



## **Draft Workshop Report**

### **4<sup>th</sup> VTM Mediterranean Expert Working Group**

Held in Lisbon on:- 3<sup>rd</sup> & 4<sup>th</sup> July 2007

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## Background

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### Introduction

This was EMSA's fourth Workshop on VTM for Mediterranean maritime Member States, Expert Working Group (EWG) for development of the Mediterranean regional AIS.

The list of participants is attached as **Annex 1**.

The meeting was attended by delegations from: Bulgaria, Croatia, Cyprus, Greece, France, Italy, Malta, Portugal, Romania, Spain, Slovenia and Turkey. Norway represented as an observer. The contractor for the Italian server also participated as part of the Italian delegation. Mr. Urban Hallberg attended on behalf of the European Commission. A copy of the Agenda is included as **Annex 2**.

Mr Lazaros Aichmalotidis acted as a chairman of the meeting.

Note: Fuller presentation details may be obtained by referencing copies of the original papers and presentations, copies of which can be accessed from: <http://www.emsa>

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## Workshop Objectives

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The aim of the workshop was to advance and agree a working plan and time table to reach the set target date, namely to establish a common Mediterranean Sea monitoring system for maritime traffic based on national AIS data by 31 December 2008.

The chairman explained that Italy will develop the software modules of the central server as well as the national Proxy Server and the web interface that will be provided to the participating States attached with installation instructions. The proposed solution is "cost free" for the participating States. The workshop aimed to agree the specifications of the common Mediterranean AIS network based on the proposals drafted by Italy as the hosting MS.

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## Workshop Programme

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### 1. Opening of the meeting

Mr. Emilio Martin Bauza, Head of Unit F, welcomed participants to the workshop. During his opening address particular thanks were offered to Italy for their efforts. The good attendance for the meeting should be seen as a good example of cooperation between the MS.

### 2. Opening address from the European Commission

The Commission invited the MS to keep in mind the political view that with an approved extended coverage of AIS within EU waters, there would be no need for satellite reports unless ships are outside AIS coverage; giving rise to the concept of a "combined positioning system". This therefore could reinforce the role played by AIS data in the European LRIT system. i.e. LRIT does not have to be based upon satellite reports, e.g. there is no Inmarsat coverage in the polar regions, so therefore some other system of automated reporting or monitoring must be used.

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### **3. Wrap up from previous meeting / approval of the minutes, EMSA (4.MED.2)**

The Commission explained that as yet there was no clear legal advice regarding the Member States cooperation with third countries to achieve the objectives of the Directive 2002/59/. However, Mr Hallberg announced the creation of a Commission pilot project to agree cooperation with the Russian Federation. As regards cooperation with 3rd countries, there is Morocco and other SafeMed countries. He also reminded the group that traffic management included not only SSN but should be general information on traffic monitoring.

On the subject of the information on national infrastructures, EMSA and the Commission identified a two-stage approach. Phase 1 being information needed more immediately on AIS base stations (location and antenna heights) to facilitate progress on the AIS Master Plan; and phase 2 being information in response to the EMSA questionnaire sent to MS in 2006 (relevant only for MS who sent incomplete replies). The phases 1 and 2 information should be forwarded and updated as soon as possible by e-mail.

The Commission clarified that a new questionnaire would be sent out in a few weeks time, containing 55 to 60 questions and this would be more closely linked with the procedure on Directive assessment. This questionnaire will ask for a self assessment of MS compliance with the Directive 2002/59 and will not require the submission of the same information asked by EMSA in 2006.

The minutes of the AIS Med EWG 3 and the agenda of AIS Med EWG 4 were adopted.

### **4. Definition of "real-time", EMSA (4.MED.3)**

EMSA presented the document providing the draft definition for the purposes of developing a Mediterranean Regional network. It was agreed as a technical definition but amended to reflect both the collection and distribution of data from the server. The text is shown below with a qualification that there must be time allowed for short system delays. The changes highlighted:

"1 "Real time" exchange should be understood in the context of data delivered end-to-end, non-stop, one vessel report after another. The data originated by the on board AIS, is picked up by the MS shore based AIS network and is relayed to the regional or EU network **and distributed to users**, at a sampled rate, continuously, without any delay."

Some MS requested a closer estimation of the network delays, system delays and processing times resulting from exchange through the regional server. The delays should be represented by maximum times.

The meeting agreed that Italy would undertake closer estimation of the network delays, system delays and processing times resulting from exchange through the regional server.

France noted that this technical definition does not imply legal obligation. EMSA agreed with the remark and reminded paragr. 2 of the AIS Med 2 EWG workshop conclusions (Brussels 8/5/06) whereby "all of the representatives agreed that the legal basis for establishing the common Mediterranean Sea monitoring system is the Article 9 of Directive 2002/59".

### **5. STIRES study outcome, EMSA (4.MED.4)**

EMSA presented the document providing a summary of results for the information of the participants. An additional document revising paragraphs 4 and 5 of the Executive Summary, in line with comments made by MS at and following the Second Experts' Review, was circulated.

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It was announced that the final updated version of the report from the study including the changes, would be made available in the context of the SSN Workshop 7 (which included the 2nd Experts' Review). Discussions on access to date by third countries and other organisations were dealt with later under the subject of access rights.

## **6. EMSA/Italy technical meeting (2-5-07), EMSA (4.MED.5)**

It was announced by EMSA that this meeting had taken place as an action identified during the previous workshop. As well as progressing requirements for the Italian regional server, the principal actions to emerge had been the decision to set up "a demonstrator" as part of that project.

Italy repeated the intention to act as the "independent" MS, in the context of the EMSA future pilot project proposal for developing a server for exchange of AIS data at the EU level.

## **7. Med AIS specifications, Italy (4.MED.6)**

- Functional Specification
- Proxy applications
- Med / Helcom Comparison table
- The system demonstrator
- Levels of security & communication

Italy and their contractors introduced the papers and presentations provided by their project contractors for development of the Regional system.

### **7.1 Data format**

Greece requested further clarifications regarding the format of data distributed to national proxies as well as the maximum processing time by the Regional Server. Italy clarified that the data distributed to national proxies will be in the same format to the data provided by national proxies to the regional server.

### **7.2 Additional geographical criteria**

France asked to configure the application by implementing additional geographical criteria in order to receive limited data from surrounding countries. The group agreed that these additional filtering criteria could be applied at national level.

France also asked for additional filters based on the "port of destination". The Italian delegation said that they will explore the possibility of adding this functionality to the system depending on the budget margins.

Greece noted that confusions may be created in the application of the filter related to the originators of the reports in cases where AIS reports provided to national systems will be the produced as the result of the combination of several reports originated by different national systems concerning the same vessel (for instance in case of overlapping).

The contractors made clear that the "political boundaries" in the context of the basic mapping on the web interface, would offer no more than the land boundaries between countries and their ports.

### **7.3 Participation of candidate and third countries**

There followed a discussion on whether the Mediterranean system would be an EU system or a more open system incorporating 3rd countries. Croatia and Turkey

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believed the meeting a good opportunity to obtain the view of the Commission on the participation of non-MS.

The Commission made clear that it was possible to retain security in the context of a system that was not just for EU MS. It was pragmatic to leave development of the Mediterranean server and the functionalities offered by the proxy software which are better than that required under EU legislation, outside community legislation for the time being. The relationship of the Helcom system with the Russian Federation included within the formal "Agreement on Access to AIS-Information", were cited examples to follow. In the Mediterranean case, for non-EU States it was likely to be a step by step approach towards development.

Existing political structures such as REMPEC and the Barcelona Convention were also cited as potential vehicles of policy for the non-MS on a bilateral or multilateral basis, (as both Helcom and REMPEC were focussed upon the environment.) Though there was willingness by the candidate countries to contribute to the system, to cooperate on this subject and to consider the existing agreements as useful models, this was not the correct forum for further discussions on policy.

The representatives of the candidate countries emphasized their will to participate in the Mediterranean system and since they have the means and abilities and called the MS to take this into consideration. The Italian representative supported the participation of Croatia and Turkey in the Med AIS system.

#### **7.4 Levels of security & communication**

On the levels of security and communications, the Italian contractors identified the option of using a VPN connection as "oversized" for use by the system and that this option was therefore unsuitable. The central server would deal with checking the digital certificate and there was therefore no reason for MS to apply for their own digital certificate.

Greece questioned the levels of security of the connection between the regional server and the national networks. The Italian contractors confirmed that the system would provide one-way SSL protection from the justification to keep things simple as a "black box" type solution. It would be protected behind a firewall, though the national networks would be the responsibility of the MS.

It was agreed that Italy would present another paper for the next meeting, clarifying in terms of responsibility what needs to be implemented to provide the necessary levels of security.

#### **7.5 Outcome of the discussion**

The group agreed with the presented Med AIS specifications subject to the amendments referred to in paragraphs 7.2 and 7.4 which require minor modifications or additional information and do not block the further system implementation.

#### **8. Statistics, France (4.MED.7)**

France presented the paper and the added value in the use of the data was noted by the participants. Some of the results had been obtained through linkage with external data sources, namely with Lloyd's Register Fairplay and in obtaining vessel "age". Though it is useful for MS to do this, it could not be part of the prescription for the regional server.

France suggested MSs to propose at the next meeting any additional statistic requests.

The group agreed with the statistics proposed by France except that no connection with Lloyd's Register Fairplay will be implemented at the time being (therefore the statistics which are related to the data available to the external databases will not be implemented).

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## 9. Access rights, EMSA (4.MED.8)

EMSA presented the paper for the information of the participants and it was recognised that this matrix-based solution could be used in a similar way by the regional server.

The group agreed that :

- a. The legal basis for exchange and relay AIS data is paragr. 2 of Article 9 of the Directive 2002/59 which allows the exchange and relay of AIS data at NCA level (NCA having the definition agreed by the SSN group). However there is a need to define further users and the specific purposes (as Baltic countries did in the framework of the HELCOM agreement). The participation of the candidate and third courtiers is an additional factor that has to be taken into account.
- b. In parallel with the technical implementation, the procedural framework will be further elaborated to allow an agreement for the participation and the access rights of the participating States (similar to the HELCOM agreement). Italy and EMSA will elaborate further a paper regarding the issue that will be presented at the next meeting of the AIS Med group.

## 10. Time plan (revised), Italy (4.MED.9)

The revised time plan was agreed by the group. Italy will work with EMSA on a further revision of the Time Plan for the next meeting with Italy offering to revise the user requirements in response to MS' comments.

## 11. MS' status of implementation

**Cyprus:** Contract signed for VTMIS including 2 port VTS and 1 coastal system. AIS infrastructure will be ready by the end of 2007.

**France:** Gave a brief summary of its system, including Spationav that will enable the authorities (for PSC, MRCC and VTS), to share a common maritime picture.

In the areas of main interest (TSS, Mediterranean and Atlantic coasts) some AIS base stations have been already deployed since 2006. The AIS capacity is being improved to provide a better level of service.

Area of interest	Coverage objective
Northern Sea / Channel / Atlantic coast	all (32 base stations)
Mediterranean coast including Corsica	all (15 base stations)

The Commission questioned the implementation dates when compared to the implementation dated provided in the Directive.

**Greece:** According to the plans Greece will implement 44 base stations by the end 2007 with a management centre in Piraeus.

**Italy:** Provided a presentation with the beamer, noted by the participants. Also Italy announced that for the widest involvement of non-EU states, they would like to play the same role of coordination and mutual exchange of AIS data with other Mediterranean Countries. To this end, Italy made a proposal at the 8<sup>th</sup> meeting of Focal Points of regional marine Pollution Emergency Response Centre (REMPEC) (Malta 18/4/07) to activate cooperation projects within the Interreg framework in order to support any state who would adhere to this initiative.

**Malta:** Has progressed developing its own system in operation on a trial basis with coverage much greater than 12 nm. They could transmit this information every 2 hours, but wanted more information on the technical specifications.

**Portugal:** Expected to be able to export from its own system by the beginning of 2008. The AIS component consists of 11 AIS Base Stations.

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**Slovenia:** One AIS base station covers the Slovenia coast. Italy was still waiting for a letter giving a formal response to the request to support development of the regional server.

**Spain:** Has developed a national system covering territorial waters with good coverage. EMSA requested more details of the cooperation to exchange data with Portugal.

**Bulgaria:** Has good coverage but is working on a 2nd phase of improvements as shown in the beamer presentation.

**Romania:** Its project for a national system has been delayed. There are already AIS base stations providing approximately 50% of coastal coverage, but these are currently not networked. Regarding the offer made by Italy to host the regional server, Romania will send a complete copy of their official reply to Italy (putting EMSA in copy).

**Croatia:** Has base stations currently providing 70% coverage of territorial waters. They were close to agreeing a contract to enhance the network with an additional 13 stations.

**Turkey:** Has completed the installation of 25 AIS base stations that are currently on trial basis operational, with full formal operation in 9 July 2007. On VTS, the feasibility study is completed and their priority is to conclude the expansion of the VTS in the Turkish Straits before the end of this year.

## **12. The SRIT pilot project, EMSA (4.MED.10)**

The potential pilot project was noted by the participants, some of whom identified this as a great step forward, but "out of the scope" of this work program. The chairman also referred to the potential for use of AIS data in combination with LRIT and the related, significant cost savings that could result from this.

It was agreed in future to avoid use of the term SRIT, due to the possibility of using AIS data in combination with LRIT.

## **13. The AIS Master Plan, EMSA (4.MED.11)**

Participants were provided with an oral briefing of the preparatory meeting in Copenhagen. The overall objectives were supported by the meeting participants and they were notified that MS could expect to receive invitations for a formal meeting at EMSA in November 2007.

France noticed that it is significant to establish a FATDMA plan that will be in conformity with the relevant IALA recommendations.

Croatia and Turkey representatives stated their expectation to be invited to the meeting in November and also emphasized their interest to actively take part in the said meeting.

## **14. Discussion/ Conclusions/ Future Meetings**

The next future meeting was tentatively set for 23rd October, the day before SSN Workshop 8.

### **15. Meeting Follow-up Actions**

#### **a. Paragr 3 "AIS information"**

On information on national infrastructures, MS should note the two-stage approach and the first priority for keeping up to date the information to EMSA on their AIS base stations with their power, location and antenna heights in the context of the AIS Master Plan. This information should be provided as soon as possible and preferably by e-mail to avoid any delay.

**b. Paragr. 4 "Estimation of delays"**

For development of the regional server, Italy would undertake closer estimation of the network delays, system delays and processing times resulting from exchange through the regional server.

**c. Paragr. 5 Updated version of STIRES study"**

The final updated version of the STIRES study report including changes made at this and the 2<sup>nd</sup> Experts' Review would be made available on the EMSA website.

**d. Paragr. 7 "Level of security"**

Italy would present another paper for the next meeting (5<sup>th</sup> MED EWG), clarifying in terms of responsibility what needs to be implemented to provide the necessary levels of security.

**e. Paragr. 9 "Access rights"**

Italy and EMSA will elaborate further a paper regarding the "access rights" issue that will be presented at the next meeting of the AIS Med group.

**f. Pragr. 10 "Time plan"**

Italy and EMSA will work on a further revision of the Time Plan for the next meeting with Italy offering to revise the user requirements in response to MS' comments and will send information out later in July.

**g. Paragr 13 "AIS master plan"**

All MS will note and are invited to respond positively to work on the proposed "AIS Master Plan" and to the expected invitations for the EMSA meeting on this issue later in 2007.

**Annex:**

- I) List of participants
- II) Workshop Agenda.



### ANNEX I – List of Participants

Country	Name	First Name	Organisation	E-mail
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Cyprus	Evriviades	Themis	Department of Merchant Shipping	<a href="mailto:tevriviades@dms.mcw.gov.cy">tevriviades@dms.mcw.gov.cy</a>
France	Berger	David	Ministry of Transports	<a href="mailto:David.Berger@equipement.gouv.fr">David.Berger@equipement.gouv.fr</a>
France	Bertrand	Xavier	Ministry of Transports	<a href="mailto:xavier.bertrand@equipement.gouv.fr">xavier.bertrand@equipement.gouv.fr</a>
France	Gaillard	Regis	Ministry of Transports	<a href="mailto:regis.gaillard@equipement.gouv.fr">regis.gaillard@equipement.gouv.fr</a>
Greece	Fatmelis	Konstantinos	Ministry of Mercantile Marine	<a href="mailto:gus@yen.gr">gus@yen.gr</a>
Greece	Stathopoulos		Ministry of Mercantile Marine	<a href="mailto:danvtmis@yen.gr">danvtmis@yen.gr</a>
Italy	Aulicino	Giuseppe	Italian Coast Guard	<a href="mailto:giuseppe.aulicino@infrastrutturetrasporti.it">giuseppe.aulicino@infrastrutturetrasporti.it</a>
Italy	Barba	Fabio		-
Italy	Borghese	Francesco		-
Italy	Fiori	Pierluigi		-
Italy	Pellizzari	Piero	Italian Coast Guard	<a href="mailto:piero.pellizzari@infrastrutturetrasporti.it">piero.pellizzari@infrastrutturetrasporti.it</a>
Italy	Pesaresi	Paolo		-
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Slovenia	Steffe	Arturo	Slovenian Maritime Administration	<a href="mailto:ursp.box@gov.si">ursp.box@gov.si</a>
Spain	Bregon	Fernando	Sasemar	-
Spain	Ruiz de Lobera	Alfonso	Sasemar	<a href="mailto:interop@sasemar.es">interop@sasemar.es</a>
Turkey	Ayper	Bora	Undersecretariat for Maritime Affairs	<a href="mailto:boraayper@gmail.com">boraayper@gmail.com</a>
Turkey	Pöge	Enver	Naval Forces	-
Turkey	Tunga	Oya	Ministry of Foreign Affairs	<a href="mailto:oya.tunga@mfa.gov.tr">oya.tunga@mfa.gov.tr</a>
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## ANNEX II

### Agenda 4<sup>th</sup> Mediterranean EWG Meeting 3<sup>rd</sup>/4<sup>th</sup> July 2007

#### **Programme 3-07-2007**

13:00	Registration and coffee	
13:30	Welcome address and approval of the agenda	EMSA (4.MED.1 rev.1)
13:45	Wrap up from previous meeting /approval of the minutes	EMSA (4.MED.2)
14:00	Definition of "real-time"	EMSA (4.MED.3)
14:45	STIRES study outcome	EMSA (4.MED.4)
15:15	Coffee break	
15:30	EMSA/Italy technical meeting (2-5-07)	EMSA (4.MED.5)
16:00	Med AIS specifications <ul style="list-style-type: none"> <li>• Functional Specification</li> <li>• Med / Helcom Comparison table</li> <li>• The system demonstrator</li> </ul>	Italy (4.MED.6)
18:00	End of meeting for the first day	

#### **Programme 4-07-2007**

09:00	Coffee	
09:30	Med AIS specifications <ul style="list-style-type: none"> <li>• Proxy applications</li> <li>• The system demonstrator</li> <li>• Levels of security &amp; communication</li> </ul>	Italy (4.MED.6)
10:45	Statistics	France (4.MED.7)
11:00	Access rights	EMSA (4.MED.8)
11:30	Coffee break	
11:45	Time plan (revised)	Italy (4.MED.9)
12:15	MS' status of implementation	Cyprus, France, Greece, Italy, Malta
12:45	Lunch break	
14:00	MS' status implementation (cont.)	Portugal, Slovenia, Spain, Bulgaria, Romania
14:45	The SRIT pilot project	EMSA (4.MED.10)
15:15	The AIS Master Plan	EMSA (4.MED.11)
15:30	Coffee break	
15:40	Discussion/ Conclusions/ Future Meetings	EMSA
17:00	End of Meeting	