EMSA

European Maritime Safety Agency

SafeSeaNet Data Quality report
First quarterly (April, May and June 09)

1. Introduction

The purpose of the **new quarterly report** is to present specific measurable elements and figures by addressing mainly **data quality** issues thereby providing a picture of the current status of SafeSeaNet. It is a global overview of the status of operation in the system, and is complemented by more detailed Member State reports which are also sent to each country individually on a bi-annual basis. The report is made available to EMSA, the Commission and the Member States for their further analysis. It provides statistical information on the quality of data exchanged, and the main objective is to inform MSs of areas where performance should be improved.

2. SSN operation status

As from January 2009 all coastal MSs are obliged to notify SSN with the following agreed messages: Port, Hazmat, Ship (AIS), Incidents (Alerts) and Ship (MRS) for the countries having Mandatory Reporting Systems in place.

Figure 1 shows a summary of the current operational status of SSN with regard to the missing types of required notifications by each reporting country. Detailed operational status of each country is presented in Table 1.
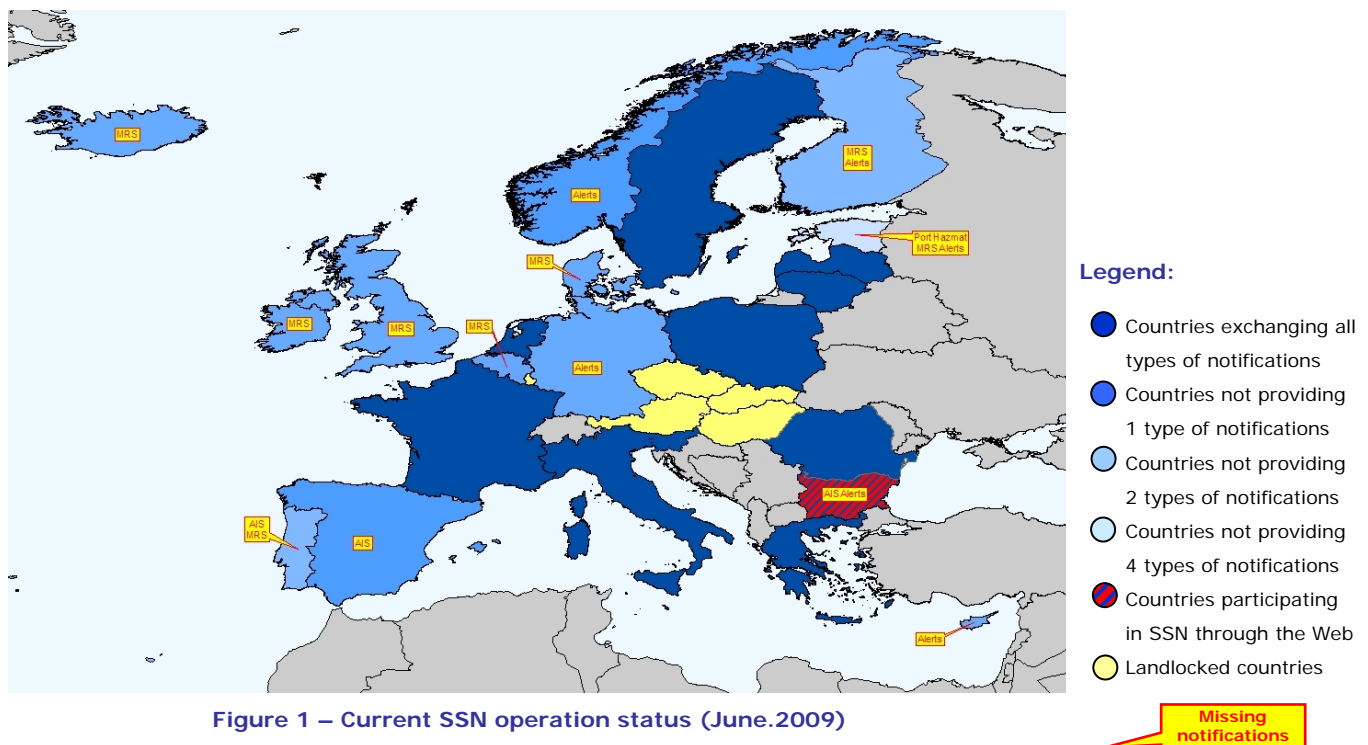

Figure 1 – Current SSN operation status (June.2009)

Legend:

- Countries exchanging all types of notifications
- Countries not providing 1 type of notifications
- Countries not providing 2 types of notifications
- Countries not providing 4 types of notifications
- Countries participating in SSN through the Web
- Landlocked countries

Missing notifications

Bulgaria has passed Commissioning Tests and is ready to enter in full production with XML interface.

At present, only 11 out of 24 MSs are reporting all types of messages (with some issues especially regarding the exchange of alerts and MRS). The remaining MSs, who are not sending the four agreed types of notifications, are invited to enter in operation without delay.

Regarding Alerts, there are problems in the operational implementation at national level. The NCAs are invited to cooperate with LCAs to improve incidents and accidents reporting and exchange this information through SSN. Regarding MRS, not all systems are reported to SSN.

COUNTRY		Notifications					Comments regarding specific issues
		Port	Hazmat	Ship AIS	Ship MRS	Alert	
AT	Austria	no	no	no	no	no	Landlocked country
BE	Belgium	yes	yes	yes	no	yes	Missing MRS: Wetrep; Alerts only for test ship '9999999'
BU	Bulgaria	Ready	Ready	Ready	Ready	Ready	Notifing SSN using web. Ready to enter production with XML interface.
CY	Cyprus	yes	yes	yes	n.a.	no	
CZ	Czech Republic	no	no	no	no	no	Landlocked country
DK	Denmark	yes	yes	yes	no	yes	Missing MRS: Great Belt; Alerts sent through Alert distribution tool
EE	Estonia	no	no	yes	no	no	Missing MRS: Golfrep
FI	Finland	yes	yes	yes	no	yes	Missing MRS: Golfrep; Alerts only for test ship '9999999'
FR	France	yes	yes	yes	yes	yes	Missing MRS: Wetrep
DE	Germany	yes	yes	yes	n.a.	no	
GR	Greece	yes	yes	yes	n.a.	yes	Alerts sent through Alert distribution tool
HU	Hungary	no	no	no	no	no	Landlocked country
IC	Iceland	yes	yes	yes	n.a.	no	
IE	Ireland	yes	yes	yes	no	yes	Missing MRS: Wetrep; Alerts only for test ship '9999999'
IT	Italy	yes	yes	yes	yes	yes	
LV	Latvia	yes	yes	yes	n.a.	yes	
LT	Lithuania	yes	yes	yes	n.a.	yes	Alerts only for test ship '9999999'
LX	Luxemburg	no	no	no	no	no	Landlocked country
MT	Malta	yes	yes	yes	n.a.	yes	Alerts only for test ship '9999999'
NL	Netherlands	yes	yes	yes	n.a.	yes	Alerts sent through Alert distribution tool
NO	Norway	yes	yes	yes	n.a.	no	
PL	Poland	yes	yes	yes	yes	yes	Alerts sent through Alert distribution tool
PT	Portugal	yes	yes	no	no	yes	Missing AIS and MRS (Coprep, Wetrep); Alerts sent through Alert distribution tool
RO	Romania	yes	yes	yes	n.a.	yes	Alerts only for test ship '9999999'
SI	Slovenia	yes	yes	yes	yes	yes	Alerts only for test ship '9999999'
SL	Slovak Republic	no	no	no	no	no	Landlocked country
ES	Spain	yes	yes	no	yes	yes	Missing MRS: Canrep, Wetrep
SE	Sweden	yes	yes	yes	n.a.	yes	Alerts sent through Alert distribution tool
GB	United Kingdom	yes	yes	yes	no	yes	Missing MRS: Caldovrep, Wetrep

Table 1 – Detailed SSN operation status per country (July.2009)

3. Port notifications – "SentAt –ETA" correlation

It has been detected that many Port notifications are sent to SSN after ship arrival to port. Therefore, are not useful for SAR or emergency purposes violating the requirements of Article 4 of the Directive.

Figure 2 presents the percentage of Port notifications that are submitted in due time to SSN (prior to ship arrival according to Art. 4 requirements "*sentAt < ETA*" – represented in dark blue) and the percentage of Port notifications sent after the arrival of the ship to port (not complying with the requirements – represented in red).

The updates on Port notifications were also considered as the notifications sent after the first Port notification with updated information (represented in light blue in the figure).

Figure 2 - SentAt – ETA correlation in Port notifications
(Apr-Jun.2009)
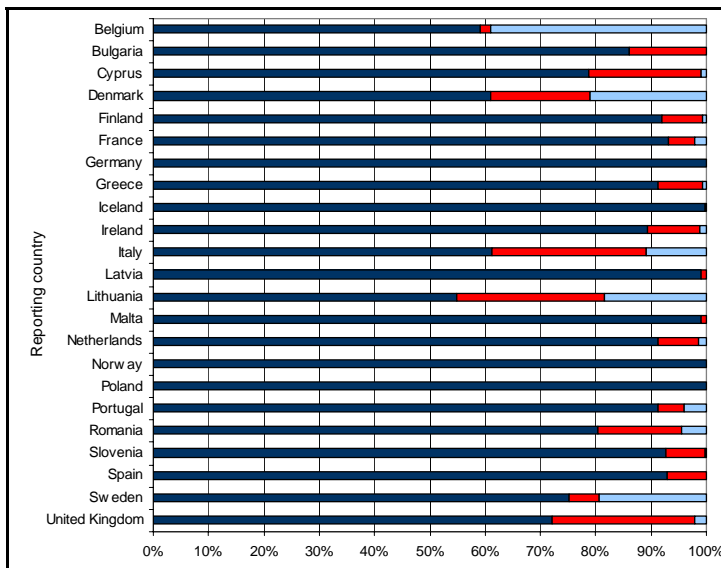
Legend:

■ 1st SentAt < ETA   ■ 1st SentAt > ETA   □ Updates

EMSA comment – Some MSs are sending Port notifications after the vessel arrived into port (in red). This situation is not in line with the requirements of the Directive. MSs are invited to correct this without further delay.
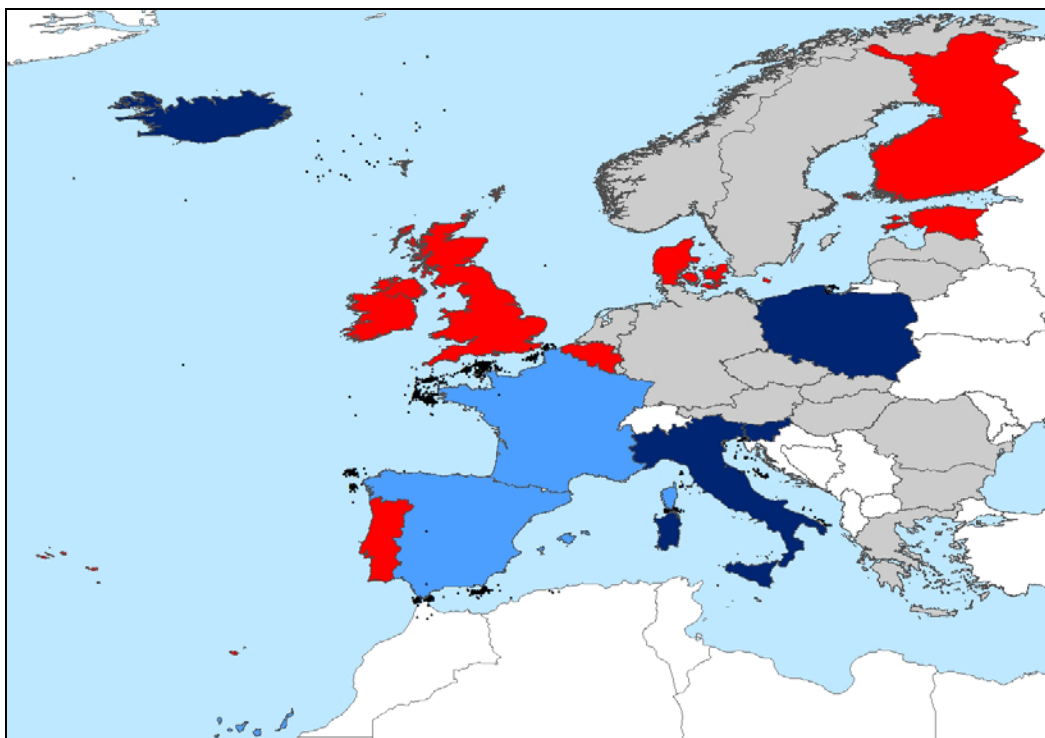
4. MRS notifications

4.1. – Ship (MRS) Notifications vs. Mandatory Reporting System

The information gathered from the IMO adopted MRS in EU waters must be exchanged between Member States in accordance with Article 14 of the Directive. SSN has in place a specific message for this purpose. Currently, there are still some MSs not exchanging MRS information through SSN.

Figure 3 shows the current status of MSs that are transmitting MRS notifications to SSN in accordance to Directive (in dark blue). Although, some MSs that have more than one MRS in place, are not providing for all the MRSs (in light blue). The detailed information is presented in Table 2.

Legend:

● MSs **reporting** Ship (MRS) notifications

● MSs **partially reporting** Ship (MRS) notifications

● MSs **not reporting** (MRS) notifications

● MSs **not having** Mandatory Reporting system within their waters

• Ship (MRS) notifications

Figure 3 – MRS notifications vs. Mandatory Reporting Systems (June.2009)

Name	Area	Country
ADRIREP	Adriatic Sea	Italy, Slovenia and Croatia
BELTREP	Great Belt (Baltic)	Denmark
BONIFREP	Strait of Bonifacio (only DPG)	France and Italy
CALDOVREP	Dover Strait Pas de Cailas	France and UK (only FR providing)
CANREP	Canary Islands (only for heavy grade oils)	Spain
COPREP	Coast of Portugal	Portugal
FINREP	Finisterre (NW coast Spain)	Spain
GDANREP	Gulf odf Gdansk	Poland
GIBREP	Strait of Gibraltar	Spain
GOLFREP	Gulf of Finland	Estonia, Finland and Russia
Off Les Casquests and Off Ouessant	La Manche	France
WETREP	EU atlantic coast (only for heavy grade oils)	Spain, Portugal, France, Belgium, Ireland and the UK

Table 2 – MRS in EU waters - current status of data exchanged in SSN (June.2009)

EMSA comment – Only 7 out of 12 MRS are exchanged through SSN on a routine basis. Some MRS are partially reported (e.g. for CALDOVREP only France is providing information).

At a MS level, the countries that are not providing MRS reports are: **Belgium**, **Denmark**, **Estonia**, **Finland**, **Ireland**, **Portugal** and **the UK**. There are also other MSs that are not providing information for all the MRS in place (e.g. Spain not providing for CANREP and WETREP, although exchanging MRS information for FINREP, GIBREP and *Off Cabo de Gata*, the latter being not IMO adopted).

5. AIS notifications vs. Coverage area

Figure 4 shows coverage area for Ship (AIS) notifications provided to SSN.

After analysing Ship (AIS) notifications during the last quarter, the MSS has identified **Bulgaria**, **Portugal**, **Spain** and **the UK** as MSs that are not sending Ship (AIS) notifications to SSN:

- Bulgaria will start to provide AIS notifications as soon as they have implemented the XML interface;
- Portugal is expected to enter in production by the end of 2009;
- The UK has stopped providing AIS due to technical problems within their national system and they are currently working in a solution;
- Spain has indicated during SSN WS11 (11 and 12 June 2009) that AIS data is being provided through STIRES and they do not intend to provide it through SSN. EMSA would like to remind the MSs commitment to provide AIS notifications to SSN, and invites Spain to raise their position on AIS with the SSN Group at the next meeting.

Apart from the above, evident coverage gaps have been found in Greece (West coast), France (Mediterranean coast) and Finland (eastern area of the Gulf of Finland).
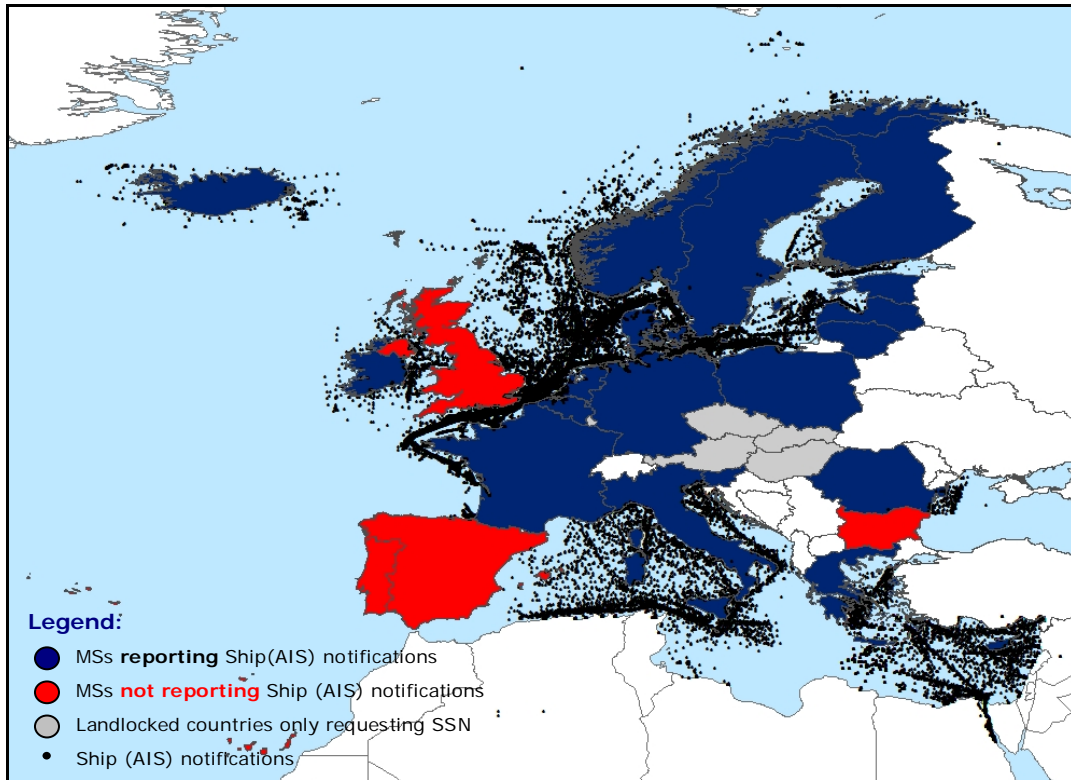
Figure 4 – AIS notifications vs. coverage area (June.2009)

6. Hazmat notifications - "ETA-ETD" relationship

Hazmat notifications must be sent to SSN at the latest upon ship departure from "loading port" with ETD (from that port) and the ETA (to destination port). The Data Quality WG and SSN WS 9 have agreed to implement a checking rule to validate if notifications are transmitted accordingly (ETA subsequent to ETD, therefore ETA > ETD). The new version of SSN v1.9.1 rejects all notifications that do not comply with this rule.

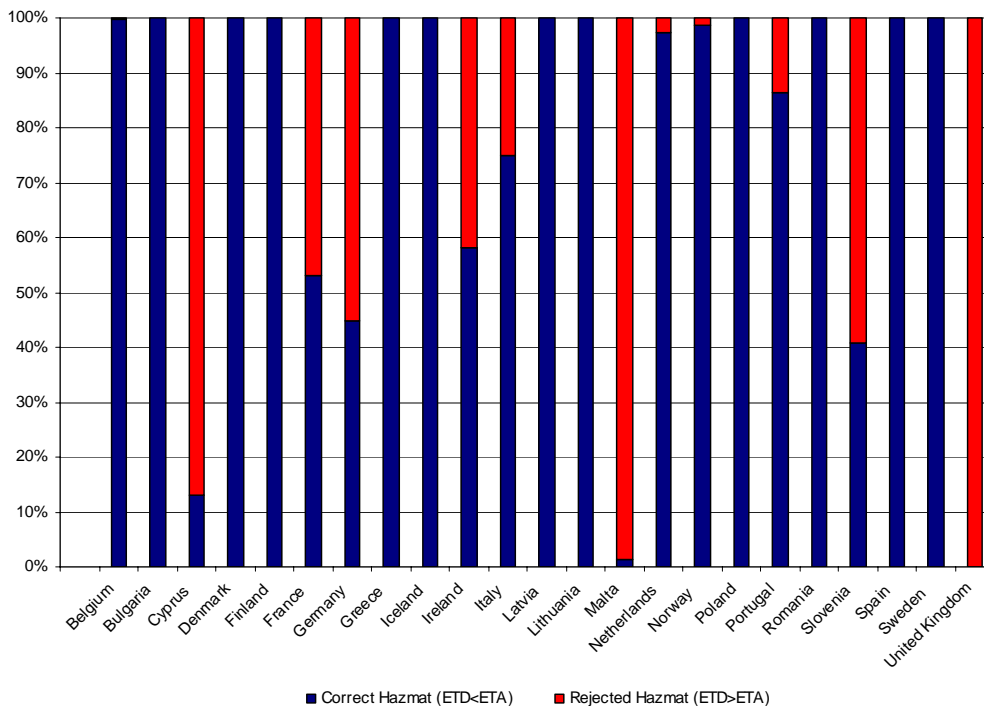Figure 5 shows the percentage of Hazmat notifications that fail the checking rule "ETA>ETD".

Figure 5 – Rejected Hazmat notifications due to ETD > ETA (June.2009)

EMSA comment – There are countries that have more than 40% of the Hazmat notifications rejected (in red) because have misunderstood the requirement (**Cyprus**, **France**, **Germany**, **Ireland**, **Malta**, **Slovenia** and **the UK**). MSs are invited to apply in their national systems the agreed checking rule in order to improve the consistency of data in SSN and to inform their LCAs on the correct ETA-ETD relation in the case of the Hazmat notifications.

7. Other issues

SSN v1.9.1 new version - SSN v1.9.1 application has been deployed on the 8th June 2009 and includes the following functionalities:

- Implementation of the checking rules agreed in SSN WS9;
- Possibility to search for vessels based on the actual ship voyage;
- Association of multiple LOCODES to a unique authority

Apart from the deployment, all SSN environments are now hosted in EMSA instead of being hosted in Luxemburg by DIGIT.

Maritime Support Services (MSS) starts operating in a 24/7 basis – As from 1st September 2009 the MSS provides support on a 24/7 basis. The MSS Operators act also as the initial contact point for the MSs whenever any EMSA's antipollution operational service is requested, including satellite images (CleanSeaNet service), requests for the assistance of the oil recovery ships contracted by EMSA and/or experts in this field. The MSS will also provide a first line helpdesk for **LRIT** (which went alive on the 1st of July 2009).

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Maritime Support Services

Tel: **+ 351 21 1209 415**

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Email: MaritimeSupportServices@emsa.europa.eu

Until 31st of August 2009

Working days : from 09h to 18h, Lisbon time

Weekends and holidays: from 09h to 17:30h, Lisbon time

From 1st of September 2009

Starts to operate on a 24/7 basis

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