European Maritime Safety Agency

Lisbon, 05 September 2008

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SafeSeaNet monthly report

August 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.

The report also provides information on forthcoming new releases of SSN software (Section 5) with a general overview on the new functionalities and expected date of deployment in the training environment.

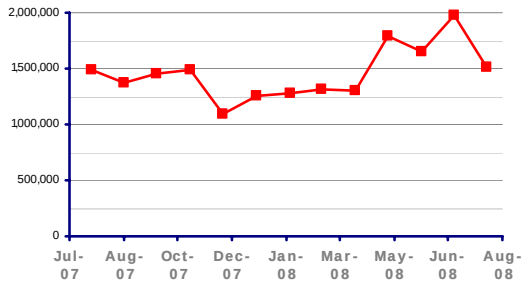
2 - Type of information

2.1 – SSN Notifications

The table below shows the type and number of notifications sent to SSN in August 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	157,083	8,785	2,959		168,827
Bulgaria	Web		254	26		280
Denmark	XML	245,724		349		246,073
Finland	XML		4,627	566		5,193
France	XML	13,806	3,614	669	61	18,150
Germany	XML	148,703	10,902	1,992		161,597
Iceland	XML	45	45			90
Ireland	XML	52,481		44		52,525
Italy	XML	6,336	381			6,717
Latvia	XML	79,376	200	6	29	79,611
Lithuania	XML	13,930	1,487	207		15,624
Malta	XML	34,517	802	345		35,664
Netherlands	Web		234	81	1	316
Netherlands	XML	287,662	11,396	2,258		301,316
Norway	XML	140,787	4,511	690		145,988
Poland	Web			1		1
Poland	XML	123,892	8,997	1,526	1	134,416
Portugal	Web		37			37
Portugal	XML		1,429	290		1,719
Romania	Web		562	102		664
Slovenia	Web	198	322	16		536
Spain	XML		6,253	1,088		7,341
Sweden	XML	9,205	9,652	630		19,487
United Kingdom	XML		96,686	10,539		107,225
TOTAL		1,313,745	171,176	24,384	92	**1,509,397**



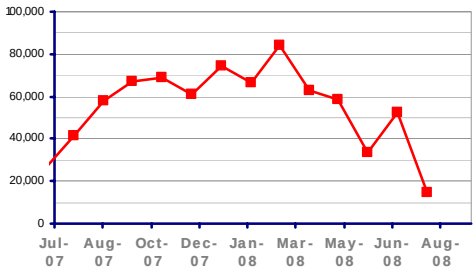
EMSA comment – The results show a decrease in the number of notifications provided to EIS (due to shutdowns for technical reasons by some MS systems). Resumption to full activity with over 2 million notifications is expected next month. **France** has entered into production via the XML interface and is continuously providing Port, Hazmat, Ship and Alert notifications. In addition it is important to recognise that this is the successful result of much hard work by both sides over previous months.

2.2 – SSN Requests

The table below shows the type and number of requests made to SSN 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	1		2		3
Belgium	XML	746				746
Bulgaria	Web	2		1	1	4
Denmark	XML			2		2
France	Web	12		5	19	36
France	XML	20	6	11	4	41
Germany	Web	7		3	5	15
Germany	XML	3	1	1		5
Italy	XML	3	1			4
Latvia	XML	11	13	15	14	53
Lithuania	Web	3				3
Malta	Web	3		22		25
Netherlands	Web	62		2	6	70
Norway	Web	4		4		8
Norway	XML	1	109	13,003	1	13,114
Poland	Web	3		93	10	106
Poland	XML	4	6	1		11
Romania	Web			13		13
Slovenia	Web	4				4
European Commission	Web	133		95	53	281
TOTAL		1,022	136	13,273	113	14,544



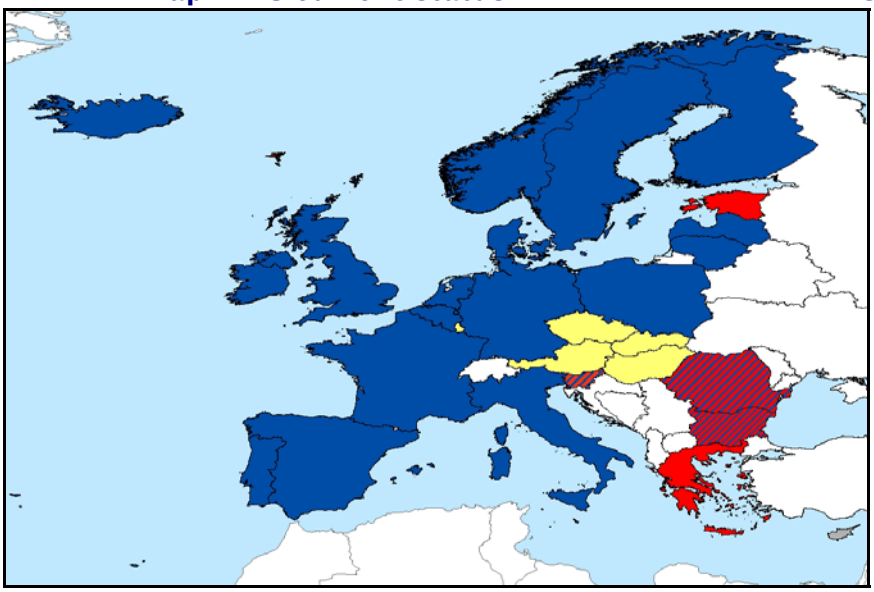
EMSA comment – Norway makes its requests using a semi/automatic XML mechanism to exploit the data efficiently within their national system for routine risk assessment and proactive management of safety and counter-pollution resources. They are using SafeSeaNet to confirm the information on Hazmat cargoes for vessels transiting the Norwegian waters. Following that, the information received is presented at the Norwegian SSN indicating vessels carrying Hazmat with a special symbol. Details on this implementation will be presented by Norway during SSN Workshop 10.

In one year's time, MS will be offered new possibilities with the introduction of the "STIRES" real-time tracking module. This will give MS access to a traffic image display and for example, information on the dangerous goods obtained automatically from the SSN core. The functionality that will be made available to all MSs through STIRES is similar to that currently implemented by Norway.

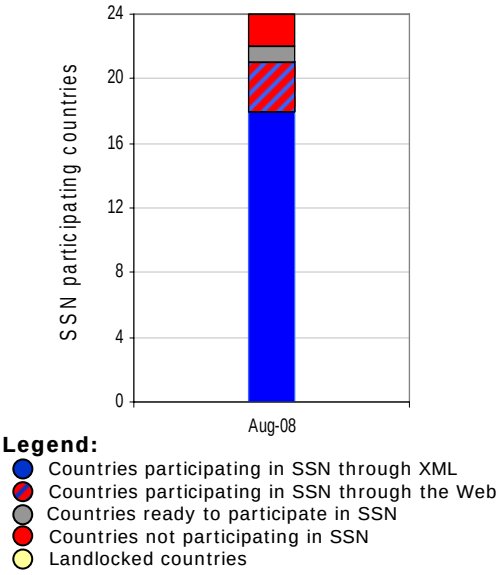
3. Member States status

3.1 –SSN Participating Countries

Map – MS current status



Graph 1 – SSN Implementation



EMSA comment –The above figure and graph illustrates MS SSN implementation. The improvement on MS implementation reflects progress with France and Cyprus. Problems with the Italian implementation continue. Though in production, the rate of and quality of the notifications received lie well below what can reasonably be expected, by comparison with the better performing MS. Since resumption of connection with the EIS after problems were experienced mid-year, a further deterioration has been noted.

3.2 – Status of implementation

Table 3 summarises the MS' current status on notifications using XML (automatic connection for the message exchange) and projected dates when the remaining MS are expected to enter into production or begin their 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	ready	ready	ready	ready	
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	yes	yes	yes	yes	
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	yes	yes	yes	
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: September 2008**

(*) Countries participating using the Web interface

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

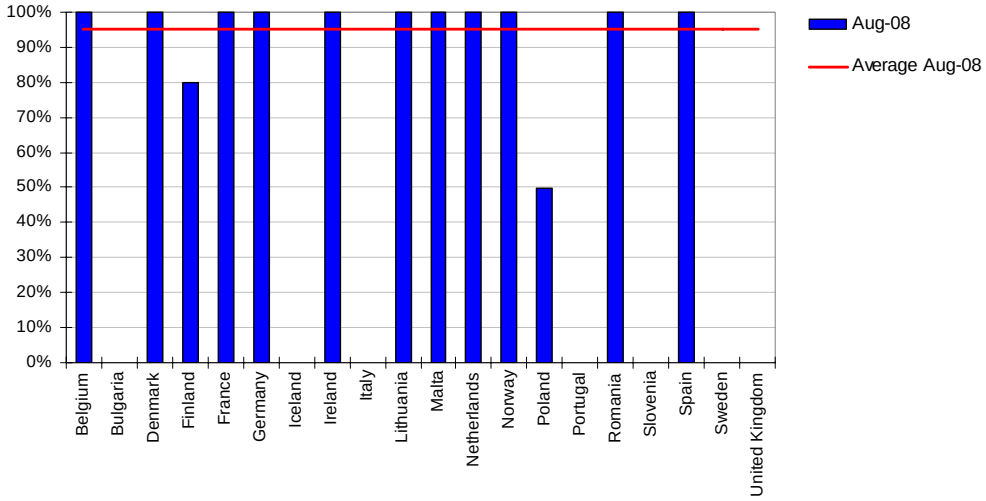
EMSA comment – France joined the SSN production environment using the XML interface. **Cyprus** passed the commissioning tests for all four agreed messages (Port, Hazmat, Ship and Alert) and is ready to enter into production.

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. The results are based upon a sample of requests on hazmat notifications.

Graph 2- Availability of the Hazmat details

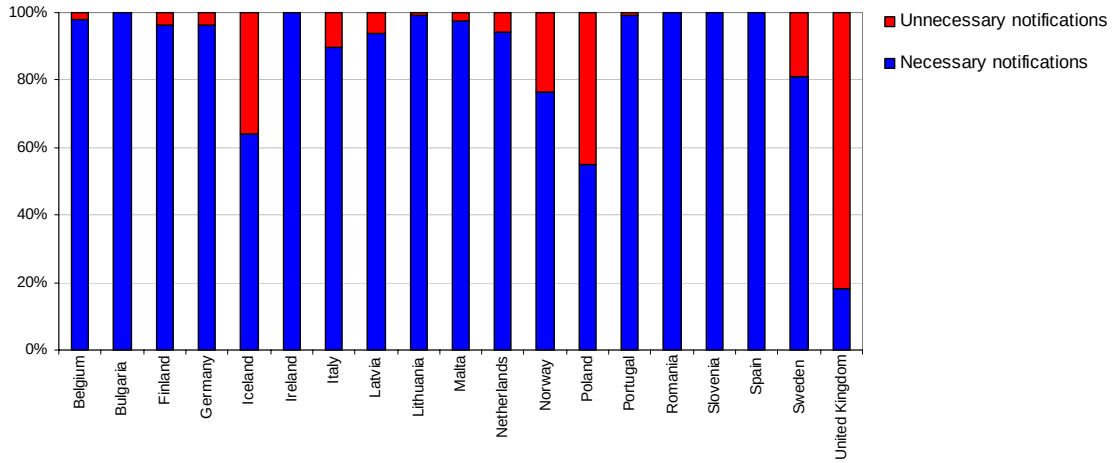


EMSA comment – The average availability of the Hazmat details is almost 100%. When these checks were conducted, Information was not available during the reported period from the Polish national system due to their performing a technical intervention.

4.2. – Repetitions of Port notifications

A Port notification is sent whenever a vessel is bound for a port of a MS. Updates on Port notifications are necessary if there is a change to the information previously notified. The SSN group agreed that such notification updates are to be sent if the ETA and/or ETD differ by more than 2 hours from the previous one. MS shall not send an update or another port notification if the message content is the same. Currently, some MS frequently send unnecessary duplicate notifications. The graph below compares the percentage of port notifications sent without repetition (in blue), with those that were duplicates and sent unnecessarily (indicated in red). 100% blue indicates that messages were never repeated.

Graph 2 – Repetitions of Port Notifications (July 2008)



EMSA comment – Certain MSs send the same Port notifications several times creating an unnecessary workflow for their system and the SSN core. The cause or causes of this problem are not yet clear. A short analysis of the issue and proposed solutions will be presented by EMSA during SSN Workshop 10.

5. SSN Web applications – Coming new release within the scope of v1.9

In August Maritime Support Services performed extensive tests (SAT – System Acceptance Test) on updates to the SSN application (v1.9.0.5.2), a first version of the SSN "Alert Distribution" module and improvements to the **SSN Web application**.

As presented at SSN 9, the newly developed "Alert Distribution" module will enable MSs to exchange alerts. The main functionalities of the **New Alert Distribution** module are for each alert to:

- distribute and send the alerts along the "planned route of the ship";
- consequently produce a list of recipients to whom the alert is intended, based on the planned route, or to allow for manual input of recipients; and
- trigger sending emails to alert recipients informing them that an incident as occurred, the reference for that alert and indication of how to obtain further details from the SSN Web interface.

Deployment of this version in the training site is expected by October 2008 following validation of the application by EMSA and MS (those that volunteered to participate in tests). The new SSN Alert Distribution module as well as the changes made on the SSN Web application will not impact on MS' own applications.