Workshop Report

2nd SafeSeaNet /LRIT Group Meeting

Held in Lisbon on
18 October 2017

Date: 13 December 2017

EMSA

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Vessel and Port Reporting. Mr Sandro Nuccio from Unit D2 Maritime Safety represented the **European Commission** (DG MOVE).

Delegations from **Belgium**, **Bulgaria**, **Croatia**, **Czech Republic**, **Denmark**, **Estonia**, **Finland**, **France**, **Germany**, **Greece**, **Iceland**, **Ireland**, **Italy**, **Latvia**, **Lithuania**, **Luxembourg**, **Malta**, **the Netherlands**, **Norway**, **Poland**, **Portugal**, **Romania**, **Slovenia**, **Spain** and **Sweden** attended the meeting. Representatives from **Montenegro, ESPO** and the **PROTECT** group attended the meeting as observers.

The list of participants is attached in Annex 1 and a list of distributed documents in Annex 2. All workshop documentation is available from: http://www.emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports.html

The meeting agenda is attached in Annex 3 and the list of actions in Annex 4.

Workshop Programme

I.   Introduction

I.1   Opening

The chairman welcomed the participants and introduced the meeting objectives as follows:

- Validate the revision of the Interface Functionalities Control Document.
- Approve the MSs Commissioning Test Plan.
- Present the SSN and LRIT Data Quality results as well as recommendations on how to improve the quality of information reported.
- Present the roadmap for SSN and LRIT.
- Present the progress report of the Central Ship Database, the Central Locations Database and the Traffic Density Maps.

I.2   Approval of the agenda

The agenda was adopted without changes.

I.3   Follow-up actions of previous meeting (1st SSN/LRIT)

EMSA summarised the outstanding issues from the previous workshop.

The group **noted** the information presented.

II.   Input from the Commission

On behalf of the Commission, Mr Nuccio thanked the SSN group for the work done and results achieved. He briefly informed the group on the 3rd EU Table Top Exercise concerning the Place of Refuge (PoR) (Norway September 2017) which allowed further testing of the EU Operational Guidelines on PoR and the use of 'live' data from the EMSA Integrated Maritime Services, including weather forecast and drift models. Industry stakeholders also attended as crucial stakeholders in such emergencies involving ships in need of assistance. He stated that the outcome of the exercise will be further discussed by the PoR Cooperation Group (established by the HLSG), and that a possible next step would be to further promote the EU Guidelines at the IMO.

He highlighted the importance of the quality and reliability of the SSN data and, in particular for reported HAZMAT on board, which contributes to the timeliness of the decision making process, and reduces the level of risk in case of emergencies.

III. SafeSeaNet Operational and Legal Aspects

III.1 2.3.2 IFCD revision WG – progress report

EMSA presented background information on the access rights simplification proposal, the set-up of the related pilot project, and the outcomes of the IFCD revision Working Group (Lisbon 3 October). The main amendments to the IFCD Chapter 3 (validated by the IFCD WG) were introduced to the group with a specific focus on the access rights matrix.

Italy and **Finland** stated that the feedback received from their users involved in the pilot project was very positive. **Italy** highlighted its wish to extend the pilot to CleanSeaNet users and **Finland** noted that its VTS appreciated the possibility of having a full maritime picture.

France asked whether ports would have access to the relevant information using the web applications or a system-to-system mechanism. EMSA replied that the access rights matrix applies to both.

Ireland stressed the importance of keeping the system secure and access rights strictly defined. EMSA replied that SSN complies with the security standards defined in Chapter 7 of the IFCD and noted that three years ago the system was subjected to a security study and that the outcome was approved by the HLSG. EMSA recalled that SSN does not contain classified information but only some commercially sensitive information.

Belgium supported by **Croatia** expressed concerns related to the visualisation of LRIT data by all IMS national users and mentioned that in accordance with their legislation LRIT is considered as sensitive data.

Belgium also asked how the simplified access rights will be managed. EMSA replied that the default information ("common pot") would be provided to all users and the specific data would be managed by the relevant application.

The group was **invited** to provide comments on the modifications proposed in the draft IFCD by 30 October 2017. The final draft will be presented at the next HLSG (**Action point 1**).

EMSA will **contact Belgium** to provide further information on the availability of LRIT information via IMS (**Action point 2**).

IV. SafeSeaNet Technical Aspects

IV.1 2.4.1 SSN and LRIT Roadmap

EMSA gave an overview of the planning of the next developments of SSN and LRIT. As regards SSN v4.0, EMSA indicated that the release will be made available in the training environment in April 2018, and the deployment in production is expected for May 2018. Decommissioning of V2 and Alert messages would be implemented as part of the SSN v4.0 deployment, therefore in May 2018. As regards LRIT, EMSA noted that the EU LRIT Ship DB v2.1 and the LRIT IDE v3.1 will be available in production in January 2018.

Greece asked about the date when the XSD of v4 will be available to MSs. EMSA replied that the XSD file will be available to the MSs by 30 October.

Italy asked when the Automatic Change rate functionality using a restricted geographical area in Standing Orders would be available. EMSA replied that this functionality is expected by mid-2018.

The group **noted** the information provided.

EMSA will make **available** to MSs the XSD file by 30 October 2017 (**Action point 3**).

IV.2   2.4.2 MSs Commissioning Test Plan – update

EMSA presented the updated Commissioning Test's documentation. The changes amend the strategy, preliminary actions, test execution and test cases/scenarios proposed to use for both the mandatory and ancillary documents SSN V.4.

Belgium noted that a test plan makes sense for phase 1 but not for phase 2 and asked if live data would be required for phase 2. EMSA replied that phase 2 requires production data ingested in EMSA's Pre-Production environment.

The **Netherlands** supported by **Denmark** raised the issue of data protection and stated that they may not be in a condition to provide live data. EMSA replied that the intention of phase 2 is to ensure a smooth transition from SSN v3 to v4 (i.e. migrating SSN with the minimum possible impact to the Central SSN and MSs systems) and that phase 2 is proposed on a best effort basis. EMSA also noted that the idea is to set a mechanism to translate the information received in the production environment and send it to the Pre-Production environment and that the tests will be limited to the common part of V3 and V4 messages.

The group was **invited** to provide their comments to the updated Commissioning Test's plan by 6 November 2017 and **agreed** that phase 2 will be considered on a case by case basis by each MS (**Action point 4**).

IV.3   2.4.3 SSN list of errors and warnings in SSN receipt messages

EMSA presented a proposal for the revision of the list of errors and warnings generated by the Central SSN system and the inclusion of the revised list in the XML RG.

The **Netherlands** asked if this proposal has any impact on MSs national systems. EMSA replied that no technical impact is foreseen in terms of communication between the central and national SSN systems. The SSN_Receipt messages will remain as they are (no changes to XML elements and attributes). However since the text for "reason of rejection" will be revised it may have an impact on the national system in case the latter reads this text and acts based on its assessment. Only in such cases will the mechanism have to be updated to understand the new text.

The group **approved** the proposal to revise the list of errors and warnings to be implemented in the following release of SSN 4.x (**Action point 5**).

IV.4   2.4.4 Central Ship Database – progress report

EMSA presented the current status of the Central Ship Database (CSD) implementation and the related changes in SSN v3.4 and SSN v3.5.

Finland stated they were interested in connecting to the CSD via web services and also asked when the additional ship particulars would be included in the database. EMSA replied that as soon as the sources will provide the information to the CSD, they will be available to the users. This availability will depend on the access rights defined per source.

Estonia noted that the content of the database could be further improved and gave the example of having the safety management certificates available, noting that such information would be of great help for the Port State Control (PSC) community. EMSA replied that the issue should be addressed.

Germany suggested including digital certificates in the CSD, or on any application that could be shared with PSC inspectors from all over the world, so they can download a copy of the original certificate to check its authenticity. EMSA replied that there is no plan in the short term to include digital certificates in the CSD.

The PROTECT group noted the importance of having reliable information in the CSD and provided the example of knowing the dimensions of a vessel to assess if she can be accommodated in certain port facilities.

The group **noted** the information provided. Volunteer MSs were **invited** to contact EMSA for connecting their national ship databases to the CSD via web services (**Action point 6**).

IV.5   2.4.5 Central Locations Database – progress report

EMSA presented the current status and future developments in relation to the Central Location Database (CLD) and provided a live demo of the CLD.

Belgium noted the very good initiative of the CLD and stated they were interested in a system-to-system interface.

Estonia asked if in the future the deactivation of LOCODES will be done automatically, in cases where UNECE deactivates the LOCODE. EMSA replied that the process of deactivating a LOCODE will continue as today namely it will be still upon confirmation from the MS.

The group **noted** the information provided. MSs willing to develop web services to connect to the CLD were invited to contact EMSA (**Action point 7**).

IV.6   2.4.6 Monitoring the web services

EMSA presented a proposal for a common approach for monitoring SSN web services.

Belgium stated that they monitor their connection in both directions and asked if the proposal presented does the same.

The group was **invited** to provide their comments and approval by 24 November 2017. EMSA also invited the MSs to inform about their monitoring sensors already in place by 24 November 2017 indicating the date for harmonising the sensor with the monitoring guidelines (**Action point 8**).

EMSA will **contact Belgium** to further discuss on the monitoring options (**Action point 9**).

V.   Status at National Level

V.1   2.5.1 SSN and LRIT Data Quality Report

EMSA presented the SSN implementation at the national and central levels and the related data quality issues, including the interface with THETIS. EMSA also presented the LRIT services performance and use of the system. EMSA emphasised the need to continue and enhance the work on the data quality and provided recommendations to improve the issues reported.

SSN system

V3 implementation

EMSA stated that **Portugal** is still commissioned for SSN v2 and noted that as from July 2017 they resumed the provision of data to SSN, while **Greece** is still using v2 and v3.

Portugal stated that feedback will be provided at the next HLSG. EMSA invited Portugal to a bilateral meeting in Lisbon to discuss data quality issues and offered support on implementation issues.

Greece informed that they phased out v2 messages as from 16 October.

Denmark informed that they deployed a new release in September to correct issues affecting the Waste and Security notifications.

EMSA noted that Denmark still has an issue concerning the use of more than one ShipCallID for reporting some data groups and stressed that this implementation impacts the accessibility of HAZMAT, Waste and Security by other SSN users, the quality of the data sent to THETIS and causes unnecessary data flows. **Denmark** replied that they have deployed a new SSN release which should improve the situation.

Exemptions

EMSA mentioned that the low number of exemptions shows that the majority of MSs either do not benefit from the exemption possibilities offered by the existing legal framework (not reducing the reporting burden to their shipping industry), or grant exemptions but do not report them in SSN (giving the impression that due notifications are missing). EMSA also mentioned that some issues identified with the exemptions will be solved in SSN v4 and some bugs will be corrected in v3.5.

Ireland asked if the exemptions registered in SSN for Security notification was enough or if they need to provide a list to the Commission. EMSA replied that it is enough to register exemptions in SSN and that SSN v.4 will enable the identification of the port facilities in the security exemption.

MRS notifications

EMSA stated that no reports have been received for BAREP (Norway), CALDOVREP (United Kingdom) and WETREP (Ireland and Portugal). EMSA encouraged MSs to ask the support from EMSA/Commission in the implementation of MRS reporting whenever necessary. It was also noted that Portugal is providing reports for COPREP in v.2 format for which the detailed part cannot be retrieved by other MSs using v.3.

Based on the latest feedback EMSA informed the group on the following:

■ **Ireland** is training their staff on the reporting and usage of WETREP and that they expect to start sending MRS data by the end of 2017.
■ The **UK** is implementing the new system for CALDOVREP and plans to start sending data in March 2018.

Incident reports

EMSA stated there are still five MSs using the old framework for reporting alerts, and noted three MSs (Denmark, Latvia and the United Kingdom) have completed the Commissioning Tests for the new framework but are not using it via XML/SOAP. EMSA also emphasised that MSs conducting pollution exercises should report POLREP in the training environment instead of production.

Slovenia stated that they will implement the new framework with SSN v.4. **Denmark** mentioned that for the time being they are not sending Incident Reports via the system-to-system interface.

EMSA highlighted that MSs conducting pollution exercises should report POLREP in the training environment instead of production. MSs were **invited** to contact EMSA if they need access to the training environment (**Action point 10**).

System availability and performance

EMSA noted that the availability of the central SSN system (including the SSN GI) was 99.94% and that MSs should keep in place back-up procedures in case of failure or a scheduled interruption (as required in the IFCD section 4.4).

Finland informed that the Finnish public service suffered a cyber-attack (that took them 3 days to recover) and they were unable to deliver PortPlus information for several hours.

Croatia mentioned that data buffering functionality will be implemented by the end of 2017.

Data quality and availability

EMSA noted that the number of missing notifications (e.g. PortPlus and HAZMAT) is still high and even when the notifications are provided the details are often unavailable upon request. EMSA also informed that exemptions registered in the SSN system, and domestic voyages, were taken into account when checking the reporting of Security notifications. If the last port of call is not reported, or is incorrectly reported, the EMSA MSS does not have the means to assess whether or not the ship call is between two ports of the same MS, and therefore to exclude such cases. EMSA also confirmed that vessels below 500 GT are not excluded from the Security availability check. This will be done once the CSD is updated with GT data.

Greece informed that they plan to start sending Security and Waste information by the end of 2017. They also requested clarification concerning the figures for missing ATA/ATD as this information is not provided for their flag vessels. EMSA replied that flag vessels were excluded from the analysis and as such the missing ATA/ATD were for vessels flying foreign flags.

Belgium stated that notifications were rejected as SSN receipt was not received by the Belgian system. EMSA confirmed that this issue is on the Central SSN side and will be fixed soon.

Interface with THETIS

EMSA reminded MSs that SSN data is used by THETIS and when they do not provide the required data, this has a consequence on PSC operations. EMSA also highlighted that the provision of ATA/ATD is a crucial element for the PSC and that the PSC Directive forces MS to declare the ATA/ATD for all foreign flags. EMSA also noted that there is a problem with information about the actual flag of vessel when reporting missing ATA and ATD. This mainly affects Greece and Norway which are not providing this data for vessels flying their flag. EMSA informed that until this issue is corrected this check will be suspended for these MS.

Bilateral data quality meetings

EMSA mentioned that the outcome of the two bilateral meetings between EMSA and the Netherlands and Spain was very positive. **Spain** noted that that the meeting was very useful and an opportunity to discuss in more detail SSN technical and functional issues as well as ways to improve the quality of the data reported.

EMSA also noted the request received from the United Kingdom for organising a bilateral meeting in November 2017.

MSs were **invited** to contact EMSA in case they would like to arrange a data quality meeting (**Action point 11**).

LRIT system

Greece asked about the added value of including in the annual MSs status report ships not reporting in the EU LRIT CDC. EMSA replied that the main point is to address to the national administrations recurrent issues such as ships that are not integrated for a long period.

MSs were **invited** to consider the recommendations made in the Data Quality report, aiming at further improving the quality of data reported (**Action point 12**).

V.2   2.5.2 Revision of the Data Quality checks

EMSA presented an update to the SSN and LRIT data quality checks which include:

SSN

- Timeliness of Waste and Security notifications;
- Ship calls missing Waste and Security notifications (monthly and yearly). Exemptions and domestic voyages (in case of Security notifications) will be taken into account;
- Missing or incorrect HAZMAT details 1: DG classification (applicable codes or conventions, based on vessel type and declared cargo) and Location on board.

LRIT (included in the yearly report addressed to each MS)

- Ships probably not flying the MS flag and still listed in the EU LRIT Ship Database.
- Ships not integrated in the EU LRIT CDC.
- Ship not reporting to the EU LRIT CDC.
- Terminal models identified as "Others" in the EU LRIT Ship Database.

EMSA stressed the importance of the data quality checks being carried out as they allow detecting and correcting deficiencies. The quality checks help in illustrating the continuous improvements made by MS for a better and reliable system in terms of quality.

The group **noted** the revised SSN and LRIT data quality checks (**Action point 13**).

VI.   Any Other Business

VI.1   2.6.1 Traffic Density maps – progress report

EMSA presented the first results of EMSA's evaluation concerning the provision of traffic density maps, based on AIS data.

The group **noted** the information provided.

VI.2   2.6.2 Overview on the migration of the Regional Servers

EMSA presented the outcome of the meetings with AIS Regional Servers (RS) and proposed that the role of the RS administrator or its 24/7 should be defined in the IFCD, and that RS should access SSN 24/7 contacts when MS AIS contacts are unavailable and AID data not provided.

The group **agreed** on the following:

■   to define the role of the AIS Regional Servers (RS) administrators or its 24/7 in future amendments to IFCD (**Action point 14**);
■   that SSN 24/7 contacts will be used by AIS RS should the MS AIS contacts be unavailable and AIS data are not provided by MS system (**Action point 15**);and
■   to coordinate with their operational contacts in order to support effective information exchange with AIS RS 24/7 services (i.e. in case of incidents with the AIS data streaming) (**Action point 16**).

Romania raised a question concerning the possibility of changing the down sampling rate of AIS messages (i.e. to less than 6 minutes). EMSA noted the question that will be further investigated.

VI.3   2.6.3 Questions addressed by Belgium concerning the Central HAZMAT Database (CHD) and MAR-CIS

Under the Any Other Business topic, **Belgium** asked if optional codes could be included in the CHD database and MAR-CIS data could be provided via a system-to-system interface. Furthermore **Belgium** asked if the Material Safety Data Sheet (MSDS) could be made available in SSN.

EMSA **noted** the questions and replied that feedback will be provided at the next SSN/LRIT meeting (**Action point 17**).

VII.   Information papers

The SSN/LRIT 1.3.1 List of SSN technical and operational documentation was distributed for information.
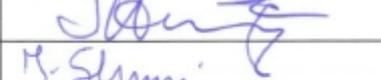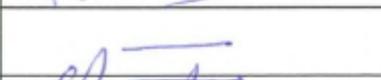
Meeting Conclusions/Follow-up Actions

The workshop conclusions and follow-up actions have been noted in the relevant paragraphs of the minutes, and a summary of the follow-up actions can be found in Annex 4.

The provisional date for the next meeting is 30 May 2018. The final date will be confirmed in the invitation letter.

Annex 1 – Attendance List

Country	First Name	Last Name	Organisation	E-mail	Attendance on 18.10.2017
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Annex 2 – List of distributed documents

I. SSN Introduction

SSN / LRIT 2.1.1: Detailed Agenda

SSN / LRIT 2.1.2: Follow up actions

SSN / LRIT 2.1.3: Actions stemming from HLSG decisions

II. Input from the Commission

III. Operational and Legal Aspects

SSN / LRIT 2.3.1: List of SSN technical and operational documentation**

SSN / LRIT 2.3.2: IFCD revision WG – progress report

IV. Technical Aspects

SSN / LRIT 2.4.1: SSN and LRIT Roadmap

SSN / LRIT 2.4.2: MSs Commissioning Test Plan - update

SSN / LRIT 2.4.3: SSN list of errors and warnings in SSN receipt messages

SSN / LRIT 2.4.4: Central Ship Database – progress report

SSN / LRIT 2.4.5: Central Locations Database – progress report

SSN / LRIT 2.4.6: Proposal for monitoring the web services

V. Status at National Level

SSN / LRIT 2.5.1: SSN and LRIT Data Quality Report

SSN / LRIT 2.5.2: Revision of the Data Quality checks

I. Any Other Business

SSN / LRIT 2.6.1: Traffic Density Maps – progress report

SSN / LRIT 2.6.2 Regional Servers roles

** Documents distributed but not discussed during the meeting.

Annex 3 – Meeting Agenda

Time	Agenda Item	Speakers
09:00 – 09:30	Registration	
09:30 – 10:00	Opening / Introduction ■ SSN / LRIT 2.1.1: Detailed Agenda ■ SSN / LRIT 2.1.2: Follow up actions ■ SSN / LRIT 2.1.3: Actions stemming from HLSG decisions	EMSA
10:00 – 10:15	Input from the Commission	COM
10:15 – 11:15	■ SSN / LRIT 2.5.1: SSN and LRIT Data Quality Report	EMSA
11:15 – 11:45	■ SSN / LRIT 2.5.2: Revision of the SSN Data Quality checks	EMSA
11:45 – 12:00	Coffee break	
12:00 – 13:00	■ SSN / LRIT 2.3.2: IFCD revision WG – progress report	EMSA
13:00 – 14:00	Lunch break	
14:00 – 14:45	■ SSN / LRIT 2.4.2: MSs Commissioning Test Plan - update	EMSA
14:45 – 15:00	■ SSN / LRIT 2.4.1: SSN and LRIT Roadmap	EMSA
15:00 – 15:30	■ SSN / LRIT 2.6.1: Traffic Density maps – progress report	EMSA
15:30 – 15:45	Coffee break	
15:45 – 16:15	■ SSN / LRIT 2.4.3: SSN list of errors and warnings in SSN receipt messages	EMSA
16:15 – 16:30	■ SSN / LRIT 2.4.6: Proposal for monitoring the web services	EMSA
16:30 – 16:45	■ SSN / LRIT 2.4.4: Central Ship Database – Progress report	EMSA
16:45 – 17:00	■ SSN / LRIT 2.6.2: Regional Servers roles	EMSA
17:00 – 17:15	■ SSN / LRIT 2.4.5: Central Locations Database – Progress report	EMSA
17:15 – 17:45	■ Summary of the SSN/LRIT follow up actions	EMSA

Annex 4 – List of action items from the 2nd SSN/LRIT Group Meeting

Action Point	Topic and Action	Resp.
1	Provide comments to EMSA concerning the modifications proposed in the draft IFCD by 30 October 2017. The final draft will be presented at the next HLSG.	MSs
2	Contact Belgium to provide further information on the availability of LRIT information via IMS.	EMSA
3	Provide to MSs the XSD file by 30 October 2017.	EMSA
4	Provide comments to EMSA concerning the updated CTs plan by 6 November 2017.	MSs
5	Implement the list of errors and warnings approved by the group in a future release of SSN v4.x.	EMSA
6	Contact EMSA for connecting their national ship databases to the CSD via web services.	Volunteered MSs
7	Contact EMSA for developing web services to connect to CLD .	Volunteered MSs
8	Provide comments to EMSA concerning the approach for monitoring SSN web services by 24 November 2017. Inform EMSA of the monitoring sensors already in place indicating the date for harmonising the sensor with the monitoring guidelines by 24 November 2017.	MSs
9	Contact Belgium to further discuss on the possibility of monitoring web-services in both ways.	EMSA
10	Contact EMSA if access is required to the training environment to users.	MSs
11	Contact EMSA to organise a meeting to discuss data quality issues on a voluntary basis.	Volunteer MSs
12	Consider all the recommendations made in the Data Quality report, with the aim of further improving the quality of data reported.	MSs
13	Implement the new SSN and LRIT data quality checks.	EMSA
14	Define the role of the AIS Regional Servers (RS) administrators or its 24/7 in future amendments to IFCD.	EMSA MSs
15	SSN 24/7 contacts will be used by AIS RS should the MS AIS contacts be unavailable and AIS data are not provided by MS system	EMSA
16	Coordinate with their operational contacts in order to support effective information exchange with AIS RS 24/7 services	MSs
17	Provide feedback to Belgium on the questions asked at the next SSN/LRIT meeting.	EMSA