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Technical Advisory Group 'TAG'

Step2 - Mapping of Data Sets and Gap Analysis

- Reading the Table

- Dictionary of Data Sets

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1 SECTION 1 Reading the Table

1.1 Introduction

The main purpose of this document is to provide clarifications on the assumptions and definitions underlying the Data Set Mapping and Gap Analysis Table¹ compiled in view to accomplish Step 2 of the Roadmap towards establishing the *Common Information Sharing Environment (CISE) for the surveillance of the EU maritime domain*² (hereinafter 'Roadmap').

In its second part, this document provides a Dictionary with explanations as regards the numerous Data Types/Sets that are compiled in the above mentioned Step2 Table.

The said Step2 Table constitutes preparatory work in the context of the Roadmap and shall in no way constitute or imply any obligations from any party involved.

1.2 Data Mapping

The TAG has compiled a first cross sectoral inventory of more than 370 existing and future Data Types/Sets (the Table's lines) that are relevant in the context of integrated maritime surveillance. The TAG proposes to structure these Data Types in three main **Data categories**:

- A. Maritime Traffic Data
- B. Maritime Space Data and
- C. Maritime Events Management Data

Each category is subdivided in various **Data groups**, mainly in relation with the permanency of information. Each of them contains a number of **Data sets** of logically related nature. A Data set contains **Data elements**, which are generally collected, filed and exchanged all together. About **90 Data sets** have been identified, representing about **500 data elements** – to be considered as **illustrative** of what might be accessed through CISE: there would be no point to try to pretend setting a definitive list of Maritime Data...

An associated draft "Data Dictionary" explaining each Data Group/Set/element (each line) is proposed in the second section of the present document.

¹ CISE Step2 – File "Maritime Data Supply-demand 21-11-2011 Edited"

² COM(2010)584final of 20.10.2010

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Further to the above mentioned Data Mapping, the TAG associated all the Data Types/Sets (lines) with two broad columns: One as regards 'Data Supply' and the other as regards 'Data Demand' (cf. 1.4 hereafter)

Section A: The table tries to distinguish the data from their degree of permanency/refresh rate:

- Group A1 **Ship Positional Data** refer to the instant knowledge of the position of the ship. This position update comes either from **reports** (A.1.1) sent by the ship (hence the need to detail the various types of ships as they are not subject to the same reporting obligations), or from **non-cooperative detection systems** (A.1.2) of ships (visual sightings, radars, sonar, electro-optic systems, electromagnetic support measures...). It includes data on the **ship activity** (A.1.3) when it might vary at any time (fishing ships)
- Group A2 **Ship Voyage Data** refer to information valid for a whole journey from a Port to the next (route, goods, equipment and people on board) and only updated when a change or a new voyage occurs. It is recognized that Customs Data relate to the whole journey of goods and are not limited to the considered ship voyage, however it remains a convenient way to access it in the context of maritime surveillance.
- Group A3 **Ship data** refer to permanent information on the ship: physical characteristics, ownership, operations, features allowing visual identification, historic data generally found in large databases.
- Group A4 **Logistic Data** allow including information on the goods on the initial and final journey before boarding/ after disembarking. This information cannot be anymore managed from the ship identifiers, but from the goods themselves (container number etc)
- Group A5 **Other non permanent infrastructures at sea** allows to manage the information on rigs, cages etc which are not ships but not either permanently chartered artifacts.

Section B is dedicated to the data geo-referenced to the sea floor (in the general meaning of marine charts) irrespectively to the passing of ships: hydrographic data, meteo-oceanic data, biological resources, sea bed data etc. again with different degrees of permanency.

Section C investigates the compilation of data required to manage any event at sea calling for institutional attention: safety, law enforcement, pollutions, natural disasters etc... To manage the maritime situation awareness, it is common to augment the information attached to a ship position, in order to retrieve it at any time e.g. from a click on the ship latest position. For the present analysis, this augmented/ aggregated information is **no more referred to as ship position** but as **elaborated information for situation management**, even if it is filed as extensions to the positional data. This is already the case when the ship reports are verified thanks to data fusion with ship detection systems and other sources of information.

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1.3 Underlying conventions

The TAG worked on the best knowledge and expertise of its members to compile that Step2 Table. However, as each TAG member represents the entirety of his/her respective User Community per *function* across EU internal borders, specific national divergences could not be taken into account for the present exercise. The present Step 2 Table therefore reflects an average situation across the EU and shall be regularly improved, updated and fine tuned.

Nevertheless, the Step 2 Table provides for an unprecedented overview Mapping and Gap Analysis of existing and future Data Sets across sectors throughout the EU that are relevant to integrated maritime surveillance. The intermediate results of both Pilot Projects *BluemassMed* and *MARSUNO* already provided highly valuable input to the TAG's work.

As already mentioned above, the present table constitutes preparatory work in the context of the Roadmap and shall in no way constitute or imply any obligations in terms of future data exchanges from any party implied.

1.4 Defining the Data Exchange Matrix columns – Data Supply

'Data Supply' refers to Data already owned/generated (**O** mark) or currently available from other owners (**X** mark). The Data Supply column is subdivided into all seven User Communities as well as in national, regional and EU levels. Data supply is currently mostly sectoral, and data collect and ownership predominantly implemented at national level.

Each User Community represented by respective TAG member(s) filled in this column for all Data elements (lines). The result provides an overview on which User Community currently owns/provides or receives which Data.

It also reveals that a certain number of Data are collected/ owned/ provided by various user Communities. For example "Persons on Board Data" (section A.2.4) appear partly "owned" by the Maritime Transport Community (UC1) or the Fishery Control Community (UC2), but also the Customs Community (UC4) and the Border Control Community (UC5). This hints towards a potential overlap of data provision by different User Communities. This question may be examined further. Conjugated with the fact that most of the data collect is made at national level, this renders challenging to assemble a "complete" data set across Europe: this will require connecting several incomplete repositories from several User Communities and numerous Member States or regional organisations.

It is not sufficient to investigate only the type of data, as the supply of data has also a geographic extent, defined as follows For each of the 7 "User Communities":

- The first column "**National**" means that the Data is generated ('O') or availed of ('X') at national level and might thus not be shared at all by this National actor or might be made accessible to other National actors but not susceptible of broader/ cross-border dissemination.

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- The next column “**Regional**” means that the Data is generated ('O') or availed of ('X') at regional level, thus by some foreign actors of neighboring countries (either EUMS or Third Countries), but not beyond.
- It is only if the Data is generated ('O') or availed of ('X') by EU Agencies and a majority of MS that the **EU-level** is met. The same for other international bodies including a large number of EU Member States (e.g. Nato).

1.5 Defining the Data Exchange Matrix columns – Data Demand

'Data Demand' refers to Data not yet accessible to a User Community that may however be desirable as of value to it in view of a more effective and cost efficient execution of its tasks. Again this column is subdivided into all seven User Communities as well as in national, regional and EU levels. Data demand is generally cross-sectoral and cross-border.

- For each of the 7 “User Communities”, the first column “**National**” should be ticked if the corresponding data set is to be exchanged between national authorities (within a Member State or under bilateral agreements between Member States).
- The column “**Regional**” should be ticked if the corresponding data set is to be:
 - exchanged between national authorities of the same maritime region and/or
 - made available by a regional authority
- The column **EU level** should be ticked if the corresponding data set is deemed useful over the whole extent of the EU (even if such data set is not entirely compiled at EU level e.g. by an EU Agency)

Each user community represented by respective TAG member(s) also filled in this column for all 370 Data Types/Sets. The result provides for detecting a GAP between the demand by certain user communities for a number of these Data Types/Sets which is not matched by an adequate supply of these same data by those User Communities that own them.

1.6 Defining the Data Sensitivity

It has been agreed by the TAG to indicate the current level of sensitivity of the listed Data from the standard EC Classified information rating, as defined by the COMMISSION DECISION of 29 November 2001³, namely “unclassified”, “EU Restricted”, “EU Confidential” and EU Secret / Top Secret (unlikely to be supported by CISE). All other markings will have to be stated equivalent to one of these. The corresponding columns

³ 2001/844/EC, ECSC, Euratom – Official Journal of the EC, 3.12.2001

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are included in the Data Exchange Matrix for each User Community, providing an overview of current protection levels.

Many data elements appear unclassified but **subject to legal conditions for exchange**. Only a minority of these conditions relate to personal data protection, the large majority relate to professional secrecy. These data are marked by a **C** in the unclassified column, the grounds of such conditions indicated in the next columns, including precise references to legislation.

EU legislation in the matter is relatively recent, and the conditions generally relate to the purpose of the use of the information. Still, the purpose covers generally several User Communities of CISE and should not be an obstacle to implement CISE.

The question remains of possibly more restrictive national legislation. The full alignment of all national legislation to the current EU regulations is to be part of Step 6 ("Providing a coherent legal framework")

An important comment is that a Data once released cannot increase its level of classification. This means that the possibly more sensitive additional information attached to it is not part of it but a separate data with distinct protection and exchange rules – e.g. could be an "extension" or "meta-data" of the original data only accessible to the specifically authorised recipients. Conversely this can help managing sensitive data exchanges by splitting the data components and segregating the most sensitive parts.

1.7 Data availability in existing networks

The TAG has identified 15 existing EU-wide information exchange networks and another 8 at regional level⁴. Networks in development such as EUROSUR, EMODNET, IMDatE, FAO Global Record of Fishing Vessels, E-Maritime, future Entry-Exit register, FishNet or Marsur are not quoted hereafter but are evidently considered in the CISE analysis⁵

The tick in these columns indicates if this network currently allows exchanging this data type.

EU-wide information exchange networks

- SafeSeaNet (SSN), LRIT-EC-DataCentre, CleanSeaNet (CSN) and Thetis (port state control data) are all managed by EMSA and sufficiently known to not require being detailed. They are all born from the Maritime Safety User Community, even if they become increasingly available to other UCs. They include alert services to Member States. Each MS Focal Point manages the access rights of its various administrations.

⁴ When the regional information is compiled and made available at EU level, it is not quoted again (e.g. Mares, Helcom and North Sea AIS which are compiled in SafeSeaNet are not quoted)

⁵ Ongoing developments at experimentation stage (Marsur, BlueMassMed etc. are not yet sufficiently defined to allow stating what information might be exchanged or not.

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- The Fishery User Community manages various networks:

The “**EU Hub**” has been developed to support information exchanges among MSs of Vessel Monitoring System (**VMS**) data and recently created **e-Log-books**.

Regional Fishery Monitoring Organisations (RFMOs) are international organisations formed by countries with fishing interests in an area. Some of them manage all the fish stocks found in a specific area, while others focus on particular highly-migratory species, notably tuna, throughout vast geographical areas. The organisations are open both to countries in the region (“coastal states”) and countries with interests in the fisheries concerned. While some RFMOs have a purely advisory role, most have management powers to set catch and fishing effort limits, technical measures, and control obligations. The EU, represented by the Commission, plays an active role in six tuna organisations and 11 non-tuna organisation. The RFMOs are generally supported by information sharing networks aiming in particular at fighting IUU fishing.

FIDES is a one-stop shop which automates the management of fishery data using Internet technologies, accessible by national administrations in the EU Member States and the European Commission. It offers a wide range of alternatives such as web, e-mail and file transfer. Overall, FIDES aims to improve the operation of the Community's Common Fishery Policy through a technology enhanced communications infrastructure linking DG Maritime Affairs and Fisheries and corresponding administrations in the EU Member States. There is also the possibility of expanding the system to other countries in the future.

- The Marine Environment User Community manages a number of EU-wide networks.

SEIS (Shared Environmental Information System) provides decision-makers at all levels (local to European) with real-time environmental data, thus allowing them to make immediate and life-saving decisions. It aims into improving collaboration between organisations and facilitating interaction with civil society at large. It implements the INSPIRE principles.

MyOcean is a web services portal established by a FP7 Space project (GMES) to offer access to a large catalogue of marine environment monitoring “products”⁶ and services generated mainly from space data. As it now reaches the operational phase, it has been retained in this inventory even if the long term funding is not yet secured.

CECIS interconnects the Monitoring and Information Centre (MIC) of the EC Directorate General for Humanitarian Aid and Civil Protection with National Authorities with responsibility to protect citizens from natural and technological hazards. It constitutes the Common Emergency Communication and Information System (CECIS) provided in the context of the Council Decision 2007/779/EC –

⁶ http://www.myocean.eu/automne_modules_files/pmedia/public/r124_9_myocean_catalogue_v1-1_july_2011.pdf

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Euratom (recast). It addresses major emergencies, i. e. natural, technological, radiological or environmental accidents occurring inside or outside the Community, including accidental or deliberate marine pollution.

- Customs are rapidly developing unified electronic formats and repositories for implementing the E-Customs scheme: the main sub-registers are ECS/ICS/NCTS⁷. These systems are not specific to maritime transport, and trace the end-to-end goods' movements.
- The Border Control User Community manages the Schengen instruments: Visa Information System (**VIS**), Schengen Information System (**SIS**), and the associated **SIRENE** (Supplementary Information Request at the National Entry).
- Europol has established **SIENA** to support the Law Enforcement Communities, as an information exchange network. SIENA can not be seen as a database, but as an application for secure exchange of information within the law enforcement communities. The Europol National Units in the Member States as well as the Liaison Officers at Europol are connected directly to SIENA. Additionally it is possible to connect other competent authorities in the Member States directly to SIENA. Competent Law Enforcement Authorities not connected to SIENA can be reached through the Europol National Unit. Additionally, organisations and non EU Member States, with whom Europol has an cooperation Agreement can be connected directly to SIENA, which is already the case for a number of Member States.

In addition to SIENA, Europol also provides the Europol Information System (EIS), which is a database for sharing information. Each member state, non member states with a cooperation agreement and Europol can insert and query data. Hence, information deposited therein is made available to other EU investigators. Furthermore, data is automatically compared with information deposited by other member states. The purpose of this is to look for matches with a view to enhancing intelligence and providing new leads for further investigation. The Europol national units have direct access in order to run queries and to insert and maintain data in it. Member states' liaison officers at Europol and duly empowered Europol officials also have direct access to perform these actions. In specific situations as described in the Europol Council Decision, third parties may also have indirect access to the information through Europol. They may also contribute data to the system.

Regional information exchange networks

- The first networks appearing in the table are cross-sectoral information exchange networks established by Defence Administrations at regional level in the Baltic.

In the early 2000's, Finland and Sweden initiated the Sea Surveillance Co-operation Finland Sweden (**SUCFIS**) Project. The aim was to merge two independent national sea surveillance systems electronically. In addition to the automatised exchange of information, another significant step was the adoption of

⁷ Export Control System/ Import Control System/ New Computerized Transit System

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common practices and establishing points of contact between the sea surveillance centres. SUCFIS has been operational since the summer of 2006. SUCFIS is established through a specific secure network between the two countries.

SUCBAS is an initiative at the scale of the entire region, including Norway, based on the principle that each state decides for itself what parts of its recognised maritime picture (RMP) it wants to share with other states. The exchange of information between the contracting parties' (Finland, Estonia, Lithuania, Sweden, Denmark, Germany, Latvia and Poland) sea surveillance operators is effective from 2 April 2009.

- The UC Maritime Safety has implemented some sectoral regional information networks, a number of them being "building blocks" of the global SafeSeaNet service. These are not quoted here to avoid the risk of duplication of Data census. Some others are not integrated in broader EU networks, and in particular:

BOSB Baltic Ordnance Safety Board was developed from a Swedish initiative (in very close co-operation with Germany) in order to establish a body of interested and willing nations in the surroundings of the Baltic Sea to make a joint effort to reduce the risk posed by historical ordnance of different kinds. In World War I and II, approximately 80 000 sea mines, mainly of German and Russian origin were laid in Baltic Sea region. Since 1995 ca. 500 mines are found and disposed of in Estonian waters. There is still an unknown number of ordnance left in the Baltic. In order to make it possible to impartially prioritise areas where clearance of historic ordnance is most beneficial, the Swedish Mine Warfare Data Centre (MWDC) has developed a prioritising system, which considers maritime activities such as fishing (seabed trawling) and shipping; intelligence and mine density in a particular region.

- The UCs Marine Environment and Maritime safety benefit in the Baltic of a specific network for ice management. **Baltice.org** is a single access point to reliable and up to date information related to winter navigation in the Baltic Sea area. This site gathers information and instructions from icebreaking authorities from all the Baltic Sea countries (Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Poland, Russia and Sweden). Information is available free of charge and meant for users of winter navigation information at the Baltic Sea. Daily updated ice chart of the whole Baltic Sea area is available in pdf format. Ice chart data is also viewable in Ice Map -window, where it is possible to move, zoom in and out, and measure distances and directions on the ice map. The data is viewable in different WMO styles. The website is commissioned and financed by Baltic Icebreaking Management (BIM), which has members from all Baltic Sea countries, and co-financed by the European Commission through the programme for trans-European transport network.

- The UC Border Control benefits from two regional networks:

The **Sea Horse** Network is a dedicated secure satellite communication network developed by the European Union (EU) and Spain to monitor migratory flows between sub-Saharan Africa and Spain. The "Sea Horse Network is already in

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place between Spain, Portugal, Morocco, Senegal, Gambia, Guinea Bissau, Mauritania and Cape Verde. All this information is processed in the central platform installed in the Canary Island. The major advantage of the Sea Horse system is that increases the cooperation of authorities from Spain, Portugal, North and West African countries. It might be extended to other EU and non-EU states. Based upon a SatCom VPN, it allows sharing sensitive information such as intelligence.

The **Coastnet** network is an Internet-based data exchange system developed under the direction of the Finnish border guard. Denmark, Estonia, Finland, Germany, Latvia, Lithuania, Norway, Poland, Russia and Sweden are part of Coastnet, enabling their border guards to exchange information about ongoing border control operations, including a joint sea surveillance system covering the whole Baltic Sea. A future possibility is to forward radar images through the system. The purpose of the forum is to prevent illegal activities in the Baltic Sea region and improve the efficiency of joint efforts of border services

- The Defence User Community has established regional information exchange networks, and the table refers to:

Mercury is originally a multi-layer security software from Lockheed Martin developed in the framework of CentrixS net-centric warfare development for US and NATO defence forces. It has been used to implement a specific secure information exchange network to support the ATALANTA anti-piracy activities. Access to this “chat” network managed from Northwood (UK) can be granted to other countries and institutions involved as well in anti-piracy actions. It provides in particular instant messaging and chat, near-real time broadcast of piracy alerts, and attack reports. Building and exchanging a Common Operational Picture through Mercury has been discussed at the SHADE information exchange forum on Piracy.

V-RMTC (Virtual Regional Maritime Traffic Centre) is an internet –based ship positions exchange network (mainly AIS) in the form of a plain and unclassified Maritime Picture. V-RMTC was initialised in the Mediterranean and Black Sea (5+5 group) but possibly extended to any nation/region and handles ever-increased ship positions. Compared to SSN, V-RMTC assembles in a centralised way the data from a “coalition of the willing” well beyond EU borders instead of being related to mandatory EU reporting. V-RMTC also provides unclassified Chat-Rooms and Forums within the communities for message exchange. Based on V-RMTC Italy is currently developing the System for Inter-agency Integrated Maritime Security (DIIMS) with additional sensor data from satellite, radar, Vessel Traffic Systems and other sources, making the data and information exchange available to the Italian authorities (Carabinieri, Coast Guard, State Police, Custom Police and Customs).

Other multinational information exchange networks

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- **MSSIS** (Maritime Safety and Security Information System) provides the unclassified ("white" picture of the maritime traffic from the AIS data of the members of the network). Managed by the US Department of Transportation (DOT), it is aiming for global coverage and aggregates AIS data from 66 Nations on a willing to share basis including many third countries e.g. in South and East Mediterranean Sea. It is not comparable to systems based upon EU legislation.
- The Defence Community has, for a majority of Member States, access to the NATO maritime surveillance data exchange network: MSSIS data (cf. above) are fed into NATO's **MCCIS** (Maritime Command and Control Information System), which is classified and includes also intelligence and classified surveillance data. NATO has two Maritime Component Commands (MCCs): The MCC Naples (Italy) is responsible for the Mediterranean Sea, while the MCC Northwood (UK) covers the North Atlantic. In addition, a single Shipping Centre is located at Northwood to maintain a global commercial shipping picture. Each MCC has an MSSIS.

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1.8 Types of Data

To try capturing the Type (= nature) of the various Data, the following segmentation is proposed, to be possibly documented at a later stage:

- “Vectors, elementary data” (or equally “data grain”) stands for the un-aggregated (“elementary”) information (e.g. a position message) generally time-stamped, as acquired. It has generally numerous “fields” which are numbers, letter codes or short text. It can have additional fields (“meta-data”) to code the origin, the degree of confidence, the possible suspicion etc.
- “Tracks” stands for a processed (or equally compiled) consistent vector over certain duration and spatial area, including the compilation of several types of elementary data (declarative systems, radar or optic detections, images, data base entries...), to provide an integrated movement monitoring Data still relating to a particular component (e.g. a particular ship, cargo item, person...) but uniting all the collected information on it. Again it can have additional fields (“meta-data”) to code the origin, the degree of confidence, the possible suspicion etc.
- “Text, reports” stands for the directly readable outcome of a complex process of analysis of many Data. It includes messages (e.g. e-mails), word documents, PDF etc, possibly including also maps, photographs, active web links etc. It aims generally at disseminating expert-based analyses of a complex event or course of events.
- “Audio” means a Data provided through oral communication (e.g. phone call, VHF message, audio signature, VOIP etc.)
- “Pictures, scans” means a Data provided through static visual communication (predominantly graphic – e.g. maps, photographs, screen shots etc. - but including possibly text labels etc.)
- “Video, raster” means a string of consecutive pictures recording an evolving event

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2 SECTION 2 Data Dictionary

Section A Maritime Traffic Data Category

This section relate only to the monitoring of mobile objects on the seas (predominantly ships) and ship-related features (persons, goods...)

Sub-section A.1 Ship positional data

These data are time-stamped and are permanently refreshed

Group A.1.1 Ship Reports Data

This near-real time information is reported by the ships either from mandatory regimes (AIS, LRIT, VMS...) or voluntary

Set	Line (Excel Table)	Element	Description
Set A1.1.1 Commercial ships subject to mandatory position reporting (AIS)			
	A1.1.1.1	Position latitude and longitude	Latitude: -90 to 90 degrees (SOUTH) Longitude: -180 to 180 degrees (decreasing WESTbound, 360 degrees jump on GMT /UTC date change line) Precision 0.01 seconds. Accuracy and refresh rate TBD based on area,speed criteria. WGS-84 ellipsoid.
	A.1.1.1.2	Length of ship for/aft sensor	Actual distance (in metres) allowing to assess from the sensor location data and heading the effective position of bow and stern
	A.1.1.1.3	Time Greenwich Mean Time (GMT)	UTC date and time. Value range: To be determined Resolution: 1 second. Reporting interval TBD based on area, speed, operational mode and navigational status criteria (for all positional data group)
	A.1.1.1.4	Course	Course over ground from 0 to 360. Necessary to evaluate the requirements to store heading information.
	A.1.1.1.5	Speed	Speed over ground. Range TBD. Resolution 0.01 Knots.
	A.1.1.1.6	Navigational status	Navigational status information related to the COLREGS definitions.
	A.1.1.1.7	Types of sensor	Enumeration of the position source, or in case of combination, the source with the highest confidence level. Types: GNSS, DGNSS, eLoran, Chayka, Radar, RTK, Inertial, Estimated, Reported, undefined.
	A.1.1.1.8	Data provider	Identification of the data provider TBA (country/ administration/ originating surveillance system...)

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Set	Line (Excel Table)	Element	Description
Commercial ships AIS	A.1.1.1.9	Track number or label	tentatively composed by: Owner code/ Nation Code/ Agency code/ block running number
	A.1.1.1.10	(spare line)	

Set A1.1.2 Fishing ships Vessel Monitoring System (VMS) position reporting (NB: AIS reports from fishing ships included in section A.1.1.1)

A.1.1.2.1	Position latitude and longitude	Latitude: -90 to 90 degrees (negative SOUTH) Longitude: -180 to 180 degrees (decreasing WESTbound, 360 degrees jump on GMT/UTC date change line) Precision 0.01 seconds. Accuracy and refresh rate TBD based on area, speed criteria. WGS-84 ellipsoid.
A.1.1.2.2	Time Greenwich Mean Time (GMT)	UTC date and time. Value range: To be determined Resolution: 1 second. Reporting interval TBD based on area, speed, operational mode and navigational status criteria (for all positional data group)
A.1.1.2.3	Course	Course over ground from 0 to 360. Necessary to evaluate the requirements to store heading information.
A.1.1.2.4	Speed	Speed over ground. Range TBD. Resolution 0.01 Knots.
A.1.1.2.5	Navigational status	Navigational status information related to the COLREGS definitions.
A.1.1.2.6	Types of sensor	Enumeration of the position source, or in case of combination, the source with the highest confidence level. Types: GNSS, DGNSS, eLoran, Chayka, Radar, RTK, Inertial, Estimated, Reported, undefined.
A.1.1.2.7	Data provider	Identification of the data provider TBA (country/ administration/ originating surveillance system...)
A.1.1.2.8	Track number or label	tentatively composed by: Owner code/ Nation Code/ Agency code/ block running number
A.1.1.2.8	Trip number	As defined by Fishery Control regulation.
A.1.1.2.9	(spare line)	

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Set	Line (Excel Table)	Element	Description
Set A1.1.3 Military ships position reporting data			
	A.1.1.3.1	Position latitude and longitude	Latitude: -90 to 90 degrees (negative SOUTH) Longitude: -180 to 180 degrees (decreasing WESTbound, 360 degrees jump on GMT /UTC date change line) Precision 0.01 seconds. Accuracy and refresh rate TBD based on area,speed criteria. WGS-84 ellipsoid.
	A.1.1.3.2	Length of ship for/aft sensor	Actual distance (in metres) allowing to assess from the sensor location data and heading the effective position of bow and stern
	A.1.1.3.3	Time Greenwich Mean Time (GMT)	UTC date and time. Value range: To be determined Resolution: 1 second. Reporting interval TBD based on area, speed, operational mode and navigational status criteria (for all positional data group)
	A.1.1.3.4	Course	Course over ground from 0 to 360. Necessary to evaluate the requirements to store heading information.
	A.1.1.3.5	Speed	Speed over ground. Range TBD. Resolution 0.01 Knots.
	A.1.1.3.6	Navigational status	Navigational status information related to the COLREGS definitions.
	A.1.1.3.7	Types of sensor	Enumeration of the position source, or in case of combination, the source with the highest confidence level. Types: GNSS, DGNSS, eLoran, Chayka, Radar, RTK, Inertial, Estimated, Reported, undefined.
	A.1.1.3.8	Data provider	Identification of the data provider TBA (country/ administration/ originating surveillance system...)
	A.1.1.3.9	Track number or label	tentatively composed by: Owner code/ Nation Code/ Agency code/ block running number
	A.1.1.3.10	(spare line)	

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Set	Line (Excel Table)	Element	Description
Set A1.1.4 Law enforcement ships position reporting data			
	A1.1.4.1	Position latitude and longitude	Latitude: -90 to 90 degrees (negative SOUTH) Longitude: -180 to 180 degrees (decreasing WESTbound, 360 degrees jump on GMT /UTC date change line) Precision 0.01 seconds. Accuracy and refresh rate TBD based on area,speed criteria. WGS-84 ellipsoid.
	A.1.1.4.2	Time Greenwich Mean Time (GMT)	UTC date and time. Value range: To be determined Resolution: 1 second. Reporting interval TBD based on area, speed, operational mode and navigational status criteria (for all positional data group)
	A.1.1.4.3	Course	Course over ground from 0 to 360. Necessary to evaluate the requirements to store heading information.
	A.1.1.4.4	Speed	Speed over ground. Range TBD. Resolution 0.01 Knots.
	A.1.1.4.5	Navigational status	Navigational status information related to the COLREGS definitions.
	A.1.1.4.6	Types of sensor	Enumeration of the position source, or in case of combination, the source with the highest confidence level. Types: GNSS, DGNSS, eLoran, Chayka, Radar, RTK, Inertial, Estimated, Reported, undefined.
	A.1.1.4.7	Data provider	Identification of the data provider TBA (country/ administration/ originating surveillance system...)
	A.1.1.4.8	Track number or label	tentatively composed by: Owner code/ Nation Code/ Agency code/ block running number
	A.1.1.4.9	(spare line)	

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Set	Line (Excel Table)	Element	Description
Set A1.1.5 Other position reporting ships (yachts...)			
	A1.1.5.1	Position latitude and longitude	Latitude: -90 to 90 degrees (negative SOUTH) Longitude: -180 to 180 degrees (decreasing WESTbound, 360 degrees jump on GMT /UTC date change line) Precision 0.01 seconds. Accuracy and refresh rate TBD based on area, speed criteria. WGS-84 ellipsoid.
	A.1.1.5.2	Time Greenwich Mean Time (GMT)	UTC date and time. Value range: To be determined Resolution: 1 second. Reporting interval TBD based on area, speed, operational mode and navigational status criteria (for all positional data group)
	A.1.1.5.3	Course	Course over ground from 0 to 360. Necessary to evaluate the requirements to store heading information.
	A.1.1.5.4	Speed	Speed over ground. Range TBD. Resolution 0.01kn
	A.1.1.5.5	Navigational status	Navigational status information related to the COLREGS definitions.
	A.1.1.5.6	Types of sensor	Enumeration of the position source, or in case of combination, the source with the highest confidence level. Types: GNSS, DGNSS, eLoran, Chayka, Radar, RTK, Inertial, Estimated, Reported, undefined.
	A.1.1.5.7	Data provider	Identification of the data provider TBA (country/ administration/ originating surveillance system...)
	A.1.1.5.8	Track number or label	tentatively composed by: Owner code/ Nation Code/ Agency code/ block running number
	A.1.1.5.9	(spare line)	

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Group A.1.2 (Single set) Ship Detection Data

This near-real time information is gathered by various sensors (Radar, EOS, sonar...) from coast, planes, patrol ships, satellites... without requiring cooperation of the ships

Set	Line (Excel Table)	Element	Description
Set A.1.2 Ship Detection Data	A1.2.1	Position, course, time, speed	The data should preferably be encoded identically to A.1.1.1, A.1.1.2, A.1.1.3 and A.1.1.4 above.
	A1.2.2	Type of ship etc.	These are physical indications aiming at easing identification that are excerpt from the detection signals.
	A1.2.3	Type of activity etc.	These are behavior indications aiming at easing risk assessment that are excerpt from the detection signals.
	A1.2.4	Data provider	As for A1.1.8 above
	A1.2.5	Sightings	Message from visual detections (from planes, ships, semaphores...)
	A1.2.6	EOS permanent networks	Detections from permanent coastal networks of electro-optic systems (CCTV, low light cameras, infra-red...)
	A1.2.7	Radar - permanent networks	Detections from VTMS radar networks
	A1.2.8	Radar - deployed assets	Radar detections from ships, planes, drones...
	A1.2.9	Optic - Satellites	Detection from satellite EOS pictures
	A1.2.10	Radar - Satellites	Detection from satellite radar (generally SAR pictures)
	A1.2.11	Underwater sensors	Detection from buoys or seabed electric, magnetic, acoustic sensors etc.
	A1.2.12	Sonar data	Detection and tracking from passive or active sonar (ships, seabed, port entrances...)
	A1.2.13	Signal intelligence	Detection of a ship from its electromagnetic emissions (nav radar, coms..)
	A1.2.14	Sensor type and class	For all the above, key sensor characteristics allowing to assess range, resolution, PoD etc)
	A1.2.15	(spare line)	

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Group A.1.3 (Single set) Fishing Activity additional near-real time data**This near-real time information results from additional ship reporting information specific to the fishing community.**

Set	Line (Excel Table)	Element	Description
Set A.1.3 Fishing Activity additional near-real time data			
	A1.3.1	Start/stop fishing	Self-explaining times (as A1.1.1.3)
	A1.3.2	Transshipment	Message detailing vessels involved, time, species, quantities, etc. to proceed to authorized transshipment
	A1.3.3	Fishing gear	Message detailing the characteristics of currently used Fishing gear – type, length, mesh size etc.
	A1.3.4	Catch	Message detailing current catches by species, quantities etc.
	A1.3.5	Partner vessels	Message detailing the list of vessels cooperatively involved in the current fishing activity (IRCS, name etc)
	A.1.3.6	(spare line)	

Group A2 Ship Voyage Data**These data are normally actualized at every Port call, and do not require near-real time actualization during a ship voyage****Set A.2.1 Ship Route Data****This information is reported by the ships from mandatory regimes (ISPS...).**

A.2.1.1	Port of origin	Port of voyage departure or operational base, including its current ISPS Port Security level
A.2.1.2	Last Port of call	Self explaining – id.
A.2.1.3	Events related with last port	From Ports State control reports, or any other national authority report
A.2.1.4	Estimated / actual Time of Departure (ETD / ATD)	Either ATD if underway or ETD if anchored or docked.
A.2.1.5	Port/country of destination	The last country of destination of the goods to be exported as known at the time of export
A.2.1.6	ISPS notification & security report	As per ISPS obligations corresponding to its current ISPS Port Security level
A.2.1.7	Activity	Short text description of the operation that is being performed (as declared/ as observed)/last Port of call

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Set	Line (Excel Table)	Element	Description
Set A.2.1 Ship Route Data	A.2.1.8	Route Plan	Description of the route plan by sequential list of waypoints and respective estimated time of passage. For customs: identification of countries of original departure and of final destination.
	A.2.1.9	Estimated Time of Arrival	Either ETA if underway or ATA if anchored or and Actual Time of Arrival (ETA +ATA) docked, incl. (import only). (Scheduled) Date and time of arrival at first place of arrival in Custom's territory. Local time of first place.
	A.2.1.10	Ship's Charterer	Self explaining
	A.2.1.11	Ship's Agent	Self explaining
	A.2.1.12	Ship's Insurance Broker	Self explaining – generally reduced to the Insurance Certificate
	A.2.1.13	Platform limitations	Description of any operational limitation resulting from Incidents associated to crew, engines, structural or environmental contingencies
	A.2.1.14	Conveyance reference number	Identification of the journey of the means of transport (currently not applicable in maritime transport) (import only)
	A.2.1.15	First place of arrival code	Identification of the first arrival location in the Customs territory.
	A.2.1.16	Subsequent office(-s) of entry	Identification of the subsequent customs offices of entry in the customs territory of the Community. (import only)
	A.2.1.17	Customs office of exit (export only)	The last customs office before the goods leave the customs territory of the Community.
	A.2.1.18	(spare line)	

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Set A.2.2 Voyage-related Goods on board Data

This section only includes voyage-related information on goods on board as reported by the ship's agent / freight forwarder(s) from mandatory regimes (principally Custom regulations, but also ISPS etc.). Most of the Customs data relate to the whole journey of the goods

Set	Line (Excel Table)	Element	Description
Set A.2.2 Goods on board Data	A.2.2.1	Ship's Charterer	as A.2.1.10
	A.2.2.2	Cargo (IMO class + quantity)	In accordance with IMO classification list
	A.2.2.3	Cargo commodity code	Entry and Exit Summary declarations: 4-digit CN code, export customs declaration: 8-digit CN code
	A.2.2.4	Goods description	Plain language description that is precise enough for Customs services to be able to identify the goods
	A.2.2.5	Type of packages code(s)	In accordance with UN/TDED classification list
	A.2.2.6	Number of packages	Number of individual items packaged in such a way that they cannot be divided without first undoing the packing, or number of pieces, if unpackaged.
	A.2.2.7	Shipping marks	Marking on the good's packaging relating to the current journey
	A.2.2.8	UN dangerous goods code(s)	Also known as Hazmat, refer to UNO/ECOSOC categories and labels
	A.2.2.9	Gross mass	In accordance with UN/TDED definition
	A.2.2.10	Net mass (only export)	In accordance with UN/TDED definition
	A.2.2.11	Statistical value (only export)	Value of the goods declared for statistical purposes
	A.2.2.12	Supplementary units (only export)	Quantity of the goods in the unit as required by Customs for tariff, statistical or fiscal purposes.
	A.2.2.13	Actual draught	Range to TBD. In metres. Resolution 0.1 meters
	A.2.2.14	Cargo Declarations	As per transport manifest
	A.2.2.15	Equipment identification number, if containerised; container nr	Marks (letters and/or numbers) which identify the container. (indicator used only in export)
	A.2.2.16	Container global journey details	No predefined format (text, table...) incl. seals data (c.f. Customs)
	A.2.2.17	Seal's identifiers	Seals: The identification numbers of the seals affixed to the transport equipment.
	A.2.2.18	Transport document number	Reference of the transport document that covers the transport of goods into or out of the customs territory.

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Set	Line (Excel Table)	Element	Description
Goods on board Data	A.2.2.19	Unique consignment Reference nr	Unique number assigned to goods, for entry, import, exit and export.
	A.2.2.20	Additional information	Coded form of an additional statement.
	A.2.2.21	Documents produced	Codes specifying the type and the name of an additional document.
	A.2.2.22	Customs: Country(-ies) of routing codes	Self explaining
	A.2.2.23	Summary declaration	Type and identifier of a document used for declaration previously presented.
	A.2.2.24	Customs: Country(-ies) of routing codes	Self explaining
	A.2.2.25	Number of items	Count of the total number of goods items within a declaration
	A.2.2.26	Goods item number	Number of the item in question in relation to the total number of items declared in the declaration.
	A.2.2.27	Declaration date	Date at which a declaration was issued and when appropriate, signed or otherwise authenticated.
	A.2.2.28	Signature/ authentication	Proof that a document has been authenticated indicating where appropriate the authentication party.
	A.2.2.29	Declaration type (export only)	Code specifying the name of a document.
	A.2.2.30	Consignor/Exporter (export only)	Name, address and identification number of the party who makes - or on whose behalf - the export declaration - is made - and who is the owner of the goods or has similar right of disposal over them at the time when the declaration is accepted.
	A.2.2.31	Declarant/Representative	Name, address and Identification of a party authorised to act on behalf of another party.
	A.2.2.32	Country of destination (export)	ISO 3166 identification of the last country of destination of the goods to be exported as known at the time of the export.
	A.2.2.33	Inland mode of transport (export)	Mode of transport upon departure

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Set	Line (Excel Table)	Element	Description
Goods on board Data	A.2.2.34	Procedure code (export only)	Code indicating which Customs procedure is associated with the declaration.
	A.2.2.35	Consignor	Name, address and identification number of the party consigning goods as stipulated in the transport contract by the party ordering transport.
	A.2.2.36	Consignee	Name, address and identification number of party to which goods are consigned.
	A.2.2.37	Carrier (import only)	Name, address and identification number of party providing the transport of goods between named points.
	A.2.2.38	Notify Party (import only)	Name address and identification of party to be notified.
	A.2.2.39	Mode of transport at the border	Mode of transport corresponding to the active means of transport which is expected to be used on exit from or enter the customs territory of the Community.
	A.2.2.40	Location of goods (export only)	Precise location where the goods may be examined
	A.2.2.41	Place of loading (import only)	Name of a seaport, airport, freight terminal, rail station or other place at which goods are loaded onto the means of transport being used for their carriage, including the country where it is located.
	A.2.2.42	Place of unloading (export only)	Name of the seaport, airport, freight terminal, rail station or other place at which the goods (cargo) are unloaded from the means of transport having been used for their carriage, including the country where it is located
	A.2.2.43	Transport charges method of payment	Code specifying the payment method for transport charges.
	A.2.2.44	Other specific circumstances	Coded element that indicates the special circumstance the benefit of which is claimed by the trader concerned.
	A.2.2.45	Elements of suspicion of the cargo on board	No predefined format (text message)
	A.2.2.46	Smuggling of goods related info	No predefined format (text message)
	A.2.2.47	Other Intelligence	No predefined format (text message)
	A.2.2.48	(spare line)	

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Set A.2.3 Voyage-related Persons on board Data**This information is reported by the ship's agent from mandatory regimes (ISPS, Schengen...).**

Set	Line (Excel Table)	Element	Description
Set A.2.3 Persons on board Data			
	A.2.3.1	Master/Captain details	Self explaining
	A.2.3.2	Crew list	Self explaining
	A.2.3.3	List of persons on board	Self explaining
	A.2.3.4	Total number of persons onboard	Self explaining
	A.2.3.5	Intel. On possible illegal cross-border Passage	Self explaining
	A.2.3.6	(spare line)	

Set A.2.4 Voyage-related Fishing Data**This information is reported by the Master or his ship owner from mandatory regimes**

A.2.4.1	Gear - type & meshsize onboard	Self explaining (in use, A1.3.3)
A.2.4.2	Destination - Crossing EEZ (COE/COX)	
A.2.4.3	Destination - Checkpoint (CON)	
A.2.4.4	Catch on board by species	Self-explaining
A.2.4.5	Catch to be landed by species	Might differ (due to transshipment to fish cages, reefers etc)
A.2.4.6	(spare line)	

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Group A3 Ship Data

These data are permanent, referenced to a particular ship, and are only up-dated when a change occurs

Group A.3.1 Ship characteristic (permanent data)

This information allows describing and identifying the ship herself.

Set	Line (Excel Table)	Element	Description
Set A.3.1.1 Commercial ships characteristics (permanent)			
	A.3.1.1.1	IMO number	Self explaining
	A.3.1.1.2	Type	In accordance with IMO classification list its current ISPS Port Security level
	A.3.1.1.3	Length	Length over all. In meters. Resolution 0.1 meters
	A.3.1.1.4	Beam	Beam over maximum width. In meters. Resolution 0.1 meters
	A.3.1.1.5	Max draught	In meters. Resolution 0.1 meters its current ISPS Port Security level
	A.3.1.1.6	Gross tonnage (GT)	In cubic meters, from 1969 International Convention
	A.3.1.1.7	Dead weight (DWT)	Overall max cargo weight in metric Tons
	A.3.1.1.8	Propulsion type	Self explaining (steam, diesel, gas turbine, nuclear, diesel/electric, number of shafts, pump jets...)
	A.3.1.1.9	Main engine power	In kW
	A.3.1.1.10	Maximum speed	In knots (kn) i.e. nautical miles per hour
	A.3.1.1.11	Number of masts	Self explaining
	A.3.1.1.12	Ship design data, drawings etc	File containing detailed design features, drawings etc.
	A.3.1.1.13	Year of construction	Self explaining
	A.3.1.1.14	Initial classification society	Self explaining
	A.3.1.1.15	(spare line)	
Set A.3.1.2 Fishing ships characteristics (permanent)			
	A.3.1.2.1	Type	In accordance with IMO classification list its current ISPS Port Security level
	A.3.1.2.2	Length	Length over all. In meters. Resolution 0.1 meters
	A.3.1.2.3	Beam	Beam over maximum width. In meters. Resolution 0.1 meters
	A.3.1.2.4	Max draught	In meters. Resolution 0.1 meters

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Set	Line (Excel Table)	Element	its current ISPS Port Security level
			Description
Fishing ships characteristics	A.3.1.2.5	Gross tonnage (GT)	In cubic meters, from 1969 International Convention
	A.3.1.2.6	Dead weight (DWT)	Overall max cargo weight in metric Tons
	A.3.1.2.7	Propulsion type	Self explaining (steam, diesel, gas turbine, nuclear, diesel/electric, number of shafts, pump jets...)
	A.3.1.2.8	Main engine power	In kW
	A.3.1.2.9	Maximum speed	In knots (kn) i.e. nautical miles per hour
	A.3.1.2.10	Number of masts	Self explaining
	A.3.1.2.11	Ship design data, drawings etc	File containing detailed design features, drawings etc.
	A.3.1.2.12	Year of construction	Self explaining
	A.3.1.2.13	Initial classification society	Self explaining
	A.3.1.2.14	(spare line)	

Set A.3.1.3 Other ships (yachts...) characteristics (permanent)

A.3.1.3.1	Type	In accordance with IMO classification list its current ISPS Port Security level
A.3.1.3.2	Length	Length over all. In meters. Resolution 0.1 meters
A.3.1.3.3	Beam	Beam over maximum width. In meters. Resolution 0.1 meters
A.3.1.3.4	Max draught	In meters. Resolution 0.1 meters its current ISPS Port Security level
A.3.1.3.5	Gross tonnage (GT)	In cubic meters, from 1969 International Convention
A.3.1.3.6	Dead weight (DWT)	Overall max cargo weight in metric Tons
A.3.1.3.7	Propulsion type	Self explaining (steam, diesel, gas turbine, nuclear, diesel/electric, number of shafts, pump jets...)
A.3.1.3.8	Main engine power	In kW
A.3.1.3.9	Maximum speed	In knots (kn) i.e. nautical miles per hour
A.3.1.3.10	Number of masts	Self explaining
A.3.1.3.11	Ship design data, drawings etc	File containing detailed design features, drawings etc.
A.3.1.3.12	Year of construction	Self explaining
A.3.1.3.13	Initial classification society	Self explaining
A.3.1.3.14	(spare line)	

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Group A.3.2 Ship ownership and operation data (Up-dated)

Set	Line (Excel Table)	Element	Description
Set A.3.2.1 Commercial ships ownership and operations data			
	A.3.2.1.1	Name	Self explaining
	A.3.2.1.2	Port of registry	Self explaining
	A.3.2.1.3	Flag State	Self explaining
	A.3.2.1.4	Home Port	Self-explaining
	A.3.2.1.5	Ship owner	Self-explaining
	A.3.2.1.6	Ship company	Specially important if painted on the hull
	A.3.2.1.7	MMSI number	Maritime Mobile Service Identity
	A.3.2.1.8	Vessel satellite phone	Self-explaining
	A.3.2.1.9	International Radio Call Sign	Self explaining
	A.3.2.1.10	ISM certificate	As per SOLAS International Safety Mgt code.
	A.3.2.1.11	Latest Port State control	No predefined format (text message)
	A.3.2.1.12	Current Classification Society	Self-explaining
	A.3.2.1.13	Ship Security Officer	Self-explaining
	A.3.2.1.14	Company Security Officer	Self-explaining
	A.3.2.1.15	ISM designated person	As per SOLAS International Safety Mgt code.
	A.3.2.1.16	(spare line)	

Set A.3.2.2 Fishing ships ownership and operations data

A.3.2.2.1	Name	Self explaining
A.3.2.2.2	Port of registry	Self explaining
A.3.2.2.3	Flag State (current)	Self explaining
A.3.2.2.4	Home Port	Self-explaining
A.3.2.2.5	Ship owner	Self-explaining
A.3.2.2.6	Ship company	Specially important if painted on the hull
A.3.2.2.7	MMSI number	Maritime Mobile Service Identity
A.3.2.2.8	EU vessel number	CFR from Fishing vessels EU register (26/2004 regul.)
A.3.2.2.9	Vessel mobile phone	Self-explaining
A.3.2.2.10	Vessel satellite phone	Self-explaining
A.3.2.2.11	International Radio Call Sign	Self explaining
A.3.2.2.12	National vessel list	Including special fishing permits
A.3.2.2.13	Type of fishing vessel	Self explaining

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Set	Line (Excel Table)	Element	Description
Fishing ships ownership and operations data			
	A.3.2.2.14	Fish storage capacity	in m ³
	A.3.2.2.15	Basic fishing vessel license/permit	including specific conditions
	A.3.2.2.16	Fishing license – type	<i>already standardized in CFP?</i>
	A.3.2.2.17	Fishing license – period	<i>id</i>
	A.3.2.2.18	Fishing license – species	<i>id</i>
	A.3.2.2.19	Fishing license – gear	<i>id</i>
	A.3.2.2.20	Fishing license – area(s)	<i>id</i>
	A.3.2.2.21	Fishing license – quota	<i>id</i> Including indication of remaining balance
	A.3.2.2.22	Fishing license – effort/days at sea	<i>id</i> Including indication of remaining balance
	A.3.2.2.23	Current Classification society	Self-explaining
	A.3.2.2.24	Inspection reports	As per current CFP regulation
	A.3.2.2.25	Infringement reports	As per current CFP regulation
	A.3.2.2.26	(spare line)	

Set A3.2.3 Other ships (yachts etc) ownership and operations data

A.3.2.3.1	Type, class	As per A.1.2.2
A.3.2.3.2	Name / number	Self-explaining
A.3.2.3.3	Port of registry	Self-explaining
A.3.2.3.4	Other registrations (optional national registers, specific licenses..)	To be assessed
A.3.2.3.5	Flag State	Self-explaining
A.3.2.3.6	Home port	Self-explaining
A.3.2.3.7	owner / charterer	Self-explaining (leisure boats)
A.3.2.3.8	company	Self-explaining
A.3.2.3.9	Skipper / known passengers	Self-explaining (leisure boats)
A.3.2.3.10	Vessel mobile phone 2G, 3G etc.	Self-explaining
A.3.2.3.11	Vessel satellite phone	Self-explaining
A.3.2.3.12	International radio call sign	Self-explaining
A.3.2.3.13	Latest Port state control	No predefined format (text message)
A.3.2.3.14	Current Classification Society	Self-explaining
A.3.2.3.15	global characteristics	length, beam, draught, max passengers, range

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Set	Line (Excel Table)	Element	Description
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Other ships (yachts etc) ownership and operations data

A.3.2.3.16	Identification clues	color, shape, masts, marking etc (picture, text..)
A.3.2.3.17	Elements of suspicion	intel, eventual antecedents etc.
A.3.2.3.18	(spare line)	

Group A3.3 Ships Identification Data**Any information easing the ships identification (mainly visual clues, could be also radar/sonar/IR signatures etc.)****Set A3.3.1 Commercial Ships Identification Data**

A.3.3.1.1	Ship photograph	Can be a web link or a picture (JPEG, TIF etc)
A.3.3.1.2	Hull main colour	Self-explaining
A.3.3.1.3	Main marks on hull	No predefined format (text message or picture)
A.3.3.1.4	Other features enabling identif.	No predefined format (text message or picture)
A.3.3.1.5	(spare line)	

Set A3.3.2 Fishing Ships Identification Data

A.3.3.2.1	Ship photograph	Can be a web link or a picture (JPEG, TIF etc)
A.3.3.2.2	Hull main colour	Self-explaining
A.3.3.2.3	Main marks on hull	No predefined format (text message or picture)
A.3.3.2.4	Other features enabling identif.	No predefined format (text message or picture)
A.3.3.2.5	(spare line)	

Set A3.3.3 Other ships (yachts...) identification data

A.3.3.3.1	Ship photograph	Can be a web link or a picture (JPEG, TIF etc)
A.3.3.3.2	Hull main colour	Self-explaining
A.3.3.3.3	Main marks on hull	No predefined format (text message or picture)
A.3.3.3.4	Other features enabling identif.	No predefined format (text message or picture)
A.3.3.3.5	(spare line)	

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Group A3.4 Ship's Historical data**Records of earlier data when differing from actual ones**

Set	Line (Excel Table)	Element	Description
Set A3.4.1 Commercial Ships Historical Data			
	A.3.4.1.1	Ship name history	No predefined format (text message)
	A.3.4.1.2	Ship ports history	No predefined format (text message)
	A.3.4.1.3	Ship flag history	No predefined format (text message)
	A.3.4.1.4	Ship ownership history	No predefined format (text message)
	A.3.4.1.5	Ship routes history	No predefined format (text message)
	A.3.4.1.6	Ship MMSI history	No predefined format (text message)
	A.3.4.1.7	Port State control history	No predefined format (text message)
	A.3.4.1.8	(spare line)	
Set A3.4.2 Fishing Ships Historical Data			
	A.3.4.2.1	Ship name history	No predefined format (text message)
	A.3.4.2.2	Ship type history	ISSFCV successive nomenclatures
	A.3.4.2.3	Ship ports history	No predefined format (text message)
	A.3.4.2.4	Ship flag history	No predefined format (text message)
	A.3.4.2.5	Ship external registration history	Periods registered in non EU-States
	A.3.4.2.6	Ship gear type history	ISSFCV successive nomenclatures
	A.3.4.2.7	Ship ownership history	No predefined format (text message)
	A.3.4.2.8	Ship routes history	From VMS, AIS, ERS...
	A.3.4.2.9	Ship MMSI history	No predefined format (text message)
	A.3.4.2.10	(spare line)	
Set A3.4.3 Other Ships Historical Data (yachts etc)			
	A.3.4.3.1	Ship name history	No predefined format (text message)
	A.3.4.3.2	Ship ports history	No predefined format (text message)
	A.3.4.3.3	Ship flag history	No predefined format (text message)
	A.3.4.3.4	Ship ownership history	No predefined format (text message)
	A.3.4.3.5	Ship routes history	No predefined format (text message)

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Set	Line (Excel Table)	Element	Description
Other Ships Historical Data (yachts etc)			
	A.3.4.3.6	Ship MMSI history	No predefined format (text message)
	A.3.4.3.7	Port State control history	No predefined format (text message)
	A.3.4.3.8	(spare line)	

Group A4 Other non-permanent off-shore infrastructures

These data relate to moored or anchored structures which are not ships but have to be identified and monitored for the duration of their deployment (Permanent infrastructures are considered as chart components and are considered in SectionB). Corresponding data are only updated when a change occurs

Every sub-subsection might be detailed as a sub-list of Data Elements if deemed useful

Set	Line (Excel Table)	Element	Description
Set 4.1 Off shore rigs	A.4.1.	Off-shore rigs data	Position, operations, goods and persons on board, characterisitcs, ownership, operations, identification, history...)
Set 4.2 Energy plants.	A.4.2.	Energy production plants (above or below water)	(idem)
Set 4.3 Fish Farms	A.4.3.	Fish farms, fish cages	(idem)
Set 4.4 Civil works	A.4.4.	Dredging barges, floating cranes...	(idem)
	A.4.5.	(spare line)	

Section B Maritime Geospatial Data Category

This section relate to the Data Category “Marine Environment” (all data geo-referenced to a sea sector)

Group B.1 Charts and Maps

These data are permanent or semi-permanent / periodically refreshed. Using the same Geographic Information System (GIS) standard and software would allow User Communities to overlay any of these charts when deemed appropriate.

Set	Line (Excel Table)	Element	Description
Charts and Maps			
Set B.1.1 Hydrographical maps	B.1.1	Hydrographical maps	Elements to be detailed, standards mandated
Set B.1.2 Maritime Infrastructure	B.1.2	Maritime infrastructures	
	B.1.2.1	Oil rigs	(as per maritime charts standards)
	B.1.2.2	Wind Farms	(as per maritime charts standards)
	B.1.2.3	Underwater mining	(as per maritime charts standards)
	B.1.2.4	Other permanent infrastructure	(as per maritime charts standards)
	B.1.2.5	(Spare line)	
Set B.1.3 Meteorological maps	B.1.3	Meteorological maps	winds, rain, squalls, visibility etc. per season
Set B.1.4 Oceanographic maps	B.1.4	Oceanographic maps	tides, wave (height, direction, period) per season
Set B.1.5 Legal maps	B.1.5	Legal maps	(SAR Rescue Regions, EEZ, Territorial Waters, contiguous zones,...)
Set B.1.6 Marine resources (exploited)			
	B.1.6.1	Biological species	Probability of presence in a given area
	B.1.6.2	Geological products	Oil, gas...
	B1.6.3	Spare line	
Set B.1.7 Marine resources potential			
	B.1.7.1	Seabed nature	Not only for geological purpose, but also fishing habitats and sonar detection performance
	B.1.7.2	Marine habitats	Permanent biotopes
	B.1.7.3	(Spare line)	

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Set	Line (Excel Table)	Element	Description
Set B.1.8 Remnant pollution	B.1.8	Remnant pollution (Elements to be detailed)	from shore, from wrecks...
Set B.1.9 Possible seabed hazards	B.1.11	Possible seabed hazards	Many subsets as high voltage cables, ancient mines, wrecks with dangerous goods, dumped ammunitions etc.
Set B.1.10 Protected Areas			
	B.1.10.1	Natura 200 Areas	Self-explaining
	B.1.10.2	Areas MARPOL	Restrictions on pollutant emissions
	B.1.10.3	Areas with archaeological heritage	Self-explaining
	B.1.10.4	Location of PSSA	Particular Sensitive sea areas as per IMO A.982(24) guidelines
	B.1.10.5	Other Marine Protected Areas	e.g. SPAMIs (Mediterranean) or MPA (OSPAR area)
	B.1.10.6	Sensitive areas for cetaceans	Incl. type of restrictions for maritime operations according national Laws (for instance on noise)
	B.1.10.7	(Spare line)	
Set B.1.11 Protected/ endangered species			
	B.1.11.1	Probability/frequency of observing endangered and protected species	e.g. marine turtles, migratory sea birds, cetaceans, etc.
	B.1.11.2	Migratory paths or routes	e.g. marine turtles, fish stock schools, etc.
	B.1.11.3	(spare line)	

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Group B.2 Meteo-Oceanic data

These data have a short term validity/ frequently refreshed. Using the same Geographic Information System (GIS) standard and software would allow User Communities to overlay this information on any of the previous charts when deemed appropriate.

Set	Line (Excel Table)	Element	Description
Set B.2.1 METOC Data			
	B.2.1.1	Sea state, wind and currents	Self-explaining
	B.2.1.2	Sea surface temperature	Self-explaining
	B.2.1.3	Air temperature	Self-explaining
	B.2.1.4	Horizontal visibility	Self-explaining
	B.2.1.5	Wave directions and height	Self-explaining
	B.2.1.6	Tides (locally, regionally)	Self-explaining
	B.2.1.7	Ice formation, ice cover	Self-explaining
	B.2.1.8	Currents, salinity temperature, opacity v/s depth	Self-explaining
	B.2.1.9	(spare line)	
Set B.2.2 Biochemical Data			
	B.2.2.1	Chemical concentrations in water column	
	B.2.2.2	Elaborated Sectoral Information	On-demand data to be defined
	B.2.2.3	Areas rich in nutrients and particular marine currents	Determining fish feeding areas
	B.2.2.4	(spare line)	
Set B.2.3 Real Time Closure (RTC) of Fishing Areas			

Section C Maritime Events Management Data Category

This section relate to Data only collected, elaborated and circulated in relation with a particular event occurring somewhere at sea
Subsection follows logically the typology of events to be managed.

Set	Line (Excel Table)	Element	Description
<u>Group (single Set) C.1 Resources for Maritime interventions</u>			
(These data are generally updated in anticipation of any request, and refreshed whenever the availability and pre-positioning of a particular intervention asset vary.)			
Set C.1 Resources for Maritime interventions			
	C.1.1	Current position of assets	Dynamic position/ track of intervention assets (ships, aircrafts...) including contributors of opportunity
	C.1.2	Characteristics of assets	(from the perspective of all types of interventions)
	C.1.3	Contact detail of assets	Inmarsat, GSM, VHF, Tetra, mil coms etc.
	C.1.4	Port of refuge data	as per art.17 COM(2000) 802 final
	C.1.5	SAR coordination plans	Pre-established plans for complex/ cooperative ops.
	C.1.6	(spare line)	
<u>Group (single Set) C.2 Data on demand</u>			
(These data are generally only elaborated and distributed on request, to support a particular investigation or intervention)			
Set C.2 Data on Demand			
	C.2.1	radar tracks from coast or ships	Monitoring of non-reporting ships in specific areas
	C.2.2	EOS pictures from coast or ships	Monitoring of non-reporting ships in specific areas
	C.2.3	radar tracks from airplanes or drones	Monitoring of non-reporting ships in specific areas
	C.2.4	EOS pictures from airplanes or drones	Monitoring of non-reporting ships in specific areas
	C.2.5	Satellite Imagery – RADAR	Monitoring of non-reporting ships in specific areas
	C.2.6	Satellite Imagery – EOS/OPTIC	Monitoring of non-reporting ships in specific areas
	C.2.7	Acoustic signature(s), voice recordings...	Audio material e.g. for forensic use
	C.2.8	Underwater detection and tracking	Sonar detection (passive or active) of small ships or underwater threats (semi-submersibles, swimmer delivery vehicles, divers...
	C.2.9	Electromagnetic signal localisation and interception (phones, VHF..)	e.g. goniometry of VHF, GSM, hand held satcoms... Under specific legal provisions
	C.2.10	Micro-Meteorological forecast	On demand forecast over very specific zones

Set	Line (Excel Table)	Element	Description
Data on Demand	C.2.11	Samples	Collection of on site samples (e.g. oil slicks)
	C.2.12	Intelligence	Circumstantial query of possible insight
	C.2.13	(Spare line)	
<u>Group (single Set) C.3 Security on Commercial shipping</u>			
(These data are relating to the security obligations of ship owners and ship masters born from the ISPS code)			
Set C.3 Security on Commercial shipping			
	C.3.1	Security alert	As per ISPS code
	C.3.2	Security measures taken	Brief text report
	C.3.3	Security certification	ISS certificate, initial ship sec asst report, last verification report, expiring date)
	C.3.4	Company Security Officer	Name, contact details, certification...
	C.3.5	Ship Security Officer	Name, contact details, certification...
	C.3.6	Security Level	As per ISPS code
	C.3.7	Declaration of Security (DoS)	When required from SSPS risk assessment
	C.3.8	Ship security plan (SSP)	As per ISPS code
	C.3.9	Ship specific security equipment	If any (eg video surveillance, passengers screening, Anti-piracy citadel etc.)
	C.3.10	SSC expiry alert	Alert if expired/ grace period/ near to expire (inspection required)
	C.3.11	(Spare line)	

Group C.4 Search and Rescue Operations

This subsection is built from the SAR standardized reports of some countries, differences might exist among MS.

The whole sub-section C.4.1 covers the expected data content of a typical SAR report. For data sets 4.2-4.6, data elements might be further detailed)

Set C.4.1 SAR Accident/Incident report

C.4.1.1	Place of the accident	Lat/long/time of occurrence
C.4.1.2	Ship on distress	
C.4.1.3	Description of the accident	Brief text (circumstances, main stakes)
C.4.1.4	HazMat on board	Nature/ class/ quantities as per latest ship reports/ verified actual

Set	Line (Excel Table)	Element	Description
SAR Accident/incident report	C.4.1.5	Evacuation details/board side	Means operated by the ship master
	C.4.1.6	Evacuation details/sea side	External means deployed to rescue the ship
	C.4.1.7	Required restricted area for shipping	E.g. due to toxic fumes, risks of explosion etc.
	C.4.1.8	Required restricted flight zone	E.g. due to toxic fumes, risks of explosion etc.
	C.4.1.9	Further rescue measures	E.g. towing, sanitary measures etc.
Set C.4.2 Info associated with other distress			
	C.4.2	Info associated with other distress Situations	E.g. specific medical needs, decontamination, physical incapacity etc
Set C.4.3 Ship security and evacuation equipment			
	C.4.3	Ship sec. and evac. equipment	E.g. fire fighting, life boats, marine evacuation system...
Set C.4.4 SAR predefined plans			
	C.4.4	Rescue plans	Generic SAR authority's pre-defined plans
Set C.4.5 Ship evacuation plans			
	C.4.5	Evacuation plans	Ship's own plans
Set C.4.6 Passengers and crew			
	C.4.6	Passengers and crew lists	Incl. survivors found and rescued
	C.4.7	(spare line)	
<u>Group C.5 Ship-borne pollution response</u>			
Set C.5.1 Pollutant			
	C.5.1	Chemical composition, concentration, toxicity etc	
Set C.5.2 Anti-pollution resources			
	C.5.2	Anti-pollution resources already activated/on board/ on site (Brief text report)	
Set C.5.3 Position and/or extent of pollution			
	C.5.3	Position/ extent of pollution on/ above /in the sea	
Set C.5.4 Initial pollutant properties			
	C.5.4	Viscosity, inflammability, density, volatility etc when released from ship	
Set C.5.5 Emulsion properties			
	C.5.5	New properties when emulsified with sea water (and possibly dispersants etc)	

Set	Line (Excel Table)	Element	Description
Set C.5.6 Behaviour of pollutant	C.5.6	Floats, sinks, evaporates, dissolves...	
Set C.5.7 Hazards related to pollutant	C.5.7.	Re humans, birds, sea life...	
Set C.5.8 Characteristics of pollution	C.5.8	Rate of development, severity, predictable extent...	
Set C.5.9 Source and cause of pollution	C.5.9.	Source and cause of pollution (text report)	
Set C.5.10 Drift of pollution (past/expected)	C.5.10.	Including assumptions and model used	
Set C.5.11 Impact forecast	C.5.11.	Forecast of likely effect of pollution and zones affected	
Set C.5.12 Identify local scenery	C.5.12	Identity observer/reporter. Identity ships on scene	
Set C.5.13 Actions taken	C.5.13.	Brief text report, web-link etc.	
Set C.5.14 Evidences gathered	C.5.14.	Photographs, samples... As per section C2	
Set C.5.15 Other states /organisations informed	C.5.15.	Actualised table/ list of names etc.	
Set C.5.16 Assistance pre-arrangements	C.5.16.	Intervention ships, floating barriers, chemicals, cleaning teams... (Possibly adding at short notice to C.5.2)	
Set C.5.17 Intervention resources availability	C.5.17.	Intervention resources availability and location (Subset of C.1 and C.5.2)	
Set C.5.18 Assistance needed	C.5.18	To where assistance should be rendered and how (Computer-based Intervention log)	
Set C.5.19 Additional Data access	C.5.19	Web-links to existing repositories (e.g. Civil Protection data)	

C.5.20

(spare line)

Group C.6 Maritime Law Enforcement**This group is divided in a number of sub-subsections for each generic type of infringement**

Set	Line (Excel Table)	Element	Description
Set C.6.1 Maritime illegal immigration			
	C.6.1.1	Track of interest	generally non reporting (subset of A1.2 and C2)
	C.6.1.2	course	dynamic component of track
	C.6.1.3	speed	dynamic component of track
	C.6.1.4	Type of vessel	generally visual appreciation (cargo, fishing, patera...)
	C.6.1.5	Number of persons on board	self-explaining
	C.6.1.6	Photos	subset of C2
	C.6.1.7	Flag, name, registration	generally visual appreciation, or intelligence
	C.6.1.8	Size, height above water, condition	generally visual appreciation
	C.6.1.9	Description, identifying details	color, other special identifying marks; possible recognition of equipment, etc
	C.6.1.10	Activity on board	generally visual appreciation, or intelligence
	C.6.1.11	Other crimes involved	boarding report
	C.6.1.12	Synthetic incident report	self-explaining, e.g. Frontex SitReps
	C.6.1.13	Illegal border crossing data	entry/ exit places, records, crossed countries etc.
	C.6.1.14	Information from national registers	Including VIS, SIS etc at Eu/Schengen level
	C.6.1.15	Elements of suspicion/ pers on board	Behaviour, antecedents, intelligence etc.
	C.6.1.16	(spare line)	
Set C.6.2 Organised Crime			
	C.6.2.1	Elements of suspicion on the vessel	Ownership, itinerary, people or goods on board etc
	C.6.2.2	Intelligence	Source-sensitive info contributing to previous line
	C.6.2.3	Imagery analyses	Subset of C2
	C.6.2.4	Elements of suspicion on trafficking	Nature/quantities/origin/destination etc. (unverified)
	C.6.2.5	suspicion of environmental threats	e.g. trafficking of illegal wastes

C.6.2.6	suspicion of deliberate ship sinking	e.g. insurance fraud, illegal wastes...
C.6.2.7	suspicion of weaponry trafficking	self-explaining
C.6.2.8	suspicion of embargo breaches	self-explaining

Set	Line (Excel Table)	Element	Description
	C.6.2.9	(spare line)	
Set C.6.3 Terrorist Threat			
	C.6.3.1	Elements of suspicion on the vessel	Ownership, itinerary, people or goods on board etc
	C.6.3.2	Intelligence	Source-sensitive info contributing to previous line
	C.6.3.3	Terrorist action related information	Possible intent, means and consequential damages
	C.6.3.4	Imagery analyses	Subset of C2
	C.6.3.5	High Value Units protection plans	Pre-defined protection plans of possible targets of
		Coastal critic. infrastr. Protect. Plans	seaborne terrorism
	C.6.3.6	Threat analyses (Environmental crimes)	current criminal strategies and impact
	C.6.3.7	Threat analyses (WMD and NBC)	current criminal strategies and impact
	C.6.3.8	Threat analyses (Coastal infrastr.)	current criminal strategies and impact) -
	C.6.3.9	Elements of suspicion	including personal data on likely terrorists
	C.6.3.10	Ship hijacking suspicion/ report	self-explaining
	C.6.3.11	Crew hostaging suspicion/ report	self-explaining
	C.6.3.12	Weapons on board suspicion/ report	self-explaining
	C.6.3.13	(spare line)	
Set C.6.4 Illegal, Unreported and Unregulated Fishing (on the basis of COUNCIL REGULATION (EC) No 1005/2008 of 29 September 2008			
	C.6.4.1	Risk objects (IRCS, Name, etc)	Suspicious ship (fishing, reefer...) re IUU involvement
	C.6.4.2	Intelligence information	Source-sensitive info contributing to previous line
	C.6.4.3	Position of Inspection units	vessel, aircrafts, vehicles
	C.6.4.4	Sighting	position, activity, Vessel ID, course, plimsoll (load) level
	C.6.4.5	Controlled Catch composition	Quantity by species, minimum size, bycatch, storage
	C.6.4.6	Catch composition re logbook	Declared catch quantity by species
	C.6.4.7	Catch /landing declaration	Declared landing quantity by species
	C.6.4.8	Gear - type, meshsize, etc	(present on board)
	C.6.4.9	Gear - type, meshsize, etc	(on board and currently in use)
	C.6.4.10	Fishing area (restrictions)	Conformity to A.3.3
	C.6.4.11	Fishing licenses	id

Set	Line (Excel Table)	Element	Description
IUU Fishing	C.6.4.12	Storage plans	
	C.6.4.13	Master Identity	self-explaining
	C.6.4.14	VMS on board	In use / not in use
	C.6.4.15	Infringement detected	(type)
	C.6.4.16	Measures taken/ infringement	e.g. rerouting etc
	C.6.4.17	Evidences of spotting planes	(Tuna fishing only)
	C.6.4.18	Reefers in fishing areas	Declared or possibly connected
	C.6.4.19	Refueling vessels, victuallers etc	Logistic enablers of sustained fishing
	C.6.4.20	Fisheries control Penalty Points	Already existing in some MS, generalized by 2012 CFP
	C.6.4.23	(spare line)	
Set C.6.5 Maritime Customs Frauds	C.6.5.1	Suspicious container journey records	e.g. ConTraffic alerts
	C.6.5.2	Cargo inspection reports	self-explaining
	C.6.5.3	Suspicious ship itinerary records	self-explaining
	C.6.5.4	Suspicious origin/ final destination of goods	self-explaining
	C.6.5.5	Other Intelligence	Source-sensitive info contributing to previous line
	C.6.5.6	(spare line)	
Set C.6.6 Navigation safety infringements			
	C.6.6.1	Over-speed	self-explaining
	C.6.6.2	Non compliance/Traffic separation scheme	self-explaining
	C.6.6.3	Infringement/exclusion zones	self-explaining
	C.6.6.4	Infringement/mandatory reporting	deliberate interruption or falsification / AIS, LRIT
	C.6.6.5	Crew misconduct	e.g. alcohol, drug, excessive hours...
	C.6.6.6	Crew insufficient qualification	when legal obligations apply
	C.6.6.7	(spare line)	
Set C.7 Anti-Piracy	C.7.1	Initial Attack Report	IMO MSC1/ circ 1333
	C.7.2	Follow-up Attack Report	IMO MSC1/ circ 1334
	C.7.3	Information/past piracy incidents	location, time, description of boats, what happened..
	C.7.4	piracy incident distribution/season	annotated Maps
	C.7.5	ship traffic distribution maps	per ship type and per season
	C.7.6	Shore bases of pirates+ current activity	Maps, satellite pictures, reports (subset of C2)

Set	Line (Excel Table)	Element	Description
Anti-Piracy	C.7.7	Actual locations of ships	Merchant and fishing vessels (possible threats)
	C.7.8	Actual locations of antipiracy forces	Naval ships and airborne platforms
	C.7.9	Pirate teams location	Motherships, attacks, hijacked ships etc (generally non-reporting, cf A.1.2)
	C.7.10	Locations of bases of patrol assets	Maps of operating bases, contact data...
	C.7.11	Past non-piracy incidents/season	Maps (annotated) of trafficking, smuggling, illegal fishing, terrorism...), not only on sea but also on the shores.
	C.7.12	Ships Data base	coupling ship ID to ship description for identification.
	C.7.13	(spare line)	

Group C.8 Shore-borne pollution incident

This section aims into capturing the additional elements of data of a pollution incident (in ref to section C5 above when it relates to ship-borne pollution) when the source of the pollution is now an inland (e.g. riverside) or coastal land-based event. Pollutant nature, drift, marine impact etc as per section C5

Set C.8.1 Environmental incident

C.8.1 Environmental incident Basic data – synthetic report

Set C.8.2 Pollutant recovery and surveillance

C.8.2 Pollutant recovery and surveillance: additional coastal measures to C5

Set C.8.3 samples collection

C.8.3 samples collection (additional coastal measures to C5)

C.8.4 (spare line)

Group C.9 Seabed threat neutralization

This section aims into capturing the additional elements required for neutralizing dangerous artifacts on the seabed

Set C.9.1 Explosives

C.9.1 Explosive ordnance device detection / neutralization (specific data to be collected)

Set C.9.2 Associated Restricted areas

C.9.2 Required restricted area for shipping self-explaining

C.9.3 (spare line)

Group C.10 Coastal Evacuation (typically sealift of large populations)

This section aims into insuring seamless info continuity between Civil Protection authorities and the maritime actors

Set	Line (Excel Table)	Element	Description
Set C.10.1 Submersion threat, reasons of the evacuations (e.g. tsunami)			
	C.10.1	maps of submersible areas, destruction of bridges, road and railway infrastructures etc.	
Set C.10.2 Pre-existing contingency plans			
	C.10.2	Pre-existing contingency plans, weblink etc	
Set C.10.3 Decisions done			
	C.10.3	Decisions done (shared log...)	
Set C.10.4 Alarm systems			
	C.10.4	Alarm systems (permanent, mobile, GSM texting...)	
Set C.10.5 Reaction actions			
	C.10.5	Reaction actions (shared log...)	
Set C.10.6 Movement to an area of refuge			
	C.10.6	e.g. people concentration mapping	
Set C.10.7 Evacuation means			
	C.10.7	Transportation systems put on place	Sealift planning and management
Set C.10.8 Evacuation orders			
	C.10.8	Evacuation orders (shared log...)	
	C.10.9	(spare line)	

Group C.11 Humanitarian assistance and disaster response by sea

This section aims into insuring seamless info continuity between Civil Protection authorities and the maritime actors

Set C.11.1 Pre-existing contingency plans	weblink etc interface to Civil protection information systems
Set C.11.2 Hazards mapping and tracking	dynamic maps of chemical or nuclear clouds etc
Set C.10.3 Sealift planning and management	interface to Civil protection information systems
Set C.10.4 Hospitals	interface to Civil protection information systems
Set C.10.5 Medical care	interface to Civil protection information systems
Set C.10.6 Relief aid logistic management	interface to Civil protection information systems
	(spare line)