

Minutes of the meeting

7th meeting of the Pilot Project for the Facilitation of Ship to Shore Reporting

Held via Video conference

14 October 2021

Date: 26 October 2021

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).

11 participants from **Belgium, Croatia, Denmark, Finland, Germany, France**, 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/4565-7th-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:

- Get Member States’ feedback on the functional tests of the Integrated Report Distribution (IRD) system;
- Present for approval the updated version of guidance document for operational tests;
- Present progress report on the VDE Capability project and on the future developments of IRD (phase 4); and
- Present the updated project’s roadmap.

In addition, Ms. Gerd Muyswinkel from the European Climate, Infrastructure and Environment Executive Agency (CINEA) was invited to present Member States’ funding opportunities from the CEF 2 programme for the years 2021-2027.

3. Meeting outcome

3.1 Introduction

The Chairman welcomed the participants and recalled that this pilot project is being executed under the Interoperability Project (EU-financed project). He informed participants that the project gained lot of visibility and interest. Although the project is in its final stage and should be completed by January 2022 there are growing expectations and EMSA is looking for possibilities for continuation.

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

The Chairman informed the participants that one additional item on the *CEF 2 transport call - funding possibilities for VTMIS* has been added to the meeting agenda and asked for approval. The Group agreed with the updated agenda that is provided in Annex 1.

EMSA summarised the status of the follow-up actions from the previous meeting and informed the participants about the on-going actions related to the testing of IRD.

The participants **noted** the information presented.

3.3 Member State feedback on testing of Ship Data Provider GUI

EMSA reminded that the development of IRD phase 3 took place between November 2020 and June 2021. The new version was deployed in Production on 28 July 2021. The IRD phase 3 includes the following features:

- a. Graphical User Interface (GUI) for ship data providers allowing them to submit and consult VTS/MRS reports and to consult authorities’ responses via Internet;
- b. extension of the existing ISR message with data from VTS/MRS reports;
- c. updates to the existing GUI for authorities to show VTS/MRS reports received from ships and to add the possibility to provide responses to these reports.

Denmark informed that the IRD system is being used by Danish customs on daily basis for risk assessment and planning of daily operations. The feedback is very positive, and this Authority would like to continue using it in the future. Denmark informed that the operational tests for reporting of MRS by electronic means are planned in the SOUNDREP system (operated jointly with Sweden) and that two vessels were identified (ferry operating off Aarhus and other ship on the route between Aarhus and Helsinki). Denmark prepared detailed manuals for authorities and ships to familiarise them with the system. The initial feedback from SOUNDREP VTS centre was positive and operators liked the possibility to customise format and content of the e-mail with the report. Denmark also highlighted that the IRD system is not considered as an extra burden for a ship since only this reporting will be required from the ships participating in tests.

Finland was happy to hear about the progress and information that the ship on the route between Aarhus and Helsinki will participate in testing. Due to internal reorganisation and resulting lack of resources, the Finnish authorities cannot actively participate in these tests.

Belgium informed that there is clear interest from their authorities dealing with security (e.g. Customs, Defence, Border control) to use the IRD. They are currently building a maritime awareness system and would like to include the Integrated Ship Report (ISR) received via a system-to-system interface from EMSA for better risk analysis of the ships coming to Belgian ports.

Germany thanked for the work already done and informed the Group that there are two projects planned in next years which may use the deliverables of this project. The first project is an international project between the EU and the Republic of Korea to run a large e-Navigation test bed and the second is a national project aiming at increasing awareness by using artificial intelligence on data received about the ship.

Croatia informed the Group that, although it did not actively participate in testing of the IRD system yet, there is some work on-going to use it operationally in the ADRIREP system. The EUREKA project funded by the EU INTERREG V-B Adriatic-Ionian ADRION Programme started in 2020 and the Croatian Ministry of the Sea, Transport and Infrastructure is the Lead partner of the project. One of the main objectives of this project is to amend (modernize) the existing MRS in Adriatic (ADRIREP) as well as to expand it on Ionian region (Greece). The activity includes both new IMO Resolution proposal and IT solution to be implemented in Adriatic-Ionian Region. It is planned to base the new ADRIREP on EMSA's IRD. Croatia is planning to contact the Commission and EMSA with more details.

France informed that no testing with the ships is currently planned and asked if it is possible to get information in the system of authorities. **EMSA** replied that a system-to-system interface already exists and can be used.

3.3 CEF 2 transport call - funding possibilities for VTMS

CINEA made a presentation on funding possibilities for the works and studies related to facilitation of ship to shore reporting. The CEF 2 programme (2021-2027) continues to support infrastructure and connectivity in Europe across the three sectors: transport, energy, and digital. Within the VTMS the following actions can be supported:

- VHF Data Exchange System (VDES);
- Vessel Traffic Services (VTS) - Future monitoring and communication needs for the enhanced surveillance autonomous ships and shipping (MASS);
- Mandatory Reporting Systems (MRS) - additional features related to the "ship to shore" reporting e.g. reusing data, reporting once not only between the authorities but also the shipping industry.

The next deadline for submission is 19 January 2022 but there are planned calls also in 2022 and 2023. More details can be found in the presentation shared with the participants.

Germany asked if this funding can be used for international projects. **CINEA** responded that it depends on how the project is presented and that each proposal must prove added value for the EU.

Belgium asked if only projects/developments that starts after the grant approval can be financed. **CINEA** responded that on-going projects can be also submitted.

3.4 IRD phase 3 – planning and preparation of operational tests and demonstration

At the last project meeting (29 June 2021) the new version of the IRD with the Graphical User Interface (GUI) for ship data providers allowing them to submit and consult VTS/MRS reports was presented and Member States were invited to think of test cases and ships to be involve in the tests. EMSA extended the previously approved guidance document for the operational tests with the authorities to cover electronic submission of MRS data by ships and distributed draft of this document on 11 October 2021.

EMSA presented the changes made to the document, explaining that the objective of this document is to provide guidance to MS authorities willing to participate in the operational tests of the facilitation of ship to shore reporting pilot project. These operational tests will be used to verify the quality, availability, reliability and usefulness of the technical solution developed within the project.

The guidance provides the detailed information to the authorities on the available services and data sets and information on what are benefits and requirements for the ships willing to participate. It also provides the possible use cases as well as procedures for participating. The tests will run in the period between October and December 2021.

France highlighted the importance of identity management and digitally signing the messages. **Germany** proposed use Maritime Connectivity Platform (MCP) for identity management. **EMSA** explained that for the purpose of the pilot project the EMSA's Identity Management system (IdM) has been used, however these suggestions are noted and can be considered for future developments.

It was agreed that **Member States** shall provide their feedback to the document by 22 of October 2021 (**Action Point 1**). No feedback will be considered as a tacit agreement.

Regarding already scheduled tests, **Denmark** confirmed that the operational tests will start in SOUNDREP system on 18 October 2021.

Member States authorities willing to participate in the operational tests shall follow the procedure described in the chapter 6 of the guidance document (**Action Point 2**). Webinar training sessions may be organised by EMSA for the authorities and ships willing to participate in tests if required.

3.5 IRD phase 3 – VDES on-board application – progress report

EMSA presented to participants the advantages of VDES technology in comparison to currently used standard for AIS. EMSA recalled the decisions related to VDES taken by the IMO Maritime Safety Committee (MSC 103) which are of high importance and shall accelerate all developments related to VDES technology from an IMO regulatory and industry point of view. Such IMO regulatory developments are set to start during the next IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR 9) meeting in June 2022.

EMSA presented the state-of-play of the VDE-SAT developments. Testing of the VDE-SAT is being executed in close cooperation with the European Space Agency (ESA) and Space Norway (SPN) with whom EMSA reached an agreement to participate in a VDE-SAT Application and Services Platform (VASP¹) demonstration project using a Norwegian satellite as a testbed. EMSA is responsible for the development of a specific ship On-Board Application (OBA) to allow sending VTS/MRS reports to shore and consulting responses from authorities.

EMSA highlighted the importance of taking the initiative for the use of VDES technology at the European level, considering the expected impact this development will have on shipping.

The development of the OBA took place between May and September 2021 and this application is currently being tested by EMSA and project partners.

The OBA offers two main functionalities:

- Graphical user interface (GUI) for ship data providers, to consult, submit and update VTS/MRS reports and consult authorities' responses;

¹ More information about VASP project can be found at: <https://business.esa.int/projects/vasp>

- Backend services to orchestrate message exchanges with the VDE-SAT terminal installed on board the ship.

The operational testing is foreseen to be carried out around the BAREP reporting area with 7 vessels flying the Norwegian flag. Tests with a first group of ships are expected in November and demonstration from December 2021 to January 2022.

The VDE-SAT equipment has already been installed on two Norwegian vessels. A third installation is expected to be completed by mid-October, with the site acceptance test (SAT) of OBA. One set of VASP service demonstration equipment has been allocated for installation at EMSA premises in Lisbon.

3.6 IRD phase 4 progress report and Project roadmap

At the 5th meeting the project participants agreed that EMSA would further work on the IRD to address issues and feedback received during the testing. The contract for IRD phase 4 was signed in June 2021 and the development started in July 2021. The form of the contract (“time and means”) provides more flexibility in the definition of requirements and in setting priorities allowing EMSA to address issues reported by Authorities in a more efficient way.

EMSA informed the Group that the first release of IRD phase 4 was delivered to EMSA on 08 October with the following features:

- Connection to new sources of information. The Integrated Ship Report (ISR) includes data from the Port Call Detection service;
- Display of details coming from SSN (e.g. Hazmat) in a user-friendly way;
- Use of new ABM algorithms. It is possible to configure ISR based on two new types of ABM: Entering Area and Line Crossing;
- Update of ISR messages to include indication about the trigger (e.g. ABM, Hazmat received, etc.) and name of the distribution service;
- Feature that repeated ABM alerts will not generate duplicated reports;
- Improved system performance;
- Other improvements requested by the users (e.g. keep last filter, name of the distribution service always visible, additional attributes for e-mail subject configuration).

This version is currently being tested and it is planned to make it available to Member States by the end of October 2021. There are two more releases foreseen within this contract:

- December 2021 – this release will be focused on the improvements to the Ship DP GUI reported during functional testing.
- February 2022 – this release will be focused on addressing further comments received during the test and to establish connection to the new Central Ship Database (CSD) that is currently being developed.

EMSA presented the updated schedule of the pilot project:

Expected schedule	Tasks
July 2021 – October 2021	Functional tests of IRD phase 3.
July 2021 – January 2022	Development of IRD phase 4.
October 2021 – December 2021	Operational tests and demonstrations of IRD.
October 2021	First release of IRD phase 4 available to Member States.
December 2021	8 th meeting to be organised in Denmark to demonstrate use of IRD Second release of IRD phase 4 available to Member States.
January 2022	9 th meeting in EMSA to summarize the pilot project.
February 2022	Third release of IRD phase 4 available to Member States

Table 1: Project Roadmap.

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

3.7 Possible continuation of the work after the Interoperability Project

Considering that the project gained visibility and that there are growing expectations, **EMSA** took already some actions to ensure its continuation.

EMSA Single Programming Document (SPD) 2022-2024 has been updated to include the following task:
EMSA will continue to work with the Member States to further develop facilitation services for coastal stations for ship-to-shore reporting.

In addition, establishment of the SSN Working Group on Facilitation of ship to shore reporting will be proposed to the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG) for approval in December 2021. The main objective of this Group will be to continue with the tasks and developments started within the pilot project.

The participants **noted** the information presented.

4. Summary of the follow up actions

The Chairman thanked all participants for their active participation, noted the interest in the proposed solutions and indicated that the meeting was again very productive and constructive.

The Commission also thanked the Group for participation, confirmed that there are already impressive and remarkable achievements from this project and said that it is looking forward to next results.

The follow up actions are presented in Annex 2.

The next meeting is tentatively planned for 02 December 2021 in Copenhagen (Denmark) with the objective of discussing on operational tests and demonstrating IRD (**Action Point 3**). 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 4**).

Annex 1 – Meeting Agenda

Time	Agenda Item	Speakers
09:00 – 09:15	Opening / Introduction 7.1 Agenda 7.2 Follow-up actions	EMSA
09:15 – 10:00	Member State feedback on testing of Ship Data Provider GUI	Member States
10:00 – 10:20	CEF 2 transport call - funding possibilities for VTMS	CINEA
10:20 – 11:05	7.3 IRD phase 3 – planning and preparation of operational tests and demonstration	EMSA Member States
11:05 – 11:30	7.4 IRD phase 3 – VDES on-board application – progress report	EMSA
11:30 – 11:45	IRD phase 4 – progress report	EMSA
11:45 – 12:00	Discussion and summary of the follow up actions	EMSA

Annex 2 – Follow up actions

Action Point	Topic and Action	Responsible
1	Provide feedback to the updated guidance document for the operational tests by 22 of October 2021.	Member States
2	Participate in the operational tests as specified in the procedure described in chapter 6 of the guidance document.	Member States
3	Plan next meeting in December 2021 with the objective of discussing on operational tests and demonstrating IRD.	EMSA
4	Draft the minutes of the meeting and provide attendees with copies of the meeting presentations.	EMSA

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