IMDatE

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1st Meeting IMDatE

Outline

Background & Policy Aspects

Approach

Opportunities and Added Value

Background & Policy Aspects

Political Guidance has been given and the direction is clear: Council Resolution of 2 October 2007 (LRIT)

"Agrees that LRIT and AIS information are complementary and, therefore, agrees to progress… towards an integration of these two systems".

The Council also stressed that "synergies should be identified with other existing or developing ship identification and tracking systems" …and,

"…subject to completion of necessary technical work, the EU LRIT DC should make use of the existing SafeSeaNet system communication platform in order to facilitate the sharing of LRIT information between Member States".

Background & Policy Aspects

*The 2011 White Paper for the future of transport –
advocates to "develop SafeSeaNet into the core
system for **all relevant maritime information
tools** needed to support maritime safety and
security and the protection of the marine
environment from ship-source pollution".*

Background & Policy Aspects

*Furthermore, the Commission's Communication of 2009 towards the integration of maritime surveillance states that "the Community system of **SafeSeaNet should be used by all relevant communities and be developed further to function as the main platform for information exchange in the EU maritime domain** with regard to port arrival and departure notifications, notifications of dangerous goods, maritime security notifications, incident and accident information, AIS, LRIT and pollution monitoring".*

Approach

Against this background, Member States and the Commission, when adopting the EMSA Work Programme 2011, have mandated EMSA to explore operational synergies in this field.

The IMDatE project is then part of the response to that mandate.

Approach

The approach taken by EMSA is a broad one, first looking at all existing relevant maritime information tools, to see how to develop a flexible interoperable system.

Thereafter discuss needs and demands and to look at the possible output of such an interoperable system and how it can assist in further enhancing functionalities and services in a cost efficient way, improving the situational awareness of maritime traffic operations.

Approach

The IMDatE project has so far explored if and how to develop, on the technical level, interoperable data exchange bringing together existing monitoring and tracking systems hosted and run by EMSA.

This has by and large been a preparatory internal phase, and the Commission has followed its development.

Approach

The approach should:

Support the EU maritime transport and related policies;

identify added value by exploring synergies of what already has been developed;

avoid duplication;

offer innovative enhanced services to support Member States exercising their rights as Flag States, port States or coastal States

Approach

Driving Principles:

- *reinforce cooperation*
- *demands and needs*
- *additional operational support*
- *sharing of common modules*
- *state of the art technologies/innovative solutions*
- *implementation in phases (tailor-made)*

Opportunities

Big investments made both at national and EU level

Systems are now 'ripe'

Use the operational potential of systems; 'interest on investment'

Explore interoperability and synergies

To start the discussions with you, as users, your needs, demands, priorities

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Thank you for your attention!