

Workshop Report

26th SafeSeaNet and 14th LRIT NCA Meetings

Held in Lisbon on

19 October 2016

Final version

Date: 25 January 2017

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Vessel and Port Reporting. Mr Jacob Terling from Unit D2 maritime safety represented the **European Commission** (DG MOVE).

Delegations from **Belgium, Bulgaria, Croatia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Montenegro, the Netherlands, Norway, Poland, Slovenia, Spain, Sweden** and the **United Kingdom** attended the meeting. Furthermore, representatives from **ESPO** and the **PROTECT group** attended the SSN part of the meeting.

The list of SSN and LRIT participants is attached at Annex 1, and a list of distributed documents is included at Annex 2. All workshop documentation may be obtained at:

SSN: <http://www.emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports.html>

LRIT (extranet): <https://extranet.emsa.europa.eu/> or <http://emsa.europa.eu/lrit-home.html>

The meeting agendas are 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:

- Present the Data Quality results per Member State, recommendations on how to improve the quality of information reported and the new data quality checks for 2017;
- Report on the progress of the Central HAZMAT Database (CHD) and the Central Ship Database (CSD);
- Present the roadmap for SSN v4 and the terms of reference of the SSN interface subgroup;
- Present the changes in EMSA's Public Key Infrastructure;
- Present the Terms of Reference of the SSN/LRIT Group as agreed by the HLSG;
- Update Member States on the performance and operation of both the LRIT IDE and the EU LRIT Cooperative Data Centre (EU LRIT CDC);
- Inform about new releases and the on-going tests of the second modification of the LRIT system.

I.2 Approval of the agenda

The agenda was adopted with the addition of a new agenda item proposed by EMSA on "THETIS - EU in support of the Port Reception Facilities (PRF) Directive" and the deletion of the presentation on the "IFCD revision - progress report".

The group **agreed** with the updated indicated in Annex 3.

I.3 Minutes of previous meeting (SSN 25 and LRIT 13) and follow-up actions

The minutes of the previous SSN meeting were **approved**, and EMSA summarised the outstanding issues from the previous workshops.

EMSA recalled that the minutes of the previous LRIT meeting have already been approved since no comments were received when distributed to the group on 3 June 2016.

I.4 26.1.3 Actions stemming from SSN HLSG decisions

EMSA presented the main actions arising from the 15th SSN HLSG meeting (Brussels, 7 July 2016).

The group **noted** the information presented.

II. Input from the Commission

Mr Jacob Terling informed the group about the changes deriving from Annex III of the VTMISS Directive and the discussions held at the last meeting of the new HLSG for Governance of the Digital Maritime System and Services (Brussels, 12 October 2016) including: the vision for the maritime single window system, the access to and use of the systems and the LRIT IDE hosting issue.

Mr Jacob Terling noted the endorsement of the waste business rules and the approval of the timetable and roadmap for SSN V4 by the HLSG. He also highlighted that the nature of SSN changed from being just an emergency tool to a system serving different types of users, which is constantly evolving to accommodate new requests arising from other legal frameworks such as the PRF Directive.

He briefly presented the change to the EMSA mandate to incorporate the coast guard functions and the cooperation with FRONTEX and EFCA. He noted that the changes will result in more resources for the Agencies and will strengthen them to continue developing the systems for the benefit of the MSs. Finally he informed the group about the organisational changes in DG-MOVE with the replacement of the Maritime Director Mr Karamitsos by Ms Kopczynska.

SSN/LRIT Group Terms of Reference

The **Commission** presented an overview of the SSN/LRIT Group terms of reference and the rules of procedures as approved by the HLSG. The Commission underlined the continuation of the work meeting the objectives of the group which are to manage the technical and operational issues related to the mandatory system functionalities of the SSN and LRIT within the Union Maritime Information and Exchange System (SSN), as stipulated in point 2.1.2 in Annex III of the VTMISS Directive. The schedule and work, with reporting to the HLSG, continues.

The group **invited** EMSA to distribute the approved SSN/LRIT rules of procedure (**Action point 1**).

III. SafeSeaNet Operational and Legal Aspects

III.1 26.3.3 SSN PortPlus Guidelines - progress report

EMSA presented the progress of the SSN PortPlus Guidelines and noted that since the guidelines cover new elements (e.g. waste and security), consultations with experts from these areas would be necessary. EMSA proposed to amend the time plan of the Group and noted that the latest working draft of the draft SSN PortPlus Guidelines could be found at: <https://extranet.emsa.europa.eu/document-repository/ssn-workshops-and-meetings>

The group **agreed** with the new time plan proposed. MSs were also **invited** to provide further feedback in regard to the reporting of exemptions to SSN.

III.2 26.3.4 Waste WG – progress report

EMSA presented the status of the progress of the Waste WG. The open questions raised by **Germany** at the 2nd meeting will be forwarded to the SSN Interface Subgroup.

The **PROTECT** group stated that though the waste business rules have been approved they do not see the need for reporting for situations when there is no waste on board. The **Commission** replied that the business rules were approved by the waste experts in a dedicated group, following thorough work and endorsed by the HLSG. The Netherlands supported PROTECT and pointed out that this issue was raised in the waste expert group a few times, but that it was not adopted. Norway intervened and stated that in their view, such issues, if they arise, could be

looked at in the technical implementation. The Commission reiterated the overall objective and aim with the changes to facilitate both for the administrations and for industry.

The group **noted** the information provided.

IV. SafeSeaNet Technical Aspects

IV.1 26.4.1 SSN Roadmap

EMSA gave an overview of the planning for the development of SSN as follows:

- The new SSN V 3.3 release should be made available by mid-November 2016 and will include improvements such as removal of the Business Rule “ETAToNextPort must be > ATDPortOfCall” and upgrades of the Central Ship Database (CSD).
- The SSN V 3.4 release is foreseen by the end of April 2017 and will include improvements on the Central Organisation Database, the CSD and the SSN user interface, as well as the integration of SSN with the new Central Location Database.
- The HLSG approved the roadmap for SSN V4 which will include the new Waste Business Rules (BR) and waste exemptions, some technical amendments proposed by the HAZMAT working group, the integration of the Common Management Console with SSN and the new BRs for reporting bunkers. The HLSG also approved the Terms of Reference (ToR) for the set-up of a SSN Interface sub-group that will revise the SSN documentation, before the endorsement of the HLSG.

MSs were **invited** to nominate the experts of the SSN Interface sub-group by the end of October 2016 (**Action point 2**).

EMSA was **invited** to distribute to the SSN group the ToR of the SSN Interface sub-group as approved at the last HLSG (**Action point 3**).

Germany requested more information about the SSN patch deployed on November 18th that was announced on November 14th. EMSA clarified that this was an emergency patch to solve an issue that was blocking the SSN - THETIS interface. Although there was a change on the SSN schema, the impact on MS applications was limited (the national systems affected were contacted by the MSS). Germany requested to review the change management process.

IV.2 26.4.2 Ship Database – progress report

EMSA presented the current status of the Central Ship Database (CSD) and the related changes foreseen in SSN v3.3 and SSN v3.4, noting that the access to CSD via web interface is open to the SSN users since July 2016.

Norway asked what would happen if a MS does not synchronise with the ship database and the verification and validation process starts to be made for the notifications provided. EMSA replied that the synchronisation between the CSD and the national SSN systems is an option offered to the MS to improve the data quality, and no notification will be rejected if a ship particular provided is different than the one stored in the ship database.

Volunteered MSs were **invited** to contact EMSA for connecting their national ship databases to the CSD via web services (**Action point 4**).

IV.3 26.4.3 Central HAZMAT Database – progress report

EMSA presented the progress in the development of the Central HAZMAT Database (CHD) and noted that the database is now available to all SSN users, as well as to industry stakeholders and the general public (the latter two are referred to as guest users) via the EMSA Maritime Application Portal (MAP). EMSA also gave a live presentation of the CHD application focusing on the main functionalities.

The group **noted** the information provided.

IV.4 26.4.4 Changes in EMSA's Public Key Infrastructure (PKI) - planning

EMSA presented the upgrade path of the EMSA PKI, and specifically how it will impact the SSN request/response mechanism. It was noted that this was a further step in improving the security of the EMSA Maritime applications. The migration steps were explained noting that the Maritime Support Services would contact each MS in accordance with the plan proposed.

MSs were **invited** to contact EMSA in case they wish to adapt the plan provided for the migration.

V. SafeSeaNet Status

V.1 26.5.1 SSN Data Quality Report

EMSA presented the SSN Data Quality Report, including the interface with THETIS, and summarised the status of SSN V3 implementation in the MSs after one year in operation. The presentation included figures analysing the overall SSN performance and the particular behaviour of each national SSN system. EMSA focused on issues to be resolved and provided recommendations to improve the issues reported. EMSA emphasised the need to continue and enhance the work on the data quality as the value of SSN is increasing with the use of SSN by other maritime applications and user communities.

V3 implementation

EMSA stated that two MSs (Greece and Portugal) still provide the PortPlus data in SSN V2 format. **Portugal** was not present at the meeting. **Greece** replied that they have already successfully completed the commissioning test and plan to switch to V3 in the beginning of November.

Denmark which is still in the transition phase (using both V2 and V3 formats) stated that the V2 mechanism will be phased out on 01 November.

Exemptions

EMSA mentioned that the number of exemptions registered in SSN is still rather low for most Member States, while there are others that never issued any exemption. The number of exemptions show that the majority of MSs either do not use the exemption possibilities in the existing legal framework, or they grant exemptions but do not report them in SSN (i.e. giving the impression that due notifications are missing).

EMSA acknowledged that the PortPlus guidelines, which among others refer to the reporting of exemptions, are being drafted and invited MSs to provide their feedback on the problems encountered in relation to granting exemptions and registering them in SSN as an input for the modifications in SSN V4.

AIS notifications

EMSA noted there are still 6 MSs which use both the XML message-based and streaming mechanisms to provide AIS information to the central SSN system, while the rest have discontinued the XML interface.

EMSA invited those still using the AIS XML interface to phase out its use as soon as possible and noted that this interface is of no value in terms of information.

Malta informed that they stopped sending AIS notifications via XML at the beginning of October 2016. **Ireland** stated that they were yet unable to phase out the use of AIS XML interface due to technical implications to their national systems and they plan to do it as soon as possible. **Slovenia** stated that they will phase-out the use of the AIS XML interface once the new version of the National SW is implemented in Slovenia.

MRS notifications

EMSA stated that no reports have been received for BAREP (Norway), CALDOVREP (United Kingdom) or WETREP (Ireland, Portugal and the United Kingdom). Furthermore, Portugal is providing them in V2 format. **EMSA** mentioned that the coexistence of V2 and V3 presents serious limitations. In particular, the detailed part of Ship

MRS notifications reported via V2 (e.g. HAZMAT, bunkers COG, SOG and navigational status) cannot be retrieved by those MSs using the SSN V3 XML MRS interface. **EMSA** encouraged MSs to ask the support from EMSA/Commission in the implementation of MRS reporting whenever necessary.

The UK stated that they were progressing in the implementation of the MRS notifications and they expect to start providing MRS in a near future.

Norway stated that no reports are sent from the BAREP to SSN because as this was agreed in the bilateral BAREP agreement with Russia (that no ship information regarding the BAREP system should be shared with EU). **EMSA** replied that there is no obligation to report for the Russian information, however Norway is invited to provide the BAREP MRS notifications for ships within the Norwegian monitoring area. EMSA reminded that the issue was already communicated to the Norwegian administration which acknowledged the reporting obligation of the relevant BAREP MRS notifications to SSN.

Ireland stated that still some technical development is needed in the Irish SSN system and they plan to start sending MRS data as soon as possible.

This issue will be followed up at the next HLSG.

System availability and performance

EMSA noted that the maximum permissible period of continuous interruption was never exceeded, and that the availability of the central SSN system (including the SSN GI) was 99.87%.

Croatia and **Spain** asked clarifications on the analysis presented by EMSA about the data buffering. Spain also invited EMSA to help them into further analysing this issue of data buffering. EMSA explained that after a downtime an increase in the data flows is expected. After a downtime, in certain cases the number of notifications presents a clear peak while in other cases the peak is not evident (that why it is reported as not conclusive).

EMSA stressed the importance of having SSN data stored during downtimes, and reminded MSs that data should be stored and re-sent once a system resumes operation (as reflected in the IFCD section 4.4).

Data quality and availability

EMSA noted that the number of missing notifications (e.g. PortPlus and HAZMAT) is still high. Furthermore even when the notifications are provided, they are often unavailable upon request.

Denmark informed that an error in the MRS request/response mechanism was discovered on 14 October 2016 and that they were already working to solve the issue. In addition they stated that the issue with the low number of non-EU Departure HAZMAT reports have been identified at the national level and will be corrected shortly.

Finland stated that there is an internal issue with the Request/Response mechanism that should be fixed by the end of this year.

EMSA highlighted the importance of having the request/response mechanism operational, because when requests are made to MSs and there is no reply, the result is the same as if nothing was provided in the first place.

EMSA also noted that when the details are not available, the SSN presents to the requester the contact details of the reporting authority. Therefore MS should ensure that their contact details are kept updated and made available to MS data requesters on a 24/7 basis as a back-up solution for the provision of the detailed part of notifications.

Interface with THETIS

EMSA reminded MSs that SSN data is also used by THETIS and other maritime applications, and that when they do not provide the required data, this has a knock-on effect on PSC operations (e.g. PSC inspections). EMSA also informed the SSN group that the issue of mismatched LOCODEs was properly addressed by the MSs and would be removed from the Data Quality report (it would be only addressed on a monthly basis by the MSS).

MSs were **invited** to consider the recommendations made in the Data Quality report, with the aim of further improving the quality of data reported in SSN (**Action point 5**).

V.2 26.5.2 Revision of the Data Quality checks

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

- Comparison of the provided Waste and Security messages with the valid exemptions with the purpose of detecting any possible missing messages;
- Verification that the request-response mechanism for the detailed part of the same messages works properly for each MS; and
- Verification that the detailed part of the messages includes all the relevant piece of information.

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 of the data exchanged.

Greece asked how to convince the shipping industry to improve the quality of the reported data. **EMSA** replied that as a first step MSs can increase the awareness of the shipping industry through meetings with their representatives and training courses. Furthermore MSs shall carry out regular inspections and apply sanctions in accordance with the provisions of Article 25 of the Directive 2002/59/EC.

The group **noted** the revised SSN data quality checks and the implementation date (as from beginning of 2017) (**Action point 6**).

VI. Performance, Use and Status of the EU LRIT CDC

VI.1 14.2.1 Performance and use of the system

EMSA presented an overview of the performance, use and status of the EU LRIT CDC and the EU LRIT Ship Database (EU Ship DB), putting particular emphasis on the third quarter of 2016 (3Q2016). **EMSA** highlighted that the EU CDC audit done by IMSO did not generate any findings. **EMSA** noted that though the LRIT reporting is high, the LRIT system is used mainly by Coastal and SAR users.

EMSA invited MSs interested in delegating the monitoring of their fleets to **EMSA** by sending an email to the MSS (**Action point 7**). Furthermore **EMSA** will contact the LRIT Ship DB managers to request for a specific LRIT National Point of Contact email address that will be added to the generic email sent through the Automatic Alert Service (AAS) (**Action point 8**). The objective is, in case a ship stops reporting, to give the Ship owner an immediate National point of contact.

VI.2 14.2.2 System maintenance and ongoing development

EMSA presented an overview of recent and future LRIT developments on the EU LRIT Ship DB, the EU LRIT CDC and the LRIT Consumption Tool applications. **EMSA** also informed the group about the recent training course the Agency offered to the LRIT users about the IMO changes (ship type, coastal SURPIC request, update of Coastal standing Order, and Filtering possibilities).

EMSA invited MSs to check and remove accounts not being used in the EU LRIT CDC. In the case of the EU LRIT Ship DB, MSs should send an email to the MSS, as the task can only be performed by **EMSA** (**Action point 9**).

EMSA will **contact Italy** in order to test and validate the automatic rate change functionality in PRODUCTION, using a restricted geographical area (**Action point 10**).

Furthermore **EMSA invited** MSs to insert a ship type for the remaining ships without ship type in the LRIT Ship Database (**Action point 11**).

VII. IMO-IMSO activity

VII.1 14.3.1 Update on the second modification of the LRIT

EMSA presented the status of the second modification of the LRIT system and the next steps to be taken.

The group **noted** the information provided.

VII.2 14.3.2 Submission to the NSCR 4

EMSA presented the submission made to NSCR 4 concerning the status of the LRIT IDE production environment in 2016, the interim report based on statistical data between January and September 2016.

The group **noted** the information provided.

VIII. Operation and Maintenance of the IDE

VIII.1 14.4.1 Service operation and maintenance and other related activities

EMSA presented the service status of the LRIT IDE during the period between the NCA meetings, and reported that the performance of the LRIT IDE fulfilled the IMO requirements (i.e. no relevant incidents were recorded). **EMSA** also informed that regular exercises had been conducted to ensure the continuity of the service, and reported positive results with respect to: the audit carried out by IMSO; the new release expected for the beginning of 2017 in the production environment and the regular conference calls with the LRIT Operational Governance Body.

The group **noted** the information provided.

IX. Any Other Business

IX.1 26.6.2 THETIS-EU in support of the PRF Directive

EMSA (THETIS team) presented the THETIS-EU maritime application and how it supports the objectives of Port Reception Facilities Directive using SSN information. **EMSA** highlighted the impact of the SSN data in the Port State Control inspections and the need to continuously improve the quality of the data reported.

The group **noted** the information provided.

IX.2 14.5.1 Follow-up of the LRIT web-based application for registered stakeholders (Belgium)

Belgium outlined the major findings from the first stage of the evaluation of its BE-LRIT system and their intentions to open the LRIT data to the shipping industry. LRIT is used by BE ship-owners as backup for commercial position information services and when ships sails in unsafe areas with AIS transmitter switched off (geofencing). The positioning offered by commercial services is part of a commercial package with other type of navigational information. LRIT is however seen as a reliable and transparent source of information, which is very positive.

In order to improve the use of LRIT, BE ship-owners ask for LRIT-data integration with navigational systems (especially with ECDIS) and a common interfacing standard. The motto of the BE stakeholders is "same level playing field on a global level" which means a better availability of maritime data for ship-owners. As next step, Belgium will set up a working group at national level involving experts from the sector and the Administration (both technical and legal for concrete proposals based on the user's needs and the legal framework). Belgium evoked the possibility to work together with the Commission and **EMSA** for a potential pilot project for integration of LRIT data stream with on board systems, through the BE-LRIT application. Finally, based on IMDatE user's discussions, Belgium will assess which information could be shared with identified stakeholders according to the respective legal constraints and international recommendations.

EMSA congratulated Belgium for their decision to open their LRIT data to the shipping industry and mentioned that the study in place could serve as an inspiration for further developing the system.

Belgium **agreed** to report any further progress at the next LRIT NCA meetings (**Action point 12**).

X. Information papers

The following documents were not presented, but were distributed for information:

- SSN 26.3.1 List of SSN technical and operational documentation.
- SSN 26.4.5 Member state Commissioning Test Plan update

The SSN 26.3.2 IFCD revision WG document was removed from the agenda.



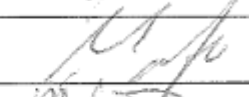

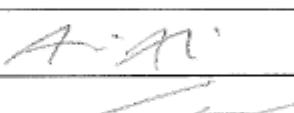

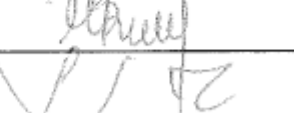
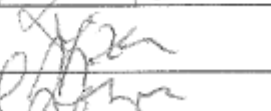
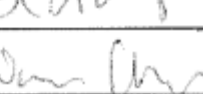


Meeting Conclusions/Follow-up Actions


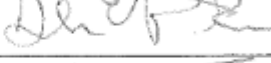






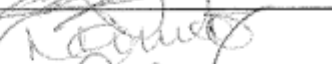


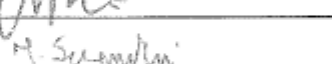
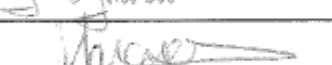


The workshop conclusions and follow-up actions have been noted in the relevant paragraphs of the minutes, and a summary of the follow-up actions can be found in Annex 4.












The provisional date for the next meeting is 17 May 2017. The final dates will be confirmed in the invitation letters.

Annex 1 – Attendance List

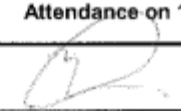

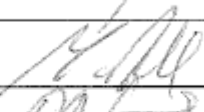
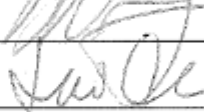
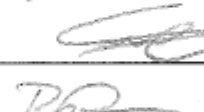
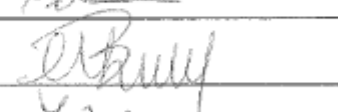


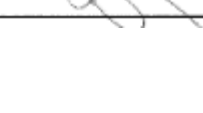



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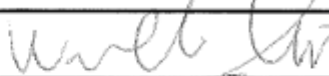











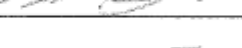



Country	Name	First Name	Organisation	E-mail	Attendance on 19.10.2016
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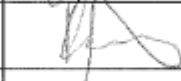
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Annex 2 – List of distributed documents

I. Introduction

- SSN 26.1.1: Detailed Agenda
- SSN 26.1.2: SSN 25 minutes and follow up actions
- SSN 26.1.3: Actions stemming from SSN HLSG decisions

II. Input from the Commission

III. SafeSeaNet Operational and legal Aspects

- SSN 26.3.1: List of SSN technical and operational documentation **
- ~~SSN 26.3.2: IFCD revision WG – progress report *~~
- SSN 26.3.3: SSN PortPlus Guidelines – progress report
- SSN 26.3.4: Waste WG – progress report

IV. SafeSeaNet technical aspects

- SSN 26.4.1: SSN Roadmap
- SSN 26.4.2: Central Ship Database – progress report
- SSN 26.4.3: Central HAZMAT Database – progress report
- SSN 26.4.4: Changes in EMSA's Public Key Infrastructure - planning
- SSN 26.4.5: Member State Commissioning Test Plan update **

V. Status at National Level

- SSN 26.5.1: SSN Data Quality Report
- SSN 26.5.2: Revision of the Data Quality checks

VI. Any Other Business

- SSN 26.6.1: SSN / LRIT Group Terms of Reference *
- SSN 26.6.2: THETIS-EU in support of the PRF Directive *

** Documents distributed in PowerPoint format.*

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

I. Introduction

LRIT 14.1.1: Detailed Agenda

LRIT 14.1.2: 13th LRIT minutes and follow up actions

II. Performance, Use and Status of the EU LRIT DC

LRIT 14.2.1: Performance and use of the system*

LRIT 14.2.2: System maintenance and on-going development*

III. IMO-IMSO activity

LRIT 14.3.1: Update on the second modification of the LRIT system*

LRIT 14.3.2: Submission to the NCSR 4*

IV. Operation and Maintenance of the IDE

LRIT 14.4.1: Service operation and maintenance, and other related activities*

V. Any Other Business

** Documents distributed in PowerPoint format.*

Annex 3 – Meeting Agenda

Time	Agenda Item	Speakers
SSN meeting		
08:30 – 09:00	Registration	
09:00 – 09:30	Opening / Introduction <ul style="list-style-type: none"> ■ SSN 26.1.1 Detailed Agenda ■ SSN 26.1.2 SSN 25 minutes and follow up actions ■ SSN 26.1.3 Actions stemming from SSN HLSCG decisions 	EMSA
09:30 – 09:45	Input from the Commission	COM
09:45 – 10:30	■ SSN 26.5.1 SSN Data Quality report	EMSA
10:30 – 10:45	■ SSN 26.5.2 Revision of the Data Quality checks	EMSA
10:45 – 11:00	■ SSN 26.4.1 SSN Roadmap	EMSA
11:00 – 11:15	Coffee break	
11:15 – 11:30	■ SSN 26.3.3 SSN PortPlus Guidelines – progress report	EMSA
11:30 – 11:45	■ SSN.26.3.4 Waste WG – progress report	EMSA
11:45 – 12:15	■ Presentation on THETIS-EU in support of the PRF Directive	EMSA
12:15 – 12:30	■ SSN 26.4.3 Central HAZMAT Database – progress report	EMSA
12:30 – 13:45	Lunch break	
13:45 – 14:00	■ SSN 26.4.2 Central Ship Database – progress report	EMSA
14:00 – 14:15	■ SSN 26.4.4 Changes in EMSA's Public Key Infrastructure - planning	EMSA
14:15 – 14:30	■ Summary of the follow up actions	
14:30 – 15:00	■ SSN and LRIT Group – Update of the Terms of Reference of the Groups *	SSN / LRIT
LRIT meeting		
15:00 – 15:20	Opening / Introduction <ul style="list-style-type: none"> ■ LRIT 14.1.1 Detailed Agenda ■ LRIT 14.1.2 13th LRIT minutes and follow up actions 	EMSA
15:20 – 15:40	Performance, Use and Status of the EU LRIT CDC and LRIT Ship Database <ul style="list-style-type: none"> ■ LRIT 14.2.1 Performance and use of the system 	EMSA
15:40 – 16:00	■ LRIT 14.2.2 System maintenance and on-going development	EMSA

Time	Agenda Item	Speakers
16:00 – 16:15	Coffee break	
16:15 – 16:30	IMO-IMSO activity <ul style="list-style-type: none"> ■ LRIT 14.3.1 Update on the second modification of the LRIT system ■ LRIT 14.3.2 Submission to the NSCR 4 	EMSA
16:30 – 16:45	Operation and Maintenance of the IDE <ul style="list-style-type: none"> ■ LRIT 14.4.1 Service operation and maintenance, and other related activities 	EMSA
16:45 – 17:00	Summary of the follow up actions	EMSA

Annex 4 – List of action items from the SSN 26 Group meeting and LRIT 14 NCA meeting

Action Point	Topic and Action	Resp.
	SSN	
1	Distribute the approved SSN/LRIT rules of procedure to the SSN group	EMSA
2	Nominate experts experts for the SSN Interface sub-group by end-October 2016	MS
3	Distribute the ToR approved at the last HLSG to the SSN group	EMSA
4	Contact EMSA for connecting their national ship databases to the CSD via web services	MS
5	Consider the all the recommendations made in the Data Quality report, with the aim of further improving the quality of data reported in SSN	MS
6	Implement the revised SSN data quality checks as from next year	EMSA
	LRIT	
7	Inform the MSS MaritimeSupportServices@emsa.europa.eu interest in delegating the monitoring of their fleets to EMSA.	MS
8	Contact the LRIT Ship DB managers to request for a specific LRIT National Point of Contact email adress that will be added to the generic email sent through the Automatic Alert Service (AAS).	EMSA
9	Check and remove accounts not being used from the EU LRIT CDC and EU Ship DB. In the case of the EU Ship DB, an email should be sent to the MSS as this can only be done by EMSA.	MS
10	Implement in the EU LRIT CDC/IMDatE the ability to automatically change the reporting rate in areas defined by end-users (follow-up of action 8 from 11th LRIT NCA meeting). Contact Italy to test this new functionality in PROD using a restricted geographical area.	EMSA
11	Insert a ship type for the remaining ships without ship type in the LRIT Ship Database	EMSA
12	Report any further progress at the next LRIT NCA meetings	Belgium

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