

Meeting: 24th SafeSeaNet Group Meeting

Place and date: Lisbon, 14 October 2015

Agenda item: Ship Database – Progress report

Document number: SSN 24.4.3

Submitted by EMSA

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| Summary | Presents the current status of the CSD implementation. |
| Action to be taken | As per paragraph 4. |
| Related documents | a. SSN 23/4/3 b. HLSG 13, Agenda item 3.2.4 |

1. Background

It was agreed at the HLSG 7 meeting in July 2012 that a Central Ship Database (CSD) should be created and hosted at EMSA as a common service for EMSA and all Member States, and that the CSD information could be used by Member States as a reference database in their national systems. For this purpose, the following services were agreed: (A) Download facility; (B) Request/response mechanism; (C) Ship particulars notification web-service; (D) Ship record history retrieval; (E) Ship particular announcement “push” and (F) Web interface.

The CSD application was installed in the SSN Training environment in September 2014. The revised documentation (i.e. the Consolidated System Interface Guide, the Tutorial for the web interface, the CSD concept paper and the XML schema definition) was made available to Member States via the EMSA website (restricted part) at:

<https://extranet.emsa.europa.eu/document-repository/ssn-workshops-and-meetings/rvd-working-group-restricted>

In order to support those Member States participating in the pilot project and testing the CSD application, the URLs supporting the system-to-system interface and the guidance on obtaining access to the CSD web interface were provided on 7th November 2014.

The final technical document for the project (i.e. the CSD Commissioning test plan) was published on the EMSA website (restricted part) in September 2015.

2. Current status

Connection with other systems:

It is planned that the CSD will be connected in production with the LRIT Ship Database and THETIS during September 2015. These systems will provide updated ship particulars to the CSD (IMO/MMSI/Ship Name/Call Sign/Flag) whenever the LRIT ship database is updated, or whenever a Port State Control Officer updates the ship particulars after a visit.

Connection with these reliable sources of information is a major step forward for the CSD.

Issues and improvements:

Some issues were found during EMSA's internal testing in the first half of 2015. The main issue related to the lack of information required for the good functioning of the CSD (e.g. the absence of the MMSI in some entries blocked the verification/validation process). Further checks were carried out to remove the identified inconsistencies, and the issue was resolved by applying a specific script in September 2015.

In addition, it was noted that information notified in PortPlus messages (e.g. Gross tonnage, Ship Type, Inmarsat, Company Name, IMO Company Number), and also length and width information (available in the AIS message), could be of interest in terms of CSD completeness.

This information, along with other information that may be identified in the future, will be added to the CSD in a specific development.

Finally, additional improvements are planned for the CSD web interface.

3. Way forward envisaged

The initial plan was to carry out a final assessment of the pilot phase by the end of 2015, and to make the CSD available to interested stakeholders in the production environment during early 2016.

As the abovementioned development will be delivered at the beginning of 2016, and as only tests have been carried out by EMSA at the present time, the Agency will propose to the SSN HLSCG that the initial time plan should be amended so that a preliminary assessment can be made available by the end of 2015, and the final report by July 2016. The CSD service will still be opened to the interested stakeholders in production early 2016, as initially planned.

4. Action required

Member States are invited to note the information provided.