

Report of EGDH 2

Expert Group on Data Harmonisation

Under Facilitation Committee

05th – 09th October 2020

International Maritime Organization (IMO), Virtual Meeting

ITF delegation

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Background

Considering fast growing movement towards digitalisation, revision of the IMO Compendium and the development of the IMO reference data model should be the main task for the Maritime 4.0. The work of this Group is to develop a standardised global data exchange platform to improve ship to port communications of information required by FAL Convention and beyond.

The technology is believed to be used in different forms country by country and the IMO underscores participation of all stakeholders is essential. As for seafarers, crew lists, CoCs, CoPs and medical certificates are directly related matters.

The ITF affiliates, seafarers and dockers, should be informed about the development of the Maritime Single Window (MSW) Concept, which is designed to bundle all relevant shipping information between shipper, ports and vessels to be electronically delivered to all appropriate relevant parties (see the ITF report EGDH 1: <https://www.itfglobal.org/en/reports-publications/itf-report-fal>).

Outcome of the meeting and further work

Agenda item 2 IMO dataset related to “Stowaways”

1. The updated dataset of IMO0099 *Person gender, coded* and IMO0141 *Ship INMARSAT call number*¹ will be finalised for ships to record and provide information on stowaways embarked onboard and provisions such as first aid, clothing and food.

¹ In 2018, the recognition of Iridium as a mobile satellite communication service provider in the Global Maritime Distress and Safety System (GMDSS), IMO instruments are required to update any reference to solid INMARSAT with other providers.



Agenda item 3 IMO dataset related to “Acknowledgement receipt(s)”

2. It could be confusing when exchanging information and whether all parties have received required data. Undoubtedly, electronic information exchange environment needs the assurance mechanism. The Group will further develop how a ship and shore acknowledge the recipient of required data.

Agenda item 4 IMO dataset related to “Ship certificates” according to FAL.2/Circ.131

3. The current FAL Convention does not encompass all ship certificates required by other IMO mandatory instruments. The Group noted the compelling needs for inclusion of “ship certificates” to the dataset and agreed to consider further, how IMO Compendium to include exchange of all statutory ship certificates in electronic manner.

Agenda item 5 IMO dataset related to “Ship reporting system” (Resolution A.851(20))²

4. Information required by the Resolution is used to provide data for various purposes such as search and rescue, vessel traffic services, weather forecasting and prevention of marine pollution. The Group recognised the urgency of inclusion of this dataset to the IMO Compendium. The list of types of records to the Resolution will be reviewed and amended to accommodate all information that are not included in the Resolution but needed in shipping.

Agenda item 14 Review of the terms of reference of the EGDH

5. Under the first term of the terms of reference of this Group (See FAL 44/WP.5 Annex 4), the Group should continue the word related to the maintenance of the IMO Compendium on Facilitation and Electronic Business.

6. The following issues were raised to be discussed in further session:

- Communications with Maritime Safety Committee (MSC) and the Sub-committee on Navigation, Communication and Search and Rescue (NCSR) about relevant agenda under their purview, such as e-navigation³ and Maritime Safety Information (MSI). This Group, MSC and NCSR will be in correspondence for any update;
- The use of UN/LOCODE child codes⁴ for locations in general not only for terminals;
- Silent clearance procedure in the context of acknowledgment receipt(s); and

² The Assembly Resolution 851(20) *General Principles for Ship Reporting Systems and Ship Reporting Requirements, Including Guidelines for Reporting Incidents Involving Dangerous Goods, Harmful Substances and/or Marine Pollutants* provides principle requirements by a list of report types in order to provide, gather or exchange information through radio reports.

³ This includes the data harmonisation of the different hydrographical and other relevant information, such as bathymetric surfaces, water level information and surface currents, marine protected areas, navigational warnings weather overlay and marine radio services as well as product specification development guidebooks from the maritime industry in order to facilitate the requirements of e-navigation.

⁴ The codes facilities which deliver services in a location identified with a UN/LOCODE. The 2020 revision of Recommendation 16 advises that UN/LOCODE identifies an administrative or economic area relevant to international trade and transport, as defined by the competent national authority in each country. A child code identifies a facility which delivers services in a location listed in the UN/LOCODE database. <https://www.unece.org/cefact/locode/child-code.html>



- Necessity to amend IMO0042 *Crewmember rank or rating name, coded* and IMO0043 *Crewmember rank or rating, coded* to due to obsolete positions in the current version as well as the ranks to be in line with the STCW 78, as amended. The ITF will continue work with United Nations Economic Commission for Europe (UNECE) to update the dataset.

Action point

Note the information provided on the progress of IMO Compendium and the ITF's involvement on amendments to the crew list code in paragraph 6 of this document.

*Aforementioned IMO documents can be provided if requested.