

ISR/IRD Feedback Belgium functional + operational tests

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Coastal stations participating in the testing

- ▶ MRCC:
 - Banned Ships
 - Passenger Ships in MRCC area
 - Manual ISR
- ▶ Defence/Customs/Shipping police
 - Manual ISR
- ▶ Marine Environment
 - Dredgers in a certain area
 - Manual ISR



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Consolidated feedback



- ▶ Overall positive: useful for maritime operations
- ▶ Intuitive tool to work with
- ▶ Interesting to have a report where all available information is integrated into one document



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What would give extra added value?

- ▶ Integration with Equasis
- ▶ Last 10 ports of call
- ▶ Contact details for the ship (interesting in case of an incident/emergency)
- ▶ Direct link from the position (latitude/longitude) to a position on the map/SEG
- ▶ Information on the construction of the ship
- ▶ Information on the cargo:
 - More detailed info than brief cargo description and less detailed than full DPG details
 - Eg to determine ship is carrying bulk and/or containers, ...
 - Eg to determine ship is carrying high radio-active nuclear materials or low radio-active nuclear waste from a hospital



What would give extra added value?



- ▶ When manually requesting an ISR, it is interesting that the filter you choose (e.g. Ship name, MMSI,..) is retained and does not automatically goes back to "IMO".
- ▶ When making an export of the ISR, it would be of added value to select the data or blocks of information you want to export.
 - More structure in the e-mail, similar to the GUI in the website.



General conclusion

► Belgian coastal stations are interested to have this functionality in the production environment.

→ S2S interface !

What rules for EU MS for setting up S2S interface ?

- How to setup S2S interface:
 - Each BE maritime authority direct S2S connected to EMSA IRD
 - Or via BE NCA system
- What security rules apply ? (confidentiality, traceability, ...)