

CF 10/7/2/3



Automated information exchange between ship and shore

**10th Cooperation Forum under the Co-operative Mechanism on the
Safety of Navigation and Environmental Protection in the Straits of
Malacca and Singapore**


Kota Kinabalu, 2017

Our vision

To be the chosen partner trusted to provide leadership to the global shipping industry.

Our mission

To be at the forefront of global developments in shipping, providing expert knowledge and practical advice to safeguard and add value to our members' businesses.

A decorative graphic at the bottom of the slide, consisting of several overlapping, wavy shapes in various shades of blue, creating a sense of movement and depth.

BIMCO's 4 core services



Products

- Contracts and clauses
- IDEA2
- Shipping KPIs
- Publications

Training

- eLearning
- Face-to-face courses
- Webinars
- Tailor-made courses

Regulation

- NGO at IMO
- Regular engagement with regional regulators

Information & advice

Ships

- Technical
- Environmental
- Safety
- Security

Commercial

- Chartering support
- Ports and cargo databases
- Credit risk
- Debt recovery
- Fraud alerts
- Market analysis

What is an administrative burden?

- An administrative requirements imposed by rules and regulation
- High focus over the past 10 years on how to reduce the administrative burdens in shipping
- IMO has concluding an inventory aiming to identify those administrative requirements that are – or have become – unnecessary, disproportionate or even obsolete within its instruments
- The EU-funded project, EfficienSea2 has focus on the administrative burdens

EfficienSea2 project - FACTS



- Length: **36** months
- Start: May **2015**
- End: April **2018**
- Budget: **11.5** M Euro
- EU funding: **9.8** M Euro
- Partners: **32**
- Partner countries: **12**
- Total work: **1164** man months



Developed by 32 frontrunners



Exchange of information, today.....

- Complex and diversified picture
 - Pre-arrival documents are sent in advance
 - Pre-arrival documents very often have different deadlines for submitting; 72-48-24 hours before arrival,
 - Port documents for the Authority are handed over on arrival
 - Information exchanged between many stakeholders
- The receiving entity, type and template differs from port to port – even within same country and region

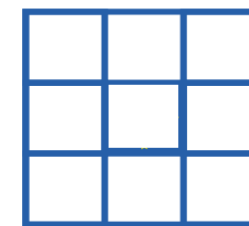
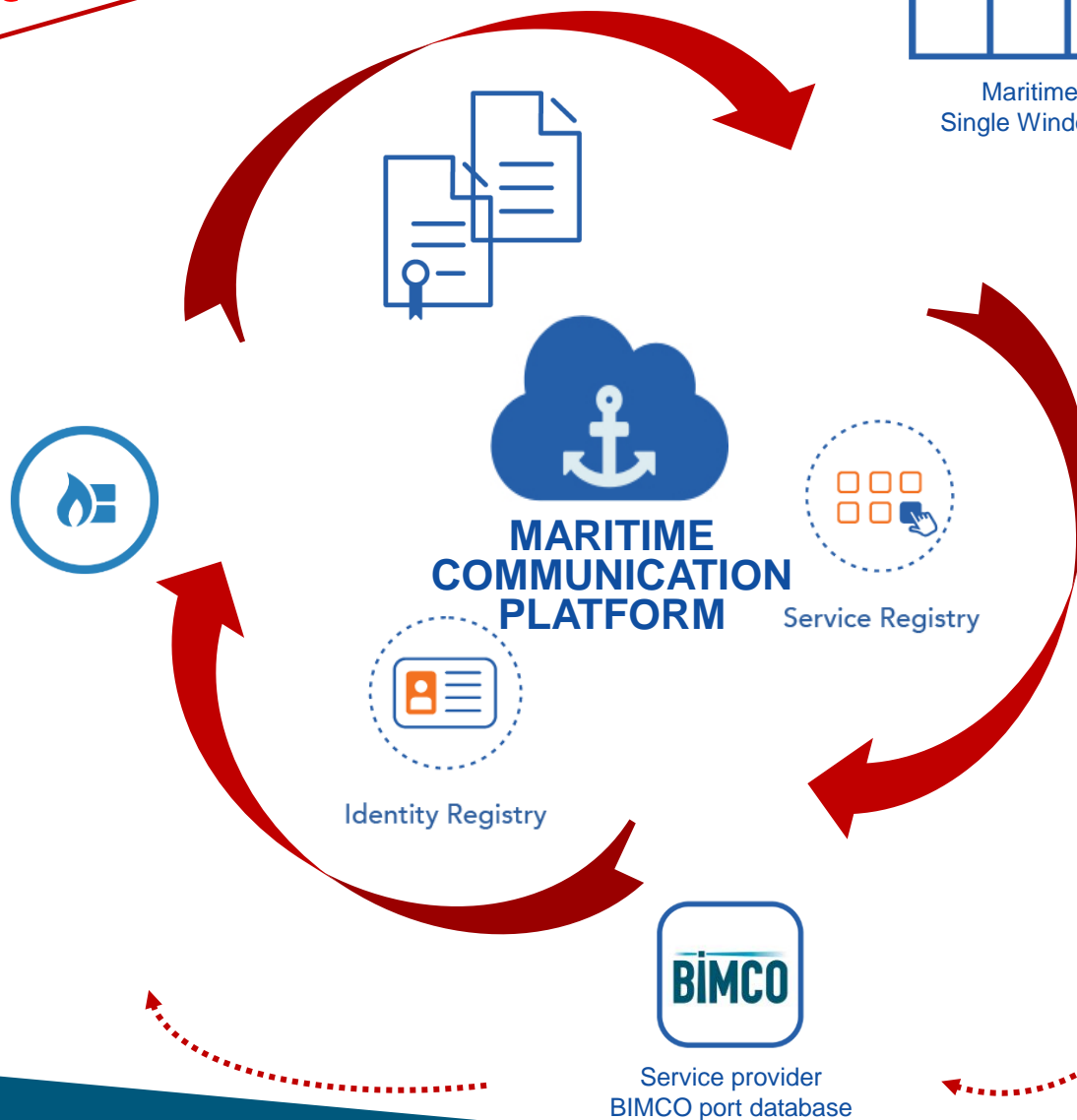
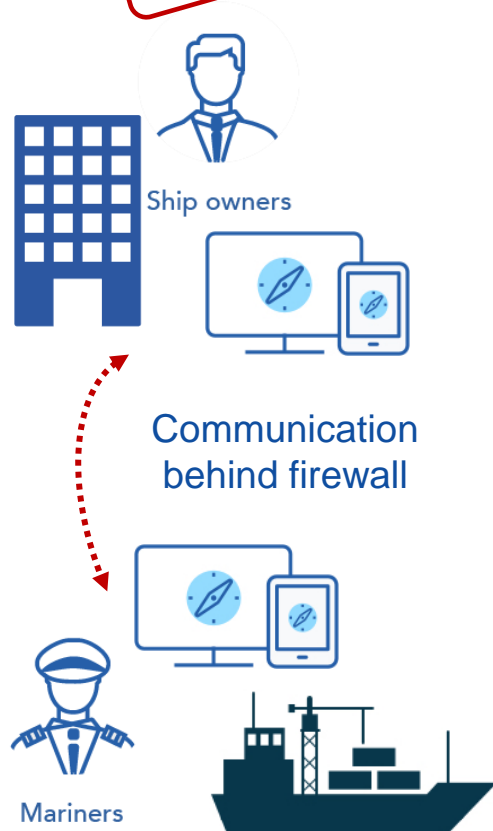
International regulation on reporting

- IMO Facilitation Committee (FAL) adopted in 2016 new requirements for electronic data exchange
- New mandatory regulation requires public authorities to establish systems to assist ship clearance processes by April 2019
- For international shipping, a unified, global approach to facilitation of international maritime traffic is vital

The E2 solution on information exchange

- End-user focused e-solution
- Open source, platform to platform solution (M2M)
- Standardized data model (UN/CEFACT, WCO, ISO28005, ...)
- Safe and secure transfer of data
- Transparent and measurable solution (admin burden)

A SCENARIO COULD BE...



Maritime
Single Windows



Authorities



Port Authorities

BIMCO

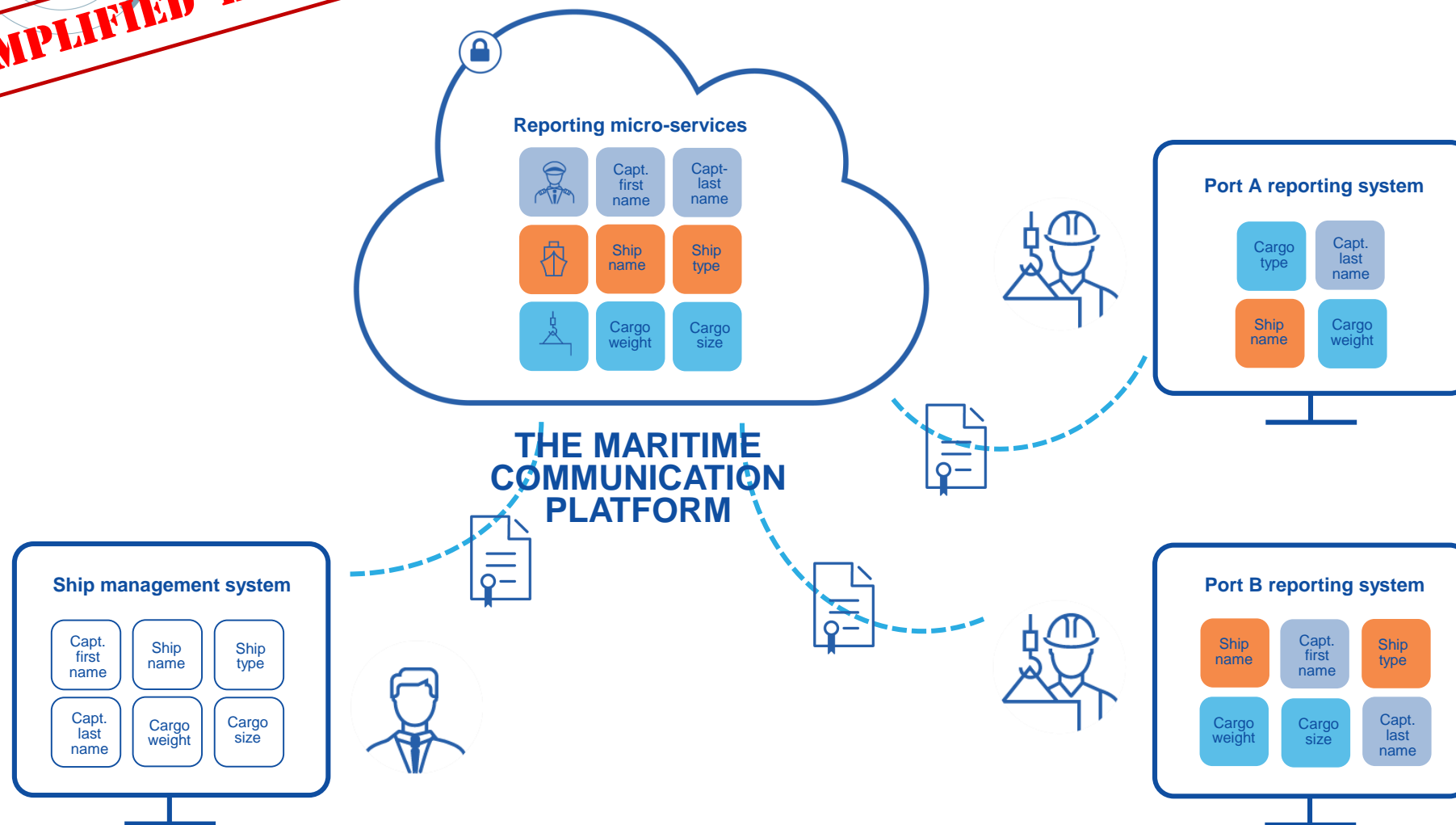
Authority:
Immigrations
Customs
Police
Maritime Authority
Port State Control
Health
Ports
...

Information:
Cargo formalities
Waste delivery
Bunkers
Pre-arrival/departure
Dangerous goods
Crew/Passenger lists
Ten last ports of call
Certificates
...

Authority:
Ports
Service providers
...

Information:
Reception facilities
Contact points
Holiday Calendar
Taxes & Tariffs
...

A SIMPLIFIED EXAMPLE...



September 2017 - automated information exchange

- ✓ Product and service specification is in place
- ✓ Draft consolidated data model (data element id's identified)
- ✓ Benchmark in order to measure the administrative burden
- ✓ Open source available for simple implementation (M2M solution)
- Prototype will be tested over the next 6 months
- Actual measurement of the burden, when e-solution is implemented

Emission Control Areas - IMO Global Cap

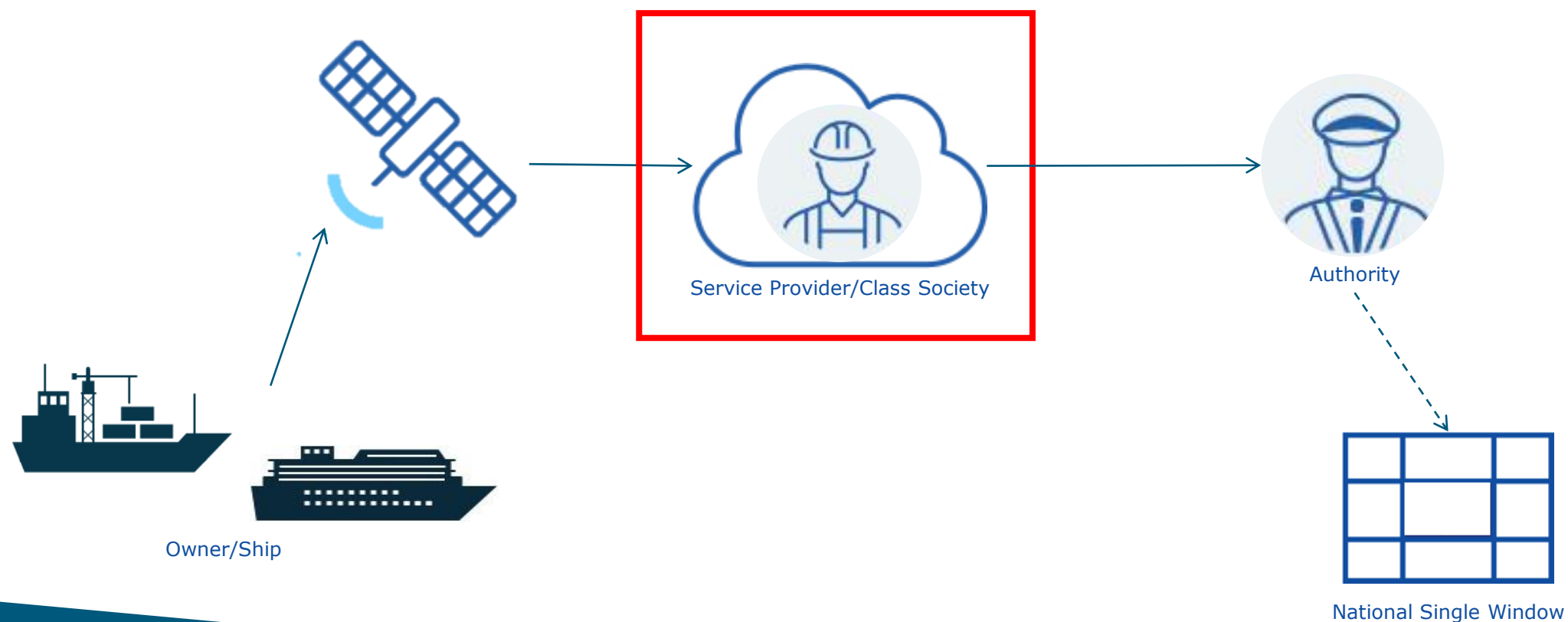
- IMO SECA in North Sea and Baltic Sea
 - 0.1 % in 2015
- IMO Global Sulphur Cap
 - 0.5 % in 2020
 - Likely with “low sulphur” ports
- EU Directive
 - 0.1 % in all ports 2010



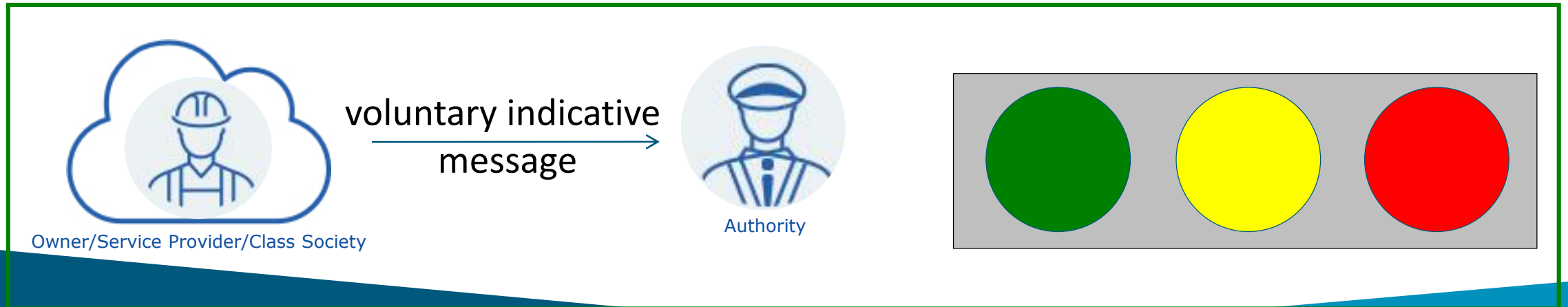
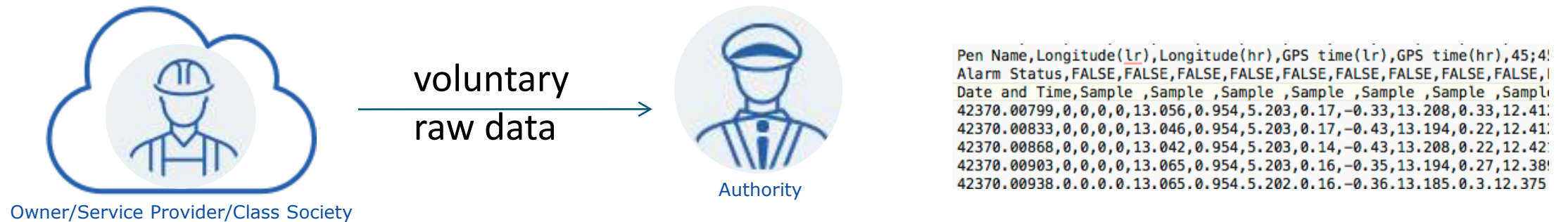
Sulphur monitoring, today.....

- Ships wants (on voluntary basis) to show compliance beyond 2020
- Ships using approved equivalent methods, i.e. Exhaust Gas Cleaning Systems (scrubbers)
- Scrubbers with continuous monitoring of emissions (CEM), i.e. Scheme B approvals
- **Voluntary** system could cause for a reduced Port State Control

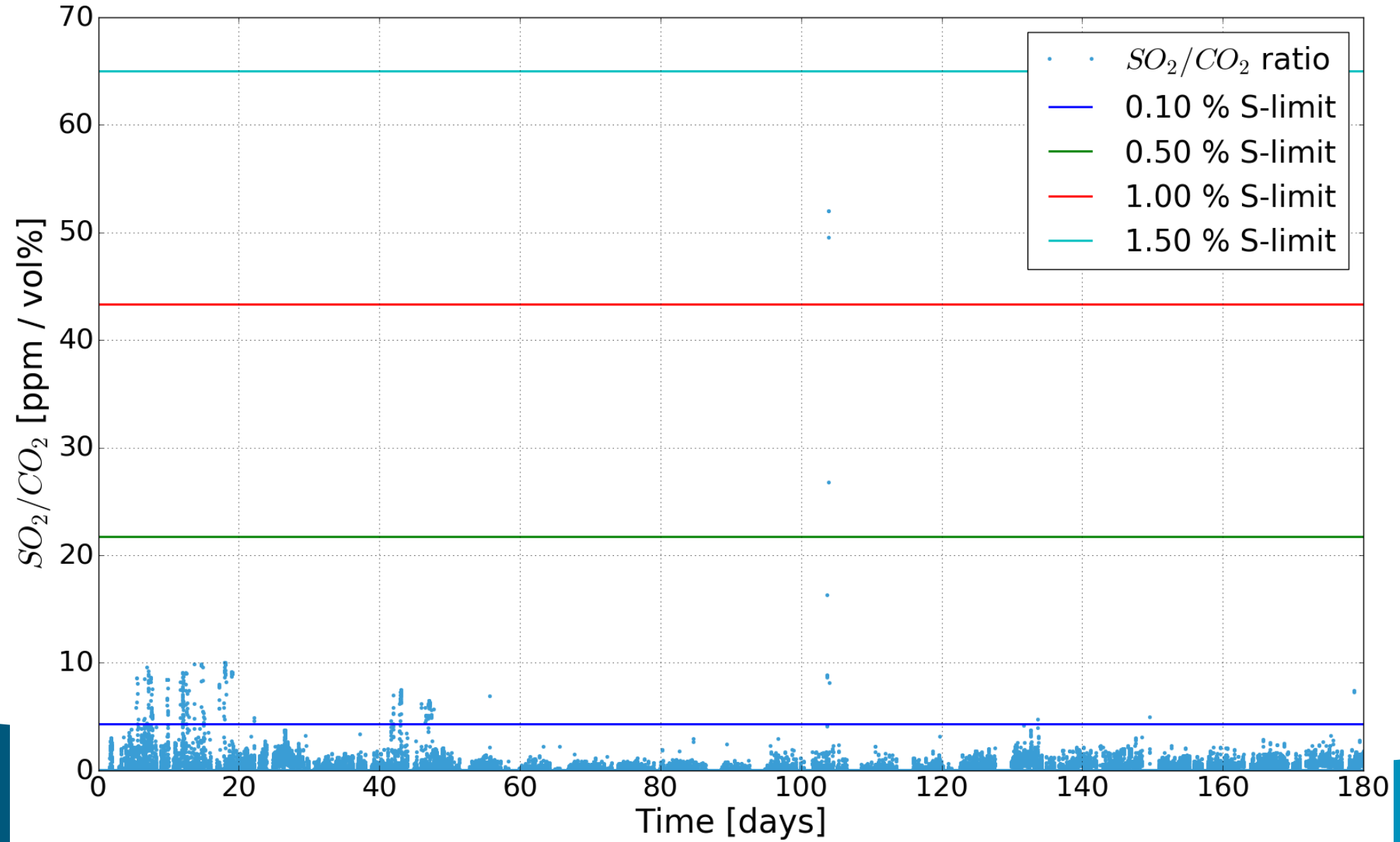
Proposal for a voluntary system



Raw data or an indicative notification



Live sulphur data collected from the scrubber



MOCK UP - OVERVIEW OF SHIPS

On-shore Monitoring Application (SHIP OWNER)

Status: Data is being transferred to the MCP

Current directory: C:/Users/Data/SOx

Data overview

Date & Time	Vessel	Sulphur Compliance Ratio	Number of measurements	Compliance status
2017-08-15 20:25:30	ALPHA	98.2	58273	
2017-08-13 22:35:30	OMEGA	78.0	68742	
2017-08-11 13:35:30	GAMMA	92.8	46732	

Status – sulphur monitoring

- To finalise the application implementing methods for analysing sulphur data in the full data chain in collaboration with communication experts
- Test onboard Athena Seaways and Optima Seaways in the Baltic Sea with DMA and DFDS as recipients
- Timing: Installation in September 2017

The background of the slide is a photograph of a lighthouse with a black and white spiral pattern. The lighthouse is on the left side, and its light is on. The sky is dark and cloudy. The image is overlaid with a large blue geometric shape that covers the right and bottom portions of the slide.

Thank you!

Contact BIMCO at
www.bimco.org