



European Maritime Safety Agency

Workshop Report

SafeSeaNet Workshop 11

**Held in Lisbon on
11 & 12 June 2009**

Background

I. Introduction

The workshop was chaired by Mr Lazaros Aichmalotidis.

The meeting was attended by delegations from: **Belgium, Bulgaria, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Norway, Poland, Portugal, Romania, Slovenia, Spain, Sweden, the United Kingdom** and the European Commission. A representative of ESPO also participated. **Croatia** attended the meeting, as observer, by virtue of their membership of the Paris MoU on PSC.

The list of participants is attached as **Annex 1**.

A list of documents discussed at SSN 11 is included as **Annex 2**.

Note: Fuller details of the issues presented may be obtained from:

https://extranet.emsa.europa.eu/index.php?option=com_docman&Itemid=120

Workshop Objectives

The objectives of the workshop were to:

- Present the outcomes of the previous two meetings of the **SSN Technical Working Group for Future Developments** (WGT).
- Propose the **PortPlus and ShipCall** messages.
- Propose a new **XML Reference Guide Structure**.
- Propose new **XML attributes and rules** for the PortPlus message.
- Propose the time frame and a preliminary analysis of the operational and technical impacts at system level.

Workshop Programme

I. INTRODUCTION (EMSA – LAI)

The Chairman opened the meeting by welcoming all participants. In his introduction he reminded them that this was an extraordinary SafeSeaNet meeting for the purposes of Port State Control. He expressed that the objectives of the meeting were to discuss on the new proposals (PortPlus and ShipCall messages) and to agree for a new XML Reference Guide. For this purpose it was important to highlight specific principles in its terms of reference:

- As SafeSeaNet experts, the group should discuss the technical requirements related to the XML Reference Guide, consequently it does not have competence to alter the Business Rules that have been established by PSC experts.
- PSC requirements including the dates for implementation have been laid down in the recast Directive agreed by all member States, their ministers and other competent bodies; the Group must therefore plan for delivery of those requirements within the times that have been set.

He then gave an update on developments including:

- Successful migration of SSN to Lisbon on 14th April providing improvements in service, better data quality and improved response times;
- Update of SSN to version 1.9.1, enabling the integration with STIRES.
- As from 17 June STIRES will be available with all functionalities except for the link with the EU LRIT DC.
- Part of the release 1.9.1 implements a reference ship registry using ship's particulars available through MarInfo. This is a first step towards establishing a common reference database. There is still much to do, but there is already a great improvement in automatic validation of IMO and MMSI numbers.

The role of the EMSA/Frontex cooperative working group is an exploration of the possibilities, the main objective being access to SSN for Frontex' own use and for use by border control authorities.

There is also exploration of the use of SSN for real time tracking using radar information; display of Frontex mobile units; exchange of electronic FAL forms and joint synergies on satellite traffic images. The Group will conclude its work by Dec 09. Since the work is purely an exploration at this time MS can be involved at a later stage given that any developments will be taken further.

There has been a growth in MSS activities needing to define all of the new procedures, resulting in a call to recruit and train more operators. It is announced that the MSS will become a full 24/7 service by the first of September 2009.

Any remaining questions on the legal requirements out of Port State Control would be taken up by the Commission at the next meeting of the HLSG.

I.2 Approval of the agenda (SSN 11.1.1)

The agenda was agreed.

I.3 Minutes of previous meeting (SSN 11.1.2)

Any discussion on the minutes/report of the previous workshop was deferred until the next meeting.

II. INPUT FROM THE COMMISSION

Mr. Gilles Bergot indicated the importance of the 3rd Maritime Safety Package containing 8 major developments of which 2 were particularly relevant to SSN and this meeting. Directive 2009/17/EC contained the amendments to the Traffic Monitoring Directive, entering into force on 30th November 2010. A new Annex III highlights SSN policy issues that are not within the remit of EMSA handled through a new "high-level steering group" (HLSG), but Directive amendment issues will still go to the COSS. Issues of access rights must be dealt with at the top level.

The first meeting of the HLSG had been held on 3 April 2009, setting up the Group and identifying its work objectives. It would involve attracting a wider community of users, including immigration, customs etc. Its next meeting is scheduled for the end of September - beginning October 2009, with a main task of the agenda being access rights.

The 3rd Maritime Safety Package introduces through amendments to the PSC Directive, a new regime in which information systems will play a major part, inevitably involving

connection to SSN. It introduces the actual arrival and departure times (ATA and ATD) by 1st January 2011, requiring the compliance of all MS by this date.

Having in mind the creation of a wider information system, the changes would take several years needing great technical preparation and under which all parties involved should be moving towards realising the *single window* concept.

The developments on FAL forms would be followed closely and any new requirements would be considered by EMSA and the Commission, though they would of course be interested in comments from MSs. However, development is still at the preliminary stage and EMSA had not yet been formally consulted.

Germany questioned the potential conflicts between new exemptions from VTMS Directive Article 4 (port notifications) and the new PSC notifications prior to arrival. EMSA and the Commission explained that purposes are different and that the information would be made available from a timetable in case of regular services, by the operating company or from other alternative sources.

The Commission is organising a specific meeting dedicated to the national transposition of the 3rd Maritime Safety Package possibly at the end of September 2009.

III. OPERATIONAL AND TECHNICAL ISSUES

III.1 PSC legal requirements and business rules (SSN 11.3.1- EMSA)

The participants were presented and informed of the agreed business rules for the PSC message stemming from Directive 2009/16 on PSC and the Paris MoU New Inspection Regime, as adopted by the Paris MoU MAB meeting in February 2009 and endorsed by the MS within the scope of the Paris MoU at the 42nd Port State Control Committee (PSCC42) meeting in May 2009. The THETIS Business rules each with a legal basis, relate to:

- The ship's identification
- New notification messages including 72 and 24 hours prior to arrival and actual times of arrival and departure
- The wider field of application of the new PSC Directive in comparison with the VTMS amended one
- Ships at anchorages
- Identification of ship calls
- Development of the PSC database and use of the information for other purposes
- Consistency with the SSN XML protocol
- Inclusion of ships' flag and tanker details

27 States had attended the PSCC meeting (including relevant non-EU countries). EMSA/B2 confirmed that LOCODEs would not be required to indicate anchorages (only just a "yes" (Y) or "no" (N) will be provided to indicate if the vessels is at anchor or not). In addition EMSA/B2 explained that the information related to the 72 hours pre-arrival notification (*PreArrival3DaysNotificationDetails*) is not mandatory to be provided through SSN to THETIS. The requirement is to be forwarded by electronic means (whenever possible) to the PSC competent authority. Furthermore, procedures and formats developed by Member States for the purposes of notifying that information shall comply with the relevant provisions laid down in Directive 2002/59. Obviously, the use of the PortPlus message is the preferable and optimal way for MSs to comply.

The ESPO representative highlighted the potential impact the requirements would have upon the ports, with berths being occupied other than for commercial reasons.

III.2 WGT Outcomes (SSN 11.3.2 - EMSA)

EMSA presented the main points and outcomes of the two meetings of the Working Group on "future developments" (WGT).

a. For the first meeting:

- time-frame and phases of implementation of PSC related notification within SSN
- introduction of *ShipCallID* attribute to link notifications to the same ship's call to a port
- new PSC information to be notified through a superset of the existing port notification message that will be updated as soon as the different pieces of information will become available
- merging the HAZMAT information with ones for the pre-arrival, arrival and departure

b. The main points of the second meeting were:

- new structure for the XML Reference Guide
- 3 days and 24hours pre-arrival, arrival, departure, Hazmat EU departure and Hazmat non EU departure notifications merged into a single framework message (PortPlus) with the exception of Germany
- new mechanism based on a global querying system using attributes (GetDetails) that allow retrieving a set of information through one transaction

III.3 Introduction of the *PortPlus* Message (SSN 11.3.12 - NL on behalf of the Technical Working Group)

The presentation, made by Mr Cor Koert (the Netherlands on behalf of the WG), provided a more detailed explanation and support for the principles and benefits of the PortPlus concept as had been discussed in the working group. Mr Koert presented the main characteristics of the PortPlus as follows:

- introduces a new combined notification message
- links the various pieces of information through a unique ship's call reference number (*ShipCallID*)
- introduces a message chain management (New/Update/Delete)
- proposes a clear naming convention (e.g. Last Port/Port of call/Next port)

The message would merge information on the vessel identification, voyage information, Port State Control and Hazmat. It would also better prepare the SSN system for future possible additional message information such as waste, security and health.

The Group **noted** the PortPlus benefits and principles.

III.4 German proposal (SSN 11.3.11 - Germany)

The paper was presented as a "practical fall back solution" (a "plan B") to implement the Port State Control Requirements through SSN on the basis that some of the elements of the agreed PortPlus solution (e.g. voyage information) were not achievable by the date required for legal implementation.

EMSA recalled that this proposal is not in line with the business rules agreed during the PSC committee n°42 (May 2009), and in particular with business rule n°5 and n°8.

Without complying with the above mentioned rules THETIS would not be able to reliably calculate the regional commitment figures and fair share concept.

The chairman reminded the Group of the need to work on the solution and the project within the objectives and framework that had already been agreed for the business rules and full implementation. There would be no plan B as such. There would however be some consideration of the case made by Germany and the time constraints for completion of the project.

EMSA and Germany **agreed** to meet separately to identify and develop a tailor made solution to assess what can be used from the existing German system to cope with the PSC new information requirements and the business rules¹.

III.5 Proposal for a new XML Reference Guide Structure (SSN 11.3.4 – EMSA/WG2)

The changes are required to reflect the forthcoming implementation of the “PortPlus” message and to make the document easier to use and shorter which will promote a better understanding, management and implementation of the future changes. The particular objectives were to:

- a. Reduce repetition
- b. Have a more concise document
- c. Provide a layout with ease of access for those with different levels of IT skill
- d. Provide an ease of use that will assist and reduce the time for system development (tabular).

The proposal was **agreed** by the Group.

III.6 XML Attributes definitions and rules (SSN 11.3.3 – EMSA)

EMSA proposed a new attributes definitions table associated with the PortPlus message and existing similar notification messages (Port and HAZMAT).

ESPO identified a number of technical amendments required on the cargo information and in common with SSN 11.3.6 and SSN 11.4.1, such as the entry into force of the Maritime Solid Bulk Cargoes (IMSBC) Code (in lieu of the BC Code) on 1st January 2009 (on a voluntary basis, pending their official entry into force on 1 January 2011 without any transitional period) and the unsuitable way that roll-on roll-off stowage was reflected in the proposed message.

EMSA underlined that the terminology used in the HAZMAT related part of the PortPlus has been kept unchanged from the existing messages and invited ESPO to further discuss in defining the technical details of the message contents. However, it was stressed that the proposed message’s structure will enable any changes should be required after dedicated discussions are finalized.

The group **agreed** with the proposal.

¹ **Post meeting note:** As a follow up of the EMSA/Germany meeting (held in Bonn on the 3rd of July) and the technical clarifications provided, Germany acknowledged its capability to implement the PortPlus message; in addition it raised concerns about the shortage of the remaining time for implementing the new requirements.

III.7 Model of a data provider application (SSN 11.3.10 – EMSA)

The presentation aimed to introduce a model of a hypothetical LCA application, showing how the new system and particularly the PortPlus message could be dealt with. A number of comments were made by the MSs and although the model was **welcomed**, the Group recognized that it might not fit all Member States requirements and that there is a need to take different approaches on some aspects.

The Chairman **announced** that EMSA intended to mount an immediate awareness campaign on the changes brought by Port State Control to SSN and that the MS could expect to hear about this very soon. This would be an element essential to the success of this task.

III.8 PortPlus message in SSN - send notification mechanism via XML (SSN 11.3.5)

EMSA introduced the architecture of the PortPlus message and focused on the tracking notification's sequence mechanism, especially on the update procedure.

The notification mechanism was **agreed** by the group.

France asked for adding a reference number to the business rules. EMSA will evaluate this possibility.

III.9 Ship call information in SSN (Request/Response mechanism via XML) (SSN 11.3.3 – EMSA/WGT2-NO)

The presentation, made by Mr Jarle Hauge (Norway on behalf of the WG), introduced a new mechanism and explained the benefits as a return upon the investment made by MS in SSN. Mr Hauge mentioned that the proposed solution would allow for an improvement of the system architecture, reduce the need for software maintenance, better utilize the bandwidth (SSN-MS), reduce data overheads and improve support for implementing new datasets.

As a consequence of the introduction of a single unified message and out of the changes introduced by the PortPlus, some Member States proposed a similar approach for replacing the current Request/Response mechanism. EMSA experts developed a "unified" request/ response message that had been initially intended for the PortPlus information retrieval tasks (that is provision of information on pre-arrival, arrival, departure and the relevant HAZMAT information). The message was presented and the concept agreed at WGT2.

This proposal would utilise a single unified message "ShipCall" that will be used for data requests enabling the requester to get from SafeSeaNet via XML, a basic set of operational information. In enhancing the existing response, the HAZMAT "light" information would consist of a yes/no indication on when such cargo is on board and additionally the HAZMAT IMO Code or Codes that apply.

The proposals were **agreed**, including the proposed timetable and recognising that the principal workload for their introduction lay upon EMSA.

III.10 Time-frame for the new requirements (SSN 11.3.7– EMSA)

Due to the recast PSC Directive, new information and rules must be implemented in SSN and at MSs' systems level; hence a road map was proposed for each implementation phase, necessary to meet the expected results within the deadline.

Some MS expressed serious concerns about the shortage of the remaining time for implementing the new requirements since there is a lot of technical and operational work

to be carried out. Moreover new procedures have to be launched for tendering the new developments and this normally takes time, making practically very difficult the in time deployment of the new version.

Some MSs raised the question if timing should be a policy issue for the HLSG of next October. EMSA recognises the MSs' concerns but recalled that the overall timing stemmed from the EU Directive provisions.

EMSA recalled the two boundaries which are the start of the work about the PSC related data integration in SSN (end 2008-beginning 2009) and the new PSC Directive entering into force (01/01/2011).

EMSA stressed that no alternative plans are foreseen and the PortPlus message was the only proposed and agreed solution.

The time-frame for the implementation of new requirements were **noted** by the Group.

III.11 Analysis of operational and technical impacts at system level (SSN 11.3.8 – EMSA)

To link together the notifications and make sure the sequence is received and treated by SSN, specific attributes and business rules have to be implemented at SSN and at MS level. EMSA introduced a presentation of the impacts of the "PortPlus implementation" at operational and technical level. EMSA confirmed that it was still the intention in general to phase out the web solution for sending notifications by 2010. However the Group recognized that this could not be done for incidents reports (ex alerts) and distribution until there will be an XML solution available.

The information presented was **noted** by the Group.

III.12 LOCODEs management (SSN 11.3.9 – EMSA)

Some changes in the management of LOCODEs are needed and will require an update of the relevant part of the ICD (e.g. procedure for temporary LOCODEs). EMSA proposed some solutions to enhance data consistency in SSN, like:

- introducing mapping tables at central level to translate the field "Next port of call" of the AIS originated Ship Notification into a LOCODE;
- implementing the possibility to download the SSN list of LOCODEs from the SSN web interface, replacing the current list available at EMSA web site, in order to standardise the employed LOCODEs in SSN.

Some MSs questioned why some erroneous ports were at times appearing in the system. The EMSA MSS gave clarification as to how such information was dealt with under its procedures, but there was always an initial dependence upon what was being sent by the ships.

The operational benefit from supplying the EUROSTAT State Code was that it narrowed down any potential area of search to a country, rather to a region.

Some MS supported use of the IMO Port Facilities List as opposed to the UN LOCODE.

EMSA recalled that the aim of the proposed solution is not to create new LOCODE apart UNECE ones.

Amendments as in the paper SSN 11.3.9 were **agreed**.

EMSA would **consider** the Danish proposal to add to the PSC awareness campaign a specific section dedicated to the use of LOCODEs by the Shipping industry.

The chairman commented that if necessary, further future proposals should be discussed under this LOCODE item.

IV. STATUS AT NATIONAL LEVEL

IV.1 Best practices for the use of HAZMAT (SSN 11.4.1 – EMSA)

Information requests for routine purposes are foreseen to increase consistently while exploitation on a routine basis is desirable to ensure:

- continuous use of the system to ensure proper functioning and identify necessary upgrades in response to user demands; and
- the maximum (or optimum) use of SSN information in routine operations.

The concept of requests for routine or emergency operations was introduced with a table of best practices stemming from the introduction of the PortPlus message into SSN. In case of routine use of information, only the "light" HAZMAT information (HAZMAT on board Y/N and IMO Code such as IMDG, IBC, IGC etc...) should be requested.

The concept was **agreed**, though it was recognised as necessary to clarify what was meant by the terms routine and emergency. These distinctions to the type of information had not been made in the Directive.

IV.2 MS status and follow-up (SSN 11.4.2 – EMSA and MS)

EMSA presented a report compiled by the MSS on the MSs' status of implementation, also giving them the opportunity to verbally explain, correct or update the information that was provided.

Belgium – Incident notification (ex alerts) are currently only under test, but expected to go live later this year.

Bulgaria – The situation is improving but they are currently experiencing difficulties due to a change of contract with their provider and will make clarification of this by next week.

Denmark – The work to solve suspected problems on AIS based stations and on an IT solution for validation of ships' particulars is ongoing. Also, LCAs will be updated as soon as possible.

Finland – GOFREP not exchanged but planned to implement this following relocation of the main message server to Helsinki VTS (expected by the end of 2009). Detected gaps in the AIS data provided to SSN will be further investigated.

France – Expects to provide AIS to the Mediterranean and North-Sea servers by the end of 2009 and the commissioning test for Ship (AIS) will be performed in a few weeks.

Germany – Germany disagreed with EMSA's information that they were notifying AIS via XML, though the service had not been officially commissioned into SSN. EMSA and Germany **agreed** to further investigate this issue.

Greece – Stated that all LCAs were declared in SSN and requested EMSA to stop sending the port identification warning messages. EMSA and Greece **agreed** to clarify this issue.

Ireland – Has progressed on the Ship notification (AIS) and a list of LCAs to be declared in SSN has been provided to EMSA.

Italy – Corrective actions are ongoing to improve the quality of data sent to SSN and to fix rejected messages due to the duplicate MSRefID.

Lithuania – Reported that all issues will be corrected as soon as possible and expressed the useful support provided by the MSS.

Malta – Expressed concerns about the rejection of HAZMAT messages in SSN 1.9.1 (ETA/ETD rule). EMSA replied that this Data Quality rule has been agreed during SSN 9.

The Netherlands – Problems regarding ETA and ETD have been solved and they will investigate the issue of missing POB details.

Poland – Were expecting improvements to procedures and increased requests for SSN data following implementation of STIRES. They also referred to a need for training with the onset of STIRES.

Portugal – Implementation of the coastal VTS is completed. Portugal has planned to participate to the Mediterranean AIS server by the end 2009. Acores and Madeira AIS stations are expected to be connected by mid-2010.

Romania – Four AIS base-stations are installed but only one is connected to SSN. It is expected to have the other stations connected by the end of August 2009. They had recently experienced some technical difficulties with the number of rejected messages (MSRefID duplication) which had been fixed during the previous week.

Slovenia – Already corrected the issue of ETA and ETD in the Hazmat messages.

Spain – Has taken a decision not to provide AIS notifications by XML due to their connection with STIRES through the Mediterranean Server. EMSA reminded them of their commitment to also provide XML AIS notifications and **invited** Spain to raise their position on AIS with the SSN Group at the next meeting.

Sweden – Stated that all LCAs were declared in SSN. EMSA and Sweden **agreed** to further investigate this matter further.

The chairman mentioned that the six WETREP MSs must provide and exchange messages through SSN. Legal clarification is still being sought over whether WETERP information should be provided to all MSs (through SSN), or only to those six MSs. In any case WETREP is an MRS and as such these messages must be reported to SSN.

United Kingdom - Input was provided after the meeting (by e-mail dated 26/06/09).

V. ANY OTHER BUSINESS

ESPO introduced its role as an association representing European Sea Ports and particularly the ESPO/Protect group (6 major ports in EU) which purpose is to unify the EDIFACT (FAL form) messages and especially on the subject of dangerous goods.

Netherlands informed the Group that they would implement the PortPlus message through a single point of contact with the national application becoming to be based on web-services. Responding to their direct question, EMSA confirmed that SSN will allow both proprietary-protocol and web-services based architectures.

In response to a question from Ireland, about the functionalities of STIRES and when the application would be available to MSs, EMSA replied that all of the documents necessary about the module's functionalities would be sent to MS and that they would be informed about its operational phase.

The new MSS was presented to the SSN group with a live demonstration of STIRES. The feedback was very positive with questions about the date when STIRES will be made available to MSs and if a guide would be provided (on how to install, use etc).

Mr. Han Foeken of the Netherlands announced that this was the last workshop he attended due to his retirement this summer. He thanked the SSN group and EMSA and

wished a successful implementation for the future of SSN. He introduced some of the main tasks he was involved during his career and presented his successor Mr. Jos Van Splunder. The chairman thanked him for his active participation in SSN workshops and wished him a long and happy retirement.

There was as yet insufficient justification for reconvening the SSN Operations Working Group, so any further work would continue by correspondence.

Provisional dates for the next SSN workshop (SSN 12) were announced as 21st and 22nd October 2009 as they were announced at SSN 10.

VI. Workshop Conclusions / Follow-up Actions

a. Conclusions

The Group **agreed**:

- the PortPlus message and the new request response mechanism;
- the proposed new structure for the XML Reference Guide;
- the concept of best practices for HAZMAT requests, (further clarification was requested on the definition of routine and emergency).
- the proposed changes in the LOCODEs management

The Group also **noted** the time frame for the implementation of the PortPlus message.

b. Follow up actions

- The revised version of the XML Reference Guide v.2.0 amended with the PortPlus message and the new request response mechanism will be sent to Member States with the associated XSD by the 23rd June 2009.
- EMSA will launch the procedure for development of the new version of SSN within summer 2009 and will make available the new version to the MSs for testing their systems before the end of first quarter 2010.
- MSs could begin the development of their SSN national applications (as soon as possible).
- The commissioning test of the MSs SSN national applications could begin at the end of the first quarter 2010 and may continue until the end of 2010.
- The production phase will start the 01 January 2011.

Annexes

Annex 1 - List of participants

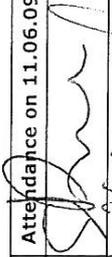
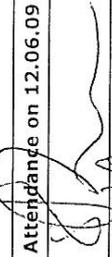
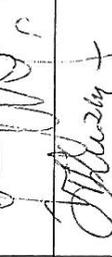
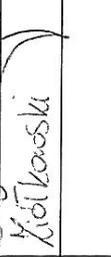
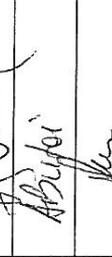
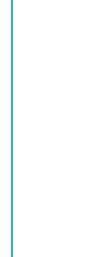
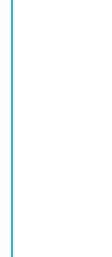
Annex 2 - List of documents

Annex 3 – Workshop Agenda

Annex 4 - Action items from the SSN 11 Workshop

Annex 1 - Attendance List

Country	Name	First Name	Organisation	E-mail	Attendance on 11.06.09	Attendance on 12.06.09
Belgium	Janssen	Pierre	Federal Public Service Mobility&Transport	pierre.janssen@mobilit.fgov.be		
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Country	Name	First Name	Organisation	E-mail	Attendance on 11.06.09	Attendance on 12.06.09
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Portugal	Maciel	José	IPTM, IP	jose.maciel@imarpor.pt		
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Romania	Butoi	Aurora	Romanian Naval Authority	abutoi@rna.ro		
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Country	Name	First Name	Organisation	E-mail	Attendance on 11.06.09	Attendance on 12.06.09
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Annex 2 – List of SSN 11 documents

I. INTRODUCTION

SSN 11.1.1 Draft agenda

SSN 11.1.2 Minutes of SSN 10

II. INPUT FROM THE COMMISSION

III. OPERATIONAL AND TECHNICAL ISSUES

SSN 11.3.1 PSC legal requirements and business rules (**EMSA – FRO**)

SSN 11.3.2 WGT outcomes (**EMSA – YLM**)

SSN 11.3.3 XML attributes definitions and rules (**EMSA – YLM+LFI**)

SSN 11.3.4 A proposal for a new XML reference guide structure (**EMSA – YLM**)

SSN 11.3.5 PortPlus message in SSN (send notifications mechanism via XML) (**EMSA – LFI**)

SSN 11.3.6 ShipCall information in SSN (Request/response mechanism via XML) (**EMSA/WGT2 – NO**)

SSN 11.3.7 timeframe for the new requirements (**EMSA – YLM**)

SSN 11.3.8 Analysis of operational and technical impacts at system level (**EMSA – YLM/NPA**)

SSN 11.3.9 LOCODEs management (**EMSA – LAM**)

SSN 11.3.10 Model of a data provider application (**EMSA - LFI**)

SSN 11.3.11 German proposal following the 1st and 2nd WGT meetings (**GER**)

SSN 11.3.12 Introduction of the PortPlus message (**NL on behalf of WGT**)

IV. STATUS AT NATIONAL LEVEL

SSN 11.4.1 Best practices for the use of HAZMAT (**EMSA – YLM**)

SSN 11.4.2 MS status and follow-up (**EMSA – RFS**)

V. DATA QUALITY

SSN 11.5.1 Data quality (**EMSA - LBI**)

Annex 3 – Detailed Workshop Agenda

DETAILED AGENDA OF THE SSN WORKSHOP 11 (11&12 June 2009)

Day 1: Thursday 11/06/2009		
09:00 – 09:30	Registration and coffee	For
09:30 – 10:30	I. Introduction Opening / Introduction (EMSA – LAI) SSN 11.1.1 Approval of the Agenda (EMSA – LAI) SSN 11.1.2 Approval of the SSN 10 minutes (EMSA – LAI) II. Input from the Commission Input from the Commission (COM)	(info) (approval) (approval) (info)
10:30 – 10:45	Coffee Break	
10:45 – 11:15	III. OPERATIONAL & TECHNICAL ISSUES SSN 11.3.1 PSC Legal requirement and business rules (EMSA-FRO)	(approval)
11:15 – 11:30	SSN 11.3.2 WGT Outcomes (EMSA - YLM)	(info)
11:30 – 12:00	SSN 11.3.12 Introduction of the Port Plus Message (NL on behalf of WGT2)	(proposal)
12:00 – 12:30	SSN 11.3.11 German proposal following the 1 st and 2 nd WGT meeting (Germany)	(proposal)
12:30 – 14:00	Lunch	
14:00 – 14:30	SSN 11.3.4 A proposal for a new XML Reference Guide Structure (EMSA/WGT2 - YLM)	(approval)
14:30 – 15:00	SSN11.3.3 XML Attributes Definitions and Rules (EMSA-YLM+LFI)	(info)
15:00 – 15:45	SSN 11.3.10 Model of a data provider application (EMSA-LFI)	(info)
15:45 – 16:00	Coffee Break	
16:00 – 16:45	SSN 11.3.5 PortPlus message in SSN (send notification mechanism via XML) (EMSA - LFI)	(approval)
16:45 – 17:30	Discussion and conclusion of Day 1	

Day 2 : Friday 12/06/2009		
09:00 – 09:30	Registration and coffee	For
09:30 – 10:30	SSN 11.3.6 Ship Call information in SSN (Request/Response mechanism via XML) (EMSA/WGT2-NO)	(approval)
10:30 – 10:45	SSN 11.3.7 Time-frame for the new requirements (EMSA – YLM)	(approval)
10:45 – 11:00	Coffee Break	
11:00 – 12:00	SSN 11.3.8 Analysis of operational and technical impacts at system level (EMSA – YLM/NPA)	(Info)
12:00 – 12:30	SSN 11.3.9 LOCODEs management (EMSA – LAM)	(approval)
12:30 – 14:00	Lunch	
	IV. STATUS AT NATIONAL LEVEL	
14:00 – 14:45	SSN 11.4.1 Best practices for the use of HAZMAT (EMSA – YLM)	(approval)
14:45 – 15h30	SSN 11.4.2 MS Status and follow-up (EMSA – RFS)	(info)
15:30 – 15:45	Coffee Break	
	V. DATA QUALITY	
15:45 – 16h30	SSN 11.5.1 Data Quality (EMSA –LBI)	(info)
16:30 – 17:30	Discussion and Summary of actions taken - End of Day 2	

Annex 4 - Action items from the SSN 11 Workshop

I. ACTION ITEMS FOR THE MEMBER STATES

S/N	Section	Topic and Action	Due date
1	III.12	Note the current practise followed by EMSA in respect to the management of the "temporary" LOCODEs and cooperate with the MSS in validating and updating the UNECE list.	Continuous
2	III.8, III.9, III.10	Implement and complete successfully commissioning tests for the PortPlus message and the new Request Response (R&R) mechanism	31 Dec 2010 (R&R mechanism may be implemented at a later stage)
3	IV.2	Spain should raise and explain their position on not notifying AIS through the XML with the SSN Group	SSN 12

II. ACTION ITEMS FOR EMSA

S/N	Section	Topic and Action	Due date
1	III.12	Create and update a "mapping table" at central level	SSN 13
2	III.12	Make the SSN list of LOCODEs downloadable from the SSN web interface	According SSN release program
3	III.12	Create the EUROSTAT unknown port code (when the country is known) in SSN	31 August 2009
4	III.4	Meet with Germany to identify and develop a tailor made solution to assess what can be used from the existing German system to provide for the PSC new information requirements	July 09
5	III.7	Launch an awareness campaign on the changes brought by Port State Control to SSN	Summer 09
6	III.8	Evaluate adding a reference number to the business rules	SSN 12
7	III.12	Consider adding to the PSC awareness campaign a specific section dedicated to the use of LOCODEs by the Shipping industry.	Summer 09
8	VI	Revise the XML Reference Guide v.2.0 (including the new request response mechanism) and sent to Member States together with XSD.	23 June 2009
9	VI	Launch the development of the new version of SSN in order to make the core system available for testing by the end of the first quarter 2010	Summer 2009
10	IV.2	Clarify the issues raised by Greece, Germany and Sweden during the "MS status and follow up" presentations.	SSN 12