



European Maritime Safety Agency

Workshop Report

SafeSeaNet Workshop 15

Held in Lisbon on
4 & 5 May 2011

Background

As a follow up to SSN Workshop 14 (20 and 21 October 2010), EMSA organised the SSN workshop 15.

The meeting was opened by Mr Lazaros Aichmalotidis Head of Unit C2 and chaired by Mr Yann Le Moan, Senior Project Officer for SafeSeaNet.

Delegations from **Belgium, Bulgaria, Czech Republic, Denmark, Estonia, Finland, France, Germany, Iceland, Ireland, Italy, Latvia, Lithuania, Malta, the Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden and the United Kingdom** attended the meeting. A representative of ESPO and from Croatia participated as observers.

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 15 participants is included as **Annex 2**.

All the SSN workshop documentation may be obtained from:

https://extranet.emsa.europa.eu/index.php?option=com_joomdoc&view=docman&gid=267&task=cat_view&Itemid=120

Workshop Objectives

The main workshop objectives were to:

- present a brief evaluation of the first months of SSN V.2 implementation, the lessons learnt and make proposals to improve the some functionalities of the application and its documentation;
 - report on the work done by the SSN working groups on incident reporting and the IFCD
 - inform on the status of SSN related projects: Blue Belt, S-AIS, SSN/VMS synergies and Radar exchange through SSN and Proxy pilot projects
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First Workshop Programme

I. INTRODUCTION

I.1 Opening

Mr. Aichmalotidis welcomed the participants and made a special reference to Croatia that attended the meeting for the first time as observer. Croatia was invited because they are currently developing their national SSN application aiming at connecting to the Community SSN once they will become full member state.

He highlighted that SSN V.2 is the first time that both EMSA and the MSs changed their interface since the beginning of SSN in 2003 and that SSN 15 is the first meeting after the launch of SSN V2.

He recalled that a training session was provided to 10 MS in Malta and EMSA received positive feedback. Similar training is foreseen for the remaining MSs to take place in Lisbon in June. Some MS have requested to organise trainings also at MS level. EMSA will respond to requests, depending on the resources available.

I.2 Approval of the agenda

The agenda was adopted with some small modifications in the order of the points.

I.3 Minutes of previous meeting Workshop 14 (SSN 15.1.2) and follow-up actions

The minutes/report of the previous workshops (SSN 14) were approved. EMSA summarised the items outstanding from the previous workshops.

Ireland requested information regarding the combined matrix for SSN/ LRIT profiles that according to section I.3.2 of the report should have been provided to the HLSG. EMSA clarified that such a matrix was not provided; instead there was only a short discussion at the HLSG about the procedure on agreeing the access rights issue.

II. INPUT FROM THE COMMISSION

The Commission informed the group on:

- The on-going improvements of SSN at operational level (due to the work of the Incident Report Working Group) and at management level (the IFCD drafting);
- The implementation of the Directive 2010/65/EU on ship reporting formalities and the creation of a dedicated group (called eMs), which purpose is to support the MSs. The next meeting of the group is planned on 16th June; and
- The White Paper: road map to a Single European Transport Area. One of the objectives of the White Paper is to develop SafeSeaNet into the core system for all relevant maritime information tools needed to support maritime safety and security, and the protection of the marine environment from ship-source pollution.

Regarding the IFCD, the HLSG agreed at the last meeting to approve the restructuring of the chapters of the IFCD and the extension of the deadline by 6 months (approve the document in October 2012).

The Commission also informed the group that the MARSEC Committee has decided to establish an expert group for the definition of the business rules for the security message. The 1st meeting will be on 24th May at EMSA premises.

III. SAFESEANET OPERATIONAL AND LEGAL ASPECTS

III.1 SSN 15/3/1: Progress report on Incident Report Working Group (IRWG)

On behalf of the IRWG, the UK and EMSA presented the progress report and the work plan of the IRWG. The second meeting of the IRWG was held at EMSA premises on 14 December and the reports as well as all the documents are available at:

https://extranet.emsa.europa.eu/index.php?option=com_joomdoc&view=docman&gid=267&task=cat_view&Itemid=120

EMSA introduced the work done so far and pending issues as follows:

- Incident Report guidelines:

Significant progress has been made but there are on-going discussions on the need to report the possible polluters under VTMIS directive art 16.1 framework. This issue will be discussed during the next meeting of the group planned for 8 June 2011.

- Improvements of the web distribution:

During the IRWG 2, **Denmark** proposed to include more information in the email that SSN is sending to the recipients of the distributed incident reports. **Sweden** proposed to modify the displaying of the recipients in the Incident Report distribution toll (web) (to indicate the MS and not each recipient).

Portugal requested clarification on some problems related to the web distribution tool. The last SSN version still did not solve the problem in the selection of the recipients (in some cases not all recipients seem to be visible to be selected). EMSA confirmed that this problem will be investigated.

Norway expressed their support to the proposed improvements. However, they disagreed with the statement of "no impact to MS" and highlighted the operational impact of such changes.

- **XML/XSD inconsistencies:**

On behalf of the IRWG, **the UK** presented a proposal to solve the XML inconsistencies on the Incident Report messages and to change some attributes from mandatory to optional. The objective is twofold: to allow a better operational use of the system and to minimise the impact on the existing systems. This proposal will be discussed at the next IRWG meeting with the objective either to propose (by correspondence) its inclusion in the XML ref guide 2.06 or at SSN 16 for an implementation at a later stage. The chairman asked the attendees to check the compatibility of the proposal with their national implementation.

Denmark requested clarification on why the value 'zero' is not allowed for the number of persons on board. The ship might have been evacuated and the notification should be updated. EMSA agreed to discuss this issue at next IRWG meeting.

- **Further improvements:**

The principles of the proposal submitted by Ireland (to have a XML ref guide with mandatory and optional parts and benefit from XML improved functionalities) along with the paper introduced by EMSA on the "push mechanism" were introduced. The two papers are deeply linked.

Ireland requested clarifications on the roadmap to analyse the possible benefits of improved XML functionalities and if it should be presented to the HLSG. Ireland does not see the need for a HLSG mandate for approving enhancements to existing functionalities.

Regarding the proposals on the "push mechanism", EMSA agreed that it has an important operational value. This proposal is long implies modification of system's concept (transforming SSN from a passive to a pro-active system). There is a need to get a clear mandate from the HLSG to invest resources on these new functionalities. **Denmark** strongly supports the Irish proposal.

EMSA made a reference to the proposal presented at the HLSG 5 on the "MRS exchange improvements". This proposal aims at reducing the communication workload between ships and coastal stations in charge of a MRS by re-using the MRS data already provided to SSN. These new proposals imply a change in SSN concept and should be presented to the HLSG for agreement. This proposal was not discussed during the 2nd IRWG meeting which took place before the HLSG5.

Due to the Danish SSN NCA understanding the proposal from the HLSG 5 are focused on the administrative burden from reporting obligations to the mandatory reporting systems on the vessels voyage through the European waters and it was agreed at the HLSG 5 to make a study on how to simplify the reporting. The chair at the HLSG 5 concluded "that the Commission and EMSA would examine this paper and report to the next HLSG on legal, technical and other aspects of the proposal". Due to the fact that this study has not even been started it is too early to conclude that changes in the SSN concept will be the solution and it should not be a "show stopper" for the Irish proposal.

Denmark also stated that the present SSN system already have a "push" mechanisms. The notifications receipts contains information regarding Shingle Hull Tankers, banned ships etc. This statement is not mentioned in the WS report.

Norway mentioned the need to clarify the different levels of competence between the HLSG and the SSN group and indicated the procedure to raise new proposals is not clear. The Commission clarified that the HLSG has its own rules of procedure approved. However, there is a need to revise the SSN group rules of procedure.

Due to the confusion and misunderstandings that the above mentioned "proposal" led to - Denmark strongly support the Norwegian comment on the need for a clarified procedure.

France supported the Irish proposal and the push mechanism but made the distinction with the Danish proposal to the HLSG which purpose is to simplify the MRS reporting.

EMSA replied that though the two proposals, from an operational point of view, look different, synergies could be envisaged between the two concepts.

The SSN group **agreed** on:

- a. The improvements of the web distribution tool, including the additional information in the email. In addition, the selection of the recipients from the list should be simplified (**Action point 1**);
- b. If so decided by the IRWG in June, to review by correspondence the XML ref guide 2.06 amended with the inconsistencies. The SSN group is invited to provide any comment by correspondence (**Action point 2**).

III.2 SSN 15/3/2: Waste and Security messages, progress report

EMSA presented the progress report on the implementation of the Waste and Security messages in SSN. According to the FAL directive, SSN must be upgraded at national and SSN core level to allow the exchange of waste and security information by 1 June 2015.

Regarding the security message, the Commission set up a MARSEC working group tasked to draft the business rules. The rules will be submitted to MARSEC committee for approval. The first meeting will be held on 24th May and will follow three other meetings till end 2011. According to the planning, when the business rules are agreed, the SSN group will draft the technical specifications and the relevant part of the XML message format will be established by October 2012. The roadmap for the implementation of the Waste message will follow a similar procedure.

France commented that the 'single windows' at national level should go live "no later than June 2015". This means that MS could go live before this date and the central SSN system should be ready before.

The SSN group **noted** the progress report presented.

III.3 SSN 15/3/4: S-AIS through SSN

EMSA presented a joint Norway-EMSA document that introduces a set of business rules to allow the distribution of the Norwegian SAT-AIS data through SSN. The developments have no impact to the national SSN systems as long as it is distributed via SSN GI interface. There is also a proposal to distribute via XML.

The Netherlands questioned the relation of the S-AIS with the existing T-AIS and the LRIT. **EMSA** clarified that S-AIS will not replace the current information from T-AIS or LRIT. Norway added that according to their evaluation the S-AIS gives additional information when compared with the LRIT (more frequency and for all the vessels).

Norway has requested the SSN group to provide feedback on the use of the S-AIS regarding the operational need, the area of interest, the use, etc. **EMSA** confirmed that the request for feedback will be foreseen and thanked Norway for their willingness to share this information.

Germany requested clarifications on the purpose of the EMSA/ESA project on S-AIS. EMSA clarified that the purpose is to have additional areas covered.

Malta asked if commercial companies could also purchase the Norwegian S-AIS data. **Norway** confirmed that it only intends to distribute the S-AIS free of charge to public administrations.

The SSN group **agreed** on the proposed business rules and to continue the work on the integration of S-AIS into SSN GI by 2012 (**Action point 3**).

III.4 SSN 15/3/3: Report progress on IFCD working group outcomes

On behalf of the working group, **Ireland, Norway, the UK** and **EMSA** presented the progress report and the work plan of the IFCD WG. The first and second meetings of the WG were held at EMSA premises on 15 December 2010 and 2 March 2011. The reports as well as all the documents are available at:

https://extranet.emsa.europa.eu/index.php?option=com_joomdoc&view=docman&gid=267&task=cat_view&Itemid=120

The IFCD WG has prepared a first consolidated draft (IFCD version 0.05 distributed to the SSN Group in April 2011). Chapters 1, 2 and 4 are at the final stage while Chapters 5 and 6 needs to be further reviewed.

Chapter 3 'Roles and Responsibilities' and 7 'System Security' were not tasks of the SSN group, so drafts will be presented separately. The work on these chapters will start in June 2011 at the next IFCD WG meeting and presented at the next SSN 16.

EMSA has extended the invitation to participate in the IFCD WG to any other MS wishing to participate in the drafting at this stage. **Bulgaria** and **Lithuania** expressed their intention to participate in the drafting group.

Germany raised the question on the integration of the regional servers as part of SSN and the use of SSN risk management. **EMSA** mentioned that the HLSG 5 agreed that providing AIS through IEC (directly or through a regional server) is equivalent to the XML way and both options fulfil the Directive requirements. **EMSA** clarified that the owner of the data is the MS providing the information and AIS regional servers are considered as part of the central SSN system. **Germany** raised once again the question regarding the legal status of regional servers as a part of the central SSN system and asked for clarification about the legal status, political and technical responsibilities (system availability, data security, data reliability..) and about the responsibilities of the budgeting of these regional servers. **EMSA** signed an SLA with the authorities hosting the Regional servers (Denmark and Italy) to formalise their role. The obligation to provide the AIS information remains at the MSs side and stops when the AIS enters the central system at EMSA or at regional server.

Germany expressed concerns about the statement in IFCD Chapter 2.2. Objectives - "...the SSN system supports users at EU and MS level with: ... - the **risk management** process; - this could be a joker to use the data of SSN for various interest (there exists no precise definition of risk management) - therefore the sentence regarding risk management has to be removed in the IFCD. National applications such as risk management and risk management tools could only use the information which is at the disposal of the MS concerned. **Norway** commented that SSN can provide information to assist risk management at national level.

Norway suggested adding a section in the IFCD describing the rules and procedures for the HLSG/SSN group management. **The Commission** clarified that the rules of procedure for the HLSG and SSN group have been adopted by each of them and questioned why to include them in the IFCD.

The Netherlands stressed the need for an official IFCD version before October 2012 (not a draft) in order to make a reference in their national legislation. **EMSA** indicated that the approval of the IFCD is under the HLSG responsibility.

The SSN group **noted** the revised time plan for drafting the IFCD (with an extension of 6 months). The drafting of the IFCD should take into account the SSN implementation status at the date of approval (October 2012) and the revised structure of the IFCD.

The SSN group **agreed** on:

- a. Revising the Terms of Reference of the IFCD working group (as indicated in the attached Annex 5);
 - b. Providing detailed comments on the draft IFCD version (0.05) by 18 May (**Action point 4**).
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IV. SAFESEANET TECHNICAL ASPECTS

IV.1 SSN 15/4/1: SSN security study, preliminary outcomes

EMSA presented the preliminary outcome of study on the SSN network and information security. The study should be completed by end May 2011.

EMSA informed that has contacted ENISA (European Network and Information Security Agency) and agreed with them to review the SSN security study. ENISA suggested sending a security related questionnaire to 3-4 MS and invited EMSA to provide them with the coordinates of SSN contacts.

The SSN group **noted** the information provided and **agreed** EMSA to provide the contacts to ENISA if needed.

IV.2 SSN 15/4/4: Improvements to SSN V2 - data correlation

EMSA presented a proposal regarding some modifications at the SSN core for improving the quality of SSN response. The objective is to match (correlate) existing notifications corresponding to a single voyage and include complementary pieces of information.

EMSA clarified that the proposed correlation should not impact the notifications sent by the MS but intended to increase the quality of the SSN responses.

Ireland confirmed the use of AIS data to produce ATAs and ATDs and noted that at this stage ATAs and ATDs are still very approximate. It therefore warned that any correlation rule based on time differences less than one day would not produce any impact.

France mentioned that data correlation is a difficult technical issue and questioned the expected benefit. For instance, the PSC community wants to rely only on Port call information from their own ports. EMSA clarified that from the PSC perspective the correlation is not an important issue. The objective of the correlation is to improve the SSN quality related to queries for Hazmat details.

Denmark informed that they follow a similar approach to EMSA proposal, at national level. The Hazmat is provided by the agents only about 6 hours later. Denmark is using an algorithm to correlate this information with the ship call. In case EMSA is interested, they offered to share it.

The Netherlands mentioned that correlation based on ETA is very difficult. They had a similar problem within a port with 9 hours window differences between 2 sources. Netherlands suggested using the AIS data to cross check the voyage information. EMSA replied that the use of the AIS could be further explored, but no commitment could be made at this stage.

The UK feels that the correlation issue is too complicated and fears it could be dangerous to introduce such rules. EMSA clarified that SSN v.1 did not always provide the relevant Hazmat information associated with the voyage. SSN needs to be simple for the users. However, the rules behind the system need to provide for the proper response.

Sweden stated that if we accept an ATA with a time difference of 9h to the ETA, there is a problem in the implementation of the Directive since any change of the information should be updated in accordance with Annex I of the Directive. The question is rather how long time may pass before the update becomes "mandatory" – 2 hrs or 9 hrs? EMSA agreed and clarified that the objective of the data correlation is not to hide or correct this type of situation but to improve the response of the system to queries. The correlation does not prevent this type of situation where the information is not provided on time or is completely inaccurate.

France, Ireland and **the UK** stressed the impact that this additional complexity of SSN could have on data traceability and integrity and stressed that the SSN system should be simple for the users.

The UK also asked if the phase out of the v.1 messages (Port and hazmat notifications) would solve the problem. EMSA replied that the phase out of the v.1 will improve the overall system but not solve the problem.

The SSN group **agreed** that:

- EMSA will proceed with the proposed development.
- The correlation rules should be first tested in the Training environment and introduced to MSs before the release to be put in Production environment (**Action point 5**).
- For testing purposes some production data needs to be copied to Training environment to have realistic data and make an analysis of the impact. The outcomes of the correlation improvements should be reported to the next SSN workshop (**Action point 6**).

IV.3 SSN 15/4/2: Improvements to SSN V2 - issues identified in the note 02/02/2011

EMSA presented an update on the status of the issues identified in the EMSA note dated 2 February 2011 (related to the ShipCall request-response mechanism, request of Hazmat details through URL and the treatment of messages quoting ZZUKN as Port of Call).

The SSN group **noted** the current status of the improvements proposed and **agreed** with the proposed implementation time plan.

IV.4 SSN 15/4/3: Improvements to SSN V2 - XML ref guide 2.06

EMSA presented the new version of the XML Reference Guide (v 2.06). This new version includes a number of corrections and improvements deemed necessary for the correct development of SSN v.2.

France questioned the rule where "Next port has to be different of Port of call". Furthermore, it did not consider realistic for their 38 ports to change and start using the new Locode proposed (XZOFF).

The Netherlands stated that they have the same problem and questioned the need to implement such a rule. The proposed code is not an UNECE code. The data provided using this code will not be recognized by other communities like PSC.

Ireland and **the UK** share the same position.

EMSA clarified that the next port information is necessary only if there is a Hazmat. If we accept that the port can be equal, this means that for a bunkering operation the Hazmat would be active always including the return voyage.

Norway clarified that the offshore LOCODE is already used for non-identified off-shore platforms.

Ireland welcomed the proposal on the size limitation for the document download. However, there is a need to clarify where the rule will be checked, on the central system or on the national system.

The UK raised the issue that the 2-way SSL combined with the masking of URL implies that UK should move all downloadable documents to their national system. This has an impact at national applications level. EMSA clarified that the 2-way SSL implementation was decided at previous workshops, the XML reference guide is only updated to reflect this change. A specific dialogue is already engaged on the issue with UK.

The SSN group **agreed**:

- on the changes to the XML reference guide, except for the rule "Next port different from Port of call" The system should accept these two attributes being the same (port of call = next port of call).

- A specific dialogue should take place between EMSA and the UK to address concerns on the 2 way SSL wording in the XML reference guide 2.06.
- On the proposed time plan.

MSs are invited to provide additional comments by the end of May 2011 (**Action point 7**). EMSA will distribute a consolidated version (**Action point 8**).

IV.5 SSN 15/4/3: Improvements to SSN V2 including the web interface-new queries

EMSA presented the proposed improvements of the SSN v.2 web interface existing queries, including additional queries to retrieve information provided in the Port Plus notification. The proposed improvements are based on the feedback received from SSN users and the outcome of the SSN trainings.

Slovenia mentioned that most problems experienced were related to getting the information and the link of date/time to choose in the query input.

Ireland asked for the planning to implement similar improvements on the XML interface. EMSA clarified that in the new XML reference guide v2.06 it is already proposed to implement a new query for the "active Hazmat". Furthermore, the improvements proposed for the SSN web interface could be useful as a test for the MSs which will implement the ShipCall at national level through XML.

Poland pointed out that it would be useful to include practical examples in the web interface user manual and on the XML reference guide. EMSA clarified that the examples should be better placed at the guidelines rather than in the user manual or XML reference guide.

The SSN group **agreed** on the proposed improvements of the web interface (**Action point 9**).

V. SAFESEANET STATUS

V.1 Progress report on SSN v.2

EMSA presented the progress report on the SSN v.2 implementation and recalled that the SSN v.2 represents a major upgrade on the system logic (one single combined message with information on the vessel, the voyage and the Hazmat cargo). The SSN v.2 permits backward compatibility for notifications with the SSN v.1 messages (Port and Hazmat notifications) for a temporary initial stage.

Information about Port Plus was given, including main reasons of rejected messages (repetition of ship call ID, missing of mandatory data, non-recognised LOCODES, invalid IMO numbers).

France and **Ireland** supported a common reporting on data quality issues for the overall chain (from SSN to THETIS) (**Action point 10**).

EMSA noted that remarkable progress was made in terms of the number of PortPlus messages sent to SSN. However, there is still work to be done in terms of quality.

The phasing out of the SSN V1 (Port and Hazmat) was evoked. **EMSA** plans to present a proposal for the phasing out of SSN v.1 messages (**Action point 11**).

V.2 SSN 15/5/1: SSN Status at National/Central level

EMSA circulated before the meeting a template inviting MSs to provide information on the status of SSN implementation at national level (SSN v.2).

EMSA presented the information received indicating for each MS and overall the current status and data quality. In addition, MS were asked to report on their plans to

discontinue the SSN v.1 messages (Port and Hazmat notifications) and if AIS information was used to generate arrival and departure times (ATA and ATD).

Based on the MSs feedback, revised information is available on the EMSA web site at:

https://extranet.emsa.europa.eu/index.php?option=com_joomdoc&view=docman&gid=267&task=cat_view&Itemid=120

Ireland asked if the phase-out of the phone and fax solution for providing the Hazmat details was only at local level and if the coast guard contacts (centrally) could still be provided. **EMSA** clarified that according to HLSG decision (HLSG 4, Agenda item 4.1) the Hazmat details should only be provided using the options XML or document download through URL by end 2011. The phone and fax option is maintained only as a back-up possibility.

France mentioned that it is uncertain whether they will be ready to phase-out the phone and fax by end 2011.

VI. ANY OTHER BUSINESS

VI.1 SSN 15/6/1: Roadmap for SSN technical and operational documentation review

On behalf of the IFCD working group, **EMSA** presented a proposal about the need to review the SSN technical and operational documentation in parallel with the IFCD approval. The proposed time plane is 1.5 years (SSN 16 to SSN 18).

Ireland proposed a change on the titles to avoid confusion between XML and web. The "SSN interface reference guide" to be renamed to "SSN system interface guide" and the "SSN Web Interface User Manual" to be renamed to "SSN user interface manual"

The UK commented that the current drafting of the SSN handbook could be improved (mixes users information and technical information). This document will need more than an update; it will require a complete content revision.

The SSN group **agreed** on the roadmap for SSN documentation review, the changes on the titles proposed by Ireland and the complete review of SSN Handbook (**Action point 12**).

VI.2 15/6/2 Blue-Belt pilot project

EMSA presented the background and status of development of the Blue-Belt pilot project that was tasked to EMSA by the Commission on the basis of a Council decision (during the Belgian presidency). The objective of the project is to stimulate the short-sea shipping and facilitate the vessels operating on intra-EU trading routes, by providing information to customs on the Blue Belt vessels' voyage.

Germany questioned the advantage/selling argument of this project that benefits the customs rather than the SSN community. **EMSA** clarified that this project was decided by the Council and the HLSG was also informed. The project should prove potential synergies of sharing information from ships among different communities.

Slovenia stated that this project will be beneficial to customs because SSN provides information on the voyage. However benefits should be mutual and the SSN community would benefit from the cargo data of the customs.

The Netherlands questioned the access given to SSN information to other authorities (customs) without the NCA approval. **EMSA** clarifies that the decision was taken by the MSs at Council level.

The UK inquired the justification for considering the Blue-Belt patch release classified as emergency hot-fix. **EMSA** answered that this patch release does not involve any change on the SSN application in operation but is urgent from the point of view of the new user community to fulfil the Council timetable.

The UK noted that the project timetable had been set at Council level and it was unfortunate that it had not taken regard to the process for making changes to SSN, but urged EMSA and the Commission to draw attention to these constraints when similar decisions are being made by the Council in the future.

Malta informed that they were present at the informal meeting of the Council and can confirm that this pilot project is politically endorsed to support intra EU Short Sea Shipping. **Malta** also requested if it would be possible to have access to the list of ships and authorities participating. **EMSA** promised to make this list available (**Action point 13**).

In support to the Netherlands and UK, **France** stated that multiplication of pilot projects brings issues in terms of management of SSN and ownership of data. France advised to include provisions regarding the management pilot projects in the IFCD.

The SSN group **noted** the information provided on the Blue Belt pilot project developments.

VI.3 SSN 15/6/7: Strong password in SSN

EMSA presented a proposal regarding the implementation of a strong password policy to reinforce security at SSN web interface. The proposal would become a general EMSA policy that will be implemented for all type of web applications of the Agency.

Ireland agreed on the principle of the proposal but commented on details regarding the table in annex¹.

Finland feared that this would lead to writing down the password on paper because it would be so complex to memorize. In addition the password ageing could create additional workload for the NCA 24/7 on updating the password and that it could be rather annoying to get regularly a screen with "wrong password" considering in particular that some NCA 24/7 only use the web interface from time to time for sending incident reports.

EMSA confirmed that the policy should be associated with a tool providing quickly a new password if the previous one is lost.

The Netherlands commented that in SSN v.2, the NCA cannot control the password chosen by its users. EMSA clarified that the passwords cannot be seen by administrators.

The UK stated that if the user has not been connected for more than 90 days, he/she should be able still to change the password starting from the old password.

The SSN group **agreed** on the proposal to implement a strong password policy considering also the need to implement a "lost" password tool to provide quickly a new password. (**Action point 14**).

VI.4 SSN 15/6/3: Proxy pilot project

EMSA presented the progress report on the proxy pilot project to distribute AIS data enriched with SSN information. Poland, Norway, the Netherlands and Latvia participated in this project and further feedback is expected before closing the project.

Norway expressed its satisfaction with the outcome but underlined that it did not have time to test the operational value of the information.

The Netherlands informed on the recent development made to receive this data.

¹ Ireland suggested adding time duration for the password in order to avoid a user to change successively 3 times his password in order to use always the same. EMSA clarified that the idea have been taken into consideration and will be assessed within the internal EMSA policy group for the possible use of common tool for accessing EMSA's application web interface.

EMSA confirmed the possibility to continue the pilot project for an additional limited period of time and asked for confirmation if the participating states wish to continue receiving the streamed data (**Action point 15**).

The SSN group **noted** the information.

VI.5 Update on the Integrated Maritime Data Environment (IMDatE)

Mr Chintoan-Uta (EMSA Head of Unit C.3) presented an update on the IMDatE project. He recalled first the synergies of AIS and LRIT systems identified in LRIT Council resolutions and the mandate for integration and looking for complementarities with other monitoring systems. The presentation referred also to the COM communication on CISE (October 2009) indicating that SSN should be used, developed further as the main platform for information exchange in the EU maritime domain. The outcome of EMSA integration activities is a project called "EMSA integrated Maritime Data Environment" (IMDatE).

Apart from the political driver to develop this platform, since now all maritime systems are hosted and operated in EMSA (LRIT DC since 2 weeks) there is a need for technical, operational and monitoring harmonization within an integrated hosting and operational environment.

The project is currently at the stage of critical design review and starting the development of the S-AIS DC. EMSA intends to organise in September a dedicated meeting with MSs to present the architecture and functionalities of the integrated system and ask for the MSs feedback on the future integrated services to be provided. Various user communities will be invited.

France requested clarifications on the presentation regarding the integration of other systems like THETIS as this goes beyond the Council decision. **EMSA** clarified that THETIS will be connected to IMDatE platform but which data will be used and how the data will be used has not yet been decided by users.

Denmark asked if the IMDatE data will be provided only via web interface or a XML interface is also planned. EMSA clarified that a system to system interface is also planned.

The Netherlands requested clarifications if this project will also deliver a "European ship reference data base". EMSA replied that it is also foreseen an "EMSA common ship ref data base".

Malta expressed that integrating information is recommendable but the following should also be addressed:

- Reduce data input by MS (example of double input from departure port and arrival port information, dangerous goods, etc);
- Look carefully at research projects which integrate data and try to consolidate resources in a cost effective way.

EMSA clarified that these aspects are also being taken into account. The level of duplication was already evaluated.

The SSN group **noted** the information.

VI.6 Update on VMS and Radar Pilot Projects

EMSA presented the outcomes from the SSN pilot projects on maritime surveillance:

- VMS/SSN synergies and
- VTS/Radar exchange through SSN

France mentioned that they have discontinued their participation to the VMS pilot project because the ministry of agriculture did not want to share confidential data through SSN.

Germany requested to clarify in the final report that the benefits of these projects are for new user communities rather than for the authorities bearing the costs of the management SSN.

The SSN group **noted** the information.

VII. INFORMATION PAPERS

The following documents were not presented but distributed for information and comments:

- SSN 15/6/4: AIS data quality report
- SSN 15/6/5: SSN implementation and data quality
- SSN 15/6/6: Port Authorities and Locodes in SSN

The UK commented on the information paper SSN 15/6/6 regarding the lack of added value for declaring the LCAs in SSN every time. The LCAs are managed at the level of the UK application and do not have access to the central SSN system. EMSA is going to review and simplify the request to NCAs, in particular regarding this update of the LCAs (**Action point 16**).

Workshop Conclusions / Follow-up Actions

The workshop conclusions and follow up actions are noted in the relevant paragraphs of the minutes. The follow-up actions are indicated in Annex 4.

The provisional date for the next SSN workshop 16 is October 2011 in Lisbon.

Regarding the next working group meetings, the following dates are scheduled:

- IFCD working group 3rd meeting: 7 June 2011
- Incident Report working group 3rd meeting: 8 June 2011

EMSA has also scheduled two additional training sessions in Lisbon during June (15/16/17 and 28/29/30). The priority will be given to those MS that did not attend the training session of Malta (March 2011). Invitation will be sent soon and MSs are will be invited to confirm their interest.

Mr. Aichmalotidis concluded recalling that the core business of the SSN group remains the technical implementation of SSN (not the pilot projects). Though remarkable progress has been made, the system is still in evolution and there is still work to do.

All parties concerned (Commission, Member States and EMSA) should continue the systematic monitoring, collection and analysis of SSN data, and should focus on improving the quality problems encountered.

Annexes

Annex 1 – List of participants







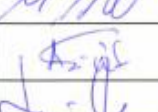
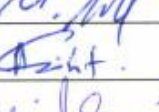
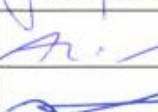
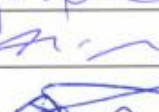



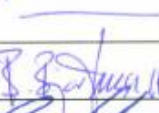


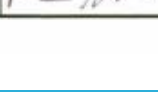
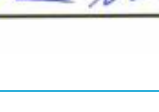




Annex 2 – List of documents















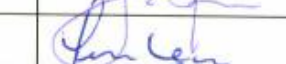
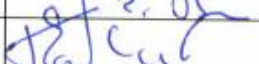


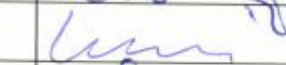


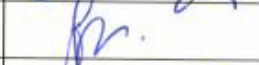








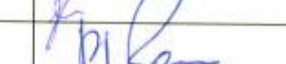
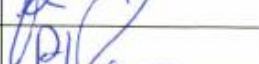
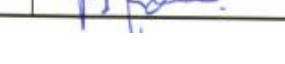

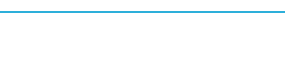
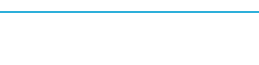
Annex 3 – Workshop Agenda

Annex 4 – Agreement and action items

Annex 5 – Revised ToR of the IFCD working group

Annex 1 – Attendance List

Country	Name	First Name	Organisation	E-mail	Attendance on 04.05.11	Attendance on 05.05.11
Belgium	Deman	Johan	Agency for Maritime Services & Coast	johan.deman@schelderadar.net		
Belgium	Maekelberg	Yves	Agency for Maritime Services & Coast	yves.maekelberg@mow.vlaanderen.be		
Bulgaria	Ivanov	Petar	BMA, EA	peter_iv@marad.bg		
Croatia	Cicovacki	Lukša	Ministry of the Sea, Transport and Infrastructure	Lukša.Cicovacki@pomorstvo.hr		
Czech Republic	Vydra	Evzen	Ministry of Transport	evzen.vydra@mduc.cz		
Denmark	Gaard-Frederiksen	Kjeld	Admiral Danish Fleet HQ	martinahl@mil.dk		
Denmark	Ahl	Martin	Admiral Danish Fleet HQ	martinahl@mil.dk		
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Finland	Metsärinne	Jami	Finnish Transport Safety Agency	jami.metsarinne@trafi.fi		
Finland	Arkima	Antti	Finnish Transport Agency	antti.arkima@liikennevirasto.fi		
France	Duchesne	Philippe	Maritime affairs	philippe.duchesne1@developpement-durable.gouv.fr		
Germany	Callsen-Bracker	Hans-Heinrich	BMVBS	Hans.Callsen@bmvbs.bund.de		
Germany	Brunet	Werner	Traffic Technologies Centre	werner.brunet@wsv.bunb.de		
Greece	Papanikolaou	Georgios	Hellenic Ministry of Citizen Protection/HCG	ssn-nca@yen.gr		
Iceland	Bjartmarsson	Baldur	Icelandic Maritime Administration	baldur@sigling.is		
Ireland	Houlihan	Greg	Department of Transport, Tourism and Sport	greghoulihan@dtas.ie		
Ireland	Stephen	Fensom	Department of Transport, Tourism and Sport	stephenfensom@dtas.ie		
Italy	Nicastro	Fabrizio	Italian Coast Guard	fabrizio.nicastro@mit.gov.it		

Country	Name	First Name	Organisation	E-mail	Attendance on 04.05.11	Attendance on 05.05.11
Italy	Aulicino	Giuseppe	Italian Coast Guard	giuseppe.aulicino@mit.gov.it		
Italy	Canu	Giovanni	Italian Coast Guard	giovanni.canu@mit.gov.it		
Latvia	Sergejs	Karhanins	Coast Guard Service	sergejs@mrcc.lv		
Latvia	Deniss	Bickovs	Coast Guard Service	denis@mrcc.lv		
Lithuania	Valdemaras	Ezerskis	Lithuanian Maritime Safety Administration	valdemaras@msa.lt		
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Norway	Ervik	Jon Leon	Norwegian Coastal Administration	jon.leon.ervik@kystverket.no		
Norway	Hauge	Jarle	Norwegian Coastal Administration	jarle.hauge@kystverket.no		
Poland	Kurpinski	Konrad	Maritime Office Gdynia	konrad.kurpinski@umgdy.gov.pl		
Portugal	Marques	Nelson	IPTM, IP	nelson.marques@imarpor.pt		
Portugal	Sousa	Jacinto	IPTM, IP	jacinto.sousa@imarpor.pt		
Romania	Apostol	Silviu	Romanian Naval Authority	sapostol@rna.ro		
Slovakia	Mrkva	Josef	Ministry of Transport, Construction and Regional Development	josef.mrkva@mindop.sk		
Slovenia	Felicjan	Matjaž	SMA	primoz.bajec1@gov.si		
Slovenia	Bajec	Primož	SMA	primoz.bajec1@gov.si		
Spain	Roman Nuñez	Pedro J.	Puertos del Estado (Ministerio de Fomento)	pjroman@puertos.es		

Country	Name	First Name	Organisation	E-mail	Attendance on 04.05.11	Attendance on 05.05.11
Sweden	Sjöholm	Jörgen	Swedish Maritime Administration	jorgen.sjoholm@sjofartsverket.se		
Sweden	Sundklev	Monica	Swedish Transport Agency	monica.sundklev@transportstyrelsen.se		
Sweden	Svan	Marielle	Swedish Maritime Administration	marielle.svan@sjofartsverket.se		
The Netherlands	van Splunder	Jos	NCA SSN Vesse Traffic Management Center	jos.van.splunder@rws.nl		
The Netherlands	à Campo	André	RWS	aacampo@acampobv.nl		
The Netherlands	Koert	Cor	Rotterdam Port Authorities	c.koert@portofrotterdam.co		
United Kingdom	Stone	Gwilym	Maritime and Coastguard Agency	gwilym.stone@mcga.gov.uk		
United Kingdom	Enright	Christopher	Maritime and Coastguard Agency	chris.enright@mcga.gov.uk		
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	Decrop	Patrick	ESPO	Patrick.Decrop@haven.antwerpen.be		
SPAIN	Alfonso	Ruiz	SASEMAR	alfonso.r @ sasemar.es		

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10	CHINTOAN-UTA	Marin	Marin.CHINTOAN-UTA@emsa.europa.eu
11	FIAMMA	Lorenzo	Lorenzo.FIAMMA@emsa.europa.eu

Annex 2 – List of SSN 15 documents

I. Introduction

SSN 15.1.1: Detailed Agenda (EMSA)

SSN 15.1.2: SSN 14 minutes (EMSA)

II. Input from the Commission

III. SafeSeaNet Operational and legal Aspects

SSN 15/3/1: Progress report on Incident Report Working Group outcomes (WGIR)

SSN 15/3/2: Waste and Security messages, progress report (EMSA) – presentation only

SSN 15/3/3: Report progress on IFCD working group outcomes (IFCD WG)

SSN 15/3/4: S-AIS through SSN (EMSA)

IV. SafeSeaNet technical aspects

SSN 15/4/1: SSN security study, preliminary outcomes (EMSA)

SSN 15/4/2: Issues identified in the note 02/02/2011 (EMSA)

SSN 15/4/4: Data correlation (EMSA)

SSN 15/4/3: XML ref guide 2.06 (EMSA)

Presentation: improvements of the web interface - new queries (EMSA)

V. Status at National Level

SSN 15/5/1: SSN Status National/Central level (EMSA)

VI. Any Other Business

SSN 15/6/1: Roadmap for SSN technical documentation review (EMSA)

SSN 15/6/2: Blue-Belt pilot project (EMSA)

SSN 15/6/3: Proxy pilot project (EMSA)

SSN 15/6/7: Strong password in SSN (EMSA)

Update on the Integrated Maritime Data Environment: Status and planning (EMSA)

Update on VMS and Radar Pilot Project (EMSA)

For information

SSN 15/6/4: AIS data quality report (EMSA)

SSN 15/6/5: SSN implementation and data quality (EMSA)

SSN 15/6/6: Port Authorities and Locodes in SSN (EMSA)

Annex 3 –Workshop Agenda

Wednesday, 4 May 2011		
Time	Agenda Item	For
09:00 – 09:30	Registration and coffee	
09:30 – 10:00	I. Introduction	
	Opening / Introduction (EMSA – LAI)	Approval
	SSN 15.1.1 Approval of the agenda (EMSA – LAI)	Approval
	SSN 15.1.2 Approval of the SSN 14 minutes (EMSA–YLM)	Approval
10:00 – 10:15	II. Input from the Commission	
10:15 – 10:45	III. SafeSeaNet operational and legal aspects	
	SSN 15/3/1: Progress report on Incident Report Working Group outcomes (WGIR) 1/2	Information & approval
10:45 – 11:00	Coffee break	
11:00 – 11:30	SSN 15/3/1: Progress report on Incident Report Working Group outcomes (WGIR) 2/2	Information & approval
11:30 – 12:00	SSN 15/3/2: Waste and Security messages, progress report (EMSA) – presentation only	Information
12:00 – 12:30	SSN 15/3/4: S-AIS through SSN (EMSA)	Information & approval
12:30 – 14:00	Lunch break	
14:00 – 14:45	SSN 15/3/3: Report progress on IFCD working group outcomes (IFCD WG)	Information & approval
14:45 – 15:15	IV. SafeSeaNet technical aspects	
	SSN 15/4/1: SSN security study, preliminary outcomes (EMSA/LFI)	Information
15:15 – 15:30	Coffee break	

15:30 – 15:44	V.SSN status SSN V2 progress report (presentation)	Information
15:45 – 17:00	SSN 15/5/1 SSN Status National/Central level (EMSA – RF)	Information
17:00 – 18:00	IV. SafeSeaNet technical aspects <u>Improvements to SSN V2 (EMSA)</u> - SSN 15/4/4: data correlation - SSN 15/4/2: issues identified in the note 02/02/2011 - SSN 15/4/3: XML ref guide 2.06 - Presentation: improvements of the web interface-new queries	Approval Information & Approval Approval Approval
Thursday, 5 May 2011		
09:00 – 09:30	Welcome second day	
09:30 – 10:00	VI. Any other business SSN 15/6/1 Roadmap for SSN technical documentation review (EMSA – MLI)	Approval
10:00 – 10:30	SSN 15/6/2 Blue-Belt pilot project (EMSA-LFI)	Information
10:30 – 10:45	SSN 15.6.7: Strong password in SSN (EMSA – LAM)	Approval
10:45 – 11:00	Coffee break	
11:00 – 11:30	Update on VMS and Radar Pilot Project (EMSA – EGI)	Information
11:30 – 11:45	Update on the Integrated Maritime Data Environment: Status and planning (Marin Chintoan-Uta - Head of Unit C3)	Information
11:45 – 12:00	SSN 15/6/3 Proxy pilot project (EMSA – EBE)	Information
12:00 – 13:00	Discussion and summary of actions taken - End of meeting	

Information paper	SSN 15/6/4: AIS data quality report SSN 15/6/5: SSN implementation and data quality SSN 15/6/6: Port Authorities and Locodes in SSN
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Annex 4 – List of action items from the SSN 15 Workshop

Action point	Topic and Action	Due date
1	EMSA to implement the improvements on the web distribution tool, including the additional information in the email and the simplified selection of the recipients.	2011
2	SSN group to review by correspondence the XML ref guide 2.06 amended with the inconsistencies (if so decided by the IRWG) The SSN group is invited to provide comment by correspondence in the meantime.	3 rd IRWG
3	EMSA to continue the work on the integration of S-AIS	2012
4	The SSN group to comment on the draft IFCD version (0.05).	End May11
5	EMSA to develop the correlation rules in SSN v.2. The rules should be tested in the Training environment and reported to the MSs before the release to be put in Production environment.	Develop. in SSN Train Sep.11
6	The outcomes of the correlation improvements should be introduced during the next SSN workshop	SSN 16
7	The SSN group to provide comments to the XML ref guide 2.06.	End May 11
8	EMSA to distribute a consolidated version of the XMLRG 2.06.	Jun.11
9	EMSA to implement the improvements of the SSN v.2 web interface (including the new queries).	November (TBC)
10	EMSA to develop a common reporting on data quality issues for the overall chain SSN to THETIS.	SSN 16
11	EMSA to present a proposal for the phasing out of SSN v.1 messages (Port and Hazmat)	SSN 16
12	EMSA to start the review of the SSN technical and operational documentation in line with the roadmap, the changes on the titles proposed by Ireland and the complete review of SSN Handbook.	SSN 16 to SSN 18
13	EMSA to make available the list ships and authorities participating in the Blue-Belt pilot project	June 2011
14	EMSA to implement a strong password policy taking into consideration the remarks made by Ireland, Norway and the UK for a tool to provide quickly a "lost" password.	To be confirmed
15	MS to confirm if they wish to continue to receive the streamed data in the scope of the Proxy pilot project	June 2011
16	EMSA to simplify the request to NCAs for update of the LCAs information in SSN	SSN 16
17	EMSA to include in the future data quality checks also the data going 'out' (responses). <i>(pending from SSN 14)</i>	2011

Annex 5

SSN IFCD drafting Working Group

Terms of Reference

-- Revised --

1 - Mandate

The SafeSeaNet "IFCD Drafting Working Group" (hereinafter referred to as "the IFCD WG" or simply "the WG") shall, in cooperation with EMSA, and taking into account the existing specifications and new developments relating to SSN, draft the new IFCD document for submission to the SSN Group and the SSN HLSG.

While drafting the IFCD, the WG shall in particular ensure:

- adequate levels of support for the generation of the technical chapters of IFCD, and;
- that the first draft version of the IFCD is completed for submission to the SSN Group.

The WG shall take into consideration that the IFCD will describe the performance requirements and procedures applicable to the national and central elements of SafeSeaNet, in accordance with Annex III of Directive 2002/59 EC as amended.

With respect to access rights for additional user categories, the relevant section(s) of the IFCD will be drafted based upon the outcome of discussions held in the HLSG. Given their policy-related nature, these are considered to be beyond the scope of this WG.

With respect to the provisions related to system security, the relevant section(s) of the IFCD will be drafted based on the outcome the security study on SSN network data confidentiality and security.

2 - Resources and members of the group

Each country participating in SSN, and the European Commission, have the right to nominate members of the WG by 21st October 2010 (during SSN WS 14).

EMSA will provide the secretariat, and will coordinate, collate and amalgamate the information sources identified by the members of the WG into working electronic documents for ongoing dissemination and agreement.

3 – Working methodology

EMSA will provide a version 'zero' of the document, which is intended to be a live document to support the tasks assigned to the WG. Each representative of the WG will be tasked with drafting one or more sections of the document.

The WG will mainly work by correspondence. At least 23 meetings are foreseen, and additional meetings may be scheduled, if necessary. When meeting outside EMSA's premises, travel costs shall be supported by each participant. EMSA may chair the meeting if the hosting MS requests.

~~The time plan to produce the first draft is very short (end of January 2011), so the workload is expected to be heavy.~~

4 – Deliverables and time plan

The following time plan is proposed for the working group:

Date	Task	Responsible
2010		
Jul-Sep 2010	Prepare the IFCD draft "zero"	IFCD WG
Oct 2010	Set-up the IFCD working group (drafting)	SSN Group
	Distribute tasks to each participant in the working group and organise the work	IFCD WG
Nov 2010	First deliverable of the IFCD draft chapters	IFCD WG
09 Dec 2010	1 st WG meeting	IFCD WG
2011		
02 Mar 2011	2 nd WG meeting	IFCD WG
Mar 2011	Prepare the draft to be presented at SSN WS 15 for a first review by the SSN group	IFCD WG
14 April 2011 (HLSG 5)	Present progress report	COM/EMSA
4 May 2011 (SSN 15)	First review of the draft IFCD	SSN Group
Jun 2011	Comments/follow-up action from SSN 15 to consolidate draft IFCD	IFCD WG
7 Jun 2011 (tentative)	3 rd WG meeting (including a draft of Chapter 3: Roles and responsibilities)	IFCD WG
Jul-Sep 2011	Revise draft by correspondence	IFCD WG
Oct 2011 (SSN 16)	Final review of the draft IFCD for submission to the HLSG	SSN Group
Oct 2011 (HLSG 6)	Present progress report	COM/EMSA
2012		
Mar 2012 (HLSG 7)	Submit the first complete draft IFCD (including a draft of Chapter 3: Roles and responsibilities)	SSN Group
Oct 2012 (HLSG 8)	Submit the final draft IFCD for approval	COM/HLSG

~~The IFCD first draft should be ready by end January 2011 to be transmitted to the SSN Group members (by correspondence) and allow for a feedback during 2 weeks prior to the HLSG 5 (March 2011).~~

5 - Acceptance

The draft IFCD will first be presented at SSN workshop 15 (May 2011) for discussion and the collection of additional comments. The SSN group is expected to finalise its work at SSN WS 16 (October 2011).

The draft IFCD should be submitted to the HLSG meeting in March 2012 for a first reading. The final approval of the HLSG is expected at its meeting in October 2012.

~~The first draft of the IFCD will be submitted to the SSN Group for agreement (by correspondence) and then submitted to the HLSG 5 (March 2011) for information.~~

~~It is expected to have the final version ready for the HLSG meeting scheduled for March 2012, so the WG might be requested to do additional reviews during this period.~~

6 - Duration of ToRs.

At the HLSG meeting programmed to take place in ~~March~~ **October** 2012, the mandate of this working group will expire, and if necessary, will be renewed with new ToRs.