

Workshop Report

21st SafeSeaNet Group meeting

Held in Lisbon on
8 May 2014

Background

The meeting was opened by Mr Lazaros Aichmalotidis, Head of Unit for Vessel Traffic and Reporting Services, and chaired by Mr Yann Le Moan, Senior Project Officer for SafeSeaNet. Mr Jacob Terling represented the **European Commission** (DG MOVE).

Delegations from **Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, the Netherlands, Norway, Poland, Portugal, Romania, Slovenia, Spain, Sweden and the United Kingdom** attended the meeting. Representatives of ESPO and PROTECT participated as observers.

The list of participants is attached at **Annex 1**, and a list of distributed documents is included at **Annex 2**. All SSN workshop documentation may be obtained at:

<http://www.emsa.europa.eu/documents/workshop-presentations-a-reports.html>

Workshop Programme

I. INTRODUCTION

I.1 Opening

Mr Lazaros Aichmalotidis welcomed the participants, and noted that the previous SSN 20 meeting was a milestone for the system because it approved the technical specifications of SSN V3. Nevertheless, the present meeting was also important, and included proposals for major improvements such as the following:

- The MRS Guidelines.
- The revision of the Interface Functionalities Control Document (IFCD).
- Progress made by the HAZMAT Working Group (HAZMAT WG) and the general requirements for a Common HAZMAT Reference Database (CHRD).
- The report on SSN data quality and the status of implementation at national level, including the SSN–THETIS interface.
- An overview of the anticipated development roadmap for SSN.
- The SSN V2-V3 transitional phase.
- Linking of SSN and CECIS.

I.2 Approval of the agenda

The agenda was adopted with a change in the order of the agenda items as proposed by Sweden.

I.3 Minutes of previous meeting (Workshop 20) and follow-up actions

The minutes of the previous meeting (SSN 20) were approved and EMSA summarised the items outstanding from previous workshops.

The SSN group **noted** the information presented.

I.4 SSN 21.1.3 Actions stemming from SSN HLSG decisions

EMSA presented the main actions arising from the 10th SSN High Level Steering Group meeting.

The SSN group **noted** the information presented.

II. INPUT FROM THE COMMISSION

On behalf of the Commission, Mr Terling thanked the SSN Group for their participation, and for the work achieved. He highlighted the quality issues and the audit carried out by

the Commission Internal Audit Service (IAS) on the Maritime Support Services, and also mentioned the interest of the Places of Refuge WG group in the work being carried by the SSN HAZMAT WG.

The Commission also underlined the importance of having the industry participating as observers in the current SSN group.

III. SAFESEANET OPERATIONAL AND LEGAL ASPECTS

III.1 SSN 21.3.2 Interface Functionalities Control Document) IFCD v1.1

EMSA presented the draft revised IFCD (v1.1), which included the following:

- a. Exchange of information resulting from the waste and cargo residues and security notifications (chapter 2.3);
- b. Inclusion of the "National Single Window," "Waste" and "Security" roles and their access rights (chapter 3.3 and 3.4);
- c. Management of information on exemptions (chapters 2.3 and 5.2);
- d. Inclusion of the streaming mechanism for data distribution (chapter 2.5.2); and
- e. Use of reference databases in the SSN system (chapter 5.2.3).

The draft IFCD was sent to the SSN Group in advance to work by correspondence, and the comments received have been reflected in the document presented.

Sweden asked for additional changes in the access rights matrix. EMSA proposed to add the additional changes at a second stage of the revision.

Ireland requested that the SSN-CECIS link should be reflected in the IFCD.

The SSN Group **agreed** to submit the current draft to the HLSG, and to provide information on the additional changes to be considered (**Action point 1**). It was noted that the revised IFCD needs to come into effect by 1 June 2015, at the latest.

III.2 SSN 21.3.3 LOCODEs Guidelines

EMSA presented the revised LOCODEs Guidelines (v1.3), which address the issue of managing LOCODEs for off-shore installations and the reporting of vessels carrying HAZMAT to and from off-shore installations. EMSA also presented the results of a comparison between the SSN and EUROSTAT LOCODEs.

The Netherlands noted that SSN Specific LOCODEs are not accepted by the Dutch Customs, as they only allow entries from the UNECE list. They also proposed that Waste and Security Guidelines should be envisaged for SSN V3. EMSA replied that it might be appropriate to provide the customs organisation with the LOCODEs Guidelines, as they contain the list of SSN Specific locations.

Denmark said that the proposed procedure for reporting ships leaving off-shore installations with Hazmat (Non-EU departure) would cause a problem in their national implementation.

Cyprus raised the issue of ship-to-ship transfer operations carried out outside territorial waters that cannot be reported upon departure, if unknown. EMSA clarified that Hazmat reporting is required by the VTMIS Directive when ships are leaving ports (EU or non-EU). The proposed LOCODEs (e.g. CY88R for ship-to-ship transfer in Cypriot waters) improve awareness, as they allow the identification of ship-to-ship transfers, when known.

The SSN group **validated** the LOCODEs Guidelines and **agreed** to:

- include the EUROSTAT LOCODEs for ship to ship transfers, and;

- remove the procedure on reporting vessels carrying HAZMAT to and from off-shore installations (to be further discussed).

The updated document will be sent to the SSN Group for final review before being published (**Action point 2**).

The group also **agreed** that MSs shall provide the list of off-shore installations to be included in SSN to the MSS by the end of May 2014. The list will be included in Annex 2 of the LOCODEs Guidelines, in accordance with the received replies (**Action point 3**).

III.3 SSN 21.3.4 MRS Guidelines

EMSA introduced the draft MRS Guidelines, as validated by the MRS WG.

Denmark and **Sweden** questioned the sentence: "*Member States willing to establish an agreement (e.g. to notify to SSN an MRS notification on behalf of other MSs) should submit such a proposal to the SSN HLSG.*" The Commission clarified that changes to existing such agreements can be submitted to the HLSG for information.

The SSN Group **validated** the MRS Guidelines, and **agreed** to change the sentence above. A final version of the document, including some editorial improvements, will be distributed to the SSN Group for final review by correspondence, and submitted to HLSG 11 for approval (**Action point 4**).

IV. SAFESEANET TECHNICAL ASPECTS

IV.1 SSN 21.4.2 HAZMAT Working Group – Progress report

EMSA presented the progress achieved by the HAZMAT WG. It included the drafting of Guidelines on the reporting of HAZMAT information in SSN, and the requirements for a Common HAZMAT Reference Database (CHRD).

Denmark and **Germany** asked how the verification of the accuracy of HAZMAT data was going to be carried out once the database has been developed. EMSA replied that the procedure described in the XML Reference Guide will not change, in that a HAZMAT message may only be rejected if it does not comply with the structure and format established in the XMLRG. Inconsistencies in the content of messages will be brought to the attention of the relevant MS.

PROTECT noted that the industry already has in-house databases. They questioned whether industry databases could be accredited by EMSA, and whether they could have access to the CHRD. They also questioned whether MSs could download the database and distribute it to other concerned parties. EMSA replied that one of the types of access foreseen is "unrestricted," but that this would not be the case for all information in the CHRD. However, MSs may download the database and make it available to industry using their own systems (e.g. via the national single window). In such cases, EMSA stated that it would be important to assess the issues relating to potential proprietary aspects before the CHRD is distributed to industry.

The SSN group **noted** the progress achieved by the WG, and **validated** the general requirements for a CHRD.

The group also **agreed** that the HAZMAT WG would continue to work on the technical requirements of the CHRD, and will evaluate whether there are any legal proprietary issues concerning the download and distribution of the database by industry or other third parties (**Action point 5**).

IV.2 SSN 21.4.3 Requirements for a Shore-based Traffic Monitoring and Information Database (STMID) service

EMSA presented requirements for the development of the Shore-based Traffic Monitoring and Information Database (STMID) service. The status of the follow-up actions to decisions taken at the 9th HLSG was also provided. The topics were as follows:

- a. Reactivation of the STMID.
- b. Identification of the competent authorities designated by Member States to carry out the VTMIS functions.
- c. Publication of the updated STMID data.
- d. Improvement of the effectiveness of SSN.

The Netherlands requested clarification on: the access rights for the STMID service; whether the information in the questionnaire would need to be manually inserted in SSN and; whether it would be possible to provide organisation information instead of personal data. EMSA replied that NCAs control the user access rights for the STMID service. With respect to the input of data, the information on competent authorities (provided in the STMID questionnaires) will either be inserted in the STMID database by EMSA, or by its contractor. On the issue of protection of personal data, the Commission stated that each MS decides the way in which they wish to identify their authorities, depending on their national legislation and its implementation.

Sweden asked whether it would be possible to comment on the structure of the STMID questionnaire document. EMSA replied that the questionnaire focusses on what is required by Directive 2002/59/EC, as amended, and that any structural change should be minimised, as the majority of the questionnaires had already been returned to EMSA by the MSs.

The SSN Group **validated** the technical requirements for the STMID service, and **agreed** that:

- a. the validated technical requirements for the STMID service should be submitted to the next HLSG for final approval (**Action Point 6**);
- b. MSs can submit questions or comments related to the structure of the STMID questionnaires up to one month after SSN21 (**Action point 7**), and;
- c. EE, FR, HR, IS, MT, NL and PT should submit completed and validated STMID questionnaires to EMSA as soon as possible (**Action point 8**).

IV.3 SSN 21.4.4 Ship Database

EMSA presented the report on work in progress related to the Central Ship Database project, noting that the following services will be made available to MSs on a voluntary basis:

- a) Download service.
- b) Request/response service.
- c) Ship particulars notification web-service.
- d) Additional web services.
- e) Web interface.

Greece, France, Bulgaria and **Latvia** would like to participate in the project.

Slovenia confirmed its willingness to participate by the end of the year.

The Netherlands noted the relevance of the pilot project, and stated that, although it could not participate at the moment, the Dutch administration would like to continue to be informed of developments.

Sweden stated that it does not have a dedicated person to participate in the project at present, but that it would like to receive further information.

The SSN Group **noted** the information presented, and that **Bulgaria, France, Greece, Latvia** and **Slovenia** expressed their intention to participate in the project. The Group also **agreed** that EMSA will:

- provide further information on the CSD to Sweden (**Action point 9**);
- keep the United Kingdom Administration informed of developments (**Action point 10**), and;
- grant immediate access to the download service (FTP access) for those MSs that request it by e-mail (**Action point 11**).

IV.4 SSN 21.4.5 SSN Roadmap

EMSA gave an overview of the planning for the development of SSN as follows:

- a. SSN V2 upgrade version 2.08 to be deployed at the end of June 2014 (CargoManifest element not mandatory in PortPlus notifications, ETA not mandatory in ship AIS notifications, first step in the archiving of Ship Call data)
- b. SSN V3 (compliance with the reporting formalities Directive 2010/65/EU, new MRS messages, transition period from SSN V2 to SSN V3, phase out of Port and Hazmat request/response messages and Security notifications, improvement of SSN TI and GI and Incident Reports function, and additional minor changes) to be deployed in March 2015, with a transition phase until 1 June 2015.

EMSA also proposed an amendment to the XML Reference Guide v3.00 concerning the deletion of data groups reported in PortPlus notifications.

Finland asked whether version 2.08 will have an impact on national SSN systems. EMSA replied that no impact is anticipated, apart from the implementation of a new XML schema file (XSD).

Germany asked for clarification on the meaning of deletion of data groups. EMSA clarified that the deletion of data groups should be done in order to remove erroneous information from the database. The SSN database will not keep a record of deleted data groups.

The SSN Group **noted** the information provided, and **approved** the correction to the XML Reference Guide V3.00.

IV.5 SSN 21.4.6 XML enhancements

EMSA presented the concept and technical proposals for the automatic distribution of ship voyage data using XML as follows:

- a. Scenario (A): Voyage data distribution based on the destination port.
- b. Scenario (B): Voyage data distribution based on destination port and geographical area.
- c. Scenario (B variant): Voyage data distribution based on geographical area.
- d. Scenario (C): Voyage data distribution through the SSN SI.

Italy supported the scenarios presented, and proposed an additional scenario whereby SSN would "push" information to Flag States for ships flying their flag.

The Netherlands noted the initiative, stating that they cannot participate at present, but asked whether they would be able to participate after SSN V3 is implemented. EMSA replied that MS participate in this project at any time.

Ireland asked whether the SSN SI Interface Control Document presented was a stand-alone document. EMSA replied that it only dealt with the principles of data distribution through SSN SI. Ireland also stated that it could not approve Scenario C.

Estonia proposed that the possibility of using alternative ship mapping codes should be evaluated.

The SSN group **validated** the XML push concept (Scenarios A, B and B variant), and **agreed** on a fine-tuned scenario C to be presented at SSN 22 (**Action point 12**). An

updated document based on what was agreed at SSN 21 will be presented for approval at HLSG 11.

IV.6 SSN 21.4.7 SSN V2-V3 transitional phase

EMSA described how the central SSN system will manage the transitional phase from SSN V2 to SSN V3 for PortPlus notifications, ShipCall requests and responses, Ship MRS notifications and Ship MRS requests and responses.

The Netherlands said that, as ports will progressively switch to SSN V3, it would be difficult to provide all PortPlus notifications, either in V2 or SSN V3, as proposed in the technical solution. They requested that SSN V3 should be capable of receiving PortPlus notifications in both formats, rather than one unique format per MS, and that the transition period should consider being extended beyond 1 June 2015. The request received support from **Greece, Denmark, Estonia** and **Ireland**.

Norway requested that SSN V3 should continue to accept SSN V2 ShipCall requests via the XML/SOAP interface, as the Norwegian national system will probably not switch to V3 on 1 March 2015 (date of deployment of SSN V3), but later, between March and June.

The SSN Group **noted** the information provided, and invited **EMSA** to do the following:

- Consider following internal assessment whether a technical solution to the problems raised by MSs relating to PortPlus and ShipCall notifications might be possible during the transition period (**Action point 13**). It was suggested that such a technical solution may require amendments to the XML Messaging Reference Guide.
- Update the Ship notifications and ship requests table by adding Ship MRS V2 (transition period only) in the "data providing" row of the textual interface column (**Action point 14**).

IV.7 SSN 21.4.8 Linking SSN and CECIS

EMSA presented the concept of a possible link between SSN and the Common Emergency and Information System (CECIS), which is operated by DG ECHO, and also the associated technical requirements.

Ireland remarked that the link should be reflected in the IFCD.

The SSN Group **noted** the information presented.

In this context, **Latvia** will provide feedback at the next SSN Group meeting, on the Balex Delta exercise that is planned for June 2014, and which involves SSN and CECIS (**Action Point 15**).

V. SAFESEANET STATUS

V.1 SSN 21.5.2 SSN Data Quality Report

EMSA presented the SSN Data Quality Report, including the interface with THETIS, and also summarised the status of SSN implementation in MSs. The SSN group was informed that Croatia plans to initiate the commissioning tests for its national SSN system by May-June 2014, and that it expects to enter in production by September 2014.

The Netherlands thanked EMSA for the SSN training provided at their offices during the previous week.

Denmark, supported by **Ireland** and **the Netherlands**, stated that it is encountering problems in its national system due to the number of receipts with warnings messages sent by SSN. EMSA replied that a bilateral analysis could be carried out, and if required/requested, the warning messages could be adjusted.

Estonia proposed that a tool should exist to monitor the availability of the SSN Central and National systems.

The SSN group **validated** the proposals/requested actions presented, and invited EMSA to:

- investigate a possible method for monitoring the availability of the SSN Central and National systems (**Action Point 16**), and;
- assess the warning functionalities (based on MS feedback), report on the outcomes and, if appropriate, provide a proposal for the removal of non-essential warnings (**Action Point 17**).

V.2 SSN 21.5.3 Audit on Maritime Support Services in EMSA

EMSA presented the outcome of the audit carried out by the Internal Audit Service of the Commission, and the subsequent action plan to address the recommendations. The importance of the Common Operational Procedures (COP), and of the need for replies from NCAs to MS Status Reports to always be provided, was also stressed.

The SSN group **noted** the information provided.

VI. ANY OTHER BUSINESS

No other issue discussed.

VII. INFORMATION PAPERS

Document SSN 21.3.1 (List of SSN technical and operational documentation) was not presented, but was distributed for information.

Workshop Conclusions/Follow-up Actions

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

The provisional date for SSN 22 is 28 October 2014, together with LRIT on 29 October 2014 and IMDatE on 30 October 2014. The final dates will be confirmed in the invitation letters.

Annexes




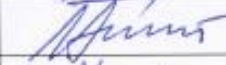
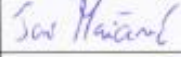






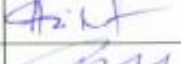

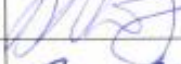



Annex 1 – Attendance List

Annex 2 – List of SSN 21 documents

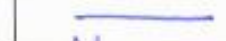







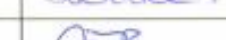
Annex 3 – Meeting agenda

Annex 4 – List of action items from SSN 21 Group meeting

Annex 1 – Attendance List

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Annex 2 – List of SSN 21 documents

I. Introduction

- SSN 21.1.1: Detailed Agenda
- SSN 21.1.2: SSN 20 minutes and follow up actions
- SSN 21.1.3: Actions stemming from SSN HLSG decisions

II. Input from the Commission

III. SafeSeaNet Operational and legal Aspects

- SSN 21.3.1: List of SSN technical and operational documentation*
- SSN 21.3.2: Interface Functionalities Control Document (IFCD) v1.1
- SSN 21.3.3: LOCODEs Guidelines
- SSN 21.3.4: MRS Guidelines

IV. SafeSeaNet technical aspects

- ~~SSN 21.4.1: HAZMAT availability after the cancellation of a call~~ *(removed from the agenda)*
- SSN 21.4.2: HAZMAT WG - Progress report
- SSN 21.4.3: Requirements for a Shore-based Traffic Monitoring and Information Database (STMID) service
- SSN 21.4.4: Ship Database
- SSN 21.4.5: SSN Roadmap
- SSN 21.4.6: XML enhancements
- SSN 21.4.7: SSN V2-V3 transitional phase
- SSN 21.4.8: Linking SSN and CECIS
- ~~SSN 21.4.9: SSN User Naming Convention and User Management – update status*~~ *(status included in SSN 21.1.2)*

V. Status at National Level

- ~~SSN 21.5.1: SSN Status National level*~~ *(removed from the agenda)*
- SSN 21.5.2: SSN Data Quality Report
- SSN 21.5.3: Audit on Maritime Support Services in EMSA

VI. Any Other Business

** Other information papers distributed but not discussed during the meeting*

Annex 3 – Meeting Agenda

Thursday, 8 May 2014		
Time	Agenda Item	For
08:30 – 09:00	Registration and coffee	
09:00 – 9:30	I. Introduction Opening / Introduction SSN 21.1.1 Detailed Agenda SSN 21.1.2 SSN 20 minutes and follow-up actions SSN 21.1.3 Actions stemming from SSN HLSG decisions	Approval Approval Information
09:30 – 09:45	II. Input from the Commission	
09:45 – 10:15	IV. SafeSeaNet technical aspects SSN 21.4.5 SSN Roadmap	Information
10:15 – 10:30	Coffee break	
10:30 – 11:00	SSN 21.4.2 HAZMAT WG – Progress report	Approval & Information
11:00 – 11:30	SSN 21.4.3 Requirements for a Shore-based Traffic Monitoring and Information Database (STMID) service	Approval
11:30 – 12:00	SSN 21.4.6 XML enhancements	Approval
12:00 – 12:30	SSN 21.3.4 MRS Guidelines	Approval
12:30 – 13:30	Lunch break	
13:30 – 14:15	SSN 21.3.2 Interface Functionalities Control Document (IFCD)v1.1	Approval & Information
14:15 – 14:45	SSN 21.3.3 LOCODEs Guidelines	Approval
14:45 – 15:15	V. Status at National Level SSN 21.5.2 SSN Data Quality Report	Approval
15:15 – 15:30	SSN 21.5.3 Audit of EMSA Maritime Support Services	Information
15:30 – 15:45	Coffee break	
15:45 - 16:30	III.SafeSeaNet Operational and legal Aspects SSN 21.4.7 SSN V2-V3 transitional phase	Information
16:30 – 17:00	SSN 21.4.4 Ship database	Information
17:00 – 17:30	SSN 21.4.8 Linking SSN and CECIS	Information
17:30 – 17:45	VI. Any Other Business	
17:45 – 18:00	Discussion and summary of the follow up actions	

Annex 4 – List of action items from the SSN 21 Group meeting

Action point	Topic and Action	Resp.
1	Interface Functionalities Control document (IFCD) v1.1: EMSA shall submit the current draft to the HLSG, and shall provide information on the additional changes to be considered.	EMSA HLSG
2	LOCODEs Guidelines: EMSA shall update the LOCODEs Guidelines as follows: <ul style="list-style-type: none"> • Include the EUROSTAT LOCODEs for ship-to-ship transfers. • Remove the procedure on reporting vessels carrying HAZMAT to and from off-shore installations (to be further discussed). The updated document will be sent to the SSN Group for final review before being published.	EMSA MS
3	LOCODEs Guidelines: MSs shall provide the list of off-shore installations to be included in SSN to the MSS by end of May 2014. The list will be included in Annex 2 of the LOCODEs Guidelines in accordance with the replies received.	MS EMSA
4	MRS Guidelines: EMSA shall change the last part of the sentence " <i>Member States willing to establish an agreement should submit such proposal to the SSN HLSG.</i> " A final version of the document, including some editorial improvements, will be distributed to the SSN group for final review, and submitted at HLSG 11 for approval.	EMSA MS HLSG
5	HAZMAT Working Group: The HAZMAT WG will continue to work on the technical requirements of the CHRD, and will evaluate whether there are any legal proprietary issues concerning the download and distribution of the database by industry or other third parties.	HAZMAT WG EMSA
6	Requirements for STMID service: EMSA shall submit the validated technical requirements for the STMID service to the next HLSG for final approval.	EMSA HLSG
7	Requirements for STMID service: MSs can submit questions or comments related to the structure of the STMID questionnaires up to one month after SSN21.	MS
8	Requirements for STMID service: EE, FR, HR, IS, MT, NL and PT should submit the completed and validated STMID questionnaires to EMSA as soon as possible.	MS
9	Ship Database: EMSA shall provide further information on the CSD to Sweden.	EMSA
10	Ship Database: EMSA shall keep the UK Administration informed of developments.	EMSA
11	Ship Database: EMSA shall grant access to the download service (FTP access) for MSs that request it by e-mail.	MS EMSA

Action point	Topic and Action	Resp.
12	<p>XML enhancements: The SSN group validated the XML push concept (Scenarios A, B and B variant) and agreed that EMSA shall present a fine-tuned scenario C at SSN 22.</p> <p>An updated document based on what was agreed at SSN 21 will be presented for approval at HLSG 11.</p>	EMSA HLSG
13	<p>SSN V2-V3 transitional phase: EMSA shall assess whether a technical solution to the problems raised by MSs relating to PortPlus and ShipCall notifications might be possible during the transition period. Such a technical solution may require amendments to the XML Messaging Reference Guide.</p>	EMSA
14	<p>SSN V2-V3 transitional phase: EMSA shall update the Ship notifications and ship requests table by adding Ship MRS V2 (transition period only) in the "data providing" row of the textual interface column.</p>	EMSA
15	<p>Linking SSN and CECIS: At the next SSN meeting, Latvia will provide feedback on the Balex Delta exercise that is planned for June 2014, and which involves SSN and CECIS.</p>	MS
16	<p>Data Quality: EMSA shall investigate a possible method for monitoring the availability of the SSN Central and National systems.</p>	EMSA
17	<p>Data Quality: EMSA shall assess the warning functionalities (based on MS feedback), report on the outcomes and, if appropriate, provide a proposal for the removal of non-essential warnings.</p>	MS EMSA