

## SafeSeaNet implementation Second quarterly (April, May and June 08)

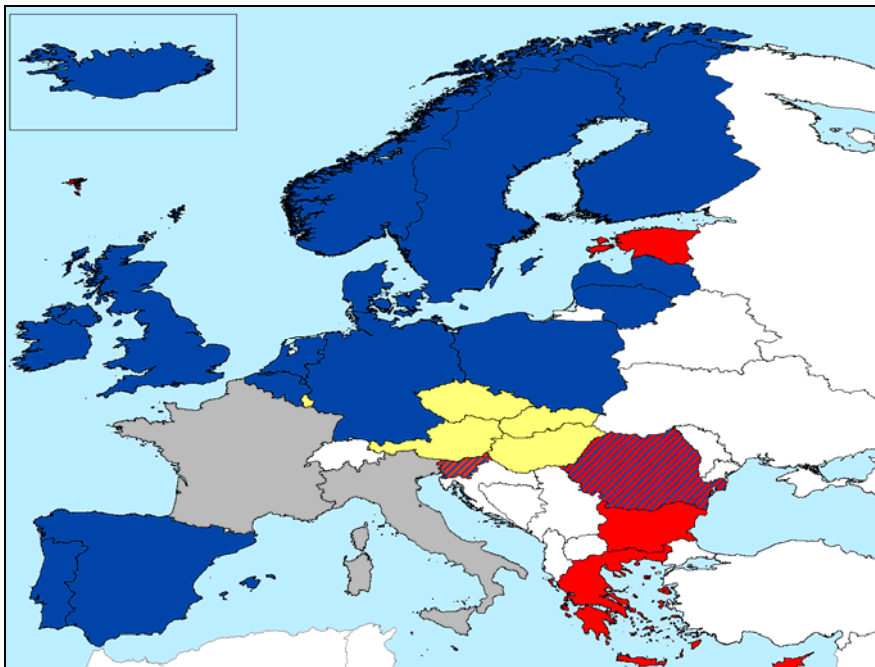
### 1. Introduction

According to Directive 2002/59 Member States are required to complete their SafeSeaNet (SSN) national systems and interlink them for exchanging the four basic messages (port, HAZMAT, ship and alert notifications) by the end of 2008. The implementation of SSN began in 2002 and the technical specifications remain unchanged to give the necessary time to all Member States to comply with the requirements of the first SSN version.

The purpose of this report is to present, for the second quarter of 2008, specific measurable elements and figures providing a general overview of the current level of SafeSeaNet implementation, concerning all participating countries. It is a response to the request made by the maritime administrations at their meeting of 14 November 2007 to present such a detailed overview. The report will be sent until the end of 2008 and further on, if required by the Member States.

The report is made available for further analysis by EMSA, the Commission and Member States.

### 2. Map of SSN participating Countries



**Legend:**

- Countries participating in SSN (detailed status of implementation in table 1)
- Countries participating in SSN through the Web
- Countries not participating in SSN
- Countries ready to participate in SSN
- Landlocked countries

### 3. Overview per country and type of message

Table 1 shows a detailed picture of the current status of implementation of SSN by each country with regard to notifications they provided. It also indicates the projected dates when the remaining countries are expected to start sending automatic notifications or to begin testing for connecting their national applications.

**Table 1 – 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: To be confirmed
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 Test: End of 2008
IC Iceland	yes	yes	yes	no	
IE Ireland	ready	yes	yes	ready	
IT Italy	ready	ready	ready	ready	Production suspended during Apr-Jun
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:**

**Update: 30 June 2008**

(\*) Countries participating using the Web interface

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

#### EMSA comments

- Out of the twenty-four coastal countries, eighteen have successfully completed their tests and eighteen are already participating and exchanging messages (two using only the web interface).
- **Iceland, Ireland, Latvia and the UK**, have joined SSN production in the second quarter of 2008.
- In April 2008, **Italy** has temporarily ceased communication with SSN due to technical problems.
- **Bulgaria, Estonia, Greece and Romania** were recently visited by EMSA experts who provided them support concerning the acceleration of SSN implementation. **Estonia** and **Romania** have signed the contracts; **Greece** is currently drafting technical specification while Bulgaria is expecting the approval of the financial resources. All these MS confirmed their participation in SSN by the end of 2008.
- Meetings took place between EMSA experts and the Maritime Administrations of **Ireland** and **the United Kingdom** in order to clarify technical pending issues. The Commission participated in the meeting with the **UK**.
- **Cyprus** and **Slovenia** are currently performing the commissioning test.
- **France** stated readiness to participate but no date was confirmed.

- **Alert** notifications represent the main shortfall in implementation. Trying to overcome this issue, EMSA has developed the “WEB alerts distribution” functionality that will become available to the MS after SSN Workshop 10 (21-22 October 2008). In addition, EMSA is currently drafting guidelines for the use of the alert messages.

4. Level of activity

Table 2 shows the type and number of notifications and requests made to SSN in the second quarter of 2008 by reporting country. The table also includes the total amount of notifications by country.

Table 2 – Total number of SSN Notifications and Requests (Apr-Jun08)

COUNTRY	NOTIFICATIONS					REQUESTS				
	SHIP	PORT	HAZMAT	ALERT	TOTAL	SHIP	PORT	HAZMAT	ALERT	TOTAL
Belgium	429,860	22,722	2,321	2	454,905	543	21	27	8	599
Bulgaria						3		1	4	8
Denmark	666,327		1,210		667,537	2	6	15	20	43
Finland		17,481	1,468		18,949	1		3		4
Germany	418,915	27,812	6,501	1	453,229	13		5	7	25
Greece						2		2		4
Iceland	19	23	26		68	2		2		4
Ireland	50,775	2	224		51,001	5		1		6
Italy	23,663	365	20		24,048					
Latvia	78,297	84			78,381	21	34	14	8	77
Lithuania	49,369	4,917	436		54,722	7		4	1	12
Malta	93,683	2,183	788		96,654	3		1		4
Netherlands	857,960	35,490	7,531	6	900,987	90		36	4	130
Norway	1,265,272	8,419	2,045		1,275,736	50	2,075	149,851		151,976
Poland	363,051	25,511	4,963		393,525	3	1	25		29
Portugal		3,566	355		3,921	2		10		12
Romania		1,727	281		2,008	4		53		57
Slovenia	465	1,000	29		1,494	5		2	2	9
Spain		22,589	2,850		25,439	18		81	4	103
Sweden	27,351	28,186	1,601		57,138				2	2
United Kingdom		160,462	22,694		183,156					
<b>TOTAL</b>	<b>4,325,007</b>	<b>362,539</b>	<b>55,343</b>	<b>9</b>	<b>4,742,898</b>	<b>774</b>	<b>2,137</b>	<b>150,133</b>	<b>60</b>	<b>153,104</b>

EMSA comments

- **Countries connected but not notifying SSN with all required information** - The statistics still indicate that MS must extend their efforts to operate SSN. The number of notifications increased 20% in comparison with the last quarter. Figure 1 shows the monthly levels of notifications during the past year (Jun 07 to June 08).
- **AIS reports as the bulk of notifications** – The proportion of notifications are AIS-based ship notifications (nearly 91% of the total) and further increases are expected.

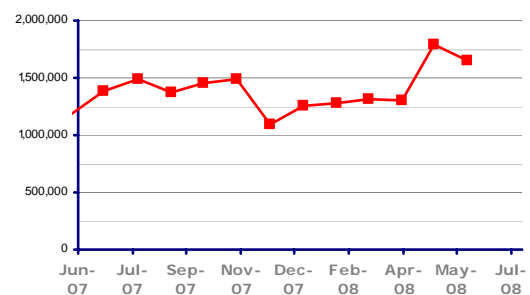


Figure 1–Notifications Jun. 07-Jun. 08

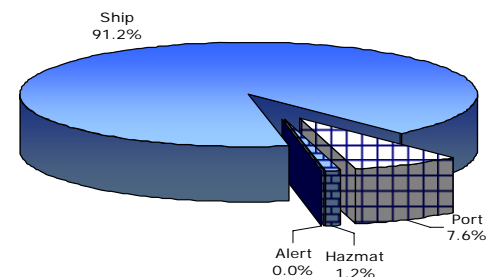


Figure 2 – Total number of Notifications per Type (Apr. 08-Jun. 08)

- **Request messages** – The overall number of requests is still far below the rate expected. An explanation of the low rate is that SSN has been designed for being used on emergency purposes. EMSA expects that new development (project named STIRES - SSN Tracking Information Relay and Exchange System) will transform the existing SSN to a proactive system used by the MS for routine operations. STIRES is planned to be operational by June 2009.

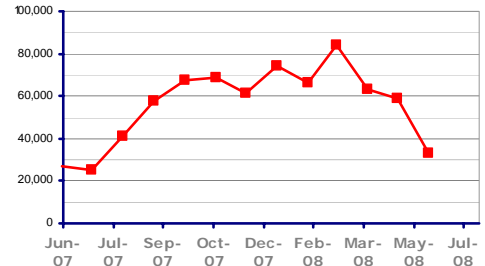
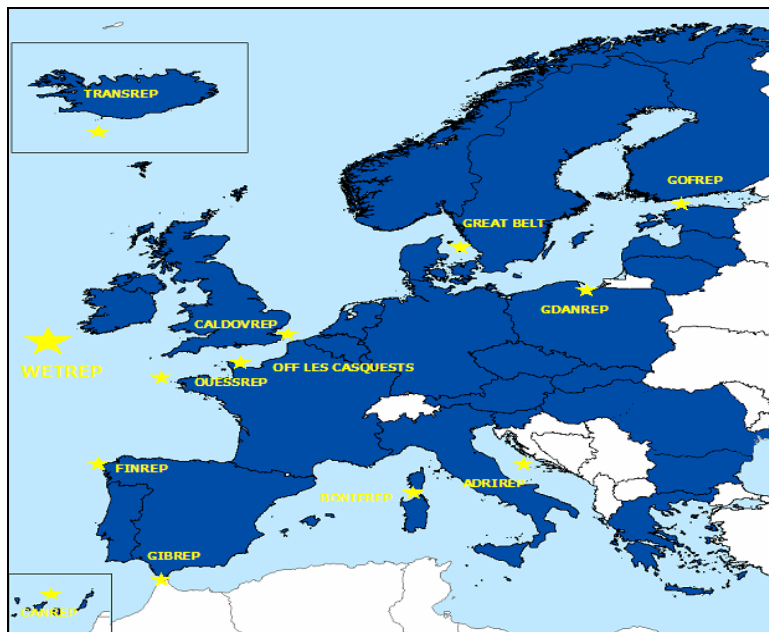


Figure 3 – Requests: Jun. 07-Jun. 08

- **MRS notifications not provided** - Mandatory Reporting Systems (MRS) ship notifications were provided only by **Slovenia**, though there are many more MRSs in EU waters (e.g. WETREP, GDANREP, GOFREP, etc). The asterisks (\*) on the map represent the existing Mandatory Reporting Systems known to EMSA.



## 5. Data Quality indicators

The continuous effort of the Maritime Support Services (MSS) and the valuable cooperation shown by all the Maritime Administrations has made possible to achieve improvements in the data quality of the information exchanged in SSN. There is room for improvement since:

- A comparison with external sources indicates that only 74% of all ship calls have been reported to SSN as required by Article 4 of the Directive.
- The average percentage of availability of the Hazmat and Ship details continued to improve and reached almost 100% during this quarter. This is considered as a positive progress on the availability and reliability of the system.

EMSA is planning to extend operations of the Maritime Support Services to 7/7 (as from 1-1-09) and to 24/7 (in June 2009), in order to provide further quality services to MS. A lot of MSs (**Norway, the Netherlands, Finland, Poland, Germany** etc) have already designated national services responsible for 24/7 monitoring operations of their national SafeSeaNet applications to improve the quality of their data.