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| From: ARM Committee Management Team | VTS50-3.2.7 |
| To: VTS Committee | 11 February 2021 |

Guideline on Ship Reporting from the Shore-based Perspective

# Introduction

The ARM Committee’s 2018-2022 Council approved Workplan includes “Develop Guideline on ship reporting from the shore-side perspective”. “Shore-side Perspective” is the perspective from “Shore-based Stakeholders” including entities that provide Vessel Traffic Services and e-Navigation services, both within the remit of IALA.

The Ship Reporting Task Group worked on this item from ARM 8 through ARM 12. Core SRTG Members are:

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| Denmark | Strandberg, DMA |
| Canada | Morin, CCG |
| Germany | Schröder-Fürstenberg, BSH (Chair IHO NIPWG) |
| Korea | An, MMU  Yung Ho, MEIPA  Lee, MMU |
| Norway  IMO Vessel Shore Reporting Service Coordinator | Ervik, NCA  Hauge, NCA |
| Singapore  IMO Vessel Shore Reporting Service Coordinator | Fu, IHPC  Khoo, MPA  Sim, MPA  Pey, STEE |
| Sweden | Renz, SMA (Chair FAL EGDH) |
| United States | Lewald, USCG (Vice-Chair ARM Committee) |
| IALA | Jeon (Technical Operations Manager) |
| Ship Reporting Correspondence Group | Pot, SRCG (SRTG Lead) and other SRCG Members |

The draft Guideline was approved by the ARM Committee at its ARM12 meeting and it was subsequently passed to Council for approval. Council although not raising any specific issues asked that this is shared with the VTS Committee The task group including VTS specialists have further worked on the document to version 0.2.4

The VTS Committee is invited to review and provide comment on this Guideline (VTS50-3.2.7.1).

The Guideline is intended for number of audiences. Among them are:

1. **Shore-based Stakeholders**

Stakeholders (including VTS) that are seeking:

* 1. To automate processes and procedures associated with receiving, processing and distributing ship reports, while complying with national and regional (e.g. EMSA) reporting requirements.
  2. To comply with
     1. IMO MSC
        1. Mandatory Ship Reporting System Resolutions
        2. Requirements defined by e-Navigation Maritime Service #8 - Vessel Shore Reporting
     2. IMO FAL Resolutions on:
        1. Solutions that facilitate the electronic exchange of information related to arrivals and departures of ships, persons and cargo
        2. Establishment of a Maritime Single Window system
        3. Harmonization of Ship Report Data Elements with those defined in the IMO Compendium

1. **IMO FAL Working Group on Electronic Business**

IMO FAL established a Working Group on Electronic Business and invited Member States and international organizations (including IALA) to provide advice and assistance on single window, e-navigation, automated ship reporting and other information collection and reporting activities.

1. **IMO MSC Domain Coordinating Bodies for Vessel Shore Reporting**

Reducing the administrative burden on Bridge Teams that is associated with ship reporting was identified in IMO’s e-Navigation Strategic Implementation Plan as Prioritized Solution #2 “Means for Standardized and Automated Ship Reporting”. The Domain Coordinating Bodies (Norway & Singapore) are responsible for specification of Maritime Service #8 Vessel Shore Reporting.

1. **Industry**

Ship Owners/Operators seeking to automate generation and transmittal of ship reports. A pre-requisite for automation of these processes and procedures is definition and harmonization of ship reporting requirements that are controlled by Shore-based Stake Holders.

Specifications of systems that automatically generate and transmit ship reports are **NOT** covered in this Guideline.

# Details

The Guideline defines what Shore-based Stakeholders will need to achieve to comply with a Fully Digital Harmonized Ship Reporting System.

Many Shore-based Stakeholders, however, are not now and are not in the near future, expected to be in a position to implement a Fully Digital Harmonized Ship Reporting System because it requires them to overhaul all their current ship reporting processes and procedures and to host a web service based on a Maritime Single Window infrastructure. Doing so requires resources that are not available to many.

For that reason, the Guideline defines an “Intermediate Ship Reporting System” that will comply with most IMO MSC and IMO FAL requirements. The Intermediate Ship Reporting System will allow Shore-based Stakeholders to continue to use their current ship reporting processes and procedures and avoid the requirements to host a webservice that is based on a Maritime Single Window infrastructure.

The Intermediate Ship Reporting System does require Shore-based Stakeholders to harmonize the data elements used in their current ship reports with the data element definitions contained in the IMO Compendium.

The Intermediate Ship Reporting System will enable Ship Owners/Operators (and their vendors) to automate generation and transmittal of ship reports.

At a later stage, when Shore-based Stakeholders have acquired the necessary resources, they are expected to migrate from an Intermediary Ship Reporting System to a Fully Digital Harmonized Ship Reporting System.

# Related Papers

# Draft Guideline on Ship Reporting from a shore-based perspective (see attached)

# 4 Related Meetings

ARM8 – ARM12

# Action requested.

The VTS Committee is invited to review and comment on the Guideline on Ship Reporting from a Shore-based Perspective.