



SSN Group meeting 24

SSN DATA QUALITY REPORT

Agenda item 24.5.2

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Department C: Operations/Unit C.3.3

Lisbon / 14 October 2015



- 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** in April for complying with Reporting Formalities Directive 2010/65/EU requirements
- **Belgium, Croatia, Denmark, Estonia, France*, Germany, Iceland, Lithuania, Norway, Poland, Spain and the Netherlands* entered in production** for V3
- **Hazmat reporting** (availability and provision of details in XML) is improving
- **PortPlus notifications** is not yet harmonised for all Member States (number of notifications reporting “Hazmat non-EU Departure; double reporting, number of missing PoB; incorrect implementation of the *Anchorage* attribute, lack of provision of ATA/ATD)
- **ALS coverage** is almost completed
- **MRS implementation** not completed yet (no reports have been received for some MRS)

* partially



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- **The availability of the SSN Central system** (including the SSN GI) in the first half of 2015 was 99.8% (three planned downtimes with a total duration of 8 hours and 50 minutes)
- **No relevant full downtimes** were detected in SSN National systems
- **SSN-THETIS interface** was down 4 times (5 hours in total) but no information was lost (just delayed)
- **Significant partial downtimes** of more than 24 hrs were observed for some MSs, affecting the delivery of PortPlus information to THETIS system



Reporting of downtimes to SSN Community

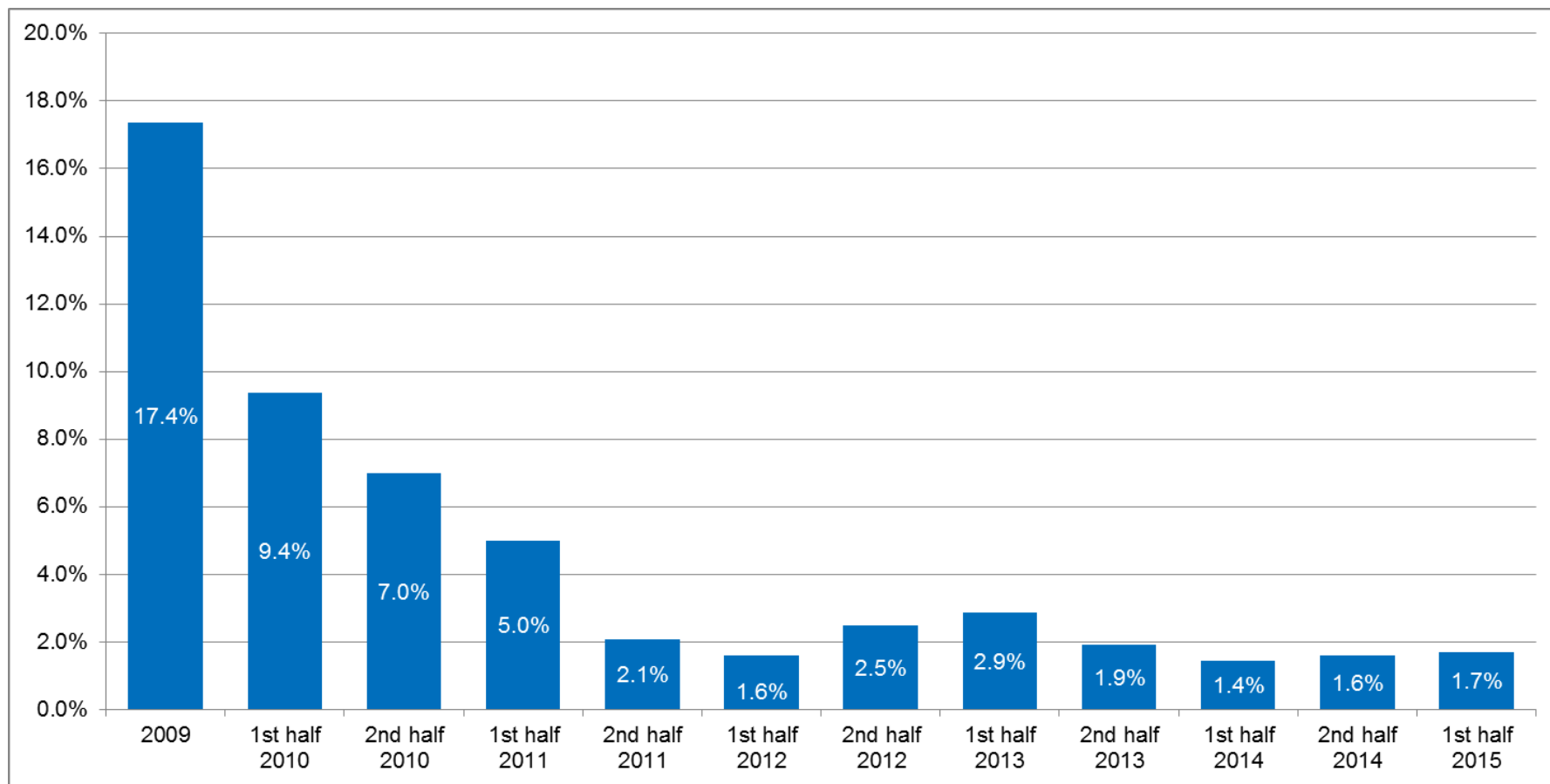
- Common Operational Procedures (COP) states that once a failure of a National SSN is detected:
 - *the “NCA shall perform a situation analysis, assess type, actions and an outage prevision as well as identify the mandatory system functionalities impacted”;*
 - *the NCA shall inform EMSA/MSS accordingly, to disseminate this information to other Member States.*
- EMSA procedure for reporting National SSN downtimes is now aligned with COP:
 1. EMSA/MSS detects a failure of a National SSN and informs the affected Member State 24/7 contact;
 2. Within 2 hours time the affected MS shall perform a situation analysis and – if confirmed, inform the provisional timing for unavailability, mandatory system functionalities impacted and backup communication procedure established;
 3. Upon confirmation – or if the problem persists for more than 2 hours and no feedback was received, EMSA/MSS disseminates the information to SSN Community.



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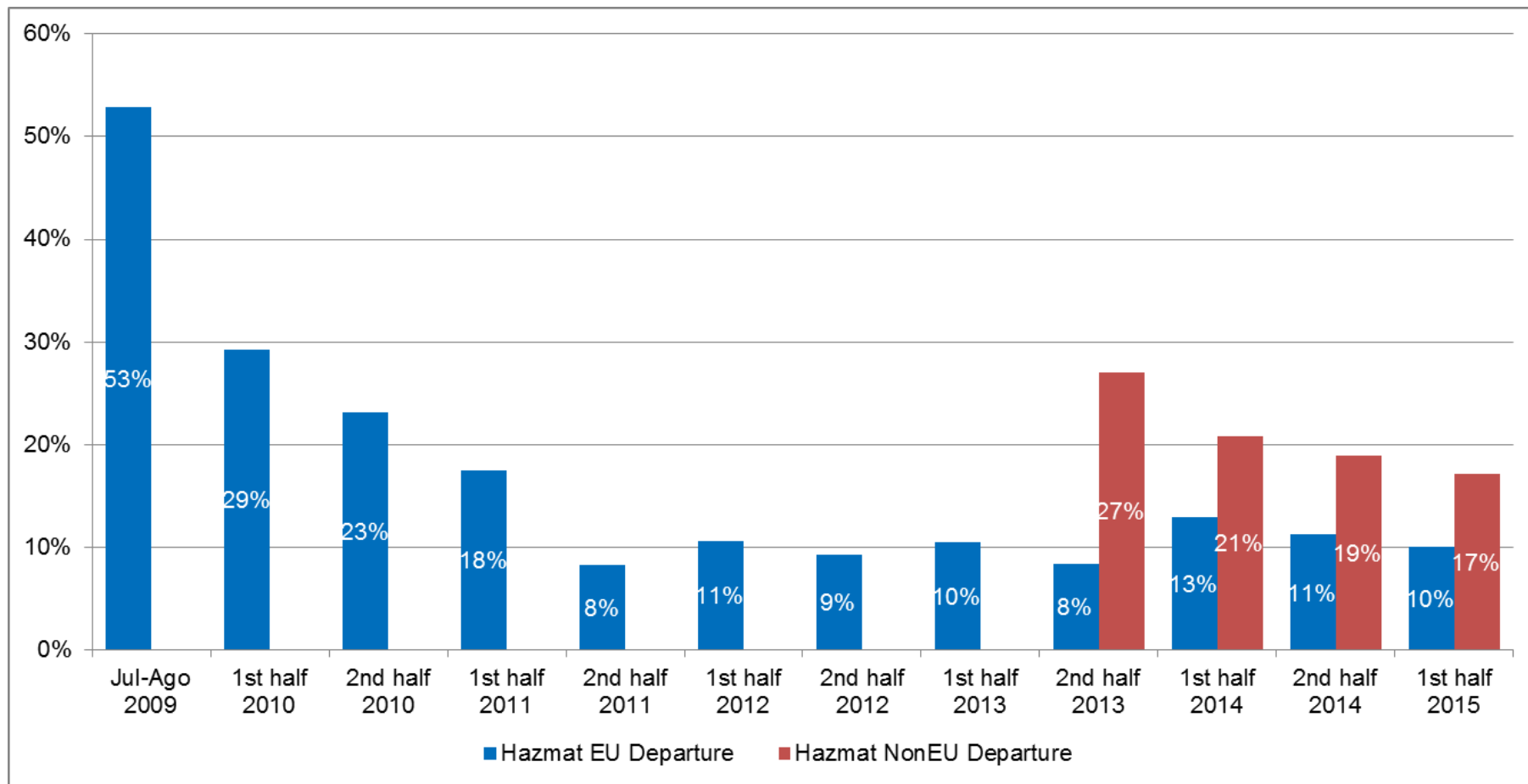
DATA QUALITY

Port arrivals - 1.7% missing

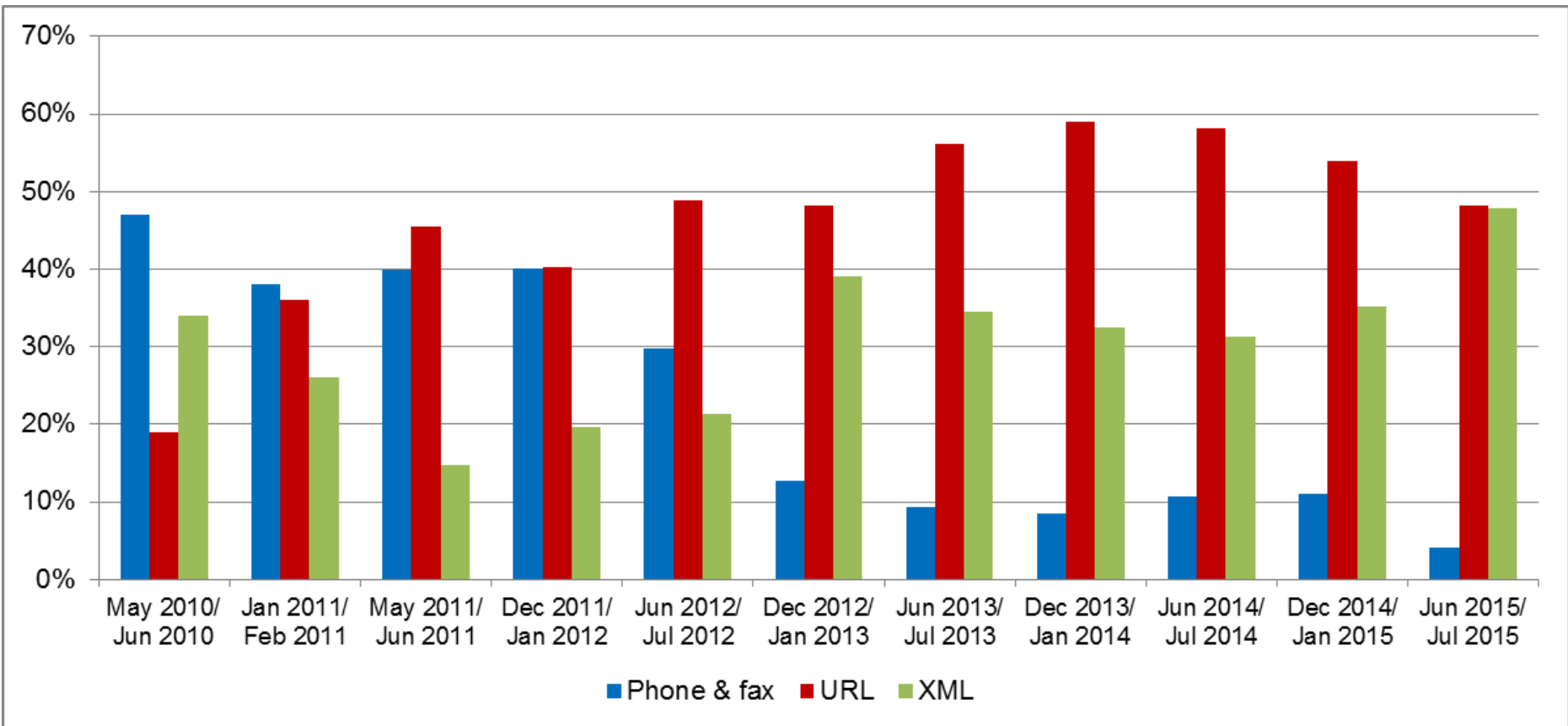


DATA QUALITY

Hazmat information – 12.5% missing



Solution used for providing HAZMAT details





Rejected messages

- Overall situation has worsened
3.31% of overall Port Plus notifications were rejected (0.56% in the previous report)
- Most of the Member States are still above the limit defined in IFCD

Rejected messages should account for less than 0.1% of messages sent (IFCD)

- What is being done:
 - EMSA / Member States are progressively monitoring national system;
 - Member States are correcting the causes of rejection, and;
 - resending notifications upon correction.

DATA QUALITY

Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 1: the "Time" logic is not respected (relations between ETAs and ETDs, etc.)			
R01	A Port Plus notification must have ETAtoNextPort subsequent to the ETDFromPortOfCall. ETAtoNextPort greater than ETDFromPortOfCall.	502	To be corrected by MSs
R02	A Port Plus notification must have ETAtoNextPort subsequent to the ATDFromPortOfCall: ETAtoNextPort greater than ATDPortOfCall	758	To be corrected by MSs
R03	A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall.	344	To be corrected by MSs
R04	A Port Plus notification must have ATAToPortOfCall prior to the actual departure time from port of call: ATAPortOfCall less than ATDPortOfCall.	458	To be corrected by MSs
R05	A Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	31	To be corrected by MSs and in the Central SSN
Group 2: missing "mandatory" information			
R06	A Port Plus notification must have ETDFromPortOfCall unless PortOfCall = "ZZCAN" or ATDFromPortOfCall is provided.	2655	To be corrected by MSs and in the Central SSN
R07	A Port Plus notification must have EtaToPortOfCall unless PortOfCall = "ZZCAN" or ATAToPortOfCall is provided.	588	To be corrected by MSs
R08	A Port Plus notification with hazmat EUDeparture must have a NextPort.	22	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture must have ETAToNextPort.	23	To be corrected by MSs
R10	A Port Plus notification having PortOfCall = 'ZZCAN' can only be accepted if no ATAToPortOfCall/ ATDFromPortOfCall has been provided up to now.	56	To be corrected by MSs
R11	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	7	To be corrected by MSs
R12	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	71	To be corrected by MSs
R13	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	546	To be corrected by MSs
R14	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	603	To be corrected by MSs

DATA QUALITY



Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 3: invalid values or references (IMO, MMSIs, LOCODES, ShipCallIds, etc.)			
R15	The message identified by MSRefId [MSREFID] has already been registered in SSN (Sent by [SENDER])	209	To be corrected by MSs
R16	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	3043	To be corrected by MSs and in the Central SSN
R17	LastPort Locode [LOCODE] is not technically correct. PortOfCall Locode [LOCODE] is not technically correct. NextPort Locode [LOCODE] is not technically correct. Contact Location Locode [LOCODE] is not technically correct.	937	To be corrected by MSs
R18	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.	236	To be corrected by MSs
R19	The IMO number [IMONumber] is not valid	4013	To be corrected by MSs
R20	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [SHIPCALLID] is invalid because no voyage was found with the specified shipCallId.	219	To be corrected by MSs
R21	PobVoyageTowardsPortOfCall has an invalid value	1	To be corrected by MSs
R22	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	434	To be corrected by MSs
R23	The UpdateNotifications information is not compatible with the updateStatus [U].	63	To be corrected by MSs
R24	MID [MID] does not identify any Flag according to the ITU list of MIDs.	33	To be corrected by MSs
R25	Invalid message. A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered with different Vessel [VESSEL1] - [VESSEL2].	532	To be corrected by MSs
R26	At least one contact detail must be provided (Phone, Fax or Email)	254	To be corrected by MSs
R27	The notification must have quoted at least one of IMO or MMSI numbers	18	To be corrected by MSs
R28	The phone number is invalid	157	To be corrected by MSs
R29	The email [EMAIL] is invalid	58	To be corrected by MSs



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Mismatched LOCODEs

- Overall situation is improving since February 2012 (232)
 - 5 LOCODEs used in SSN were not in THETIS
(7 in previous reported period)
- What is being done:
 - EMSA is recalling PSC authorities for the need to align LOCODEs between THETIS and SSN
 - MSS is reporting on monthly basis LOCODEs used in SSN but not listed in THETIS
 - Member States keep the effort for aligning SSN and THETIS LOCODEs

THETIS INTERFACE

THETIS business rules and proposed changes in SSN

- For a single day (15 September) THETIS has not processed 74 notifications from SSN

BR	Business rule	Number of rejections	Measure	Proposal
1	Location does not exist in the THETIS DB	2	None (HLSG Decision)	EMSA will continue reporting on monthly basis LOCODEs used in SSN but not listed in THETIS
2	ATA or ATD in the future (>3h)	8	None (HLSG Decision)	MSs are requested to send this information in the reasonable time
3	New call without IMO number where MMSI number does not correspond to any ship in the THETIS DB	62	Development of the CSD	The Central Ship Database and the possible interaction of this registry with national ship's registries may reduce this.
4	Ship Name is mandatory	2		
	Total	74		



ATAs and ATDs Issues

On the missing ATAs/ATDs

- Overall situation is improving

5.5% of the ship calls are missing the ATA&ATD
(7.1% in previous reported period)

On the timeliness of ATAs/ATDs

- 0.2% of ATAs are provided more than 3h in advance (previously 0.2%)
- 0.4% of ATDs are provided more than 3h in advance (previously 0.1%)

82% of the notifications the difference between
the SentAt and the ATA/ATD is within 3h
(86% in previous reported period)

CONTENT

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What action is needed?



ACTIONS REQUIRED

- **Member States** are invited to note the information and take appropriate measures to resolve the reported issues

Questions ?



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