Minutes of the meeting

3rd meeting of the Pilot Project for the Facilitation of Ship to Shore Reporting

Held via Video conference

23 June 2020

Date: 25 June 2020

EMSA

1. Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Simplification, and was held via Video Conference (VC) due to the public health situation. Mr Alexander Hoffmann from Unit D2 Maritime Safety represented the European Commission (DG MOVE).

Participants from **Belgium, Croatia, Denmark, Estonia, Finland, Germany, France, Latvia, Poland, Romania and Sweden** attended the meeting. The total number of participants was 25.

All meeting documentation and presentations are available at: http://emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports/item/3947-3rd-meeting-of-the-pilot-project-for-the-facilitation-of-ship-to-shore-reporting.html

The meeting agenda is attached in Annex 1.

2. Objective of the meeting

The objective of the meeting was to:

- collect feedback from Member States participating in testing the Integrated Report Distribution (IRD) prototype;
- present the changes foreseen in the IRD version 2;
- present a progress report on the electronic exchange of data between ship and shore including interaction with the VDE Capability project; and
- present and agree on the updated project's roadmap.

3. Meeting outcome

3.1 Introduction

The chairman welcomed the participants and mentioned the challenge of having this meeting held via videoconference. He informed the participants that the pilot project aims at developing and testing solutions to facilitate ship-to-shore reporting procedures and improving coastal stations' situation awareness. The technical solutions developed within this project aim to reuse information already available in SSN to minimise the reporting burden. He indicated that the project is at an advanced stage and the Integrated Ship Report (ISR) content, the technical solutions and the planning of developments are defined.

3.2 Approval of the agenda and follow-up actions from previous meeting

The group agreed with the agenda indicated in Annex 1.

EMSA summarised the follow-up action from the previous meeting, and informed participants that all were addressed.

The participants **noted** the information presented.

3.3 Member States feedback on the IRD prototype

On 26 March 2020 **EMSA** informed the project participants that the IRD prototype was available for testing and invited Member State to participate in these tests. **Belgium**, **Finland**, **Denmark**, **France** and **Poland** responded positively and accepted to share their feedback on the IRD prototype.

Finland informed that only elementary tests had been performed so far without involving VTS authorities. Manual requests for ISR were sent and it was confirmed that the IRD was capable of well compiling information in one package. Finland asked if the information reported to previous MRS systems could be included in the ISR and if the end user could customize further the content of the reports. In addition, Finland commented that obsolete port call information should not be displayed.

France made a presentation showing how the IRD had been tested by the CROSS Jobourg and CROSS Gris-Nez. For both centres the ISR reports were created following detection of ship entry into an area by Automated Behaviour Monitoring (ABM) system. CROSS Jobourg monitored 3 specific ships and CROSS Gris-Nez focused on Tugs and Passenger ships. Both authorities used manual ISR requests for other ships entering the MRS

systems. France reported that the IRD system was easy to use, did not require upgrading the national system, and that there were many elements in the ISR report which matched the CALDOVREP/MANCHREP requirements. It was also explained that this information could not yet be used in an operational situation because the IRD was not integrated directly with the national system (Traffic 2000). Detailed statistics were provided showing that in 17.8% of tested cases information reported in the ISR was incorrect. This raised some concerns for the operational fitness of IRD. There were also some comments related to the presentation of the ISR report and its readability. France advised improving the IRD to consolidate information from the different sources to simplify the report and indicated that the ISR lacked details on Hazmat.

Belgium informed that tests performed so far did not involve authorities. Manual requests for ISR were sent and an ABM service off Zeebrugge was established to detect Passenger ships. Belgium confirmed that their findings were very similar to the ones reported by France and looks forward to version 2 to open the system to Belgian authorities. Belgium indicated that ship data was sometimes missing in ISR and that its readability could be improved.

Poland briefed participants that the IRD was used in the TSS Lawica Slupska to monitor ships going through this area. The Coastal VTS was mainly interested in information about ships in transit, as the details for ships going between Polish ports is available in the National Single Window. Poland shared the same feedback as France and Belgium regarding the content of the report (structure, order of information) and mentioned the importance to export data and share it via e-mail or by other means as well as to print it.

All testing MSs expressed their interest in having more detailed cargo information (nature of cargo, quantity and IMO hazard class). **EMSA** explained that the information about cargo could not be included in the ISR because is not available in SSN but indicated that IRD version 2 will feature a hyperlink in the web user interface to request Hazmat and MRS details with the corresponding cargo details.

EMSA thanked Belgium, Finland, France and Poland for their tests and feedback that helped to identify areas of improvement. The comments provided could be grouped in 2 categories:

a. Improvements already foreseen in IRD version 2 (new information in the ISR, improved presentation, possibility to export data, better structure, possibility to request further details such as Hazmat, system to system interface, etc.).

b. Ideas for future developments (connection to Central Ship Database, possibility to customise the report at the level of attributes and not only blocks of data, detailed cargo information, correlation of data).

Regarding the quality of data, **EMSA** reminded that this is a pilot project at its initial phase. EMSA recalled that in 2009 SSN had 28% of missing ship calls and that this figure is now around 0.4%. EMSA advised identifying the business use cases and improve the system and its data on a continuous basis.

EMSA will take note of the feedback from the tests for future developments **(Action Point 1).**

3.4 Integrated Report Distribution (IRD) version 2

At the 2nd pilot project meeting (Lisbon, 25 September 2019), the participants agreed that EMSA would further work on the IRD to reflect the comments received during the meeting and to build system-to-system connections with national systems.

EMSA presented the features that were contracted for the second version of the IRD:

a. The ISR will be made available through system to system interface and e-mail (in addition to the current web user interface).

b. IRD will be connected to new sources of information. Apart from STAR-TRACKING (T-AIS and S-AIS data) and SSN-EIS (voyage, MRS and Incident Reports data) which are already connected, the IRD will connect to the Operational Vessel Registry (OVR) to get vessel particulars and to the Voyage Information Service (VIS) to retrieve information about Voyage Plans from the ships participating in the STM project.

c. The content of the ISR will be upgraded as agreed with the project participants (please refer to the ISR content document).

d. There will be new triggers for ISR (e.g. receive updated ISR for vessels being in area at specific time intervals e.g. every 30 minutes or when specified information is updated e.g. new S-AIS position, IR provided, etc.).

e. The users having access to the details of Hazmat, Waste, Security, Bunkers, MRS or Incident Reports notifications will be able to request them via the web user interface.

f. The web user interface will be improved to address issues detected during phase 1 and feedback received from the participating Member States.

The IRD will offer the following services for system to system communication:

- **Push ISR**: This service will be used by the IRD to "push" ISRs to a Member State system, which has been configured under a distribution service of IRD. The trigger for this service will be an event or list of events previously configured under the distribution service.

- **Request / Response**: This service will be used to request an ISR for a specific ship and a specific distribution service. The trigger for this service will be an ISR Request message submitted by an external system.

The System Interface Guide (SIG) can be found at http://emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports/download/6274/3947/30.html

IRD version 2 is under development since April and should be made available to Member States in October 2020.

Member States willing to establish system to system communication are requested to review the System Interface Guide document and provide questions or comments to EMSA **(Action Point 2)**.

3.5 Possibility for ships to report by electronic means – interaction with VDE Capability project – progress report

EMSA made a presentation showing how the data exchange service of the IRD system will be extended to provide the possibility for ship data providers to report VTS/MRS reports to Coastal Stations.

For VTS/MRS reporting, a ship user will have the following options:

a. Report VTS/MRS reports using a specific "on-board application" which will create a message with the VTS/MRS contents and send it via satellite using a specific VDE-SAT equipment to a ground station. The VDE-SAT equipment and ground station will be built by Space Norway. There will be a limited number of ship equipment's for testing;

b. Report VTS/MRS reports using a web-based graphical user interface (GUI) via Internet.

The coastal station's operators will have the possibility to access the information reported by the ship via the IRD GUI, email or via system-to-system interface. For this purpose, the existing ISR content will be extended with new blocks of data with VTS/MRS reports contents. It will also be possible to provide authority's responses to the VTS/MRS reports which will be communicated to the vessel either by VDE-SAT to the on-board application or via the GUI.

A conceptual overview is presented in the following diagram (blue colour indicates changes or new developments):
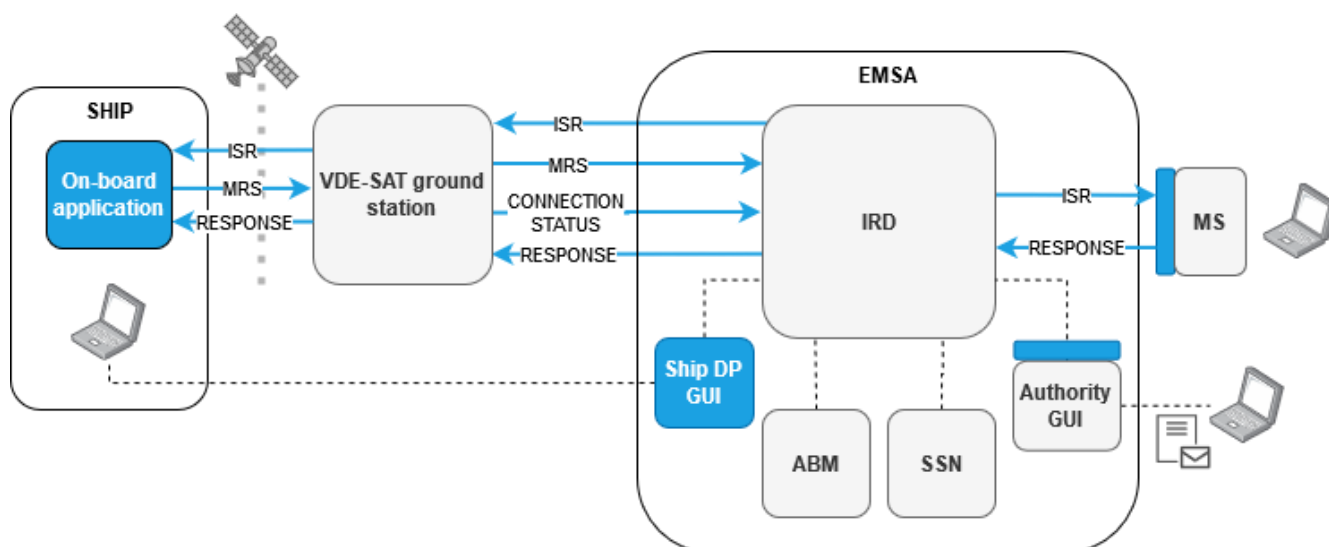
Figure 1: Context diagram of the amended IRD service (note: "Ship DP GUI" stands for "ship data provider GUI").

It is planned to sign the contract for this development in July 2020 and have the system ready for operational tests in the 2nd quarter of 2021 (IRD version 3).

Belgium asked:

- What functionalities would be implemented in the Ship data provider GUI;
- How would will be inserted (typing info into a web form or uploading a spreadsheet file);
- If a functionality to automatically send MRS reports to SSN on behalf of the authority was envisaged;
- If authorities would have the possibility to reply to the ship that the reporting is OK or not.

EMSA responded that the GUI will be capable of allowing ships to electronically submit MRS reports for any MRS established in EU waters. The GUI will only show data required by the selected MRS and the form will be pre-filled with information from the ISR. EMSA indicated that uploading data from a spreadsheet file was not planned but could be envisaged at the later stage. The authority will be able to provide responses to VTS/MRS reports. Automatically sending MRS reports to SSN is not included because this is a pilot project. However, this solution should be assessed if the IRD becomes an operational service.

Denmark indicated their interest in participating in the system design and asked if there was already a mapping table showing the different reporting obligations per MRS system.

EMSA responded that the participants will be consulted at different stages of the project and indicated that a table showing the reporting obligations per MRS had been produced on the basis of the IMO Resolutions and will be made available **(Action Point 3).**

Sweden asked if this development was specific to the pilot project or it could be re-used in the future for other e-navigation solutions.

EMSA responded that the solution was developed for the purpose of MRS/VTS reporting but any type of message could ultimately be transmitted. EMSA indicated applying the ISO 28005 standard for the message content.

Germany and **Belgium** suggested liaising with ECDIS manufacturers to interface or integrate the on-board application with the ECDIS systems.

EMSA agreed with the idea but indicated that it could not be addressed considering the time frame of the project.

EMSA provided a brief update on VDES developments taking place at IMO. Following the positive outcome of ITU WRC 19 regarding the new regulatory frequency spectrum allocations for the development of the satellite component of the VDES, discussions at IMO on VDES are expected to start soon. Reference was made to a paper submitted to MSC 102 by Japan, Norway, and Singapore which is proposing a new output in the 2020-2021 biennium on amendments to SOLAS chapter V to introduce VDES as a platform to support the exchange of digital data related to navigation for use on or after 1 January 2024. The proposal is also suggesting that the

new output should result in: an MSC resolution on performance standards for VDES; an MSC resolution on guidelines for the use of VDES; and the revision of relevant IMO instrument. The target completion year is 2022. This is an important step for introducing VDES in SOLAS chapter V as this will facilitate the widespread adoption of VDES – such as its use in the implementation of e-navigation and as part of the GMDSS i.e. for the distribution of MSIs. Due to COVID-19, the MSC meeting did not take place in May. The outcome of this proposal will be known once MSC meets in the coming months.

The group agreed the following:

    a. **EMSA** will involve the project participants in the design of the GUI (**Action Point 4**).
    b. **Member States** willing to test the electronic reporting of VTS/MRS through the GUI or VDES are invited to express their interest to EMSA (**Action Point 5**).

3.6 Project roadmap

EMSA presented the updated schedule of the Facilitation of ship to shore reporting pilot project:

Expected schedule	Task
January 2019 - October 2019	Define the content of the Integrated Ship Report and the distribution method.
June 2019 - November 2019	Draft the system requirements for IRD version 2.
December 2019 - September 2020	Development of the IRD version 2.
September – November 2020	Prepare operational tests with authorities to test IRD version 2. 4th meeting to be organised in September/October 2020.
December 2020 – February 2021	Test the IRD version 2 with different authorities.
March 2021	Summary of IRD V2 tests and preparation of operational scenarios to test IRD version 3. 5th meeting to be organised in March 2021.
September 2020 – March 2021	Development of the IRD version 3.
April 2020 – July 2021	Test the IRD version 3 with different authorities, Space Norway and selected ships.
July 2021 – September 2021	Assess the test results and produce the project report. 6th meeting to be organised in September 2021 to approve the report and close the project.

Table 2: Project Roadmap.

The participants **agreed** with the updated project roadmap.

Denmark and **Estonia** asked if harmonized test specifications would be prepared for operational tests.

EMSA responded that guidelines should be elaborated to help MS prepare and execute the operational tests. Considering the operational nature of the tests, indications to the testers including scenarios would be provided rather than strict test cases.

4. Summary of the follow up actions

The chairman thanked all participants for their active participation, noted the interest of the participants in the proposed solutions and indicated that the meeting was very useful for defining the further work for the project. The follow up actions are presented in Annex 2.

The next meeting is planned for September/October 2020 with the objective to present IRD version 2, discuss the deployment of the solution at national level and prepare guidelines and scenarios for the operational tests **(Action Point 6)**. In the meantime, the group will work by correspondence.

EMSA will draft the minutes of the meeting and will provide the participants with copies of the meeting presentations **(Action Point 7)**.

Annex 1 – Meeting Agenda

Time	Agenda Item	Speakers
09:00 – 09:15	Opening / Introduction	EMSA
09:15 – 09:45	Member State feedback on testing of the Integrated Report Distribution (IRD) prototype	MS (Belgium, Finland, France and Poland)
09:45 – 10:15	Integrated Report Distribution (IRD) version 2 – contracted changes and planning	EMSA
10:15 – 10:45	Possibility for ships to report by electronic means – interaction with VDE Capability project – progress report	EMSA
10:45 – 11:00	Project Roadmap, discussion and summary of the follow up actions	EMSA

Annex 2 – Follow up actions

Action Point	Topic and Action	Responsible
1	Take note of the feedback from the tests for future	EMSA
2	Inform EMSA about intention to establish system to system communication and to review System Interface Guide document.	Member States
3	Share with Member States table showing the reporting obligations per MRS that had been elaborated from the IMO Resolutions.	EMSA
4	Involve the project participants in the design of the GUI	EMSA
5	Inform EMSA about intention to test the electronic reporting of VTS/MRS through the GUI or VDES.	Member States
6	Plan next meeting in September/October 2020 with the objective to present IRD version 2, discuss the deployment of the solution at national level and prepare guidelines and scenarios for the operational tests.	EMSA
7	Draft the minutes of the meeting and provide attendees with copies of the meeting presentations.	EMSA