




Previous - Next Steps

- Gather agreement that this is the method to progress. 
- Review Terminal Harmonisation Questions across the wider ARCSOPT Working Groups – determine who is best placed to develop the definitions and what should be the source of truth for information. 
- Engage with Department of Infrastructure on progressing the MSW Concept and make IMO Expert Group on Data Harmonization (EGDH) aware of the activity. 
- Identify ‘solution champions’ and resourcing to progress.
- Determine preferred solution timelines which may guide delivery options and costs.

Terminal Harmonisation Considerations

- ARCSOPT delegation meet with the DITRDCA – Trade & Digital Team in Canberra on Monday 24th June.
- DITRDCA is Department of Infrastructure, Transport, Regional Development, Communications and the Arts
- Meeting focused on :
 - ARCSOPT goals
 - Harmonisation work undertaken
 - DITRDCA Maritime Single Window - recent works
 - Project status
 - IMO -> Influencing from an associate membership position
 - Green Shipping initiative next zero by 2050 / Green shipping corridors/global fuel standard, carbon pricing – differential 3x4 times the normal price
 - Ensuring DITRDCA & ARCSOPT outcomes aligned
 - Heavy focus on
 - Cyber Security concerns
 - Data ownership
 - Service Provision
 - Funding mechanism to enable Scoping, if agreed
 - Develop data schema /standard – ARCSOPT IP then Tender?



Proposed Next steps

- Terminal Reps to develop project scope for development of schema/standard in parallel with MSW (IMO Data Harmonization) standards
- Further review of vetting information to ensure consistency in data requirements
- Maintain DITRDCA communications to ensure validity of work being undertaken and compatibility with MSW
- Progress discussions with Service Providers who could potential develop the User Interface/Vetting Portal



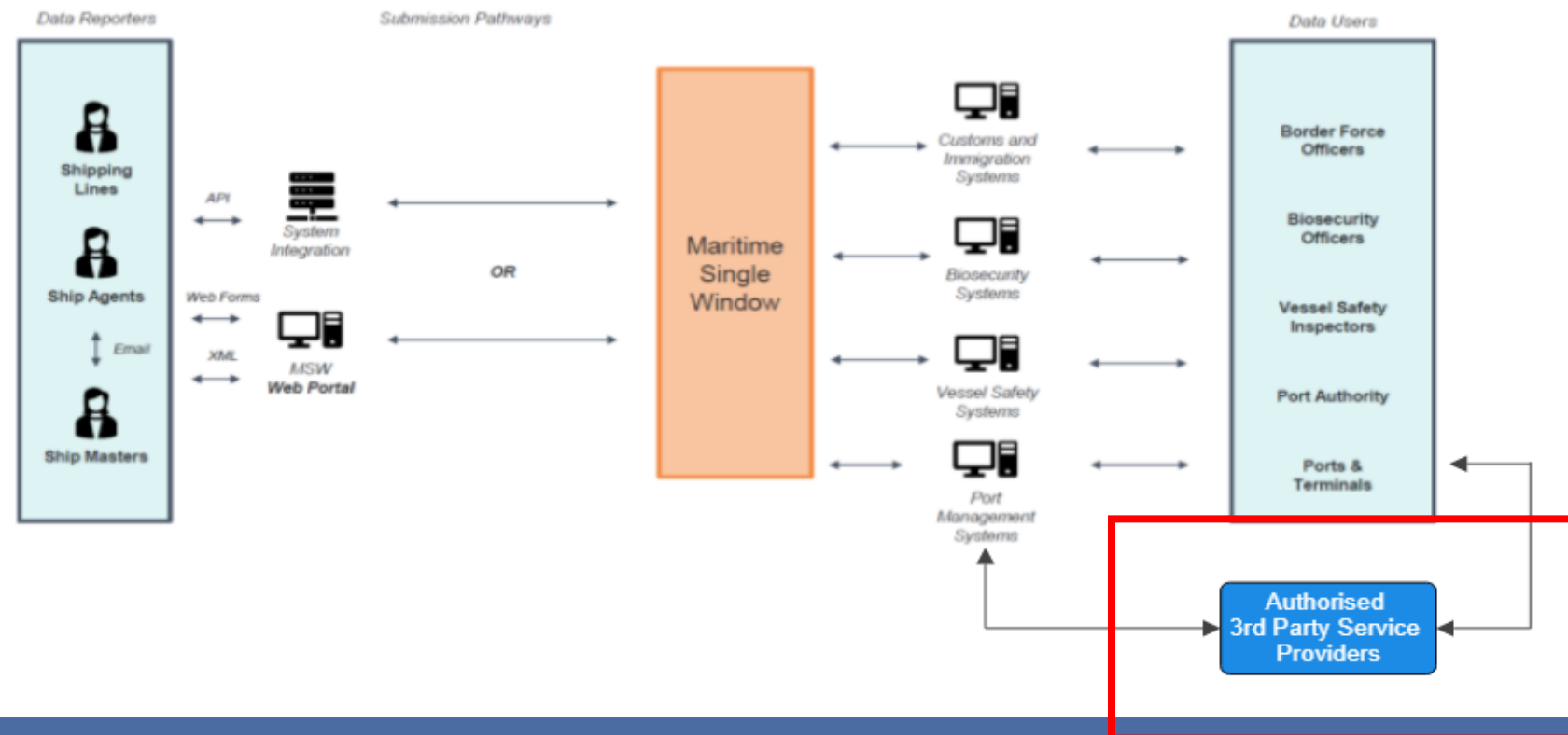
Potential Delivery solutions – Maritime Single Window

Pro's

- Standardised question set
- Information can be inputted once and be used across many systems
- Ensures single source of truth for information
- Costs incorporated into hosted system and system that is already being developed
- Highest level of Cyber-security
- Facilitates future potential value adds – eg incident information exchange
- 3rd parties can still compare data against terminal requirements – therefore reduce workload

Con's

- Data Storage requirements by 3rd party
- Ready access of relevant two- information to authorised stakeholders ie. Only certain information would be available to certain stakeholders
- Potentially less control/influence on system design



Potential Delivery Solutions - 3rd Party Hosted Service

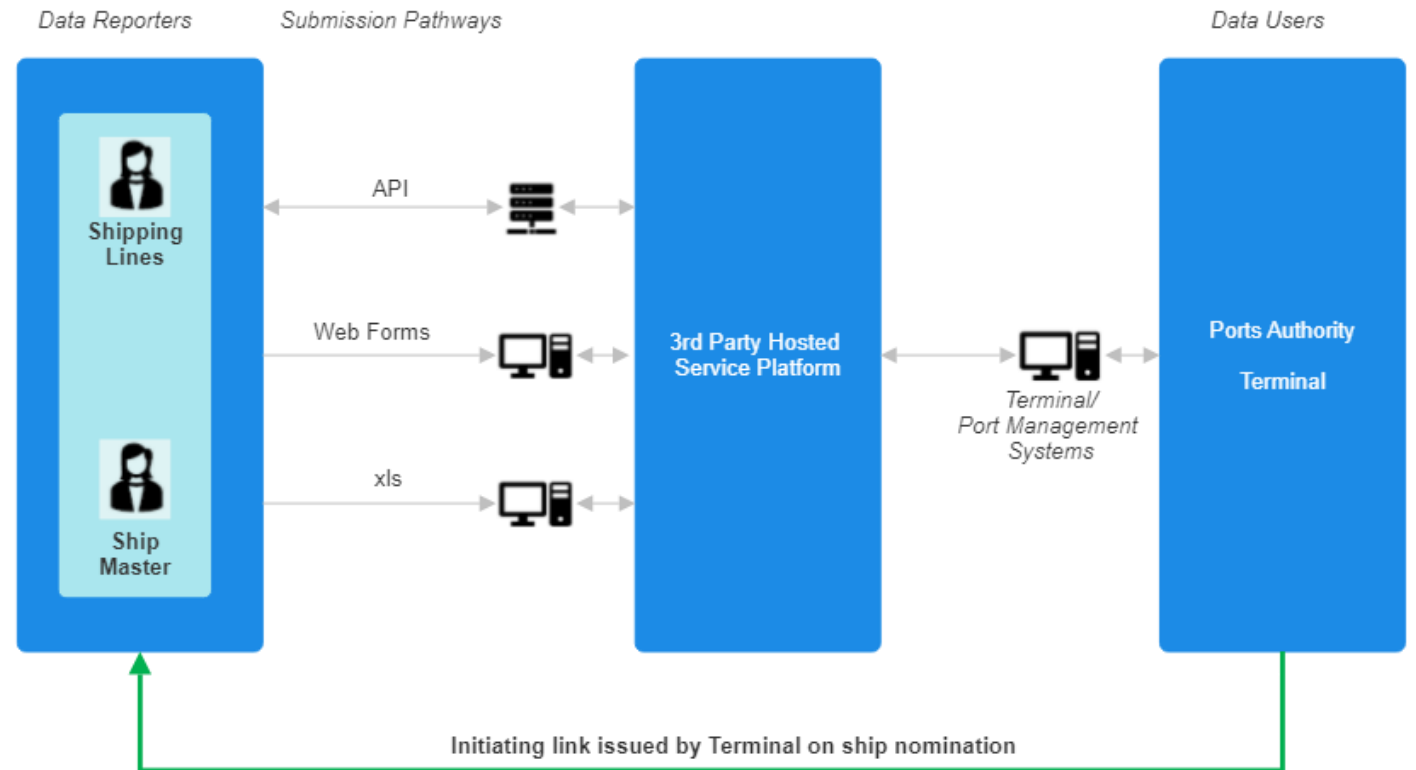


Pro's

- Standardised question set
- 3rd party can review data and compare against terminal requirements – streamlining data
- Strong influence of solution development

Con's

- Ship Owner may require to submit to multiple Service platforms
- Costs for development of Hosted platform to support borne by 3rd party or customers
- Data Storage requirements by 3rd party
- API would require to be developed
- Management of Cyber-security by 3rd party



Maritime Single Window Background/References



- <https://www.infrastructure.gov.au/maritime-single-window>
- <https://www.aph.gov.au/DocumentStore.ashx?id=2eda0e24-7dbc-4992-9db3-a030a772a031&subId=750810>
- <https://www.shippingaustralia.com.au/imo-mandates-a-maritime-single-window/>

Interpreting the Terminal Harmonisation Questionnaire Spreadsheet



Association of Resource Companies, Ship Operators, Ports & Terminals

A	B	C	D	E	F	G	H	I	J	
Original Question Set #	Field name	Field sub-name	General Field Question	Existing IMO/FAL Convention Field	Proposed ARCSOPT Convention Field	Data Input	IMO Reference No. or New ARCSOPT	Code List	Format	Comments
1										
2						Periodic	ARCSOPT001		an..70	
3						Periodic	ARCSOPT002		an..70	Do we want to make this table or free text?
4	1.0					Periodic	ARCSOPT003		an..50	
5	1.0					Periodic	IMO0141		n..14	Satellite phone
6						Periodic	IMO0274	02: IRIIDIUM SATELLITE LLC	an..3	
7	1.05					Periodic	IMO0033		an..50	
8						Periodic	IMO0034		an..50	
9						Periodic	IMO0035		an..50	
10						Periodic	IMO0036		an..70	
11	1.06					Periodic	ARCSOPT004		an..70	Company contact
12	1.07					Periodic	ARCSOPT005		an..70	
13	1.08					Periodic	ARCSOPT006		an..70	
14	Vessel Ship Details									
15	2.01					Periodic	IMO0142		an..70	
16	2.02					Periodic	IMO0140		an..7	
17	2.03					Periodic	ARCSOPT007		an..50	
18	2.04					Periodic			an..70	
19	2.05					Periodic			an..35	Launch date Vs Keel laid date
20	2.06					Periodic				
21	2.07					Periodic	ARCSOPT011		n..14,3	top of hatch coaming/cover - we might need to call this something different as air draught interpretation is not standardised.
22	2.08					Static	ARCSOPT012		n..14,3	can be calculated from Equipment Manual - see IMO CIRC/MSC.01/MSC.1-CIRC.11,3-RE-1
23	2.09					Static	ARCSOPT013 IMO0321	BC: Bulk carrier CH: Cargo high speed craft CT: Chemical Tanker GC: Gas Carrier MO: Mobile offshore drilling unit OC: Other cargo ship OT: Oil tanker PH: Passenger high speed craft PS: Passenger ship	an..2	- note this replaces ARCSOPT013!!



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Questions ?

