EMSA

European Maritime Safety Agency

Meeting Report

1st LRIT Expert Group Meeting

Lisbon, 25-26 February 2008

Meeting Organization

The meeting was attended by delegations from: Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands (the), Norway, Poland, Portugal, Romania, Spain, Sweden and United Kingdom (the) and the European Commission.

Apologies were received from Austria, Iceland, and Slovenia.

The list of participants is attached as **Annex 1** and the Final Agenda as **Annex 2**.

The EU LRIT Data Centre (EU LRIT DC) Implementation Plan was distributed to all participants as a basis for the discussions during the meeting. This report had already been presented to the Shipping Working Party on the 4th of February.

Note: All presentations given during the meeting can be found on the EMSA LRIT website with the following link: http://www.emsa.europa.eu/end907d003.html
and using existing SafeSeaNet login and passwords. For all those delegates that do not have these, please contact the LRIT Task Force.

Meeting Objectives

The main objectives of the workshop were to:

➢ Present the EU LRIT DC Implementation Plan to the Expert Group and discuss the main steps of the project

➢ Consult the group on the main issues at hand at present in the development of the various parts of the project and ensure that Member States suggestions for technical improvements are taken into account

Meeting Programme

Opening / Introduction (EMSA)

In his opening address Mr. Leendert Bal, Head of EMSA LRIT Task Force, welcomed the participants and mentioned that EMSA had been given the task of setting up the EU LRIT Data Centre. He mentioned that this work is currently being achieved through a small LRIT Task Force within the Agency which is composed of a few staff many of whom currently have other jobs and responsibilities. The Chairman added that this small team, in addition to a lack of budget which is still awaited for by the Commission, are constraints to the LRIT project.

The Chairman highlighted the importance of this meeting to present the implementation plan and discuss various issues and questions in the development of the EU LRIT Data Centre. He also indicated that there was an open session at the end of the meeting to raise any additional issues and questions which had not yet been covered during the meeting.

All delegations were asked to verify that the information in the LRIT Focal Points List (which includes the representatives/contact points for each country delegation) was correct and to note any changes or additions.

Agenda item 1 - Introduction to the EU LRIT Data Centre Implementation Plan

EMSA presented an introduction to LRIT, its 4 main objectives as well as the current legal requirements on an international and European level. The Council Resolution of 2 October 2007 was mentioned which gave the Agency the task of the technical development, operation and maintenance of the EU LRIT DC. It was indicated that the EU LRIT Data Centre would cover around 18 % of the world's fleet, 29 EU/EEA Flag States, and possible 26 Overseas Territories.

Member States are invited to discuss with their delegates in the Shipping Working Party (SWP), who should communicate to the Commission which Overseas Territories should be included in the EU LRIT DC. Furthermore, it was indicated that the minimum number of messages per year would be approximately 12 million for the EU Flag States based on the minimum requirement of 4 LRIT messages per day.

Finally the EU LRIT Implementation Plan was presented including the constraints and risks, the two steps approach, the approximate timing and the working methodology. The Project will be split into a first step where the EU LRIT DC will be set-up operationally complying with the SOLAS Amendments and IMO requirements. This step would include a web interface from the SafeSeaNet (SSN) website, however there would be minimum integration with SSN at this stage. This is due to the complexity of the integration and also that there are still additional improvements and developments within SSN (i.e. the STIRES) which need to be completed prior to any integration being feasible.

The second step would include an integration of the LRIT with the STIRES module of SSN allowing MS the possibility to combine LRIT with AIS information in a single interface.

The timing of the first step which is addressed at this stage in the Implementation Plan is around 18 months. The EMSA LRIT Task Force (LRIT TF) will conduct the work and will consult the Member State LRIT Expert Group on the main phases of the project.

Agenda item 2 - System Architecture

EMSA presented an overview of the International LRIT components followed by the system architecture for the EU LRIT project including its various components. The EU LRIT DC, Monitoring Centre (MC), and Application Service Provider (ASP) components will be outsourced following public procurement. The Ship Data Base will be developed by EMSA within the framework of SafeSeaNet.

Furthermore, the relevant interfaces with the IDE, IDC, IMO, SafeSeaNet, and other data centres were also described. It was indicated that all of the EU LRIT system components would be developed in accordance with the IMO performance standards and functional requirements as well as in accordance with all developments at the IMO *Ad Hoc* LRIT Group.

Agenda item 3 - Discussion and Q&A

Questions centred around the issue of the regular updating of the EU LRIT Ship Database Register which should be in accordance with the IMO Resolution A887(21) concerning registration databases for GMDSS. Furthermore, there were questions on the benefit of a monitoring centre and security of data. EMSA communicated to the group that as the DC and ASP were outsourced and will be located with the company, the monitoring centre serves the purpose of controlling the system performance and especially the quality of data and service. It is then envisaged that after 2 years the contract would be reviewed with a view to transferring the system either with the Commission or EMSA. In terms of security of data, there will be obligations in the contract to ensure that high level security protocols are used.

Additional comments and questions raised the issue of the mandate of the LRIT Expert Group including basic objectives, how frequently the group would meet, links with SSN, etc. EMSA suggested that this group was set-up to give technical feedback on the various phases of the LRIT project and that the political issues should be discussed at the SWP level. Giving a further fixed timing of meetings is difficult. Furthermore, working with a small Task Force it is at this stage impossible to predict how much time it takes to develop technical specifications and draft contracts. EMSA proposed that for the next LRIT Expert Group meeting due to take place once the technical specifications for the tenders were ready, that these documents would be sent out to the MS for review one month before the meeting.

There were deep concerns with regards to the fact that the EU LRIT DC would not be ready by the IMO deadline of 31 December 2008.

Other issues raised included the fact that the future integration with SSN would not take place until a second phase in 2009-2010 and that there were concerns about the management of the 2 phases. EMSA explained the two phases of the project and the reasons that it was best kept as a two step process. The Commission indicated that the integration of AIS and LRIT Data is currently being addressed in a paper to the IMO.

Lastly the issue of outsourcing the billing system was queried and EMSA explained the need for a sophisticated piece of software to manage this however with EMSA still having the control of the billing due to the EMSA Financial Regulation. The Netherlands requested that the overseas territories be treated as separate entities specifically in terms of the billing and invoicing such that the system should be able to separate the two entities. This implies that billing should not (necessarily) be via the mother country. EMSA will look into this further, however it is a service to the requesting Member State. EMSA expressed serious concerns on the administrative implications.

Agenda item 4 – Application Service Provider (ASP)/ Communication Service Provide (CSP)

EMSA gave a presentation on the various issues related to the ASP/ CSP component of the LRIT system. Potential problems with the shipborne equipment were raised due to the fact that some will work with some communication networks and others do not. Many shipowners seem to work with Inmarsat C however there are other networks used (i.e. Inmarsat mini C, mini M, D+, and Iridium, etc.) and these other networks cannot be excluded. The shipborne equipment must be remotely controlled by the ASP for configuration changes, for example to increase the position reporting frequency up to once every 15 minutes.

MS are requested to communicate to EMSA the types of communication networks that their shipowners (shipborne equipment) are using. This will give an estimate of the approximate volume of ships using different networks which will be essential information for the Agency for the tenders.

The "type approval" procedure of shipborne equipment was discussed and several MS requested the support of the ASP to be contracted by EMSA. Member States were informed that the ASP contract will be ready in November 2008 at the earliest and the community budget does not integrate the expenses for conducting such tests. MS are requested to perform the "type approval" of the shipborne equipment on board their vessels as soon as possible after the testing procedure/standard is approved by IMO and to note that only ships with approved shipborne equipment will be accepted in the EU LRIT ship DataBase.

In terms of working with an ASP, the Agency recalled the data reporting mechanism when using Inmarsat C based on messaging routed by DNID (Data Network Identification Digit).

The ASP provides the EU LRIT DC with the LRIT information by adding the MMSI and IMO number to the message. The ASP component will be outsourced through public procurement with a result of one or several ASPs being contracted. ASPs often have contracts in place with CSPs. The contracted ASP will have to provide a service that complies with the IMO performance standards and be cost-efficient.

Agenda item 5 – EU LRIT Data Centre : MS Issues

EMSA gave a presentation on the main issues regarding the EU LRIT Data Centre. The first part of the presentation recalled the IMO distribution requirements and presented relevant issues for which the opinion of the group was requested:

❖ : **Flag State:** <u>are MS willing to share the LRIT information for EU ships within the EU LRIT DC ?</u>

The group expressed different opinions, some expressing their agreement on sharing LRIT information, whilst others were against sharing. The Agency reminded delegates that this was a political question which was previously discussed by EU delegations during IMO and SWP meetings where it was proposed to share flag state information within the EU LRIT DC without restrictions. The Netherlands and several other delegations proposed the sharing of EU-MS-flag ships by the EU-MS's within the IMO rules (rights as flag/port/coastal state). It remained unclear what this will mean in practice.

The COM suggested that as the minimum 4 messages per day were financed by the EU budget, the idea was always that these messages could be shared. <u>EMSA stated that the LRIT system would be technically developed with a possibility to share or not to share information pending on the final decision of the SWP on this issue.</u> The Netherlands was not satisfied with the digital choice (all or nothing) presented by EMSA although no alternative was suggested. Several MS indicated that they thought there was a need to clearly establish an "access policy" in accordance with the IMO resolutions. The Agency suggested that this would be detailed during the second step of the project when there would be full integration with SSN and AIS data. This will be essential due to the fact that LRIT users will most probably not always be the same as the users of AIS information.

❖ **Coastal State:** For the Coastal States there may be an advantage to coordinate or harmonise MS requirements in terms of the Data Distribution Plan (DDP). <u>Further discussion should take place on the DDP and any eventual European coordination at a follow-up meeting.</u>

❖ **Port State:** In terms of Port State users, the issue of the verification of the Notice of Arrival (NoA) was discussed and the <u>group agreed</u> that this was something they would like to have included in the LRIT DC. <u>EMSA will look to find an automatic solution to be built into the system.</u>

❖ **Search and Rescue:** These are the SAR centres in Coastal States (MRCC's). Member States were in favour of having all their MRCC's connected to the EU LRIT DC.

The second part of the presentation was concentred on the data distribution within the EU network. The EU LRIT Data Centre would envisage distributing data to one point of contact, the National Authority (NA), and the MRCC's in accordance with SOLAS. The NA

is then responsible for its own LRIT users and can redistribute the information to other national users such as port authorities, customs, etc.

In general the LRIT information would be accessed via a link from the SSN webpage. During the second step of the project there would then be further full integration with SSN and therefore between the LRIT and AIS information.

The web and XML interfaces were discussed in terms of how messages would be exchanged with the EU LRIT DC. The web interface (using https) will be adapted to the IMO communication format and each NA will receive a User Id and Password from the DC Monitoring Centre. Each NA will then be allowed to create, under its own responsibility, other User Id's and Passwords for other national end users. The XML interface (using SSL/TLS SOAP protocol) will be envisaged <u>as a second phase</u> and therefore MS should develop their own XML interface and ensure the testing and commissioning of this interface with the EU Data Centre. Several MS indicated the need for compatibility in terms of messages being imported into national systems and requested a possible export functionality to be able to export messages into their national systems.

There was some concern by some MS in terms of outsourcing the DC in terms of security of data. No alternative solution was however proposed.

Agenda item 6 – EU LRIT Ship Database

EMSA gave a presentation on the main components of the Ship Database (DB) which will be developed by EMSA within the framework of SafeSeaNet with MS having direct access to populate the database via the SSN interface. The DB will cover around 18 % of the world's fleet. Only the MS/Flag States will define which ships should be included in the DB and are obliged to report to the EU LRIT DC. <u>MS are invited to submit this information as an electronic file to EMSA as soon as possible and at the latest by end of June 2008. EMSA will provide the format of electronic file by 15 of April 2008.</u>

Further information was presented on the functional and technical requirements of the Database, including methods of uploading initial data by using electronic files and on-going updating procedures. MS expressed their concern with respect to the upper limit of the database (1 million ships, including history) and requested further analyses with a view of extending the upper limit to a higher value. Various MS asked for an automatic XML updating procedure to be developed within the specification and enquired about the interconnection of the LRIT DB and SSN DB, asking if they have to update both databases.

EMSA explained that the LRIT and SSN DB's are completely different as they serve different purposes and are not interconnected at this stage. Several MS supported the idea that the LRIT Ship DB should only be used for LRIT purposes although they were also wary of the work it involved on their side in terms of inputting data. However, MS are only required to update the LRIT DB, which is within their responsibility and the updating is mandatory according to the IMO Resolutions. At a later stage, during step 2 development, the LRIT DB can be used as a reference source of information for the SSN DB and/or other applications developed at EMSA for the benefit of Member States (PSC / NIS, etc). <u>In developing the LRIT DB specifications,</u> <u>EMSA will consider MS suggestions in respect of a higher upper limit and automatic XML updating.</u>

The planned time-frame for LRIT DB development was presented as well as the type of information which must be provided by each MS in order to allow EMSA to meet the expected deadline. Detailed information on the actions to be performed by each MS is contained in <u>Annex 4 – Follow-up actions</u>. Volunteer participation of 5 (five) MS was also requested to develop and test the LRIT DB. Some MS expressed their concern with respect to the deadline for submission of their exact number of ships which are required

to comply with the LRIT requirements, as well as for the data regarding the overseas territories.

Luxembourg, United Kingdom, Germany, Malta and Bulgaria offered in principle (to be confirmed following approval from their Head office) to assist for the development and testing of the Ship DB.

Agenda item 7 – Agreement between Member States and EMSA

EMSA gave a presentation on the main areas to be covered by an agreement which would have to be signed between each MS and EMSA for the use and operation of the EU LRIT system. These Conditions of Use should clarify the level of authority designated to EMSA for handling the data related to their own fleet, the financial aspects (invoicing and billing procedures), as well as EMSA's responsibilities with respect to the safeguarding and dissemination of this data. Furthermore, the SAR and "common interest" messages should be clarified within the context of the Agreement. EMSA will prepare a draft to be circulated and discussed with each MS with a view to finalising and signing it by the end of this year.

MS took note of the above mentioned issues and asked that a meeting report be produced to summarise the discussions which had taken place during the meeting. It was agreed that a "working assumptions" document (attached as Annex 3) would be issued at the end of the meeting for approval by the present MS as guidance for the work of the LRIT Task Force and a more comprehensive report would follow within the next 2.5 weeks as the official report of the meeting.

Agenda item 8 – Information by the Commission

The EU Commission representative gave a presentation on the work carried out within the SWP with a focus on future integration of AIS / LRIT data, including the draft document on the EU position to be submitted to the IMO concerning information on the ongoing work within the European Union to develop a European master plan for the shore based AIS network as well as the need for future work within IMO on the integration of AIS and LRIT. MS took note of the information provided and expressed their concern regarding the non-compliance of the EU LRIT DC with the IMO deadline, raising questions about what will happen with the EU ships after the 1st of January 2009 and whether there is no way to improve the EMSA development time-frame in order to accommodate the IMO deadline.

EMSA explained that the foreseen time-frame of the IP cannot be improved because EMSA have to comply with EU public procurement rules, the IP was not yet formally approved and the necessary budget for LRIT development is not yet allocated.

Some MS requested that the Commission should prepare and submit a paper to the next IMO MSC 84, a formal document with respect to the EU LRIT development and expected date of implementation, asking for an extension on the deadline. The Commission representative took note and advised the MS that the Commission will look into this matter.

Agenda item 9 – Open Session

This session was an opportunity to bring up new issues or questions not covered by other agenda items. Several MS stressed the need for coordination in terms of the AIS/LRIT discussions and the AIS master plan. In addition, it was indicated that many decisions decided at SWP level will have an influence on this Expert Group's work.

MS also requested clarification on the role of that LRIT Expert Group's noting that there are no terms of reference and no planning as it is the case in IMO for similar work.

Meeting working assumptions/ Follow-up Actions

EMSA presented a list of working assumptions and points which were discussed and agreed during the meeting. These working assumptions are presented in **Annex 3** following minor changes from the meeting participants. The Follow-up actions are summarised in **Annex 4**.

Future meetings

The next meeting is planned for the review of the technical specifications for the ASP/CSP and DC/MC tenders which is planned approximately for April/May.

Annexes

Annex 1 - List of participants
Annex 2 - Final Agenda
Annex 3 – Meeting conclusions
Annex 4 – Summary of Action Items

Annex 1 – List of participants

Country	Name	First Name	Organisation	E-mail	attendance 25/02/08	attendance 26/02/08
Belgium	Claeyssens	Peter	Federal Public Service Mobility&Transport	peter.claeyssens@mobilit.fgov.be		
Bulgaria	Ivanov	Petar	Bulgarian Maritime Administration	bma@marad.bg		
Bulgaria	Belyovski	Simeon	Navibulgar	coord@navbul.com		
Bulgaria	Dimitrov	Vassil	Navibulgar	comms@navbul.com		
Czech Republic	Vydra	Evzen	Ministry of Transport	evzen.vydra@mdcr.cz		
Cyprus	Evriviades	Themis	Department of Merchant Shipping	tevriviades@dms.mcw.gov.cy		
Estonia	Siht	Alar	Estonian Maritime Administration	alar.siht@vta.ee		
Finland	Arkima	Antti	Finnish Maritime Administration	antti.arkima@fma.fi		
Finland	Tuomaala	Jukka	Finnish Maritime Administration	jukka.tuomaala@fma.fi		
France	Erhardt	Jean-Bernard	directorate for maritime affairs	jean-bernard.erhardt@equipement.gouv.fr		
France	BERGER ~~Gaillard~~	DAVID ~~Regis~~	directorate for maritime affairs	David.Berger ~~Regis.Gaillard~~@developpement-durable.gouv.fr		
France	Camus	Anne-Lise	Centre National d'Etudes Spatiales	Anne-Lise.Camus@EXCHANGE.CST.CNES.FR		
Germany	Callsen Bracker	Hans-Heinrich	Ministry of Transport	hans.callsen@bmvbs.bund.de		
Greece	Korizis	Konstantinos	Hellenic Ministry of Mercantile Marine Aegean&Insular policy	dan@yen.gr		
Ireland	Houlihan	Greg	Maritime Safety Directorate	greghoulihan@transport.ie		
Italy	Gionfriddo	Marco	Italian Coast Guard	marco.gionfriddo@trasporti.gov.it		
Latvia	Ozols	Gints	Latvian Navy Coast Guard	gints@mrcc.lv		
Latvia	Reiters	Valdis	Ministry of Transport	Valdis.reiters@sam.gov.lv		
ITALY	PAGOTTO	Vittorio	ITALIAN COAST GUARD	Vittorio.papatto@trasporti.gov.it		
Denmark	Jacobsen	Mariann	Ministry of Defence	mbj@fmn.dk		

Lithuania	Cesnauskis	Mindaugas	Lithuanian Maritime Safety Administration	info@msa.lt		
Luxembourg	Mathieu	Joel	Commissariat aux Affaires Maritimes	cam@cam.etat.lu		
Malta	Sciberras	Lawrence	Malta Maritime Authority	Lawrence.sciberras@mma.gov.mt		
Malta	Farrugia	Christopher	Malta Maritime Authority	Chris.farrugia@mma.gov.mt		
Netherlands	Foeken	Johan	Rijkswaterstaat North Sea	Han.Foeken@rws.nl		
Netherlands	Smit	Willem	Ministry of Transport	willem.smit@minvenw.nl		
Norway	Hagen	John Erik	Kysteverket vest	johnerik.hagen@kysteverket.no		
Poland	Wawruch	Ryszard	Maritime Office, Gdynia	wawruch@am.gdynia.pl		
Portugal	Maciel	José	Instituto Portuário e dos Transportes Marítimos	jose.maciel@imarpor.pt		
Portugal	Da Conceiçao	Maria	Instituto Portuário e dos Transportes Marítimos	conceicao.gallis@imarpor.pt		
Portugal	Alexandre	Paulo	Portuguese Navy	rodrigues.vicente@marinha.pt		
Romania	Silviu	Apostol	Romanian Naval Authority	sapostol@rna.ro		
Spain	Bregon Oca	Fernando	SASEMAR	tecnico.madrid@sasemar.es		
Sweden	Tunfors	Henrik	Swedish Maritime Administration	henrik.tunfors@sjofartsverket.se		
UK	Richardson	Valerie	Departement for Transport	Valerie.Richardson@dft.gsi.gov.uk		
UK	Sear	Guy	Maritime and Coastguard Agency	Guy.Sear@mcga.gov.uk		
EC	Bergot	gilles	DG TREN	giles.bergot@ec.europa.eu		
EC	CHAPUIS	Laure	DG TREN	laure.chapuis@ec.europa.eu		
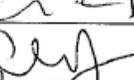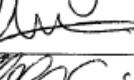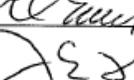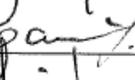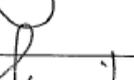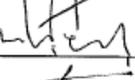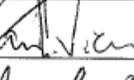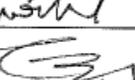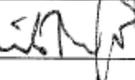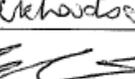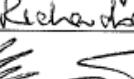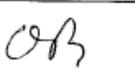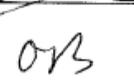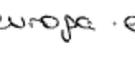
EMSA staff

S/N	Name	First Name	E-mail
1	Bal	Leendert	Leendert.Bal@emsa.europa.eu
2	Chintoan-Uta	Marin	Marin.Chintoan-Uta@emsa.europa.eu
3	Texier	Yannick	Yannick.TEXIER@emsa.europa.eu
4	Seddon-Brown	Stephanie	Stephanie.SeddonBrown@emsa.europa.eu
5	Pelizzari	Andrea	Andrea.Pelizzari@emsa.europa.eu
6	Kjennbakken	Reidar	Reidar.Kjennbakken@emsa.europa.eu

Annex 2 – Final Agenda

1st Meeting of the EU LRIT Expert Group
Lisbon, 25-26 February 2007

Final Agenda

Chairman: Leendert Bal, Head of LRIT Task Force, EMSA

Day 1 – Monday 25 February

Time	Agenda Item	Speaker
13:30 – 14:00	**Registration & coffee**	--
14:00 – 14:20	**1. Introduction to EU LRIT Data Centre Implementation Plan** The plan will be presented and include the main areas, the two step strategy, and timing for the project.	Stephanie Seddon-Brown, LRIT Project Officer, EMSA
14:20 – 15:00	**2. System Architecture** The system architecture will be presented including outsourcing the EU LRIT Data Centre, ASP, and Monitoring Centre components. Furthermore the relevant interfaces with the IDE and IDC will be explained as well as links with SafeSeaNet.	Yannick Texier, LRIT Senior Project Officer, EMSA
15:00 – 16:00	**3. Discussion and Q & A**	All
16:00 – 16:30	**Coffee Break**	--
16:30 - 17:45	**4. ASP / CSP** –Their roles –Multiple CSP's –Shipborne Equipment: type approval –Testing with ships	Leendert Bal, Head of LRIT Task Force

Day 2 – Tuesday 26 February

9:00 – 9:30	*Registration & coffee*	

9:30 – 10:45	**5. EU LRIT Data Centre: MS issues**
	
	–Distribution of LRIT info:
	   o Flag
	   o Port
	   o Coastal: Baseline/Coastline
	–Single point of contact in MS & MRCC's
	–Web based and/ or XML interface
	–Interface for MS
		Yannick Texier, LRIT Senior Project Officer, EMSA

10:45 – 11:15	*Coffee Break*	--
11:15 – 12:15	**6. EU LRIT Ship Database** –List of registers for each MS –Timeframe –Format of data –Overseas territories –Validation and testing plan All delegations are invited to review the LRIT questionnaire shown at the end of this agenda to assist in discussion under this agenda item.	Marin Chintoan-Uta LRIT Special Advisor, EMSA
12:15 – 13:15	**7. Agreement between Member States and EMSA** –What are the different responsibilities for the project and mutual expectations? –Conditions of use –SAR	Leendert Bal, Head of LRIT Task Force
13:15 – 14:30	*Lunch*	
14:30 – 15:30	**8. Information by the Commission** –EC submission to the next MSC on the integration of the AIS/LRIT data and the AIS master plan –Information on the coordination for IMO & IMSO meetings	Gilles Bergot, DG TREN, European Commission
15:30 – 16:00	**9. Open Session** The meeting will address any issue MS would like to discuss at this stage.	All

Annex 3 – Working Assumptions

Working Assumptions

- ASP/CSP
  - EMSA will not interfere at CSP level/ship owner
  - 1-3 ASP contract(s) to cover all IMO recognised communication systems
  - Flag States to type approve the shipborne equipment
  - Type approval details awaited from IMO

Working Assumptions

- Flag State information
  - EMSA will design system to share information and/or to implement DDP only
- Port State information
  - EMSA will explore possibility of having automatic NoA verification
- Coastal State information
  - DDP input of MS to be coordinated by Commission
- SAR
  - All MRCC's will receive LRIT\SAR information on request and can request SURPIC's

EMSA — European Maritime Safety Agency

Working Assumptions

- Distribution of LRIT information
  - To one Point of Contact (NA) and MRCC's
  - Web based application for Step 1, automatic XML interface part of Step 2
- EU Ship Database
  - Web/Automatic XML interface to be developed with Correspondence Group (MT, Lux, Ger, UK, Bul)
  - User Manual to be developed (daily update)
  - Change of Flag needs attention

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Working Assumptions

- Tenders (ASP/CSP and MC/DC)
  - Fixed ceiling for 4 messages per day per EU vessel
  - MS to communicate number of vessels required to report to EU LRIT DC
  - DC\ASP/CSP first with company, at the end of two year contract transferred to EMSA/Commission
  - Management of system and quality of data at all times by EMSA through the Monitoring Centre
  - EMSA to perform invoicing and billing based on Financial Regulation (no outsourcing besides software system)

EMSA

European Maritime Safety Agency

Working Assumptions

- Conditions of Use
  - MS invited to communicate issues to be covered by "Conditions of Use"
  - Procedures to be covered regarding SAR and messages of Common Interest
  - Invoicing & billing arrangements to be covered
  - EMSA will prepare draft for expert group by June for further discussion

EMSA

European Maritime Safety Agency

Concerns / Open questions

- Delay of EU LRIT DC: approach to MSC84 to be discussed at EU coordination meeting
- Arrangement for Overseas Territories to be discussed at a next meeting of the EU LRIT Expert Group, once scope decided by SWP
- EMSA to follow timing of Implementation Plan to its best abilities, subject to resources made available
- Criteria for messages of Common Interest to be decided by SWP
- EU coordination meeting to discuss issue of sharing information between EU CG's on non EU flagged vessels

Next steps

- EMSA to produce report on this meeting within next 2,5 weeks
- MS to submit comments within to 2 weeks after receipt
- Once all questionnaires received, summary table made available on EMSA LRIT website (username, password to be sent)
- Next meeting:
  - To review Tender Specifications ASP/CSP and DC/MC (May/June?)
  - To report on outcome Correspondence Group
  - To discuss other outstanding issues

Annex 4 – Summary of Action items

I. ACTION ITEMS FOR THE MEMBER STATES

Action Number	Agenda item	Action	Target Date
1	1	Member States are invited to communicate to the Commission which Overseas Territories should be included in the EU LRIT DC.	ASAP – end of March
2	4	MS are requested to communicate to EMSA the types of communication networks that their ship-owners (shipborne equipment) are using.	End March
3	5	MS should develop their own Xml interface for ship DB up-dating and ensure the testing and commissioning of this interface with the EU Data centre.	During course of project
4	6	MS are invited to submit the list of ships to be imported into the Ship Database (electronic format to be defined by EMSA).	June
5	6	MS to assist EMSA in testing the ship DB should nominate their point of contact.	May
6	6	MS to start using/maintaining the ship DB	July - October
7	4	MS to ensure testing and approval of shipborne equipment. Only ships for which shipborne equipment have been "type approved" will be accepted in the DB.	Asap after MSC 84 but not later than December

II. ACTION ITEMS FOR EMSA /COM

Action Number	Agenda item	Action	Target Date
1	5	EMSA stated that the LRIT system would be technically developed with a possibility to share or not to share information pending on the final decision of the SWP on this issue.	Ongoing
2	5	EMSA will look to find an automatic mechanism to NoA verification to build into the LRIT DC system.	Ongoing
3	5	EMSA / COM to organise follow-up meeting to discuss EU LRIT system specifications.	April/May
4	8	COM to discuss with IMO the possibility of an extension of implementation deadline	May – MSC 84
5	7	EMSA to prepare a draft for Agreement between Ms-EMSA.	June
6	8	COM to decide the context of "common interest" messages	December