Workshop Report

4th SafeSeaNet /LRIT Group Meeting

Held in Lisbon on
23 October 2018

Date: 21 December 2018

EMSA

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**, **Croatia**, **Czech Republic**, **Denmark**, **Estonia**, **Finland**, **France**, **Germany**, **Greece**, **Iceland**, **Latvia**, **Lithuania**, **Luxembourg**, **Malta**, **the Netherlands**, **Norway**, **Poland**, **Portugal**, **Romania**, **Slovenia**, **Spain**, **Sweden** and **the United Kingdom** attended the meeting. Representatives from **Montenegro, ESPO** and the **PROTECT** group attended as observers.

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

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

Workshop Programme

I.   Introduction

I.1   Opening

The chairman welcomed the participants, and noted that LRIT experts were not invited to the meeting as the agenda only contained SSN related issues. He also mentioned that LRIT experts had been kept informed about the latest LRIT information sent to them via the LRIT quarterly report. He introduced the meeting objectives as follows:

■   Discuss the SSN Data Quality issues and recommendations on how to improve the quality of information reported and the new data quality checks for 2019.
■   Present the status of developments and planning for Member State (MS) national SSN systems in relation to SSN v4.
■   Provide an overview of the roadmap for developments in SSN and the "interoperability pilot project" and the main tasks.
■   Present the progress report for the Central Ship Database and the Central Organisations Database with a live demo.
■   Present the status of SSN user configuration and profiles options.
■   Present the AIS Data Quality issues and a proposal for conducting AIS related systematic tests.

I.2   Approval of the agenda

The agenda was adopted with the addition of a new item proposed by Croatia concerning the reporting of bunkers in SSN.

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

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

EMSA summarised the outstanding issues from the previous workshop, and noted the importance of the use of DNS by MS systems and the configuration of national firewalls (action point 4 of the SSN/LRIT 3 minutes), as well as the plans for further development of the Central Hazmat Database (CHD) and support to MS for system-2-system implementation (see Action point 5 and 7 of the SSN/LRIT 3 minutes).

The group **noted** the information presented.

II.　　Input from the Commission

Mr Terling congratulated the group for the work, and underlined the need for continued focus on the quality of reporting in the SSN system. He also noted that, although data quality may be seen as an unattractive subject, the reliability of SSN must be high, and the accuracy of the information is of great importance.

He briefly informed the group that a first meeting of the ad-hoc group expert sub-group on MASS (Maritime Autonomous Surface Ships), which was established at the last HLSG, took place on 9th October 2018. He mentioned that the group showed a clear interest to see how the SSN Ecosystem Graphical User Interface (SEG) could be used, in particular the TDM and ABM services, and what would be the future of navigation/communications relating to VTS in the context of automated/autonomous ships.

As a last point, he informed that Tunisia had been accepted to be part of the EU LRIT CDC, and that the request from Georgia to join is under assessment following some further recent information and clarifications from Georgia. The aim is for this request to be discussed in the Council (shipping working party) in Q1 2019.

III.　　SafeSeaNet Operational and Legal Aspects

III.1　　4.3.2 SSN User Configuration

EMSA presented an update on the schedule of SSN migration to the new Common Management Console (CMC). Concerning the access rights policies EMSA presented two options for the list of user Profiles: a first option with 7 profiles, offering a simple approach for managing users but less flexibility and; a second option with 17 profiles, offering more flexibility to configure the user's access rights, but being more complex to handle. EMSA also proposed to simplify the User ID naming convention highlighting that such simplification could only be applied if all other EMSA maritime application user communities are in favour as well.

Denmark, **Belgium**, **Croatia**, **Greece**, **Norway** and **Sweden** stated that they were in favour of Option 2 and of the simplification of the User ID. **Germany**, **Iceland** and **Spain** stated that they were in favour of Option 1. The **Commission** asked if those in favour of Option 1 would accept Option 2, considering that it would not be possible to implement both options.

The group **agreed** that Option 2 would be implemented for managing the users' access rights. The solution will be developed in SSN v4.2 (**Action point 1**). The group also supported the proposal to simplify the User ID naming convention. EMSA will check alignment with other EMSA Maritime Applications and report at the next SSN/LRIT group meeting (**Action point 2**).

III.2　　4.3.3 SEG Transition to Operation (T2O)

EMSA gave a presentation on the SafeSeaNet Ecosystem Graphical User Interface (SEG) and its Transition to Operation (T2O). The SEG T2O for SSN began in October 2018, with all SSN users with access to the SSN Graphical Interface having been granted access to the SEG and the mobile application. EMSA noted that the existing SSN GI will remain accessible to all users, and that the decision on de-commissioning will be taken in consultation with the SSN/LRIT and HLSG.

Sweden asked if they could grant access to SSN and the SEG to their ship agents, but EMSA replied that the access to SSN and the SEG is restricted to public authorities. **Belgium,** on behalf of their LRIT NCA, asked when the LRIT CDC would be moved to the SEG interface. EMSA replied that this is planned for 2019, but that no precise date could be provided as yet.

The group **noted** the information provided.

III.3　　4.3.4 Central Organisations Database – Progress report

EMSA presented the current status of the Central Organisation Database (COD), with a special focus on the Shore-based Traffic Monitoring and Information Database (STMID). The group was updated on the recent

activities, and a live demo of the display of the STMID organisations in the SEG was also provided. EMSA said that over 90% of the due information is already available in the STMID and presented the table with missing data.

The group **noted** the information provided, and MSs were invited to: provide the missing STMID data to EMSA; keep the information updated in the COD and; provide feedback on the usability of the COD and on the display of STMID data in the SEG (**Action point 3**).

III.4   4.3.5 Incident reporting in SSN

EMSA proposed the re-establishment of the Incident Report Working Group (IRWG) in order to further improve incident reporting via SSN, considering in particular the feedback provided by the pollution response authorities.

The group **noted** the information provided, and **agreed** EMSA to draft a proposal to reactivate the IRWG with representatives from the SSN and pollution response authorities. The document will be submitted at the next HLSG meeting for approval (**Action point 4**).

III.5   4.3.6 SSN trainings planning

EMSA presented information on planned training activities as follows:

- IdM v2 Webinars (as from November 2018).
- SSN-SEG training (March 2019).
- Common HAZMAT Database (CHD) training for the shipping industry.

MSs were **invited** to contact EMSA to:

- schedule a webinar on IdM v2 (**Action point 5**);
- organise training at national level on SSN, combined with SEG (**Action point 6**);
- organise training at national level for the shipping industry on using the CHD for reporting HAZMAT in SSN (**Action point 7**), and;
- attend a train-the-trainer session for MSs at EMSA in 2019 (**Action point 8**).

The above training activities would be offered subject to the availability of EMSA resources.

IV.   SafeSeaNet Technical Aspects

IV.1   4.4.1 SSN and LRIT Roadmap

EMSA gave an overview of the planning for upcoming SSN developments. SSN v4.1 is planned for November 2018, and will incorporate the upgrade of the central organisations (COD) and locations (CLD) databases and correction of detected bugs. Access rights to the COD and CLD will be configured in the new Identity and Access Management (IAM) system. Release SSN v4.2 is expected for the beginning 2019, and will achieve full integration of SSN with the new IAM and COD. Consequently, the IAM and COD will replace the users' and authorities' configuration consoles in SSN.

Additional developments are foreseen for 2019 including:

- the upgrade of the interface between SSN and THETIS to forward Waste notifications, exemptions and incident reports to THETIS;
- the integration of the IMO DDP information on ports and port facilities in the COD, and;
- improvements to the central databases (CSD, COD, CLD).

The group **noted** the information provided.

IV.2   4.4.2 Monitoring of Web Services

EMSA presented a proposal for the harmonisation of the monitoring of the SSN web services by the MSs.

The group **noted** the information provided.

IV.3   4.4.3 Central Ship Database – progress report

EMSA presented the current status of the Central Ship Database (CSD). The Commission thanked EMSA for the work and developments of the CSD, and noted the possibility of having e-certificates data added in the database with the aim of enriching the quality and content of the CSD.

The group **noted** the information provided. Volunteer MSs were **invited** to contact EMSA in order to connect their national ship databases to the CSD via web services (**Action point 9**).

V.   Status at National Level

V.1   4.5.1 SSN Data Quality Report

EMSA presented the status of SSN implementation at the national and central levels and the related data quality issues, including the interface with THETIS. Also presented were the current status of the Commissioning Tests (CT) and the implementation of SSN v4 by MSs. EMSA underlined the importance of MSs providing their planned dates for carrying out the CTs and recalled that the deadline for MSs entering into production for SSN V.4 was the end of 2018. EMSA also emphasised the need to continue and enhance the work on data quality and provided recommendations aimed at improving and resolving the issues reported.

SSN V.4 Implementation

EMSA stated that **Malta, Poland** and **Slovenia** are already in production in SSN v4, and that **Belgium** and **Iceland** have already successfully completed the commissioning tests and can switch to SSN V4 at any time. Portugal is in production for Pre-arrival, HAZMAT and Ship MRS. **France, Lithuania** and **Romania** have completed the CT and are awaiting validation by EMSA before entering into production.

Denmark and **Greece** stated that they expect to enter into production by the end of 2018. **Latvia** noted that, due to the changes of responsibilities from the coastguard to the ministry of transport, they cannot provide a date for the CT. However, they expect to be ready by the end of 2018. **Norway** stated that they plan to perform the CT in the last 2 weeks of November and **Spain** plans to start the CT on 26 November.

Portugal stated that they plan to carry out the CT for the Security and Waste details before the end of the year. The request/response mechanism, provision of bunkers and the WETREP reports will be implemented jointly with the national implementation of the Single Window, which is planned for the beginning of 2019.

Sweden stated that they plan to begin the CT on 19 November, and to enter into production at the beginning of December 2018. The **United Kingdom** stated that, due to Brexit, no decisions have yet been made.

EMSA informed the participants that, due to the high number of MSs that asked to carry out commissioning tests during the same period, the analysis of the test results might take additional time. The agency also asked MSs not to all plan the commissioning tests at the end of the year.

Exemptions

EMSA noted that, following the deployment of SSN v4.0 in production on 21 June, the reporting on exemptions via the SSN textual interface has improved, and the following new features are now available:

■ New exemption types for waste.
■ Information on the ports to which exemptions are applicable.
■ Information on the port facilities to which an exemption is applicable (for Security exemptions).
■ Information on the exempted waste types (for Waste exemptions).

MRS notifications

EMSA stated that no reports have been received for BAREP (**Norway**) or WETREP (**Ireland**), and that the **United Kingdom** is in the process of testing the reporting from the CALDOVREP system (some reports had already been

received in SSN Production). **Norway** stated that they had decided to implement the BAREP reports for traffic towards Norway, and the **UK** said that the CALDOVREP system will be fully in production in November.

Incident reports

EMSA noted that alert notifications have been phased out in SSN v4, and mentioned that some IRs were wrongly classified or reported solely in the national language.

System availability and performance

EMSA noted that the availability of the central SSN system (including the SSN GI) was 99.77%, and that MSs should keep back-up procedures in place and activated in case of failure or a scheduled interruption (as required in the IFCD section 4.4).

Data quality and availability

EMSA noted that the number of missing PortPlus notifications increased from 1.2% to 1.4%, while HAZMAT missing notifications decreased from 9.9% to 7.7%. There were also improvements in the number of Waste (from 41% to 37%) and Security (from 27% to 11%) notifications. Furthermore, EMSA highlighted that the request-response mechanism is operational for most MSs, and that the overall situation with respect to the number of rejected notifications has improved (reduced from 0.6% to 0.29%).

Denmark informed that they have undertaken a massive campaign involving the ports and other interested parties (meetings, newsletters, etc.), and that some results are already visible in the statistics. **Belgium** said that they registered exemptions for Waste at the beginning of October, and that they expect the figures to improve. **France, Germany** and **the Netherlands** stated that the process of registering the exemptions in SSN is on-going, and that they expect the figures to improve. **Spain** stated that they are holding regular meetings with ports and agents in order to improve the situation.

Croatia mentioned that they face some issues in reporting Waste for domestic voyages, but not for Security notifications. **EMSA** replied that Security notifications for vessels involved in domestic voyages do not have to be exchanged via SSN. **Estonia** informed that they expect to resolve the issue associated with the availability of the detailed part of MRS notifications by the end of the year. **Greece** said that Waste and Security will be implemented by the end of 2018.

Interface with THETIS

EMSA reminded MSs that SSN data is used by THETIS, and that any lack of reporting to SSN impacts PSC implementation and operation activities. **Greece** stated that, if the ATA/ATD is not provided, it affects availability, but if it is sent late, it affects timeliness. **EMSA** replied that ATA/ATD should be provided as close to the real time as possible. Should the ATA/ATD be missing, it is always better to provide it, although in some cases it may affect timeliness.

Denmark stated that the ATA is only sent after port clearance, which affects timeliness in some cases. **Finland** informed that they expect to improve the provision of ATA/ATD information with the implementation of SSN v4. **Germany** stated that the ATA/ATD problem mainly relates to ferries engaged on scheduled services.

Bilateral data quality meetings

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

MSs were **invited** to consider the recommendations made in the Data Quality report, which are aimed at achieving further improvements (**Action point 10**). MSs were also **invited** to:

■ send the information on CTs to EMSA, together with the expected dates for entering into production (**Action point 11**);

- update the exemptions reported in SSN with the relevant information on ships and ports having granted exemption (**Action point 12**);
- provide detailed feedback on EMSA's annual MS Status reports in order to enable EMSA to collect information on best practices applied by MSs, so that these can be shared with the group (**Action point 13**), and;
- contact EMSA to arrange a bilateral meeting on Data Quality (action subject to the availability of EMSA resources) (**Action point 14**).

EMSA will update the Guidelines on Reporting PortPlus and Exemptions in SSN, and submit them at the next SSN/LRIT meeting for **approval** (**Action point 15**).

V.2   4.5.2 Revision of the Data Quality checks

EMSA presented an update to the SSN data quality checks, including tests related to the monitoring of:

- bunkers reporting (notifications, timeliness of reporting and availability of request-response);
- buffering of PortPlus or AIS data (following a downtime) and retransmitting when the connection is resumed, and;
- timeliness of reporting MRS notifications.

EMSA stressed the importance of the data quality checks, and of the detailed feedback from MSs, in order to continually develop a better and more reliable SSN system.

The group **agreed** on the revised SSN data quality checks, which will be implemented from 2019 onwards (**Action point 16**).

V.3   4.5.3 Announcements of SSN downtimes and planned interventions on the EMSA Maritime Portal

EMSA presented a proposal and gave a demonstration of the portal that notifies users of planned maintenance and system downtimes via the EMSA Maritime Portal.

Belgium supported by **Denmark**, **Greece** and **the Netherlands,** expressed concerns, as staff dealing with the national systems do not log in to the EMSA Maritime Portal on a daily basis, and they questioned how they would be informed in such cases. EMSA replied that users may continue to receive an e-mail by subscribing via the portal, and that an e-mail will be automatically triggered whenever an announcement is made. EMSA also noted that the history of past interventions would be available for consultation. **EMSA** noted that testing will start in November, and that the functionality will be implemented at the beginning 2019.

The group **agreed** that EMSA should develop the functionality that notifies users of planned maintenance and system downtimes via the EMSA Maritime Portal (**Action point 17**).

V.4   4.5.4 AIS Data Quality Report

EMSA mentioned the importance of AIS data buffering and retransmission in the event of technical or communications malfunction, and proposed that systematic tests should be carried out to verify whether data buffering and retransmission is performed properly at all stages in the data exchange information chain. EMSA also noted that a procedure for the buffering and retransmission of AIS data by Member States needs to be drafted and included in the Common Operational Procedures (COP) document.

The group **noted** the proposal presented, and **agreed** that EMSA should:

- carry out the data buffering and retransmission tests in cooperation with MSs and Regional AIS Servers on the basis of test scenarios and a time plan. The results of the tests will be presented at the SSN/LRIT group meetings (**Action point 18**), and;
- revise the COP to include the procedure for the buffering and retransmission of AIS data by MSs (**Action point 19**).

VI.   Any Other Business

VI.1   4.6.1 Interoperability project

EMSA presented an overview of the interoperability pilot project which aims at promoting interoperability between industry and competent authorities in the European Maritime Single Window (EMSW) environment within the CISE Process. The short and longer-term plans were also presented. The first tasks will be launched at the beginning of 2019, with the participation of volunteer Member States, and include the following activities:

- Facilitate MRS reporting and improve VTS and MRCC situation awareness.
- Further develop and promote the use of central databases (ships, locations, HAZMAT).

The group **noted** the information provided.

VI.2   4.6.2 Web services with IMO/GISIS

EMSA presented a proposal to establish a link between GISIS and the Central Locations Database (CLD) in order to ensure full synchronisation of the IMO Port Facilities Codes and the SSN LOCODEs. The Port Facilities Codes will be made available to national SSN systems using the CLD Web services already in place.

The group **noted** the information provided and **supported** the proposal of connecting the IMO GISIS with the CLD.

VI.3   4.6.3 Reporting of Bunkers

Croatia stated their concerns about double reporting that occurs due to the reporting obligation to notify bunkers as part of the MRS message (for ships above 1000 GT), and due to the [1]national obligation to notify bunkers using the FAL form 3 (for all ships). **Croatia** asked the members of the group to share their experience.

Slovenia noted that they have faced the same issue, and have implemented a solution whereby the part reported either in SSN or via FAL form 3 is copied to the other system. **Belgium** mentioned that FAL form 3 is not currently reported in pre-arrival information, and that maybe this could be changed in the future. They also noted that the quantities on board are reported individually in FAL form 3, while in SSN it's the total quantity.

EMSA noted that the pilot project on interoperability will investigate synergies relating to how best to simplify and reduce the burden of reporting of the shipping industry, and said that the issue of the quantities declared could also be assessed.

The SSN group **noted** the information provided.

VII.   Information papers

The SSN/LRIT 4.3.1 List of SSN technical and operational documentation was distributed for information.

Meeting Conclusions/Follow-up Actions

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

The provisional date for the next meeting is 21 May 2019 (tbc).

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[1] HR - please Delete the word „**new**" as this is not a new obligation in Croatia but very old one

Annex 1 – List of distributed documents

I. SSN Introduction

SSN / LRIT 4.1.1: Detailed Agenda

SSN / LRIT 4.1.2: Follow up actions

II. Input from the Commission

III. Operational and Legal Aspects

SSN / LRIT 4.3.1: List of SSN technical and operational documentation**

SSN / LRIT 4.3.2: SSN User Configuration

SSN / LRIT 4.3.3: SEG Transition to Operation (T2O)*

SSN / LRIT 4.3.4: Central Organisations Database – progress report including STMID information

SSN / LRIT 4.3.5: Incident reporting in SSN*

SSN / LRIT 4.3.6: SSN Trainings planning

IV. Technical Aspects

SSN / LRIT 4.4.1: SSN Roadmap

SSN / LRIT 4.4.2 Monitoring of Web Services

SSN / LRIT 4.4.3: Central Ship Database – progress report

V. Status at National Level

SSN / LRIT 4.5.1: SSN Data Quality Report

SSN / LRIT 4.5.2: Revision of the Data Quality checks

SSN / LRIT 4.5.3: Announcement of SSN downtimes and planned interventions on the EMSA Maritime Portal

SSN / LRIT 4.5.4: AIS Data Quality report

VI. Any Other Business

SSN / LRIT 4.6.1: Interoperability project*

SSN / LRIT 4.6.2: Web services with IMO/GISIS*

SSN / LRIT 4.6.3: Reporting of Bunkers in SSN

Documents distributed in PowerPoint format.

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

Annex 2 – Meeting Agenda

Time	Agenda Item	Speakers
09:00 – 09:30	Registration	
09:30 – 10:00	Opening / Introduction ■ SSN / LRIT 4.1.1: Detailed Agenda ■ SSN / LRIT 4.1.2: Follow up actions	EMSA
10:00 – 10:15	Input from the Commission	COM
10:15 – 11:30	■ SSN / LRIT 4.5.1: SSN Data Quality Report ■ SSN / LRIT 4.5.2: Revision of the Data Quality checks ■ SSN / LRIT 4.6.3: Reporting of Bunkers in SSN	MS/EMSA Croatia
11:30 – 11:45	Coffee break	
11:45 – 12:15	■ SSN / LRIT 4.5.4: AIS Data Quality report	EMSA
12:15 – 12:45	■ SSN / LRIT 4.3.2: SSN User Configuration	EMSA
12:45 – 13:00	■ SSN / LRIT 4.4.1: SSN Roadmap	EMSA
13:00 – 14:00	Lunch break	
14:00 – 14:30	■ SSN / LRIT 4.3.5: Incident Reporting in SSN	EMSA
14:30 – 15:00	■ SSN / LRIT 4.3.4: COD – progress report including STMID information (Live Demo)	EMSA
15:00 – 15:15	■ SSN / LRIT 4.5.3: Announcement of SSN downtimes and planned interventions on the EMSA Maritime Portal	EMSA
15:15 – 15:30	■ SSN / LRIT 4.4.2: Monitoring of Web Services	EMSA
15:30 – 15:45	Coffee break	
15:45 – 16:00	■ SSN / LRIT 4.3.6: SSN Trainings planning	EMSA
16:00 – 16:15	■ SSN / LRIT 4.3.3: SEG Transition to Operation (T2O)	EMSA
16:15 – 16:30	■ SSN / LRIT 4.4.3: Central Ship Database – progress report	EMSA
16:30 – 16:45	■ SSN / LRIT 4.6.1: Interoperability project	EMSA
16:45 – 17:00	■ SSN / LRIT 4.6.2: Web services with IMO/GISIS	EMSA
17:00 – 17:30	■ Summary of the SSN follow up actions	EMSA

Annex 3 – List of action items from the 4th SSN/LRIT Group Meeting

Action Point	Topic and Action	Resp.
1	Implement Option 2 for managing the user's access right. The solution will be developed in SSN v4.2	EMSA
2	Assess if the other EMSA Maritime Applications are willing to simplify the User ID naming convention. The result will be communicated at the next SSN/LRIT group meeting.	EMSA
3	Provide EMSA the STMID missing data, keep the information updated in the COD and to provide feedback on the usability of the COD and on the display of STMID data in SEG	MSs
4	Draft a proposal to reactivate the IRWG with representatives from the SSN and Pollution response authorities. The document will be submitted to next HLSG for approval.	EMSA
5	Schedule training sessions via webinar on IdM v2.	EMSA MSs
6	Organise training at national level on SSN, combined with SEG.	MSs
7	Organise national training at national level for the shipping industry on using the CHD for reporting HAZMAT in SSN.	MSs
8	Attend a train-the-trainer session for MS at EMSA in 2019	EMSA MSs
9	Contact EMSA for connecting their national ship databases to the CSD via web services.	Volunteer MSs
10	Consider all the recommendations made in the Data Quality report, with the aim of further improving the quality of data reported.	MSs
11	Inform EMSA on the CTs and expected date to enter into production.	MSs
12	Update the exemptions reported in SSN with the relevant information on the ships and ports having granted exemption.	MSs
13	Provide feedback to the MSs Status reports in order for EMSA to collect best practices applied by MSs and share them with the group.	MSs
14	Contact EMSA to organise a meeting to discuss data quality issues on a voluntary basis.	Volunteer MSs
15	Update the Guidelines on Reporting PortPlus and Exemptions in SSN and submit the guidelines at the next SSN/LRIT meeting for approval.	EMSA
16	Implement the revised data quality checks from 2019 onwards.	EMSA
17	Develop the functionality that notifies the users about planned maintenance and system downtimes via the EMSA Maritime Portal.	EMSA
18	Conduct the data buffering and retransmitting tests in cooperation with MSs and Regional AIS Servers on the basis of test scenarios and time plan. The results of the tests will be presented at the SSN/LRIT group meetings.	EMSA MSs RS
19	Revise the COP to include the procedure for the buffering and re-transmission of AIS data by MS	EMSA