

1st SSN Technical Working Group (WGT1)

Implementation of PSC messages into SSN

SSN/WGT/01/05

The Hague, 18 February 2009

The objective

**TO ADAPT SAFESEANET TO HANDLE
NEW INFORMATION TO BE PROVIDED
TO THETIS**

2

To be noted

**At this stage, WGT will deal with data
interface between MSS and EMSA for
notification purposes only**

Background

Pursuant to the recent recast of the PSC Directive, additional information (such as the ATA and the ATD of any ship calling at EU ports and anchorages) have to be transferred by MSSs to THETIS through SafeSeaNet

Background

The new requirements will come into force on the 1st January 2011, which means also that data exchange between MSS, SSN and THETIS shall be implemented by that date

Background

Data which SSN will deliver to THETIS is crucial for the latter to run and to perform ships targeting as well as commitment's fair share calculations and to support PSC inspectors in planning expanded inspections onboard risky ships

Particularity

SSN experts are requested to define the technical specification and to develop the SSN national applications based on the feedback they have from the PSC experts (ref. THETIS Business Rules recognized by PMoU MAB)

Info provided by MSS

The following information shall be provided to THETIS through SafeSeaNet:

- 1. 3-days pre-arrival information, for ships eligible for expanded inspection and bound for a port or anchorage of a Member State**

Comment: The article 8.1 of the recast PSC directive poses to the ship's master, agent or operator the responsibility to notify such information to the concerned authority. Furthermore, THETIS will have a public site where Risk Profile, Company performance and eligibility for expanded inspections will be shown

Info provided by MSS

- 2. 24 hours pre-arrival information, pursuant to article 4 of the 2002/59/EC Directive**
- 3. Information on the actual Arrival of a ship in an EU port or anchorage**
- 4. Information on the actual Departure of a ship from an EU port or anchorage**

THETIS needs

THETIS requires 3 new notification messages to be implemented as part of SSN

9

Furthermore, THETIS requires port notification message's information content to be amended

THETIS needs

The pre-arrival information should be correlated with the information on actual time of arrival /departure

THETIS needs

PSC experts suggest to use as much as possible the existing SSN port notification message in order to

- ✓ avoid duplications**
- ✓ enhance data consistency**
- ✓ optimize resources' management by Member States**

EMSA proposal

Flexibility should be allowed to MSs to implement a solution that better fits to their needs and organisation

Notifications' procedures and formats shall be consistent with the SSN XML protocol

EMSA proposes 3 messages to be used to the scope of PSC notifications

EMSA proposal

2 new distinct notification messages to be introduced in SSN: the arrival and departure notifications

The format of the current port notification should be amended to accommodate both the 3 days and the 24 hours pre-arrival notification requirements

A number of new attributes needs to be introduced in the “header” and “body” of XML messages :

- **to comply with the provisions of the amended PSC Directive and**
- **to assure data quality and**
- **to allow correlation of information reported during the different phases (pre-arrival, arrival and departure)**

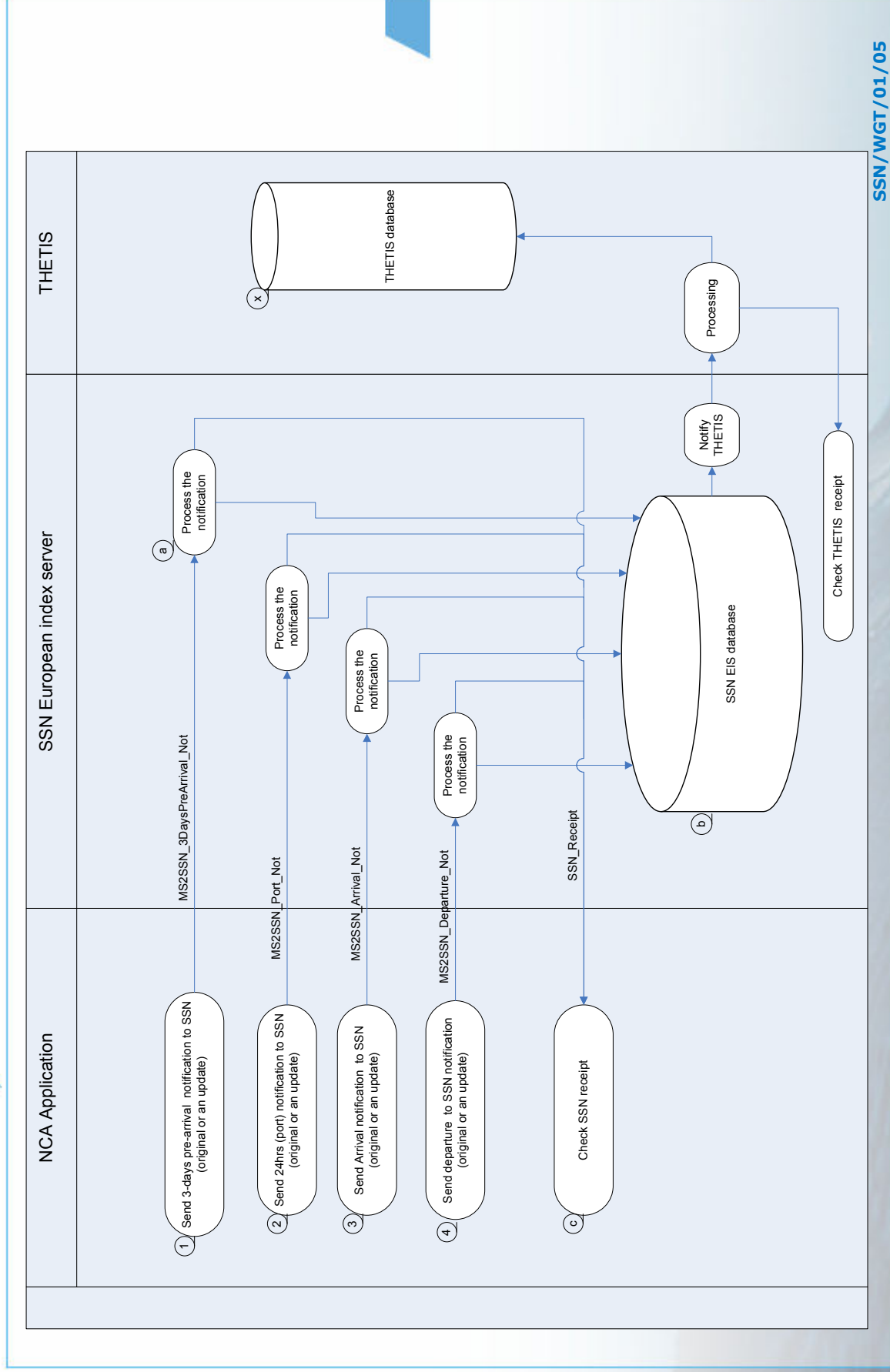
The send notification process will be the same as in the current SSN:

1. The NCA application prepares the MS2SSN_<SSN_Not_Type>_Not XML message
2. SafeSeaNet logs and validates the notification message

- If valid → *SSN_Receipt* + positive status code
If invalid → *SSN_Receipt* + negative status code
3. The NCA application analyzes the received XML response and processes it accordingly

To be noted:

As currently made with the port notification details, SSN-EIS will store the details of the PSC notifications in its central database and will then act as the Data Provider to THETIS and will notify the latter in accordance with its specifications



MS2SSN_PreArrival_Not.xml

Item	Occ	Type	Len	Description
<i>Header</i>	1			Header Node
<i>Body</i>	1			Body Node
OriginatorDetails	0-1			OriginatorDetails attribute node
NotificationStatus	0-1			Notification Status Element Node
<i>Notification</i>	1			Notification element node
<i>VesselIdentification</i>	1			VesselIdentification element node The vessel identification attributes (IMO number, MMSI, Call Sign, ship name) have to be checked against a reference ship database
<i>VoyageInformation</i>	1			Voyage Information element node
3DaysPre-arrivalNotification Details	0-1			3DaysPre-arrivalNotification Details element node. Mandatory for 3-days pre-arrival notification. Otherwise optional
24hPre-arrivalNotification Details	0-1			24hPre-arrivalNotification Details element node. Mandatory for 24h pre-arrival notification. Otherwise optional.

MS2SSN_PreArrival_Not.xml

Item	Occ	Type	Len	Description
<i>Header</i>	1			Header Node
Sender	1	Text	3-15	The name of the dispatcher of the message (as defined in SafeSeaNet).
<i>Body</i>	1			Body Node
OriginatorDetails	0-1			OriginatorDetails attribute node
From	1	Text	3-15	The name of the originator of the message (as defined in SafeSeaNet).

MS2SSN_PreArrival_Not.xml

Item	Occ	Type	Len	Description
<i>Body</i>	1			Body Node
NotificationStatus	0-1			
UpdateStatus	1	ENUM	1	<p><u>Potential values:</u></p> <p>1. <i>N</i> for a new notification</p> <p>2. <i>U</i> for an updating notification related to a previous one identified by the UpdateMSRefID attribute. The update will not cause the replacement of the previous notification. A new record for the updating notification is to be created within the SSN EIS database.</p> <p>3. <i>R</i> for a replacing notification related to a previous one identified by the UpdateMSRefID attribute. The record created by the previous notification is maintained in SSN EIS while the content is replaced by the replacing one.</p> <p>4. <i>D</i> for deleting a notification</p>
UpdateMSRefID	0-99	Text	1-36	Reference number identifying the MSRefID of the notifications that is to be updated or replaced. Null in case of NEW notification. Mandatory in case of an updating/ replacing notification.

Comment: It can be the case when, for whatever reason, there was not a previous pre-arrival notification registered in SSN for this ship call. In this case e.g. ATA's notification would be the "N" because it will be the first one being recorded in SSN-EIS

MS2SSN_PreArrival_Not.xml

Item	Occ	Type	Len	Description
Body	1			Body Node
Notification	1			Notification element node
VesselIdentification	1			<i>VesselIdentification</i> element node The vessel identification attributes (IMO number, MMSI, Call Sign, ship name) have to be checked against a reference ship database
Flag	0-1	ENUM	2	The two-digit flag code in accordance with the standard ISO 3166-1. Should MMSI is included in the notification and the MID digits included in the reported MMSI refer to a different country from the one reported with the flag attribute, the notification will not be rejected but a warning message will be send to the data provider

Comment: *VesselIdentification* element includes all the particulars utilised in the currently applicable protocol following the agreed definition

MS2SSN_PreArrival_Not.xml

Item	Occ	Type	Len	Description
<i>Body</i>	1			Body Node
<i>Notification</i>	1			Notification element node
<i>VoyageInformation</i>	1			VoyageInformation element node
ShipCallID	1	Text	1-36	Reference identifier, assigned by the notifying MS upon sending the first notification (e.g. 3-days or 24h pre-arrival) related to the ship call. It will be used by SSN and THETIS to keep track of all the notifications relevant to a specific ship call. Thus, the ShipCallID should be the same in all the notifications relevant to the same ship call and <u>UNIQUE</u> as far as a ship call is concerned.
LastPortofCall	0-1	Text	5	This attribute indicates the last port of Call identified by its 5-digit LOCODE
PossibleAnchorage	0-1	ENUM	1	Enumeration indicating whether the call is at anchorage. Possible values (at “sent at” time): 1 : Ship expected in anchorage 0 : Ship not expected in anchorage

Comment: According to this proposal, ShipCallID should be quoted in all the events related to a ship call such as the 3days notification, the 24h notification, the arrival and the departure notifications. Refer also to comments on the departure notification

MS2SSN_PreArrival_Not.xml

Item	Occ	Type	Len	Description
<i>Body</i>	1			Body Node
<i>Notification</i>	1			Notification element node
<i>VoyageInformation</i>	1			VoyageInformation element node
<i>3DaysPre-arrivalNotification Details</i>	0-1			<i>3DaysPre-arrivalNotification Details element node. Mandatory for 3-days pre-arrival notification. Otherwise optional</i>
PlannedOperations	0-1	Text	1-36	Free text in English language describing the planned operations at the port or anchorage (loading, unloading, other)
PlannedWorks	0-1	Text	1-36	Free text in English language describing the planned statutory survey inspections and substantial maintenance and repair work to be carried out whilst in the port or anchorage of destination
ShipConfiguration	0-1	ENUM		Identifier of the ship configuration: Possible values: SHT (single hull tanker), SHT-SBT (single hull with SBT), DHT (double hull tanker)
CargoVolumeNature	0-1	Text	1-36	Free text entry identifying the volume and nature of the cargo. Should be provided in case of tankers
ConditionCargoBallastTanks	0-1	Text	1-36	Free text entry identifying the condition of the cargo and ballast tanks: full, empty, inerted; Should be provided in case of tankers

MS2SSN_PreArrival_Not.xml

Item	Occ	Type	Len	Description
<i>Body</i>	1			Body Node
<i>Notification</i>	1			<i>Notification element node</i>
<i>VoyageInformation</i>	1			<i>VoyageInformation element node</i>
<i>24hPre-arrivalNotification Details</i>	0-1			<i>24hPre-arrivalNotification Details element node. Mandatory for 24h pre-arrival notification. Otherwise optional.</i>
TotalPersonsOnBoard	1	Int		Total number of persons aboard. 99999 if actually unknown. Dots and commas are not allowed.

MS2SSN_Arrival_Not.xml

Item	Occ	Type	Len	Description
<i>Header</i>				
<i>Body</i>				
OriginatorDetails				
NotificationStatus				
<i>Notification</i>				
<i>VesselIdentification</i>				
<i>VoyageInformation</i>	1			<i>VoyageInformation</i> element node

MS2SSN_Arrival_Not.xml

Item	Occ	Type	Len	Description
<i>Header</i>				
<i>Body</i>				
<i>OriginatorDetails</i>				
<i>NotificationStatus</i>				
<i>Notification</i>				
<i>VesselIdentification</i>				
<i>VoyageInformation</i>	1			<i>VoyageInformation</i> element node
<i>ShipCallID</i>	1	Text	1-36	Reference identifier, assigned by the notifying MS upon sending the first notification (e.g. 3-days or 24h pre-arrival) related to the ship call. It will be used by SSN and THETIS to keep track of all the notifications relevant to a specific ship call. Thus, the ShipCallID should be same in all the notifications relevant to the same ship call and <u>UNIQUE</u> as far as a ship call is concerned.

Comment: The name of the field is not actually the problem (we can also call it e.g. *PresentCallID*). It should be clear that the attribute considers the arrival's ShipCallID and not the departing one
EMSA proposal does not foresee the inclusion of a "departing ship call ID" in the ATD message. If so agreed by MSs, it could be certainly considered to be added as an optional new attribute

MS2SSN_Arrival_Not.xml

Item	Occ	Type	Len	Description
<i>Body</i>				
<i>Notification</i>				
<i>VoyageInformation</i>	1			<i>VoyageInformation</i> element node
PortOfCall	1	Text	5	This attribute indicates the actual port of call, identified by its LOCODE
ATA	1	DT	19	Date and time in ISO 8601 UTC format (YYYY-MM-DDThh:mm:ss) of the actual time of arrival at port of call. <u>ATA < "Sent at" in UTC or ATA=NULL</u> <u>ATA < ETD in UTC</u>
ETD	0-1	DT	19	Date and time in ISO 8601 UTC format (YYYY-MM-DDThh:mm:ss) of the estimated time of departure from the port of call (ETD > ATA).

MS2SSN_Arrival_Not.xml

Item	Occ	Type	Len	Description
<i>Body</i>				
<i>Notification</i>				
<i>VoyageInformation</i>	1			<i>VoyageInformation</i> element node
PossibleAnchorage	0-1	ENUM	1	Enumeration indicating whether the call is at anchorage. Possible values: 1: Ship in anchorage at “sent-at” time 0: Ship is not in anchorage at “sent-at” time
PositionInPort	0-1	Text	3	A three DIGIT extension of the LOCODE identifying the position of the berth, anchorage, etc
TotalPersonsOnBoard	0-1	Int		Total number of persons aboard. 99999 if actually unknown. Dots and commas are not allowed.
SubseqPortOfCall	0-1	Text	5	This attribute indicates the port of subsequent ship call identified by its LOCODE

MS2SSN_Departure_Not.xml

Item	Occ	Type	Len	Description
<i>Header</i>				
<i>Body</i>				
OriginatorDetails				
NotificationStatus				
Notification				
VesselIdentification				
VoyageInformation	1			<i>VoyageInformation</i> element node

Comment: Legal notification obligations make not feasible to merge this msg with the hazmat not.. HAZMAT has to be submitted prior to the departure while this one should be made after.

Further, the HAZMAT information is to be provided to the MS by ship's master/ agent while the departure notification might be created by e.g. Port Authority or VTS . Therefore, the operational implications for merging HAZMAT with departure notifications should be carefully considered

However, if so decided, HAZMAT information could be merged with the pre-arrival information in the same message (the proposed format allows a possible merging). This would allow sending the same block of information only once

MS2SSN_Departure_Not.xml

Item	Occ	Type	Len	Description
<i>Header</i>				
<i>Body</i>				
<i>OriginatorDetails</i>				
<i>NotificationStatus</i>				
<i>Notification</i>				
<i>VesselIdentification</i>				
<i>VoyageInformation</i>	1			<i>VoyageInformation</i> element node
ShipCallID	1	Text	1-36	Reference identifier, assigned by the notifying MS upon sending the first notification (e.g. 3-days or 24h pre-arrival) related to the ship call. It will be used by SSN and THETIS to keep track of all the notifications relevant to a specific ship call. Thus, the ShipCallID should be same in all the notifications relevant to the same ship call and <u>UNIQUE</u> as far as a ship call is concerned.

MS2SSN_Departure_Not.xml

Item	Occ	Type	Len	Description
<i>Body</i>				
<i>Notification</i>				
<i>VoyageInformation</i>	1			<i>VoyageInformation</i> element node
PortOfCall	1	Text	5	This attribute indicates the actual port of call, identified by its LOCODE
ATD	1	DT	19	Date and time in ISO 8601 UTC format (YYYY-MM-DDThh:mm:ss) of the actual time of departure from the port of call
SubseqPortOfCall	0-1	Text	5	This attribute indicates the port of subsequent ship call, identified by its LOCODE
ETA_SubseqPortOfCall	0-1	Text	19	Date and time in ISO 8601 UTC format (YYYY-MM-DDThh:mm:ss) of ETA to the subsequent port of call This attribute indicates the ETA at the subsequent port of call

Comment: at the EIS level this notification might be correlated with events concerning the next voyage (very useful quality checks might be performed especially for "outbound voyages"). From a legal point of view the departure notification cannot be treated as a pre-arrival notification for the next port of call

Thank you for you kind attention

¿ Any Question ?