



EUROPEAN MARITIME SAFETY AGENCY

SafeSeaNet system

Safe Sea Net

Workshop 20 October 2004

**EMSA Presentation
Additional notes**

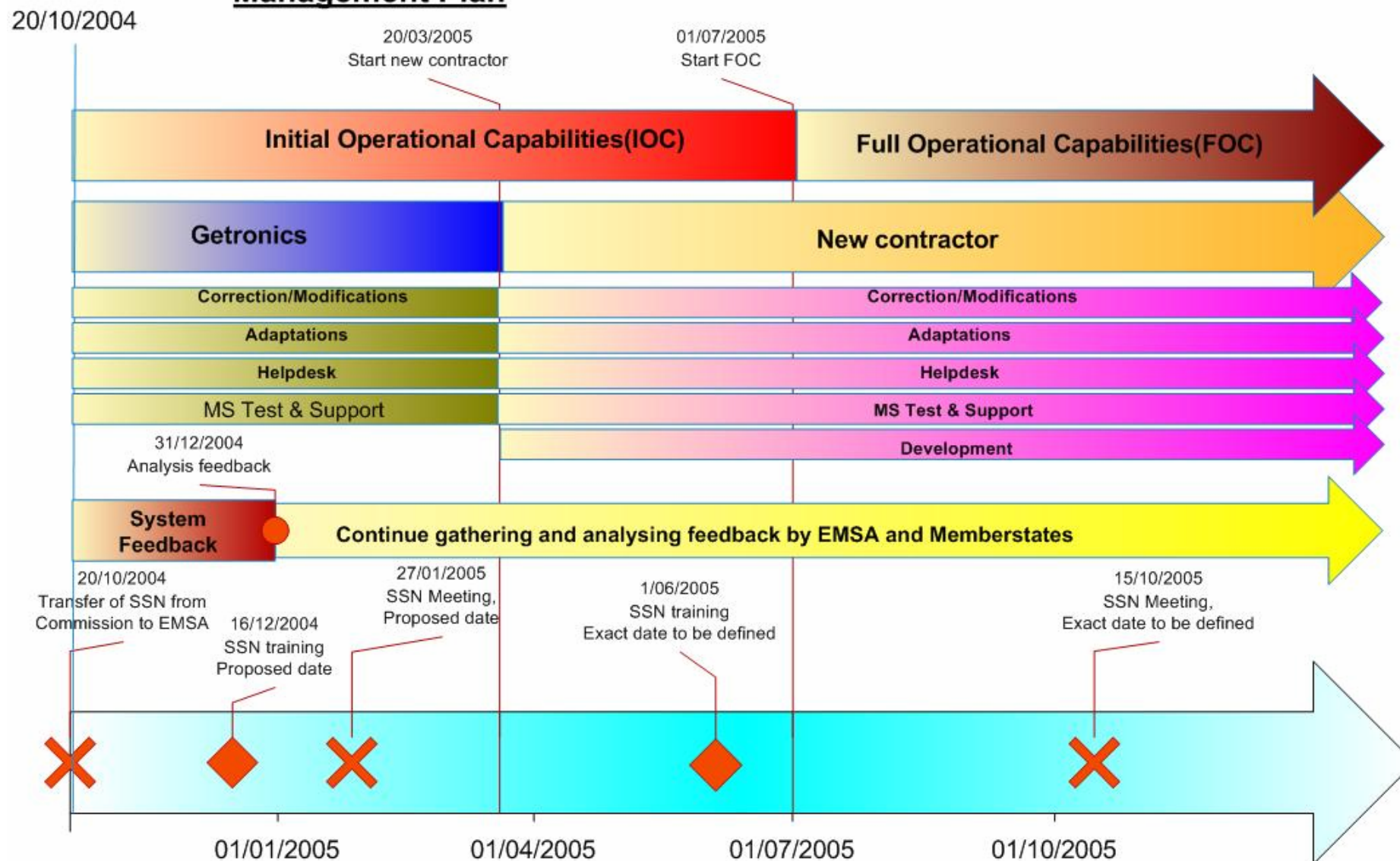
15 october 2004

1 Participating countries SafeSeaNet



2 Management Plan

Management Plan



2.1 Initial Operational Capability

2.1.1 Objectives

- Enter the system in exploitation ,
- Evaluate the process and correct/adjust when necessary in view of the Full Operational Capability phase

2.1.2 IOC System Exploitation

- Maintenance Contract until Feb. 2005
 - o Corrective and adaptive maintenance,
 - o Helpdesk : 24h/day and 1ft line resolution
 - o M.S. test support:
 - o Training : 2 sessions (6 h00)
- Hosting Service Level Agreement
 - o Deployment on powerful machine
 - o System availability on 24h/day basis
 - o Automatic surveillance of system
 - o Protection of data
 - o Emergency plan (in case of major event)
 - o Advise and assistance
 - o Cost

2.1.3 Initialisation of the system

2.1.3.1 National Authorities designation → ART 22 & 16

2.1.3.1.1 Article 22 of Directive 2002/59 requirements

Relevant to the publication is Article 22 of the Directive 2002/59 whereby :

1. Each Member State shall designate the competent authorities, port authorities and coastal authorities to which notifications required by this Directive must be made.
2. Each Member State shall ensure that the shipping industry is properly informed and regularly updated, notably via nautical publications, regarding the authorities and stations designated pursuant to paragraph 1, including where appropriate the geographical area for which they are competent and the procedures laid down for notifying the information required by this Directive.
3. Member States shall send to the Commission a list of the authorities and stations they designate pursuant to paragraph 1, as well as any updating thereof.

The definition of the “coastal station” is included in paragraph (n) of Article 3 of the same Directive which reads :

(n) “coastal station” means any of the following, designated by Member States pursuant to this Directive : a Vessel traffic service; a shore-based installation responsible for a mandatory reporting system approved by the IMO; or a body responsible for coordinating search and rescue operations or operations to tackle pollution at sea.

The above requirements mandates each Member States to :

- a. Designate the competent authorities, port authorities and coastal stations to which the notification required by this Directive must be made. These authorities are the following :
 - National Competent Authorities (NCA) of SafeSeaNet
 - Port authorities where vessel have to notify the SafeSeaNet
 - “port and Hazmat notifications” and which act as Local
 - Competent Authorities according to SafeSeaNet
 - Vessel Traffic Services (VTS) and Mandatory
 - Reporting Systems (MRS) adopted by IMO
 - National Search and Rescue Centres and Sub-centres
 - National centres responsible for operations to tackle
 - pollution at sea
- b. Ensure that the shipping industry is properly informed and regularly updated, via nautical publications, regarding above mentioned stations.

2.1.3.1.2 Article 16 of the Directive 2002/59 and the Port Reception Facilities Directive 2000/59

Based on the Article 16 of Directive 2002/59 and the Port Reception Facilities Directive 2000/59, special ships should be monitored more closely by the national competent Authorities because they have been involved in certain events. Thus SafeSeaNet should deal with information provided by the maritime authorities regarding :

- Ships having left a port in breach of rules concerning the use
- of port reception facilities
- Ship involved in incidents or accidents at sea
- (message type Situation Report – SITREP or Deficiency Report – DEFREP)
- Pollution incident (message type POLREP)
- Ship in breach of COLREG or navigation related regulations
- Ship in breach of mandatory reporting requirements
- Ship which has been refused access to a port of the Community
- in accordance with the Directive 95/21/EC on Port State Control
- Relevant security information (e.g. ship security level)

SafeSeaNet Categories of actors

Subject to the above requirements it becomes evident that different types of actors participate in the system such as :

- National Competent Authorities (NCA)
- VTS – MRS – AIS centres
- RCC and RSC
- Port Authorities (LCA)
- Pollution survey centres
- Port State Control Authorities
- Security Authorities

The access rights have been defined during the previous meetings. However since now we are closer to the operational capability phase the specific users of each Member State have to be clearly defined by name and address as well as their access rights.

2.1.3.1.3 NATIONAL COMPETENT AUTHORITY (NCA)

National Competent Authority (NCA): Body **designated by Member States responsible** of the management of the system at national level. It co-ordinates all required action with objective to comply with the specification described in the Interface Control Document.

EMSA will be in charge for creating an userid for each NCA designated by Member States authority. For that, each Member State must provide all the details as mentioned in the following table.

We need the following information from the memberstates for each user.

- First Name
- Last Name
- Provider URL(The http address to ask information)
- Requester URL(The user's http address to return information)
- Location Code
- Role ID
- Phone Number
- Fax Number
- E-mail address(mandatory for NCA)
- Network type

The login id and the password will be provided by the SafeSeaNet security team.

COUNTRY NAME	NAME OF NCA	LOCODE	MAILING ADDRESS	EMAIL ADDRESS	TEL FACSIMILE	URL https://
Belgium	Flemish Maritime Administration		Flemish Maritime Administration VTS Radarcentrale Westelijke Dam B-8380 Zeebrugge Belgium			
Germany			Maritimes Lagezentrum des Havariekommandos Am Alten Hafen 2, 27472 Cuxhaven Germany			
Denmark						
France						
Greece	Hellenic Ministry of Mercantile Marine		Directorate of Information and Innovative Technologies 18 MERARHIAS st. 18535 PIRAEUS GREECE			
Ireland	Department of Communications, Marine and Natural Resources					
Italy	Italian Coast Guard		Maritime Rescue Coordination Center – National VTS Center Viale dell'Arte 16, 00144 Rome Italy			
Netherlands	Koninklijke Marine		Rijkszee en Marinehaven 1, Gebouw MHKC			
	Zeeland Seaports		Port Authority of Vlissingen/Terneuzen			
	Groningen Seaports		Port Authority of Delfzijl/Eemshaven Noordersingel 1 P.O Box 20004			
	Port of Rotterdam		World Port Center Wilhelminakade 909 /3072 AP Rotterdam – Municipality			

COUNTRY NAME	NAME OF NCA	LOCODE	MAILING ADDRESS	EMAIL ADDRESS	TEL FACSIMILE	URL https://
	Port of Amsterdam		Port authority of Ijmuiden, Beverwijk, Zaanstad and Amsterdam De Ruyterkade 7 1013 AA Amsterdam			
	Port of Scheveningen		(Municipality) Visafslagweg 1			
	Netherlands Shipping Inspectorates		-Gravenweg 665 3065 SC Rotterdam Governmental authority			
Norway						
Portugal	IPTM - Institute for Ports and Shipping (Head-Office)	PTNCA	Instituto Portuário e dos Transportes Marítimos Edifício Vasco da Gama, Rua General Gomes Araújo 1399-05 Lisboa PORTUGAL	imarpor@mail.telepac.pt jose.cruz@imarpor.pt paulo.bispo@imarpor.pt	+351-21 391 4500 Fax: +351-21 391 4600	http://ssn.imar por.pt
Sweden	Swedish Maritime Administrations Planning and Regulations		Slottstsgatan 82, SE-601 78 Norrköping, Sweden			
United Kingdom	Maritime and Coastguard Agency		Spring Place, 105 Commercial Road, Southampton, SO15 1EG			
Finland						
Spain						

2.1.3.1.4 LOCAL COMPETENT AUTHORITY (LCA)

Local Competent Authority (LCA): the authorities and organisations designated by Member States to receive and transmit information pursuant to Directive 2002/59EC.

The LCA are all the local stakeholders involved in the handling of maritime information. They are designated by her NCA for participating to the SSN network such as Port authorities, Coastal Stations, Vessel Traffic Service, shore-based installation responsible for a mandatory reporting system approved by the IMO, or bodies responsible for co-ordinating search and rescue operations.

Each NCA have to create the userid for the their LCA's.

2.1.3.2 LOCODE

We have made a list of locodes. This list was extracted from a file found on the site of UNECE(United Nations Economic Commission for Europe, www.unece.org). We found 3280 locodes, this is to much so each country has to check out his list of locodes and send this list to EMSA. In the end this will become the official list of locodes. These must be periodically updated.

CountryCode	CountryName	Total
AT	Austria	3
BE	Belgium	401
CY	Cyprus	14
CZ	Czech Republic	7
DE	Germany	369
DK	Denmark	165
EE	Estonia	12
ES	Spain	119
FI	Finland	160
FR	France	225
GB	United Kingdom	467
GI	Gibraltar	1
GR	Greece	206
HU	Hungary	24
IE	Ireland	73
IT	Italy	162
LT	Lithuania	3
LU	Luxembourg	2
LV	Latvia	6
MC	Monaco	2
MT	Malta	7
NL	Netherlands	85
NO	Norway	416
PL	Poland	17
PT	Portugal	62
SE	Sweden	263
SI	Slovenia	5
SK	Slovakia	4
	Total:	3280

2.1.3.3 Vessel Management

The following information is needed to put in the list of vessels, IMO Number, MMSI Number, Call Sign, Ship Name

2.1.4 Application and Contact

- Central mailbox: TREN-SAFESEANET-EMSA@cec.eu.int, this mailbox can be used to exchange messages with the EMSA-SSN-team
- Website EMSA = <http://www.emsa.eu.int/>
- SafeSeaNet URL application for production = provided on demand
- URL for testing. As of 18 october 2004

The network support team of our Data Centre has set up a new reverse-proxy in the test environment in order to be more powerful in terms of capacity to handle millions of incoming queries within 1 second and, on the other hand, a significant improvement has been applied to support the HTTPs version 1.1 and the SSL layer. However, I draw your attention to the fact that

the installation of this new component will have a direct impact on the SafeSeaNet test URLs to be used to get access to the system.

Currently, the 3 URLs being used are the following:

1. <https://ssn-test1.emsa.eu.int/NCASWebApp/default.jsp> (web interface)
2. <https://ssn-test1.emsa.eu.int/SafeSeaNetTest1/ssn.do> (xml interface)
3. <https://ssn-test1.emsa.eu.int/SafeSeaNetTest1/login.jsp> (management console tool)

The 3 new URLs to be used in the near future will be the following:

1. <https://webgate.cec.eu.int/safeseanet/NCASWebApp/default.jsp>
2. <https://webgate.cec.eu.int/safeseanet/SafeSeaNetTest1/ssn.do>
3. <https://webgate.cec.eu.int/safeseanet/SafeSeaNetTest1/login.jsp>

The old URLs will remain available till the end of 2004.

- Helpdesk SafeSeaNet done by Getronics : **provided later**
- Address EMSA
European Maritime Safety Agency
Rue de Genève straat 12
BE-1049 Brussels - Belgium
- Fax: +(32) 229 84 891
- <http://www.emsa.eu.int>
- Contacts

Lazaros Aichmalotidis	Lazaros.AICHMALOTIDIS@cec.eu.int	+(32) 229 84 480	Senior Project officer on Ship Reporting
Yannick Texier	Yannick.TEXTIER@cec.eu.int	+(32) 229 86 695	Project officer on Ship reporting
Ulf Birgander	Ulf.BIRGANDER@cec.eu.int	+(32) 229 86 361	P.O. Safety Navigation (SNE)
Ulrik Deriemaecker	Ulrik.DERIEMAECKER@cec.eu.int	+(32) 229 55 394	SafeSeaNet Support IT Engineer

- Contact sheet. All corrections and modifications to be implemented on the system should be exchanged by means of a "Contact sheet" as annexed. Review of the contact sheet will be organised during the planned monthly meeting or on demand.
The objective of the contact sheet:
 - Record and Track all correction and modification demand
 - Support for analyse and order the request
 - Trigger the action request
 - Specify the request

Contact Sheet

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<i>Sender</i>		<i>Receiver</i>	
Unit : Name : Date created : / / Answer before: / /		Unit : Name : Date handled: / /	
<div> <input type="checkbox"/> New development <input type="checkbox"/> Modification <input type="checkbox"/> Correction </div>			
<i>Concerned constituent:</i> <div> <input type="checkbox"/> Document Identification : Title : <input type="checkbox"/> Software Identification : Name : <input type="checkbox"/> Hardware Identification : Name : <input type="checkbox"/> Others Identification : Name : </div>			
Problem <div></div>		Solution <div></div>	
Date solved <div></div>			

Closing date:

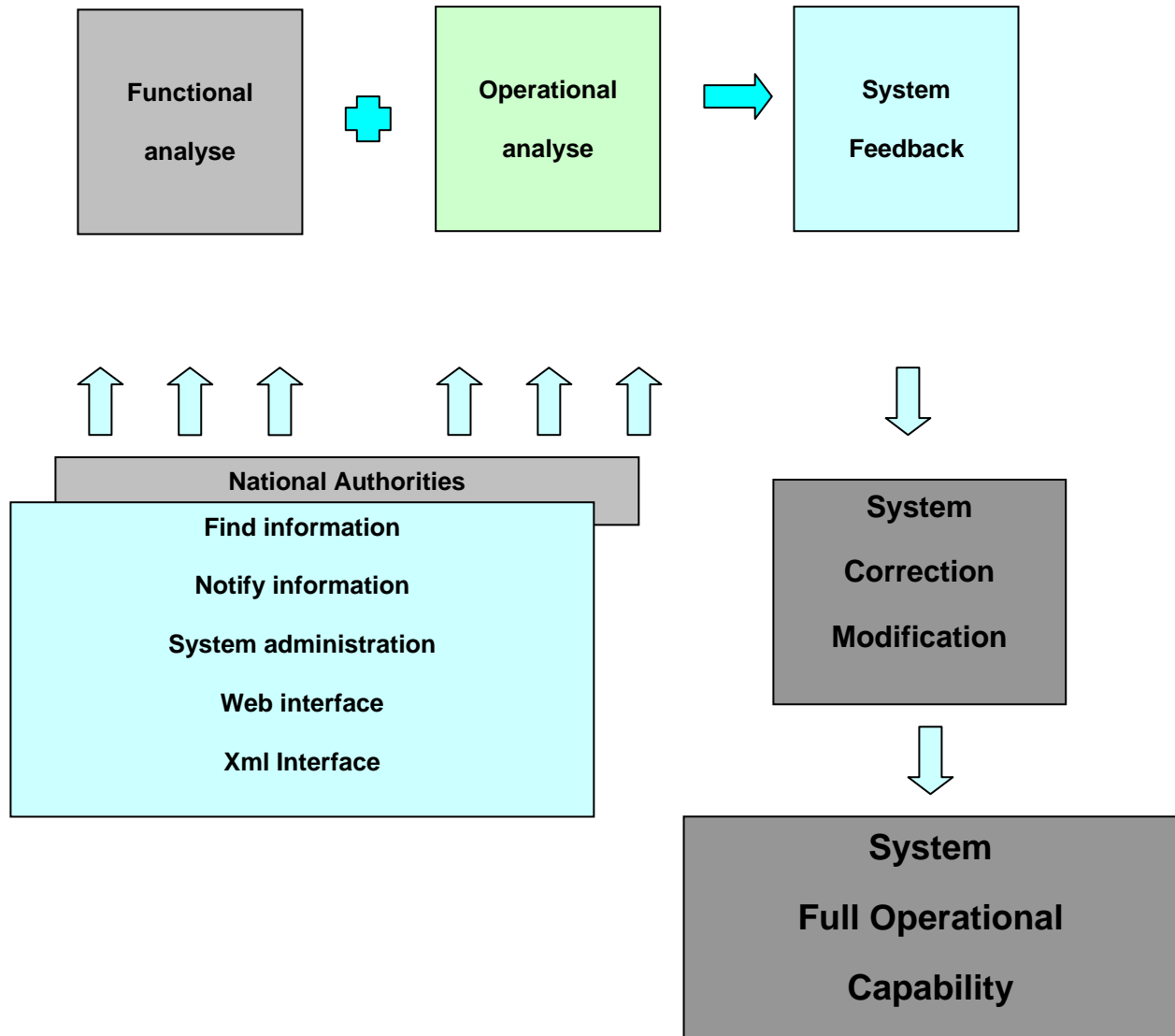
Signature :

2.1.5 IOC System Feedback

2.1.5.1 Feedback analysis plan.

The objective of the feedback analysis plan is to prepare the system for entering in the Full Operational Capability phase, taking into account the feedbacks received from the users of the system.

Overall System Feedback



2.1.5.2 Framework

The tasks of the plan are :

- To collect the feedback received of participants during the IOC phase,
- Analyse and carry out a final feedback report
- Propose the needed modification/adaptation of the system
- Report and propose the validation of the system for entering in FOC.

2.1.5.3 System Description

2.1.5.3.1 Collect feedback data during the IOC phase

Data will be collected from participants:

- NCA and LCA
- SafeSeaNet manager

- Data Centre
- External contractor (Getronics)
- The data will concern functional and operational and will be collected in a variety of ways:
- Interviews, questionnaires, communication exchange,
- Experts meeting feedback

2.1.5.3.2 *feedback report*

After three months of compilation of data received from participants a report will be sent send to each national authority for comments.

The report including the MS comments will be presented during a Member States meeting for approval. If during the review actions are identified, the report will have to be completed with relevant correction or modification of the system.

2.1.5.3.3 *Validation of the system*

Once the participants will estimate the system is corrected/adapted with their minimal functional and operational requirement, and the system is complying with the technical specification described within the SafeSeaNet documentation, the system will be declared at Full Operational

2.1.5.3.4 Participants Feedback

We summarize the operational state of the participants.

Member State	Latest test cycle (Date)	Comm.		Interface		Status UT FOC NP	Comment
		Testa	Int.	Xml	Web		
Belgium	April 2004	Y		Y		UT	<ul style="list-style-type: none"> - Has participated in 2 official test cycles, testing their xml interface. Not all message types have been tested. Suggest new test cycles where they act as data provider too. - Waiting for official NCA contact point with phone/fax and email. - Has requested to open SSN for other official instances like Customs
Cyprus						NP	
Denmark	March 2004				Y	UT	<ul style="list-style-type: none"> - Has not participated yet. Same status as at the end of T1. - Waiting for official NCA contact point with phone/fax and email.
Estonia						NP	<ul style="list-style-type: none"> - Have shown interest in participating. No requests for user accounts received yet.
Finland	Sept 04			Y		UT	<ul style="list-style-type: none"> - First test 01/04 - No change in situation since end of T1. Waiting for new contact persons which will continue the implementation. - Waiting for official NCA contact point with phone/fax and email
France	Feb. 04			Y		UT	<ul style="list-style-type: none"> - No official test activities detected, status remains the same as at the end of T1 although we have had indicated that their local integration with Traffic2000 has advanced. - Some new contact persons stored. Waiting for official NCA contact point with phone/fax and email.
Germany	Apr.04			Y		UT	<ul style="list-style-type: none"> - Has participated in 1 official test cycle, through web interface. - Have received test report. They prefer to no retest again because our application is not compliant with Directive. - No information on their local xml implementation or interfacing with SSN. - Waiting for official NCA contact point with phone/fax and email.
Greece	March 04	Y		Y		UT	<ul style="list-style-type: none"> - Has participated in 1 official test cycle, through web and xml interface. - Have received test report. Implementation is not flawless. We suggest more test cycles (especially to cover xml schema v1.6) from more locations. - Waiting for official NCA contact point with phone/fax and email.
Ireland						NP	<ul style="list-style-type: none"> - No official test cycles. - They appear to have started local implementation.
Italy					Y	UT	<ul style="list-style-type: none"> - No official test cycles yet. - Has requested user account. User account received. Intends to test through web interface
Latvia						NP	<ul style="list-style-type: none"> - Have shown interest in participating. No requests for user accounts received yet.
Lithuania						NP	<ul style="list-style-type: none"> - Have shown interest in participating. No requests for user accounts received yet.
Malta						UT	
Netherlands	Jun 2004	Y		Y		UT	<ul style="list-style-type: none"> - Notif in XML format / Request in Web - Has tested the web interface - Has taken part in 5 official test cycles

Member State	Latest test cycle (Date)	Comm.		Interface		Status UT FOC NP	Comment
		Testa	Int.	Xml	Web		
							<ul style="list-style-type: none"> - Has provided test and bug reports - Temporary but official NCA contact point with phone/fax and email is assigned. - Tested sending notifications, received receipt - Tested sending of notifications requests, received response - New web user accounts have been created for Dutch port agencies. Awaiting official test cycles from them.
Norway	January 2004	Y				UT	<ul style="list-style-type: none"> - Two official test cycles where XML interface was tested and verified through web interface. - Request and receive details is not yet faultless. Further test cycles required. - All types of messages were tested, acting as data provider and data requester. - Had some problems with optional and mandatory attributes for particular notification details. - Waiting for official NCA contact point with phone/fax and email.
Poland						NP	
Portugal	June 2004			Y		UT	<ul style="list-style-type: none"> - Has participated in 1 official test cycle, through web interface - Have received test report. - Waiting for official NCA contact point with phone/fax and email
Slovenia						NP	
Slovakia						NP	
Spain						NP	<ul style="list-style-type: none"> - No official test cycles. Appears to be a local administrative problem to start the implementation.
Sweden	April 2004	Y		Y		UT	<ul style="list-style-type: none"> - Some new contact persons are stored. - Has participated in 1 official test cycle. - Has provided exhaustive list of Swedish location codes. - Has tested through xml interface all types of messages. Results are not satisfactory. More test cycles are required. - Waiting for official NCA contact point with phone/fax and email
United Kingdom						NP	<ul style="list-style-type: none"> - No official test cycles. - Local government requests support for EDI(FACT) before starting with local implementation. Is out of scope for SSN v1.x

- UT : Under Test
- NP : Not Participating
- FOC : Full Operational Capabilities

2.2 Full Operational Capability

Objectives

- System fully compliant with the ICD specifications
- Development and implementation of new services (external contractor support)
- Test support
- Close cooperation with Members State

2.3 Interface Control Document

- Document status
 - Last review on 17 June 2004
 - Comments received from Portugal and Netherlands
- New version ICD rev 01 Sept.04
 - Integration of comments
 - Modification/correction
 - Insertion of new section 6.3 System Test
- Actions
 - Approval of the document
 - Designate Competent Authorities
 - Fill in annex A, B and C

3 Contacts in different countries

Country	SafeSeaNet IT Experts		SafeSeaNet IT subcontractors		SAFESEANET OPERATIONAL EXPERTS	
	Name	Email	Name	Email	Name	Email
Belgium	Dejonckheere Lieven	Lieven.Dejonckheere@lin.vlaanderen.be			Johan Raes	johan.raes@lin.vlaanderen.be
	Peter Claeysens	Peter.Claeysens@mobiliteit.fgov.be				
Denmark	Mick B. Nielsen	bk4@sok.dk	Mr. Nickisch	nickisch.stefan@atlas.de	Ivan Andersen	ia@mst.dk
			Thomas Muhlhausen	Thomas.Muehlhausen@kister.de	Jack Brandt Jorgensen	seapol@mil.dk
					Konrad Ehrhardt	KEhrhardt@cux.wsd-nord.de
Finland	Antti Arkima	Antti.Arkima@fma.fi	Lauri Pietarinen	Lauri.pietarinen@atbusiness.com		
	Rolf Backstrom	Rolf.Backstrom@fma.fi				
France	Alain Hebrard	alain.hebrard@equipement.gouv.fr	Xavier Caroff	xavier.caroff@cgey.com	Charles Massa	Charles.Massa@equipement.gouv.fr
	Sylvie Pastol	Sylvie.Pastol@equipement.gouv.fr				
Germany	Dr Neuhaus	ralph.neuhaus@baw.de			Hans Callsen-Bracker	hans.callsen@bmvbw.bund.de
	Werner Brunet	wbrunet@fvf.wsv.de			Jorg Neubert	joerg.neubert@bmvbw.bund.de
Greece	Konstantinos D. Fatmelis	gus@yen.gr			Alex Carcantos	int_relations@yen.gr
Ireland	Edward Nolan	Edward.nolan@dcmnr.ie	Eddie Nolan	Edward.Nolan@dcmnr.ie	Lorraine MC Gurk	lorraine.mcgurk@dcmnr.gov.ie
	John Twomey	john.twomey@marine.gov.ie				

Country	SafeSeaNet IT Experts		SafeSeaNet IT subcontractors		SAFESEANET OPERATIONAL EXPERTS	
	Name	Email	Name	Email	Name	Email
Italy	Bruno Massimo	m.bruno@eis.it			Michele Avino	m.bruno@eis.it
Netherlands	André J.M. à Campo	ajm@acampo.nl	Ed Van Dort (Port of Dirkzwager)	evandort@dirkzwager.com	Jan Nipius	Jan.Nipius@dgg.minvenw.nl
	J.G. Foeken	han.foeken@dgg.minvenw.nl	Kees Tuchscheren (Port of Rotterdam)	CL.Tuchscherer@portofrotterdam.com	Lieven Dejonckheere	lde@bet-schelderadar.nl
			Matthis Willemstein (Port of Amsterdam)	mjlw@amsterdamports.nl		
Norway	Bo Kahler	bo.kahler@fundator.no	Bo Kahler	Bo.Kahler@fundator.no	John Morten Klingsheim	john.morten.klingsheim@kystverket.no
	Reidar Kjennbakken	reidar.kjennbakken@kystverket.no	Jarle Hauge	Jarle.hauge@kystverket.no		
Portugal	Carlos Soares	Carlos.Soares@porto-de-lisboa.pt	Paulo Bispo	Paulo.bispo@imarpor.pt		
	Fernanda Macedo	Fernanda.macedo@porto-de-lisboa.pt				
	Fernanda Macedo	fernanda.macedo@porto-de-lisboa.pt				
	José Cruz	jose.cruz@imarpor.pt				
Spain	Alfonso De Labora	interoper@sasemor.es			Julian Abril	mnogueira@mfom.es
	Annette Goetz	agoetz@portel.es				
	Mnogueira	mnogueira@mfom.es				
	Pjroman	pjroman@puertos.es				
Sweden	Sacebo	sacebo@portel.es				
	Benny Petterson	Benny.Pettersson@sjofartsverket.se	Ulf Andersson	Ulf.andersson@sjofartsverket.se	Goran Andersson	goran.andersson@sjofartsverket.se
	Jan O. Karlsson	jan.o.karlsson@sjofartsverket.se			Urban Hallberg	Urban.Hallberg@sjofartsverket.se
	Malin Dreijer	Malin.Dreijer@sjofartsverket.se				
U.K.	Malin Dreijer	Malin.Dreijer@Sjofartsverket.se				
	Colin E. Thomas	colin_thomas@mcga.gov.uk			Mark Stockwell	mark.stockwell@mcga.gov.uk
	Martin Rapson	Martin_Rapson@mcga.gov.uk			Souter Godfrey	godfrey.souter@dft.gsi.gov.uk
	Paul Wilkins	paul_wilkins@mcga.gov.uk				
Poland	Rob Bennett	Rob_Bennett@mcga.gov.uk				
					Cpt Bogdan Rojek	irm@umgdy.gov.pl