Workshop Report

SafeSeaNet Workshop 8

Held in Lisbon on:

24 & 25 October 2007

Workshop Report: SafeSeaNet (8)

Background

I. Introduction

The workshop was chaired by Mr Lazaros Aichmalotidis.

The meeting was attended by delegations from: Belgium, Bulgaria, Cyprus, 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 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 7 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/end805d009.html

Workshop Objectives

The most important issues of the workshop were the discussions on the data quality of SSN notifications by defining the data quality frameworks and agreeing data quality checking rules and procedures. The role of newly established Maritime Support Services (MSS) was emphasised as well its nodal contribution to this respect. The data quality of the AIS information is considered as a very important issue since the AIS information will become the basis for the functioning of other systems (LRIT and NIS).

In respect to the system evolution, discussions were held on the phasing out of the web interface for data providing as well the phone/FAX capabilities. Further improvements on the "alert distribution" were discussed and agreed as well as further improvement that will be implemented in SSN V.2

Workshop Programme

I.1 Opening / Introduction (EMSA – EMB)

In his opening address Mr. Martin Bauza encouraged the member States to work together with EMSA to improve the system. He also referred to the creation of the MSS which demonstrated that the system was becoming live. EMSA would be proposing to the Executive Board that the MSS be taken into its second phase for 365 days/year operation with appropriate recruitment. A third phase would see 24/7 operations, but only if the reports of its activities were positive.

The chairman added some further introductory remarks announcing a presentation on maritime surveillance that would be made during the Workshop. From this it would be seen that EU Maritime policy on surveillance is mainly based around SafeSeaNet. It was recalled that much progress had been made in the development of AIS networks, with the Mediterranean system proceeding to the next demonstrator phase with final delivery in November 2008. On MarNIS activity, the SafeSeaNet core would be used as a

demonstrator, with the project looking at the future enhancement of SSN in the form of an "SSN++".

On the AIS MASTER Plan, there had been meetings with a group of experts in July and October. The initial workshop planned for November would now likely take place early in 2008. It was as yet premature to consider any likely actions arising from the creation of the EU AIS Master Plan, though one identified outcome would be the creation of a map of Europe with theoretical AIS coverage, based upon the antenna heights etc.

A workshop was held in June for the promotion of best practices among VTS centres, with important elements on the harmonisation of services. The results from this will be analysed and presented at the next SSN Workshop.

On the waste message, a workshop was held in September 2007 and was discussed how to proceed with the development on a voluntary basis with the creation of a joint group dealing with the waste message within SSN.

I.1 Approval of the agenda

The group approved the agenda with no changes.

I.2 Minutes of previous meeting (SSN 8.1.3)

The minutes of the previous workshop (SSN 7) were approved, including the actions resulting from that meeting.

ACTION ITEMS FROM THE SSN 7 WORKSHOP

1.2.1 ACTION ITEMS FOR THE MEMBER STATES SSN 7

S/N	Section	Topic and Action	Action carried out
1	I.3	Greece will submit a contribution to SSN 7 on the use of the Electronic signature.	Closed No document submitted
2	I.3	Greece and other volunteer MS would provide a contribution justifying the need for the additional criteria.	Closed No document submitted
3	II.1	Agree on a date to close down the Web interface for notification purpose.	SSN 8.7.2
4	III.4.a	The SHT list will be made available at the EMSA web site. MS are welcome to use this information if and where necessary.	SSN 8.3.3
5	III.4.b	France will use in their national system and report the results to SSN 8.	SSN 8.3.4
6	III.6	A group of three MS (France, Ireland and the UK) agreed to consider the issues by correspondence and to forward its proposals to the COSS through the SSN Workshop Group. This will include recognition of the technical impacts created as a consequence of its potential future implementation.	Stand by To be discussed directly with COM
7	III.7.2	MS participating in the WETREP will submit a formal proposal for a protocol between EMSA and WETREP participating MS for the exchange of relevant reported data.	SSN 8.9.6
8	VIII.2	The participants were invited to provide support to team conducting the visits to the MS's ports in the framework of the study Metadata on ship movements in European ports and terminals.	SSN 8.9.2

1.2.2 ACTION ITEMS FOR EMSA SSN 7

S/N	Section	Topic and Action	Action carried out
1	I.3	Implement in SSN V1.9 the 2 way SSL.	SSN 8.7.3
2	III.2	SRIT project specifications.	Stand by No document submitted (SSN 8.9.1)
3	III.3.a	Suggest a future date to phase out the options by which the Article 13 Hazmat manifest response could be satisfied by telephone or by facsimile.	SSN 8.7.1
4	III.3.b	Amendment to the XML RG to include the "Technical Name" definition.	Stand by To be discussed directly with COM
5	III.3.c	EMSA through the Commission will develop a proposal for the COSS aimed at providing necessary amendment to Annex I of Directive 2002/59.	Stand by To be discussed directly with COM
6	III.7.1	Submit a paper for SSN Workshop 8 with a final clarification on the issue of Identification of LCAs by MS.	SSN 8.4.3
7	IV.1.b	The ISWG 5 will review the document SSN 7/3/1 (ICD Communication Requirements) and integrate the comments provided by the group and will report on the result to the SSN 8.	On going To be discussed at ISWG 6 and presented at SSN 9
8	IV.2.a	Implement the presentation of the changes applied into the XML reference Guide.	Done Changes included in the next version of the XML ref guide
9	IV.2.b	Prepare a methodology for the development of a new XML Schema and a revised version of the MRG.	SSN 8.7.3
10	IV.3.b	EMSA and the MS will implement the change in the Locode structure in SSN V2.	Stand by SSN v2.00
11	IV.4.b	Present a first draft of the "Data Quality" methodology at WS 8.	SSN 8.8.1 SSN 8.8.2 SSN 8.8.3 SSN 8.8.4
12	IV.6.a	Modify the proposal in accordance with the UK suggestion to make the "automation of the Alert distribution" an optional functionality.	SSN 8.4.1
13	IV.6.b	Develop a pilot project for alert distribution (include UK proposal). The pilot project application will be developed in the framework of SSN V 1.9 and has no impact to the MS applications since will be provided through the web interface.	SSN 8.4.1
14	IV.7	Develop the proposed functionalities (Area search & Vessel tracking) in the framework of a pilot project accessible from the default web interface.	SSN 8.7.3

S/N	Section	Topic and Action	Action carried out
15	IV.9.b	Implement the new warning status code in a coming release of SSN 1.9 and documented in the technical documentation and the ICD in accordance with the MS comments.	On going No document submitted
16	IV.10	Analyse the AIS specifications (IMO/IALA) and report to the next SSN WS.	SSN 8.3.1
17	IV.13	Compile a list of corrections that will be submitted to the MS in the framework of the change management plan.	SSN 8.7.3
18	VIII.1	Regular report to the MS regarding the MSS activity.	SSN 8.8.5

I.2.3 Oral Statement on Hazmat and Port Notification Exemptions (UK)

Recalling action item 6 for the MS from SSN W7, the submission on the subject of exemptions had been withdrawn as it had been identified prior to the meeting as raising issues in relation to proposals to the amendment of Directive 2002/59/EC. Nevertheless, it was regarded as appropriate for the UK to make an oral statement on the technical issues in answer to outstanding action item from SSN W7.

It was recognised that the question of support by SSN for single or multiple notifications (for two or more crossings or voyages) is a technical question and could therefore be handled by the SSN Group.

The group agreed on the following:

a) Recognising the practical difficulties arising out of the input of data into SSN for relatively short coastal voyages across. SSN must support the input of multiple notifications such as the daily timetable for ferry services.

b) To ensure other SSN users are made aware of ships under exemption, to provide them with access to relevant information and in fulfilment of the Directive legal requirements, relevant information on the exemptions in force (perhaps a new message) would need to be developed for SSN.

EMSA would provide proposals and further clarification of these SSN issues after first analysing the potential ways for SSN to support the functions that have been identified as necessary for the exemptions.

1.2.4 Communication of the report of the ISWG 5 (EMSA)

The chairman of the ISWG 5 presented the report of the meeting held on 20 September 2007 in EMSA. The recommendations provided by the group are reflected in the documents submitted to the WS 8 participants, with five papers tabled for consideration.

II. INPUT FROM THE COMMISSION

Mr. Urban Hallberg representing the Commission, expressed concern now that SafeSeaNet was about to enter what could be predicted as being a turbulent period. At the same time, Member States and SafeSeaNet will be expected to deliver on their objectives.

It was noted by the group that planning by Member States for SSN should take place first of all within the shipping working parties of the Member States. The Commission and EMSA had been successful in promoting the use of SafeSeaNet by other agencies. He announced that the EU was finally opening dialogue with the Russian Federation looking towards a bilateral exchange of information whereby for example, the hazmat notifications for ships bound for Russian ports.

III. SAFESEANET USERS REQUIREMENTS

III.1 Analyse AIS specifications (SSN 8.3.1- EMSA)

This was presented by EMSA in response to the task from the SSN Workshop 7, to identify those messages within the standard transmitted AIS information that are mandatory data fields, as opposed to those that are non-mandatory.

The group recognised the improvement of AIS data quality is essential and a primary interest for SafeSeaNet, EMSA and the MSs. The EU provides the most substantial length of coastline in the world with AIS base-station coverage, due mainly to the requirements of Directive 2002/59/EC. While providing new opportunities for the EU, better coordination must be achieved and greater assurance of the quality of information that this system provides. AIS information should be a valuable resource for EU applications such as SSN, the NIS and LRIT. It is necessary to intensify work on solving the problem of poor data quality from AIS messages.

Among the options discussed were to task VTS operators to notify ships, or PSC authorities, to authorize exclusively manufacturers of AIS equipment or to include AIS transponders in the certification system for the radio communication equipment so it would be more thoroughly inspected.

The group agreed that:

a. There is already some information on this and EMSA/the Commission could start analysing reasons for the erroneous AIS data with a view to producing proposals on the corrective measures. The relevant units of EMSA dealing with Port State Control and Marine Equipment would be consulted. EMSA will then produce proposals to identify potential actions that may be taken.

b. Member States will continue to provide relevant information to the SSN group regarding the erroneous AIS information as well as any possible feedback/proposals.

III.2 Proposals for XMLRG inconsistencies (SSN 8.3.2- EMSA)

The document was presented by EMSA on the behalf of ISWG 5 (EMSA, Germany, France, Norway, Netherlands (the) and Portugal). It is based upon proposals made at the SSN group or in the framework of the *ad hoc* Data Quality Group, presenting all of the proposals for XMLRG changes related to the HAZMAT message.

The group agreed that:

a. The proposal contained paragraph 3.1 on the "structural problems of the XSD Schema" and paragraph 3.2 on the weight "unit measurement" attribute in the HAZMAT message were adopted on the basis that EMSA would prepare the necessary details for their incorporated into SSN V.2.

b. On the broader concept for SSN to support a comprehensive system including all relevant IMO regulatory codes or systems for describing hazmat, it was recognised as necessary to make progress this issue and therefore Germany would be invited to the COSS Committee to provide the necessary support possible amendments to Annex I of the Directive 2002/59/EC.

III.3 SHT pilot project – current status (SSN 8.3.3 - Norway)

A presentation was made by the Norwegian coastal Administration for the information of the group. The EMSA/HELCOM pilot project's objective is to monitor compliance with the provisions of the amended Annex I of the MARPOL Convention and Regulation (EC) No 1726/2003, concerning banning the carriage of heavy oil in single hull tankers, which entered into force on 5 April 2005.

The group welcomed this presentation on the EMSA/Helcom on monitoring the banning of heavy grade oil in single hull tankers (SHT) and information that the system has been in operation from 15th October 2007.

III.4 SHT list - experiences of France (SSN 8.3.4 - France)

During SSN workshop 7, France had proposed to load the SHT information into Trafic 2000 associated with an automatic alert and to report the results of this during SSN W8.

The data had been analysed from the 18th of August until the 30th of September 2007. A total of 29 voyages regarding 18 Single Hull Tankers have been recorded during this period. On those 29 voyages, 14 carried other than heavy grade oils and Gas-oil were the most frequently represented. Figures were also produced to show the flag distribution, the type of cargo and the age of single hull tankers observed during the period of analysis.

The group recognised the importance of the deterrent effect, regardless of the fact that "no anomalies" had been discovered.

III.4 INGRID presentation (SSN 8.3.6 - France)

France presented INGRID as a new information system for purposes of Port State Control (PSC) which aims to improve ship targeting for PSC and the PSC activity monitoring as well as to provide ports with feed back on ship targeting.

The group noted the time frame of the project whereby the deployment for all PSC offices and the important ports would be in March 2008 with extension to other ports by the end 2008.

IV. OPERATIONAL & TECHNICAL ISSUES

IV.1 Alert distribution (SSN 8.4.1- EMSA)

EMSA provided a pilot project progress report on the alert distribution functionality inside SSN dealt with in workshops since SSN 3, with final agreement reached in SSN 7. During SSN 7 it was agreed to develop a pilot project for alert distribution with the optional functionality. SSN V1.9 would be used as platform for the pilot project.

The group agreed with the EMSA proposal with a suggestion from the Netherlands on utilizing additional available information (e.g. port of departure in the hazmat message). Taking into consideration the suggestion from the Netherlands, EMSA would progress implementation as a pilot project with a live demonstration scheduled for SSN 9.

IV.2 Request mechanism to apply in SafeSeaNet (SSN 8.4.2 – EMSA)

The document presented by EMSA on the behalf of ISWG 5 (EMSA, Germany, France, Norway, Netherlands (the) and Portugal). It proposed a set of new User Requirements regarding the Request mechanism for getting Port, Hazmat, Ship and Security Notifications.

The group agreed that :

a) There is a support on the recommendations of the ISWG 5, including the following additional request:
   - Complete the "Get Port Notification" with an additional requirement to include the 5 latest voyages; and
   - Insert in the "Get Ship Notification" generated by AIS a statement to clarify that the request is for the latest AIS notification available "at the time the response is actioned".

b) In respect to the additional requirements the SSN Group requested, EMSA will make the necessary arrangements for validation of the revised document SSN 8/4/2 rev.1 during the next ISWG (6).

c) The changes proposed will require further technical analysis to support development of the requirements for SSN version 2.

IV.3 Message identification (SSN 8.4.3 – EMSA)

The document presented by EMSA, and concluded in a mixture of MS practices subject to additional requirements:

- In a "national centralized system" a user is the NCA acting as requester and/or provider. The NCA identifier is referenced in each message exchanged with SSN core in the "From" attribute,
- In a "national decentralized system" a user is a LCA acting as requester and/or provider. The LCA identifier is referenced in each message exchanged with SSN core in the "From" attribute
- Every Member State must identify its users (NCA and LCAs), and record the resulting list in the SSN console tool. The MS shall ensure the users' details are routinely updated, therefore guaranteeing to the SSN community that the Access Rights Matrix, as defined in the NSRG, is respected through its proper and rigorous application.

In fulfilment of the requirements the group agreed on the following consequent actions:

a) The deployment into production of SSN v1.9, after successful completion of the tests, is subject to the MSs' introducing the lists of their NCA/LCAs into the SSN console tool.

b) MS participants are invited to note the above conclusions and to introduce the list of their NCA/LCAs into the SSN console tool **within 15 working days after this workshop**.

c) EMSA invited the MSs to provide the required information either through the Web interface or by the Excel-based form circulated to them immediately following SSN 8, returning the completed form to EMSA within the agreed time referred to above.

The chairman asked France to clarify whether the actions being taken in the context of this paper to identify the sources of the SSN requests, are sufficient to address their concerns expressed in a letter to EMSA regarding the absence of a definition of the access rights information. The representative of France replied positively.

V. STATUS AT NATIONAL LEVEL

V.1 Status in MS (SSN 8.5.1 - MS)

Though the results indicated significant progress has been made, there were still strong suggestions that some of the Member States were falling behind in their necessary implementation processes. It was recommended that those Member States contact the European Commission to investigate whether further action should be taken to address this problem.

V.2 Commissioning test report (SSN 8.5.2 - EMSA)

EMSA presented the consolidated results of the Commissioning Tests carried out by the Member States in the course of May 2007 until September 2007.

VI. ADMINISTRATIVE ISSUES

No papers or presentations were submitted under this agenda item.

VII. SYSTEM ASSESSMENT AND EVOLUTION

VII.1 Phasing out phone and FAX (SSN 8.7.1 - EMSA)

EMSA presented this paper, recalling that the possibilities of telephone and fax adopted at the initial stages of SSN as temporary. This option had to be withdrawn and the proper changes in the Interface Control Document (paragraph 4.1.3), in the XML messaging reference guide (pages 24, 58, 60, 62, 63, 65, 66, 67, etc.) and in the SSN Network and Security Guide (page 36) would have to be made to reflect this change.

Regarding the phasing out date reservations were expressed by a number of Member States, including the Netherlands, Greece, Malta, Romania and the UK who supported

the phasing out at the end of 2010 (instead of the end of 2008). The phone and fax would be retained as backup solutions only after the phasing out in accordance with the proposals. Pdf and XML would be the remaining options after the phasing out. Concerns were also expressed regarding the implications for national systems by phasing out of the option in 2008 and the UK questioned whether amendments to the Directive, which states in Article 13.4 that information must be transferred by electronic means wherever practicable, would be required to necessitate the proposed phasing out. The Commission emphasised that such a decision was one of policy in interpreting the Directive and was not for this Group to make. The proposed phasing out would take place with necessary amendments implemented in the next SSN Version 2 (foreseen to be implemented at the end of 2008).

The group agreed that EMSA will forward the results of the discussion of the SSN group to the Commission for further consideration.

VII.2 Phase out Web interface for notification purposes (SSN 8.7.2 - EMSA)

EMSA presented this paper and recalled that this interface was initially developed as a temporary solution.

The possibility of closing down the web interface (only for providing data) would affect the ICD, the XML RG and the SSN NSG, as it is reflected in all those documents the possibility was to provide the information to SSN via the default-web interface. The necessary amendments would be implemented in the next Version (foreseen to be implemented at the end of 2008) of SafeSeaNet, erasing from the web interface the possibility of providing the information. MSs (NCAs) would have to notify the users employing this in order for them to be prepared to use the other two methods provided to include the notification details (XML).

Netherlands, Greece, Romania, the UK and Portugal noted that they face particular difficulties in complying with this requirement in the deadline for the phasing out of the Web interface with Greece proposing the notification functionality of the Web interface be maintained to be used as “back up solution” in combination with Phone/Fax functionality. The Commission emphasised that such a decision was one of policy in interpreting the Directive and was not for this Group to make.

The group agreed that EMSA will forward the results of the discussion of the SSN group to the Commission for further actions.

VII.3 Communication on Technical Implementations (SSN 8.7.3 - EMSA)

Presented by EMSA, this paper provided with an update on several issues related with technical implementations to enhance SSN. During SSN W.7 several actions were registered for EMSA related to SafeSeaNet technical implementations. This document provided an update on the implementation status and the expected planning.

It was announced that there were still some delays in implementing two-way SSL. A list of inconsistencies in the XML schema was identified. Introduction of the area search capability was still ongoing. The implementation of SSN version 1.9 was also discussed.

The group agreed that:

a. EMSA will report to SSN 9 the progress made in respect to the two-way SSL issue and the ICD communication requirements.

b. The inconsistencies correction is of high priority and SSN 9 will make decisions on the issue. To this end the ISWG will analyse the topic and make clear proposals to the SSN 9.

VIII. DATA QUALITY

VIII.1 MSS Data Quality Methodology (SSN 8.8.1 - EMSA)

EMSA presented the procedures followed by the MSS to assess the SSN system, both availability and reliability of the information provided. The MSS procedures are based on

a random checking of SSN notifications including the details of the messages when an incident or accident occurs. Availability and reliability of data is checked by comparison to other sources (SSN statistics, and public web pages as of various EU ports or shipping Companies).

The group recognised the added value that the MSS brought to the SSN and Member States agreed to share their experience on the data check at their national level in order to support development of further MSS procedures.

VIII.2 Data quality checking rules (SSN 8.8.2 - the Netherlands)

The Netherlands presented the paper representing the ISWG 5 (EMSA, Germany, France, Norway, Netherlands (the) and Portugal). It proposed automatic data quality checks to be added in the XML RG to prevent erroneous data entering into SSN. Before sending the SSN data to the SSN core, the MS SSN national applications would perform a complete set of checks based on the proposed rules ensuring the data cohesion.

The working group were thanked for their good work on these issues, though there were concerns expressed about the need to define an agreed date for implementation of these rules. The checking rules as written would be considered as interim, but they should be applied on a voluntary basis by the MS.

The group agreed that the ad hoc Data quality group would further review the data quality checking rules and present them for adoption at SSN 9.

VIII.3 Data Quality Procedures – Reference Databases (SSN 8.8.3 – Germany)

The paper was presented by Germany on behalf of the ISWG 5 including EMSA, Germany, France, Norway, Netherlands (the) and Portugal. It describes the current procedures that four of the MS follow in respect to the data quality management (maintenance of reference database such as ship, agents, LOCODEs, HAZMAT, etc). It included a live web-demonstration of the Hazmat system in Germany, where the principle applied was one of education and to inform the originator of the errors, rather than to punish.

The group recognised that the big objective was to provide an EU central database. As concluded by the ISWG, similar reference databases (except the one of masters, agents and operators) must be kept and maintained by the EMSA MSS. For the MSS to perform effectively there was a need for it to establish clear procedures and provide services with dedicated staff on a 24/7 basis in order to maintain and update the reference database. The MSS should be the central support between all Member States' national services that also operate or are planned to operate 24/7.

The group agreed that the ad hoc Data quality group would further review the data quality procedures and present them at SSN 9.

VIII.4 Data quality framework (SSN 8.8.4 - Norway)

The document was presented by Norway on behalf of Submitted by the *ad hoc* Data Quality Working Group including France, Germany, Netherlands (the) and Norway. This document contained information on the general data quality framework and the checking rules categories proposed by the Group (DQ WG).
As regards the set of checks and the Checking rules categories, the Group had concluded that there is a need for a complete set of rules falling under the following categories:

- Field oriented (refers to the specific field of the message, e.g. IMO number is a number with 7 digits)
- Horizontal rules (refers to two or more fields of the message e.g. for HAZMAT not and for a vessel leaving a MS port, ETD<ETA)
- Vertical rules (refers to different messages)

The group agreed on the proposed data quality framework.

VIII.5 MS present status in regard to DQ (SSN 8.8.5- EMSA)

This document presented by the EMSA MSS, focused on the main issues detected during the random checks of the SSN system (June/September 2007). The contents of the presentation were considered as 'impressive' and it was valuable that the MS were working to identify problems.

There were a number of important conclusions based upon a series of recorded random checks of the data provided by the MS; out of which it was identified that the data quality guidelines under production are becoming increasingly important.
The group recognised the role of the Maritime Support Service in respect to the level of the quality of data in the SSN. Information on follow-up actions at the national level should result in corrections to include the missing data.

IX. ANY OTHER BUSINESS

IX.1 On going work related to the study on metadata for ship movements in European ports (SSN 8.9.2 - EMSA)

The paper was presented by EMSA, providing the first results of the study on metadata for ship movements in 40 European ports. The study provides an inventory of which authorities are doing what in the European Community.

The group noted that as future steps, preparations for the second round of port visits began on 15 July 2007. It is planned to carry out the remaining port visits of the second round within 3 months (instead of 4 months as originally planned). By this means the results of all port visits will be available on 15th October 2007. A draft final report will be available on or around 1st December 2007.

IX.2 EU Maritime Policy on Maritime Surveillance (SSN 8.9.3 - EMSA)

This presentation by the European Commission summarised new strategic objectives identified following extensive consultation, with a timetable over the full term of the current Commission and beyond, adopted in October 2007.

The group noted that a legal study would be launched in November 2007 on the legal issues on the legal rights and restrictions associated with real-time information collected within the framework of maritime surveillance systems. Pilot and preparatory actions with had been identified for 2008 including projects for testing solutions for picking up signals of AIS outside coastal waters and collaboration between different authorities responsible for monitoring activities within parts of a maritime region.

IX.3 LRIT – Communication on progress (SSN 8.9.4 - EMSA)

Document SSN 8/9/4 presented by EMSA provided the MS with the latest information on progress on the development of the LRIT system at the IMO and EU.

The group noted the decision by the Transport Council for establishing an EU LRIT Data Centre managed by the Commission and EMSA.

IX.4 ESPO presentation (SSN 8.9.5 - ESPO)

The importance of port authority participation in SSN at national level was recognized. In order to control this process in some way, MS were recommended to do so through their own national coordination groups where ports would be represented. It concluded that:

The group noted that ports have a key role in gathering information, and that there is a need for :

- better communication with ports by many NCAs, but specifically a need for greater detail on how ports input to national systems and their access to the SSN data;
- greater consideration of requirements, technical feasibility and detailed data input/storage requirements

IX.5 Information Letter - WETREP messages (SSN 8.9.6 - France)

On behalf of the WETREP counties, France made the presentation with the purpose of informing the group about developments in the Western European Particularly Sensitive Sea Area (WE-PSSA) including the formation of the Co-ordination committee.

Work is on progress to gather and exchange the necessary data using a unique application (in principle the French information system Trafic 2000), as decided during the latest Co-ordination committee meeting (Paris the 11th of September 2007)

The group agreed that EMSA will check whether data from the system will be of use to other MS or if other MS would be interested. If so, SSN would be the best vehicle for the information exchange.

IX.6 Future meetings

Tentative dates were set for future meetings in 2008 including:

- SSN ISWG 6 - 17 April 2008 (*)
- SSN Workshop 9 - 21-22 May 2008
- SSN ISWG 7 - 12 September 2008 (*)
- SSN Workshop 10 - 21-22 October 2008

(*) Date to be confirmed, ISWG meetings 1,5 month prior to the SSN workshops

Workshop Conclusions / Follow-up Actions

The workshop conclusions and the follow-up actions are indicated in the attached Annex 4.

Annexes

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

Annex 1 - Attendance List

Country	Name	First Name	Organisation	E-mail	Attendance 24/10/07	Attendance 25/10/07
Belgium	Suttels	Alain	Federal Public Service Mobility & Transport	alain.suttels@mobilit.fgov.be		
Belgium	Mesuere	Martin	Flemish Maritime Administration	martin.mesuere@mow.vlaanderen.be		
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Cyprus	Evriviades	Themis	Department of Merchant Shipping	tevriviades@dms.mcw.gov.cy		
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Ireland	Fensom	Stephen			
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Annex 2 – List of SSN 8 documents

I. INTRODUCTION
SSN 8.1.1 Draft agenda
SSN 8.1.2 Detailed agenda (rev3)
SSN 8.1.3 Minutes of SSN 7

II. INPUT FROM THE COMMISSION

III. SAFESEANET USERS REQUIREMENTS
SSN 8.3.1 Analyse AIS specifications (IMO/IALA) **(EMSA – PWI)**
SSN 8.3.2 Proposals for XMLRG inconsistencies (rev2) **(DQ WG / EMSA – PWI)**
SSN 8.3.3 SHT pilot project – current status **(Norway)**
SSN 8.3.4 SHT list - experiences of France **(France)**
~~SSN 8.3.5~~
SSN 8.3.6 INGRID presentation **(France)**

IV. OPERATIONAL & TECHNICAL ISSUES
SSN 8.4.1 Alert Distribution - Pilot project progress report **(EMSA – RKJ)**
SSN 8.4.2 Request mechanism to apply in SafeSeaNet **(ISWG 5 – YTE)**
SSN 8.4.3 Message Identification (rev1) **(EMSA – YTE)**

V. STATUS AT NATIONAL LEVEL
SSN 8.5.1 Status in M.S. **(MS)**
SSN 8.5.2 Commissioning tests reports **(EMSA - MLI)**

VI. ADMINISTRATIVE ISSUES

VII. SYSTEM ASSESSMENT AND EVOLUTION
SSN 8.7.1 Phasing out phone and FAX **(EMSA – GSA)**
SSN 8.7.2 Phase out Web interface for notification purposes **(EMSA - GSA)**
SSN 8.7.3 Communication on technical implementations (rev1) **(EMSA - NKO)**

VIII. DATA QUALITY
SSN 8.8.1 MSS data quality methodology **(EMSA – GSA)**
SSN 8.8.2 Data quality checking rules **(DQ WG – Netherlands)**
SSN 8.8.3 Data quality procedures (reference databases) **(DQ WG - Germany)**
SSN 8.8.4 Data quality framework **(DQ WG – Norway)**
SSN 8.8.5 MS present status in regard to DQ **(EMSA – LBI)**

IX. ANY OTHER BUSINESS
~~SSN 8.9.1~~
SSN 8.9.2 Results of the "metadata study" **(EMSA – BCO)**
SSN 8.9.3 EU maritime Policy on maritime surveillance **(COM)***
SSN 8.9.4 LRIT communication **(EMSA – YTE)***
SSN 8.9.5 ESPO presentation **(ESPO)**
SSN 8.9.6 Information Letter - WETREP messages **(France)**

* Communication only

Annex 3 – Agenda

DRAFT AGENDA
OF THE SSN WORKSHOP 8
24 & 25 OCTOBER 2007 (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 8 (24 & 25 October 2007)

Day 1: Wednesday 24/10/2007	
09:00 – 09:30	**Registration and coffee**
09:30 – 11:00	**Morning session 1** Opening / Introduction **(EMSA – EMB)** SSN 8.1.1Draft agenda **(EMSA - LAI)** SSN 8.1.2Detailed agenda **(EMSA - LAI)** Input form the Commission **(COM)** SSN 8.1.3Approval of the SSN 7 minutes **(EMSA - LAI)** Communication of the ISWG 5 meeting **(EMSA – YTE)**
11:00 – 11:15	**Coffee Break**
11:15 – 12:45	**Morning session 2** SSN 8.7.1 Phasing out phone and FAX **(EMSA – GSA)** SSN 8.7.2 Phase out Web interface for notification purposes **(EMSA - GSA)** SSN 8.4.2 Request mechanism to apply in SafeSeaNet **(ISWG 5 – YTE)** SSN 8.9.5 ESPO presentation **(ESPO)**
12:45 – 14:15	**Lunch**
14:15 – 15:45	**Afternoon session 1** SSN 8.3.2 Proposals for XMLRG inconsistencies **(DQ WG / EMSA – PWI)** SSN 8.4.1 Alert distribution **(EMSA – RKJ)** SSN 8.3.1 Analyse AIS specifications (IMO/IALA) **(EMSA – PWI)**
15:45 – 16:00	**Coffee Break**
16:00 – 17:30	**Afternoon session 2** SSN 8.3.6 INGRID presentation (France) SSN 8.3.3 SHT pilot project – current status **(Norway)** SSN 8.3.4 SHT list - experiences of France **(France)** SSN 8.7.3 Communication on technical implementations **(EMSA – NKO)**
17:30	**End of Day 1**

Day 2 : Thursday 25/06/2007	
09:00 – 09:30	**Registration and coffee**
09:30 – 10:45	**Morning session 1** SSN 8.8.4 Data quality framework **(DQ WG – Norway)** SSN 8.8.2 Data quality checking rules **(DQ WG – Netherlands)**
10:45 – 11:00	**Coffee Break**
11:00 – 12:45	**Morning session 2** SSN 8.8.3 Data quality procedures - reference databases **(DQ WG - Germany)** SSN 8.8.1 MSS data quality methodology **(EMSA – GSA)** SSN 8.4.3 Message Identification **(EMSA - YTE)**
12:45 – 14:15	**Lunch**
14:15 – 15:45	**Afternoon session 1** SSN 8.5.1 Status in M.S. **(MS)** SSN 8.8.5 MS present status in regard to DQ **(EMSA – LBI)** SSS 8.5.2 Commissioning test reports **(EMSA – MLI)** SSN 8.9.6 Information Letter - WETREP messages **(France)**
15:45 – 16:00	**Coffee Break**
16:00 – 17:00	**Afternoon session 2** SSN 8.9.3 EU maritime Policy on maritime surveillance **(COM)*** SSN 8.9.2 On going work - Study on metadata for ship movements in European ports **(EMSA – Beatrice)** SSN 8.9.4 LRIT reporting **(EMSA – YTE)***
17:00	**End of Day 2**

Annex 4 - Action items from the SSN 8 Workshop

I. ACTION ITEMS FOR THE MEMBER STATES

S/N	Section	Topic and Action
1	II	MS to involve broader maritime community interests when developing SSN systems.
2	III.1	MS to provide information about the erroneous AIS data transmitted as well as any possible feedback/proposals.
3	III.2.b	Germany will support the Commission by preparing possible amendments to Annex I of the Directive 2002/59/EC (Hazmat message).
4	IV.3.b	MS are invited to introduce the list of their NCA/LCAs into the SSN console tool within 15 working days after this workshop.
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.
6	VIII.1	MS to share their experience on the data check at national level in order to support development of further MSS procedures.
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.

II. ACTION ITEMS FOR EMSA

S/N	Section	Topic and Action
1	1.2.2	Implement the new warning status code in a coming release of SSN 1.9.
2	I.2.3.a	SSN to support multiple notifications
3	I.2.3.b	SSN will store and exchange information on granted exemptions.
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.
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.
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.
7	IV.2	The new request mechanism will be implemented for SSN Version 2 after further technical analysis by the ISWG group.

S/N	Section	Topic and Action
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.
9	VII.3	Report to SSN 9 the progress made in respect to the 2 SSL.
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.

III. ACTION ITEMS FOR THE ISWG & ad hoc DATA QUALITY group

S/N	Section	Topic and Action
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.
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.
4	VII.3	The ISWG 6 will analyse the list of XML inconsistencies and make a clear proposal to the SSN 9.
5	VIII.2	The ad hoc Data Quality group will further review the data quality checking rules and report to SSN 9.
6	VIII.3	The ad hoc Data Quality group will further review the data quality procedures and report to SSN 9.