



Minutes of the PROTECT meeting # 27

Location: Port Authority of Nantes – Saint Nazaire

Date: 28 and 29 January 2015

Day # 1 (28-Jan)

1. **Welcome and apologies:** See registered participants
2. **Minutes of the Hamburg meeting:** No remarks, thanks to secretary.

3. Change of Chair

In this context, Herman presented several slides, comprising the history of PROTECT. With regard to his retirement at the end of this year, Herman presented a brief outline of the main developments and achievements of the Group in the past 20 years. He highlighted the technical work on EDI message exchange for Port Authorities as a constant driver, and - in the last decade - the Group's involvement in EU policy issues on this matter as an important factor that broadened the agenda of PROTECT. He mentioned the MOSAIC project, from which the Group concluded that managing EU research projects should not be part of the Group's strategy, but providing its expertise to the EU bodies should be. Herman argued that the next phase for PROTECT – under a new chair – will also be shaped by choices on meeting frequency and –places. Actually, the choices made in the past two years have contributed to the coherence and spirit of the Group, according to Herman. He then expressed that several capable members could carry on his work as chair, and mentioned Jerome Besancenot as an example.

Hans underlined that cooperation between PROTECT and EMSA should continue, perhaps further extended.

Jerome suggested that we should also think about the governance of the Group.

Herman concluded that the subject of succession will be continued the next day, giving the members the opportunity to discuss this during the evening dinner.

4. Action points of previous meeting.

- a. Potential support from PROTECT to IMO regarding the maintenance of EDI messages (Jerome).
Jerome recalled the capacity building issue for the maintenance of the IMO Compendium on facilitation and electronic business, and the discussion he had with the chair of the correspondence group. Email correspondence on the potential support of the PROTECT group for port-related messages (i.e. Berman, IFTDGN, Wasdis a.o.) with IMO secretariat has started. Jerome promised to inform PROTECT secretariat about this mail (**action JB**), and



about his response. Jerome also suggested a meeting between several members, to discuss and prepare a proposal on the support PROTECT could deliver to IMO (**action JB**).

b. UN number variants code system (Cor).

Cor stated that during SSN22 a presentation was given by the Chairman of EMSA's HAZMAT working group, followed by an explanation of Cor about the Reporting Id. Chairman of EMSA and the representative of DG MOVE thanked PROTECT for their work. Final report was agreed upon by SSN and HLSG. Due to the technical nature of the issue about Reporting Id, it was decided to reinstate the HAZMAT WG and ask them to further develop a system to implement this Id.

PROTECT suggested to continue its support to this WG, giving due consideration to EMSA's preference "not to include current solutions from the industry" (like those from EXIS and DGE).

It was decided to share the invitation from EMSA with members (**action Cor/Secr.**) and prepare a response to EMSA's invitation to continue this work (**action Herman/Cor**).

c. Feedback from an eMS working group meeting in France (added item).

Frederic reported that the Commission presented a revised draft of the Guidelines on the Implementation of Dir. 2010/65 (version 1.2 of January 9, 2015), replacing the former one. Remarkable are the absence of any reference to the AnNa project, and new perspectives for the information exchange between NSW's and SafeSeaNet, and for the vital role of PCS in the reporting chain. According to Frederic, the Commission said that this is just a guideline and Member States are not obliged to follow these. However, each member State gave support to this new guideline. This guideline is made available on the PROTECT website (**action secr.**). GL bijgevoegd.

d. Table of FAL documents with implementations (Hans).

Hans presented and explained the XLS-sheet. Available to members (**action Hans**).

On request, Stephan explained that PRISE stand for "Port River Information System Elbe", comprising electronic messages for berth management. Hans suggested to review the "Berman message" in PRISE from a PROTECT's point of view (**action Hans**).

The action points 3, 4, 7, 8 and 9 were forwarded to the next day. Action point 6 was carried over to the next PROTECT meeting (**action secr.**)

Day # 2 (29-Jan)

5. Update Quick-scan v0.2.

Raymond explains the changes since version 0.1. He asked attendees to send corrections and updates, when applicable. Raymond clarifies the conclusions and implementations per country. Jerome explains the situation in France (42 ports).

Raymond also explains the legal framework in the Netherlands. Download the following document from the website: ***update-of-implementation-2010-65-NL-28012015***

Herman asks for input from the attendants about messages already implemented or being implemented.



Hans makes an excel sheet available: ***FAL documents with implementation***. Download this document from the website.

6. Situation in Germany

Stephan presents the current status of the implementation in the German ports. Download his presentation from the website: ***German Status by DAKOSY - PROTECT Meeting Jan. 2015***.

You can also download the following document: ***Implementation of the National Single Window Concept in Germany***

Stephan also informs the attendees that they are busy with the specifications of a number of FAL messages. He will make a spreadsheet available with these specification so that other ports may benefit from their efforts. He expects this spreadsheet to become available within 2-3 weeks.

7. Change Request from Germany

Stephan presents a CR for IFTDGN concerning Bulk Shipments. Download his CR document from the website: ***CR IFTDGN for bulk cargo - Rev. 3 (2014.11.12) (doc)***

It was decided that members can study this CR and it will be discussed again during next meeting.

Download his presentation from the website: ***CR IFTDGN for bulk cargo - Rev. 3 (2014.11.12) (pdf)***

8. Change Request from Antwerp

Kurt requests approval for their CR concerning the transmission of transport license details in IFTDGN for Remain on Board (ROB) cargo.

The attendees approved this CR. It will be published on the PROTECT website as Corrigendum on version 2.0. The CR document is available on the website.

9. Stowage positions for Ro/Ro cargo

Kurt gave the attendees a presentation of the current use of stowage positions of containers and cargo on board of Ro/Ro vessels in Antwerp.

Download his presentation from the website: ***APA-KVP- stowage positions RORO 2015***

Also available the following document: ***27th Protect Meeting - APA Stowage positions on board of RORO***



10. PROTECT Chair

Following his intro on the subject from the day before, Herman announces that he will retire later this year. The following questions are now raised:

1. Must PROTECT continue? (Attendees answered YES)
2. If yes, who will be the next chairman?
3. If yes, who will do the secretariat?

Jerome was asked if he would like to express his views on PROTECT's chair. He recapitulates the tasks and issues of PROTECT that must be handled and the relationships with other organizations and projects. He proposes to also elect a vice-chairman, review the governance for PROTECT and suggests to consider new rules for working with working groups to deal with specific subjects or with cooperation with other organizations

This topic will be discussed further during next meeting.

11. Next meeting

The next meeting is scheduled for 25-26 March.

Herman proposes to have this meeting near Schiphol airport allowing participants to travel to the meeting in the morning and go back home in the late afternoon. The meeting will therefore be on one day only: Thursday, 26 March 2015. Exact location of the venue to be announced later.

12. Any other business

Hans explains the PRONTO concept of the Port of Rotterdam. It appears to be a project with the aim to collect event data on vessel movements, for the purpose of identifying and analyzing unnecessary delays in port operations. Subsequently, delay mitigation measures can be developed to improve the efficiency of these operations, to the benefit of the port and its stakeholders.

13. Meeting closed

Herman closed the meeting at 12:05.

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