

Lisbon, 09 April 2008

Ref: F1/Ops/QR1/2008

SafeSeaNet implementation Quarterly Report First quarter of 2008 (January to March 08)

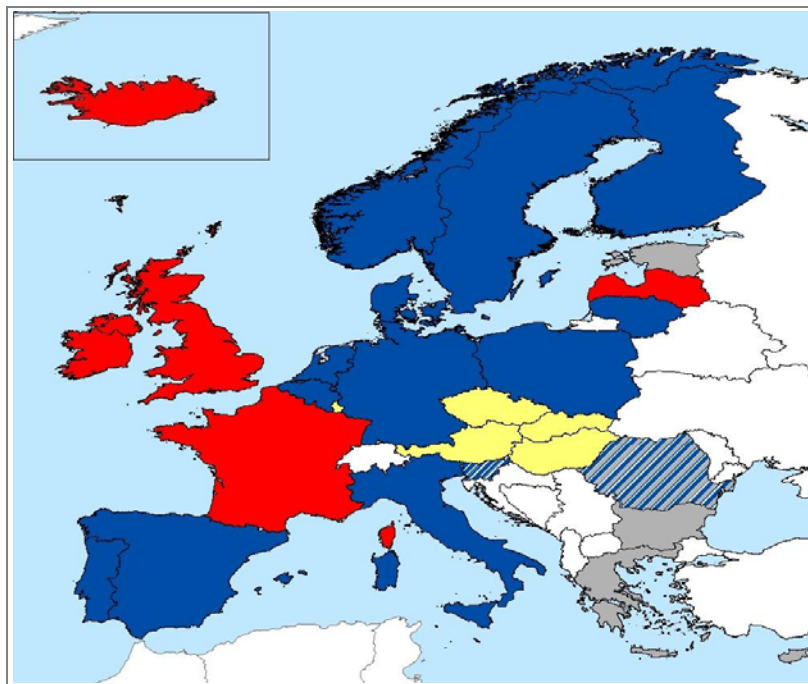
1. Introduction

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

2. Map of SSN participating Countries



Legend:

- Countries participating in SSN
- Countries participating in SSN through the Web
- Countries ready to participate in SSN
- Countries not participating 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: October 2008 |
| CY Cyprus | no | no | no | no | Test: May 2008 |
| DK Denmark | ready | yes | yes | no | |
| EE Estonia | no | no | no | no | |
| FI Finland | yes | yes | no | no | Test: May/June 2008 for MRS Ship notifications, and by the end of 2008 improvement in HAZMAT |
| FR France | ready | ready | ready | ready | Production: May 2008 |
| DE Germany | yes | yes | yes | no | |
| GR Greece | no | no | no | no | No info |
| IC Iceland | ready | ready | ready | no | Production: April 2008 |
| IE Ireland | ready | ready | ready | ready | Production: May 2008 |
| IT Italy | yes | ready | yes | ready | |
| LV Latvia | ready | ready | ready | ready | Test: April 2008 |
| 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 | |
| RO Romania (*) | yes (*) | yes (*) | yes (*) | yes (*) | Test: end of 2008 |
| SI Slovenia (*) | yes (*) | yes (*) | yes (*) | yes (*) | Test: April 2008 |
| ES Spain | yes | yes | no | no | |
| SE Sweden | yes | yes | yes | no | |
| GB United Kingdom | ready | ready | ready | ready | Production: April 2008(**) |

Notes:

Update: 02 April 2008

(*) Countries participating using the Web interface.

(**) Delayed due to problem with the digital certificate

| | |
|--------------|--|
| 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 comments

- Out of the twenty-four coastal countries, eighteen have successfully completed their tests and fifteen are already participating and exchanging messages.
- No activity and no information provided by **Greece** and **Estonia**.
- Though **Bulgaria** and **Cyprus** have until now recorded no activity, they will implement an automatic system (XML) in 2008.
- Though **Romania** and **Slovenia** are active Web users (i.e. communicate manually) they intend to introduce an automatic system (XML) in 2008.
- **Latvia** is performing the commissioning test as projected.
- **France, Ireland, Iceland** and **UK** are scheduled to enter into production during 2008.
- **No country complies fully with the four agreed messages – Port, Hazmat, Ship and Alert**). Alerts messages represent the main shortfall in implementation (only eight are currently performing the alert commissioning tests).
- **Landlocked countries** are not yet participating into SSN: as they are not “data providers” to the system they act only as “data requesters” and for this they can use the EMSA web interface.

4. Level of activity

Table 2 shows the notifications and also requests provided by countries and per message type.

Table 2 – Total number of SSN Notifications and Requests

| COUNTRY | NOTIFICATIONS | | | | | REQUESTS | | | | |
|--------------|------------------|----------------|---------------|----------|------------------|------------|-----------|----------------|-----------|----------------|
| | SHIP | PORT | HAZMAT | ALERT | TOTAL | SHIP | PORT | HAZMAT | ALERT | TOTAL |
| Belgium | 416,953 | 20,037 | 1,197 | | 438,187 | 9 | | 24 | 6 | 39 |
| Denmark | 625,880 | | 1,440 | | 627,320 | 7 | 7 | 104 | 13 | 131 |
| Finland | | 24,873 | 1,381 | | 26,254 | 8 | | 82 | | 90 |
| Germany | 226,290 | 21,023 | 5,269 | | 252,582 | 42 | 9 | 27 | | 78 |
| Iceland | | | | | | 4 | | 4 | 6 | 14 |
| Ireland | | | 196 | | 196 | 8 | | | | 8 |
| Italy | 81,345 | 1,175 | 124 | | 82,644 | 15 | 5 | 4 | 2 | 26 |
| Latvia | | | | | | 19 | | 6 | 3 | 28 |
| Lithuania | 57,139 | 5,319 | 313 | | 62,771 | | | | | |
| Malta | 68,947 | 2,019 | 566 | | 71,532 | 11 | | 5 | | 16 |
| Netherlands | 443,873 | 27,916 | 7,073 | 4 | 478,866 | 81 | | 86 | 21 | 188 |
| Norway | 1,344,359 | 5,156 | 2,228 | 1 | 1,351,744 | 3 | 31 | 222,517 | 1 | 222,552 |
| Poland | 343,832 | 13,350 | 5,240 | | 362,422 | 18 | 1 | 190 | | 209 |
| Portugal | | 2,502 | 250 | | 2,752 | 2 | | 2 | 1 | 5 |
| Romania | | 1,402 | 204 | | 1,606 | 2 | | 34 | | 36 |
| Slovenia | 491 | 971 | 27 | | 1,489 | 8 | | 2 | | 10 |
| Spain | | 23,263 | 2,205 | | 25,468 | | | | | |
| Sweden | 28,567 | 30,101 | 2,247 | | | 1 | | 7 | | 8 |
| TOTAL | 3,637,676 | 179,107 | 29,960 | 5 | 3,785,833 | 238 | 53 | 223,094 | 53 | 223,438 |

EMSA comments

- Countries connected but not notifying SSN with all required information** - Though most of the countries have proved their technical capability for developing their SSN applications, the statistics indicate that they must extend their efforts beyond technical implementation into routine operations. Though increasing, the number of the notifications falls short of what is expected for the system in production for all messages. Figure 1 shows the monthly levels of notifications during the past year (March 07 to March 08).
- AIS reports as the bulk of notifications** - A high proportion of notifications are AIS-based ship notifications (nearly 95% of the total) and further increases are expected.
- MRS notifications not provided** - Mandatory Reporting Systems (MRS) ship notifications are provided only by **Italy** and **Slovenia**, though there are many more MRSs in the participating countries waters (e.g. WETREP, GDANREP, Caldovrep, GOFREP etc). France (on behalf of the six WETREP countries) recently agreed to provide the WETREP MRS reports to SSN.
- Requests only for emergency purposes** – Though the overall number of requests has increased (see Figure 3), it is still very much below the rate expected (except in the case of Norway see Table 2). A possible explanation is the false perception that SSN is applicable only to emergencies and is not for routine monitoring and preventive operations. Since it was first designed, SSN technology has evolved and can now be used to further enrich and inform countries own systems and their operators on a day to day basis (like Norway is doing).

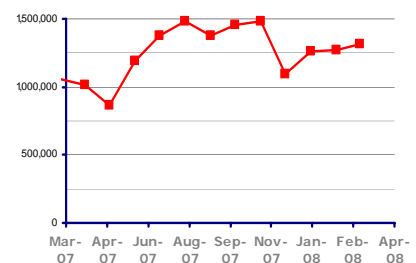


Figure 1–Notifications Mar.07/Mar.08

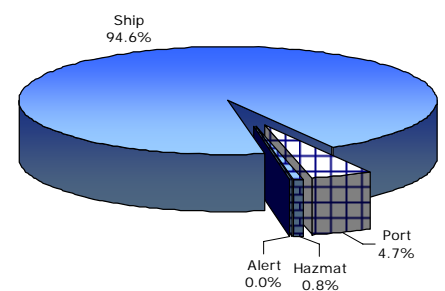


Figure 2 – Total number of Notifications per Type (Jan.08-Mar.08)

EMSA decided to develop in 2008/2009 a new SSN module (named STIRES – SafeSeaNet Traffic Information Relay and Exchange System). By implementing STIRES, the major objective is to create a SSN tracking system based on AIS information provided by the countries' national AIS networks.

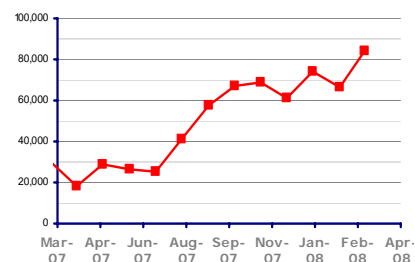


Figure 3 – Requests: Mar. 07/Mar. 08

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 significant improvements in the data quality of the information exchanged in SSN.

However, there is still room for improvement. The quality of data annexed to the messages is still poor and consequently, the data exchanged through SSN is not fully reliable. The most relevant examples are:

- About 30% of the messages are found incorrect or incomplete, mainly because the source of the information was incorrect or incomplete;
- Port and HAZMAT messages omit the *“total number of persons on board”* as required by the Annex I of the Directive in 52% of the messages exchanged;
- Further improvements should be made to the Ship Notifications messages, as the port of destination is not provided in 41% of the messages exchanged;
- A comparison with external sources indicates that not all the port authorities in the SSN participating countries are notifying SSN with Port Notifications as required by Article 4 of the Directive.

Further details per country are given in the monthly report addressed to the SSN national competent authorities.