EMSA

European Maritime Safety Agency

Frequently Asked Questions (FAQ)

ON SAFESEANET VERSION 4

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SSN V4

Frequently Asked Questions (FAQ)

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.   Commissioning Tests

Q.A.1: When will it be possible to begin the commissioning tests of national SSN systems for V4?

The deployment of SSN V4 in the training environment to support the commissioning tests is planned for April 2018.

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Q.A.2: What are the agreed deadlines for the commissioning tests?

The period for running the commissioning tests is April to December 2018.

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Q.A.3: Where can I find the Commissioning Test Plan?

The Member State Commissioning Test Plan for SSN V4 is available at: http://emsa.europa.eu/ssn-main/documents/item/2287-ssn-member-state-commissioning-test-plan-v2-0.html

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Q.A.4: Where can I find the XML Messaging Reference Guide and the XSD files?

The XML RG is available at: http://emsa.europa.eu/ssn-main/documents/item/3073-ssn-xml-messaging-reference-guide-v4-01.html

The XSD can be found at: https://extranet.emsa.europa.eu/document-repository/protected-documents/4230-safeseanet-xsd-v4-0

Note: the file is password restricted. Access to the XSD requires a login/password that is available to the NCA contact person. It is therefore necessary to contact the NCA to obtain this document.

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Q.A.5: Where can questions on SSN v4 Business Rules and Processes be submitted?

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

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Q.A.6: Are wildcard certificates issued by GlobalSign trusted for SSN purposes?

System-to-system communication relating to SSN is based solely on certificates issued by EMSA.

An on-line course to learn about EMSA's Public Key Infrastructure services and how to request, renew and revoke digital certificates is available via the EMSA eLearning tool (MaKCs Home), which is accessible via the EMSA portal.

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Q.A.7: Is the SSN v4 training environment operational? Is it possible to create user access for a software partner? What are the necessary steps for doing this?

All of the existing users and accesses are valid. It is possible to connect to the SSN training web interface via https://portal-training.emsa.europa.eu/home

In order to obtain a new account, the SSN NCA should contact the EMSA MSS MaritimeSupportServices@emsa.europa.eu

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Q.A.8: Where is the list of the SSN v4 validation rules that will be applied to the following types of messages coming from Member States to SSN?
1. PortPlus notifications.
2. Incident Notifcation.

The validation rules applied by SSN Version 4 are described in the XML Messaging Reference Guide. For each message, the message description (format) is provided followed by the applicable business rules. Some messages have general business rules that are applicable to whole messages, as well as specific business rules applicable to attributes.

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Q.A.9: The document "SSN-MSCTP-MAN-v2.0" introduces a commissioning tests phase 2. It is stated that "After the successful completion of the first phase and once MSs are ready to provide the real data to SSN Pre-Production in V4 format, EMSA will perform the validation of this set of data. Member States will use actual production data, ingest it in their test environment and transmit it to the EMSA pre-production environment. This set of actual production data shall be converted to be compliant with the version under validation (e.g. production data in v3 will have to be transformed in v4 format in order to be used in this second phase)."

I would like to have confirmation that Phase 2 is mandatory prior to entering in production with v4 messages.

This issue was discussed during the 2nd SSN/LRIT group meeting, where it was agreed that Phase 2 will be considered on a case by case basis by each MS.

For those MSs that will not execute phase 2 of the commissioning tests, the data quality checks for the new SSN version 4 will be carried out during the first week in production. If the number of rejected messages during this first week is high, or if there are other serious problems, the MS will be requested to roll-back to version 3 until the detected issues have been corrected.

B.   Transition period

Q.B.1: How does SSN handle the transition from V3 to V4? Is SSN able to handle/receive PortPlus V3 and V4 messages for the same ship call?

Is it possible to send a PortPlus update message in the V4 format while one or more previous PortPlus messages were sent in the V3 format?

Although SSN will be backward compatible with V3, it is preferable to report all PortPlus messages for the same ship call ID in the same format (either V3 or V4), as this might affect the provision of the waste details.

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Q.B.2: How does SSN determine the version to be used for request messages (SSN2MS_ShipCall_Req) to a Member State during the transition period?

We assume that SSN does not send requests in V3 for ship calls which have been already reported to SSN using PortPlus V4 messages. Is this assumption correct?

In order to receive SSN2MS_ShipCall_Req messages (requests for Hazmat, Waste, Security details), national SSN systems just need to be adjusted to accept the element "Version" indicating "4.0". The format of the SSN2MS_ShipCall_Req message remains unchanged.

Regarding the MS2SSN_ShipCall_Res response message, national SSN systems can either reply with a V3 or a V4 message.

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Q.B.3: Are there any changes needed in national SSN systems following the deployment of SSN V4 in production?

Following the deployment of SSN V4 in production (planned for May 2018), both v3 and v4 messages will be accepted by the central SSN system. However, there are a number of changes to the messages that will be sent by the central SSN system:

• The attribute "Version" in the Header element of all messages will indicate "4.0".

• An attribute "PortFacilityLocode" will be added in the SSN2MS_ShipCall_Res messages.

• The occurrence of the "EmSNumber" attribute in the SSN2MS_ShipCall_Res messages will be changed from 0-2 to 0-5.

• An element "DeliveredAtLastPort" will be added in element "WasteItem" in the SSN2MS_ShipCall_Res messages.

• New waste codes will be added for the attribute "WasteCode" in the SSN2MS_ShipCall_Res messages

Member States will have to update the XSD files used by national SSN systems to the V4 version, but they will still have the possibility to continue transmitting the messages in the V3 structure.

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Q.B.4: Will MSs be able to choose whether they want to receive SSN v3 or SSN v4 SSN2MS_ShipCall_Req messages, and can they respond with SSN2MS_ShipCall_Res messages in a different version than the received SSN2MS_ShipCall_Req? Alternatively, does everything depend on the version in which the latest PortPlus notification for the same ship call was received by the central SSN system?

All SSN2MS_ShipCall_Req messages will be in the V4 format, but this format is backward compatible with V3. MSs will be able to respond with a MS2SSN_ShipCall_Res message either in V3 or V4 format.

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Q.B.5: Will it be possible for national SSN systems to provide data using the format of either SSN V3 or SSN V4 (i.e. port A still providing V3 data and port B already in V4)?

Yes. It will be possible for the same national SSN system to send messages in both V3 and V4 formats. The national SSN system will have to use the XSD for V4, and for consistency, all messages regarding the same ShipCallId should be sent in the same format (all in v3 or all in v4).

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Q.B.6: How long will SSN V3 messages be supported?

It is expected that all national SSN systems will be migrated to V4 by December 2018. The date when V3 messages will be phased out will be decided by the HLSG.

C.   Hazmat reporting

Q.C.1: Will SSN validate the combination of 'DGClassification' and 'IMOHazardClass' in DPGItem of a MS2SSN_ShipCall_Res message?

Yes, SSN will validate the combination of "DGClassification" and "IMOHazardClass" in the element "DPGItem". IMOHazardClass is only mandatory when DGClassification is 'IMDG', 'IBC' or 'IMSBC'. For the other DG classifications, the attribute "IMOHazardClass" is optional.

Please refer to the business rules provided in the XML Messaging Reference Guide.

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Q.C.2: According to SSN XMLRG, the attributes 'PortOfLoading' and 'PortOfDischarge' in the MS2SSN_ShipCall_Res message are optional. There are no business rules describing the cases in which this information is required. Are these data elements purely informative, and never mandatory?

Port of loading and port of discharge information comes from the IMO FAL form 7 "Dangerous Goods Manifest". The report of the SSN Interface sub-group that was 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 submit it via SSN whenever it is available in national SSN systems.

D.   Waste reporting

Q.D.1: Is it possible to use V4 codes in V3 messages (e.g. new waste type codes 2102 and 2600)?

All codes ("new" and "old") will be accepted. The old codes will be removed following the transition period.

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Q.D.2: Is it possible to use V3 codes in V4 messages (e.g. waste type codes 2312, 4000, 4100, 4101, 5000 that will be removed)?

All codes ("new" and "old") will be accepted. The old codes will be removed following the transition period.

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Q.D.3: In one of the documents approved by the HLSG on 20 June 2017 (Annex I SSN V4 SRS v0.4), business rule 7 says that waste related fields should always be completed even if there is no quantity to be reported (in this case, the quantity should be reported with the value "0").

However, in the SSN v4 RefGuide (v4.01) and xsd, the elements MaxStorage, RetainedOnBoard and EstimateGenerated are indicated as 'optional' elements. Moreover, the RefGuide recommends only providing a value in certain cases (i.e. when WasteDeliveryStatus = "Some" or "None").

Please clarify how business rule 7 in the SRS document should be interpreted?

Business rule 7 refers to the quantity of waste to be delivered, retained on board and estimated to be generated, and this should be reported for all waste types, even if there is no quantity to be reported for a specific waste type. In this case, the quantity should be reported with the value "0". At the 2nd HLSG, the Commission clarified that this could be done for only the main waste type categories in order to reduce the reporting burden. At this stage, SSN does not perform such controls, but EMSA will present a proposal at the next SSN/LRIT group meeting.

The data elements "MaxStorage", "RetainedOnBoard" and "EstimateGenerated" are optional as regards technical implementation. As the waste details in V4 will be provided in the

notification, it was decided not to technically enforce such rule, as it might cause a high number of rejected messages. However, they are still required according to the legal obligations stated in Commission Directive (EU) 2015/2087, Annex. A data quality analysis will be carried out to determine whether the information was reported in accordance with legal obligations.

E.   Security reporting

Q.E.1: When the ISSC issuer type (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 to identify the "Issuer"?

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

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Q.E.2: Which security details (e.g. 'actual' date of arrival and departure for the calls in the last 10 port facilities) should be reported if a ship has not already arrived or departed from the previous port facility? Should estimates be provided, 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; (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 after, or at the time of, departure from the last port. At that stage, the actual dates of the last call will be known and can be reported. SSN will not control the values of the dates provided.

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Q.E.3: Are all of 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.

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Q.E.4: According to the SSN XMLRG, the value of the 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 *PortFaclity*. Nevertheless, as this information is intended for communication to other Member States, it is crucial that the proper GISIS code is provided.

F.   Bunkers reporting

Q.F.1: When is reporting of bunkers to SSN mandatory?

Reporting of bunkers to SSN is mandatory for the Member States that require that information on bunkers on board is reported in their National Single Window using a FAL 3 - Ship's Store Declaration.

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Q.F.2: Is it possible to report bunkers both at arrival and at departure?

Yes. In SSN V4, there are two new elements in the PortPlus notification. The BunkersNotificationTowardsPortOfCall element relates to arriving ships and the BunkersNotificationTowardsNextPort relates to departing ships.

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Q.F.3: What are the timeframes for reporting bunkers to SSN?

SSN will not perform any verification of time when information about bunkers is reported. The reporting timeframe shall be taken from the national legislation.

G.   Exemptions reporting

Q.G.1: What are the mandatory information fields for exemptions in SSN v4 compared to v3?

The following information will be mandatory when reporting exemptions in SSN v4:

- Port(s) to which the exemption applies to [mandatory to all exemption types]
- Exempted Port Facility [mandatory to exemption type "Security"]
- Exempted Waste types [mandatory to exemption types "Waste Notification", "Waste Fees" and "Waste Delivery"]

For the XML system interface, these additional elements will remain optional during the V3-V4 transition period. However, they will be mandatory in the web interface.

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Q.G.2: Can an exemption notification contain an exempted port (or port facility) outside the EU?

The exempted ports (or port facilities) reported in the exemption notification ("ExemptionAppliesTo" element) can only be for the same country as the reporting authority.

In the "Route" element, any port may be reported.

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Q.G.3: Should ports to which the exemption applies also be included in the "Route" element, or should the route only contain ports of the scheduled service to which the exemption does not apply?

The "Route" element should include all ports of the scheduled service (whether exempted or not).

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Q.G.4: In case ports to which the exemption applies need to be included in the route, can you explain why the minimum occurrence of the route elements was changed from 2 to 1? Does this mean that exemptions for ships not operating in a scheduled service (e.g. only 1 port in the route) can be notified?

Yes. In some cases, vessels operate within port limits, and an exemption is issued.

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Q.G.5: Is a Member State allowed to notify an exemption which applies to ports in another country?

Yes, if an agreement is in place between both MSs. However, two distinct exemptions of the same type for the same scheduled service must be reported to SSN by the different Authorities with each exempting their own ports in the element "ports to which the exemption applies".