

Mr Kristjan Truu
Director of Maritime Division
Estonian Transport Administration
Estonia

Lisbon, 30 June 2025

Subject: Implementation of SafeSeaNet and LRIT in Estonia

Dear Mr Kristjan Truu,

In order to improve the quality of the SSN/LRIT system, and to promote its usage, EMSA provides regular reports to individual Member States on the status of implementation in their countries, together with suggested improvements.

This is the 17th report on the Estonian SSN/LRIT system, and it analyses the main issues and findings associated with implementation in Estonia.

The effective implementation of Directive 2002/59/EC depends on Member States ensuring that the availability and quality of the data in the system is at the highest possible level. Consequently, we would appreciate a reply from your services by 15 September 2025, so that the latest information can be incorporated in future progress reports. When sending your reply, please include EMSA Maritime Support Services (MSS) in copy.

EMSA remains at your disposal, and will provide any assistance necessary to resolve outstanding issues (Tel.: +351 211 209 415 / Fax: +351 211 209 480 / E-mail: MaritimeSupportServices@emsa.europa.eu).

Thank you in advance for your continued cooperation.

Yours sincerely,

(e-signed)

Lazaros Aichmalotidis
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Annex: SSN LRIT Status Report #17

30 June 2025

Status Report No.17 for Estonia

1. Executive summary

1.1. Introduction

The objective of this report is to assess the level of implementation of SafeSeaNet (SSN) in Estonia, based on the data quality checks carried out on SSN notifications provided during May 2025 (unless otherwise stated), and to highlight aspects of SSN which need to be improved or corrected. Also, a short report on the status of Estonian registered ships linked to the EU LRIT CDC is included.

The report follows Status Report no.16 (sent on 18 July 2024), for which feedback was received on 07 October 2024.

EMSA provides monthly a summary of the quality checks reported and the results are summarised in this yearly report. During the period of this report EMSA has provided 12 monthly SSN Data Quality reports which were always replied.

1.2. Strengths/Good practices

The following are examples which reflect the strengths and good practices in the system implementation:

- SSN contact points follow up the reported topics regularly, so there is a continual improvement of the Estonian SSN system.
- All downtimes affecting PortPlus notifications detected lasted less than 12 hours in over a year. Additionally, PortPlus/AIS notifications were buffered during downtimes and later resent (see Table A.1 of downtimes in the Annex).
- Random checks revealed that PortPlus and Hazmat notifications were almost always provided.
- Regarding the quality of Hazmat, all the information was correctly classified and the location on board and quantities were provided (see Annex Table A.2).
- Six (6) Incident Reports (IRs) were sent to SSN and were correctly classified (see Annex Table A.3).
- All Security and Advance Waste notifications were provided. A considerable reduction in Advance Waste Notifications and Security missing notifications was observed compared to the previous year.
- The request-response functionality was available for the retrieval of the detailed part of Hazmat and Security.
- The Actual Time of Arrival (ATA) and Departure (ATD) were almost always provided.
- Most of the PortPlus notifications and all Hazmat non-EU Departure, Waste Receipt and Security information were provided on time.
- The SSN and THETIS (PSC database) LOCODE lists were properly aligned.

The following sections address findings that were considered significant enough to warrant feedback or recommendations. No further reference is made to the effectively functioning parts of the SSN/LRIT systems in Estonia.

2. Observations and recommendations

2.1. System availability

Between 1 June 2024 and 31 May 2025, Estonia experienced no full downtimes (i.e. failures affecting the provision of AIS information to the streaming interface and the messaging interface to the SSN EIS simultaneously).

During the same period, one technical intervention was reported which impacted messaging interface. There were no partial downtimes impacted the delivery of AIS data via the streaming interface. However, partial downtimes were reported affecting the delivery of MRS notifications. None of these incidents exceeded the maximum allowable downtime of 12 hours as defined in Section 4.4 of the IFCD.

During the downtime, PortPlus and Ship MRS data were buffered and subsequently resent once the Estonian SSN system became available. Table A.1 in Annex presents the downtimes.

Recommendation No 1: Estonia is invited to reduce downtimes as far as possible, and should they occur, to resolve them within 12 hours (in accordance with Section 4.4 of the IFCD).

2.2. Missing Waste receipt information

Table 1 provides information on Waste receipt and Security information reported to SSN.

		Waste Receipt
Status Report No 17	Reference period	May 2025
	Number of checks	706
	Missing notifications (in number & percentage)	55 (7.8%)
Status Report No 16	Reference period	May 2024
	Missing notifications	43.8%

Table 1: Missing Waste receipt information

Recommendation No 2: Estonia is invited to further analyse the difference between the numbers of ship calls and the relevant Waste receipts notifications, and to communicate with the shipping industry to ensure that the due information is provided.

2.3. Quality of Incident Reports

In accordance with Article 16, 17 and 25 of Directive 2002/59/EC (as amended), Member States must exchange information on accidents and incidents which have occurred at sea. When analysing the IRs sent by Estonia, EMSA found one (1) Incident Report with the information describing the event provided in Estonian language, without having the corresponding information in English language. The list of IRs reported by Estonia can be found in Table A.2 in the Annex.

Recommendation No 3: Estonia is invited to provide the Incident Report information in English language when reporting¹.

¹ SSN Incident Report Guidelines are available on the EMSA website at: <http://www.emsa.europa.eu/ssn-main/documents/items.html?cid=224&id=1137>

2.4. Timeliness of the notifications

This section compares the 'SentAt' (the time when a notification was sent to SSN) with the 'ETA', 'ATA' and 'ATD' elements provided in initial PortPlus notifications (updates not taken into account).

The comparisons showed the following performance levels:

- **SentAt vs ETA:** 0% of notifications were provided after the ETA.
- **SentAt vs ATA:** 92.6% of notifications were sent within 3 hours of the ATA, 7.1% were sent 3-72 hours after the ATA and 0.3% over 72 hours after the arrival
- **SentAt vs ATD:** 94.6 % of notifications were sent within 3 hours of the ATD, 5.2% were sent 3-72 hours after and 0.2% over 72 hours after the departure.

With respect to PortPlus notifications containing Hazmat, Waste and Security elements:

- **HazmatEUDepartures:** 59.7% of the notifications were sent up to 3 hours after the ATD and 0.3% over 3 hours after the departure.
- **Waste delivery receipt (WDR):** 87% of notifications reporting Waste delivery receipt were sent before ships' departure, 12% within 24h after ships' departure, 1% 24h-1 week after the departure and 0% more than 1 week after ships' departure.
- **Security information:** 100% of notifications reporting Pre-arrival information on security were sent after ship's arrival in port.

Recommendation No 4: Estonia is invited to analyse the causes of the figures presented and to further improve the timeframes for the submission of the required information.

2.5. Estonia LRIT status

This section deals with actions required related to Estonian flagged ships registered in the EU LRIT Ship DB. On 25 June 2025, there were 12 ships registered in the EU LRIT Ship DB, all integrated in the LRIT EU CDC. 10 were reporting to the EU LRIT CDC in accordance with the LRIT standard (every 6 hours). EMSA considered ships as "reporting" if their latest position was after 14 May 2025.

By cross-checking on a daily basis with external sources, EMSA provides information to EU LRIT Ship DB National Administrators directly by email on ships that are possibly no longer flying the Estonian flag.

Further details on the expected actions for all of the LRIT-related recommendations are described in "Technical Note 8 – Procedures for Ship Creation, Integration and Reporting," which is available at EMSA Portal.

2.5.1. Ships not reporting in the EU LRIT CDC

According to EU LRIT CDC Ship Integration status information, one Estonian-flagged ship did not report for a period exceeding 6 weeks. The information is available in the EU CDC UWI under the menu path Ship Management>Ship integration. The details are as follows:

Ship name	IMO	Date of last position	Reporting status	Cause of failure
HELIOS	9875886	31/07/2024	Not reporting	Shipborne equipment deactivated

Table 2: Estonian-flag ship not reporting to the EU LRIT CDC for more than 6 weeks

Recommendation No 5: Estonia is invited to take the appropriate action in order to ensure that ships are correctly reporting in the EU LRIT CDC.

3. Follow up

The content of the status report should be regularly reviewed, with the objective of emphasising: the responsibilities of all Member States participating in SSN (especially with respect to the continuous improvement of data quality), and the importance of active cooperation. Please note that Member States can contact the EMSA MSS at any time with suggestions for improvements to the report.

With this in mind, EMSA would appreciate a reply on each of the reported recommendations (including the proposed follow up actions) by the date mentioned in the cover letter.

Annex

Incident Type	Start of Incident	Closure of Incident	Total downtime (hh:mm)
[SRC-IMG-001] - INCIDENT - ESTONIA - MRS	06/11/2024 12:54	06/11/2024 20:54	8:00
Estonia planned intervention	16/01/2025 08:15	16/01/2025 11:15	3:00
[SRC-IMG-001] - INCIDENT - ESTONIA - MRS	23/04/2025 13:46	23/04/2025 17:21	3:35
[SRC-IMG-001] - INCIDENT - ESTONIA - MRS	30/05/2025 01:32	30/05/2025 09:02	7:30

Table A.1 - Relevant downtimes (none of them exceeded 12 hours)

Incident notified information				Incident file content
Incident ID	Sent	IMO	Incident Type (correct type if wrongly classified)	Comments
EE000001264120415	29/06/2024	9195949	IR - SITREP	
EE000001273043184	17/11/2024	8401444	IR - SITREP	
EE000001273316963	23/11/2024	9190808	IR - SITREP	
EE000001276228616	25/01/2025	9341108	IR - SITREP	Use of Estonian language without translation to English
EE000001276820762	08/02/2025	9053828	IR - SITREP	
EE000001278786337	22/03/2025	9524827	IR - SITREP	

Table A.2 - Assessment of Incident Report details