Workshop Report

9th SafeSeaNet /LRIT Group Meeting

Part I – SSN & Part II - LRIT

Held via Video Conference

25 May 2021

Date: 22 July 2021

EMSA

Part I - SSN

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Simplification, and was held via Video Conference (VC) due to the public health situation. Mr Jacob Terling and Mr Alexander Hoffmann from DG MOVE Unit D.2 Maritime Safety represented the **European Commission**.

Delegations from **Belgium**, **Bulgaria**, **Croatia**, **Cyprus**, **Denmark**, **Estonia**, **Finland**, **France**, **Germany**, **Greece**, **Ireland**, **Italy**, **Latvia**, **Lithuania**, **Luxembourg**, **Malta**, **the Netherlands**, **Norway**, **Poland**, **Portugal**, **Slovenia**, **Spain** and **Sweden** attended the meeting. Representatives from **ESPO** and **PROTECT** attended as observers. The total number of participants was 52.

The list of distributed documents is provided in Annex 1. All meeting documents are available at:
http://www.emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports.html

The meeting agenda is provided in Annex 2 and the list of actions in Annex 3.

Workshop Programme

I. Introduction

I.1 Opening

The chairman welcomed the participants to the 9th SSN/LRIT workshop and explained that the first part of the meeting would be dedicated to SSN and the second part to LRIT. He informed the group that Mr Frank Rohling from EMSA Unit 3.1 had gone for retirement and introduced Mr Holger Meyer and Mr Miguel Correia who will support the SSN group on THETIS related items.

He introduced the meeting objectives as follows:

- Discuss the SSN data quality issues and EMSA recommendations on how to improve the quality of information reported;
- Present the transitional phase between SSN v4 and v5 and the main functionalities that will be available during this period to ensure a smooth transition;
- Report on the status update of new projects such as the Port Calls Detection service, Ship Shore Reporting Facilitation, Central Ship Database, Traffic Density Maps and HAZMAT data validation service executed under the Interoperability project;
- Present the roadmap of developments for SSN, the Central Locations Database (CLD) and the Central Organisations Database (COD) and plans for the revision of the SSN operational documentation (guidelines and procedures).

The chairman noted that SSN v5 developments progress as scheduled and informed the group that EMSA received the first release for testing and that tests with MS national SSN systems are expected to start in the Training environment in July 2021. He also informed the participants that T-AIS data from Georgia and Ukraine is available to the MARE∑ MS participants since February 2021.

I.2 Approval of the agenda

The agenda was adopted without changes.

II. Input from the Commission

Mr Terling wished the group a good meeting and took the opportunity to share some updates on a few important topics. He noted that SafeSeaNet is very helpful and powerful tool attracting the interest of 3rd countries wishing to gain access to SSN information. He also noted that the principles of access for non-EU MS agreed at the HLSG, will have to be looked at again.

He informed the group that one of the issues discussed at the 103rd session of the Maritime Safety Committee (MSC) was on how to report, identify, track and recover containers lost at sea. At EU level, this issue is covered by the VTMIS Directive and SSN while at international level there is no similar mandatary obligation nor system implemented. MSC and IMO, inspired by EU's experience, agreed to include a new output for 2022-2023 on the "development of measures regarding the detection and mandatory reporting of containers lost at sea that may enhance the positioning, tracking and recovery of such containers".

Mr Terling also informed about the progress of another submission inspired from the VTMIS Directive and use of the information in the Union Maritime Information and exchange system (SSN) for situation of a ship in need of assistance seeking a Place of Refuge. At its 8th session, the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) reviewed a proposed revision of the IMO Guidelines on places of refuge for ships in need of assistance and decided to continue the work intersessionally via a correspondence group, which will report back and finalise at NCSR 9.

III. SafeSeaNet Operational and Legal Aspects

III.1 9.3.2 Proposed changes to permissions in SSN regarding Exemptions

Denmark presented a proposal regarding a change the current access rights policy for reporting exemptions to SSN consisting of the following two solutions:

- Preferred solution: the NCA can grant users access rights to create, edit and delete exemptions per type.
- Second solution: the NCA can grant users the access rights to create, edit and delete all types of exemptions.

EMSA indicated that the "preferred solution" required technical development at Central SSN level while the "second solution" could be addressed only by configuring EMSA's Identity Management System. EMSA suggested a phased-in approach starting by implementing the "second solution", followed by an assessment of the "preferred solution" in 2022.

The group **agreed** with the phased-in approach for implementing the "second solution", followed by an assessment of the "preferred solution" in 2022 (**Action point 1**).

The Commission asked for more time to assess the legality and impact of the solution proposed.

IV. SafeSeaNet Technical Aspects

IV.1 9.4.1 SSN Roadmap

EMSA gave an overview of the roadmap of developments for SSN and the central databases and informed the Group that SSN v4.5, (which introduces the consolidation of Port call information), has been deployed in production since April 2021. Further developments were also introduced as follows:

- Connection with the new Central Ship Database should be implemented by 3rd quarter 2021, and;
- SSN v5 should be made available in the training environment in July 2021 (for commissioning tests of MSs national SSN systems) and in the production environment in December 2021.

Improvements of the Central Locations Databases (CLD) were also implemented and deployed in April 2021. EMSA indicated difficulties in obtaining data on port reception facilities from IMO GISIS.

EMSA stressed the importance of revising the SSN operational documentation to reflect the changes of SSN v5 and proposed to work on the revision of the following documents by correspondence:

- Interface and Functionalities Control Document (IFCD);
- SSN PortPlus Guidelines;
- Incident Report Guidelines;
- SSN Common Operational procedures;
- SSN User Interface manual;
- SSN v5 FAQ (new document).

The group agreed EMSA to present the documents (with the exception of the IFCD) at the next SSN Group meeting in October 2021 for validation and thereafter to the HLSG for approval. Regarding the update of the IFCD, COM/EMSA will first propose to the HLSG the Terms of Reference of IFCD working group and the associated time plan (**Action point 2**).

PROTECT asked how movements of ship in ports (e.g. shifts between berths) would be reflected in SSN. EMSA replied that the current SSN only considers the overall port call and explained that the issue of shifts in ports is currently discussed withing the framework of the European Maritime Single Window environment Regulation. EMSA also noted that there is no plan to address this issue within SSN v5.

Belgium asked if it would be possible for a flag State authority to receive Incidents Reports (IRs) involving its own-flagged vessels. The Commission indicated that there will be a broader discussion on this topic during the revision of the Flag State Directive. EMSA informed that the HLSG agreed to reactivate the Incident Report Working Group to discuss additional improvements concerning IRs and advised to discuss this proposal within that working group.

In the context of SSN v5 and considering the GDPR, **Italy** asked about the period for which personal data should be stored in national SSN. EMSA replied that according to the Business Rules document related to the information on persons on board passenger ships (BR 13), "*The maximum period for data storage is 60 days after ships' departure or in accordance with national law if longer, and when it relates to an emergency or accident, until any investigation or judiciary proceedings are completed*". It was also indicated that no personal data regarding persons on board will be stored in Central SSN which is designed only to facilitate the exchange of information between national systems and users.

Cyprus asked when the SSN XML Messaging Reference Guide would be ready. EMSA informed that the SSN XML Messaging Reference Guide v5.01 would be published on EMSA's website at the beginning of June.

The group **noted** the information provided.

IV.2 9.4.2 SSN version 5 transition period

EMSA presented the central SSN system arrangements applied during the transitional phase from SSN v4 to v5. The deployment plan for SSN v5 foresees a progressive implementation by the MS national SSN systems from December 2021 to December 2023. During this period, the central SSN system must support the exchange of information according to two versions of the XML Messaging Reference Guide (v4.02 and 5.00). During the transition period there will be some limitations (due to technical constraints) which were presented to the SSN group.

France asked if it would be possible to have a unique end point for v4 and v5. EMSA indicated the issue had been investigated by the technical team that concluded that setting up a unique end point for the two versions was not possible because of the extent of differences between v4 and v5 messages. Considering that the French port systems are identified as individual system users in SSN, EMSA advised to identify the port systems in v4 and v5.

Belgium asked how ship calls initiated in v4 and not closed at the moment of the switch over to v5 would be addressed. EMSA replied that as soon as the switch over to v5 is completed all request for details will be sent to the national system in v5 format.

The group **noted** the information provided.

IV.3 9.4.3 Planning for phasing out of the XML protocol

EMSA presented a proposal for phasing out the "proprietary" XML protocol by August 2024. EMSA reminded that the XML interface had initially been set-up in 2004 with SSN v1 and the SOAP interface had been added in 2009 with SSN v2 to align to industry best practices. EMSA highlighted that the XML interface implies additional maintenance efforts and complexity to the central SSN system. In addition, it does not offer the same level of support as SOAP for the transition between major versions.

Belgium and **Lithuania** supported the proposal. **France** asked if SOAP will be used in the future European Maritime Single Window environment (EMSWe). EMSA replied that the architecture of the EMSWe is still under discussion with the EMSWe Interfaces Team and the effect of the EMSWe to the national SSN could not be defined at this stage.

Poland asked if the transition from XML to SOAP protocol will necessitate any Commissioning Tests similar to the tests required for the transition between versions of SSN. EMSA said the messages contents remain the same and therefore no full Commissioning Tests would be needed. MSs transiting to SOAP should only be required to test in the training environment if the SOAP communication is processed as expected.

EMSA invited MSs already using the SOAP protocol to share their experience regarding the switch and the investment needed. **Italy** replied that in accordance with their experience the necessary changes were minor. **Poland** informed that the switch to SOAP represented a major change for the national system, but it was felt necessary. Poland recommended addressing the issue at the HLSG considering its budget implications.

Denmark, **France**, **Portugal** and **Spain** noted that they need to evaluate the impacts to their systems and that they could not commit for the phasing out of the XML interface at the proposed date.

The group **noted** the information provided and **agreed** that MSs will provide more information on the impact and effort for phasing out the XML protocol. EMSA will submit the proposal to the HLSG for further discussion and approval (**Action point 3**).

IV.4 9.4.4 AIS status update

EMSA presented the Regional Servers (RSs) proposed solutions and procedures for the AIS data retransmission after downtime. EMSA recalled that AIS data even though being collected by MSs national networks may never arrive to the central SSN system because of the inability of MSs national systems to resend it after system's recovery. The objective of the presentation was to propose solutions ensuring that AIS data is resent after a downtime.

Sweden informed currently they do not have a proper database to store AIS data and therefore AIS data cannot be transferred to EMSA through the Regional Server. EMSA explained that according to the IFCD, data should be stored for two months. **France** mentioned that they need to check if the French AIS system could cope with the proposed solution and informed that they were going to renew their AIS central node next year. **Belgium** stated that an export functionality would be implemented in their national AIS system which would allow resending data to the NSATL regional server as in the presented solution.

The group **noted** the information provided and MSs were **invited** to inform EMSA and RSs about their capabilities to perform the required actions. The solutions shall be tested at regional level in coordination with EMSA and the implementation dates will be defined (**Action point 4**).

EMSA also presented the status of AIS data quality. Several MMSIs with only one position have been recorded in OVR and often these MMSIs do not correspond to any active vessel. EMSA informed that this issue had been discussed at the 5th EMSA/Italy/Norway meeting on the regional AIS servers, and the participants agreed that the principle of data integrity would be respected and the data would not be filtered by the RSs or EMSA. The parties will continue to evaluate how to improve the data detection and presentation without polluting databases.

EMSA will send a short questionnaire to MSs, to assess if the national AIS networks filter incorrect AIS information and what filters are or could be applied (**Action point 5**).

V. Status at National Level

V.1 9.5.1 SSN Data Quality Report

SSN Data Quality Report

EMSA presented the status of SSN implementation at the national and central levels and the related data quality issues, including the interface with THETIS. EMSA emphasised the need to continue and enhance the work on data quality and provided recommendations aimed at improving and resolving the issues reported.

SSN V.4 Implementation

EMSA highlighted that all MS, apart from Portugal, are already in production with SSN v4. EMSA noted that although the messages being provided by Portugal are compliant with v4 there are many functionalities that have not yet been implemented (Request/Response, provision of Security and Bunkers information). **Portugal** stated that there are still some functionalities to be applied to their system and that they expect to resume the CTs during summer. Portugal also informed that EMSA will be notified as soon as they have a concrete date for conducting the tests.

EMSA asked if Portugal plans to perform CTs compliant with v4 or v5. Portugal replied that they expect to carry out the CTs to comply with v5. EMSA reminded that SSN V5 will be only available in Production at the end of 2021. EMSA offered to organise a meeting with the Portuguese Administration to stressing that Portugal was never fully compliant with the previous version 4. The Commission stressed that they are still expecting an answer to requests previously made to Portugal and if support is needed at policy level it could be arranged.

MRS notifications

EMSA announced that all Ship MRS IMO adopted systems are now reported to SSN noting that there are some MRS data quality issues handled directly with the concerned MSs.

Incident reports

EMSA noted that the exchange of IR information between MSs has not yet been widely implemented. The main issues detected in the content of the IRs reports are as follows:

- Wrong classification of Incident Reports;
- Lack of identification in the notification of the ship(s) involved (ships are identified only in the attachment or in the detailed part);
- Information provided in national language.

System availability and performance

EMSA noted that the availability of the central SSN system was 99.57%, and that MSs should keep back-up procedures in place and activated in case of failure or scheduled interruption. It was also noted that since the last reporting period Malta recovered from a general IT technical problem which affected the provision of data to SSN. EMSA recalled MSs that if they face a downtime of more than 12 hours, they need to report the ATA and ATD manually into the THETIS system.

Data quality and availability

EMSA noted that there was a small increase in the number of missing PortPlus notifications and improvement in the number of Security notifications (from 19.6% to 9.1%). EMSA mentioned that the request-response mechanism is operational for most MSs and also stressed the importance of replying to the reports sent by the EMSA MSS.

Finland stated that they have analysed all missing port calls received from EMSA Maritime Support Service (MSS) and in some cases they relate to a ship passing Finnish waters not really entering to Finnish ports. EMSA noted that a file with all samples used for this report will be provided and if any of the checks was wrongly classified it will be discarded.

Belgium mentioned that they made a detailed investigation on all the reports received from the MSS about potential missing HAZMAT and presented their conclusions as follows:

- in a limited number of cases there was actually not a missing HAZMAT non-EU Departure, and;
- in most of the HAZMAT non-EU Departures cases, they have found the following causes:
  - missing HAZMAT was due to the fact that the port of destination was not yet known when the ship departed from a non-EU port (e.g. tankers that depart from a non-EU port without knowing their exact port of destination) which causes a late reporting of HAZMAT;
  - reporting was done incorrectly by agents/declarants when reporting as previous port a European port instead of a non-European port. In each of these cases, Belgium contacted the agent/declarant to correct the previous port information so that the information would be later available in SSN, and;
  - reporting was not done in a timely manner as a lot of small companies rely on one agent to do a lot of things, including the reporting and since they do that manually it generates a late reporting. Belgium engaged into a discussion with these companies to convince them to invest in an ICT system to store and automatically provide to the maritime single window detailed information thus improving the timeliness of the notification reported.

Ireland informed that they have completed the CT's to address the availability of HAZMAT and that they expect these figures to improve. **Spain** stated that work continues with the shipping agents and ports trying to improve the way they report HAZMAT information. They also noted that after the training delivered by EMSA, they are going to implement a national training course for the authorities in charge of providing this information. Furthermore, they are considering applying sanction procedures.

Lithuania asked EMSA to provide them with the raw data used to generate the missing HAZMAT figures. **Sweden** stated that the problem is caused either by agent or declarant that usually misses to report when a ship departs from a port carrying HAZMAT. In March 2020, they have carried-out an awareness campaign on when and how dangerous and polluting goods must be reported and this spring they organised a digital seminar on the same subject showing EMSA's statistics.

EMSA highlighted that with the new Port Reception Facilities Directive (that will enter into force in June 2021 and with the two implementing acts expected to be adopted this year), the PRF inspections will be mandatory and will have to be registered in the THETIS-EU module. The idea behind the alerts is to assist the national PRF inspectors in the selection of ships to be inspected. Regarding the two implementing acts, one is related to the calculation of dedicated storage capacity of the ship (that will rely on elements reported in the Waste notification) and the second is the risk based target mechanism (which allows MSs to identify which ship should be inspected) and the timely reporting of the Waste notification. Therefore, MS need to reduce the number of missing Waste notifications to support the provisions of the mentioned implementing acts.

Finland and **the Netherlands** noted that they have updated their exemptions concerning Waste and that they expect the situation to improve. **Germany** asked whether EMSA could provide the details concerning the missing Security information. **Sweden** noted that the high number of missing Security information was due to ferry traffic between Sweden and Denmark and the fact that most ferries are exempted from reporting (but the exemptions have not been yet registered in SSN).

France mentioned that the Waste exemptions are renewed by their ports on an annual basis. Thus, at the beginning of each year all exemptions must be updated in SSN which sometimes takes months. It was also mentioned that they are in contact with few ports not providing Waste information. **Spain** noted that the cause for the missing Waste information was due to the lack of exemptions registered in SSN and expect the issue to be solved in 2021.

Latvia stated that after an investigation on the unavailability of the bunkers details it was detected that information was unavailable due the length of one data field being longer than 25 characters, which is not in line with the schema. In addition, it was noted that they are unsure about their obligation to report bunkers to SSN. EMSA replied that the checks on the availability of the details were based on information already provided by Latvia in the PortPlus notification and noted that in the checks conducted the details were always unavailable. Regarding the obligation to bunkers to SSN, EMSA will contact Latvia after the meeting to discuss this issue bilaterally.

Estonia and **Norway** mentioned that they were investigating why the request-response mechanism for MRS details was unavailable. **Finland** stated that most of the rejected messages were due to errors in the GOFREP system and informed that the system will be updated and that they expect this to be corrected during Autumn 2021.

The Netherlands noted that a specific order for receiving the notifications from the Port Community Systems was mandatory for building up a correct PortPlus message and mentioned that when the order was received out of sequence it resulted in rejected messages due to missing data elements. Thus, to solve this issue a new mechanism has been implemented in April 2021. **Malta** mentioned that due to the incident they had last year the number of rejected messages increased. They noted that most of the issues have been rectified and that the number of rejected messages have decreased significantly.

Interface with THETIS

EMSA reminded MSs that SSN data is used by THETIS, and that any lack of reporting to SSN impacts PSC operations.

Ireland noted that in January 2021 the provision of ATA and ATD was affected by a connection problem in the system-to-system which was being investigated and is now corrected. **Norway** stated that they will investigate why ATA and ATD were missing. **Denmark** asked whether EMSA could provide the details concerning the ATA and ATD information provided more than 3 hours in advance.

Bilateral data quality meetings

EMSA reminded MSs that data quality is an important ongoing task. Due to the pandemic situation the bilateral meetings are held via VC. EMSA noted that in November 2020 and May 2021 there were two SSN trainings provided to MSs and two dedicated SSN training provided to Spain in April 2021 and to Ireland in May 2021. The group was also informed about the next schedule training activities foreseen for Portugal in June 2021, Finland in November 2021, Sweden (date to be agreed) and all MSs on SSN v5 scheduled for October 2021.

MSs were **invited** to consider the recommendations made in the Data Quality report (**Action point 6**).

EMSA was **invited** to provide to **Finland**, **Germany**, **Latvia**, **Lithuania** and **Denmark** the sample data used to provide statistics on missing Port calls, missing Security information, unavailability of Bunker details, missing HAZMAT and ATA and ATD reported more than 3 hours in advance, respectively (**Action point 7**).

VI. Any Other Business

VI.1 9.6.1 Interoperability project – progress report

EMSA presented the status of the interoperability project and in particular the following on-going activities:

- Facilitation of Ship to Shore Reporting.
- Enhanced Central Ship Database.
- Traffic Density Mapping service.
- HAZMAT Data Validation service.

EMSA explained that the purpose of the HAZMAT Data Validation service is to offer a service that can be used by the SSN Community (EMSA MSS and MS authorities) to control that ship's dangerous and polluting goods declarations are consistent with the relevant IMO Codes and Conventions. The service will interface with the Central Hazmat database and will allow uploading dangerous and polluting goods declarations in XLSX and AAN XML formats. It was also noted that the HAZMAT working group would be reactivated to support the project.

The group **noted** the information provided.

VI.2 9.6.2 Port Calls Detection service

EMSA presented the Port Call Detection service that automatically detects port calls worldwide by using ship position data available in EMSA's HP-IMS LTS system. The detection of port calls heavily depends on the definition of port calls areas. The port areas provided by Member States for EU ports under the STMID project were used. For ports without port area defined, the contractor created areas as 5 km circle around the coordinates of the ports. The service is a near real time service and is also able to detect port calls retroactively in the period covered by vessel positions stored in the LTS (i.e. data since July 2017 is available).The development of the Port Call Detection service took place between September 2020 and February 2021 and was financed by the Interoperability project.

EMSA informed the Member States that the business validation tests proved that the service was delivering the expected results. However, it was noted that the quality of the information depended on the port areas definition and that they would need to be improved. EMSA highlighted this is a very interesting functionality that had been several times discussed in the past at various forums and that the output of this service may be used for data quality checks by the MSS and many other purposes.

The group **noted** the information provided and MSs willing to participate in the testing of the Port Call Detection service were **invited** to express their interest and inform EMSA (**Action point 8**).

VII. Information papers

The remaining documents that were not presented during the meeting are referred to as informative papers.

Meeting Conclusions/Follow-up Actions

The workshop conclusions and a summary of the follow-up actions are listed in Annex 3.

The provisional date for the next meeting is 20 October 2021 (tbc).

Part II - LRIT

Background

The meeting was opened and chaired by Mr Lazaros Aichmalotidis, Head of Unit for Simplification, and was held via Video Conference (VC) due to the public health situation. Mr Jacob Terling from Unit D.2 Maritime Safety represented the **European Commission** (DG MOVE).

Delegations from **Cyprus**, **Denmark**, **Estonia**, **Finland**, **France**, **Georgia**, **Germany**, **Greece, Hungary, Italy**, **Latvia**, **Lithuania**, **Luxembourg**, **the Netherlands**, **Norway**, **Poland**, **Portugal**, **Spain**, and **Sweden** attended the meeting.

The list of distributed documents is provided in Annex 1. All meeting documents are available at: http://www.emsa.europa.eu/ssn-main/documents/workshop-presentations-a-reports.html

The meeting agenda is provided in Annex 2 and the list of actions in Annex 3.

Workshop Programme

I. Introduction

I.1 Opening

The chairman welcomed the participants and in particular the representatives of Georgia. He introduced the meeting objectives as follows:

- Discuss the LRIT Data Quality issues and recommendations on how to improve the quality of information reported.
- Provide an overview of the roadmap for developments in LRIT services.
- Present the status of the display of LRIT data in SEG.

I.2 Approval of the agenda

The agenda was adopted without changes.

II. Input from the Commission

Mr Terling thanked all the work carried out and recalled the importance of the LRIT system. He also noted that the EU LRIT CDC was open to non-EU Member States.

III. LRIT Operational and Legal Aspects

III.1 9.3.3 Display of LRIT data in SEG

EMSA presented the current usage of the EU CDC and the number of requests being made via the User Web Interface (UWI).

EMSA noted that the main issue with SEG is that it does not achieve the availability set by IMO as the system was not designed to reach such high availability of more than 99%. To address the availability question, a direct link between the EU LRIT CDC core and SEG should be implemented as well as a dedicated LRIT operation in SEG. This solution presents the advantage that all LRIT functions will be available to LRIT operations, with high availability and the disadvantage that only LRIT data will be seen in the LRIT operations and users will need to switch to IMS operation to see all other data sources (AIS, S-AIS, VMS).

EMSA also noted that suggestion from Croatia to improve the search ship functionality by retrieving only valid information (meaning EU CDC ships), made at the 7th SSN/LRIT meeting, will be included in SEG.

In terms of implementation plan, the link between SEG and the EU CDC is expected for the 1st semester of 2022 and the EU CDC UWI will run in parallel with SEG during the 2nd semester of 2022. The phase out of the EU CDC UWI is foreseen for 2023.

France asked if the display of LRIT positions in SEG for MS not sharing LRIT positions will remain as is (meaning that MS not sharing will not be able to see positions of other MS, except in case of a SAR SURPIC). EMSA confirmed that the display will remain the same.

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

IV. Technical aspects

IV.1 9.4.1 LRIT Roadmap

EMSA presented an overview of the LRIT IDE, EU LRIT CDC, and EU Ship LRIT DB releases deployed over the past year, as well as future releases.

France stated that the inclusion of a free text column to add comments in the EU LRIT CDC was a good development.

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

V. Status at National Level

V.1 9.5.1 LRIT Data Quality report

EMSA presented an overview of the performance, use and status of the LRIT IDE, EU LRIT CDC and EU LRIT Ship Database (EU Ship DB) over the past year. EMSA noted that the availability of the LRIT IDE was 99.71% (which was slightly below IMO requirements) due to a failover exercise with the US Coast Guard that affected the system.

EMSA highlighted that the end of life for IsatM2M has been postponed to 31 December 2021. Currently, 50 ships are still using this network and EU LRIT CDC. Participating Countries must inform the owners of these ships to use another network (Inmarsat C or Iridium) to ensure the continuity of LRIT services for these 50 ships.

EMSA noted that there were still 7 terminals in the EU LRIT Ship Database that were set with terminal model “other”. EMSA reminded that this option can delay the integration of ships and requested to use a valid terminal model. In case a terminal model is missing, a request must be sent to Maritime Support Services and EMSA can quickly add it to the EU LRIT Ship Database.

EMSA noted that all IMSO audit findings (two observations and one non-conformity) related to the EU LRIT CDC have been corrected. In addition, during the 10th and 11th audit, IMSO noticed that around 1/3 of the EU CDC ships were coded as ship type “other” and insisted that this category should be used only if ships cannot be classified in the types: passenger ship, cargo ship, tanker and mobile offshore drilling unit (as per MSC.1/Circ.1259). It was also noted that random checks performed by IMSO showed that 57% of those ships classified as “Other” were cargo ships.

Denmark asked if it was possible to get a list of vessels for which the terminal needs to be updated. EMSA replied MSs could extract the list of their ships from the EU LRIT Ship DB and then filter by Terminal model “other” and with that information they could look individually at each ship and correct where necessary the terminal model. The Ship type issue can be corrected in the same way.

Greece noted that they have 18 tugboats and have identified them in the EU LRIT CDC as Ship type “other”. Answering to a question of **Portugal,** EMSA noted that a container ship should be considered as cargo.

The group **noted** the information provided and **agreed** EMSA to provide MSs with a table of equivalence of what can be a ship type “other” and what can be for instance “Cargo” and also the high level lists from Audits 10 and 11 provided by IMSO (**Action point 9**).

EU LRIT CDC Participating Countries with ships still using the IsatM2M were **invited** to inform the owners of these ships to use another network (Inmarsat C or Iridium) to ensure the continuity of LRIT services (**Action point 10**).

EU LRIT CDC Participating Countries with ships still using in the EU LRIT Ship Database the Terminal model “other” shall correct this and use an existing terminal model, or ask for the creation of new ones (**Action point 11**).

VI. Meeting Conclusions/Follow-up Actions

The workshop conclusions and a summary of the follow-up actions are listed in Annex 3.

Should there be a need for a second LRIT meeting in 2021, the provisional date is 21 October. This will depend on the items to be presented in October. The final date will be confirmed in the invitation letter.

Annex 1 – List of distributed documents

I. Introduction

SSN / LRIT 9.1.1: Detailed Agenda**

SSN / LRIT 9.1.2: Follow up actions**

SSN / LRIT 9.1.3: Actions stemming from HLSG decisions**

II. Input from the Commission

III. Operational and Legal Aspects

SSN / LRIT 9.3.1: List of SSN technical and operational documentation**

SSN / LRIT 9.3.2: Proposed changes to permissions in SSN regarding Exemptions (Denmark)

SSN / LRIT 9.3.3: Display of LRIT data in SEG*

IV. Technical Aspects

SSN / LRIT 9.4.1: SSN / LRIT Roadmap

SSN / LRIT 9.4.2: SSN version 5 transition period

SSN / LRIT 9.4.3: Planning for phasing out of the XML protocol

SSN / LRIT 9.4.4: AIS status update

V. Status at National Level

SSN / LRIT 9.5.1: SSN / LRIT Data Quality Report

SSN / LRIT 9.5.2: SSN / LRIT EMSA study on impact of COVID**

SSN / LRIT 9.5.3: SSN / LRIT Impact of BREXIT on SSN**

VI. Any Other Business

SSN / LRIT 9.6.1: Interoperability project - progress report on the following pilot projects*

- HAZMAT data validation service
- Ship Shore Reporting Facilitation
- Central Ship Database

SSN / LRIT 9.6.2: Port Call Detection service using Cloud-based infrastructure – outcome of pilot project and possible use for SSN DQ

SSN / LRIT 9.6.3: MAREΣs recent developments on AIS coverage monitoring**

SSN / LRIT 9.6.4: Traffic Density Maps – progress report**

** Documents distributed in PowerPoint format.*

*** Documents distributed but not discussed during the meeting.*

Annex 2 – Meeting Agenda

Time	Agenda Item	Speakers
Part I - SSN meeting		
08:45 – 09:00	Registration	
09:00 – 09:30	Opening / Introduction Input from the Commission	EMSA COM
09:30 – 11:30	■ SSN / LRIT 9.5.1: SSN Data Quality Report ■ SSN / LRIT 9.4.1: SSN Roadmap ■ SSN / LRIT 9.4.2: SSN version 5 transition period ■ SSN / LRIT 9.4.3: Planning for phasing out of the XML protocol ■ SSN / LRIT 9.3.2: Proposed changes to permissions in SSN regarding Exemptions	EMSA/MS EMSA EMSA EMSA Denmark
Break from 11:30 to 13:00		
13:00 – 14:30	■ SSN / LRIT 9.4.4: AIS status update ■ SSN / LRIT 9.6.2: Port Calls Detection service ■ SSN / LRIT 9.6.1: Interoperability project - progress report on the following pilot projects • HAZMAT data validation service • Ship Shore Reporting Facilitation • Central Ship Database	EMSA EMSA EMSA
14:30 – 14:45	■ Summary of the SSN follow up actions	EMSA
Part II – LRIT		
14:45 – 15:45	Opening / Introduction ■ SSN / LRIT 9.5.1: LRIT Data Quality Report ■ SSN / LRIT 9.4.1: LRIT Roadmap ■ SSN / LRIT 9.3.3: Display of LRIT data in SEG	EMSA EMSA/MS EMSA EMSA
15:45 – 16:00	■ Summary of the LRIT follow up actions	EMSA

Annex 3 – List of action items from the 9th SSN/LRIT Meeting

Action Point	Topic and Action	Resp.
	Part I - SSN	
1	Implement the "second solution" followed by an assessment of the "preferred solution" in 2022 as proposed by Denmark on the access rights policy for reporting exemptions to SSN.	EMSA
2	Present the revised SSN operational documentation (with the exception of the IFCD) to reflect the changes of SSN v5 at the next SSN Group for validation and thereafter to the HLSG for approval. Regarding the update of the IFCD, COM/EMSA will first propose to the HLSG the Terms of Reference of IFCD working group and the associated time plan.	EMSA/COM & MS
3	Provide more information on the national impact and effort for phasing out the XML protocol. EMSA will submit the proposal to the HLSG for further discussion and approval.	EMSA & MS
4	Inform EMSA and RSs about their capabilities to perform the required actions. The solutions shall be tested at regional level in coordination with EMSA and the implementation dates will be defined.	EMSA & MS & RSs
5	Send a questionnaire to MSs, to assess if the national AIS networks filter incorrect AIS information and what filters are or could be applied.	EMSA
6	Consider the recommendations made in the Data Quality report.	MS
7	Provide to Finland, Germany, Latvia, Lithuania and Denmark the sample data used to provide statistics on missing Port calls, missing Security information, unavailability of Bunker details, missing HAZMAT and ATA and ATD reported more than 3 hours in advance, respectively.	EMSA
8	Inform EMSA if willing to participate in the testing of the Port Call Detection service.	Volunteered MS
	Part II – LRIT	
9	Provide MSs with a table of equivalence of what can be a ship type "other" and what can be for instance "Cargo" and also the high level lists from Audits 10 and 11 provided by IMSO.	EMSA
10	EU LRIT CDC Participating Countries with ships still using the IsatM2M to inform the owners of these ships to use another network (Inmarsat C or Iridium) to ensure the continuity of LRIT services.	EU LRIT CDC Participating Countries
11	EU LRIT CDC Participating Countries with ships still using in the EU LRIT Ship Database the Terminal model "other" to correct this and use an existing terminal model, or ask for the creation of new ones.	EU LRIT CDC Participating Countries

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