

Workshop Report

24th SafeSeaNet group meeting

Held in Lisbon on

14 October 2015

Final version

Date: 11 May 2016

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Information Services User Management. Mr Sandro Nuccio represented the **European Commission** (DG MOVE).

Delegations from **Belgium, Bulgaria, Croatia, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Norway, Poland, Portugal, Romania, Slovenia, Spain, Sweden** and the **United Kingdom** attended the meeting, and also representatives from **ESPO** and **PROTECT**. **Montenegro** attended the meeting as observer.

The list of participants is attached at Annex 1, and a list of distributed documents is included at Annex 2. All SSN workshop documentation may be obtained at:

<http://www.emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports.html>

Workshop Programme

I. Introduction

I.1 Opening

The chairman welcomed the participants. He highlighted that the present meeting included progress report on important issues initiated at previous meetings. The meeting objectives were introduced as follows:

- present the status of developments and planning for Member State (MS) national SSN systems in relation to SSN V3;
- present the progress report on the IFCD revision drafting working group;
- propose updates to the XML Reference Guide and the SSN deployment roadmap;
- present the progress report of the Hazmat Working group; and
- revise the SSN operational documentation (Incident report Guidelines and Common Operational Procedures).

I.2 Approval of the agenda

The agenda was adopted with a change, as EMSA proposed the inclusion of a presentation on the SSN V3 status report and the SSN data quality report. The group **agreed** with the proposal.

The Netherlands invited EMSA to allocate more time at the next SSN meetings to allow time for discussion on important issues, in particular the SSN v3 status of implementation by Member States and the data quality checks following SSN v3 implementation (**Action point 1**).

The updated agenda is included in Annex 2.

I.3 Minutes of previous meeting (Workshop 23) and follow-up actions

The minutes of the previous meeting (SSN 23) were **approved**, and EMSA summarised the outstanding issues from the previous workshops.

I.4 24.1.3 Actions stemming from SSN HLSG decisions

EMSA presented the main actions arising from the 13th SSN High Level Steering Group meeting.

The SSN group **noted** the information presented.

II. Input from the Commission

On behalf of the Commission, Mr Nuccio thanked the SSN group for the work done and results achieved. He highlighted that the SSN system is the backbone of the European maritime surveillance monitoring and information exchange raising the expectations of different sectors and stressed the need to timely adapt to the requirements of SSN v3 as a matter of priority.

In addition, he informed that following the revision of Annex III of Directive 2002/59/EC, amendments to the HLSSG governance will be presented at the next HLSSG meeting in December.

III. SafeSeaNet Operational and Legal Aspects

III.1 24.3.2 HAZMAT WG – progress report

EMSA presented the progress achieved by the HAZMAT WG including:

- the development of the Central Hazmat Database (CHD);
- the non-technical amendments to the SSN XML Reference Guide (to align with the HAZMAT guidelines);
- the content of the leaflet on HAZMAT reporting;
- the proposal for developing training modules on reporting HAZMAT to SSN, and;
- the amendments to the HAZMAT Guidelines.

In addition, EMSA presented a proposal with respect to the reporting of bunkers to be included in the Guidelines.

PROTECT provided clarifications regarding the proposal on bunkers reporting and the reason why this should be separated from the Hazmat reporting. Considering that bunkers can cause pollution following maritime casualties, **Belgium** and **the Netherlands** agreed that it is important to report bunkers in SSN and supported the proposal by Protect that it should be reported separately from DPG.

Poland, supported by **Bulgaria** and **Greece**, expressed their reservation on the obligation to report bunker information as other DPG items covered by the Article 13 of Directive 2002/59/EC because in line with the FAL Convention and Directive 2010/65/EU they do not consider bunkers as a cargo. Poland recalled that the obligation to report bunkers already exists but only in the mandatory ship reporting systems in accordance with Article 5 / Annex I.4. Poland, while agreeing that it is important to report bunkers in SSN, supports the proposal that it should be reported separately from DPG. EMSA highlighted that the mandate of the SSN Group is limited to the SSN technical and operational implementation and legal questions should be raised to the Commission services. Commission clarified that the requirement stems from Article 2.c of Directive 2002/59/EC and the question is how to report such information via SSN.

The SSN group **noted** the information provided and **agreed** with the proposed amendment to the HAZMAT Guidelines with respect to the carriage of DPG, which are subject to special provisions mentioned in the IMDG Code. EMSA will prepare an amended version of the Guidelines (**Action point 2**). Regarding the reservation expressed on the obligation to report bunker information on arrival/departure in SSN, this will be addressed by the Commission (**Action point 3**).

EMSA stated that the main objective of the Directive (and SafeSeaNet) is to provide easy access to the DPG cargo on board ships. Based on the results of the data quality checks, the quality of this information is still questionable. The Hazmat WG was setup in order to improve the quality of the Hazmat information provided, by making available tools and guidelines to support the MS and the shipping industry (i.e. Hazmat Guidelines, CHD, Hazmat leaflet and training modules). The coordination required by each National Administration is very important to disseminate this knowledge to the shipping industry, and EMSA is available to support in this activity.

III.2 24.3.3 SSN Incident report guidelines update in line with the Places of Refuge guidelines

Following the request of the HLSG, **EMSA** introduced amendments to the SSN Incident Report Guidelines (v2.1) to indicate the use of the SSN incident reporting framework for the exchange and sharing of Places of Refuge (PoR) information,

The final proposal for these amendments will be distributed to MSs by correspondence, after the “Places of Refuge EU Operational Guidelines” have been amended by the Cooperation Group on Places of Refuge.

The SSN group **noted** the information presented. The updated information will be presented at the next HLSG meeting (**Action point 4**).

III.3 24.3.4 IFCD revision working group

EMSA presented the status on the IFCD revision being carried out by the IFCD Revision WG and the next steps as agreed by the HLSG. The final draft of the IFCD will be presented for approval at the HLSG meeting of June 2016. The revised IFCD draft would be circulated in week 43 incorporating the comments provided during the meeting.

The SSN group **noted** the information presented. A progress report will be presented at the next HLSG meeting (**Action point 5**).

III.4 24.3.5 Common Operational Procedures - Exemptions revision

Following the revision of the IFCD to reflect the operational aspects of the recording of exemptions in SSN, **EMSA** introduced amendments to the Common Operational Procedures (COP).

Sweden submitted written comments on the proposal prior to the meeting, mainly regarding the exemption of scheduled services with port calls in different MS. Based on these comments EMSA has reviewed the proposed exemptions procedure, clarifying that when a scheduled service includes port calls in different MS, the MS concerned have to approve and register the exemption to SSN.

Belgium recalled that the Security exemption requires the port facilities to be identified and that the Waste notification exemption¹ may be applicable to specific types of waste. EMSA agreed to analyse further the issue and the possible impact to the SSN system.

The SSN group **agreed** with:

- the proposed amendments to the Common Operational Procedures including the clarification that when a scheduled service includes port calls in different MS, the MS concerned have to approve and register the exemption to SSN. EMSA will revise the procedures and publish the revised document at the EMSA website, (SSN documentation section) (**Action point 6**).
- EMSA to analyse the issues identified with the Security and Waste exemptions and present a proposal at the next SSN Group meeting (**Action point 7**).

IV. SafeSeaNet Technical Aspects

IV.1 24.4.1 SSN Roadmap

EMSA gave an overview of the planning for the development of SSN as follows:

- SSN v3.1 will be deployed at the end of October 2015. This will include the distribution of Incident Report (IR) messages to both V2 and V3 end-points and the SSN-CECIS link.

¹ Currently implemented on voluntary basis in SSN.

- SSN v3.2 will be deployed in March 2016. This version is a major upgrade to the system and will include the Shore-based Traffic Monitoring Infrastructure Database (STMID) and the improvement of port call messages (long stays in ports, ships reporting only actual arrivals and departures, and reporting on dangerous and polluting goods type “IGC” without UN number). In addition, this version will include improvements of the user interface and upgrades of Central Ship Database.

Denmark stated that they are testing the CSD and are very happy with the effort put in this pilot project. **Slovenia** expressed their intention to test CSD system-to-system interface.

The SSN group **noted** the information provided.

IV.2 24.4.2 SSN XML Reference Guide 3.03

EMSA introduced the amendments to the XML Messaging Reference Guide (XML RG) including:

- Editorial corrections mainly to align the XML RG with the message schema (without impacting the XSD files).
- Non-technical amendments to align with the SSN Guidelines on Reporting HAZMAT (as approved by the HLSG).
- The port facility generic code “0000” to cover cases where port facilities have not been ISPS-approved, or where they have been recently approved (but still not included in the GISIS).

The SSN group **approved** the revised version of XML RG (v3.03). EMSA will publish the document at the EMSA website (SSN documentation section) (**Action point 8**).

IV.3 24.4.3 Ship Database – Progress report

EMSA presented the current status of the Central Ship Database (CSD) implementation, including a proposal to revise the time plan to be presented to the next HLSG meeting (December 2015).

The SSN group **noted** the information provided. Several MS requested information on how to access the CSD and demonstrated their willingness to test the additional services provided by this project. They have expressed continues support to this project and the added value it would bring to the operation of their national systems.

Denmark expressed its interest to have additional “static” information via the CSD. EMSA confirmed it is working on the possibilities to increase the CSD content. **Slovenia** confirmed their willingness to test in the coming weeks the exchange via system to system interface.

V. SafeSeaNet Status

V.1 24.5.1 SSN V3 status report

EMSA presented the current status of the commissioning tests (CT) and the implementation of SSN V3 by Member States. EMSA underlined the importance of MSs providing their planned dates for carrying out the CT and the date of entering into production with SSN V3.

EMSA recalled that the SSN HLSG agreed to extend the transitional period within which the central SSN system supports the exchange of information in line with two different SSN versions (V2 and V3) until the next HLSG meeting (scheduled for December 2015) where the issue will be evaluated again.

The SSN group **noted** the information provided, and **agreed** to send the information on CT to EMSA, together with the expected dates for entering into production in order to present the updated status at the next HLSG meeting (**Action point 9**).

V.2 24.5.2 SSN data quality report

EMSA presented the SSN Data Quality Report, including the interface with THETIS, and summarised the status of SSN implementation in MSs. EMSA noted in particular the increase on the number of rejected messages following the deployment of SSN v3.

Several MS stated that the issue of the messages rejected was due to duplicated ShipCallId originated because their system does not receive the SSN_Receipt messages and tries to resend the same message that is then rejected. EMSA confirmed that this issue has been previously reported but the cause was not yet identified. The problem needs to be resolved to avoid unnecessary message flows and increased number of rejections.

Denmark requested clarification on the values presented regarding the duplication of messages and the port calls with ATD. EMSA will provide more details to Denmark.

EMSA (THETIS team), on behalf of the PSC team in the MS, emphasized the impact of the data quality issues to the information provided to SSN. The increase in the number of missing/rejected messages, following the deployment of SSN v3, caused a major impact to the PSC inspections. If a port call is not reported the ship cannot be inspected, transferring the responsibility of the inspection to the MS of the next port of call.

The SSN group **noted** the information provided, and **agreed** the following:

- EMSA to further investigate the issue of the missing SSN_Receipt messages to avoid the duplication of notifications resent by the national systems (**Action point 10**).
- MS to further investigate the reported issues of missing PortPlus notifications following the deployment of SSN v3 (**Action point 11**).

V.3 24.5.3 Revision of the Data Quality checks following the implementation of SSN V3

EMSA presented how to revise the set of SSN data quality checks (in view of the deployment of SSN version 3) proposing a phased-in approach, whereby simple basic quality criteria are initially applied and more sophisticated, at a later stage, when EMSA and Member States gain experience.

The SSN group **agreed** with the proposal presented. EMSA will initiate the new SSN Data Quality checks in 2016 (**Action point 12**).

VI. Any Other Business

SSN 23.4.3 Ship Database – Progress report

VII. Information papers

The following documents were not presented, but were distributed for information:

- SSN 24.3.1 List of SSN technical and operational documentation.
- SSN 24.6.1: Port facility information

Workshop Conclusions/Follow-up Actions

The workshop conclusions and follow-up actions have been noted in the relevant paragraphs of the minutes, and a summary of the follow-up actions can also be found in Annex 4.

The provisional date for SSN 25 is 11 May 2016, with LRIT 13 on the same day and IMDatE on 12 May. The final dates will be confirmed in the invitation letters.

Annexes







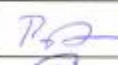




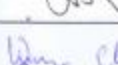
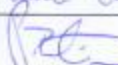

Annex 1 – Attendance List

Annex 2 – List of SSN 24 documents

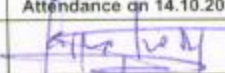




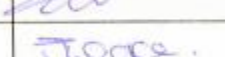




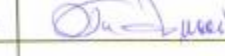
Annex 3 – Meeting agenda

Annex 4 – List of action items from SSN 24 Group meeting

Annex 1 – Attendance List

Country	Name	First Name	Organisation	E-mail	Attendance on 14.10.2015
Belgium	Huibregtse	Jack	Agency for Maritime and Coastal Services, Shipping Assistance Division.	jack.huibregtse@schelderadar.net	
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Country	Name	First Name	Organisation	E-mail	Attendance on 14.10.2015
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United Kingdom	Lee	Jane	MCA	Jane.lee@mcga.gov.uk	
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Annex 2 – List of SSN 24 documents

I. Introduction

- SSN 24.1.1: Detailed Agenda
- SSN 24.1.2: SSN 23 minutes and follow up actions
- SSN 24.1.3: Actions stemming from SSN HLSG decisions

II. Input from the Commission

III. SafeSeaNet Operational and legal Aspects

- SSN 24.3.1: List of SSN technical and operational documentation**
- SSN 24.3.2: HAZMAT WG – Progress report
- SSN 24.3.3: SSN Incident report guidelines update in line with the Places of Refuge guidelines
- SSN 24.3.4: IFCD revision WG (presentation/ information)*
- SSN 24.3.5: Common Operational Procedures Exemptions revision

IV. SafeSeaNet technical aspects

- SSN 24.4.1: SSN Roadmap (including proposal to avoid the rejection of vessels with long stays in port)
- SSN 24.4.2: SSN XML Reference Guide 3.03
- SSN 24.4.3: Ship Database – Progress report

V. Status at National Level

- SSN 24.5.1: SSN V3 status report
- SSN 24.5.2: SSN Data Quality Report
- SSN 24.5.3: Revision of the Data Quality checks following the implementation of SSN v3

VI. Any Other Business

- SSN 24.6.1: Port facility information**

* Documents distributed in PowerPoint format.

** Documents distributed but not discussed during the meeting.

Annex 3 – Meeting Agenda

Time	Agenda Item	Speakers
SSN meeting		
08:30 – 09:00	Registration	
09:00 – 09:30	Opening / Introduction <ul style="list-style-type: none"> ■ SSN 24.1.1 Detailed Agenda ■ SSN 24.1.2 SSN 23 minutes and follow up actions ■ SSN 24.1.3 Actions stemming from SSN HLSG decisions 	EMSA
09:30 – 09:45	Input from the Commission	EMSA
09:45 – 10:00	<ul style="list-style-type: none"> ■ SSN 24.5.1 SSN V3 status report 	
10:00 – 10:15	<ul style="list-style-type: none"> ■ SSN 24.4.1 SSN Roadmap (including proposal to avoid the rejection of vessels with long stays in port) 	EMSA
10:15 – 10:45	<ul style="list-style-type: none"> ■ SSN 24.4.2 SSN XML Reference Guide 3.03 	EMSA
10:45 – 11:00	Coffee break	
11:00 – 11:15	<ul style="list-style-type: none"> ■ SSN 24.3.2 SSN HAZMAT WG – progress report 	EMSA
11:15 – 11:45	<ul style="list-style-type: none"> ■ SSN 24.3.3 SSN Incident report guidelines update in line with the Places of Refuge guidelines 	EMSA
11:45 – 12:00	<ul style="list-style-type: none"> ■ SSN 24.3.4 IFCD revision WG 	EMSA
12:00 – 12:30	<ul style="list-style-type: none"> ■ SSN 24.3.5 Common Operational Procedures Exemptions revision 	EMSA
12:30 – 13:00	<ul style="list-style-type: none"> ■ SSN 24.5.3 Revision of the Data Quality checks following the implementation of SSN V3 	EMSA
13:00 – 13:15	<ul style="list-style-type: none"> ■ Summary of the follow up actions – End SSN meeting 	
13:15 – 14:15	<ul style="list-style-type: none"> ■ Lunch break 	

Documents also presented:

- SSN 24.5.2: SSN Data Quality Report
- SSN 24.4.3: Ship Database – Progress report

Annex 4 – List of action items from the SSN 24 Group meeting

Action Point	Topic and Action	Resp.
1	Allocate more time to the next SSN meetings to allow time for discussion on important issues.	EMSA
2	Publish the amendment to the HAZMAT guidelines with respect to the carriage of DPG, which are subject to special provisions mentioned in the IMDG Code.	EMSA
3	Clarification on the obligation to report bunker information on arrival/departure in SSN.	COM
4	Provide updated information on the SSN Incident report guidelines in line with the Places of Refuge guidelines at the next HLSG meeting.	EMSA
5	Report the progress of the IFCD revision working group at the next HLSG meeting.	EMSA
6	Publish the updated Common Operational Procedures with the revised procedure for reporting Exemption information in SSN.	EMSA
7	Analyse the issues identified with the Security and Waste exemptions and present a proposal to the next SSN Group meeting.	EMSA
8	Publish the revised version of XML RG (v3.03).	EMSA
9	Report the current status of SSN v3 implementation at national level to EMSA (information on CT's and the expected dates for entering into production) in order to present the updated status at the next HLSG meeting	MSs
10	Investigate the issue of the missing SSN_Receipt messages to avoid the duplication of notifications resent by the national systems.	EMSA
11	Investigate the reported issues of missing PortPlus notifications following the deployment of SSN v3.	MSs
12	Implement the new SSN Data Quality checks in 2016.	EMSA

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