

# Preparatory course for the SafeSeaNet V3 training

## Brief introduction to SSN System

Department C – Operations

Unit C.2 Information Services – User management

Unit C.3 Information Services – Technical management

SSN V3 training - Lisbon / 13<sup>th</sup> October 2015

# Definitions of acronyms

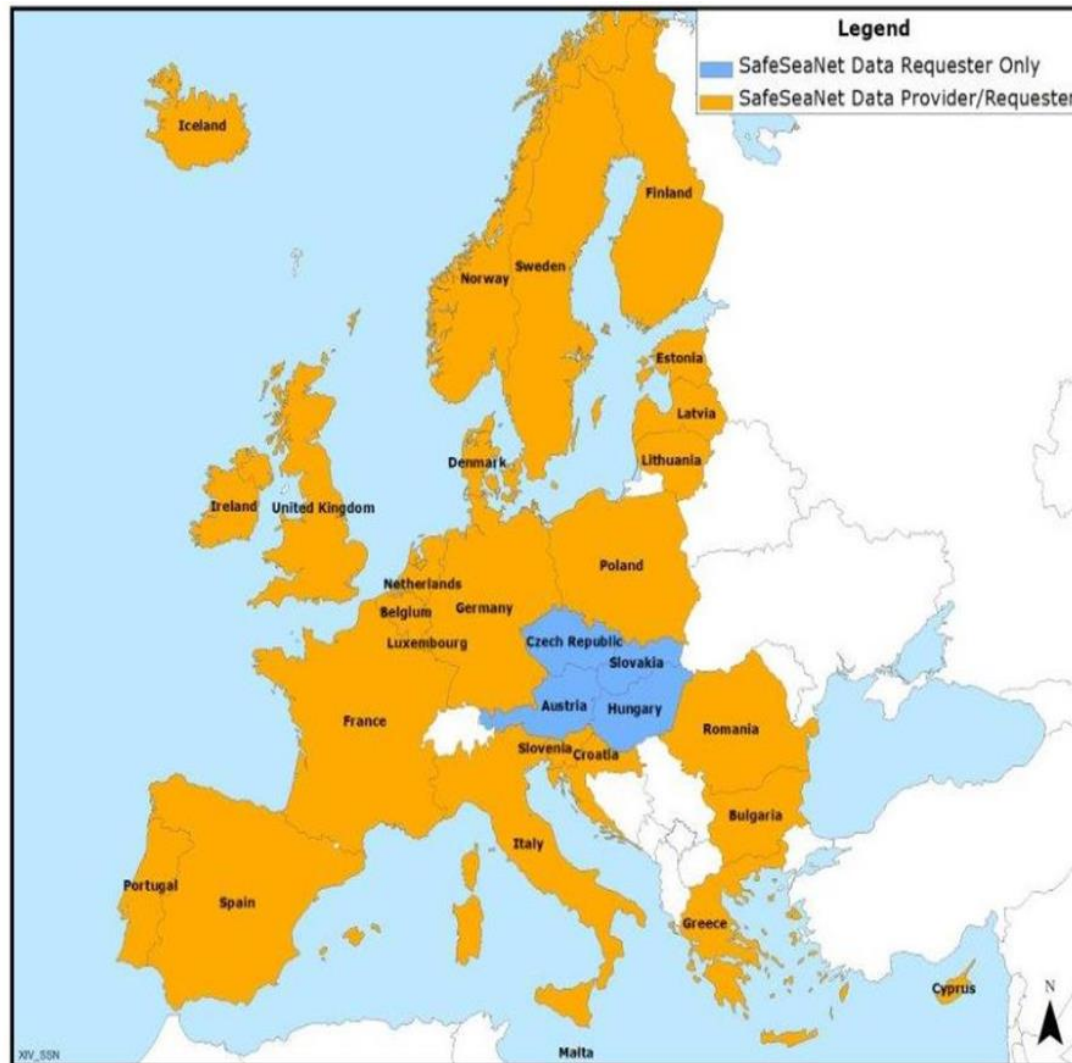
AIS	Automatic Identification System
ATA	Actual Time of Arrival
ATD	Actual Time of Departure
CECIS	Common Emergency and Communication and Information System
CSN	CleanSeaNet
ETA	Estimated Time of Arrival
ETD	Estimated Time of Departure
Hazmat	Hazardous material (including dangerous and polluting goods)
IR	Incident Reports
LRIT	Long Range Identification and Tracking
MRCC	Maritime Rescue Co-ordination Centre
MRS	Mandatory Ship Reporting System
NIR	New Inspection Regime
NSW	National Single Window
PRF	Port Reception Facilities
PSC	Port State Control
RF	Reporting Formalities
VTMIS	Vessel Traffic Monitoring and Information System
VTs	Vessel Traffic Services
XML	Extensible Markup Language

Annex III, paragraph 1 of Directive 2002/59/EC:

*“The Union maritime information and exchange system, SafeSeaNet, shall enable the receipt, storage, retrieval and exchange of information for the purpose of maritime safety, port and maritime security, marine environment protection and the efficiency of maritime traffic and maritime transport.”*

# How SSN works

## SSN Participating countries



Countries Participating in SafeSeaNet (2014)



## National Competent Authorities (NCA):

- overall responsibility of the National systems
- grant access rights to national users

## Local Competent Authorities (LCA):

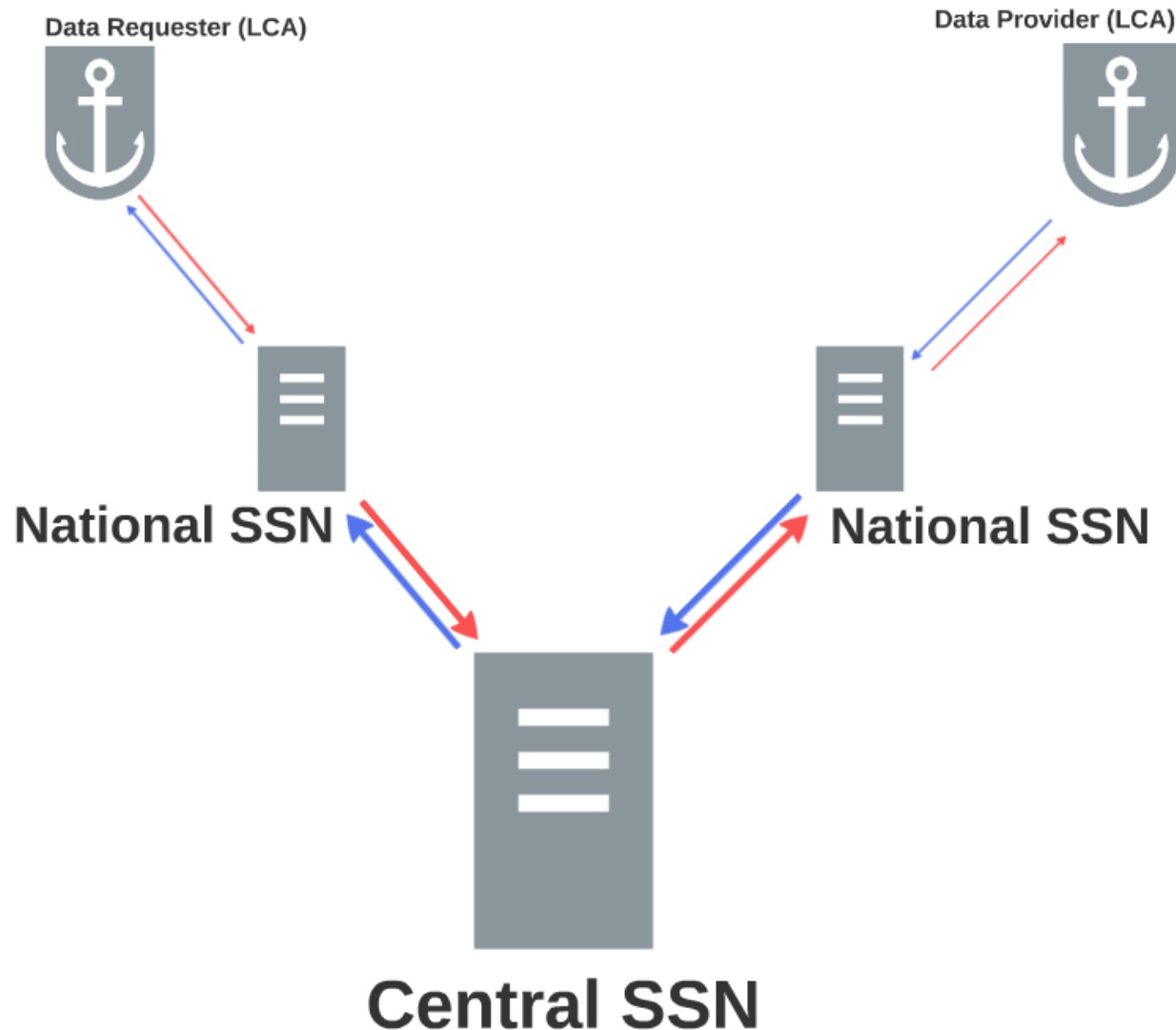
Authorities designated by MSs to receive/transmit information pursuant to the SSN legal framework (e.g. port authorities, VTSs, MRCCs etc.)

## Other users

Other EU bodies and MSs institutional users with an interest in maritime information may apply to become SSN users on a pilot project basis.

# How SSN works

## Message-based mechanism





SSN has been developed and implemented by the **EU Commission**, **EMSA** and the **Member States**

- **EU Commission:** retains overall responsibility (Management and Policy) for the central SSN system in cooperation with MSs.
- **EMSA:** is responsible for the Central SSN development, operation and maintenance in cooperation with MSs and Commission
- **Member States:** are responsible for their national SSN, act as data providers and are owners of their data.

## Existing legal framework

- Directive 2002/59/EC as amended (VTMIS Directive)
- Directive 2009/16/EC (Port State Control Directive)
- Interface and Functionality Control Document (IFCD)

## SSN V3 additional legal framework

- Directive 2010/65/EU (National Single Window Directive)
- Directive 2000/59/EC as amended (PRF Directive)
- Regulation EC 725/2004 (Security Regulation)



# Introduction to SSN Version 3 – National Single Window

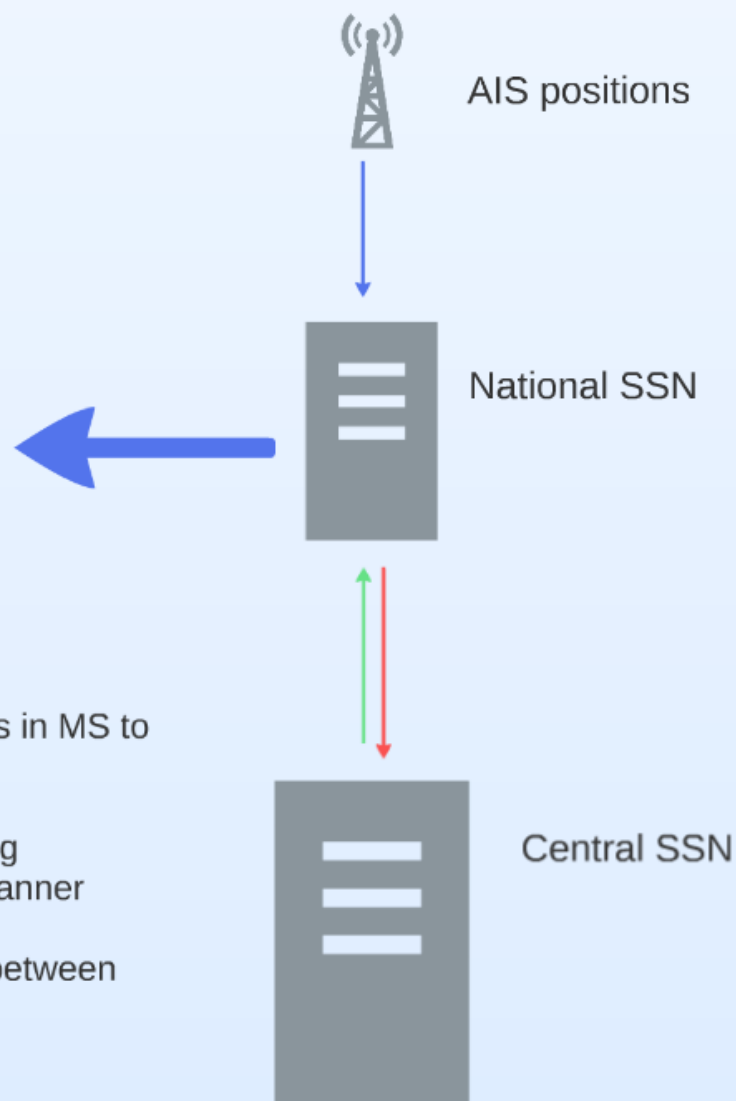
## Central SSN

- Comprises a network of national SSN systems and a central SSN system acting as a nodal point, which interacts with the national systems.



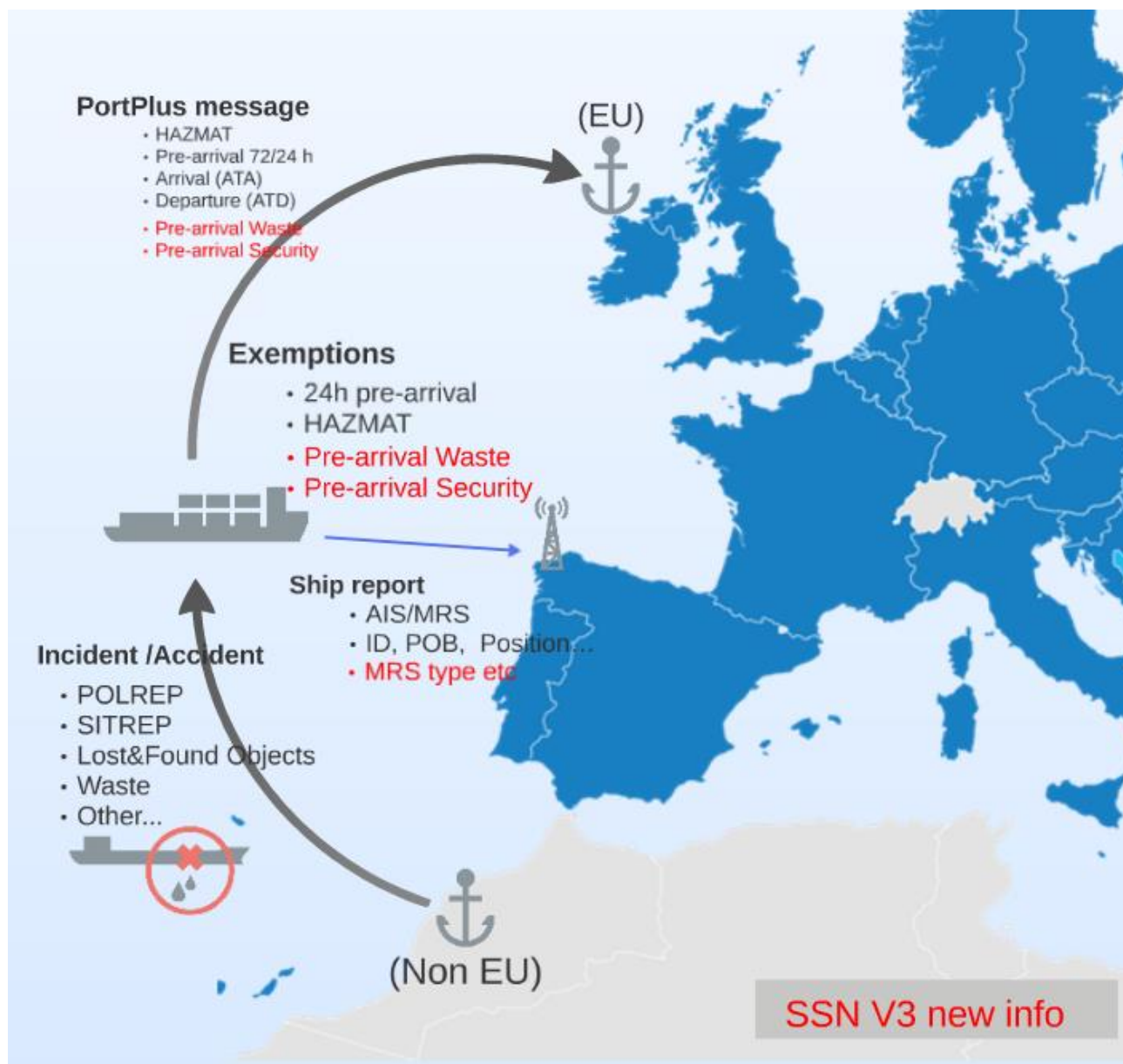
## National Single Window

- Directive 2010/65/EU provides for the development of NSWs in MS to simplify the administrative procedures in maritime transport
- The NSWs will allow the shipping industry to submit reporting formalities: electronically, only once, and in a harmonised manner
- Information is made available in SafeSeaNet for exchange between Member States



# Introduction to SSN Version 3

## Exchanged info





### Port call information:

24 hours prior the ship arrival

72 hours pre-arrival information for ships eligible for expanded PSC inspection

Arrivals (ATA) and Departures (ATD)

### Hazmat information:

Information on the carriage of dangerous and marine polluting goods as per Articles 4, 13 and 14 of VTMIS Directive (at arrival to and departure from EU ports)

**\* New SSN V3 information**



### Security information \*

Security pre-arrival information (Art 6 of Security Regulation)

### Waste and cargo residues information \*

Ship-generated waste and cargo residues (Art 6 of PRF Directive).

**\* New SSN V3 information**

- **Exemption information \*** :

Apply to **pre-arrival 24 hours** and **Hazmat** (Article 15 of VTMIS Directive), **Security \*** (Article 7 of Security Regulation) and **Waste \*** (Article 9 of PRF Directive)

- An **exemption notification** should be submitted to Central SSN each time an exemption is granted to a ship and each time changes are applied to an exemption.
- For **exempted vessel**, the response will only include the ship identifiers, the type of exemption granted, the time of validity of the exemption, the company name, the route, the authority granting exemption and the 24/7 point of contact for requesting more detailed information
- An **exemption** applies to a single ship

\* **Message improved with SSN V3**



### AIS:

Can be provided to the Central SSN via the streaming interface (either directly or through an AIS regional server) or via the message-based mechanism



### MRS

Can be provided to the Central SSN via the message-based mechanism or via the Central SSN web interface

Includes static data (IMO Number, MMSI, ship name etc), dynamic data (speed, course etc) and voyage-related data (hazmat on board, port of call, number of persons on board etc)

More information in the “Guidelines to exchange MRS notifications through SSN” at <http://www.emsa.europa.eu/ssn-main/documents.html>

# Introduction to SSN Version 3

## Exchanged info – Incident Report

### Concept:

- Information submitted by MSs about accidents and incidents occurring at sea (e.g. SITREP, POLREP etc...)

### Types of IR's:

IR type	Domain
<b>SITREP</b>	Ship's safety and seaworthiness
<b>POLREP</b>	Environment (e.g. following a pollution)
<b>Waste</b>	Environment (Waste or residues that can be deliberately discharged at sea)
<b>Lost and found objects</b>	Shipping safety / Environment (e.g. lost containers)
<b>Failed notification</b>	Ships which have failed to comply with the reporting requirements of Directive 2002/59/EC
<b>VTS rules infringement</b>	ships which have failed to comply with the applicable rules in ships' routing systems and VTS
<b>Banned ship</b>	ships which have been refused access to ports of the Member States or which have been the subject of a report or notification
<b>Insurance failure</b>	ships which have failed to notify, or do not have, insurance certificates or financial guarantees
<b>Pilot or Port report</b>	Ships reported by pilots or port authorities as having apparent anomalies which may prejudice their safe navigation or create a risk for the environment
<b>Others</b>	Other incidents

**SSN supports Incident Report distribution** to the MSs concerned and to the Flag State (if EU Country) if **some conditions are met**.

### **SSN contains a repository of IRs:**

- All the messages notified by MSs are indexed and made available upon request up to 5 years

### **The enhanced IR protocol allows:**

- Updating previously sent IRs
- Distributing them
- Providing feedback





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