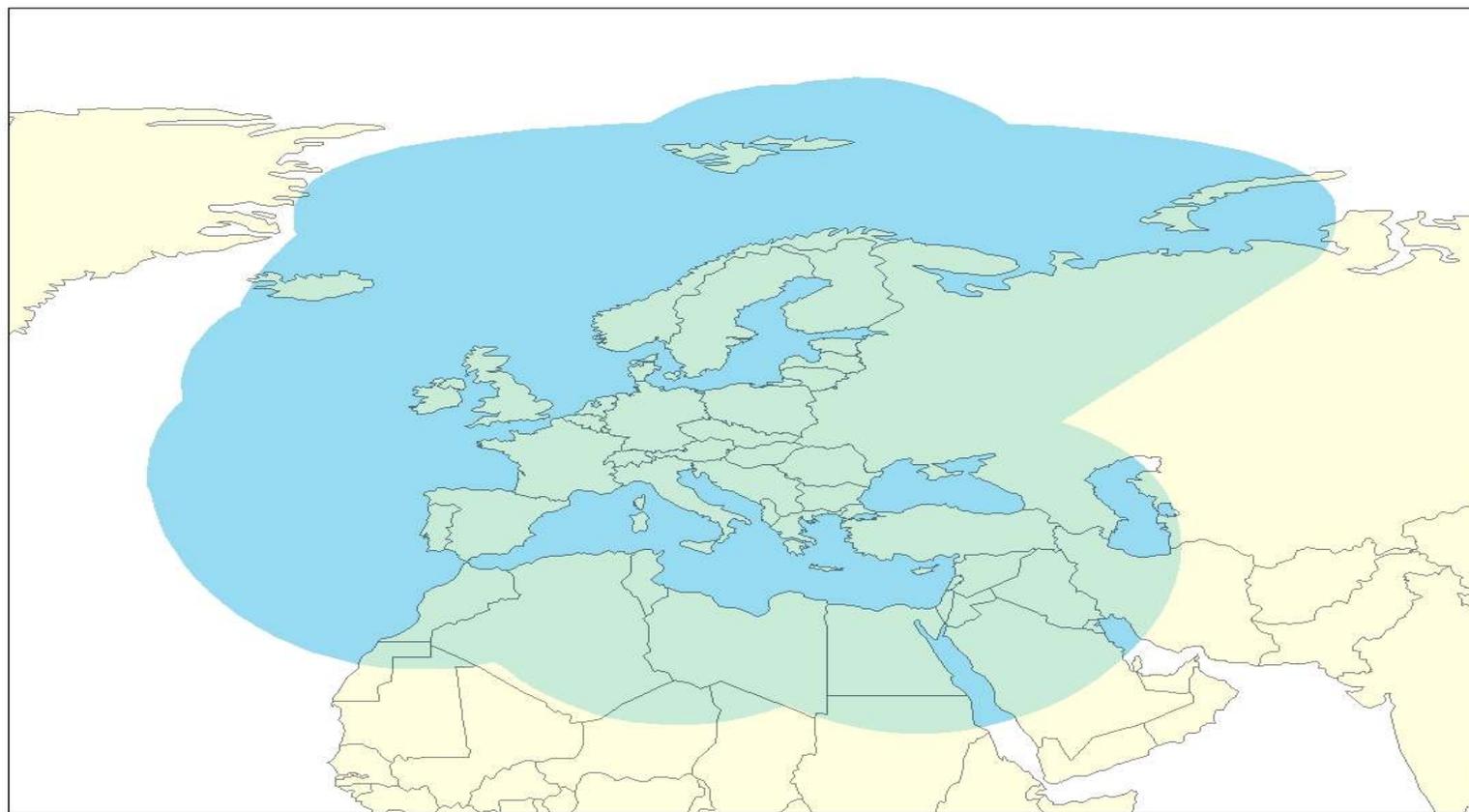
In the very near future the DDP module will also include a User Guide. In case of difficulty, CGs will have the facility to make reference to this guide particularly when they enter information.

## 2. - EU Member States DDPs

EMSA received DDP geographical polygons from 18 Member States. Illustration of the polygons in GIS format reveal a number of areas to improve:

- some files could not be opened due to a different format having been used for the representation of the polygons;
- some polygons are not defined correctly;
- excessive number of vertices is used when closing the polygons on the shore side;
- Custom Areas are not correctly defined / used;

## 2. – Comments on DDPs



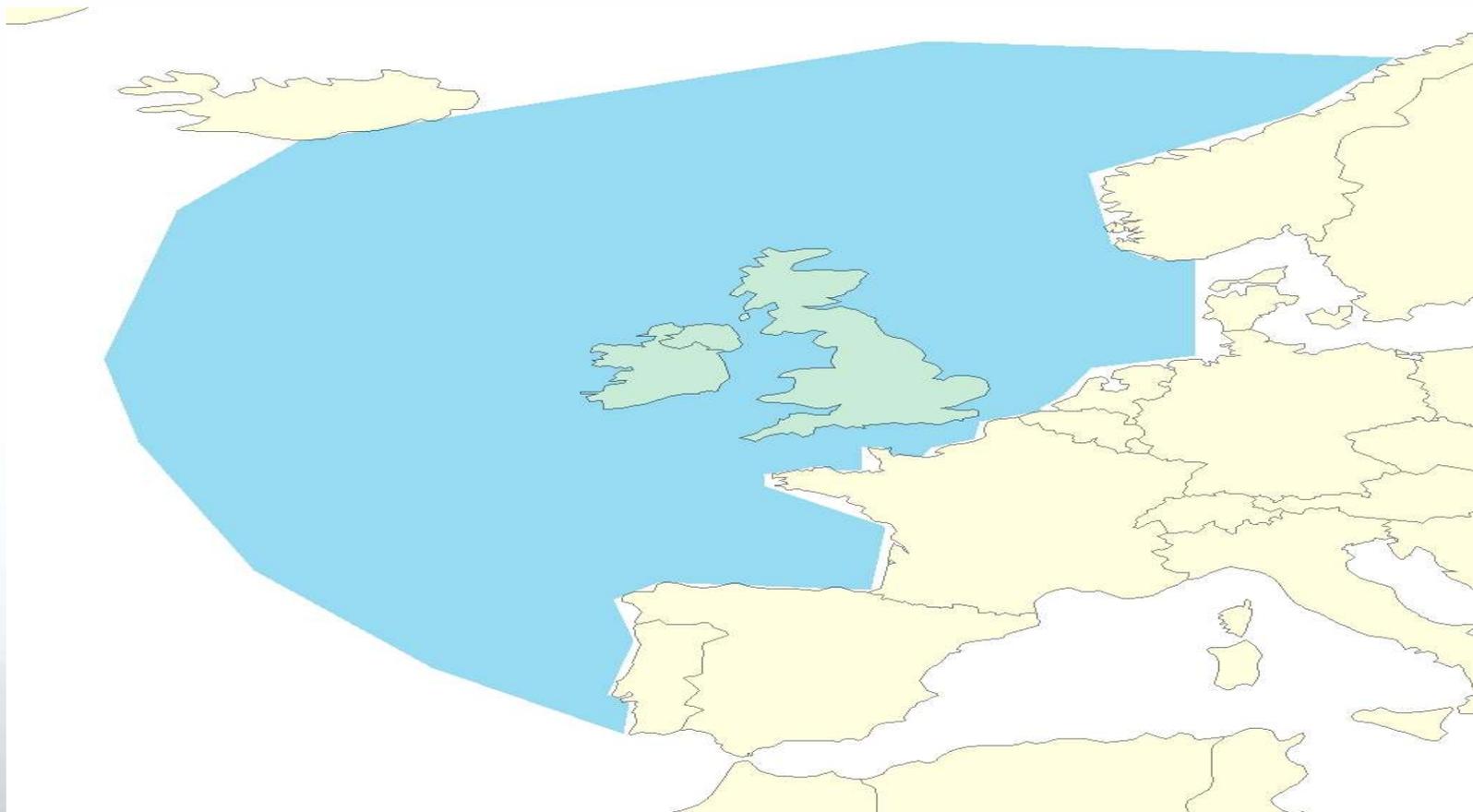
EU 1000 Nm area – compiled from the submitted DDPs

## 2. – Comments on DDPs



1000 Nm area – correct submission from a MS

## 2. – Comments on DDPs



1000 Nm area – incorrect submission – territorial sea is excluded

## 2. – Comments on DDPs



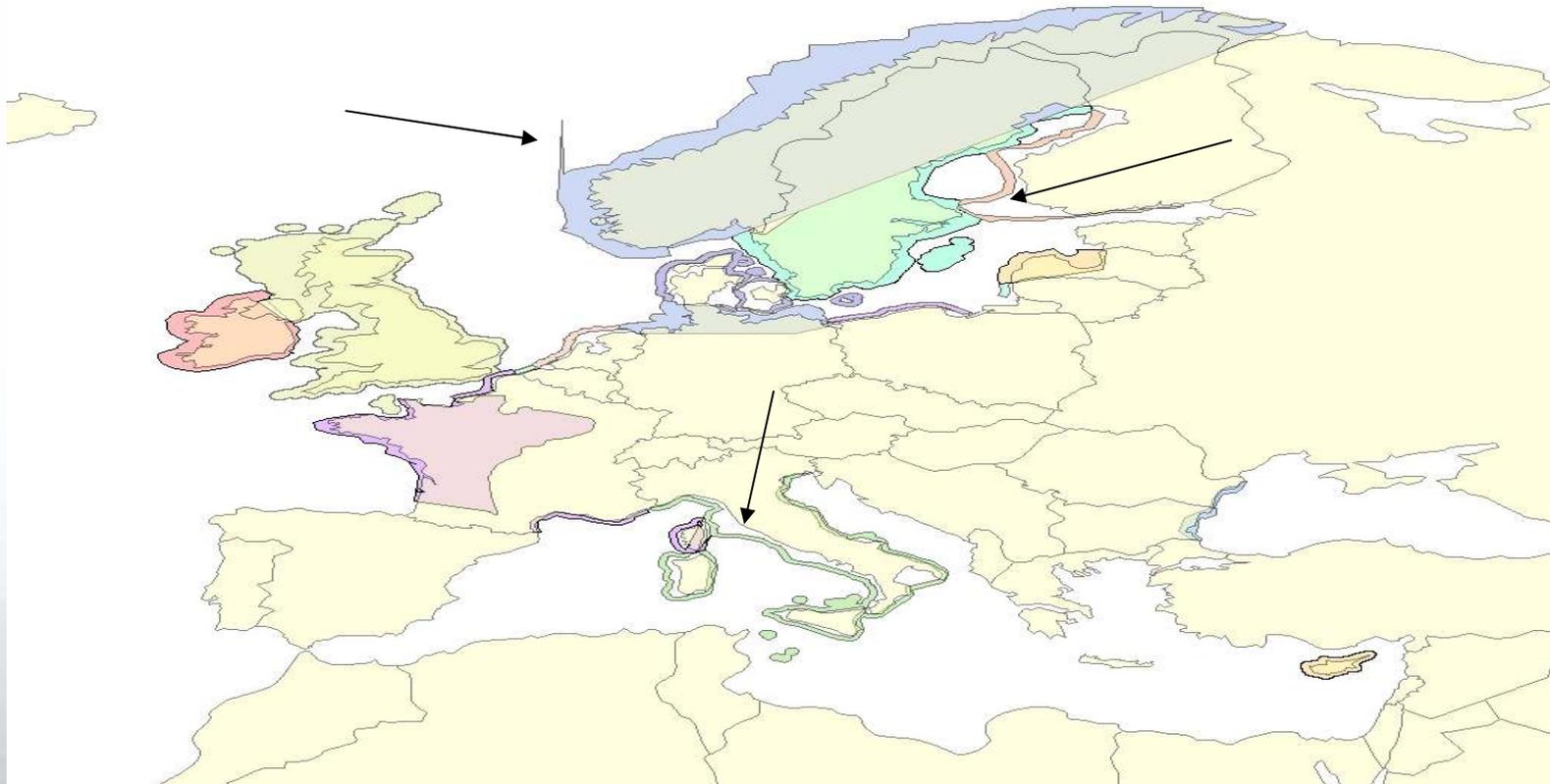
1000 Nm area – incorrect submission – territorial sea is excluded (detail)

## 2. – Comments on DDPs

“SeawardAreaOf1000 Nm” = is the area between the coast of the Contracting Government concerned and a distance of 1,000 nautical miles from **its coast**. The Contracting Government concerned may, in lieu of defining the aforesaid area with reference to the geographical co-ordinate points defining its coast, define the area with reference to the geographical co-ordinate points of the **baselines** for measuring the breadth of the territorial sea.

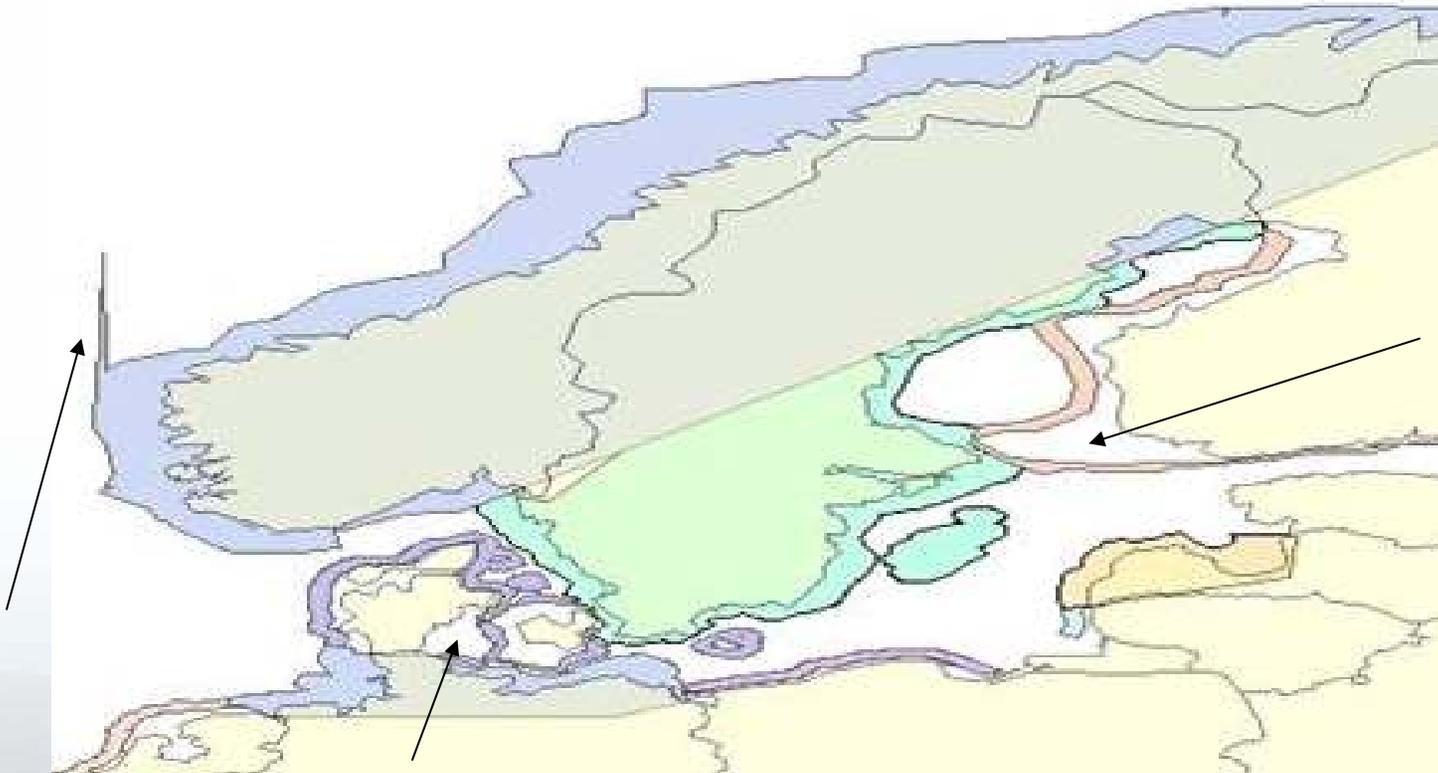
*EMSA suggestion is to use the baseline as the reference line for all LRIT polygons.*

## 2. – Comments on DDPs



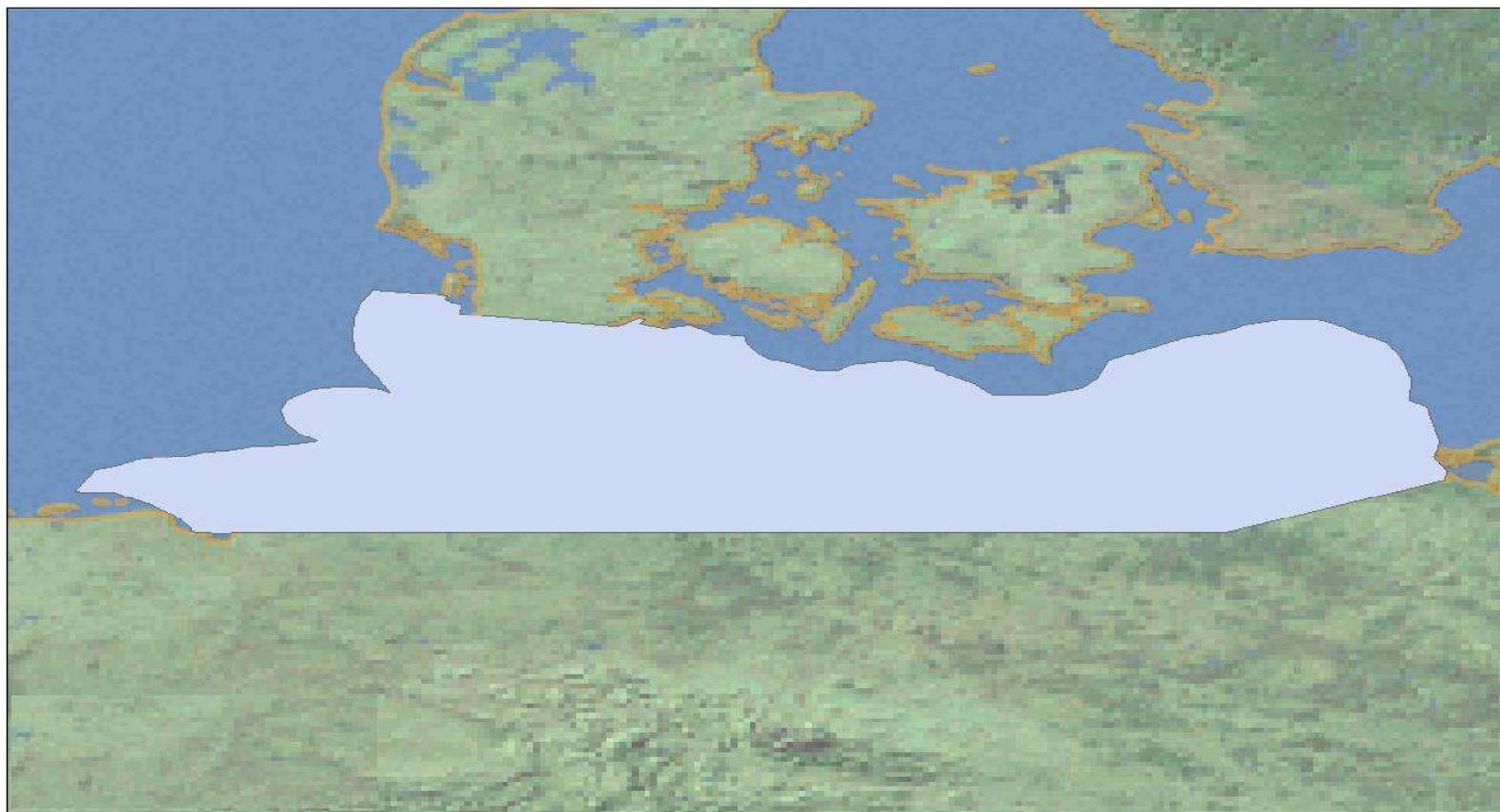
EU territorial areas – overall picture

## 2. – Comments on DDPs



Details: - irregular area definitions – need to be checked

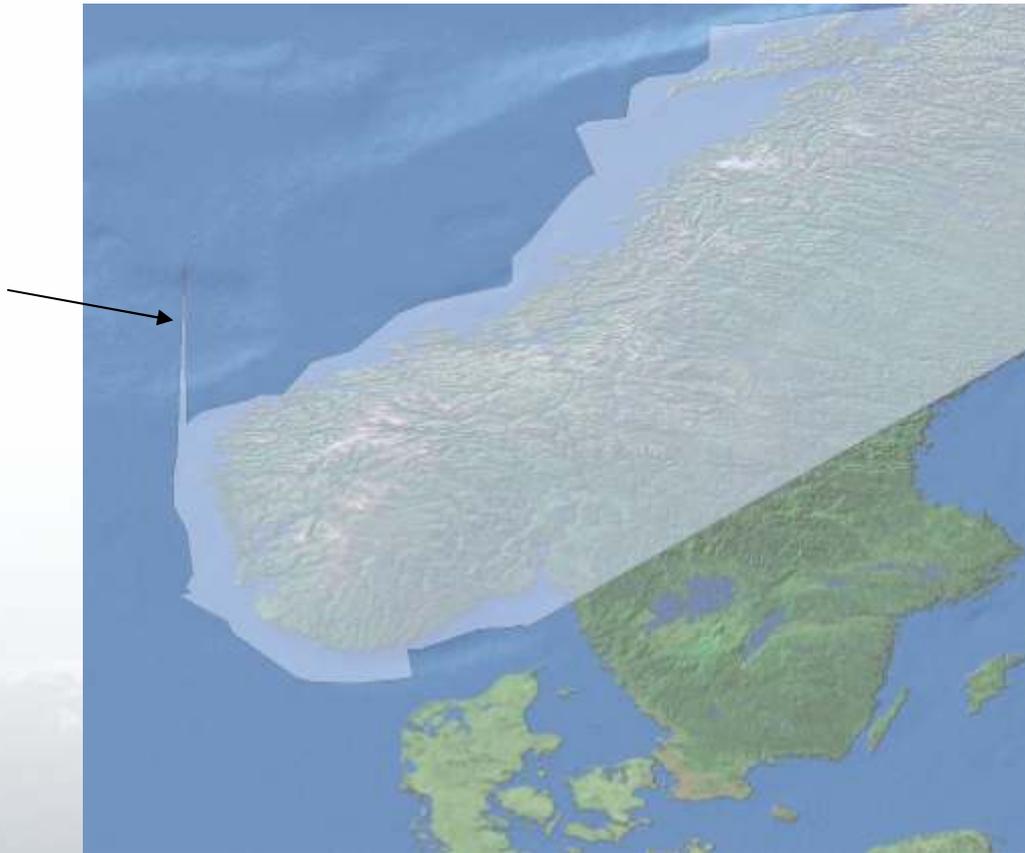
## 2. – Comments on DDPs



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Correct submission of territorial area

## 2. – Comments on DDPs



Irregularity in territorial sea polygon

## 2. – Comments on DDPs



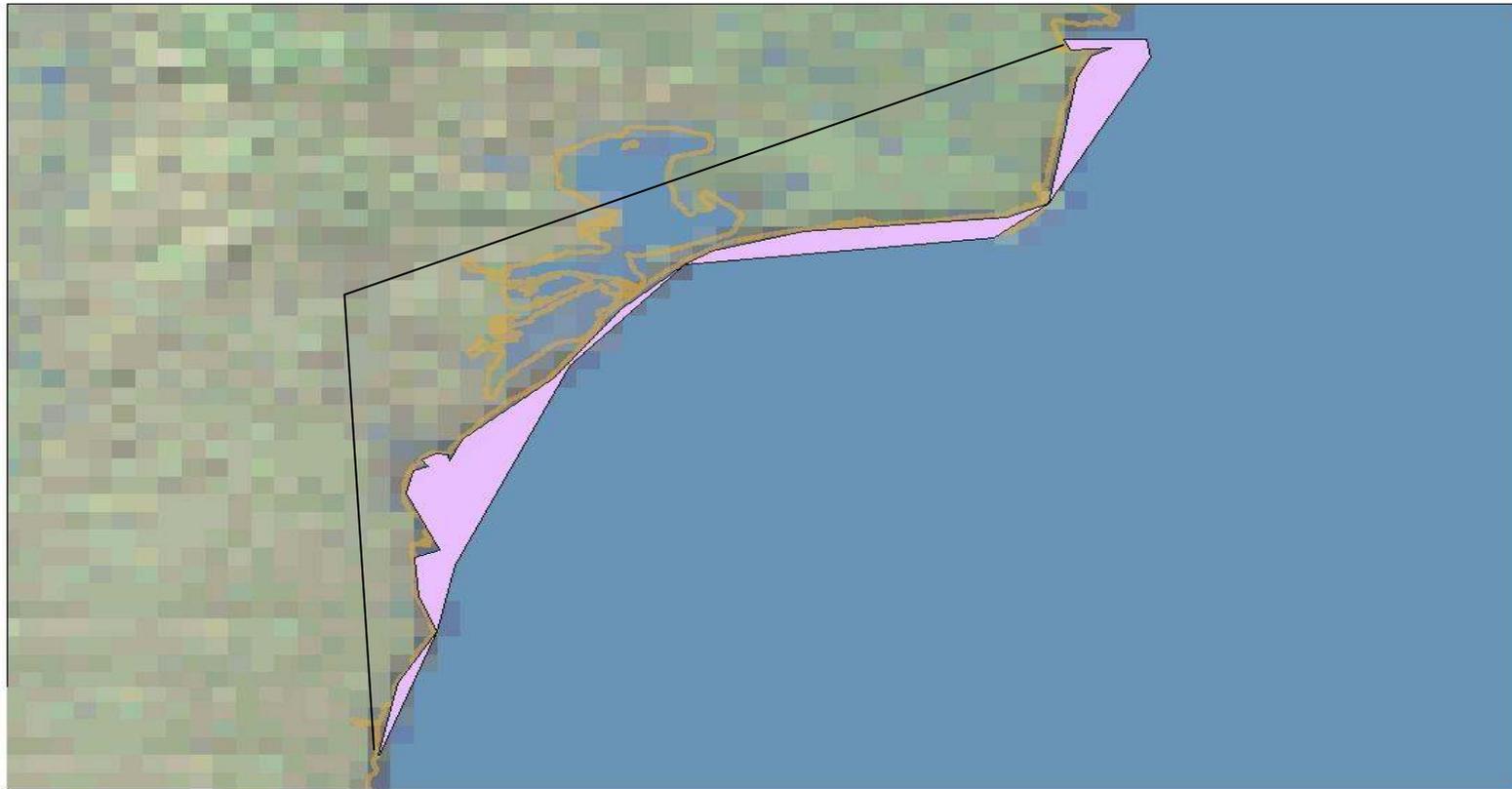
Unnecessary “holes” in territorial sea polygon

## 2. – Comments on DDPs



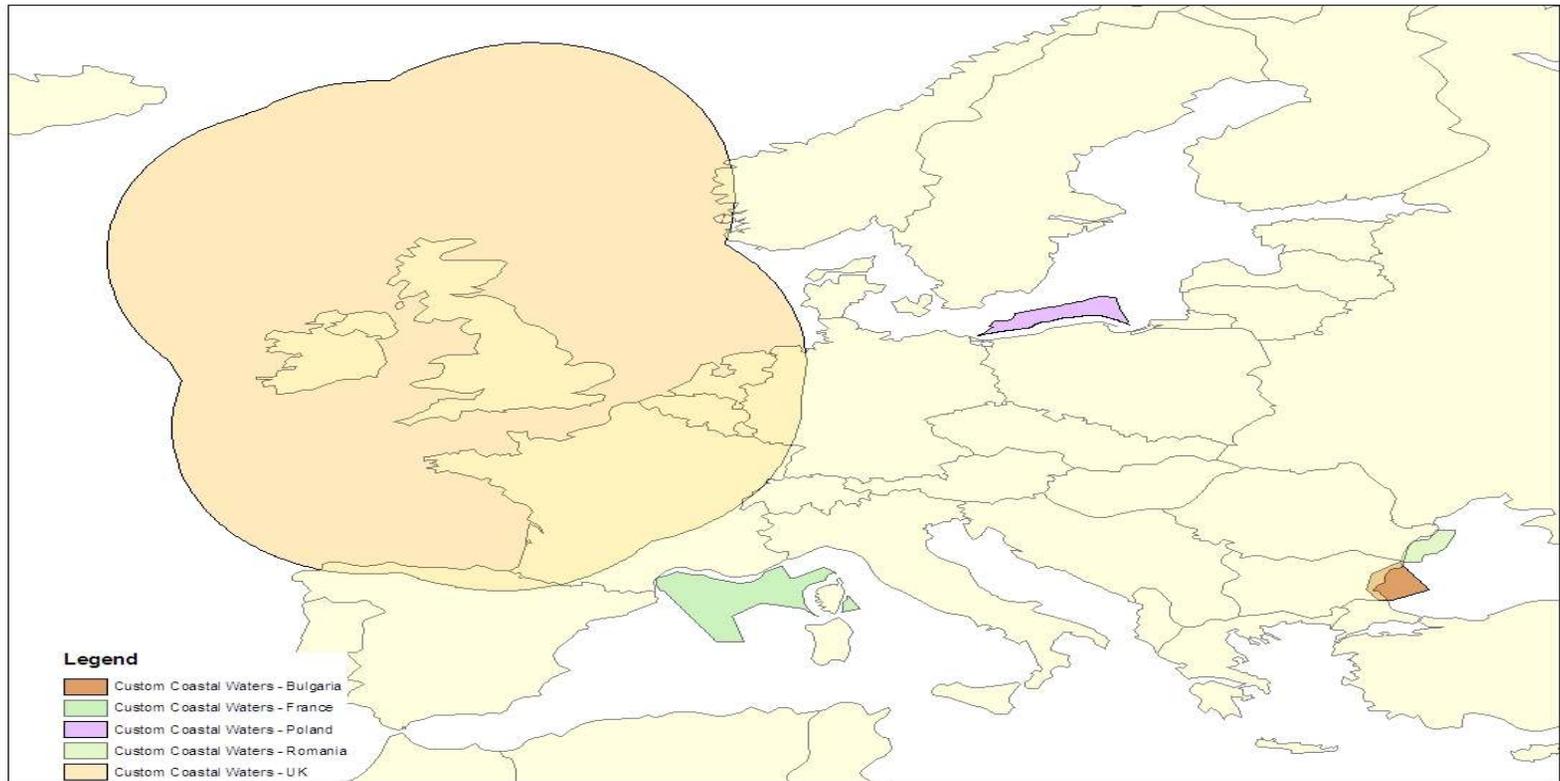
Internal and territorial areas – there is no need to define the land areas.

## 2. – Comments on DDPs



Internal areas – the shore side can be in simple/straight lines

## 2. – Comments on DDPs



Custom areas – are these areas correct? – such large Custom Areas will produce a large number of payable messages on the account of the MS defining the area.

## 2. –Custom Area

Custom Coastal Area polygon should be a dedicated area inside the 1000 Nm polygon which is of special interest to the MS.

If defined within DDP, all DCs around the world will check all incoming LRIT reports to see if they fall within the Custom area and will provide the MS with the relevant LRIT reports for all ships passing through that area.

## 2. – Comments on DDPs

- the shore-side of each polygon should be as simple as possible;
- there is no need to illustrate the shore-line or islands contour;
- it is recommended to perform a graphical GIS illustration of the polygons as a validation check prior to submission of the DDP Information to IMO (open source/free GIS tools are available on internet – QGIS, uDIG, GMT, etc);

## Help Desk

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