



European Maritime Safety Agency

MINUTES OF MEETING

IMDatE 1st Meeting

Held in Lisbon on the
28th February 2012

European Maritime Safety Agency (EMSA)

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Background

The first Integrated Maritime Data Environment (IMDatE) meeting took place on the 28th February 2012. The scope of the first meeting was to:

- explain the background of the IMDatE project;
- present the operational principles;
- open the discussion on which services are most useful to Member States;
- consider the possibility of setting up a working group for further developing such services;
- present the prototype and the proposed implementation schedule

The meeting was chaired by Mr Leendert Bal, Head of Department C, **EMSA**. Mr Jacob Terling represented the **European Commission** (DG MOVE).

Delegations from **Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Hungary, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Norway, Poland, Portugal, Slovakia, Spain, Sweden and the United Kingdom** attended the meeting.

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

A list of available documents and the agenda distributed to participants is included as **Annex 2**.

All the IMDatE documentation may be obtained from:

https://extranet.emsa.europa.eu/index.php?option=com_joomdoc&view=docman&gid=459&task=cat_view&Itemid=100039

Minutes of 1st IMDatE Meeting

I. WELCOME AND OPENING OF THE MEETING

Mr Leendert Bal, Head of Department C – Operations, and Chairman of the meeting, opened the meeting and welcomed all participants. He introduced the concept of IMDatE, and stated the objective of the meeting was to explain the project and to engage in dialogue with the Member States.

II. BACKGROUND AND APPROACH FOR DEVELOPING AN INTEGRATED MARITIME DATA ENVIRONMENT

The Commission, represented by Mr Jacob Terling of DG MOVE, outlined the background and policy aspects, the general approach, and the identified opportunities and added value of an integrated maritime information platform.

The political guidance behind the development of IMDatE included:

- Council Resolution of 2 October 2007 (mandating the integration of LRIT and AIS data), confirmed by Council Resolution of 9 December 2008;
- The Commission's Communication of 2009 towards the integration of maritime surveillance, stating 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".

- The 2011 White Paper for the future of transport, advocating 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";

It was noted that the EMSA Work Programme 2011 also mandated EMSA to explore operational synergies between the systems. EMSA has been looking at all existing relevant maritime information tools, to see how to develop a flexible interoperable system. To date, activities have focused largely on a preparatory internal phase; now it is time to see what is realistic and what can be done – with Member State involvement – to put the policy into practice.

IMDatE should: support EU maritime transport and related policies; identify added value by exploring synergies; avoid duplication; and, offer innovative enhanced services to support Member States. The aspect of cost effectiveness was emphasized.

The driving principles and main opportunities were introduced and the floor was then opened for **questions** from the participants. **Spain** asked for clarification on whether IMDatE would encompass EMSA applications only, or would be used for information exchange for other initiatives such as CISE, or other Commission integration projects. The COM and EMSA responded that for the moment the focus is on EMSA integration for the main maritime users, but that this is done with an awareness that CISE is also developing and that in future the role of IMDatE in assisting or fitting into the CISE umbrella will be assessed.

Sweden queried whether IMDatE was an EMSA or a Commission initiative, asked about the financing and the legal grounds of the platform, and the approach to data access rights. In response it was stated that EMSA developed IMDatE with the mandate of the Administrative Board, EMSA's governing body. The financing was endorsed in the 2010 budget, and payments have been made from the normal EMSA budget with the existing ceilings. Further funding to support the developments under discussion will not be requested. Lastly, the current data access rights within each of the applications will be respected; they may be combined in IMDatE but not changed.

Malta expressed support for the principle of minimising costs by combining systems. However, the Maltese representative asked whether other projects, such as BlueMassMed for example, should also be linked to the IMDatE. EMSA responded that this was a concern: an inventory of pilot and demo projects shows that there are many of them and they have been expensive to fund, costing approximately 100 M euros in total. IMDatE consumes about 1% of the value of other projects, and aims to be more operational (rather than research focussed), avoiding duplication of effort.

Cyprus asked about other systems in Europe which were combining information in a similar way. EMSA mentioned most of the other references are in the military/security domain. An example would be the NATO MSSIS system, EUROSUR (due to be in place by the end of the year) was also mentioned and MARSUR (for voluntary exchange of data between Navies). Otherwise the other examples are mainly pilot projects in this area. It was stated that at this stage EMSA only intends to link EMSA applications through IMDatE, not to focus on links with external systems.

III. ECONOMICAL, TECHNICAL AND OPERATIONAL PRINCIPLES OF THE IMDATE PROJECT

The presentation on IMDatE principles was delivered by Mr. Lazaros Aichmalotidis, Head of Unit C2 - Vessel Traffic and Reporting Services. The presentation outlined the purpose of IMDatE - to improve maritime situational awareness and the cost effectiveness of maritime traffic monitoring operations – along with the main operational objectives (ensure easy and common access to the various operational systems; share data

between applications; support enhanced functionalities; harmonise interfaces; and combine and correlate data from different sources). The relevant legislation was presented, which provides the basis for links between SafeSeaNet and the other EMSA applications as LRIT, THETIS and CleanSeaNet.¹ Relevant parts of the EMSA Work Programme and the Commission Communication on the Common Information Sharing Environment were also presented. Finally the following six principles were presented:

1. Reinforce cooperation
Within EMSA, at Member State level and between the maritime transport community and others;
2. Additional operational support
Economies of scale and efficiency of data usability; access to all four EMSA systems on the same geographical background via a single interface connection;
3. Share common modules
Single Sign-On (SSO) access; Reference Vessel Registry database (RVR); LOCODES; fusion module; data quality;
4. Use of state-of-the-art technologies
Use of latest available technologies and state-of-the-art ICT tools and management methods; wide use of web services;
5. Phased-in implementation
Users will not need to change their systems or undertake further development work, but can continue to work using existing systems or through IMDatE, as they prefer; dedicated training on use of the system will offered;
6. Further evolution/functionalities
Additional functionalities will be added to meet the evolving needs of Member States (e.g. user-customised monitoring profiles, machine-to-machine interfaces, additional services such as Satellite AIS data).

After the presentation, the audience was given an opportunity to ask questions. **The UK** commented, in relation to Principle 1, that it was concerned that the maritime community might be undertaking considerable work which is primarily in support of other communities, and which should be the responsibility of other communities. It was explained by EMSA that although IMDatE may be used to serve communities other than the maritime community, most of the data in fact comes from the maritime sphere, and so the maritime community primarily designs the business rules; if tools for information-sharing are not organised by the maritime community, there is a risk that other communities will duplicate existing systems.

The importance of data privacy was highlighted by **the Netherlands**, who pointed out that when information is owned by the Paris MoU, that organisation should decide on how and with whom it should be shared. EMSA reassured the meeting participants that access rights would be strictly enforced, and that there would be no change in the data access rights; IMDatE can enable those users with existing rights to see the data in a more user-friendly and efficient way, but will not make the data available to those who do not have rights to it.

Commenting on Principle 2, **Sweden** stated that it was important for them, particularly given the length of the Swedish coastline, to validate the ETA of a vessel by cross-checking SafeSeaNet data with LRIT data. EMSA

¹ Directive 2002/59/EC (as amended by Directives 2009/17/EC and 2011/15/EC); Council Resolution of 2 October 2007; Council Resolution of 9 December 2008; Directive 2009/16/EC; Directive 2005/35/EC (as amended by Directive 2009/123/EC); Commission Communication on a Common Information Sharing Environment (October 2009)

noted the interest and confirmed that such a validation should be possible through an integrated track, and that the content of such an alert, or other similar ones, could be discussed.

Spain asked for more information on Satellite AIS data. The attendees were informed that EMSA has in place arrangements for the voluntary provision of satellite AIS data within the scope of specific projects, such as anti-piracy service of EUNAVFOR and the Blue Belt pilot. However, as the arrangement expires at the end of July, a tender has been launched to buy a limited amount of Satellite-AIS data, and although the budget is too limited to be able to acquire Satellite AIS data to provide to the maritime transport community it will continue to supply it to the Customs project Blue Belt. EMSA is certainly developing the capacity to process and distribute satellite AIS data streams.

Ireland stated that the term 'Ship Risk Profile' in THETIS is a term which in fact should not be used outside of the Paris MoU context; it is merely a calculation based on specific parameters and this terminology is specific to the PSC community. EMSA remarked that the 'co-display' of information does not conflict with the legal basis of THETIS. The use of specific terminology has been discussed internally with the THETIS team. It was stated that this information would only be available to the Port State Control Community with entitlements to see such data.

France expressed concern that all the current EMSA systems have different legal frameworks, and so the management needs to be kept separate since the users are different. If SafeSeaNet is to become the central node of the system, other systems could destabilise the management, as, for example when the LRIT community is able to influence the SafeSeaNet IFCD. EMSA responded by recognising the challenge of having different legal bases. It was also pointed out that the SafeSeaNet High Level Steering Group (HLSG) does not decide upon allocating access rights at national level; this is done by the National Competent Authorities (NCA).

Denmark supported the idea of having fewer web interfaces as well as the importance of remaining open-minded while discussing the integration of the different applications, but reminded the participants that already LRIT integration steps have been achieved with SafeSeaNet, whereas the integration of THETIS into SafeSeaNet is a current issue for MS. The accessibility of data by MS for their own systems therefore remains important as well. EMSA highlighted the fact that both possibilities will be offered: access to the integrated web interface complying to the access rights, as well as streamed data to be ingested where needed.

Italy supports the integration efforts made so far by EMSA for building different layers of information in one integrated system and stressed the importance of training for the new users.

Both **UK** and **Sweden** had questions regarding users' access to multiple types of information, which may have different operational and legal uses. It was questioned whether the MS need to have one single NCA to manage users and access. EMSA clarified that it can only show the theoretical capabilities of combining and handling the different access rights within the existing legal context, however the actual access rights including limits and possible extensions need to be defined in a different forum. The question of appointing an overall NCA for IMDatE, in parallel with or instead of the existing system NCAs, has legal implications and should be addressed by the Commission and the MS, if considered relevant.

Poland stressed the importance of having machine-to-machine interfaces that will provide the same functionalities and features as the current existing systems. A substantial involvement of the MS will be required to connect to and manage the data streams - this will come with extra effort or development to be undertaken during the implementation phase by the MS as well. It was also mentioned that a complete picture cannot be obtained just based on AIS and LRIT information alone, and the use of coastal radar information would need to be considered. Furthermore Poland believes a single responsible national authority is required, as one single entity can be responsible of the overall data management of data streams coming from the MS into the integrated system hosted by EMSA.

EMSA briefed the MS on the current timeline for implementation which focused on integrating data streams currently already hosted at EMSA in 2012. At the end of 2012 or early in 2013 MS can look into the possibility to include more data streams.

France agreed that mechanisms should be set up to coordinate better amongst the different NCAs of the various EMSA applications, but France did not support the idea of a single NCA. An overall data management structure can be set up, to assess and address the data access rights issues, but this should be done outside the SSN context. Sweden acknowledged the need for different NCAs to be responsible for different EMSA applications and does not intend to push for a single NCA, but wanted to know EMSA's opinion on this. EMSA declared once again it was not the competent entity to address this and does not assume any position on this issue.

IV. OVERVIEW OF THE IMDATE PROJECT

Mr. Marin Chintoan-Uta, Head of Unit C.3 - Satellite Monitoring Services, presented the IMDatE architecture as a new technical platform for integrating the different EMSA applications.

In-house technical analysis had revealed the need for developing an independent integrated technical platform, instead of building upon an existing application, as the existing EMSA systems were evolving in different directions. Therefore IMDatE is a new platform explicitly developed to integrate the existing applications, while re-using existing modules coming from the EMSA applications to the extent possible.

EMSA provided a list of the IMDatE modules, and explained in detail:

- **The existing applications hosted at EMSA:** SSN, EU LRIT CDC, CSN, THETIS;
- **A central user management:** the 'technical' management, a user logs only once into the EMSA portfolio in a standardised way, i.e. the 'single sign-on' capability;
- **Reference Vessel Registry (RVR),** automatic cross-checking of ship information between existing databases and registers;
- **Common geo-registries:** same Locode database, same area definition;
- **Data Fusion Module:** correlation and fusion into one integrated ship track, layer based approach – one or more streams of maritime data possible;
- **Sat-AIS data processing module:** to be able to handle Sat-AIS data from different providers, different types of formats and to distribute as an individual service or as an integrated service to the MS.

Next EMSA explained the potential so-called '**Value Added Services**' of the IMDatE technical architecture. Such services can be created based upon the integration efforts; EMSA showed the potential identified so far. MS are invited to reflect upon these value added services and to add or alter them where needed.

1. Ship related services:
 - a. Integrated ship profile
 - b. Ship track
 - c. Ship voyage
 - d. Hydro-meteorological information along the voyage
2. Traffic monitoring services:
 - a. Permanent monitoring
 - b. Lookout monitoring (for a particular area with specific monitoring)
 - c. Area of interest, time period of interest, vessel of interest, event of interest
 - d. Identified and non-identified vessels
3. Alerting and reporting services:
 - a. Creation of alerts
 - b. Creation of reports
 - c. Coloured code visualisation

Over the past year, EMSA has been assessing the technical potential and challenges to be overcome; now EMSA invites MS to submit information on their needs and service requirements for the operational set-up of the IMDatE services.

Denmark asked if the fact that SSN was the only application based upon the index server posed any problem. EMSA explained the use of new technology, the enterprise service bus, which is an ICT solution. This enables all types of different data formats to be handled, every data source can be converted into a standard format to be handled by IMDatE and IMDatE data can also be converted into another format if needed. For SSN specifically only certain information will be provided upon request and the current mechanisms will be used to retrieve and deliver the data.

The Netherlands mentioned the interest of the Dutch PSC officers to have exact and correct positions of vessels in the ports. EMSA noted this need and referred to point 8 of the agenda to set up a structure to discuss all user requirements more in detail.

The United Kingdom wanted an insight on how to identify the different sources for the presented information, e.g. the initial reported information versus the enrichment data from the reference vessel register. EMSA confirmed the need for developing the business logic in dialogue with the MS.

Italy highlighted the importance for training once more, as well the importance to reflect upon the needs and the use for an integrated service, what will the MS do with all this information? EMSA confirmed the importance of training, which is currently already provided for the existing applications as well as other maritime related topics. MS can always send a letter of request for training to EMSA, who will answer with possible training solutions. The correct use and needs of integrated services should be discussed during the coming months with the MS.

Malta stressed the importance of complying with EU reporting obligations. In general, vessel traffic monitoring for coastal states is very different from port monitoring. In this integration process it is very important that besides the user management, user feedback is also received on the different functions to ensure that both monitoring capacities complement each other whilst also being compliant with the IALA standards. EMSA agreed to take this point on board.

V. IMDATE FUNCTIONAL PROTOTYPE

Justino de Sousa, Senior Project Officer: Integrated Maritime Data, explained the functional prototype based upon the two main IMDatE objectives:

1. To integrate existing EMSA applications to fully exploit their cross-platform capabilities;
2. To develop added value services.

In general, up-to-date technologies facilitate use of integrated services. The IMDatE makes it easier for EMSA and MS to develop pilot projects, for instance to integrate coastal radar, VMS, etc. The platform aims to be a flexible system that can be configured for automated monitoring/watchdogs and alerting features. IMDatE combines maritime data on two different levels:

1. Combining maritime data – 1st level: based upon all available ship position reports, a ship track reconstruction is made using the existing access rights. EMSA presented the visualisation filters of the mock-up as well as the ship track reconstructions based upon different data, also a demonstration of track extrapolation was made.

2. Combining maritime data – 2nd level: here a more advanced combining of maritime data was demonstrated by two specific use cases:
 - A. The integrated ship profile:
 - a. Such a profile shows all accessible information combined for a given ship;
 - b. The profile comes with a timeline tool to support the awareness of temporal events.
 - B. The area centric service:
 - a. The user may set a certain monitoring and alerting over a specific area of interest;
 - b. All available satellite images and their derived information can be overlaid as well.

Malta mentioned that for a local operation, the local user should be able to include his own local data into the system, e.g. immediately after an incident the user might need to include a no-go area for all maritime traffic. EMSA welcomed such additional requirements that will need to be discussed with the MS for a proper handling in the system.

Denmark asked for the delivery times of data to be visualised in IMDatE and wondered if CSN drift models will be included. EMSA confirmed that the AIS feed would be updated regularly, as occurs in SafeSeaNet, i.e. every 6 minutes. Denmark highlighted that this might pose an issue for operational monitoring use, as this is not real time data delivery. EMSA informed participants that although the time stamps can vary, e.g. for Sat-AIS it depends on satellite overpasses, the data fusion function is able to deal with and align all time stamps. Drift models are being included only in CSN for the moment, but the output of such models could be considered for visualisation in IMDatE (though not the model itself). If the need for one or two drift models in the IMDatE is identified in future, the possibility of such integration can be evaluated in due course.

The UK continued to reflect further on the potential of information overload. The ship movements in UK waters are very dense and this brings the risk of showing too much information for operational use, so the IMDatE might create too much complexity. EMSA informed that the system will be configurable, with tick boxes; the user can disable certain levels/layers of information. The UK highlighted the assumption that the user has a profound knowledge of the data sources, however if the system is very configurable, this creates an extra complexity; with several hundred operational Coastguard in the UK the training requirement to ensure they all had the level of understand to make effective use of such a system would be very challenging. EMSA agreed that a dedicated training program will be organised. It is a valid point that more functionalities, more data sources, and more alerting tools imply a certain flexibility but also complexity. EMSA requested that MS reflect upon the operational use of such integrated system and provide input. EMSA proposed to follow a phase-in approach, first to try it and to evaluate it. The answer will not come purely through training, but the question on how to harmonise and standardise the new use of such integrated system will need to be addressed by EMSA and the MS.

Italy wanted to know the opinion of the Commission regarding the traffic monitoring outside the VTS areas, and wanted to know when the IMDatE tool will be ready for operational use. The Commission explained the current meeting only aims to reflect on the work done by EMSA to date, and to explain the potential of integrating existing EMSA applications in one platform. The Commission did not have any specific opinion on traffic monitoring outside the VTS areas. It is too early to state whether or not such integration might eventually require new legislation, depending on the advances made. The MS were invited at this stage to look into the potential of access to an enhanced maritime picture; the Commission together with the MS can reflect on legal aspects in more depth if the issue becomes relevant in future.

EMSA informed the meeting that, from a technical point of view, by the end of the year the complete integrated platform should be available to MS but the development of services on the platform would take longer.

After the *lunch break* EMSA demonstrated the current mock-up of the IMDATE interface.

Sweden asked about the LRIT data display in the interface, noting that access to this data is restricted. EMSA explained that the current demonstration included a sample of LRIT information for illustrative purposes, but in the final solution the data visualised would depend on the access rights of the user.

VI. IMDATE: SUPPORTING FUTURE NEEDS FOR TRAFFIC MONITORING

A presentation regarding the practical use of IMDatE capabilities and services was given by Mr. Lorenzo Fiamma, Project Officer for Integrated Maritime Data. The presentation aimed at showing, by means of example, two possible use cases: a Blue Belt case, which addressed data being distributed to customs authorities via the IMDatE enhanced interfaces, and a second case related to traffic monitoring and PSC planning of inspections in its ports.

The Blue Belt concept and background was introduced, including the policy and legal framework. The Blue Belt pilot project was an Initiative of the Belgian EU Presidency, was agreed at the Informal Meeting of Transport Ministers (Antwerp, 15-16 September 2010), and was confirmed by the Council on 2 December 2010. The project has the principal objectives of stimulating Short Sea Shipping and facilitating the operation of vessels on intra-EU trading routes. The pilot project ran from the 5 May to 2 November 2011, with 253 participating ships, selected by the shipping community but has been extended to run in parallel with the evaluation.

In practical terms, the Blue Belt Pilot Project provided ship notification reports – containing vessel voyage information - to maritime customs authorities of all EU Member States, with the aim of assisting in the application of customs formalities. In total, around 45,700 reports were sent to the participating customs authorities. EMSA received regular feedback from the customs authorities throughout the project, and this is now contributing to the current pilot evaluation process.

Though the pilot project evaluation phase is still on-going, there are clear signs which show the will of customs authorities to continue with the Blue Belt service, since information has proven useful for their daily operations and the added value of the service has been recognised. The proposals received from the customs are encouraging; they include the development of the service as a permanent tool for customs authorities, the integration of the service with the national customs information systems (e.g. in XML), and the possible coverage of the entire fleet of ships engaged in intra EU trade.

The potential use of IMDatE, as the platform on top of which to build the future Blue Belt permanent service, was presented. IMDatE would permit an easier integration with other systems (e.g. eCustoms), and it would ensure re-usability of existing services, allowing for a more economical approach. It would also enable easier configurability and easier customization of existing services.

The second part of the presentation focused on the possible benefit that coastal authorities and Port State authorities might gain from using IMDatE capabilities, especially for traffic monitoring activities and planning of PSC inspections in port. Data being made available through the IMDatE would consist of all ship-related information available in the existing maritime applications, and grouped depending upon existing access rights rules. By referring to IMDatE enhanced functionalities, the following examples were introduced:

- Fusion and correlation of positions data from multiple sensors make it possible to monitor the traffic beyond coastal boundaries;
- Extended search functionalities;

- Integration of position information with voyage details to clarify vessel location;
- Visibility of PSC information makes it easier to efficiently plan operations.

Generally, the presentation aimed to address the following question: “How can IMDatE help traffic monitoring and PSC planning of operations?”. In response, the following answers were suggested:

- Coastal authorities can monitor ships with more confidence, even when they are navigating in high seas;
- A ship’s position, voyage details and PSC status are updated in real time, so the coastal authority always accesses the most recent traffic picture;
- By knowing both a ship’s navigation status and voyage details, the coastal authority can improve advance planning for operations ashore.

The United Kingdom believes the PSC users should guide the discussion to evaluate their demand for IMDatE. The PSC Paris MoU community seemed to have had little interest in the past in having access to SSN. EMSA might offer to present the current approach to the Paris MoU and evaluate the level of interest, as it is important to ask the right people about PSC requirements. **Ireland** seconded this point and added that they believed that cooperation between the Paris MoU and EMSA would be best served by dialogue to ensure proper alignment. **Sweden** also mentioned that the added value for PSC should be considered together with the Paris MoU parties. It was added that if the platform is put in place and is not required or used by the PSC community, it will be a waste of effort and development costs.

EMSA explained that discussions with the PSC team at EMSA led to the conclusion that PSC information should be visualised on the interface, but that the data should not be processed by IMDatE. With regard to the use of THETIS data for authorised users, it was mentioned that Russia is using the THETIS data in their own national system. EMSA stated that it is up to the MS to decide how THETIS data should be visualised. If the conclusion is that this information is not needed, then it will not be.

The United Kingdom repeated the opinion that the possibility should be discussed with the Paris MoU stakeholders, as all MS work is based upon common procedures which are discussed and agreed under the Paris MoU framework.

France mentioned that their preferred option would be to access more services and additional data through THETIS itself rather than through IMDatE. The IMDatE platform as presented also seemed to France to be more of a maritime surveillance tool rather than a PSC tool.

EMSA stressed that the idea is not to change the existing systems, because then indeed this should be discussed at Paris MoU. The aim of the IMDatE is only to display all ‘entitled’ information in one window. EMSA referred once more to a recent visit to the Russian Federation which has developed an application similar to IMDatE and including all relevant information in one single interface. The THETIS application will continue to be available as a stand-alone system.

Cyprus reminded EMSA that as the current subject was beyond the mandate of the NCAs of SSN or the LRIT DC. Participants at the IMDatE meeting are not necessarily those entitled to discuss PSC issues.

Malta stated that it wanted to focus more on the positive aspects. There are plenty of benefits to an integrated application. Malta has already requested more information on ship tracks in THETIS and this will now be delivered. When considering VTS operators, Malta sees the need to focus much more on ship behaviour and the interaction between ships, for example to enable them to identify a vessel with a dangerous course, rather than the creation of ‘enriched’ ship profiles. **Germany** added that the interests of the PSC community are not

completely the same as the VTS operators. A modular structure is needed not only to set up the IMDatE but also to govern this system. There will be different forms of use and different requirements, and this might result in conflicts unless a proactive approach is taken.

VII. ROUNDTABLE DISCUSSION ON IMDATE

EMSA invited the MS to participate in a roundtable discussion on IMDatE.

The United Kingdom wondered whether the ongoing development of the existing systems would be put on hold, and if a deterioration of those systems should be anticipated over time. The graphical interface of SSN for instance still needs some work to attain its full potential as an operational tool. EMSA explained that IMDatE is, at this stage, only an initial exercise to explore the possibilities of an integrated system, and that time will tell where such effort leads. At the moment it seems that MS do see the added value of an integrated system, but it is not yet possible to anticipate future demands. The existing applications will continue to provide their dedicated services and to be upgraded in accordance with their own specific planning. The IMDatE will complement any future developments especially in the area of integrated services. In the future it might be the case that certain applications are phased out, but this will be coordinated and decided together with the MS if and when the issue arises.

Ireland stressed that the IMDatE project is also closely linked to SSN, so all issues need to be taken home by the MS to be discussed in detail. In general this topic should be addressed at the High Level Steering Group of SSN too, as the group needs to consider and follow up IMDatE activities. EMSA confirmed that IMDatE project was already presented to HLSG in December 2011 and will continue to be discussed during the future SSN High Level Steering Group meetings.

Belgium and **Denmark** noticed that a large user group is to be addressed under the IMDatE umbrella. Belgium suggested Border Control and navies as potentially interested user communities. Denmark stressed that IMDatE will never be able to completely fulfil all user requirements, as every user domain is different. But the maritime community should also be positive about the IMDatE exercise because data enrichment and correlation is a step forward for VTS monitoring. EMSA claimed that it is too early to address these issues, as first the added value of integration should be demonstrated to the maritime community; at a later date additional pilot projects could be considered based upon the needs of other communities, as possible 'spin-offs'.

Italy proposed that the IMDatE be called 'SSN v3', since it follows the development stream of what has already been put in place, and IMDatE is a tool for monitoring maritime traffic.

Returning to the subject of additional user communities, such as PSC or pollution monitoring, **France** expressed support for consulting the different user communities when developing new services.

VIII. POSSIBLE ESTABLISHMENT OF AN AD HOC IMDATE USER GROUP

The Chairman opened the next agenda item by asking two questions of the group:

1. How should EMSA collect the user feedback by the MS when it comes to developing Value-Added Services, i.e. how can EMSA develop exactly what MS need of an integrated system?
2. How EMSA can best set up a structured way of collecting, implementing and testing all requirements? This question has an impact on the relationship between the various user groups of existing EMSA applications. Should EMSA inform them or do MS want to play an important coordination role at national level? What should be the involvement of the High Level Steering Group of SSN?

EMSA proposed the creation of two sub working groups that naturally flow out of this first integration exercise:

1. One sub-working group to deal with the vessel registry (data for validation, cross-checking);
2. A second sub-working group to deal with the definition of Value Added Services for maritime users.

MS were invited to express their opinion on this proposal and to address the abovementioned questions.

The United Kingdom mentioned that due to other meeting obligations and limited resources the formation of another group would be quite difficult at this time. EMSA recognised the validity of this point and proposed that MS join the group(s) on a voluntary basis, and that the groups should, as far as possible, take the form of correspondence groups. Results could be presented in autumn 2012 during a similar IMDatE meeting. EMSA expressed appreciation for the participation of MS in the current meeting, which is considered to be 'system-neutral'; this is important in order to build new capabilities.

France, Germany and Ireland requested clarification on the difference between the two sub working groups, and whether these groups should be focussed on the discussion of ideas only, or should make decisions as an effective user group. EMSA clarified that the first sub working group would define a business logic (and will probably be led by Mr Lazaros Aichmalotidis), whilst the other sub working group would validate and discuss the requirements for value added services, i.e. the kind of alerts, visualisation, etc. Concrete examples include the request from the Netherlands to visualise accurate ship positions in the port, and the monitoring of ships outside the VTS area mentioned by Italy. Are such services needed, and if so, how should they be delivered? This type of discussion would be the responsibility of the second sub working group (which will probably be led by Mr Marin Chintoan-Uta). After the correspondence efforts by both sub working groups, EMSA will organise a second meeting of the general IMDatE group to look into the results. **Sweden** requested such second meeting of this group to be organised back to back with SSN and LRIT WG meetings. EMSA confirmed that this would be done.

The Netherlands asked if it well understood that EMSA had already decided to go ahead with IMDatE, and that in this stadium EMSA is seeking advice from MS on how the operational platform should be fine-tuned. EMSA has expressed a desire to collect all the identified needs of MS in order to evaluate how they can be integrated. It was proposed that EMSA should send out the invitation to participate to the two sub working groups, in order for MS to define their level of involvement. EMSA then invites all MS to participate, but expressed understanding of the limitations experienced by the MS in terms of availability. Based upon the dialogue with both sub working groups, EMSA will continue the integration work, and in autumn the outcome will be presented to all MS and an update on developments will be provided.

The United Kingdom asked whether a single participant per MS should be assigned for the sub-working groups, or if, given the different user communities, more should participate. EMSA confirmed that more participants would be welcome in the sub working groups, if desired by the MS.

Cyprus highlighted that IMDatE issues also need to be addressed by the three existing working groups for LRIT, SSN and CSN. The need for specific IMDatE working groups was questioned. EMSA explained that it has proven difficult to have parallel discussions with the different User Groups to address the same subject. The idea of the IMDatE sub working groups is to coordinate and to come up with only one voice on the direction to be taken in developing IMDatE. Additional input will be collected from all stakeholders, but eventually decisions will be taken by a neutral group. **Germany** added to the comment of Cyprus regarding the relationship with other groups, that not only do the CSN, SSN and LRIT user groups representatives need to be consulted but potential new users of the IMDatE should be consulted too.

The United Kingdom stated that both sub-working groups need a clear mandate in terms of who was creating them and who they were reporting to, which was not clear at this stage. EMSA responded that Terms of Reference for the groups will be prepared and presented in May for discussion. Results will eventually be discussed in the 2nd IMDatE meeting. The overall status will be presented to the High Level Steering Group of SSN.

France believed that all MSs should be involved in the discussion on access rights. France very much welcomed a second meeting like the first one, but stressed that resources are limited for additional meetings.

EMSA reiterated understanding that it is difficult for MS to commit so early in the process. As there was a SSN meeting planned for May, EMSA proposed to send the Terms of Reference for both sub-working groups beforehand and then to discuss and decide upon this at the May meeting.

The Chairman thanked all participants and closed the meeting.

IX. SUMMARY AND CONCLUSIONS

The meeting was concluded by the chairman, Mr Leendert Bal, who thanked the Members States for their attendance and active contribution to the first IMDatE meeting. The main conclusions from the meeting may be summarised as follows:

- The Member States were provided insight into the background of the integration activities at EMSA, the operational and economic principles behind IMDatE, the project status, and a demonstration of potential features and services.
- The Members States were given the opportunity to express their opinions on the legal context of the integration activities, the proposed approach and services, and the links to the activities of the EMSA applications. In general the responses were positive and supportive of the need for an integrated environment. Some of the main concerns related to the need for coordination with other Commission initiatives, the additional workload to support a new working group, the need for additional training for using EMSA applications.
- Members States were invited to consider the possibility to join -on a voluntary basis- two correspondence sub working groups under the umbrella of IMDatE, addressing the Vessel Reference Registry and the Value Added Services, which would identify new user services to be developed under IMDatE.
- The Chairman stated that EMSA will draft the Terms of Reference for these correspondence sub-working groups and the Terms of Reference will be agreed upon at the next SSN meeting in May.
- A second meeting of the main group will be organised in the autumn of 2012.
- The meeting minutes and documents will be made available through the EMSA extranet.

X. INFORMATION PAPERS

The following documents were not presented but are available for information on the EMSA extranet:

- Document no. 0001 - IMDatE Principles
- Document no. 0002 - IMDatE Technical Concept

Follow-up Actions

The follow-up actions are listed in Annex 3.

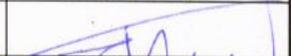
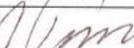
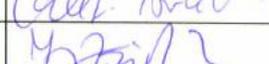
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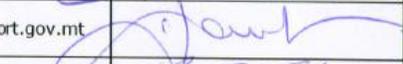
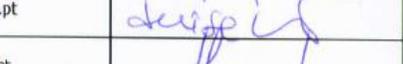
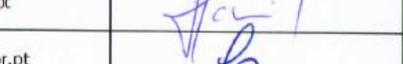
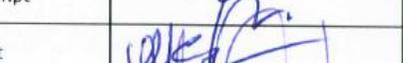
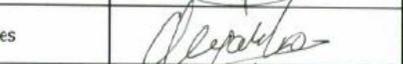
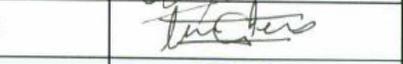
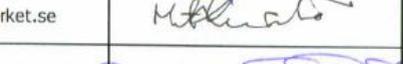
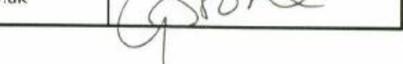
Annex 1 – List of participants

Annex 2 – Workshop Agenda

Annex 3 – Action items

ANNEX 1 – ATTENDANCE LIST

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ANNEX 2 –WORKSHOP AGENDA

Tuesday, 28 February 2012		
Time	Agenda Item	Speaker
08:30 – 09:00	Registration and coffee	
09:00 – 09:30	1. Welcome and opening of meeting	Leendert Bal Head of Department
09:30 – 10:00	2. Background and Approach for developing an Integrated Maritime Data Environment	Jacob Terling COM – DG MOVE
10:00 – 10:30	3. Economical, technical and operational principles of the IMDatE project	Lazaros Aichmalotidis Head of Unit
10:30 – 11:00	Coffee break	
11:00 – 11:30	4. Overview of the IMDatE project - IMDatE modules and possible services	Marin Chintoan-Uta Head of Unit
11:30 – 12:00	5. IMDatE functional prototype - Live presentation of the prototype - Functional and technical aspects	Justino de Sousa Senior Project Officer
12:00 – 12:30	6. IMDatE: supporting future needs for traffic monitoring - Blue Belt project -Traffic monitoring and PSC	Lorenzo Fiamma Senior Project Officer
12:30 – 14:00	Lunch break	
14:00 – 15:30	7. Round-table discussion on IMDatE - Users' demands and needs for integrated services - Operational approach	Leendert Bal Chairman
15:30 – 16:00	Coffee break	
16:00 – 16:45	8. Possible establishment of an ad hoc IMDatE User Group? - Scope of such an ad hoc IMDatE User Group - Relationship with other groups (SSN, LRIT, CSN) - Time-table	Marin Chintoan-Uta Head of Unit

Tuesday, 28 February 2012		
Time	Agenda Item	Speaker
16:45 – 17:15	9. Summary and conclusions - Minutes of the meeting - Next meeting	Leendert Bal Chairman
17:15 – 17:30	10. Any other business	All

ANNEX 3 – LIST OF ACTION ITEMS FROM THE IMDATE MEETING

Action point	Topic and Action	Resp. / Due date
1	<p>Terms of Reference: Document to be proposed by EMSA and to be approved during next SSN meeting in May, relating to 2 sub-working groups needed for the IMDatE development:</p> <ul style="list-style-type: none">• One sub-working group to deal with vessel registry (data for validation, cross-checking);• A second sub-working group to deal with Value-Added Services for maritime users.	EMSA Along with minutes
2	Next IMDatE Meeting	EMSA Autumn