



Meeting Report

2nd LRIT Expert Group Meeting

Lisbon, 22-23 May 2008

Meeting Organization

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

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

The EU LRIT Data Centre (EU LRIT DC), EU LRIT Application Service Provider/Communication System Provider (EU LRIT ASP/CSP) and the EU LRIT Billing and Invoicing (EU LRIT B&I) tender technical specifications were sent out electronically on 18th April 2008 to all participants as documents for the meeting.

Note: All presentations given during the meeting can be found on the EMSA LRIT website with the following link: <http://www.emsa.europa.eu/end907d003.html> and using existing SafeSeaNet login and passwords.

Please note that you will have recently received new usernames and passwords (by email) for a new LRIT website which should be more user friendly and contain ample information on the LRIT project. The new site will still be accessed in the same way and be placed in the same area of the EMSA website.

Meeting Objectives

The main objectives of the meeting were to:

- Agree on the content of the technical specifications for each tender;
- Consult the group on the main issues for the development of various parts of the project and ensure that Member States suggestions for technical improvements were taken into account.

Meeting Programme

Agenda item 1 - Opening / Introduction (EMSA)

In his opening address Mr. Leendert Bal, Head of EMSA's LRIT Task Force, welcomed the participants and mentioned the efforts of the EMSA LRIT TF to prepare the technical specifications in the short time since the previous meeting.

The Chairman highlighted the importance of this meeting to discuss and agree on the technical specifications for the ASP, EU DC and B&I tender in order to meet the schedule of the Implementation Plan. He mentioned that EMSA intends to send the Contract Notices to the Official Journal on 30th May 2008.

Agenda item 2 – Outcome of IMO MSC 84

EMSA presented the main LRIT related issues and conclusions from the last IMO MSC 84 meeting in London, 7th – 16th of May 2008, which included:

- The revised performance standards and functional requirements for the long-range identification and tracking (LRIT) of ships (MSC.263(84));
- Guidance on the implementation of the LRIT system (MSC.1/Circ.1256);

- Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information (MSC.1/Circ.1257);
- Guidance to Search and rescue services in relation to requesting and receiving LRIT information (MSC.1/Circ.1258);
- Interim revised technical specifications for the LRIT system (MSC.1/Circ.1259);
- Clarification of the role of the LRIT Co-ordinator (testing, commissioning, auditing);
- Decision not to implement a barring mechanism of Data Centres as a penalty for non-fulfilment of their financial obligations. Business agreements are recommended to be concluded between LRIT parties to deal with financial matters.
- Acceptance of sharing Flag LRIT reports between countries participating in a Regional/Cooperative Data Centre;
- Guidelines on financial issues (message price between 0.25 and 0.70 USD, including overhead costs);
- Approval of the work programme and terms of reference for the IMO LRIT Ad-hoc group until MSC 85 (testing specifications, IDE back-up, AIS/LRIT integration);

Member States were invited to take note and to comment on the outcome of MSC 84. In particular, MS were advised to start preparing their DDP submission to IMO and especially their definition of their coastal polygons in GML format.

Various questions were raised by MS, particularly regarding coastal polygons definition, payment of SAR polling requests, sharing of data between MS. EMSA provided relevant answers and information.

In addition, the issue of the NoA verification was also presented for further discussion and decision. The proposal of EMSA, which was also included in the EU DC technical specification, was to achieve the NoA verification by asking MS to provide the Port Notification for ships flying their flag to the SSN network, so that the EU DC could automatically perform the verification before answering a Port State LRIT request.

The issue of the NoA verification was debated at length and the majority of MS did not agree with the EMSA proposal for the submission of Port Notifications to the SSN, due to the complexity and the high amount of work involved for developing a proper system for the collection of NoAs at a national/MS level. However, a suitable alternative solution was not identified.

Germany raised the issue of LRIT exemption for ships navigating within AIS coverage area, giving the example of the USA which exempts all vessels navigating within 20 nautical miles from their cost line to transmit LRIT information. Germany proposed that a similar exemption should be issued at an EU level, for EU waters and further proposed a legal group to be set-up within the Expert Group to draft a proposal.

The COM representative took note of the proposal and advised that the issue should be discussed at a COM/SWP level.

France informed the MS that during the forthcoming French EU presidency they will initiate further discussions on outstanding LRIT matters.

Agenda item 3 – Overview of the EMSA tenders

EMSA presented an overview of the tenders, which includes 4 (four) different procurement procedures:

1. the tender for ASP/CSP services – EMSA/OP/06/08;
2. the tender for establishment and operation of EU DC – EMSA/OP/07/08;
3. the tender for an Invoicing and billing system – EMSA/OP/08/08;
4. the tender for the development of the EU Ship Database – EMSA/NEG/08/08;

Furthermore, the relevant planning and associated budget was presented for each of the tenders. An explanation was provided on the reason for the delay of the Ship DB tender. The initial intention to develop the Ship DB within the framework of the SSN contract was cancelled because of the high price requested by the SSN contractor. It was therefore decided to follow a public negotiated procedure to contract Ship DB development service. As a consequence, a delay of about one month occurred in the Ship DB planning. However, the delay does not affect the overall planning for the EU DC. The new deadline planned for the submission of the list of ships by each MS is scheduled for August/September 2008.

MS took note of the tender structure and planning. They expressed concern regarding the situation of the EU flagged ships for the period in which the EU is not complying with the LRIT SOLAS Amendments. It was noted that currently no contingency plan or alternative was planned at EU level to meet the 1st January 2009 deadline. The COM representative took note of this situation. He further recommended MS to start testing the LRIT shipborne equipment on board their ships as soon as possible and not to wait for the ASP which will be selected to provide services for the EU DC.

Germany proposed that EMSA considers the possibility of taking on the ASP function when the Agency takes over the operation of the EU DC. EMSA answered that this option will be further evaluated during the 3 (three) year contracts for the operation of the EU LRIT system.

Agenda item 4 – Technical specifications for the ASP/CSP tender

EMSA gave a presentation on the structure of the technical specifications for the ASP/CSP tender and the main particularities regarding the use of the ASP services within the EU LRIT system. The presentation covered:

- ASP compliance with IMO requirements;
- Communication protocols and satellite networking facilitating ASP connection with ships (via CSPs) reporting to EU DC;
- Shipborne testing procedures (it was highlighted that only ships with type approved equipment will be integrated in the EU LRIT system);
- Network selection criteria and the need to use dedicated LRIT shipborne equipment in case of a point-to-point communication system;
- Routing procedure for LRIT messages;
- Data security aspects and hosting requirements;
- Payment of ASP services;
- Award criteria.

Questions centred around the issue of the shipborne equipment test approval procedure, with MS asking details about testing, the availability of the EU ASP for testing, the cost of

testing, guidelines on selection of authorised/recognised ASP companies, and the selection of communication networks for LRIT purpose.

EMSA highlighted:

- The responsibility for testing and approval of LRIT shipborne equipment rests solely with the MS and MSC 84 issued a "Guidance on the survey and certification of compliance of ships with the requirement to transmit LRIT information" (MSC.1/Circ.1257) as assistance to Contracting Governments in fulfilling their responsibility;
- The EU ASP will be available for testing the shipborne equipment only after the framework contract is signed with EMSA (November-December 2008).
- The EU DC will only accept the integration of ships with an approved shipborne equipment;
- The selection of the actual communication network (Inmarsat C, Inmarsat D+ and Iridium) is based on meeting IMO requirements. Should there be any other compliant communication system which is requested by a MS, EMSA will seriously consider its incorporation;

The issue of ships navigating within A1 and A2 sea areas was once again raised by some MS with the COM representative replying that the COM will try to find a solution in due time.

Agenda item 5 – Technical specifications for the EU LRIT DC tender

EMSA gave a presentation on the main issues regarding the technical specifications for the EU LRIT Data Centre including:

- The solutions proposed for ensuring IMO compliance;
- EU DC interfaces and their roles;
- User interface description and functionalities, including user management;
- Monitoring requirements;
- Hosting and EU DC operation;
- Awarding criteria;

The web and XML user interfaces were discussed and it was agreed that the web interface shall be developed as the primary/first user interface. The XML interface will be developed at a later stage after the commissioning of the EU DC, considering the time needed for proper development of the XML structure at both ends – EU DC and each user.

The user management was also discussed in detail and it was agreed that a flexible approach is needed in order to satisfy all particular needs at national level. The NCA's will be allowed to create and manage the access rights for its own national users. Malta stated that the user access rights issue should be further discussed and agreed at the SWP level. EMSA agreed to change the relevant requirements within the EU DC specifications in order to establish a flexible and configurable user management system, with the possibility of other adaptations in the future.

The issue of the NoA verification was discussed again with various alternative proposals coming from MS and EMSA explaining the impact and practicality of each proposal. Finally it was agreed that the NoA verification functionality will not be implemented at this stage and that the EU DC shall answer Port State requests without checking the submission of the Port Notification. NoA verification shall be further considered if requested by Member States.

Another issue on the agenda was the link between the EU LRIT DC and the SSN/STIRES system. EMSA's proposal within the specifications was that LRIT data shall be sent to the STIRES system for integration with AIS data. The LRIT sharing or not sharing option will be available to each MS. The MS suggested that the two systems should be interconnected to allow data exchange in both ways – LRIT data to STIRES and AIS data to the EU DC.

EMSA took note and will consider in detail the AIS/LRIT integration during the second stage of the project, as described in the Implementation Plan.

Agenda item 7 – Technical specifications for the billing and invoicing tender

The last presentation given by EMSA was on the technical specifications for the billing and invoicing system, explaining the need for a sophisticated piece of software to manage the LRIT financial activities, including:

- Sorting and charging the LRIT messages processed by the EU DC;
- Creating and managing customer/supplier master data;
- Calculating billable and non billable items;
- Following-up the credit of customers operating in pre-paid or post-paid mode;
- Following-up the EMSA pre-paid credits with external suppliers;
- Providing information and subsequent updates for partners/suppliers;
- Processing and generate invoices;
- Maintaining journals;
- Providing cost modelling and simulation functions;
- Operating in real-time or batch mode;
- Linking the invoicing and billing system to the SAP interface "IN".

EMSA expressed its intention to apply a pre-paid system similar to the one used by telecom companies and advised that the details of the payment procedures and account information shall be part of a "Conditions of use" agreement concluded between EMSA and each MS. The award criteria and the planning of the tender were also presented.

Questions and comments raised by the MS include clarification on the LRIT message structure handled by the billing system and the types of messages to be paid from the EU budget.

EMSA explained that only the header of each LRIT message will be available to the billing system, not the full content of the message (the position). Regarding costs paid from the EU/EMSA budget, it was reiterated that only the mandatory messages and the SAR SURPIC messages will be paid from the EU budget, and that any other additional requests will be paid by the requestor. It was also clarified that all costs are free of VAT.

MS requested the COM to define the "common interest" messages and eventually to include SAR requests as part of the messages of EU common interest. It was also suggested that further discussions shall be carried out at SWP level on LRIT financial aspects.

The EMSA and COM representatives took note.

Agenda item 8 – EU LRIT Ship Database

EMSA presented an update of the Ship Database (DB) tender process and the new timetable for the population of the EU LRIT ship DB, scheduled for August-September 2008. EMSA emphasized that only ships with approved shipborne equipment will be accepted in the EU LRIT ship DB and therefore MS shall start testing and approval as soon as possible.

MS were also requested to provide the additional optional information, if possible, as this information will facilitate the identification of the communication network used by each vessel. EMSA will only perform the administrative management of the ship DB, without any access to the MS ship registry data. The full responsibility for the accuracy of the data and updating of the ship DB rests with each MS, meaning that each MS shall nominate a ship data manager to upload and update its national ship register within the EU LRIT Ship DB.

Questions were raised on the possible inter-connection between EU LRIT Ship DB and the SSN database in order to use information already available within the SSN ship database. EMSA explained that such inter-connection is not possible, as the LRIT ship database contains mandatory information which must be provided and managed by the Flag State of the vessel, whilst the SSN ship database is based on commercial information provided by ships and SSN operators. In the end, it was agreed that the LRIT ship DB shall be developed as an independent ship database managed by MS. Any possible future use of the LRIT ship DB as a reference database for other applications (SSN) shall be considered separately.

EMSA provides more details on the user access to EU ship DB statistics, the development of an XML interface for updating the LRIT ship DB and the format available for the transfer of national registries to the EMSA LRIT ship DB, indicating that an electronic format for the transfer will be available early July and that the XML interface will be developed at a later stage after commissioning of the system.

Luxembourg, United Kingdom, Germany, Malta and Bulgaria were requested to confirm their participation for the ship DB testing, foreseen for August-September 2008.

Open Session

This session was used to conclude discussions on the technical specifications for the tenders and on the items discussed during the meeting. The main conclusions included:

- The final form of the specifications, including agreed changes are to be completed by 30th May 2008 and the contract notices to be sent to the Official Journal by the same date;
- The specifications and presentations from this meeting will be available on the EMSA website;
- COM intends to organise a LRIT meeting in July to discuss outstanding matters;
- EMSA will prepare a draft for the "Conditions of Use" agreement to be discussed with MS;
- The EU LRIT ship DB implementation will start in July. MS participating in the testing phase will be asked to confirm their availability;
- MS to inform the COM on the participation of their overseas territories. Denmark confirmed that the Groenland ships will participate. France informed the meeting that a letter had been sent to the COM on this matter. To date no information is provided to EMSA.

Future meetings

- Next meeting of the EU LRIT Expert Group should address Conditions of Use. Planning will depend on the schedule of COM and the incoming French EU Presidency of LRIT related meetings.

Annexes

Annex 1 - List of participants

Annex 2 - Final Agenda

Annex 1 – List of participants

Country	Title	Name	First Name	Organisation	E-mail
Belgium	Mr	Claeyssens	Peter	Federal Public Service Mobility and Transport	peter.claeyssens@mobilit.fgov.be
Bulgaria	Mr	Ivanov	Petar	Bulgarian Maritime Administration	peter_iv@marad.bg
Czech Republic	Mr	Vydra	Evzen	Ministry of Transport	evzen.vydra@mdcr.cz
Denmark	Mr	Baldorf	Erling	Danish Defence Acquisition and Logistics Organization	BALDORF@MIL.DK
Denmark	Mr	Ahl	Martin	Admiral Danish Fleet HQ	martinahl@mil.dk
Finland	Mr	Arkima	Antti	Finnish Maritime Administration	antti.arkima@fma.fi
Finland	Mr	Tuomaala	Jukka	Finnish Maritime Administration	jukka.tuomaala@fma.fi
France	Mr	Erhardt	Jean-Bernard	Direction des Affaires Maritimes	jean.bernard.erhardt@developpement-durable.gouv.fr
France	Mr	Berger	David	Direction des Affaires Maritimes	David.berger@developpement-durable.gouv.fr
Germany	Mr	Callsen-Bracker	Hans-Heinrich	BMVBS	hans.callsen@bmvs.bund.de
Greece	Mr	Fatmelis	Konstantinos	Hellenic Ministry of Mercantile Marine, The Aegean and Island Policy	gus@yen.gr
Greece	Mr	Paylopoulos	Georgios	Hellenic Ministry of Mercantile Marine, The Aegean and Island Policy	gpav@yen.gr
Iceland	Mr	Bjartmarsson	Baldur	Icelandic Maritime Administration	baldur@sigling.is
Ireland	Mr	Houlihan	Greg	Maritime Safety Directorate	greghoulihan@transport.ie
Italy	Mr	Gionfriddo	Marco	Italian Coast Guard	marco.gionfriddo@trasporti.gov.it
Italy	Mr	Pagotto	Vittorio	Italian Coast Guard	vittorio.pagotto@trasporti.gov.it
Latvia	Mr	Reiters	Valdis	Ministry of Transport	valdis.reiters@sam.gov.lv
Latvia	Mr	Zlidnis	Janis	Maritime Administration	janis.zlidnis@lja.lv
Lithuania	Mr	Urnkis	Filibertas Adomas	Lithuanian Maritime Safety Administration	msa@msa.lt
Luxembourg	Mr	Mathieu	Joel	Commissariat aux Affaires Maritimes	cam@cam.etat.lu
Malta	Mr	Sciberras	Lawrence	Malta Maritime Authority	lawrence.sciberras@mma.gov.mt
Malta	Mr	Farrugia	Chris	Malta Maritime Authority	chris.farrugia@mma.gov.mt
Netherlands	Mr	Foeken	Johan G.	RWS VTS Centre	han.foeken02@rws.nl

Country	Title	Name	First Name	Organisation	E-mail
Netherlands	Mr	Koning	Kees	Netherlands Coastguard	Kees.Koning@kustwacht.nl
Norway	Mr	Hauge	Jarle	Norwegian Coastal Administration	jarle.hauge@kystverket.no
Norway	Mr	Ervik	Jon Leon	Norwegian Coastal Administration	jon.leon.ervik@kystverket.no
Poland	Mr	Wawruch	Ryszard	Maritime Office in Gdynia	wawruch@am.gdynia.pl
Poland	Mr	Mazuruk	Andrzej	Maritime Office in Slupsk	amazuruk@umsl.gov.pl
Poland	Mr	Durczak	Wojciech	Maritime Office, Szczecin	nawigacja@ums.gov.pl
Portugal	Mrs	Gallis	Conceição	IPTM	conceicao.gallis@imarpor.pt
Romania	Mr	Pricop	Laurentiu	Romanian Naval Authority	lpriop@rna.ro
Romania	Mr	Apostol	Silviu	Romanian Naval Authority	sapostol@rna.ro
Slovenia	Mr	Bajec	Primoz	Slovenian Maritime Administration	ursp.box@gov.si
Slovenia	Mr	Felicjau	Matjaz	Slovenian Maritime Administration	ursp.box@gov.si
Spain	Mr	Otero	Juan	Directorate General for Merchant Marine	joterod@fomento.es
Spain	Mr	Bregon	Fernando	Sasemar	tecnico.madrid@sasemar.es
Sweden	Mr	Tunfors	Henrik	Swedish Maritime Administration	Henrik.tunfors@sjofartsverket.se
UK	Mr	Brown	Steve	Maritime and Coastguard Agency	steve.brown@mcga.gov.uk
UK	Ms	Richardson	Valerie	Departemnt for Transport	valerie.richardson@dft.gsi.gov.uk
European Commission	Mr	Hallberg	Urban	DG Tren	Urban.HALLBERG@ec.europa.eu
EMSA	Mr	Bal	Leendert	LRIT TF	Leendert.BAL@emsa.europa.eu
EMSA	Mr	Chintoan-Uta	Marin	LRIT TF	Marin.Chintoan-Uta@emsa.europa.eu
EMSA	Mr	Trieschman n	Olaf	LRIT TF	Olaf.Trieschmann@emsa.europa.eu
EMSA	Mr	Texier	Yannick	LRIT TF	Yannick.Texier@emsa.europa.eu
EMSA	Mr	Pelizzari	Andrea	LRIT TF	Andrea.Pelizzari@emsa.europa.eu

Annex 2 – Final Agenda

2nd Meeting of the EU LRIT Expert Group Lisbon, 22-23 May 2008

Workshop Agenda

Chairman: Leendert Bal, Head of LRIT Task Force, EMSA

Day 1 – Thursday, 22nd May

Time	Agenda Item	Speaker
13:30 – 14:00	<i>Registration & coffee</i>	--
14:00 – 14:10	1. Welcome and opening	Leendert Bal Head of LRIT TF
14:10 – 14:30	2. Outcome of IMO MSC 84: changes of LRIT technical specifications	Yannick Texier Senior Project Officer LRIT TF
14:30 – 14:50	3. Overview of the EMSA LRIT tenders	Leendert Bal Head of LRIT TF
14:50 – 15:30	4. Technical Specifications for the ASP/ CSP tender –Overview –Interface with EU Data Centre –Service requirements –Supported Satellite Networks –Vessel integration –Awarding criteria	Olaf Trieschmann Senior Project Officer, LRIT TF
15:30 – 16:00	<i>Coffee Break</i>	--
16:00 – 17:00	Discussion and Q & A	All

Day 2 – Friday 23rd May

9:00 – 9:30	<i>Registration & coffee</i>	
9:30 – 10:00	5. Technical Specifications for the EU LRIT DC tender –Service requirements –User interface –Monitoring Interface –Data Sharing / Data Access Limitation (DDP Exclusion list)	Marin Chintoan-Uta Special Advisor, LRIT TF
10:00 – 10:30	6. Comments received from Member States	Marin Chintoan-Uta Special Advisor, LRIT TF
10:30 – 11:00	<i>Coffee Break</i>	--
11:00 – 12:30	Discussion and Q & A	All
12:30 – 14:00	<i>Lunch Break (not provided by EMSA)</i>	--
14:00 – 14:30	7. Technical Specifications for the Billing and invoicing tender –Software requirements –Interface with EU DC and ABAC –Invoicing to requestors of messages	Michel Metzger Accounting Officer EMSA
14:30 – 15:00	Discussion and Q & A	All
15:00 – 15:30	8. EU LRIT Ship Database –List of registers for each MS –Overseas territories –Transfer of data and Formats –Timeframe –Validation and testing plan	Andrea Pelizzari, Application Engineer, LRIT TF
15:30 – 16:00	Discussion and Q & A	All
16:00 – 16:30	<i>Coffee Break</i>	--
16:30– 17:00	9. Other issues and closing	All