Workshop Report

25th SafeSeaNet group meeting

Held in Lisbon on

11 May 2016

Date: 17 May 2016

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**, **Bulgaria**, **Croatia**, **Cyprus**, **Denmark**, **Estonia**, **Finland**, **France**, **Germany**, **Greece**, **Hungary**, **Iceland**, **Ireland**, **Italy**, **Latvia**, **Lithuania**, **Luxembourg**, **Malta**, **the Netherlands**, **Norway**, **Poland**, **Portugal**, **Romania**, **Slovenia**, **Spain**, **Sweden** and **the United Kingdom** attended the meeting, and also representatives from **ESPO**.

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

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

Workshop Programme

I. Introduction

I.1 Opening

The chairman welcomed the participants and highlighted that the meeting was focused on the technical/operational aspects of SSN and on reporting the tasks assigned by the High Level Steering Group (HLSG). The meeting objectives were introduced as follows:

- Present the status of developments and planning for Member State (MS) national SSN systems in relation to SSN v3.
- Present the new data quality checks and recommendations on how to improve the quality of information reported.
- Approve the SSN LOCODEs Guidelines, SSN Security Guidelines and SSN Incident Report Guidelines (update in line with Places of Refuge).
- Present the progress report of the HAZMAT Working group and the Waste Working group.
- Progress report on the CSD.

The chairman informed the group that the SSN and LRIT group meetings would be integrated into an SSN/LRIT NCA group combined meeting with a single agenda, as agreed at HLSG 14 (Brussels, 2 December 2015). He noted that further steps to harmonise the rules of procedure will be presented at the next HLSG.

I.2 Approval of the agenda

The agenda was adopted with the addition of additional agenda items to include: the proposal of Germany concerning the amendment of an ETA-related business rule and; an EMSA presentation on the expected changes in EMSA's public key infrastructure. The group **agreed** with the proposed changes in the agenda, and the updated agenda is included in Annex 3.

I.3 Minutes of previous meeting (Workshop 23) and follow-up actions

The minutes of the previous meeting (SSN 24) were **approved**, and EMSA summarised the outstanding issues from the previous workshops.

I.4 25.1.3 Actions stemming from SSN HLSG decisions

EMSA presented the main actions arising from the 14th SSN High Level Steering Group meeting.

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

II. Input from the Commission

Mr Jacob Terling thanked the Member States (MSs) for their continuous work in the development of the SSN system. He emphasised the Commission interest in the current status of SSN v3 (since the deadline for its implementation has expired), and stressed that there would be no further extensions to the deadline, so MSs should implement SSN v3 as soon as possible.

He explained the changes in the mandate of the HLSG following the adoption of Commission Decision 2016/566 on the High level Steering Group for governance of the digital maritime system and services, in turn implementing changes due to the amendment of Annex III of the VTMIS Directive in 2014.

III. SafeSeaNet Operational and Legal Aspects

III.1 25.3.2 HAZMAT WG – progress report

EMSA presented the progress of the HAZMAT WG on developing business rules for the reporting of bunkers.

The **Commission** thanked the working group for the work carried out, and stressed the value of correct and quality reporting bunkers into NSW/ SSN, supporting also the EU operational guidelines on places of refuge (*c.f.* point III.2 below) and the required risk assessment in dealing with a vessel in need of assistance.

Belgium asked about the time plan for implementing the business rules, and when the MAR-CIS database would be available. EMSA explained that the reporting of bunkers would all be implemented as part of SafeSeaNet v4, and that the business rules and the time plan have to be approved by the SSN HLSG. Regarding the MAR-CIS database, EMSA explained that this is being developed in parallel with the Central HAZMAT Database.

The SSN group **noted** the information provided, and **agreed** that EMSA should propose an implementation plan for the reporting of bunkers in SafeSeaNet (**Action point 1**).

III.2 25.3.3 SSN Incident report guidelines update in line with the Places of Refuge Guidelines

EMSA presented a consolidated proposal for amendments to the SSN Incident Report Guidelines (v2.1), taking into account the finalisation of the Places of Refuge guidelines by the Cooperation Group on Places of Refuge, as well as outputs from a table top exercise.

The group **validated** the SSN Incident Report guidelines prior to submission at the HLSG 15 meeting for **approval** (**Action point 2**).

III.3 25.3.4 IFCD revision working group

EMSA presented the status of the IFCD revision being carried out by the IFCD Revision WG.

The **Commission** highlighted that a few additional changes have been incorporated in the document in order to take into account the recent Commission Decision2016/566 on the High level Steering Group for governance of the digital maritime system and services, updating the mandate of the HLSG. The Commission emphasised that the IFCD is a living document, and that the expected changes in the HLSG mandate would most likely generate another IFCD revision.

EMSA informed those present that the draft IFCD will be distributed to the IFCD working group, and should be presented for approval at the HLSG meeting in July 2016.

EMSA clarified that the plan is to distribute the draft document by the end of May, with the work being done by correspondence.

The SSN group **noted** the information provided, and that EMSA will send the draft IFCD to the WG for comment by the end of May (**Action point 3**).

III.4 25.3.6 SSN LOCODEs Guidelines update

EMSA introduced the updated LOCODEs guidelines (v1.4), which include information and procedures related to the IMO port facility figures and additional information concerning the maintenance of UN/LOCODES.

Denmark asked whether there is any coordination between IMO and UNECE in relation to updates to UN/LOCODEs and Port Facility Nos, and how often the list of LOCODEs is updated in SSN. EMSA replied that MSs are encouraged to use UN/LOCODEs when creating Port Facility Nos, and that updates are done twice a year (February and September). Following the updates, the MSS distributes the complete list of valid SSN LOCODEs to all Member States. This list can be also provided upon request at any time.

Cyprus asked whether it is possible for national focal points for LOCODEs to be defined for locations uniquely related to maritime issues. EMSA clarified that since the definition of national focal points falls under the UNECE remit, Cyprus should contact UNECE.

Norway stated that there should be a single database containing the most recently updated information from UNECE, GISIS and other databases containing location codes. EMSA replied that the Central Location Database (CLD) is being developed for this purpose and the GISIS data will be sent to CLD using web services.

The SSN group **approved** the SSN LOCODEs guidelines (v1.4), and EMSA will publish the document on the website (SSN documentation section) (**Action point 4**).

III.5 25.3.7 Waste WG – progress report

EMSA presented the status of the progress of the Waste working group with respect to amending the Waste BRs to reflect the revised Annex II of Directive 2000/59/EC.

The **Commission** noted the importance of using the SSN system for the exchange of Waste information, and reiterated the goals: to facilitate reporting by ships and the maritime industry; to avoid excessive burden (e.g. double reporting); to increase competitiveness (in particular for Short Sea Shipping) supporting the overall goal to achieve the European maritime transport space without barriers.

Germany requested a copy of the Waste report, and EMSA agreed to provide the draft version.

Denmark asked whether the implementation of the provision of HAZMAT and Waste information would be for 2017. EMSA replied that the business rules and the time plan need to be discussed and agreed, with the intention that the changes related to Waste, Bunkers and HAZMAT would be implemented by the end of 2017.

The group **noted** the information provided, and **agreed** that the report of the “Waste” expert group should be distributed to the SSN group and go to the July HLSG meeting for endorsement (**Action point 5**).

IV. SafeSeaNet Technical Aspects

IV.1 25.4.1 SSN Roadmap

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

- The SSN v3.3 release will include the acceptance of Incident Reports relating to lost and found containers, with an observer identifier and an upgrade to the Central Ship Database.
- The Central HAZMAT Database is currently under development, and will be made available in a separate release.

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

IV.2 25.4.2 SSN XML Reference Guide 3.05

EMSA introduced the amendment to the XML Messaging Reference Guide (XML RG), which is that the element "P2_ShipOrObserverIdentification" should be amended to accept any of the six possible identifiers (i.e. IMO Number, MMSI Number, Call Sign, Ship Name, IR Number_FishingVessel or Other).

The SSN group **approved** the revised version of the XML RG (v3.05), and EMSA will publish the document on its EMSA website (SSN documentation section - **Action point 6**) and implement the change in SSN v3.3.

IV.3 25.4.3 Ship database – progress report

EMSA presented the current status of the Central Ship Database (CSD) implementation and the related changes foreseen in SSN v3.3 and SSN v3.4.

The SSN group **noted** the information provided, and MSs were **invited** to begin testing the CSD web services and web interface (**Action point 7**).

IV.4 25.4.4 SSN Security Guidelines update

EMSA introduced a proposal to update certain parts of the SSN Security Guidelines as follows:

- Chapter 2: 2.1.6 Confidentiality - section r
- Annex B: User ID Naming convention
- Annex E: SSL protocols
- SafeSeaNet Streaming Interface references

The SSN group **approved** the SSN Security Guidelines (v2.10), and EMSA will publish them on the SSN EMSA extranet site (SSN documentation section - **Action point 8**).

IV.5 25.4.5 Proposal to amend the ETA to next port (Germany)

Germany presented a proposal to amend the business rules for PortPlus notifications relating to the check between ATD and ETAtoNextPort, since by applying the current business rule, many PortPlus notifications are rejected by SSN and hence not forwarded to THETIS.

EMSA agreed to relax the BR noting that the current BR causes loss of information. However, MSs should pay attention to report the correct ATD and ETAtoNextPort despite of the relaxation of the BR.

The SSN group **agreed** with the proposal, and the amended business rule will be included in the XML Reference Guide v3.05 (**Action point 9**).

V. SafeSeaNet Status

V.1 25.5.1 SSN V3 status report

EMSA presented the current status of the commissioning tests (CT) and the implementation of SSN v3 by Member States. EMSA underlined the importance of MSs providing their planned dates for carrying out the CTs and entering into production, and recalled that the deadline agreed at HLSG 14 for MSs entering into production was March 2016.

The Netherlands stated that they finished the CTs during week 18, and are awaiting validation by EMSA before entering into production.

France stated that no date has been set for carrying out the remaining CTs (i.e. Waste and Security details), as they have not yet placed a tender.

Sweden stated that the final tests were conducted on 10 May, and that their plan is to “go live” as soon as possible.

Portugal stated that they could not provide a date for the CTs or entering in production. **EMSA** informed the group that Portugal has requested its technical assistance, and that the request will be discussed at the next EMSA Administrative Board meeting.

Greece stated that they were testing their system with shipping companies and agents, and that they plan to carry out the CTs in the near future.

Malta and **Romania** stated that their expected dates for entering into production are in June.

Denmark stated that they were still sending MRS and some HAZMAT information using SSN v2, as some companies responsible for reporting this type of information are still using it.

The **United Kingdom** stated that they expect to begin sending security notifications by the summer.

Cyprus stated that they will go into SSN v3 production within a few days.

Finland stated that their implementation is under way, and that their contractors are working to make the necessary connections between the servers, with the aim being to have SSN v3 in production on 11 May.

The **Commission** emphasised that while some MSs are pushing to extend the deadline for the implementation of SSN v3, it is 'unfair' for those MSs that have met the (previous) deadlines. The December 2015 HLSG agreed on 31 March 2016 as the deadline.

The SSN group **noted** the information provided, and **agreed** to provide any updated information to EMSA in order that it can present the latest status at the next HLSG meeting (**Action point 10**).

V.2 25.5.2 SSN Data Quality Report

EMSA presented the SSN Data Quality Report, including the interface with THETIS, and summarised the status of SSN implementation in the MSs. The topics below were discussed in detail, and MSs were requested to provide feedback.

Exemptions

EMSA mentioned that the number of exemptions registered in SSN is rather low for most Member States, while there are others that never issued an exemption. The number of exemptions show that the majority of MSs either do not benefit from the exemption possibilities offered by 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 use of exemptions is new in SSN, and that some guidance might be necessary in order to better understand the implications and identify the best way forward.

EMSA invited MSs to provide their feedback on the problems encountered in relation to granting exemptions and registering them in SSN.

Denmark stated that they were working on a list provided by the MSS containing the exemptions registered in SSN v2 in order to upload them in SSN.

Slovenia requested some guidance on the method of reporting exemptions in SSN. EMSA agreed on the need for more elaborated guidelines on the reporting of exemptions, and stated that this will be included in the PortPlus Guidelines that are currently being drafted.

The SSN group **agreed** that EMSA should develop guidelines on the registering and management of exemptions in SSN system, and that they should be incorporated in the PortPlus Guidelines (**Action point 11**)

Furthermore, the SSN Group **acknowledged** the benefits of reporting exemptions in SSN, and that EMSA should continue to monitor their implementation (**Action point 12**).

AIS notifications

EMSA noted there are still 12 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.

Maintaining the XML message-based mechanisms for the provision of AIS information to the central SSN system in parallel with the streaming interface adds no operational or other value. However, it causes unnecessary data flows, and requires resources from both MSs and EMSA in order to maintain and monitor the interface.

EMSA reminded MSs of the related decision of the SSN HLSG on this issue, and invited those still using the AIS XML interface to phase it out its use as soon as possible.

Cyprus and **Slovenia** stated that they would phase-out the use of the XML AIS interface.

Finland stated that they need to evaluate this at national level. They mentioned that the HELCOM server is sometimes down, and that the XML interface is then useful as a backup for continuing to send AIS notifications.

France stated they would like to continue to use the XML interface as a backup, as AIS in streaming is provided by the French Navy.

Ireland stated that they need to check the implications of phasing out the use of the XML AIS interface.

Those MSs which still maintain the XML message-based mechanisms to provide AIS information to the central SSN system in parallel to the streaming interface **noted** the information provided, and **agreed** to consider phasing them out (**Action point 13**).

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, 9 MSs (Belgium, Croatia, Denmark, France, Iceland, Italy, Poland, Slovenia and Spain) are using the SSN V.3 XML messaging framework for Ship MRS notifications, while the remaining MSs (Denmark, Estonia, Finland and Portugal) provide them in V.2 format. **EMSA** mentioned that the coexistence of V.2 and V.3 presents serious limitations. In particular, the detailed part of Ship MRS notifications reported via V.2 (e.g. HAZMAT, bunkers COG, SOG and navigational status) cannot be retrieved by those MSs using the SSN V.3 XML MRS interface.

Denmark stated that their servers and software are being changed, and that MRS data will soon be provided.

The UK stated that they will begin to provide MRS information with SSN v3.

The **Commission** stressed that MRS reporting to SSN is mandatory in order to comply with the VTMIS Directive, yet some MSs continue not to provide the information. **EMSA** noted that MSs are encouraged to ask for support from EMSA/Commission in the implementation of MRS reporting whenever necessary, and recalled previous meetings and discussions on the subject.

The SSN group **noted** the information provided, and agreed on the need to analyse (with the assistance of EMSA/COM) the delays and problems encountered by MSs, with the aim of assisting them in implementing their MRS reporting obligations (**Action point 14**).

Incident notifications

EMSA stated that the exchange of incident-related information between MSs has not yet been widely implemented. 9 MS are using the new XML messaging framework for IRs in their national SSN systems, while 2 have successfully completed the commissioning tests, but are not yet using the functionality. MS are reminded of the benefits of adopting the new XML messaging framework for IRs.

EMSA invited Member States to use the new IR framework, either through XML/SOAP or the SSN UWI, and to phase-out the old Alert notifications.

Finland stated that they are planning an update to their VTS system in order to support the provision of incidents via XML. **EMSA** noted that incidents can also be provided via the Web interface.

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 99.67%. **EMSA** also mentioned that some national systems do not ensure the storage of SSN data during downtimes, and reminded MSs that data should be stored and re-sent once a system resumes operation (as reflected in the IFCD).

Malta stated that they were going to check the availability issue with their supplier.

France stated that AIS streaming data is provided by the French Navy, and that they are not in a position to not ensure that data is re-sent following downtimes. **EMSA** invited **France** to discuss this issue bilaterally with the navy.

Data quality and availability

EMSA noted that the number of missing notifications (e.g. PortPlus and HAZMAT) is still high, and that even after it has been provided, data is sometimes unavailable upon request.

Finland stated that they had had problems in processing response messages, but that they expected to resolve the issue within SSN v3.

EMSA highlighted the importance of having the request/response mechanism operational, as 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.

MSs were **invited** to consider the recommendations made, with the aim of further improving the quality of data reported in SSN (**Action point 15**).

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 other operations (e.g. PSC inspections).

Slovenia mentioned problems with the provision of ATA and ATD information, and stated that the situation would be corrected within SSN v3.

VI. Any Other Business

VI.1 25.6.1 Changes in EMSA's Public Key Infrastructure

EMSA presented preliminary information on expected changes in EMSA's Public Key Infrastructure during 2017.

The group **noted** the information provided, and **agreed** that a detailed plan on the method of upgrading EMSA's PKI should be provided at SSN 26 (**Action point 16**).

VII. Information papers

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

- SSN 25.3.1 List of SSN technical and operational documentation.
- SSN 25.3.5 SSN PortPlus Guidelines – progress report

Workshop 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 SSN 26 is 19th or 20th October 2016, with LRIT 14 on the same day. The final dates will be confirmed in the invitation letters.

Annexes

Annex 1 – Attendance list

Annex 2 – List of SSN 25 documents

Annex 3 – Meeting agenda

Annex 4 – List of action items from the SSN 25 Group meeting

Annex 1 – Attendance List

Country	Name	First Name	Organisation	E-mail	Attendance on 11.05.2016
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Commission staff – DG MOVE			
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Annex 2 – List of SSN 25 documents

I. Introduction

SSN 25.1.1: Detailed Agenda
SSN 25.1.2: SSN 24 minutes and follow up actions
SSN 25.1.3: Actions stemming from SSN HLSG decisions

II. Input from the Commission

III. SafeSeaNet Operational and legal Aspects

SSN 25.3.1: List of SSN technical and operational documentation**
SSN 25.3.2: HAZMAT WG – Progress report
SSN 25.3.3: SSN Incident report guidelines update in line with the Places of Refuge guidelines
SSN 25.3.4: IFCD revision WG*
SSN 25.3.5: SSN PortPlus Guidelines – Progress report**
SSN 25.3.6: SSN LOCODEs Guidelines update
SSN 25.3.7: Waste WG – Progress report

IV. SafeSeaNet technical aspects

SSN 25.4.1: SSN Roadmap
SSN 25.4.2: SSN XML Reference Guide 3.05
SSN 25.4.3: CSD – Progress report*
SSN 25.4.4: SSN Security Guidelines update
SSN 25.4.5: Proposal to amend the ETA to next port business rule

V. Status at National Level

SSN 25.5.1: SSN V3 status report
SSN 25.5.2: SSN Data Quality Report

VI. Any Other Business

SSN 25.6.1: Changes in EMSA's Public Key Infrastructure

** Documents distributed in PowerPoint format.*
*** Documents distributed but not discussed during the meeting.*

Annex 3 – Meeting Agenda

Time	Agenda Item	Speakers
SSN meeting		
08:30 – 09:00	Registration	
09:00 – 09:30	Opening / Introduction ■ SSN 25.1.1 Detailed Agenda ■ SSN 25.1.2 SSN 24 minutes and follow up actions ■ SSN 25.1.3 Actions stemming from SSN HLSG decisions	EMSA
09:30 – 09:45	Input from the Commission	EMSA
09:45 – 10:15	■ SSN 25.5.1/ 5.2 SSN V3 status report and Data Quality report	EMSA
10:15 – 10:30	■ SSN 25.4.1/ 4.2 SSN Roadmap and XML Reference Guide 3.05	EMSA
10:30 – 11:00	■ SSN 25.3.3 SSN Incident report Guidelines update in line with Places of Refuge	EMSA
11:00 – 11:15	Coffee break	
11:15 – 11:30	■ SSN 25.3.2 SSN HAZMAT WG – progress report	EMSA
11:30 – 11:45	■ SSN 25.3.6 SSN LOCODEs Guidelines update	EMSA
11:45 – 12:00	■ SSN.25.3.7 Waste WG – progress report	EMSA
12:00 – 12:15	■ SSN 25.3.4 IFCD revision WG	EMSA
12:15 – 12:30	■ SSN 25.4.4 SSN Security Guidelines update	EMSA
12:30 – 12:45	■ SSN 25.4.5 Proposal to amend the ETA to next port business rule	Germany
12:45 – 13:45	Lunch break	
13:45 – 14:00	■ SSN 25.4.3 CSD – progress report	EMSA
14:00 – 14:30	■ Summary of the follow up actions – End SSN meeting	

Annex 4 – List of action items from the SSN 24 Group meeting

Action Point	Topic and Action	Resp.
1	Propose an implementation plan for reporting bunkers in SSN.	EMSA
2	Present the SSN Incident Report guidelines to the HLSG for approval.	EMSA
3	Draft IFCD to be sent to the WG for comments by end of May 2016.	EMSA
4	Publish the SSN LOCODEs guidelines (v1.4) on the EMSA web site.	EMSA
5	Distribute the report of the “Waste“ expert group to the SSN group.	EMSA
6	Publish the SSN XML RG (v3.05) on the EMSA web site.	EMSA
7	Begin testing the CSD web services and web interface	MS
8	Publish the SSN Security Guidelines v2.10 on the EMSA extranet site (password protected area).	EMSA
9	Amend the BR for ETA to next port and include in the SSN XML RG v3.05.	EMSA
10	Report any updated information related to SSN v3 implementation at national level to EMSA (information on CT’s and the expected dates for entering into production) in order to present the updated status at the next HLSG meeting	MS
11	Develop guidelines on how to register and manage exemptions in SSN (to be incorporated in the PortPlus guidelines).	EMSA
12	EMSA to continue to monitor the implementation of exemptions in SSN.	MS
13	Phase out the provision of AIS notifications via the XML interface.	MS
14	Analyse with the assistence of EMSA/COM the delays and problems encountered by the MSs with the objective to assist them in implementing their MRS reporting obligations.	MS
15	Considere the recommendations made with the aim of improving the quality of data reported in SSN.	MSs
16	Detailed plan on the way of upgrading EMSA’s PKI to be provided at SSN 26.	EMSA

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