European Maritime Safety Agency

Lisbon, 05 December 2007

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SafeSeaNet monthly report

November 2007

1. Background information

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 SafeSeaNet situation. The report may be further analysed by EMSA, the Commission and the MS for extracting conclusions on the usability of SSN system.

As announced during the SSN 8 workshop (Lisbon 24 and 25 October 2007), the V1.9 production site was successfully deployed on 4th of December 2007. This version is the final outcome of the long process started at the beginning of 2005 when it was recognised that the existing SSN application had to be stabilised and corrected. The new version will create a faster system able to deal with the expected raise of messages and will facilitate SSN evolution in terms of upgrading and integration with other systems. The main improvements could be summarised as follows:

- The web interface has been completely renovated,
- Implemented a more comprehensible and user friendly management of NCAs, their attached LCAs and users (establishing the hierarchy).
- A new complete statistic facility is implemented,
- Error messages will be recorded and easily analysed
- Vessels, ports and SSN users activities will be easily monitored and analysed.
- A new management concept for databases is implemented (vessel, locodes and users) to avoid detected problems in former versions.

The new version was developed using industry proven technologies complying with the most recent standards. SSN V1.9 is expected to improve significantly the system performance, scalability, robustness and easier software maintainability.

This report presents the last set data obtained through the old version of SSN. The next monthly report will be generated using the SSN V 1.9.

2. Type of information

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

2.1. Notifications

The table 1 gives a picture of the notifications provided by Member States to SSN per message type and interface.

Table 1 - Notifications SSN (Nov.2007)

COUNTRY	INTERFACE	SHIP		PORT	HAZMAT	ALERT	SECURITY	TOTAL
		AIS	MRS					
Belgium	XML	152,776		5,334	490			158,600
Denmark	XML	343,939			482			344,421
Finland	XML			9,254	480			9,734
Germany	XML	935			1,894			2,829
Greece	Web			1				1
Iceland	XML		1	1	1			3
Ireland	XML				69	3		72
Italy	XML		11,752	3,527	72			15,351
Lithuania	XML	265		1,962	283			2,510
Malta	XML	16,760		900				17,660
Netherlands	Web			196	82	4		282
Netherlands	XML	341,925		12,111	2,417			356,453
Norway	XML	412,067		1,558	721			414,346
Poland	XML	117,148		4,043	1,519		2,928	125,638
Portugal	Web			107				107
Portugal	XML			820	199			1,019
Romania	Web			546	81			627
Slovenia	Web		137	278	7			422
Spain	XML			17,657	885			18,542
Sweden	XML	8,434		9,033	595			18,062
TOTAL		1,394,249	11,890	67,328	10,277	7	2,928	**1,486,679**

EMSA comment

Web interface is being used to provide notifications by some LCAs of The Netherlands, Portugal, Romania and Slovenia. Slovenia and Romania continue using the web interface for providing notifications to SSN but are planning to introduce XML interfaces. Fifteen countries introduced XML interfaces and fourteen are using it actively. Germany and Lithuania has started to provide AIS Ship Notifications for production site.

Conclusions of the above table:

There are MS not sending notifications regularly such as Bulgaria, Cyprus, Estonia, France, Iceland, Greece, Latvia and the United Kingdom. The reasons are:

- **Bulgaria**: They have expressed their intention to start their national development (XML interface). There is a procurement activity on-going.
- **Cyprus**: the first SSN contract has been concluded in July'07.
- **Estonia**: no action reported.
- **France**: Is currently testing connection of the national system with SSN version 1.9
- **Iceland**: is after commissioning tests passed (August 07). Work is in progress to join production site on the continuous basis.
- **Greece**: still in testing.
- **Latvia**: is under tendering procedure to join SSN.
- **Romania**: On July Romania requested to enter into production through the Web interface and is using the interface actively since then providing Port and Hazmat Notifications. Romania notified their intention to start their national development (XML interface).

- **The United Kingdom**: has passed commissioning tests for all types of messages.

Figure 1 – Notifications per Type

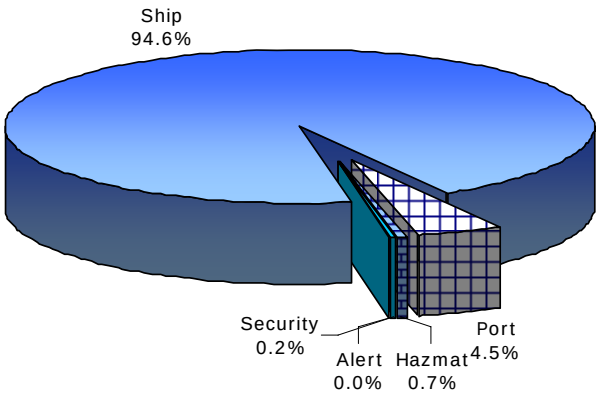
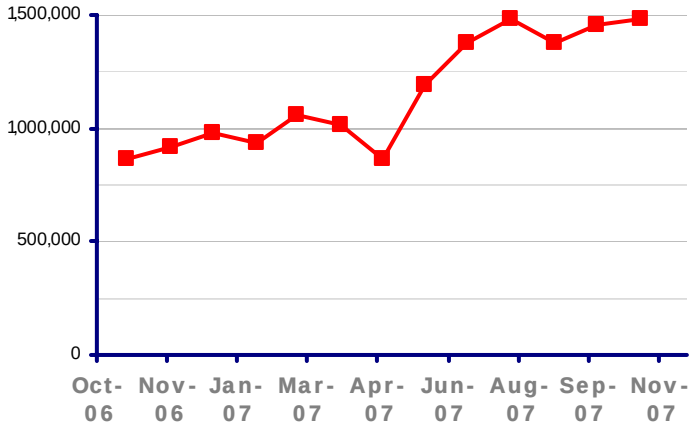


Figure 2 –Notifications: Nov.06 / Nov.07



2.2. Requests

The table 2 gives a picture of the requests made by Member States to SSN per message type and interface.

Table 2 - Requests SSN (Nov.2007)

COUNTRY	INTERFACE	SHIP	PORT	HAZMAT	ALERT	SECURITY	TOTAL
Belgium	Web	107	12	3		1	123
Denmark	Web	6		1			7
Denmark	XML		3	6	5		14
Finland	Web	35	4	1			40
Germany	Web	105		2		1	108
Germany	XML	2		1			3
Greece	Web	16	3				19
Ireland	XML		3	1	10		14
Italy	Web	5	1	2			8
Italy	XML	3	2	10			15
Malta	Web	68	28	1			97
Netherlands	Web	355	18	11		1	385
Norway	Web	4		2			6
Norway	XML		86	65,758			65,844
Poland	Web	7		4			11
Poland	XML	6	14	90			110
Portugal	Web	142	3	1			146
Romania	Web	759					759
Slovenia	Web	484	4				488
Spain	Web	32	10	6			48
Sweden	Web	30	7	2			39
European Commission	Web	379	77	60	6	1	523
TOTAL		2,545	275	65,962	21	4	68,807

EMSA comment

The web interface is most commonly used by the Member States to request information. Norway, Germany, Denmark, Italy and Poland are using their Xml interface for the request functionality. Number of information requested is growing. Most popular requests are for HAZMAT and Ship Notifications. Other Member states are using web interface actively to obtain data from SSN.

Figure 3 – Requests per Type

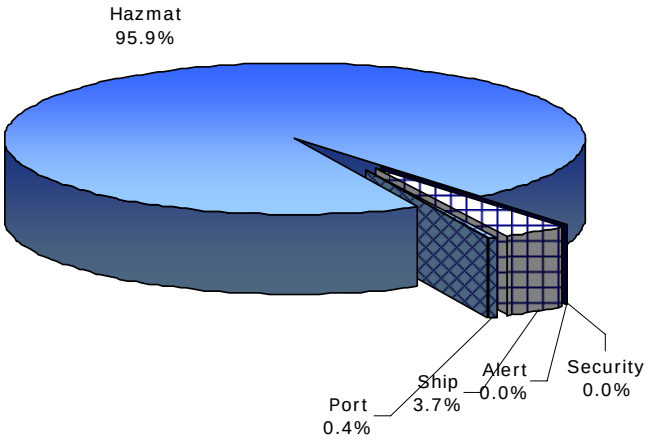
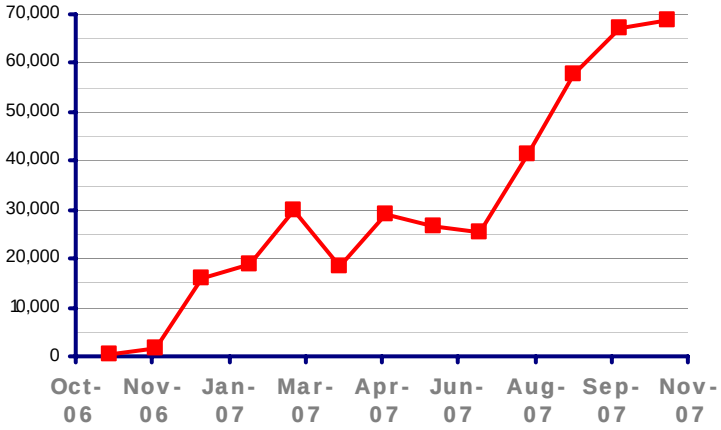


Figure 4 – Requests: Nov.06 / Nov.07



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 (Nov.2007)

COUNTRY	LOCODE		PORT	HAZMAT	TOTAL
EU Top 10 Ports					
NETHERLANDS	NLRTM	Rotterdam	7,326	2,435	9,761
SPAIN	ESLPA	Las Palmas	4,219	516	4,735
BELGIUM	BEZEE	Zeebruge	3,201	10	3,211
ITALY	ITAUG	Augusta	3,004	0	3,004
FINLAND	FIHEL	Helsinki	2,572	214	2,786
NETHERLANDS	NLVLI	Vlissingen	2,396	20	2,416
LITHUANIA	LTKLJ	Klaipeda	1,953	317	2,270
SPAIN	ESALG	Algeciras	2,118	16	2,134
POLAND	PLGDY	Gdynia	1,296	684	1,980
SPAIN	ESBCN	Barcelona	1,407	124	1,531
EU Ports			66,395	9,122	75,517
Non EU Ports			0	304	304
Port unknown	UNKWN		932	592	1,524

EMSA comment

The table shows the proportion of Port and HAZMAT notifications by LOCODE. However as the next port of call is not mandatory information in HAZMAT (according to the current XML Reference Guide), if the vessel is bound for a non EU port, “port unknown” has a higher proportion. In comparison with previous months the proportion of the “UNKWN” LOCODE in Port Notifications decreased due to the follow-up actions performed by the Maritime Support Services (MSS) and due to the corrections on the national level.

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 **1.55 and 1.65** 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 (Nov.2007)

MDAY	MONTH	YEAR	Period of Interruption (min.)	FROM	TO
19	11	2007	53	19/11/2007 14:00	19/11/2007 14:53
23	11	2007	34	23/11/2007 14:48	23/11/2007 15:22

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, this information 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

For technical reasons reliable analysis of the errors couldn't be provided for the month of November.

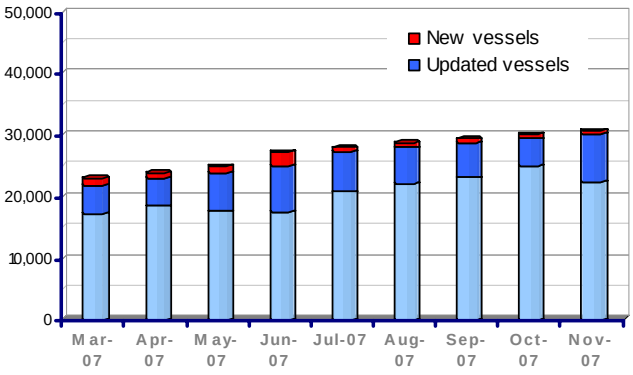
2.6. Ship database and new entrees during the previous month

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 30,616 records.

Table 5 – 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%
Aug-07	805	5,825	28,769	2.88%
Sep-07	597	5,729	29,366	2.08%
Oct-07	722	4,486	30,088	2.46%
Nov-07	528	7,709	30,616	1.75%

Figure 5 – Ship database



EMSA comment

During last month 528 new vessels were recorded and 7,709 vessels updated, in a total of 8,237 records created/updated (average of 2059 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 6 – SSN Users (Nov.2007)

COUNTRY	INTERFACE		ROLE TYPE										TOTAL
	Web	XML	ADM	ALL	NCA	MIN	POR	CST	PSC	OTH	PMoU	SAR	
Belgium	13	5	1		2		8	2	5				18
Czech Republic	2	0			1	1							2
Denmark	1	1			2								2
European Commis	9	2	5	5							1		11
Finland	27	1		1	2	1	3	18	2			1	28
Germany	1	1			2								2
Greece	1	0			1								1
Iceland	0	1			1								1
Ireland	4	1			2			3					5
Italy	2	1		1	2								3
Lithuania	9	1			1		2		6	1			10
Malta	2	3			4			1					5
Netherlands	17	5			3		11	2	4	1	1		22
Norway	5	2		1	6								7
Poland	1	1			2								2
Portugal	23	23			2		44						46
Romania	9	0			1		5	1		2			9
Slovenia	4	0			1			1	1	1			4
Spain	55	1			2	1		23	30				56
Sweden	1	1			2								2
TOTAL	186	50	6	8	39	3	73	51	48	5	2	1	236

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. Belgium, Italy and Ireland have increased number of it's web users since last month.

3. Member States XML status

This table gives the full picture of the situation of each MS regarding the XML status (automatic connection for the message exchange):

		SSN Notifications (XML interface)			
		Port	Hazmat	Ship	Alert
BE	Belgium	yes	yes	yes	no
BU	Bulgaria	no	no	no	no
CY	Cyprus	no	no	no	no
DK	Denmark	com	yes	yes	no
EE	Estonia	no	no	no	no
FI	Finland	yes	yes	no	no
FR	France	com	com	com	com
DE	Germany	no	yes	yes	no
GR	Greece	no	no	no	no
IC	Iceland	com	com	com	no
IE	Ireland	com	com	com	com
IT	Italy	yes	yes	yes	yes
LV	Latvia	no	no	no	no
LT	Lithuania	yes	yes	yes	no
MT	Malta	yes	com	yes	com
NL	Netherlands	yes	yes	yes	no
NO	Norway	yes	yes	yes	no
PL	Poland	yes	yes	yes	yes
PT	Portugal	yes	yes	no	no
RO	Romania(*)	no	no	no	no
SI	Slovenia(*)	no	no	no	no
ES	Spain	yes	yes	no	no
SE	Sweden	yes	yes	yes	no
GB	United Kingdom	com	com	com	com
updated: 03 December.2007					

Yes: means in production;

Com: means commissioned, test successfully completed but not in production;

No: means under testing or activities as previously referred.