Workshop Report

5th SafeSeaNet /LRIT Group Meeting
Part I – SSN
Part II - LRIT

Held in Lisbon on
21 May 2019

Date: 2 July 2019

EMSA

Part I - SSN

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Vessel and Port Reporting. Mr Jacob Terling and Mr Alexander Hoffmann from Unit D2 Maritime Safety represented the **European Commission** (DG MOVE).

Delegations from **Belgium**, **Croatia**, **Cyprus**, **Denmark**, **Estonia**, **Finland**, **France**, **Germany**, **Greece**, **Hungary**, **Iceland**, **Ireland**, **Italy**, **Lithuania**, **Luxembourg**, **Malta**, **The Netherlands**, **Norway**, **Poland**, **Portugal**, **Romania**, **Slovenia**, **Spain**, **Sweden** and **The United Kingdom** attended the meeting. A representative from **ESPO** attended as an observer.

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, following the decision taken at the 4th HLSG (11 December 2018), the SSN and LRIT sessions at the meeting had been separated.

He introduced the meeting objectives as follows:

- Present the status of implementation and plans for the national SSN v4 systems.
- Discuss the SSN Data Quality issues and recommendations on how to improve the quality of information reported.
- Present the roadmap for developments in SSN, the Central Locations Database (CLD) and the Central Organisations Database (COD).
- Present the updated SSN PortPlus Guidelines and SSN Common Operational Procedures (COP).
- Present the progress report for the Central Ship Database and the Central Organisations Database with a live demo.
- Present an overview of the Interoperability Pilot Project and the main tasks.

I.2   Approval of the agenda

The agenda was adopted after the withdrawal of the item SSN/LRIT 5.6.2 "New regulation on European Maritime Single Window environment (EMSWe)".

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

I.3   Follow-up actions from previous meeting (4rd SSN/LRIT)

EMSA summarised the outstanding issues from the previous workshop, and noted the importance of providing support to MSs for their system-2-system implementation (see Action point 1 and 7 of the SSN/LRIT 4 minutes).

The group **noted** the information presented.

I.4   Actions stemming from HLSG decisions

EMSA presented the main actions arising from the 4th HLSG meeting (Brussels, 11 December 2018).

Denmark asked about the date when the revised PAX Directive[1] should enter into force. The Commission replied that the directive entered into force 20 days after its publication (in November 2017) and that there is a transposition period until 21 December 2019, during which MS will first need to transpose the Directive into national legislation. For certain requirements in the Directive there is also a transitional period of 6 years from 20 December 2017.

The group **noted** the information presented.

II.   Input from the Commission

Mr Terling congratulated the group for the work, and underlined the importance of late MSs implementing SSN v4 as soon as possible and of a continued focus on SSN data quality. He introduced Mr Alexander Hoffmann from DG MOVE, who will support VTMIS related work at the Commission.

III.   SafeSeaNet Operational and Legal Aspects

III.1   5.3.2 SEG Transition to Operation (T2O)

EMSA presented a proposal on the SafeSeaNet Ecosystem Graphical User Interface (SEG) and its Transition to Operation (T2O). It was noted that most issues of the issues had been addressed, with the only outstanding issue being the deployment of SSN v4.2. Following the feedback received from users after its deployment in the production environment (planned date June 2019), EMSA proposed the phasing out of the SSN GI (to be approved by the HLSG).

The group **agreed** with the proposal, and MSs were **invited** to provide feedback on issues detected in the SEG after the deployment of SSN v4.2 via the EMSA MSS (**Action point 1**).

III.2   5.3.3 SSN PortPlus Guidelines update

EMSA presented the updated SSN PortPlus Guidelines, noting that the updates made were required to reflect the SSN v4 release. The draft guidelines were sent to the group for revision and the Netherlands submitted a written comment regarding the role of the HLSG. The meeting discussed to add the following footnote:

"*The Interface and Functionalities Control Document (IFCD) is developed and maintained by the Commission and the Member States, in accordance with Annex III of Directive 2002/59/EC and approved by the High-Level Steering Group for Governance of the Digital Maritime System and Services (HLSG DM), established by the EU/EEA Member States (MSs) and chaired by the Commission in accordance with the Commission's Decision (EU) 2016/566 on establishing the high-level steering group for governance of the digital maritime system and services and repealing Decision 2009/584/EC*".

The Netherlands agreed with the solution, and proposed also the deletion of the word "*Waste*" in Section 4.7, as the detailed part of the Waste notification is stored by the Central SSN system. **Croatia** proposed the deletion of the word "*Security*" in Section 6.5.2 as, in accordance with the Business Rules approved for Security messages, there is no need to submit the security notifications for ships engaged in domestic voyages.

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[1] Directive (EU) 2017/2109 of the European Parliament and of the Council of 15 November 2017 amending Council Directive 98/41/EC on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community and Directive 2010/65/EU of the European Parliament and of the Council on reporting formalities for ships arriving in and/or departing from ports of the Member States

The group **validated** the draft PortPlus Guidelines and **agreed** that EMSA should circulate the revised guidelines along with the draft minutes. EMSA will submit the final draft for approval at the next HLSG meeting (**Action point 2**).

Belgium asked whether EMSA could provide the Annex III source file of the Port Plus Guidelines for reuse at national level. EMSA agreed to **make it available** to Belgium (**Action point 3**).

III.3   5.3.4 SSN Common Operational Procedures update

EMSA presented a new procedure for AIS data buffering and retransmission by MSs, and proposed that it should be included in the SSN Common Operational Procedures document. EMSA stressed the importance of having reliable AIS information and noted that, in the event of a failure or schedule interruption, MSs need to ensure that the AIS data is stored and retransmitted when communications and/or systems have recovered.

According to MS replies to the questionnaires on AIS status, the majority of MSs rely on the capabilities of the national proxies (NPRs) to buffer the data following AIS system failures. EMSA presented an overview of ongoing tests carried out by EMSA and regional AIS servers to verify whether data buffering and retransmission is performed properly at NPR level.

Belgium said that they intend to organise a meeting on data buffering and retransmission by the end of the year, and proposed that the tests results should be discussed at the technical level. EMSA confirmed that the test results will be discussed between EMSA and Italy/Norway (which are hosting the AIS regional servers), and that the outcome will be presented to the MSs.

EMSA introduced the outcome of the MARES EWG meeting on the time synchronisation issue. The EWG concluded that centralised synchronisation of clocks through the NPR software cannot be implemented due to the technical limitations of some national systems. EMSA asked MSs to maintain the time synchronisation of their systems, and said that time synchronisation monitoring data is available on RS websites.

EMSA also provided a live demo of the Traffic Density Maps Service (TDMs), and said that the service will be operational via the SEG in June 2019.

The group **validated** the draft amendment to the SSN Common Operational Procedures document, and EMSA will submit the final draft for **approval** at the next HLSG meeting (**Action point 4**).

IV.   SafeSeaNet Technical Aspects

IV.1   5.4.1 SSN Roadmap

EMSA gave an overview of the planning for upcoming SSN developments. SSN v4.2 is planned for week 25 and aims at migrating users' configuration from SSN to the Identity and Access Management system (IdM). Release SSN v4.3 is expected in Autumn 2019, with the main features as follows:

■ Communication of Waste notifications, exemptions and incident reports to THETIS (THETIS-EU).
■ Allowing users from the same organisation to edit the same Incident Reports.
■ Improving voyage processing to better reflect information from the departure port, linking voyages with their previous voyages and clarifying the status of voyages.
■ Identifying users who introduce voyage details requests in the SEG.

An additional development of SSN will be required in order to take into account the revised National Single Window Data Mapping report, which reflects the latest FAL form 7 (new measurement unit for litres and use of unit codes as in UNECE recommendation 20). EMSA invited the group to provide comments on the time plan for implementation, taking into consideration the impact on national SSN systems. With respect to the impact on the interface with MSs, EMSA suggested that the additional requirement (related to the measurement units) should be included in the next major SSN release (i.e. SSN v5).

In response to a question from **Belgium,** EMSA clarified that Waste notifications would be communicated to the THETIS-EU database.

The group **noted** the information provided.

IV.2   5.4.3 Central Locations Database (CLD) link with GISIS – progress report

EMSA provided an update on the planned connection of the Central Location Database (CLD) with the Maritime Security module of the IMO's Global Integrated Shipping Information System (GISIS). The updated guidance for the electronic transfer of information into and from the Maritime Security module of GISIS will be submitted for the approval of the IMO Maritime Safety Committee in June 2019 (MSC 101/4/3). It is planned that the automatic link between the CLD and GISIS will be established in 2020.The development of web-services to download the information will ensure that there is up-to-date information in the CLD, as well as in MS national systems (SSN and NSW).

The group **noted** the information provided.

IV.3   5.4.4. Central Ship Database – progress report

EMSA presented the status of the Central Ship Database (CSD), and said that the "Enhancement of Ship Database Services" pilot project would soon be launched with ten participating Member States. The Commission noted the possibility of having e-certificates data added in the database with the aim of not only enriching the quality and content of the CSD, but also in view of more efficient sharing and exchange.

Croatia said that they were in the process of updating their national ship database, and expressed their interest in participating in the pilot project.

The group **noted** the information provided, and EMSA will **assess** the request by **Croatia** to participate in the pilot project (**Action Point 5**).

V.   Status at National Level

V.1   5.5.1 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. 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 since the last SSN/LRIT meeting (November 2018), 14 MS have entered into production with SSN v4 (a total of 17 MSs are now in production). **Cyprus** and **Finland** are undertaking the CTs, but **Ireland**, **Portugal** and the **United Kingdom** have not provided any plans for implementation.

Greece stated that they have completed the CTs, and that they will enter in production in June 2019. **Finland** said that, due to their national reorganisation of authorities and relocation of SSN proxy servers in September, they expect to enter into production in October/November 2019. **Cyprus** stated that they are currently carrying out the CTs and expect to enter in production in 2019, without a defined date. **Ireland** said that they signed the contract for developing SSN v4 in March 2019, and will inform EMSA of the planned dates for running the CTs as soon as they have a schedule.

Portugal stated that the implementation of SSN v4 has been delayed, and that it will not occur before the end of 2019. Meanwhile, they are implementing intermediate solutions to report Waste, Security and Bunkers information. EMSA recalled that the availability of HAZMAT information is of crucial importance, and questioned when the HAZMAT details would be available upon request. Portugal replied that they expect this to be ready by end of the year.

The **United Kingdom** noted that they had delayed the development of SSN V.4 due to BREXIT, but said that their aim is to continue interacting with SSN, and that they plan to carry out the CTs during Autumn.

The **Commission** recalled that many MSs have worked hard to keep to the schedule agreed for entering into production with SSN v4, and noted that the system is only as good as its weakest link, urging those not yet operational to make the extra effort. This issue will be raised again at the next HLSG meeting. **EMSA** offered to help those MSs with related technical issues.

MRS notifications

EMSA stated that no reports have been received for BAREP (**Norway**), CALDOVREP (**UK**) or WETREP (**Ireland**). **Norway** stated that they have further developed the BAREP system, and are currently testing and addressing issues concerning the request-response functionality. **Ireland** said that they will communicate their plans as soon as they have a schedule set. **Portugal** stated that they are assessing the issue relating to the content of the WETREP and the COPREP reports being the same, and the **UK** said that the work on developing the CALDOVREP system is on-going.

Incident reports

EMSA noted the exchange of IR information between MSs has not yet been widely implemented. The **Commission** and **EMSA** stressed the importance of reporting incidents into the system, and noted that MSs should raise national awareness about the IR information system as the tool is already available and functioning (e.g. also in relation to containers lost at sea).

Malta and **Slovenia** asked if they could participate in the Incident Report Working Group (IRWG). EMSA will **assess** the requests.

System availability and performance

EMSA noted that the availability of the central SSN system (including the SSN GI) was 99.88%, 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 had increased from 1.4% to 1.8%, while HAZMAT missing notifications decreased from 7.7% to 7.2%. There was improvement in the number of Waste notifications (from 37% to 31%) while Security has worsened (from 11% to 19%). EMSA also said that the request-response mechanism is operational for most MSs, and that the overall situation with respect to the number of rejected notifications has remained constant since the last workshop (0.29%). EMSA also stressed the importance of replying to the reports sent by the MSS.

Denmark stated that they are providing feedback on monthly reports and noted that, in the case of the port of Grenna, the missing port notifications may be due to vessels changing from ferries to fishing vessels. Denmark noted that the exemptions are issued by another authority, and that this may also be the cause for some missing notifications.

Norway said that they have a dedicated 24/7 and persons to reply to the reports and noted that, in some cases, they have the notifications in the national system. EMSA replied that feedback is necessary to confirm the correctness of the report and to improve the overall process.

Malta stated that their figures have improved in 2019, and said that they investigated the issue of the missing ATD information reported by the MSS (the vessel was still in port). They also asked whether EMSA could provide them with the raw data used to generate the monthly reports.

Spain recognised that, in particular, Algeciras has a high rate of missing HAZMAT notifications. They have addressed the matter, and after several meetings with agents and port authorities, they are considering whether to begin applying penalty procedures and sanctions.

Sweden noted their concern about missing HAZMAT notifications, and said that they have already contacted several agents to inform them that they are not complying with the law. They also said that much of the port of Gothenburg's missing Hazmat information relates to large container vessels. For those cases, the agents claim that

supplying the information is not feasible, given that hundreds of containers on board contain Hazmat, while only a few are loaded/unloaded at the port.

EMSA reminded the participants of the role of the Agency in supporting MS efforts to improve data quality, and emphasised that training can be provided at national level upon request.

The **Commission** stated that the level of missing Waste information was very high, and emphasised the need for MSs to know where waste is being dumped, particularly when taking into consideration the initiatives on clean oceans and sustainability.

In terms of security notifications, and considering the methodology used by the Agency to analyse missing notifications, **EMSA** stated that whenever an MS does not report the last port of call for a ship, the voyage will be considered as coming from another country, although in some cases, the vessel is engaged in a domestic voyage (which in the case of security checks is to be disregarded).

Estonia stated that the request-response mechanism should be working by the end of June 2019, and that the reporting of bunkers is made via a pdf file (they are not ready to say when bunkering will be reported via the NSW).

Finland said that the issue concerning rejected notifications is expected to be corrected with the deployment of SSN v4.

Interface with THETIS

EMSA reminded MSs that SSN data is used by THETIS, and that any lack of reporting to SSN impacts PSC operations.

Slovenia and **Malta** noted that the ATD was not included in some of the reports received, as the vessel was still in port. EMSA replied that for those cases where the ETD has elapsed (e.g. at least more than 1 week later), the agent/port master should update the ETD as necessary.

EMSA also informed the MSs that the revised RO-PAX directive will become applicable by the end of the year, resulting in that all ro-ro vessels will have to report ATA and ATD, regardless of their flag.

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 make continuous effort to improve 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 do the following:

- **Bulgaria, Cyprus, Finland, Greece, Ireland, Latvia, Portugal and the United Kingdom** to send the information on CTs to EMSA, together with the expected dates of entering into production (**Action point 6**).
- Update the exemptions reported in SSN with the relevant information on ships and ports having granted exemptions (**Action point 7**).
- Increase awareness of the IRs at national level ((**Action point 8**).
- Provide detailed feedback on EMSA's annual MS status reports in order to enable the Agency to collect information on best practices applied by MSs, so that this can be shared with the group (**Action point 9**).
- Contact EMSA to arrange bilateral meetings on Data Quality (subject to the availability of EMSA resources) (**Action point 10**).

EMSA was **invited** to:

- assess the requests by **Malta and Slovenia** to participate in the IRWG (**Action point 11**), and;
- contact **Denmark, Malta, Norway, Spain and Sweden** to further discuss the issue of missing notifications and, if needed, to provide raw data (**Action point 12**).

V.2   5.5.2 MSs Best Practices (Belgium)

Belgium presented the recent developments in their national system using a semi-automatic verification tool to ensure that Security information is provided.

EMSA **noted** the importance of MSs sharing best practice aimed at improving the quality of the SSN information, and mentioned that the HLSG had agreed to include the solutions applied at national level in the PortPlus guidelines document.

The group **noted** the information provided, and MSs were **invited** to share information on best practice at national level with the SSN group (**Action point 13**).

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 voluntary Common Information Sharing Environment (CISE) concept. The status of the following on-going activities was presented:

■ Facilitation of ship-to-shore reporting.
■ Enhanced ship database services.
■ Security and interoperability study for SSN.
■ EMSWe data model study.
■ VDE-Capability, exchange using VDE-SAT.

The group **noted** the information provided.

VII.   Information papers

The SSN/LRIT 5.3.1 List of SSN technical and operational documentation and the SSN/LRIT 5.4.5 AIS time synchronisation issues document were 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 29 October 2019 (tbc).

Annex 1 – List of distributed documents for Part I - SSN

I. SSN Introduction

SSN / LRIT 5.1.1: Detailed Agenda

SSN / LRIT 5.1.2: Follow up actions

SSN / LRIT 5.1.3: Actions stemming from HLSG decisions

II. Input from the Commission

III. Operational and Legal Aspects

SSN / LRIT 5.3.1: List of SSN technical and operational documentation**

SSN / LRIT 5.3.2: SEG Transition to Operation (T2O) - phase out of SSN GI

SSN / LRIT 5.3.3: SSN PortPlus Guidelines update

SSN / LRIT 5.3.4: SSN Common Operational Procedures update

SSN / LRIT 5.3.5: Display of LRIT shared data in SEG

IV. Technical Aspects

SSN / LRIT 5.4.1: SSN / LRIT Roadmap

SSN / LRIT 5.4.2: Report on NCSR 6**

SSN / LRIT 5.4.3: Central Locations Database (CLD) link with GISIS – progress report

SSN / LRIT 5.4.4: Central Ship Database – progress report

SSN / LRIT 5.4.5: AIS Time synchronisation issues**

SSN / LRIT 5.4.6: EU CDC and IDE new functionalities

V. Status at National Level

SSN / LRIT 5.5.1: SSN / LRIT Data Quality Report

SSN / LRIT 5.5.2: MSs Best practices – Belgium*

VI. Any Other Business

SSN / LRIT 5.6.1: Interoperability project - progress report*

~~SSN / LRIT 5.6.2 New regulation on European Maritime Single Window environment (EMSWe)*~~

Documents distributed in PowerPoint format.

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

Annex 2 – Meeting Agenda for Part I - SSN

Time	Agenda Item	Speakers
09:00 – 09:30	Registration	
09:30 – 10:00	Opening / Introduction ■ SSN / LRIT 5.1.1: Detailed Agenda ■ SSN / LRIT 5.1.2: Follow up actions ■ SSN / LRIT 5.1.3: Actions stemming from HLSG decisions	EMSA
10:00 – 10:15	Input from the Commission	COM
10:15 – 11:30	■ SSN / LRIT 5.5.1: SSN Data Quality Report ■ SSN / LRIT 5.5.2: MSs Best Practices - Belgium	MS/EMSA
11:30 – 11:45	Coffee break	
11:45 – 12:00	■ SSN / LRIT 5.4.1: SSN Roadmap	EMSA
12:00 – 12:15	■ SSN / LRIT 5.3.2: SEG Transition to Operation (T2O) – phase out of SSN GI	EMSA
12:15 – 12:30	■ SSN / LRIT 5.3.3: SSN PortPlus Guidelines update	EMSA
12:30 – 12:45	■ SSN / LRIT 5.3.4: SSN Common Operational Procedures update	EMSA
12:45 – 14:00	Lunch break	
14:00 – 14:15	■ SSN / LRIT 5.6.1: Interoperability project – progress report	EMSA
14:15 – 14:30	■ SSN / LRIT 5.6.2: New regulation on European Maritime Single Window environment (EMSWe)	EMSA/COM
14:30 – 14:45	■ SSN / LRIT 5.4.3: Central Locations Database (CLD) link with GISIS – progress report	EMSA
14:45 – 15:00	■ SSN / LRIT 5.4.4: Central Ship Database (CSD) – progress report	EMSA
15:00 – 15:15	■ Summary of the SSN follow up actions	EMSA

Annex 3 – List of action items from the 5th SSN/LRIT Group Meeting for Part I - SSN

Action Point	Topic and Action	Resp.
1	Provide feedback via the EMSA MSS on issues detected in the SEG after the deployment of SSN v4.2	MSs
2	Revised draft PortPlus Guidelines to be circulated along with the draft minutes by MSs. The final draft will be submitted to the next HLSG for approval.	EMSA
3	Provide Belgium with the Annex III source file for reuse at national level	EMSA
4	Amended SSN Common Operational Procedures to be validated by MSs. The final draft will be submitted for approval at the next HLSG meeting.	EMSA
5	Assess the request of Croatia to participate in the CSD pilot project.	EMSA
6	Bulgaria, Cyprus, Finland, Greece, Ireland, Latvia, Portugal and the United Kingdom to send the information on CTs to EMSA, together with the expected dates of entering into production with SSN v4.	Mentioned MSs
7	Update the exemptions reported in SSN with the relevant information on ships and ports having granted exemptions.	MSs
8	Increase the awareness of IRs at national level.	MSs
9	Provide feedback on EMSA annual MS Status reports in order to enable the Agency to collect information on best practice applied by MSs and share it with the group.	MSs
10	Contact EMSA to organise a meeting to discuss data quality issues on a voluntary basis.	Volunteer MSs
11	Assess the request of Malta and Slovenia to participate in the IRWG.	EMSA
12	Contact Denmark, Malta, Norway, Spain and Sweden to further discuss the issue of missing notifications and, if needed, to provide raw data.	EMSA
13	Share MS best practice with the group.	MSs

Part II - LRIT

Background

The session was chaired by Mr Lazaros Aichmalotidis, Head of Unit for Vessel and Port Reporting. Mr Jacob Terling and Mr Alexander Hoffmann from Unit D2 Maritime Safety represented the **European Commission** (DG MOVE).

Delegations from **Belgium**, **Croatia**, **Cyprus**, **Denmark**, **Estonia**, **Finland**, **France**, **Germany**, **Greece, Hungary, Iceland**, **Ireland**, **Italy**, **Lithuania**, **Luxembourg**, **Malta**, **the Netherlands**, **Norway**, **Poland**, **Portugal**, **Romania**, **Slovenia**, **Spain**, **Sweden,** and **Tunisia** attended the meeting.

The list of 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 chairperson welcomed the participants and especially the representative of Tunisia (who attended the meeting for the first time), and introduced the meeting objectives as follows:

- Discuss the LRIT Data Quality issues and recommendations on how to improve the quality of information reported.
- Provide an overview of the roadmap for developments in LRIT services.
- Present the EU LRIT CDC new functionalities.
- Present the elements related to the display of LRIT data in SEG.

I.2   Approval of the agenda

The agenda was adopted without changes.

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

EMSA summarised the outstanding issues from the previous workshop.

The group **noted** the information presented.

II.   Input from the Commission

Mr Terling also welcomed the representative of Tunisia as a participating 3rd country in the EU LRIT CDC, and reminded the participants of the integration process. He highlighted that Georgia should also join the EU LRIT CDC soon, and informed those present that other 3rd countries had also expressed interest in joining the EU LRIT CDC.

III.   Operational and legal aspects

III.1   5.3.5 Display of LRIT data in SEG

EMSA presented the ways in which LRIT data are currently displayed in the SEG, and the conditions to be met by SEG in order to maintain the availability standards and LRIT functionalities.

Responding to a request from **Belgium** for the implementation of a "hiding" functionality**, EMSA** clarified that with respect to the "Flag view" profile, the IMS National Admin of a Member State that is not willing to share LRIT Flag positions will grant this profile to national users unless the LRIT NCA opposes this approach. The IMS National Admin should be assigned by the IMS Point of Contact. The "hiding" functionality will apply to all Member States' national users who do not have a role in the LRIT CDC. This functionality will allow Belgium to "hide" LRIT Flag positions for one or more of its vessels (i.e. only BE users registered in the LRIT CDC will be able to access the vessel's position through IMS) regardless of whether it is sharing its LRIT Flag positions with other Member States.

Croatia pointed out that MRCCs should also be able to inform EMSA should ships need to be placed on a security list. **EMSA** clarified that this will be possible, as long as LRIT NCAs first identify which MRCCs can perform this task.

The group **noted** the information provided and **agreed** the following:

■   For EU MSs not agreeing to share their LRIT data with other EU MSs, LRIT NCAs should confirm to EMSA if the profile "LRIT Flag View" cannot be granted to users by the IMS PoC/National Admin (**Action point 1**).

IV.   Technical aspects

IV.1   5.4.1 LRIT Roadmap

EMSA presented an overview of the LRIT IDE and EU LRIT CDC releases deployed over the past year, as well as future releases.

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

IV.2   5.4.6 EU CDC new functionalities

EMSA presented an overview of the EU LRIT CDC new functionalities implemented in release v3.2. The presentation was supported by videos which are available for EU MSs to reuse for trainings.

Denmark asked about making it possible in the SEG to see which user has made an enhanced SAR SURPIC, as only "IMDATE" appears at present.

The group **noted** the information provided and **agreed** the following:

■   **EMSA** will grant LRIT NCAs access to the menu "Geographical area" in order to update the DDP directly from the EU LRIT CDC UWI (without needing to go through the IMO GISIS). This menu includes the possibility of adding, updating or removing DDP polygons, and activating/deactivating these polygons in the Standing Order, together with the possibility of modifying the filters by Flag and/or ship type (**Action point 2**).

V.   Status at national level

V.1   5.5.2 LRIT Data Quality report

EMSA presented an overview of the performance, use and status of the LRIT IDE, EU LRIT CDC and EU LRIT Ship Database (EU Ship DB) over the past year, putting particular emphasis on the first months of 2019 (February-

April). **EMSA** noted that some countries have low reporting rates, although they have significant fleets (e.g. Norway and Portugal), thus impacting the global reporting rate.

Belgium raised the issue of a ship that had changed flag in the LRIT Ship DB, but that was still appearing under the Belgian flag in the EU LRIT CDC. **Belgium** also mentioned that the wording "Ongoing" appeared in the Recommendations table of the EMSA LRIT Yearly Reports to Member States (about the list of ships not integrated or not reporting, whereas the ships mentioned in these lists are different every year), and suggested to change the wording to reflect the progress made by MSs.

Belgium also pointed out that, in the LRIT Yearly Reports, the list of non-reporting ships is drafted to include ships not reporting for at least 14 days. **Belgium** delegated the monitoring of its fleet to EMSA and receives a monthly report on non-reporting ships at the beginning of each month. To allow time to deal with such cases, **Belgium** suggested a longer period (for example 6 weeks) for declaring ships as non-reporting.

Spain asked if it can be possible to disable or automatically delete user accounts which are not used for a long time, because sometimes it is not easy for Administrations to delete on time accounts that are not used. **EMSA** mentioned that, following the migration to the new Identity Management system, this functionality is already available.

Estonia raised an issue about users that appear as enabled in the EU LRIT CDC, but disabled in the Identity Management. **Denmark** requested the possibility to assign new ports more easily to all users.

The group **noted** the information provided and **agreed** the following:

■ **EMSA** will analyse the potential update issue relating to ships appearing in the EU LRIT CDC as not integrated, although they had been deleted or transferred between flags in the LRIT Ship DB (**Action point 3**);
■ **EMSA** will analyse how to adapt the Yearly report to MSs in order to reflect the work performed by MSs on ships that are not integrated and not reporting (**Action point 4**);
■ **EMSA** will analyse how to adapt the Yearly report to MSs in order to define how long a ship should be in status Not reporting before being listed in the report (**Action point 5**);
■ **EMSA** will check whether automatic user accounts disabling can be set up for cases where accounts have not been used for a long time (**Action point 6**);
■ **Estonia** will provide the list of users appearing as Enabled in the EU LRIT CDC and disabled in the Identity Management. **EMSA** will analyse this mismatch (**Action point 7**);
■ **EMSA** will analyse the possibility to quickly assign new ports to users. This should be done together with the migration of the EU CDC UWI to the SEG, as the ports will be listed in the COD (**Action point 8**).
■ **The Netherlands** and **Portugal** will update the LRIT Ship DB in order that the terminal model "Other" is not used (**Action point 9**);
■ **Norway** and **Portugal** will analyse the low LRIT reporting rates of their fleets (**Action point 10**).

VI.   Meeting 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 3.

The provisional date for the next meeting is 29 October 2019, should there be a need for a second LRIT meeting this year. This will depend on the items to be presented in October. The final date will be confirmed in the invitation letter.

Annex 1 – List of distributed documents for Part II - LRIT

VII.   Introduction

SSN / LRIT 5.1.1: Detailed Agenda

SSN / LRIT 5.1.2: Follow up actions

SSN / LRIT 5.1.3: Actions stemming from HLSG decisions

VIII.   Input from the Commission

IX.   Operational and Legal Aspects

SSN / LRIT 5.3.5: Display of LRIT shared data in SEG

X.   Technical Aspects

SSN / LRIT 5.4.1: SSN / LRIT Roadmap

SSN / LRIT 5.4.2: Report on NCSR 6**

SSN / LRIT 5.4.6: EU CDC and IDE new functionalities

XI.   Status at National Level

SSN / LRIT 5.5.2: LRIT Data Quality Report

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

Annex 2 – Agenda for Part II - LRIT

Time	Agenda Item	Speakers
Part II - LRIT meeting		
15:30 – 15:45	Opening / Introduction ■ SSN / LRIT 5.1.1: Detailed Agenda ■ SSN / LRIT 5.1.2: Follow up actions ■ SSN / LRIT 5.1.3: Actions stemming from HLSG decisions	EMSA
15:45 – 16:00	■ Input from the Commission	COM
16:00 – 16:30	■ SSN / LRIT 5.5.1: LRIT Data Quality Report	EMSA
16:30 – 16:45	■ SSN / LRIT 5.4.1: LRIT Roadmap	EMSA
16:45 – 17:00	■ SSN / LRIT 5.4.6: EU CDC and IDE new functionalities	EMSA
17:00 – 17:15	■ SSN / LRIT 5.3.5: Display of LRIT shared data in SEG	EMSA
17:15 – 17:30	■ Summary of the LRIT follow up actions	EMSA

Annex 3 – List of action items from the 5th SSN/LRIT Meeting

LRIT Group Session for Part II - LRIT

Action Point	Topic and Action	Resp.
1	For EU MSs not agreeing to share their LRIT data with other EU MSs, LRIT NCAs should confirm to EMSA if the profile "LRIT Flag View" cannot be granted to users by the IMS PoC/National Admin	MSs
2	EMSA to grant LRIT NCAs access to the menu "Geographical area", to update the DDP directly from the EU LRIT CDC UWI (without needing to go through the IMO GISIS)	EMSA
3	EMSA to analyse the potential update issue about ships appearing in the EU LRIT CDC as Not integrated, whereas they were deleted or transferred between flags in the LRIT Ship DB	EMSA
4	EMSA to analyse how to adapt the Yearly report to MSs to reflect the work performed by MSs on ships not integrated and not reporting	EMSA
5	EMSA to analyse how to adapt the Yearly report to MSs to define how long a ship should be in status Not reporting before being listed in the report	EMSA
6	EMSA to check if the automatic user accounts disabling in case an account has not been used for a long time can be set up	EMSA
7	Estonia to provide the list of users appearing as Enabled in the EU LRIT CDC and Disabled in the Identity Management, and EMSA to analyse this mismatch	Estonia/EMSA
8	EMSA to analyse the possibility to assign quickly new ports to users. This should be done together with the migration of EU CDC UWI to SEG, as the ports will be listed in COD	EMSA
9	The Netherlands and Portugal to update the LRIT Ship DB to not use the terminal model: "Other"	The Netherlands/ Portugal
10	Norway and Portugal to provide analysis on the low LRIT reporting rates of their fleets	Norway/ Portugal

Electronically signed on 17/06/2019 15:21 (UTC+02)