



Final Meeting Report

1st LRIT NCA Meeting

Lisbon, 19-20 October 2009

Meeting Organization

The meeting was attended by delegations from: Belgium, Bulgaria, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Norway, Poland, Portugal, Romania, Slovenia, Spain, Sweden, the Netherlands, United Kingdom and the European Commission.

The list of participants is attached as **Annex 1** and the Final Agenda as **Annex 2**.

Annex 3 is the summary of action items arising out of this meeting.

Several papers were sent out to MS prior to the meeting to then discuss at the meeting.

Note: All presentations and papers discussed during the meeting can be found on the EMSA LRIT website by clicking on the "EU LRIT Data Centre" in the left hand side menu and then logging into the site with your personal usernames and passwords to access the downloadable documents:

https://extranet.emsa.europa.eu/index.php?option=com_content&task=view&id=52&Itemid=91

If you are unable to access the website or documents, please send an email to: LRIT@emsa.europa.eu.

Meeting Objectives

The main objectives of the meeting were to:

- Report/Update Member States (MS) on the EU LRIT Data Centre performance and operations since its start in June 2009.
- Discuss specific operational issues to be observed during the use of EU LRIT DC including particular issues with regard to ship integration & reporting in the DC.
- Present the Anti-Piracy Tool and other aspects of the User Web Interface.
- Describe the invoicing and billing system and interface which will soon be available to users.
- Present the Maritime Support Services activities in the first few months of operation of the EU DC.
- Discuss the issue of any further training which may be needed for users.
- Introduce the high level approach for the integration of LRIT data with SafeSeaNet and CleanSeaNet data.

Meeting Programme

Agenda item 1 - Opening / Introduction

Marin Chintoan-Uta, Head of Unit-Satellite based Monitoring Services, welcomed the participants. He stated that the objective of this meeting was to give an update to Member States on the performance of the EU LRIT DC. He presented the main challenges so far as well as those that have to be faced in the future and mentioned we would discuss a number of operational issues and problems that have arisen with shipborne equipment such that MS can follow-up with their shipowners. He also

highlighted the fact that EMSA is currently planning for integration of LRIT with SafeSeaNet and CleanSeaNet systems and this would be discussed further during the meeting.

Agenda item 2 –Overview of the EU LRIT System Performance

EMSA presented an overview of the EU DC performance including the fact that there are about 30 participating States in the DC including 3 Overseas Territories. There are over 300 users in the User Web Interface and there are currently over 7000 ships in the DC with over 0.5 million messages per month going through the DC.

Graphs were shown to illustrate how the DC is doing to meet the IMO performance requirements which are:

- 15 min and 30 min latency response times
- 95% availability over any 24-hour period (IMO 24h)
- 99% availability over any 1 month (IMO 30days)

The DC met the latency requirements as well the IMO 24 h availability requirement nearly all the time in the first 3 months of operation however it did not meet the IMO 30 day availability requirement although it is not far with an average of 98%. The first assessment indicates that this non-compliance is mainly due to the poor level of service provided by the Communication System Providers. This is an issue which will be closely monitored in the next few months and which may need to be brought up and discussed at the next IMO Ad Hoc or MSC if it is found other DC's are having similar difficulties.

It was indicated to MS that EMSA would start to produce a Quarterly Report to inform MS of the performance of the DC and on other issues. The first Quarterly Report will be issued early January 2010.

Agenda item 3 – Anti-Piracy Tool

The Monitoring of Sensitive areas or Anti-Piracy Tool Pilot Project was introduced and EMSA indicated that this was developed due to pressure at the Administrative Board level because of a request from EUNAVFOR who are patrolling Somalia waters.

It was indicated that participation is on a voluntary basis and that costs are covered by EMSA in terms of all frequency rate changes and the resulting position reports which are sent every hour (rather than the normal 6 hr rate) while the ship is in the Somalia Sensitive Area. When a ship enters or leaves the area, alerts are sent by email should EUNAVFOR or the MS wish to receive these. Several MS requested that email alerts should be sent to their users. EMSA took note of the requests and will set-up the Tool accordingly.

So far there are 13 Participating States with 2 others also requesting to participate this meeting. It was indicated that the EUNAVFOR mandate only covers the EU MS and Norway and Iceland and therefore the Overseas Territories are not included.

Denmark requested that the Piracy Tool continue longer term such that it could be used for wider purposes including perhaps for NATO forces. This would be investigated.

Agenda item 4 – MSS Overview

EMSA gave a review on the Maritime Support Services (MSS) which now include 12 operators working 24/7 all year round. The services were described including a breakdown on their activities and also the fact that nearly 900 enquiries regarding LRIT were received since the LRIT ship database started to operate.

It was indicated that MSS should now be the only point of contact for MS to request assistance for any issues related to LRIT, SSN, CleanSeaNet and oil pollution response vessels.

MSS contact details are the following:

- Email: MaritimeSupportServices@emsa.europa.eu
- Tel: +351-211-209-415
- Fax: +351-211-209-480

MS requested that EMSA look into who it sends each message to i.e. LRIT NCA versus the Operational Contact Point or the Ship DB manager. It is obvious that for different countries it may be different and EMSA cannot apply different rules for each MS.

Agenda item 5 – User Web Interface, XML Interface and Ship DB

A presentation was given on various issues relating to the DC including the issue of security and logins used for the User Web Interface (UWI). It was indicated that the rule so far had been for individual logins to maximise the security of the system. France, Ireland, Belgium, UK, Germany and Netherlands suggested there should be flexibility in the system for group logins due to operators working in shifts and working on several systems at same time especially for SAR purposes. Three MS opposed the group logins and suggested that there should be individual logins with a policy supporting this by having an individual invoicing and billing system. At present this type of invoicing and billing system is not planned in the system but may be implemented in the future. As a result of discussion, the group agreed that EMSA would look into the possibility of group logins by providing some guidance to MS on security measures to be imposed to ensure a high level of security for the EU LRIT Data Centre.

Some main improvements to the UWI are currently being done and these were indicated to MS for information. MS were encouraged to provide their comments, proposals for improvements or listed bugs in the UWI. These would be noted, assessed, and taken into account in the improvements to the UWI.

The planning for the development of an XML interface was then presented and many MS indicated that this was positive and that they would like to use it. The XML interface is planned to be ready by July 2010. A technical specification document on the XML interface will be prepared by CLS (with EMSA) and will be sent to MS for consultation in December.

Lastly, the Ship DB ship import process was described including the fact this can be done by manually entering in the information using the Web Interface or using the XML interface. Therefore, the import of data using an electronic file which was provided for the start of the ship database has been phased out.

Agenda item 6 – Financial Report

A report was given on the invoicing and billing system indicating that all prices have been entered in the system for all agreements which have been signed with the EU DC. If no agreement is present then the IDE prices are used in the system. Invoices have been issued to some other Data Centres and EU DC participating State countries in October.

Some statistics were given on the LRIT message purchases and selling to other DC's or countries. It was also indicated that the User Interface for the web-based Invoicing and Billing system would be available beginning of December. Here all EU DC Participating States will be able to monitor their consumption, invoices that have been issued as well as payments made to clear the balance.

In the system all the billable messages are associated to the NCA of that country not to the user. Many MS (Belgium, Ireland, France, Germany, Norway, Poland, and Denmark) stressed that they would like to have an invoicing and billing system which separated costs by user and that this current system did not meet their need.

EMSA suggested that at present the system has been developed in this way and it could be envisaged in the future to change this but it would be a substantial change to the system. The way to see the consumption per user will be to look at the User Web Interface Journals menu which will show all requests and the users that made them. This can then be compared with the detailed messages listed in the Invoicing and billing system. Denmark stressed that the solution presented by EMSA would require too much manual accounting work at the NCA level to match the billing messages and the user interface journals which will lead to reluctance from the NCA to distribute user rights.

Netherlands asked if the OCT's would be receiving money back from messages they have paid for and then it is sold to another DC. EMSA confirms that this is the case.

Ship Integration – Germany

Germany gave a presentation on the problems they have encountered with their ships in terms of reporting. Amongst the 386 ships, only about 44 % of ships are reporting normally. All others are either not reporting, not integrated, under/over reporting or integration is in progress. These types of problems were described and problems with terminals or missing ship information were explained.

Germany indicated that full support of EMSA and CLS is needed to evaluate reporting errors.

The presentation is located on the LRIT pages of the EMSA website.

Agenda item 7 –Ship Integration and over/under-reporting

EMSA presented the challenges in ship integration mainly due to missing or incorrect information in the Ship Database. EMSA also stressed that once CLS has tried a number of times to integrate the ship, it is then up to the MS to take subsequent actions with the shipowner to see why the equipment may not be responding.

It is important to note that each time there is a change in the shipborne equipment, a new conformance test should be issued and this information should be changed/updated in the Ship Database. Each MS should mention this to their shipowners and MS should make necessary changes to the DB.

A number of issues were described on under/over or abnormal reporting and the fact that MS should investigate via their shipowners. A request was made from MS to EMSA to create a checklist for MS and shipowners with actions of what to do in situations of over/under or non-reporting ships.

In most excessive over-reporting cases, CLS stops the equipment sending LRIT messages by sending a command to the equipment which just stops the LRIT reporting to them. It does not stop other types of reporting on the equipment. Denmark asked who would be covering the costs of over or abnormal reporting and CLS confirmed that at present they would be covering the costs.

The issue of MEM Code 70 or store mode was discussed and whether this was LRIT compliant or not. At present this is not considered as LRIT compliant but this is an issue which may need to be brought to IMO to discuss it further to see how other DC's are dealing with this issue and whether Performance Standards should be modified.

Some MS have also enquired about the status of integration of ships tested by SatPro Testing ASP. EMSA informed MS that CLS has been requested to evaluate the impact of integrating ships tested by SatPro and expects to provide EMSA with the outcome of the evaluation as soon as possible. CLS have tested some SATPRO terminals and technically the integration is feasible but it is an issue of meeting IMO requirements in terms of responsibility of SatPro for the communication chain they provide, as well as difficulties on agreeing the price for service. In the meantime, the Liberia hosted a number of meetings with different ASP's to discuss the issue of SATPRO integration and the latest report was sent to MS and placed on the EMSA website under the documents for this meeting.

Agenda item 8 – Further Training on the EU LRIT DC

Over 12 MS stressed their interest in further training on the User Web Interface as well as on operational reporting issues (over/under reporting). They would like training for their MRCC's/VTS operators in country or higher level training on a regional level. In general there were requests for training of operational users as well as "train the Trainer courses" such that they are then able to train others internally.

Many requested that the training website continue to be available to MS for training and possible development of e-learning material. Others also requested Invoicing and Billing training. Some also suggested having a workshop on more operation/technical issues.

Some MS indicated they do not mind financially supporting the training.

EMSA will study the possibilities including how this can be integrated in the 2010 activities and provide a plan to LRIT NCA's.

Agenda item 9 – LRIT/AIS Integration

The high level approach for integration of the various operational systems at EMSA (LRIT DC, SafeSeaNet, CleanSeaNet, etc.) was presented. It is clear that AIS and LRIT are complementary and there is therefore added value in integrating the systems. In some MS however it was indicated that different Ministries were involved with the different systems. EMSA confirmed that the integration would include the existing access rights and for the LRIT DC the adherence to the DDP and security rules.

It was indicated that this integration stems from a requirement in the Council Resolution of 9 December 2008 concerning the EU LRIT data Centre which makes reference to the EU AIS Master Plan and indicates that integration of LRIT and AIS should take place and stresses that synergies should be identified with other existing or developing ship identification or tracking systems.

A High Level Steering Group has been set-up at the Commission level which will discuss this issue further and at EMSA level there is a technical group also dealing with the issue.

EMSA explained that the idea is to have a common User Web Interface although at present there is no plan for an integrated XML interface. This integration process is still developing and many decisions have not yet been taken by EMSA management or the Commission. There was some hesitation by MS on the issue of integration as well as some statements of support on AIS and LRIT complementarities and integration. Several MS stated that their interest was mainly for getting the stream of ship data using a web service in order to have input into their national applications/systems.

EMSA will continue to maintain the LRIT NCA's informed of the progress on this integration.

Future meetings

It was agreed and envisaged that this group will continue to meet twice a year to discuss issues of common interest for the EU LRIT Data Centre. It is likely that the next meeting will take place during the 2nd quarter of 2010.

MS requested that on an Ad Hoc basis it could be envisaged to not have a second NCA meeting but run a more technical/operational meeting whereby more technical /operational representatives attend.

The meeting was closed with a general acclamation by Member States whereby they thanked EMSA and CLS for their hard work in ensuring that the EU LRIT DC was developed and became operational by the deadline.

Annexes

Annex 1 - List of participants

Annex 2 - Final Agenda

Annex 3 - Summary of Action Items

Annex 1 – List of participants

Country	Name	First Name	Organisation	E-mail
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Annex 2 – Final Agenda

**Meeting of LRIT NCA's
Lisbon 19-20 October 2009
Conference Centre "LOYOLA DE PALACIO"**

Monday, 19 October 2009

Chair: Marin Chintoan-Uta, Head of Unit, Satellite Monitoring Services, EMSA

Time	Agenda Item	Speaker
14:00 – 14:30	<i>Registration & coffee</i>	--
14:30 – 14:45	1. Welcome and opening of meeting	Marin Chintoan-Uta Head of Unit
14:45 – 15:30	2. Overview of EU LRIT System Performance <ul style="list-style-type: none"> ▪ Presentation on the system so far ▪ discussion 	Stephanie Seddon-Brown LRIT Project Officer Andrea Pelizzari Maritime Application Engineer LRIT
15:30 – 16:15	3. Anti-Piracy Tool <ul style="list-style-type: none"> ▪ The tool ▪ Its uses and alerts ▪ discussion 	Leendert Bal Head of Department Operations
16:15 – 16:30	<i>Coffee Break</i>	
16:30 – 17:00	<ul style="list-style-type: none"> ▪ Discussion 	All
17:00– 18:00	4. MSS Overview <ul style="list-style-type: none"> ▪ Presentation on the MSS and its work to date ▪ discussion 	Vincent Guida LRIT Project Officer

Tuesday, 20 October 2009

Time	Agenda Item	Speaker
09:00 – 09:30	<i>Registration & coffee</i>	--
09:30 – 10:00	5. User Web Interface <ul style="list-style-type: none"> ▪ User Management & access rights ▪ Logins ▪ XML interface 	Yannick Texier LRIT Senior Project Officer
10:00 – 10:45	<ul style="list-style-type: none"> ▪ Discussion 	All
10:45 – 11:15	6. Financial Report <ul style="list-style-type: none"> ▪ Statistics on messages purchased ▪ Exchange of messages with other DC's ▪ discussion 	Marin Chintoan-Uta Head of Unit Sara Peral Lopes Maritime Application Engineer LRIT
11:15 – 11:45	<i>Coffee Break</i>	
11:45 – 12:45	7. Ship Integration and over/under-reporting <ul style="list-style-type: none"> ▪ The integration process, potential difficulties, CTR, and re-integration. ▪ Over/under-reporting ▪ discussion 	Vincent Guida LRIT Project Officer CLS
12:45 – 13:15	Visit to MSS room – Group 1	
13:15 – 14:45	<i>Lunch Break (not offered by EMSA)</i>	
14:45 – 15:15	Visit to MSS room – Group 2	
15:15 – 15:45	8. Further Training on the EU LRIT DC <ul style="list-style-type: none"> ▪ UWI ▪ Ship Database ▪ Other areas? 	Stephanie Seddon-Brown LRIT Project Officer
15:45 – 16:15	<i>Coffee Break</i>	
16:15 – 17:00	9. LRIT –AIS Integration <ul style="list-style-type: none"> ▪ integration of SSN and EU LRIT DC 	Marin Chintoan-Uta Head of Unit

	<ul style="list-style-type: none">▪ Proposed Way forward▪ Single User Interface▪ Unique SSN/LRIT NCA-user management	
17:00 – 17:30	10. Any other Business and closing	

Annex 3 – Summary of Action items

I. ACTION ITEMS FOR THE MEMBER STATES

Action Number	Agenda item	Action	Target Date/Deadline
1	7	MS to take action with the shipowner when a ship is not able to be integrated into the EU DC to see why the equipment may not be responding.	ASAP / URGENT
2	7	MS to follow-up with their shipowners to investigate over/under or non reporting shipborne equipment.	ASAP / URGENT
3	7	Each time there is a change in the shipborne equipment when a new conformance test should be issued and new information should be changed/updated in the Ship Database by the MS. Each MS should mention this to their shipowners and MS should make necessary changes to the DB.	ASAP / URGENT

II. ACTION ITEMS FOR EMSA /COM

Action Number	Agenda item	Action	Target Date/Deadline
1	2	EMSA will begin to provide MS with a Quarterly Report to inform them the status on the DC's performance.	Early December
2	3	EMSA to set-up the email alerts for MS who requested it during the meeting.	This has been done since the meeting
3	3	EMSA to investigate whether Piracy Tool could continue longer term such that it could be used for wider purposes including perhaps for NATO forces.	Jan 2010
4	4	MS requested that EMSA look into who it sends each message to i.e. LRIT NCA versus the Operational Contact Point or the Ship DB manager.	This has been assessed
5	5	EMSA will look into the possibility of group logins by providing some guidance to MS on security measures to be imposed to ensure a high level of security for the EU LRIT Data Centre.	End Nov

Action Number	Agenda item	Action	Target Date/Deadline
6	5	Changes indicated by MS during the meeting would be noted, assessed, and taken into account in the improvements to the UWI.	End Nov
7	5	A technical specification document on the XML interface will be prepared by CLS and will be sent to MS for consultation in December.	December 09
8	7	EMSA to provide MS with a checklist of actions to perform to investigate over/under and non reporting cases with their shipowners.	End Nov
9	8	EMSA will study the training possibilities including how this can be integrated in the 2010 activities and provide a plan to LRIT NCA's.	Early December