1st IMDatE Meeting

Economical, technical and operational
principles of the IMDatE project

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IMDatE objective

Why IMDatE?

– improving the situational awareness

– improving the cost effectiveness of maritime traffic monitoring operations

IMDatE aims at:

– easy and common access to the various operational systems;

– bring together existing EMSA systems (SSN, CSN, the EU LRIT, THETIS) and also other external systems (S-AIS)

– share data between various applications (respecting defined access rights rules);

– support enhanced functionalities (fusion, enrichment);

– harmonise interfaces (web and machine2machine) between EMSA and MS

– Combine and correlate data from different sources to provide end users with improved services and functionalities

IMDatE is not:

– a new stand-alone system

– an additional pillar of the EMSA portfolio of services

– replacing any of the existing EMSA systems

IMDatE technical objectives

IMDatE should:

- develop an interoperable data exchange platform

- bring together existing EMSA systems (SSN, CSN, the EU LRIT, THETIS) and also other external systems (S-AIS)

- flexible and configurable data exchange

- capable of combining and correlating data from different sources to provide end users with improved services and functionalities

IMDatE should not:

- a new stand-alone system

- an additional pillar of the EMSA portfolio of services

- aim to replace any of the existing EMSA systems

Relevant pieces of legislation

a. Links between SSN/LRIT

- Directive 2002/59/EC (as amended)

- Council Resolution of 2 October 2007

- Council Resolution of 9 December 2008

b. Links between SSN/THETIS

- Directive 2009/16/EC

c. Links between SSN (AIS)/CSN

- Directive 2005/35/EC (as amended by Directive 2009/123/EC)

d. Commission CISE

e. EMSA Work Programme 2011

f. Satellite AIS (SAT-AIS)

IMDatE principle 1: reinforce cooperation

At national level - EU level - promote "maritime transport community" importance within the overall maritime sector

Within EMSA

- ❑ different units involved in SSN, THETIS, CSN and LRIT
- ❑ improved cooperation, prompted development of ideas on interfacing, data sharing, integration and fusion mechanisms
- ❑ benefit all of the actors involved ultimately contributing to improved systems quality

Benefits expected at MS level

- ❑ promote cooperation between various national competent authorities
- ❑ management of users could promote cooperation between the NCAs concerned)

Promote importance of the "maritime transport community"

- ❑ coordination would be seen as a good example by other user communities (e.g. customs, fisheries and border control)
- ❑ strengthen the central coordination role of the maritime transport community at national level
- ❑ reinforce the role and reputation of the maritime transport community
- ❑ demonstrate the ability of the "maritime transport community" to play a key role at national and EU level within the framework of CISE.

IMDatE principle 2: additional operational support

- benefits in terms of economies of scale and efficiency of data usability

- a user entitled to access the SSN, CSN, EU LRIT CDC and THETIS applications could have access to all four systems on the same geographical background via a single interface connection, instead of dealing with each of them separately.

SSN   **CSN**   **LRIT**   **Thetis**
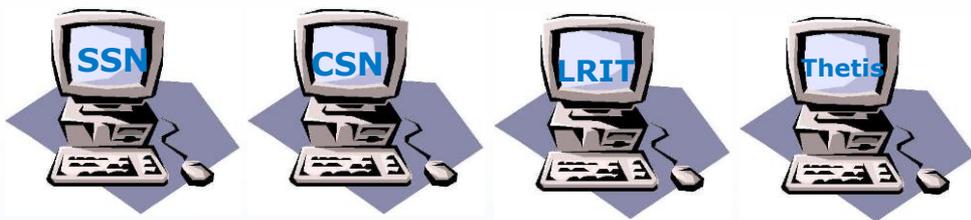
IMDatE
- 1 Web

- 1 Machine to machine

IMDatE interfaces

IMDATE principle 3: Share common modules

- Single Sign On (SSO) access

- Reference registry database (RVR)

- LOCODES

- Fusion module

- Data quality

IMDatE principle 4: Use of state of the art technologies

- Use of latest available technologies and state-of-the-art ICT tools (e.g. 3D visualisation)

- Use of latest management methods available

- Web services widely used to provide MS with efficient access to the additional services

- Internally within EMSA, use a service bus enterprise defining the specific exchange between SSN, CSN, LRIT, THETIS.

- Benefit from the existing experience of operating the different systems to date

IMDatE principle 5: Phased in implementation

- no users would need to change their systems or undertake any further development work.

- MS continue to work with the existing systems

- MS offered the possibility to benefit from IMDatE as they become available, should they wish so.

- effort would be made to offer the possibility to partially use the IMDatE services

- once a MS decided to participate a dedicated training and a testing capability would be offered

- phase-out of the current interface interfaces would be assessed, and a decision would be taken only if all MS agree

IMDATE principle 6: Further evolution/functionalities

- users provided with an extended list of alert and monitoring functions

- build user-customised monitoring profiles (e.g. area-centric search and/or monitoring, labelling and tracking of particular ships, off-track alarm, encounter-at-sea alarm)

- provide a machine2machine interface (streamed integrated data into national systems)

- visualise the data on a single GUI (instead of different interfaces)

- platform to run pilot projects (test and experiment new functionalities)

- front end for other communities to access maritime data

- offer additional services (e.g. S-AIS data)