REPORTING VIA SHIP REPORTING SYSTEM VERSUS SINGLE WINDOW REPORTING.

PROTECT – IPCSA meeting
Valencia, March 10, 2016

Raymond Seignette
Port of Rotterdam Authority

Port of Rotterdam

IMO testbed for automatic ship reporting

Context
The revision of the IMO Guidelines and criteria for **Ship Reporting Systems**.

Submission
Norway, Brazil, Singapore and Intermanager provided a submission to IMO/NCSR (Dec. 2015), to propose using a testbed (in 2016), to support this revision.

Proposed Testbed
To facilitate automated and standardized ship reporting to/form the **Mandatory Ship Reporting system** and/or the **National Single Window system**.

The intention is to transmit Port pre-arrival information, MRS information when appropriate, ISPS information, and Border control information to the relevant national competent authorities representing the port State.

Port of Rotterdam

Ship Reporting System

Operational exchange of information between ship and shore, meant to monitor vessel traffic, assess the associated risks, and assist in sustaining the safety of navigation and protection of the marine environment

Port of Rotterdam

Mandatory Ship Reporting Systems

Examples:

WETREP (West European Tanker Reporting System)

CALDOVREP (Pas de Calais/Dover Strait reporting system)

GOFREP (Gulf of Finland Reporting System)

……

Operational exchange of information through marine radio communication between ship and shore (usually a VTS Centre or Coastguard Centre).

Port of Rotterdam

MRS information

VESSEL IDENTIFICATION
- IMO Number:……..
- MMSI Number:……
- Call Sign:……..
- Ship Name:……

VOYAGE INFORMATION
- Next port of call:……
- Estimated Time of Arrival:…….
- Total number of persons aboard:……
- Reporting date and time:……
- Course over ground (COG):……..
- Speed over ground (SOG):……
- Navigational status:……..
- Characteristics and estimated quantity of bunker:……

Ship position:
1. Latitude:…….
2. Longitude:…….

CARGO INFORMATION
- Type of cargo:……
- DG on board (Y/N):……..
- If DG, IMO class and quantity:……
- Address from which detailed information on the cargo may be obtained
- ……

Port of Rotterdam

Automatic ship reporting testbed 2016 (proposed)

(IMO/NCSR submission 3/10 of December 2015)

‘The main goals of the IMO testbed are to minimize administrative overheads to facilitate automated and standardised ship reporting. The foreseen outcome is the results from testing out operational concept and technologies (eNavigation), and the experiences will be used as a basis for revising the guidelines and criteria for ship reporting systems’.
(J. Hauge, Project manager; Kystverket, Norway)

Port of Rotterdam

Particulars Automatic Ship Reporting testbed

The plan is to demonstrate the automatic exchange of information reported by a ship departing from Norway, visit a port and/or MRS in Europe, next a port and/or MRS in Brazil and finally to Singapore;

The onboard system should be connected to relevant equipment and should collect available data in an automatic manner (e.g. a *voyage ID*). Other information may be updated by the ship's Master in accordance with SRS and/or port pre-arrival information requirements;

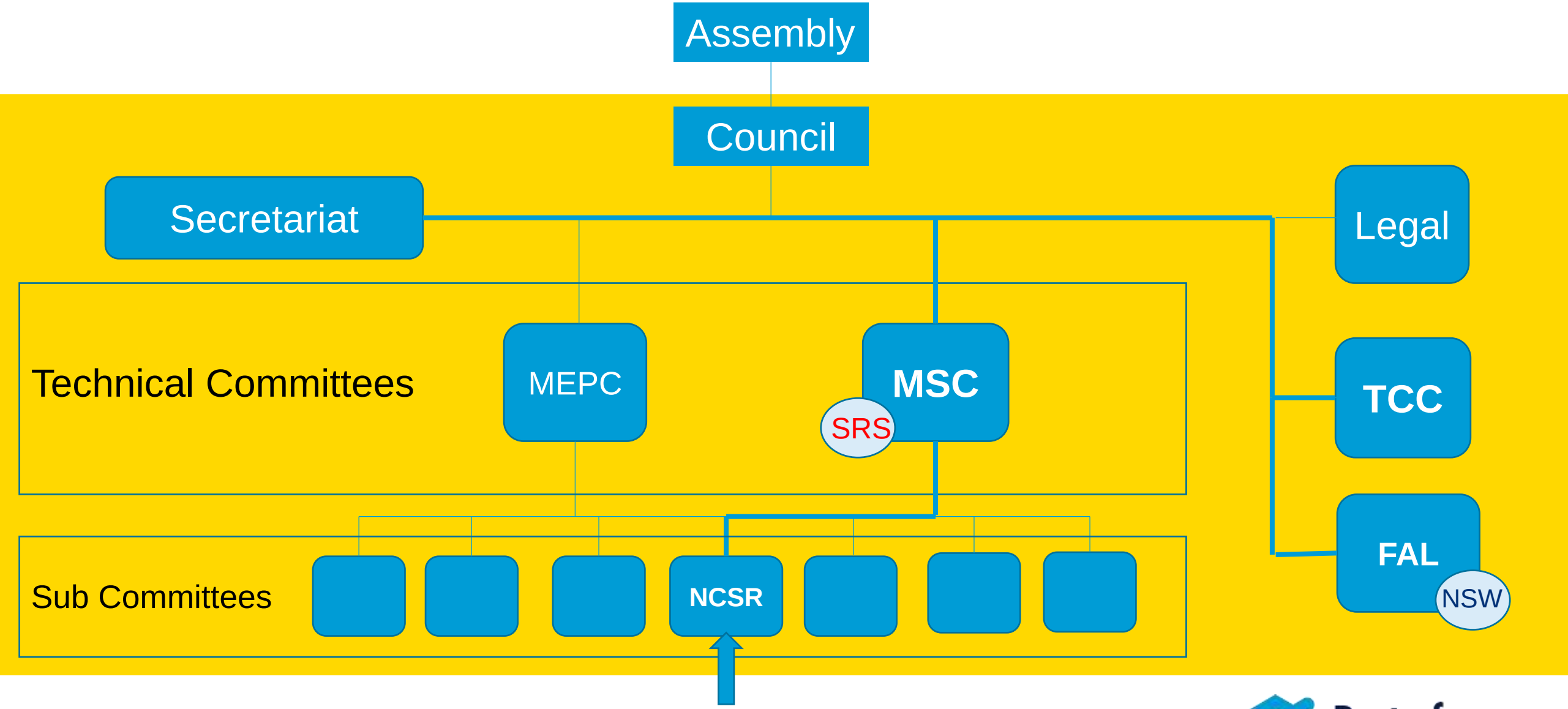
Role of the agent has been excluded from the testbed;

The shore system (NSW and/or MRS) needs to be able to respond to a connection request from the ship system, and will receive and acknowledge the transmitted data.

The testbed suggests exchange of information between NSW systems in different countries, to allow NCA's to relay relevant information to the next port of call.

Port of Rotterdam

IMO's role



Submission NCSR 3/10

Port of Rotterdam

Relevant issues for PROTECT and IPCSA

- Responsibilities and liabilities in ship reporting: The master **or** any other person duly authorised by the operator of the ship (EU Dir. 2010/65 art. 4);
- ‘Reporting once’ and ‘single window’ principles, including the role and position of PCS in SW solutions;
- The convergence of ship related operational transmissions and administrative notifications;
  - Purpose limitation principle and re-use of data;
  - Interoperability issues in the exchange of information between operational systems (using IHO’s S100 data framework) and administrative systems (using XML/EDIFACT);
- Automatic exchange of information for ship reporting formalities.

Port of Rotterdam