

SafeSeaNet Workshop 21

XML enhancements

Ship voyage data distribution

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Agenda item 21.4.6

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Background

- **SSN HLSG 6 (13 December 2011)**

- Ireland proposal on the “enhancement of SSN XML functionalities”:
 - an automatic XML based mechanism for provision of information held in the central SSN to the Member States’ own information systems.

- **SSN HLSG 9 (19 June 2012)**

- agreed to continue the work on the technical specifications of the voyage “push mechanism”;
- invited EMSA to report on the progress.

The revised concept: scenarios

- **Scenario (A): Voyage data distribution (through XML) based on the destination port**
 - The SSN NCA administrator will subscribe to the service by selecting one or several destination port(s) within MS.
 - The service will be opened (voyage data pushed) when:
 - SSN receives a PortPlus with next port of call = selected port;
 - The ship left the last port (from PortPlus or detected departure).
 - SSN will stop sending information as soon as :
 - the ship has arrived at the port of destination (PortPlus or detected arrival), or
 - the port of destination is changed, or
 - the service has been cancelled by the service subscriber.

The revised concept: scenarios

- **Scenario (B): Voyage data distribution (through XML) based on the destination port and geographical area**
 - The SSN NCA admin will subscribe to the service by:
 - selecting one or several destination port(s) within MS, and
 - defining a geographical area (polygon)
 - The voyage data will be pushed through XML when:
 - SSN receives a PortPlus with selected port =next port of call, and
 - The ship enters the “polygon” (e.g. based on position information)
 - SSN will stop sending information as soon as informed that:
 - The ship has left the geographical area, or
 - As per scenario A (the ship arrived or destination changed, or service cancelled).

The revised concept: scenarios

- **Scenario (B-variant): Voyage data distribution (through XML) based on geographical area (polygon)**
 - The SSN NCA administrator will define a geographical area ("polygon").
 - The service will be opened (voyage data pushed) when the ship enters the "polygon" (e.g. based on the position information).
 - The service will be stopped when SSN is informed that:
 - The ship has left the geographical area, or
 - The service has been cancelled by the service subscriber.
 - The polygon must be drawn within the Member State area of responsibility (SAR, EEZ or equivalent).
 - Several services can be set up by NCA Admin in parallel.

The revised concept: scenarios

- **Scenario (C): Voyage data distribution through SSN SI**
 - The initiating of the service is identical as for scenarios A, B and B variant:
 - SSN will receive a notification for the voyage including the destination port chosen by the service subscriber (as per scenario "A"), or
 - the ship enters and remains in the polygon (as per scenario "B" or "B-variant").
 - The SSN will stop sending information as soon as informed that:
 - The ship has left the geographical area, or
 - The ship has arrived at the port of destination (PortPlus or detected arrival), or
 - The port of destination is changed, or
 - The service has been cancelled.

Indicative dataset

Through XML

Through SSN SI

- Ship positions
- Ship particulars (e.g. Name; Flag; IMO; MMSI; C/s);
- Voyage information (PortPlus notifications):
 - ATD from departure port,
 - ETA to destination port,
 - Pre-arrival 72h, 24h,
 - Hazmat, waste and security information summary,
 - ATA at destination port,
 - Detected arrival (SSN central system functionality based on AIS),
- Ship status information:
 - Single hull tanker,
 - Banned ship,
- MRS reports (summary).
- Incident reports (summary).

- Ship positions
- Ship particulars (e.g. Name; Flag; IMO; MMSI; C/s);
- Destination port (LoCode)
 - Will also indicate PortPlus available in SSN
- “Warning tags”:
 - If Hazmat is available in SSN;
 - If Waste is available in SSN;
 - If Security is available in SSN;
 - If Incident is available in SSN;
- Ship status information:
 - Single hull tanker,
 - Banned ship,
- Source of the reported position data
 - MRS reported position will also indicate that the MRS notification is available

Impacts

- Services will be implemented by MSs on a **voluntary** basis
- The technical impact to the SSN applications (central & national)
 - The proposed **XML solution** requires implementation of a new Ship Voyage Message – SVM:
 - information on the ship, voyage and notifications available in SSN central will be provided automatically
 - the detailed information will remain available upon request;
 - At national level, a dedicated mechanism can request the details upon receiving the SVM message.
 - The proposed **SSN SI solution** requires:
 - the software to visualise the received information, and
 - the SSN SI (proxy) software (can be provided by EMSA).

Impacts

- Changes in the SSN central system management console
 - to allow the SSN NCA Administrators to set up different services
 - to process information to be submitted to Member States
- **No impact to MSs not participating in the new service** (except the update of SSN XSD and SSN SI software)

Actions required

- Member States are invited to provide their feedback and validate the concept.
- EMSA will report the progress the next SSN HLSG.