Workshop Report

1st SafeSeaNet /LRIT Group Meeting

Held in Lisbon on

17 May 2017

Final version
Date: 7 July 2017

EMSA

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Vessel and Port Reporting. Mr Sandro Nuccio from Unit D2 maritime safety represented the **European Commission** (DG MOVE).

Delegations from **Belgium**, **Bulgaria**, **Croatia**, **Cyprus**, **Czech Republic**, **Denmark**, **Estonia**, **Finland**, **France**, **Germany**, **Greece**, **Hungary**, **Iceland**, **Ireland**, **Italy**, **Latvia**, **Lithuania**, **Luxembourg**, **Malta**, **the Netherlands**, **Poland**, **Portugal**, **Romania**, **Slovenia**, **Spain**, **Sweden** and **the United Kingdom** attended the meeting. Furthermore a representative from **ESPO** attended the meeting. **Montenegro** attended the meeting as observer.

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

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

LRIT (extranet): https://extranet.emsa.europa.eu/ or http://emsa.europa.eu/lrit-home.html

The meeting agendas are attached in Annex 3 and the list of actions in Annex 4.

Workshop Programme

I.   Introduction

I.1   Opening

The chairman welcomed the participants and introduced the meeting objectives as follows:

- Validate the technical specifications for SSN v4 (SSN XML Messaging Guide).
- Demonstrate the New Single Graphical User Interface (SafeSeaNet Ecosystem GUI – SEG) which is a common user interface serving diverse maritime functions and covers the needs of different user.
- Present the SSN and LRIT Data Quality results, recommendations on how to improve the quality of information reported.
- Present the assessment of the implementation and data quality of the Mandatory Reporting System (MRS).
- Present the roadmap for SSN and LRIT.
- Present the SSN PortPlus Guidelines.

I.2   Approval of the agenda

The agenda was adopted without changes.

I.3   Follow-up actions of previous meeting (SSN 26 and LRIT 14)

EMSA summarised the outstanding issues from the previous workshop.

Ireland asked EMSA to distribute the SSN/LRIT terms of reference. EMSA clarified that the terms of reference had been adopted by the 1ˢᵗ meeting of the High Level Steering Group (HLSG) on 12 October 2016 and were distributed to the SSN/LRIT group in November 2016 (they are available at the EMSA website).

The group **noted** the information presented.

II.   Input from the Commission

Mr Sandro Nuccio welcomed the new setup of the meeting which was a consequence of the changes deriving from the High Level Steering Group for Governance of the Digital Maritime System and Services (HLSG).

He briefly informed the group on the state of play of the REFIT of the RFD and VTMIS Directives which is assessing their contribution to the achievement of the overall Maritime Transport policy objectives and noted that the results of the public consultation were available at the Commission website and will be communicated at the next HLSG in June 2017.

In addition, he stressed the importance of the quality of the data reported in SSN by noting that the SSN system is the backbone of the European maritime surveillance monitoring and information exchange.

III.   SafeSeaNet Operational and Legal Aspects

III.1   1.3.2 SSN PortPlus Guidelines – progress report

EMSA presented the progress of the SSN PortPlus Guidelines and the work carried by the correspondence working group. EMSA noted that the final draft version of the SSN PortPlus Guidelines could be found at:

https://extranet.emsa.europa.eu/document-repository/ssn-workshops-and-meetings

The group **validated** the draft guidelines that will be submitted by EMSA to the HLSG meeting for approval (**Action point 1**).

III.2   1.3.3 SSN Common Operational Procedures (COP) update

EMSA presented the amendment to the SSN Common Operational Procedures (COP) covering the timing for announcing SSN releases.

Germany proposed adding a sentence to highlight that minor software releases can also have minor effects on the XML Messaging Ref. Guide.

The group **validated** the Common Operational Procedure updated document, with the inclusion of the remark made by Germany. The document will be submitted by EMSA to the next HLSG for **approval** (**Action point 2**).

IV.   SafeSeaNet Technical Aspects

IV.1   1.4.1 SSN and LRIT Roadmap

EMSA gave an overview of the planning for the next developments of SSN and LRIT.

Belgium asked if CLD would have an impact on MS systems such as the rejection of notifications. EMSA replied that no impact on national SSN systems is foreseen and clarified that the purpose of the CLD is to share location codes between all EMSA's maritime applications and therefore avoid undue rejections.

Croatia asked why users' initials will become necessary in SSN v4 considering that user accounts are sometimes shared (i.e. VTS accounts). EMSA replied that the user's initials will be required by CMC for the purpose of other EMSA's maritime applications and clarified that user accounts should refer to individual persons for security reasons (for instance in order to address the traceability requirement from the IFCD).

Greece stated that they were in the process of checking and updating the authorities' details in COD and asked whether EMSA needed to be informed each time an update is made for the purpose of the STMID publication on the EMSA website. EMSA replied that the publication of the STMID information will be automatized but MSs will still be responsible to update it whenever there are changes in authorities.

EMSA invited Italy to provide feedback concerning their need for having the Automatic Change rate functionality using a restricted geographical area in Standing Orders. **Italy** replied that they are still interested in this functionality.

The group **noted** the information provided.

EMSA will **contact Italy** to coordinate the development of the automatic rate change functionality (**Action point 3**).

IV.2   1.4.2 SSN version 4 - progress report

EMSA presented the results of the work of the sub-group related to the definition of the technical specifications for SSN v4 and introduced a proposal for improving the Commissioning Tests (CTs) process.

<u>SSN v4</u>

Denmark stated that the Danish national legislation did not include a provision regarding the reporting of bunkers, and thus Denmark would not comply with the Business Rule (BR) for reporting bunkers. EMSA clarified that the reporting of bunkers is a fulfilment falling under the FAL Convention which is a recommendation that Contracting Governments may decide not to implement. EMSA also clarified that if reporting of bunkers is included in the national legislation then the MSs will have to make the bunkers information available to the national SSN system for its exchange with other MSs in a structured way.

Poland stated that the wording of the BR 5 for reporting bunkers gives the impression that it is mandatory and considered that may be revised as the reporting obligation is only for the MSs that have national legislation that requires the reporting of bunkers. It also noted that MSs may not require the reporting of bunkers from both arriving and departing ships. EMSA noted that this issue is addressed in the description of the PortPlus notification (XMLRG SSN v4) which states that the reporting of bunkers should only be reported in SSN if it is required by MSs as part of the reporting of IMO FAL Form 3 – Ships Stores Declaration.

Poland also highlighted that the timeframes for the reporting the bunkers are defined by the national legislation and may be different from the relevant timeframes of HAZMAT. Poland proposed to revise the relevant BR. EMSA stated that the BRs document should be considered as a living document and agreed that the revision of the specific BR should be considered by the relevant Group (**Action point 4**).

Belgium requested that the waste exemption notification allows reporting a route with only one port in order to address instances of ships engaged in operations to offshore facilities. EMSA agreed with the proposal to be addressed in the XML Messaging Reference Guide.

The group **agreed** EMSA to revise the XML Messaging Ref. Guide concerning the Waste exemptions (ship exempted when operating in only one port) (**Action point 5**).

Belgium requested clarifications regarding the *ExemptionID* attribute in the exemption notification. EMSA noted the question and will provide further clarifications after the meeting**.**

Ireland supported by **Estonia** reported that identifying port facility codes was difficult and prone to data quality issues and advised that a link to the IMO GISIS database be included in SSN in order address the issue. Ireland also asked clarifications on the reason why SSN requires that the port facility codes are reported in two distinct data elements (LOCODE and number). EMSA replied that the use of two data elements was necessary for the purpose of the v3-v4 transition since SSN will have to accept facility codes reported as a number only (v3) and as a LOCODE and a number (v4). The inclusion of a link to the IMO GISIS database will be assessed. The group agreed that port facilities will be reported in two data elements.

Estonia also asked if SSN would provide a facility to get port facilities codes through a system-to-system interface. EMSA replied that the Central Location Database will offer a system-to-system interface to get location codes and that the inclusion of port facilities codes in the CLD will be assessed.

Several MSs raised concerns regarding the approved Waste BR 7 that requires that all waste types be reported even if there is no quantity to be reported. EMSA replied that this BR was already approved by the relevant expert groups as well as the HLSG.

<u>Commissioning Tests (CTs)</u>

Belgium and **Finland** stated that they support the new methodology proposed for the CTs. Belgium also noted that the new methodology will impact them as they will have to copy data from production

environment to a test environment. They also noted that for the 2nd phase their Local Competent Authorities (LCAs) are not in the position to make requests to other national MS systems.

The group **validated** the System Requirements Specifications for SSN v4 and the draft XML Messaging Reference Guide v4. Both documents will be submitted by EMSA to the next HLSG for **approval** (**Action point 6**).

The group also **agreed** in principle with the proposal presented for improving the CTs and the MSs Commissioning Test Plan. However MSs need more time to understand the impact of the proposal. The updated MSs Commissioning Test Plan will be presented at the meeting for approval.

IV.3   1.4.3 Ship Database – progress report

Due to the shortage of time the Ship Database progress report was not presented. EMSA informed the MSs that the Ship DB will be enhanced and that a statistical analysis comparing the information in EMSA's ship DB and commercial ship DB is available at: http://www.emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports.html

The group **noted** the information provided. Volunteered MSs were **invited** to contact EMSA for connecting their national ship databases to the CSD via web services (**Action point 7**).

IV.4   1.4.5 Additional proposals for SSN v4

EMSA presented additional proposals to be implemented in SSN v4 to resolve longstanding issues remaining from previous versions. The main proposals presented consisted of:

   a. the phasing out of v2 messages, Alert notifications
   b. the phasing out of Ship AIS notifications,
   c. the phasing out of "proprietary" XML interface and
   d. a minor correction to the SOAP interface to align it with industry standards.

Belgium expressed concerns related to the proposal for phasing-out the XML "proprietary" interface. However, if it is decided that the phasing-out was the best way forward they would comply with it. Belgium asked if the phasing-out of the XML interface could be done in combination with the CTs for SSN v4. EMSA replied positively.

Denmark stated that they do not see the need for phasing-out the XML interface. **Finland** noted that they are using XML but if the industry standards are developing differently they will comply and phase-out the interface. **Ireland** stated that they will need to assess the proposal for phasing-out the Ship AIS notifications.

Italy supported by **Lithuania** underlined that their national systems are built upon the XML interface and that the impact would be serious (including budget impact). Thus, Italy and Lithuania noted that for the time being they do not support the proposal for phasing-out the XML interface.

EMSA clarified that the proposal to phase-out the XML interface was due to current industry best practices and international standards and informed MSs that in a certain moment the phase-out will be necessary.

The group **agreed** that further discussion on the phasing-out of the "proprietary" XML interface would be necessary. Germany and Ireland will follow-up at national level assessing the possibility to phase-out Ship AIS notifications and to provide feedback on their planning.

The group **agreed** with the proposals a) and d) above which will be submitted by EMSA to the HLSG for **approval** (**Action point 8**).

V.   Status at National Level

V.1   1.5.1 SSN and LRIT Data Quality Report

EMSA presented the SSN implementation at the national and central levels and the related data quality issues, including the interface with THETIS and the LRIT services performance and use of the system, including IMSO annual audit results. EMSA focused on issues to be resolved and provided recommendations to improve the issues reported. EMSA emphasised the need to continue and enhance the work on the data quality as the value of SSN is increasing with the use of SSN by other maritime applications and user communities.

SSN system

V3 implementation

EMSA stated that Portugal is still commissioned for SSN v2 and that since August 2016 has stopped providing PortPlus and Ship MRS notifications and that Greece is still using v2 and v3. EMSA invited MSs to comment on their status of implementation.

Greece informed that they are currently training the port authorities on SSN v3 and that they expect to phase-out the v2 mechanism and start in production with v3 by end of June 2017.

Portugal stated that they could not provide a date for the CTs or entering in production with v3. They informed the group that they had a meeting with the Commission and they are waiting for national guidance.

Denmark informed that they had solved the issue of the lack of availability of the detailed part of the notifications.

Estonia stated that they modified the national SSN and the NSW system and since March 2017 the availability of the detailed part of the notifications has improved.

Germany informed that they have solved the issues of the availability in their test environment and they will apply the same corrections in their production environment.

Ireland noted that their contractors are investigating the issue of the HAZMAT detailed part and they expect to have this issue solved soon.

Malta informed that though they have the detailed part of the notifications, their system was unable to transmit it upon request. They expect this issue to be corrected shortly.

Lithuania noted that their issue with missing security information concerning the last 10 port of calls has been resolved.

Spain informed that they are working with the shipping companies and agents to improve the reporting of HAZMAT from non-EU ports and with the port authorities on the issue of lack of provision of ATA/ATD. They noted that they have an issue with the request-response mechanism and requested the support of EMSA for solving the situation.

Exemptions

EMSA mentioned that the low number of exemptions shows that the majority of MSs either do not benefit from the exemption possibilities offered by the existing legal framework, so they do not reduce the reporting burden for their shipping industry, or grant exemptions but do not report them in SSN (giving the impression that due notifications are missing). **EMSA** informed the MSs that a section on how to report exemptions in SSN has been added in the SSN PortPlus guidelines.

AIS notifications

EMSA noted there are still two MSs which use both the XML message-based and streaming mechanisms to provide AIS information to the central SSN system, while the rest have discontinued the XML interface.

EMSA invited those still using the AIS XML interface to phase out its use as soon as possible and noted that this interface is of no value in terms of information and requires resources from both MSs and EMSA to maintain and monitor.

MRS notifications

EMSA stated that no reports have been received for BAREP (Norway), CALDOVREP (United Kingdom) or WETREP (Ireland, Portugal and the United Kingdom). **EMSA** encouraged MSs to ask the support from EMSA/Commission in the implementation of MRS reporting whenever necessary.

The UK informed the group that they are training their staff on the reporting and usage of WETREP and for the reporting of CALDOVREP they are facing some technical issues they expect the situation to be solved in few months. **Ireland** stated that still some technical development is needed in the Irish SSN system and they plan to start sending MRS data as soon as possible.

Incident reports

EMSA stated there are still five MSs (Cyprus, Iceland, Lithuania, Romania and Slovenia) using the old framework for reporting alerts and noted three MSs (Denmark, Latvia and the United Kingdom) have completed the CTs for the new framework but are still not using it via XML/SOAP.

Denmark stated that they expect to start sending alerts via the new framework during week 20.

System availability and performance

EMSA noted that the maximum permissible period of continuous interruption was never exceeded, and that the availability of the central SSN system (including the SSN GI) was 99.83%.

Bulgaria and **Finland** stated they will take the necessary measures to guarantee that before and after a downtime of the SSN system data is stored and re-sent. **Malta** informed that development is need in the national system to support data buffering.

Cyprus asked clarifications on the analysis presented by EMSA about the data buffering. EMSA stressed the importance of having SSN data stored during downtimes, and reminded MSs that data should be stored and re-sent once the system resumes operation (as reflected in the IFCD section 4.4).

Data quality and availability

EMSA noted that the number of missing notifications (e.g. PortPlus and HAZMAT) is still high. Furthermore even when the notifications are provided, they are often unavailable upon request.

Ireland noted the high number of missing HAZMAT notifications and requested EMSAs assistance to follow up the issue. **Belgium** stated that they are in contact with the MSS to analyse the availability of the data and they noted that they receive a time-out from the SSN system.

EMSA informed the group that the last SSN patch has solved most of the rejections related to the time-out received by MSs when sending data to the SSN system. It was also noted that the Netherlands eliminated most of the rejections after adjusting the SSN receipt time-out in their National SSN.

Poland asked about the methodology applied by EMSA to assess the availability of the Waste and Security notifications and requested this availability information to be included in the MSS monthly report. EMSA replied that the methodology consists of checking if Waste and Security information was reported for ship calls with ATD in the reporting period. For this analysis, exemptions – and domestic voyages regarding availability of Security information – were taken into account.

The group **agreed** EMSA to include the availability of Waste and Security notifications in the MSS monthly report (**Action point 9**).

EMSA also noted that when the details are not available, the SSN provides to the requester the contact details of the reporting authority. Therefore MSs should ensure that their contact details are kept updated and made available to MSs data requesters on a 24/7 basis as a back-up solution for the provision of the detailed part of notifications.

Interface with THETIS

EMSA reminded MSs that SSN data is also used by THETIS and when they do not provide the required data, this has a consequence on PSC operations. EMSA also highlighted that the provision of ATA/ATD is a crucial element for the PSC.

LRIT system

Denmark noted the concerns raised at the last NSCR meeting regarding the usage of LRIT for SAR purposes and asked if there was any initiative for promoting the use of LRIT specifically for SAR operations. EMSA replied that the enhanced SAR SURPIC, using both AIS and LRIT data, currently existing in IMDatE, will be also available in the SEG; so any SAR SURPIC done in the SEG will use the LRIT system.

EMSA informed that the current orthographic map would not be available in the EU LRIT CDC due to the current outdated technology used and asked if the orthographic map is still needed. **Denmark** replied that the Orthographic map is necessary, but agreed not to have an orthographic map available for a few months, until SEG will be ready to support the orthographic map.

Poland asked why they do not receive data feeds via XML interface. EMSA replied that the XML flow was cut because Poland was using the old XML schema version. Poland clarified that their system has been updated with the new schema version and EMSA confirmed that will again open the data flow.

Poland and **Denmark** proposed discussing the hosting of IDE. EMSA replied that the IDE hosting is purely a policy issue that was discussed at the meeting of the maritime directors and will be presented at the next EMSA Administrative Board.

EMSA asked if the automatic rate change in a standing order, which suffered some delay and is still being developed, should still be necessary. **Italy** confirmed that this tool is still needed.

MSs were **invited** to consider the recommendations made in the Data Quality report, with the aim of further improving the quality of data reported (**Action point 10**).

V.2   1.5.2 Assessment on the implementation and data quality of the MRS

EMSA presented the outcome of an assessment on the implementation and data quality of the MRS messages in SSN.

The group was **invited** to consider the proposals made in the assessment and to provide their comments on the proposals (**Action point 11**).

V.3   1.5.3 Raising SSN Data Quality

EMSA presented additional measures for improving the quality and availability of the data provided by MSs to the SSN system and proposed that a series of bilateral data quality meetings should be organised between EMSA and MSs on a voluntary basis.

EMSA invited the Netherlands to provide their feedback to the group on the meeting held at EMSA in March 2017 upon their request. The **Netherlands** noted that the meeting was an opportunity to discuss in more detail SSN technical and functional issues and also new ways to improve the quality of the data reported.

Spain stated that they would be interested in participating in such a meeting (**Action point 12**).

MSs were invited to contact EMSA in case they would like to arrange a meeting (**Action point 13**).

VI.   Any Other Business

VI.1   1.6.1 SEG live demonstration

EMSA gave a presentation on the SafeSeaNet Ecosystem Graphical User Interface (SEG) and in its transition to operation. The plan to gradually grant access to SEG and how to request access was also explained to MSs. A live demo of SEG was provided.

The group **noted** the information provided and MSs were **invited** to contact EMSA for granting access to SEG (**Action point 14**).

VI.2   1.6.2 Overview on the migration of the Regional Servers

EMSA noted that due to the shortage of time the foreseen presentation on the migration of the Regional Servers would not take place. EMSA briefly informed the MSs that the migration of the hosting of the HELCOM Information centre from the Danish Maritime Authority to the Norwegian Coastal Administration was concluded and that the system is working properly.

The group **noted** the information provided.

VII.   Information papers

The following documents were not presented due to shortage of time:

- SSN/LRIT 1.3.1 List of SSN technical and operational documentation.
- SSN/LRIT 1.4.4 Central Ship Database – progress report
- SSN/LRIT 1.6.2 Overview on the migration of the Regional Servers

Meeting 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 be found in Annex 4.

The provisional date for the next meeting is 18 October 2017. The final date will be confirmed in the invitation letter.

Annex 1 – Attendance List

| Country	Name	First Name	Organisation	E-mail	Attendance on 17.05.2017
Belgium	Yves	Maekelberg	Agency for Maritime Services & Coast, Shipping Assistance Division	yves.maekelberg@mow.vlaanderen.be	
Belgium	Hans	De Veene	Federal Public Service Mobility and Transport - DG Shipping	hans.deveene@mobilit.fgov.be	
Bulgaria	Petar	Ivanov	Executive Agency Maritime Administration	peter_iv@marad.bg	
Croatia	Toni	Maričević	Ministry of the Sea, Transport and Infrastructure	toni.maricevic@pomorstvo.hr	
Cyprus	Themis	Evriviades	Cyprus maritime administration	tevriviades@dms.mcw.gov.cy	
Czech Republic	Evzen	Vydra	Ministzry of Transport	evzen.vydra@mdcr.cz	
Denmark	Kjeld	Gaard-Frederiksen	Defence Command Denmark Naval Staff	kgf@mil.dk	
Denmark	Lise	Højrlis	Defence Command Denmark Naval Staff	lisehoejrlis@mil.dk	
Denmark	Martin	Ahl	Defence Command Denmark Naval Staff	martinahl@mil.dk	
Estonia	Alar	Siht	Estonian Maritime Administration	alar.siht@vta.ee	
Finland	Antti	Arkima	Finnish Transport Agency	antti.arkima@fta.fi	
France	Jean-Yves	Carlier	Direction des Affaires Maritime	jean-yves.carlier@developpement-durable.gouv.fr	
Germany	Ralf-Dieter	Preuss	BSH	ralf-dieter.preuss@bsh.de	
Greece	Maria	Vafeidou	Hellenic CoastGuard	mvafidou@hcg.gr	
Iceland	Fridjon	Arnason	Icelandic Transport Authority	fridjon@icetra.is	
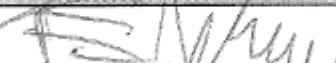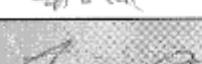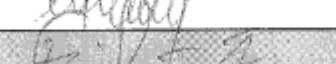
Country	Name	First Name	Organisation	E-mail	Attendance on 17.05.2017
Ireland	James	Snelgrove	Marine Survey Office, Department of Transport, Tourism and Sport	jamessnelgrove@dttas.ie	
Ireland	Anton	Skavronskij	Marine Survey Office, Department of Transport, Tourism and Sport	Anton.Skavronskij@version1.com	
Italy	Antonio	Vollero	Italian Coastguard	antonio.vollero@mit.gov.it	
Italy	Walter	Conti	Italian Coastguard	walter.conti@mit.gov.it	
Italy	Andrea	Tassara	Italian Coastguard	andrea.tassara@mit.gov.it	
Latvia	Deniss	Bickovs	Latvian Coast Guard Service	deniss.bickovs@mrcc.lv	
Latvia	Ricards	Buners	Latvian Coast Guard Service	ricards.buners@mil.lv	
Lithuania	Alfridas	Ulozas	Lithuanian Maritime Safety Administration	alfridas.ulozas@msa.lt	
Luxembourg	Robert	Biwer	CAM: Luxembourg Maritime Administration	robert.biwer@cam.etat.lu	
Malta	Noel	Galea	Transport Malta	noel.b.galea@transport.gov.mt	
Malta	Mark	Caruana Arena	Transport Malta	mark.caruana-arena@transport.gov.mt	
Montenegro	Nexhat	Kapidani	Maritime Safety Department	nexhat.kapidani@pomorstvo.me	
Poland	Jacek	Szymański	Maritime Office	jacek.szymanski@umgdy.gov.pl	
Poland	Bogdan	Rojek	Maritime Office Gdynia	dim@umgdy.gov.pl	
Portugal	Carlos	Marques	ESPO	cmarques@portodesetubal.pt	
Portugal	Nelson Tiago	Santos Tavares			
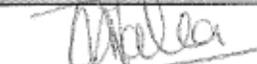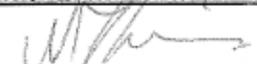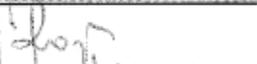
Country	Name	First Name	Organisation	E-mail	Attendance on 17.05.2017
Portugal	Rui Pedro	dos Santos Tavares	DGRM	*(illegible)*	*(signature)*
Slovenia	Danijel	Rihter	SMA	danijel.rihter@gov.si	*(signature)*
Slovenia	Robert	Škrokov	SMA	robert.skrokov@gov.si	*(signature)*
Spain	Jaime	Luezas	Puertos del Estado	jluezas@puertos.es	*(signature)*
Spain	Ramon	Alvarez Viñes	DGMM	ralvarezv@fomento.es	*(signature)*
Sweden	Mats	Kannerstål	Swedish Maritime Administration	mats.kannerstal@sjofartsverket.se	*(signature)*
Sweden	Richard	Blomstrand	Swedish Transport Agency	richard.blomstrand@transportstyrelsen.se	*(signature)*
Sweden	Susanne	Carmblad	Swedish Maritime Administration	susanne.carmblad@sjofartsverket.se	*(signature)*
The Netherlands	Marjon	Dijkman-den Hollander	Rijkswaterstaat Traffic and Water Management	marjon.dijkman@rws.nl	*(signature)*
The Netherlands	Saskia	Dekker	Rijkswaterstaat, Traffic and Water Management	saskia.dekker@rws.nl	*(signature)*
(illegible)	*(illegible)*	*(illegible)*	EST	*(illegible)*	*(signature)*
BELGIUM	JACK	HUIBRESTE	② SEE GUES.	Jack.HUIBRESTE @SCHELDE RADAR-VET.	*(signature)*
ROMANIA	ICHIM	LUCIAN	ROMANIAN NAVAL AUTHORITY	*(illegible)*@RNA.RO	*(signature)*
ROMANIA	DOBRE	IULIAN	ROMANIAN NAVAL AUTHORITY	IUDOBRE @ RNA.Ro	*(signature)*
Portugal					
UK	Richard	Jackson	MCA	richard.jackson@mcga.gov.uk	*(signature)*

Country	First Name	Last Name	ID	Organisation	E-mail	Attendance on 11.05.2017
Espanta	Claudio	Jorge	12776529	Puerto del Estado	ejorjalino@ndaes-gov.co	
Italy	P.	Dawle	YA/061108	ITALIAN COAST GUARD	daniele.pudin@guot.co	
HUNGARY	ZSIGMOND	JENEY		MINISTRY OF NATIONAL DEVELOPEMENT	jeney.zsigmond@nkh.gov.hu	
BE	SANDRO	NUCCIO		D.C. More	sandro.nuccio@ec.europa	

EMSA			
S/N	**Last Name**	**First Name**	**E-mail**
1	AICHMALOTIDIS	Lazaros	Lazaros.AICHMALOTIDIS@emsa.europa.eu
2	LIMA GALVAO	Marta	Marta.LIMA-GALVAO@emsa.europa.eu
3	DUCHESNE	Philippe	Philippe.DUCHESNE@emsa.europa.eu
4	SEQUEIRA	Rui	Rui-Miguel.SEQUEIRA@emsa.europa.eu
5	BELINSKIS	Edmunds	Edmunds.BELINSKIS@emsa.europa.eu
6	ZIOLKOWSKI	Lukasz	Lukasz.ZIOLKOWSKI@emsa.europa.eu
7	ROHLING	Frank	Frank.ROHLING@emsa.europa.eu
8	FERNANDES	Rute	Rute.Fernandes@emsa.europa.eu
9	MAYORDOMO	Jaime	Jaime.MAYORDOMO@emsa.europa.eu
10	SARASUA	German	German.SARASUA@emsa.europa.eu
11	GUIDA	Vincent	Vincent.GUIDA@emsa.europa.eu
12	MOLERO	Diego	Diego.MOLERO@emsa.europa.eu

Commission staff – DG MOVE			
S/N	**Last Name**	**First Name**	**E-mail**
1	NUCCIO	Sandro	sandro.Nuccio@ec.europa.eu

Annex 2 – List of distributed documents

I.   SSN Introduction

SSN / LRIT 1.1.1: Detailed Agenda

SSN / LRIT 1.1.2: Follow up actions

II.   Input from the Commission

III.   Operational and Legal Aspects

SSN / LRIT 1.3.1: List of SSN technical and operational documentation**

SSN / LRIT 1.3.2: SSN PortPlus Guidelines – progress report

SSN / LRIT 1.3.3: Common Operational Procedures (COP) update

IV.   Technical Aspects

SSN / LRIT 1.4.1: SSN and LRIT Roadmap

SSN / LRIT 1.4.2: SSN version 4 – progress report

~~SSN / LRIT 1.4.3: SSN list of errors and warnings in SSN receipt messages~~

SSN / LRIT 1.4.4: Central Ship Database – progress report

V.   Status at National Level

SSN / LRIT 1.5.1: SSN and LRIT Data Quality Report

SSN / LRIT 1.5.2: Assessment on the implementation and data quality of the MRS

SSN / LRIT 1.5.3: Raising SSN Data Quality*

I.   Any Other Business

SSN / LRIT 1.6.1: SEG live demonstration

SSN / LRIT 1.6.2: Overview on the migration of the Regional Servers

Documents distributed in PowerPoint format.

**Documents distributed but not discussed during the meeting.*

Annex 3 – Meeting Agenda

Time	Agenda Item	Speakers
09:00 – 09:30	Registration	
09:30 – 10:00	Opening / Introduction ■ SSN / LRIT 1.1.1: Detailed Agenda ■ SSN / LRIT 1.1.2: Follow up actions ■	EMSA
10:00 – 10:15	Input from the Commission	COM
10:15 – 11:45	■ SSN / LRIT 1.5.1: SSN and LRIT Data Quality Report ■ SSN / LRIT 1.5.3: Raising SSN Data Quality	EMSA
11:45 – 12:00	Coffee break	
12:00 – 12:30	■ SSN / LRIT 1.5.2: Assessment on the implementation and data quality of the MRS	EMSA
12:30 – 13:00	■ SSN / LRIT 1.4.1: SSN and LRIT Roadmap	EMSA
13:00 – 14:00	Lunch break	
14:00 – 14:30	■ SSN / LRIT 1.4.2: SSN version 4 – progress report	EMSA
14:30 – 14:45	■ SSN / LRIT 1.4.5: Additional proposals for SSN V.4	
14:45 – 15:00	■ ~~SSN / LRIT 1.4.3: SSN list of errors and warnings in SSN receipt messages~~	EMSA
15:00 – 15:15	■ ~~SSN / LRIT 1.4.4: Central Ship Database – Progress report~~	EMSA
15:15 – 15:30	Coffee break	
15:30 – 16:15	■ SSN / LRIT 1.6.1: SEG live demonstration	EMSA
16:15 – 16:30	■ SSN / LRIT 1.3.3: Common Operational Procedures (COP) update	EMSA
16:30 – 16:45	■ SSN / LRIT 1.3.2: SSN PortPlus Guidelines – progress report	EMSA
16:45 – 17:00	■ ~~SSN / LRIT 1.6.2: Overview on the migration of the Regional Servers~~	EMSA
17:00 – 17:30	■ Summary of the SSN/LRIT follow up actions	EMSA

Annex 4 – List of action items from the 1ˢᵗ SSN/LRIT Group Meeting

Action Point	Topic and Action	Resp.
1	Submit the validated draft PortPlus guidelines to the HLSG for approval.	EMSA
2	Submit the validated draft COP to the HLSG for approval.	EMSA
3	Contact Italy to coordinate the development of the automatic rate change functionality.	EMSA
4	Report to the relevant group (NSW) the need to update the Business Rule for the "timing requirements" of Bunkers Reporting.	EMSA
5	Revise the XML Messaging Ref. Guide concerning the Waste exemptions (reporting of route with only one port).	EMSA
6	Submit the validated System Requirements Specifications and the draft XML Messaging Reference Guide for SSN v4 to the HLSG for approval.	EMSA
7	Contact EMSA for connecting their national ship databases to the CSD via web services.	Volunteered MSs
8	Submit the additional proposals to phase out of version 2 messages, Alert notifications and the minor correction to the SOAP interface to the HLSG for approval.	EMSA
9	Include in the MSS monthly report the availability of Waste and Security information.	EMSA
10	Consider all the recommendations made in the Data Quality report, with the aim of further improving the quality of data reported.	MSs
11	Provide comments to EMSA concerning the proposals made in the assessment on the implementation and data quality of the MRS.	MSs
12	Contact EMSA for scheduling a dedicated bilateral data quality meeting.	Spain
13	Consider the proposal on bilateral meetings and contact EMSA to organise a meeting.	Volunteered MSs
14	Contact EMSA for granting access to SEG to a specific user.	MSs