

Frequently Asked Questions (FAQ) of a Technical Nature

ON SAFESEANET VERSION 3

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SSN V3

Frequently Asked Questions (FAQ) of a Technical Nature

This support is provided without prejudice to any formal legal interpretation and with the sole purpose of assisting and sharing some of the more common technical questions and issues encountered (non-exhaustive)

A. Reporting requirements

Q.A.1: Will the voyage data be forwarded to THETIS when neither Port Waste nor Security data elements are included in a PortPlus 'PreArrival' notification (XML)?

Voyage data (ETA, ETD, ATA and ATD) will be forwarded to THETIS regardless of whether Waste or Security data elements are included in a PortPlus notification.



Q.A.2: All vessels are required to provide ATA/ATD upon entrance/departure or within a reasonable time. Does this nullify the 'PreArrival' requirement of the security notification?

No, the reporting of ATA/ATD does not “nullify” the requirement to submit Security pre-arrival notification. The pre-arrival information, including the security notification, can be reported separately from the ATA and ATD. Therefore, the ATA and ATD can be reported as updates to the previously sent PortPlus message with the pre-arrival information.



Q.A.3: The submission of information is locked after ATD has been inserted (or within the allowed time frame). Could the NCA have access to change information after ATD has been set?

The XMLRG 2.08 states that a PortPlus message is available for updates in the following 120 days (p 83 XMLRG 2.08). This limitation is removed from SSN V3, now there is no limitation on when updates can be made to the PortPlus message. However, a ship call cancellation can only be done before the time of arrival (before ATA is submitted).



Q.A.4: Should the data group 'VesselDetails' in the PortPlus notification be provided on a voluntary basis only (e.g. to update in the SSN ship database)?

The data group 'VesselDetails' in the PortPlus notification is set as optional because vessels' details are only required by the Security pre-arrival notification. Therefore, if Security information is to be reported in the PortPlus message then the 'VesselDetails' group are to be provided as well. Otherwise, 'VesselDetails' are provided on a voluntary basis. These details will help to keep the ship database up-to-date.



Q.A.5: When the issuer type of the ISSC (security details) is "GVT" (contracting government), is an indication of the country (e.g. alpha-2 code in accordance with the standard ISO 3166-1) sufficient as value of "Issuer"?

According to the 'Ship pre-arrival information' form in the appendix of Directive 2010/65/EU, what is required is the "name of administration". Likewise, the definition of 'Issuer' in the XMLRG is 'Name of issuing body'. Therefore, the country code is not sufficient.



Q.A.6: Which security details (e.g. 'actual' date of arrival and departure for the calls in the last 10 port facilities) should be reported in case the ship has not already arrived or departed from the previous port facility? Should estimate dates be given or should the notification be postponed until the ship actually left from the previous port?

According to Articles 4 of Directive 2010/65/EU and 6.2 of Regulation 725/2004, the notification should be provided "(a) at least 24 hours in advance; or (b) at the latest, at the time the ship leaves the previous port, if the voyage time is less than 24 hours; or (c) if the port of call is not known or it is changed during the voyage, as soon as this information is available". Therefore the Security notification can be provided on departure from the last port. At this stage actual dates are known and can be reported. SSN will not control the values of the dates provided.



Q.A.7: Does the business rule for attribute POBVoyageTowardsNextPort mean that in case the HazmatNotificationInfoEUDepartures attribute is provided, the DepartureNotificationDetails element also has to be part of the notification? Is it possible to specify the HazmatNotificationInfoEUDepartures element without providing the DepartureNotificationDetails element in PortPlus notification?

The business rule for attribute POBVoyageTowardsNextPort means that in case HazmatNotificationInfoEUDepartures is provided the DepartureNotificationDetails element also has to be part of the notification. However, in the XMLRG (version 3.02), the attribute ATDPortOfCall" included in the DepartureNotificationDetails has been changed to optional (occ. 0-1).



Q.A.8: Are all the data elements included in the Security element group mandatory?

All data elements required by the security form included in the Appendix to Directive 2010/65/EU shall be reported to the NSW and exchanged via SSN.



Q.A.9: According to SSN XMLRG the attributes 'PortOfLoading' and 'PortOfDischarge' in the MS2SSN_ShipCall_Res message are optional. There are no business rules describing in which cases this information is required. Are these data elements purely informational and never mandatory?

Port of loading and port of discharge are information from IMO FAL form 7 “Dangerous Goods Manifest”. The report of the SSN Interface sub-group presented at SSN workshop 20 (document 20.4.3, Chapter 3.2), explains that “*the eMS General Maritime sub-group [...] considered the possibility of incorporating additional data elements from IMO FAL form 7 in the NSW, as well as exchanging these elements via SSN. Since there is no EU legal obligation to report this information, they were included as optional fields.*” Such information may be valuable for operational purposes. It is therefore recommended to communicate them through SSN if they are available in the National SSN system.



Q.A.10: The data elements for Port Waste and Security are described in the SSN XMLRG as optional. Is there a requirement to provide this data, via electronic means, to the SSN system from 1 June 2015?

Article 6 of Directive 2010/65/EU requires Member States to ensure that information received in accordance with the reporting formalities provided in a legal act of the Union is made available in their national SSN systems, and to make the relevant parts of such information available to other Member States via the SSN system. Currently, this applies to the following reporting formalities in the annex to the Directive:

- Notification for ships arriving in and departing from MS ports (Article 4 of Directive 2002/59/EC)
- Notification of dangerous or polluting goods carried on board (Article 13 of Directive 2002/59/EC)
- Notification of waste and residues (Article 6 of Directive 2000/59/EC)
- Notification of security information (Article 6 of Regulation (EC) No 725/2004).

Article 6(3) of Directive 2010/65/EU also states that the digital format of the message to be used within national SSN systems shall be established in accordance with Article 22a of Directive 2002/59/EC. Based on the above, it is a mandatory requirement that the Waste and Security elements be sent to the central SSN system.

As regards the structure of the PortPlus notification in the XMLRG, the elements *WasteNotification* and *SecurityNotification* are indicated as optional because there may be cases where the notification of waste and residues (Article 6 of Directive 2000/59/EC) or the notification of security information (Article 6 of Regulation (EC) No 725/2004) do not apply to specific ships (for instance in case of exemptions).



Q.A.11: If HazmatDetails is not sent to central SSN via phone/fax or URL, should Member States always send this information in a separate message (MS2SSN_ShipCall_Res.xml), when departing HAZMAT exists for a shipcall?

When the central SSN system receives a request for information from a user it will send a request to the national SSN system (data provider) that holds the additional details on that ship call. When receiving this request the national SSN system should send a response message (MS2SSN_ShipCall_Res) with the requested details. More information can be found in Section 3.8 - Get PortPlus notification(s) details, XMLRG.



Q.A.12: We noticed that some ShipCall test cases are mandatory. Is this only for MSs that are implementing the request/response mechanism?

No, the tests identified as Mandatory have to be performed by all Member States. In SSN version 3 the response to ShipCall requests with PortPlus notification details (Hazmat, Waste and Security) are mandatory as the notification details can only be provided in XML. This is one of the major changes of SSN version 3 compared to the previous version (the option of providing the notification details using phone/fax and downloadable document will not be available for PortPlus notifications).



Q.A.13: If the Url option is removed, it can be a problem for agents of large vessels to provide the hazmat data in XML as is expected in the ShipCall response message.

The SSN version 3 functional and technical specifications were drafted by a group of Member States (the "SSN interface sub-group"), reviewed by the SSN Group (20th SSN meeting, 06/11/2013) and approved by the HLSG (10th HLSG meeting, 16/01/2014).

Regarding the Hazmat information, the Reporting Formalities Directive (Directive 2010/65/EU) requires that HAZMAT data is transmitted in electronic format by ship data providers to a national single window and made available in the national SSN system for exchange with other Member States. Electronic format is defined as the "process of transmitting information that has been encoded digitally using a revisable structured format which can be used directly for storage and processing by computers" (article 2-f). Therefore the option of exchanging Hazmat details in other formats than XML was removed.



Q.A.14: According to the XMLRG and XSD, the reference identification of the recipient of all message types ("To" attribute) should be a text with a minimum length of 7 characters. However MS2SSN notifications to SSN-EIS sent by a Member State system have always been addressed to 'SSN' (which is less than 7 characters). Is this an error in the documentation and xsd or should notifications be addressed to a different user in SSN v3?

In accordance with the agreed SSN v3 naming conventions, SSN will be identified in the message exchange as "SafeSeaNet" (not "SSN"). The UserID for Authority accounts exchanging data with SSN should have a minimum length of 7 characters and comply with the agreed naming conventions.



Q.A.15: When “MS 1” sends an IncidentReport where “MS 2” is listed as distributed country, EMSA will send an SSN2MS_IncidentDetail_Tx message to “MS 2”. Is it useful for “MS 2” to implement the Request/Response mechanism (MS2SSN_IncidentReport_Req/ SSN2MS_IncidentReport_Res) if “MS 2” already process all those TX messages? In other words, does the Req/Res mechanism give us possibly more incidents then the incidents received via the TX message? (For example: those where “MS2” is not in the list of distributed countries?)

The first point is correct: the Central SSN will send an SSN2MS_IncidentDetail_Tx message to “MS2” if the data provider quotes “MS2” as a recipient.

Regarding the second point: the implementation of the messages MS2SSN_IncidentReport_Req and SSN2MS_IncidentReport_Res presents several operational benefits:

- the national system can retrieve incident reports which do not include a Member State in the distribution list.
- a Member State has the possibility to request for incident reports by using different queries (see the business rules included in the XMLRG under the section MS2SSN_IncidentReport_Req).
- As long as the backward compatibility is supported, the Request/Response mechanism allows retrieving information notified to SSN through the “old alert framework”.

As explained in the XMLRG (section 3.5), the incident report framework is an alternative to the Alert notifications.

B. Exemptions

Q.B.1: Article 15 (with regard to Articles 4 and 13) of the Directive 2002/59/EC (as amended) states that Member States can issue an exemption. However all vessels over 500gt with ISSC classification cannot be exempted (unless in exceptional circumstances) from Security reporting. How MS should manage the reporting of Security element without requiring the vessel/port to notify the 24hr Pre-Arrival notification where an exemption has been issued?

Exemptions are treated individually as per Article 15 of the Directive 2002/59/EC (as amended) and Article 7 of Regulation EC 725/2004. If a ship engaged in scheduled service is exempted of providing pre-arrival information under Article 15 of Directive 2002/59/EC but not under Article 7 of Regulation EC 725/2004, the pre-arrival security information needs to be reported.



Q.B.2: If Waste exemptions are not notified to SSN, should the national system generate automatic Waste notifications according to the schedule instead?

The MS can choose either to report the waste exemption or to develop its national system to generate automatic Waste notifications according to the ship schedule. In every case, it is important to ensure that the information is available in SafeSeaNet (using the functionality to report the exemption or sending the notifications).

***Q.B.3: Which route information should be specified in the exemption notification per type of exemption?***

The MARSEC Committee has developed a template to report exemptions and which includes a column entitled 'Route (from/to)'. In SafeSeaNet this is implemented that as a minimum two LOCODEs need to be reported.

Regarding the information on Waste, exemptions are granted in accordance with Article 9 of Directive 2000/59/EC. The information to be reported to SafeSeaNet, on a voluntary basis (as approved by the HLSG 10), is only regarding exemptions to Article 6 (obligation to provide Notification of waste and residues). The current technical implementation of SSN imposes a minimum of two ports to be reported.

***Q.B.4: Which information should be given and whose contact details are expected in the 'Contact24/7' data group?***

The 'Contact24/7' is included in the Exemptions message: MS2SSN_Exemption_Not) data elements and will be included when Member States exempt scheduled services from transmitting port call, Hazmat, Waste or Security notifications. The contact details to be included are those of the contact person in the authority which gave the exemption and from where further detailed information on the exempted services may be obtained on a 24/7 basis. Exemptions may also be reported to SSN using the web interface "Send Notifications".

C. Administrative issues

Q.C.1: Where can questions on SSN v3 Business Rules and Processes be submitted?

They may be sent to EMSA MSS (MaritimeSupportServices@emsa.europa.eu).

***Q.C.2: Is a wildcard certificate which is issued by GlobalSign trusted for SSN purposes?***

The system-to-system communication in the context of SSN is based solely on certificates issued by EMSA.



Q.C.3: Where are updated XMLRG and xsd available?

The new SafeSeaNet XMLRG is available at:

<http://www.emsa.europa.eu/ssn-main/documents/technical-documentation.html> and

The XSD (V3.0) is available at EMSA Extranet, SafeSeaNet [Protected Documents]:

https://extranet.emsa.europa.eu/document-repository/cat_view/264-safeseanet/280-protected-documents. Access to the XSD requires a login/password available to the NCA contact person. Therefore, it is necessary to contact the NCA to obtain these documents.

**Q.C.4: Is the SSN v3 training Web environment operational? Is it possible for an NCA to create user access for a software partner? What are the necessary steps to do this?**

All the existing users and accesses are valid. It is possible to connect to the SSN web interface with an NCA user account and create the necessary accounts for a software partner: <https://sso-training.emsa.europa.eu>

A test system should be configured to the following new SSN v3 end-points:

- XML protocol endpoint
Internet address (2-way SSL): <https://eis-training.emsa.europa.eu:448/ssn-xmlprotocol-v3-web/ssn.do>
TESTA address (2-way SSL): <https://eis-training.emsa.testa.eu:448/ssn-xmlprotocol-v3-web/ssn.do>
- SOAP endpoint
Internet address (2-way SSL): <https://eis-training.emsa.europa.eu:448/ssn-xmlprotocol-v3-ws/ssnmessageservice>
TESTA address (2-way SSL): <https://eis-training.emsa.testa.eu:448/ssn-xmlprotocol-v3-ws/ssnmessageservice>

**Q.C.5: According to SSN XMLRG and XSD v3.01, the TotalNrOfPackages in the HazmatDetails element of a ShipCallResponse message should be an integer with maximum 1 digit. This means that the maximum value is '9'. Is this an error? If not, how can a higher number of packages be reported?**

This is an error which has been corrected in XMLRG v3.02. All discovered errors and issues will be taken into consideration and included in the next release of the XMLRG and associated XSD.



Q.C.6: Where is the list of the SSN v3 Validation Rules that will be applied to the following Member State's incoming messages to SSN:

- 1. MS2SSN_Ship_Not.xml message,**
- 2. MS2SSN_Alert_Not.xml message, and**
- 3. MS2SSN_PortPlus_Not.xml message?**

The SSN Version 3 business/validation rules are described in the XMLRG. For each message could be found at a table with the message description (format) followed by another table with the applicable business rules. Some messages have general business rules applicable to the whole message and then specific business rules applicable to attributes.



Q.C.7: The user has changed the password to enter the SSN AIS application without informing other users in the team, and the SAFESEANET became blocked. When clicking on “lost password”, an email allowing to change the password is received but this corresponds to the EMSA PRIVATE application, and not to the SAFESEANET AIS.

The SSN, Thetis, LRIT, CSN and IMDatE systems are integrated in a “Single Sign On” functionality. SSN is one of the EMSA applications that are using a shared logging page (Single Sign On). As such, only one user can be logged in at the same time in the same workstation. Should there be more than one login for these systems, the NCA of each system should be requested to consolidate the accounts. This will allow access to the systems with only one login/password.

D. LOCODES

Q.D.1: A port which is visited by sea-going vessels does not have a LOCODE as a seaport. To date, the UNECE only provides a rail terminal code for this port, which does not have function 1. What should be done to update the function of this LOCODE?

In order to update the function of this LOCODE at UNECE level a Member State has to apply the procedure 3.5 of the SSN LOCODEs Guidelines. As a temporary solution a SSN specific location can be created by a Member State while the process of creating/updating of UN/LOCODE list is in progress.

E. Data quality

Q.E.1: In order to validate MMSI numbers the parameters MID vs flag state and length = 9 is used. Should additional check mechanisms be implemented in a national SSN system?

The central SSN system checks if the MID corresponds to the Flag of the ship but this is not done to validate the MMSI number. As stated in the XMLRG, when a notification is sent and the ship identification MID digits included in the MMSI do not match with the information reported in the flag attribute a warning is appended in the StatusMessage: "Warning: The MID digits included in the reported MMSI refer to a different country from the one reported with the flag attribute".



Q.E.2: According to the SSN XMLRG the value of attribute "PortFacility" (voyage information and security details) should be "the port facility's code as in the IMO GISIS maritime security database". Will these codes be validated against a reference list in SSN-EIS (as is done for the UNLOCODES)?

SSN will not control the value provided for *PortFacility*. Nevertheless, as this information is meant to be communicated to other Member States, it is crucial that the proper GISIS code is provided.