The Global Approach to Automated and Standardized Ship reporting

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Existing legal ground

- INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA (SOLAS), 1974
- Chapter V – Safety of Navigation

Regulation V/11 – **Ship reporting systems**

A ship reporting systems, when adopted and implemented in line with IMO guidelines and criteria, shall be used by ships, in accordance with the provisions so adopted.
Existing legal ground

- Resolution MSC.43(64), as amended

Guidelines and criteria for ship reporting systems

2.2.2.1 Shore-based authorities should remain alert to the development of modern, non-verbal methods of data transfer which may reduce language difficulties and that have great potential for reducing ships’ reporting burden.
Ship reporting systems

- ...how it evolved....

- Currently there are some 23 mandatory ship reporting systems, adopted by IMO in accordance with SOLAS regulation V/11 in the world.
Ship reporting systems

- Ship reporting systems and reporting requirements are used to provide, gather or exchange information through radio reports. The information is used to provide data for many purposes including search and rescue, vessel traffic services, weather forecasting and prevention of marine pollution.

- The existing guidelines and criteria for ship reporting systems (resolution MSC.43(64), as amended) were initially adopted in 1994. This guideline outlined the criteria for planning, proposing and implementing adopted ship reporting systems by Contracting Governments.

- In addition, general principles for ship reporting systems and ship reporting requirements are provided in resolution A.851(20). This further includes guidance for reporting incidents involving dangerous goods, harmful substances and/or marine pollutants.
E-navigation: Main issues

- Bridge design
- Ship reporting
- Bridge equipment and navigation information
- Integration and presentation information
- Communication of VTS service portfolio
E-navigation: Definition and scope

“E-navigation is the harmonized collection, integration, exchange, presentation and analysis of marine information on board and ashore by electronic means to enhance berth to berth navigation and related services for safety and security at sea and protection of the marine environment.”

“E-navigation is intended to meet present and future user needs through harmonization of marine navigation systems and supporting shore services.”

Ship reporting is one of the Main issues in the IMO’s consideration of e-navigation.
E-navigation: Main issues

- **Ship reporting**
  - Single-Window reporting
  - Automated/semi-automated collection and transmission of internal ship reporting information
  - Standardised formats for ship reporting
E-navigation: What’s being proposed?

- **Ship reporting**
  - Test beds demonstrating the use of single window for reporting
  - Investigate the automatic collection of information from navigation equipment for ship reporting
  - Consider the use of new or existing systems (such as AIS or VDEs) for automated or semi-automated reporting
  - Liaise with all Administrations and agree on standardised formats for ship reporting
E-navigation: An example

- **Ship reporting**

Master’s administrative burden when ship call ports (Presented by Captain Christian Rørbeck (Denmark) during FAL 38)
http://www.imo.org/OurWork/Facilitation/News/Pages/default.aspx

Solutions proposed:
- A single entry reporting point for each country/region, preferably in electronic format …
- One set of documents for check in each port, preferably same format
New Proposal - Implementing e-navigation to enhance the safety of navigation and protection of the marine environment

• MSC 95/19/8 proposes six outputs for inclusion in the High-level Action Plan for the following two biennia (2016-17 and 2018-19). It also proposes to amend High-level Action 5.2.6 in order to ensure that the IMO maintains the leadership and coordination of e-navigation.

Discussion to take place at MSC 95
Proposed Output – High Priority

• Preparation of draft revised Guidelines and criteria for ship reporting systems (resolution MSC.43(64), as amended) relating to standardized and harmonized electronic ship reporting and automated collection of onboard data for reporting
Proposed Output – High Priority

Need

- Currently there are no harmonized standards for ship reporting by electronic means and a considerable burden is placed on the ship to complete different paper forms for different identities ashore such as customs, immigration, cargo manifest etc. A fully automated electronic system will have a benefit and reduce administrative burdens.

- It is important, however, that IMO ensures that a unified and harmonized system is adopted worldwide before regional systems are introduced.
Analysis of Issue

• In the absence of harmonized standards for ship reporting systems, national ship reporting systems may use different procedures and reporting formats. Such different procedures and reporting formats create an additional burden for ships moving from one area to another covered by different ship reporting systems. Such administrative burdens could be alleviated if ship reporting systems and reporting requirements were made in accordance with a single, standard format and procedures.

• A revision and update to the existing guidelines will provide standardised and automated reporting of ships information through single entry of reportable information by electronic means. Single reporting arrangements may also be referred to as “single window”.

The revised guideline will assist automated collection of internal ship data for reporting and automated or semi-automated digital distribution as required by coastal and port States. The required reportable information will contain both “static” documentation and “dynamic” information.

The revised guideline will consider digital reporting formats based on recognized internationally harmonized standards such as IMO FAL Forms or SN.1/Circ.289, as considered appropriate.

The updated and improved guideline will support the provisions of SOLAS regulation V/11 relating to ship reporting systems.
Proposed Output

Benefits

- The benefit will be a worldwide harmonised automated ship reporting system saving cost and reducing administrative burden, while reducing the non-navigational workload of the navigator and increasing the efficiency of trade.

Industry Standards

- No industry standards currently exist. The development of industry standards requires the establishment of the Common Maritime Data Structure based on the IHO S-100 series of international standards.
Way ahead…..

- Automated standardized ship reporting system
- Direct polling by shore authorities
- Reduce administrative burden for shipboard staff.

Who knows…..