



1st SSN LRIT Group Meeting

Assessment on the implementation and data quality of the MRS

Agenda item 1.5.2

Lukasz Ziolkowski / MSS Duty Officer
Department C: Operations/Unit C.2.2

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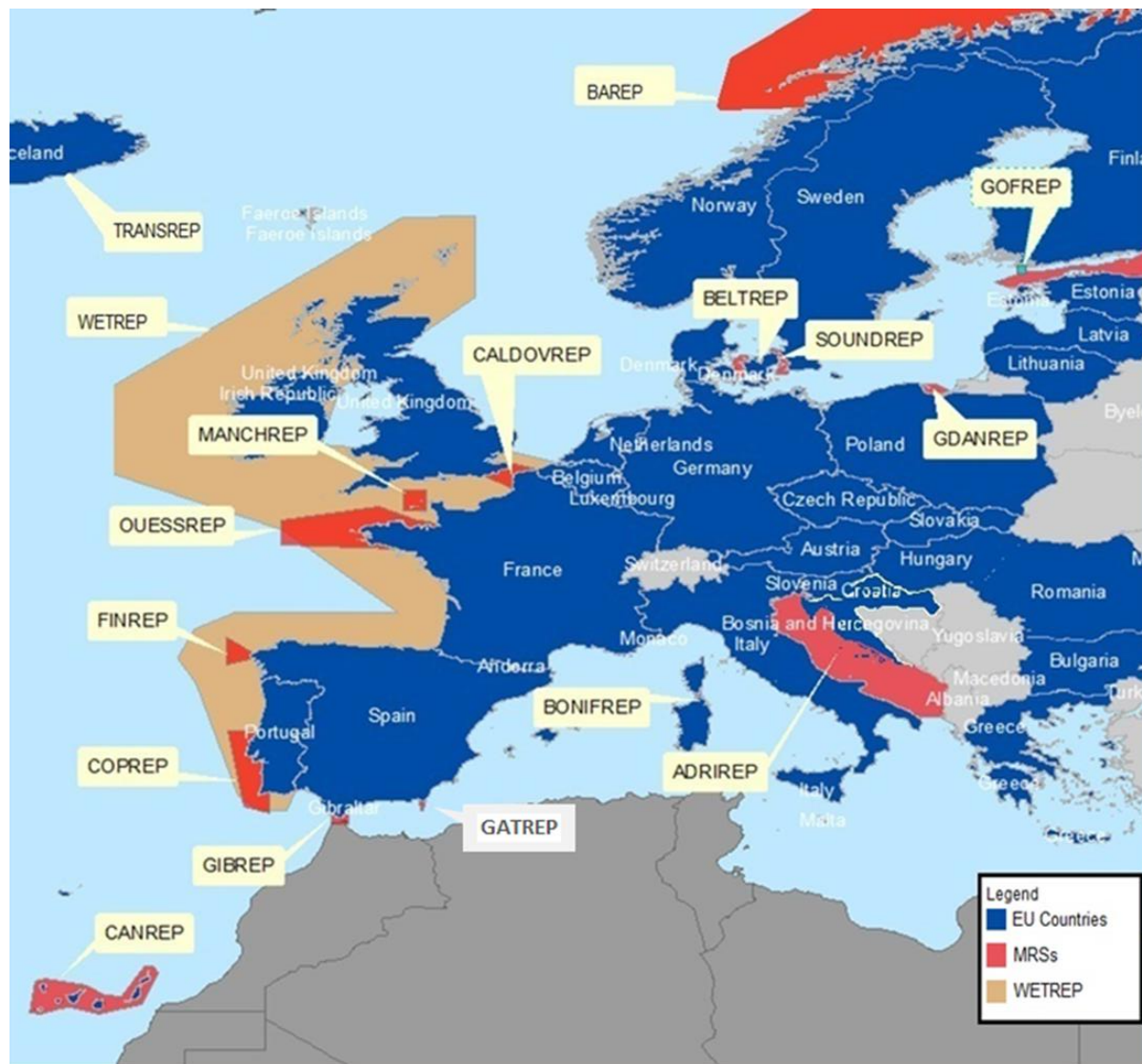


Background

Ship reporting systems and reporting requirements are used to provide, gather or exchange information via radio reports. The information is used to provide data for many purposes, including search and rescue, vessel traffic services, weather forecasting and prevention of marine pollution (as defined in IMO Resolution A.851 (20), 27 November 1997).

While IMO legal instruments focus on the procedure and content for ship-to-shore reporting for ships passing through a ship reporting system, the VTMS Directive regulates how to make MRS-related information available to other MSs via SafeSeaNet (SSN).

IMO adopted MRSs in the EU waters





MRS data is a remarkable source of information for several reasons:

- The only source of information on dangerous and polluting goods carried by ships that are transiting EU waters, but not calling at EU ports.
- Early notice of dangerous and polluting goods on board whenever the required information in Port Plus messages has not been notified or has been notified late by the port of call.
- Early notice to a port of call whenever the required ship call has not been notified or has been notified late by the port of call.
- Reliable source of information, as it is provided directly from the ship to MS coastal authorities.

Current status of MRS Implementation in SSN

Member State	MRS	Area	Ship MRS Notifications		
			SSN V2	SSN V3	TOTAL
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	53	53
Croatia	ADRIREP	Adriatic Sea	-	351	351
Denmark	BELTREP	Great Belt	-	1,625	5,492
	SOUNDREP	The Sound	-	3,867	
Estonia	GOFREP	Gulf of Finland	-	6,179	6,179
Finland	GOFREP	Gulf of Finland	-	3,140	3,140
France	BONIFREP	Strait of Bonifacio	-	226	11,436
	CALDOVREP	Dover Strait/ Pas de Calais		2,904	
	MANCHEREP	Off Les Casquets/ La Manche		4,754	
	OUESSREP	Off Ouessant		3,536	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		16	
Iceland	TRANSREP	South & South West coast of Iceland	-	482	482
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	-	-
Italy	ADRIREP	Adriatic Sea	-	865	1,081
	BONIFREP	Strait of Bonifacio		216	
Norway	BAREP	Barents Sea	-	-	-
Poland	GDANREP	Gulf of Gdansk	-	940	940
Portugal	COPREP ⁽¹⁾	Coast of Portugal	-	-	-
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	-	-
Slovenia	ADRIREP	Adriatic Sea	-	156	156
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	-	62	2,842
	FINREP	Finisterre (NW Coast of Spain)		850	
	GATREP ⁽²⁾	Gulf of Almeria (Gata Cape)		930	
	GIBREP	Strait of Gibraltar		984	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		16	
Sweden	SOUNDREP ⁽³⁾	The Sound	-	-	-
United Kingdom	CALDOVREP	Dover Strait/ Pas de Calais	-	-	-
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	-	
Total			-	32,152	32,152

MRS coverage



Reporting frequency

According to the SSN MRS guidelines, at least one MRS notification per ship crossing the specific MRS shall be notified to SSN by the relevant MS. It has been found that:

- ❖ ADRIREP (only Slovenia), COPREP (Portugal), GOFREP (only Estonia) and SOUNDREP (Denmark) each provide at least 2 reports per vessel and passage, and;
- ❖ TRANSREP (Iceland) sends 5-6 reports per vessel and passage.

The added value of providing more than one report per passage is limited because the main update (the position of the vessel) is already provided via AIS.

Use of MRS data (2016)

Member State	No of Requests
Belgium	3
Bulgaria	-
Croatia	8
Cyprus	4
Denmark	25
Estonia	72
Finland	6
France	36
Germany	-
Gibraltar	-
Greece	1
Iceland	1
Ireland	-
Italy	6
Latvia	-
Lithuania	-
Malta	-
Netherlands	1
Norway	-
Poland	1
Portugal	2
Romania	-
Slovenia	10
Spain	-
Sweden	4
United Kingdom	1
Overall EU:	181



Methodology of the survey:

1. Analysis of the attributes that are available as part of notifications, and which are stored in the SSN DB (i.e. vessel identifiers, position and reporting time, port of destination and ETA, number of persons on board, indication whether or not the vessels is carrying Hazmat).
2. Analysis of attributes that are only available as “details” upon request, which are the course, speed, cargo (and if dangerous goods present on board, quantity and IMO class), the address for the communication of cargo information, the navigational status and the bunkers.

Results of the analysis of MRS details available as part of Ship MRS notifications

MS	MRS system	Unknown Next Port (ZZUKN)	%_Unknown Next Port	Dummy PoB (99999)	%_Dummy PoB	Hazmat = Yes	%_Hazmat = Yes	ETA to Next Port Not provided	ETA to Next Port Incorrect or Dummy	% ETA Dummy/Incorrect and Not Provided	Reported to MRS date vs Created in SSN date (average)	TOTAL
Belgium	WETREP	5	9.4%	4	7.5%	53	100.0%	4	2	11%	00:00:02	53
Croatia	ADRIREP	3	0.9%	236	67.2%	275	78.3%	0	4	1%	00:05:30	351
Denmark	BELTREP	5	0.3%	0	0.0%	587	36.1%	0	112	7%	00:00:06	1,625
	SOUNDPREP	13	0.3%	0	0.0%	325	8.4%	0	3867	100%	00:00:49	3,867
Estonia	GOFREP	771	12.5%	742	12.0%	2386	38.6%	737	85	13%	05:09:11	6,179
Finland	GOFREP	230	7.3%	11	0.4%	575	18.3%	224	33	8%	00:00:34	3,140
France	BONIFREP	3	1.3%	0	0.0%	70	31.0%	0	0	0%	00:00:02	226
	CALDOVREP	64	2.2%	3	0.1%	1203	41.4%	0	28	1%	00:00:02	2,904
	MACHEREP	106	2.2%	1	0.0%	2100	44.2%	0	99	2%	00:00:02	4,754
	OUESREP	97	2.7%	3	0.1%	1448	41.0%	0	65	2%	00:00:02	3,536
	WETREP	1	6.3%	1	6.3%	16	100.0%	0	0	0%	00:00:01	16
Iceland	TRANSREP	470	97.5%	482	100.0%	0	0.0%	0	482	100%	00:01:13	482
Italy	ADRIREP	1	0.1%	0	0.0%	651	75.3%	0	0	0%	01:12:09	865
	BONIFREP	0	0.0%	0	0.0%	62	28.7%	0	0	0%	00:40:12	216
Poland	GDANREP	9	1.0%	3	0.3%	305	32.4%	9	3	1%	02:39:09	940
Portugal	COPREP	4	0.2%	0	0.0%	-	-	0	46	2%	00:00:11	2,624
Slovenia	ADRIREP	0	0.0%	0	0.0%	134	85.9%	0	0	0%	00:00:46	156
Spain	CANREP	0	0.0%	7	11.3%	0	0.0%	0	5	8%	01:56:45	62
	FINREP	0	0.0%	34	4.0%	0	0.0%	0	706	83%	01:21:13	850
	GATREP	0	0.0%	811	87.2%	0	0.0%	0	538	58%	01:32:22	930
	GIBREP	0	0.0%	36	3.7%	0	0.0%	0	846	86%	01:21:41	984
	WETREP	0	0.0%	1	6.3%	0	0.0%	0	0	0%	02:22:15	16
Overall EU:		1782	5.1%	2375	6.8%	10190	29.3%	974	6921	23%	00:50:12	34,776

Results of the analysis of MRS details available upon request

MS	MRS system	COG (M)	SOG (M)	Navigational Status (M)	Bunker Chars (O)	Bunker Quantity (O)	Cargo Type (M)	DG AOI (O)	DG IMO Class (M if DPG)	DG Quantity (M if DPG)	Contact Details (O)	Other issues
Belgium	WETREP	OK	OK	OK	not reported in 1 out of 10 checks	reported under Bunker Chars	not reported	not provided	missing in 1 out of 10 checks	missing in 1 out of 10 checks	missing in 4 out of 10 checks	
Croatia	ADRIREP	Wrong Format	OK	OK	reported under Bunker Quantity	N.A. but reported in 8 out of 10 checks	OK	used to report IMOCClass and Quantity	reported under DG AOI	reported under DG AOI	never reported	
Denmark	BELTREP	OK	OK	always reported as not defined	N.A.	N.A.	OK	not provided	missing in 8 out of 10 checks	missing in 8 out of 10 checks	missing in 8 out of 10 checks	In 9 out of 10 responses DK replied with MRS data not corresponding to the latest report (e.g. response contains MRS data from 2015 or early 2016)
	SOUNDREP	OK	OK	9 out of 10 reported as not defined	N.A. but reported in 1 out of 10 checks	N.A. but reported in 1 out of 10 checks	OK	not provided	missing in 9 out of 10 checks	missing in 9 out of 10 checks	missing in 9 out of 10 checks	In 9 out of 10 responses DK replied with MRS data not corresponding to the latest report (e.g. response contains MRS data from 2015 or early 2016)
Estonia	GOFREP	OK	OK	OK	never reported	not provided	dummy value reported	not provided	reported	sometimes quantity reported as 0	never reported	
Finland	GOFREP	OK	OK	always reported as not defined	reported in 1 out of 10 checks	reported in 1 out of 10 checks	always reported as Not Specified	not provided	OK	OK	reported when DPG = Yes	
France	BONIFREP	OK	OK	OK although not required by this MRS	N.A.	N.A.	not reported	not provided	OK	OK	N.A.	
	CALDOVREP	OK	OK	OK	reported even if less than 5000	reported under Bunker Chars	not reported	not provided	OK	OK	missing in 9 out of 10 checks	
	MANCHEREP	OK	OK	OK	reported even if less than 5000	reported under Bunker Chars	not reported	not provided	OK	OK	missing in 9 out of 10 checks	
	QUESSREP	OK	OK	OK	reported even if less than 5000	reported under Bunker Chars	not reported	not provided	OK	OK	never reported	
	WETREP	OK	OK	OK	reported even if less than 5000	reported under Bunker Chars	not reported	not provided	missing in 5 out of 10 checks	missing in 5 out of 10 checks	not reported or dummy values provided	one report sent with Hazmat = No which is wrong for WETREP
Iceland	TRANSREP	Wrong Format or Dummy Value	OK	OK although not required by this MRS	N.A.	N.A.	always reported as DG	not provided	N.A.	N.A.	N.A.	
Italy	ADRIREP	Wrong Format	Wrong Format	OK	OK	reported but no info if kg or m3 etc.	OK	not provided	OK	OK	missing in 7 out of 10 checks	
	BONIFREP	Wrong Format	Wrong Format	OK although not required by this MRS	N.A. but always reported	N.A. but always reported	OK	not provided	OK	OK	N.A.	
Poland	GDANREP	OK	OK	always reported as not defined	never reported	not provided	always reported as "no data available"	not provided	always unknown	always unknown	OK	
Portugal	COPREP						Request/Response mechanism is not working					
Slovenia	ADRIREP	OK	OK	OK	OK	OK	reported as regular cargo or IMO cargo when DPG on board	not provided	OK	OK	never reported	
Spain	CANREP						Request/Response mechanism is not working					
	FINREP						Request/Response mechanism is not working					
	GAZREP						Request/Response mechanism is not working					
	GIBREP						Request/Response mechanism is not working					
	WETREP						Request/Response mechanism is not working					

Conclusions

1. The implementation of MRS reports in SSN has not yet been completed by all MSs (i.e. Ireland, Norway, Portugal and the UK).
2. There are several issues that need to be addressed with MSs with respect to the quality and availability of data provided to SSN. The most critical issues are the problems associated with the Request/Response mechanism and the provision of dummy or incorrect values.
3. There are several differences and/or inconsistencies between the legal requirements in the IMO Resolutions establishing MRS systems and those in Directive 2002/59.
4. The shipping industry should report information only once, and then it should be reused for different purposes.

1. MSs facing delays and problems in implementing their MRS reporting obligations [BAREP (Norway), CALDOVREP (United Kingdom) and WETREP (Ireland, Portugal and the United Kingdom)] to consider requesting the assistance of EMSA in order to speed up their implementation.
2. Portugal to implement the V.3 XML messaging framework for Ship MRS Notifications, and to phase-out Ship MRS Notifications in the V2 format.
3. DK, EE, IS, PT and SI to verify whether the number of reports for each vessel and passage are in line with the applicable IMO MSC Resolution. In addition, the reporting frequency may be limited to a single notification for each vessel and passage (if agreed, to be inserted in the SSN MRS Guidelines).

4. Consideration of the inclusion of all details in Ship MRS notifications, and their storage in the central SSN system.
5. To promote the concept for the retrieval/re-use of information already available in SSN. Currently, the same information comes to SSN through different channels (e.g. Hazmat, PoB, etc.), while requiring shipping industry to provide it more than once on vessel's route. As a starting point it is proposed to develop and distribute a questionnaire requesting that MSs share information with EMSA on how the MRS details are obtained from vessels.
6. An update to the XML RG for reporting DPG (DG IMO Class, DG Quantity and DG AOI) and bunker information (characteristics and quantity) in an XML-structured element instead of the free text.

7. To revise the XML RG in order to align it with the IMO Regulations. There are some attributes which are mandatory in SSN (i.e. required by the Directive 2002/59), but are not always required by the IMO regulations establishing the different MRS systems (e.g., Next Port of Call and ETA, etc.). On the other hand, although the port of departure is requested by most MRSs, it is not included in the XML RG.
8. MSs in consultation with COM to contact the IMO in order to simplify the MRS systems along the coast by reducing the data requested (avoid duplication). There are already some simplifications that could be common for all of the systems in the EU (e.g. any vessel may elect, for reasons of commercial confidentiality, to communicate the cargo-related information by non-verbal means prior to entering the system)



Member States are invited to

- Take note of the information provided
- Provide their comments on the proposals



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