

SafeSeaNet Workshop 21

SSN implementation, data quality and THETIS interface

Agenda item 21.5.2

Rui Miguel SEQUEIRA
Vessel Traffic and Reporting Services

Lisbon | 08 May 2014

CONTENT

- 1. SSN IMPLEMENTATION**
2. SSN AVAILABILITY AND PERFORMANCE
3. DATA QUALITY
4. INTERFACE WITH THETIS
5. PROPOSALS/REQUESTED ACTIONS

SSN IMPLEMENTATION

- **SSN Central system was upgraded** (v.2.07)
- **Port/Hazmat v1 requests** were phased out in Dec. 2013
- **New MS Croatia** initiated SSN communication tests. Commission tests are planned for May – June and in September 2014 Croatia is expected to enter in production
- **PortPlus notifications** is not yet harmonised for all Member States (number of notifications reporting “Hazmat non-EU Departure; number of updates per shipcall; quoting of all previously provided elements)
- **Phone/fax solution** for Hazmat details is decreasing
- **AIS coverage** is close to be completed
- **MRS implementation** not completed yet (no reports have been received for some MRS)
- The new XML messaging framework for **Incident Reports** was already commissioned to 3 Member States (2 other initiated the commissioning tests)

CONTENT

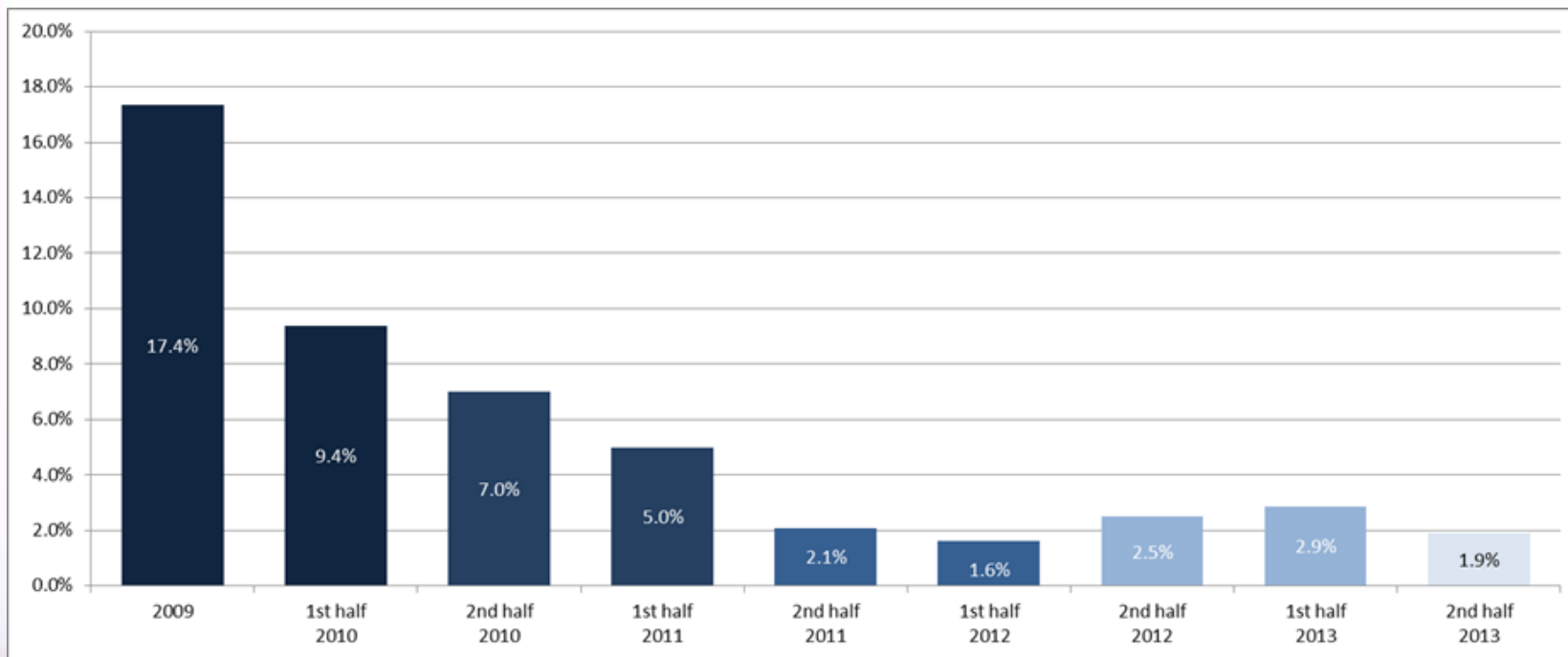
1. SSN IMPLEMENTATION
- 2. SSN AVAILABILITY**
3. DATA QUALITY
4. THETIS INTERFACE
5. PROPOSALS/REQUESTED ACTIONS

- The availability of the SSN Central system (including the SSN GI) in 2013 was **99.78%** (the maximum downtime lasted 5 hours and 46 minutes)
- No relevant full downtimes were detected in SSN National systems
- SSN-THETIS interface was down 3 times (4 hrs in total) but no information was lost (just delayed)
- Partial downtimes of more than 24 hrs were observed for some MSs, affecting the delivery of PortPlus information to THETIS system

CONTENT

1. SSN IMPLEMENTATION
2. SSN AVAILABILITY
- 3. DATA QUALITY**
4. THETIS INTERFACE
5. PROPOSALS/REQUESTED ACTIONS

Port arrivals 1.9% missing

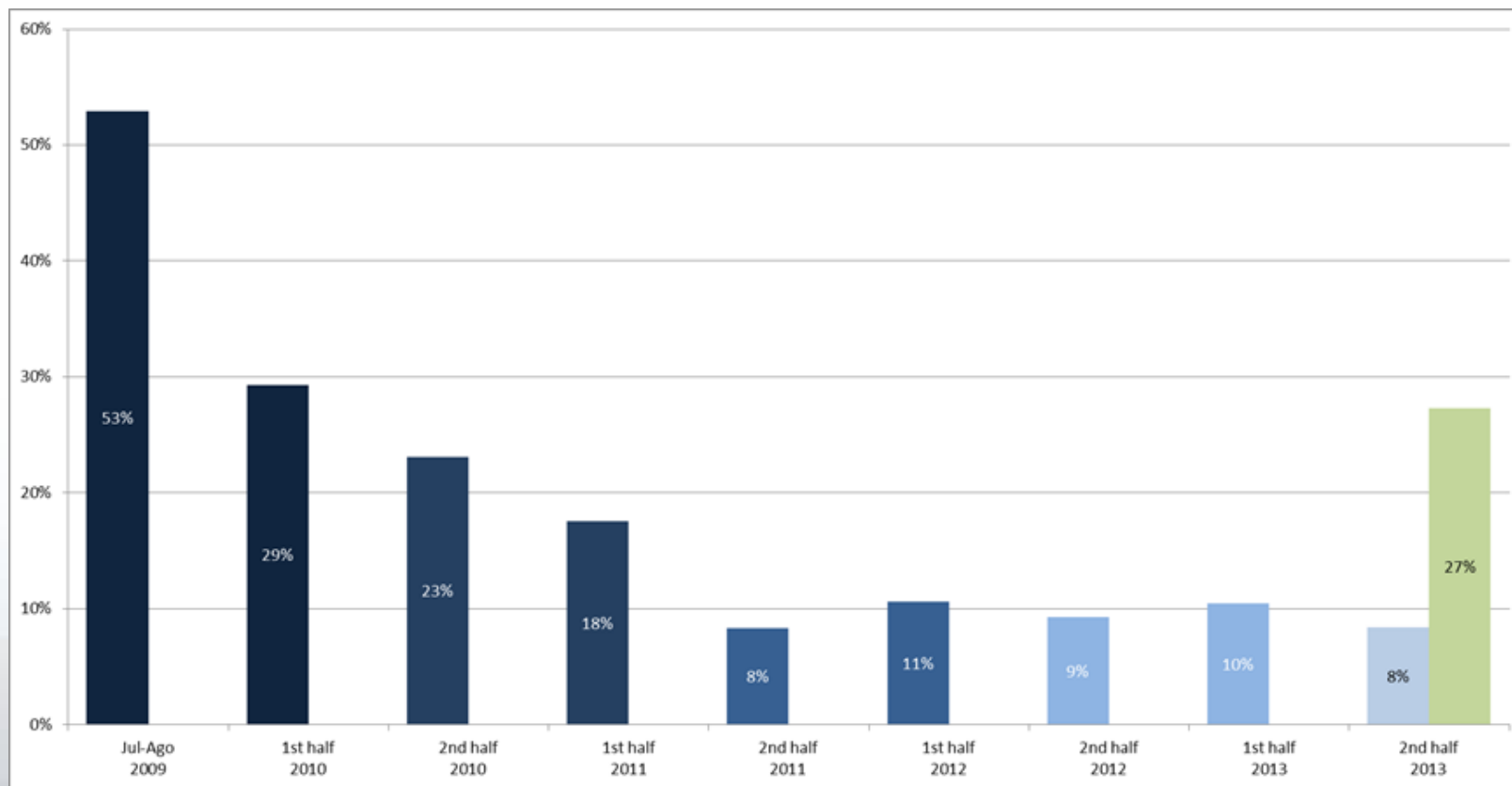


Enlargement of the scope of Hazmat checks

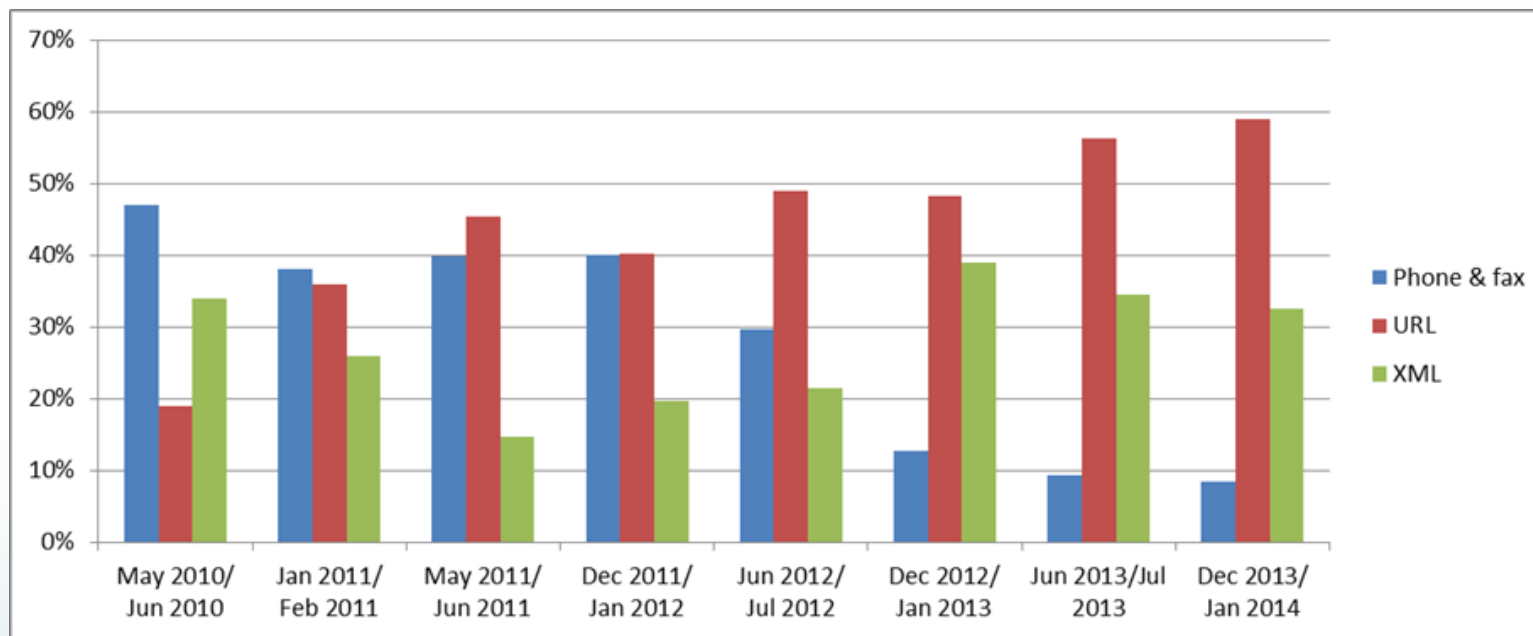
- The number of ship calls in SSN for ships coming from non-EU countries with Hazmat does not seem to be realistic for some MSs
- MRSs that EMSA uses for the checks of Hazmat availability includes also information on this type of Hazmat
- EMSA's MSS started reporting to the MSs on the missing non-EU departure Hazmat since mid of November

Only evident cases are reported (e.g.: vessel already in port - based on AIS, or ATA already provided by the MS)

Hazmat information 11 % missing



Solution used for providing Hazmat details



- **In December 2013/January 2014** the Phone & Fax solution continues to decrease up to 8.5%

Number of updates per shipcall

- For updates relating to ATA/ATD, a minimum number of updates per shipcall was found to be two
- For updates relating to ETA, ETD and the provision of Hazmat EU/non-EU Departure information, a maximum of 10 updates per shipcall was seen to be acceptable
- MSS analysed the number of updates for individual shipcalls:
 - the average number of updates for each shipcall was 3.2
 - 6% of Shipcalls were updated more than 10 times
 - some MSs update the same Shipcall more than 30 times

Rejected Messages

- Overall situation deteriorated from 0.66% to 0.72% mainly due to the implementation of the *ATA/ATD* business rule
- Most of the MSs are still above the limit defined in IFCD
- MS are reminded that updates to ship (IMO number) and/or the port of call (unless both LOCODEs are declared under the same Port Authority as permitted locations) information are not allowed
- MSs are progressively starting to:
 - monitoring their system;
 - correcting the causes of rejection, and;
 - resending notifications upon correction.
- **MS are reminded that rejected messages should account for less than 0.1% of messages sent (IFCD)**

CONTENT

1. SSN IMPLEMENTATION
2. SSN AVAILABILITY
3. DATA QUALITY
- 4. THETIS INTERFACE**
5. PROPOSALS/REQUESTED ACTIONS

Business Rules In THETIS And Proposed Changes In SSN

- For a single day THETIS has not processed 53 notifications from SSN

BR	Business rule	Number of rejections	Measure	Proposal
1	Location does not exist in the THETIS DB	6	None (HLSG Decision)	EMSA will continue reporting on monthly basis LOCODEs used in SSN but not listed in THETIS
2 & 3	Call to update with ATD without ATA	13	Rejection by SSN	ATA is a key element in THETIS. In order to implement it throughout the notification process, whenever ATD is provided, ATA should become mandatory in each notification.
	New call with ATD without ATA	0		
4	ATA or ATD in the future (>3h)	23	None (HLSG Decision)	MSs are requested to send this information in the reasonable time

Business Rules In THETIS And Proposed Changes In SSN

BR	Business rule	Number of rejections	Measure	Proposal
5	New call without IMO number where MMSI number does not correspond to any ship in the THETIS DB	11	Development of RVR	Rejections caused by ships not identified in THETIS may be overcome with the initiated project on the Reference Vessel Registry and the possible interaction of this registry with national ship's registries. The outcome of this working group may address or at least reduce this problem.
6	ATD before ATA	0	Rejection by SSN (current rule)	This rule already exists in SSN when ATA and ATD are provided together. If rules 2 and 6 are implemented (ATD always with ATA), then this issue will disappear.
7	ATA older than one year	0	Rejection by SSN and THETIS update	Information will be rejected according to THETIS rules and THETIS will be amended to keep this rule only for new calls.
	Total	53		

Mismatched LOCODEs

- LOCODEs were one of the reasons for THETIS not processing SSN data:
 - EMSA contacted PSC authorities recalling the need to align LOCODEs between THETIS and SSN
 - MSS keep reporting on monthly basis LOCODEs used in SSN but not listed in THETIS
 - MSs made an effort for aligning SSN and THETIS LOCODEs
- **Conclusion:** A total of **31** LOCODEs used in SSN were not in THETIS (40 in previous reported period)

ATAs and ATDs Issues

On the missing ATAs/ATDs:

- 8.9% of the ship calls are missing the ATA&ATD (9% missing in previous reported period)

On the timeliness of ATAs/ATDs:

- 0.3% of ATAs are provided more than 3h in advance. DK and SE are the most affected
- 0.2% of ATDs are provided more than 3h in advance. DK, FR, RO, ES and SE are the most affected
- In 83% of the notifications the difference between the SentAt and the ATA/ATD is within 3h

CONTENT

1. SSN IMPLEMENTATION
2. SSN AVAILABILITY
3. DATA QUALITY
4. THETIS INTERFACE
- 5. PROPOSALS/REQUESTED ACTIONS**

- **A1:** MSs to ensure that Port Plus messages are implemented in accordance with the agreed rules laid down in the XML Reference Guide
- **A2:** MSs to ensure that Ship MRS notifications are submitted in compliance with the reporting obligations of Directive 2002/59/EC, as amended
- **A3:** MSs to ensure that Incident Reports are submitted in compliance with the reporting obligations of Directive 2002/59/EC, and with the agreed SSN Incident Report Guidelines
- **A4:** MSs to ensure that masters, agents and operators are fully aware of their Port and Hazmat reporting obligations

- **A5:** MSs to consider imposing sanctions whenever information is not provided in accordance with Directive 2002/59/EC (as amended)
- **A6:** MSs to accelerate the phasing out of the phone/fax solution for the provision of details in Hazmat information
- **A7:** MSs to analyse the causes for the abnormal number of Shipcall updates, and to correct system implementation and/or operational procedures at national level
- **A8:** MSs to analyse (and resolve when necessary) the causes of the rejection of Port Plus notifications
- **A9:** SSN NCAs and PSC authorities to ensure that all relevant LOCODEs used by SSN are recognised by THETIS