



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR ENERGY AND TRANSPORT



EUROPEAN MARITIME SAFETY AGENCY

SAFESEANET EMSA WORKSHOP No 1
REPORT

BRUXELLES 20 October 2004

SAFESEANET REPORT

1. The SafeSeaNet Member States workshop was held on Wednesday, 20th October 2004. Mr. Gilles Bergot (DG TREN) opened the meeting and extended his welcome to all the delegates. He then introduced Mr. Fotis Karamitsos, Director TREN G who officialized the transfer of the project to EMSA. On behalf of Mr. W. De Ruiter, Executive director of EMSA, Mr I. Matthiesen replied to the speech and thanked DG TREN for the job performed.

A list of participants is included as Annex 1. The meeting was attended by delegations from:

Belgium	Cyprus
Denmark	Estonia
Finland	France
Greece	Ireland
Latvia	Lithuania
Luxembourg	Malta
Netherlands (The)	Norway
Poland	Portugal
Slovenia	Spain
Sweden	United Kingdom

A representative of Getronics S.A. also attended the Workshop.

2. AGENDA ITEM 1: Official transfer of the SafeSeaNet system from the Commission to EMSA

- 2.1 The Director of DG TREN Mr. Fotis Karamitsos, referred to the history of the project and noted that SafeSeaNet is a tool to implement Directive 2002/59/EC. He stressed that SSN made it possible for the first time to federate all the national administrations around common principles and added that SSN has the potential to be extended and to respond to new needs. SafeSeaNet will be reinforced in the forthcoming amendments to the Traffic Monitoring Directive. He also noted that the entering into production of the system under the responsibility of EMSA started on 20 October 2004. DG TREN keeps the responsibility for policy domain particularly linked to the definition of the future development. Mr. Fotis Karamitsos congratulated the DG TREN's team involved in the development phase.
- 2.2 Mr. Ib Matthiesen spoke on behalf of the EMSA Director Mr. Willem De Ruiter and noted that one of the most important tasks of EMSA is to take over the management of SafeSeaNet from DG TREN and to

organise the follow-up in cooperation with Member States' maritime administrations. Mr. Ib Matthiesen noted that EMSA will continue to provide support to the M.S. regarding their local interface, implementation and testing. In addition EMSA will establish a help desk support and will organise training sessions mainly oriented to the new M.S. who are not quite so familiar with SSN. The task for EMSA is to exploit the project and to manage the system for ensuring its operational and technical availability.

- 2.3 Mr. Emilio MARTIN BAUZA of EMSA chaired the workshop during the rest of the morning session.

3. AGENDA ITEM 2: STATUS OF THE PROJECT

3.1 Testing procedure and summary test report (commission)

Presentation

Mr. Yves Hardy (DG TREN) gave a presentation which summarised the principle of the production environment, presented the management plan EMSA will have to perform and the test evaluation summary. The presentation is available on the EMSA web site (www.emsa.eu.int).

Minutes

Finland, France, Portugal, Greece and Sweden mentioned that the XML Reference Guide was changed by the Commission from version 1.5 to 1.6 without sending any prior communication to the M.S.. Sweden also stressed that any changes to the system cause budget implications to the Member States.

Yves HARDY replied that there are very slight differences between the version 1.5 and the new version 1.6 and that there will be no changes in the XML Reference Guide for the next 5 months.

The Netherlands asked what would happen to SSN if a critical problem should appear.

Yves HARDY replied that a critical problem should be considered as a major disaster of the SSN core and in that case nothing could be added to the system during this breakdown.

3.2 Status of developments at national level (Members States)

Each Member State was asked to present its status or plans regarding the SafeSeaNet implementation at national level. The replies are summarised as follows :

Belgium

A preliminary XML interface for port and Hazmat notifications was implemented in July 04 but is still not operational. Belgium used EDIFACT for Hazmat and port notifications. Further work needs to be done on the new XML messaging version 1.6 and then tests will be carried out (possibly in November 04). Belgium has a regional XML network connecting all ports and VTSs in Flanders. NCA will be the new MRCC in Osteende. An AIS network call for tender is closed and will be implemented in January and the national network will hopefully be working in July 2005. It is expected that an AIS network will cover the whole Belgium coast by July 05. Implementation of SSN could be delayed due to the start of the AIS network.

Cyprus

Cyprus is not deeply involved in SSN and so far no infrastructure exists. Cyprus will soon call for tender regarding the AIS and VTS coverage all around the coast. The Directive 2002/59 has been ratified.

Denmark

Nobody present.

Estonia

On 1st July 04 the GOFREP system was set in operation together with Finland and Russia; it works with AIS. Estonia has implemented AIS in Tallinn Bay and the VTS of Tallinn collects the information. Also a project dealing with SSN XML application has been launched and tests may start mid next year at the earliest.

Finland

Finland has done one test cycle in February 04. XML testing will start in November 04 with ship, Hazmat and port notification. Finland said that they have to change the version of XML Reference Guide from 1.5 to 1.6 before starting the new tests.

France

France did tests in September 04 but they were based on the wrong old version (1.5). In January 05 France expects to have their national system (named Traffic 2000) operational and to exchange information with SSN.

Germany

Germany performed tests with web interface in April/May 2004. Germany explained that they are a Federal State and that they have a SSN national database in charge of the information between ports and NCA. It is expected that tests will start in February 2005. Germany noted that they have collected findings on SSN that will be sent to EMSA. Germany asked for advanced notice of preferably 4-6 weeks before meetings.

Greece

Greece is the only M.S. connected with TESTA and did tests in May 04. The central national system (named VTMISS) is currently being upgraded and SSN has been deactivated until the migration is completed (possibly in two or three months).

Ireland

The political decision on who is responsible for SSN delayed the SSN deployment. The coast guard should be involved in the SSN project and may participate in the next tests by using the web interface. The XML interface is still under development.

Italy

Nobody present.

Latvia

Latvia is working on the connection of the port authorities.

Lithuania

The SSN development has not yet started and the status analysis is currently being carried out.

Luxembourg

Luxembourg is interested in SSN only as a Flag State.

Malta

Malta will soon have a contract for a Portnet system, which will support Hazmat and port notifications. The contract will focus at first on Port VTS and later on a coastal system. The tender includes SSN compability.

Netherlands (The)

The status of the SafeSeaNet developments in the Netherlands is:

- ports of Rotterdam (including Moerdijk and Dordrecht), Groningen and Zeeland will have XML interface implemented and operational at the 1st of January 2005. They will send Port and Hazmat notifications.
- ports of Amsterdam, Harlingen, Scheveningen and Den Helder will start using the operational SafeSeaNet webinterface at the 1st of December 2004. They will provide Port and Hazmat notifications. The port of Amsterdam will implement in the first quarter of 2005 an XML interface with SafeSeaNet.
- the Netherlands Coastguard will provide AIS Ship notifications via an XML interface by the 1st of January 2005. Via the SafeSeaNet webinterface will the Netherlands Coastguard provide alert notifications, also beginning at the 1st of January 2005.

- the Netherlands Shipping Inspectorate will provide Alert notifications via the SafeSeaNet webinterface by the 1st of January 2005.

Norway

Norway has fully incorporated port, Hazmat and AIS notifications web interface since July 2004. SSN is fully operational at national level. During a recent accident the SSN was used for obtaining information.

Poland

Poland finished SSN twinning projects with UK and Spain in April 2004. The national system provides the information needed for SSN. Poland may start tests (based on web interface) in December 04.

Portugal

Web interface has been tested; [NCA XML interface is installed and under testing with some port LCA's](#). Portugal may start tests in November 04.

Slovenia

Nobody is working on SSN at this time. Slovenia has one port with AIS and VTS.

Spain

Procedural discussions within the Ministry of Development and Ports are in progress in order to decide whom will act as NCA and to define which system will be used. In the beginning of 2005 there may be a web interface test but this is just an indication.

Sweden

The SSN national system was completed in August 04. Sweden tried to do a test with SSN but due to bad communication it has not happened. Sweden noted that only one national system would be used for the notifications. Sweden is ready to test its SSN system.

United Kingdom

Legal problems were solved on 20 September 2004 requiring the ships and port to send the information. There are still the questions on what to do with the 300 ports. Maybe at the end of 2005 the XML interface for ship reporting and AIS system will exist. UK has problems with Hazmat and early notice but this is a domestic issue. The Wetrep system is in the picture as well.

4. AGENDA ITEM 3: EMSA management plan

Mr. Lazaros AICHMALOTIDIS of EMSA chaired the workshop during the afternoon session. In his opening remarks he presented the EMSA team (consisted by Mr. Yannick Texier, Mr. Ulf Birgander and

Mr. Ulrik Deriemaecker) that is responsible for the follow up of SafeSeaNet and noted that Mr. Yves Hardy (DG TREN) will continue to provide assistance on SSN until the end of 2004.

4.1 Presentation of the management plan

Presentation

Mr. Yannick TEXIER presented the EMSA organisation plan to exploit the system. The presentation is available on the EMSA web site (www.emsa.eu.int).

4.2 Initialisation of the system (Locodes, NCA, LCA, etc...)

Presentation

Mr. Yannick TEXIER gave a presentation regarding the use of LOCODEs for NCA, LCA etc. The presentation is available on the EMSA web site www.emsa.eu.int.

Minutes

Sweden mentioned that LOCODEs are needed only for ports and there is no reason to use them for other users of SSN.

Lazaros AICHMALOTIDIS answered that for identification reasons it is necessary to use the LOCODEs for LCA, however other users of SSN should also use LOCODEs for harmonisation reasons.

France mentioned that some ports might have more than one LOCODE (e.g. one for each quay) and asked which LOCODE has to be used.

Lazaros AICHMALOTIDIS answered that the LOCODE of each port area has to be used as if it was for different ports.

Aymeric DE MARCELUS explained about the Seagha webpage (www.seaha.com) where M.S can register new ports and also download forms for registering UN LOCODEs.

Sweden mentioned that the high number of LOCODEs might cause problems to the SSN. He also added that there will many new LOCODEs for anchor places and other.

Lazaros AICHMALOTIDIS replied that this issue should be assessed when experience is gathered and possibly there will be a need to adopt a LOCODE management system.

Greece brought up the question about the need to use LOCODEs for ports outside the E.U.

Lazaros AICHMALOTIDIS answered that the current version of SSN will not supply those LOCODEs, however such LOCODEs might be used in the future (e.g. by adopting regional LOCODEs for Asian or African ports).

France asked what the user of SSN should do if a vessel changes flag or name.

Yannick TEXIER replied that if a vessel changes name or flag it has to be recorded into SSN as a new vessel. He also added that ships registration in the SSN is now empty and the Member States should record the ships. The system will accept a ship with two names for the same IMO number (if the ship has changed name).

Germany asked who will be in charge for validating the procedure about SSL socket layer certificate,

Yannick TEXIER answered that EMSA would do it from now on.

Sweden asked to receive the invitation for SSN meetings well in advance and stressed the need to leave the SSN core unchanged for some time.

Lazaros AICHMALOTIDIS replied that EMSA will send future invitations at least one month before the meeting. He also added that the intention of EMSA is not to change anything for the next 5 months in order to validate and stabilise the current SSN application. However EMSA intends to launch discussions with the M.S. during 2005 about SSN further development.

Luxembourg asked if the river ports should be recorded in SSN.

Lazaros AICHMALOTIDIS explained that river ports are outside the scope of Directive 2002/59 and therefore these ports should not be part of SSN.

5. AGENDA ITEM 4: FINAL DISCUSSION ON THE DRAFT ICD

Presentation

Mr. Yannick TEXIER gave a brief presentation on the ICD and focused mainly on Chapters 6 and 7 of the ICD. He also mentioned that comments had been received by EMSA only from Portugal, the Netherlands and U.K..

Comments

Greece asked for the written procedure to be followed in order to give the possibility of expressing M.S. their views on the ICD.

Lazaros AICHMALOTIDIS replied that first we need to discuss and explore the possibility of a consensus between the Member States and later on (if needed) we could follow the written procedure.

6. AGENDA ITEM 5: Presentation of national systems

- 6.1 France and Norway gave a presentation on the system they have developed and will be used for exchanging Xml messages.
The presentations are available in the file on the EMSA web site (www.emsa.eu.int).

7. FUTURE MEETINGS

Schedule of Meetings in 2004 and early 2005

The participants noted proposed tentative dates for SafeSeaNet meetings in 2004;

16 December 2004 - Training session in Brussels (mainly oriented for the new Member States).

27 January 2005 - Workshop in Brussels.

8. ACTION ITEMS FOR THE MEMBER STATES

- 8.1 To review the Locode list and to modify/supplement the list to reflect the real situation.
- 8.2 To send their comments on the ICD.
- 8.3 To review and update their NCA and contact persons details.

LIST OF ANNEXES

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ANNEX 1

LIST OF PARTICIPANTS Member States Workshop Brussels – 20 October 2004

Country	Name	Organism Institution	Tel Fax	e-mail address
Cyprus CY	Evriviadis Themis	Dpt of Merchant Shipping	+ 357 848 261 + 357 848 200	tevriviades@dms.mcw.gov.cy
Belgium BE	Lieven Dejonckheere	Flemish Maritime Administration	+ 32 50.55.77.70 + 32 50.55.77.61	Lieeven.dejoonckheere@lin.vlaanderen.be
Germany D	Callsen Hans	Ministry of transports, building and housing	+ 49 228 300 46 36	Hans.callsen@binubw.bund.de
Estonia EE	Alar Siht	Permanent Representation of Estonia	+ 372.620 55 80 + 372 620 55 86	Alar.siht@vta.ee
Finland FI	Antti Arkima	Finnish Maritime Administration	+ 358 204 484 377 + 358 204 484 470	Antti.arkima@fma.fi
France F	Hervé Goasguen Hervé Guichard	French Maritime Administration DAMGM	+ 33 1 44 49 85 20 + 33 1 44 49 85 68	Herve.goasguen@equipement.gouv.fr Herve.guichard@equipement.gouv.fr
Greece GR	Fatmelis Konstantinos	Greek Maritime Administration	+ 30 210 419 11 16 + 30 210 452 26 30	gus@yen.gr
Ireland IE	Eddie Nolan Gerard Hegarthy	DCMNR	+ 316 78 22 58	Ger.hegarty@dcmnr.ie

Latvia LV	Andris Gavars	Permanent representing to EU		Andris.gavars@mfa.gov.lv
Lithuania LT	Eugenija Dauniene	Lithuanian Maritime Administration	+ 370 46 46 96 47	Eugenija.dauniene@msa.lt
Luxembourg	Joel Mathieu	Commissariat aux Affaires Maritimes	+ 352 47 84 451 + 356 212 444 19	Joel.mathieu@cam.etat.lu
Malta MT	David Bugeja	Malta Maritime Authority	+ 356 212 222 03 + 356 212 444 19	David.bugeja@mma.gov.mt
Netherlands (The) NL	Han Foeken André à Campo	Ministry of Transport/ the Netherlands Ministry of Transport/ the Netherlands	+ 31 70 35 11 546 + 31 65 02 70 449	Han.Foeken@minvenw.nl ajm@acampo.nl
Norway NO	John Erik Hagen Reidar Kjennbakken	Norwegian Coastal Administration	+ 47 52 73 52 00 + 47 52 73 37 08	John.erik.hagen@kystverket.no Reidar.kjennbakken@kystverket.no
Poland PL	Magdalena Jablonowska	Ministry of Infrastructures, Dept of Maritime and Inland waters	+ 48 22 630 15 84 + 48 22 62 885 15	mjablonowska@mi.gov.pl
Portugal PT	Jose Cruz Paulo Bispo	IPTU – Institute for Port and Shipping	+351 2139 14 576 +351 2139 14 600	Jose.cruz@imarport.pt paulo.bispo@imarpor.pt
Slovenia SI	Davorin Fantulin	Slovenian Maritime Directorate	+386 56 63 21 00 + 386 56 63 21 02	Davorin.Fantulin@gov.si
Spain ES	Ruiz de Lobera	Spanish Safety Maritime Society	+ 34 91 755 91 00 + 34 91 755 91 39	interoper@sasemar.es
Sweden SE	Urban Hallberg Malin Dreijer	Shipping Inspectorate Swedish Maritime Administration	+ 4611 19 12 30 + 4611 19 12 30	Urban.halberg@sjofarbverket.se Malin.dreijer@sjofarbverket.se
United Kingdom GB	Paul Wilkins	Maritime and Coastguard Agency	+23 803 29 523 + 23 803 29 204	Paul.wilkins@mcga.gov.uk

DG TREN

Fotis Karamitsos
Gilles Bergot
Aymeric De Marcellus
Yves Hardy

EMSA

Ib Matthiesen
Emilio Martin Bauza
Lazaros Aichmalotidis
Yannick Texier
Ulf Birgander
Ulrik Deriemaecker

Gertronic

Veny Dimitri +32 229 92 34 dimitri.viny@getronics.com

ANNEX 2

LIST OF SAFESEANET DOCUMENTS

All documents are available on SafeSeaNet web site (<http://www.emsa.eu.int/>)
At the following directory: Ship reporting/SafeSeaNet/meetings

Documents\Meeting 20 October 2004

SSN meeting Ref N°	Title	Agenda Item	Origin
Agenda Item 1			DG TREN
Transfer of SafeSeaNet to EMSA		1	EMSA
Agenda Item 2			
2.1 Testing procedure and summary test report	SafeSeaNet presentation YH (ppt)	2	DG TREN
2.2 Status of development at National level		2	DG TREN
Agenda item 3			
3.1 Presentation EMSA management plan	- WS 20 Oct.04 Presentation EMSA (part 1)	3	EMSA
3.2 Initialisation of the system			
Agenda item 4			
4 ICD approval	-WS 20 Oct.04 Presentation EMSA (part 2) - SSN ICD V0 Rev 1 - SSN Workshop V02 (additional notes)	4	EMSA
Agenda item 5			
5.1 Presentation of National systems	- WS 20 Oct 04 Presentation EMSA (ppt) - National SafeSeaNet in Norway (ppt) - National SafeSeaNet solution in NO (ppt) - National SafeSeaNet solution-JE-C (ppt)	5.1	Norway France

ANNEX 3

AGENDA FOR THE SAFESEANET WORKSHOP MEETING

(SSN WS 01_2004 - BRUXELLES)

- 1.** Official transfer of the SafeSeaNet system from the Commission to EMSA.
- 2.** Status of the project
 - Testing procedure and summary test report (Commission)
 - Status of developments at national level (Member States)
- 3.** EMSA management plan
 - Presentation of the management plan
 - Initialisation of the system (Locodes, NCA, LCA, etc...)
- 4.** Final discussion and adoption of the draft ICD – Interface Control Document (EMSA)
- 5.** Presentation of national systems (France and Norway)

ANNEX 4

ACTION ITEMS FROM THE SAFESEANET WORKSHOP

I. ACTION ITEMS FOR THE MEMBER STATES

1. To review the Locode list and to modify/supplement the list to reflect the real situation.
2. To send their comments on the ICD.
3. To review and update their NCA and contact persons details.

II. ACTION ITEMS FOR THE EMSA

1. Organise the SafeSeaNet training session oriented for the new member States (tentative date 16-12-2004)
2. Schedule the next SafeSeaNet Workshop (tentative date 27-1-2005).
3. Elaborate on the ICD comments sent by the Member States.
4. Monitor and coordinate the tests carried out by the Member States.