

Meeting: 3rd SSN / LRIT Group Meeting

Place and date: Lisbon, 31 October 2019

Agenda item: Actions stemming from HLSG decisions

Document number: SSN/LRIT 6.1.3

Submitted by EMSA

Summary	This document presents the status of follow-up actions arising from the 5 th HLSG meeting.
Action to be taken	As per paragraph 3.
Related documents	5 th HLSG meeting draft summary minutes

1 Background

During the 5th meeting of the High Level Steering Group for Governance of the Digital Maritime System and Services (HLSG) in July 2019, several decisions and recommendations were made. This paper focuses on the main actions arising from the meeting that have an impact on the SSN/LRIT Group. It also provides information on the current status of the follow-up actions.

2 Current Status

The most important actions are summarised below:

- The HLSG approved two requests for access to SSN historical data (from Germany and DG CLIMA).
- Due to the high level of recurrent requests for SSN historical data, the Rules of Procedure of the HLSG were amended to allow a simplification and reduction of the administrative burden on MSs and EMSA.
- The HLSG took note of the progress report on the Traffic Density Maps Service (TDMS). The service will be made available, not only to MSs (via the SEG), but also to the public at an aggregated level via the EMODnet portal. The first step in implementing the service was planned to begin in July 2019, and it will also be developed further (e.g. to include an Emissions Density Mapping Service - EDMS).
- The HLSG was informed of the progress on the possible set-up of the system for providing/displaying AIS data and information to the public. The Legal Service has been consulted, but it has not yet given its opinion. COM will inform MSs once the opinion is available. The display of information would be only for those MSs that agree, and it will only involve T-AIS for view-only.
- The HLSG discussed the use of the system and services by 3rd Countries. EMSA is presently managing the Commission funded projects in the Mediterranean (SAFEMED IV) Sea, the Black Sea and the Caspian Sea (BCSEA). The HLSG agreed the following:

- Georgia, Jordan and Ukraine should be allowed to participate in MAREΣ (under the SAFEMED and BCSea projects for the duration of the project), and that T-AIS data should be shared with them in accordance with the conditions set out at the HLSG DM 4 meeting. Subject to further requests to participate in MAREΣ from other beneficiaries, the HLSG will be informed and invited to approve their participation.
 - EMSA should draft a document listing the relevant conditions that will be presented for discussion and agreement at the next MAREΣ Expert Working group (EWG) meeting. The document should consolidate the conditions of the service for the beneficiaries and MAREΣ Member States (as defined at the HLSG DM 4 meeting), and will replace the procedure initially proposed, which foresaw the signing of bilateral agreements between the beneficiaries and MAREΣ Member States.
- f. The HLSG agreed the proposed amendments to the SSN PortPlus Guidelines and noted the information on the COP.
 - g. The HLSG was informed that following the re-activation of the Incident Reporting Working Group at HLSG4, the first Working Group meeting took place on 19th June at EMSA. The HLSG welcomed the information on the progress made.
 - h. The progress made by the passenger ship (PAX) working group was presented after the first meeting had been held on 4th April. Minor changes to the dataset had been identified and sent to the Data Mapping group (under the Single Window group) for approval.
 - i. The HLSG discussed and invited MSs that had not already completed their national implementations of SSN v.4 to do so as soon as possible, as the version had been deployed in June 2018 and was due to be implemented by December 2018.
 - j. MSs were invited to update their exemptions (guidance on when and how to report exemptions is available in the PortPlus Guidelines).
 - k. MSs were strongly encouraged to take appropriate action to ensure that all missing Port, Hazmat, Waste and Security notifications are provided in compliance with the requirements of the respective EU legal acts, and that the information is complete.
 - l. MSs were invited to provide all due ATA/ATD information, and within a reasonable time, in order to avoid notifications being rejected by THETIS.
 - m. EMSA repeated its offer to hold bilateral data quality meetings with MSs and reported on past success.
 - n. The group agreed to task EMSA with analysing MS feedback and with generating consolidated reports with best practice, as well as with revising the content of SSN PortPlus guidelines to include best practice.
 - o. COM updated the HLSG on the Revised PRF Directive (Directive EU 2019/883) and the linked establishment of a WG to develop the Waste Business Rules, together with a draft time plan. The HLSG endorsed the ToRs of the WG and the tentative time plan.

3 Actions required

Member States are invited to take note of this information.