

## **User Group Report**

**16<sup>th</sup> CleanSeaNet User Group Meeting  
Held in Lisbon on 17 May 2017**

**Date: June 2017**



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## Background

The meeting was chaired by Mr Pedro Lourenço, Head of the Earth Observation Services sector.

Delegations from Albania, **Belgium, Bulgaria, Croatia, Denmark, Estonia, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Latvia, Malta, Montenegro, the Netherlands, Poland, Portugal, Slovenia, Spain, Sweden, Turkey and the United Kingdom** attended the meeting.

The list of participants is included as **Annex 1**, and the agenda of the meeting is attached in **Annex 2**. All documentation (papers and presentations) related to the 16<sup>th</sup> CleanSeaNet User Group meeting may be obtained at: <http://www.emsa.europa.eu/operations/cleanseanet.html#>

## 1. Introductions and opening

Mr Leendert Bal, Head of Department C: Operations, welcomed participants to EMSA. He reminded participants of the 10 year anniversary which will be held in November. The fact that a number of coastal States were giving presentations to share their experiences was appreciated. Mr Bal stated that this tradition is one to keep up, and that although the service has been running for a decade now, there is still much to learn and improvements to be made.

Ms Helena Ramon Jarraud, the acting Head of Unit C3: Maritime Surveillance, also welcomed participants and provided a brief overview of her new role as acting Head of Unit and previous relevant experience.

### 1.1 Approval of the agenda and list of documents

The agenda of the meeting was approved. A copy of the agenda is attached in annex.

### 1.2 Approval of the 15<sup>th</sup> User Group minutes and status of follow-up actions

Presentation: EMSA (Pedro Lourenço)

The minutes of the previous meeting had already been approved according to the process agreed last year: following circulation to participants and subsequent revision of the minutes, the minutes were considered to be approved and were made available on the public EMSA website. Nonetheless, there was an opportunity for participants to provide any further comments. No further comments were received.

The status of follow-up actions was summarised. Participants were reminded that they had received an update on the progress of follow-up actions via email on 30 September 2016 and 21 February 2017. All actions were considered closed. Participants were reminded of each of the action points. Comments were received or clarifications given on the following:

Action Point 2: Proposed planning approach: EMSA reminded participants that advance planning is now two months, an improvement on the two weeks advance planning period of last year. EMSA is trying to increase the period of advance planning to three months, though this depends to some extent on ESA planning and on the service providers.

Sweden asked if there was any flexibility with regard to acquisitions at different times of day, and was informed that there was little flexibility due to satellite overpass paths. In the medium term future (i.e.5 to 10 years), new constellations with different overpass times may be launched.

Action Point 3: Oil spill modelling: Member States were informed that SeaTrackWeb visualization in the GIS viewer was no longer supported by SMHI. It was reiterated that the focus for the future will be on the provision of CSN oil spill detection information via system to system interfaces so that these can be used by the different models operated at the National level. EODC new developments will make this possible, and documentation on these interfaces is available upon request.

Action Point 6: Access to CleanSeaNet information for universities and research institutes: Clarification was given regarding the nature of the data provided. When any CSN data is delivered to research institutes and universities it is done in a completely anonymized manner. No identification elements (i.e. vessel identification, or feedback related information) are provided.

## 2. CleanSeaNet service overview

### 2.1 CleanSeaNet service results and performance

Presentation: EMSA (Sonia Santos)

EMSA presented on the volume of satellite images acquired (ordered and delivered) from Sentinel-1, RadarSat-2 and TerraSAR-X, the near real time performance, detection trends, and verification results during 2016. It was noted that the NRT performance is currently at 89%, below the objectives. However, it was noted that this is in part due to lower NRT delivery by Sentinel-1, which experienced problems in June 2016 (Antenna hit by space debris). The use of TerraSAR-X also results in lower NRT results, as the mission was designed for quality rather than speed. EMSA is working with service providers to see what improvements can be made, and currently TerraSAR-X is only being used for top up images. It is expected that the ratio of NRT deliveries will be above 95% in 2017.

It was noted that with Sentinel-1, there has been an increase in detections due to that fact that the satellite can detect small spills and that the proportion of sea coverage (related to land) has increased.

Overall, the number of Class A v Class B detections has not altered, each accounting for roughly half of the detections.

With regard to verification results, EMSA emphasized the need to provide feedback and the importance of verifying detections within 3 hours. Firstly, feedback is important to justify the existence of service as it is one of the primary ways to show the service is used and is useful, and secondly, it is important for improving quality and as a basis for interaction with service providers.

Requests were made from MS (DK, FR) for more detailed information related to which detections are verified and the results of those verifications. This might include:

- the length of time between detection and verification
- type of verification (e.g. by aircraft or by vessel)
- size of spill
- results by region
- verification of morning versus evening detections and
- detections with possible polluters identified.

EMSA will investigate what information can be retrieved from the system and aim at providing these statistics for next year.

BE noted the importance of complete reports for prosecution cases, including AIS information where available. EMSA remarked that if there is ever trouble with receiving AIS reports (for example due to trouble ingesting), an MS can contact EMSA to request the AIS information in parallel. This information can be obtained separately, even if not visible in the GIS interface. It was also noted that polluting vessels may switch off their AIS, explaining why there may be no AIS track available.

Croatia asked whether it would be possible to get: 1) more information on how much detection are linked to possible polluters, and 2) on how many cases result in MARPOL investigations, fines or prosecution. The subject of how many cases result in follow up is more complicated. EMSA responded that information on possible polluters linked to detections can be extracted from the system. In a response to a question from NL, it was stated that

verification feedback should be provided in the feedback form available through the GIS viewer. There is also a second form where the source of the spill can be filled in – either immediately or retrospectively – if that is known. Information from further down the chain, such as prosecution, can be sent by email. There was a request from EMSA that in case of doubt, MS should always flag interesting or relevant information and cases by send an email to [MaritimeSupportServices@emsa.europa.eu](mailto:MaritimeSupportServices@emsa.europa.eu).

EMSA relies on users to give feedback on cases, although in many instances the results of a prosecution, for example, may only be available years later and the CSN users themselves may not be aware of the end results. This point was reiterated by various MS (HR, DE). SI suggested that an action should be on the MS to provide more regular feedback of this nature. It was emphasized that EMSA is always keen to know of good examples.

Croatia asked for a summary on the status of links between CleanSeaNet and THETIS, pointing out that when an overriding factor is entered in THETIS an inspection in port takes place. EMSA promised to provide an update with this information.

### 3. CleanSeaNet support to operations, emergencies and projects

#### 3.1 CleanSeaNet support to operations, exercises and emergencies

Presentation: EMSA (Sonia Antunes)

In the period since the previous CSN UG, from 09 June 2016 – 16 May 2017, the CleanSeaNet service provided support to the following operations and exercises:

- 5 Tour d’Horizon (Netherlands, 11-14 July 2016; Norway, 24-26 July 2016; Netherlands, 28 November – 1 December 2016; Netherlands, 23-26 January 2017; Sweden 20-23 February 2017.
- BALTOPS 16 (Sweden, 6-17 June 2016)
- Special CEPCO (Netherlands 6-8 September 2016)
- Wreck monitoring (France 15 February – 15 April 2017)
- Bunkering operation (Ireland, 14 April 2017)
- POLMAR (France, 26-28 September 2017)

Support was also provided, at the request of Turkey, in response to one emergency in Izmit Bay on 18 January 2017.

In response to a question by NL, clarification was given by EMSA that top-up images supplied during exercises such as Tour d’Horizon and CEPCO are not necessarily of a higher resolution. The benefit of the additional images supplied during exercises is that they are planned to coincide more precisely with the flight routes and times of aircraft assets patrolling during the exercises. Additional images provided during emergencies may be of higher resolution, depending on the type of emergency and extent of coverage required.

EMSA reiterated the interest in receiving the reports/summaries/evaluations of the operations and exercises for which additional imagery was provided by the Agency.

Coastal States are encouraged to send such information for those ad-hoc planning activities that were listed during the CUG meeting.

#### 3.2 CleanSeaNet support to projects

Presentation: EMSA (Siegfried Schmuck)

EMSA presented on additional services provided in the context of SafeMed III (to Morocco, Algeria, Tunisia, Israel and Jordan) and Traceca II (to Georgia and Azerbaijan). These projects ended in March 2017 and November 2016 respectively. New SafeMed IV and Traceca III projects are due to start in Q4 2017.

Services were also provided to Overseas Departments and Territories of the Netherlands (Caribbean islands of Bonaire, Sint Eustatius, and Saba) as well as to Greenland on behalf of the Greenland Administration and at the request of Denmark.

EMSA informed the meeting participants that the European Commission has approved the use of Sentinel-1 data for SafeMed and Traceca projects.

Information was provided on the potential future use of the EDRS data relay satellite, which may enable faster delivery of images acquired in overseas territories.

## 4. EMSA Remotely Piloted Aircraft Systems (RPAS) services for pollution monitoring

Presentation: EMSA (Olaf Trieschmann)

An overview was given of the RPAS services being set up by EMSA, including for maritime environment monitoring. EMSA has signed four contracts for the provision of RPAS based maritime environment monitoring services with a total budget of €10 million over a period of 4 years. In addition four contracts have been established for the provision of RPAS services supporting coast guard functions. Participants were reminded of the main principles of the service: that services will be free of charge, provided only based on a Member State requests, and will be under the operational control of the Member State authorities. MS authorities must support issuing of the relevant permits to fly and logistics such as access to an airstrip for take-off and landing.

Results were provided of a demonstration which was held on 11 May in Huelva, Spain, to show the potential of RPAS as valuable maritime surveillance tools in operational scenarios for multipurpose missions, including pollution monitoring, border control, illegal fishing detection, anti-drug trafficking, and search and rescue.

NL asked how long it would take for RPAS operations to start following the initial request. EMSA explained that once a user expresses interest, there is a period of dialogue when needs are being assessed and the aircraft selected. Then the Member State needs to apply for the permit to fly and confirm logistics. The time required for this process is likely to vary considerably. Once this has been done, the contract can begin and the contractors will be in place within two weeks.

## 5. Presentations by Coastal States

### 5.1 Latvia

Latvia provided a presentation of the use of the CleanSeaNet service nationally. It was explained that as they have no aerial surveillance capacity, when potential polluters are identified this is followed up through Port State Control Inspections. Latvia is intending to use RPAS, and already has plans to purchase RPAS directly, but is interested in the EMSA service. An overview of cases in 2016-2017 was provided.

### 5.2 Portugal

Portugal provided an overview of detections over the past year, and then presented a use case related to a Sentinel-1 image. On 2 January 2017, a Sentinel-1 satellite image displayed four small spills in Portugal's Algarve Ria Formosa area. The spill closest to the shore, just 2.24 km from land, covered an area of 1.64 sq km. The Portuguese National Maritime Authority received the CleanSeaNet alert and informed relevant national authorities. Correlation of vessel detections with other vessel position information presented a close match, providing authorities with valuable information about the potential polluter. When the pollutants washed up on the shores, samples were collected for analysis and it was identified as palm oil.

There was a discussion with interjections by ES, DE and PT on how to determine the legality or otherwise of discharges when the substance involved is palm oil. The amount of pollution collected can sometimes be enough to show that discharges were over the legal limit (maximum 50 litres), independent of the distance of the vessel from shore.

EMSA took the opportunity to remind participants that CleanSeaNet alerts can be configured; red, yellow and green alerts can be set according to parameters defined by the Member State. Many Member States have not updated the alert configurations since they were first set up, and participants were reminded that EMSA is always available to assist if needed.

### 5.3 Slovenia

Slovenia presented two case studies. The first related to a single hull tanker which ran aground in a national park. There was no way to prove the level of discharge. The second case was a vessel which engaged in cleaning 'en route'. The vessel went out three times consecutively to clean the tanks, and it is likely that the volume of discharge was illegal, although there was no proof that this was the case.

## 6. Planning Procedure and Use of Sentinel-1 in the CleanSeaNet service

Presentation: EMSA (Siegfried Schmuck)

At the last CSN UG meeting, participants agreed that under the new planning procedure, EMSA should allocate acquisitions on behalf of CSN Member States and that EMSA should anticipate the publication of planned acquisitions. The acquisition plan is now published to Member States 6 weeks ahead. These improvements are possible in large part due to the use of Sentinel-1, which is now the main mission used in the provision of the CleanSeaNet service. Information was given on the number of images acquired, and on the improvements seen in the detection rate of Sentinel-1 images versus others.

EMSA pointed out that the density of acquisitions cannot be 100% across the whole alert area, but the new density maps provide an opportunity for users to give feedback on priority areas and areas of emphasis.

It was noted that some users have requested further advance planning, up to three months. EMSA will try to publish the planning further in advance, depending on outcome of dialogue with ESA and service providers.

## 7. CleanSeaNet in SEG

### 7.1 SEG graphical user interface: timetable/transition to operations

Presentation: EMSA (Pedro Lourenço)

An introduction to the SafeSeaNet Graphical Interface (SEG) was given, explaining that it is a unique graphical user interface for various of the EMSA systems and an overview of the timeline for transition to operations was given. EMSA informed the meeting participants that from July it will be possible to view the system and test it. In September, training will take place, and it is anticipated that the CleanSeaNet system will switch from the current GIS viewer to the new SEG interface from 1 November.

DE asked about the link with IMDatE. EMSA explained that SEG is in some ways an evolution of IMDatE, but that it marks a paradigm shift; it is not a parallel interface, but an interface through which various of the systems can be accessed.

DE and NL put forward concerns about the amount of time available before the switch occurs. EMSA responded that the SEG is more intuitive than many of the existing systems, and testing will be available from July for interested MS. It was agreed that one action point would be to ask MS if they need more time (i.e. until 1 December) before switching from the GIS to the SEG.

In response to a question by NL, EMSA clarified that nothing in the user management has changed. Each account is linked to a single user.



## 7.2 SEG live demo

Presentation: EMSA (Sonia Antunes)

A demonstration was given showing the SEG appearance and functionalities. This comprised a presentation and a video. The main features, information display, and other functionalities were introduced.

Following the presentation, there were questions from NL, BE and DK on functionalities. The questions posed by the participants, along with the responses from EMSA, were as follows:

- Does it work on all browsers? It should and will work on all browsers, though the current version works best with Firefox and Chrome.
- Can vessel tracks be saved / exported from the system? Yes.
- Can users create their own layers? No, but it is possible to ask EMSA to insert layers for you (e.g. in the case of fisheries control, joint control operation areas can be uploaded).
- Will there be access to satellite AIS data? Yes.
- Is it possible to have an update more frequently than once 6 minutes? The issue with frequency of update rate is the effect it has on the performance of the system. Down-sampling very frequently - every minute for example - would severely affect performance. More frequent reports can be retrieved from the EMSA systems in specific cases, e.g. in emergencies or accidents, but on a routine basis it would be difficult. EMSA will look into this and respond in more detail.

## 7.3 Review of past CSN training and upcoming CSN training in SEG

Presentation: EMSA (Sonia Antunes)

A training report relating to the trainings in 2016 was given. Training took place 21-22 and 28-29 September, and was attended by 25 participants from 21 countries.

The next training foreseen will be CleanSeaNet training delivered on the SEG interface. Each training session will be 1.5 days, and for a maximum of 14 participants per training. Each coastal State will be able to send two participants in total. The training dates scheduled in 2017 are:

- September 19 (all day) and 20 (morning)
- September 20 (afternoon) and 21 (all day)
- September 26 (all day) and 27 (morning)
- September 27 (afternoon) and 28 (all day)

A SEG 'Quick Start Guide' will be made available in advance of the training.

Questions following the presentation were directed towards the SEG rather than the training per se.

SE asked whether the 'Quick Start Guide' would be available in July, and this was confirmed.

ES queried whether user roles remained the same in the SEG as in the GIS, and this was confirmed. All user roles will be migrated automatically. Other management aspects, such as the POR and planning, as well as data access policies and access rights, are also unaffected. The change is limited to the user interface view.

DE asked whether there were any requirements regarding the speed of browsers and update rate in the SEG. EMSA replied affirmatively and added that there had been several usability requirements for the system.

LV asked about requirements from the user side for running SEG (e.g. browser, bandwidth, etc.). EMSA will check this with the SEG technical team, but reassured participants that the capabilities for running the system are not too demanding.

## 8. Earth Observation Data Centre (EODC) evolution

Presentation: EMSA (Pedro Lourenço and Ruben Rodrigues)

The presentation covered recent and upcoming developments related to the EODC ORCHESTRA evolution and EO processing. ORCHESTRA will redesign the existing interfaces used for the delivery of EO services, including: planning and ordering, journaling and financial, user management and alerting. There will also be an improvement to workflows and in analysis and reporting functionalities. Processing improvements will be made to system performance and capacity and there will be improved quality control of delivered products. The processing improvements will have no impact on users. The ORCHESTRA evolution will, but these will be phased in gradually from the second half of 2018, and specific training will be given. It is probable that these components will only be operational from 2019 onwards.

In response to a question from IS, EMSA stated all requirements will be logged, and requirements with an operational element will be prioritised.

EMSA clarified that there is no link with the RPAS data centre. The EODC remains the back office for satellite earth observation data only. However, the RPAS data, like the satellite Earth Observation data, will probably also be viewable on the SEG interface.

## 9. Any other business

EMSA reminded participants that a 10 Year Anniversary event will be held on 14-15 November. Coastal States that had already contributed to the Anniversary publication were thanked, and other coastal States were requested to send in their contributions as soon as possible.

EMSA informed participants that if the Copernicus Maritime Surveillance service is available for the provision of pollution monitoring beyond European waters (i.e. in Overseas Territories), and Member States should get in touch if they are interested in this possibility.

## 10. Conclusions and follow-up actions

The meeting concluded by wishing participants a safe onwards journey. The follow-up actions have been noted in the relevant paragraphs of the minutes, and a summary of the follow-up actions can also be found in Annex 3.

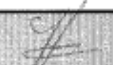







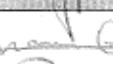

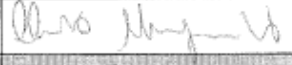




### Annexes

Annex 1 – Attendance List

Annex 2 – Meeting Agenda

Annex 3 – List of follow-up actions resulting from the 16th CleanSeaNet User Group

Annex 1 – Attendance List

Country	Name	First Name	Organisation	E-mail	Attendance on 17.05.2017
Albania	Tomor	Harizi	General Maritime Directorate	tomor.harizi@dpdetare.gov.al	
Belgium	Guido	Fidlers	FPS Health, Food Chain Safety and Environment	guido.fidlers@milieu.belgie.be	
Bulgaria	Vaneta	Georgieva	Executive Agency Maritime Administration	venets.georgieva@marad.bg	
Croatia	Damian	Dundović	MRCC RIJEKA	damian.dundovic@pomorstvo.hr	
Estonia	Annika	Malva	Police and Border Guard Board	annika.malva@politsei.ee	
Finland	Jari	Rintamaa	Finnish Environment Institute SYKE	jari.rintamaa@ymparisto.fi	
France	Yves	Damay	CROSS JOBOURG (MRCC)	yves.damay@developpement-durable.gouv.fr	
Germany	Dirk	Reichenbach	Havariekommando	DReichenbach@havariekommando.de	
Greece	Ioannis	Zompos	MINISTRY OF MARITIME AFFAIRS AND INSULAR POLICY / HELLENIC COAST GUARD / MARINE ENVIRONMENT PROTECTION DIRECTORATE	izompos@hcg.gr	
Iceland	Snorre	Greil	Icelandic Coast Guard	snorre@ihg.is	
Italy	Tommaso	Pisino	IT coast guard	tommaso.pisino@mit.gov.it	
Italy	Claudio	Manganiello	IT coast guard	claudio.manganiello@mit.gov.it	
Latvia	Ojars	Gerka	Latvian Coast Guard	ojars.gerka@mrcc.lv	
Malta	Jonathan	Farrugia	Transport Malta	jonathan.farrugia@transport.gov.mt	
Montenegro	Zarko	Luksic	Maritime Safety Department	zarko.luksic@pomorstvo.me	

Country	Name	First Name	Organisation	E-mail	Attendance on 17.05.2017
Poland	Jaroslav	Bomba	Maritime Office in Gdynia	jaroslav.bomba@umgd.gov.pl	
Portugal	Joana	Jerónimo	Maritime Authority Directorate-general - Sea Pollution Response Service	joana.sofia.jeronimo@marinha.pt	
Portugal	Diana	Pinheiro	Maritime Authority Directorate-general - Sea Pollution Response Service	diana.oliveira.pinheiro@marinha.pt	
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RAMON-JARRAUD	Helena	Helena.RAMON-JARRAUD@emsa.europa.eu
RODRIGUES	Ruben	Ruben.RODRIGUES@emsa.europa.eu
SANTOS	Sonia	Sonia.SANTOS@emsa.europa.eu
SCHMUCK	Siegfried	Siegfried.SCHMUCK@emsa.europa.eu
TRIESCHMANN	Olaf	Olaf.TRIESCHMANN@emsa.europa.eu

## Annex 2 – Meeting Agenda

### Lisbon, EMSA Meeting Room -1.11, 17 May 2017

Wednesday, 17 May 2017

Time	Agenda Item	Responsible
09:00 – 09:30	Registration	
09:30 – 10:00	Opening/Introduction <ul style="list-style-type: none"> <li>■ CSN 16.1.1 Approval of the agenda and the list of documents</li> <li>■ CSN 16.1.2 Status of follow-up actions of 15<sup>th</sup> CSN UG</li> </ul>	EMSA
10:00 – 10:30	CleanSeaNet regular service overview <ul style="list-style-type: none"> <li>■ CSN 16.2.1 CSN service results and performance</li> </ul>	EMSA
10:30 – 11:00	CleanSeaNet support to operations, emergencies, and projects <ul style="list-style-type: none"> <li>■ CSN 16.3.1 Support to operations and emergencies</li> <li>■ CSN 16.3.2 Support to projects</li> </ul>	EMSA
11:00 – 11:10	<ul style="list-style-type: none"> <li>■ CSN 16.4.1 EMSA RPAS services for pollution monitoring</li> </ul>	EMSA
11:10 – 11:30	Coffee break	
11:30 – 12:15	Presentations from Coastal States <ul style="list-style-type: none"> <li>■ CSN 16.5.1 Latvia</li> <li>■ CSN 16.5.2 Portugal</li> <li>■ CSN 16.5.3 Slovenia</li> </ul>	MS
12:15 – 12:45	Use of Sentinel-1 in the CleanSeaNet service <ul style="list-style-type: none"> <li>■ CSN 16.6.1 Sentinel-1: examples of Sentinel 1-A acquisitions, performance results; timetable for Sentinel-1B</li> </ul>	EMSA
12:45 – 14:15	Lunch break	
14:15 – 15:15	CleanSeaNet in SEG <ul style="list-style-type: none"> <li>■ CSN 16.7.1 SEG graphical user interface: timetable/transition to operations</li> <li>■ CSN 16.7.2 SEG live demo</li> <li>■ CSN 16.7.3 CSN training in SEG</li> </ul>	EMSA
15:15 – 15:45	Coffee break	
15:45 – 16:30	EODC evolution <ul style="list-style-type: none"> <li>■ CSN 16.8.1 EODC Evolution</li> </ul>	EMSA
16:30 – 16:50	AOB <ul style="list-style-type: none"> <li>■ CSN 16.9.1 10 year anniversary event, 14-15 November, 1.5 day event</li> </ul>	ALL

### Annex 3 – List of follow-up actions resulting from the 16th CleanSeaNet User Group

Action Point	Topic and Action	Resp.	Status	Comments
1	<p><u>Presentation of statistical breakdown of CleanSeaNet verification results</u>                      EMSA will assess how the verification results can be presented in more detail, to give fuller information related to which detections are verified and the results of those verifications. This might include: the length of time between detection and verification, type of verification (e.g. by aircraft or by vessel), size of spill, results by region, verification of morning versus evening detections and detections with possible polluters identified</p>	EMSA	Open - to be presented at next CSN UG	
2	<p><u>Feedback on cases</u>                      Coastal States should endeavour to give fuller feedback on the follow-up to verifications. This could consist of one or other or both of the following actions:                      2(a) In CleanSeaNet GIS Viewer (and in future in the SEG), there is a section in the feedback form for the source of the pollution, where follow up action information (fines, court cases, etc.) can be inserted.                      2(b) Coastal States are encouraged to send an email to <a href="mailto:MaritimeSupportServices@emsa.europa.eu">MaritimeSupportServices@emsa.europa.eu</a> with any information they have on inspections, fines and prosecutions, whether this is feedback which has been circulated internally, reported in the national press, etc.</p>	Coastal States	Open – Coastal States to provide information on ongoing basis, and to report back at next CSN UG.	
	<p><u>Reports on ad-hoc planning requests</u>                      Following an ad-hoc request for additional planning (ex: Tour D'Horizon, monitoring of wrecks, exercises, emergencies), EMSA would like to have access to reports/summaries/evaluations of the operations, in order to have a better overview of the added value of satellite imagery to the operation.                      Coastal States are encouraged to send such reports/summaries/final evaluations, for ad-hoc planning activities that were listed during the UG meeting.</p>	Coastal States	Open	

Action Point	Topic and Action	Resp.	Status	Comments
	<u>CleanSeaNet Bonn Agreement Alert Area update</u> EMSA to send a proposal to the next OTSOPA meeting to update the alert area so that is it aligned with the area used to report statistics	EMSA	Closed	Draft proposal prepared by EMSA and will be distributed to OTSOPA for validation.
3	<u>Link between CleanSeaNet and THETIS; link with POLREP incident reports</u> EMSA to provide clarification to coastal States regarding the latest developments on this matter and summarise the current situation.	EMSA	Closed	Currently there is no link between CleanSeaNet and Thetis, in what concerns functionality in the GIS Viewer. Nevertheless with the SEG this link will exist and the following points should be considered: <ul style="list-style-type: none"> <li>Only those users that have in SSN a profile “send POLREPs” will be able to use the functionality in SEG.</li> <li>As for the transmission of incident reports from SSN to THETIS they will be available in SSN V4 (operational end 2018). There are still discussions with member states on the types of incident reports that will be transmitted.</li> </ul>
4	<u>Feedback on new planning approach/image density</u> Coastal States are encouraged to review the coverage density in their areas of interest, and inform EMSA if the emphasis should be different.	Coastal States	Open	
5(a)	<u>SEG interface – volunteer testers</u> Coastal States should inform EMSA if they would like to have access to the SEG environment for testing purposes from July	Coastal States	Open	Information has been received from four coastal States expressing interest in receiving trial access to the SEG for test users. Sweden, Greece and France expressed interest in participating in the volunteer test program for the SEG. As soon as it is technically feasible volunteer testers will be contacted with further information. EMSA will like to thank the countries that volunteered for the test phase of the SEG.
5(b)	<u>SEG interface – transition to operation</u> Following a volunteer testing phase from July, and a train-the-trainer session in September, it is anticipated that the transition to SEG will happen in November. Coastal States should consult internally and provide feedback with one month of the CSN UG and provide feedback on whether proposed date of November 1 <sup>st</sup> is feasibility in terms of transition from the CleanSeaNet GIS Viewer to the SEG.	Coastal States	Closed	Information has been received from seven coastal States. Considering that some of the coastal States requested additional time to train their staff, <b><u>the new transition date from the CleanSeaNet GIS Viewer to the SEG is now officially December 4th (Monday).</u></b>
5(c)	<u>SEG interface – quick start guide</u> EMSA to send SEG interface quick start guide to CSN UG members	EMSA	Closed	The quick guide is distributed at the same time as these draft minutes.

Action Point	Topic and Action	Resp.	Status	Comments
5(d)	<u>SEG interface - display of national alert area only upon log-in</u> EMSA to check whether in the SEG it is already a configurable feature to show only footprints for national alert areas, or if this should be added as a new requirement. EMSA to check availability of query functions that enable the usage of alert areas for geographical search in a user-friendly way.	EMSA	Open	
5(e)	<u>SEG interface – minimum requirements for end-users</u> EMSA will check with the SEG team regarding any requirements from the user side for running SEG (e.g. browser, bandwidth, etc), and inform CSN UG members accordingly if so.	EMSA	Open	
5 (d)	<u>SEG – requirements to be communicated to the SEG development team for assessment</u> <u>Requirement 1:</u> Notification to users when new VDS is available (via email) <u>Requirement 2:</u> Notification of non-correlated targets linked with specific EO products <u>Request for clarification:</u> Assess the impact of decreasing the AIS vessel display refresh rate from 6 minutes to 1 minute.	EMSA	Open	





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