



European Maritime Safety Agency

Meeting Report

SSN Interface Sub-group 1st meeting

Held in Lisbon on
25 June 2013

Background

As a follow-up to the decision of the 19th SSN Workshop (22-23 May 2013) to setup a sub-group to draft the detailed technical requirements for the next developments in SSN (version 3), 10 Member States have volunteered to participate and EMSA organised the 1st meeting.

The meeting was chaired by Mr Lazaros Aichmalotidis, Head of Unit C2 Vessel Traffic and Reporting Services. The European Commission (DG MOVE) was represented by Mr Jukka Savo (Unit D1).

The meeting was attended by delegations from: **Bulgaria, France, Italy, Latvia, Norway, Portugal, Romania and The Netherlands**. The list of participants is attached as **Annex 1**.

Introduction and approval of the agenda

Mr Aichmalotidis welcomed the participants and recalled the overall objective of the sub-group which is to draft the detailed technical requirements that derive from Directive 2010/65/EU and which can be summarised as the exchange of information of the Waste and Security notifications, and additional information on dangerous and polluting goods.

The draft agenda was introduced and approved.

Approval of the work plan of the group

EMSA presented the work plan for the sub-group as included in the terms of reference. The time available is very short since the draft documents need to be ready by **5 September**, in order to be presented for validation at the 20th SSN Workshop (5-6 November).

The SSN documentation that will be impacted is the SSN System Interface Guide (*current SSN XML Reference Guide*) and the MS Commissioning Test Plan. In addition, the Interface and Functionalities Control document (IFCD) will also be amended but this revision will be done at a later stage and approved by the HLSG.

Draft Functional Specifications

EMSA presented the draft functional specifications version 0.1 regarding the provision of port call information using an upgraded PortPlus message, queries for port call information and exemptions of Security notifications.

The main comments and conclusions are noted hereunder:

I. Definition of Roles and access rights per role (section 3.3 and 3.4)

On a question from **Italy, Norway and The Netherlands**, it was clarified that the access rights matrix in section 3.4 applies to the overall SSN system (comprising the national and central systems).

The sub-group agreed that:

- SSN version 3 will apply the same principles as today in SSN version 2 (the control of access, the identification of the *source* of the information and the consolidation of port call information under the same ShipCallID are the responsibility of the NCA) (**Conclusion 1**);
- The additional roles and changes to the access rights as in the document are agreed (**Conclusion 2**).

II. PortPlus message (section 3.5)

Regarding the inclusion of FAL 7 specific data elements as optional, as approved in the General Maritime business rules, **Norway** questioned that if the fields are optional this will be left out in the majority of the notifications. **The Netherlands** clarified that it is not always possible to report all the data fields for all the dangerous and polluting goods (DPG) as they don't exist. EMSA clarified that as the additional information is not included in Annex I of Directive 2002/59/EC it cannot be mandatory, but as agreed by the eMS group there is an added value to report it to properly identify the DPG.

Italy recommended that the work regarding the improvement on the Hazmat reporting and the structure of the message are done with Hazmat specialists. EMSA informed that the PROTECT group and experts from Germany have offered their support.

The sub-group agreed that:

- Considering all MS will set-up a NSW system, PortPlus messages should be reported through the SSN System Interface. The group recommended that the possibility of using the SSN Web Interface is removed (**Conclusion 3**);
- Although a solution where information would be stored in the Central SSN system is technically preferable, the current mechanism where detailed information is stored at national level and available on request should be maintained (**Conclusion 4**);
- Groups of data elements may be reported in distinct PortPlus messages for the same ship call. This applies also to updates (there is no need to repeat information already provided in previous messages). The current implementation where all the previously reported information is repeated should still be possible (**Conclusion 5**).

Bulgaria questioned the possibility of updating ship identification (e.g. ship IMO or MMSI) attached to a port call. EMSA clarified that this is an operational procedure done by opening a ticket with the MSS.

III. Structure A vs. Structure B

EMSA presented 2 possible approaches for the structure of the PortPlus message. Structure A is a new structure that allows more flexibility for reporting individual data elements and more similar to the data flows to be implemented by the NSW. Structure B is based on the current structure of PortPlus messages and includes modifications of existing groups of data elements and additional groups. The two structures are provided in annex 3.

The sub-group concluded that there is no difference for the data provider (the ship representative), as the information to be exchanged by SSN is compiled by the national SSN systems. The decision on the structure to follow will be based on the technical impact for the national SSN systems and cost.

Regarding the identification of data elements to be provided in the notification and the data elements to be provided as details upon request, the only question raised by the sub-group was regarding the information on last 10 ports of call required in the security notification. The proposal includes the last 10 ports in the notification, but security levels and special security measures should be put in the security details.

The sub-group agreed that:

- Group members need to assess the impacts of the two options for the structure on their national systems. EMSA will provide an assessment of the pros and cons of each option (**Conclusion 6**);

- The preliminary option taken by the sub-group is for structure B, as it seems to have less impact on national systems (**Conclusion 7**);
- EMSA will propose a solution for the information on the last 10 port calls (**Conclusion 8**).

IV. Other business requirements

Regarding the minimum information to be reported in the PortPlus message, the group did not consider requiring that the first PortPlus message regarding a ship call always contains the ETA (**Conclusion 9**).

On the issue of the timeframe for providing updates on pre-arrival and departure information, the sub-group agreed not to apply a control by the central SSN system, as the responsibility to assess if the information is sent on due time belongs to the NCA. In general, it is preferable that SSN receives the information late than to reject it (**Conclusion 10**).

The possibility to delete a ship call was discussed, in particular when a mistake is detected on the reporting (e.g. wrong identification of the ship). The sub-group considered that this should be supported by manual procedure through help-desk and therefore not supported by the PortPlus message (**Conclusion 11**).

The sub-group also discussed the additional business rules for the information request and for the security exemptions. The current security messages implemented in SSN will be discontinued following the implementation of the new PortPlus message.

Draft Technical Specifications (v0.0)

EMSA presented the table with the technical definitions of individual data elements. The work has been based on the current definition in SSN, WCO data model and ISO 28005. The discussion focused on the new data elements. The conclusions are noted in the revised table "Draft technical specifications-v0" in Annex 4.

The Netherlands advised that the security information required in the form set out in the Appendix of Directive 2010/65/EU is more than the information required under Article 6 of Regulation (EC) No 725/2004, and requested clarification whether the additional information should be introduced in the NSW. EMSA will clarify this issue with the Commission services.

Romania requested a clarification on the possibility of using documents in PDF format to provide the detailed part of the information, as it can be done today in SSN for the Hazmat details. EMSA clarified that according to Directive 2010/65/EU Article 2 – Definitions, 'electronic transmission of data' means the process of transmitting information that has been encoded digitally, using a revisable structured format which can be used directly for storage and processing by computers. In addition, information to be exchanged through SSN should be done using the digital format of SSN (article 6-3). Therefore PDF cannot be used.

The Group recommended clarifying with all MS that detailed information will have to be made available in XML format.

The problem of the language was also discussed, in particular for the data fields that are not coded.

Meeting Conclusions / Follow-up Actions

The workshop conclusions and follow up actions are noted in the relevant paragraphs of the minutes.

Mr Aichmalotidis thanked all the participants for the very positive meeting. The questions formulated and the answers provided were very important for the development of the work and a good starting point was achieved.

The following actions were agreed:

- By 28 June: EMSA to include the decisions taken during the meeting in a revised version of the Functional Specification (v0.2), with a solution for information on last 10 port calls (security);
- By 28 June: EMSA to provide an assessment report with the pros and cons of structure A and B;
- By 5 July: The sub-group members to consult their technical experts to assess the impact to their national systems based on the information provided. Provide feedback on the preferable option;
- By 26 July: EMSA to prepare the revised Technical Specifications (v0.1) based on the feedback received from the sub-group members.

The provisional date for the second meeting is the **13th August 2013** in Lisbon.

Annexes

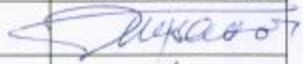
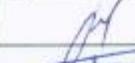
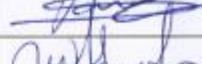
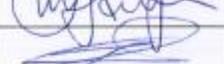
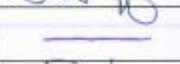
Annex 1 – List of participants

Annex 2 – Meeting Agenda

Annex 3 – PortPlus message structures A and B as presented during the meeting

Annex 4 – Draft technical specifications-v0 (including meeting notes)

Annex 1 – Attendance List

Country	Name	First Name	Organisation	E-mail	Attendance on 25.06.2013
Bulgaria	Kiril	Ivanov	Bulgarian Ports Infrastructure Co.	k.ivanov@bgports.bg	
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Portugal	Marques	Nelson	DGRM	nelson.marques@imarpor.pt	
Portugal	Santos	Ricardo	DGRM	ricardo.santos@imarpor.pt	
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Annex 2 – Meeting Agenda

SSN Interface Sub-group 1st Meeting

DRAFT AGENDA

Lisbon, 25 June 2013 (09:30 – 17:30)

Time	Topic	Speaker
09:00	Registration	
09:30	Welcome – Introductory remarks and meeting objectives	EMSA
09:45	Approval of the Work Plan of the Sub-group	EMSA
10:00	Draft functional specifications – review	EMSA / ALL
11:15	Coffee break	
12:00	Draft functional specifications – review and conclude	EMSA / ALL
12:30	Lunch break	
14:00	Draft technical specifications – review	EMSA /ALL
15:30	Coffee break	
15:45	Draft technical specifications – review	EMSA /ALL
16:30	Conclusions / next steps	EMSA
17:30	End of meeting	