

**SafeSeaNet Group meeting no. 23**  
**Agenda item 6**  
**6 May 2015**

**SSN 23/6/2 (v.1.00)**  
**Lisbon, 29 April 2015**

## **ANY OTHER BUSINESS**

### **Port facility information**

#### **Submitted by Norway**

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|---------------------------|--|
| <i>Summary</i>            | Presents a proposal for including additional details the in the security information |
| <i>Action to be taken</i> | As per paragraph 3   |
| <i>Related documents</i>  | a. Directive 2010/65/EU, Appendix<br>b. XML Reference Guide v3.02                    |

## **1. BACKGROUND INFORMATION**

Prior to a ship's entry into a port of a Member State, security information should be sent in accordance with Article 6 of Regulation (EC) 725/2004. Following the implementation of Directive 2010/65/EU (Reporting Formalities Directive), this information will be reported electronically to the NSW and exchanged through SSN (included in PortPlus messages in SSN version 3). The Appendix to the Annex of Directive 2010/65/EU presents the security information that has to be transmitted to the NSW.

The eMS Group established the MARSEC Expert sub-group to draft the business rules for reporting and exchanging the security information. The Security business rules drafted by this sub-group were validated by the MARSEC Committee and then approved by the eMS Group (July 2012).

The Security business rules were considered as the reference document for implementing the XML message format for the security information in SSN version 3.

Concerning the identification of the Port Facility information, Business Rule no.3 stated that "UN/LOCODEs should be used to identify the ports and the IMO Port Facility Number (GISIS database) codes to identify the port-facilities". This rule was applied in SSN version 3.

## **2. PROBLEM STATEMENT**

The port facility information is included for the current port of call and for the last 10 calls at port facilities.

The IMO GISIS maritime security database contains information about ISPS-approved facilities. However, a ship may call at a port facility which is not included in the GISIS database, because either it is not ISPS-approved or the port facility was recently approved but still not included in the GISIS database (similar case to the Locodes in UNECE).

When this issue was brought to the attention of EMSA, it proposed that where a ship has visited a port facility without a GISIS number, the code "0000" should be used. However, this proposal does not address the situation when the port facility is ISPS approved but the GISIS database is not updated and it can be identified by its name.

### **3. PROPOSAL**

The proposed solution is to include the following additional elements:

1. The 'Name' of the Port facility, in addition to the identification by GISIS code, applicable in cases where the port facility does not have a corresponding number in GISIS;
2. An indicator of the port facility status regarding ISPS approval. This would facilitate the task of the authority responsible for analysing the security information provided to check if the ship has visited a non-ISPS port facility during the 10 last visits at port facilities.

The technical details of this proposal are presented in Annex.

### **4. ACTION REQUIRED**

The Member States are invited to note the proposal submitted by Norway and to provide their comments.

Annex: Port facility information in SSN XML 3.02