European Maritime Safety Agency

SafeSeaNet monthly report

July 2008

1 - Background information

The purpose of the monthly report is to present the latest specific measurable elements and figures, thereby providing a picture of the current status of SafeSeaNet. The report is made available to EMSA, the Commission and the Member States for their further analysis. Conclusions may be drawn from it on current usage of the SSN system. The report provides statistical information on the quantity of data exchanged, which is so far principally data provided to SSN. Section 4 gives an indication of the quality of the data.

The objective of indicating the "data quality" is to inform MS on areas where their performance must be improved.

2 - Type of information

2.1 – SSN Notifications

The table below shows the type and number of notifications sent to SSN in July 08 by each reporting country while identifying the type of interface used for providing that data (Web-based or automatic XML-based). The table also includes the total amount of notifications by country and type. The graph shows the evolution of the number of notifications sent in the last year.

Table 1 - SSN Notifications

| COUNTRY	INTERFACE	SHIP	PORT	HAZMAT	ALERT	TOTAL
Belgium	XML	386,929	9,439	3,147		399,515
Bulgaria	Web		88	1		89
Denmark	XML	249,538		391		249,929
Finland	XML		4,479	579		5,058
Germany	XML	160,689	7,015	2,088		169,792
Iceland	XML	126	108	91		325
Ireland	XML	65,200	3	52		65,255
Italy	XML	6,845	463			7,308
Latvia	XML	79,319	113	2		79,434
Lithuania	XML	14,906	1,452	32		16,390
Malta	XML	31,700	807	260		32,767
Netherlands	Web		242	80	1	323
Netherlands	XML	315,337	11,737	2,369		329,443
Norway	XML	349,490	5,280	916		355,686
Poland	Web			1		1
Poland	XML	134,783	8,161	1,393		144,337
Portugal	Web		43			43
Portugal	XML		2,007	350		2,357
Romania	Web		528	72		600
Slovenia	Web	158	327	27		512
Spain	XML		6,459	1,452		7,911
Sweden	XML	9,389	9,308	1,312		20,009
United Kingdom	XML		78,087	12,956		91,043
TOTAL		**1,804,409**	**146,146**	**27,571**	**1**	**1,978,127**
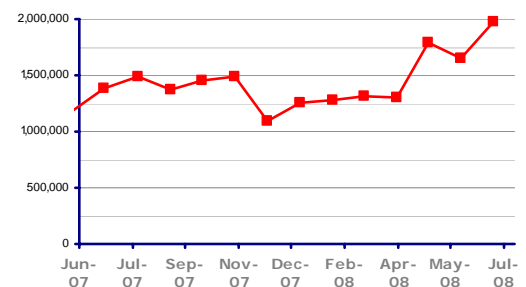
EMSA comment – The total number of notifications sent to SSN increased to almost 2 million. Two more MS entered into production in July; **Bulgaria** through the Web and **Iceland** via XML. **Italy** resumed production. However the information provided, by Italy, is not complete. The port notifications sent do not realize the overall amount expected for the number of active ports within the country; and ship notifications are not being received from Mandatory Reporting Systems (MRS) that are known to exist or from the national AIS network as required by the Directive. In addition, hazmat notifications which are expected to be significant in number are not being provided at all.

2.2 – SSN Requests

The table below shows the type and number of requests made to SSN overall and by each reporting country; with the type of interface also identified; while the graph illustrates the monthly evolution in the number of requests made during the last year.

Table 2 - SSN Requests

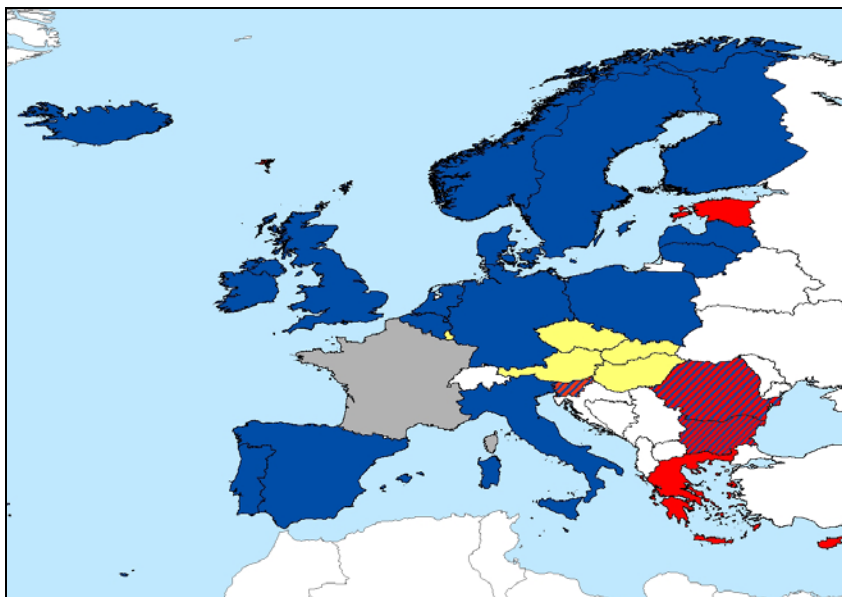| COUNTRY	INTERFACE	SHIP	PORT	HAZMAT	ALERT	TOTAL
Belgium	Web	21		6		27
Belgium	XML	744				744
Bulgaria	Web	3				3
Denmark	Web			3		3
Denmark	XML			1		
France	Web	1			7	
Germany	Web	2			1	3
Germany	XML	7	5	1		
Italy	XML	5	3			8
Latvia	XML	8	8	4	1	21
Netherlands	Web	55		16	1	72
Norway	XML		5,892	44,737		50,629
Poland	Web	3		28	1	32
Portugal	Web	3		2	3	8
Romania	Web			9		9
Sweden	Web	1			1	2
European Commission	Web	257		130	2	389
European Commission	XML		256			256
TOTAL		1,110	6,164	44,937	17	52,206
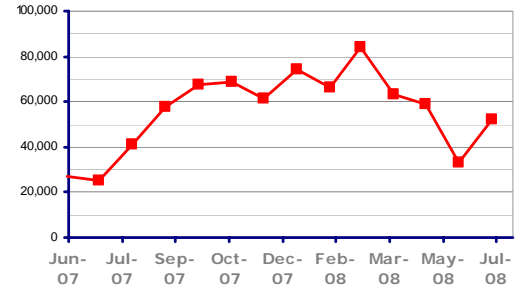
EMSA comment – Norway has completed a technical intervention period and is now fully re-connected. Note that 97% of all MS' requests are made by Norway generating automatic requests for all ships inbound or transiting. EMSA comments on this practice will be included in the next monthly report. **France** has begun requesting using the Web. **Italy** is also requesting. Their requests are generated by automatic means (XML).
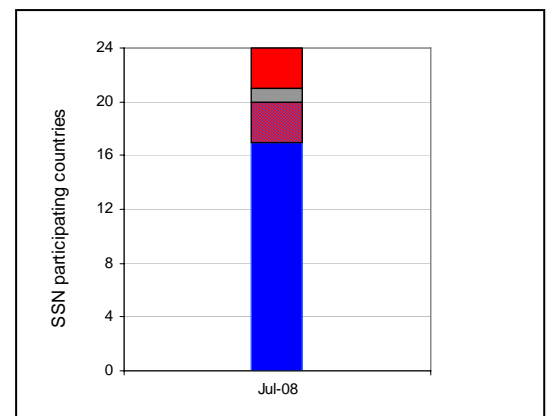
3. Member States status

3.1 –SSN Participating Countries

Map – MS current status   **Graph 1 – SSN Implementation**

EMSA comment –The above figure and graph illustrates MS SSN implementation. **Iceland** has begun active participation. **France** entered into production on the 1st of August 08. **Italy** has resumed communication with SSN (refer to EMSA comments on this under 2.1).

3.2 – Status of implementation

Table 3 summarises the MS' current status of notifications by XML (automatic connection for the message exchange) and projected dates when the remaining MS are expected to enter into production or begin commissioning.

Table 3 – 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 (*)	yes (*)	yes (*)	no	no	Test: October 2008
CY	Cyprus	no	no	no	no	Test: August 2008
DK	Denmark	ready	yes	yes	no	
EE	Estonia	no	no	no	no	Test: October 2008 for Port and Hazmat
FI	Finland	yes	yes	no	no	Test: May/July 2008 for MRS Ship notifications, November 2008 alerts notifications and by the end of 2008 improvement in HAZMAT
FR	France	ready	ready	ready	ready	
DE	Germany	yes	yes	yes	no	Production: End of 2008 for Alerts
GR	Greece	no	no	no	no	Currently drafting specifications
IC	Iceland	yes	yes	yes	no	
IE	Ireland	ready	yes	yes	ready	
IT	Italy	yes	yes	yes	ready	
LV	Latvia	yes	ready	yes	ready	
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	Production: 2009 for Alert and Ship notifications
RO	Romania (*)	yes (*)	yes (*)	yes (*)	yes (*)	Test: End of 2008
SI	Slovenia (*)	yes (*)	yes (*)	yes (*)	yes (*)	Test: August/September of 2008
ES	Spain	yes	yes	no	no	
SE	Sweden	yes	yes	yes	no	
GB	United Kingdom	yes	yes	ready	ready	

Notes: **Updated: July 2008**

(*) Countries participating using the Web interface

| Ready	Passing the "commissioning" tests that certify national compliance with SSN but not yet using the system
Yes	Participating, sending notifications
No	No connection to SSN

EMSA comment – Iceland joined the SSN production environment via the XML interface. **Bulgaria** joined through the Web interface. **The Netherlands (Zeeland Seaports)** achieved successful commissioning tests for Port and Hazmat notifications/requests. **Cyprus** is conducting commissioning tests for Port, Hazmat and Alert notifications/requests.

4. Data Quality

4.1. - Availability of the messages details

The graph below illustrates the percentage availability on request of the details connected with Hazmat messages; on a per country basis and with the monthly average. 100% means that details are always available upon request by the national system. The results are based upon a sample of requests on hazmat notifications.

**Graph 2- Availability of the Hazmat details**
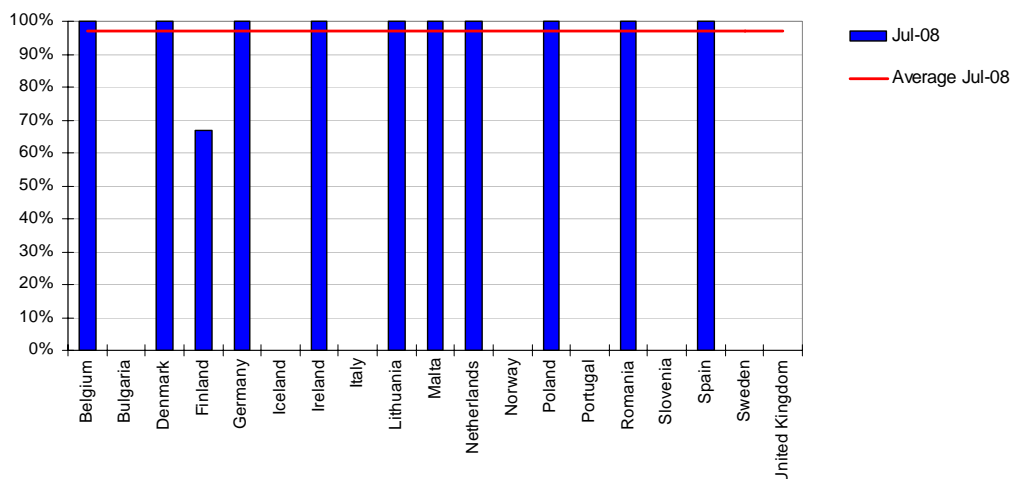
EMSA comment – The average percentage availability of the Hazmat details is almost 100%. At the time the Hazmat availability checks were conducted, Norway was performing modifications to their system, causing their details to be unavailable over that period when requested.

4.2. – The destinations of the Hazmat cargoes

The graph below shows how Hazmat notifications are being handled by each reporting country. Only for the purpose of this report Inbound (in grey) links the Hazmat notifications provided to unloading ports (i.e. next port of call) in every case within that country. Outbound (in blue) links the notification with unloading ports including either of two possibilities (a) inside the EU but outside the reporting country; (b) outside the EU and outside the reporting country. Finally, unknown outbound (indicated in red) are where the notifications made by the EU port are linked with unknown unloading ports (i.e. next port of call = ZZUKN); these being in effect another outbound category only of unknown next ports of call that must consequently also be outside the EU.

Graph 3- Destinations of the Hazmat cargo
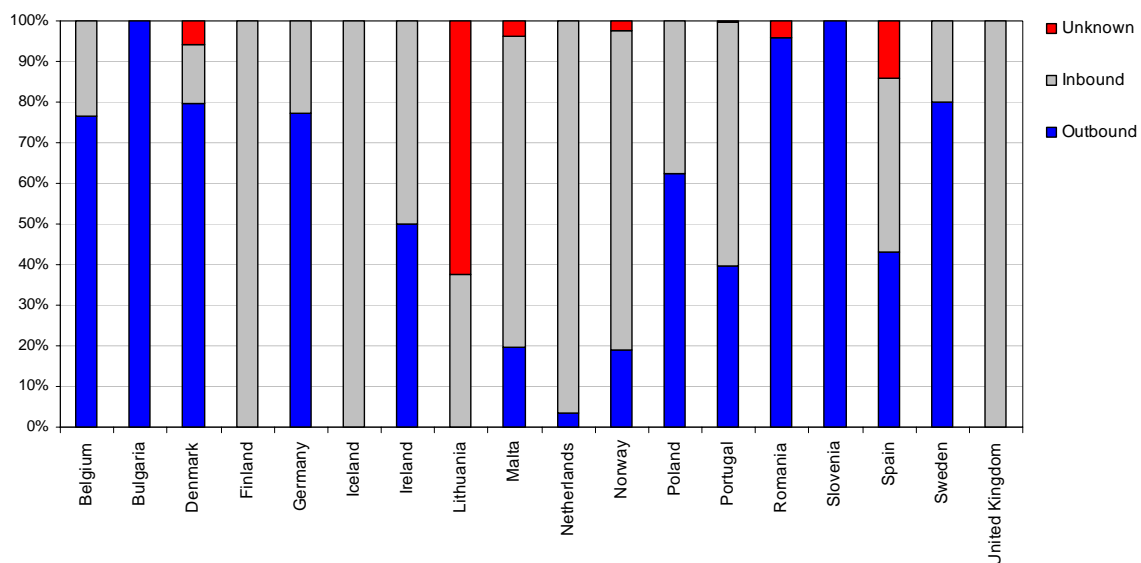
EMSA comment – Some MS are only providing information for ships outbound while others provide notifications only for inbound vessels. It is assumed that this is linked to the ability of the MS systems to apply the logic to properly identify and discriminate between the various possible next ports of call for determining the need to notify hazmat information through SSN.