

Workshop Report

10th SafeSeaNet /LRIT Group Meeting

Held via Video Conference

20 October 2021

Date: 04 January 2022

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 Alexander Hoffmann from DG MOVE Unit D.2 Maritime Safety represented the **European Commission**.

Delegations from **Belgium, Bulgaria, Croatia, Cyprus, Denmark, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Montenegro, the Netherlands, Norway, Poland, Portugal, Romania, Spain** and **Sweden** attended the meeting. Representatives from **ESPO** and **PROTECT** attended as observers. The total number of participants was 53.

The list of distributed 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.

Workshop Programme

I. Introduction

I.1 Opening

The chairman welcomed the participants to the 10th SSN/LRIT workshop and informed participants that LRIT experts had not been invited to the meeting as the agenda only contained SSN related issues. He introduced the meeting objectives as follows:

- Present EMSA and MSs arrangements to cope with the new SSN version (SSN v5) planned to be made available in the production environment on week 49 (6-10 December 2021).
- Discuss the SSN data quality issues and recommendations on how to improve the quality of information reported and the new quality checks arising from the new SSN version.
- Present the revised SSN operational documentation (guidelines and procedures) to reflect the changes of SSN v5.

I.2 Approval of the agenda

The agenda was adopted without changes.

I.3 Follow-up actions from previous meeting

Denmark asked what was the status of the follow-up action point 1 that concerned a proposal to change the access rights policy for reporting exemptions to SSN in a phase-in approach as agreed at the previous meeting.

EMSA replied that after a positive assessment by the Commission, the second solution that required only a configuration of EMSA's Identity Management System (IdM) was going to be addressed after the update of the PortPlus Guidelines to explain the process of granting exemptions. As per the preferred solution to segregate per exemption type, EMSA noted that this solution will take some time to be developed as it requires some technical changes on SSN.

The group **noted** the information provided and **invited** EMSA to:

- update the Port Plus guidelines to clarify the assignment of the exemption permission at national level and configure IdM to give the NCAs the possibility to grant users the access rights to create, edit and delete all types of exemptions (**Action point 1**).

- technically develop and implement the preferred solution (**Action point 2**).

II. Input from the Commission

Mr Hoffmann noted the progress made with SSN v5 and emphasised that after a quite long time of preparations the moment to enter into production was arriving and that the Commission expectation was to have a smooth transition from version 4 to 5. He also took the opportunity to thank MS and EMSA for all the work carried-out to develop and implement SSN v5 at national and central level. He also informed the group that the next HLSG meeting would be held via videoconference on 8 and 9 December.

III. SafeSeaNet Operational and Legal Aspects

III.1 10.3.2 Revision of SSN Operational documentation

EMSA presented the following revised SSN operational documentation to reflect the changes of SSN v5:

- SSN PortPlus Guidelines;
- SSN Common Operational procedures;
- SSN v5 Frequently Asked Questions (FAQ) (new document).

EMSA noted that regarding the update of the IFCD, the Commission and EMSA will first propose at the next HLSG the Terms of Reference of IFCD working group and the associated time plan. It was also mentioned that the Incident Report Guidelines will continue to be revised by the IRWG and the SSN User Interface manual will be updated during 2022 with an online version (similar solution as implemented for the Central Organisations Database and Central Locations Database).

The group **noted** the information provided and MS were **invited** to review and provide comments on the SSN operational documents by 3rd November. EMSA will then revise the comments and prepare a new draft version for validation. The final draft will be submitted at the next HLSG meeting for approval (**Action Point 3**).

IV. SafeSeaNet Technical Aspects

IV.1 10.4.1 SSN Roadmap

EMSA gave an overview of the roadmap of developments for SSN and the central databases and informed the Group that SSN version 5 was deployed in the training environment on 20 July 2021. EMSA informed that SSN v5.0 is expected to be deployed to the production environment in December tentatively in week 49, and that the release will include version 5 changes in the system interface and web user interface as well as the transition features.

Further developments to be addressed in the 2nd quarter of 2022 were also introduced as follows:

- Management of exemptions for ports as required by the PRF Directive (EU) 2019/883;
- Additional security measures compliant with the latest SSN Security Guidelines, and;
- Interface with the Central Ship Database version 2.

The Central Location Database (CLD) and Central Organisation Database (COD) v1.4 were deployed on 28 July and the reporting service for information on port reception facilities as required by the PRF Directive (EU) 2019/883 to support the further processing by THETIS-EU will be made available in November. Moreover, EMSA also informed the Group that there is a plan to get the PRF data from IMO GISIS and upload it in the CLD and underlined that authorisation needs to be given by each MS to the IMO.

EMSA indicated that the automatic link between the CLD and the IMO GISIS for ISPS port facilities data is still pending feedback from IMO.

Spain asked if the authorisation for the upload of PRF in the CLD could be provided during the HLSG or had to be sent to the IMO. EMSA confirmed that the authorisation must be sent directly to the IMO.

The group **noted** the information provided. MSs were invited to contact the IMO to authorise the upload of PRF data in the CLD (**Action point 4**).

IV.2 10.4.2 SSN v5 implementation at EMSA and MS – progress report

Prior to the meeting, EMSA sent an email inviting MSs to provide information on the status of developments and planning for the national SSN systems in relation to SSN v5. The feedback will be used to plan the commissioning tests (CT's) that MS need to carry out before entering into production.

EMSA presented the information received from MS, and underlined the importance of MSs providing their planned dates for carrying out the CTs and entering into production with SSN v5.

EMSA also took the opportunity to congratulate Lithuania for being the first MS to successfully complete the CTs for version 5 and thanked their support to correct some issues detected while performing the tests.

Croatia noted that the scope of their CTs will be “Full scope” instead of “Only waste related information”.

Estonia stated that they plan to start testing beginning 2nd Quarter 2022 and that no information could be provided concerning the date to enter into production.

Finland noted that they are transferring their SSN server environment to another place to separate it from the VTS and due to that their planned date for performing the CTs is September 2022. In case the planned date may occur before September they will inform the MSS.

Poland informed that the exact dates for running the CTs and enter into production are currently unknown noting that their public procurement is under process. They expect to have the entire process finished during the 1st quarter of 2022 and the MSS will be informed once there is a more definitive plan.

Portugal indicated that they have signed their contract for SSN v5 on week 41 and informed that the scope of the CTs will be “Full scope and that they plan to enter into production in the 1st quarter of 2022.

Netherlands informed that the scope of their CTs will be “Only waste related information” instead of “Full scope”.

The Commission thanked MS for the information provided and noted the progress made and how much is still scheduled till the end of 2021. The Commission also noted that for some MS the planned CTs only concerned Waste related information and invited MS to when possible provide their plans for carrying out the remaining CTs scopes.

EMSA will closely follow up the developments being made and will continue to report

The group **noted** the information provided and MSs were **invited** to update EMSA MSS on their planned dates for running the CTs and enter into production with SSN v5 status (**Action point 5**).

V. Status at National Level

V.1 10.5.1 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 emphasised the need to continue and enhance the work on data quality and provided recommendations aimed at improving and resolving the reported issues.

SSN Implementation

EMSA noted that SSN v5 was deployed in the training environment in July 2021 and CLD and COD v1.5 are planned to be deployed in November 2021. EMSA highlighted that Lithuania already completed their CTs and is ready to enter to production with SSN v5.

Exemptions

EMSA noted that since SSN v4 the central system includes a functionality whereby MSs may report exemptions and also benefit from granting them for the following notification requirements:

- Exemption on Waste fees and Exemption on Waste Delivery (in addition to the existing Exemptions on Waste Notification – previously named only Waste).
- Information on the waste types to which the Waste Exemption is applicable.
- Information on the Ports to which the Exemption is applicable – “Exemption applies to”.
- Information on the Port Facilities to which the Security Exemption is applicable – included under “Exemption applies to”.

EMSA thanked Denmark for detecting some inconsistencies in the number of exemptions registered in SSN and informed that the document 10.5.1 - SSN Data Quality Report will be updated to reflect the corrections made.

EMSA highlighted that most of the exemptions granted relate to Waste report (77%) followed by Security exemptions (10%) while Pre-Arrival and HAZMAT have around 6.5% respectively.

EMSA emphasised that all exemptions must identify the ports to which the exemption is applicable in the filed “Applies to” as this will be a mandatory field in version 5. The entire “Scheduled Service” route is not subject to the exemption. In addition, the exemption type “Waste” must be updated to the new type “Waste Notification”.

France asked if there will be a modification of the definition of routes (e.g., for ships that left the port and go on sea for fishing or dredging activities and then come back to the same port). EMSA replied that the proposed solution for these routes is to use a generic LOCODE such as FR888 or another SSN specific LOCODE configured for this purpose. France questioned if this would require that the “NextPortofCall or LastPortofCall” in the PortPlus notification is identified as offshore location or it will work with any French port. EMSA replied that this issue must be analysed based on the examples and noted the results of this analysis will be reflected in the revised PortPlus Guidelines.

MRS notifications

EMSA announced that all Ship MRS IMO adopted systems are now reported to SSN noting that there are still some MRS data quality issues which are handled directly with the concerned MSs.

Incident reports

EMSA noted that the exchange of IR information between MSs has not yet been widely implemented and that there are some issues affecting the quality of Incident Report information which are being handled bilaterally with the concerned MS. It was also noted that improvements to the Incident Report exchanged through SSN will be included in SSN version 5 following the proposal made by the Incident Report Working Group.

System availability and performance

EMSA noted that the availability of the central SSN system was 99.8%, and that MSs should keep back-up procedures in place and activated in case of failure or scheduled interruption. It was also noted that seven national systems experienced significant downtimes that affected the delivery of PortPlus information to THETIS. EMSA recalled MSs that if they face a downtime of more than 12 hours, they need to report the ATA and ATD manually into the THETIS system.

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 20.6% to 19%). 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. EMSA also highlighted that information which is sent after MSS report is still considered missing for the statistical purposes since at the time of the check the information was not available.

Belgium informed that they are investigating why there were some missing PortPlus notifications and how it can be solved.

Portugal said that during the 1st semester of 2021 they have detected and concluded that the main reason for having missing PortPlus notifications was due to some problems with the mapping of IBC codes in their national database and mentioned that this will be addressed in SSN v5.

Malta recalled that at the beginning of the year they had some technical problems that may have caused an increase in the number of PortPlus notifications. They stated that they are in permanent contact with the MSS and will continue to do their utmost for improving these figures.

Lithuania informed that the few cases where port calls were missing had been analysed and corrected.

Germany questioned the number of missing port calls and asked EMSA to provide detailed statistics.

Sweden mentioned that they are struggling for many years to correct the issue of missing HAZMAT information. They have identified the problem which is caused, either by an agent or declarant that usually misses to report when a ship departs from a port carrying HAZMAT. In most of the cases those adding the data stated that they were unaware of the cargo. Thus, the problem has been identified and the question is how to handle and solve all the non-reporting from the agents. EMSA underlined that the work carried out by Sweden is visible since thought the number of missing HAZMAT is still high there has been improvement noted.

Norway stated that it is difficult to verify what is being carried onboard if it is not declared by the agent. To tackle this, a "poor man's machine learning" solution is being implemented in Norway. Based on ship history in the Norwegian system this tool checks whether a ship leaving a port should have reported HAZMAT. The check is based on the history, type of the ship and last port. It is also planned to develop this technology for other types of SSN notifications.

Ireland noted that they face the same problem as Sweden and Norway and asked if the solution mentioned by Norway could be implemented at central level.

EMSA noted that the Norwegian solution to tackle the problem of missing notifications seemed very interesting and innovative. EMSA also said that the option of implementing this at central level is a good solution as it avoids the implementation at national level and the costs associated with that. Nevertheless, EMSA underlined that first it is needed to understand better the Norwegian proposal and after, assess and evaluate the possibility of such implementation at central level. It was also recalled that at the last SSN Group meeting there was a presentation about the Port Call detection service and one of the potential features could be that whenever there is a port call detected automatically and no port call exists in SSN the system could send a warning. However, as stated at the time of last presentation the quality of the information depends on the port areas definition and that this would need to be improved.

Italy stated that they are also using a machine learning to cope with the missing Waste notification. The system checks when there is a PortPlus notification if there is an exemption or not and sends an alert concerning a missing Waste notification. They mentioned their interest in sharing with EMSA their approach.

Belgium stated that they use a similar approach whereas a warning is sent to the agent if ETA time is reached and there is no ATA reported. They stressed that they look forward to seeing a solution implemented at European level.

The Commission thanked MS commitment to decrease the number of missing data and improve the quality of the information provided to the SSN system.

Sweden asked if domestic voyages were considered when calculating missing Security notifications. EMSA replied that domestic voyages are excluded as agreed with the MARSEC group and noted that domestic voyages can only be discarded if the last port of call is identified in the PortPlus notification.

Portugal informed that the Security notifications will be tested when performing the CTs for SSN v.5 and implemented once entering into production with version 5.

The Netherlands noted that their Security exemptions are expired since January 2021 and that they are currently analysing this with the port authorities. Many of these exemptions were applicable to the schedule route with the UK ports and after BREXIT some of them are not applicable anymore.

Germany stated that Waste exemptions are dealt by different authorities in Germany and informed that they will have several meetings in November with these authorities to tackle the reporting of Waste exemption to SSN.

Croatia said that they have a problem with domestic voyages, and that they have some organisational problems to oblige them to report waste information. It is expected that this situation will be solved as soon as the provisions of the new PRF Directive are operationally applied on ships engaged in domestic voyages.

Portugal confirmed that the detailed part of the notifications will be implemented in SSN v.5.

Estonia mentioned that they expect to have the request-response mechanism for MRS details fixed when implementing SSN v.5 and **Finland** stated that they are working on a plan to reduce the number of rejected messages.

France mentioned that sometimes there are more than two rejected notifications for the same ship call as the reference is the MSRefID and asked if it would be possible to add a control of the ShipCallID because occasionally the notification has already been corrected. EMSA said that will contact France to better understand this proposal.

Ireland stated that in terms of rejected notifications they analysed the data quality reports and one issue detected is agents entering ETA and ETD at the same time which causes a problem. They expect to have this corrected after the upgrade of the HAZMAT database.

Interface with THETIS

EMSA reminded MSs that SSN data is used by THETIS, and that lack of reporting to SSN has an impact on PSC operations.

Ireland noted that further analysis is required on the provision of ATA and ATD as they have implemented an automatic system based on port boundaries and sometimes arrivals and departures are wrongly reported into SSN.

Sweden said that the ATA is sometimes incorrectly reported to SSN due to automatic detection of arrivals having been implemented in Sweden, so a ship call cannot be cancelled in line with the business rules, and therefore misleads PSC inspectors. EMSA replied that indeed technically a ship call cannot be cancelled in SSN if ATA has been already reported. In this case national PSC coordinator should be contacted to correct this information directly in the THETIS system. EMSA also said that this business rule will be assessed again with THETIS team.

Denmark stated that they are worried about the missing ATD information. They noted that regarding the timeliness provision of ATA and ATD they have made validations during the summer 2021 and asked if EMSA could provide examples for reporting with more than 3 hours in advance.

Latvia noted that they introduced an automatic service in their national single window which improved the situation of missing ATA and ATD, and also the timeliness of reporting.

Portugal said that they are facing some problems in the provision of ATA and ATD and that the main issues are due to the on-going implementation of the national single window at port level and the integration of the HAZMAT codes in the database.

Bilateral data quality meetings

EMSA reminded MSs that data quality is an important ongoing task. Due to the pandemic situation the bilateral meetings are held via VC. EMSA noted that in October 2021 there were two dedicated SSN trainings provided to Ireland and Finland and in November 2021 there was one SSN training provided to MSs about the new functionalities of SSN v5.

MSs were **invited** to consider the recommendations made in the Data Quality report (**Action point 6**).

EMSA was **invited** to:

- Update the document 10.5.1 - SSN Data Quality Report to reflect the correction made concerning the inconsistencies in the number of exemptions registered in SSN (**Action point 7**).
- Clarify and reflect in the revised SSN PortPlus Guidelines the reporting of exemptions to/from the same port and which LOCODES should be used on the route (**Action point 8**).
- Provide Germany the MSS monthly reports containing the number of missing port calls and Denmark examples of ATA and ATD reported more than 3 hours in advance (**Action point 9**).
- Investigate the machine learnings used by Norway and other MS to overcome the issue of missing notifications and after, evaluate the possibility of developing a similar tool at central level (**Action point 10**).
- Contact France to better understand the proposal of adding a control on the ShipCallID (**Action point 11**).
- Contact EMSA THETIS team on the business rule preventing cancellation of ship call when ATA has been already provided, analyse the legal implications and if possible, propose improvements to the SSN group (**Action point 12**).

V.2 10.5.2 SSN Revision of the Data Quality checks

EMSA presented an update of the SSN data quality checks, arisen from the revised advance waste notification and the waste delivery receipt, which include:

- number of Waste receipts provided (in the daily report issued per MS and in the yearly report), and;
- timeliness of the Waste receipt, following the same approach as for the Hazmat EU Departure (before departure, 3h after or more than 3h after).

The checks will be implemented in June 2022 as the transition period for the implementation of the changes is due in May 2022. EMSA also stressed the importance of data quality checks, as they support the detection and correction of deficiencies, and they also help in illustrating the continuous improvements made by MSs in providing a better and more reliable system in terms of quality.

The group **noted** the updated SSN data quality checks (**Action point 13**).

VI. Any Other Business

VI.1 10.6.1 Interoperability project – progress report

EMSA presented the status of the interoperability project and in particular the following on-going activities:

- Facilitation of Ship to Shore Reporting.
- Enhanced Central Ship Database.
- Traffic Density Mapping service.
- HAZMAT Data Validation service.
- SSN distributed architecture study.

It was noted that the grant agreement signed with DG-MARE was extended till 18 January 2022 giving EMSA more time to execute all the above activities.

EMSA showed how the interface for the Facilitation of Ship to Shore Reporting the so-called Integration Reports Distribution Service (IRD) will look like and explained how it will work.

EMSA informed the Group that the 1st release of the Central Ship Database (CSD) is planned to be deployed in November 2021. Further developments were also introduced as follows:

- Integration with participating MS systems;
- Integration with SSN, and;
- Additional data sources.

Denmark noted that the majority of the CSD data sources are from national databases and asked if it is envisaged to also have agreements with Flag States from outside Europe to use their data. EMSA replied that it could be an idea and noted that at this stage what is being considered is to connect the data from MS that are participating in the project.

EMSA stated that the Traffic Density Maps (TDMS) is a service widely used by MS and by other user communities via the EMODnet portal and noted that for the development of statistics based on data from TDMS, MS should propose passage lines.

The Commission asked if the customised maps being developed will be made available via SEG and if it is also envisaged to have them available via the EMODnet portal. EMSA replied that there is currently no requirement to have it available and noted that whatever is related to EMODnet such as additional services it has to come via the Commission the HLSG.

Ireland suggested the creation of a specific repository/place for dealing with all the activities associated with the interoperability project. EMSA replied that they are working on a communication plan which will include having some information available at the EMSA website which will allow for an easier reference to the interoperability project.

The Netherlands asked if there was going to be restrictions implemented to the SSN user profiles in terms of visibility of details in case sensitive data is collected in CSD. EMSA replied that CSD only handles ship static data which is not sensitive data and as such there is no plan to have restrictions implemented.

Sweden noted that most of the data in their national ship database is a collection between own data and through private ship register and that they are unallowed to send this to a third-party, and asked if EMSA was already connected to this register. EMSA replied that they are buying data from commercial sources and that a new contract had been signed allowing EMSA to share ship information with MS.

EMSA informed that on September 2021 a contract had been signed for developing the HAZMAT Data Validation service and that the 1st release is expected for January 2022.

France noted that currently there is only one certificate in place for SSN and stated that this kind of system architecture partially centralised and partially decentralised may lead to difficulties because there will be a lot of certificates to manage. EMSA stated that this issue will be taken into consideration when extending SSN as required by the EMSWe Regulation (EU) 2019/1239.

The group **noted** the information provided and MS were invited to provide passage lines by end of February 2022 (**Action point 14**).

VII. Information papers

The remaining documents that were not presented during the meeting are 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 24 or 25 May 2022 (tbc).

Annex 1 – List of distributed documents

I. Introduction

SSN / LRIT 10.1.1: Detailed Agenda**

SSN / LRIT 10.1.2: Follow up actions**

II. Input from the Commission

III. Operational and Legal Aspects

SSN / LRIT 10.3.1: List of SSN technical and operational documentation**

SSN / LRIT 10.3.2: Revision of SSN Operational documentation

- SSN PortPlus Guidelines
- SSN Common Operational procedures
- SSN v5 Frequently Asked Questions (FAQ)

IV. Technical Aspects

SSN / LRIT 10.4.1: SSN Roadmap

SSN / LRIT 10.4.2: SSN v5 Implementation at EMSA and MS – progress report*

V. Status at National Level

SSN / LRIT 10.5.1: SSN Data Quality Report

SSN / LRIT 10.5.2: SSN Revision of the Data Quality checks

VI. Any Other Business

SSN / LRIT 10.6.1: Progress report of the Interoperability project*

- Ship Shore Reporting Facilitation
- Central Ship Database
- Traffic Density Maps
- SSN architecture study

* Documents distributed in PowerPoint format.

** Documents distributed but not discussed during the meeting.

Annex 2 – Meeting Agenda

Time	Agenda Item	Speakers
08:45 – 09:00	Registration	
09:00 – 09:30	Opening / Introduction Input from the Commission	EMSA COM
09:30 – 11:30	<ul style="list-style-type: none"> ■ SSN / LRIT 10.4.1: SSN Roadmap ■ SSN / LRIT 10.4.2: SSN v5 Implementation at EMSA and MS – progress report ■ SSN / LRIT 10.5.1: SSN Data Quality Report 	EMSA EMSA/MS EMSA/MS
Break from 11:30 to 13:00		
13:00 – 14:30	<ul style="list-style-type: none"> ■ SSN / LRIT 10.5.2: SSN Revision of the Data Quality checks ■ SSN / LRIT 10.3.2: Revision of SSN Operational documentation <ul style="list-style-type: none"> • SSN PortPlus Guidelines • SSN Common Operational procedures • SSN v5 Frequently Asked Questions (FAQ) ■ SSN / LRIT 10.6.1: Progress report of the Interoperability project <ul style="list-style-type: none"> • Ship Shore Reporting Facilitation • Central Ship Database • Traffic Density Maps • SSN architecture study 	EMSA EMSA EMSA
14:30 – 15:00	<ul style="list-style-type: none"> ■ Summary of the SSN follow up actions 	EMSA

Annex 3 – List of action items from the 10th SSN/LRIT Meeting

Action Point	Topic and Action	Resp.
1	Update the Port Plus guidelines to clarify the assignment of the exemption permission at national level and configure IdM to give the NCAs the possibility to grant users the access rights to create, edit and delete all types of exemptions.	EMSA
2	Technically develop and implement the preferred solution to change the access rights policy for reporting exemptions by segregating per exemption type.	EMSA
3	Review and provide comments on the SSN operational documents by 3 rd November. The final draft will be submitted at the next HLSG meeting for approval.	MS & EMSA
4	Contact the IMO to authorise the upload of PRF data in the CLD.	MS
5	Update EMSA MSS on planned dates for running the CTs and enter into production with SSN v5 status.	MS
6	Consider the recommendations made in the Data Quality report.	MS
7	Update the document 10.5.1 - SSN Data Quality Report to reflect the correction made concerning the inconsistencies in the number of exemptions registered in SSN.	EMSA
8	Clarify and reflect in the revised SSN PortPlus Guidelines the reporting of exemptions to/from the same port and which LOCODES should be used on the route.	EMSA
9	Provide Germany the MSS monthly reports containing the number of missing port calls and Denmark examples of ATA and ATD reported more than 3 hours in advance.	EMSA
10	Investigate the machine learnings used by Norway and other MS to overcome the issue of missing notifications and after, evaluate the possibility of developing a similar tool at central level.	MS & EMSA
11	Contact France to better understand the proposal of adding a control on the ShipCallID.	EMSA
12	Contact EMSA THETIS team on the business rule preventing cancellation of ship call when ATA has been already provided, analyse the legal implications and if possible, propose improvements to the SSN group.	EMSA
13	Implement in June 2022 the updated SSN data quality checks.	EMSA
14	Provide passage lines by end of February 2022.	MS

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