Workshop Report

3rd SafeSeaNet /LRIT Group Meeting

Held in Lisbon on
30 May 2018

Date: 13 August 2018

EMSA

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Vessel and Port Reporting. Mr Jacob Terling from Unit D2 Maritime Safety represented the **European Commission** (DG MOVE).

Delegations from **Belgium**, **Croatia**, **Czech Republic**, **Cyprus**, **Denmark**, **Estonia**, **Finland**, **France**, **Germany**, **Greece**, **Iceland**, **Italy**, **Latvia**, **Luxembourg**, **Malta**, **the Netherlands**, **Norway**, **Poland**, **Portugal**, **Romania**, **Slovenia**, **Spain**, **Sweden** and **the United Kingdom** attended the meeting. Representatives from **Montenegro, ESPO** and the **PROTECT** group attended the meeting as observers.

The list distributed documents is attached in Annex 1. All workshop documentation is available at: http://www.emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports.html

The meeting agenda is attached in Annex 2 and the list of actions in Annex 3.

Workshop Programme

I.   Introduction

I.1   Opening

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

- Discuss the SSN and LRIT Data Quality issues and recommendations on how to improve the quality of information reported.
- Provide an overview of the roadmap for developments in SSN and LRIT.
- Present the progress report for the Central Ship Database, the Central Locations Database and the Traffic Density Maps.
- Approve the update of the SSN LOCODEs Guidelines.
- Discuss on technical issues related to BCF and the configuration of the user accounts.
- Discuss the proposals made by Belgium on the Central HAZMAT Database as well as by Denmark and the Netherlands on amending a business rule on Incident reports.

I.2   Approval of the agenda

The agenda was adopted with the addition of a new agenda item on the "Update on the new SSN Ecosystem Graphical user interface (SEG)".

The group **agreed** with the updated agenda indicated in Annex 2.

I.3   Follow-up actions of previous meeting (2nd SSN/LRIT)

EMSA summarised the outstanding issues from the previous workshop.

The group **noted** the information presented.

II.   Input from the Commission

Mr Terling thanked the group for the work done and results achieved. He informed that the evaluation of the VTMIS Directive had been published on 17 May and that the next step is to prepare the impact assessment. He also informed that the EU Operational Guidelines on Places of Refuge will most probably be submitted at the next IMO MSC 100.

He mentioned that the request made by Tunisia to join the EU LRIT CDC will be presented to the next Shipping Working Party and if agreed will be sent to the IMO Secretariat. As regards a similar request of Georgia, COM

asked Georgia to provide some clarifications and as soon as they will be received, the same approach as for Tunisia will be followed.

III.   SafeSeaNet Operational and Legal Aspects

III.1   3.3.3 SSN/LRIT User Configuration

EMSA introduced a harmonised and simplified approach regarding the configuration of user accounts and access rights in SSN and LRIT in view of the integration of SSN v4 with EMSA's new Common Management Console (CMC). The CMC includes a major upgrade of the Identity and Access Management system (IAM) which is in charge of the management of user accounts of EMSA applications including SSN and the EU LRIT CDC. This new IAM system will allow a smoother configuration of user accounts by applying a harmonised approach for all applications.

EMSA informed the group of the scheduled plans and phases for the integration and presented a new procedure for deactivating/deleting unused user accounts.

Belgium raised some concerns about the deletion of accounts after one year of inactivity. EMSA replied that a deletion of an account after one year is reasonable and if access would be required again a new account could be created.

The group **noted** the information provided.

IV.   SafeSeaNet Technical Aspects

IV.1   3.4.1 SSN and LRIT Roadmap

EMSA gave an overview of the planning of the next developments of SSN and LRIT. As regards SSN v4.0, EMSA indicated that the release was made available in the training environment on 2 May 2018 so that MSs could start their Commissioning Tests (CTs). On the request of some MSs, the deployment in production was shifted from end-May to end-June 2018. EMSA also presented a temporary solution to help the MSs which have compatibility issues with SSN v4 messages. The temporary solution will be first deployed in SSN Pre-Production and is part of the deployment to Production scheduled for the end of June.

Germany and **Italy** welcomed the temporary solution proposed by EMSA. At the request of Italy EMSA clarified that the temporary solution would be available until all MSs have entered in Production with SSN v4. Answering to a question of **Germany,** EMSA clarified that the SSN v4.1 will have no impact on the XSD of v4.

Poland asked if the temporary solution would be tested in Pre-Production by all MSs or only by the affected ones and if the solution proposed would still be receiving SSN v3 responses from SSN. EMSA replied that ideally all MSs should test the solution in Pre-Production, although tests are less critical for MS who have already successfully tested the connection in the training environment.

EMSA invited the MSs to test the solution in Pre-Production, to ensure that no problem will occur when deploying SSN v4.0 in Production. MSs were reminded that SSN v2 and Alert messages will be phased out with SSN v4.

EMSA underlined the importance of MSs providing their planned dates for carrying out the Commissioning Tests (CTs). **Slovenia** informed the group that they plan to start their 1st phase of Commissioning Tests by July-August and the 2nd phase by the end of October.

EMSA also introduced the content of the future release v4.1 and the plans for the deployment of the new Identity and Access Management system (IAM). **Belgium** asked if EMSA had planned any training concerning the new IAM. EMSA confirmed that training sessions would be arranged using the new online tools (i.e. webinars using Google Hangouts or Skype).

As regards LRIT, EMSA noted that the EU LRIT Ship DB v2.1 and the EU LRIT CDCD v3.2 will be available in Production in June 2018 and the LRIT IDE v3.2 is planned for November 2018.

The group **noted** the information provided, and MSs were **invited** to:

- Provide their planned dates for carrying out the Commissioning Tests (**Action point 1**).
- Test their connection to SSN v4.0 in the pre-production environment as soon as the temporary solution is in place (**Action point 2**).

The group **agreed** EMSA to arrange training sessions (via webinars) for IAM (**Action point 3**).

IV.2   3.4.2 Recommendations to MSs following SSN BCF exercise

EMSA presented recommendations on how MSs national SSN systems should be configured to cope with situations whereby the central SSN switches from the primary EMSA datacentre to its Business Continuity Facility (BCF).

The group **noted** the information provided. MSs were **invited** to confirm if their systems use DNS and if firewalls are configured to allow EMSA's full IP range (**Action point 4**).

IV.3   3.4.3 Central HAZMAT Database (CHD) new developments

Belgium presented a proposal on new functionalities for the SSN Central HAZMAT Database (CHD). The proposals presented consist of:

a. Include the recommended/voluntary versions of the IMO codes in the SSN CHD and all available detailed data as separate fields in the SSN CHD;
b. Develop a S2S interface for the information in the MAR-CIS database;
c. Create a local copy of the CHD;
d. Make available through the SSN ecosystem the MSDS datasheets.

The **Commission** and **EMSA** congratulated Belgium on the proposals presented noting that such initiatives increase the usability of the systems. The Commission also noted that the primary aim of the CHD is to be used for consultation, by those who have to provide HAZMAT notifications (in accordance with art 13 and Annex I of the VTMIS Directive) and by using automatic checks the accuracy of the information provided may be improved.

Croatia, **Denmark** and **Slovenia** stated their support for including all field in the CHD. They also noted that by doing so the burden of agents can be reduced as some fields would be automatically pre-filled. [1]

EMSA clarified that the flashpoint information is not possible to become available as a separate field in the CHD because it is not a standalone piece of information (it is usually provided in ranges or can only be extracted manually from a text field). Regarding the proposals mentioned in paragraphs b, c and d above, Member States did not yet express any real interest in the development of the proposed services, but to assess/evaluate further.

The group **invited** EMSA **agreed** to:

- Assess the technical developments required to include the recommended/voluntary versions of the IMO codes (**Action point 5**).
- Evaluate the cost/benefit of the development of a MAR-CIS S2S connection (**Action point 6**).
- Investigate further the contractual and technical issues associated with the development of a local copy of the CHD and S2S updates (**Action point 7**).

IV.4   3.4.4 Central Ship Database – progress report

EMSA presented the current status of the Central Ship Database (CSD).

The **Netherlands** asked how EMSA deals with possible inconsistencies in the information contained in the database. EMSA replied that the information in CSD is cross checked with other sources, manually and

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[1] EMSA post meeting note: the framework for the CHD development is limited to the information fields required to be reported under the VTMIS Directive and FAL Form 7

automatically. EMSA also noted that the CSD is developed on a best effort basis and that the contribution of MSs is essential to update the data and to keep the consistency of the database.

Croatia noted that the database could be further improved by enriching its content with information from the ships certificates. COM replied that the CSD could be further populated and that the issue of the e-certificates is under investigation (also raised at the flag State capacity building work shop in EMSA at the end of January).

Finland stated they are planning to connect to the CSD via web services in Q4 of 2018. The **Commission** invited other MS to follow the steps of Finland and to connect to the CSD via web services. The aim could be to create a 'mirroring' function; in that way respecting responsibilities of MS as flag States.

The group **noted** the information provided. Volunteer MSs were **invited** to contact EMSA for connecting their national ship databases to the CSD via web services (**Action point 8**).

IV.5   3.4.5 SSN LOCODEs guidelines update

EMSA presented the updated SSN LOCODEs guidelines noting that the update was required to reflect changes in the operational procedures following integration of the SSN operational registry for locations with the Central Location Database (CLD) in accordance with the VTMIS Directive Annex III.

Germany raised some concerns regarding the validation process of LoCodes as for example the "LastPortDelivered" attribute reported under Waste Summary. Germany asked for clarification on the handling of technically correct LoCodes that are not on the SSN LoCode list in accordance with the list of non-activated LoCodes. EMSA agreed to check this issue and inform Germany accordingly **(Action point 9).**

The group **validated** the SSN LOCODESs guidelines updated document. EMSA will publish the document on the EMSA website (SSN documentation section) (**Action point 10**).

V.   Status at National Level

V.1   3.5.1 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. EMSA also presented the LRIT services performance and use of the system. EMSA emphasised the need to continue and enhance the work on the data quality and provided recommendations to improve the issues reported.

SSN system

Implementation

EMSA stated that **Poland** and **Portugal** have already started their Commissioning Tests (CTs) for implementing SSN v4.

EMSA noted that **Montenegro** started to provide PortPlus notifications in May 2018 to SSN production (as data providers only) environment as agreed by the HLSG. **Montenegro** thanked MSs for approving their connection to the SSN noting the importance of such step as they are on the path to Paris Memorandum of Understanding (PMoU) accession. They noted that it was easy to connect to SSN as they are building the system from scratch. Montenegro also noted that it would be interesting to have access to vessels bound to the ports of Montenegro.

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 or grant exemptions but do not report them in SSN. EMSA also mentioned that since SSN v3.5 MSs can issue the same exemption type for a vessel in overlapping periods and with SSN v4, expected end June 2018, MSs should identify ports of the specific route actually exempted, and to identify only specific types of waste and/or port facilities exempted.

The **Commission** underlined that the exemption should be granted by MSs Administration in accordance with the relevant legal frameworks; is an exception to the relevant reporting requirement and as such it should not be seen as a way to reduce the administrative burden on the shipping industry.

MRS notifications

EMSA stated that no reports have been received for BAREP (Norway), CALDOVREP (United Kingdom) and WETREP (Ireland and Portugal). It was noted that Portugal is still providing reports for COPREP in v2 for which the detailed part cannot be retrieved by other MSs using v3. EMSA encouraged MSs to ask the support from EMSA/Commission in the implementation of MRS reporting whenever necessary.

The **UK** informed about their implementation delays and their plan to start testing in June-July 2018. **Norway** stated that they have not decided yet on how to provide MRS information coming from the BAREP, due to the RF involvement. EMSA noted that the BAREP is an IMO ratified Traffic Separation Scheme (TSS) and the reporting in SSN is mandatory as per the VTMIS Directive. EMSA also noted that there is no legal obligation to report data from the Russian Federation.

Portugal informed that WETREP will be provided to SSN as soon as they enter in production with v4.

Incident reports

EMSA stated there are still two MSs using the old framework for reporting alerts, and three MSs (Denmark, Latvia and the United Kingdom) which have completed the CTs for the new framework but do not use it yet. EMSA also emphasised that the alert notifications will be phased out in SSN v4 and mentioned that some IRs are wrongly classified or reported solely in national language.

Denmark stated that they have phased out the XML interface and provide incidents via the SSN user interface. **Belgium** stated that are analysing how they can receive IRs via a system-to-system interface.

System availability and performance

EMSA noted that the availability of the central SSN system (including the SSN GI) was 99.80% and that MSs should keep in place back-up procedures in case of failure or a scheduled interruption (as required in the IFCD section 4.4). It was also mentioned that EMSA is setting a procedure to analyse AIS downtimes on Regional Servers and Member States, and the harmonisation of AIS data quality will be followed-up by the MARES and North Sea/North Atlantic Expert Working Groups.

In addition, EMSA informed the group that a new information tool will be set-up on EMSA's Maritime Applications Portal (MAP) to provide information on planned maintenance and general downtimes.

Finland stated that they have moved their SSN system to a unique server environment and they are still facing issues concerning data buffering of PortPlus notifications. EMSA agreed to arrange a meeting with the Finnish contractor to assess the issue (**Action point 11**).

Data quality and availability

EMSA noted that the number of PortPlus and HAZMAT missing notifications decreased but remains high for Waste and Security. Furthermore EMSA highlighted that the request-response mechanisms should be operational at all times.

The **UK** informed that they are checking a solution to increase the reporting of HAZMAT notifications as the shipping industry is not fully compliant with the HAZMAT reporting since SSN v3. The **Commission** highlighted the need for informing also shipping agents, insofar as they are used, on how to improve HAZMAT reporting; recalling the training possibilities provided in the past and still available for the MSs. EMSA noted that on the EMSA website under the section on HAZMAT reporting, an e-learning module on how to report HAZMAT in SSN using the CHD is available for the shipping industry as well.

Germany noted that the high value of missing Security information is due to exemptions not being registered in the SSN system and only being reported to the Commission. The Commission and EMSA underlined that exemptions

have to be registered in the system as agreed by the HLSG and by the MARSEC for the specific case of Security. The reporting of exemptions through the SSN system replaces the communication to the Commission thus avoiding the double reporting.

Belgium noted that as soon as SSN v4 goes live the number of missing waste notifications will decrease as they will be able to register exemptions in the system. **Sweden** stated that the issue concerning missing notifications will be solved with SSN v4. **Greece** informed that they will implement Waste and Security by the end of June 2018.

Estonia mentioned that they receive a warning message stating "*The Coastal Station is unknown to the system*" when sending a MRS notification and asked if EMSA could rename the CST identity to "EE_TallinnTraffic". EMSA replied that the change will be made. **Portugal** noted that they are making an effort to enter in production with v4 and that some Commissioning Tests have already been made. They also noted that the development of Waste information will be done at a later stage.

Interface with THETIS

EMSA reminded MSs that SSN data is used by THETIS and when they do not provide the required data, this has a consequence on PSC operations. The provision of ATA/ATD is a crucial element for the PSC and the PSC Directive requires MSs to declare the ATA/ATD for all foreign flags vessels.

Denmark noted that they are working to change the attitude of the shipping agents and improve the provision of ATA/ATD. A newsletter has been distributed and the results are improving. EMSA congratulated Denmark and noted this as a good example for other MSs.

Norway asked if it would be possible to use a centralised database for ATA/ATD based on AIS data so that ATA/ATD could be automatically pre-filled in the notifications. EMSA acknowledged the value of such proposal and noted that the reporting obligation and responsibility of ATA/ATD provision falls under the MSs.

LRIT system

Belgium questioned EMSA about the access policy concerning the different logins used by a unique person that has several accounts for the different Maritime applications. EMSA replied that the user naming convention will need to be harmonised for all EMSA Maritime applications.

EMSA highlighted that there will be in 2018 a migration of Inmarsat satellites and that after the migration a terminal may be out of coverage and must log into another region. It was noted that if a terminal is improperly configured for the "new" Ocean Region, the terminal will stop sending reports.

MSs were **invited** to consider the recommendations made in the Data Quality report, aiming at further improving the quality of data reported (**Action point 12**). MSs were also **invited** to:

■ Provide detailed feedback to the MSs Status reports that are issued on a yearly basis in order for EMSA to collect information on best practices applied by MSs and share them with the group with the aim of improving the quality and reducing the missing notifications (**Action point 13**).
■ Check the LRIT technical configuration of the terminals to allow a proper reporting for the "new" Ocean Regions. EMSA will keep MSs informed on the migration (**Action point 14**).

The group **invited** EMSA to:

■ Assess the possibility of providing training for HAZMAT reporting to the shipping industry (**Action point 15**).
■ Update the CST identification for Estonia in SSN and as regards the MRS Guidelines update them and publish them on the EMSA website (**Action point 16**).
■ Harmonise the user naming convention for all maritime applications (**Action point 17**).

V.2   3.5.2 Follow-up of the bilateral Data Quality meetings

EMSA invited the United Kingdom to provide their feedback to the group on the meeting held at the Maritime & Coastguard Agency (Southampton, 21 November 2017). The **United Kingdom** noted that the meeting was very

useful as it gave an opportunity to discuss in more detail SSN technical and functional issues and also new ways to improve the quality of the data reported.

EMSA **stressed** the importance of having bilateral meetings and will assess the possibility to arrange such meeting with additional MSs on its own initiative/request.

MSs were **invited** to contact EMSA in case they would like to arrange a meeting (**Action point 18**).

V.3 3.5.3 Change of Flag in ships registered in the EU LRIT Ship Database

EMSA presented a proposal to notify the change of flag for ships registered in the EU LRIT Ship DB to the LRIT Ship DB Managers via email. The emails will be triggered one week after the external sources indicate that the vessel changed flag.

The group **agreed** with the proposal presented and the time defined for triggering the emails.

V.4 3.5.4 Shipborne equipment model not properly reported in the EU LRIT Ship DB

EMSA presented a proposal on how to notify the EU LRIT Ship DB Manager via email whenever a shipborne equipment model is improperly reported in the EU LRIT Ship DB as "Other".

The group **agreed** with the proposal presented.

VI. Any Other Business

VI.1 3.6.1 Traffic Density maps – progress report

EMSA presented the current status of the Traffic Density Mapping Service (TDMS) project and informed that the service is planned to be operational by the end of 2018. The planned implementation phases were also presented.

The group **noted** the information provided.

VI.2 3.6.2 Proposal to amend the business rules for Incident reports for the purpose of Updating/Deleting an IR

Denmark and the **Netherlands** presented a proposal to amend the business rules related to the update of the Incident Report (IR). The responsibility and the access rights to update an existing message should be associated to the Organization or the Authority instead to a specific user. The proposal impacts only the central SSN system and the submission of IR directly through the SSN textual web interface.

The SSN group **agreed** with the proposal and invited EMSA to amend the central SSN system accordingly (**Action point 19**).

VI.3 3.6.3 Use of LRIT data for FRONTEX, EFCA and MAOC-N

EMSA gave a presentation on the use of LRIT data by EFCA, FRONTEX and MAOC-N. The use of LRIT data was explained using an example on how the Vessel Detection Service (VDS) correlates satellite image detections with vessel position information to identify the detected and non-reporting vessels. It was also noted that during the period from January until end of May 2018, 21% of the vessels were identified due to their LRIT data.

The group **noted** the information provided.

VI.4 3.6.4 Update on the new SSN Ecosystem Graphical User Interface (SEG)

EMSA gave a presentation on the SSN Ecosystem Graphical User Interface (SEG) and provided an update on the planning for the transition to operation phase (for SSN it will start in October 2018 and for LRIT in 2019). It was

noted that the existing GUI remain accessible to all users and that the decision on de-commissioning them will be taken in consultation with the relevant stakeholders groups (SSN/LRIT and HLSG).

The group **noted** the information.

VII.   Information papers

The SSN/LRIT 3.3.1 List of SSN technical and operational documentation and the SSN/LRIT 3.3.2 HAZMAT Guidelines update were distributed for information.

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 3.

The provisional date for the next meeting is 23 October 2018. The final date will be confirmed in the invitation letter. EMSA noted that the next meeting will most likely include only SSN related items and if so, there will be no need for LRIT experts to attend.

Annex 1 – List of distributed documents

I.   SSN Introduction

SSN / LRIT 2.1.1: Detailed Agenda

SSN / LRIT 2.1.2: Follow up actions

SSN / LRIT 2.1.3: Actions stemming from HLSG decisions

II.   Input from the Commission

III.   Operational and Legal Aspects

SSN / LRIT 3.3.1: List of SSN technical and operational documentation**

SSN / LRIT 3.3.2: SSN HAZMAT Guidelines update**

SSN / LRIT 3.3.3: SSN/LRIT User Configuration

IV.   Technical Aspects

SSN / LRIT 3.4.1: SSN and LRIT Roadmap

SSN / LRIT 3.4.2: Recommendations to MSs following SSN BCF exercise

SSN / LRIT 3.4.3: Central HAZMAT Database – new developments

SSN / LRIT 3.4.4: Central Ship Database – progress report

SSN / LRIT 3.4.5: SSN LOCODEs Guidelines update

SSN / LRIT 3.4.6: Report on 5th session of the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR)**

V.   Status at National Level

SSN / LRIT 3.5.1: SSN and LRIT Data Quality Report

SSN / LRIT 3.5.2: Follow-up of the bilateral Data Quality meetings

SSN / LRIT 3.5.3 Change of flag in ships registered in the EU LRIT Ship DB

SSN / LRIT 3.5.4 Shipborne equipment model not properly reported in the EU LRIT Ship DB

VI.   Any Other Business

SSN / LRIT 3.6.1: Traffic Density Maps – progress report

SSN / LRIT 3.6.2: Proposal to amend the business rule for Incident reports for the purpose of Updating/Deleting an IR

SSN / LRIT 3.6.3: Use of LRIT data for FRONTEX, EFCA and MAOC-N*

SSN / LRIT 3.6.4: Update on the new SSN Ecosystem Graphical user interface (SEG)*

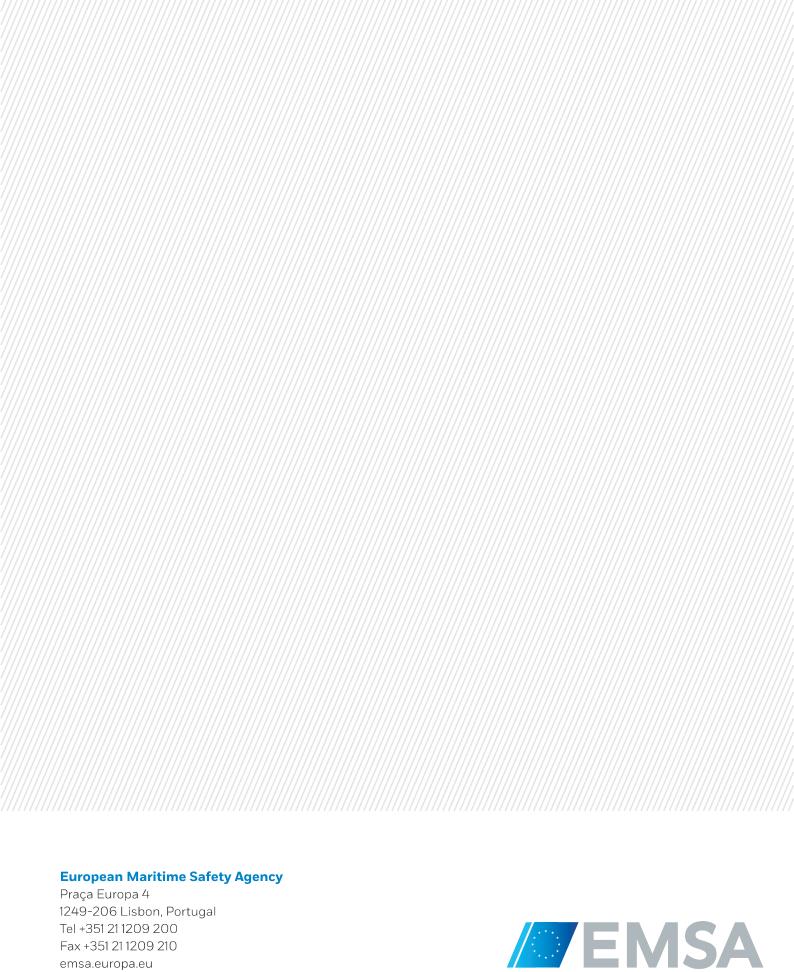*** Documents distributed but not discussed during the meeting.*

Annex 2 – Meeting Agenda

Time	Agenda Item	Speakers
09:00 – 09:30	Registration	
09:30 – 10:00	Opening / Introduction ■ SSN / LRIT 3.1.1: Detailed Agenda ■ SSN / LRIT 3.1.2: Follow up actions ■ SSN / LRIT 3.1.3: Actions stemming from HLSG decisions	EMSA
10:00 – 10:15	Input from the Commission	COM
10:15 – 11:15	■ SSN / LRIT 3.5.1: SSN and LRIT Data Quality Report ■ SSN / LRIT 3.5.2: Follow-up of the bilateral Data Quality meetings	MS/EMSA
11:15 – 11:30	■ SSN / LRIT 3.5.3 Change of flag in ships registered in the EU LRIT Ship DB ■ SSN / LRIT 3.5.4 Shipborne equipment model not properly reported in the EU LRIT Ship DB	EMSA EMSA
11:30 – 11:45	Coffee break	
11:45 – 12:15	■ SSN / LRIT 3.4.1: SSN and LRIT Roadmap	EMSA
12:15 – 12:45	■ SSN / LRIT 3.3.3: SSN / LRIT User Configuration	EMSA
12:45 – 13:00	■ SSN / LRIT 3.6.4: Update on the new SSN Ecosystem Graphical user interface (SEG)	EMSA
13:00 – 14:00	Lunch break	
14:00 – 14:30	■ SSN / LRIT 3.4.2: Recommendations to MSs following SSN BCF exercise	EMSA
14:30 – 15:00	■ SSN / LRIT 3.4.3: Central HAZMAT Database – new developments	Belgium
15:00 – 15:15	■ SSN / LRIT 3.4.4: Central Ship Database – progress report	EMSA
15:15 – 15:30	■ SSN / LRIT 3.4.5: SSN LOCODEs Guidelines update	EMSA
15:30 – 15:45	Coffee break	
15:45 – 16:15	■ SSN / LRIT 3.6.1: Traffic Density maps – progress report	EMSA
16:15 – 16:45	■ SSN / LRIT 3.6.2: Proposal to amend the BR for Incident reports for the purpose of	Denmark

Time	Agenda Item	Speakers
	Updating/Deleting an IR	
16:45 – 17:00	■ SSN / LRIT 3.6.3: Use of LRIT data for FRONTEX, EFCA and MAOC-N	EMSA
17:00 – 17:30	■ Summary of the SSN / LRIT follow up actions	EMSA

Annex 3 – List of action items from the 3rd SSN/LRIT Group Meeting

Action Point	Topic and Action	Resp.
1	Contact EMSA to provide the dates for carrying the CTs.	MSs
2	Test the connection with SSN v4 in Pre-Prod environment as soon as the temporary solution is available.	MSs
3	Arrange training sessions via webinar for IAM	EMSA
4	Confirm if systems are using DNS and if firewalls are configured to allow EMSA's full IP range.	MSs
5	Assess technical developments required to include the recommended/voluntary versions of the IMO codes and additional information into separate columns.	EMSA
6	Evaluate the cost/benefit of the development of a MAR-CIS S2S connection.	EMSA
7	Investigate the contractual and technical issues associated with the development of a local copy of the CHD and S2S updates.	EMSA
8	Contact EMSA for connecting their national ship databases to the CSD via web services.	Volunteer MSs
9	Contact Germany to further discuss the validation process for the "*LastPortDelivered*" attribute reported under Waste Summary.	EMSA
10	Publish the SSN LOCODes guidelines on the EMSA website.	EMSA
11	Arrange a meeting between the Finnish contractor to access the issue of data buffering.	Finland EMSA
12	Consider all the recommendations made in the Data Quality report, with the aim of further improving the quality of data reported.	MSs
13	Provide feedback to the MSs Status reports in order for EMSA to collect best practices applied by MSs and share them with the group.	MSs EMSA
14	Check the LRIT technical configuration of the terminals to allow a proper reporting in the "new" Ocean Regions.	MSs
15	Assess the possibility of providing training for HAZMAT reporting to the shipping industry.	EMSA
16	Update the CST identification for Estonia and publish the MRS Guidelines on the EMSA website.	EMSA
17	Harmonise the user naming convention for all maritime applications.	EMSA
18	Contact EMSA to organise a meeting to discuss data quality issues on a voluntary basis.	Volunteer MSs
19	Amend the IR business rule in the central SSN system	EMSA