European Maritime Safety Agency

Lisbon, 13 March 2008

Ref: F1/Ops/Stats/Feb08

SafeSeaNet monthly report

February 2008

1 - Background information

The purpose of the monthly report is to present the latest specific measurable elements and figures providing a full and clear picture of the current status of SafeSeaNet. The report is made available for further analysis by EMSA, the Commission and MS; and conclusions may be drawn from it on current usage of the SSN system.

This report provides statistical elements on the quantity of information provided to SafeSeaNet but also indicates information on the quality of the data. The objective of the "data quality" information is to assist Member States in understanding the areas where their performance must be improved.

2 - Type of information

The information that follows was produced through the SSN application with the support of the ICT pillar.

2.1 - Notifications

The table 1 gives a picture of the notifications provided by Member States to SSN per message type and interface.

Table 1 - Notifications SSN (Feb.2008)

COUNTRY	INTERFACE	SHIP	PORT	HAZMAT	ALERT	TOTAL
Belgium	XML	144,744	6,618	512		151,874
Denmark	XML	194,920		534		195,454
Finland	XML	0	8,132	470		8,602
Germany	XML	74,680	7,536	1,626		83,842
Ireland	XML	0		57		57
Italy	XML	33,601	412			34,013
Lithuania	XML	33,866	1,775	97		35,738
Malta	XML	19,485	640	188		20,313
Netherlands	Web	0	265	91	3	359
Netherlands	XML	162,147	8,309	2,280		172,736
Norway	XML	430,587	1,688	743		433,018
Poland	XML	104,887	4,337	1,778		111,002
Portugal	XML	0	751	95		846
Romania	Web	0	444	53		497
Slovenia	Web	148	330	6		484
Spain	XML	0	7,576	697		8,273
Sweden	XML	8,405	8,617	761		17,783
TOTAL		1,207,470	57,430	9,988	3	**1,274,891**

EMSA comments

Phasing out the web interface (for data providing)

All MS currently in production use XML for providing information. Very few (Romania, Slovenia and one LCA of the Netherlands) still use the Web interface and those countries are planning to introduce the XML interface by the end of 2008. The EMSA proposal to phase out the web interface for providing data, reflects the path of development that MS have already decided to take.

MS not operate fully their SSN national applications

Fifteen out of twenty-two coastal MS have successfully completed their commissioning tests and are already in production. Though these MS have proved their technical capability for compliance, the statistics indicate that they must extend their efforts beyond technical implementation into routine operational usage and application.

MS do not provide MRS notifications

Mandatory Reporting Systems (MRS) ship notifications are provided only by Italy and Slovenia. There are many more MRSs at the Member States waters (e.g. WETREP, GDANREP, GIBREP, GBT, Caldovrep, GOFREP etc) for which no ship notifications are yet provided. France (on behalf of the six WETREP countries) recently agreed to provide the WETREP MRS reports to SSN.

No MS complies fully with SSN

No Member State complies fully with all SSN requirements (i.e. exchange of the four agreed messages – port, Hazmat, ship and alert). Though notifications are increasing in number, it is far short of what is expected for the system in full production for all messages. Figure 1 shows the monthly levels of notifications during the past year (February 07 to February 08). Note: Allowing for some disruption on introducing version 1.9 of SSN late in 2007.

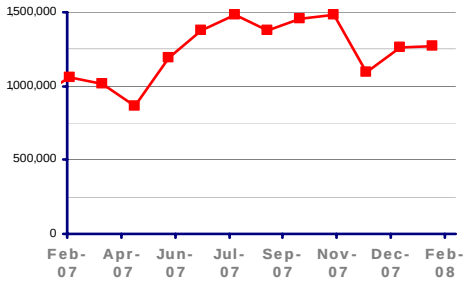


Figure 1–Notifications Feb.07/Feb.08

AIS ship notifications workflow

A high proportion of the notifications provided are AIS-based ship notifications (nearly 95% of the total). For all such notification messages, the SSN core returns back an equal number of acknowledgements. Hence, the main workflow of SSN is due to these notifications. These numbers will increase further when all MS are sending their AIS ship notifications, which will have negative impacts upon SSN system performance. It is likely that integration with "STIRES" will effectively reduce this volume of transactions, since more information will be collected by other and more efficient means.

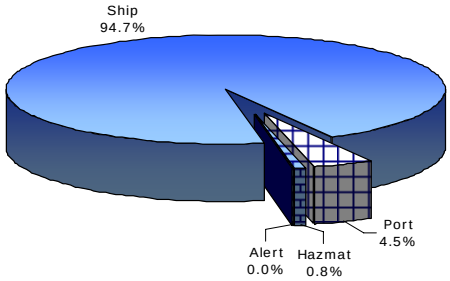


Figure 2 – Notification per Type

2.2 - Requests

The table 2 illustrates the requests made by Member States to SSN per message type and interface.

Table 2 - Requests SSN (Feb.2008)

COUNTRY	INTERFACE	SHIP	PORT	HAZMAT	ALERT	TOTAL
Belgium	Web	5		7	2	14
Denmark	Web	2		4		6
Denmark	XML		1	23		24
Finland	Web	1		9		10
Germany	XML	1		14		15
Iceland	Web				1	1
Ireland	XML	6				6
Italy	Web				2	2
Italy	XML	10	4			14
Latvia	Web	8		2	3	13
Malta	Web	2		2		4
Netherlands	Web	41		58	8	107
Norway	XML			65,805		65,805
Poland	Web	9		56		65
Poland	XML	1	1	1		3
Romania	Web	2		12		14
Slovenia	Web	5		1		6
European Commission	Web	112		181	4	297
TOTAL		205	6	66,175	20	66,406

EMSA comments

SSN used for emergency purposes

Though the overall number of requests increases (see Figure 3), it is still very much below the rate expected (except in the case of Norway). A possible explanation is the false perception by users that SSN is applicable only to emergencies and is not for routine operations. From first design, technology has evolved and SSN can now be used to further enrich and inform Member States' own systems and used by their operators day to day. Norway is making 99% of all the MS' requests using an automatic XML mechanism to exploit the data efficiently within the national system for routine risk assessment for proactive management of safety and counter-pollution resources. The numbers overall indicate that all other MS do not consult SSN routinely or regularly; likely using it only for testing or emergency purposes. MS are encouraged to employ SSN on a routine basis. EMSA expects that the situation will change as soon as all of the required reported information is available from all Member States and its "STIRES" real-time tracking module is also in place (mid 2009).

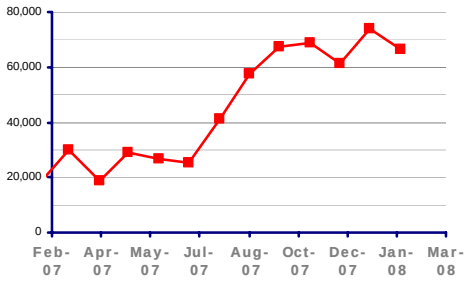


Figure 3 – Requests: Feb. 07 / Mar. 08

Use of web interface

At the initial stage of SSN implementation, MS declared that they would use the Web interface for requesting data. EMSA will continue to improve the web interface requesting data as this is a beneficial option for the MS. They are able to access SSN information by using this EMSA application. However, table 2 shows that conditions are changing and more MS are requesting data by employing the XML interface. This is a positive trend as the information received can be better disseminated locally and can also be employed and analysed more effectively by MS for statistical purposes when used together with other sources of information at the national level. .

3. Member States XML status

The table below provides a detailed picture of the current status of each MS with regard to notifications by XML (automatic connection for the message exchange) and the projected dates when the remaining MS are expected to enter into production or to begin commissioning.

		Notifications (XML interface)				Projected Dates
		Port	Hazmat	Ship	Alert	
BE	Belgium	yes	yes	yes	no	
BU	Bulgaria	no	no	no	no	Commissioning Test: October 2008
CY	Cyprus	no	no	no	no	Commissioning Test: May 2008
DK	Denmark	com	yes	yes	no	
EE	Estonia	no	no	no	no	No info, last email May 2007 to start testing
FI	Finland	yes	yes	no	no	
FR	France	com	com	com	com	Scheduled production date: May 2008
DE	Germany	yes	yes	yes	no	
GR	Greece	no	no	no	no	No info
IC	Iceland	com	com	com	no	Scheduled production date: March 2008
IE	Ireland	com	com	com	com	Scheduled production date: May 2008
IT	Italy	yes	com	yes	com	
LV	Latvia	no	no	no	no	Commissioning Test: March 2008
LT	Lithuania	yes	yes	yes	no	
MT	Malta	yes	yes	yes	com	
NL	Netherlands (*)	yes	yes	yes	no	
NO	Norway	yes	yes	yes	com	
PL	Poland	yes	yes	yes	com	
PT	Portugal	yes	yes	no	no	
RO	Romania (*)	no	no	no	no	Commissioning Test: End of 2008
SI	Slovenia (*)	no	no	no	no	Commissioning Test: 'April 2008
ES	Spain	yes	yes	no	no	
SE	Sweden	yes	yes	yes	no	
GB	United Kingdom	com	com	com	com	Scheduled production date: January 2008(**)

updated: 06 March 2008

Notes:

(*) In operational status using the Web interface. Netherlands is still using the Web for some Ports.

(**) Delayed due to digital certificate problem.

Production	Passed the commissioning tests and entered into production.
Commissioned	Passed the commissioning tests only (not in production)
No operation	No connection to SSN

EMSA comments

- No activity and no information provided by Greece and Estonia;
- Romania and Slovenia are active Web users intending to introduce the XML interface in 2008;
- Though no activities are recorded for Bulgaria, Cyprus and Latvia, they are working to introduce the XML interface in 2008.

4. Data Quality checks

Data Quality checks are performed regularly (and when necessary relevant action action taken), by Maritime Support Services (MSS) identifying areas of low quality in the data provided and thereby allowing Member States (MS) to improve the information supplied by indicating potential improvements and identifying best practice by sharing their experiences.

The principal findings of the Quality Checks for February are:

Missing LCAs declaration

There are still many LCAs (Local Competent Authorities) that have not been declared. Based on February “Port Notifications” it is estimated that only 26% of LCAs are currently declared.

Detailed part of the SSN messages

Portugal and Sweden SSN National Applications have entered into production only for notifications and do not provide messages details. Member States must perform whole set of tests to comply with all SSN functions (sending notifications and responding to requests) for the four agreed messages.

Missing SSN notifications

Comparing the number of "port visits" from SSN with external sources (Lloyd's, Port Web pages) MSS has discovered that almost 71% of actual port calls are notified. The percentage includes only those MS entered into production and there is no improvement since October 2007 (previous comparison). .

Availability of "detailed part of the ship notification" messages

Ten (10) Member States currently provide Ship Notifications. In nearly all cases, the Ship Notification details are also available on request. This is a significant improvement upon the previous total.

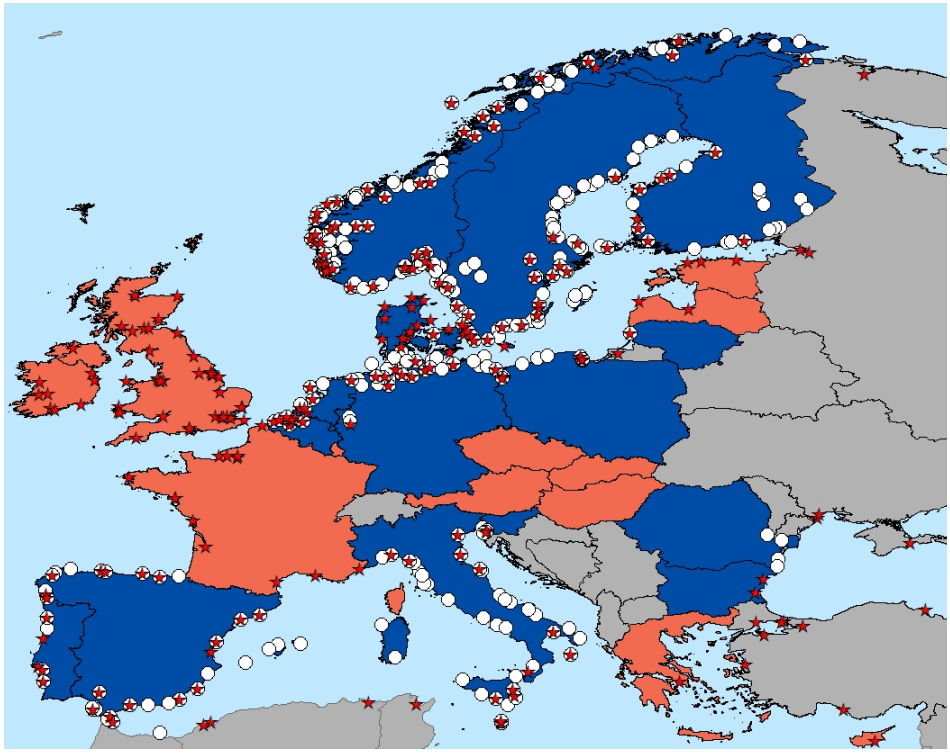
Port of destination unknown

Nearly 41% of Ship Notifications indicate the "port of destination" as unknown. This will be raised for the SSN group to consider, with a view to identifying actions for improvement.

Availability of "detailed part of the HAZMAT" message

Fifteen (15) Member States provide "HAZMAT notifications" to SSN on a regular basis. In almost all cases (except Portugal and Sweden) notification details are also available on request. Overall, this is a significant improvement on October 2007 (previous comparison). Four Member states do not provide HAZMAT notifications for vessels leaving their ports on international voyages, though their systems are shown as capable of this functionality. EMSA plans follow-up action with these MS.

5. Map of Participating Member States and "ports in use[1]" according to SSN



Legend:

- Member States participating in SSN
- Member States not yet participating in SSN
- "Ports in use" - destination in February according to SSN Port notifications
- "Ports in use" - destination in February according to SSN Hazmat notifications

[1] Are only those EU ports indicated through current notifications (ships are bound to or from them). (i.e. it is concluded that the number represented is a small compared with those that exist and are in actual use during this period).