



KYSTVERKET

Norwegian Coastal Administration

Minutes

Topic:	Third (3 rd) meeting in the North Atlantic regional EWG
Date:	14.07 – 15.07 2011
Chairman:	Jon Leon Ervik
Present:	<p><u>Denmark & Greenland</u> Danish Maritime Safety Administration Mr. Omar Frits Eriksson</p> <p><u>Canada</u> The Royal Canadian Navy Mr. Nicholas Smith</p> <p><u>EMSA</u> Mr. Lazaros Aichmalotidis</p> <p><u>The Faroe Islands</u> Denmark represents the Faroe Islands</p> <p><u>Iceland</u> Icelandic Maritime Administration Mr. Baldur Bjartmarsson</p> <p><u>Norway:</u> Norwegian Coastal Administration Mr. Jon Leon Ervik Mr. John Erik Hagen Mr. Jarle Hauge Ms. Malin Dreijer</p> <p><u>United Kingdom</u> An apology for absence Maritime and Coastguard Agency Mr. Keith Oliver</p>
Apology	

The Agenda			
<u>Thursday</u>	1 2 2.1 2.2 3 3.1 3.2 4 4.1 4.2 5 5.1 5.2 5.3	Introduction and welcome Current status of the North Atlantic Agreement Regional server status Participants status update Satellite AIS in the North Atlantic region Implementation of new S-AIS module in SSN Further development and use of S-AIS. Further facilitation and streaming of data Results of the EMSA pilot project Further perspectives in sharing streaming data Maritime surveillance projects in the North Atlantic region SSN/VMS synergies pilot project Radar exchange through SSN Potential participation of the North Atlantic states	Icelandic Maritime Adm. Norway Norway Participant states EMSA Norway EMSA Participant states EMSA EMSA Participant states
<u>Friday</u>	6 6.1 7 7.1 7.2 7.3 8	e-navigation IMO process /development and relevant links Further perspectives. Participant needs Type of statistics Geographical expansion Discussions / Conclusions	Norway Participant states Participant states

1. Introduction

Mr. Bjartmarsson opened the meeting and welcomed the participants. The meeting was hosted by the Icelandic Maritime Administration, and Mr. Ervik of the Norwegian Administration chaired the meeting.

2. Current status of the North Atlantic Agreement

The agreement was briefly presented by Ms. Dreijer and the group discussed the contents. All participant states and EMSA have access to the webpage of the North Atlantic regional server (with online AIS for Satellite) at:

<http://aisutland.aisonline.com/satAis/>

The access is password protected and the credential can be provided by the IMC Secretariat.

The EWG agreed the following:

- ✓ Gather several changes before making a revision of the agreement.
- ✓ Revise the agreement to add the possibility of using the data collected by the regional server for research purposes. *(the point will be added in the agenda of the next meeting)*
- ✓ Canada asked if the data could also be used for security related purposes. Participating states were positive to that suggestion. This discussion will continue at the next EWG meeting. *(the point will be added in the agenda of the next meeting)*

2.1 Regional server status (Norway)

Mr. Hauge presented the status of the regional server which has been in operation since 2010. The main system includes AIS services, such as collection, storing, filtering, and distribution of AIS data. The system is based on “off the shelf” HW & SW. This is considered by the NCA to be more cost-effective and provides a better system quality. The use of AIS also meets all the necessary standard requirements.

The system will soon be outsourced to an Application Service Provider (ASP), which will ensure high quality maintenance and improved flexibility.

The NCA will develop a single purpose proxy to be used with the system. The proxy will provide SSL encryption between the regional system and the participants’ AIS systems.

Norway agreed to distribute the documentation of the North Atlantic server to the participating states, including the description of the technical solution and the functionalities offered.

2.2 Participants status updates

Iceland informed that they have 37 AIS land based stations.

Greenland does not have any new base stations.

Faroe Islands does not have any new base stations.

Denmark has started with the next generation of base stations, which will be less complex, less excessive, and independent of maintenance.

Norway informed that some fjords and some oilrigs in the Norwegian

Sea are currently not covered by AIS. The NCA will establish new land based stations to fill the gaps in the fjords.

Canada informed that the Canadian Coast Guard (CCG) is responsible for AIS base stations.

3. Satellite AIS in the North Atlantic region

3.1 Implementation of a new S-AIS module in SSN

EMSA announced that Norway has agreed to distribute the Norwegian SAT-AIS data, collected via the AISat-1 satellite, to the Member States (MS) through SSN. The distribution of SAT-AIS data to Member States will be materialized through the web interface/ SSN via Graphical Interface (GI), which will not have any impact on the existing systems of the Member States.

EMSA presented the basic business rules that must be put in place in order to allow the distribution of SAT-AIS data through SSN. Though T-AIS (Terrestrial AIS) and SAT-AIS messages may appear identical, there are major differences. SAT-AIS message generation and message reception by the ground station receiving satellite signals may vary from real time reception to a several hour delay.

EMSA presented its planning, whereby the distribution of the S-AIS will go live (in production) in April 2012. EMSA also presented its plans to cooperate with the European Space Agency (ESA) to establish a SAT-AIS Data Processing Centre which will be developed as part of EMSA's Integrated Maritime Data Environment.

3.2 Further development and use of S-AIS.

Mr. Aichmalotidis from EMSA presented ongoing projects where S-AIS will be used as a source. EMSA will provide more information about the Pilot project "Belt Blue" so that the NCA can provide this information to the Directorate of Fisheries.

4. Further facilitation and streaming of data

4.1 Results of the EMSA pilot project

Mr. Aichmalotidis from EMSA presented the SSN proxy pilot project background, its current status and conclusions. The objective of this project was to allow EMSA and the MSs to analyse the potential impact and long-term consequences (planning for developments, evolutions, operational procedures etc.) of distributing streamed data to MS national systems. Four Member States (Norway, the Netherlands, Latvia and Poland) agreed to set up a pilot project with the objective of receiving SSN streamed data and integrating it in their national applications. The main conclusion of the pilot project was that data streaming is technically possible and maximises the benefit to MSs, enabling them to integrate the data into their national applications. However, enhancements of the XML interface for data distribution via a "pushing mechanism" should be a future optimal option.

4.2 Further perspectives in sharing streaming data

Mr. Hauge gave a presentation on BarentsWatch (project name), a vision for a holistic system for surveillance and information in the High North.. An open system (a web portal) will be developed and launched by May next year. There is also a plan to establish a restricted system within the BarentsWatch umbrella. Given the approval of the NO government, the restricted system will focus on the integration of various governmental agency systems in Norway. The EWG is positive to the EMSA work concerning sharing streaming data.

5. Maritime surveillance projects in the North Atlantic region

5.1 SSN/VMS synergies pilot project

Mr. Aichmalotidis from EMSA recalled that the objectives of the “VMS/SSN synergies” pilot project were to evaluate the synergies between SSN and VMS, providing free of charge, more extensive and more frequently updated information on fishing vessels to the flag/coastal FMC when operating within shore based AIS coverage.

EMSA mentioned that a pilot phase of the project will be launched in September 2011, with the participation of 5 states (Italy, Spain, Malta, Poland and Norway). A limited amount of VMS data (e.g. for 5 fishing vessels) from the participating FMCs will be provided to SSN using an interface only accessible by the pilot project participants. The VMS data will be correlated with and displayed on a graphical, web-based interface (SSN GI) made available to FMCs. AIS messages collected by SSN will be distributed to participating FMCs, having no impact on existing FMC systems.

Norway confirmed their participation in the next phase of the SSN/VMS pilot project and clarified that some further coordination with the Directorate of Fisheries should be necessary. They expressed their willingness to invite EMSA to meeting with the Directorate of Fisheries to further explain the benefits of the Norwegian participation.

5.2 Radar exchange through SSN

Mr. Aichmalotidis from EMSA also informed that the objective of the pilot project is to test the potential for the exchange of radar-based data (VTS and non-VTS) between the participating MSs. The operational concept of the pilot project requires radar images to be exchanged between participating MSs via SSN (in request/response mode).

Internationally accepted standards should be used (if possible) and the SSN architecture will be used to exchange radar traffic images between various coastal areas.

EMSA mentioned that for the MSs, their participation will have a technical impact on their systems as well as financial implications. The pilot project has been put on hold and will be activated when MSs would be willing to invest.

5.3 Potential participation of the North Atlantic States

All participating MS are positive that Canada attended this meeting even without any commitment of formal participation. The participant MS hope that Canada will be part of this cooperation in the future and exchange AIS information with the countries participating in the cooperation.

6. e-navigation

6.1 IMO process/development and relevant links

Mr. Hagen presented the e-navigation concept in general and focused on the link between e-nav. and e-Maritime. He raised the question regarding synergies and mentioned the Northern North Atlantic Region server as an example to be developed in the spirit of the e-nav. concept.

7. Further perspectives

7.1 Participant needs

This point will be added to the agenda of the next EWG meeting for further discussion. The MS are invited to contribute in defining any new needs.

DK wishes to continue the discussions in the EWG and explore other sources, where the North Atlantic can get information/data. This point will be on the agenda of the next EWG meeting to be discussed further.

7.2 Type of statistics

Mr. Ervik presented the Norwegian experience and developments on the correlation between different information sources, such as SAT-AIS radar, and terrestrial AIS. He also gave some examples on statistics and types of AIS usages such as:

- ✓ Risk calculation
- ✓ Port calculation
- ✓ Immigration
- ✓ Planning for new routes
- ✓ Give a complete overall traffic picture

Norway agreed to start the analysis of the S-AIS data of the Arctic Sea area to produce statistics on the changes in ship routes and traffic density over a longer time period. The results will be presented at the next meeting of the EWG and the SSN HLSG.

7.3 Geographical expansion

Iceland and Denmark (also representing Greenland and the Faroe Islands) are positive towards inviting Canada to participate in North Atlantic Cooperation. Denmark invited Canada to present their AIS coverage off the west coast of Greenland at the next meeting.

Norway agreed to inform the Russian Federation about the North Atlantic regional server developments.

The EWG agreed to discuss geographical expansion further. *(new agenda point for the next meeting)*

The IMC will send an invitation to Canada for the next meeting even if they have not decided whether to be part of this cooperation. Canada will also be provided with data access to the S-AIS and NATO cooperation.

8. Date of next meeting

The 4th meeting of the North Atlantic EWG will take place in 2012. The exact date and venue will be defined at a later stage.