

Expert Working Group for Mutual Exchange and Deliveries of AIS data (AIS EWG)

Seventh Meeting

Szczecin, Poland, 6-7 May 2004

REPORT OF THE SEVENTH MEETING OF THE EXPERT WORKING GROUP FOR MUTUAL EXCHANGE AND DELIVERIES OF AIS DATA (AIS EWG) OF THE HELSINKI COMMISSION

Introduction

0.1 The Seventh Meeting of the Expert Working Group for Mutual Exchange and Deliveries of AIS data (AIS EWG) was held in Szczecin, Poland, on 6-7 May 2004, on the basis of the report of the Sixth Meeting of the Expert Working Group (AIS EWG 6/2003).

0.2 The Meeting was attended by Delegations from Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Poland, Russia and Sweden as well as a representative from the European Maritime Safety Agency. Invited guests from Denmark and Sweden also participated in the Meeting. The List of Participants is attached as **Annex 1**.

0.3 Mr. Rolf Zetterberg from Sweden chaired the Meeting. Ms. Magdalena Politowicz from Poland acted as Secretary of the Meeting.

1. Adoption of the Agenda

1.1 The Chairman proposed some changes in the Agenda and shortly introduced each of the Agenda Items.

1.2 The Working Group adopted the amended Agenda of the Meeting, as contained in **Annex 2**.

2. Presentation of developments in international standardization

2.1 The Chairman pointed out the problems in international standardization concerning Class B AIS transponders. There might be two versions of AIS Class B; one ("semi-professional") using SOTDMA and a second type ("pleasure craft") Class B using a carrier sense technology, CSTDMA. It is not yet shown that the CSTDMA technology is fully compatible with the established SOTDMA technology. The standardization work is carried out by a working group of IEC. Two new groups, dealing with standards for AIS for AtoN and AIS base stations, respectively, have recently been established.

2.2 The Chairman introduced a proposal which is intended to be presented to the IMO Subcommittee on Safety of Navigation for discussion and agreement. The proposal concerns the use of UN LOCODE in destination fields of AIS messages "Static and voyage related data" as mandatory.

3. Status reports from participating countries

3.1 The representative of Sweden briefly introduced the present status of Swedish National AIS Network. Sweden considers building additional stations in order to have longer coastal coverage and is also planning to provide double coverage in critical areas. Sweden is currently working on the first VTS with full integration of AIS. Use of AIS in MRCC is already successfully implemented.

3.2 The representative of Lithuania informed that the national network consists of three AIS transponders acting as base stations and is covering the territorial water. Integration of the Lithuanian AIS network to the AIS network in the Baltic Sea is expected to be completed in 2004. Lithuania provided the HELCOM Secretariat with a status report, as contained in AIS EWG 7/2004, Document No. 3/1.

3.3 The representative of Latvia informed that currently the international tender for the project of establishing the AIS Network is being prepared. Latvian AIS will be integrated into the existing GMDSS system. No base stations have been established yet, although Latvia has fulfilled the second requirement, which is establishing of an AIS demonstrator. Despite some delay in purchasing process no difficulties are foreseen to achieve the targets of the HELCOM Copenhagen Declaration by July 2005.

3.4 The representative of Estonia informed that one base station is already working. Five more AIS base stations will be set in the Gulf of Finland till 1 July 2004. The western parts of the Estonian shore will be covered till the end of the year 2004, eventually at the beginning of the year 2005. Estonia provided a status report, as contained in AIS EWG 7/2004, Document No. 3/2.

3.5 The representative of Russia informed that three VTS centers have been established in Vysocks, Primorsk and Petrodvorets and AIS base stations work as part of VTS centers. The next AIS base station of VTS Port Ust-Luga will be established in five months. According to the project all five AIS base stations are expected to be connected to the Russian National Server at the end of 2004 or latest in spring 2005. The Kaliningrad AIS station will be connected to the Russian National Server at the end of 2004. Russia is exchanging AIS data with other countries. The Russian PowerPoint presentation is available on the HELCOM website as an input document.

3.6 The representative of Germany informed that by 1 July 2005 Germany will be ready to fulfill all the requirements of the HELCOM Copenhagen Declaration.

3.7 The representative of Denmark informed that one base station will be established this month and five other base stations will be established by the end of June this year. Currently Denmark is in the first phase of establishing AIS in the North Sea, which possibly can include installations on offshore platforms.

3.8 The representative of Finland informed that already 26 base stations are operating and three or four more are planned to be built. HELCOM interface is working properly and Finland is exchanging data with other countries.

3.9 The representative of Norway informed that five base stations are operating and 30 more are planned to be installed during this year. Base stations on offshore platforms will be integrated in the system. It was also informed that Norway and Russia have close cooperation in exchange of AIS data for North-east Russia and Norway.

3.10 The representative of Poland informed that Poland has already joined the HELCOM Network. There are three base stations operating on the western coast and one base station operating on the eastern coast. There are also two main VTS centers linked via Internet. Polish AIS covers the main ports: Szczecin, Gdansk and Gdynia. Poland offered integrated data stream to HELCOM. Poland receives data from the Swedish and Norwegian networks and other countries offered the exchange of information. Poland is planning to establish a hailing line between its middle coast and Bornholm. Poland distributed a status report during the Meeting, as contained in AIS EWG 7/2004, Document No. 3/3.

3.11 The Chairman summarized that countries which are not ready to exchange the information, should put more efforts in the process of implementation of the AIS. He noted that the AIS system is already operating in five countries.

4. Demonstration of Polish AIS system

4.1 The Polish Delegation presented "Demonstration of Polish AIS System". After reminding of the concept of the Polish National AIS Network the course of implementation of four already existing AIS base stations on the Polish coast had been presented, as well as their technical capabilities and exchange of data with the Swedish AIS network. The demonstration also contained a short description of VTS systems with which the AIS base stations strictly cooperate. The Polish Delegation also mentioned about investment plans for the next year. The presentation is available on the HELCOM website.

5. Decision on Agreement on exchange of AIS information

5.1 The Chairman noted that a proposal for an agreement was presented at the Fifth Meeting of AIS EWG, and since that time no formal comments have been made by any participating country.

5.2 The Working Group discussed each part of the agreement and made some changes. The amended text of the draft Agreement is attached as **Annex 3**.

5.3 The Working Group welcomed the offer of the Danish Delegation to prepare the technical description of the system, which will be attached to the Agreement as an Appendix. The technical representatives of the AIS EWG should be consulted in the development of the technical description. The document shall be developed before the next meeting of the Working Group.

5.4 An Appendix to the Agreement also includes the names of contact persons for the AIS Agreement.

5.5 All participating countries shall send the full name of their national organization responsible for signing the Agreement to the Chairman at least one month before the next meeting of the Working Group.

5.6 The target date for completion of the signing process of the Agreement is **31 December 2004**.

5.7 Due to the reorganization in the Russian Administration the Working Group asked the HELCOM Secretariat to send the draft Agreement on exchange of AIS information to the Head of the Maritime Agency of the Ministry of Transport and Communication of Russia.

6. Appointment of national contact persons

6.1 The Chairman distributed the lists in order to obtain the names of contact persons for the AIS Agreement (Appendix 3 to the AIS Agreement), for the HELCOM AIS Expert Working Group (**Annex 4**) and for technical representatives for HELCOM AIS EWG (**Annex 5**).

7. Presentation of the solution for the HELCOM AIS-server

7.1 The Danish Delegation presented the solution for the HELCOM AIS-server. The project started in April 2004. A first version, with limited functionality, will be available by the end of the year and the 'final' version in May 2005. Denmark aims to provide the HELCOM Secretariat with basic statistic reports.

7.2 The HELCOM AIS-server will be able to be connected to national servers (by 01-09-2004) using SSL or Socket; if VPN is used, Socket is adequate. Data received must be in the IEC format.

7.3 The Danish Delegation proposed the items of the statistical reports, which will be sent to the HELCOM Secretariat. The proposed report form was adopted.

7.4 The Working Group discussed the issue of Lloyd's data base license. Denmark informed that the cost of the license for HELCOM server would be between 12.000 and 14.000 € per year. The HELCOM Contracting States have to decide whether to purchase the license and share the costs, bearing in mind the fact that some of them already have the licenses.

8. Presentation of the HELCOM AIS-server prototype

8.1 Denmark presented a prototype of the user interface of the HELCOM AIS-server. The information from the server will be obtained by the competent authorities via Internet.

9. Presentation of other relevant projects

9.1 The Danish Delegation presented the possible ways of using the data received from AIS. The information can be helpful in:

- establishing a traffic separation scheme between Sweden and Bornholm;
- determining areas that require pilotage;
- determining areas of near misses;
- determining areas which require aids to navigation; and
- determining requirements for survey.

9.2 The next project presented by the Danish Delegation "Danish Pilot Study" is led by the Danish Administration in cooperation with the Technical University of Denmark. The purpose of the project is to collect statistic data about accidents, to evaluate the ship domain model using AIS tracking data in order to mark near misses and to prepare risk analyses.

9.3 Denmark also presented [Safety@Sea](#). The North Sea countries are participating in this project, currently awaiting for the acceptance from EU. Among others, the aim is to connect AIS data with the Risk Assessment. The project will gather and present AIS data and build a fast time numerical navigator. This project will start this year and is expected to end by the year 2007.

9.4 Another project "AIS Pilot Study" presented by Denmark is expected to start soon. The aim is to locate oil spills and also to determine the size and the depth of oil pollution. It will use the OSIS Sensor System for real-time monitoring of oil spills. AIS is considered as a way to transfer information to shore stations.

10. Any other business

10.1 The Working Group discussed the problem raised by the representative of Russia concerning the coverage of AIS areas. The Swedish Delegation stressed that there is no guarantee for total coverage and apart from this, in the HELCOM Copenhagen Declaration it is stated that A1 area should be covered first. Each of the Baltic countries must design its system to reach the agreed coverage.

10.2 The German Delegation made a presentation concerning the German plans for establishment and use of AIS. The objectives in the frame of the AIS-Operational Concept include:

- the geographical cover of AIS at German Coast;
- the division of German Sea Areas according to traffic density; and
- receiver-stations and equipment of VTS Centers.

Parallel to the technical development in Germany the Waterways and Shipping Administration cleared together with the Ministry of Transport the problems concerning the data protection and the data transmission. Germany will finally participate in the Demonstrator at the end of 2004 or at latest at the beginning of 2005.

The presentation is available on the HELCOM website.

10.3 The invitations to the AIS EWG meetings have so far been distributed to all persons who have participated earlier in any AIS EWG meeting. The Meeting decided to limit the future distribution of invitations to the national Delegations. Suppliers and other "commercial" participants may very well be invited as experts via a national Delegation when required.

11. Place and date for the next meeting

11.1 The Chairman proposed to arrange the Eighth Meeting in Helsinki, at the premises of the HELCOM Secretariat. It was decided that the Eighth AIS EWG Meeting will take place in Helsinki on 26-27 October 2004, starting at 09:00 on the 26th and ending at 13:00 on the 27th.

12. Adoption of the draft report of the Meeting

The Meeting adopted the draft report of the Meeting.

The Meeting thanked the Maritime Administration in Szczecin for organizing the Meeting, the study visit in Szczecin VTS and the river tour with the vessel "Nawigator XXI". The Chairman thanked all Delegates and wished them a safe journey home.

Annex 1

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Annex 2

AGENDA

1. Adoption of the Agenda
2. Presentation of developments in international standardization
3. Status reports from participating countries
4. Demonstration of Polish AIS-system
5. Decision on Agreement on exchange of AIS information
6. Appointment of national contact persons
7. Presentation of the solution for the HELCOM AIS-server
8. Presentation of the HELCOM AIS-server prototype
9. Presentation of other relevant projects
10. Any other business
11. Place and date for the next meeting
12. Adoption of the draft report of the Meeting

Annex 3**DRAFT AGREEMENT ON ACCESS TO AIS-INFORMATION**

The following agreement has been made between the Danish Maritime Administration, the Estonian Maritime Administration, the Finnish Maritime Administration, the German Maritime Administration, the Latvian Maritime Administration, the Lithuanian Maritime Administration, [the Norwegian Maritime Administration](#), the Polish Maritime Administration, the Russian Maritime Administration and the Swedish Maritime Administration.

Preamble

At the HELCOM Extraordinary Ministerial Meeting in Copenhagen on 10 September 2001 it was decided to establish a Working Group with "the purpose of facilitating mutual exchange and deliveries of AIS-data, including the construction of the monitoring system for the maritime traffic in the Baltic Sea Area". The Terms of Reference for the Working Group also comprise the task to "consider the legal framework and find solutions for the handling and use of AIS-data exchanged between the Baltic States.

The participating parties have now agreed on the methods for exchange of AIS-data and the implementation of the system has started.

Definitions

The definitions used by IALA and IMO are used in this document

Objective

This agreement regulates the exchange of AIS-data free of charge between the countries in accordance with the HELCOM Copenhagen Declaration adopted on 10 September 2001 in Copenhagen. It also regulates the distribution and use of the AIS-data received from the Participants.

Access to information

Each Participant shall make AIS-data available for access according to the method decided by the AIS Expert Working Group via Internet as outlined in Appendix 2.

- AIS-data from all SOLAS ships carrying AIS as mandatory equipment shall be made available. AIS-data for other domestic ships is recommended to filter so other countries do not see them. Ships involved in operations mentioned in Appendix 1 should preferably not be filtered.

Distribution and use of AIS data

Each Participant must restrict the distribution of received AIS-data to their own organisations and other competent authorities. AIS-data may only be used for purposes listed in Appendix 1 without written consent from the party that has delivered the AIS-data.

Each Participant is responsible for the use of AIS-data by their competent authorities. The Participants must take appropriate actions to ensure that the competent authorities does not redistribute AIS-data to a third party and that AIS-data only is used for purposes listed in Appendix 1.

Any participant may however distribute data to a third person in the event that the participating

nation is obliged by law to disclose information according to principles of public access to official records.

Information concerning private persons

When AIS-data contain information concerning private persons the Participants undertake to ensure protection of the privacy of these persons in accordance with the directive 95/46/EC on the protection of individuals with regard to the processing of personal data and on the free movement of such data and also to other applicable international, European community and national law and regulations.

No warranties

The transmitting or sending Party makes no express or implied warranty as to any matter whatsoever, including the availability, accuracy, or reliability of any information or data, whether tangible or intangible, made, developed or supplied under this Agreement, or the ownership, merchantability, or fitness for a particular purpose of the information, of the data made, developed or supplied.

Force Majeure

Neither Participant shall be liable for any unforeseeable event beyond its reasonable control not caused by the fault or negligence of such party, which causes such party to be unable to perform its obligations under this Agreement, including, but not limited to, flood, drought, earthquake, storm fire, pestilence, lightning and other natural catastrophes, epidemic, war, riot, civic disturbance or disobedience, strikes, labour dispute, or failure, threat or failure, or sabotage, or any order or injunction made by a court or public agency. In the event of the occurrence of such a Force Majeure event, the party unable to perform shall promptly notify the other party. It shall further use its best efforts to resume performance as quickly as possible and shall suspend performance only for such period of time as is necessary as a result of the Force Majeure event.

Contact persons

Names and contact details for contact persons are given in Appendix 3.

Termination of access to AIS-data

Any failure to fulfil any of the conditions in this agreement gives the sending or transmitting party right to terminate access to AIS-data for as long as the receiving party is in breach of the condition.

Changes to the agreement

Changes to this agreement shall be agreed in writing between the parties.

Disputes

Any dispute, controversy or claim arising out of or in connection with this agreement, or the breach, termination or invalidity thereof, shall be solved amicably within a period of three months. Applicable law, if necessary, shall be the laws of Sweden. Disputes that can't be solved in this way shall be settled by the governments of the participants involved in the dispute.

Termination of the agreement

This Agreement will be in effect from the date of signature by all of the Participants and shall last for a period of five (5) years. Thereafter, this Agreement shall automatically renew for terms of one (1) year.

However, any Participant may terminate its own participation in the co-operation stipulated in this Agreement giving each of the other Participants six months written notice.
This agreement is done in XX equal counterparts, retained by each of the Participants.

Signed by

Name in block capitals
for the Royal Danish Administration of Navigation and Hydrography

Signed by

Name in block capitals
For the Estonian Maritime Administration

Signed by

Name in block capitals
For the Finnish Maritime Administration

Signed by

Name in block capitals
For the German Maritime Administration

Signed by

Name in block capitals
For the Latvian Maritime Administration

Signed by

Name in block capitals
For the Lithuanian Maritime Safety Administration

Signed by

Name in block capitals
for the Norwegian Coastal Administration

Signed by

Name in block capitals
For the Polish Maritime Administration

Signed by

Name in block capitals
For the Russian Maritime Administration

Signed by

Name in block capitals
For the Swedish Maritime Administration

Appendix 1**APPLICATIONS FOR RETRIEVED AIS DATA FROM THE COMMON BALTIC SEA AIS MONITORING SYSTEM**

Only competent authorities shall have access to the common Baltic Sea monitoring system and these authorities shall only be allowed to use retrieved AIS data for the applications specified below.

Operational requirement on AIS Shore stations regarding information to other countries.

Interest for the littoral state to get information; only locally (L), from adjacent countries (A), from total Baltic area (C)

Needed update rate from SOLAS ships; full update rate (1), once every 6 min (2), once every week or more (3), not permanent, at request (4), Statistic data to be shown or to be downloaded at request (5)

If access to a full update rate is needed this should be solved on a bilateral basis.

Information			Rate	Functionality	Accessibility	
						HELCOM
		C	2,5	No direct access req.	HELCOM secretariat	1. Statistics 1.1. Call sign 1.2. Position 1.3. Cargo 1.4. Etc...to be determined
						National competent authorities
L	A	C	1,2,3	Bi-directional communication*	Countries involved	1. Pollution combating
L	A	C	1,2,3	Bi-directional communication*	Countries involved	2. Contingency planning
L	A	C	1,2,3	Bi-directional communication*	Countries involved	3. International Ship and Port security (ISPS)
						SAR
L	A	C	1,2,3	Bi-directional communication*	Countries involved, MRCC	<ul style="list-style-type: none"> ▪ To supply the on-line information for SAR needs, including adjacent sea areas, to get an overall traffic picture ▪ To search for a specific ship in the HELCOM data base
						VTS
L	A	C	1,2	Bi-directional communication*	Adjacent authorities, VTS centres	Traffic management etc.

						Paris MOU (Port state control)
		C	2,4	Only listening	Port State Control authorities	Monitor and compare against banned ships.
						EU HAZMAT reporting requirement
L	A		2,4			1. Mandatory reporting system
						Ice Breaker Service
L	A	C	1,2	Bi-directional communication*	Competent authority and Ice Breakers	To get a holistic assessment of the conditions and of the speeds of ships in ice covered waters
						Port Authorities
L	A	C	1, 2	Only listening		Filtered information for ships entering or leaving the port

The table requires further consideration to define in detail information to be exchanged among parties concerned.

* To be considered further. Not to be applied for the demonstrator.

Appendix 2

- to be developed

Appendix 3

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