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



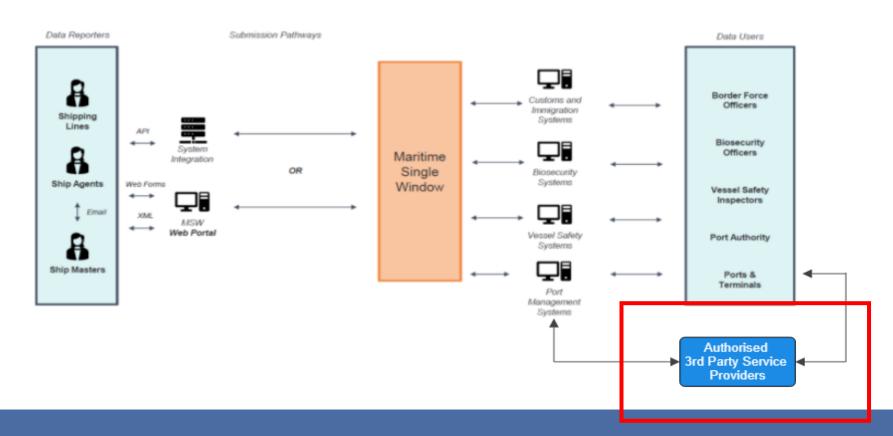
Potential Delivery solutions – Maritime Single Window

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





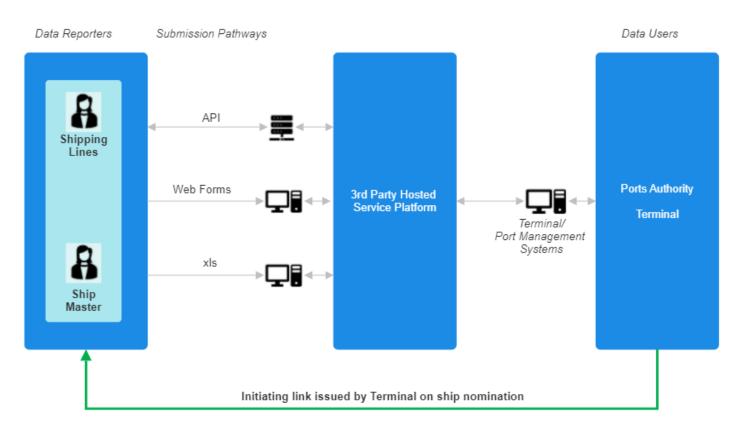
Potential Delivery Solutions - 3rd Party Hosted Service

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



- <u>https://www.infrastructure.gov.au/maritime-single-window</u>
- https://www.aph.gov.au/DocumentStore.ashx?id=2eda0e24-7dbc-4992-9db3a030a772a031&subId=750810
- <u>https://www.shippingaustralia.com.au/imo-mandates-a-maritime-single-window/</u>

Interpreting the Terminal Harmonisation Questionnaire Spreadsheet



A B	С	D	E	F	G	Н	1	J	Association of Resource Companies, Ship Operators,
Original		General	IMO Definition	ARCSOPT Definition	Data Input	IMO Reference No. or New ARCSOPT	Code List	Format	Comments
Question		Name of Organisation completing the TVQ		Name of Organisation completing the TVQ	Periodic	ARCSOPT001		an70	
3 Set #		Relationship of person completing to vessel			Periodic	ARCSOPT002		an70	Do we want to make this table or free text?
4 1.0		Vessel Email Address		Vessel primary email address	Periodic	ARCSOPT003		an50	2
5 10 Field	(Exclusion)	Vessel Phone	The unique recognized mobile satellite service call number assigned to the ship by the operator and recorded in the operator's ship directory where provided.	0	Periodic	IMO0141		n. 14	Satellite phone
(Indiffic	Field	Vessel Phone - Satellite Service Provider	The ships recognized mobile satellite service provider.		Periodic	IMO0274	02: IRIDIUM SATELLITE	an3	
7 1.05	sub	CSO Phone number - Mobile	Company security officer email		Periodic	IMO0274 IMO0033		an50	
2	name	General	Company security officer landline number		Periodic	IM00034		an50	
0		- and -	Company security officer mobile number		Periodic	IM00034		an50	
10		Field			Periodic	IM00036		an70	1
11 1.06			Company securit Existing	DESIGNATED PERSON, as identified by the ISM Code	Periodic	ARCSOPT004		an70	Company contact
12 1.07		Hull & Machinery Insurer de ails	IMOJFAL	Insurer as per Hull and Machinery Insurance Certificate	Periodic	ARCSOPT005		an70	
13 1.08		Provide details of P&I Club	Convention	D		of ARCSOPT006		an70	
14		Vesse Ship Details	Convention	ARCSOPT	Contraction of the local division of the loc	01			
15 2.01		Ship Name	Ship name		-info	IMO0142		an70	
16 2.02	2	IMO Number	Ship IMD number	Convention	intenan	Ce IM00140		an7	
10 2.02				Elald III - Contraction	period	-		4	
17 2.03		HullNumber		internationally)	- Included by	ARCSOPT007		an50	
18 2.04		Ships Original Name			Siic	Existing IM	0)	an70	
19 2.05		Month and Year of build			Sic	pr.propose	d	an35	Launch date Vs Keel laid date
20 2.06		Summer DWT (MT)		The deadweight of the vestel loaded to Summer draught in metric tonnes		pr propose			
20 2.06		Summer DWT (PTT)		metric tonnes	3 10				
21 2.07		Maximum air draught in ballast conditions (m)		The maximum height of the uppermost cargo hold hatch coaming in normal ballast conditions	3,10	Ref #	Code list where	n., 14,3	top of hatch combing/cover - we might need to call this something different as airdraught interpretation is not standardised.
22 2.08		Vessel SDMBL		Ship Design Minimum Breaking Load (SDMBL) means the minimum breaking load of new, dry mooring lines for which shipboard fittings and supporting hull structures are designed order to meet mooring restraint requirements. Available on Mooring Arrangement Plan for newer vessels, for older vessels is recommended that you consult with vessel's Classification Society		ARCSOPT012	applicable	Field fo & siz	And a second sec
						ARCSOPT013	BC: Bulk carrier CH: Cargo high speed oraft CT: Chemical Tanker GC: Gas Carrier MD: Mobile offshore drilling unit DC: Other cargo ship DT: Oil tanker PH: Passenger high speed oraft	ł	
23 2.09		Vessel Type	Company ISM certificate ship type, coded		Static	IMO0321	PS: Passenger ship	an2	- note this replaces ARCSOPT013!
			The code representing the pationality of the ship shown on its IMO \sim		1	1		12 L	



Questions ?







