

## Meeting: 24<sup>th</sup> SafeSeaNet Group Meeting

**Place and date:** Lisbon, 14 October 2015

**Agenda item:** SSN Roadmap

**Document number:** SSN 24.4.1

**Submitted by** EMSA

Summary	Presents an overview of the roadmap for developments in SSN.
Action to be taken	As per paragraph 5.
Related documents	SSN23 minutes – Action Point 9

### 1. Background

At its meeting on 23 June 2014, the SSN HLSC agreed to implement a link between SSN and the Common Emergency Communication and Information System (CECIS) managed by DG ECHO, which is used for requesting assistance in the event of major disasters. This link will be introduced in SSN v3.1.

An additional release (v3.2) is planned in order to include the Shore-based Traffic Monitoring and Information Database (STMID), which was approved by the SSN HLSC at its meeting on 19 June 2013.

At its meeting of 27 March 2015, the SSN Group requested that EMSA propose a solution to avoid the rejection of vessels with long stays in port of more than 1 year (Action point 9).

The development of the Central Hazmat Database will begin in 2015, as agreed by the SSN HLSC, and it is expected to be released by mid-2016.

### 2. Current Status

#### a. SSN v3.1 release

SSN v3.1 will be released at the beginning of October, and it will include the following improvements:

- Distribution of Incident Report (IR) messages to both V2 and V3 end-points in National SSN Systems. This will address the distribution of IR messages during the transition phase.
- SSN-CECIS link.

#### b. SSN v3.2 release

SSN v3.2 will be released in February 2016, and it is a major upgrade to the system which will include the following:

- The Shore-based Traffic Monitoring Infrastructure Database (STMID).
- The alignment of rules relating to PortPlus validation for long stay cases, which addresses the request from the SSN Group. SSN will not reject PortPlus notifications with an ATA older than one year if it is

provided in an update notification which does not affect the ATA value (e.g. which is used to report other information, such as the ATD).

The business rule in the XMLRG for the ATAPortOfCall element will be modified as follows:

*"Cannot be older than 1 year, from the moment when the notification is received by the Central SSN System (ATAPortOfCall > moment when the notification is received – 1 year), unless provided in an update notification with the same value as already stored in the Central SSN System."*

- Change of control over ETDFromPortOfCall in PortPlus notifications. This will address an issue reported by some MSs relating to the rejection of PortPlus notifications in cases where ships are only required to report actual arrivals and departures.

The business rule in the XMLRG for the ETDFromPortOfCall element will be modified as follows:

*"Mandatory if ATDPortOfCall is not provided, and PortOfCall is not "ZZCAN", and one of the following elements is provided: PreArrivalNotification24HoursDetails, or HazmatNotificationInfoEUDepartures, or PreArrival3DaysNotificationDetails, or WasteNotification. In the cases where PortOfCall = "ZZCAN" or ATDPortOfCall is provided, the ETDFromPortOfCall value will be ignored."*

- Change of control over UNNumber and IMO HazardClass in MS2SSN\_ShipCall\_Res messages. This will address an issue reported by some MSs relating to the rejection of the message when products of type "IGC" do not have a UNNumber or a IMO HazardClass.

The business rule in the XMLRG for the UNNumber and IMO HazardClass elements will be modified as follows: *"Mandatory if DGClassification="IMDG""*.

- Improvement of web interface - display of full description for coded elements. The purpose is to replace coded values in the user interface with actual description text (e.g. ship types, ship-to-ship activities, etc.).
- Other minor improvements to be defined during the execution of the project.

In addition, SSN v3.2 will include the following changes relating to the Central Ship Database:

- Improvements to the web interface for consulting ship data.
- Better identification of the source of information and the reason for update.
- Update of the MARS<sup>1</sup> data structure.
- Collection of additional ship particulars from PortPlus and AIS messages.

### 3. Action Required

Member States are invited to note the information provided.

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<sup>1</sup> The ITU Maritime mobile Access and Retrieval System (MARS) will be used as an additional validation tool.