Workshop Report

11th SafeSeaNet /LRIT Group Meeting

Part I – SSN & Part II - LRIT

Held in hybrid mode

24 May 2022

Date: 18 August 2022

EMSA

Part I - SSN

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Simplification, and was held in hybrid mode (meeting in-person and virtual participation). Mr Peter Kirov, Head of Department for Digital Services and Simplification also attended the meeting and Mr Jacob Terling and 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**, **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 49.

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 11th SSN/LRIT workshop and explained that the first part of the meeting would be dedicated to SSN and the second part to LRIT. He highlighted that this was the first meeting held simultaneously in-person and virtually since the pandemic started, noting the contentment of having the SSN group once again reunited and with new faces on-board.

He introduced the meeting objectives as follows:

- Discuss the SSN data quality issues and EMSA recommendations on how to improve the quality of information reported, including the status of developments and planning for the national SSN systems in relation to SSN version 5 (v5);
- Present the revised SSN operational documentation (IFCD) to reflect the changes of SSN v5;
- Present the progress report of the Central Ship Database (CSD) version 2, Central Locations Database (CLD) PRF information, Ship Shore Reporting Facilitation and the Ship statutory e-certificates;
- Report on the outcome of the Interoperability project;
- Present the roadmap of developments for SSN and central databases.

Mr Peter Kirov welcomed the participants and presented himself noting that he had been appointed Head of Department for Digital Services and Simplification since 2020. He stated that due to the pandemic it had not been possible to attend the SSN/LRIT meeting in-person and reiterated that EMSA is very content to accommodate once again in-person meetings. He also congratulated the group for the work done in the past two years and the achievement of having SSN v5 already in production.

I.2 Approval of the agenda

The agenda was adopted with a minor change on the order of the presentations.

I.3 Follow-up actions from previous meeting (10th SSN/LRIT)

EMSA summarised the outstanding issues from the previous workshop.

The group **noted** the information presented.

I.4 Actions stemming from HLSG decisions

EMSA presented the main actions arising from the 9th HLSG meeting (8-9 December 2021).

The group **noted** the information provided.

II. Input from the Commission

Mr Terling and Mr Hoffmann thanked MSs and EMSA for the work carried-out to develop and implement SSN v5 at national and central level. They stressed the importance of the quality of the data reported in SSN in general and, in particular, for reported HAZMAT on board, which contributes to the timeliness of the decision-making process and reduces the level of risk in case of emergencies. It was also recalled that the SSN system is the backbone of the European maritime surveillance monitoring and information exchange. They mentioned that SSN was being used to monitor the current situation between the Russian Federation and Ukraine. They also mentioned that the 5th Table Top Exercise (TTX) on Places of Refuge (PoR) will be held at EMSA from 12 to 14 July with the aim of further testing the EU Operational Guidelines on PoR.

The group was informed that the next HLSG meeting would be held via videoconference on 7 and 8 July.

The group **noted** the information provided.

III. SafeSeaNet Operational and Legal Aspects

III.1 11.3.2 Revision of SSN Operational documentation (IFCD)

EMSA informed the group that the 9th meeting of the HLSG had agreed to re-establish a Working Group (WG) for the revision of the IFCD in view of SSN v5. Belgium, Italy, Malta, Poland, Spain and the Netherlands had volunteered to participate. The main scope of the WG is to reflect in the IFCD:

- 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) 2017/2109;
- 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;
- The improved Incident Reports as proposed by the Incident Report Working Group;
- The additional security measures from the SSN Security Guidelines; and
- Minor changes pending from previous revisions.

The first draft had been circulated for comments and additional comments of the SSN group were welcome by 3 June. Following the comments received, EMSA will prepare a new draft to be reviewed by correspondence. The final draft of the IFCD will be presented for validation at the next SSN/LRIT group meeting before being submitted to the HLSG for approval in December 2022.

The group **noted** the information provided and MS **agreed** to review and provide comments to the IFCD by 3rd June 2022 (**Action point 1**).

III.2 11.3.3 Ship to Shore Reporting Facilitation – progress report

EMSA presented the status of the “Ship–to-Shore” Reporting pilot project aiming to facilitate MRS and VTS reporting from ship to shore and improve coastal stations’ situation awareness by re-using and combining SSN

information. The main objectives of the pilot project and expected benefits were introduced and EMSA recalled how the Integration Reports Distribution Service (IRD) service developed within the project works.

EMSA highlighted that after the completion of the pilot project, which was considered of a great value by the participants, the EMSA Single Programming Document 2022-2024 was updated to allow EMSA to continue to work on this project, and the establishment of a Working Group (WG) was agreed at the 9th HLSG.

EMSA reminded the main objective of the WG were as follows:

- Harmonization of MRS reporting in the EU;
- Moving the IRD proof-of-concept to operation;
- Explore opportunities to continue the development of the on-board application and test its suitability for additional ship-shore reporting processes, and;
- Further testing of new technologies for communication.

The group **noted** the information provided.

III.3 11.3.4 CLD PRF information – progress report

EMSA presented the status of the Central Locations Database including the module for Port Reception Facilities (CLD PRF) developments and the procedure to upload information on PRF into the CLD. It was recalled that information on port reception facilities must be electronically available in SSN as required by the PRF Directive (EU) 2019/883. This is the same information as it is currently reported in the IMO GISIS PRF module and the Commission launched a HLSG written procedure inviting each MS to provide its consent to IMO for EMSA to receive a copy of the national PRF information. This will facilitate the initial upload of PRF information to SSN.

EMSA informed that the following CLD versions were released:

- Version 1.5 (January 2022): introduced the management of information on Port Reception Facilities as required by Directive the PRF via the web user interface of CLD.
- Version 1.6 (April 2022): included an upgrade of the S2S services to allow retrieving information on PRF. These services will be used by THETIS-EU to get the latest information on port PRF from the CLD.

EMSA noted that regarding the agreed procedure to upload GISIS PRF data in CLD, data has been received from IMO for those MS that gave their permission and afterwards, data was sent to the SSN NCAs for validation/update before being uploaded in CLD. EMSA also noted that for those MS that did not provide their consent to IMO the data can be uploaded using an Excel file (template distributed by EMSA).

Considering MS obligation to communicate information on their PRFs to the IMO (Article 11(1)(d) of MARPOL and MEPC.1/Circ.834/Rev.1) and to SSN via CLD, the MS and the Commission have submitted a proposal to MEPC 77 for the information reported in SSN to be retransmitted to GISIS PRF module on behalf of the MS, and thus avoiding the double reporting to SSN and IMO GISIS. Until this link is implemented, MS will need to manually update the PRF information in both databases (CLD and IMO GISIS PRF). EMSA clarified that the information about the upload of PRF data was sent to the SSN NCAs.

Belgium enquired if once the PRF information is uploaded in CLD this would also be uploaded in the EMSA's public website. EMSA replied that there is no intention of uploading the data in the public website and that the access to the information will be only available to the users having access to CLD via the EMSA portal. It was also clarified that the requirement for making the information publicly available will remain on the IMO GISIS site.

The group **noted** the information provided.

IV. SafeSeaNet Technical Aspects

IV.1 11.4.1 SSN Roadmap

EMSA gave an overview of the roadmap of developments for SSN and the central databases.

As regards SSN, EMSA recalled the dates and content of previous releases v5.0 and v5.1. EMSA explained that the next release, v5.2, should be made available by the end of May 2022. This release will include the transmission of the revised waste notifications and the waste delivery receipts to THETIS-EU as required by the PRF Directive (EU) 2019/883. It will also include the synchronisation of ships' identification information and particulars with the new Central Ship Database. EMSA presented the plan for future developments including a release v5.3 in Q3 2002 which will address the management of exemptions for ports as required by the PRF Directive (EU) 2019/883, and a release v5.4 in Q4 2022 to feature additional security measures compliant with the latest SSN Security Guidelines.

As regards the Central Locations Databases (CLD), EMSA indicated that release v1.6 had recently been deployed (27 April). This release included an upgrade of the system-to-system services to be used by THETIS-EU to retrieve information on Port Reception Facilities.

Belgium noted that regarding SSN incident reporting not all functionalities had been implemented and asked about the planning of such developments. EMSA replied that the plan for 2022 was completed and that the development of additional functionalities was foreseen for 2023.

The Netherlands indicated facing problems with PortPlus messages being rejected due to "System error" since the release of SSN v5 and asked if this issue would be solved in v5.2. EMSA replied that this issue should be solved with SSN v5.3 which is expected to be deployed in July. EMSA indicated that the rejections were due to a problem with Weblogic version.

The group **noted** the information provided.

IV.2 11.4.2 CSD version 2 – progress report

EMSA presented the status of the Central Ship Database (CSD) version 2 project, which will offer reference information on ships identification information and characteristics to the EMSA maritime services and to national maritime systems of the Member States. The group was informed that CSD v2 was released in January 2022 and integrated with the following data sources:

- SSN (ship data from SSN notifications such as PortPlus, Incident Reports, Ship MRS and exemptions);
- EU LRIT CDC (ship data from the LRIT ship database);
- THETIS (ship data from PSC inspections);
- Fishing vessels record (information on EU fishing vessels), and;
- The commercial data provider IHS Markit (information on commercial ships of 100 GT and above).

EMSA noted that since its launch, data quality is being monitored and the data consolidation logic is being progressively fine-tuned. A further improvement of the system is expected for June 2022 (release v2.1). It will improve the data control mechanisms to offer a better reliability on ships identifiers. The CSD v2.1 will be open to testers of the participating MS (access via user interface). Business needs for system-to-system (S2S) interfaces with national maritime systems will be collected.

Belgium pointed out that the CSD project was very interesting and asked if they could participate to the tests. They also noted that an investment in a new ICT system for coastal surveillance was being made and that at a later stage the idea would be to have a S2S interface with the CSD.

France asked if the ships characteristics such as dimension and gross tonnage (GT) will be included in the CSD and which will be the data provider. EMSA replied that the dimension of the ship was included in CSD and that the main source is IHS, but updates from SSN (for e.g. GT) are as well considered by the CSD.

Bulgaria expressed their interest to participate to the CSD tests and asked what the CSD phases will be, which authorities are entitled to have access to it and how Bulgaria should proceed in terms of connection. EMSA replied that the testing will be done in phases, first the users will connect to the CSD user interface via the EMSA portal where they will be able to search for a ship and see their data and secondly there will be the establishment of a S2S interface. Any maritime authority (e.g., port authority, coastal station, flag state administration) may use CSD. EMSA highlighted that MS should not expect to use the data in their systems as from June 2022 as it should be first seen if the data corresponds to the expectations. As with any new project, data should be checked and improved, if necessary, before being used.

Bulgaria also asked which Recognised Organisations (ROs) have already agreed to participate in the CSD project. EMSA replied that currently there is no involvement of ROs and that this is something to be further investigated.

Ireland asked how the CSD system will deal with mismatched data such as a vessel flagged with an MMSI from France in the CSD undergoes a Port State Control inspection where it is noticed by the inspectors that the vessel changed flag. EMSA replied that CSD will be capable of raising warnings to the data managers in case of data inconsistencies. It was noted though that there are cases of ships still using old MMSI numbers and such case cannot be avoided. It was highlighted that CSD will not block the entry of mismatched data, it will raise a warning and there will be a manual intervention to cross check the data using different data sources.

The group **noted** the information provided and **agreed** that MSs willing to participate in the testing of the CSD should express their interest and inform EMSA (**Action point 2**).

V. Status at National Level

V.1 11.5.1 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 as the value of SSN is increasing with the use of SSN by other maritime applications and user communities and, provided recommendations aimed at improving and resolving the issues reported.

SSN V5 Implementation

EMSA presented the status of developments and planning for the national SSN systems in relation to SSN v5 and invited MSs to comment on their planned dates for carrying out the commissioning tests (CTs) and entering into production with SSN v5. EMSA noted that Belgium, Croatia, Germany, Lithuania, Malta, Romania, Spain and the Netherlands already entered into production with SSN v5. EMSA highlighted the relevant legal requirements and deadlines for MSs to comply with SSN v5 and noted that from the technical side EMSA is supporting v4 and v5 by ensuring a backward compatibility.

Cyprus noted that they expect to perform their CTs and enter in production by end of June 2022.

Denmark stated that their first version of SSN v5 is in their testing environment and that some minor bugs and issues were encountered. Thus, they expect that the next upgrade will solve these issues in order to schedule the CTs and enter into production around the summer period.

Estonia informed that the plan to switch to SSN v5 is planned for June 2022.

Finland confirmed the planned dates for running the CTs and enter in production, with a reservation on the date for going live with v5 which may have to be postponed for November due to some problems in building their new SSN proxy servers which supports the SOAP interface.

France stated that due to delays in their tender the planned date for testing is October 2022 and for entering into production November 2022.

Greece informed that a public procurement is on-going, and that they are planning to run the CTs and enter in production with “Full scope” by the 2nd half of 2023.

Ireland stated that they expect to enter into production by the end of Q3 2022.

Norway informed they will enter in production when the Crew and Pax legislation is transposed to the Norwegian law. In case the legislation will not be transposed by summer 2022 the planning date (Q4 2022) will be postponed.

Portugal noted that the plan is to perform the CTs by mid-June 2022 and after they will not enter into production as the implementation of SSN v5 has dependencies with port systems. They explained that the connection between

the central SSN system and the national SSN system will be ready, but the ports, which are the providers of data, will enter into production in different phases. They expect some ports to be connected in v5 as from September-October 2022.

Spain informed that they entered into production on 24 May 2022.

Sweden noted that they are analysing the CTs errors, and a new complete test report will be submitted to EMSA. They also noted that once the CTs are validated they will inform the MSS about the date to enter in production.

Germany shared with the group a problem they had while implementing SSN v5 which may occur to other MS that are still implementing v5. They had a problem with the communication with the SSN interface, which required the correction of a certificate in their server. To overcome it, a solution named SMI Header was used. The SMI Header includes information about which certificate needs to be used when communicating with SSN.

EMSA stated that sometimes it happens that when MSs are running the CTs, the request-response mechanism is not working and quite often it is related to certificates. In the case of Germany, although they had installed the EMSA certificate in their server (i.e., to ensure a safe communication with SSN a certificate issued by the EMSA certification authority must be installed), their system when requested was always showing another certificate. The solution was the SMA header, which indicates which certificate should be given and presented.

Exemptions

EMSA noted that SSN includes a functionality whereby MSs can report the following types of exemptions:

- 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”;
- “Exemption for Crew and Pax information” (Article 9 of Directive 98/41/EC); and
- “Derogation Crew and Pax” (Article 9 of Directive 98/41/EC).

MRS notifications

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

Incident Reports (IR)

EMSA noted that the exchange of IR information between MSs has not yet been widely implemented and that some issues are still affecting the quality of IR information (handled bilaterally with the concerned MS).

System availability and performance

EMSA noted that the availability of the central SSN system was 99.83%, and that MSs should keep back-up procedures in place and activated in case of failure or scheduled interruption. Seven national systems experienced significant downtimes that affected the delivery of PortPlus information to THETIS. EMSA recalled to 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.

EMSA highlighted that in the event of a failure or a scheduled interruption, back-up procedures should be in place for each SSN system component (IFCD - section 4.4) and that NCAs must ensure that SSN messages are stored and then transmitted to the central SSN system when communications and/or systems have recovered.

Norway said that they had an unfortunate event on their system that handles the message exchange between the national and central SSN. They explained that the system was supposed to restart automatically when upgrading to v5 but did not perform this action and consequently no messages were being provided to SSN. Once the system

restarted all buffered messages stored in the Norwegian system were sent to SSN, allowing them to test their back-up procedures.

Data quality and availability

EMSA noted that there was a decrease in the number of missing PortPlus notifications and improvement in the number of Security notifications (from 11% to 8.5%). The request-response mechanism was operational for most MSs. EMSA stressed the importance of replying to the reports sent by the MSS.

Montenegro stated that the reason for having a high number of missing PortPlus notifications was due to the human factor. EMSA noted that, if necessary, a training could be provided to the operators and emphasised the importance of MSs providing port calls to SSN as this information is then sent to THETIS and used to calculate the MSs inspections fair share.

Portugal stated that the missing port calls and HAZMAT notifications are due to the migration of the national ports to the NSW. Inconsistencies have been found in the exchange of data whereas the data exist in the port system but once it is sent to the central SSN system the data is rejected as the messages are not in line with the business rules of SSN.

Finland noted that the main cause for having a high number of HAZMAT missing notifications was because of ships arriving from non-EU ports and for which the reporting was made incorrectly. They also suspect that there is missing reporting from declarants. EMSA mentioned that probably the moment for investigating the root cause of the problem would be once they receive a notification from the MSS stating that a missing notification was detected.

France stated that the missing HAZMAT was because the port of destination was not yet known when the ship departed from a non-EU port and so they were unaware if they need to report HAZMAT or not.

Ireland said that the issue of missing HAZMAT notifications is caused by agents or declarants that miss to report when a ship departs from a port carrying HAZMAT. The problem has been identified and they are trying to solve it.

Italy mentioned that they faced some technical issues at infrastructure level and some problems related to the transition from SSN v4 to v5. They also noted that they are investigating the human errors concerning HAZMAT notifications.

Malta noted that the statistics presented are from 2021 and since then they have implemented a new system and figures from the MSS monthly reports show an improvement.

Norway stated that resources are put daily to investigate the causes of missing notifications and that they expect to have a decrease in the number of missing notifications.

Spain noted that the cause of missing Hazmat notifications was because exemptions were not yet uploaded in SSN, which is expected to be done in a few months, and that they also need to improve the training of their declarants. Spain clarified that if the declarants use the central system there is no problem but if the data is coming directly from the port system, they have no control on the data provided by the declarants and as such training is necessary.

Sweden stated that the issue is caused either by an agent or declarant that usually forgets to report when a ship departs or arrives from a port carrying HAZMAT. They will continue their effort to instruct agents so that this issue can be corrected. EMSA stated that those that forgot to report should be reminded that there are legal obligations and that sanctions may be imposed.

EMSA highlighted that the provision of the Waste notification is becoming increasingly important in the enforcement of the Port Reception Facilities Directive as THETIS-EU and the PRF module will rely on the Waste notification being transmitted by SSN for assisting the national PRF inspectors in the selection of ships to be inspected and for the calculation of dedicated storage capacity of the ship (that will rely on elements reported in the Waste notification). Therefore, MS need to reduce the number of missing Waste notifications to support the provisions of the Directive and its implementing acts and, the agents should be informed that lack of reporting might create an issue for a ship.

Belgium investigated the issue regarding missing Waste notification and concluded that it was due to a delay in registering the exemptions in SSN. They have contacted the authorities responsible for granting the Waste exemptions and the exemptions have been updated in April. Belgium will setup a S2S interface connection between the authority's internal system for keeping track of the exemptions via the national SSN to the central SSN system. The idea is that when an authority grants a new exemption this will be registered in their system and automatically transferred to the central SSN. The work to establish the connection has started and planned to be concluded in late 2022. EMSA thanked Belgium for sharing this information with the group and noted that the idea for creating a S2S interface for reporting exemptions was very interesting and an effective way of implementing the exemptions reporting.

Croatia said that they have a problem with exemptions concerning domestic shipping lines and amended their national legislation dealing with the Waste reception at the beginning of 2022. They are in the process of providing educational training to those shipping lines and it is expected that this situation will be solved by the end of 2022.

France noted that regarding missing Waste notifications the main issue is the registration of RoPAX exemptions in SSN and for missing Security notifications there is a big issue with one port. They are working together with that port and since the BREXIT they do not have the security notifications exemptions in place.

Germany said that their authorities started to register exemptions in SSN, and they expect this to improve the number of missing Waste and Security notifications. They also plan to do a sharpening of their interface as currently there are a lot of messages being rejected by SSN preventing the provision of data. They noted that they are quite sure that this sharpening will improve the quality of notifications.

Greece stated that the percentage of missing security notifications should be lower as they have implemented a rule requiring last port only for ships obliged to report waste. EMSA noted that when performing the checks domestic voyages are excluded based on the last port and suggested Greece that after receiving the next monthly report to double check if the missing security is due to this issue and inform EMSA accordingly.

Ireland noted that they are working to report exemptions in SSN and that only one company is responsible for 20% of the arrivals reporting incorrectly and messages rejected.

Italy noted that the main cause for having missing waste notifications was due to the transition from v4 to v5 where the system is rejecting waste notifications if the attribute "*ATD*" from last port is not provided. Once this rule is corrected in v5.2 there should be a decrease in the number of missing notifications.

The Netherlands analysed their missing waste notifications and noted that they have one vessel sailing on a daily basis without exemption and they have also detected an issue with anchorages which is being investigated with their legal department.

Norway noted in March they had an unfortunate event on their system which prevented them from sending notifications and that the late reporting is most likely connected with number of missing waste notifications. They also mentioned that they apply a higher business logic into their system to make sure they are aligned with the regulation and with the exemptions.

Portugal stated that the security notifications will be implemented in SSN v5 and that regarding missing waste notifications once the exemptions have been reported in SSN the numbers will decrease.

Spain stated that they expect to start uploading manually their exemptions in SSN in 3 months and thereafter to start working on a S2S interface.

Sweden noted that in their system it is impossible to send a PortPlus notification without notifying waste so the cause must be technical and asked if EMSA could provide the details of the missing waste information. Regarding the missing security notifications, the cause is due to one vessel not being exempted in SSN.

Estonia informed that they decided to no longer develop the existing MRS system and that the plan is to introduce a new system by the end of the year to cope with the request-response mechanism for MRS.

Portugal noted that once they perform the CTs for SSN v5 the request-response mechanism for HAZMAT and MRS will be available.

EMSA highlighted that in terms of the number of rejected notifications it is normal that these value increases whenever there is a new version in place due to new business rules implemented and backward compatibility between versions. It was noted that many MSs increased the number of rejected messages and that this issue is being dealt on a daily basis.

Interface with THETIS

EMSA reminded MSs that SSN data is used by THETIS, and that any lack of reporting to SSN impacts PSC operations and informed it has identified an increasing trend of open ship calls (without ATD) in THETIS, with prevalence on ship calls that have been recorded during the onset of the COVID-19 pandemic (2019, 2020). It was explained that open ship calls in THETIS remain available to be chosen for allocation for inspection, thus potentially hampering the performance of the system if a high number of open calls remain in this condition unnecessarily. Furthermore, calls which are never updated with an ATD, may not have a missed inspection awarded by THETIS when due, thus affecting statistics concerning the implementation of the PSC (EU) 2009/16/EU Directive. EMSA noted that there is the possibility to manually close a call in THETIS by the Port Call Manager if so necessary.

EMSA indicated that it would carry out a more detailed analysis on this issue and raise awareness to the competent authorities if deemed appropriate.

Bilateral data quality meetings

EMSA reminded MSs that data quality is an important ongoing task and that bilateral data quality meetings can be organised for addressing national data quality issues. EMSA noted that in November 2021 and May 2022 there were two SSN trainings provided to MSs and two dedicated SSN training provided to Ireland and Finland in October 2021.

The group **noted** the information provided and **agreed** that MSs shall:

- Consider the recommendations made in the Data Quality report (**Action point 3).**
- Update EMSA MSS on their planned dates for running the CTs and enter into production with SSN v5 status (**Action point 4**).

The group **agreed** that EMSA shall:

- Contact MSs to test the back-up procedures for sending data following a downtime (**Action point 5**).
- Provide Sweden with the details of the missing waste information and the minutes of the HLSG where it was decided that SSN was the mandatory platform for reporting exemptions (**Action point 6**).

Belgium **agreed** to share information with the SSN group on best practises regarding the implementation of a S2S interface for reporting exemptions (**Action point 7**).

VI. Any Other Business

VI.1 11.6.1 Interoperability project – progress report

EMSA presented the outcome of the interoperability project and in particular the following activities:

- European Maritime Single Window environment (EMSWe) dataset and message structures;
- HAZMAT Data Validation service;
- SSN distributed architecture study;
- Traffic Density Maps.

The group noted that the project implementing the grant agreement signed with DG-MARE was completed on 18 May 2022.

EMSA stated that in terms of the EMSWe, this project contributed to the elaboration of the technical specifications that were used by the Commission and MSs as an input. EMSA highlighted that there has been a lot of work to map the EMSWe datasets with existing standards. Another part of the study was the definition of the message

structures with the aim to develop a European Message Implementation Guide for the maritime national single windows.

EMSA recalled MS that the purpose of the HAZMAT Data Validation service is to offer a service that can be used by the SSN Community to control that ship's dangerous and polluting goods declarations are consistent with the relevant IMO Codes and Conventions. The service developed is a cloud-based service connected to the Central HAZMAT database where the user can upload dangerous and polluting goods declarations in XLSX and XML formats and retrieve a report with the result of an assessment comparing the declaration with the IMO codes. It was also noted that the service is expected to go-live in the 3Q 2022.

EMSA explained that the purpose of the SSN distributed architecture study was to assess different technological options for addressing the sharing and exchange of information between parties of the SSN network in a hybrid manner (partially in centralised and partially in decentralised mode). The study considered a possible future context where, because of the EMSWe Regulation (EU) 2019/1239, SSN would be exposed to a significant increase of data transactions and that information exchanged would have a certain degree of sensitivity e.g., commercial data, personal data, security information.

The study, which was completed in January 2022, assessed the following architecture scenarios (SC) with varying levels of decentralisation:

- SC1: Centralised cloud architecture - The high-level architecture of SSN is maintained, and the chosen cloud migration strategy is responsible for solving the pain points of the current architecture. The functionality of the European Index Server is kept.
- SC 2: Event-driven decoupling - Removes load from the EIS by handling requests between nodes without the index server intervening in the transaction. Messages are delivered through an asynchronous event broker (pub/sub). Nodes can file requests and responses for data.
- SC3: Decentralised architecture - A decentralized architecture is obtained without a central party to facilitate data exchange. Nodes are responsible for sharing data to whom it may concern. Each node keeps a copy of the data it receives. Nodes inform EMSA about the transactions they are part of in separate messages to an EMSA node.

Norway asked whether the study had evaluated the impact on the national SSN systems and what would be the timeline. EMSA explained that impacts on the MS systems had not been assessed by the study because that would have required performing an assessment of all national SSN systems, which was not possible because of the time and budget limitations of the study. The study nevertheless evaluated that impact on MS system would be lower with SC1 and more important with SC3. Regarding the timeline, EMSA indicated that the EMSWe Regulation does not give a deadline for changing SSN and explained that the future of SSN will depend on the policy decision regarding which EMSWe data will be exchanged through SSN. Based on the policy decision a roadmap for SSN development will be defined. EMSA highlighted that the study only gave an input on technology options with an assessment of impacts and as such it did not provide a project planning.

EMSA presented the progress of the Traffic Density Maps service (TDMS), which is available to the Member States via SEG and to the public via the EMODnet portal since September 2019. The plan of TDMS developments was presented, including Phase 2 for Q4 2022 and will provide new types of maps (vector, detailed and comparative) and Phase 3 (expected for 2023) that will introduce customised and ship particulars maps.

The group **noted** the information provided.

VI.2 11.6.2 Ship statutory e-certificates

EMSA presented the current status of ship statutory e-certificates which aims to support the transition of the EU maritime sector to a paperless environment.

The information system for Port State Control (THETIS) has been in operation since 2011 and, from the beginning, it has related to a limited web service supplemented by a hyperlink to the databases of the respective Recognised Organisations. These connections allowed the Recognised Organisations to comply with the requirements of Regulation (EC) 391/2009 on common rules and standards for ship inspection and survey organisations. THETIS daily receives information on 450.000 statutory certificates. The information transmitted includes basic information

i.e. the certificates' names, dates of issue, dates of expiry and several other dates. This webservice is useful to prefill PSC inspection reports, but the information captured in the annexes of certificates has much greater value.

During 2019, taking into account global developments in the area of electronic statutory certificates and documents (eCertificates), and stimulated by the interest expressed by Paris MoU States and several EU Flag States, the web service was re-designed catering for the transmission of all certificate details contained in the cover pages and annexes rather than just the metadata.

These extended services are now connected/being tested with:

- One EU RO (RINA) and are in full operation for exchanging data about one type of ship statutory certificate (IOPP);
- Denmark (need to establish a data exchange agreement with EMSA on this regard);
- Belgium (technical tests completed in Pre-Prod and some technical issues with digital certificates found in Production).

EMSA noted that in February 2022, a EMSA Task Force on ships' statutory e-certificates was established with the following tasks:

- develop the technical and legal/institutional expertise at EMSA allowing the Agency to fulfil its role as technical facilitator on the ships' statutory e-certificates domain;
- coordinate amongst the EMSA relevant Units any input needed in responding to external requests, external presentations/inputs and/or participating in expert groups as well as exchange relevant information (e.g. at IMO, Paris MoU) involving member states, industry (e.g. IACS, ECSA) or academia;
- take initiatives to become the platform for discussions between administrations, industry and academia and organise, with other relevant partners e-certificates related events and coordination activities.

EMSA also presented the expected legislative developments pertaining to maritime safety that may have an impact in the area of e-certificates, and the synergies with other projects and initiatives such as e-certificates to automatically provide not only access to the certificates but already an analysis indicating if all certificates are ok. Hence, a system capable of doing some basic risk assessment for safety, security and environmental compliance.

The group **noted** the information provided.

VI.3 11.6.3 Integration of additional AIS data sources

EMSA presented the integration of additional AIS data from commercial providers to cover the Black Sea, the entire Mediterranean, West Africa, Central and South America. It was noted that the additional data is fully financed under the EMSA-Frontex Service Level Agreement (SLA) for which a framework contract of EUR 1.4 million over 4 years was issued. The key points are as follows:

- Data is acquired from base stations that are outside of the SSN region;
- The data is fully available to the MS and Institutional Users;.
- There are no contractual limitations on the use of the data, allowing: System-to-system, Display in SEG, Display in Mobile App Export of tabular data and Export of raw data;
- The data consists of approximately 4 million positions per day, representing 2500 unique vessels;
- Approximately 85% of the positions in the data stream are not detected by Sat-AIS, adding extra coverage particularly in congested areas.

France asked what is the downsampling of the T-AIS commercial data. EMSA replied that the current downsampling was 2 minutes and noted that this can be negotiated with the providers as needed.

Norway asked about the data credibility and if there will be any quality check. They suggested the possibility of introducing artificial intelligence to cross check the commercial data and guarantee the integrity of the system. EMSA noted that the data being received is commercially sourced data and that it cannot be compared with the reliability of the data being transmitted by MS authorities. In terms of quality checks, EMSA is eliminating duplicated messages and MMSIs that do not have compliant MMSI numbers. EMSA stressed the importance of separating the data transmitted by MS authorities from the commercial sources noting that though the reliability of the commercial sources is lower the additional information provided brings added value.

Belgium stated that the offer of having additional AIS data sources was interesting and asked if this data was also available to MS authorities and if so, if there were any restrictions and how access to a S2S interface could be requested. EMSA replied that there are no restrictions in using the data and noted that as from 25 May 2022 the additional AIS data are available via the EMSA Maritime portal. In terms of a connection via a S2S, Belgium should make the request via the EMSA channels.

Belgium also questioned if the IFCD will be impacted due to the integration of additional AIS data sources. They noted that currently the data sources are described in the document. EMSA replied that the impact will have to be assessed and if needed included in the IFCD.

The group **noted** the information provided and **agreed** that EMSA shall:

- Implement an additional dedicated layer in SEG, which shows only the position data that is legally regulated (**Action Point 8**).
- Assess how the additional AIS data sources could impact the IFCD and if required included in the IFCD (**Action point 9**).

VI.4 11.6.4 SEG v2.0 – Live Demo

EMSA gave a live demo presentation of the SEG focused on the interface performance. Some of the main changes such as the possibility of seeing the whole world in a single view were also presented.

The group **noted** the information provided.

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 26 October 2022 (tbc).

Part II - LRIT

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Simplification, and was held in hybrid mode (meeting in-person and virtual participation). 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**, **Georgia**, **Germany**, **Greece, Hungary, Italy**, **Latvia**, **Lithuania**, **Luxembourg**, **Montenegro**, **the Netherlands**, **Norway**, **Poland**, **Portugal**, **Romania**, **Spain**, and **Sweden** attended the meeting.

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 and introduced the meeting objectives as follows:

- Discuss the LRIT Data Quality issues and recommendations on how to improve the quality of information reported.
- Provide an overview of the roadmap for developments in LRIT services.

He also informed the group that Mr Vincent Guida from EMSA unit 3.3 resigned and noted that Mr Diego Molero will be fully in charge of the LRIT systems.

I.2 Approval of the agenda

The agenda was adopted without changes.

I.3 Follow-up actions from previous meeting (9th SSN/LRIT)

EMSA summarised the outstanding issues from the previous workshop.

The group **noted** the information presented.

I.4 Actions stemming from HLSG decisions

EMSA presented the main action arising from the 9th HLSG meeting held via videoconferencing on 8 December 2021, namely that the HLSG members were informed about the Serbian participation request to the EU LRIT CDC which was received in **February 2021** and that upon reply from Serbia the established procedure would be launched.

The group **noted** the information presented.

II. Input from the Commission

Mr Hoffmann thanked all the effort carried out and recalled the importance of the LRIT system and the need to continuously enhance the work on data quality and provide recommendations aimed at improving the reliability of the system.

IV. Technical aspects

IV.1 11.4.1 LRIT Roadmap

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

France asked when the LRIT Ship Database will be accessible via the EMSA Maritime Application portal. EMSA replied that it will investigate with the EMSA Technical Team and provide the requested information.

The group **noted** the information provided and EMSA was **invited** to provide the specific date for having the LRIT Ship DB in the EMSA portal (**Action point 10**).

V. Status at National Level

V.1 11.5.1 LRIT Data Quality report

EMSA presented an overview of the performance, operation and status of the LRIT IDE, EU LRIT CDC and EU LRIT Ship Database over the period Q3 2021-Q1 2022. EMSA noted that the availability of the LRIT IDE was 99.81% (which was below IMO requirements) due to two incidents related to the application server being irresponsive which affected the system. The IMSO audits related to the LRIT IDE found was one observation due to the incomplete installation of the IDE certificate and one non-conformity arisen from a malfunction of the Disaster Recovery of the IDE. To overcome the Disaster recovery issue, a proposal to implement the LRIT IDE in the cloud was submitted for discussions at the 9th NSCR by the USCG.

EMSA mentioned that all IMSO audit findings related to the EU LRIT CDC have been corrected and highlighted that one remark was made concerning the use of the LRIT Ship Type “Other” as this category is only for ships that cannot be classified in the types defined as per MSC.1/Circ.1259. The document SSN/LRIT 11.5.2 proposes a table of equivalence for LRIT Ship Types to avoid inaccurately assignment of LRIT Ship Type Code “9900” (Other Ship).

EMSA recalled that the end of service for IsatM2M was on 31 December 2021 and noted that currently there are still 29 ships transmitting LRIT data using that network. Participating Countries must inform the owners of these ships to use another network (Inmarsat C or Iridium) to ensure the continuity of LRIT services for these ships.

Estonia noted that due to organisational changes in their administration they were unaware of the situation of their ships still using the IsatM2M and asked if EMSA could provide them the information concerning the ships still using that communication system. EMSA **agreed** to provide Estonia with information concerning the ships still using IsatM2M (**Action point 11**).

France enquired if the table of equivalence for LRIT ship types was discussed with IMSO. EMSA confirmed that the Table was shared and agreed with IMSO.

Croatia asked if regarding the Furuno GPS and JRC Rollover any message was sent to the NCAs. EMSA informed that the Maritime Support Services informed the NCAs and agreed to include the remedy for Furuno GPS and JRC Rollover in 2022 in the minutes of the meeting (see Annex 4).

The group **noted** the information provided and **approved** the table of equivalence for LRIT Ship Types noting that the table may be updated in the future (**Action point 12**).

MSs **agreed** to consider the recommendations made in the LRIT Data Quality report (**Action point 13**).

Meeting Conclusions/Follow-up Actions

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

Should there be a need for a second LRIT meeting in 2022, the provisional date is 26 October. This will depend on the items to be presented in October. The final date will be confirmed in the invitation letter.

Annex 1 – List of distributed documents

I. Introduction

SSN / LRIT 11.1.1: Detailed Agenda

SSN / LRIT 11.1.2: Follow up actions

SSN / LRIT 11.1.3: Actions stemming from HLSG decisions

II. Input from the Commission

III. Operational and Legal Aspects

SSN / LRIT 11.3.1: List of SSN technical and operational documentation**

SSN / LRIT 11.3.2: Revision of SSN Operational documentation (IFCD)

SSN / LRIT 11.3.3: Ship Shore Reporting Facilitation - progress report*

SSN / LRIT 11.3.4: CLD PRF information – progress report*

IV. Technical Aspects

SSN / LRIT 11.4.1: SSN / LRIT Roadmap

SSN / LRIT 11.4.2: CSD version 2 – progress report

V. Status at National Level

SSN / LRIT 11.5.1: SSN / LRIT Data Quality Report

SSN / LRIT 11.5.2: LRIT Ship types**

VI. Any Other Business

SSN / LRIT 11.6.1: Progress report of the Interoperability project*

- Traffic Density Maps
- SSN architecture study
- HAZMAT data validation service
- VDE capability project

SSN / LRIT 11.6.2: Ship statutory e-certificates*

SSN / LRIT 11.6.3: Integration of additional AIS data sources*

SSN / LRIT 11.6.4: SEG v2.0 – Live Demo

** Documents distributed in PowerPoint format.*

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

Annex 2 – Meeting Agenda

Time	Agenda Item	Speakers
Part I - SSN meeting		
08:30 – 09:00	Registration	
09:00 – 09:30	Opening / Introduction ■ SSN / LRIT 11.1.1: Detailed Agenda ■ SSN / LRIT 11.1.2: Follow up actions ■ SSN / LRIT 11.1.3: Actions stemming from HLSG decisions	EMSA
09:30 – 09:45	Input from the Commission	COM
09:45 – 11:30	■ SSN / LRIT 11.5.1: SSN Data Quality Report ■ SSN / LRIT 11.3.2: Revision of SSN Operational documentation (IFCD)	EMSA/MS EMSA
11:30 – 11:45	Coffee break	
11:45 – 12:45	■ SSN / LRIT 11.3.4: CLD PRF information – progress report ■ SSN / LRIT 11.4.1: SSN Roadmap ■ SSN / LRIT 11.3.3: Ship Shore Reporting Facilitation - progress report	EMSA
12:45 – 14:00	Lunch break	
14:00 – 15:00	■ SSN / LRIT 11.4.2: CSD version 2 – progress report ■ SSN / LRIT 11.6.1: Interoperability project - progress report: • Traffic Density Maps • SSN architecture study • HAZMAT data validation service • VDE capability project ■ SSN / LRIT 11.6.2: Ship statutory e-certificates ■ SSN / LRIT 11.6.3: Integration of additional AIS data sources ■ SSN / LRIT 11.6.4: SEG v2.0 – Live Demo	EMSA
15:00 – 15:15	■ Summary of the SSN follow up actions	EMSA
15:15 – 15:30	Coffee break - Registration of LRIT experts	
Part II – LRIT		
15:30 – 15:45	Opening / Introduction ■ SSN / LRIT 11.1.1: Detailed Agenda	EMSA

Time	Agenda Item	Speakers
	■ SSN / LRIT 11.1.2: Follow up actions ■ SSN / LRIT 11.1.3: Actions stemming from HLSG decisions	
15:45 – 16:00	Input from the Commission	COM
16:00 – 17:15	■ SSN / LRIT 11.5.1: LRIT Data Quality Report ■ SSN / LRIT 11.4.1: LRIT Roadmap	EMSA/MS EMSA
17:15 – 17:30	■ Summary of the LRIT follow up actions	EMSA

Annex 3 – List of action items from the 11th SSN/LRIT Meeting

Action Point	Topic and Action	Resp.
	Part I - SSN	
1	Review and provide comments to the IFCD by 3rd June 2022.	MS
2	Inform EMSA if willing to participate in the testing of the CSD.	MS
3	Consider the recommendations made in the SSN Data Quality report.	MS
4	Update EMSA MSS on their planned dates for running the CTs and enter into production with SSN v5 status.	MS
5	Contact MSs to test the back-up procedures for sending data following a downtime.	EMSA
6	Provide Sweden with the details of the missing waste information and the minutes of the HLSG where it was decided that SSN was the mandatory platform for reporting exemptions.	EMSA
7	Belgium to share information with the SSN group on best practises regarding the implementation of a S2S interface for reporting exemptions.	Belgium
8	Implement an additional dedicated layer in SEG, which shows only the position data that is legally regulated.	EMSA
9	Assess how the additional AIS data sources could impact the IFCD and if required included in the IFCD.	EMSA
	Part II – LRIT	
10	Provide the specific date for having the LRIT Ship DB in the EMSA portal.	EMSA
11	Provide Estonia with information concerning the ships still using IsatM2M.	EMSA
12	Table of equivalence for LRIT Ship Types may be updated in the future.	EMSA
13	Consider the recommendations made in the LRIT Data Quality report.	MS

Annex 4 – Remedy Furuno GPS and JRC Roolover

Furuno GPS

FURUNO HELLAS S.A.
10, Thetidos str.,
16675, Glyfada, Greece
GEMI Reg No: 44813407000
Phone: +30 210 4004426
Fax: +30 210 4004570
E-mail: sales@furuno.gr
service@furuno.gr
www.furuno.gr

May 10th, 2021

Model GP-80/90/150, GP-1650/1850, SC-50/110 and others

Remedy for GPS Rollover in 2022

Take a remedy for the GPS Rollover that will occur on January 2, 2022.
When the rollover occurs, the date will be shown and output as May 19, 2002.
Note: When the rollover occurs, positions may not be calculated.
In such case, activate the COLD START function.

For the products of the models and GPS program numbers shown below, the following remedy must be taken.

Model	Built-in GPS core
GP-80 GP-90/DUAL,GP-150/DUAL GP-1640/F GP-1650W/WD/WDF/WF, GP-1850W/WD/WDF/WF GP-7000/F GP-3500/F	*GN-8096C/D*: 4850264*** GN-8097C/D: 4850296***
GP-70MK2 GP-188 GP-280/380/680 GP-8000 PS-8000/MK2 FRS-1000 GP-1800 GP-500MK2 GP-3100/MK2 GP-3300	GB-97 (GN-8098): 4850311***
GP-32/37	GN-8093 chip set: 4850264***
GP-33	GN-8093D/E/F/G/H: 4850264***
GP-320B/ GP-330B/WS-200	GH-8299
FA-50/150	GN-8093D/E/F/G/H: 4850264***
SC-30/50/110	GS-8094C/D/E/F/G: 4850263***
FELCOM15/16 FELCOM18/19	GN-8097B/C/D: 4850296***

FURUNO HELLAS S.A.
10, Thetidos str.,
16675, Glyfada, Greece
GEMI Reg No: 44513407000
Phone: +30 210 4004426
Fax: +30 210 4004570
E-mail: sales@furuno.gr
service@furuno.gr
www.furuno.gr

[Remedy]

For the following models, update the program.

Model	Program version
GP-150/DUAL	V.04.05
GP-3500/F	V.06.03
GP-33	V.02.04
SC-30	V.03.03
SC-50/110	V.02.02 (Processor unit)
FA-50	*V.02.02*
FA-150	V.04.07
FELCOM15/16	V.03.11 / V.05.05
FELCOM18/19	V.01.20

For other models, retrofit is recommended.

[Temporary remedy]

Activate the COLD START function in accordance with the procedure in the appendix, and then restart the system.
(Positions can be calculated after the COLD START function; however, the date will not be restored.)

[Subsequent rollovers]

Occurrence date	GPS core and program	Model
Sep. 09, 2028	FGS3ELP-PX	GP-25/27
Jan. 28, 2029	SUP500F	GP-330B

FURUNO HELLAS S.A.
10, Thetidos str.,
16675, Glyfada, Greece
GEMI Reg No: 44813407000
Phone: +30 210 4004426
Fax: +30 210 4004570
sales@furuno.gr
service@furuno.gr
uno.gr

(COLD START/MEMORY CLEAR Procedure)

Model	Cold Start procedure
P-70MK2	[MENU]->[0]->[NEXT]->[NEXT]->[▼]->[Reverse mark]->[ENT]
GP-188	[MENU]->[9]->[9]->[0]->[9]->[1]->[8]->[8]->[ENT]
GP-80	[MENU]->[9]->[9]->[Clear GPS]->[Yes]->[ENT]
GP-90/DUAL	[MENU]->[9]->[9]->[Clear GPS]->[Yes]->[ENT]
GP-150/DUAL	[MENU]->[9]->[9]->[Clear GPS]->[Yes]->[ENT]
GP-1640/F	[MENU]->[CONFIGURATION]->[SYSTEM MENU] ->[MEMORY/TRIP CLEAR]->[CLEAR GPS MEMORY]
GP-1650W/WD/WDF/WF GP-1850W/WD/WDF/WF	[MENU]->[CONFIGURATION]->[SYSTEM MENU]-> [MEMORY/TRIP CLEAR]->[CLEAR GPS MEMORY]
GP-280/380/680	[MENU]->[9] System Setting->[2] GPS Setup->[Cold Start]->[Yes]
GP-1800	[MENU]->[9] [SYSTEM SETUP]->[CLEAR MEMORY]->[GPS]->[ENT] ->Turn off and on the power.
GP-500MK2	[MENU]->[9]->[6]->[CLR]->[1]->[ENT]
FRS-1000	[PLTR MENU/ESC]->[0]->[7] SYSTEM SETTING-> [PAGE 4] BACK TO DEFAULTS->[GPS RCVR]->[ENT]->[ENT]
PS-8000/MK2	[PLTR MENU/ESC]->[0]->[7] SYSTEM SETTING-> CLEAR MEMORY->the [Arrow] key->[GPS]->[ENT]->[ENT]
GP-7000/F	MENU->ADVANCED->INPUT/OUTPUT->INTERNAL GPS SETUP-> RESTRT GPS
GP-8000	[MENU]->[8]->[▼] CLEAR MEMORY->[ALL]->[ENT]
GP-3100/MK2/3300	[MENU]->[8] INITIAL SETTINGS->[↑]GPS INITIAL SETTINGS-> COLD START->YES
GP-3500/F	[MENU]->[0] SYSTEM SETUP->[6] TEST & MEMORY CLEAR ->[5] GPS COLD START
GP-32/37	[MENU]->[ERASE]->[ENT]->[GPS DATA]->[ENT]->[ERASE GPS DATA?]->[YES]->[ENT]
GP-33	[Menu]->[System]->[ENT]->[Reset]->[ENT]->[GPS]->[ENT]->[On]-> [ENT]->[Yes]->[ENT]
GP-320B	-When NAV1 is connected, it is available from [GPS SENSOR SETTINGS]. -When NAV1 is not connected, see FQ8-2020-001.
GP-330B/WS-200	Activate [COLD START] at every startup.
FA-50	COLD START from the MENU is unavailable.
FA-150	COLD START from the MENU is unavailable.
SC-30	Activate COLD START at every startup.
SC-50/110	[MENU]->[ERASE]->[ENT]->[GPS DATA?]->[YES]->[ENT]
FELCOM15/16	COLD START from the MENU is unavailable.
FELCOM18/19	COLD START from the MENU is unavailable.

JRC

Inmarsat-C/mini-C, Confirmaiton Procedure of Serial number and Procedure for confirming whether software update is required

1. Outline

This manual explains confirmation procedure of Inmarsat-C/mini-C serial number and whether the software updata is required for the Inmarsat-C/mini-C that are subject to the GPS rollover that will occur on 15th May 2022.

Software update is not required in the following cases even if the serial number is applicable.

- The software has been updated to the latest version.
- The model name of the installed EME (Externally Mounted Equipment) is NAF-253GM5, NAF-253SA, NAF-253VM, and NAF-253LT.

There are two types of EME for Inmarsat C and mini-C, NAF-741/742 series*1 and NAF-253 series*2, and if NAF-741/742 series are installed, GPS rollover will occur. It is possible to identify the model name of the EME at the time of shipment from the serial number on the nameplate of the IME (Internally Mounted Equipment: Indoor Equipment). If the EME has been replaced with NAF-253 series due to repair work, etc., the GPS rollover on 15th May 2022 will not occur and no action is required.

*1 NAF-741/742 series : NAF-741GM、NAF-742SA、NAF-742LT、NAF-742VM

*2 NAF-253 series : NAF-253GM5、NAF-253SA、NAF-253LT、NAF-253VM

If a DTE (Data Terminal Equipment) is installed, the model name of the EME can be confirmed by the DTE. However, since the DTE is optional for the Inmarsat mini-C, if no DTE is installed, it is necessary to confirm the model name of the EME from the maintenance history.

Check whether software update is required or not according to the flowchart in the next section.

1

2. Procedure for confirming whether software update is required

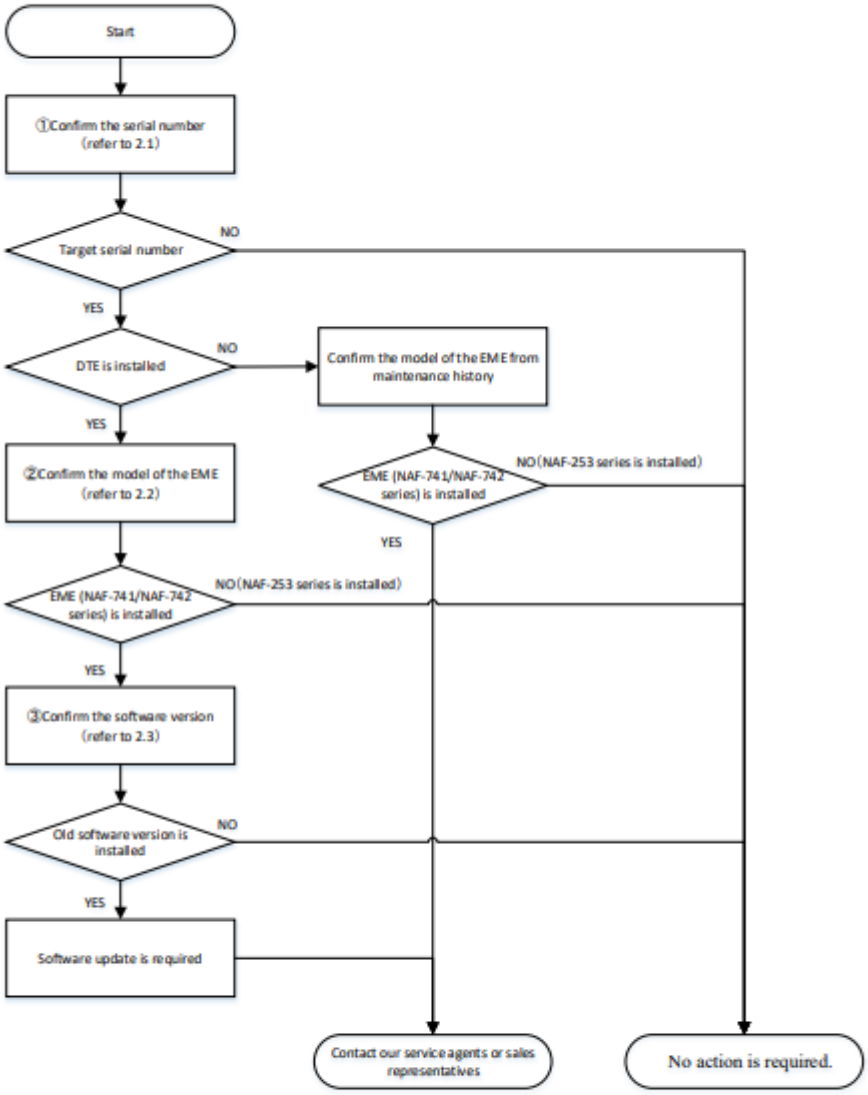


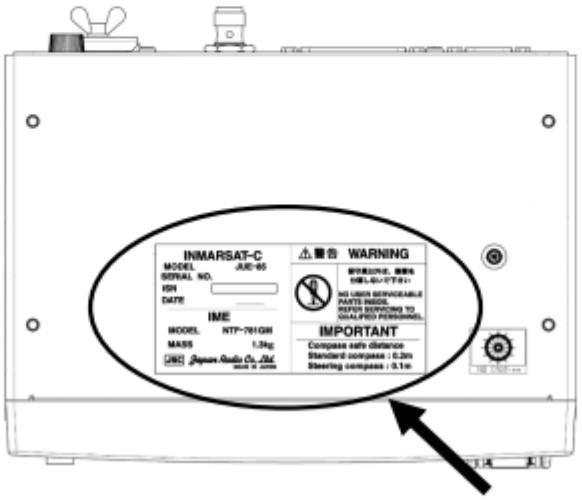
Figure 1. Flowchart (Procedure for confirming whether software update is required)

2

2.1. **Confirmation procedure of serial number**

Confirm the serial number on the nameplate of the IME as shown in Figure 1, and confirm if the serial number is the target of software update in Table 1.

JUE-85 IME, JUE-95SA/95VM/95LT IME



Nameplate <Type1>

Nameplate <Type2> (for GMDSS console)

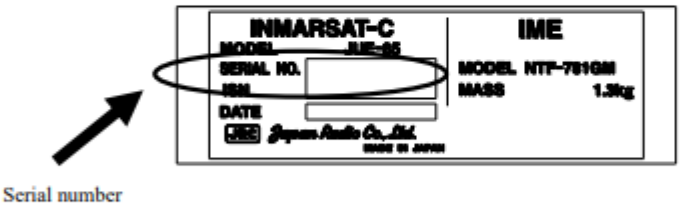


Figure 2. Confirmation procedure of serial number

3

Table 1. Serial Number for software update

Equipment	Model	Serial number
INMARSAT-C	JUE-85	GR10251 to GR23738
INMARSAT mini-C	JUE-95SA	GR10051 to GR23188
INMARSAT mini-C	JUE-95LT	GR11703 to GR23598
INMARSAT mini-C	JUE-95VM	GR10001 to GR23593

2.2. **Confirmation Procedure of EME Model**

If the EME model name is NAF-741/742 series, the EME software (ACSE) needs to be updated, However, if the EME software (ACSE) is the latest version, the GPS rollover countermeasure function has been implemented and no action is required. Please refer to Table 4 for the latest version of the EME software (ACSE) as of 20th December 2021.

Figure 3a. EME (NAF-741/742 series)

Figure 3b. EME (NAF-253 series)

Confirming the displayed model name of Inmarsat-C/mini-C on DTE (Data terminal equipment) enables to identify the model name of the EME. The relationship between the EME model and displayed model name of Inmarsat-C/mini-C on DTE is shown in table 2. Also, please refer to step-1 to step-4 below for how to display model name of Inmarsat-C/mini-C.

Table 2. The relationship between the EME model name and displayed model name of Inmarsat-C/mini-C

EME Model	Displayed model name of Inmarsat-C/mini-C		
	Standard model	Russian model	Chinese model
NAF-741GM	**JUE-85**	**JUE85R**	**JUE85C**
NAF-742SA	**JUE-95SA**	**JUE95SAR**	**JUE95SAC**
NAF-742LT	**JUE-95LT**	**JUE95LTR**	－(No applicable model)
NAF-742VM	**JUE-95VM**	**JUE95VMR**	－(No applicable model)
NAF-253GM5	JUE85-A	JUE85R-A	JUE85C-A
NAF-253SA	JUE95SA-A	JUE95SAR-A	JUE95SAC-A
NAF-253LT	JUE95LT-A	JUE95VMR-A	－(No applicable model)
NAF-253VM	JUE95VM-A	JUE95LTR-A	－(No applicable model)

(Step-1) Turn on the power of DTE.

Figure 4a. DTE(NDZ-227)

Figure 4b. DTE（NDZ-127C1）

(Step-2) Press 'Alt + A' keys on main menu. (Figure 5 will be displayed).

Figure 5. DTE main screen (Diagnostics menu is displayed)

(Step-3) Select [Alarm history] and press 'Enter' key on Diagnostics Menu. (Figure 6 will be displayed).

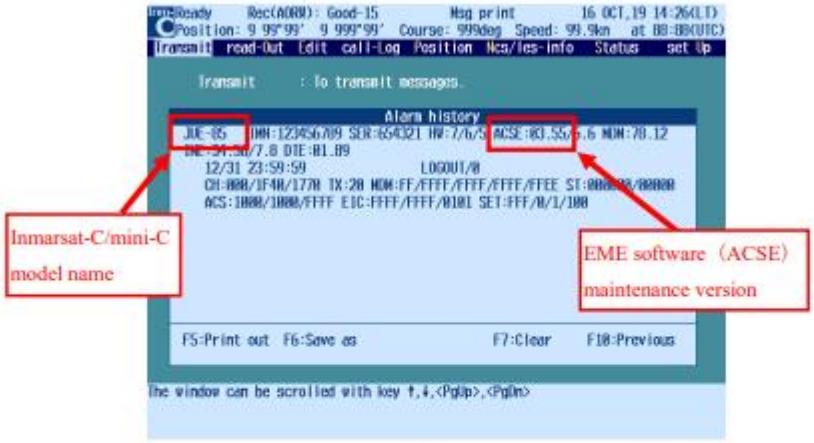


Figure 6. DTE main screen (Alarm history window is displayed)

(Step-4) Confirm the model name display at the upper left of the Alarm history screen. If the displayed model on the DTE shown in Table 3, NAF-741/742 series is installed.

Table 3. Taget displayed model name of Inmarsat-C/mini-C

Displayed model name of Inmarsat-C/mini-C		
JUE-85	JUE85R	JUE85C
JUE-95SA	JUE95SAR	JUE95SAC
JUE-95LT	JUE95LTR	
JUE-95VM	JUE95VMR	

2.3. **Confirmation Procedure of EME software (ACSE) maintenance version**

Refer to Figure 6 for the location of the EME software (ACSE) maintenance version display. Even if the NAF-741/742 series is installed if the maintenance version of the EME software (ACSE) is the version shown in Table 4 or later, the GPS rollover countermeasure function has been implemented and no action is required.

Table 4. EME software (ACSE) maintenance version

Displayed model name of Inmarsat-C/mini-C	EME software (ACSE) maintenance version
JUE-85	3.55
JUE85R	3.55R
JUE85C	3.55C
JUE-95SA	3.05
JUE95SAR	1.35R
JUE95SAC	3.05C
JUE-95LT	3.05
JUE95LTR	3.05R
JUE-95VM	3.55
JUE95VMR	1.35R

European Maritime Safety Agency
Praça Europa 4
1249-206 Lisbon, Portugal
Tel +351 21 1209 200
Fax +351 21 1209 210
emsa.europa.eu