European Maritime Safety Agency

Workshop Report

6th SafeSeaNet /LRIT Group Meeting

Held in Lisbon on

31 October 2019

Date: 10 February 2020

EMSA

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Vessel and Port Reporting. Mr Mr Alexander Hoffmann from Unit D2 Maritime Safety represented the **European Commission** (DG MOVE). Mr Sandro Santamato, Head of Unit D1 Maritime Transport & Logistic (DG-MOVE) participated via videoconference during the discussion on the EMSWe databases (agenda item 6.6.5).

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

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

The meeting agenda is attached in Annex 2 and the list of actions in Annex 3.

Workshop Programme

I. Introduction

I.1 Opening

The chairman welcomed the participants and informed the group that Mr Hans-Henrich Callsen-Bracker from Germany (a former member of the SSN group) had recently passed away. On behalf of the group, the chairman passed on condolences to his family and to the German Administration, noting the professionalism and active membership that he had demonstrated during his time with the group.

The chairman informed participants that LRIT experts had not been invited to the meeting as the agenda only contained SSN related issues. He also mentioned that LRIT experts had been kept informed of the latest developments via the LRIT quarterly report. He introduced the meeting objectives as follows:

- Present the status of implementation for the national SSN v4 systems.
- Discuss the SSN Data Quality issues and recommendations on how to improve the quality of information reported and the new data quality checks for 2020.
- Present the Terms of Reference (ToR) of the European Maritime Single Window (EMSWe) Databases and the roadmap for developments in SSN, the Central Locations Database (CLD) and the Central Organisations Database (COD).
- Present the coordination activities with AIS regional servers; an overview of the Interoperability Project and the work in progress, and; the progress made with respect to Traffic Density Maps.

I.2 Approval of the agenda

The agenda was adopted with the addition of a new item on “EMSW Databases” and the withdrawal of the items SSN/LRIT 6.3.2 “SEG Transition to Operation (T2O) – phase out of SSN GI” (update status provided in SSN/LRIT 6.1.2 “Follow up action”) and 6.4.2 “Security and new technologies study for SSN” (information included in SSN/LRIT 6.6.1 “Interoperability project progress report”).

The group **agreed** with the updated agenda indicated in Annex 2.

I.3 Follow-up actions from previous meeting (5th SSN/LRIT)

EMSA summarised the outstanding issues from the previous workshop, noting that the phase out of the SSN Graphical Interface (GI) remained postponed due to issues affecting the display of AIS static information, and invited Member States (MS) to continue to provide feedback on the SEG interface. The need to correct one or two typing errors detected by Belgium relating to the PortPlus Guidelines was also noted.

The group **noted** the information presented, and it requested that EMSA correct and republish the SSN PortPlus Guidelines (**Action point 1**).

I.4 Actions stemming from HLSG decisions

EMSA presented the main actions arising from the 5th HLSG meeting (Brussels, 11 December 2018), namely the changes arising from the Port Reception Facilities (PRF) legislation and PAX Directive that will affect SSN v5.

The group **noted** the information presented.

II. Input from the Commission

Mr Hoffmann congratulated the group for the work achieved, and underlined the importance of SSN, noting that a system can only be as good as the quality and comprehensiveness of its data. He encouraged the group to improve the quality of the data, and to participate actively in the working groups established, such as the Interoperability project, so that systems are developed with and for Member States. He also informed the group that the next HLSG meeting will take place in January 2020, and that invitation letters will be sent by the Commission.

III. SafeSeaNet Operational and Legal Aspects

III.1 Incident Reporting Working Group – progress report (document 6.3.3)

EMSA presented the progress report of the Incident Reporting Working Group and the planned steps. The group was informed that the 2nd meeting will take place on 12 November 2019 in order to conclude the work on the Business Requirements and propose improvements to the Incident Report Guidelines. It was also noted that the work will continue by correspondence in order to finalise:

- improvements to the SSN web interface;
- improvements to the current SSN XML message structure of the Incident Report messages, and;
- the review of the Incident Report Messages Guidelines.

France questioned whether the changes to the SSN XML Messaging Reference Guide would have an effect on MSs. EMSA replied that the change will have an impact on the SSN central and national systems, and that the improvements will occur in the SSN v5 release.

The group **noted** the information presented.

III.2 Facilitation of ship-shore reporting – progress report (document 6.3.4)

EMSA presented the objectives of the pilot project which are to:

a. test technical solutions to re-use information already available in the SSN Ecosystem;
b. minimise reporting burden for MRSs and VTSs by combining and reusing information, and;
c. improve coastal stations' awareness in their areas of control.

Fourteen MSs volunteered to participate in this pilot project. Two meetings already took place, where EMSA presented the scope of the project and agreed with participating MSs on the technical solutions to be developed within the project. Operational tests are planned with MS authorities in order to verify the solutions developed by the project.

The group **noted** the information provided.

III.3 Enhancement of the Central Ship Database (CSD) pilot project – progress report (document 6.3.4)

EMSA presented the update of the pilot project for the enhancement of CSD services and the outcome of the 1st meeting held on 27 June 2019 in EMSA. The project participants agreed that the CSD would include information on merchant shipping, fishing vessels and leisure craft. Furthermore, information on ships' statutory certificates would be assessed, but no personal data should be handled by the system. The group was also informed that a second meeting will be held to review the system requirements.

Estonia asked about the links between the CSD and the EMSWe Ship Database required by the EMSWe Regulation. The most significant difference is that, according to the EMSWe Regulation, the EMSWe ship database will be fed by data from the declarants, while the CSD will be fed by different data sources, such as the SSN Ecosystem, THETIS, MS national databases, etc.

The group **noted** the information provided.

III.4 Central HAZMAT Database (CHD) new developments (document 6.3.6)

EMSA presented the new developments in the CHD that will become available in November 2019 following MS requests at the 3rd SSN/LRIT group meeting. The new functionalities are: Search and view mandatory and voluntary versions; compare mandatory and voluntary versions and highlight differences between the same items, and; export mandatory and voluntary versions in XLSX, CSV and PDF format.

The same functions will also be available in the system-2-system interface. It was also noted that the relevant codes in the CHD will be updated in line with amendments arising via the IMO.

The group **noted** the information provided.

IV. SafeSeaNet Technical Aspects

IV.1 SSN Roadmap (document 6.4.1)

EMSA gave an overview of the planning for upcoming SSN developments. The release of SSN v4.3 is planned for end of November 2019, with the main features as follows:

- Communication of Waste notifications, exemptions and incident reports to THETIS (THETIS-EU).
- Allowing users from the same organisation to edit the same Incident Reports.
- Improving voyage processing in order to better reflect information from departure ports, linking voyages with previous voyages and clarifying the status of voyages.
- Identifying users who introduce voyage details requests in the SEG.

The release of SSN v4.4 is expected in 2020, with the following main features:

- Improvement of the voyage information in the user interface.
- A new service for the ship-shore facilitation pilot project (obtaining the list of MRS Reports for a given ship).
- An interface with the enhanced CSD in order to provide ship data from incoming notifications.

With respect to the central databases, the following features are planned at the beginning of 2020:

- Central Organisations Database (COD) - IMO DDP information on ports and port facilities, possibility to assign several areas and improve user and system interfaces.
- Central Locations Database (CLD) – download port facilities lists and improve user interface.

EMSA requested that MSs provide information on the possibility of phasing out ship AIS notifications and the proprietary XML interface.

Finland noted that they still use the proprietary XML interface, and they requested that they be notified at least one year in advance of when it will be phased out so that they can develop a new interface for Finnish users. **Belgium** stated that they use the XML interface, and asked EMSA to investigate the possibility of using the REST communication protocol instead. **Belgium** also advised that they use Ship requests to check the availability of the service. EMSA agreed to investigate the possibility of using REST, and it said that there is no plan to discontinue the Ship request service because it is needed to request Ship MRS notifications.

The Netherlands said that a new code 24 “Offshore mobilisation operations” has been added by UNECE to UN/EDIFACT codes list 8025 (purpose of call), and it requested that it be added in SSN. Given the potential impact on National SSN Systems, such a development should be planned for SSN v5.

The group **noted** the information provided, and it **agreed** that EMSA will investigate the possibility of using the REST protocol with MSs (**Action point 2**) and consider including the new code 24 from UN/EDIFACT code list 8025 (purpose of call) in SSN v5 (**Action point 3**).

MSs were **invited** to inform participants of their plans to phase out the proprietary XML interface and ship AIS notifications at the next SSN Group meeting (**Action point 4)**.

V. Status at National Level

V.1 6.5.1 SSN Data Quality Report

EMSA presented the status of SSN implementation at the national and central levels and the related data quality issues, including the interface with THETIS. EMSA underlined the importance of MSs providing their planned dates

for carrying out the commissioning tests (CTs), and recalled that the deadline for MSs to enter into production for SSN V.4 was the end of 2018. EMSA also emphasised the need to continue and enhance the work on data quality, and provided recommendations aimed at improving and resolving the issues reported.

SSN V.4 Implementation

EMSA stated that since the last SSN/LRIT meeting (May 2019), Croatia had entered into production with SSN v4. **Cyprus** and **Greece** had successfully completed the CTs, but they had not yet deployed SSN v4 in production. The CTs for SSN v4 are ongoing or scheduled for **Finland**, **Ireland**, **Latvia**, **Portugal** and **the United Kingdom**[1]. **Bulgaria** has not yet scheduled the CTs, and it said that no information could be provided on the planning.

Greece stated that it expected to enter in production in November 2019. **Finland** said that there were some delays due to the reorganisation in the country, and that it expected to enter into production in January 2020. **Ireland** said that it expects to run the CTs in March 2020.

Portugal said that it still plans to start the CTs by the end of 2019, and it noted that the new Single Window was already in place, and that the development of the SSN V.4 started in week 43.

MRS notifications

EMSA stated that, since the last meeting, **Norway** had started to provide Ship MRS notifications for the Barents Sea (BAREP), while the **United Kingdom** was in the process of testing the mechanisms for reporting data from the CALDOVREP system, but the process has been delayed due to BREXIT. No reports had been received for WETREP (**Ireland**).

Ireland said that it is investigating the number of WETREP reports received in order to decide whether it will use the web interface to manually insert reports or develop a system-to-system interface. Ireland also mentioned that WETREP reports are sent to all countries participating in the MRS system, and that consequently the same message may be shared with SSN more than once. It was proposed that a procedure should be established whereby reporting countries confirm to others when information has already been entered in SSN. **Portugal** mentioned that it did a similar analysis, and that it had concluded that only around 10 reports are received per day, so it will continue to provide data via SSN UWI.

EMSA replied that there is a specific WETREP group discussing WETREP implementation issues, and invited the WETREP countries to consider making a request to EMSA to investigate the possible use of SSN as a WETREP exchange platform.

System availability and performance

EMSA noted that the availability of the central SSN system (including the SSN GI) was 99.82%, and that MSs should keep back-up procedures in place and activated in case of failure or a scheduled interruption (as required in the IFCD section 4.4).

Some MSs stated that they were unable to use SSN during the BCF exercise, and they noted that information on downtimes needed to be clearly transmitted to end users. EMSA replied that a sentence will be added to clearly inform users should SSN be unavailable during a downtime.

France and **the Netherlands** noted that, after SSN v4.2 deployment, there were a lot of server errors. **EMSA** replied that there was a performance issue detected after the deployment which was fixed by an emergency patch. However, there are still some issues (a few server errors per day) which seem to be network-related and require further investigation.

Data quality and availability

EMSA noted that the number of missing PortPlus notifications had decreased from 1.8% to 0.7%, while HAZMAT missing notifications increased from 7.2% to 9.4%. There was an increase in the number of missing Waste notifications (from 31% to 35%) and missing Security notifications (from 19% to 23%). EMSA also said that the request-response mechanism is operational for most MSs, and that the overall situation with respect to the number of rejected notifications has remained constant since the last workshop (0.29%). EMSA also stressed the importance of replying to the reports sent by the MSS.

Denmark and **Ireland** stated that they have identified an issue with one port/company, and that measures were being taken to remind providers of the obligation to report HAZMAT on board. **Sweden** informed that they have

[1] *Post meeting note: The United Kingdom has not yet scheduled the commissioning tests for SSN v4. However, it is expected to have an update in 2020.*

issued a report to Swedish agents showing not compliance with the legislation in place. **Denmark** noted that they are going to deploy a patch beginning of November to improve the reporting of Waste and Security notifications.

Belgium noted that a number of missing notifications did not show that vessels were exempted, as only one location was declared in the exemptions. EMSA clarified that all the locations exempted have to be declared, otherwise when performing the queries, there is no match, and the vessel is considered as not having been exempted. **Portugal** said that, within a month, it expects to begin providing Waste notifications. **Finland** and **Portugal** noted that the availability of the details will be corrected when SSN v4 goes live.

Estonia stated that the request-response mechanism for MRS details should be working in the first half of 2020. **Finland** said that the issue concerning rejected notifications is expected to be corrected with the deployment of SSN v4.

EMSA reminded the participants of the role of the Agency in supporting MS efforts to improve data quality, and it emphasised that training can be provided at national level upon request.

Interface with THETIS

EMSA reminded MSs that SSN data is used by THETIS, and that any lack of reporting to SSN impacts PSC operations.

Portugal noted that, during July, due to the migration of the port of Sines to the new port system, very old ATA/ATD information was sent to SSN. **Finland** said that they expect an improvement in the provision of ATA and ATD information as a result of sanctions being applied.

Sweden said that the ATA is sometimes incorrectly reported to SSN due to automatic detection of arrivals having been implemented in Sweden, so a ship call cannot be cancelled in line with the business rules, and therefore misleads PSC inspectors. EMSA replied that the obligation of providing ATA/ATD is on the Member State, and not on the machine. Therefore, whenever an ATA has been wrongly reported, the EMSA THETIS team should be contacted in order that the information can be corrected directly in the THETIS system.

EMSA is going to investigate this issue further in order to find an effective solution.

Bilateral data quality meetings

EMSA reminded MSs that data quality is an important on-going task, and that SSN is the backbone of the European network for maritime data exchange that is used by different categories of users across Europe. Thus, it is essential to make continuous effort to improve the quality of the data reported in order to enhance the credibility of the system and therefore its use. Improvements can only be achieved with the active and joint cooperation of Member States.

Spain asked EMSA for support in delivering an awareness session on SSN reporting for ship agents at the port of Algeciras (17 December 2019), and in providing basic training for harbour masters in 2020 (**Action point 5**).

Ireland noted that the data quality meeting it had with EMSA was very helpful in resolving day-to-day issues related to SSN.

MSs were **invited** to consider the recommendations made in the Data Quality report, which are aimed at achieving further improvements (**Action point 6**). Member States concerned were also **invited** to:

- send the information on CTs to EMSA, together with the expected dates for entry into production (**Action point 7**);
- present a proposal at the next WETREP coordination meeting on how SSN could support the sharing of WETREP messages, and to request support from EMSA if needed (**Action point 8**);
- update the exemptions reported in SSN with the relevant information on ships and ports having granted exemptions (**Action point 9**);
- increase awareness of IRs at national level (**Action point 10**);
- provide detailed feedback on EMSA's annual MS status reports in order to enable the Agency to collect information on best practices applied by MSs, so that this can be shared with the group (**Action point 11**), and;
- contact EMSA to arrange bilateral meetings on data quality (subject to the availability of EMSA resources) (**Action point 12**).

EMSA was **invited** to investigate the best way of resolving the issues associated with the reporting of ATA and ATD information to SSN and THETIS (**Action point 13**).

V.2 6.5.2 Revision of the Data Quality checks

EMSA presented an update of the SSN data quality checks, which include:

- changes stemming from the revised RO-PAX Directive, whereby all ro-ro vessels must report ATA and ATD to MS ports of call, regardless of their flag;
- reporting non-identified/non defined LOCODEs in real time instead of on a monthly basis, and;
- removing the check on the declaration of Port authorities.

The updates will be implemented during the 1st quarter of 2020. EMSA also stressed the importance of data quality checks, as they support the detection and correction of deficiencies, and they also help in illustrating the continuous improvements made by MSs in providing a better and more reliable system in terms of quality.

The group **noted** the updated SSN data quality checks (**Action point 14**).

V.3 5.5.3 MSs Best Practices - Croatia

Croatia presented actions taken at national level aimed at improving the quality of data transmitted to the central SSN system, such as:

- educating industry and maritime authorities responsible for reporting HAZMAT;
- implementing a technical solution to force ship agents to provide data on Waste and Security before ships' arrival in port, and;
- upgrading the AIS trigger functionality in order to create new notifications or updates to ATA/ATD when ships cross the outer limits of port areas.

Croatia also presented a proposal to include an additional warning message on the timeliness of ATA/ATD information provided.

The group **noted** the information provided, and MSs were **invited** to share information on best practice at national level with the SSN group (**Action point 15**).

EMSA was **invited** to assess the inclusion of an additional warning message relating to the timeliness of ATA/ATD information provided (**Action point 16**).

VI. Any Other Business

VI.1 6.6.1 Interoperability project

EMSA presented an overview of the progress of the Interoperability project, which aims at promoting interoperability between industry and competent authorities in the European Maritime Single Window (EMSW) environment under the Common Information Sharing Environment (CISE) process. The status of the following on-going activities was presented:

- Facilitation of ship-to-shore reporting.
- Ship-to-shore information exchange using VDE-SAT (VDE-Capability project).
- Security and interoperability study for SSN.
- EMSWe data model study.
- Enhanced ship database services.

The group **noted** the information provided.

VI.2 6.6.2 Coordination activities with AIS regional servers

EMSA presented the outcome of the 4th EMSA/ Italy/ Norway meeting on regional AIS servers. The main outcomes were as follows:

- Planned upgrade of the SSN proxy application.
- Harmonisation of National Proxies.
- "Old data" reception and forwarding by Regional Servers (RSs).
- Data retransmission by RSs.
- Updates to the RS technical manuals.
- Introduction of a European AIS operational manual

Estonia asked whether the STAR Remote Hub was going to substitute the current SSN Streaming Interface (SI). EMSA confirmed that the SSN SIs will be replaced by a new proxy application called "STAR Remote Hub."

The group **noted** the information provided, and MSs were **invited** to submit information on their national AIS systems which can be incorporated in the European AIS operational manual (**Action point 17**).

VI.3 6.6.3 Traffic Density Mapping services project

EMSA presented the status of the Traffic Density Mapping Service (TDMS), and it introduced the planned 2nd phase of the project. The group was informed that the TDMS had been operational since September 2019, and that it is available to MSs and EU Institutions via the SEG application and to the public via the EMODnet portal. In addition, the concept of a planned Emissions Density Mapping Service (EDMS) and the methodology for creating EDMs were also presented to the group.

The group **noted** the information provided, and MSs were **invited** to indicate specific areas of interest to be included in the 2nd phase of the TDMS project (**Action point 18**).

VI.4 6.6.4 Sharing of additional AIS data sources

EMSA presented the activities related to the acquisition of AIS data streams from additional sources in key areas outside the coverage of the SSN infrastructure, such as North Africa, Eastern Mediterranean and the Black Sea. These data streams will be made available free of charge to MSs via the SEG from the beginning of 2020. The status of the pilot project for AIS data exchange between MAREΣ participating MSs and the SAFEMED/BCSEA countries and the HLSG agreed principles of the cooperation were also presented to the group. The consolidated Conditions of Use document will be presented for discussion and agreement at the next MAREΣ Expert Working group (EWG) meeting.

The group **noted** the information provided.

VI.5 6.6.5 EMSW Databases

EMSA presented the Mandate paper for the EMSWe databases team (i.e. EMSWe ship database, common location database and common hazmat database) that had been presented to the EMSWe expert group on 29 October in Brussels. EMSA said that the EMSWe expert group had entrusted the SSN group with specific tasks in relation to the EMSWe databases. EMSA advised that the work will be done by correspondence, and that it must be finalised by end of 2020. Mr Santamato from DG MOVE joined the meeting via videoconference in order to provide clarifications to MSs on the EMSWe Databases.

Ireland proposed to pre-populate the data fields in the NMSW user interfaces with information already available in order to facilitate the work for declarants. The Commission replied that this functionality will be investigated.

Germany asked whether the EMSWe Ship database was a new development, or an enhancement to the current Central Ship Database (CSD). The Commission and EMSA replied that what is currently in place, and what is requested by the EMSWe Regulation, are different, bearing in mind that the EMSWe ship database data must reflect the data submitted by declarants to the MNSW, while the CSD data is consolidated from different sources.

The **Netherlands** highlighted the importance of the SSN group in liaising with other stakeholders involved in EMSWe. EMSA said that the activities of the EMSA database team will be frequently coordinated with the EMSWe group and with the HLSG.

PROTECT asked if these databases will be available to the declarants. The Commission replied that the objective of the regulation is to facilitate the work of the declarant, which means that information from the database will be made available to declarants.

Germany asked what would happen when more than one declarant provide information for the same ship. The Commission responded that multiple declarants do not mean different types of information, as the information is unique and cannot be declared in a different way. **Greece** asked what would occur if an authority finds incorrect information in the EMSWe ship databases. The Commission replied that it is an obligation of MSs to manage the information available through the NMSW, and therefore in the EMSWe ship database. Further clarifications on this subject will be provided under the SSN expert sub-group for the EMSWe Regulation Databases.

The group **noted** the information provided.

VII. Information papers

The SSN/LRIT 6.3.1 List of SSN technical and operational documentation was distributed for information.

Meeting Conclusions/Follow-up Actions

The workshop conclusions and a summary of the follow-up actions are listed in Annex 3.

The provisional date for the next meeting is May 2020 (tbc).

Annex 1 – List of distributed documents

I. Introduction

SSN / LRIT 6.1.1: Detailed Agenda

SSN / LRIT 6.1.2: Follow up actions

SSN / LRIT 6.1.3: Actions stemming from HLSG decisions

II. Input from the Commission

III. Operational and Legal Aspects

SSN / LRIT 6.3.1: List of SSN technical and operational documentation**

~~SSN / LRIT 6.3.2: SEG Transition to Operation (T2O) - phase out of SSN GI*~~

SSN / LRIT 6.3.3: Incident Reporting Working Group – progress report

SSN / LRIT 6.3.4: Facilitation of ship-shore reporting - progress report*

SSN / LRIT 6.3.5: Enhancement of the Central Ship database pilot project – progress report

SSN / LRIT 6.3.6: Central HAZMAT Database (CHD) new developments

IV. Technical Aspects

SSN / LRIT 6.4.1: SSN / LRIT Roadmap

~~SSN / LRIT 6.4.2: Security and new technologies study for SSN*~~

V. Status at National Level

SSN / LRIT 6.5.1: SSN Data Quality Report

SSN / LRIT 6.5.2: Revision of the Data Quality checks

SSN / LRIT 6.5.3: MSs Best practices – (Croatia)*

VI. Any Other Business

SSN / LRIT 6.6.1: Interoperability project - progress report*

SSN / LRIT 6.6.2: Coordination activities with AIS regional servers

SSN / LRIT 6.6.3: Status of the Traffic Density Mapping services project

SSN / LRIT 6.6.4: Sharing of additional AIS data sources

SSN / LRIT 6.6.5: EMSW Databases*

* *Documents distributed in PowerPoint format.*

** *Documents distributed but not discussed during the meeting.*

Annex 2 – Meeting Agenda

Time	Agenda Item	Speakers
09:00– 09:30	Registration	
09:30 – 10:00	Opening / Introduction ■ SSN / LRIT 6.1.1: Detailed Agenda ■ SSN / LRIT 6.1.2: Follow up actions ■ SSN / LRIT 6.1.3: Actions stemming from HLSG decisions	EMSA
10:00 – 10:15	Input from the Commission	COM
10:15 – 10:30	■ SSN / LRIT 6.6.5: EMSW Databases	EMSA/COM
10:30 – 11:30	■ SSN / LRIT 6.5.1: SSN Data Quality Report	MS/EMSA
11:30 – 11:45	Coffee break	
11:45 – 12:00	■ SSN / LRIT 6.5.2: Revision of the Data Quality checks	EMSA
12:00 – 12:15	■ SSN / LRIT 6.5.3: MSs Best Practices - Croatia	Croatia
12:15 – 12:30	■ SSN / LRIT 6.4.1: SSN Roadmap	EMSA
12:30 – 12:45	■ SSN / LRIT 6.3.6: Central HAZMAT Database (CHD) new developments	EMSA
12:45 – 13:00	■ SSN / LRIT 6.3.3: Incident Reporting Working Group – progress report	EMSA
13:00 – 14:00	Lunch break	
14:00 – 14:30	■ SSN / LRIT 6.6.1: Interoperability project - progress report	EMSA
14:30 – 15:00	■ SSN / LRIT 6.3.4: Facilitation of ship-shore reporting - progress report	EMSA
15:00 – 15:30	■ SSN / LRIT 6.3.5: Enhancement of the Central Ship database pilot project – progress report	EMSA
15:30 – 15:45	Coffee break	
15:45 – 16:00	■ SSN / LRIT 6.6.2: Coordination activities with AIS regional servers	EMSA
16:00 – 16:15	■ SSN / LRIT 6.6.3: Status of the Traffic Density Mapping services project (Emission DM)	EMSA
16:15 – 16:30	■ SSN / LRIT 6.4.4: Sharing of additional AIS data sources	EMSA
16:30 – 17:00	■ Summary of the SSN follow up actions	EMSA

Annex 3 – List of action items from the 6th SSN/LRIT Group Meeting for

Action Point	Topic and Action	Resp.
1	Correct and republish the SSN PortPlus Guidelines.	EMSA
2	Investigate the possibility of using the REST protocol with MSs.	EMSA
3	Include the new UN/EDIFACT codes for purpose of call in the next SSN v5.	EMSA
4	Inform about plans to phase out the proprietary XML interface and ship AIS notifications at the next SSN Group meeting.	MSs
5	Request for support in delivering awareness session on SSN reporting for ship agents in the port of Algeciras (17 December 2019) and in providing a basic training for harbour masters in 2020.	Spain EMSA
6	Consider all the recommendations made in the Data Quality report, with the aim of further improving the quality of data reported.	MSs
7	Send the information on CTs to EMSA, together with the expected dates of entering into production with SSN v4.	MSs
8	Present at the next WETREP coordination meeting a proposal on how SSN could support the sharing of WETREP messages and request support from EMSA if needed.	WETREP MSs
9	Update the exemptions reported in SSN with the relevant information on ships and ports having granted exemptions.	MSs
10	Increase the awareness of IRs at national level.	MSs
11	Provide feedback on EMSA annual MS Status reports in order to enable the Agency to collect information on best practice applied by MSs and share it with the group.	MSs
12	Contact EMSA to arrange bilateral meetings on Data Quality (subject to the availability of EMSA resources).	MSs
13	Investigate a way forward to improve the issue of ATA and ATD wrongly reported to SSN and THETIS.	EMSA
14	Update SSN data quality checks.	EMSA
15	Share MS best practice with the group.	MSs
16	Assess the inclusion of an additional warning message for the timeliness of ATA/ATD provided.	EMSA
17	Submit information about national AIS system to be incorporated in the European AIS operational manual.	MSs
18	Indicate the specific areas of interest to be included in the 2nd phase of TDMS project.	MSs

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