



Feedback on IRD v1

CROSS Jobourg

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CROSS Gris-Nez

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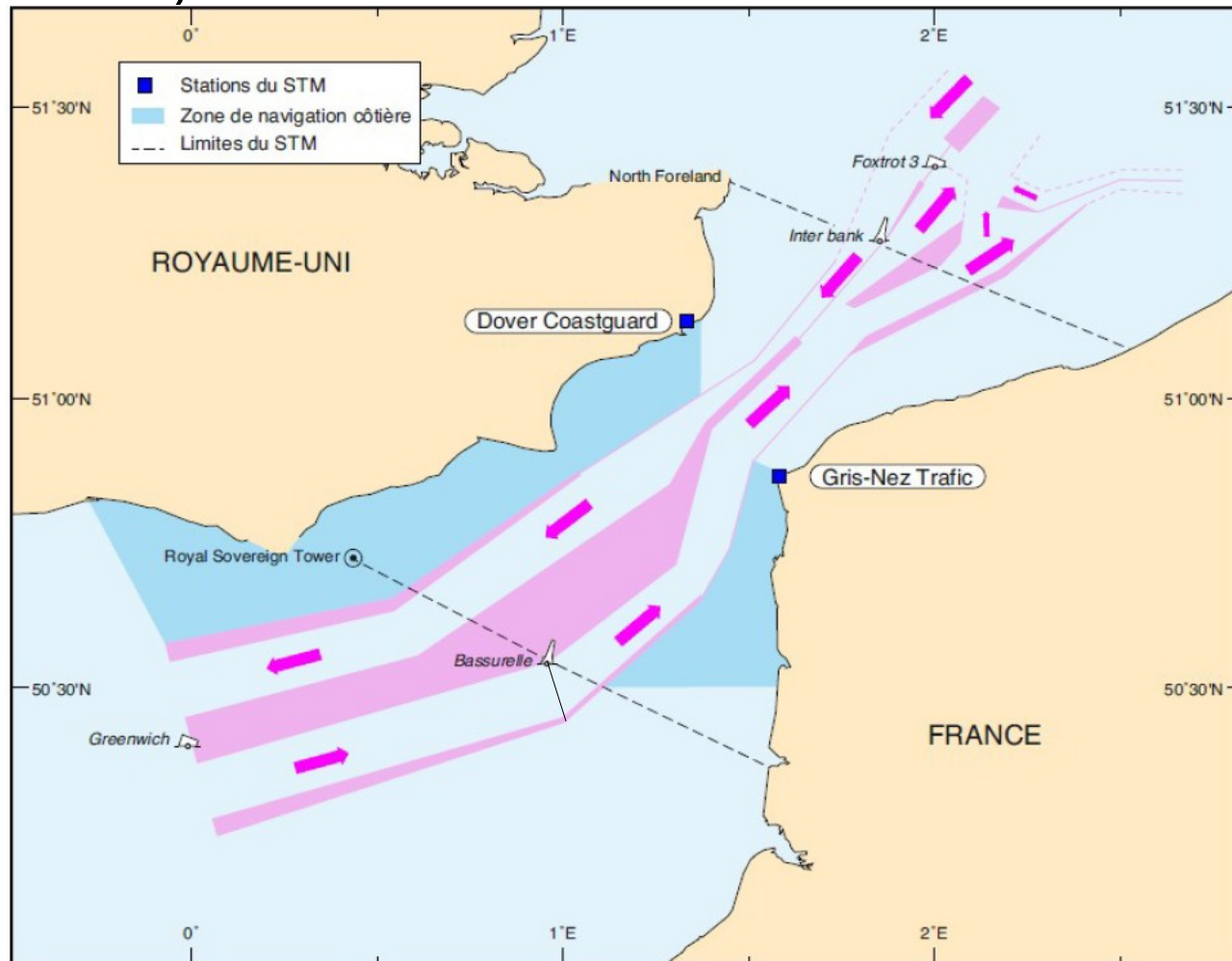


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CROSS Gris-Nez

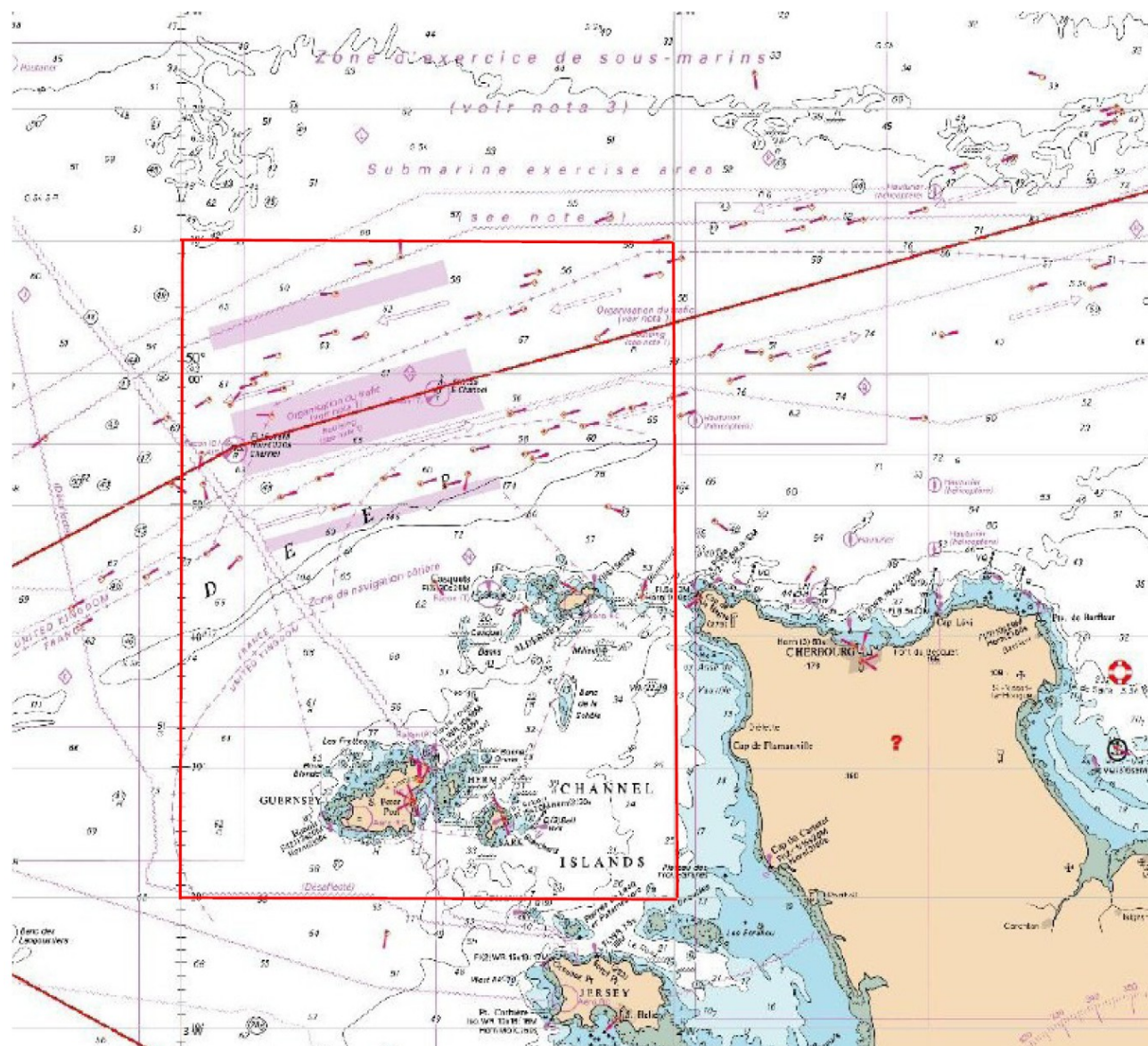
- MRCC, MAS and VTS
- VTS operations include one MSR system in the Dover Strait TSS (CALDOVREP)



2.2.4.A. — CALDOVREP.

CROSS JOBOURG

- MRCC, MAS and VTS
- VTS operations include one MSR system in the Casquet TSS (MANCHEREP)



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Test parameter

- ABM : automatic reports on several chosen vessels
 - For Jobourg : IRD set to generate reports for 3 vessels transiting by the MSR system
 - Gris-Nez : IRD set to generate the report for a certain kind of ships entering the MSR system. To test the IRD, TUGS and PASSENGER SHIPS were chosen.
 -
- Manual : request made for particular vessels regarding their position and their voyage

Gris-Nez : the tool allows the STM operator to make a request for the ISR once the ship is entering the MSR system.

- Duration of the test : 2-3 months

Positive feedback

- Easy to use service both manually and with the ABM
- Light service : no need to upgrade our systems to use it
- Correct information regarding the name, the call sign
- The ISR includes 6 elements on the 13 required for the CALDOVREP/ MANCHEREP (identification information, DTG, ports, default report, POB). 4 other elements partially meet the CALDOVREP / MANCHEREP requirements (dynamic information and cargo).
- Manual request seems more useful than ABM for now because of how Gris-Nez works.

To be improved

- Inusable in an operational way for the moment : we need to have the information directly in the national voyage information management system (Trafic 2000) → coming in version 2 ?
- Many false information appears in the report (17,8 % overall)
 - Type is correct at 62 %, false at 34 %, not reported at 4 %
 - LPOC is correct at 55 %, false at 19 %, not reported at 26 %
 - NPOC is correct at 79 %, false at 15 %, not reported at 7 %
 - ETA is correct at 69 %, false at 26 %, not reported at 6 %
 - POB is correct at 83 %, false at 10 %, not reported at 7 %
 - DG is correct at 89 %, false at 3 % and not reported at 8 %
- Difficulty to read the report : the report is not build to be readable from the top to the bottom. We lose time when exploiting the report

To be improved

- Information about the cargo is just about hazmat. Ideally we would have the quantity and nature of the cargo and the IMO class for hazmat.
- The limitation on the type of ships is not always operative since sometimes the vessel type is either missing or false so we get a lot of reports through the ABM. Among these ISR some have an empty content. This makes the IRD difficult to use.
- Even for some ships meeting the ABM criterias, the report may be almost empty.
- The request with the MMSI seems not to work
- The name of the elements and their organisation are not always intelligible. Ex : ETDfrom Port ofCall before ETAtoportofCall.

Inoperative ABM criterias

Show entries

Search:

Report Id	Status	Created Timestamp	IMO Number	MMSI Number	Ship Name	Call Sign	Ship Type	Vessel Event	Report Trigger	
6084	OK	2020-06-07 10:05:19.672		636019778	EMERALD	D5WC7		ENTER_AREA	ABM	Report Content
760	OK	2020-06-07 08:46:13.774		636019661				ENTER_AREA	ABM	Report Content
17765	OK	2020-06-07 06:02:40.393		230131310	ARIEL2 SOLO SAILOR	OH7234		ENTER_AREA	ABM	Report Content
813	OK	2020-06-07 05:00:42.834		250004846	ARKLOW DAY			ENTER_AREA	ABM	Report Content
17683	OK	2020-06-07 03:16:19.164		238023000	AP ARGOSY			ENTER_AREA	ABM	Report Content
17683	OK	2020-06-07 03:16:18.163		238023000	AP ARGOSY			ENTER_AREA	ABM	Report Content
13312	OK	2020-06-07 02:50:05.772		212748000	ALTIC TERN			ENTER_AREA	ABM	Report Content
17698	OK	2020-06-06 23:25:22.645	9555723	354842000	CARNIVAL BREEZE	3FZO8		ENTER_AREA	ABM	Report Content
17695	OK	2020-06-06 23:07:24.147		563025600	NYK VIRGO			ENTER_AREA	ABM	Report Content
17684	OK	2020-06-06 22:09:41.873		311000608	ARTANIA	C6CY5		ENTER_AREA	ABM	Report Content

Showing 1 to 10 of 1,004 entries

Empty report

src	T-AIS
ns	0
lon	0.86853
hdg	77.3
theTypeDescription	Passenger ship
speed	10.5
lat	50.50414
ts	2020-06-06T22:25:18Z
Voyage Information	
Incident Report	
Latest MRS Report	
ETA	2020-06-05T12:00:00Z
TotalPersonsOnBoard	483
MRSIdentification	MANCHREP

Multiple reports

Show 10 entries

Search:

Report Id	Status	Created Timestamp	IMO Number	MMSI Number	Ship Name	Call Sign	Ship Type	Vessel Event	Report Trigger	
1879	OK	2020-06-06 10:31:09.825		636019884				ENTER_AREA	ABM	Report Content
17162	OK	2020-06-06 09:25:28.243		273415570	ANTARES			ENTER_AREA	ABM	Report Content
17162	OK	2020-06-06 09:24:28.646		273415570	ANTARES			ENTER_AREA	ABM	Report Content
17162	OK	2020-06-06 09:20:53.327		273415570	ANTARES			ENTER_AREA	ABM	Report Content
17162	OK	2020-06-06 09:14:11.834		273415570	ANTARES			ENTER_AREA	ABM	Report Content
17162	OK	2020-06-06 09:08:31.143		273415570	ANTARES			ENTER_AREA	ABM	Report Content
17162	OK	2020-06-06 09:07:42.38		273415570	ANTARES			ENTER_AREA	ABM	Report Content
1945	OK	2020-06-06 08:21:46.453		219024550	ORACLIFF			ENTER_AREA	ABM	Report Content
1945	OK	2020-06-06 08:17:56.971		219024550	ORACLIFF			ENTER_AREA	ABM	Report Content
1945	OK	2020-06-06 07:57:36.51		219024550	ORACLIFF			ENTER_AREA	ABM	Report Content

Showing 21 to 30 of 1,004 entries

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Proposition

- Include the data gathered by British authorities. Jobourg MRCC already has the information provided by IRD. The capital gain will reside in the capacity of IRD to collect british reports.
- Organize the datas in such a way the report is readable (proposition next slide) example : Latitude and longitude together, then heading and speed, etc
- Keep the lastest information only : dealing with the several sources and prioritizing them is a priority. IRD will bring efficiency not only by collecting data from several origins but also by bringing conflict management. Conflict resolution will bring consistency to IRD.
- Full word for the different rows of the report : example ns → navigation status

Proposition

<i>Report ID</i>		<i>Sent at</i>	UTC
<i>C/S</i>		<i>MMSI number</i>	
<i>Name</i>		<i>Flag</i>	Initials + full name
<i>IMO number</i>		<i>Type</i>	
<i>Latitude</i>	<i>Coordinates in DMD</i>	<i>Longitude</i>	<i>Coordinates in DMD</i>
<i>Course</i>	<i>Heading</i>	<i>Speed</i>	<i>Knts</i>
<i>Navigational status</i>	<i>Number + meaning</i>	<i>Source</i>	UTC
<i>Time of emission</i>	UTC		
<i>MRS ID</i>		<i>Sent at</i>	UTC
<i>Last port of call</i>		<i>Next port of call</i>	
<i>ETD from last port</i>	UTC	<i>ETA to next port</i>	UTC
<i>Cargo description</i>		<i>Hazmat confirmation</i>	
<i>POB</i>		<i>DG cargo</i>	
<i>Incident ID</i>		<i>Sent at</i>	UTC
<i>Incident type</i>		<i>Other</i>	



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