



Väylävirasto
Trafikledsverket

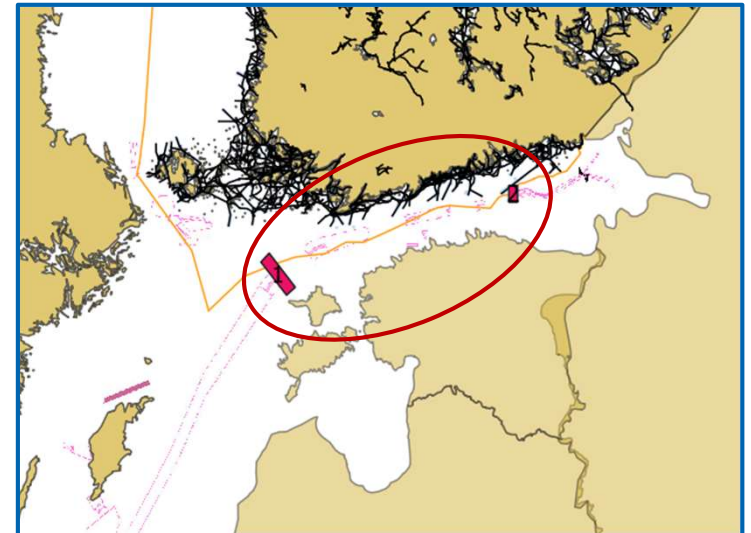
Feedback on IRD operational tests

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- Focus of the tests were on tanker traffic in the Gulf of Finland
- Aim was to validate the usability of IRD service on a traffic mainly bound for or coming from non-EU ports
- Two areas to trigger ISR's were defined
- Test period 20.5. – 6.6.2021.
- Approx. 580 reports received



General feedback

- Basic vessel identification data was mainly up-to-date and contained all information. However in some cases MMSI, name, flag or ship type were outdated -> some of the reports were missing
- Most of the port calls were in a non-EU ports -> Voyage Data was missing or outdated.
- Number of Incident reports was very small. Only one new report, others were very old, some several years.
- MRS information was mainly up-to-date.
- **Incident reports and MRS information from other MRS's would be most useful. Other data is already available through other sources.**

Detailed feedback

- Report ID should be valid only for one voyage. Currently same ID is used for one vessel for several voyages, even if there is several days/weeks between entering the area.
- Old Voyage Data could be filtered out from the reports (e.g. if ETA is older than 2 days)
- Old Incident Reports could be filtered out from the reports. Date and time of the incident should be included.
- Brief description of the incident could be included in the content of the reports.
- Brief descriptions of Hazmat and bunker on-board could be included in the content of the reports.

Conclusions

- Data quality requires further improvement to give added value in operational use.
- E-mail and web-portal are useful during the tests, but in operational use information should be available through machine-to-machine interfaces and integrated in operational systems.
- It could be sufficient if the IRD contains information on what data is available for specified vessels. The actual data could be fetched from original source through already existing machine-to-machine interfaces, MRS and Incident data from SSN and detailed port call information from NSW.
- Not only technical challenge, also operational procedures need to be updated. If information (e.g. Hazmat, POB, Bunkers) is already available in SSN there should be no need to collect it again in the MRS's.



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