

Workshop Report

7th SafeSeaNet /LRIT Group Meeting

Day 2 - Part I – SSN

Part II - LRIT

Held via Video Conference

13 May 2020

Date: 25 May 2020

Part I - SSN

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Simplification, and was held via Video Conference (VC) due to the public health situation. Mr Jacob Terling and Mr Alexander Hoffmann from Unit D.2 Maritime Safety represented the **European Commission** (DG MOVE).

Delegations from **Belgium, Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Norway, Poland, Portugal, Romania, Slovenia, Spain** and **Sweden** attended the meeting. Representatives from **Montenegro, ESPO** and **PROTECT** attended as observers. The total number of participants was 56.

The list of 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 to the second day of the 7th SSN/LRIT workshop, as the first day was dedicated to the European Maritime Single Window environment (EMSWe) databases. He commented that the meeting on the first day was very successful and productive with a high level of contributions from the participants. He underlined that, due to the current pandemic situation, the meeting agenda had to be adjusted and reduced. To facilitate the discussion, he invited the participants to post their questions and comments using the chat tool in Zoom.

He introduced the meeting objectives as follows:

- Present the status of implementation for the national SSN v4 systems and discuss the SSN data quality issues and recommendations on how to improve the quality of information reported.
- Present the roadmap for developments for SSN, the Central Locations Database (CLD) and the Central Organisations Database (COD).
- Present the progress on the security and new technologies study for SSN.

He highlighted that most Member States (MS) participated in the working groups to draft the Waste and PAX Business Rules (BRs) and noted that the effort carried-out was intense, anticipating that the work on SSN v5 will be completed within the deadlines agreed.

He also told the participants that EMSA had carried out actions related to COVID-19 in maritime shipping and that a brief presentation would be presented under agenda item SSN/LRIT 7.5.1.

I.2 Approval of the agenda

The agenda was adopted without changes.

II. Input from the Commission

Mr Terling expressed gratitude that modern technologies were allowing the group to continue its work despite difficult circumstances. He said that the next HLSG meeting will take place on 2-3 July 2020 and that, due to COVID-19, it would probably also be held via VC.

With respect to the next major SSN release (version 5), he explained that the approach is to satisfy all of the different requirements as far as possible by combining major changes (deriving from the PAX and the PRF Directives) in a single version.

He reminded the Group that an indicative plan for SSN v5 had been approved by the HLSG in January, and that this may be reviewed at the next HLSG meeting due to the pandemic situation. He mentioned that, at the last HLSG meeting, some MSs had raised concerns about the plan being implemented too fast, while others thought that it was slow in relation to the legal instruments. He noted that the Commission is trying to find a balance between the two in order to facilitate expedient implementation in a uniform way, ensuring the integrity of the operational system.

III. SafeSeaNet Operational and Legal Aspects

III.1 7.3.3 Incident Reporting Working Group – draft proposals

EMSA presented the progress report of the Incident reporting WG and the draft proposals. The group was informed that the second meeting (on 12 November 2019) concluded the work on the Business Requirements and proposed improvements to the Incident Report Guidelines. The group is currently finalising the Incident report Guidelines via correspondence. EMSA noted that some of the proposals being dealt with by this WG are Web related and do not affect MS national systems, and that they will be included in intermediate SSN releases. Those that have an impact on MS national systems will be included in the SSN v5 package, as approved by the HLSG.

The group **noted** the information provided and MSs were **invited** to provide feedback on the proposals by the end of May (**Action point 1**). Following validation by the SSN group and the Consultative Technical Group for Marine Pollution Preparedness and Response (CTG MPPR), the final documents will be submitted at the next HLSG meeting for approval.

IV. SafeSeaNet Technical Aspects

IV.1 7.4.1 SSN Roadmap

EMSA gave an overview of the roadmap of developments for SSN and the central databases and said that SSN v4.3 had been deployed in production since December. With this release, all of the remaining objectives of SSN v4 that were defined by the HLSG have been addressed, apart from the phasing out of Ship AIS notification and the proprietary interface, for which no planning has been agreed (an agreement from all MSs is required).

EMSA presented the proposed changes to the XML Messaging Reference Guide (v4.02) and SSN Web Services document (v1.5.1). These new versions include editorial corrections, updates to the voyage status rules to align with the system design documentation and additional examples of XML messages, as a follow-up to the feedback received during commissioning tests. It was also pointed out that the proposed changes do not impact the XSD files or the interface with the national SSN systems.

EMSA said that a new release of SSN (v4.4) is being prepared in order to improve the way that voyage information is displayed in the SSN Textual User Interface and to improve the integration with other EMSA systems. This release will not have an impact on MS national systems.

Additional improvements were implemented concerning the Central Organisations (COD) and Locations Databases (CLD), which were deployed in March 2020, and an automatic link between the CLD and the IMO GISIS is expected to be operational in the last quarter of 2020.

The group **noted** the information provided and **validated** the XML Messaging Reference Guide (v4.02) and SSN Web Services document (v1.5.1). EMSA will publish the documents on its website (**Action point 2**).

IV.2 7.4.2 SSN Security and new technologies study – status report

EMSA presented an overview of the study on security and interoperability solutions for SSN, including its status and conclusions. The objective of the study was to provide recommendations relating to security and interoperability solutions for SSN in view of the requirements of Directive (EU) 2017/2109 on the registration of persons sailing on board passenger ships and Regulation (EU) 2019/1239 on the European Maritime Single Window environment.

The study was executed under the grant agreement between EMSA and DG MARE as part of the execution of action 1.2.1.4 of the European Maritime and Fisheries Funds' work programme 2018. It focussed on the security measures to be implemented in the central and national SSN systems and on the interfaces between these systems. The study ran from July 2019 until April 2020 and involved experts from EMSA, DIGIT, ENISA and CERT-EU.

EMSA highlighted the importance of this study, considering that the previous security study had been conducted ten years ago and that SSN v5 will integrate new types of data including personal and commercially sensitive data. In addition, the study assessed new technologies that could be used in the future.

Belgium asked whether the final report would be made available to MSs and suggested that many of the measures will probably need to be implemented in both the central and national SSN systems. EMSA replied that the final report can be made available to MSs, and that the working group which will be established for SSN v5 will analyse the measures that need to be implemented in the central and national systems.

The group **noted** the information provided.

V. Status at National Level

V.1 7.5.1 SSN Data Quality Report and EMSA services related to COVID-19

EMSA services related to COVID-19

With international transport at the forefront of trade and dependent on travel and human interaction, the shipping industry has been impacted both directly and indirectly by the outbreak of COVID-19. The crisis escalated to unprecedented levels in March in Europe, with a severe impact on health, people and the economy. **EMSA** developed the following services which were developed to support Member States (MSs) and the Commission:

- COVID-19 measures in MSs:

COVID-19 is affecting the lives and work of people in the EU and around the world. It is extremely important that the authorities responsible for ensuring the safe transportation of goods and people on board vessels are fully aware of the preventive measures adopted by each EU Member State and EFTA country. Thus, a single point of reference which lists the information for each country (as supplied by them) has been created and is available at: <http://emsa.europa.eu/news-a-press-centre/covid19.html>

- Addendum to SSN Incident Report Guidelines:

EMSA prepared an addendum to the SSN IR Guidelines in order to provide guidance to Member State Authorities on the best ways of exchanging information relating to possible cases of COVID-19 infection on board vessels, and on the measures taken by the competent authorities in MSs located along the routes taken. MSs can share this information with other MSs on a voluntary basis using the Incident Report type "Others."

- Cruise ship monitoring:

EMSA decided to monitor/analyse cruise ship-related data that is available via its information systems. As a result, it was able to produce a status report comprising: a list of cruise ships located at EU ports (moored or at anchor); a list of cruises having declared an EU port as a destination in the coming days, and; associated maps

showing the positions of the vessels (moored and sailing). The reports are produced daily and shared with the Commission, EU Member States and EFTA countries.

Also, as the SSN system contains information on ship calls at EU ports and information on ship movements in and around EU waters (using AIS data), the following information was provided:

- General statistic comparing ship calls in 2019 and 2020.
- Detailed statistics per ship type, per Member State and per port.
- Number of Persons on Board (PoB) in 2019 and 2020.
- Use of AIS information to check vessel behaviour (moored, at anchor, sailing, etc.).

The group **noted** the information presented.

SSN Data Quality Report

EMSA presented the status of SSN implementation at the national and central levels and the related data quality issues, including the interface with THETIS. EMSA underlined the importance of MSs providing their planned dates for carrying out the commissioning tests (CTs) and recalled that the deadline for MSs to enter into production for SSN v.4 was the end of 2018. EMSA emphasised the need to continue and enhance the work on data quality, and provided recommendations aimed at improving and resolving the issues reported. EMSA also stressed the importance of data quality, as SSN data is being used to produce statistics related to maritime traffic and the impact on shipping due to COVID-19, and that SSN has proved its value. EMSA also expressed its appreciation for the work done by MSs over many years.

SSN V.4 Implementation

EMSA stated that, since the last SSN/LRIT meeting (October 2019), 4 MS have entered into production with SSN v4. **Bulgaria** has scheduled its CTs in June 2020, but the **United Kingdom** has not provided any plans for implementation. **Ireland** completed its CTs, but it has postponed its entry into production due to COVID-19, and **Portugal** has partially completed its CTs.

Ireland stated that it has completed its CTs, and said that it is in discussion with the national health authorities due to changes in the maritime declaration of health. It expects a decision to be taken in May.

Portugal stated that its CTs are on-going and that tests have already been carried out concerning PortPlus messages. They stated that SSN v4 will enter into production when the National Single Window (NSW) is ready. They also noted that a change is needed at hardware level and that, due to COVID-19, there is no date for the delivery of the requested equipment.

Bulgaria stated that its scheduled date for running the CTs remains valid until September, when the production environment becomes available.

Germany asked whether the changes expected this year for SSN v4 will involve changes to MS systems. EMSA replied that no impact is foreseen at MS level, as the changes only affect the central SSN system.

MRS notifications

EMSA informed the participants that Portugal has corrected an issue whereby COPREP and WETREP were being duplicated. It was also stated that no reports have been received for CALDOVREP (**UK**) or WETREP (**Ireland**). EMSA noted that Ireland intends to use the SSN User Web Interface to provide MRS information as the number of WETREP reports received per day is very low. EMSA also mentioned that the reporting and monitoring of the performance of the UK will continue until the end of 2020, as it is still part of the SSN system.

Ireland mentioned that they had training on WETREP and Incident reports scheduled for May, but that it had to be postponed due to COVID-19. Meanwhile, online training is being reorganised between the Irish Coast Guard and EMSA.

Incident reports

EMSA noted that the exchange of IR information between MSs has not yet been widely implemented. The main issues detected in the content of the IRs reports are as follows:

- Wrong classification of Incident Reports.
- Lack of identification in the notification of the ship(s) involved (ships are identified only in the attachment or in the detailed part).
- Provision of information solely in national language.

System availability and performance

EMSA noted that the availability of the central SSN system (including the SSN GI) was 99.64%, and that MSs should keep back-up procedures in place and activated in case of failure or scheduled interruption (as required in the IFCD section 4.4).

France mentioned that, with respect to backup procedures and downtimes, the main problems arise whenever an unclear downtime period occurs, generating erratic communication errors where some messages are accepted and others are rejected by the central SSN system. France also noted that acknowledgment receipts are sometimes not received, following which the national system considers that SSN did not receive the notification, so it resends it and SSN rejects it. France proposed that, whenever the central SSN system has such issues, all MSs could shut down their connections so that, when SSN resumes operation, MSs could then re-send the information. EMSA stated that it will assess the possibility of fully disconnecting SSN when such instability is detected.

Data quality and availability

EMSA noted that the number of missing PortPlus notifications had decreased from 0.7% to 0.4% and that HAZMAT missing notifications had decreased from 9.4% to 7.1%. There was improvement in the number of Waste notifications (from 35% to 28%) and Security notifications (from 23% to 15%). EMSA mentioned that the request-response mechanism is operational for most MSs and also stressed the importance of replying to the reports sent by the MSS.

The **Commission** expressed its satisfaction with the major improvements in the availability of notifications and congratulated the MSs and EMSA for their efforts. It was also noted that an accuracy of 99.6% gives the SSN system real credibility, especially at a time when port calls are being used to analyse the impact on maritime traffic due to COVID-19.

Poland asked how the UK will be treated after the end of 2020 with respect to HAZMAT reporting. The Commission replied that this is part of the BREXIT negotiations, and that a decision is expected towards the end of the year. The Commission stated that the HLSG had already discussed the situation in 3rd countries, and that certain general principles have been drawn up which shall be applied to the UK as a 3rd country. It said that it is still too early to provide a definite answer, as the outcome of the BREXIT negotiations needs to be considered by the HLSG prior to decisions being made.

Portugal stated that it began to provide Waste information in March 2020. EMSA replied that the Portuguese report reflected the information from January 2020, and that the figures therefore do not represent the up-to-date situation.

Ireland noted that data quality feedback is provided by the MSS via email, and it asked whether a tool could be provided to MS NCAs in order to reduce the number of emails received. EMSA replied that a tool is currently being assessed and tested in order to generate automatic data quality reports, and that it has a desktop interface that may be available to NCAs for consultation. EMSA said that it would provide further information at the next SSN group meeting.

Norway asked whether the tool will also help NCAs with pending issues, to which EMSA replied that it will register pending issues so that the NCAs can follow. EMSA emphasised that the tool is in a testing phase, and that it must be adjusted before tests can be carried out with MSs. **Ireland** and **Norway** volunteered to be test users.

Estonia stated that it expects to have its request-response mechanism fully available within two months.

Greece noted that it opened a ticket with the MSS on 25 October 2019 regarding the unavailability of HAZMAT and Security notifications, and that it is in ongoing contact with the MSS and with the contractor in order to resolve the issue. EMSA noted the importance of having the detailed information available and offered to support Greece to investigate further.

Ireland noted that it plans to address HAZMAT availability after the upgrade to SSN v4, and that with respect to MRS information, it expects to have the Coast Guard trained to report via the SSN web interface.

Portugal stated that the request-response mechanism will be implemented when the new NSW enters into production.

Interface with THETIS

EMSA reminded MSs that SSN data is used by THETIS, and that any lack of reporting to SSN impacts PSC operations.

Bilateral data quality meetings

EMSA reminded MSs that data quality is an important ongoing task, and that SSN is the backbone of the European network for maritime data exchange that is used by different categories of users across Europe. Thus, it is essential to make continuous effort to improve the quality of the data reported in order to enhance the credibility of the system, and therefore its use. Improvements can only be achieved with the active and joint cooperation of MSs.

MSs were **invited** to consider the recommendations made in the Data Quality report, which are aimed at achieving further improvements (**Action point 3**). MSs were also **invited** to:

- provide detailed feedback on EMSA's annual MS status reports in order to enable the Agency to collect information on best practices applied by MSs, so that this can be shared with the group (**Action point 4**), and;
- contact EMSA to arrange bilateral meetings on Data Quality (subject to the availability of EMSA resources) (**Action point 5**).

EMSA was **invited** to:

- analyse the possibility of fully disconnecting the central SSN system when instability is detected (**Action point 6**);
- provide further information at the next SSN group meeting on the tool for generating automatic data quality reports (**Action point 7**);
- contact Greece to further discuss and support the lack of availability of HAZMAT and Security notifications (**Action point 8**), and;
- correct the data quality presentation concerning the implementation of Waste information from Portugal (**Action point 9**).

VI. Information papers

The remaining documents that were not presented during the meeting are part of the list of distributed documents referred to as informative papers.

Meeting Conclusions/Follow-up Actions

The workshop conclusions and a summary of the follow-up actions are listed in Annex 3.

The provisional date for the next meeting is 21 October 2020 (tbc).

Annex 1 – List of distributed documents for Part I - SSN

I. SSN Introduction

SSN / LRIT 7.1.1: Detailed Agenda

SSN / LRIT 7.1.2: Follow up actions

SSN / LRIT 7.1.3: Actions stemming from HLSG decisions

II. Input from the Commission

III. Operational and Legal Aspects

SSN / LRIT 7.3.1: List of SSN technical and operational documentation**

~~SSN / LRIT 7.3.2: SEG Transition to Operation (T2O) – phase out of SSN GI~~

SSN / LRIT 7.3.3: Incident Reporting Working Group – draft proposals

SSN / LRIT 7.3.4: Facilitation of ship-shore reporting - progress report*

SSN / LRIT 7.3.5: Enhancement of the Central Ship database pilot project – progress report

SSN / LRIT 7.3.7: EMSWe databases

IV. Technical Aspects

SSN / LRIT 7.4.1: SSN / LRIT Roadmap

SSN / LRIT 7.4.2: Security and new technologies study for SSN – status report

V. Status at National Level

SSN / LRIT 7.5.1: SSN / LRIT Data Quality Report

~~SSN / LRIT 7.5.2: MSs Best practices – Denmark*~~

VI. Any Other Business

SSN / LRIT 7.6.1: Interoperability project - progress report*

SSN / LRIT 7.6.2: Sharing of additional AIS data sources

* Documents distributed in PowerPoint format.

** Documents distributed but not discussed during the meeting.

Annex 2 – Meeting Agenda for Part I – SSN

Time	Agenda Item	Speakers
Part I - SSN meeting		
09:00 – 11:00	Opening / Introduction Input from the Commission <ul style="list-style-type: none"> ■ SSN / LRIT 7.5.1: SSN Data Quality Report and use of SSN for COVID-19 statistics ■ SSN / LRIT 7.3.3: Incident Reporting Working Group – draft proposals ■ SSN / LRIT 7.4.1: SSN Roadmap ■ SSN / LRIT 7.4.2: SSN Security and new technologies study status report 	EMSA COM EMSA EMSA/MS EMSA EMSA EMSA
11:00 – 11:15	Summary of the SSN follow up actions	EMSA

Annex 3 – List of action items from the 7th SSN/LRIT Group Meeting for Part I - SSN

Action Point	Topic and Action	Resp.
1	Provide feedback on the IR WG proposal by end of May. The final document will be submitted to the next HLSG for approval.	MS EMSA
2	Publish the XML Messaging Reference Guide (v4.02) and SSN Web Services document on the EMSA website.	EMSA
3	Consider the recommendations made in the Data Quality report.	MS
4	Provide feedback on EMSA's annual MS status reports in order to enable the Agency to collect information on best practices applied by MSs, so that this can be shared with the group.	MS
5	Contact EMSA to arrange bilateral meetings on Data Quality (subject to the availability of EMSA resources).	MS
6	Analyse the possibility of fully disconnecting the central SSN system when instability is detected.	EMSA
7	Provide further information at the next SSN group meeting concerning the tool for generating automatic data quality reports.	EMSA
8	Contact Greece to further discuss and support the lack of availability of HAZMAT and Security notifications.	EMSA
9	Correct the data quality presentation concerning the implementation of Waste information from Portugal.	EMSA

Part II - LRIT

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Simplification, and was held via Video Conference (VC) due to the public health situation. Mr Jacob Terling from Unit D.2 Maritime Safety represented the **European Commission** (DG MOVE).

Delegations from **Belgium, Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France, Georgia, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Montenegro, the Netherlands, Norway, Poland, Portugal, Romania, Slovenia, Spain, and Sweden** attended the meeting.

The list of 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 LRIT Data Quality issues and recommendations on how to improve the quality of information reported.
- Provide an overview of the roadmap for developments in LRIT services.
- Present a proposal for the Yearly report to MSs.

He also mentioned that **the Netherlands** had begun to share its LRIT data via the SEG, and that there were currently 16 MS sharing their LRIT flag data in the SEG.

I.2 Approval of the agenda

The agenda was adopted without changes.

II. Input from the Commission

Mr Terling welcomed the participants reiterated the wider than EU MS only participation in the LRIT part of the meeting, due to the LRIT CDC open to 3rd Countries (Montenegro and Tunisia).

IV. Technical aspects

IV.1 7.4.1 LRIT Roadmap

EMSA presented an overview of the LRIT IDE and EU LRIT CDC releases deployed over the past year, as well as future releases.

Belgium asked about the status of the hosting of the LRIT IDE, as EMSA is still hosting it, and also asked when full integration of the LRIT functionalities in the SEG could be expected. The Commission said that, although the possibility of moving the hosting of the IDE to another party had been explored a few years ago, the IDE costs have

gradually reduced, so it will continue to be hosted by EMSA for the foreseeable future. EMSA replied that, in accordance with the roadmap, the plan is to have LRIT fully integrated in the SEG by the end of 2020.

Poland asked whether the changes mentioned in document 7.4.4 EU CDC and IDE new functionalities (concerning the new changes to the EU LRIT CDC), will also include improvements to exchanges via XML interfaces, and whether this will affect MS systems. EMSA replied that, in principle, the XML interfaces will not be affected¹.

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

IV.2 7.4.5 Quality of LRIT data

EMSA presented a proposal aimed at improving the quality of LRIT data in the EU LRIT Ship database (DB) following feedback received from the International Mobile Satellite Organization (IMSO) and the Application Service Providers (ASP).

The group **noted** the information provided and MSs will take into consideration the feedback received from IMSO and ASP.

IV.3 7.5.1 LRIT Data Quality report

EMSA presented an overview of the performance, use and status of the LRIT IDE, EU LRIT CDC and EU LRIT Ship Database (EU Ship DB) over the past year, putting particular emphasis on the first months of 2020. EMSA noted that the availability of the LRIT IDE was 99.81% (which was below IMO requirements) due to an incident that affected the system. EMSA also presented a proposal from Croatia to update the search ships functionality by retrieving only valid information.

EMSA said that the LRIT IDE incident that occurred in December related to the incorrect installation of certificates. EMSA emphasised that, although the certificates were not correctly installed, all of the other DCs were still able to make requests via the LRIT IDE. This demonstrated that the other DCs were not carrying out validity checks, so the issue will be raised at IMO, as this constitutes vulnerability in the system and remedial actions are required.

Croatia presented a proposal after its MRCC realised that, when it searched for a ship that was non-EU flagged or not participating in the EU LRIT CDC, the ship particulars were sometimes outdated. Croatia contacted the MSS on the matter, and it was told that the ship database is not updated for such ships, so Croatia proposed that ship searches should only result in the retrieval of valid information.

Belgium asked about the scope of certificates, and why they need to be renewed, and it also asked for clarification with respect to the Croatian proposal. EMSA replied that, for security reasons, the LRIT IDE connects to each of the DCs and maintains a singular connection with each other via certificates. The certificates are renewed, replaced, and installed every two years. In this case, the issue was that the script used to install the certificates was changed by the new developer, and that as a result, the installation failed. Croatia pointed out that its proposal only relates to when a text search is made for a ship, as in many cases, the textual search lacks correct information. Thus, the proposal is to eliminate ships that have outdated data.

France and **Germany** raised a question stating that the issue of outdated data may be solved by the SEG, and it was also noted that there are sometimes intentional searches for ships with outdated data. EMSA replied that the proposal needed to be assessed, and that feedback will be provided at a later stage.

The group **noted** the information provided, and **agreed** that Croatia should send an email explaining its proposal for EMSA to assess (**Action point 1**).

¹ Post meeting note: The changes in the XML interface due to the third modification of the LRIT will not affect MS national systems.

IV.4 7.5.3 Yearly report to MSs – Update on LRIT

EMSA presented a proposal to update the yearly reports to MSs in order to better reflect the LRIT status.

Belgium noted that it had proposed a deadline of six weeks instead of four for the provision of feedback on ships that have stopped reporting, and asked why its proposal had not been accepted. EMSA replied that it will investigate.

Belgium proposed that actions that have been closed should appear in the status report as closed instead as ongoing. EMSA replied that it will consider a more appropriate wording for issues that are closed.

Finland, supported by **Belgium** and **France**, asked whether it was possible to create a “free text” column in the LRIT User Web Interface, as the MSS can write in the “comment” column (e.g. Logout, login needed), but MS Ship Managers cannot (e.g. reason why ship is stopped). EMSA replied that this seemed like a good idea, and that it will be evaluated.

Germany, supported by **Portugal**, suggested that, when the LRIT Graphical User Interface (GUI) is moved to the SEG, care should be taken with specific functions such as complete LRIT track, reports received and reporting/integration information. Germany also asked whether the EU LRIT Ship DB user administration that is currently being developed by EMSA could be integrated with the CMC administration. EMSA replied that the integration of the LRIT in the SEG will have include all of the functionalities that are currently available in the LRIT CDC. EMSA also noted that the possibility of transferring the management of the LRIT Ship DB to the CMC will have to be further assessed.

The group **validated** the proposal and **agreed** that EMSA should:

- investigate why the six-week feedback deadline proposed by Belgium had not been accepted, and consider a better wording for issues that have been closed (**Action point 2**);
- evaluate the possibility of having a free text column to add comments (**Action point 3**), and;
- analyse the possibility of transferring the management of the LRIT Ship DB to the CMC (**Action point 4**).

V. Meeting Conclusions/Follow-up Actions

The workshop conclusions and a summary of the follow-up actions are listed in Annex 3.

Should there be a need for a second LRIT meeting in 2020, the provisional date is 21 October. This will depend on the items to be presented in October. The final date will be confirmed in the invitation letter.

Annex 1 – List of distributed documents for Part II - LRIT

VII. Introduction

SSN / LRIT 7.1.1: Detailed Agenda

SSN / LRIT 7.1.2: Follow up actions

SSN / LRIT 7.1.3: Actions stemming from HLSG decisions

VIII. Input from the Commission

IX. Operational and Legal Aspects

SSN / LRIT 7.3.6: Display of LRIT data in SEG*

X. Technical Aspects

SSN / LRIT 7.4.1: SSN / LRIT Roadmap

SSN / LRIT 7.4.3: Report on NCSR 6**

SSN / LRIT 7.4.4: EU CDC and IDE new functionalities

SSN / LRIT 7.4.5: Quality of LRIT data

SSN / LRIT 7.4.6: Yearly report to MS – update on LRIT

XI. Status at National Level

SSN / LRIT 7.5.1: LRIT Data Quality Report

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

Annex 2 – Agenda for Part II – LRIT

Time	Agenda Item	Speakers
Part II - LRIT meeting		
13:00 – 14:00	Opening / Introduction Input from the Commission <ul style="list-style-type: none"> ■ SSN / LRIT 7.4.1: LRIT Roadmap ■ SSN / LRIT 7.5.1: LRIT Data Quality Report ■ SSN / LRIT 7.5.3: Yearly report to MS – update on LRIT ■ SSN / LRIT 7.4.5: Quality of LRIT data 	EMSA COM EMSA/MS EMSA EMSA EMSA
14:00 – 14:15	<ul style="list-style-type: none"> ■ Summary of the LRIT follow up actions 	EMSA

Annex 3 – List of action items from the 7th SSN/LRIT Meeting

Part II - LRIT

Action Point	Topic and Action	Resp.
1	Assess the Croatian proposal and Croatia to send an email explaining its proposal.	EMSA Croatia
2	Investigate why the six week feedback deadline was not accepted and consider a better wording for issues that are closed.	EMSA
3	Evaluate the possibility of having a free text column to add comments in the EU LRIT CDC.	EMSA
4	Analyse the possibility of transferring the management of the LRIT Ship DB to the CMC.	EMSA

European Maritime Safety Agency

Praça Europa 4
1249-206 Lisbon, Portugal
Tel +351 21 1209 200



Electronically signed on 17/07/2020 13:11 (UTC+02)
ems.europa.eu

