# Minutes of the meeting

## 9th meeting of the Pilot Project for the Facilitation of Ship to Shore Reporting

**Held via Video conference**

**11 May 2022**

**Date: 21 May 2022**

EMSA

# 1. Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Simplification.

15 participants from **Belgium, Croatia, Denmark, Estonia, Finland, France, Italy, Malta** and **Poland** attended the meeting. Mr. Jacob Terling and Mr. Alexander Hoffmann from Unit D2 "Maritime Safety" represented the European Commission (DG MOVE).

All meeting presentations are available at: http://emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports/download/7122/4722/30.html

The meeting agenda is attached in Annex 1.

# 2. Objective of the meeting

The objective of the meeting was to:

- receive feedback from the authorities participating in the tests of IRD;
- present a progress report of the VDE Capability project;
- present the new version of the Integrated Report Distribution (IRD) system and plans for future developments;
- present the final report of the project;
- kick-off the work of the WG on Facilitation of ship to shore reporting and discuss on how to move IRD from concept to operational service.

# 3. Meeting outcome

## 3.1 Introduction

The Chairman welcomed the participants and recalled that this project is being executed under the Interoperability Project (EU-financed project under the European Maritime Fisheries Funds). He informed that the project has gained lot of visibility, interest and support both from Member States and Commission. The project was considered successful, and therefore the HLSG group agreed at its last meeting in December 2021 to establish the WG on Facilitation of ship to shore reporting that will continue this work. In addition, the EMSA's Single Programming Document was updated to include this task in EMSA's work for the years to come.

The Commission thanked EMSA and MSs for the work and confirmed that the results were above the expectations demonstrating the value of a bottom-up approach. The project is still in the early stage of development and as soon as it grows, more and benefits will become visible. The Commission mentioned the example of the future Maritime Autonomous Surface Ships (MASS), where the communication, automation and digitalisation are among the key aspects.

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

The Group agreed with the agenda 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 and to the harmonisation of reporting at EU level.

The participants **noted** the information presented.

## 3.3 Member State feedback on IRD testing

**EMSA** reminded that the development of the IRD is on-going and that the latest version 1.4 was deployed in production on 04 April 2022. Member States use the IRD to support their daily operations and provide their feedback on a continuous basis. EMSA stressed the importance of this cooperation as all the improvements are based on the information received from the testing authorities.

**Denmark** shared their feedback on the new version following some tests performed in the last weeks. It was confirmed that the changes to the ship interface are clear and significant. The system is much easier to use, and it takes less than 2 minutes to fill in the report which is a noteworthy improvement. DK also informed that the IRD system is being used by Danish customs on a 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.

**France** informed that they are willing to use the system-to-system interface to connect with the new SEAMIS ICT system in 2022 for early warnings and a better maritime picture in the area of their responsibility. There was also positive feedback on the new version regarding the retrieval of the Hazmat details. There are new MRCCs in France asking for access to IRD.

## 3.4 Presentation of new version of IRD

The 5th meeting agreed EMSA to further work on the IRD to address issues. The contract for IRD phase 4 was signed in June 2021 and the development started in July 2021.

**EMSA** informed the Group that the second release of IRD phase 4 (IRD 1.4) was delivered to EMSA on 01 March and installed in Production on 04 April 2022. The following features were added and presented to participants in a live demonstration:

 a. Information that this application was financed by the EU project added in the footer.

 b. Improvements to the Ship DP GUI:
- ✓ Possibility to customise content of each designator;
- ✓ Mandatory elements are marked;
- ✓ Possibility to choose format of geographical position;
- ✓ Possibility to have list of predefined routes per MRS area/system;
- ✓ Improved Search for ShipType attribute under designator U;
- ✓ Possibility to configure comment for Bunker information under designator X;
- ✓ Cargo Overview changed to the list of values.

 c. Improvements to the Authority GUI:
- ✓ Only active information is displayed;
- ✓ Improved performance.

The feedback from the participants on the new release was positive. **EMSA** invited the MSs to test the IRD and request additional user accounts or webinars if needed **(Action Point 1).**

## 3.5 VDES on-board application – progress report

**EMSA** presented the state-of-play of the VDE-SAT developments. Testing of the VDE-SAT is executed in close cooperation with the European Space Agency (ESA) and Space Norway (SPN), with whom EMSA has reached an agreement to participate in a VDE-SAT Application and Services Platform (VASP[1]) 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 addressing the initiative for the use of VDES technology at European level, considering the positive impact that this development is expected to have on shipping. The development of the OBA took place between May and September 2021 and this application is being tested by EMSA and project partners.

The OBA offers two main functionalities:

- A graphical user interface (GUI) for ship data providers, to consult, submit and update VTS/MRS reports and consult authorities' responses;
- Backend services to orchestrate message exchanges with the VDE-SAT terminal installed on board the ship.

The Factory Acceptance Tests (FAT) were completed in November 2021 and the Site Acceptance Tests (SAT) using satellite component in April 2022. The results of the SAT tests were the following:

 a. One solid communication window per day;

 b. A two-way data exchange was established between OBA and IRD per one satellite pass was successfully tested (i.e. request from ship and response from IRD completed during the same satellite pass);

 c. MRS Reports successfully delivered.

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

Operational testing is expected to be carried out around the BAREP reporting area with 3 vessels flying the Norwegian flag. The VDE-SAT equipment has already been installed on three Norwegian vessels (MS Polarsyssel, Advent Supplier, Ocean Space Lab). One set of VASP service demonstration equipment has been allocated for installation at EMSA premises in Lisbon.

The demonstration phase of the VASP will last until November 2022 but EMSA is already looking together with ESA for future project aiming at testing of VDES.

**Denmark** asked whether they could test the onboard application. **EMSA** will investigate whether MS can test using EMSA's setup when it is ready (e.g. through remote desktop connection) **(Action Point 2).**

**France** asked if it is planned to test other means of communication such as NAVDAT[2]. **EMSA** replied that no tests with NAVDAT (which is an extension of NAVTEX) has been performed up to now. However, this solution could be further explored in the future work. EMSA also explained that the VDES technology allows any kind of data to be exchanged.

**EMSA** also recalled the decisions related to VDES taken by the IMO Maritime Safety Committee (MSC 103), which are of high importance. These decisions shall accelerate all developments related to VDES technology from an IMO regulatory and industry point of view particularly in terms of amendments to SOLAS chapters IV and V to introduce VDES and the development of performance standards and guidelines. 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.

## 3.6 Presentation of the final report

As per the grant agreement for the Interoperability Project, the final report on implementation of the action ('final technical report') shall be submitted to the Commission (DG MARE) following the conclusion of the project. Considering the results achieved in the facilitation of ship to shore reporting pilot project and the plans for its continuation, the last meeting agreed that a detailed report of the pilot project which will be focused on operational and technical aspects will be issued.

The draft report was distributed by EMSA on 11 April 2022 and its content was presented during the meeting. The feedback was positive and the meeting agreed **EMSA** to distribute the final version and Member States to provide feedback until the end of May 2022 **(Action Point 3)**.

## 3.7 Presentation of EUREKA project

**Croatia** made a presentation on the EUREKA project which is the Adriatic-Ionian joint activity for the development and harmonization of procedures and regulations in the field of navigation safety. Partners are the Adriatic-Ionian Maritime Administrations of Croatia (as Leading Party), Albania, Hellenic Coast Guard, Italian Coast Guard, Montenegro and Slovenia and Maritime Faculties of Croatia and Montenegro. Bosnia and Herzegovina participates as associated partner.

The main goals of the EUREKA project are to:

    a.  amend and modernize the current Mandatory Ship Reporting system (ADRIREP);
    b.  reduce the administrative burden and duplication of data collected by administrations;
    c.  develop capacity-building activities (harmonized and standardized VTS service training, education);
    d.  coordinate implementation of new Traffic Separation Schemes in the congested areas;
    e.  consider developing pilot project activities related to the Sea Traffic Management (STM) within national VTMIS's.

The Integrated Report Distribution (IRD) service which has been developed under the Facilitation of ship to shore reporting pilot project is fully aligned with the EUREKA Project – modernization of ADRIREP system. The Croatian Maritime Administration and EUREKA consortium consider the IRD as the reporting platform in the modernized ADRIREP system.

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[2] Navigational Data (NAVDAT) is a maritime mobile service, which operates at 500 kHz frequency band and serves for digital broadcast of safety and security information from shore-to-ship.

The Chairman thanked Croatia for the presentation and noted that the EUREKA project is very interesting and an opportunity for the Facilitation of ship to shore reporting project. A modernised ADRIREP can serve as a test bed for the IRD and can be a good example for others to implement modern Ship Reporting System. EMSA and Commission will attend the EUREKA workshop on 12 May to discuss on further cooperation. The group will be informed on the progress during the next meeting **(Action Point 4)**.

## 3.8 Future activities and developments related to IRD

Some Member States expressed their willingness to work further on the project to see this service as fully operational in the future.

**Belgium** informed that the Belgian authorities dealing with security are currently building a Coastal Security system and are planning to set up a system-to-system connection with the IRD service, developed under the pilot project, to use the Integrated Ship Reports (ISR) for risk analysis of the ships coming to Belgian ports. In addition, Maritime Safety authorities are also planning to develop new ICT system aiming at improving reporting from ships to WETREP. Currently this information is provided via e-mail and number of improvements have been already identified: possibility to re-use data, elimination of overreporting, improved data quality and automatic reporting of MRS to SSN system.

The Chairman asked if the WETREP group still meets regularly as it could be a good idea to implement the changes at the level of ship reporting system. **Belgium** responded that no meetings took place recently and that it will be investigated if and how the IRD solution could be presented to the WETREP group **(Action Point 5)**.

**Denmark** informed about the planned changes to BELTREP and SOUNDREP system with the aim of offering a single interface to the ships. The IRD ship interface could be used for this purpose and data received from the ships integrated in the authorities' systems using system-to-system solution. **Denmark** also informed about the recent contacts with Maersk line which expressed their interest in testing the IRD solution. There is a meeting planned between DK and Maersk in the coming weeks to discuss this possibility. The Group will be informed on the progress during the next meeting **(Action Point 6)**.

**France** is willing to use the system-to-system interface with IRD in order to feed an early warning system (EWS) under development for decision support tools, which will be part of the CROSS operations management ecosystem (SEAMIS). This system will be used in MRCC, VTS and centres in charge of marine pollution monitoring.

**EMSA** informed that work on the technical specification for the future versions of the IRD is completed. The scope includes:

    a.   Integration with other EMSA services (new Central Ship Database, new ABM types, Central Organisation Database, IRIS);

    b.   Update of the Integrated Ship Report with new information and necessary changes to web services with the external systems;

    c.   Improvements to the IRD web user interfaces for authorities and ships (e.g. further customisation of ISR);

    d.   Make system fully operational with proper IT monitoring and recovery procedures;

    e.   Maintenance of IRD service.

It is expected to have the first release under this new contract ready in the last quarter of 2022.

## 3.9 WG on Facilitation of ship to shore reporting – Terms of Reference and working methodology

The HLSG approved in December 2021 the establishment of the SSN Working Group (WG) on Facilitation of ship to shore reporting. All Member States participating in the pilot project (Belgium, Croatia, Denmark, Estonia, Finland, France, Germany, Italy, Latvia, the Netherlands, Norway, Poland, Romania and Sweden) and Malta are the member of this group. The following tasks were approved for the WG:

    a.   Review the reporting procedures currently in place for Ship Reporting systems in the EU with the objective of reducing administrative burden, better re-using data and harmonising reporting processes;

    b.   Share best practices between EU Ship Reporting systems;

c.   Review the guidelines for exchanging MRS notifications through SSN;
d.   Explore opportunities to continue the development of the IRD and test its suitability for additional ship-shore reporting processes (e.g. port reporting obligations);
e.   Prepare documentation and operational procedures for implementing IRD as fully operational service;
f.   Propose improvements to the IRD web interface and system interface;
g.   Further test new technologies (e.g. VDES) for the exchange of data between ship and shore;
h.   Work on technical specifications for displaying Integrated Ship Reports (ISR) in SEG.

EMSA will provide the secretariat and will coordinate the work of this group. Most of the work will be carried out by correspondence but a number of meetings will also be held (1st meeting after summer).

Progress reports of the WG will be transmitted to the SSN Group on a regular basis. The final report of the WG will be submitted to the SSN Group for validation and to the HLSG for approval.

The participants **noted** the information presented.

## 3.10 Discussion on how to move IRD from concept to operational service

Considering that there is high interest in using the IRD service as an operational service there is a need to move from proof of concept to operation. This requires various actions identified as follows:

a.   Technical
   ✓   Monitoring and Incident management procedures to ensure high availability of the service;
   ✓   Maintenance contract;
   ✓   Improved security in the exchange of data (migration from 1-way SSL to 2-way SSL);
   ✓   Improved performance and stability (e.g. BCF, clustering, etc.);
   ✓   Automated testing allowing reduction in testing of new releases.

b.   Legal/Operational
   ✓   Access rights definition;
   ✓   Operational procedures;
   ✓   IRD as an Operational Service of SSN (necessary updates to IFCD);
   ✓   Helpdesk.

c.   Financing
   ✓   Exploring financing possibilities at EU level to support for Member States in developments at national level.

The group agreed that:

1.   EMSA to propose at the next HLSG meeting (July 2022) to extend the mandate of the IFCD WG to include information about IRD as one of the SSN services **(Action Point 7)**.
2.   **EMSA** will share with the project participants the document about the financing possibilities from CINEA **(Action Point 8)**.

# 4.   Summary of the follow up actions

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

The follow up actions are presented in Annex 2.

The work will continue under SSN WG on Facilitation of ship to shore reporting and the next meeting is tentatively planned to take place after summer with the objective of discussing on the implementation of actions to move IRD from concept to operation **(Action Point 9)**. 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 10)**.

# Annex 1 – Meeting Agenda

| Time (UTC) | Agenda Item | Speakers |
|---|---|---|
| **08:00** – 08:30 | Opening / Introduction<br>  ▪  Agenda<br>  ▪  Follow-up actions | EMSA |
| **08:30** – 09:00 | Member State feedback on IRD testing | Member States |
| **09:00 –** 09:30 | Presentation of new version of IRD | EMSA |
| **09:30 –** 09:45 | VDES on-board application – progress report | EMSA |
| **09:45** – 10:30 | Presentation of the final report and its approval | EMSA<br>Member States |
| **10:30** – 11:00 | Presentation of EUREKA project | Croatia |
| **11:00 –** 12:00 | Lunch break | |
| **12:00 –** 12:30 | Future activities and developments related to IRD | Belgium, Denmark, France and EMSA |
| **Kick-of meeting of the WG on Facilitation of ship to shore reporting** | | |
| **12:30 –** 13:00 | WG on Facilitation of ship to shore reporting – Terms of Reference and working methodology (expected deliverables and planning) | EMSA |
| **13:00 –** 13:30 | Discussion on how to move IRD from concept to operational service | EMSA<br>Member States |
| **13:30**– 14:00 | Discussion and summary of the follow up actions | EMSA<br>Member States |

# Annex 2 – Follow up actions

| Action Point | Topic and Action | Responsible |
|---|---|---|
| 1 | Test the IRD and to request additional user accounts or webinars if needed. | Member States |
| 2 | Investigate whether MS can test VDES using EMSA's setup when it is ready (e.g. through remote desktop connection). | EMSA |
| 3 | Distribute the final version (EMSA) and Member States to provide feedback until the end of May 2022. | EMSA Member States |
| 4 | The group will be informed on the possible cooperation with EUREKA project during the next meeting. | EMSA |
| 5 | Investigate if and how the IRD solution could be presented to the WETREP group. | Belgium |
| 6 | The group will be informed on the possible cooperation with Maersk-line during the next meeting. | Denmark |
| 7 | Propose at the next HLSG meeting (July 2022) to extend the mandate of the IFCD WG to include information about IRD as one of the SSN services. | EMSA |
| 8 | Share with the project participants the document about the financing possibilities from CINEA | EMSA |
| 9 | Plan the next meeting of the SSN WG on Facilitation of ship to shore reporting after summer 2022 with the objective of discussing on the implementation of actions to move IRD from concept to operation. | EMSA |
| 10 | Draft the minutes of the meeting and provide attendees with copies of the meeting presentations. | EMSA |