



Meeting Report

3rd LRIT Expert Group Meeting

Lisbon, 23 October 2008

Meeting Organization

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

The list of participants is attached as **Annex 1** and the Final Agenda as **Annex 2**. **Annex 3** is the summary of action items coming out of the meeting.

The draft Conditions of Use for participating in the EU LRIT DC were sent out electronically two weeks before the meeting to all participants as documents for the meeting.

Note: All presentations and papers discussed during the meeting can be found on the EMSA LRIT website with the following link:

https://extranet.emsa.europa.eu/index.php?option=com_content&task=view&id=52&Itemid=91

and using individually assigned logins and passwords to enter the "Document Download" area in the left hand menu. If you are unable to access the website or documents, please send an email to: LRIT@emsa.europa.eu.

Meeting Objectives

The main objectives of the meeting were to:

- Present the DDP geographical areas/polygons received from MS and provide comments for improvement before submission to IMO DDP server;
- Discuss the first draft of the Conditions of Use for participating in the EU LRIT DC;
- Report on the development of the Ship Database (DB), demonstrate the pre-production version and allow Member States to give suggestions for technical improvements;
- Advise the MS on the actions to be undertaken for populating the Ship DB and on the expected populating time-schedule;

Meeting Programme

Agenda item 1 - Opening / Introduction (EMSA)

In his opening address Mr. Leendert Bal, Head of EMSA's Unit "Satellite Based Monitoring Services", welcomed the participants and provided an update on the situation of the LRIT tenders. He mentioned that EMSA expects to sign the LRIT contracts (ASP, EU DC, I&B) by the first week of November.

The Chairman highlighted the importance of this meeting which was to discuss the Draft Conditions of Use for participating in the EU LRIT DC as this agreement has to be signed by EMSA and each MS in order for each MS to have access to the EU LRIT DC information.

Agenda item 2 – DDP geographical areas /Polygons

EMSA presented the relevant maps showing the various DDP geographical areas/polygons received from some MS (18 DDP submissions were received), outlining a few areas for improvement, such as:

- Definition of polygons should use the baseline as the reference line;
- The shore-side of the polygons should be closed with simple lines. There is no need to define the coastline in detail, but instead, simple, straight lines should be used in order to simplify the polygons and reduce the number of vertices;
- There should be no over-lapping of polygons defining the same type of geographical area;
- Each MS should define its full CoastalSeaward1000 Nm area in order to take advantage of a larger LRIT reporting zone. This gives eligibility to receive LRIT information in this area and limiting the area only means the MS will not be eligible for LRIT reports outside of this area.;
- Custom Coastal areas: The definition and the mechanism to activate/deactivate the Custom Coastal areas was presented.

EMSA also provided an update on the DDP submission procedure to IMO, highlighting that each MS must submit its DDP directly to IMO, via the DDP interface available on the IMO GISIS web site. In order to have access to the DDP interface, each MS needs to ask IMO for a username and password. It was recommended that each MS graphically visualise their DDP in GIS format in order to check /validate it before it being submitted to IMO. Submissions to IMO can be made manually (for simple polygons, with few vertices) or through the uploading of a file in GML format. When submitted to IMO, polygons are checked if they are closed, but no validation of the geographical position of the vertices is done.

Various questions and comments were raised by MS regarding definition of the coastal polygons, submission procedure, GIS visualisation of the polygons and the eventual coordination of the DDP at EU level, including a common approach for defining the exclusion list. EMSA provided relevant answers and information indicating that due to a lack of submission of custom coastal areas that there may be little room for coordination in the DDP polygons. The Commission also indicated that the issue of the exclusion list (countries to be excluded by a MS for not receiving their LRIT information) should be discussed at political level.

It was commonly agreed that EMSA will provide comments to every MS which submits its DDP polygons for verification.

France informed the meeting that they will prepare a draft resolution to be submitted to the EU Council SWP meeting in December on the improvement of cooperation between MS, and will include the issue of coordination of LRIT related issues (DDP, Custom Areas, exclusion list).

Agenda item 3 – Conditions of Use

EMSA presented the Draft Conditions of Use and invited MS to comment and raise points of concern or modifications. Extensive discussions took place on the following main items:

- The purpose of the document;
- The necessity of having/signing the agreement;

- The nomination of the NCA and various contact points requested in the document;
- The pre-payment mechanism and the amount of pre-payment to be paid by each MS;
- The property and security/confidentiality of the LRIT data;
- The issue of non-requested over-reporting and payment of these messages;
- The request to provide details of the LRIT shipborne equipment conformance test report for the EU ship database and the authorized testing ASPs on a national level who will perform these tests;
- Invoicing and Financial procedures within the EU DC and within the international LRIT system including the possibility of collaboration/discussion between DC's on an international level in terms of pricing;
- The inclusion of the XML interface in addition to the web interface
- Editorial changes;

It was agreed that EMSA will prepare a revised draft of the agreement, reflecting the changes agreed at this meeting, as detailed below:

- The same NCA contact (and format) should be used as for SSN to not multiply contact points;
- Reference to the applicable IMO and EU legislation supporting the agreement, as well as a clear explanation of the necessity of signing the agreement, shall be included;
- The proposed reference to the future development of an XML interface shall be maintained;
- The pre-payment mechanism shall be replaced with an entrance fee/post-payment mechanism clearly described within the agreement and why this is needed;
- Reference to Circular.1258 shall be included in paragraph 9.2;
- That the operational contact point will be listed as a 24/7 contact point if this is available in the MS however this is not mandatory;
- That the contact point should be changed from a personal approach to a functional approach for the LRIT NCA Contact Point, Operational Contact Point and Ship Data Manager in order to make the contract more durable. It is however evident that in terms of having a Focal Point and for user access rights to access the web interface of the EU LRIT Data Centre that for both the NCA and the Ship Data Manager there is a need for one contact person or persons to be submitted to EMSA. Usernames and passwords will be nominal and only distributed to this/these particular person(s).
- Various other editorial changes;

The issue of LRIT data confidentiality and security may be discussed at the SWP level and EMSA will implement a similar regime applicable to MS for LRIT, if any.

EMSA could envisage organising a meeting with other Data Centres to discuss pricing and off-setting on an international level.

The revised draft shall be distributed to MS for further comment, with an aim to conclude the Conditions of Use agreement at the next meeting scheduled for the first half of December 2008 following MSC 85.

Agenda item 4 – Conditions of Use for Overseas territories

EMSA informed the meeting that a similar Conditions of Use agreement shall be developed as a separate document for the overseas territories. This will be based on the existing Conditions of Use for MS with differences on payment, etc. It was suggested by several Member States that a meeting or special session could be organised bringing together the concerned Member States (i.e. France, Denmark, Netherlands and UK) to specifically discuss the Overseas Territories access to and use of the EU Data Centre.

Agenda item 5 – Status of EU LRIT Ship Data Base (DB)

EMSA provided an update on the EU LRIT Ship DB development and gave a live presentation on the pre-production version, inviting MSs to comment and suggest improvements.

MS were informed that the production version of the EU LRIT Ship DB will be available on line by mid November and were requested to take all necessary steps to start up-loading their LRIT ships as soon as possible after that date. Only ships for which shipborne equipment have either been "type approved" or have undergone a conformance test will be accepted in the DB.

The time period between mid November 2008 and early February 2009 shall be considered as a production testing environment. By February 2009 the EU LRIT Ship DB shall be fully operational and made available to the EU LRIT DC to start testing in accordance with the IMO requirements.

It was indicated that two additional fields had been added in the database including the date of the conformance tests as well as the testing ASP's that have conducted the conformance test.

The two new files in both excel and XML format for uploading the list of ships for MS is now updated and can be found on the LRIT part of the EMSA website. This is under the "Document Download" menu area and specifically under "Technical Documents".

MS are requested to send in their authorized testing ASP's to EMSA to be able to circulate this information to all MS for information and ensure that the Ship database drop-down menu incorporates all authorised testing ASP's.

Various questions and comments were provided by MS on the Ship DB structure and functionality. One debated issue was the non-availability of the "Delete" function for the Ship DB Manager, with some MS wanting to have the possibility to delete the ship from their national LRIT ship list once the vessel is deleted from their own registries.

EMSA explained that the "Delete" functionality was not provided as a protection against accidental deletion of an active ship. Instead of the "Delete" function, each Ship DB Manager can use the "Out of Service" function which when activated will take the relevant ship out of the operational LRIT Ship DB and transfer the out of service ship to the "History" archive. However, should MS prefer to have a "Delete" function, this can be added at a later stage. MS are to confirm they would like this function to be included.

Other open questions to be analysed and decided on, include:

- How should we deal with the case of a wrong IMO number being introduced in the DB which may identify a ship from another MS? Can this wrong IMO number be deleted?
- How should we deal with the case of re-using the MMSI/Call Sign of a former ship which was deleted from the registry when it is reallocated to a new ship? Will there be any conflicts within the EU Ship DB when doing this?

- How should we deal with the case of a ship which does not have an IMO number?

Because of the time restrictions, it was decided that any further questions/comments should be sent by MS to the EMSA LRIT Help Desk for analysis and response (email: LRIT@emsa.europa.eu).

Agenda item 6 – Other issues and closing

A paper was handed out by EMSA titled "Required Steps to participate in the European LRIT Data Centre". The paper was introduced and it was indicated that this document would give clarity on the next steps that need to be met by each Member State to be able to join the EU LRIT Data Centre in 2009. This paper will also be posted on the LRIT part of the EMSA website along with all of the meeting presentations and documents.

This session was used to conclude the discussions and to agree on a future meeting being needed to finalise the Conditions of Use and to discuss, the full Ship DB functions as well as other outstanding issues such as the Overseas Territories.

Future meetings

It was agreed that the next LRIT Expert meeting should take place immediately after MSC.85, in the first half of December 2008. A date will be confirmed by ESMA shortly.

Annexes

- Annex 1 - List of participants
- Annex 2 - Final Agenda
- Annex 3 - Summary of Action Items

Annex 1 – List of participants

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Annex 2 – Final Agenda

3rd Meeting of the EU LRIT Expert Group Lisbon, 23 October 2008

Chair: Leendert Bal, Head of Unit Satellite based monitoring services, EMSA

Time	Agenda Item	Speaker
09:00 – 09:15	<i>Registration & coffee</i>	--
09:15 – 09:30	1. Welcome and opening and objectives of the meeting, LRIT tender update	Leendert Bal Head of Unit
09:30 – 10:00	2. DDP Polygons –Custom Coastal Area –Minimise vertices –Overlapping polygons –IMO submissions	Marin Chintoan-Uta Special Adviser, LRIT
10:00 – 10:45	Discussion on DDP	All
10:45 – 11:00	<i>Coffee Break</i>	
11:00 – 11:45	Discussion on DDP (continued)	
11:45 – 13:00	3. Conditions of Use –presentation and discussion	Stephanie Seddon-Brown Project Officer, LRIT All
13:00 – 14:30	<i>Lunch (not provided by EMSA) Break</i>	
14:30 – 15:15	Conditions of Use (continued)	All
15:15 – 15:45	4. Conditions of Use for Overseas Territories –Presentation and discussion	Leendert Bal Head of Unit All
Time	Agenda Item	Speaker
15:45 – 16:15	<i>Coffee Break</i>	
16:15 – 16:45	5. Status of EU LRIT Ship Database –List of registers for each MS –Overseas territories –Transfer of data and Formats –Timeframe –Validation and testing plan	Yannick Texier Senior Project Officer LRIT
16:45 – 17:30	Discussion and Q & A	All
17:30 – 18:00	6. Other issues and closing	All

Annex 3 – Summary of Action items

I. ACTION ITEMS FOR THE MEMBER STATES

Action Number	Agenda item	Action	Target Date
1	2	MS are requested to send in their DDP polygons should they want validation or assistance from EMSA.	ASAP
2	5	MS are requested to send in their authorized testing ASP's to EMSA to be able to circulate this information to all MS for information and incorporate these in the EU Ship DB.	ASAP
3	5	MS were requested to take all necessary steps to start up-loading their LRIT ships as soon as possible after mid November when the Ship DB will be online.	Mid November to early Feb
4	5	MS to ensure testing and approval of shipborne equipment. Only ships for which shipborne equipment has been "type approved" will be accepted in the DB.	ASAP
5	5	MS to submit any further questions/comments on the EU Ship DB to the EMSA LRIT Help Desk for analysis and response (email: LRIT@emsa.europa.eu).	ASAP

II. ACTION ITEMS FOR EMSA /COM

Action Number	Agenda item	Action	Target Date
1	2	EMSA will provide comments to every MS which has submitted and will submit its DDP polygons for verification.	ASAP
2	3	EMSA will redraft the Conditions of Use and recirculate for review by MS prior to the next Expert Group meeting.	Mid November
3	3	EMSA / COM to organise follow-up meeting to discuss and finalise the Conditions of Use and other issues.	Early December
4	3	COM to decide with EMSA whether it would be helpful to have a meeting with other DC's to discussing pricing issues.	ASAP