

Meeting: 24th SafeSeaNet Group Meeting

Place and date: Lisbon, 14 October 2015

Agenda item: Approval of the SSN 23 minutes

Document number: SSN 24.1.2

Submitted by EMSA

Summary	Minutes of the SSN 23 meeting held in Lisbon on 6 May 2015.
Action to be taken	As per paragraph 3.
Related documents	SSN 23 minutes (version 1.00)

1. Document

The minutes of the 23rd SafeSeaNet Group meeting, which was held in Lisbon on 6 May 2015, are attached.

2. Current Status

The draft version was sent to Members State participants on 9 June 2015 and no comments were received.

3. Action Required

The Member States are invited to approve the draft minutes. After approval, the report shall be published at the EMSA web site.

Annex: SSN 23 SafeSeaNet Group meeting report

Workshop Report

23rd SafeSeaNet group meeting

Held in Lisbon on

6 May 2015

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Information Services/Operational Management. Mr Sandro Nuccio represented the **European Commission** (DG MOVE).

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

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/ssn-main/documents/workshop-presentations-a-reports.html>

Workshop Programme

I. Introduction

I.1 Opening

The chairman welcomed the participants and informed them that Mr Yann Le Moan had moved to the EMSA IMDatE team, and that Ms Marta Lima would be the official focal person for SSN related issues. The main workshop objectives were introduced as follows:

- To present the status of developments and planning for Member State (MS) national SSN systems in relation to SSN V3.
- To introduce the adaptations required following SSN V3 deployment.
- To present the outcomes of the HAZMAT working group.

The chairman congratulated Spain for finishing the commissioning tests and entering into production with SSN V3 on 6 May 2015.

I.2 Approval of the agenda

The agenda was adopted with a change, as EMSA proposed the inclusion of a presentation on SSN data quality. The group **agreed** with the proposal.

The updated agenda is included in Annex 2.

I.3 Minutes of previous meeting (Workshop 22) and follow-up actions

The minutes of the previous meeting (SSN 22) were **approved**, and EMSA summarised the outstanding items from the previous workshops.

I.4 23.1.3 Actions stemming from SSN HLSG decisions

EMSA presented the main actions arising from the 12th SSN High Level Steering Group meeting.

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

II. Input from the Commission

On behalf of the Commission, Mr Nuccio thanked the SSN group for the work done and results achieved. He highlighted the introduction of SSN V3 as a turning point for SSN, and also noted the substantial efforts made by MSs in order to have everything in place by 1 June 2015. He also noted that the SSN system now has to operate at a different level in order to support its future interconnection with other systems in transport and logistics. Mr Nuccio also recalled that Annex III of the VTMS Directive entered into force on 17 November 2014, and that as a consequence, new challenges are foreseen for SSN.

He expressed the importance of upgrading the 2-way SSL protocol in SSN, saying that this issue cannot be underestimated as the security of the system depends on it. He also noted the importance of collaboration with industry, which had provided highly beneficial outcomes for the HAZMAT working group.

III. SafeSeaNet Operational and Legal Aspects

III.1 23.3.2 HAZMAT WG – progress report

EMSA presented the progress achieved by the HAZMAT WG in line with the revised terms of reference approved at SSN HLSG 12. It included the establishment of a HAZMATID, which will be assigned to each HAZMAT product item within the Common HAZMAT Reference Database (CHRD), and also the alignment of the HAZMAT guidelines and the SSN XML Reference Guide. EMSA also mentioned the positive feedback received from industry.

The SSN group **noted** the information provided, and **agreed** with:

- the proposed composition of the HAZMATID for its use in the CHRD (**Action point 1**), and;
- the non-technical amendments to the XMLRG 3.02 (**Action point 2**).

As a next step, EMSA will draft a leaflet and a training module on reporting HAZMAT in SafeSeaNet in the near future (**Action point 3**).

III.2 23.3.4 Further adaptations following SSN V3 implementation

EMSA introduced the adaptations required following SSN V3 implementation. These adaptations focus on:

- the set-up of a dedicated working group to develop guidelines for reporting PortPlus in SSN, and;
- the revision of the current data quality checks carried out by the EMSA MSS.

EMSA highlighted that the changes introduced in SSN V3 are both technical and operational, and recalled that in the past, following the implementation of SSN V1 and V2, the procedures on the way of reporting to SSN were unclear. To cover this gap, MSs and EMSA worked together on guidelines to support the operational activity of SSN. This time, EMSA sought to be proactive by proposing the establishment of a group to draft the PortPlus guidelines and revise the data quality checks by addressing the new message types.

Denmark, supported by **Germany, Greece, Spain, the Netherlands** and **the UK**, welcomed the idea of the guidelines. However, it considered that, before embarking on these tasks, more experience was needed in SSN v3 operations, and proposed to involve other users when drafting the guidelines (e.g. waste and security authorities).

The SSN group **agreed** that EMSA should:

- update the planning for the drafting of the PortPlus guidelines in order that it is initiated once experience has been gained. The group also agreed to involve other users (e.g. waste and security authorities) (**Action point 4**), and;
- review the data quality checks to reflect the changes in the information reported in SSN V3, and to give a presentation on the status of data quality at the next workshop (**Action point 5**).

Germany, Greece, Spain, the Netherlands and the UK expressed their intention to participate in the working group, following which EMSA said that a participation request would be sent out later.

IV. SafeSeaNet Technical Aspects

IV.1 23.4.1 SSN Roadmap and 23.4.2 SSN 2waySSL protocol

EMSA presented an overview of the roadmap for developments in SSN, and also a way forward with respect to the issue of the upgrade of the 2-way SSL Protocol. The document recommended that the new protocol should be installed in the central SSN system before summer 2015.

Finland stated that its contractor could not run the tests for the upgrade to the 2-way SSL Protocol before September 2015, and requested an extension of the timetable foreseen in the document.

Portugal noted the importance of the upgrade, but said that due to the way that its contract is being managed, it will only be in a position to do it by the end of 2015.

EMSA recalled that, before going ahead with the installation, all national SSN systems needed to be compatible with the new protocol, as it would be impossible to have the old and new protocols operational at the same time.

The SSN group **noted** the information provided, and **agreed** that EMSA should assess the effect of extending the deadline for the upgrade of the 2-way SSL protocol to the end of September 2015¹ (**Action point 6**). MSs with issues identified in the 2-way SSL tests carried out previously are **invited** to contact the EMSA MSS to repeat them (**Action point 7**).

V. SafeSeaNet Status

V.1 23.5.1 SSN V3 status report

Prior to the meeting, EMSA distributed a questionnaire inviting MSs to provide information on the status of developments and planning for the national SSN systems in relation to SSN V3. The feedback will be used to plan the commissioning tests (CT's) that Member States need to carry out before entering into production on 1 June 2015.

EMSA presented the information received by MSs, and underlined the importance of MSs providing their planned dates for carrying out the CT's and entering into production with SSN V3.

Italy stated that it will not be ready to enter into production with SSN V3 on 1 June 2015, and that an extension to the deadline will be requested at the next SSN High Level Steering Group (HLSG) meeting.

Denmark stated that it will provide the missing information as soon as possible.

Norway said that it is fine-tuning SSN V3, and that the CTs will begin once the internal tests have been completed.

EMSA noted that SSN V2 will continue to co-exist with SSN V3 after 1 June 2015, and that the duration of this co-existence will be defined by the SSN HLSG. Nevertheless, it would be preferable for the transitional phase to be as short as possible.

¹ Post meeting note: The planned date for the upgrade of the 2-way SSL protocol is 29 September 2015. Member States will be informed with a detailed planning and the actions required from their side.

The SSN group **noted** the information provided, and **agreed** to send the information on CT's to EMSA, together with the expected dates for entering into production (**Action point 8**).

V.2 23.5.2 SSN data quality report

EMSA presented the SSN Data Quality Report, including the interface with THETIS, and summarised the status of SSN implementation in MSs.

Slovenia requested clarification on the method of reporting PortPlus notifications for ships that stay in port for more than one year. Currently, in order to avoid rejections, they report a new arrival once every two months. **Belgium** and **Italy** supported Slovenia's request.

Greece requested clarification with respect to HAZMAT checks carried out by the MSS that relate to Mandatory Reporting Systems (MRS). They stated that some of the checks reporting missing HAZMAT were for ships leaving their ports with vehicles on board, for which no HAZMAT notifications are needed. However, when passing the MRS at Koper, there is an obligation to report HAZMAT due to the fuel in the vehicles' tanks. Greece asked what should be done in these cases. EMSA replied that these checks are discarded once a confirmation that there are vehicles on board ro-ro ships designed to carry such vehicles has been received from Greece. It was recommended that this issue should be discussed by the HAZMAT WG in order to determine whether there is a need to include a clarification in the Hazmat Guidelines.

Finland stated that it does not have PSC inspectors on small islands, and that THETIS is rejecting some notifications. EMSA replied that, within the THETIS system, each specific port location requires an associated PSC officer. If this is not done, THETIS operates in such a way that whenever it receives a notification for which no PSC exists, it is rejected.

Norway asked why THETIS and SSN have separate locations databases, instead of sharing just one. EMSA answered that the locations database is shared, but sometimes there are LOCODES in SSN that do not have an associated PSC officer in THETIS.

Greece noted that the percentages shown for missing ATA and ATD in data quality reports was too high, and asked EMSA: about the method used to calculate these values and; whether it takes into account that vessels flying the Greek flag are exempted from reporting ATA and ATD. EMSA clarified that the checks already discard vessels flying the Greek flag, but that, in some situations, it was found that the information on the flag of the vessel was out of date.

The SSN group **noted** the information provided, and **agreed** that EMSA should propose a solution to avoid the rejection of vessels with long stays in port (more than 1 year) at SSN 24 (**Action point 9**).

VI. Any Other Business

VI.1 23.6.1 ETD from Port of Call (France)

On behalf of **France**, EMSA presented a proposal to amend the business rule applied to the ETD in PortPlus notifications in order to correctly treat cases of ships that are exempted from providing pre-arrival, Waste and HAZMAT notifications, and which are not eligible to expanded inspections.

EMSA confirmed that this proposal would not have an impact at national level, as the amendment simply gives the rule more flexibility.

The SSN group **agreed** that EMSA should update the ETD business rule in the SSN XML Reference Guide and modify the central SSN system accordingly (**Action point 10**).

VI.2 23.6.2 Port facility information (Norway)

Norway presented a proposal that the following additional details should be included in security information relating to the identification of port facilities:

The 'Name' of the port facility, in addition to the identification by GISIS code, whenever a port facility does not have a corresponding number in GISIS.

An indicator of the port facility status relating to ISPS approval. This would facilitate the task of the authority responsible for analysing the security information provided whenever it has to check whether the ship has visited a non-ISPS port facility during the 10 last visits to port facilities.

EMSA noted that the structure of security messages had been drafted and approved by the MARSEC and eMS Groups, and that in order to standardise, it had been agreed that the GISIS code and the LOCODE should be used. When the issue was presented at SSN 23, some MSs noted that ships might sometimes call at port facilities which were not ISPS approved. It was also noted that the Norwegian proposal has a technical impact on SSN at both the central and MS levels, and also on the NSW, where security information is originally reported.

In addition to this proposal, it was also suggested that whenever a ship visits a port facility without a GISIS number, the generic code "0000" should be used. **Denmark** confirmed that this is already being used.

Finland supported the proposal of Norway, and also suggested that EMSA should discuss with the IMO the possibility that the GISIS list could be made available for download to all MSs via EMSA.

Ireland pointed out that the GISIS code contains two parts (i.e. the LOCODE and the numeric identification of the port facility). EMSA said that the LOCODE is reported under the port attribute.

The Netherlands requested more time to analyse the entire document, and said that if required, comments would be provided at a later stage.

EMSA acknowledged the issue raised by Norway, but noted that this should be discussed in the proper fora (i.e. the eMS and MARSEC groups), as all such specifications fall under their jurisdiction.

The SSN group **noted** the proposal presented by Norway, and **invited** it to submit the proposal to the eMS and MARSEC groups for analysis.

The group also **agreed** that EMSA should:

- discuss with the IMO the possibility of the GISIS list being made available for download to MSs via SSN. At a later stage, this list could be made available via Web Services (**Action point 11**), and;
- include in the SSN XML Reference Guide the possibility of using the generic code "0000" (**Action point 12**).

VI.3 23.6.3 The Scheldt radar network (Belgium)

Belgian SSN group representative Mr Johan Deman gave a presentation of the Scheldt Radar Network, and explained the ways in which it uses SSN, interconnected with other systems.

In view of Mr Deman's retirement, the chairman, on behalf of the group and EMSA, expressed its appreciation and gratitude to a colleague who had made a significant contribution to the set-up of the SSN system. He also noted that retirement is a normal part of our life cycle, and wished him all the best for the future. In response, Mr Deman thanked the SSN group for the kind words of appreciation, and said that he had very much enjoyed working with the group. In addition, the chairman also thanked SSN group representatives Mr Greg Houlihan and Mr Joram Kortekaas for their efforts, as they had recently changed positions in their national administrations.

VII. Information papers

The following documents were not presented, but were distributed for information:

- SSN 23.3.1 List of SSN technical and operational documentation.
- SSN 23.3.3 SSN Incident report guidelines v2.0
- SSN 23.3.5 SSN List of warnings
- SSN 23.4.3 Ship Database – Progress report

Workshop Conclusions/Follow-up Actions

The workshop conclusions and follow-up actions have been noted in the relevant paragraphs of the minutes, and a summary of the follow-up actions can also be found in Annex 4.

The provisional date for SSN 24 is 15 October 2015, with LRIT 12 on the same day and IMDatE on 16 October. The final dates will be confirmed in the invitation letters.

Annexes

Annex 1 – Attendance List

Annex 2 – List of SSN 23 documents

Annex 3 – Meeting agenda

Annex 4 – List of action items from SSN 23 Group meeting

Annex 1 – Attendance List




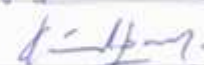









 23rd SSN Meeting 06.05.15					
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23rd SSN Meeting 06.05.15

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 23rd SSN Meeting 06.05.15					
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Annex 2 – List of SSN 23 documents

I. Introduction

SSN 23.1.1: Detailed Agenda
SSN 23.1.2: SSN 22 minutes and follow up actions
SSN 23.1.3: Actions stemming from SSN HLSG decisions

II. Input from the Commission

III. SafeSeaNet Operational and legal Aspects

SSN 23.3.1: List of SSN technical and operational documentation**
SSN 23.3.2: HAZMAT WG – Progress report
SSN 23.3.3: SSN Incident report guidelines v2.0**
SSN 23.3.4: Further adaptations following SSN v3 implementation
SSN 23.3.5: SSN List of warnings**

IV. SafeSeaNet technical aspects

SSN 23.4.1: SSN Roadmap
SSN 23.4.2: SSN 2waySSL protocol
SSN 23.4.3: Ship Database – Progress report**

V. Status at National Level

SSN 23.5.1: SSN V3 status report
SSN 23.5.2: SSN Data Quality Report

VI. Any Other Business

SSN 23.6.1: ETD from Port of Call (France)
SSN 23.6.2: Port facility information (Norway)
SSN 23.6.3: The Scheldt Radar Network (Belgium)*

* Documents distributed in PowerPoint format.

** Documents distributed but not discussed during the meeting.

Annex 3 – Meeting Agenda

Time	Agenda Item	Form
SSN-meeting		
08:30 – 09:00	Registration and coffee	
09:00 – 09:30	Opening/introduction <ul style="list-style-type: none"> → SSN 23.1.1 Detailed Agenda → SSN 23.1.2 SSN 22 minutes and follow-up actions → SSN 22.1.3 Actions stemming from SSN-HLSG decisions 	Approval Approval Information
09:30 – 09:45	Input from the Commission	
09:45 – 10:10	→ SSN 23.5.1 SSN V3 status report	Information
10:10 – 10:30	→ SSN 23.4.1 SSN Roadmap (including 2waySSL protocol, GISIS-code)	Information
10:30 – 10:45	Coffee break	
10:45 – 11:15	→ SSN 23.3.4 Further adaptations following SSN v3 implementation	Discussion
11:15 – 11:45	→ SSN 23.3.2 HAZMAT WG – progress report	Information
11:45 – 12:00	→ SSN 23.6.1 ETD from Port of Call (France)	Approval
12:00 – 12:15	→ SSN 23.6.2 Port facility information (Norway)	Information
12:15 – 12:30	→ SSN 23.5.1 SSN Data Quality report	
12:30 – 12:45	→ SSN 23.6.3 The Scheldt Radar Network (Belgium)	Information
12:45 – 13:00	Summary of the follow-up actions – End SSN-meeting	
13:00 – 14:15	Lunch break	

Annex 4 – List of action items from the SSN 23 Group meeting

Action Point	Topic and Action	Resp.
1	Allocate a HAZMATID to each HAZMAT product within the CHRD.	EMSA
2	Align the HAZMAT Guidelines and the SSN XML Reference Guide (non-technical amendments).	EMSA
3	Draft a leaflet and organise a training module on the reporting of HAZMAT in SSN.	EMSA
4	Update the planning for drafting the PortPlus guidelines on the basis of experience gained from involving other users (e.g. waste and security authorities).	EMSA
5	Review the data quality checks to reflect the changes in the information reported in SSN V3, and present at SSN 24.	EMSA
6	Extend the deadline for upgrading the 2-way SSL protocol to the end of September 2015.	EMSA
7	MSs to contact EMSA in order to re-do the test relating to the 2-way SSL protocol.	MSs
8	MSs to send to EMSA information on the planned timing for CT's and the expected dates for entering into production.	MSs
9	Propose a solution to avoid the rejection of vessels with long stays in port (more than 1 year) at SSN 24.	EMSA
10	Update the ETD business rule in the SSN XML Reference Guide and modify the central SSN system accordingly.	EMSA
11	Discuss with the IMO the possibility of making the GISIS list available for download to MSs via SSN.	EMSA
12	Include in the SSN XML Reference Guide the possibility of using the generic code "0000".	EMSA

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