

## Second SafeSeaNet quarterly report

### 1. Introduction

The purpose of the quarterly report is to present measurable elements and figures on SSN data quality issues informing Member States (MSs) about aspects of their performance which should be improved. The report is made available to EMSA, the Commission and MSs for their further analysis.

### 2. Missing Port notifications

The EMSA MSS carried out sample checks using external sources (Port web pages, SeaWeb, LMIU, etc), to verify whether the required port notifications are being provided by the MSs. The results are given in Table 1 below (MSs with 10% or more missing notifications are highlighted in red).

Member State	June 09		July 09		August 09		Missing Port Notifications (%)
	Nr. checks	Missing notifications	Nr. checks	Missing notifications	Nr. checks	Missing notifications	
Belgium	10	0	20	0	10	0	0%
Bulgaria	10	0	n.a.	n.a.	10	0	0%
Cyprus	10	5	20	11	10	0	40%
Denmark	10	0	20	0	9	0	0%
Estonia	Port notifications not provided						
Finland	20	4	10	5	10	2	27.50%
France	10	4	10	2	20	9	37.50%
Germany	10	0	20	0	10	0	0%
Greece	10	0	20	19	9	7	66.70%
Iceland	10	0	10	1	9	1	6.90%
Ireland	10	0	20	12	10	5	42.50%
Italy	10	0	10	3	20	6	22.50%
Latvia	10	0	10	0	10	0	0%
Lithuania	10	0	10	1	10	0	3.30%
Malta	20	15	18	15	10	7	77.10%
Netherlands	10	0	10	0	11	2	6.40%
Norway	10	0	20	0	10	2	5%
Poland	10	0	10	0	10	0	0%
Portugal	10	1	20	5	7	0	16.20%
Romania	10	0	10	0	10	0	0%
Slovenia	10	0	10	0	5	0	0%
Spain	10	0	10	0	20	2	5%
Sweden	10	0	20	6	10	1	17.50%
United Kingdom	10	3	n.a.	n.a.	10	2	25%

Table 1- Missing Port notifications

**EMSA comments**

- It is concluded by EMSA that Port notifications are absent for reasons such as:
  - ✓ Masters, Agents and Operators do not fully comply with their reporting obligations;
  - ✓ Port notifications are provided to the National SSN System, but are not forwarded to SSN;
  - ✓ Port notifications are forwarded, but are rejected by the SSN core (not parsed against the XSD, invalid IMO number, etc.) and are not re-sent by MSs with corrected data;
  - ✓ Ports are not connected to the National SSN System, (only FR and PT have informed EMSA that some ports are not yet connected).
- MSs are recommended to:
  - ✓ In accordance with Art. 25.2 of the Directive, to apply sanctions to the agents, masters or operators not fulfilling their reporting obligations and to send an Incident Report notification to SSN for that particular ship (in accordance with Article 16.a, second bullet);
  - ✓ Ensure that all port notifications are forwarded to the SSN central application (through frequent, regularly checks on the contents of their national systems);
  - ✓ Promptly correct any errors and re-send notifications to the SSN core (in case of rejected notifications);
  - ✓ Connect all their due port authorities to their SSN national application.

**3. Missing Hazmat notifications**

Sample checks have been performed by using data from the reports sent by vessels within Mandatory Reporting Systems (MRS). Table 2 below presents the results of the Hazmat Notification checks for July and August (MSs with 10% or more of missing notifications are highlighted in red). Note: It is not possible to perform this check with all MRS data at EU level due to the absence of some MRS reports as indicated in paragraph 4.

Member State	July 09		August 09		Missing Hazmat Notifications (%)
	Nr. checks	Missing notifications	Nr. checks	Missing notifications	
<b>Belgium</b>	10	0	10	1	5%
<b>Bulgaria</b>	Samples not available				
<b>Cyprus</b>	n.a.	n.a.	1	1	100%
<b>Denmark</b>	3	2	1	0	50%
<b>Estonia</b>	<b>Hazmat notifications not provided</b>				
<b>Finland</b>	Samples not available				
<b>France</b>	8	6	10	5	61%
<b>Germany</b>	9	2	10	1	15%
<b>Greece</b>	n.a.	n.a.	3	2	66%
<b>Iceland</b>	Samples not available				
<b>Ireland</b>	Samples not available				
<b>Italy</b>	10	1	10	5	30%
<b>Latvia</b>	2	1	4	0	16%
<b>Lithuania</b>	1	0	1	0	0%

Member State	July 09		August 09		Missing Hazmat Notifications (%)
	Nr. checks	Missing notifications	Nr. checks	Missing notifications	
<b>Malta</b>	<b>Notifications not available (all rejected due to ETD&lt;ETA checking rule)</b>				
<b>Netherlands</b>	8	1	10	0	5%
<b>Norway</b>	1	1	2	1	66%
<b>Poland</b>	Samples not available				
<b>Portugal</b>	10	0	10	8	40%
<b>Romania</b>	1	1	3	3	0%
<b>Slovenia</b>	Samples not available				
<b>Spain</b>	10	10	10	10	100%
<b>Sweden</b>	3	3	5	3	75%
<b>United Kingdom</b>	<b>Notifications not available (all rejected due to ETD&lt;ETA checking rule)</b>				

Table 2- Missing Hazmat notifications

### EMSA comments

- For BG, CY, DK, GR, FI, IE, IS, NO and SI, the results cannot be conclusive.
- EMSA concludes that Port notifications are absent for reasons such as:
  - ✓ Masters, Agents and Operators do not fully comply with their reporting obligations. N.B. This may also indicate non-compliances with Art.12 and parallel SOLAS and Marpol requirements;
  - ✓ Hazmat notifications are provided to the National SSN System, but are not forwarded to SSN;
  - ✓ Hazmat notifications are forwarded but are rejected by the SSN core (not parsed against the XSD, invalid IMO number, etc.) and are not and re-sent by MSs with corrected data;
  - ✓ Ports are not connected to the National SSN System;
  - ✓ There are misinterpretations of the requirement of the Directive. Some MSs send reports only for some dangerous and polluting goods but not for all as defined in Art.3 of Directive 2002/59/EC. MSs should properly inform all masters, agents or operators to report those goods and apply sanctions for those failing to comply.
- MSs are recommended to:
  - ✓ In accordance with Art. 25.2 of the Directive to apply sanctions to the agents, masters or operators not fulfilling their reporting obligations and to send an Incident Report notification to SSN for that particular ship (in accordance with Article 16.a, second bullet point);
  - ✓ Ensure that all port notifications are forwarded to the SSN central application (through frequent, regular checks on the contents of their national systems);
  - ✓ Promptly correct any errors and re-send the notifications to the SSN core (in case of rejected notifications);
  - ✓ Connect all their due port authorities to their SSN national application.

- ✓ Correct their national and local applications to ensure that the systems are able to receive and notify electronically the complete range of dangerous or polluting goods as defined in the Directive and that system operators, Masters, Agents and ship Operators are full aware of these requirements.

#### 4. Missing MRS notifications

In accordance with Article 14 of the Directive, MSs shall exchange information gathered via the IMO adopted MRS through SSN. Table 3 shows all MRS set up along Europe's coast and MSs not providing the necessary MRS notifications are marked in red.

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 Calais	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 of Gdansk	Poland
GIBREP	Strait of Gibraltar	Spain
GOFREP	Gulf of Finland	Estonia, Finland and Russia
Off Les Casquets and Off Ouessant	La Manche	France
TRANSREP	Off South and Southwest Coast of Iceland	Iceland
WETREP	EU Atlantic coast (only for heavy grade oils)	Spain, Portugal, France, Belgium, Ireland and the UK

Table 3- Missing MRS notifications

#### EMSA comments

- Five MRS are not connected to the SSN system (BELTREP, CANREP, COPREP, GOFREP and WETREP). BE, DK, EE, FI, IE, PT and UK do not provide any MRS notifications while FR and ES provide only partially (FR do not provide the WETREP and ES the WETREP and CANREP). Only IS, IT, PL and SI provide MRS notifications for all their declared MRS.
- MSs are invited to provide the missing MRS notifications according to the Directive 2002/59/EC.
- EMSA acknowledges that the IMO obligations have not yet been clarified by the COM (as agreed at SSN 10) whether MRS information and WETREP in particular, can be shared between all of the MSs participating in this specific MRS or between all MSs. This should not be considered a blocking issue for MSs to provide MRS notifications to SSN. WETREP MSs are invited to develop and test their systems, in close cooperation with EMSA, for being able to provide their MRS notifications. They will not then be distributed to all MSs until the requested clarification is provided by the Commission.

#### 5. Missing AIS notifications

#### EMSA comments

- The entire coast of the MSs (with a few small gaps) is covered by AIS and national AIS shore based networks have been developed by every MSs;

- BG, ES and PT have not provided any AIS notification to SSN. Due to technical reasons, EE and UK have not provided AIS notifications during August 09. The reporting pattern of the rest of MSs during August is consistent, although in some cases (DE, FR, GR, IT, LT, PL and SI) their AIS networks lose their connections to SSN either because of planned interventions or unforeseen events (always solved over a few hours).
- AIS notifications shall be exchanged via SSN in XML format (as defined in the XMLRG). EMSA acknowledges a proposal by some MSs to use AIS data collected through regional servers as equivalent to the existing AIS notifications but this issue has not yet been discussed and agreed.

## 6. Missing Incident Report notifications

Table 4 shows MS status in regard to "Incident Reports" notifications.

Member State	L/F Containers	Others	POLREP	SITREP	Waste	Grand Total	Tests with IMO "9999999"
Belgium		29				29	29
Bulgaria							
Cyprus							
Denmark		11		5		16	
Estonia							
Finland				2		2	1
France	6		195	255	241	697	
Germany							
Greece		2	6	13		21	
Iceland							
Ireland		2		1		3	1
Italy		14	2	9	1	26	
Latvia		3		8	107	118	
Lithuania			2	1		3	2
Malta	26	23	4	16	22	91	72
Netherlands		23	9	4	1	37	16
Norway							
Poland		4				4	2
Portugal		4				4	
Romania				4		4	4
Slovenia				2	1	3	3
Spain		2			2	4	3
Sweden		1				1	
United Kingdom		6		87	31	124	63
<b>Total</b>	<b>32</b>	<b>130</b>	<b>218</b>	<b>410</b>	<b>406</b>	<b>1196</b>	<b>196</b>

**Table 4 - Incident Reports sent to SSN (period January/August 2009)**

### EMSA comments

- The MSS provides a warning to MSs whenever it is known an accident takes place in their waters matching the criteria set up in the "Incident Report Messages Guidelines".
- The low performances stem from differing and/or a lack of procedure and application in some MSs, perhaps reflecting misunderstandings of the requirements.

- Training would help harmonize the reporting activities and procedures. EMSA also recommends a deeper commitment from MSs appointed services.

## 7. Use of a “dummy value” for the POB in Port/Hazmat notifications

Table 5 shows the percentage of Port and Hazmat notifications provided with “Persons on Board (POB)” unknown. MSs including dummy values in more than 20% of their notifications are highlighted in red.

Member State	Port notifications			Hazmat notifications		
	Total	Notifications with POB unknown	Percentage of notifications with POB unknown	Total	Notifications with POB unknown	Percentage of notifications with POB unknown
<b>Belgium</b>	<b>6897</b>	<b>1644</b>	<b>23.84%</b>	<b>2590</b>	<b>837</b>	<b>32.32%</b>
Bulgaria	311	4	1.29%	70	0	0.00%
<b>Cyprus</b>	<b>230</b>	<b>230</b>	<b>100.00%</b>	<b>31</b>	<b>31</b>	<b>100.00%</b>
<b>Denmark</b>	<b>4370</b>	<b>4202</b>	<b>96.16%</b>	<b>202</b>	<b>68</b>	<b>33.66%</b>
<b>Estonia</b>	<b>Port notifications not provided</b>			<b>Hazmat notifications not provided</b>		
<b>Finland</b>	<b>3986</b>	<b>2480</b>	<b>62.22%</b>	<b>646</b>	<b>265</b>	<b>41.02%</b>
<b>France</b>	<b>3338</b>	<b>3336</b>	<b>99.94%</b>	<b>379</b>	<b>290</b>	<b>76.52%</b>
<b>Germany</b>	<b>10282</b>	<b>7761</b>	<b>75.48%</b>	<b>2008</b>	<b>1631</b>	<b>81.23%</b>
Greece	5292	70	1.32%	207	38	18.36%
Iceland	230	0	0.00%	12	0	0.00%
<b>Ireland</b>	544	2	0.37%	<b>379</b>	<b>118</b>	<b>31.13%</b>
<b>Italy</b>	<b>9142</b>	<b>3410</b>	<b>37.30%</b>	<b>1285</b>	<b>314</b>	<b>24.44%</b>
Latvia	670	0	0.00%	153	1	0.65%
<b>Lithuania</b>	<b>1135</b>	<b>604</b>	<b>53.22%</b>	203	33	16.26%
Malta	124	0	0.00%	4	0	0.00%
<b>Netherlands</b>	9068	528	5.82%	<b>2095</b>	<b>1128</b>	<b>53.84%</b>
Norway	6602	868	13.15%	927	20	2.16%
Poland	1771	0	0.00%	349	0	0.00%
<b>Portugal</b>	<b>1548</b>	<b>423</b>	<b>27.33%</b>	<b>216</b>	<b>96</b>	<b>44.44%</b>
Romania	530	7	1.32%	114	0	0.00%
Slovenia	277	0	0.00%	36	0	0.00%
<b>Spain</b>	<b>8575</b>	<b>7271</b>	<b>84.79%</b>	<b>506</b>	<b>486</b>	<b>96.05%</b>
<b>Sweden</b>	<b>11511</b>	<b>4616</b>	<b>40.10%</b>	<b>1030</b>	<b>708</b>	<b>68.74%</b>
<b>United Kingdom</b>	<b>16497</b>	<b>8523</b>	<b>51.66%</b>	<b>Hazmat notifications not provided</b>		
<b>Total</b>	102930	45979	44.67%	13442	6064	<b>45.11%</b>

**Table 5- Port and Hazmat notifications with unknown POB (August 09)**

### EMSA comments

- Some MSs consider the provision of “dummy” values as a legitimate or acceptable practice. “Dummy” values are provided in 45% of notifications.
- The notification of POB in both Port and Hazmat messages is an obligation defined in the Annex I of the Directive 2002/59/EC. “Dummy” values should be used only on exceptional basis, applied to facilitate the notification process but cannot change or overrule the defined legal requirements.

- MS authorities have the legal basis (Art. 25. 2) to impose sanctions on those failing to comply with the reporting obligations defined in Annex I.

## 8. Port notifications: "Sent At" VS "ETA"

In the first SSN Data Quality, EMSA indicated a serious problem: an average of 13,5% of the initial Port notifications (before any update) were sent late. Table 6 shows total number of Port notifications, number and percentage of port notifications sent after Estimated Time of Arrival (ETA). Highlighted in red are those MS with more than 10% of the Port notifications sent after the ETA of the ship.

Member State	Total number of Port Notifications (August 09)	1st SentAt >ETA (August 09)	% of late notifications (August 2009)	% of late notifications (May 09)
Belgium	6897	261	3.8%	13.4%
<b>Bulgaria</b>	<b>311</b>	<b>45</b>	<b>14.5%</b>	8.9%
<b>Cyprus</b>	<b>230</b>	<b>48</b>	<b>20.9%</b>	20.6%
<b>Denmark</b>	<b>4370</b>	<b>732</b>	<b>16.8%</b>	24.0%
<b>Estonia</b>	<b>Not providing Port Notifications</b>			
Finland	3986	80	2.0%	1.2%
France	3337	129	3.9%	3.9%
Germany	10282	0	0.0%	0.0%
<b>Greece</b>	<b>5292</b>	<b>1118</b>	<b>21.1%</b>	0.0%
Iceland	230	5	2.2%	0.0%
Ireland	544	32	5.9%	10.0%
<b>Italy</b>	<b>9154</b>	<b>2843</b>	<b>31.1%</b>	34.5%
Latvia	1133	2	0.2%	0.0%
<b>Lithuania</b>	<b>670</b>	<b>331</b>	<b>49.4%</b>	26.3%
Malta	124	0	0.0%	0.0%
Netherlands	9068	276	3.0%	7.8%
Norway	6602	0	0.0%	0.0%
Poland	1771	0	0.0%	0.0%
Portugal	1548	53	3.4%	6.9%
<b>Romania</b>	<b>530</b>	<b>70</b>	<b>13.2%</b>	9.4%
Slovenia	277	24	8.7%	0.0%
Spain	8596	597	6.9%	9.7%
Sweden	11511	612	5.3%	11.7%
<b>United Kingdom</b>	<b>16499</b>	<b>2597</b>	<b>15.7%</b>	26.1%
<b>Total</b>	<b>102962</b>	<b>9855</b>	<b>9.6%</b>	<b>13.5%</b>

**Table 6 - Port notifications sent after ship's arrival (August 09)**

### EMSA comments

- Almost 10% of Port notifications are being sent late to the SSN central application (after vessel's arrival at port).
- MSs are invited to apply automatic checking rules at national level alerting the authority responsible for the national SSN system whenever the SentAT and the ETA attributes do not match the logical relation (SentAt prior to the ETA). MSs are invited to inform the master, agent or operator of the ship in case of improper reporting and apply sanctions according to Art. 25.2.

## 9. General comment

The complexity of SSN is due to the fact that it is a Community system requiring synchronised technical developments and operations of the SSN national application of the MSs communicating through the central application run by EMSA. There have been significant achievements by MSs over the previous years such as:

- the entire coast of the MSs (with a few small gaps) is covered by AIS and national AIS shore based networks have been developed by every MSs;
- All MSs have completed the development of their national SSN application and tested its interface with the SSN central application run by EMSA.

These significant achievements should not be underestimated and they are an important springboard and catalyst for future developments. Though the tables presented in the previous sections do not represent the progress made by MSs, they indicate only in terms of facts and figures the gaps and the areas where certain improvements are needed and represent pre-existing problems that SSN has focussing upon, thereby providing the motivation towards further improvement.

The recent development of STIRES is expected to become a turning point in the life cycle of SSN. STIRES is available at EMSA and will be delivered to the MSs in February 2010. It is expected to increase the visibility of SSN functionalities including the benefits and existing weaknesses. Taking the opportunity of STIRES, MSs are invited to make maximum use of the benefits and to reinforce their efforts on developing the missing or improper functionalities.

The effectiveness of SSN depends fully in the capacity of each MS to fully implement and enforce the implementation strictly. The MSS operators will keep a watchful eye on the performance of each MS to provide assistance when needed on a 24/7 basis. Besides SSN the MSS Operators will also act as:

- the initial contact point for the MSs whenever any of EMSA's counter pollution operational services are requested including satellite images (CleanSeaNet service); the assistance of the oil recovery ships contracted by EMSA; and/or experts in this field;
- a first line helpdesk for **LRIT** (which went alive on the 1<sup>st</sup> of July 2009).

### Maritime Support Services

Tel: + 351 21 1209 415

Fax: +351 21 1209 480

Email: [MaritimeSupportServices@emsa.europa.eu](mailto:MaritimeSupportServices@emsa.europa.eu)

**From 1<sup>st</sup> of September 2009**

24/7 basis operation

