



From: ENAV Committee

To: PAP

PAP34-8.1.2
(ENAV21-14.1.16)
22 September 2017

LIAISON NOTE

New work item on Ship Reporting

1 SUMMARY

IMO is leading development of a “Means for standardized and automated reporting” (“S2”) from a ship-board perspective. IALA should conduct this task from the shore-side perspective in close cooperation with other organisations.

It is in IALA National and Associate Members’ interests to receive ship reports for:

- Risk Assessment: what dangerous cargo is the ship carrying into port;
- Emergency Response;
- Logging traffic volumes by type of vessel for VTS facility planning purposes;
- Monitoring “traffic of interest” transiting coastal regions;
- Ensure that ships submit the reports required by shore-based authorities (by controlling the development of the ship reporting S-2XX data model).

2 DEVELOPMENTS

IALA should conduct this task considering:

- Developments within the IMO FAL Committee;
- Developments of CMDS and S-2XX Product Specifications that relate to ship reporting;
- IHMA’s already existing [Avanti](#) port information environment;
- Related initiatives by other organizations/entities.

3 DISCUSSION

Several organisations/entities are in the process of developing a means for standardised and automated reporting. However, there is a lack of harmonisation which presents a major obstacle to worldwide adoption. Some solutions are designed only for specific countries, some address only reporting requirements, some only address the ship-board part of the solution (i.e. the generation and transmission of ship reports)

To be effective and widely adopted, ship reporting will need to be globally harmonised and fulfill shore-based authorities’ reporting requirements. To do so, the solution will need to include:

- Publication of shore-based authorities’ ship reporting requirements;



- Provision of tools that bridge teams (and others) can use to fulfil these requirements (i.e. tools that automate the generation and secure transmission of reports in the proper format in a timely manner);
- Sharing of ship reports between
 - Ships ;
 - Port agents ;
 - Ship owners/operators ;
 - Shore-based authorities ;
 - Others.

These three components are intimately intertwined:

- Automated tools will use ship reporting requirements (and their updates) to generate ship reports;
- Sharing of ship reporting information will require that tools that generate (and transmit) reports and report recipients use a common cyber security infrastructure for authentication, authorisation and encryption.

Consequently, IALA National Members will likely be requested to publish their reporting requirements in electronic format in an on-line registry, which is clearly in IALA's remit.

IALA National Members, furthermore, will likely prefer to automatically download electronic ship reports into their enforcement systems and therefore will be affected by the structure of the ship reporting (S-2XX) data model.

4 Proposed 2018-2022 deliverables for a Ship Reporting Work Item

1. Guideline on ship reporting from the shore-side perspective including:
 - a. Ship Report Template Registry specifications and governance;
 - b. Guideline on ship reporting tools;
 - c. Minimum cyber security requirements for sharing ship report information;
 - d. Guideline on migration from current ship reporting system to a harmonised and secure electronic system;
2. S-2XX Product Specification of the Ship Reporting Data Model;
3. Best practice examples on retrieval of ship reporting information from other systems.

5 Supporting documents

- 1 IMO FAL Invitation for Member States and international organizations to submit documents regarding the application of the Maritime Single Window concept. (ref [FAL41-17/5.53](#)).
- 2 IMO [Presentation](#) on Ship Reporting on October 7th, 2015 in Singapore.
- 3 ENAV21 Input Paper on MSP8 Vessel Shore Reporting Service (ENAV21-12.8 Input paper on the Draft IALA Guideline for MSP8 Vessel Shore Reporting v1.4).

5.1 ACTION REQUESTED FROM PAP

The ENAV Committee invites the PAP to consider the approval of the inclusion of the proposed task into the IALA 2018-2022 work programme.