European Maritime Safety Agency

Workshop Report

SafeSeaNet Workshop 13

Held in Lisbon on
16 June 2010

Background

1. Introduction

As a follow up to the previous SSN and LRIT experts' meetings, both groups proposed a joint meeting on the distribution of LRIT data through SSN. Complying with the proposal, EMSA had organised this joint *ad hoc* SSN/LRIT groups meeting. The morning session dealt with the planned provisions of LRIT data through SSN; while the afternoon was dedicated solely to SSN issues. As it was *ad hoc*, regular items (e.g. minutes of the previous Workshop) were not included. Air travel difficulties in European airspace due to volcanic ash had forced a rescheduling of this joint Workshop from its original programmed dates of 22-23 April 2010. The joint meeting was opened and chaired by Mr Lazaros Aichmalotidis Head of EMSA Unit C.2.

It was attended by delegations from: **Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Latvia, Lithuania, Luxemburg, Malta, the Netherlands, Norway, Poland, Portugal, Romania, Slovenia, Spain, Sweden, the United Kingdom.**

Mr. Jean-Bernard Erhardt represented the **European Commission** (DG MOVE).

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

A list of documents distributed to the SSN 13 participants is included as **Annex 2**.

Note: workshop documentation may be obtained from:

https://extranet.emsa.europa.eu/index.php?option=com_joomdoc&view=docman&gid=2
67&task=cat_view&Itemid=120

Workshop Objectives

The most important issues of the workshop were:

- Principles and planning regarding the distribution of LRIT data through SSN, the service and development options that would be available to MSs including user management and the consequent, necessary amendments to the XML Message Reference Guide.
- Amendments to the XML Reference Guide for SSN V.2 mostly arising out of comments from the MSs.
- Latest update on the developments of SSN V.2 (EMSA and the MSs).
- A commissioning test plan proposal for SSN V.2
- Update on the rolling out services of the SSN Graphical Interface (formerly named STIRES).

Workshop Programme

2. Opening / Introduction (EMSA – LAI)

Mr. Aichmalotidis welcomed all participating representatives of the MSs, including SSN experts and LRIT experts. He announced that a live presentation would be provided to demonstrate the look and feel of how LRIT tracks may be displayed together with AIS data on the SSN Graphical Interface.

3. Approval of the agenda

The agenda was adopted with the addition of a presentation on implementation of 2-way SSL for SSN.

4. Integration of SSN and LRIT (EMSA document SSN 13.1.1)

Mr. Marin Chintoan-Uta - Head of Unit C3 presented the approach taken to AIS/LRIT integration, the current status of the work and the impact of integration developments for the users. After identifying the legal basis for integration of LRIT and SSN (the Council Resolutions and Directive 2009/17/EC), he described the principles that were being applied.

Presentation of the document was followed by a live display of LRIT target data integrated with AIS target data on the SSN Graphical interface with high quality charts. Various targets and tracks were demonstrated together with proposed target symbols and how the initial AIS/LRIT data could be enriched with other SSN data.

Several MSs raised questions with regard to:

4.1 Assignment of one NCA

Belgium mentioned that the proposal of EMSA to encourage the creation of a single NCA would be difficult to implement due to national administrative arrangements in Belgium with separate SSN and LRIT competencies and responsibilities. Other MSs, supported the "one NCA" concept since their national bodies possess broad responsibilities (allocation of both SSN and LRIT NCA roles). The establishment of one NCA in each MS was indicated as a question for higher level policy and it was proposed to be addressed by the High Level Steering Group (HLSG).

The chairman referred to Directive 2002/59/EC Annex III paragraph 2.1.1 whereby "a NCA" is mentioned but he stated that SSN could not afford to disregard the realities. There might be a solution to have a coordinated and integrated management of the users by setting up a "virtual" NCA without being necessary to merge the SSN and LRIT NCAs in one.

He reminded that the HLSG agreed on opening up of the SSN system with additional user categories (such as border control, fisheries monitoring) under the coordination of the NCAs. For effective operation it is essential to ensure the coordination at national level. A single NCA may be difficult to establish in some MSs. There is a need for integration of services but without forcing the merger of services or of the NCAs at national level. The SSN HLSG should be the body to decide on this issue.

The group agreed with the proposal of **Sweden** that the SSN, LRIT, CSN users should share information via the integrated platform on the basis of the already defined access rights (they will be granted access only to the information they are entitled to get).

4.2 Integration context

MSs questioned the integration's context as defined by the Directive 2009/17/EC and the EU Council resolutions. A legal issue over the integration of data was also raised by **the Netherlands** who mentioned that integration would be blocked by legal departments at MS level due to internal legal frameworks which do not allow for data exchange between different users. Some difficulties of this nature had already been encountered over the exchange of data between maritime AIS and River Information System (RIS). **The Netherlands** invited EMSA and the Commission to develop proposals for dealing with this problem, suggesting that a new EU Directive may be required for dealing with exchange of data between systems and between MSs.

EMSA replied that based on the Directive and Council resolutions the Agency had to deliver an integrated solution, but each MS had the option to decide upon the extent that they would use it. The integrated system was an added value service offered to MSs and they should decide whether they would use it or not.

Ireland raised the question of whether there were implications arising from the non-signing of the CoU. This is in the context of a MS choosing the option of having an XML interface with the EU LRIT DC to manage and retrieve LRIT data directly. EMSA stressed

that if a MS does not want to use the graphical interface of SSN, it does not need to sign the CoU.

4.3 Added value of the integration

The added value of the integration was questioned. Would the separate systems continue to exist? What is the use of combining the information unless all MSs do not have access to all EU ships? Has there been a study of the user needs? The question of access to EU Flag information by a MS was also raised.

EMSA explained that the added value of integration is to provide users with a complete short and long range ship traffic system through a single user interface, thus maximising the information and optimising the operational usage. EMSA reaffirmed that the two systems, SSN and LRIT would continue to exist as separate systems and as service options for users.

4.4 Use of term "SSN Graphical Interface" instead of "STIRES"

MSs recalled the decision of HLSG3, not to use the term "STIRES".

The Chairman agreed that following the HLSG decision, the term STIRES should not be used and that it should be replaced by the term "SSN Graphical Interface".

4.5 SSN XML/Proxy versus web interface

Ireland identified SSN's XML interface as being SSN and declared that EMSA should focus more upon the delivery of the data, through XML, to the MSs (in the context that notification via the SSN Web application is to expire and that MS would need the appropriate infrastructure to meet their reporting requirements).

Denmark and Belgium stressed the importance of the XML interface and that they were interested in receiving the data via XML. **Finland** indicated its interest in receiving data via the proxy interface but was not in a position to confirm its participation in the proxy pilot project**. Greece** insisted in maintaining and extending the number of licences made available to MSs through the web interface. **Finland** proposed to increase the number of the web licences up to 20 as a minimum. Other MSs requested to know when the current number of two web accounts (70 available in total) to the SSN Graphical Interface would be increased.

The Chairman said that EMSA sent a formal letter to the three MSs (**Norway, Poland** and **the Netherlands**) that had at SSN 12, declared their intention of participating in a pilot project for testing the technical, financial and other implications from the delivery of the data to MSs. Other MSs' participation would be welcome and invited those MSs who were interested, to respond by mid-July to EMSA's invitation to join the pilot project for Proxy distribution of SSN data. Regarding the web interface, the current situation was a temporary first step and that by later in the summer, more licenses are planned to become available (1000 in the future). MSs will be invited to identify their additional users requesting web access. However, it was EMSA's intention to provide the data to as many MSs' users as was possible.

4.6 Vessel reference database

There was a discussion on the vessel reference database being developed for the integrated systems and used by the EMSA MSS. EMSA requested agreement to use the LRIT Ship DB to cross-check data coming from SSN to improve the quality of ship information.

EMSA emphasised that the LRIT database was only one component source of data against which EMSA's ship reference database would be checked, and that this would have no effects or impacts upon the LRIT ship database. Several concerns were raised about the security and integrity of data but overall, the MSs requested greater clarity on the data cross-checks performed by the system, with a number of them requesting access to the ship reference database for operational use within their own administrations (VTSs, MRSs etc.).

4.7 LRIT data distribution through SSN (XML) (EMSA document SSN 13.1.2)

EMSA provided a presentation proposing relevant changes to the SSN XML RG to implement LRIT XML messages for distribution through SSN. EMSA identified the consequent impacts upon MSs' systems and indicated the plan and milestones for implementing the XML mechanism.

MSs suggested an additional column in table 1 and 2 of the document, for presenting the dates when the LRIT XML interface will became available. This remark was based on information that the possibility of direct connection from the EU DC to the MS national system is available from July 2010 and that the table didn't reflect this timeline. The changes to the XML Reference Guide were not discussed in detail, except to indicate that the XML definitions would be revised/completed as soon as the final specification for the LRIT XML interface is received from the EMSA LRIT Contractor.

MS were **invited to comment** on the amendments to the XML Reference Guide contained in the Annex of the document SSN 13.1.2.

The SSN/LRIT group **agreed** the following:

a. The final amendments to the XML Reference Guide would be tabled at SSN Workshop 14 in October 2010.

b. A phased-in approach will be followed for the integration of LRIT in SSN as follows:

   • Phase A: In addition to the two web accounts provided to those MSs that have signed the CoU, EMSA should provide (if MS request so) one additional user web account. The accounts should be allocated to a user with SSN or both the SSN and LRIT flag state profiles. In the former case the user(s) will have access only to the SSN data while in the second to both LRIT flag state and SSN data. The EMSA MSS will contact the SSN and LRIT NCAs to arrange the technical details of the access (by mid-July).

   • Phase B: MSs requesting additional web licences will inform accordingly the EMSA MSS by September. EMSA will evaluate the number of the requests and will provide the additional number of web licences considering the total number of licences available. Full LRIT data (all flag, coastal, port and SAR) will be made accessible to the authorised MSs' users through the SSN graphical interface, by the end of 2010.

   • Phase C: Full AIS/LRIT data will be made available through the SSN XML interface to the relevant MSs' authorised users by the end of Q1-2011.

c. Establishing one overall NCA in each MS is a question for the SSN High Level Steering Group (HLSG). For effective operation it was essential to have good coordination at national level. The group recognised that a single NCA may be difficult to establish in some MSs, but there is a need for coordination of the NCAs (virtual NCA).

d. MSs interested in participating in the pilot project for Proxy distribution of SSN are invited to give notice of their intention to EMSA by mid-July.

e. EMSA can use the LRIT Ship database to cross-check data coming from SSN with the objective of improving the quality of ship information. MSs invited EMSA to demonstrate any inconsistencies found between the LRIT and SSN databases at the next LRIT meeting.

5. SSN V2 and MS system implementation status (SSN 13/2/1)

The document provided updates on the current state of developments and planning for implementation of the PortPlus notification and ShipCall request/response message into SSN. Tables were displayed of information EMSA had received previously, indicating for each MS and overall the planned:

• Dates of implementation;

- Dates for the Commissioning tests;
- Dates for entering into production; and
- Choices of whether to use the proprietary XML for PortPlus or SOAP for PortPlus, and whether it was decided to implement the ShipCall message.

Each MS updated and confirmed its plans in accordance with the dates and milestones indicated. The revised tables as a result of the *tour de table* are shown at Annex 5.

The Chairman commented that EMSA would pass this information to the Commission. The Commission underlined the need to implement the messages in order to comply with SSN V.2 and urged all MSs to provide the necessary information as soon as possible.

6. Update of the SSN XML reference guide V2.03 (SSN 13/2/2)

A number of corrections and improvements to the XML Reference Guide (XMLRG V.2.03) were presented. The proposed improvements were based on the contributions made by some MS, as a result of which, mistakes were recognised.

The proposed corrections fell into categories:

a. Errata corrige necessary for the correct implementation of the agreed SSN v.2 including errata, Corrigenda or corrections, including typing errors, inconsistencies between different parts or of agreed rules.

b. Critical corrections, with an additional attribute in both SSN2MS_ShipCall_Req.xml and MS2SSN_ShipCall_Res.xml messages and impacting upon MS and SSN-core applications to include it in relevant XML messages.

c. Non-critical section 7 amendments/improvements that are at this stage optional. Should the MS decide to apply the same rules and solutions at national level, ongoing developments of the national SafeSeaNet applications would need to be adapted.

Some MSs questioned the need, the costs to MSs resulting from such changes and observed that this was evidence of how those MSs implementing first can be disadvantaged. Others called for the changes to be consolidated within the current XMLRG. EMSA explained that some amendments of this nature were perhaps unavoidable, considering the complexity of the system. Consolidation at this time was premature, as these were still the possibility that other amendments may still arise and could be forwarded to the SSN group for approval by correspondence.

The group **confirmed** the application of the amendment to the SSN XML Reference Guide 2.03 (*errata corrige*, critical corrections non-critical corrections) as proposed in the annex of this document. This annex shall be considered as amendment 1 of the XML Ref Guide 2.03.

7. SSN V.2 commissioning tests cases & scenarios (SSN 13/2/3)

EMSA described the proposed commissioning tests for the PortPlus notification and the new requests and responses for information were proposed for incorporation into the XMLRG agreed at WS11 (11-12 June 2009), with the objective of improving system performance (reducing MSs' future rejected messages) and detection of errors in preparation for the new messages in SSN V.2.

EMSA has received the version 1.35 of the commissioning tests plan which should be amended after the early testing and SAT results.

The group **agreed** the following:

a. To adopt the new Commissioning test cases and scenarios (in annex 1 of the document) and the process of commissioning tests scenario package for update of the SSN commissioning test plan 1.20.

b. EMSA will provide to MSs, version 1.35 of the commissioning tests plan as amended after the early testing and SAT results.

8. SSN–Graphical Interface rolling out (SSN 13/2/4)

Information was presented on the planning for rolling-out of the SSN Graphical Interface including:

- the SSN Graphical Web Interface (or STIRES) with feedback from the MSs out of the training provided to 54 experts in February 2010;

- an update on planned phases, progress and objectives for the pilot project on distribution of data from the SSN Graphical Interface through the proxy interface; and

- planning and updates on future developments.

Greece with support from **Ireland** proposed the use of AIS to provide for reporting the actual times of arrival (ATA) for Port State Control purposes. **Greece** put forward the idea of using the AIS data for acquiring at a central level (EMSA) the actual time of arrival (ATA) for PSC purposes, taking into account that AIS is required according to SOLAS/IMO and the EU legislation and that AIS data is already collected and processed in the EIS core server.

Germany commented that whatever system were used to indicate ATA or ATD, this should be recognised as technical and operational. It should not be used to identify or indicate these times for other legal purposes, such as passenger rights to compensation for delay.

The chairman stated that the SSN group does not have the expertise on the PSC legal framework and invited MSs to request for relevant clarifications at the meeting EMSA had organised for the 30th June in the framework of the PSC awareness campaign.

Post meeting Note: At the meeting of 30th June it was restated that SSN would be the vehicle for transmitting "crucial" information on ATA and ATD. How this information is originated depends upon the arrangements in each MS, however in any case it should be provided by an authority. The MS representatives were warned that potential issues have to be assessed (AIS-sourced information is not always reliable, the AIS device can be switched off, there might be unexpected disruptions of the AIS receiving service) while the provision of this information is under the sole responsibility of the MS.

9. Any other business

9.1 SSN Two-Way SSL

EMSA explained its plans for introduction of the 2-way SSL and generation of digital certificates with EMSA Certification Authority (CA) in two phases, and responded to questions from the MSs by providing further details. Several questions were raised about the administrative process and exchange of details, with EMSA referring them to the details and first steps provided in the e-mail. To summarise, the MSS is the contact point for this issue and as Certification Authority, EMSA will send upon request the necessary documentation to MSs how to request these new certificates.

The group **agreed** that by the end of the 2010, MSs shall switch or migrate to 2-way SSL. Depending on MSs implementation, necessary actions toward their contractors should be foreseen.

9.2 Legal concerns over the provision of cargo manifests on request

Portugal had already expressed its concerns to EMSA in response to a recent survey on the availability of manifests carried out by the EMSA MSS (now completed). **Portugal** believed that Directive 2002/59/EC Articles 13, 14 and Annex I.3, established no obligation to provide the cargo manifest over and above the manifest for dangerous or polluting goods. Several other MSs supported this view.

Portugal requested the matter be circulated and discussed at SSN Workshop 14.

The Chairman indicated that a dedicated meeting with Portugal could be proposed on this issue. Portugal may wish to consider providing a document supporting their view to the SSN Group, the High Level Steering Group or to the Commission.

9.3 Update on FAL Directive developments

The Commission informed the Group that finalisation of the Directive was currently in discussion with the Council and Commission, involving the Shipping Working Party. The timetable for adoption of the amended Directive is for the end of 2010.

9.4 Workshop conclusions

The workshop conclusions and the follow-up actions are indicated in Annex 4.

Provisional dates for the next SSN workshop are the 20/21 October in Lisbon (Cf minutes of SSN 12)

Annexes

Annex 1 - List of participants

Annex 2 - List of documents

Annex 3 – Workshop Agenda

Annex 4 – Agreement and action items

Annex 5 – Revised MSs implementation for SSN V2

Annex 1 - Attendance List

Country	Name	First Name	Organisation	E-mail	Attendance on 15.06.10	Attendance on 16.06.10
Greece	Papaexandri	Kyriaki	Ministry of Citizen Protection	kpapa.ex@yen.gr		
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Country	Name	First Name	Organisation	E-mail	Attendance on 15.06.10	Attendance on 16.06.10
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Country	Name	First Name	Organisation	E-mail	Attendance on 15.06.10	Attendance on 16.06.10
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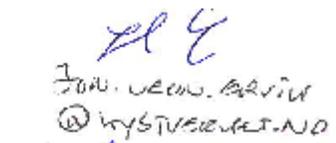
NORWAY   HAUGE JARLE   NORWEGIAN COASTAL ADM

HUNGARY   Robert Kop-R   Hungarian

EMSA staff Attending

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8			

Annex 2 – List of SSN 13 documents

Integration of SSN and LRIT

SSN 13/1/1: Implementation of EU Council LRIT resolution: integration of AIS and LRIT data within SSN/STIRES

SSN 13/1/2: LRIT data distribution through SSN

SSN issues

SSN 13/2/1: PortPlus message implementation SSN and MS level

SSN 13/2/2: XML Reference Guide v.2.03 – Corrections and improvements

SSN 13/2/3: SSN V2 commissioning test cases & scenarios

SSN 13/2/4: SSN-STIRES rolling out

Any other business

2-way SSL (presentation only)

Annex 3 –Workshop Agenda

JOINT SSN – LRIT MEETING (LRIT NCA 2/SSN 13)

Chair: Lazaros Aichmalotidis, Head of Unit C2, Vessel Traffic and Reporting Services

Time	Agenda Item	Speaker
09:00 – 09:30	*Registration & coffee*	--
09:30 – 09h45	**Welcome and Introduction**	Lazaros Aichmalotidis, Head of Unit C2
09:45 – 11:00	**Integration of SSN and LRIT (**SSN 13/1/1) ▪ Actual status ▪ Introduction on LRIT Distribution through SSN-STIRES (web) and live presentation (for Approval) ▪ Impact on user management (for approval)	Marin Chintoan-Uta Head of Unit C3 Yann Le Moan SPO SSN
11:00 – 11:30	*Coffee Break*	
11:30 – 12:30	**Integration of SSN /LRIT cont. (SSN 13/1/2)** ▪ Introduction on LRIT Distribution through SSN (XML) (for approval) ▪ XML proposal/Impact on MSs/Time plan (for approval)	Paul Wilkins Policy Officer
12:45 – 14:00	*Lunch Break (not offered by EMSA)*	
14:00 – 16:00	**SSN issues** ▪ SSN 13/2/1: SSN V2 and MS system implementation status ▪ SSN 13/2/2: Update of the SSN XML reference guide(for approval) ▪ SSN 13/2/3: SSN V2 commissioning tests cases & scenarios (for approval) ▪ SSN 13/2/4: SSN-STIRES rolling out	Yann Le Moan SPO SSN Lorenzo Fiamma Project officer SSN Yann Le Moan SPO SSN Yann Le Moan SPO SSN
16:00 – 16:30	**Any other Business and closing remarks** ▪ **2-Way SSL**	EMSA

Annex 4 – Agreements and action items from the SSN 13 Workshop

The group **agreed** the following actions:

Action point	Topic and Action	Due date
1	Establishing one NCA in each MS is to be raised by EMSA with the SSN High Level Steering Group (HLSG)	For next HLSG
2	EMSA to use the LRIT Ship DB to cross-check data coming from SSN with the objective of improving the quality of ship information.	Immediate (EMSA arrangement)
3	EMSA to open the SSN graphic interface to third users. These users may access to LRIT flag report upon relevant NCA request. This third user and the LRIT flag report access request shall be provided as a SSN graphical interface CoU amendment.	mid July 2010
4	MSs are to propose a list of potential users for the SSN graphic interface (forwarded to EMSA MSS).	September
5	EMSA is to phase-in integration of LRIT through SSN (as described in phases A, B, C of the report) to implement the full LRIT functionalities as proposed in documents SSN 13/1/1 and 13/1/2.	Summer 2010 to Spring 2011
6	MSs are invited to put forward their comments/corrections/amendments to the proposed SSN/LRIT XML interface	2 months before SSN 14
7	The final amendments to the XML Reference Guide Regarding the LRIT data distribution through SSN (in XML), are to be tabled by EMSA at SSN Workshop 14 in October 2010.	SSN 14
8	MSs to implement the proposed changes in accordance with Amendment 1 of the SSN XML Reference guide 2.03. (errata corrige, critical corrections/non-critical corrections) as proposed in the annex to document SSN13/2/2.)	Internal MS process
9	EMSA and MSs to implement the new Commissioning test cases and scenarios (Annex 1 of document SSN13/2/3) and the process of commissioning tests scenario package for update of the SSN commissioning test plan 1.20.	End of June
10	EMSA to forward the SSN commissioning tests plan 1.35 to MSs and published it on the EMSA extranet	End of June
11	MSs are to implement Two-way SSL by the end of the year	December 2010
12	EMSA to arrange a dedicated meeting with Portugal related to the providing of the cargo manifest to SSN	after the 6 of July

Annex 5 – Table of Member States planning for SSN V2 implementation

Country	Planned implementation		Commissioning Tests		Planned entering in production	Use of:		Implementation of ShipCall
	Start Date	Completion Date	Start Date	Completion Date		SSN XML proprietary for PortPlus	SOAP for PortPlus	
Belgium	Apr-2010	Jul-2010	Aug-2010	Sep-2010	Oct-Dec-2010	Yes	No	Yes
Bulgaria	01 Jul 2010	End Nov 2010	01-Jul-2010	End Oct-2010	End Nov-2010	Yes	No	Yes
Cyprus	Jan-2010	Apr-2010	May-2010	May-2010	Oct-2010	Yes	No	Yes
Denmark	Jan 2010	Sep-2010	Sep-2010	Sep-2010	Oct-2010	Yes	No	Yes
Estonia	Jan-2010	Mar-2010	Beginning Sep-2010	-	End 2010	Yes	Yes	Yes
Finland	Mar-2010	May-2010	Mid Sep-2010	Oct-2010	Dec-2010	Yes	No	Yes
France	Nov 2009	Aug 2010	Oct-2010	Nov 2010	Dec-2010–Jan 2011	Yes	No	Yes in 2011
Germany	Mar-2010	Sep-2010	Sep-2010	Nov-2010	Nov-Dec 2010	Yes	No	Yes in 2011
Greece	01-Sep-2010	30-Nov-2010	01 Nov-2010	30 Nov-2010	01-31-Dec 2010	Yes	No	Yes
Iceland	11 Jan-2010	02 Jul-2010	03 Aug-2010	06 Aug-2010	30 Aug-01 Oct-2010	Yes	No	No
Ireland	Mar-2010	Oct-2010	Oct-2010	Oct-2010	Nov-2010	No	Yes	Yes
Italy	Aug-2010	Oct-2010	Last quarter 2010	Last quarter 2010	End Dec-2010	Yes	Yes	Yes

| Country | Planned implementation | | Commissioning Tests | | Planned entering in production | Use of: | | Implementation of ShipCall |
	Start Date	Completion Date	Start Date	Completion Date		SSN XML proprietary for PortPlus	SOAP for PortPlus	
Latvia	19 Feb 2010	01 Nov 2010	Oct/Nov 2010	Oct/Nov 2010	End 2010	Yes	No	Yes
Lithuania	Mar-2010	Aug-2010	Sep-2010	Oct-2010	Nov- Dec 2010	Yes	Yes	No
Malta	10 Jul 2010	30 Sept 2010	End Oct-2010	-	01 Jan-2011	Yes	No	-
Netherlands	to be specified later	to be specified later	to be specified later	to be specified later	01 Jan 2011	Yes	No	Yes
Norway	Early 2010	Sep-2010	Oct-2010	Nov-2010	Dec-2010	No	Yes	Yes
Poland	15-Dec-2009	30-Apr-2010	19-Jul-2010	30-Jul-2010	Oct-Nov-2010	Yes	No	Yes
Portugal	Dec-2009	3rd Q 2010	3rd Q 2010	3rd Q 2010	3rd Q 2010	Yes	No	Yes
Romania	Jun-2010	-	Nov-2010	-	Dec-2010	Yes	No	Yes
Slovenia	Dec-2009	Mar-2010	Apr-2010	-	End Sep-2010	No	Yes	No
Spain	2nd quarter 2010	Dec-2010	Dec-2010	Dec 2010	End 2010	Yes	No	No
Sweden	Nov-2009	May-2010	Sep/Oct 2010	Sep/Oct 2010	Nov/Dec 2010	No	Yes	Yes
United Kingdom	Not possible to provide information about time-frame. XML proprietary will be used.							