

## **Minutes of the meeting**

### **4<sup>th</sup> meeting of the Pilot Project for the Facilitation of Ship to Shore Reporting**

**Held via Video conference**

**10 December 2020**

**Date: 18 December 2020**

## 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. Jacob Terling and Mr. Alexander Hoffmann from Unit D2 “Maritime Safety” represented the European Commission (DG MOVE).

25 participants from **Belgium, Croatia, Denmark, Estonia, Finland, Germany, France, Latvia, Norway, Poland** and **Sweden** attended the meeting.

All meeting documentation and presentations are available at: <http://emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports/item/4260-4th-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 present and discuss on the following topics:

- phase 2 of the Integrated Report Distribution (IRD);
- mock-ups for Ship Data Provider GUI planned in the IRD phase 3;
- progress report on the electronic exchange of data between ship and shore including interaction with the VDE Capability project; and
- updated project’s roadmap.

## 3. Meeting outcome

### 3.1 Introduction

The chairman welcomed the participants and mentioned the although the project started only in April 2019 there is already a remarkable progress and concrete deliverables. During the previous meetings, the group identified scope of the project, business use cases and the expected deliverables. Following feedback received from project participants, EMSA developed the second phase of the IRD and started working on phase 3 aiming at the exchange of information between ship and shore by electronic means. The chairman highlighted the high expectations of EMSA, the links of this project with e-navigation and the hope that it may turn into an operational system in the future.

### 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 actions from the previous meeting and informed the participants that most of them were addressed. The on-going actions are related to testing of IRD and invited Member States to inform EMSA about their intention to establish system to system communication and about testing the electronic reporting between ship and shore in phase 3.

The participants **noted** the information presented and **France** informed that they are willing to establish system to system communication. **EMSA** will provide the technical documentation to France (**Action Point 1**).

### 3.3 IRD phase 2 – presentation of new system

EMSA informed the participants that the development of IRD phase 2 took place between April and September 2020 and the new version was tested between October and November. The IRD phase 2 was deployed in Production on 09 December 2020. The following features were added in the IRD phase 2 and presented to participants as a “live-demo”:

- a. The Integrated Ship Reports (ISR) is available through system to system interface (SOAP and REST protocols) and e-mail, in addition to the web user interface.
- b. New sources of information are available. Apart from STAR-TRACKING (T-AIS and S-AIS data) and SSN-EIS (voyage, MRS and Incident Reports data) which were already connected in phase 1, the IRD started using to the Operational Vessel Registry (OVR) to get vessel particulars and the STM project’s Voyage

- Information Service (VIS) to retrieve information about Voyage Plans (for ships participating in the STM project). In addition, information about the exemptions, Incident Reports provided for a ship in last 12 months and the list of last 5 MRS reports were also added as new blocks of data in the ISR.
- c. The content of the ISR has been upgraded as agreed with the project participants.
  - d. New triggers for automatic generation of ISR report: at specific time intervals (e.g. every 30 minutes) or when specified information is updated (e.g. new S-AIS position, IR provided, Hazmat received, increase of Security level, etc.).
  - e. Possibility to request the details of Hazmat, Waste, Security, Bunkers, MRS or Incident Reports notifications via the IRD web user interface.
  - f. Improvements to the end-user interface following the feedback received from the participating Member States (e.g. possibility to download ISR in form of PDF or XLS, decoded information presented to the user, data presented in more structured way).

There was a very positive feedback received from the participants on the newly deployed version of the IRD system. The following comments, questions and proposals were noted:

**Germany** asked if a new standard for exchange of Voyage Plans discussed at IALA is being used by the system. **EMSA** responded that the Voyage Plans are coming from the STM project managed by the Swedish Maritime Administration. Any future changes to a standard will have to be first implemented at STM level and then the IRD system will be adjusted accordingly.

**Germany** and **Sweden** have clarified that the Navelink platform is not a change from the Maritime Connectivity Platform (MCP) but is an operationalization of MCP.

**Belgium** asked how the new authorities can connect to the IRD. **EMSA** replied that this can be done by sending an email to EMSA ([lukasz.ziolkowski@emsa.europa.eu](mailto:lukasz.ziolkowski@emsa.europa.eu)). To get access to the information the user of IRD must be a user of EMSA maritime applications. EMSA highlighted that this approach is used during the pilot project and may change in the future if the system become operational.

**France** asked who should be contacted to define the criteria for the distribution service (ABM alerts, triggers, ISR content, etc.). **EMSA** replied that during the pilot project the configuration of distribution service will be done by EMSA. Member State should contact [lukasz.ziolkowski@emsa.europa.eu](mailto:lukasz.ziolkowski@emsa.europa.eu). Webinar training sessions will be organised for the authorities willing to test IRD application.

**Belgium** asked if a coastal station can set up a direct system to system communication or it must always go through a national system. **EMSA** replied that the direct connection between coastal station and IRD can be established only at the request of the NCA.

**EMSA** advised that further work will be needed on the GUI, for instance to improve the display of Hazmat and other details coming from SSN. EMSA highlighted that the GUI was developed for the purpose of the pilot project and therefore some information is displayed in the XML format. EMSA suggested to use XML beautifier or any other XML viewer to read the XML content in an easier manner.

**Denmark** asked if a link to SSN could be established to display details in the existing SSN interface using the format already available. **EMSA** will investigate the technical feasibility of the idea as well as its usability (**Action Point 2**).

**EMSA** invited MSs to test the IRD phase 2 system and provide feedback and possible ideas for improvements. EMSA indicated that the operational tests with authorities are expected to start in March. In view of the operational tests, Member States are invited to think of test cases and authorities to involve in the tests (**Action Point 3**).

**Belgium** asked how the feedback on IRD phase 2 should be provided. **EMSA** advised MS to send feedbacks questions and ideas for improvement by email to EMSA ([lukasz.ziolkowski@emsa.europa.eu](mailto:lukasz.ziolkowski@emsa.europa.eu)).

**Denmark** asked if only MRS/VTS authorities can be involved in the tests or also others. **EMSA** clarified that any authority can use the IRD service if considered beneficial by the authority.

The chairman thanked Member State for the feedback provided and confirmed that that this system can bring added value to the authorities and may become operational in the future.

### 3.4 IRD phase 3 – discussion on GUI for ship data providers and authorities

EMSA reminded that the concept of a ship-to-shore MRS/VTS reporting by electronic means was already approved by the participants. During the last meeting it was agreed EMSA to involve the project participants in the design of the GUI for ship data providers (Ship DP GUI).

The mock-ups for the IRD phase 3 were presented during the meeting. IRD phase 3 is under development and should be made available to Member States and ship data providers in May 2021.

The chairman said that is a very important development for the work done by EMSA and Member States, which could be even considered as a milestone. For the first time an on-board application for ship to Authorities communication will be developed offering the possibility to the ship to re-use already available to the Authorities data and receive feedback from these authorities.

**EMSA** requested Member States to review the XLS file presenting the reporting obligations per MRS system that was distributed to project participants on 30 November 2020 and provide comment (**Action Point 4**).

**Denmark** asked if ship will be able to re-use data between MRS systems. **EMSA** will analyse this proposal to include this possibility in IRD phase 3 (**Action Point 5**).

**France** and **Estonia** asked whether a link with SSN will be developed to communicate the MRS reports from Ship DP GUI to SSN. **EMSA** replied that this is not foreseen in the pilot because of legal requirements, but such link should be investigated in the future depending on the outcome of the pilot project.

**Germany** asked whether the project considers the work of the IMO EGDH aiming at including the MRS reporting in the IMO Compendium. **EMSA** explained that it participated in the work of EGDH and that the outcome of the discussion at EGDH will be reflected in the pilot project. EMSA indicated that the ISO 28005 standard for the XML messages was used and that it will follow the development of the ISO standard. **Norway** commented that the data elements discussed at IMO are already defined in the new draft of ISO standard.

**Estonia** asked if the GUI for the MRS operators will be developed. **EMSA** explained that the MRS operators can use the IRD GUI for consulting MRS reports and for submitting responses. In addition, the communication can be done through e-mail and system interface with national systems by using the same mechanisms as the one developed in the IRD phase 2 (the system will be revised to allow the communication of MRS/VTS reports and authority responses).

**Norway** mentioned the automated ship reporting service launched in Norway by SESAME project. Part of the work done in the SESAME Solution II project was to identify and document the type of services an MRS system should provide, namely a 'Request and Respond Service' (RRS) and a 'Transmit & Receive Service' (TRS). **EMSA** noted the developments from SESAME project, especially the possibility to indicate to the ship the MRS systems located along the ship's route and the MRS reports to be made. **EMSA** will liaise with Norway to identify synergies between the two projects (**Action Point 6**).

**Germany** supported by **Sweden** suggested also to liaise with the STM project as regards to the service discovery and registry of services to ship in the MCP. **EMSA** agreed that this can be further investigated however due to limited time of a project this will be only analysed at the later stage. It was decided to use an existing infrastructure to focus more on the development of services and not on the communication links.

**Denmark** expressed their interest in testing IRD phase 3 in BELTREP system and possibly in SOUNDREP (to be agreed with Sweden). The ships on a scheduled route between Sweden and Finland will be contacted by Denmark as a potential candidate for testing Ship DP GUI.

**France** informed the group that they are going to check their capacity to mobilize ships and will come back with more details in January. In addition, they have expressed their interest in testing IRD phase in the MRS systems.

**France** asked if the IALA VTS Committee is aware about these developments and proposed presenting the deliverables of this pilot project at VTS 50 meeting. **Swedish** representative who is also chairing the IALA VTS Committee replied that there are various IALA groups (VTS, ARM, e-NAV) where these developments could be presented. There are also sub-groups on new developments and on ship reporting which could be also

contacted. **EMSA** will liaise with Sweden and Germany to find the best way of presenting this project to IALA (**Action Point 7**).

The chairman summarised that the Ship DP GUI is a forward-looking development with high expectations. **Member States** were invited to provide feedback on the GUI for IRD phase 3 based on the mock-ups included in the presentation (**Action Point 8**).

### 3.5 Interaction with VDE Capability project – progress report

At the 2<sup>nd</sup> meeting EMSA informed the project participants on the new technological advancement known as the Very High Frequency (VHF) Data Exchange System (VDES) and its benefits. The system-to-system interface will be developed in IRD phase 3 to address the exchange of data between IRD and the VDE-SAT ground station (operated by Space Norway) to communicate ISR, VTS/MRS reports and responses from authorities. It is expected that IRD phase 3 will be available to Member States in May 2021.

A specific “on-board application” for creating MRS/VTS reports and displaying returned responses will be developed through a specific contract. The tender has been launched and should be finalised in January 2021. This “on-board application” will be installed on test ships and linked with VDES equipment. There will be limited number of VDES devices for testing (maximum 5).

**EMSA** highlighted that the geographical coverage of VDE-SAT service will be limited because only one satellite will be available at the time of the pilot project.

**Member States** willing to participate in the testing of the VDE-SAT solution are invited to express their interest to EMSA (**Action Point 9**).

### 3.6 Project roadmap

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

Expected schedule	Tasks
December 2020	Deployment of IRD phase 2 in Production 4 <sup>th</sup> meeting of the facilitation of ship to shore reporting
December 2020 – February 2021	Test IRD phase 2 by different authorities Preparation of operational scenarios to test IRD phase 2
March 2021	5 <sup>th</sup> meeting to be organised to collect feedback on IRD phase 2, to agree on the procedure for operational test and to present progress on IRD phase 3
November 2020 – April 2021	Development of IRD phase 3 (ship data provider GUI and link with VDES)
June 2021	6 <sup>th</sup> meeting to be organised to summarize operational tests of phase 2, to present IRD phase 3 and to agree on the procedure for operational tests with Ship DP GUI and VDES
June 2021 – September 2021	Operational tests of phase 3
September 2021	7 <sup>th</sup> meeting to be organised to summarize the pilot project and collect feedback for the final report

Table 1: Project Roadmap.

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

## 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 constructive. The follow up actions are presented in Annex 2.

The next meeting is planned for March 2021 with the objective to collect feedback on the IRD phase 2, prepare guidelines and scenarios for the operational tests and present progress on IRD phase 3 (**Action Point 10**). 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 11**).

## Annex 1 – Meeting Agenda

Time	Agenda Item	Speakers
<b>09:00</b> – 09:15	Opening / Introduction 4.1 Agenda 4.2 Follow-up actions	EMSA
<b>09:15</b> – 10:15	4.3 Integrated Report Distribution (IRD) phase 2 – presentation of new version	EMSA
<b>10:15</b> – 11:15	4.4 IRD phase 3 – discussion on GUI for ship data providers	EMSA Member States
<b>11:15</b> – 11:45	4.5 Interaction with VDE Capability project – progress report	EMSA
<b>11:45</b> – 12:00	Project Roadmap, discussion and summary of the follow up actions	EMSA

## Annex 2 – Follow up actions

Action Point	Topic and Action	Responsible
1	Provide the technical documentation for system to system communication to France.	EMSA
2	Investigate the technical feasibility for establishing link to SSN for display Hazmat, Waste and other details in the existing SSN interface.	EMSA
3	Test the IRD phase 2 system and provide feedback and possible ideas for improvements. Think of test cases and authorities to involve in the operational tests.	Member States
4	Review the XLS file presenting the reporting obligations per MRS system that was distributed to project participants on 30 November 2020 and provide comment	Member States
5	Analyse if ship will be able to re-use data between MRS systems in the Ship DP GUI and to include this possibility in IRD phase 3.	EMSA
6	Liaise with Norway to identify synergies between this project and SESAME project.	EMSA
7	Liaise with Sweden and Germany to find the best way of presenting this pilot project to IALA.	EMSA
8	Provide feedback on the GUI for IRD phase 3 based on the mock-ups included in the presentation.	Member States
9	Member States willing to participate in the testing of the VDE-SAT solution are invited to express their interest to EMSA.	Member States
10	Plan next meeting in March 2021 with the objective to collect feedback on the IRD phase 2, prepare guidelines and scenarios for the operational tests and present progress on IRD phase 3.	EMSA
11	Draft the minutes of the meeting and provide attendees with copies of the meeting presentations.	EMSA

**European Maritime Safety Agency**

Praça Europa 4  
1249-206 Lisbon, Portugal  
Tel +351 21 1209 200  
Fax +351 21 1209 210  
[emsa.europa.eu](http://emsa.europa.eu)

