

SafeSeaNet Group meeting no. 23
Agenda item 6
6 May 2015

SSN 23/6/1 (v.1.00)
Lisbon, 10 April 2015

ANY OTHER BUSINESS

ETD from Port of Call

Submitted by France

| | |
|---------------------------|--|
| <i>Summary</i> | Presents a proposal for changing the business rule concerning ETDFromPortOfCall. |
| <i>Action to be taken</i> | As per paragraph 3 |
| <i>Related documents</i> | a. Directive 2002/59/EC, Articles 4, 13 and 15 b. Directive 2009/16/EC, Art. 9 c. Directive 2000/59/EC, Articles 6 and 9 |

1. BACKGROUND INFORMATION

The estimated time of departure (ETD) must be notified in a PortPlus notification to SSN in the following cases:

1. Prior to the ship's entry into a port of the Member States, according to article 4 of Directive 2002/59/EC - Notification prior to entry into ports of the Member States,
2. Prior to the ship's entry according to article 6 of Directive 2000/59/EC - notification of waste and cargo residues,
3. Prior to the ship's departure from the port for ships carrying dangerous or polluting goods (Article 13 of Directive 2002/59/EC - Notification of dangerous or polluting goods carried on board),
4. At least three days prior to the ship's arrival at the port or anchorage for ships eligible for expanded inspection (Article 9 of Directive 2009/16/EC - Notification of arrival of ships)

In accordance with article 15 of Directive 2002/59/EC, Member States may exempt scheduled services of notifications prior to entry into ports (point 1 above) and of notifications of dangerous or polluting goods carried on board (point 3). Similarly, in accordance with article 9 of Directive 2000/59/EC, Member States may exempt ships of notification of waste and cargo residues (point 2).

When a ship is exempted from notifying the three above notifications and is not eligible for an expanded inspection (point 4) the ETD does not have to be reported. This generally concerns a very limited number of ships (presently in the case of France, there are only three ships which are exempted of the three notifications).

2. CURRENT STATUS

In SSN v2 (e.g. XML Reference Guide v2.08), the ETD was mandatory only when the PortPlus notification included the element "PreArrivalNotification24HoursDetails" or the element "HazmatNotificationInfoEUDepartures".

In SSN v3 (e.g. XML Reference Guide v3.02), the ETD is always mandatory unless the ATD is provided or PortOfCall = "ZZCAN". This rule is stricter than in SSN v2 and it brings issues with ships which are exempted of the three pre-arrival notifications, as introduced above.

3. PROPOSAL

In order to correctly treat cases of ships exempted of the three pre-arrival notifications and not eligible to expanded inspections, France proposes to change the business rule applied to the ETD in PortPlus notification.

It is suggested that the ETD becomes mandatory only when the PortPlus notification does not include the ATD (attribute ATDPortOfCall) and includes at least one of the following elements:

- "PreArrivalNotification24HoursDetails",
- "HazmatNotificationInfoEUDepartures",
- "PreArrival3DaysNotificationDetails",
- "WasteNotification".

4. ACTION REQUIRED

The Member States are invited to note the proposal submitted by France and request EMSA to align the XML Reference Guide and SSN Central System.