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Third SafeSeaNet Data Quality quarterly report (October, November and December 2009)

1. Introduction

The purpose of the quarterly report is to present measurable elements and figures on SSN data quality issues and to inform Member States (MSs) about aspects of their performance that should be improved. The report also includes the level of activity registered in SSN for the notifications provided.

The report is made available to EMSA, the Commission and MSs for their further analysis.

2. Level of activity

Table 1 shows the number of notifications and requests sent to SSN EIS in 2009 by reporting country and message type.

Member State	NOTIFICATIONS					REQUESTS				
	Port	Hazmat	Ship	Incident	TOTAL	Port	Hazmat	Ship	Incident	TOTAL
Belgium	89,881	33,508	1,900,438	43	2,023,870		110	8,685	112	8,907
Bulgaria	3,104	597	50,485		54,186	9	3,275	26	20	3,330
Cyprus	2,993	665	6,573,021		6,576,679	34	30	14	43	121
Denmark	58,080	2,741	3,032,795	17	3,093,633	106	185	24	299	614
Estonia	0	0	848,603		848,603					
Finland	43,487	7,698	887,880	2	939,067	1,643,156	79	40	62	1,643,337
France	43,688	6,924	2,821,090	1,084	2,872,786	22	87	280	250	639
Germany	108,680	23,077	2,709,829		2,841,586	12	63	83	325	483
Greece	38,277	1,985	1,044,856	77	1,085,195		58	94	324	476
Iceland	1,427	114	296,914	1	298,456		1	1	31	33
Ireland	5,793	3,307	741,240	4	750,344	20	30	135	124	309
Italy	104,512	17,632	3,268,304	52	3,390,500	275	509	957	437	2,178
Latvia	8,050	993	938,004	124	947,171	44	181	68	114	407
Lithuania	14,786	3,004	198,170	3	215,963		121	117	300	538
Malta	1,738	4,284	470,431	89	476,542		352	49	140	541
Netherlands	115,515	22,656	3,508,958	106	3,647,235		293	427	402	1,122
Norway	71,603	12,038	4,585,900		4,669,541	2,969	853,958	41	28	856,996
Poland	22,156	5,617	1,526,259	17	1,554,049	243	361	237	175	1,016
Portugal	19,306	2,975	0	10	22,291	1	5	8	126	140
Romania	5,713	1,437	310,244	8	317,402	266	96,344	1,157	474,018	571,785
Slovenia	2,562	672	68,490	5	71,729	113	70	114	23	320
Spain	95,024	14,168	90,787	6	199,985		177	198	254	629
Sweden	139,980	10,344	843,460	1	993,785		74	47	134	255
United Kingdom	204,187	15,543	2,236,034	183	2,455,947	89	127	146	823	1,185
TOTAL	1,200,542	191,979	38,952,192	1,832	40,346,545	1,647,359	956,490	12,948	478,564	3,095,361

Table 1 – Number of SSN notifications and requests (January-December 2009)

EMSA comments

- EMSA recognises the low usability of SSN as a general issue concerning all MSs. This is expected to change when the new SSN module named STIRES becomes available to MSs. SSN/STIRES will offer an easier and more user friendly access to the system. Before STIRES enters into production

training will be provided to MSs in February 2010 (EMSA invitations already sent). It is noted that **landlocked MSs (Austria, Czech Republic, Hungary, Luxemburg and Slovak republic)** will also be given access to the STIRES web interface;

- b. **Estonia** (Port and Hazmat notifications) and **Portugal** (Ship notifications) are invited to take the necessary measures and provide to SSN the above missing notifications as stipulated by the Directive 2002/59/EC. The effectiveness of the Directive depends on Member States enforcing its implementation strictly;
- c. MSs are invited to provide the **"Incident reports"** as stipulated in Article 16 of the Directive 2002/59/EC and in the 'Incident Report Messages Guidelines'. In order to improve this situation EMSA acknowledges that further training would help to harmonize the reporting activities;
- d. Over the last year, the number of requests made by **Finland** (Port requests), **Norway** (Hazmat requests) and **Romania** (Hazmat and Incident requests) has hugely increased. These States explained that EMSA they request this information automatically either for getting a detailed traffic image or for assessing the potential risk. Although at this time there are no technical problems due to the generally limited number of requests, those operational needs were not foreseen to be supported by SSN. For those purposes, STIRES will provide a better and clear traffic picture with enhanced SSN information. These **MSs are invited** to deactivate the above mentioned automatic requests once they would get the same information through STIRES.

3. SSN operation status

As from January 2009, all coastal MSs notify SSN with Port, Hazmat, Incident reports, and Ship (AIS/MRS) notifications. Table 2 shows in detail the situation for each MS:

Member State	Notifications						Comments regarding specific issues
	Port	Hazmat	Ship		Incident		
			AIS	MRS			
AT Austria	no	no	no	no	no	no	Landlocked country
BE Belgium	yes	yes	yes	no	no	no	Missing MRS: Wetrep; Incidents only for test ship '9999999'
BU Bulgaria	yes	yes	yes	n.a.	no	no	
CY Cyprus	yes	yes	yes	n.a.	no	no	
CZ Czech Republic	no	no	no	no	no	no	Landlocked country
DK Denmark	yes	yes	yes	no	no	yes	Incidents sent through Alert distribution tool; Missing AIS (since 23 November 2009) and MRS: Great Belt
EE Estonia	no	no	yes	no	no	no	Missing all notifications (including AIS) since the 19 December 2009
FI Finland	yes	yes	yes	no	no	no	Missing MRS: Golfrep;
FR France	yes	yes	yes	yes	yes	yes	Missing MRS: Wetrep
DE Germany	yes	yes	yes	n.a.	no	no	
GR Greece	yes	yes	yes	n.a.	yes	yes	Incidents sent through Alert distribution tool
HU Hungary	no	no	no	no	no	no	Landlocked country
IC Iceland	yes	yes	yes	yes	yes	yes	
IE Ireland	yes	yes	yes	no	yes	yes	Missing MRS: Wetrep;
IT Italy	yes	yes	yes	yes	yes	yes	
LV Latvia	yes	yes	yes	n.a.	yes	yes	
LT Lithuania	yes	yes	yes	n.a.	no	no	
LX Luxemburg	no	no	no	no	no	no	Landlocked country
MT Malta	yes	yes	yes	n.a.	yes	yes	
NL Netherlands	yes	yes	yes	n.a.	yes	yes	Incidents sent through Alert distribution tool
NO Norway	yes	yes	yes	n.a.	no	no	
PL Poland	yes	yes	yes	yes	yes	yes	Incidents sent through Alert distribution tool
PT Portugal	yes	yes	no	no	yes	yes	Incidents sent through Alert distribution tool; Missing AIS and MRS (Coprep, Wetrep)
RO Romania	yes	yes	yes	n.a.	yes	yes	
SI Slovenia	yes	yes	yes	yes	yes	yes	
SK Slovak Republic	no	no	no	no	no	no	Landlocked country
ES Spain	yes	yes	no	yes	yes	yes	Missing MRS: Canrep, Wetrep
SE Sweden	yes	yes	yes	n.a.	no	no	Incidents sent through Alert distribution tool in the past. None sent during last quarter of 2009
GB United Kingdom	yes	yes	yes	no	yes	yes	Missing MRS: Caldovrep, Wetrep

Table 2 – Detailed SSN operation status by Member State (October- December 2009)

EMSA comments

- a. **Bulgaria** entered into full production with the XML interface in mid-December 2009 and **Estonia** re-commenced sending AIS notifications on 8 January 2010 and MRS notifications (for the first time);
- b. Not all due notifications are being provided by MSs when the "yes" appears on the table. The "yes" in the table means that the Member State has completed the technical developments and is

capable of sending the due notifications. However in most of the cases MSs provide a percentage of the due notifications and the exact situation is reported to each MS separately;

- c. MSs missing to provide the due MRS information to SSN (**Belgium, Denmark, Finland, France, Ireland, Portugal, Spain** and the **United Kingdom**) are reminded that the exchange of MRS information has a solid legal base and there is a clear obligation to exchange this information without delay through SSN (see the letter with ref. number DG TREN/G1/SHN D 50876/18-1-2010 of the Commission sent to the maritime Directors).

4. Use of 'dummy' values

4.1 Use of 'dummy' ETD values in Port notifications

The 'estimated' time of departure (ETD) from the port should be included in Port notifications provided by the MS. However, some MSs are including 'dummy' values.

An ETD value is considered as 'dummy' if provided:

- as a pre-defined value (e.g. 31-12-2010);
- a fixed time interval between ETD and ETA (i.e. port call duration) in more than 50 % of Port notifications, or;
- an abnormal time interval between ETD and ETA is detected (e.g. 10 minutes).

Table 3 shows the percentage of Port notifications sent by the MS including 'dummy' ETD values and identifies the relationship for each case.

Member State	Notifications	Dummy value
Germany	100.0%	ETD = ETA + 12 hrs
Lithuania	99.9%	ETD = ETA + 48 hrs
Poland	99.7%	ETD = ETA + 24 hrs
United Kingdom	83.6%	ETD = ETA + 24 hrs
Netherlands	79.0%	ETD = ETA + 72 hrs
Romania	60.0%	ETD = ETA + 24 hrs
Sweden	12.3%	ETD = ETA + 10 min
Belgium	28.9%	ETD = 31-12-2010

Table 3 – Use of 'dummy' ETD values in Port notifications (December 2009)

4.2 Use of 'dummy' ETA values in Hazmat notifications

The 'estimated' time of arrival (ETA) at the port of destination shall be included in Hazmat notifications provided by the MS. Whereas most Hazmat notifications include ETA values likely to be true, some Hazmat notifications include 'dummy' values.

An ETA value is considered as 'dummy' if provided:

- as a pre-defined value (e.g. 31-12-2010);
- a fixed time interval between ETA and ETD (i.e. voyage duration) in more than 50 % of Hazmat notifications, or;
- an abnormal time interval between ETA and ETD is detected (e.g. 1 minute).

Table 4 shows the percentage of Hazmat notifications sent by the MS, including 'dummy' ETA values, and identifies the relationship in each case.

Member State	Notifications	Dummy value
Finland	100.0%	ETA = ETD + 15 hrs
Poland	99.8%	ETA = ETD + 24 hrs
Belgium	77.2%	ETA = 31-12-2010
Netherlands	64.0%	ETA = ETD + 72 hrs
Belgium	21.3%	ETA = ETD + 1 min

Table 4 – Use of 'dummy' ETA values in Hazmat notifications (December 2009)

EMSA comments for both paragraphs 4.1 and 4.2

- MSs are urged** to upgrade the information provided, when appropriate, avoiding the employment of 'dummy' values in Port and Hazmat notifications;
- Port notifications including a 'dummy' ETD provide misleading information. Once SSN will feed the THETIS system, the 'dummy' data may mislead PSC activities. In a similar way, Hazmat notifications including a 'dummy' ETA provide also misleading information;
- According to the Directive 2002/59/EC (as amended) the operators, agent or master of a ship shall notify the ETA and ETD, and the master must inform the competent authority of any change.

4.3 Use of 'unknown' number of 'Persons on Board' in Port and Hazmat notifications

Table 5 shows the percentage of Port and Hazmat notifications sent by the MS with 'Persons on Board' unknown (POB = 99999) in August and December 2009. MSs including 'dummy' unknown values in more than 20% of their notifications are indicated in red.

Member State	Port notifications with unknown POB		Hazmat notifications with unknown POB	
	Aug-09	Dec-09	Aug-09	Dec-09
Belgium	23.84%	20.55%	32.32%	29.98%
Bulgaria	1.29%	0.00%	0.00%	3.77%
Cyprus	100.00%	0.00%	100.00%	0.00%
Denmark	96.16%	89.03%	33.66%	32.57%
Estonia	*	*	*	*
Finland	62.22%	5.97%	41.02%	1.18%
France	99.94%	87.02%	76.52%	77.72%
Germany	75.48%	87.61%	81.23%	84.16%
Greece	1.32%	9.18%	18.36%	8.04%
Iceland	0.00%	0.00%	0.00%	0.00%
Ireland	0.37%	0.00%	31.13%	0.00%
Italy	37.30%	17.84%	24.44%	20.22%
Latvia	0.00%	0.00%	0.65%	0.00%
Lithuania	53.22%	10.34%	16.26%	7.27%
Malta	0.00%	0.00%	0.00%	0.00%
Netherlands	5.82%	6.47%	53.84%	57.98%
Norway	13.15%	1.30%	2.16%	0.42%
Poland	0.00%	0.00%	0.00%	0.00%
Portugal	27.33%	32.37%	44.44%	51.49%
Romania	1.32%	0.00%	0.00%	0.00%
Slovenia	0.00%	0.00%	0.00%	0.00%
Spain	84.79%	87.96%	96.05%	94.01%
Sweden	40.10%	41.87%	68.74%	63.80%
United Kingdom	51.66%	57.66%	*	0.00%
TOTAL EU	44.67%	37.00%	45.11%	31.52%

* - Notifications not provided

Table 5 – Use of 'unknown' number of POB in Port and Hazmat notifications (August and December 2009)

EMSA comments

- Figures are improving, but over 30% of notifications are missing mandatory data;

- b. The notification of POB in both Port and Hazmat notifications is defined in Annex I of Directive 2002/59/EC. Unknown number of 'Persons on Board' should only be used on an exceptional basis;
- c. MS authorities have the legal basis (Art. 25. 2) to impose sanctions on those failing to comply with the reporting obligations of the Annex I.

5. Use of non-recognised LOCODEs in Hazmat and Ship MRS notifications

The employment of non-recognised SSN LOCODEs in Hazmat and Ship MRS notifications creates confusion to other SSN users. Non-recognised SSN LOCODEs are those not registered in the UNECE list or not declared as 'SSN Specific' (when awaiting for UNECE formal acceptance).

Table 6 shows the percentage of Hazmat and Ship MRS notifications sent by MSs declaring a non-recognised SSN LOCODE as 'Next Port of Call'. MSs providing notifications with non-recognised LOCODEs are indicated in red:

Member State	Hazmat	Ship MRS
Belgium	0.92%	*
Bulgaria	0.00%	n.a.
Cyprus	0.00%	n.a.
Denmark	0.00%	*
Estonia	*	4.63%
Finland	0.13%	*
France	2.28%	1.21%
Germany	0.05%	n.a.
Greece	8.79%	n.a.
Iceland	0.00%	0.00%
Ireland	0.00%	*
Italy	1.59%	1.44%
Latvia	2.17%	n.a.
Lithuania	0.00%	n.a.
Malta	0.18%	n.a.
Netherlands	0.85%	n.a.
Norway	0.31%	n.a.
Poland	0.00%	0.31%
Portugal	1.70%	*
Romania	0.79%	n.a.
Slovenia	0.00%	0.00%
Spain	1.80%	2.52%
Sweden	0.00%	n.a.
United Kingdom	0.02%	*
TOTAL EU	0.76%	1.69%

* - Notifications not provided

n.a.- not applicable as no MRS notification is due

Table 6 – Use of non-UNECE/SSN specific LOCODEs in Hazmat and Ship MRS notifications (October - December 2009)

EMSA comments

MSs are invited to:

- ensure that ports have their LOCODE registered by UNECE. If not, initiate in UNECE the process for requesting a LOCODE for those locations and update their Port function;
- periodically download the updated list of LOCODEs (UNECE and 'SSN Specific') from the SSN web application into their National SSN systems.

6. Detailed part of Hazmat and Ship notifications

6.1 Employment of phone/fax solution in Hazmat and Ship MRS

Table 7 shows the percentage of Hazmat and Ship MRS notifications for which the details are available by phone or fax. The percentage is based on automatic checks made on all notifications during the October / December reporting period. MSs still providing details in this non-automatic way are indicated in red:

Member State	Hazmat	Ship MRS
Belgium	100.0%	*
Bulgaria	99.4%	n.a.
Cyprus	0.0%	n.a.
Denmark	0.0%	*
Estonia	*	0.0%
Finland	0.0%	*
France	100.0%	0.0%
Germany	0.0%	n.a.
Greece	49.8%	n.a.
Iceland	0.0%	100.0%
Ireland	65.7%	*
Italy	8.5%	11.4%
Latvia	97.4%	n.a.
Lithuania	2.1%	n.a.
Malta	0.0%	n.a.
Netherlands	86.1%	n.a.
Norway	0.0%	n.a.
Poland	0.3%	6.9%
Portugal	49.8%	*
Romania	22.4%	n.a.
Slovenia	0.0%	0.0%
Spain	0.0%	0.0%
Sweden	0.0%	n.a.
United Kingdom	36.4%	*
TOTAL EU	35.12%	0.99%

* - Notifications not provided

n.a.- not applicable as no MRS notification is due

**Table 7 – Employment of phone/fax solution
in Hazmat and Ship MRS (October-December 2009)**

EMSA comments

- SSN is to facilitate the “computerised exchange of data” between MSs. The initial solution of providing details via phone/fax should be phased out;
- MSs are invited** to make all efforts to provide the detailed part of notifications through XML or a downloadable document.

6.2 Unavailability of Hazmat and Ship details

EMSA carried out sample checks on the availability of Hazmat and Ship details.

Table 8 shows the percentage of XML type details that were unavailable upon request, indicating in red those MSs with unavailability greater than 20%:

Member State	Hazmat			Ship AIS/MRS		
	Nr. Checks	Missing details	Unavailability	Nr. Checks	Missing details	Unavailability
Belgium	n.a.	n.a.	n.a.	30	0	0.0%
Bulgaria	n.a.	n.a.	n.a.	15	0	0.0%
Cyprus	3	1	33.3%	25	3	12.0%
Denmark	20	0	0.0%	15	5	33.3%
Estonia	*	*	*	*	*	*
Finland	20	15	75.0%	15	15	100.0%
France	n.a.	n.a.	n.a.	15	13	86.7%
Germany	25	0	0.0%	25	3	12.0%
Greece	12	6	50.0%	15	5	33.3%
Iceland	18	0	0.0%	25	4	16.0%
Ireland	9	1	11.1%	15	0	0.0%
Italy	25	9	36.0%	25	5	20.0%
Latvia	n.a.	n.a.	n.a.	30	0	0.0%
Lithuania	17	0	0.0%	20	0	0.0%
Malta	15	7	46.7%	10	0	0.0%
Netherlands	6	0	0.0%	20	0	0.0%
Norway	15	0	0.0%	15	5	33.3%
Poland	20	0	0.0%	20	0	0.0%
Portugal	5	5	100.0%	*	*	*
Romania	17	0	0.0%	20	0	0.0%
Slovenia	25	2	8.0%	23	1	4.3%
Spain	15	0	0.0%	15	0	0.0%
Sweden	15	0	0.0%	15	0	0.0%
United Kingdom	5	5	100.0%	10	5	50.0%
TOTAL EU	287	51	17.77%	418	64	15.31%

* - Notifications not provided

n.a.- not applicable as details are available by phone or fax

Table 8 – Unavailability of Hazmat and Ship details (October-December 2009)

EMSA comments

MSs are invited to take measures ensuring that the detailed part of notifications is available upon request and regularly check the message content.

7. Other issues

PortPlus message implementation at MS level

The New Inspection Regime (NIR) of the Paris MoU on Port State Control will enter into force on 1 January 2011, to support the new PSC information database (THETIS). THETIS will receive information on ship calls through SSN and from the Canadian and Russian Federation systems.

To cope with the reporting obligation imposed by the NIR, a new message (PortPlus notification) has been proposed and validated by the MSs at SSN Workshop 11 and, to reflect these major changes in the system, a new SSN XML Reference Guide has been produced.

As a follow up to SSN WS 12, MSs have been requested to report on their planning for the implementation, commissioning test and entering into production of the PortPlus related version of SSN (v.2.0).

Table 9 summarises the planned implementation of the **PortPlus** message at MS level as notified to EMSA.

Member State	Planned implementation		Commissioning Tests		Planned entering in production
	Start Date	Completion Date	Start Date	Completion Date	
Belgium	Apr-2010	Jul-2010	Aug-2010	Sep-2010	Oct-2010
Bulgaria	-	-	Jun-2010		-
Cyprus	Jan-2010	Apr-2010	May-2010	May-2010	Oct-2010
Denmark	-	-	-	-	-
Estonia	Jan-2010	Mar-2010	Mar-2010	Aug-2010	Sep-2010
Finland	Mar-2010	May-2010	May-2010	May-2010	-
France	A study is now being carried out. Plan will be provided to EMSA in the 1 st quarter 2010				
Germany	Mar-2010	Sep-2010	Sep-2010	Nov-2010	Nov-2010
Greece	Not possible to provide information about time-frame				
Iceland	Jan-2010	Mar-2010	22 Mar 2010	31 Mar 2010	Apr-2010
Ireland	Not possible to provide information about time-frame.				
Italy	Aug-2010	Oct-2010	Oct-2010	Dec-2010	Dec-2010
Latvia	19 Feb 2010	20 Nov 2010	1 Oct 2010	22 Oct 2010	Nov 2010
Lithuania	Mar-2010	Aug-2010	Sep-2010	Oct-2010	Nov-2010
Malta	-	-	End Oct 2010	-	1 Jan-2011
Netherlands	Jan-2010	Apr-2011	Feb-2011	Mar-2011	Apr-2011
Norway	Early 2010	-	Sep-2010	-	Nov-2010
Poland	Dec-2009	Mar-2010	Apr-2010	Apr-2010	Nov-2010
Portugal	Dec-2009	Mid 2010	3 rd quarter 2010	3 rd quarter 2010	3 rd quarter 2010
Romania	Jun-2010	-	Nov-2010	-	Dec-2010
Slovenia	Dec-2009	Mar-2010	Apr-2010	-	Sep-2010
Spain	Not possible to provide information about time-frame. Plan will be provided to EMSA in few weeks				
Sweden	Nov-2009	May-2010	Jun-2010	Jun-2010	Sep-2010
United Kingdom	Not possible to provide information about time-frame.				

Table 9 – Planned implementation for PortPlus Message at MS level (December 2009)

EMSA comments

Denmark, France, Greece, Ireland, Spain and the United Kingdom are invited to provide EMSA with their planning on the implementation of the PortPlus message. **All MSs are invited** to send to EMSA any updates on the dates of the above table.