EMSA

European Maritime Safety Agency

Workshop Report

SafeSeaNet Workshop 9

Held in Lisbon on:

21 & 22 May 2008

Workshop Report: SafeSeaNet (9)

Background

I. Introduction

The workshop was chaired by Mr Lazaros Aichmalotidis.

The meeting was attended by delegations from: Belgium, Bulgaria, Denmark, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Latvia, Lithuania, Malta, Netherlands (the), Norway, Poland, Portugal, Romania, Slovenia, Spain, Sweden and United Kingdom (the).

Representatives of Intrasoft International (EMSA SSN contractor), the MarNIS Project and ESPO also participated.

The list of participants is attached as **Annex 1**.

A list of documents distributed to the SSN 9 participants is included as **Annex 2**.

Note: Fuller details of the issues presented (including an allocation of papers to each of the sub-groups) may be obtained from:

http://www.emsa.europa.eu/end806d009.html

Workshop Objectives

The most important issues of the workshop were:

- Progress of work on **Alert Distribution** and presentation of a live demonstration of the prototype application;
- Present the results and proposals from the **Data Quality Working Group**; and
- Draft principles for the development of **SSN version 2**.

Workshop Programme

I.1 Opening / Introduction (EMSA – LAI)

SSN milestones

In his opening address Mr. Lazaros Aichmalotidis as Chairman emphasised 2008 as the passing of an important milestone with SafeSeaNet becoming fully implemented by the end of the year (16 MS now in production). STIRES implementation was seen as a second objective. Within the SSN implementation, there are a number of sub actions.

EMSA is in contact with all MS over their implementations and many deficiencies have still to be rectified. A number of visits to MS had been scheduled. In accordance with directors' meeting (organised by COM in November 07), **Quarterly Reports** were now being sent to the MS. They now provide the necessary information to senior authorities within the MSs, sufficient for them to comply by the end of the year.

EMSA internal restructuring

MSs were informed of EMSA internal restructuring for meeting new objectives. It included Mr. Emilio Martin-Bauza's move to another position and Mr. Yannick Texier's transfer to LRIT.

EMSA-FRONTEX-EDA cooperation

On potential future EMSA cooperation with Frontex and EDA, Mr Aichmalotidis informed about relevant meetings held at EMSA which identified synergies among the Agencies.

EMSA could be seen as a service provider; however policy / legal related aspects should be first clarified.

AIS master plan

Regarding the AIS Master Plan Workshop; also related to this was the cooperation launched by EMSA with the IHO, necessary for the supply of nautical charts to S57 standards as a GIS background; hence facilitating plotting of EU AIS coverage from the shore.

Management of SSN developments

Many MS were concerned about how and when SSN V.2 would be emerging as a task; a presentation on this subject being provided by EMSA at this meeting. A paper related to the managed development of SSN had been submitted by France and Germany. Though recognising difficulties placing this on the agenda as policy related, and as such it had been forwarded to COM for information and comment, it was discussed later on in the meeting.

The COM identified the lack of time during the previous COSS meeting as being part of the cause. Problems raised by France and Germany would be sorted out, but so far, there was no agreement. COM emphasised the need for the MSs to work together so that the legal obstacles could be properly addressed.

I.2 Approval of the agenda

The agenda was agreed with the French and German document to be presented later in the agenda.

I.3 Minutes of previous meeting (SSN 8.1.3)

The minutes of the previous workshop (SSN 8) were approved.

The action items from SSN 8 and the follow up actions carried out by EMSA and MS are included as **Annex 3**.

I.4 Oral Statement on Phasing Out of the Web and Phone / Fax (UK)

The UK raised the issue of the phase-out of phone and fax. The COM advised that there had been no final decision taken on this, but it would be considered with others, as an implementation issue. So far no further meetings had been planned since all efforts were now concentrated upon the amending Directive.

II. INPUT FROM THE COMMISSION

Mr. Urban Hallberg representing the Commission, reminded the MS of the urgent need to deliver on their implementations and by the end of 2008 at the latest. The MSs' systems that comprise support SSN also need to provide a service that was 24/7, which was an objective accorded with Article 1 of the Directive 2002/59.

III. SAFESEANET USERS REQUIREMENTS

III.2 Multiple notifications in SSN (SSN 9.3.2- EMSA)

As the EMSA response to SSN W8 action regarding SSN's multiple port notifications, it had not been possible to complete this specification due to recognising that the "persons on board" requirement presented a serious obstacle to its implementation. Though the MSs agreed in principle it did not resolve their practical problem, ferries would not be held back until notifications were sent.

The group agreed that it is necessary to find a practical solution and requested the COM to consider the matter further and the potential ways of resolving the problems.

III.3 Information on granted exemptions (SSN 9.3.3 - EMSA)

EMSA presented proposal for a procedures for notifying SSN (through the web interface) with information on MSs' granted exemptions. Some MSs questioned the need to develop this functionality that would impose an additional burden upon MSs. COM explained that MS have to send to the COM information on the granted exemptions (according to Article 15.4 of the Directive), thereby the proposed functionality facilitates MSs compliance.

The group agreed EMSA to develop the proposed web interface in the framework of V1.9.1.

III.4 Users access rights (SSN 9.3.4 - France)

France presented proposal to harmonize the management of access rights and to ensure that ports that are not identified as being ports of destination cannot see any notification (whether port, hazmat, ship or alert). Currently the restriction applies only to Port Notifications. The proposal of France will require only a modification to the EMSA console management application and has no impact to the MSs SSN national applications.

The group agreed that EMSA would implement the changes in the current version before the end of 2008.

IV. OPERATIONAL & TECHNICAL ISSUES

IV.1 Revision of the warning codes (SSN 9.4.1 – EMSA)

The proposal by EMSA to implement new warning status codes was in two parts; the introduction of new systematic, numeric status codes and then to use these codes to indicate the source and reason for the errors in the system.

The issue was recognized as not of top priority and further work was required on the provision of sufficient characters to cover all possible future errors; to enable the system to deal with more than one error at a time and to provide guidance on how the errors indicated should be dealt with.

Germany saw no need for implementing warning codes in SSN because of realised data quality checks at national level. Also refers to the possible impact on national systems for managing the warning codes. They called attention to the disproportionate impact this would have on each implemented national system.

The group agreed that amendments to the current system are likely to be for SSN V.2. EMSA would prepare revised proposals on that basis and present the compelling need for implementing it. Germany disagrees with this proposal and reserved its position.

IV.2 Status report on LCAs declared for SSN (SSN 9.4.2 – EMSA)

EMSA presented a status report on national declaration of LCAs (Local Competent Authorities) with proposed follow-up actions. EMSA presented practical examples of ports where one authority covers one or more additional ports but without 24/7 cover for SSN. The group agreed to allow multiple port locations, (geographical 'ports') and hence more than one Locode to each declared 'port authority'. This would permit the association of more than one or multiple (port) locations to be linked with the same port authority.

The group agreed:
a) EMSA to conduct a detailed analysis using external sources to check if all MS have declared all their LCAs into SSN;
b) EMSA to develop the proposed change within the web interface in the scope of version 1.9.1;
c) MSs to update the list of NCA/LCAs into the SSN console tool. The Excel possibility will also be maintained to provide the list of LCAs.

IV.3 Alert distribution, live demonstration (SSN 9.4.3 – EMSA)

Having presented a plan for a pilot project on this subject during SSN 8, a demonstration of the proposed solution was now given by EMSA. The lack of a voyage definition still presented an obstacle to full SafeSeaNet implementation. Though this could be implemented as a web solution without disruption to Member States' own systems it was necessary to improve it technically before giving it fully to operations.

Alert notification is one of the four notification types to be provided by the Member States, by the end of 2008. The alert distribution pilot project, will help the MSs to comply fully with Article 16 in the directive 2002/59, by building a more interactive system that, make the process of sending notification and retrieve details in a easy way.

The group agreed the following:

a) EMSA will draft further practical guidelines for reporting alerts into SSN to be presented at SSN 10 (provide examples on what, when, how, to whom);

b) MSs are invited to test the implemented functionalities till SSN 10 (estimated date August 2008). During this period all the functionalities will be reviewed;

c) By SSN 11 EMSA will draft proposal for:
   - resolving the existing "open issues" of the XML RG;
   - update the XML RG to include the two (2) new alert messages agreed at SSN 5;
   - update the XML RG to include the port of departure and destination in the notification part of the alert messages.

d) By SSN 11 EMSA will draft proposals for distributing the alert messages through XML. The proposed changes will be implemented at SSN V.2;

e) MSs have to exchange alert message to achieve a proper operating SSN system. The Web interface (that will be available for MSs to use after SSN 10) may be used as an alternative option to the XML till the new updated XML RG for V.2 will be agreed and implemented.

IV.4 Request / Response mechanism in SSN (SSN 9.4.4 – DQWG)

Introduced by the DQWG, the paper summarised discussions and agreements from previous workshops, containing a proposed new request/response mechanism better able to fulfil the operational requirements of SSN users; with a detailed set of responses or group of responses for each type of notification (port, ship and hazmat).

The group agreed to implement the new request/response functionality on:

a) The web interface for port, ship and hazmat notifications, to be included in the SSN V1.9.1 system and test it before implementation on XML; and

b) Implement the new request/response mechanism in the XML interface for SSN V.2.

IV.5 SSN Communication requirements (SSN 9.4.5 – EMSA)

The first part of the proposal, necessary to ensure a common approach when handling "communication" failures, was agreed by the group. The maximum number of attempts in case of error was settled to five. It was also agreed that 30 seconds was too short a period for timeout. Consequently the parameter used by the web application will be made configurable and its value increased to 5 minutes, a more realistic value than the recommendation stated in the XML RG. Regarding the procedure to follow in the case of a persistent failure, it was agreed that the same principle should be applicable to the LCA/NCA and the EIS.

Regarding the "watchdog functionality" it was agreed that the adoption of a keep-alive notification is not necessary, as the continuous submission of AIS notifications will not

allow for long periods of inactivity. Consequently, EMSA will proceed with the implementation of a monitoring mechanism, based on the periodic request for the details of notifications. This functionality will have no impact to the MSs national applications.

The group agreed:

a) On updating the XMLRG and the ICD with the agreed values of the "communication" requirements;

b) EMSA will proceed with the implementation of a monitoring mechanism, based on the periodic request for the details of notifications;

c) MSs to adapt their national systems to be compliant with the new communication requirements;

d) EMSA to adapt the SSN core in order to be compliant with the relevant new communications requirements before the end of 2008.

V. STATUS AT NATIONAL LEVEL

V.1 Status in MS (SSN 9.5.1 - MS)

The MSs gave a detailed update of their latest status of implementations, some of the most prominent of which are recorded below.

Bulgaria reported that lack of funding from their Ministry of Transport posed a serious obstacle to implementation and further development.

France reported that their priorities are to be connected to SSN by June 2008 and to connect to STIRES, the North Sea and Mediterranean servers.

Ireland stated that they would provide AIS information for the North Sea server, but wanted to be clear on the method for supplying AIS information.

VI. ADMINISTRATIVE ISSUES

VI.1 SSN Handbook (SSN 9.6.1 - EMSA)

EMSA introduced the concept of a SafeSeaNet handbook, as a set of checklists and procedures for EMSA and MSs, formalising their relationship with SafeSeaNet operations, developments, etc. There was general support for these proposals were however, requests for delays in its implementation.

The group agreed the following:

a) EMSA to send first draft of the handbook by September 2008;

b) MSs to present comment within one month;

c) Based on the MSs input, EMSA will present the revised document at SSN 10.

VI.2 Management of SafeSeaNet (SSN 9.6.3 - France)

France presented a paper submitted jointly with Germany regarding the management and planning of SSN. The paper raised concerns over lack of official documents approved on the technical specification by COSS.

The group considered that the problems with the COSS were due to the fact that SSN discussions are too complex, technical and legal at the same time. This was difficult for COSS to handle when most representatives were of a policy background.

The group proposed the following:

a) Technical discussions should be held during the SSN workshops and the final result would be presented to the COSS when they were mature. The SSN group will prepare the work for COSS and they would continue to be responsible for policy issues and they would take the final decision;

b) To confirm with COM and COSS a solid framework of the scope of the group, (what can be agreed upon by this group) and thereby defining the process and formula for facilitating the necessary agreements from the COSS;

c) EMSA would communicate the decisions of the SSN group to the COM.

As a result of the above, COSS would be encouraged to recognise that the SSN issues that they need to deal with and expedite have been thoroughly prepared and agreed in advance by EMSA, the SSN group of Member States and by the COM. This would streamline and simplify the decision making process at COSS. Within such a revised term of reference for detailed technical issues, COSS approval would be almost a formality, based upon prior agreements on technical issues brokered at SSN workshops.

VII. SYSTEM ASSESSMENT AND EVOLUTION

VII.1 XML vs. XSD inconsistencies (SSN 9.7.1 - DQWG)

EMSA presented a list of the most significant and urgent inconsistencies between the XML RG and the XSD with had proposed implementation date.

The group agreed with the proposals that will be implemented by EMSA and the MSs in the framework of version V1.9.1.

VII.2 STIRES project (SSN 9.7.2 - EMSA)

EMSA summarised the objectives and expected timetable for implementation of the various services and benefits included in the recent corporate tender on STIRES project and invited MS to consider their future participation when the services became available in 2009. As for the question of whether the regional networks would be allowed to continue, the STIRES project itself was only the beginning and a number of future possibilities would arise. The system would be capable of receiving data initially from existing regional systems, but could receive data from individual MSs.

Concerns were raised if MSs need to continue providing AIS ship notification after the development of the STIRES project. This issue will be further analysed when STIRES is operational and experience is collected.

Germany raised the question why in the description of the "Global objective of the project" only the data exchange via IEC format is stipulated. In SSN 8 no new decision concerning the data exchange format was made by the group. Both data exchange formats (XML or IEC format) has to be maintained and tendered.

Germany also stated that the basis of STIRES must be data exchange using SSN ship reporting (any other developments counteract SSN data exchange; especially "coining" national or regional data centres to an EU central server beside SSN requires the expensive deployment of a new IT infrastructure).

EMSA replied that the objective of the presentation was just to inform MS on the STIRES implementation which is based on the specifications (including the data exchange formats) defined during the 1st and 2nd Experts Review Meetings of the STIRES study.

The group noted the information provided.

VII.3 SSN v2 road map (SSN 9.7.3 - EMSA)

EMSA recalled the background to development of the SSN and experience gathered and suggested that SSN should be transformed into a pro-active system. Principal objectives that need to be achieved with SSN v2 were presented.

COM indicated that the exact road-map for SSN V2 had still to be agreed with MS.

The paper was supported in principle by the MS with few of them stating that the planning for SSN V.2 is too optimistic. The main issues raised by the participants were:

- SSN is largely based on the data provided by the shipping industry (agents, masters or operators). For SSN v.2 it is necessary to consider a broader group of data providers, the user profiles and the issue of confidentiality.
- SSN v.2 has to be designed in modular structure following a detailed task analysis. It is essential to identify user needs.

The group noted the information provided.

VIII. DATA QUALITY

VIII.1 Data Quality guidelines (SSN 9.8.1 - DQWG)

The "Data Quality Guidelines" are the outcome of the *ad hoc* working group set up at SSN 7 to provide the SSN Group the so called "Data Quality Guidelines". The guidelines were presented as three separate elements (EMSA/MSS and MS procedures, Checking rules and Revision of ship messages).

For the **EMSA/MSS procedures,** the set up and further development of the EMSA MSS, current DQ checks (fully described in document SSN 9/8/2) and the new MARINFO database, launched in 2008 were explained to the group. Proper implementation **of MSs' procedures** in the framework of the "guidelines" (but not based on any legal mandate), will entail maintenance of a 24/7 service for the point of contact with the EMSA MSS and all other declared MSs' 24/7 services as well as maintenance of reference databases.

Germany made the offer to provide their HAZMAT database to EMSA in order to be used as a common reference database by all MSs.

Some MSs called for access to a central and common database to populate their own systems and reduce the duplication of effort. However, development by EMSA of centralised and/or model reference databases to relieve burdens from MSs (development of 1 as against 29 solutions), would be very much conditional upon the resources becoming available as this would comprise a major new project. To do this centrally and immediately was difficult, raising licensing issues, cost impacts etc.

The group agreed the following:

a) The decisions regarding the MSs' reference database and the MSs' 24/7 services would be revisited. It was currently a recommendation, but necessary to have a reliable system, 24/7, National Systems and the MS. The proposed dates in 2009 for MSs' 24/7 services and 1st January 2010 for MSs' reference databases, would be taken as a guideline;

b) EMSA would contact Germany to investigate the potential use of their dangerous goods reference database and would consider the use of suitable similar databases by other MSs;

c) EMSA and MSs will implement the agreed checking rules at SSN V1.9.1.Until then MSs may implement these changes on a voluntary basis;

d) The proposed changes for the **"ship messages"** will be revised and would be implemented in SSN v.2.

VIII.2 MS status in Data Quality (SSN 9.8.2 – EMSA)

EMSA described the methodology of the Data Quality checks performed by MSS and presents summary status of the MS in regards to the Data Quality.

Due time constraints, the document was not presented. These issues will also be communicated by EMSA in future SSN Monthly and Quarterly reports.

IX. ANY OTHER BUSINESS

IX.1 MRS including WETREP, their use within SSN (SSN 9.9.1 - EMSA)

EMSA presented its paper confirming the legal requirements and practical benefit to MSs from exchange of data from MRSs and from the WETREP system in particular through the use of SSN. With SSN an operational system and the approaching date for full compliance with Directive 2002/59, MS were reminded to ensure they achieve compliance with the requirements for ship notifications in accordance with standards at the latest, by the end of 2008.

EMSA and COM both indicated that there were difficulties associated with defining SSN messages in the directive itself or its annexes. Greater flexibility was desirable to enable the SSN Group to define the content of SSN messages.

Several MS indicated target dates for notifying their MRS to the SSN. Finland announced that they will implement GOFREP, a jointly developed MRS with Estonia and Russia (by end 2008). Spain mentioned that they are currently working on sending MRSs from GIBREP and FINREP.

VTSs and non-mandatory reporting systems were not directive mandatory requirements.

The group agreed that:

a) MS to provide their ship MRS notifications by the end of 2008;

b) EMSA will send a letter to the WETREP Coordination Committee (currently under Spanish chairmanship) proposing a meeting between EMSA and the WETREP group of representative technical experts;

c) EMSA will further explore:

- if there are any acceptable, better ways for SSN to exchange and therefore exploit WETREP reports as a valuable source of information; and
- the possibility of amending future SSN MRS message content.

IX.2 EU AIS master plan (SSN 9.9.2 - EMSA)

EMSA presented a short summary of its paper informing the MSs about the AIS master plan workshop held on 22nd and 23rd January 2008. A chart was shown of the theoretical calculated coverage by AIS shore-based stations from the information provided by MSs. This emphasised the importance of this task and the information provided by MSs. EMSA reminded the MSs to update the information on the AIS shore stations as previously requested by EMSA.

There was the brief discussion on the future possibility of information from satellite AIS, indicating that this would first require the system approval by the ITU/IMO.

X. FOR INFORMATION

The following documents were not presented:

- SSN 9.3.1 Potential actions to improvement AIS data
- SSN 9.4.6 Sender and From attributes
- SSN 9.5.2 Commissioning tests reports
- SSN 9.6.2 Procedure for future SSN application releases)

Workshop Conclusions / Follow-up Actions

The workshop conclusions and the follow-up actions are indicated in the attached Annex 5.

The provisional dates for the next SSN workshop (SSN 10) were given as 21st and 22nd October 2008.

<u>Annexes</u>

Annex 1 - List of participants
Annex 2 - List of documents
Annex 3 – Action items from SSN 8 workshop
Annex 4 - Workshop Agenda
Annex 5 – Action items for SSN 9

Annex 1 - Attendance List

Germany, Neulaes.

SSN 9 21-22/05/08 Attendance list

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SSN 9 21-22/05/08 Attendance list

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Annex 2 – List of SSN 9 documents

I. INTRODUCTION
SSN 9.1.1   Draft agenda
SSN 9.1.2   Detailed agenda
SSN 9.1.3   Minutes of SSN 8

II. INPUT FROM THE COMMISSION

III. SAFESEANET USERS REQUIREMENTS
SSN 9.3.1   Potential actions to improvement AIS data **(EMSA – PWI)**[*]
SSN 9.3.2   Multiple notifications in SSN **(EMSA – MLI)**
SSN 9.3.3   Information on granted exemptions **(EMSA – MLI)**
SSN 9.3.4   Users access rights **(France)**

IV. OPERATIONAL & TECHNICAL ISSUES
SSN 9.4.1   Revision of the warning status codes **(EMSA – RKJ)**
SSN 9.4.2   Status report on LCAs declared for SSN **(EMSA – MLI)**
SSN 9.4.3   Alert distribution, live demonstration **(EMSA – RKJ)**
SSN 9.4.4   Request/Response mechanism in SSN **(EMSA – GSA)**
SSN 9.4.5   SSN Communication requirements **(EMSA – PRA)**
SSN 9.4.6   Sender and From attributes **(EMSA – GSA)**[*]

V. STATUS AT NATIONAL LEVEL
SSN 9.5.1   Status in M.S. **(MS)**
SSN 9.5.2   Commissioning tests reports **(EMSA - RFS)**[*]

VI. ADMINISTRATIVE ISSUES
SSN 9.6.1   SSN Handbook **(EMSA - LBI)**
SSN 9.6.2   Procedure for future SSN application releases **(EMSA - LAM)** **(**[*]**)**
SSN 9.6.3   Management of SafeSeaNet **(France)**

VII. SYSTEM ASSESSMENT AND EVOLUTION
SSN 9.7.1   XML vs. XSD inconsistencies **(EMSA – DQWG)**
SSN 9.7.2   STIRES project **(EMSA – PWI)**
SSN 9.7.3   SSN v2 road map **(EMSA – LAI)**

VIII. DATA QUALITY
SSN 9.8.1   Data Quality guidelines **(EMSA – DQWG)**
SSN 9.8.2   MS status in Data Quality **(EMSA – LBI)**

IX. ANY OTHER BUSINESS
SSN 9.9.1   MRS including WETREP, their use within SSN **(EMSA – PWI)**
SSN 9.9.2   AIS master plan **(EMSA – PWI)**

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[*] Communication only

Annex 3 - Action items from the SSN 8 Workshop

1.2.1 ACTION ITEMS FOR THE MEMBER STATES SSN 8

S/N	Section	Topic and Action	Action carried out
1	II	MS to involve broader maritime community interests when developing SSN systems.	No document submitted
2	III.1	MS to provide information about the erroneous AIS data transmitted as well as any possible feedback/proposals.	No document submitted
3	III.2.b	Germany to support the Commission by preparing possible amendments to Annex I of the Directive 2002/59/EC (Hazmat message).	COSS
4	IV.3.b	To introduce the list of their NCA/LCAs into the SSN console tool within 15 working days after this workshop.	SSN 9.4.2
5	V.1	Those Member States falling behind in their implementation may contact the European Commission to investigate what further action should be taken to address the problem.	No document submitted
6	VIII.1	MS to share their experience on the data check at national level in order to support development of further MSS procedures.	No document submitted
7	VIII.5	MS to consider the analysis provided on SSN 8.8.5 and co-operate with MSS to take actions to improve the quality of the messages sent to SSN.	No document submitted

1.2.2 ACTION ITEMS FOR EMSA SSN 8

S/N	Section	Topic and Action	Action carried out
1	I.2.2	Implement the new warning status code in a coming release of SSN 1.9.	SSN 9.4.1
2	I.2.3.a	SSN to support multiple notifications	SSN 9.3.2
3	I.2.3.b	SSN will store and exchange information on granted exemptions.	SSN 9.3.3
4	III.1.a	EMSA PSC and Marine Equipment units to be consulted and to propose/comment potential actions that may be taken to improve AIS data to be presented at SSN 9.	SSN 9.3.1
5	III.2.a	The structural problems of the XSD Schema related to HAZMAT and the weight "unit measurement" attribute will be analysed incorporated into SSN V.2.	For SSN V2

S/N	Section	Topic and Action	Action carried out
6	IV.1	EMSA will implement a pilot project with a live demonstration scheduled for SSN 9, taking into consideration the suggestion from the Netherlands.	SSN 9.4.3
7	IV.2	The new request mechanism will be implemented for SSN Version 2 after further technical analysis by the ISWG group.	SSN 9.4.4
8	VII.1 and VII.2	EMSA will forward the results of the discussion on the phasing out of the phone & fax and the web interface for notifications to the Commission for further actions.	Already sent to COM
9	VII.3	Report to SSN 9 the progress made in respect to the 2 SSL.	Pending issue due to the hosting
10	IX.5	EMSA will check whether data from the WETREP will be of use to other EMSA units or if other MS would be interested in the data.	SSN 9.9.1

1.2.3 ACTION ITEMS FOR EMSA AND THE ISWG SSN8

S/N	Section	Topic and Action	Action carried out
1	I.2 and VII.3.a	The ISWG 6 will review the document SSN 7/3/1 (ICD Communications Requirements) and integrate the comments provided by the group and will report on the result to the SSN 9.	SSN 9.4.5
2	IV.2.a and b	The ISWG 6 will include the additional requests in respect to "Get Port Notification" and "Get Ship Notification" and validate the document SSN 8/4/2 rev1.	DQWG
3	V.II.3	The ISWG 6 will analyse the list of XML inconsistencies and make a clear proposal to the SSN 9.	SSN 9.7.1
4	V.III.2	The ad hoc Data Quality group will further review the data quality checking rules and report to SSN 9.	SSN 9.8.1
5	V.III.3	The ad hoc Data Quality group will further review the data quality procedures and report to SSN 9.	SSN 9.8.1

Annex 4 – Workshop Agenda

DRAFT AGENDA
OF THE SSN WORKSHOP 9
21 & 22 MAY 2008 (9:30 – 17:30)

I. INTRODUCTION
    1. Approval of the agenda
    2. Approval of the minutes of the previous meeting

II. INPUT FROM THE COMMISSION
    SafeSeaNet policy, legislative initiatives and any other relevant issue

III. SAFESEANET USERS REQUIREMENTS
    1. Interface Control Document (ICD)
    2. Network and messaging
    3. Security
    4. Other

IV. OPERATIONAL & TECHNICAL ISSUES
    1. Adaptive / corrective maintenance
    2. System functionality
    3. SSN new development
    4. Commissioning test
    5. Other

V. STATUS AT NATIONAL LEVEL
    1. Member States' current situation

VI. ADMINISTRATIVE ISSUES
    1. System management
    2. Other

VII. SYSTEM ASSESSMENT AND EVOLUTION
    1. System assessment
    2. System evolution

VIII. DATA QUALITY

IX. ANY OTHER BUSSINESS

DETAILED AGENDA

OF THE SSN WORKSHOP 9 (21 & 22 May 2008)

	Day 1: Wednesday 21/05/2008
09:00 – 09:30	**Registration and coffee**
09:30 – 10:30	**Morning session 1** Opening / Introduction **(EMSA – EMB)** Approval of the Agenda **(SSN 9.1.2 / EMSA – LAI)** Input form the Commission **(COM)** Approval of the SSN 8 minutes **(SSN 9.1.3 / EMSA – LAI)**
10:30 – 10:45	**Coffee Break**
11:15 – 12:45	**Morning session 2** **SSN Operational & Technical** **SSN 9.4.4** Request/Response mechanism **(EMSA – GSA)** **SSN 9.4.3** Alert distribution, live demonstration **(EMSA – RKJ)** **SSN Users Requirements** **SSN 9.3.2** Multiple notifications in SSN **(EMSA – MLI)** **SSN 9.3.3** Information on granted exemptions **(EMSA – MLI)**
12:45 – 14:15	**Lunch**
14:15 – 15:45	**Afternoon session 1** **Status at National Level** **SSN 9.5.1** Status in M.S. **(MS)** **SSN Operational & Technical** **SSN 9.4.1** Revision of the warning codes **(EMSA – RKJ)** **SSN 9.4.5** SSN Communication requirements **(EMSA – PRA)**
15:45 – 16:00	**Coffee Break**
16:00 – 17:30	**Afternoon session 2** **Data Quality** **SSN 9.8.1** Data Quality guidelines **(EMSA – DQWG)** **SSN 9.7.1** XML vs. XSD inconsistencies **(EMSA – DQWG)**
17:30	**End of Day 1**

Day 2 : Thursday 22/05/2008	
09:00 – 09:30	**Registration and coffee**
09:30 – 11:15	**Morning session 1** **System Assessment and Evolution** **SSN 9.7.2** STIRES project **(EMSA – PWI)** **SSN 9.7.3** SSN v2 road map **(EMSA – LAI)** **SSN 9.6.3** Management of SafeSeaNet **(France)** **Administrative Issues** **SSN 9.4.2** Status report on LCAs declared for SSN **(EMSA – MLI)** **SSN 9.6.1** SSN Handbook **(EMSA - LBI)**
11:15 – 11:30	**Coffee Break**
11:30 – 13:00	**Morning session 2** **Any Other Business** **SSN 9.9.1** MRS including WETREP, their use within SSN **(EMSA – PWI)** **SSN 9.3.4** Users access rights **(France)** **SSN 9.9.2** AIS master plan **(EMSA – PWI)**
13:00	**End of Day 2**

Annex 5 - Action items from the SSN 9 Workshop

I. ACTION ITEMS FOR THE MEMBER STATES

S/N	Section	Topic and Action	Due date
1	IV.2 c	Update the list of NCA/LCAs into the SSN console tool. The Excel possibility will also be maintained to provide the list of LCAs.	On going
2	IV.3 b	Test the implemented functionalities till SSN 10. During this period all the functionalities will be reviewed.	Aug.2008
3	IV.3 e	Exchange alert message to achieve a proper operating SSN system. The Web interface (that will be available for MSs use after SSN 10) may be used as an alternative option to the XML till the new updated XML RG for V.2 will be agreed and implemented.	Dec.2008
4	IV.5 c	Adapt their national systems to be compliant with the new communication requirements.	Jan.2009 (v.1.9.1)
5	VI.1b	Provide EMSA with their comments on the document within 1 month after receiving the document	Oct.2008
6	VII.1	Implement the changes for SSN V1.9.1 once provided by EMSA the consolidated documentation (July 2008)	Jan.2009 (v.1.9.1)
7	VII.2	MS to consider their future participation in STIRES when the service will become available in 2009.	Mid 2009
8	VIII.1a	MSs' are encouraged to develop their reference databases.	Jan.2010
		The appointment of a 24/7 point of contact for SSN is necessary for operational and technical purposes by 2009.	In 2009
9	VIII.1c	Implement the agreed checking rules at SSN V1.9.1. Until then MSs may implement these changes on a voluntary basis.	Jan.2009 (v.1.9.1)
10	IX.1a	MS to provide their ship MRS notifications by the end of 2008.	Dec.2008
11	IX.2	Update the information on the AIS shore stations.	On going

II. ACTION ITEMS FOR EMSA

S/N	Section	Topic and Action	Due date
1	III.2	EMSA to forward a request regarding the multiple notifications in SSN to the COM for further considerations.	ASAP
2	III.3	Develop the proposed web interface in the framework of V1.9.1.	Jan.2009 (v.1.9.1)

S/N	Section	Topic and Action	Due date
3	III.4	Implement changes on the user access rights before the end of 2008.	Dec.2008
4	IV.1	Clarify the implementation of warning status codes and propose new amendments to be considered for SSN V.2.	Stand by v.2
5	IV.2a and b	Conduct a detailed analysis using external sources to check if all MS have declared there LCAs into SSN. Implement an additional feature that will allow the association of different port LOCODES to one port authority (for SSN V1.9.1).	On going Jan.2009 (v.1.9.1)
6	IV.3a	EMSA will draft further practical guidelines for reporting alerts into SSN to be presented at SSN 10 (provide examples on what, when, how, to whom).	Oct.2008
7	IV.3c	By SSN 11 EMSA will draft proposal for: • resolving the existing "open issues" of the XML RG; • update the XML RG to include the two (2) new alert messages agreed at SSN 5; • update the XML RG to include the port of departure and destination in the notification part of the alert messages.	Mid 2009
8	IV.3d	By SSN 11 EMSA will draft proposals for distributing the alert messages through XML. The proposed changes will be implemented at SSN V.2.	Mid 2009
9	IV.4a	The web interface for port, ship and hazmat notifications, to be included in the SSN V1.9.1 system and test it before implementation on XML	Jan.2009 (v.1.9.1)
10	IV.4b	Implement the new request/response mechanism in the XML interface for SSN V.2.	Stand by v.2
11	IV.5a	Update the XMLRG and the ICD with the agreed values of the "communication" requirements".	Jan.2009 (v.1.9.1)
12	IV.5b	Proceed with the implementation of a monitoring mechanism, based on the periodic request for the details of notifications.	ASAP
13	IV.5d	Adapt the SSN core in order to be compliant with the relevant new communications requirements before the end of 2008.	Dec.2008
14	VI.1a and c	Considerer the comments from MS regarding the SSN Handbook and provide a revised document for SSN WS10	Set.2008
15	VI.2	Communicate the agreed proposals to COM as soon as possible.	ASAP
16	VII.1	Implement the changes for SSN V1.9.1	Jan.2009 (v.1.9.1)

S/N	Section	Topic and Action	Due date
17	VIII.1b	EMSA would contact Germany to investigate the potential use of their dangerous goods reference database and would consider the use of suitable similar databases by other MSs	ASAP
18	VIII.1d	The proposed changes for the **"ship messages"** will be revised and would be implemented in SSN v.2.	Stand by v.2
19	IX.1b	Send a letter to the WETREP Coordination Committee (currently under Spanish chairmanship) proposing a meeting between EMSA and the WETREP group of representative technical experts.	ASAP
20	IX.1c	Further explore: • if there are any acceptable, better ways for SSN to exchange and therefore exploit WETREP reports as a valuable source of information; and • the possibility of amending future SSN MRS message content	On going