Workshop Report

8th SafeSeaNet /LRIT Group Meeting

Part I – SSN

Part II - EMSWe Databases

Held via Video Conference

21 October 2020

Date: 26 November 2020

EMSA

Part I - SSN

The meeting session was chaired by Mr Lazaros Aichmalotidis, Head of Unit for Simplification, and was held via video-conference 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**, **Spain** and **Sweden** attended the meeting. Representatives from **Montenegro**, **ESPO** and **PROTECT** attended as observers. A total of 54 participants attended the meeting.

The list of meeting documents is provided in Annex 1. All meeting documents are available at: http://www.emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports.html

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

I. Introduction

The chairman welcomed the participants and informed that LRIT experts had not been invited as the agenda only contained SSN related issues. He noted that the meeting was divided in two parts with the morning session dedicated to SSN and the afternoon to the EMSWs Databases.

He introduced the meeting objectives as follows:

- Present the current status of SSN version 5 and the work carried out by the working group to draft the technical specifications;
- 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);
- Discuss the specifications of the EMSWe Ship Database (ESD), the EMSWe Common Location Database (EMSWe CLD) and the EMSWe Common Hazmat Database (EMSWe CHD).

He also informed the group that the SSN Graphical Interface had been decommissioned and all users have now access to the SSN Ecosystem Graphical user interface (SEG).

The agenda was adopted with a minor change.

II. Input from the Commission

Mr Terling wished that all participants were well and expressed his appreciation for the new digital platforms allowing the continuation of discussions on SSN issues. He noted that due to the limitations of a videoconferencing meeting the agenda items focussed on the main key points. He also informed the Group that the next HLSG meeting would be held via videoconference on 15 and 16 December.

IV. SafeSeaNet Technical Aspects

IV.1 8.4.2 - SSN v5 Interface sub-group draft proposals

EMSA presented the progress of the work conducted by the “SSN v5 Interface” working group established by the 7th HLSG for the definition of the technical specifications for SSN v5 including the SSN XML Messaging Reference Guide, the SSN Web services document, the SSN Security Guidelines and the Member State Commissioning Test Plan.

SSN v5 will address:

- the exchange of information on persons sailing on board passenger ships for search and rescue purposes as required by Directive 98/41/EC as amended by Directive (EU) 2017/210;
- the exchange of information from the revised advance waste notification and the waste delivery receipt, and the subsequent transmission to THETIS-EU to support the inspection database on port reception facilities, as required by Directive (EU) 2019/883; and
- the proposals from the Incident Reports Working Group for the improvement of Incident Reporting.

EMSA noted that as a result of requirements of the Directive 98/41/EC, SSN v5 will support the exchange of personal information. Additional security measures will need to be put in place to secure the data exchanges at both central and national levels in compliance with the Regulation (EU) 2016/679 (GDPR) and (EU) 2018/1725 (EU DPR). EMSA informed that the results of the study on "Security and Interoperability Solutions for SSN" which was completed in April 2020 were used to define the security measures to be applied in SSN v5.

EMSA also noted that taking advantage of this major SSN release, two changes that were pending implementation were also proposed, namely the Phase out of Ship AIS Notifications (i.e. usage of the streaming interface only), and of the "proprietary" XML interface (i.e. usage of SOAP protocol only).

EMSA advised that the working group carried out its tasks in accordance with the terms of reference defined by the HLSG and that the final drafts will be submitted by email to the SSN Group in November 2020 for validation through written procedure, before being submitted to the next HLSG for approval.

Phase out of the "proprietary" XML interface

France opposed to the phasing out of the XML interface considering that the discussions on the issue in 2017 concluded that more discussions would be needed and that the change would require an important effort which would not be feasible within 2021. **Belgium, Denmark, Finland, Italy, Latvia, Lithuania** and **Sweden** informed that they were also using the XML interface. The group agreed that further assessment was needed and that the phasing out of the XML protocol should be postponed to a later stage.

Additional element group for the information on persons sailing on board passenger ships

Denmark asked if the additional element group indicating information on persons sailing on board passenger ships would only be required by end of 2023 and if the reporting of bunkers was also optional (considering that it is not yet implemented in the national legislation). EMSA replied that the element group for reporting persons on board would be optional until 2023. The bunkers element will continue to be optional in SSN v5.

Waste notification and waste delivery receipts included

Germany, supported by **Belgium**, **Netherlands**, **Poland** and **Sweden**, presented a proposal on the provision and update of Waste Receipts. The proposal stipulates that regardless of how many waste receipts are reported, if they are reported in one notification, they will replace the waste receipts stored in the central SSN for the same ShipCallID. The functionality to delete should apply to the whole set of waste receipts. The Commission and EMSA thanked Germany for proposing this solution noting that it must be assessed by the Working Group.

Germany informed about its intention to implement the revised waste notifications and receipts in accordance with the new PRF Directive as from June 2021 and asked if SSN could accept the new waste messages as from the end of June 2021. EMSA replied that in accordance with the planning, SSN v5 will be available in the training environment by that date but not in production. The Commission highlighted that the timetable for SSN v5 was agreed by the HLSG.

Incident Report notifications

Belgium questioned the business logic for the attribute "*AlertToTHETIS*" considering that all incident reports from SSN are made available to THETIS. EMSA replied that all incident reports and exemptions (regardless of type) are automatically forwarded from SSN to Thetis without making any distinction between THETIS and THETIS-EU and the information is shared with both communities via the THETIS system. The way this new information will be

processed in THETIS-EU and if this alert will raise any type of priority for the ship PRF inspection is being discussed under the ESSF group.

Belgium asked about the criteria for a port authority to decide whether to notify or not a waste incident report to Thetis. The Commission stated that perhaps there is a need to guide MSs on when to send this information noting that nevertheless this was a responsibility of the coastal state.

Denmark asked if there was a flow diagram that explained the process of the exchange of information between SSN and THETIS. EMSA noted that from SSN side any information that is reported concerning port calls, waste incidents or exemptions is pushed to THETIS.

Belgium mentioned that not all business requirements for improving incident reporting in SSN will be implemented in SSN v5 noting that the webservice to request the list of countries along the planned route of a ship has not been taken onboard. Belgium asked if this webservice will be available in SSN v5.1. EMSA replied that after analysing all the business requirements for SSN v5 it was decided to postpone the implementation of the web service for requesting the countries along the planned route of a vessel for future versions.

Belgium also noted that the XML Ref. guide still indicates "to be defined" for several incident types such as "*PilotOrPortReport*" or "*InsuranceFailure*" and asked about the plan to work on a structured format for all SSN incident reports and if this could be implemented with SSN v5.1. EMSA stated that the scope of the IRWG was only to address improvements related to the pollution incident reports and the link between SSN and CECIS. The Commission noted that the scope of the incidents review stemmed from an oil pollution exercise. Thus, the issues identified by Belgium and other MSs (e.g. on how to improve the incident reporting) were not part of the IRWG terms of reference. The Commission suggested that these improvements should be raised at the HLSG in order to amend the terms of reference of the WG.

PRF information

Finland asked if MSs would have to feed all information regarding the Port Reception Facilities to SSN or to maintain a register for all ports and their PRF. EMSA replied that the issue had been discussed by the Waste working group which concluded that the information to be reported would be similar to what currently reported to the IMO GISIS PRF module. EMSA is assessing whether the PRF information from the CLD could be transmitted to the PRF module of the IMO GISIS to avoid double reporting by the MS. EMSA informed the Group that reporting would only be done via the web user interface and that at this stage no XML message was envisaged to report information on port reception facilities.

Greece as well as other MS, noted that they were facing difficulties regarding the communication with IMO GISIS and asked if EMSA would provide the MSs with a list of contact points in IMO GISIS.

SSN Security Guidelines

Belgium expressed their interest in guidelines and best practices concerning security trainings and audits.

Ireland informed the group that it is planning to phase-out the s-TESTA connection to SSN.

The Group **noted** the information provided, and EMSA was invited to:

- Discuss further and agree on a date for the phasing out of the XML protocol (**Action point 1**),
- Investigate and analyse the solution proposed by Germany on the provision and update of waste receipts (**Action point 2**),
- Analyse if it would be technically possible that Central SSN accepts SSN v5 messages as from June 2021 (**Action point 3**),
- Add to the SSN documentation a flow diagram between SSN, Thetis and Thetis-EU on how the information is handled (**Action point 4**),
- Provide MSs with a list of contact points to IMO GISIS (**Action point 5**),

- Investigate the possibility of providing guidelines and best practices concerning security trainings and audits (**Action point 6**),
- Send the final draft SSN v5 technical documentation to the SSN Group in November 2020 for validation (**Action point 7**).

MSs were invited to provide their comments on the SSN v5 technical documentation by 30 October 2020 (**Action point 8**).

V. Status at National Level

V.1 8.5.1 - SSN Data Quality Report

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 v4 was the end of 2018. EMSA also noted that SSN v4.4 was deployed in June. This version addressed two main issues: a new way to present integrated voyage data and improvements for the system-to-system

EMSA emphasised the need to continue and enhance the work on data quality and provided recommendations aimed at improving and resolving the issues reported.

SSN V.4 Implementation

EMSA stated that, since the last SSN/LRIT meeting (May 2020), Ireland has entered into production with SSN v4 in August 2020. **Bulgaria** and the **United Kingdom** completed its CTs and **Portugal** has partially completed its CTs.

Portugal stated that SSN v4 will enter into production when the National Single Window (NSW) is ready and noted that there is a delay in the entering of production of the NSW which affects directly SSN v4. Portugal also noted that in terms of dates for the CTs they expect an answer from their contractor and EMSA will be informed for the date of conducting the tests.

MRS notifications

EMSA stated that no reports have been received for CALDOVREP (**UK**) or WETREP (**Ireland**) and that Portugal is providing WETREP via the User Web Interface (UWI).

Ireland stated that they had an online training between the Irish Coast Guard and EMSA in July on the provision of WETREP information and that the plan is to provide WETREP via the UWI shortly.

Incident reports

EMSA noted that the exchange of IR information between MSs has not yet been widely implemented.

System availability and performance

EMSA noted that the availability of the central SSN system (including the SSN GI) was 99.47%, and that MSs should keep back-up procedures in place and activated in case of failure or scheduled interruption. EMSA also noted that since 27 September Malta was facing a general IT technical problem due to a major incident and therefore not providing data to SSN (provision of T-AIS data available since 19 October).

Malta informed that they try to resume SSN operations, noting that there is an investigation on-going; they will inform EMSA once they have more information. They also thanked EMSA for the support given in this difficult period. EMSA stated that this was an opportunity for to get some lessons learned and mentioned that the use of the Common Operational Procedures should be put in place when such type of situation occurs to allow the systems to continue sharing messages.

Data quality and availability

EMSA noted that there was a small increase in the number of missing PortPlus notifications and improvement in the number of Waste notifications (from 28% to 19.6%). 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 EMSA MSS.

Portugal commented that the high value of Port notifications missing (9%) was related to the implementation of the NSW and that the new developments will improve the data quality figures.

Spain stated that they try to reduce the high number of missing HAZMAT notifications and recalled that they have some problems with the port of Algeciras when ships being outside port limits are reported. Spain also confirmed that there are many exemptions that need still to be registered in SSN. EMSA replied that when Spain receives a data quality report stating a missing notification for the port of Algeciras can always contact the MSS so that the issue can be further analysed and the methodology for DQ checks can be improved if needed. EMSA stressed the importance of receiving MSs feedback on the data quality reports as this allows for improving and provision of more reliable statistics.

France asked why there is a big difference in the number of HAZMAT checks made between different Member States. EMSA replied that the difference relates to the availability of MRS information as this is the main source for checking HAZMAT. There are less MRS systems in the Mediterranean Sea and therefore less information available to crosscheck. EMSA noted that the use of other sources for crosschecking HAZMAT statistics will be investigated.

The Commission noted the MSs efforts in the area of quality and highlighted the importance of having high quality information in the system.

Greece and **Sweden** mentioned that the main problem with the missing Security notifications relates to the fact that domestic and international voyages are not distinguished. Greece proposed that the "*LastPortOfCall"* attribute in the PortPlus notifications should be mandatory instead of optional. EMSA replied that the checks can distinguish domestic from international voyages if the MS provide the "*LastPortOfCall"* attribute and that currently nothing prevents MS from sending this attribute improving thus their reporting. EMSA also noted, that the proposal from Greece and Sweden will apply to SSN v5, because the "*LastPortOfCall"* is mandatory for Waste and MS will implement this change in SSN V5 reducing thus the number of missing Security notifications.

Sweden asked if the checks were applied to all vessels above 300 GT or only above 500GT. EMSA answered that vessel below 500 GT are discarded.

Estonia stated that they are still coping with a request-response mechanism problem for MRS details and expect the issue to be solved by the end of 2020.

Latvia stated that they will be studying the unavailability of the Bunkers details and provide an answer via email.

Norway noted that they will investigate why the request-response mechanism for MRS details was unavailable.

Greece[1] stated that there was a mistake in the availability table as they are not providing Bunkers notifications. EMSA answered it will investigate the issue and provide feedback.

Bulgaria noted that regarding rejected notifications, there was no need to include it in the monthly reports as their systems report them and corrections are made in a timely manner. EMSA replied that these statistics were requested and agreed with the MS and if Bulgaria would like to remove them from their monthly reports this should be discussed separately.

Denmark stated that they were aware about number of rejected notifications and will investigate the cause.

Latvia noted that the number of rejected notifications was due to hopper barge visits and asked if hopper barges of more than 300GT should be reported to SSN. EMSA said Latvia will be contacted to further discuss this issue.

[1] *Post meeting note: EMSA confirmed that the figures are correct and Greece provides Bunkers information to SSN.*

Interface with THETIS

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

Ireland informed that the problem with ATA and ATD was related to the deployment of SSN v4 in August and that the issue has been corrected.

Denmark stated that they discussed with the Danish Maritime Authorities about the timeliness of the ATA/ATD reporting and that they did not find in the Directive a requirement stating that 3 hours was the maximum time to report. EMSA replied that the Directive refers to *"a reasonable time"* and that the requirement of 3 hours was agreed by the PSC community. Denmark asked if they could have a communication in written by the PSC community stating this decision.

Bilateral data quality meetings

EMSA reminded MSs that data quality is an important ongoing task. Due to the pandemic situation the bilateral meetings would be held via VC. EMSA noted that in June 2020 there had been two bilateral meeting combined with training for Ireland and Sweden.

MSs were **invited** to consider the recommendations made in the Data Quality report, which are aimed at achieving further improvements (**Action point 9**). Member States were also invited to:

- send the information to EMSA on the expected dates for conducting the CTs and entry into production (**Action point 10**);
- provide detailed feedback on EMSA's annual MS status reports to enable the Agency to collect information on best practices applied by MSs, so that this can be shared with the group (**Action point 11**), and;
- contact EMSA to arrange bilateral meetings on Data Quality (subject to the availability of EMSA resources) (**Action point 12**).

EMSA was **invited** to:

- explore other sources to perform the HAZMAT statistics (**Action point 13)**;
- contact Latvia to further discuss the issue on reporting obligation for hopper barges (**Action point 14**);
- investigate the reporting of delayed notifications after a SSN downtime (**Action point 15**), and;
- provide Denmark the communication of the PSC community about the timeliness of 3 hours to report ATA and ATD (**Action point 16**).

At the end of this agenda item, **the Commission** thanked the MSs and EMSA for all the work and efforts and asked MSs to investigate the issues reported as indicated for them respectively and be prepared to report on the actions planned to overcome those issues at the 8th HLSG meeting (15-16 December).

VI. Information papers

The remaining documents that were not presented during the meeting are referred to as information papers.

Meeting conclusions/Follow-up actions

The list of follow-up actions is provided in Annex 3.

The provisional date for the next SSN/LRIT Group meeting is May 2021.

Part II – EMSWe Databases

I. Introduction

The meeting session was chaired by Mr Lazaros Aichmalotidis, Head of Unit for Simplification, and was held via video-conference due to the public health situation. Mr Jacob Terling and Mr Alexander Hoffmann from DG MOVE Unit D2, Mr Roberto Alongi and Mr Martins Zieds from DG MOVE Unit D1 represented the **European Commission**.

Delegations from **Belgium**, **Bulgaria**, **Croatia**, **Cyprus**, **Denmark**, **Estonia**, **Finland, France**, **Germany**, **Greece**, **Iceland**, **Ireland**, **Italy**, **Latvia**, **Luxembourg**, **Malta**, **the Netherlands**, **Norway**, **Poland**, **Portugal**, **Romania**, **Spain** and **Sweden** attended the meeting. A representative from **PROTECT** attended as observer. In total, 49 participants attended the meeting.

The list of meeting documents is provided in Annex 1. All meeting documents are available at: http://www.emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports.html

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

The chairman welcomed the participants and reminded that the objective of the meeting was to finalise the technical specifications, standards and procedures of the EMSWe Common Databases that will be presented to the HLSG in December 2020.

EMSA noted that the draft technical specifications, standards and procedures of each database were reviewed during two meeting sessions of the SSN Group on 12 May and 24 June 2020. After the last meeting, the participants were invited to provide their comments until 10 July. The documentation was then revised considering the outcome of the meeting and the comments received and distributed to the Group before the meeting.

EMSA also presented the follow-up actions from the previous SSN Group meeting.

III. SafeSeaNet Operational and Legal Aspects

III.1 8.3.2 - EMSWe Common Location Database – technical specifications, standards and procedures document

EMSA presented the revised technical specifications, standards and procedures of the EMSWe CLD, which included the comments received from the Group and the corresponding answers from EMSA.

EMSA also informed the MS on the outcome of the meeting held in September with the UNECE Secretariat concerning action 4 from the previous SSN/LRIT Group meeting whereas EMSA was requested to verify the status of recommendation No. 16 - UN/LOCODE - CODE FOR PORTS AND OTHER LOCATIONS and the changes planned. EMSA noted that the planned changes will not have any impact on the proposed structure of the EMSWe CLD. There will be some changes to UN/LOCODE functions which will only change possible values but not the data elements.

The Netherlands noted that in some cases the port facility belongs to the port which has a different LOCODE than the port facility and asked if it would be possible to register such cases in the CLD. EMSA confirmed that the CLD will address such cases and explained the mechanism.

The proposal from The Netherlands to address the concept of subsidiary location codes in the EMSWe CLD was discussed. It was concluded that such concept related to the access rights control in the case of re-use of data between ports. The group noted that the issue of data re-use would be addressed at a later stage by the EMSWe sub-group and that the involvement of the EMSWe CLD would be defined at that moment.

The Netherlands supported by **PROTECT** suggested adding start and end dates of location codes to allow registering changes of location codes before their entry into force. EMSA explained the procedure currently in place

for the management of location codes in SSN and explained that the intention was to apply the same approach for the EMSWe CLD. The Group agreed to maintain the current procedure.

The group **validated** the draft EMSWe CLD technical specifications, standards and procedures document as reviewed during the meeting. A clean version of the document will be distributed to the SSN Group after the meeting and presented at the next HLSG meeting (**Action point 1**).

III.2 8.3.3 - EMSWe Common Ship Database – technical specifications, standards and procedures document

EMSA presented the revised technical specifications, standards and procedures of the ESD, which included the comments received from the Group and the corresponding answers from EMSA.

Germany commented that EMSA should maintain only one database addressing the services for the CSD and the ESD. EMSA replied that the services offered by the two databases are different. The ESD will rely on information from the declarants while the CSD will compile information from multiple sources. Whether the two databases should be implemented as one or two is an architecture issue not dealt with in the ESD document. The best suitable architecture will be defined by EMSA.

Sweden and **Germany** asked why the ESD could not use other sources of information. The Commission answered that in accordance with the article 14 of the Regulation, the data shall be provisioned on the basis of data submitted by declarants in the MNSWs. It also highlighted, that the declarants will be responsible for the data and, if the information comes from other sources and is incorrect, it may bring prejudice to the declarants.

Germany advised that when made available, the ESD should be initially loaded with information. EMSA answered that the initial dataset to be used by the ESD will be investigated at later stage and included in the technical and operational documentation of the ESD (**Action point 2**). A note highlighting the issue was added in the ESD document.

Estonia advised adding the Reduced Gross Tonnage to the ESD dataset. EMSA replied that this element was discussed by the EMSWe Data Team under the Part C dataset. Thus, depending on the discussion of the EMSW data team this element would be included at a later stage in the ESD dataset.

Germany questioned in respect to Regulation's article 14.2, why should data already sent to SSN be additionally sent again to ESD. EMSA replied that this issue had been addressed with the Commission considering that there is a provision in article 8 for the exchange of MNSW data through SSN. EMSA will revise the text and figure to include the alternative data flow through SSN (**Action point 3**). This alternative channel would be done on the condition that the dataset to be exchanged via SSN includes the information of the ESD dataset.

Germany advised that there should be common software modules in the RIM that can be used by all MS for interfacing with the EMSWe databases. EMSA advised that this issue should be raised in the EMSWe Interfaces Team which is dealing with the RIM and noted that such discussion does not impact the ESD document. A footnote was added in section 4.1.1 of the ESD document to reflect the suggestion. The same footnote was added in the EMSWe CLD and the EMSWe CHD document.

Poland supported by Estonia, Latvia, Italy and The Netherlands had a reservation regarding the statement in sections 6.2 and 6.3 about responsibility of national coordinators "*to avoid the distribution of unreliable or corrupted information*", noting that this is out of reach of national coordinators. The text was deleted from the ESD document.

Bulgaria asked who would have the right to update the information about the ships in the database in case of e.g. change of flag or name before visiting a port. EMSA explained that update of ship information will be done by declarants in the MNSWs as required by the Regulation.

Germany explained that the ship IMO number is a mandatory field in the German MNSW and advised using a dummy IMO number when the ship has no IMO number. The group assessed the proposal and there was no consensus in favour of it considering that the EMSWe dataset already includes a data element for signalling ships without IMO numbers and that use of dummy values in databases should be avoided.

The group **validated** the draft EMSWe Ship Database (ESD) technical specifications, standards and procedures document as reviewed during the meeting. A clean version of the document will be distributed to the SSN Group after the meeting and presented at the next HLSG meeting (**Action point 4**).

III.3 8.3.4 - EMSWe Common HAZMAT Database – technical specifications, standards and procedures document

EMSA presented the main updates based on the comments received from MS and noted that the comments received after sending the CHD via email were also reflected in the text.

Belgium asked the copyrights of the IMO to be mentioned in the EMSWe CHD document. EMSA will liaise with the IMO to clarify the conditions of the use of the data (**Action point 5**). The EMSWe CHD document was clarified to indicate that such conditions of use shall be visible on the web interface of the EMSWe CHD and of the MNSW.

The group **validated** the draft EMSWe CHD technical specifications, standards and procedures document as reviewed and revised during the meeting. A clean version of the document will be distributed to the SSN Group after the meeting and presented at the next HLSG meeting (**Action point 6**).

Meeting conclusions/Follow-up actions

The list of follow-up actions is provided in Annex 3.

Annex 1 – List of distributed documents

I. SSN Introduction

SSN / LRIT 8.1.1: Detailed Agenda**

SSN / LRIT 8.1.2: Follow up actions**

SSN / LRIT 8.1.3: Actions stemming from HLSG decisions**

II. Input from the Commission

III. Operational and Legal Aspects

SSN / LRIT 8.3.1: List of SSN technical and operational documentation**

SSN / LRIT 8.3.2: EMSWe Common Location Database – technical specifications, standards and procedures document

SSN / LRIT 8.3.3: EMSWe Ship Database - technical specifications, standards and procedures document

SSN / LRIT 8.3.4: EMSWe Common HAZMAT Database – technical specifications, standards and procedures document

IV. Technical Aspects

SSN / LRIT 8.4.1: SSN / LRIT Roadmap **

SSN / LRIT 8.4.2: SSN version 5 Interface sub-group draft proposals

- XML Messaging Reference Guide version 5
- Security Guidelines
- Commission Test Plan

V. Status at National Level

SSN / LRIT 8.5.1: SSN / LRIT Data Quality Report

VI. Any Other Business

SSN / LRIT 7.6.1: Interoperability project - progress report*

* *Documents distributed in PowerPoint format.*

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

Annex 2 – Meeting Agenda

Time	Agenda Item	Speakers
Part I - SSN		
08:45 – 09:00	Registration	
09:00 – 09:30	Opening / Introduction Input from the Commission	EMSA COM
09:30 – 11:30	■ SSN / LRIT 8.4.2: SSN version 5 Interface sub-group draft proposals • XML Messaging Reference Guide version 5 • Security Guidelines • Commission Test Plan ■ SSN / LRIT 8.5.1: SSN Data Quality Report ■ ~~SSN / LRIT 8.4.1: SSN Roadmap~~ *(not presented due to lack of time)*	EMSA/MS EMSA EMSA
Part II – EMSWe Databases		
13:00 – 15:00	Opening / Introduction ■ SSN / LRIT 8.3.2: EMSWe Common Location Database – technical specifications, standards and procedures document ■ SSN / LRIT 8.3.3: EMSWe Ship Database – technical specifications, standards and procedures document ■ SSN / LRIT 8.3.4: EMSWe Common HAZMAT Database – technical specifications, standards and procedures document	EMSA EMSA/MS
15:00 – 15:15	■ Summary of the follow up actions	EMSA

Annex 3 – List of action items from the 8th SSN/LRIT Group Meeting

Action Point	Topic and Action	Resp.
	Part I - SSN	
1	Discuss further and agree on a date for the phasing out of the XML protocol.	EMSA & MS
2	Investigate and analyse the solution proposed by Germany on the provision and update of waste receipts.	EMSA
3	Analyse if it would be technically possible that Central SSN accepts SSN v5 messages as from June 2021.	EMSA
4	Add to the SSN documentation a flow diagram between SSN, Thetis and Thetis-EU on how the information is handled.	EMSA
5	Provide MSs with a list of contact points to IMO GISIS.	EMSA
6	Investigate the possibility of providing guidelines and best practices concerning security trainings and audits	EMSA
7	Send the final draft SSN v5 technical documentation to the SSN Group in November 2020 for validation.	EMSA
8	MSs to provide their comments on the SSN v5 technical documentation by 30 October 2020.	MS
9	Consider the recommendations made in the Data Quality report.	MS
10	Send the information to EMSA on the expected dates for conducting the CTs and entry into production.	MS
11	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
12	Contact EMSA to arrange bilateral meetings on Data Quality (subject to the availability of EMSA resources).	MS
13	Explore other sources to perform the HAZMAT statistics.	EMSA
14	Contact Latvia to further discuss the issue on reporting obligation for hopper barges.	EMSA
15	Investigate the reporting of delayed notifications after a SSN downtime.	EMSA
16	Provide Denmark a communication in written by the PSC community about the timeliness of 3 hours to report ATA and ATD.	EMSA
	Part II – EMSWe Databases	
1	Distribute a clean version of the CLD document to the SSN Group after the meeting that will be presented at the next HLSG meeting.	
2	Investigate at a later stage the initial dataset to be used by ESD and include in the technical and operational documentation of the ESD.	EMSA
3	Revise the text and figure to include the alternative data flow through SSN.	EMSA
4	Distribute a clean version of the ESD document to the SSN Group after the meeting that will be presented at the next HLSG meeting.	EMSA
5	Liaise with the IMO to clarify the conditions of the use of the CHD data.	EMSA
6	Distribute a clean version of the CHD document to the SSN Group after the meeting that will be presented at the next HLSG meeting.	EMSA

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