



Final Meeting Report

5th LRIT Expert Group Meeting

Lisbon, 27th April 2009

Meeting Organization

The meeting was attended by delegations from: Belgium, Bulgaria, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Norway, Poland, Portugal, Romania, Slovenia, Spain, Sweden, the Netherlands, United Kingdom and the European Commission.

The list of participants is attached as **Annex 1** and the Final Agenda as **Annex 2**. **Annex 3** is the summary of action items arising out of this meeting.

A paper entitled "The EU LRIT Ship database and Ship integration in the EU LRIT Data Centre" was sent out to MS prior to the meeting.

Note: All presentations and papers discussed during the meeting can be found on the EMSA LRIT website by clicking on the "EU LRIT Data Centre" in the left hand side menu and then logging into the site with your personal usernames and passwords to access the downloadable documents:

https://extranet.emsa.europa.eu/index.php?option=com_content&task=view&id=52&Itemid=91

If you are unable to access the website or documents, please send an email to: LRIT@emsa.europa.eu.

Meeting Objectives

The main objectives of the meeting were to:

- Report/Update Member States (MS) on the EU LRIT Data Centre implementation and testing;
- Discuss specific operational issues to be observed during the use of EU LRIT DC including particular issues with regard to ship integration into the DC
- Discuss the outcome of the 7th IMO LRIT Ad Hoc Meeting with respect to any impact it could have on the EU LRIT DC development;
- Give an update to MS on the status of signature of the Conditions of Use for using the EU LRIT DC and the costs associated to using the DC;
- Provide an update on the current status of the Ship Database;

Meeting Programme

Agenda item 1 - Opening / Introduction

Leendert Bal, Head of Department C-Operations welcomed the participants. He stated that the objective of this meeting was to give an update to Member States on the development and testing of the EU LRIT DC. He also highlighted the fact that EMSA is currently planning to have the EU LRIT DC ready ahead of the deadline of 30 June 2009. The envisaged date of going into production is the 25 May 2009.

Agenda item 2 –Outcome of the 7th meeting of the IMO Ad Hoc LRIT Group

EMSA presented the outcome of the 7th meeting of the IMO Ad Hoc LRIT Group which took place from 9-13 March. During the presentation EMSA gave a general view of the

decisions that were taken by the ad hoc Group and also highlighted several issues that were raised by the IMO Secretariat including: the fact that many EU Member States have not communicated the required information to IMO as indicated in the Revised Performance Standards (MSC.263(84)) as well as the requirements set in MSC.1/Circ.1299. An updated list was produced by IMO on the day of this meeting and was circulated to all participants to indicate the status.

Note: EMSA kindly asks all MS to fulfil their obligations towards IMO as otherwise this may jeopardize the testing of the EU LRIT DC and as a result the EU LRIT Data Centre may not be able to go into the production environment or be ready by the deadline.

During the presentation it was also highlighted that IMO has advised contracting Governments that:

- In a number of cases the communications it received were incomplete;
- The model provided as set out in appendix 1 to annex MSC.1/Circ.1298 was not properly used;
- Letters did not originate as specified in paragraph 8.1.3 of the annex to MSC.1/Circ.1298;
- The authorised testing ASPs – The conditions of their authorization was not specified in the letter;
- Original letters never reached IMO.

Note: MS are kindly asked to look into this issue urgently and check whether their government has submitted the relevant required information to IMO.

A model letter in Annex 5 of MSC85/WP.7/Add.1 (this has been placed on the LRIT area of the EMSA website) has been previously circulated to meet some of the IMO notification requirements however there are additional requirements as listed in the above mentioned documents.

During the presentation EMSA also provided a summary of other related LRIT decisions that were taken by the ad hoc group. For further information in respect of the outcome of the ad hoc group please refer to the presentation in the LRIT area of the EMSA website.

Agenda item 3 – Update on the development and testing of the EU LRIT Data Centre

EMSA provided an update on the implementation of the EU LRIT Data Centre including the results of the FAT testing and ongoing developmental testing. It was confirmed that it is envisaged for the EU LRIT DC to be up and running by late May 2009 which is over one month ahead of schedule, compared to that indicated in the original Implementation Plan and also meeting the deadline for the transitional arrangement.

Member States were requested not to change, update, or delete any of their DDP polygons so that developmental testing in respect of the IMO testing Protocol could continue. Currently testing is taking place with two other Data Centres namely Bahamas and Canada. Following developmental testing, EMSA will send a report to MS to indicate the errors in their polygons and ways to correct them such that these can be uploaded in the production DDP Server.

EMSA kindly requests all Member States to participate in the following actions which need to be completed to ensure the EU LRIT Data Centre is set-up as soon as possible and can meet the 30 June deadline:

- Populate the EU LRIT Ship DB with their ships;
- Ensure that the DDP submissions on the IMO DDP server are no longer changed so that developmental testing can continue;

- Sign the Conditions of Use agreement if not already done so;
- Ensure that a formal letter of notification is sent to IMO urgently to indicate that the MS will participate in the EU LRIT DC as well as stating its authorized testing ASP's and recognized ASP;
- Define national networks of LRIT users and associated operational procedures.

MS that have not yet sent in their authorized testing ASP's to EMSA to be able to circulate this information to all MS for information are kindly asked to do so as soon as possible.

Furthermore, a paper had been sent prior to the meeting on the integration of ships into the EU LRIT Data Centre. This raised a number of issues including discussion on the Radio ID field (as stated in the EU LRIT Ship DB but refers to the Shipborne Equipment ID) in the EU LRIT Ship Database. The Radio ID is the most important information for the recognized ASP during the ship integration procedure and refers to the equipment number (IMN for Inmarsat C, ISN for Inmarsat D+ or Mini C, IMEI for Iridium). When this information is not available in the EU LRIT Ship DB, the recognized ASP has to request certain additional information from the authorised ASP who delivered the Conformance Test report. It was agreed by MS that they would provide the Radio ID information in the EU LRIT Ship Database to facilitate the ship integration process (before the ASP starts the ship integration process).

Other actions which were suggested by EMSA and agreed by MS are that:

- MS can update the LRIT Ship DB and GMDSS DB with reliable data provided by the ASP in an electronic file;
- MS should complete the transfer of flag information especially when the change is to a non-EU MS as there is no means for the ASP (CLS) to remove the DNID otherwise (for Inmarsat C only);
- MS should clearly identify and modify relevant information in the Ship DB if there is a change in the shipborne equipment (i.e. by changing the Radio ID).

Another issue raised was the costs of ship integration. The initial cost arising from the integration of ships into the EU LRIT Data Centre is covered by EMSA on the assumption that the integration will be performed one time (several attempts are made). Should ship integration attempts have to be performed several times because the shipborne equipment is not available/not responding, the additional charge will need to be covered by Member States. Once the DC is operational, the Flag Administration (NCA) will need to activate/click the re-integration button in the EU LRIT DC Web Interface to request the additional attempt to integrate the shipborne equipment (ship) after the initial attempt has failed.

To ensure that there is no further delay in the implementation of the EU LRIT DC, a compromise was agreed by MS that this additional ship re-integration cost would initially be covered by the entrance fee paid by each MS. MS requested that such re-integration costs be further explained especially in terms of the process and what types of integration failures would generate costs. EMSA agreed to consult CLS on this issue and provide a detailed note on this issue. These financial issues and in particular the occurrence of overreporting and the need to re-integrate vessels will be discussed again by the LRIT Expert Group after having gained experience with the operations of the EU LRIT Data Centre over the first six months.

In addition, EMSA will be sending a list of ships to all MS that have entered ships in the EU Ship DB indicating which was successful or failed the integration into the ASP

(subsequently will be integrated automatically in the DC). MS will be requested to investigate all failures.

Some MS have also enquired about the status of integration of ships tested by SatPro Testing ASP. EMSA informed MS that CLS was requested to evaluate the impact of integrating ships tested by SatPro and expects to provide MS with the outcome of the evaluation by the middle of May. EMSA emphasized that each company authorised by a MS to act as a testing ASP which intends to also act as a CSP will be required to meet the financial, availability, reliability, security and performance criteria stipulated in the EMSA ASP/CSP tender and therefore are subject to acceptance by the Authorised ASP (CLS).

The next steps which were mentioned are the following:

- Finalizing CoU signing process with all MS and OCT;
- Finalizing and signing the Service Level Agreement with IMSO (audit);
- Implementing the operational procedures between CLS - EMSA MSSO - MS Operational contact;
- Implementing the procedures for invoicing and billing;
- Integration of EU LRIT DC into the Production environment;
- MS to check with IMO that the original letters were sent and received by IMO as otherwise integration into the production environment might be denied by IMO;
- Going on-line by end of May – beginning of June 2009 (during MSC 86).

Agenda item 4 – Status of EU LRIT Ship Database (DB)

EMSA gave a review on the status of the EU LRIT Ship DB including the current production environment, the XML interface, initial population of the database and how to do this, and the most frequent problems.

To date there are about 2300 ships entered in the Ship Database and 23 MS are registered in the DB. For initial population of the Database, MS have the possibility to send EMSA a list of ships on electronic file and or download an Excel or XML template found on the EMSA website (Extranet – LRIT Technical Documents) and submit these to EMSA.

MS are urgently requested to enter their ships in the DB such that their integration in the system can progress. For all support on the EU LRIT Ship DB including request for usernames and passwords, please contact the Maritime Support Services (Tel: +351 211 209 415 email: MaritimeSupportServices@emsa.europa.eu).

For more information on this presentation please view the presentation located on the LRIT page of the EMSA website.

Agenda item 5 – Conditions of Use

A review on the status of signature of the Conditions of Use (CoU) was given which stated that 16 MS have signed the CoU, 6 MS have signed and EMSA should receive them by end of April, and discussion are ongoing with 4 MS. 5 Member States have not yet shown progress with regard to the CoU.

It was also mentioned what elements would be payable in the EU LRIT Data Centre including: position reports, polls, periodic rate change requests, and ship re-integrations. Archived information will be provided free of charge for EU Ships.

It was also indicated that the following items would not be paid by MS:

- Mandatory position reports from EU MS ships;
- Position report of a EU MS ship that is already available at the EU LRIT DC (position report already requested by another EU MS);
- All SAR information;
- Archived Information;
- Initial Ship Integration Costs (“first attempt”).

Agenda item 6 - Specific operational issues to be observed during the use of EU LRIT DC

CLS gave a presentation raising a number of operational issues which have arisen in the development of the EU LRIT DC. This included issues related to testing of shipborne equipment, such as Inmarsat equipment being used for other purposes making LRIT messages not a priority and communication problems in ports or other crowded areas which may affect the LRIT satellite communications and therefore testing should be conducted in open sea areas.

Furthermore, custom coastal areas and standing orders were explained as well as delays associated to poll requests. Lastly, it was mentioned that when a request to change the periodic rate is made, this may not be immediate due to the system optimizing mandatory position reports with the requested additional position reports.

For more information on this presentation please view the presentation located on the LRIT page of the EMSA website.

Future meetings

It is envisaged that this group will continue to meet to discuss issues of common interest for the EU LRIT Data Centre when it is fully operational. The LRIT Focal Points list will cease to exist and all communications following signature of the Conditions of Use will pass to the NCA’s nominated in this document. NCA’s will be free to attend these meetings with any other nominated experts. It is likely that the next meeting will take place during the 3rd or 4th quarter of this year.

The meeting was closed with a general acclamation by Member States whereby they thanked EMSA and CLS for their hard work in ensuring that the EU LRIT DC will be developed and become operational in time.

Annexes

Annex 1 - List of participants

Annex 2 - Final Agenda

Annex 3 - Summary of Action Items

Annex 1 – List of participants

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Annex 2 – Final Agenda

5th Meeting of the EU LRIT Expert Group
Lisbon, 27 April 2009

Monday, 27 April 2009 – LRIT Expert Group meeting

Chair: Marin Chintoan-Uta Head of Unit, Satellite Monitoring Services, EMSA

Time	Agenda Item	Speaker
09:00 – 09:15	<i>Registration & coffee</i>	--
09:15 – 09:30	1. Welcome and opening of meeting	Marin Chintoan-Uta Head of Unit
09:30 – 10:00	2. Outcome of the 7th meeting of the IMO Ad Hoc LRIT	Lawrence Sciberras Project Officer LRIT
10:00 – 10:30	Discussion	All
10:30 – 11:00	3. Status of the EU LRIT Data Centre <ul style="list-style-type: none"> ▪ Results of testing ▪ System Operation ▪ Ship integration in EU LRIT DC ▪ Outstanding / Technical issues 	Marin Chintoan-Uta Head of Unit
11:00– 11:30	<i>Coffee Break</i>	
11:30 -12:15	Discussion	All
12:15 – 13:00	4. EU LRIT Ship Database <ul style="list-style-type: none"> ▪ Current Status ▪ General Discussion 	Andrea Pelizzari Maritime Application Engineer LRIT
13:00 -14:30	<i>Lunch (not provided by EMSA) Break</i>	
14:30 – 15:00	5. Status of signature of Conditions of Use <ul style="list-style-type: none"> ▪ List of MS signing the CoU ▪ List of MS still outstanding 	Leendert Bal Head of Department C

	<ul style="list-style-type: none"> ▪ Financial/billing procedures 	
15:00 – 15:45	<p>6. Specific operational issues to be observed during the use of EU LRIT DC</p> <ul style="list-style-type: none"> ▪ Testing shipborne equipment/testing ASPs ▪ Custom coastal areas & standing orders ▪ Polling requests 	CLS
15:45 – 16:15	<i>Coffee Break</i>	
16:15 – 17:00	Discussion	All
17:00 – 17:30	7. Any other Business and closing	All

Annex 3 – Summary of Action items

I. ACTION ITEMS FOR THE MEMBER STATES

Action Number	Agenda item	Action	Target Date/Deadline
1	2	MS are invited to communicate to the IMO Secretariat as soon as possible the relevant information requested by IMO in the revised Performance Standards (MSC.263(84)) as well as the requirements set in MSC.1/Circ 1299. this is urgent as if it is not submitted this may delay the EU LRIT DC going into production.	ASAP / URGENT
2	2	MS are invited to send in their authorized testing ASP's to EMSA to be able to circulate this information to all MS for information.	ASAP / URGENT
3	3	<p><u>Ship integration actions:</u></p> <ul style="list-style-type: none"> • It was agreed by MS that they would provide the Radio ID information in the EU LRIT Ship Database to facilitate the ship integration process. • MS can update the EU LRIT Ship DB and GMDSS DB with reliable data provided by the ASP in an electronic file. This will be sent to each MS. • MS should complete the transfer of flag information in the EU LRIT Ship DB as much as possible especially when the change is to a non-MS as there is no means for the ASP to remove the DNID otherwise (for Inmarsat C only). • MS should clearly identify and modify relevant information in the Ship DB if there is a change in the shipborne equipment (i.e. by changing the Radio ID). 	ASAP/URGENT
4	3	<p>MS kindly requested to:</p> <ul style="list-style-type: none"> • Ensure that the DDP Submissions on the DDP server at IMO are no longer changed so that developmental testing can continue. • Sign the Conditions of Use agreement if not already done so; • Ensure that a formal letter of notification is sent to IMO <u>urgently</u> to indicate that the MS will participate in 	ASAP/URGENT

		<p>the EU LRIT DC as well as stating its authorized testing ASP's and recognized ASP.</p> <ul style="list-style-type: none"> Define national networks of LRIT users and associated operational procedures 	
5	4	MS are invited to take all necessary steps to upload their LRIT ships on the EU Ship Database as soon as possible.	ASAP / URGENT
6	5	MS to follow-up internal approval and signing of the Conditions of Use.	ASAP /URGENT

II. ACTION ITEMS FOR EMSA /COM

Action Number	Agenda item	Action	Target Date/ Deadline
1	2	EMSA was asked to resend the report of the meeting between DC's on financial issues.	This was sent on 27/4/09.
2	3	EMSA to send status of ship integration into the ASP including the reasons for failure. This is only for ships which are already in the EU LRIT ship database.	This was sent on 28/4/09
3	3	EMSA to send clarification note of all potential failures in ship integration and consequences financially for the MS.	ASAP
4	3	Following developmental testing, EMSA will send a report to MS to indicate the errors in their polygons and ways to correct them such that these can be uploaded in the production DDP Server.	Following Developmental testing