European Maritime Safety Agency

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SafeSeaNet monthly report

July 2007

1. Background information

SafeSeaNet is a complex system that requires close monitoring and follow-up throughout its development so as to ensure the prompt detection of problems as they occur and to assist in the decision making process towards further evolutions.

The purpose of the report is to produce on a monthly basis, specific measurable elements and figures giving a full, clear and current picture of the situation. The report may be further analysed by EMSA, the Commission and the MS for extracting conclusions on the usability of SSN system.

The Maritime Support Services unit was set up in June. The main objective of the team is to actively support participating countries. The MSS, apart from other tasks, started a random check activity of the notifications sent by the participating countries with the main objective to improve, at its current stage, the system. As a result of that, more than 1,000 notifications were checked during July. Some countries were contacted to clarify different issues detected. This is an on-going task which main purpose is to harmonise the performance of the SSN users.

2. Type of information

All the bellow information was produced through the SSN application with the support of the ICT pillar.

2.1. Notifications

The table in this chapter gives a picture of the notifications provided by Member States to SSN per message type and interface.

Table 1 - Notifications SSN (Jul.2007)

COUNTRY	INTERFACE	SHIP		PORT	HAZMAT	ALERT	SECURITY	TOTAL
		AIS	MRS					
Belgium	XML	132,642		58,426	1,413			192,481
Denmark	XML	312,112			459			312,571
Finland	XML			11,939	486			12,425
Germany	XML				1,930			1,930
Ireland	XML				36	1		37
Italy	XML		24,573	738	194			25,505
Lithuania	XML			2,464	84			2,548
Netherlands	Web			237	122			359
Netherlands	XML	243,391		25,434	4,292			273,117
Norway	XML	405,434		1,723	816			407,973
Poland	XML	112,868		3,721	1,078		1,436	119,103
Portugal	Web			57				57
Romania	Web			226	12	2		240
Slovenia	Web		121	182	3			306
Spain	XML			13,512	231			13,743
Sweden	XML	8,380		8,999	566			17,945
TOTAL		1,214,827	24,694	127,658	11,722	3	1,436	**1,380,340**

EMSA comment

On the reporting period Romania has began activity in SafeSeaNet as a Web user. This interface is still being used by Slovenia, Portugal and Netherland. Portugal is in a temporary situation and the web interface is used by one single port (Funchal, Madeira Island); Netherlands is in the same situation. Slovenia continues using the web interface for providing notifications to SSN.

Figure 1 – Notifications per Type

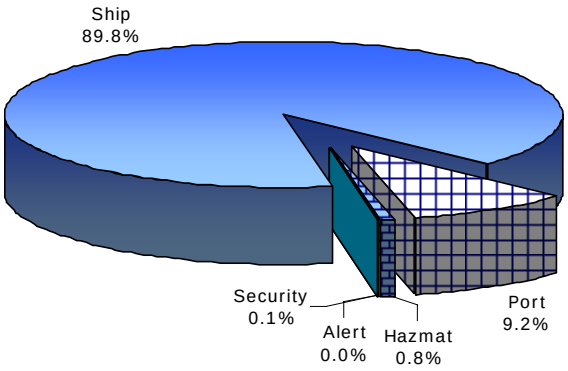
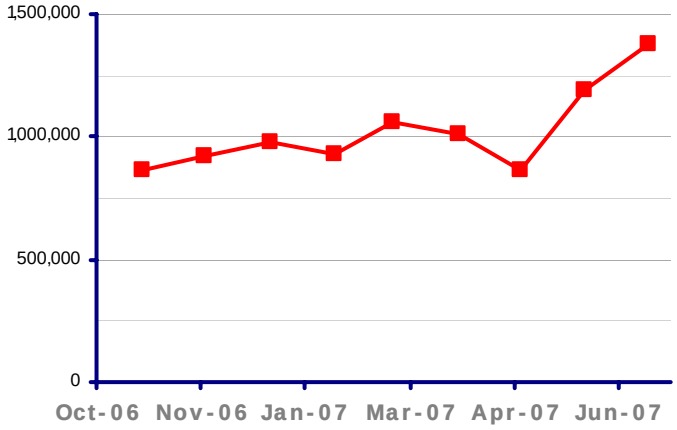


Figure 2 –Notifications: Nov.06/Jul.07



2.2. Requests

The table in this chapter gives a picture of the requests made by Member States to SSN per message type and interface.

Table 2 - Requests SSN (Jul.2007)

COUNTRY	INTERFACE	SHIP	PORT	HAZMAT	ALERT	SECURITY	TOTAL
Denmark	Web	2		1			3
Denmark	XML		1	2			3
Finland	Web	3					3
Ireland	XML		3				3
Italy	XML	4		1			5
Lithuania	Web	60					60
Netherlands	Web	460	27				487
Norway	Web	2		2			4
Norway	XML			22,767			22,767
Poland	XML	5	4				9
Portugal	Web	81	4				85
Romania	Web	327	3	3	2		335
Slovenia	Web	404	3				407
Spain	Web	55	22				77
European Commission	Web	587	349	171		3	1,110
TOTAL		1,990	416	22,947	2	3	25,358

EMSA comment

The web interface is most commonly used by the Member States to request information. This is due to the fact that this functionality has not been, for the time being, implemented in Xml by most of the SSN users.

However, Norway, Germany and Poland are actively using this functionality in Xml. Ireland is still testing the connection with SSN; these requests can only be considered for statistical proposes.

Figure 3 – Requests per Type

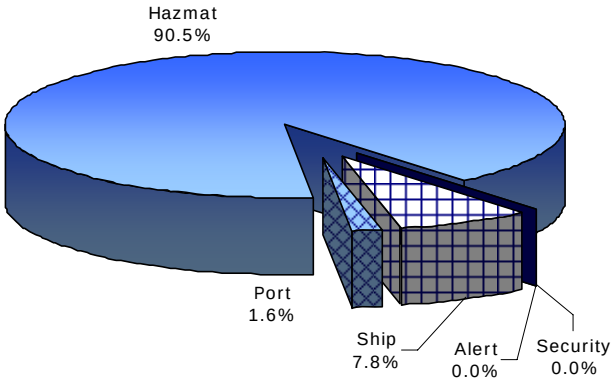
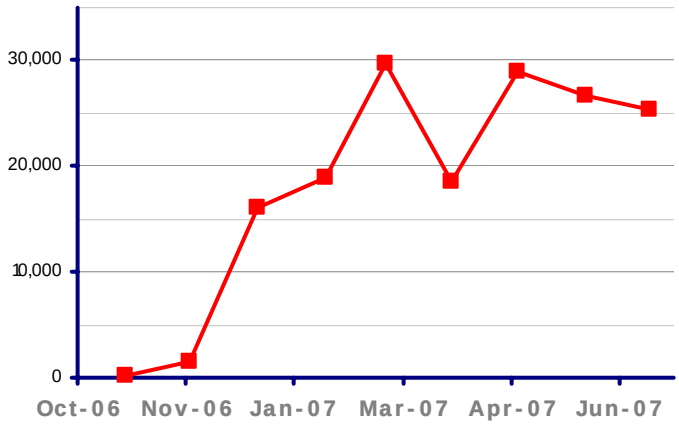


Figure 4 – Requests: Nov.06 / Jul.07



2.3. LOCODEs per MS and the number of notification (port and HAZMAT) associated with these LOCODEs

In this chapter the notifications sent to SSN are analysed according to the next port of call LOCODE mentioned in the Port and Hazmat notifications. The information is grouped by three categories, European ports, non European ports and unknown ports. The top 10 EU ports are also displayed in the table.

Table 3 – Port and Hazmat Notifications per LOCODE (Jul.2007)

COUNTRY	LOCODE		PORT	HAZMAT	TOTAL
EU Top 10 Ports					
NETHERLANDS	NLRTM	Rotterdam	17,965	4,305	22,270
FINLAND	FIHEL	Helsinki	3,893	191	4,084
SPAIN	ESLPA	Las Palmas	3,514	113	3,627
NETHERLANDS	NLVLI	Vlissingen	2,634	17	2,651
LITHUANIA	LTKLJ	Klaipeda	2,466	130	2,596
SPAIN	ESALG	Algeciras	2,251	7	2,258
POLAND	PLSWI	Swinoujscie	1,146	444	1,590
SWEDEN	SETRG	Trelleborg	1,201	284	1,485
SPAIN	ESBCN	Barcelona	1,405	75	1,480
NETHERLANDS	NLTNZ	Terneuzen	1,432	30	1,462
EU Ports			**72,024**	**9,322**	**81,346**
Non EU Ports			**0**	**217**	**217**
Port unknown	**UNKWN**		**55,617**	**2,033**	**57,650**

EMSA comment

The table shows the proportion of notifications by LOCODE. However as the next port of call is not mandatory information (according to the current XML Reference Guide), if the vessel is bounding for a non EU port, “port unknown” has a higher proportion.

2.4. Availability of the SSN EIS (H/W, S/W, communications etc) and the response time (diagram)

During the reporting period, the average response time of SSN in production environment, was between **1.60 and 2.20** seconds.

The standard response time and the minimum acceptable response time have yet to be defined. After definition of the above, information about the specific periods (date/time) when degradation of the system took place (response time below the minimum acceptable response time) will be produced. This data can only be gathered using the resources available at the Data Centre.

To supplement the limited information currently provided through the Mirella web site, EMSA developed a test tool. This test probe consists, in fact, on the test client tool available since last year, programmed to send a message to the production site every ten minutes.

The results are presented in the next table and only refer to the production environment. Each record on the table represents a failed attempt to communicate with SSN.

Table 4 – SSN Availability – Periods of Interruption (Jul.2007)

MDAY	MONTH	YEAR	DATE	Period of Interruption (min.)	FROM	TO
06	Jul	2007	06-Jul-2007	0	06/07/2007 15:40	06/07/2007 15:40
14	Jul	2007	14-Jul-2007	660	14/07/2007 09:13	14/07/2007 20:10
15	Jul	2007	15-Jul-2007	100	15/07/2007 10:04	15/07/2007 22:20
16	Jul	2007	16-Jul-2007	0	16/07/2007 18:10	16/07/2007 18:10

EMSA comment

Care should be taken when interpreting this information, because the results may be biased due to the connectivity conditions between DIGIT and EMSA. Furthermore, it only tells that SSN is responding to a simple message, which does not even assure for SSN full operational capability (meaning that this does not represent that SSN responds to the request).

2.5. Error Analysis

The table in this chapter shows the number not accepted notifications in SSN by type of error and by Member State. N/R stands for user not identifiable.

Table 5 – Errors Analysis (Jul.2007)

COUNTRY	AccessDenied	InvalidFormat	ServerError	Total Of TOTAL
Belgium		1,273	6	1,279
Denmark		112	18	130
Finland		9		9
Germany		1	1	2
Italy		225	4	229
Lithuania		342		342
N/R	114	110,411	19	110,430
Netherlands	1	50	20	71
Norway		412	7	419
Poland	10	507	96	613
Romania	2			2
Slovenia		4		4
Sweden			9	9
Total	127	113,346	180	113,539

EMSA comment

Message error type *Invalid Format* still has the higher occurrence. The N/R means that the message was not readable and so not possible to identify the sender. EMSA is going to record the "invalid format" messages to further analyse and assist MS in correcting the message formats. The task will be launched as soon as the new SSN version 1.9 will be implemented.

Figure 5 – Errors per Type

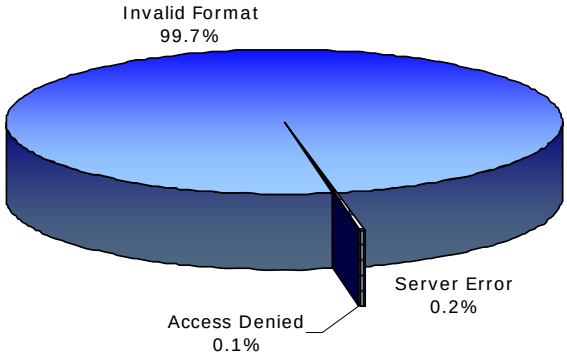
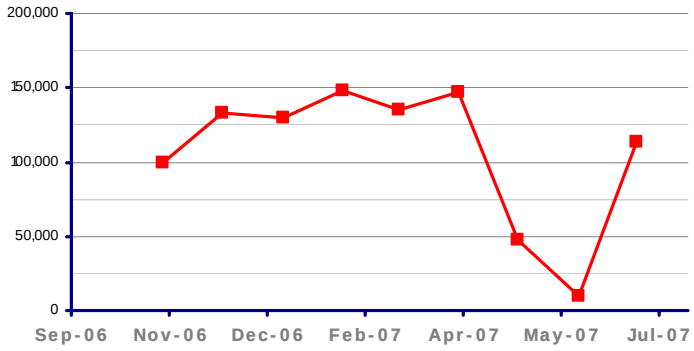


Figure 6 – Errors: Nov.06 / Jul.07



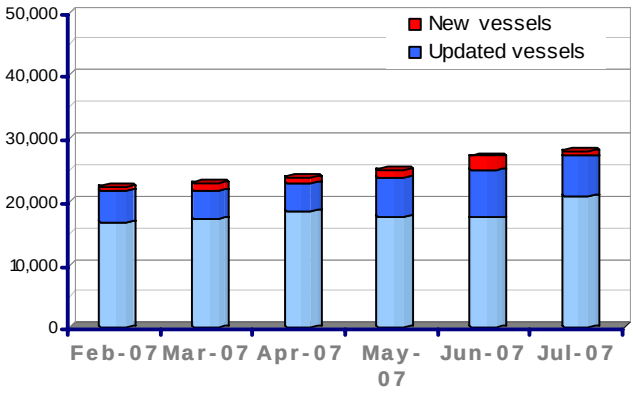
2.6. Ship database and new entrees during the previous month

The total lists of ships recorded in SafeSeaNet database with their IMO number, MMSI, ship's name and call sign has now a total of 27,964 records.

Table 6 – Ship database

	New vessels	Updated vessels	TOTAL	var (%)
Feb-07	554	5,025	22,306	2.55%
Mar-07	1,256	4,553	23,008	3.15%
Apr-07	842	4,487	23,850	3.66%
May-07	1,096	6,260	24,946	4.60%
Jun-07	2,274	7,517	27,220	9.12%
Jul-07	744	6,407	27,964	2.73%

Figure 7 – Ship database



EMSA comment

During the last month 744 new vessels were recorded and 6,407 vessels updated, in a total of 7,151 records created/updated (average of 1,787 records per week).

2.7. SSN Users

The table in this chapter gives a picture of the SSN registered users by Member State per associated role and interface.

Table 7 – SSN Users (Jul.2007)

COUNTRY	INTERFACE		ROLE TYPE									TOTAL
	Web	XML	ADM	ALL	NCA	MIN	POR	CST	PSC	OTH	PMoU	
Belgium	3	1	1		2			1				4
Czech Republic	2				1	1						2
Denmark	1	1			2							2
European Comm.	9	2	5	5							1	11
Finland	7	1			2		2	4				8
Germany	1	1			2							2
Greece	1				1							1
Ireland	1	1			2							2
Italy	1	1			2							2
Lithuania	9	1			1		2		6	1		10
Netherlands	14	5			3		10	2	2	1	1	19
Norway	5	2		1	6							7
Poland	1	1			2							2
Portugal	23	23			2		44					46
Romania	5				1		1	1		2		5
Slovenia	3				1				1	1		3
Spain	55	1			2	1		23	30			56
Sweden	1	1			2							2
TOTAL	137	42	6	6	33	2	58	30	39	3	2	**179**

EMSA comment

From the figures above, results that most Member States have not yet introduced in SSN all their users, namely their LCAs (PORT, PSC and CST). However it is worth noting that all the SSN users are not visible in the current version of SafeSeaNet because the same userID may be used by several persons. The next version of SSN v1.9 will allow creating several users per authority giving visibility to all participants. New user Romania was introduced and is actively using the Web interface. NCA Romania has created: Port (POR) and Coastal (CST) authorities as well as two other (OTH) authorities.