

12th Mediterranean AIS Experts Working Group
Rome, 22nd October 2014

MAREΣ 12/3/1
21 August 2014

Matters arising from other meetings
Submitted by EMSA

<i>Executive summary</i>	The document presents the information on meetings and decisions taken in the intersessional period having relevance to the MAREΣ EWG.
<i>Action to be taken</i>	As per paragraph 7.
<i>Related documents</i>	11 th MAREΣ EWG report

1. Introduction

This paper presents the main outcome of meetings and decisions taken in the intersessional period, and with relevance to the work of the Mediterranean AIS (MAREΣ) Experts Working Group (EWG).

2. The Adriatic-Ionian initiative

Following the European Council request to present an EU Strategy for the Adriatic and Ionian Region (EUSAIR), the European Commission adopted the EU Strategy for the Adriatic and Ionian Region, accompanied by its Action Plan, on 17 June 2014 (COM(2014)357). The general objective of the Strategy is to promote sustainable economic and social prosperity in the Region. The Strategy offers to the participating countries a roadmap on how to align their policies with the EU-2020 overall vision.

The areas participating in the EUSAIR are indicated in the Figure 1 below:

Rome, 22nd October 2014

Figure 1: Map of the areas covered by the EU strategy for the Adriatic and Ionian region

According to the EUSAIR, co-ordination will be necessary between participating countries and between the different ministries and decision-making levels within each country. The Commission will act as independent facilitator and provide an EU perspective, supported by a High-Level Group on macro-regional strategies with representatives of the EU-28, as well as non-EU countries participating in the strategy.

A rolling Action Plan (that will be periodically revised and updated as new needs emerge), is structured around four interdependent pillars presenting a list of possible, indicative actions. A pair of countries - one EU and one non-EU – coordinated the development of the Action Plan as far as the pillar of their choice was concerned.

The pillars are:

Pillar A - Blue Growth (coordinated by Greece and Montenegro)

The objective is to drive innovative maritime and marine growth in the Region by promoting sustainable economic development and jobs and business opportunities in the Blue economy, including fisheries and aquaculture.

Pillar B - Connecting the Region transport and energy networks (coordinated by Italy and Serbia)

The objective is to improve transport and energy connectivity in the Region and with the rest of Europe, including coordinated monitoring of maritime traffic and multi-modal transport

Pillar C - Environmental quality (coordinated by Slovenia and Bosnia-Herzegovina)

The objective is to address environmental quality through cooperation in the Region and to contribute to environmental status for marine and coastal ecosystems, reducing pollution of the sea, limiting, mitigating and compensating soil sealing, reducing air pollution etc.

Pillar D - Sustainable tourism (coordinated by Croatia and Albania)

The objective is to develop the full potential of the Region in terms of innovative, sustainable, responsible quality tourism.

Pillar "B" - Connecting the Region transport and energy networks of the Action Plan is somehow related to the work of the MAREΣ EWG. The traffic monitoring and management improvements (including updating the current mandatory Ship Reporting System in the Adriatic Sea - ADRIREP), improvements related to harmonisation of the procedures, the data exchange, the national VTMS and the setting up of mechanisms to enable maritime traffic information exchange between national VTMS systems, are important actions of this Pillar. In particular the following four tasks of Pillar "B" are of relevance to the work of MAREΣ:

Task 1: Amend current ADRIREP

The current ADRIREP Mandatory Reporting System is outdated and needs upgrading to serve the needs of the Adriatic/Ionian countries. The ADRIREP countries should work together under the responsibility of the Commission (as per Article 23.c of the VTMS Directive) with the objective to jointly propose to the IMO an upgraded MRS for the Adriatic/Ionian Seas.

Task 2: Implement new ADRIREP

The task includes the technical implementation of the updated ADRIREP and the exchange of information through SSN. The exchange of MRS information through SSN is a legal requirement defined in Annex I of the VTMS Directive. Moreover EMSA can develop the central SSN to exchange the full ADRIREP information through SSN.

Task 3: Use of MAREΣ by Albania, Montenegro and Bosnia/Herzegovina

Albania, Montenegro and Bosnia/Herzegovina can be part of the sub-regional MAREΣ to share AIS data with all Adriatic – Ionian countries.

Task 4: Pilot project

MAREΣ can be used to develop additional pilot projects for the exchange of VTS images or VMS data between the participating countries. In addition to the technical developments, this task requires the definition of the adequate procedures as well as training activities.

3. EMSA vessel database

The Central Ship Database is a SafeSeaNet pilot project agreed by the SSN HLSG at its 7th meeting (July 2012) and is being developed and hosted by EMSA. The purpose of this project is to test the development of a common ship database at EU level, which can be used by EU/EEA Member States in their national systems to cross-check the data stored within their national ship databases or received from reporting parties.

Rome, 22nd October 2014

The following EU/EEA Member States participate in this pilot project: Belgium, Bulgaria, Finland, France, Italy, Greece, Lithuania, Slovenia and Norway. Other Member States may join the pilot project at any time.

The Central Ship Database is based on the idea that each ship has an active ship identity which is valid at a particular moment. This consists of the combination of a unique vessel identifier (i.e. the IMO number in the case of SOLAS ships) and the MMSI number. No ship will be registered in the Central Ship Database without IMO and MMSI number. In addition, the vessel name and call sign may also be used to identify a ship.

The source of the ship particulars in the Central Ship Database is the Member States' notifications to SafeSeaNet (i.e. IMO number, MMSI number, name and call sign). The data is validated according to defined business rules using commercial data sources. Manual verification may also be carried out in specific cases by the EMSA Maritime Support Services (MSS). The SafeSeaNet users will have access to ship data which is continuously updated on a real-time basis.

The following services were agreed to be implemented:

- a. **Download facility:** enabling the download (using secure FTP) of the data stored in the Ship Database, which will be updated on a monthly basis.
- b. **Request/response mechanism:** enabling the request of the content of specific ship records in the Central Ship Database based on ship ID, flag or latest updated records using predefined XML messages.
- c. **Ship particulars notification web-service:** to be used by Member States to:
 - announce the insertion of a new ship in the national flag registry, and
 - provide feedback information to the Central Ship Database with updates on ship particulars that have been verified manually by their national authorities.
- d. **Ship record history retrieval:** will allow the retrieval of changes, in the Central Ship Database, of specific ship particulars concerning a ship record.
- e. **Ship particulars announcement ("push"):** will proactively announce a change to the ship particulars of a ship already registered in the database or the creation of a new ship record in the Central Ship Database.
- f. **Web interface:** will allow users to consult the ship records available in the Central Ship Database.

The download facility service was launched on 15 February 2013. The implementation of the remaining services for data exchange is currently ongoing. The CSD software was released for testing with the pilot project participants on September 2014.

The Central Ship Database reference documents and technical schemas (XSD and WSDL files) are published on EMSA website.¹

¹ Some of folder are restricted to Members States national authorities for SafeSeaNet

4. Satellite AIS initiatives

In 2014 the EMSA SAT-AIS program extended its processing capability and overall availability of data. Through the existing SAT-AIS initiative set-up with the European Space Agency, EMSA is now able to provide a constant stream of SAT-AIS data at global level stemming from exactEarth constellation satellites (this is in addition to the SAT-AIS data already received by Norway). SAT-AIS is processed by EMSA's Satellite-AIS Data Processing Centre. The incoming interface consists of the SafeSeaNet Streaming Interface (SSN SI) proxy which is able to handle all incoming AIS message types.

EMSA is also collaborating with Member States having national SAT-AIS programmes with the objective of increasing the overall European SAT-AIS capacity. The "EU Satellite-AIS Collaborative Forum" is currently composed of Norway, Germany, Denmark and Poland which have an ongoing (or planned) SAT-AIS mission.

SAT-AIS data is provided (on pilot bases) to relevant EU MS maritime administrations as well as to EU organisations all of whom are users of EMSA's integrated maritime services. Users have access to SAT-AIS data through IMDatE's platform, either via the Web User Portal or through a set of standard System-to-System (S2S) interfaces, including inter-alia the SafeSeaNet Streaming Interface (SSN SI) proxy.

5. Relations with other regional servers

The representatives of the HELCOM, North Sea and North Atlantic AIS EWG attended the previous MAREΣ EWG meeting. All of them expressed their appreciation to the work achieved in MAREΣ and suggested to continue the exchange of views between the regional servers in the future.

HELCOM invited the ICG to participate in the 25th HELCOM AIS EWG meeting, which was not possible due to other commitments. A short report from MAREΣ EWG 11th meeting to the 25th Meeting of the Expert Working Group for Mutual Exchange and Deliveries of AIS Data (HELCOM AIS EWG 25-2014), held in Haugesund, Norway (21-22 May 2014) was submitted by Sweden.

The report highlighted the progress and achievements of MAREΣ, and recommended that the HELCOM Contracting Parties should preferably follow the MAREΣ AIS practice to add comment block timestamps to AIS messages but that the international standard IEC should be used for this purpose in the Baltic Sea. The HELCOM AIS EWG approved the recommendation and noted that it is possible to transmit comment block information via the HELCOM AIS.

The HELCOM AIS EWG also noted that the MAREΣ AIS system has further functionalities (like the possibility to triangulate the position of ships/AIS transmitters) which deserve under attention and analysis of the HELCOM EWG.

6. SLA between the North Atlantic AIS Regional server and EMSA

In addition to the three AIS regional servers (HELCOM, North Sea and MAREΣ), the Norwegian Coastal Administration (NCA) developed a fourth server in 2011 (i.e. the North Atlantic regional server), which involved cooperation with Iceland, Denmark, the UK, the Faroe Islands and Greenland.

Until 2014, the NCA cooperated with EMSA, and provided both terrestrial and satellite AIS data via the North Atlantic regional server without any formal agreement. Considering long, close and successful cooperation between EMSA and NCA, it was agreed that there should be an SLA in place in order to put the provision of the service on a more formal footing. Such a proposal was approved by EMSA Administrative Board in July, and the SLA was signed in September 2014.

The agreed SLA defines the operational, administrative and technical requirements for the cooperation between the Norwegian Coastal Administration and EMSA, and its content is similar to the SLA that is currently in place with Italy. The Agreement will confirm the role of the Regional AIS server, as an integral part of the current SafeSeaNet architecture in the provision of maritime traffic information, promote the regional cooperation, and contribute to the further development of common and uniform data processing.

7. Action Required

Participants are invited to note the information.