

# **4<sup>th</sup> IMDatE User Consultation Meeting**

**30 October 2014, Lisbon**

**MEETING REPORT**

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## 1. CHAIRMAN WELCOME AND OPENING

EMSA opened the meeting by welcoming all delegates. The agenda of the meeting was outlined and agreed.

Meeting participants were thanked for their willingness to share experiences and availability to provide operational feedback. The importance of receiving feedback based on practical experience in a forum such as the meeting was emphasized.

Whilst noting that the use of IMDatE is currently a voluntary activity for MS, EMSA stated that it was fully committed to developing the platform appropriately to provide sustainable integrated maritime services for a range of user communities.

## 2. UPDATE ON PROVISION OF INTEGRATED MARITIME SERVICES

A short review of developments to date was presented. The difference between IMDatE and the Integrated Maritime Services was highlighted, the former being the technical platform developed for delivering the services to a diverse set of user and user communities.

Release Version 1.1 of the IMDatE platform was released in July 2014, providing the enhanced Search and Rescue surface picture (enhanced SAR SURPIC) functionality tool, as well as a number of Geographical Information System tools requested by the end users.

It was emphasised that all integrated maritime services are based on integration of different data sources, which include, but are not limited to, EMSA data sources. Member States are encouraged to integrate their own data in the system too.

The number of users continues to increase. Since the last User Consultation Meeting (November 2013), the number of volunteer Member States has increased from 9 to 14. There are now over 180 unique users coming from various communities, including maritime safety and security, environmental monitoring, border control, defence, fisheries monitoring and law enforcement. In parallel, the participating EU bodies increased from 2 to 4.

The SafeMed<sup>1</sup> Project will be supported by a new service through IMDatE. Implementation was initiated in September 2014, with the intention that the service will go live in April 2015.

Training and information meetings held or planned for the remainder of 2014 were identified. Participants were encouraged to send requests for training and/or information meetings.

Data access rights, whether established under Directives, agreements, applications, or by other means, are respected. However, where feasible, sharing of non-sensitive information between authorities is encouraged, as this is one of the main areas of added value of integrated maritime services.

The participants were reminded that the IMDatE administrative point of contact (PoC) should appoint an operational PoC. This person is responsible for requesting IMDatE username accounts as well as liaising with other national competent authorities regarding access rights and data sharing issues.

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<sup>1</sup> The overall objective of SafeMed III is to improve the protection of the Mediterranean sea marine environment against the risk of accidents at sea and marine pollution, by supporting the further ratification and implementation of international maritime safety and security conventions and improving the relevant capacities of maritime administrations in the Mediterranean partner countries. SafeMed III will focus on the approximation of the national legislation of the Beneficiary countries to the relevant EU legislation and, although being a regional project, the programme will focus also on specific needs at national level of each beneficiary country. <http://emsa.europa.eu/implementation-tasks/safemed-iii.html>

On future strategy, there were a number of planned improvements (e.g. to the stability and reliability of interfaces, ensuring first line support for the EMSA Maritime Support Services), nevertheless the most important aspect of defining future strategy would come through interaction and collaboration with users, through forums such as the UCM.

### 3. UPDATE ON THE IMDATE PROJECT

The presentation on IMDatE began with an overview of the main services and their features, showing how the service had evolved since UMC#1. The sharing of data has been very successful; e.g. some MS that are not IMDatE users have agreed to share their LRIT data with other users. Developments for the next release include new GIS features, an updated enhanced SAR SURPIC<sup>2</sup>, improvements to the Automated Behaviour Monitoring (ABM) algorithms, increase of system-to-system interfaces, and the provision of additional SafeSeaNet data.

Regarding Automated Behaviour Monitoring, some examples were given, including the monitoring of ships coming from Ebola affected areas. Some MS requested alerts when ships from these areas enter territorial waters. EMSA clarified that, although all the Automated Behaviour Monitoring services presented are available, they are at different levels of maturity. This is due in part to whether or not they have been used operationally by MS and subsequently improved based on their feedback.

In 2015, IMDatE will be developed based on requests and feedback for MS and EU bodies. Specifically, there will be more integration of SafeSeaNet information, changes to the Graphical User Interface, and integration of additional meteorological-oceanographic data.

### 4. FEEDBACK ON THE MEMBER STATE PILOT SERVICES

#### 4.1. Belgium

The IMDatE platform has been tested most extensively for search and rescue (SAR) purposes. There were some initial issues related to browsers and log-ins but these have been resolved.

The services have been used by various authorities from the maritime safety and security community (as well as defence, border control, customs authorities). Others, such as fisheries control and environmental protection, are now interested. Consequently, Belgium has requested a dedicated information session (and training session) for this November.

Although initially reluctant the LRIT and VMS authorities have agreed to integrate their data in IMDatE. The results are very positive and include efficiency gains as Belgium authorities do not have to do the same integration exercise using their own systems.

Belgium is looking forward to the information session, and subsequent wider use of the services by new user communities.

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<sup>2</sup> SAR SURPIC: Search and Rescue SURface PICTURE

## 4.2. Germany

Germany, specifically the Havariekommando (Central Command for Maritime Emergencies, CCME), started using IMDatE in May 2014. The border guard and water police authorities are expected to start using the services soon.

Germany provided a number of use cases, with some examples of how information was displayed prior to IMDatE and the various advantages operational activities of using IMDatE.

A list was provided of elements which are currently missing from the system or which should be improved. These included more detailed nautical charts, marking of multiple vessels, replay function, integration of drift models. Regarding more detailed information for nautical charts, EMSA highlighted that some information, e.g. wind farms or traffic separation lanes, is national data. EMSA would be able to integrate this information once provided by an MS.

## 4.3. Spain

Sasemar (Sociedad de Salvamento y Seguridad Marítima) is the main IMDatE user in Spain, primarily for Search and Rescue (SAR) purposes. The maritime administration also uses it for vessel monitoring. The most recent user is the Spanish Navy, which uses services for vessel monitoring and maritime surveillance.

Suggestions from Spain included: the ability to assign colours for particular purposes, e.g. depending on type of ship; emails to alert recipients; search functions to be configurable up to a 4 day period; the option to label vessels for follow up, and; the further integration of EU fishing fleet vessel monitoring system (VMS) data.

## 4.4. Finland

Finland had provided written feedback prior to the UCM supported by a verbal presentation. Whilst maritime safety, border control, and customs authorities have access, testing of the service is still very much in the initial stages with only a few VTS operators actively engaged in testing the services.

Given the completeness of national AIS and radar systems along the coast of Finland, IMDatE does not add many benefits for standard local vessel traffic monitoring. It is more useful for targeted operations, e.g. investigating a vessel of interest. In future it may be used in the context of Search and Rescue, monitoring ship-to-ship operations, etc.

Suggestions include improved graphics and visibility of symbols, a more complete user manual, and the integration of enriched SafeSeaNet data.

## 4.5. France

France reported that IMDatE had been tested cross-sectorally by Search and Rescue, safety of navigation, environmental protection, border control, anti-piracy and anti-trafficking authorities between March and September 2014. 42 users from the different services involved were given access to IMDatE.

A national strategy determining access and use of IMDatE will be presented for approval to the national Coast Guard function management board (December 2014).

In general feedback, France reported positive experiences with integrated data, particularly for monitoring of large areas (e.g. satellite AIS data streams for the Atlantic area) and for overseas territories, where more limited information is available.

France is of the opinion that IMDatE should become the only portal for accessing all EMSA data streams.

Suggested improvements included IMDatE should look like the SSN GI, reduce the time of Satellite-AIS data refreshment; integration of more data into the French systems using system-to-system exchange mechanisms link to SafeSeaNet; change the visibility of the "halo" around selected vessels; new colour coding, and; develop e-learning.

It was strongly felt that the addition of port State control (PSC) data would be beneficial, particularly THETIS data. However, other PSC data (not just of the Paris MoU, but also other MoU data) could also be considered. EMSA clarified that whilst PSC officers can have access to IMDatE; it is through their national point of contact. Currently, there are PSC restrictions as what data can be available to IMDatE through THETIS. In order to progress this issue, it is suggested that MS make clear requests to have such data integrated in IMDatE at PSC meetings e.g. Paris MoU meetings.

Belgium and the Netherlands added that: 1) the addition of PSC data would support monitoring of specific ships, and 2) that a new functionality of creating lists of monitored ships (blacklisted ships) would be useful.

#### **4.6. Greece**

Greece reported that IMDatE is being used in the context of Search and Rescue (SAR), accident and incident investigation, law enforcement, and more generally for provision of a near-real-time maritime picture. Recently the fisheries community (under the coast guard authority) expressed interest in using IMDatE, and there may be other users, such as the Greek Navy, at a later stage.

Greece gave examples of two law enforcement cases and an accident investigation case which used the service. SAR users have requested more met-ocean data and the addition of a national "Greek" layer. The Greek national PoC is already in discussion with EMSA for this to be done.

The vessel traffic monitoring users (SSN/LRIT NCA) commented that the data replay function should have the option of a permanent display of information (e.g. timestamps, speed, ID) for multiple positions. This would facilitate the capture of screenshots. Other suggestions included a "flag" option under the vessel layer, more configurable alert options, additional SafeSeaNet information, online help, a larger maximum number of vessels in the vessel track query, and compatibility with mobile platforms.

#### **4.7. Croatia**

In Croatia, the Ministry of Maritime Affairs/MRCC are users of the system. In the Adriatic, a semi-closed sea area which is well covered by AIS and radar, IMDatE has not yet been of operational use. Croatia also only has a small fleet of flag vessels. The major added value is felt to be the availability of Satellite-AIS data. Croatia would also like to see different colour schemes for different system data, and would like to access all EMSA data via a single interface.

#### **4.8. Ireland**

Feedback on the operational use of IMDatE Release v1.1 was given through a use case of an emergency tow on 9 October 2014. A merchant vessel with a cargo of fertilizer suffered engine failure in the Irish Sea. The vessel was bound from Germany to Cork (Ireland). Coordination was initially with MRCC Falmouth (UK), which handed over to MRCC Dublin (Ireland) to organise a tow. IMDatE terrestrial and Satellite-AIS was used for monitoring the operation. Ireland noted that it would be useful to have a specific feature to distinguish the two vessels, tow and towed, while filtering out the other layers.

Ireland then gave feedback on a variety of points, including: the Leisure/Pleasure boat SafeTrx information has been well integrated, with good tracks and mapping; the colour distinctions for different data sources is very useful for de-cluttering; of the different browsers, Firefox is most successful.

Suggestions for improvements included: improving the contrast of the halo for a selected vessel; ease of use of place search; improve logging-in process; make the area query more user friendly. Also a request that SAR vessels can be indicated at a local level, so MRCC users can show clearly which are SAR vessels and which not.

In general, there is growing confidence and trust in IMDatE by Irish users, who appreciate the service.

#### **4.9. Italy**

Italy focussed on providing feedback on the new SAR SURPIC functionality. A use case involving the rescue of 200 migrants was presented. Comparing the SAR SURPIC tool in LRIT and the tool in IMDatE, Italy found that the IMDatE tool had a number of advantages: a higher number of other vessels were identified; the ETA to target was useful to quickly assess which other vessels could quickly reach the scene; the computation and presentation of information was more rapid.

There were however some drawbacks in relation to LRIT, such as: the SURPIC is archived after 30 minutes, when in practice it is usually needed in 'real time' for a longer period, as SAR operations last longer; some information in the LRIT system is not visible in IMDatE; lists of ships cannot be exported. (Requests are not visible to other users of the same MS).

The system-to-system delivery of Satellite-AIS has been successful, and Italy has requested to have this service on a permanent basis.

#### **4.10. Malta**

Transport Malta gave feedback on behalf of Maltese IMDatE users. Satellite-AIS was felt to be particularly useful, especially for tracking vessels with faulty LRIT equipment. The fisheries monitoring centre (FMC) has found that combining AIS and VMS improved monitoring, e.g. checking on unauthorised entries in fisheries management zones. IMDatE also allows the FMC to continue monitoring, even when the VMS fails.

Suggested improvements included: an option to activate a visual alert notification when vessels enter a particular zone; alerts to FMC when a fishing vessel has not sent a VMS update within the expected timeframe, and; the option to colour code vessels depending of the type of gear on-board.

#### **4.11. The Netherlands**

The Netherlands Coast Guard reported that both the safety and sea and law enforcement communities are using IMDatE. The system has been used for purposes related to fisheries monitoring, protecting shipwrecks and monitoring of vessels of interest.

The Netherlands provided some information about the future re-organisation of maritime affairs at the national level, and how maritime information will be shared between the different interest communities in the new Operations Centre.

Suggested improvements included the option to set and change display settings at a local level, and flashing arrows indicating selected vessels. As regards creating rules, the example of vessels transiting from Ebola affected areas, for which it is useful to have alarms when the vessel enters a certain Member State defined area.

They also promoted the idea of promoting IMDatE as the technical platform for sharing a common maritime picture between authorities of different Member States sharing a sea area.

In response to a question, NL confirmed that users from the customs community have access to IMDatE.

#### **4.12. Portugal**

Portugal indicated that IMDatE is currently being used by the maritime traffic control, MRCC, navy and fisheries control user communities. SAR SURPIC will probably be tested and used in future. The only issues reported were different experiences with the different browsers, and maintaining user preferences when logging in/out.

#### **4.13. Sweden**

The Swedish Coast Guard (CG) representative gave feedback on behalf of the CG, the Transport Agency, the Maritime Administration, and the Armed Forces, and stated that the decision has not been taken as to which national administration will eventually be responsible for IMDatE. Sweden began using IMDatE in May 2014 for testing and evaluation. Testing of SAR services has not yet begun. In general, it is felt that IMDatE will be complementary, and useful as a back-up, to national systems.

Suggested improvements included coastal cities and harbours should be shown to a large scale; land maps could be added; user administration including access rights could be simplified; response time and log in could be quicker; support response time could be improved as well as Integration with THETIS and add a flag symbol when an alert has been activated for a vessel.

In response to a range of questions, EMSA indicated that:

- The maps currently being used in IMDatE are from a commercial provider. The indicative EEZ borders are those provided by the Flanders Marine Institute (VLIZ).
- The key performance indicator for the IMDatE service is 95% system availability 24/7/365. Currently availability stands at 99%.
- Currently, operational support has been given by the business unit but will pass to EMSA's 24/7 Maritime Support Services as IMDatE is expected to provide the same levels of support and service as the other EMSA services.
- With regard to national representatives, it was explained that each state participating in the service has to give an operational point of contact, it is he/she who coordinates at national level and is responsible for interacting with EMSA (including transmitting information about access rights).

#### **4.14. United Kingdom**

In the UK, IMDatE is being used across four Coastguard departments (SAR, counter-pollution, law enforcement and security). It is in 24/7 use in the National Maritime Operations Centre (NMOC), and in the Falmouth Coastguard Operations Centre. Other government departments (the National Maritime Information Centre (NMIC), the Marine Management Organisation (MMO), and the UK Met Office) also have access. In general it is appreciated, and users provide positive feedback. Use case examples included the monitoring ships which departed from Ebola affected countries.

Positive experiences were reported of the benefits of integrated data, and the enhanced SAR SURPIC. Coastguard operators indicate a preference for using the SAR SURPIC provided through IMDatE over that provided by LRIT. An example was given of an incident in which the IMDatE SAR

SURPIC feature was used to maintain an overview of vessels in the vicinity of a yacht in distress in the North Atlantic.

Suggested developments included the implementation of system-to-system interface (once their new network is operational), integration of UK VMS data and inclusion of meteorological data.

## 5. IMDATE SERVICES FOR EU BODIES

### 5.1. MAOC-N

In March 2013, MAOC-N was authorised by the European Commission to have IMDatE access. Following some operational trials and discussion of user requirements, EMSA and MAOC-N signed a Cooperation Agreement in September 2014.

MAOC-N gave a brief overview of a monitoring operation that took place in Cape Verde in May 2103. IMDatE provided coverage over 10 days for monitoring vessels of interest. MAOC passed the information to a UK Navy asset in locality.

Currently there is an ongoing operation, in which IMDatE is being used to try and identify a vessel involved in drugs offloading at a remote location. EMSA delivered satellite images on which three possible vessels were detected. Assets were sent to the area to verify.

MAOC-N envisages that information from IMDatE will be used in two ways:

- 1) For cases of interest and particular operations, where the information will be more targeted; and
- 2) Daily monitoring the movements of vessels of interest, and to check that they continue transmitting AIS signals.

In response to a question on how much funding MAOC-N receives, it was stated that the centre receives 2 million EUR per project cycle (of two years duration), of which 90% is provided by the European Commission and 10% by member states. To date, MAOC-N has been operational in the seizure or jettisoning of illegal substances (cocaine, cannabis, cigarettes, and fuel), denying criminals access to an estimated 8 EUR billion of assets.

### 5.2. Frontex

Frontex provided a brief overview of their activities, in particular EUROSUR and the related Fusion Services.

Frontex then presented a case in which 38 migrants were rescued in Spain, having been detected using the vessel detection service provided through IMDatE. A vessel was detected on a regular scheduled satellite image. Based on the detection, assets involved in the Frontex-coordinated INDALO operation were sent to the area. . The detected vessel turned out to be a rubber dinghy containing 38 migrants, which had been floating for three days.

Frontex acquires data from EMSA and displays this in their own system, and does not use the IMDatE interface. Frontex is particularly interested in vessels which are not reporting; e.g. vessels detected in satellite images, which are not transmitting position reports. Frontex gets most added value from correlating satellite images and other vessel data. However, this is usually based on particular areas of interest defined by member states, and other intelligence.

Suggested improvements included maritime simulation modelling and improved anomaly detection (behaviour monitoring).

In the subsequent discussion, Frontex clarified that it is primarily interested in small boats, and satellite images typically detect larger objects more easily. Ways to improve detection are being tested with EMSA, for example by sending out patrol vessels when satellite images are scheduled for

particular areas, and experimenting with different types of images. Satellite vessel detection should be used with other IMDatE information, and particularly intelligence information.

EMSA added that it has contracts in place with a range of satellite image providers and ground stations. These were used predominantly for the CleanSeaNet service but are now being used also for the Frontex service. There are some challenges to be overcome in adapting the service, but EMSA is committed to upgrading VDS capability.

### 5.3. EFCA

Before starting the presentation, EFCA observed that many of the preceding presentations had included issues related to fisheries control, and that information about the EFCA service through IMDatE should be more widely disseminated. National fisheries authorities act as the EFCA contact point and coordinate access credentials for the service, which is dedicated to fisheries monitoring.

EFCA has had access to the IMDatE integrated maritime service since 2012, and that the service is being used operationally (not only testing) since then. It is used to coordinate fisheries control activities and to monitor for illegal, unreported, and unregulated (IUU) fishing. The EFCA IMDatE service is used in fisheries monitoring centres (FMC) and at the EFCA coordination centre in support of operations and Joint Deployment Plans (JDP's). There are over 50 users.

Recently, the service has been tested via broadband on fisheries control vessels. It might be improved by having a lighter version, but the interface as it currently exists worked well. This enabled a continual comparison to be made between the normal VMS screen and IMDatE. Approximately 30-40% more vessels were detected through IMDatE than when using the normal VMS traditional systems alone.

EFCA currently uses the service mainly for the Atlantic and the Mediterranean JDP operations. In addition to the vessel data (AIS, VMS, etc.), EFCA adds data on licensing, fishing gear, and restricted areas relevant for fisheries control.

In terms of user experience, a request was made to colour the fisheries control vessels in yellow, which was done and is useful; it enables immediate identification of where the vessels are at a glance. The dead reckoning lines are also useful, and provide an immediate visual indication of whether a fishing vessel is fishing or steaming.

EFCA then gave some examples of how the more complete vessel track generated in IMDatE provides sufficient information for trained observers to identify what kind of fisheries activity is being undertaken, and even in some cases details of the gear being used (e.g. the size of fishing nets).

EFCA stated that one of the main challenges is the quality of vessel identifier data. The EU fishing fleet register does not contain MMMI numbers, and only considers European vessels, not non-EU vessels which may be fishing in EU waters. There is no comprehensive global fishing vessel register with high quality data.

With regard to layer quality for sea zones and areas (e.g. EEZ), getting validated data is difficult. Some of the other layers, for example for coral reef protection, are detailed and complex.

## 6. INTEGRATED MARITIME SERVICES: NEXT STEPS

### 6.1. Revision of Annex III of the VTMIS Directive

The Commission thanked all delegates for the interesting presentations, and provided an update on the recent approval and publication of the updated Annex 3 of the revised Directive 2002/59/EC, as

amended, explaining that the changes provide further legal clarity as to use in relation not only to the VTMIS Directive but in relation to other Union legislation (to avoid duplication of systems). It also basically puts the technological advancements of integrated maritime services (the IMDatE project) into the legal frame, ensuring the consistency and proper governance. The amended Directive was published on 28 October 2014<sup>3</sup>.

The initiative to integrate data began when EMSA, with the approval of the High Level Steering Group, decided to develop IMDatE. These technical developments also contributed to the discussion regarding the revision. The Directive, which provides the foundation for the Union Maritime Information and Exchange System, the SafeSeaNet ecosystem, states that member states and the Commission should cooperate for the purpose of *"extending the cover of the system, and/or updating it, with a view to enhanced identification and monitoring of ships, taking into account developments in information and communication technologies"* (Art. 23).

Upon a query regarding the role of the NCA and access rights, the Commission clarified that the revision of the Directive does not change any access rights handling. As a consequence of the revised Annex III, incorporating integrated maritime services, there will be a need to look at the governance structure (Commission Decision 2009/584/EC) within the context of the High Level Steering Group.

## 6.2. Satellite AIS

EMSA provided an update on the situation with regard to Satellite-AIS data.

EMSA currently provides data obtained from national Satellite-AIS missions and through the ESA-EMSA SAT-AIS programme (from ExactEarth). Currently, Norway, Denmark, Germany and Poland, together with EMSA, have created an informal EU Satellite-AIS Collaborative Forum with the objective to increase Satellite-AIS capacity in Europe.

Norway provides data free of charge from the two satellites launched to date (2009 and 2014) and from an AIS receiver installed on the International Space Station. There are plans to establish a new ground station and launch another satellite in 2015, and subsequently a new generation of satellites from 2016.

Germany launched its first satellite in June 2014, and data is currently being validated. A second satellite will be launched in 2016.

Currently, EMSA obtains most satellite AIS data from ExactEarth via the ESA-EMSA contract via 5 satellites and 7 ground stations (rising to 8 satellites and 19 ground stations in early 2015, with an update rate of one hour). However, under current planning, the ESA-EMSA data feed from ExactEarth will end in November 2015.

Accordingly, from November 2015, the data provided by EMSA will depend on which company wins the contract for data provision, and procurement will be limited to emergencies and occasional ad-hoc procurements when necessary. EMSA would like to continue providing satellite AIS data in future, and is trying to find a way to do this.

## 6.3. Copernicus

EMSA has been appointed as the Entrusted Entity for the implementation of Copernicus Security Services for Maritime Surveillance. To this effect a Delegation Agreement between EMSA and the European Commission should be signed in early 2015. Under the Copernicus programme, the earth observation component of integrated maritime information services for different user communities

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<sup>3</sup> Commission Directive 2014/100/EU of 28 October 2014 amending Directive 2002/59/EC of the European Parliament and of the Council establishing a Community vessel traffic monitoring and information system.

(fisheries control, defence, maritime security and safety, customs, general law enforcement, and marine environment protection) will be developed. An initial service definition has been already proposed by the ad-hoc Working Group on Maritime Surveillance (WGMS) in their report "Support to Maritime Surveillance", and approved by the Copernicus User forum. It is expected that during the programme duration (2015-2020) these services are further developed and new services maybe added, according to the requirements of end-users. In addition to data provision, EMSA will be responsible for implemented new service developments, stimulating user uptake, providing training and helpdesk services. Operational activities are to be initiated in 2015, pending the signature of the Delegation Agreement.

#### **6.4. SafeSeaNet Ecosystem/Elements of Integration**

EMSA described the plans for developing IMDatE and the integrated maritime services further. These developments will be based on experiences over the past 18 months, taking into consideration the (evolving) user requirements and feedback. Key concepts are a rationalisation of ICT systems, development of a single access entry point and front-end GUI for all services currently provided through SSN, LRIT, CSN and IMDatE.

The main developments will be: development of mobile applications, improving access to EMSA services, delivery of met-ocean information, and video streaming.

In order for the integrated maritime services to be used in the field, iOS and Android "apps" are currently being developed for smartphones and tablets. There is clearly an added value in having the information services available at sea. The "apps" will be tested in early 2015, and EMSA would appreciate volunteer member states to help them do this. Member states were invited to express interest by getting in touch with IMDatE User Consultation Group Chairman, Mr Leendert Bal.

A common theme throughout the morning was rationalisation and optimisation of graphical user interfaces. There are two aspects under development:

- 1) A maritime application portal, which will act as a single access entry point for all SSN, LRIT, CSN and IMDatE services. This is expected to go-live in the first quarter of 2015;
- 2) The development of a single front-end platform (i.e. a single GUI) supporting all configurations required to cover existing legal and operational requirements for all services provided through SSN, LRIT, CSN and IMDatE. The definition of the functionalities is already underway. The provisional timetable is "go-live" towards the end of 2016.

User interest in receiving met-ocean data is clear. As EMSA itself is not a met-ocean data processing organisation, it can only make use of existing met-ocean data services. It is intended that additional met-ocean data will be integrated during 2015. Some services will be provided in collaboration with ongoing EU initiatives such as EMODnet and MyOcean (the marine service under Copernicus), both of which will have EU and global coverage.

With regard to video streams, it is intended that this capability will also be implemented in 2015. Video streams from patrol assets (including UAVs) will be viewed on a screen, whilst at the same time the user can also follow the position on the map. EMSA would like to test this with member state patrol assets.

Other plans for 2015 include the possibility to have position reports from SAR assets during Search and Rescue operations. Finally user support will shift from being limited to office hours to a 24/7 basis, provided by the EMSA Maritime Support Services operators.

## 7. ROUND TABLE DISCUSSION

In the roundtable discussion at the end of the meeting there were a number of comments and further reflections.

Germany pointed out that a number of problems are encountered when accessing the IMS services through virtual environments, and that EMSA should collect feedback on, and remedy these aspects as a priority over developing mobile apps. EMSA replied that the mobile would be an 'extra' feature, not instead of or to the detriment of the services delivered in the office environment. EMSA emphasized that while a stable application is the most important priority, input from Germany was necessary in order to trouble shoot the "virtual environment" problem.

EMSA added that IMDatE works with the latest version of the browsers available; it will work with Internet Explorer 11 as this now supports WebGL, but not with earlier versions.

Croatia asked whether mobile applications would also be developed for Windows (Nokia mobile), in addition to iOS and Android. EMSA replied that the developments were being done on a very tight budget, and at the moment EMSA cannot commit to any other mobile developments.

France enquired over the link between IMDatE and CISE, as both seem to have the same stated purpose. The Commission replied that there is often some confusion regarding the two. The EC published a Communication in July, which clarified that CISE is not a system. It is a voluntary project, with a focus on exploring what information might be provided by the navy for civilian use, so that information exchange is two-way. What is being discussed and developed in the context of IMDatE here could fall under the umbrella concept of a common information sharing environment, but there is no duplication between the two. The Integrated Maritime Policy study, recently undertaken, assessed how SafeSeaNet/IMDATE could support the CISE concept. Over 80% of the information which was identified for exchange has been covered by IMDatE; the main gap is in the military/defence information sharing.

The Netherlands stated that many of the developments taking place in IMDatE have also been developed for the NL national system. NL stated that they offered full support for the developments taking place, and would be happy to share their experiences.

Estonia asked whether access to THETIS data for IMDatE users was foreseen. EMSA responded that it would be highly beneficial, but that there are some legal considerations involved because THETIS is linked to the Paris MoU, which is not an EU organisation. There are different points of view on whether/how this can be overcome. From the perspective of EMSA's operational department, there is certainly the desire to include such information. The Commission added that as members of the Paris MoU, national maritime administrations could push to have the issue discussed in relevant PSC/MoU fora.

EMSA remarked that integrated maritime services have now moved beyond the pilot stage, as evidenced by the operational use to which they are being put by both Member States and EU bodies. EMSA is fully committed to making sure that users can rely on the services on a day-to-day basis, and receive support in doing so. From the user side, using the services is voluntary and at the discretion of the users, but EMSA will ensure that the service can be considered at a level with other EMSA services in terms of availability and reliability. A final vote of thanks was given to all the effort put by users into testing and giving feedback.

## 8. CONCLUSIONS

In conclusion, EMSA prepared the following summary of the output of the 4<sup>th</sup> IMDatE User Consultation Meeting which was unanimously agreed by the meeting participants:

- IMDatE User Consultation Meetings are a positive and important forum for exchanging operational best practices and experiences at both member state and EU body level. Its format is very much appreciated.
- The end users and user domains making use of the IMDatE Integrated Maritime Services are numerous, including maritime safety and security (search and rescue, fleet monitoring, vessel traffic monitoring), environmental monitoring, border control, defence, fisheries monitoring and, law enforcement.
- There is a strong will to further develop the IMDatE Integrated Maritime Services and available functionalities.
- The IMDatE platform provides a unique opportunity to further support regional cooperation at member state level. The development of this technical platform and the services it offers may be used to build and share a Common Operating Picture between adjacent member states.
- Users are demanding more integration with SafeSeaNet and Port State Control (THETIS) data.
- Users support EMSA's plans for the further development of the IMDatE platform, as these respond to concrete needs from users. These include the development of an IMDatE mobile application and of the EMSA common Graphical User Interface, as well as the further integration of video streams from patrol assets (e.g. unmanned aerial vehicles).
- Member states have called for an overall increase in number of training (and information) sessions.
- IMDatE-based Integrated Maritime Services will no longer be considered as pilot project services, but will be offered as full EMSA services.
- The next IMDatE User Consultation Meeting is tentatively scheduled to take place in May 2015.

## ANNEX 1: MEETING AGENDA

Thursday, 30 October 2014

Time	Agenda Item	Speaker
<b>08:45 – 09:00</b>	<b>Registration and coffee</b>	
09:00 – 09:15	1. Chairman welcome & opening	EMSA – L. Bal
09:15 – 09:30	2. Update on provision of Integrated Maritime Services	EMSA – L. Aichmalotidis
09:30 – 09:45	3. Update on IMDatE project	EMSA – J. de Sousa
09:45 – 10:30	4. Feedback on MS Pilot Service (1/2) <ul style="list-style-type: none"> <li>■ MS presentations</li> </ul>	MS (BE, DE, ES, FI, FR, GR, HR, IE, IT, MT, NL, PT, SE, UK)
<b>10:30 – 11:00</b>	<b>Coffee break</b>	
11:00 – 12:45	5. Feedback on MS Pilot Service (2/2) <ul style="list-style-type: none"> <li>■ MS presentations</li> </ul>	MS contd. (BE, DE, ES, FI, FR, GR, HR, IE, IT, MT, NL, PT, SE, UK)
<b>12:45 – 14:00</b>	<b>Lunch break</b>	
14:00 – 15:15	6. IMDatE Services for EU Bodies <ul style="list-style-type: none"> <li>■ EFCA</li> <li>■ FRONTEX</li> <li>■ MAOC-N</li> </ul>	EU bodies
<b>15:15 – 15:45</b>	<b>Coffee break</b>	
15:45 – 17:00	7. Integrated Maritime Services: Next steps <ol style="list-style-type: none"> <li>a. State of play with the revision of Annex III to the VTMIS Directive</li> <li>b. Satellite-AIS</li> <li>c. Copernicus</li> <li>d. Next steps</li> <li>e. Round-table discussion on further development of Integrated Maritime Services</li> </ol>	EC – J. Terling EMSA – L. Sciberras EMSA – P. Lourenço EMSA – S. Djavidnia All
17:00 – 17:30	8. Summary and conclusions to report to the SSN HLSG <ul style="list-style-type: none"> <li>■ Conclusions</li> <li>■ Next meeting</li> <li>■ Any Other Business</li> </ul>	EMSA – L. Bal All