

SafeSeaNet monthly report June 2008

1 - Background information

The purpose of the monthly report is to present the latest specific measurable elements and figures, thereby providing a picture of the current status of SafeSeaNet. The report is made available to EMSA, the Commission and the Member States for their further analysis and conclusions may be drawn from it on current usage of the SSN system. It provides statistical elements on the quantity of information provided to SSN and section 4 gives an indication of the quality of the data.

The objective of indicating the "data quality" is to assist MS in understanding those areas where their performance must be improved.

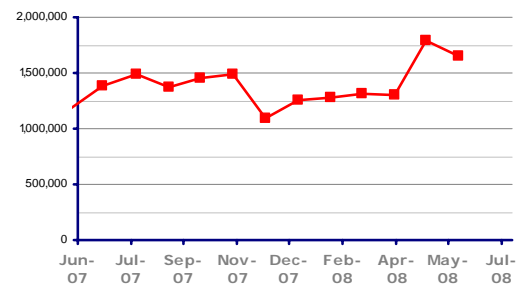
2 - Type of information

2.1 – SSN Notifications

The table below shows the type and number of notifications sent to SSN in June 08 by reporting country and type of communication interface used for providing the data (Web-based or automatic XML-based). The table also includes the total amount of notifications by country and type. The information in the graphic gives the evolution of the number of notifications sent in the last year.

Table 1 - SSN Notifications

COUNTRY	INTERFACE	SHIP	PORT	HAZMAT	ALERT	TOTAL
Belgium	XML	155,713	8,066	1,986		165,765
Denmark	XML	177,952		416		178,368
Finland	XML		4,304	500		4,804
Germany	Web				1	1
Germany	XML	158,876	6,369	2,009		167,254
Iceland	XML	13	17	24		54
Ireland	XML	50,775	2	55		50,832
Italy	XML	1				1
Latvia	XML	78,297	84			78,381
Lithuania	XML	21,290	1,696	207		23,193
Malta	XML	29,537	733	256		30,526
Netherlands	Web		221	99	4	324
Netherlands	XML	303,393	11,354	2,393		317,140
Norway	XML	380,010	5,015	681		385,706
Poland	XML	124,322	8,708	1,752		134,782
Portugal	Web		47	4		51
Portugal	XML		663	134		797
Romania	Web		545	88		633
Slovenia	Web	138	317	11		466
Spain	XML		6,616	1,000		7,616
Sweden	XML	9,477	9,861			19,338
United Kingdom	XML		71,838	10,246		82,084
TOTAL		1,489,794	136,456	21,861	5	1,648,116



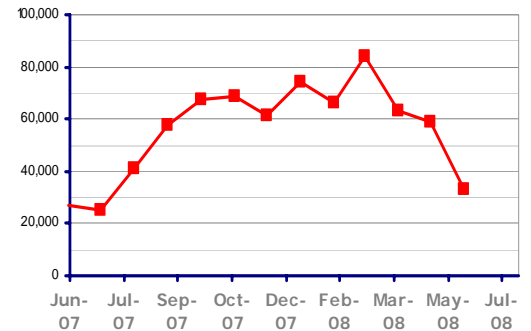
EMSA comment: The total number of notifications sent to SSN was an 8% decreased during last month because **Norway** performing several technical interventions causing the shutdown of their system. **Ireland** and **Latvia** entered into production by sending notifications in XML. **Italy** stopped sending notifications in April 2008.

2.2 – SSN Requests

Table 2 show the type and number of requests made to SSN in June 08 by reporting country and type of interface. The table also includes the total amount by country and by type of request. The information in the graphic gives the evolution of the number of requests made in the last year.

Table 2 - SSN Requests

COUNTRY	INTERFACE	SHIP	PORT	HAZMAT	ALERT	TOTAL	
Belgium	Web	14			6	20	
Belgium	XML	480				480	
Bulgaria	Web	3			1	4	
Denmark	XML				1	1	
Germany	Web	6			4	15	
Ireland	Web	1				1	
Ireland	XML	2				2	
Latvia	XML	20	34	14	8	76	
Lithuania	Web	1				1	
Netherlands	Web	9			10	23	
Norway	Web	42			24	66	
Norway	XML	6	236	31,823		32,065	
Poland	Web	1			3	4	
Poland	XML		1		3	4	
Portugal	XML				2	2	
Romania	Web				14	14	
Slovenia	Web	3			2	5	
Sweden	Web					2	
European Commission	Web	129			147	3	279
European Commission	XML						219
TOTAL		717	490	32,054	26	33,287	

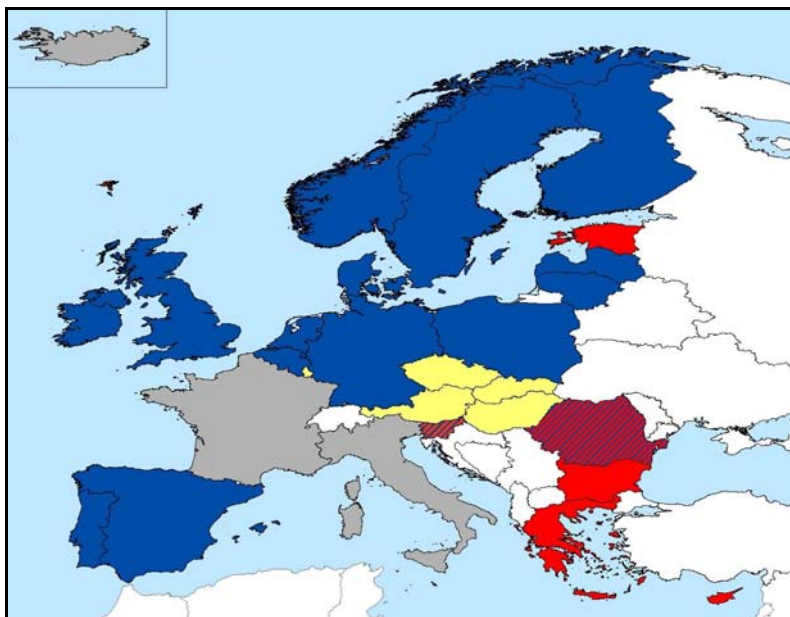


EMSA comment: The number of requests has decreased almost 45% due to the periodical disconnection of Norway (as explained previously). **Belgium** and **Latvia** have started to request using automatic means (XML) and **Bulgaria** using the Web.

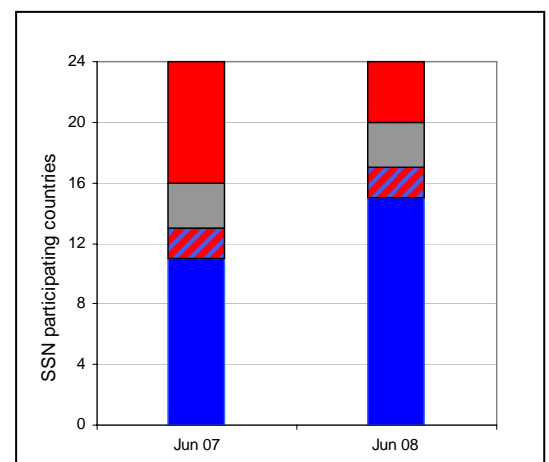
3. Member States status

3.1 –SSN Participating Countries

Map – MS current status



Graphic 1 – Evolution of the SSN Implementation June 2007/2008



- Countries participating in SSN through XML
- Countries participating in SSN through the Web
- Countries ready to participate in SSN
- Countries not participating in SSN
- Landlocked countries

EMSA comment – As the end of 2008 is the deadline for having all countries connected to SSN by automatic means (XML), graphic 1 gives a clear picture on the progress made since last year. The number of countries that sends information to SSN has increased (five MS have joined) and **Italy** as temporarily stopped notifying due to technical problems. **Cyprus and Slovenia** are already under tests while **Bulgaria, Estonia, Greece and Romania** were recently visited by EMSA experts to

provide support the acceleration of their implementation. **France and Iceland** are ready to enter into production.

3.2 – Status of implementation

Table 3 summarises the MS' current status of notifications by XML (automatic connection for the message exchange) and projected dates when the remaining MS are expected to enter into production or begin commissioning.

Table 3 – Status of Implementation per SSN country

COUNTRY	Notifications				Date Projected for Tests or Production
	Port	Hazmat	Ship	Alert	
BE Belgium	yes	yes	yes	no	
BU Bulgaria	no	no	no	no	Test: October 2008
CY Cyprus	no	no	no	no	Test: July 2008
DK Denmark	ready	yes	yes	no	
EE Estonia	no	no	no	no	Test: October 2008 for Port and Hazmat
FI Finland	yes	yes	no	no	Test: May/July 2008 for MRS Ship notifications, November 2008 alerts notifications and by the end of 2008 improvement in HAZMAT
FR France	ready	ready	ready	ready	Production: July 2008
DE Germany	yes	yes	yes	no	Production: End of 2008 for Alerts
GR Greece	no	no	no	no	Currently drafting specifications
IC Iceland	ready	ready	ready	no	Production: July 2008
IE Ireland	ready	ready	yes	ready	
IT Italy	ready	ready	ready	ready	Production currently suspended
LV Latvia	yes	ready	yes	ready	
LT Lithuania	yes	yes	yes	no	
MT Malta	yes	yes	yes	ready	
NL Netherlands	yes	yes	yes	no	
NO Norway	yes	yes	yes	ready	
PL Poland	yes	yes	yes	ready	
PT Portugal	yes	yes	no	no	Production: 2009 for Alert and Ship notifications
RO Romania (*)	yes (*)	yes (*)	yes (*)	yes (*)	Test: End of 2008
SI Slovenia (*)	yes (*)	yes (*)	yes (*)	yes (*)	Test: August/September of 2008
ES Spain	yes	yes	no	no	
SE Sweden	yes	yes	yes	no	
GB United Kingdom	yes	yes	ready	ready	

Notes:

Updated: July 2008

(*) Countries participating using the Web interface

Yes	Participating, sending notifications
Ready	Passing the "commissioning" tests that certify national compliance with SSN but not yet using the system
No	No connection to SSN

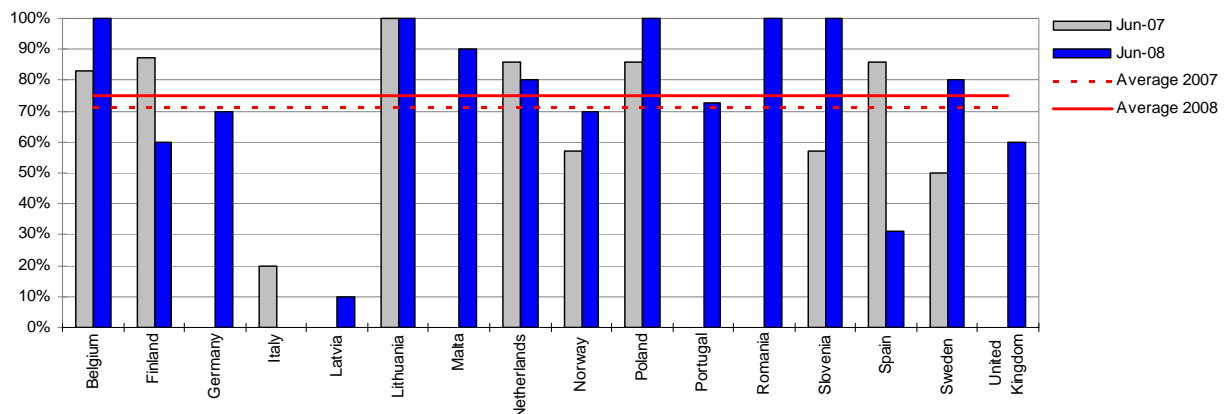
EMSA comment – In June **Ireland** and **Latvia** have joined the SSN production environment with XML interface. Both MS are providing Ship (AIS) notifications. **Latvia** is also sending Port notifications.

4. Data Quality

4.1. – Port Notifications

The following graphic presents the result of the data quality checks by comparing the information available in external data sources (Port authorities' web pages, Lloyds Maritime Intelligence Unit and Sea-Web) and SSN. The graphic shows the evolution by country in June 07 and June 08.

Graph 2 - Port Notifications vs external sources

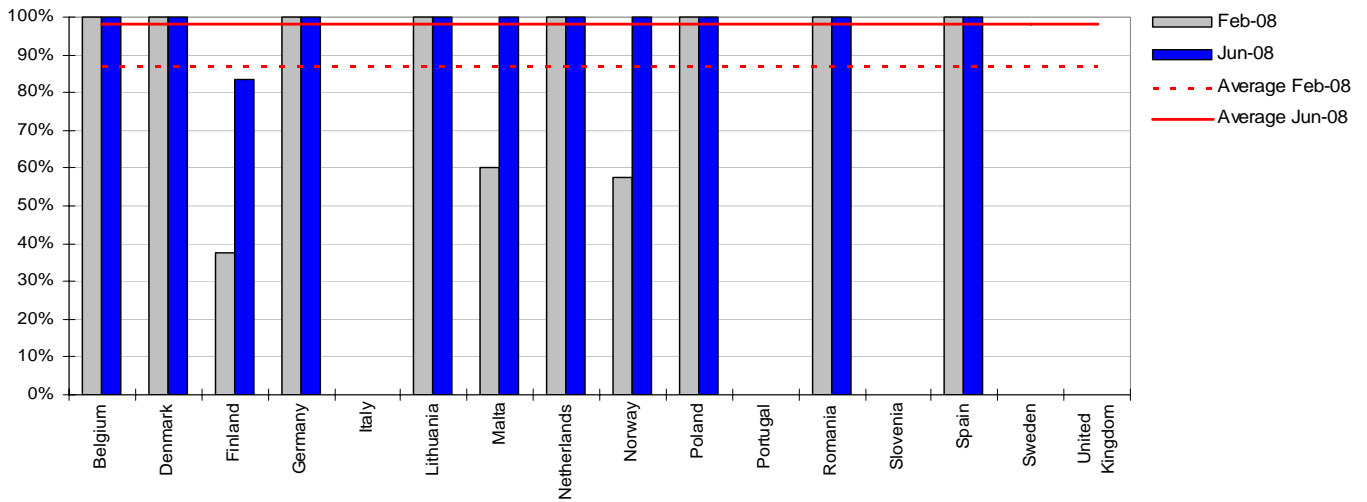


EMSA comment – The graph shows that MS must ensure that all port notifications (regarding vessels bound to their ports). **Belgium and Poland** could be considered as the good example for June 08 as they send 100% of the port notification through XML.

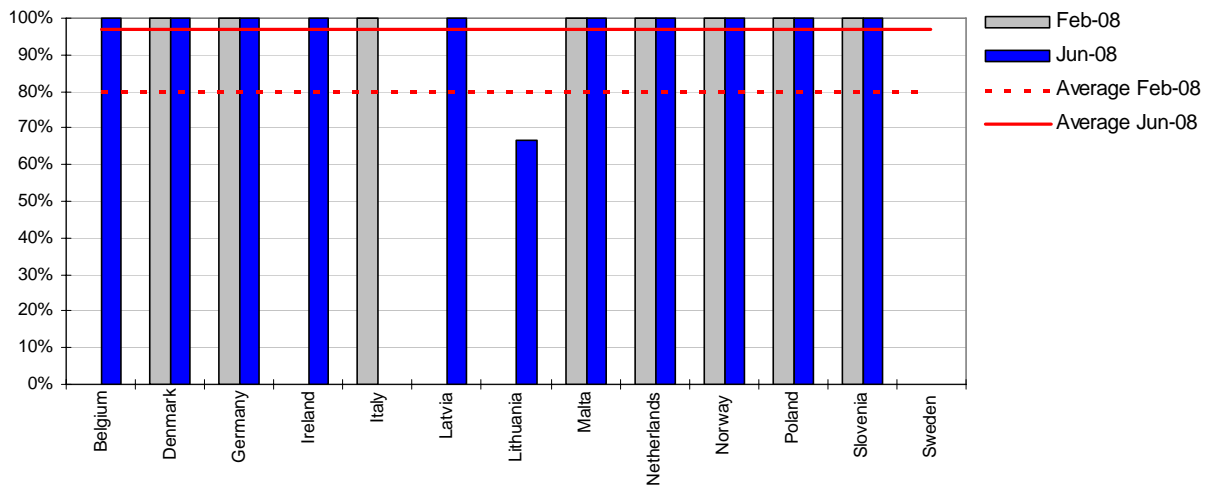
4.2. - Availability of the messages details

Graphs 3 and 4 provide information on the details availability regarding Hazmat and Ship messages. Graphics below indicate the percentage of details available upon request per country in February 2008 and June 2008 and the averages for those months. 100% means that details are always available upon request by the national system.

Graph 3- Availability of the HAZMAT details



Graph 4- Availability of the Ship details



EMSA comment – The average percentage of availability of the Hazmat and Ship details is nearly 100% in Jun. 08 and has increased compared with Feb. 08.

4.3. – Common errors in SSN

The table below presents the most common errors made by SSN users, the description of the error and the current status of each one. The analysis was made for a one year period (June 07 –June 08) corresponding to the set-up of the SSN Maritime Support Services (MSS).

Summary of the most common errors		
Type of Messages	Description	Status
In all messages	Invalid format of the Phone and Fax contact details (spaces or marks other than “+” were included)	Solved. Messages Rejected in SSN 1.9
	Url indicated in the message for the downloadable documents pointed to server and not to the document itself.	Resolved by MSs
	Notifications sent without a need. Reason for this is the way that SSN notifications are triggered at the National level	Pending in some MSs
	MMSI of the vessel referred to the non-existing MID	Solved. Messages Rejected in SSN 1.9
	MSRefld of the messages were repeated	Solved. Messages Rejected in SSN 1.9
	Employment of the “UNKWN” LOCODE instead of “ZZUKN”	Solved. Messages Rejected in SSN 1.9
	No information about the persons on board was included	Pending in some MSs
Port	A Port Notification had ETD prior to ETA	Pending, message will be rejected in SSN 1.9.1 (Jan. 09)
	Information on the arrival of vessel were inserted after actual vessel arrival (SentAt >ETA)	Pending, message will be rejected in SSN 1.9.1 (Jan. 09)
	Messages were sent for the foreign countries	Solved. Messages Rejected in SSN 1.9
Hazmat	Messages were sent after vessel actual arrival/departure	Pending, warning message will be sent in SSN 1.9.1. (Jan. 09)
	ETA was prior to the ETD	Pending, message will be rejected in SSN 1.9.1 (Jan. 09)
	Information were sent only for incoming ships or only for outgoing ships	Pending, MSs affected were notified
Ship AIS	Next Port of Call of the vessel was included but not ETA	Solved. Messages Rejected in SSN 1.9
	Next Port of call was included as empty value (if it is unknown it should be ZZUKN). Ship notification must have a port location, locode or plain text. Both are accepted.	Solved. Messages Rejected in SSN 1.9