



# 6<sup>th</sup> SSN LRIT Group Meeting

## SSN Data Quality Report

Agenda item 6.5.1

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Department C: Operations / Unit C.2.1

Lisbon / 31 October 2019

- 1. SSN IMPLEMENTATION**
2. SSN AVAILABILITY AND PERFORMANCE
3. DATA QUALITY AND AVAILABILITY
4. INTERFACE WITH THETIS

# SSN Implementation

Central SSN				National SSN
	2019	SSN/LRIT 5	MAY	- Croatia switched to SSN V4
		1st "Incident Reports" WG	JUN	
- SSN BCF exercise		5th HL SG	JUL	
- Deployment of SSN v.4.2 in Production			AGO	- Meeting with Portuguese NCA in EMSA
- Deployment of UNECE LOCODEs (released 08Jul2019)		2nd "Facilitation of ship to shore reporting"	SEP	- SSN Training in Estonia
- SSN BCF exercise		SSN/LRIT 6	OCT	- SSN Training in Germany - Meeting with Irish NCA in EMSA
- Deployment of SSN v.4.3 in Production		2nd "Incident Reports" WG 1st Waste WG	NOV	
			DEC	
- Deployment of CLD and COD v.1.2 in Production	2020	6th HL SG	JAN	
			FEB	

# SSN Implementation – SSN V4 status

Member State	Commissioning tests status	In production with V4
Belgium	Completed	Yes
Bulgaria	Waiting new schedule	No
Croatia	Completed	Yes
Cyprus	On-going	Scheduled 2019
Denmark	Completed	Yes
Estonia	Completed	Yes
Finland	On-going	Scheduled January 2020
France	Completed	Yes
Germany	Completed	Yes
Greece	Completed	Scheduled 2019
Iceland	Completed	Yes
Ireland	Waiting new schedule	Scheduled April 2020
Italy	Completed	Yes
Latvia	On-going	Scheduled 2019
Lithuania	Completed	Yes
Malta	Completed	Yes
Netherlands	Completed	Yes
Norway	Completed	Yes
Poland	Completed	Yes
Portugal	Scheduled end of 2019	No
Romania	Completed	Yes
Slovenia	Completed	Yes
Spain	Completed	Yes
Sweden	Completed	Yes
United Kingdom	Scheduled Autumn 2019	No

## Recommendation 1:

Member States are invited to note the presented information, and to provide feedback should there be any changes

# SSN Implementation – Exemptions

**Since SSN v4 the reporting on Exemptions has been improved:**

- Exemption on Waste fees and Exemption on Waste Delivery (in addition to Waste Notification)
- Waste types to which the Waste Exemption is applicable
- Ports to which the Exemption is applicable – “Exemption applies to”
- Port Facilities to which the Security Exemption is applicable – included under “Exemption applies to”

**“Guidelines on reporting PortPlus and exemptions in SSN”** provides some guidance and identify the best way forward.

## **Recommendation 2:**

**Member States are invited to register exemptions in SSN system and update the existing exemptions information in SSN, in particular the information regarding the Ports to which the Exemption is applicable, in order to allow SSN to associate the exemption information to the relevant voyage.**

# SSN Implementation – Ship MRS

MRS information from **Ireland** (WETREP) and **the United Kingdom** (CALDOVREP) are not yet reported

**Norway** started providing Ship MRS notifications for the Barents Sea (BAREP).

**Portugal** is providing Ship MRS Notifications for WETREP using SSN UWI.

## **Recommendation 3:**

MSs facing delays and problems in implementing their MRS reporting obligations are invited to provide updated planning and to consider requesting the assistance of EMSA in order to speed up their implementations.

# SSN Implementation – Incident Reports

- The exchange of IR information between MSs has not yet been widely implemented.
- The main issues found on the content of Incident Reports are:
  - The **wrong classification** of Incident Reports.
  - The **lack of identification in the notification of the ship(s)** involved (ships are identified only in the attachment or in the detailed part).
  - Provision of **information solely in national language**.

## Recommendation 4:

Member States are invited to report all Incident types in accordance with the SSN Incident Report Guidelines.

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# System Availability and Performance

- **SSN Central system:** 99.82% availability in 1<sup>st</sup> semester 2019 (7 downtimes with total duration of 7h 55m)
- **SSN-THETIS interface:** 1 downtime with total duration of 45 minutes
- **SSN National systems:**
  - 13 Member States (**Croatia, Denmark, Finland, Iceland, Ireland, Lithuania, the Netherlands, Poland, Portugal and the United Kingdom – port of Gibraltar**) experienced significant downtimes affecting the provision of PortPlus information to Thetis

## Reporting technical failures or planned interventions/releases:

- Interventions are announced via email to SSN Operational PoC and NCAs 24/7 :
  - Information about the failure of the system
  - Information about the system recovery

### Recommendation 5:

Member States are invited to take appropriate measures to reduce downtimes as far as possible, but should they occur, to resolve them within a 12h period.

# Back-up procedures

- **Back-up procedures** – in the event of a failure or a scheduled interruption, back-up procedures should be in place for each SSN system component (IFCD - section 4.4)
  - **NCA**s shall ensure that SSN messages are stored and then transmitted to the central SSN system when communications and/or systems have recovered
  - **The national and central SSN systems** should be able to re-send messages for up to 2 weeks (ship position information may be down-sampled for this purpose).

## Recommendation 6:

MSs are invited to store notifications during SSN intervention time windows, and to ensure that they are transmitted to the central SSN system when communications and/or systems have recovered (in accordance with Section 4.4 of the IFCD).

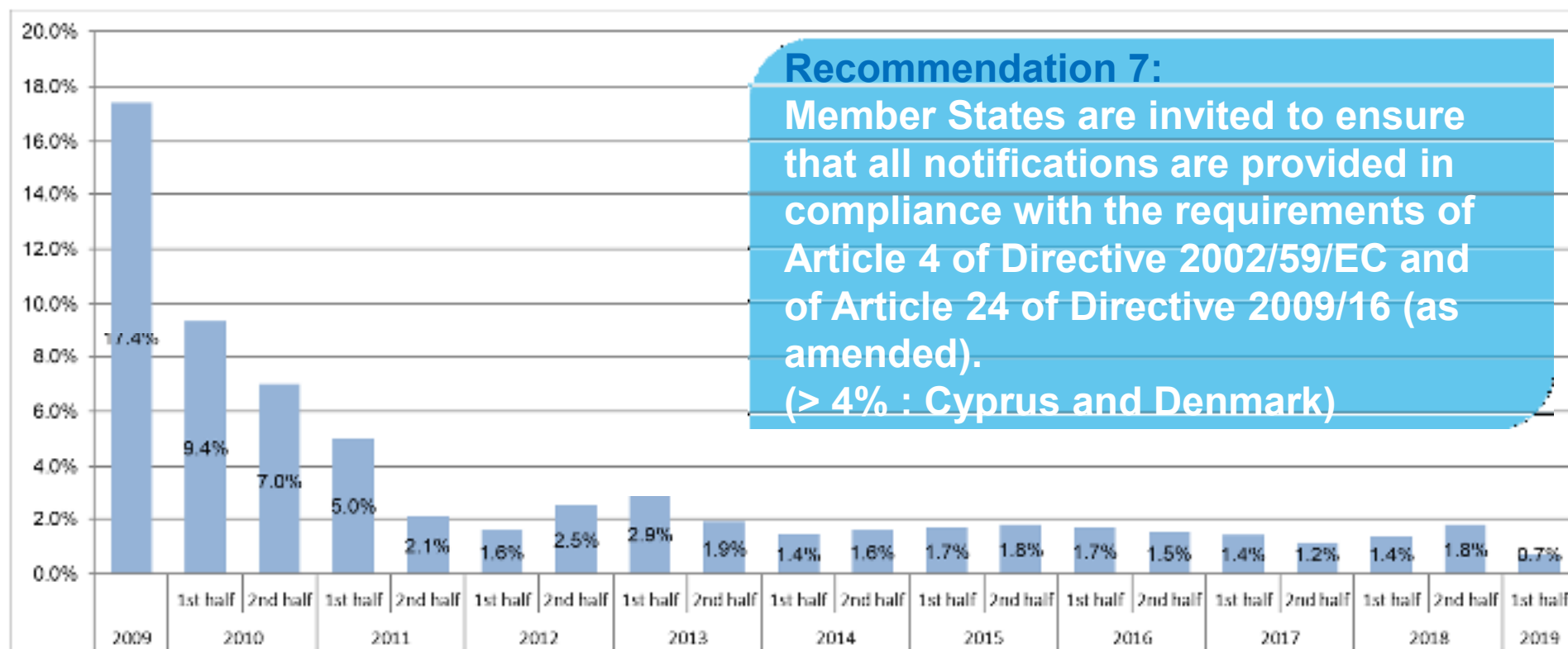
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# Data Quality and Availability

## Port arrivals

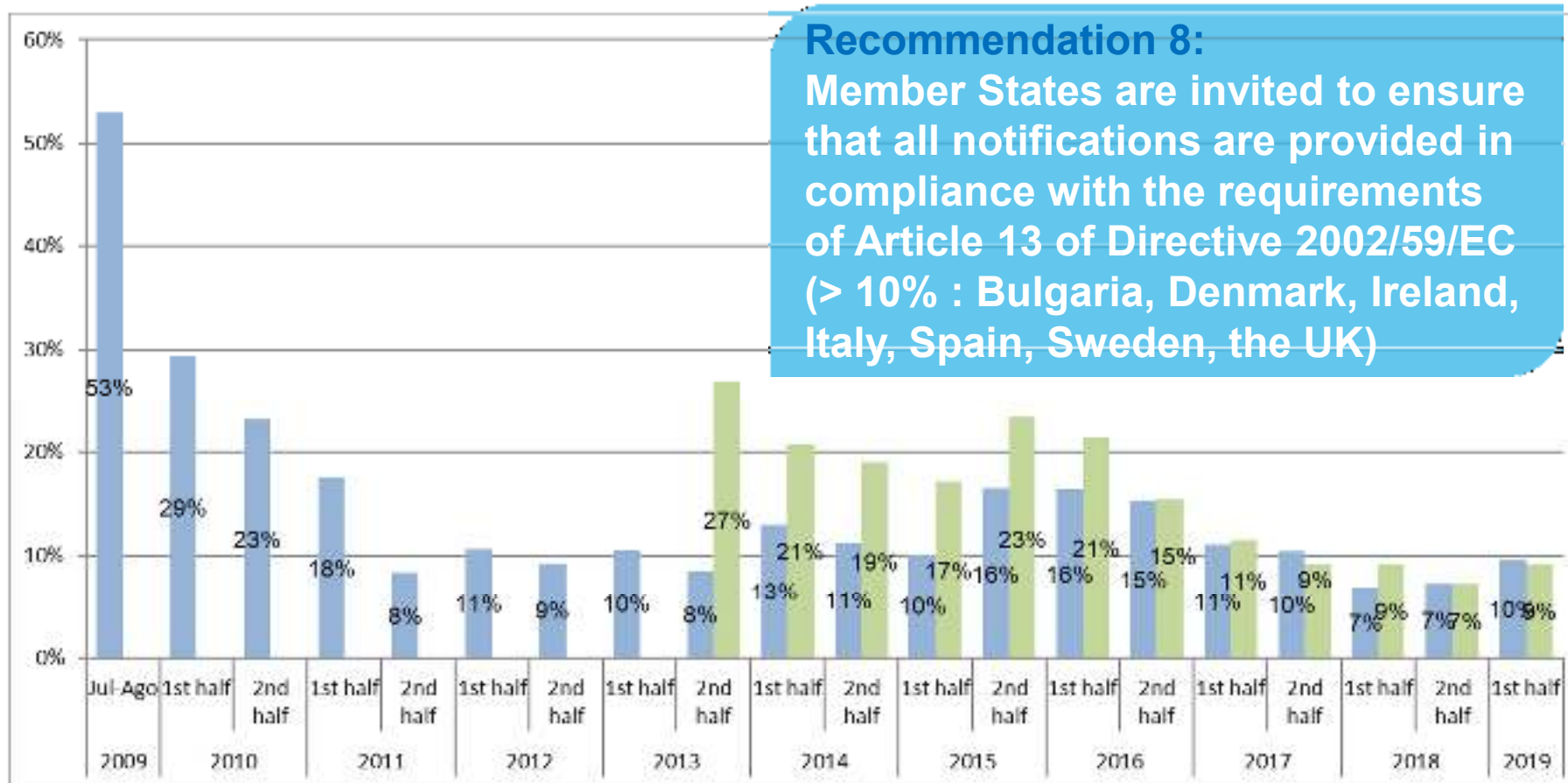
0.7% (23 out of 3,170 checked shipcalls) were missing



# Data Quality and Availability

## Hazmat information

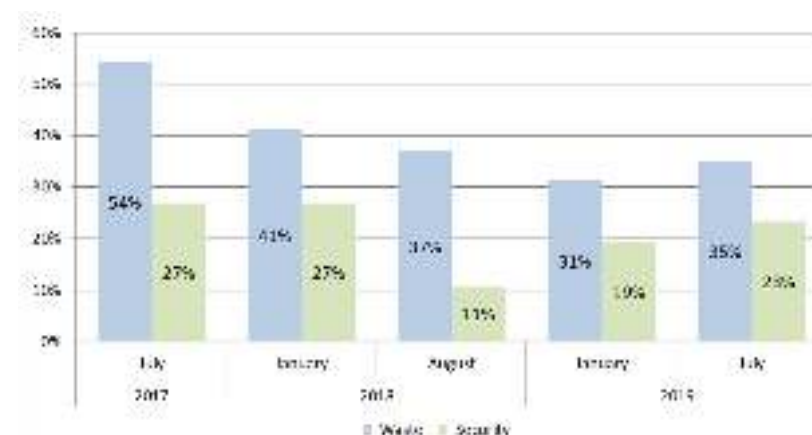
9.4% (364 out of 3,891 checks) were missing



# Data Quality and Availability

## Missing Waste and Security information

- Checks were made by taking into account: exemptions registered in SSN system; ship type; gross tonnage, domestic voyages
- **Greece, Portugal** and **the UK** (only port of Gibraltar) have not yet implemented the Waste and Security notifications
- **Waste information (in blue)** was not reported in 35% of ship calls (> 5%: BE, HR, DK, EE, FR, DE, IT, NL, NO, PL, ES, UK)
- **Security information (in green)** was not reported in 23% of ship calls (> 5%: FR, DE, NL, SE, UK)



### Recommendation 9:

Member States are invited to ensure that all notifications are provided in compliance with the requirements of Directives 2002/59/EC (as amended) and 2010/65/EU, and to analyse the difference between the numbers of ship calls and the relevant Waste and Security notifications

# Data Quality and Availability

## Availability of the details (week 43)

Member State	Hazmat	MRS	Waste	Security	Bunkers
Belgium	Yes	Yes	-	Yes	-
Bulgaria	Yes	-	Yes	Yes	-
Croatia	Yes	Yes	-	Yes	Yes
Cyprus	Yes	-	Yes	Yes	-
Denmark	Yes	Yes	-	Yes	-
Estonia	Yes	No	-	Yes	Not Impl.
Finland	No	No	No	No	-
France	Yes	Yes	-	Yes	-
Germany	Yes	-	-	Yes	-
Greece	Yes	-	Not Impl.	Not Impl.	-
Iceland	Yes	Yes	-	Yes	Yes
Ireland	No	Not Impl.	Yes	Yes	-
Italy	Yes	Yes	-	Yes	Yes

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Member State	Hazmat	MRS	Waste	Security	Bunkers
Latvia	Yes	-	Yes	Yes	-
Lithuania	Yes	-	-	Yes	Yes
Malta	Yes	-	-	Yes	Yes
Netherlands	Yes	-	-	Yes	-
Norway	Yes	No	-	Yes	Yes
Poland	Yes	Yes	-	Yes	Yes
Portugal	No	No	Not Impl.	Not Impl.	-
Romania	Yes	-	-	Yes	Yes
Slovenia	Yes	Yes	-	Yes	Yes
Spain	Yes	Yes	-	Yes	-
Sweden	Yes	-	-	Yes	Yes
United Kingdom	Yes	Yes	Yes	Yes	-

### Recommendation 10:

Estonia, Finland, Ireland, Norway and Portugal are invited to ensure that the detailed part of the relevant notifications is made available to MS data requesters in electronic format. Ireland, Greece, Portugal and the UK are invited to implement the missing notifications.

### Recommendation 11:

Member States are invited to ensure that their contact details are kept updated and made available to MS data requesters on a 24/7 basis as a back-up solution for the provision of the detailed part of notifications.

# Data Quality and Availability

## Rejected notifications

- Overall situation remain on the 0.29%.  
**14 Member States are still above the limit defined in IFCD (0.1%)**
- DK, FI, ME, MT, NL, PT are above 0.5% rejections
- What is being done:
  - MSS is continuously monitoring and reporting to the MSs on a monthly basis;
  - Member States are progressively monitoring national system;
  - Member States are correcting the causes of rejection, and;
  - Resending notifications upon correction.

### Recommendation 12:

MSs are invited to rectify the reported quality problems in order to ensure that rejected messages are eliminated, in particular by implementing checking rules in order to minimise inconsistent data in national SSN systems.



# Content

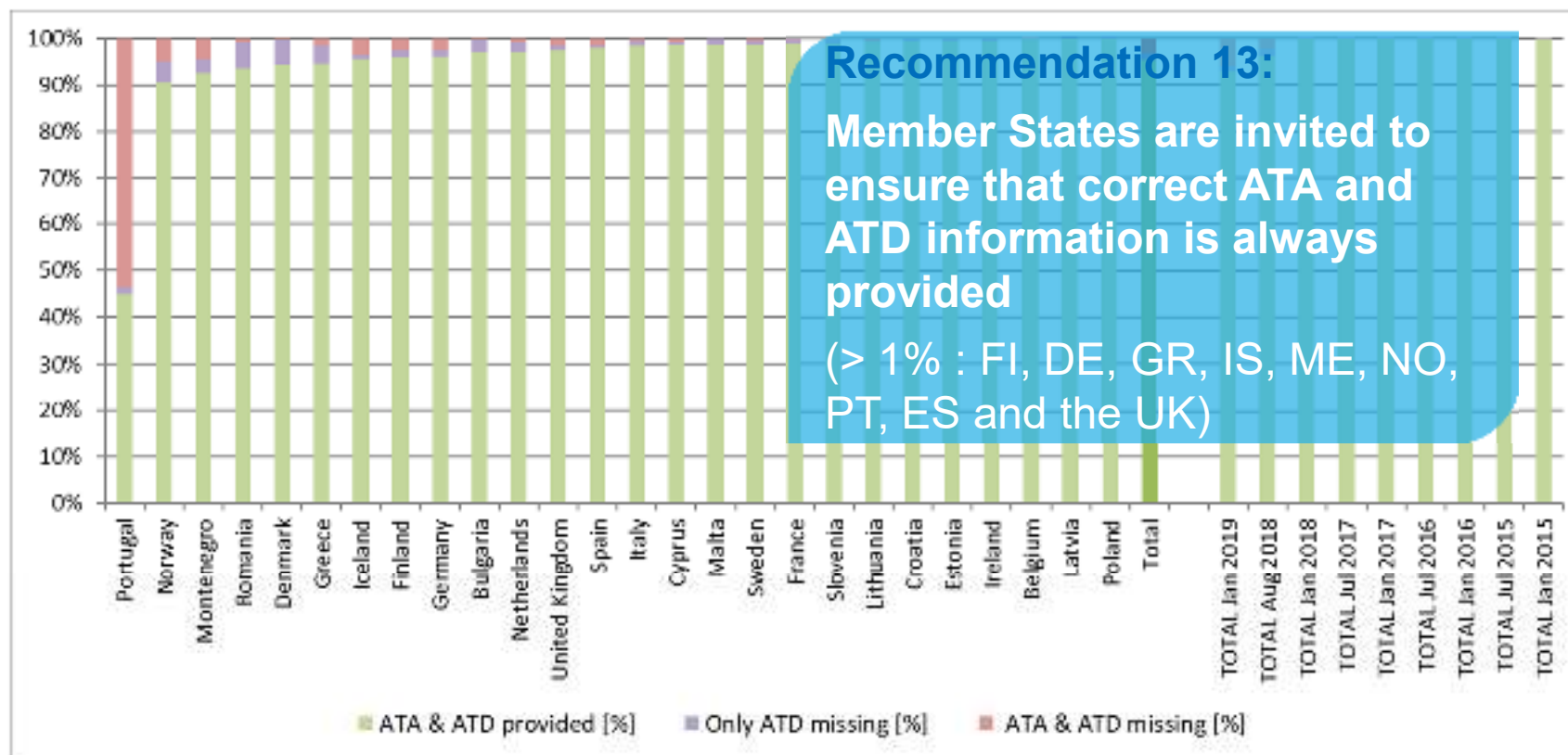
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# Interface with THETIS

## Provision of ATA and ATD

Shipcalls in THETIS are recognized only when ATA has been provided

- 3.1 % of the ship calls are missing the ATA and ATD (6.8 % in previous reported period)



# Interface with THETIS

## Timeliness of ATA and ATD

- 0.08% of **ATAs** are provided more than 3h in advance (previously 0.05%)
- 0.09% of **ATDs** are provided more than 3h in advance (previously 0.07%)

In 88.2 % of the notifications the difference between the SentAt and the ATA / ATD is within 3h (88.9 % in previous reported period)  
(most affected are Croatia, Denmark and Montenegro)

### Recommendation 14:

Member States are invited to provide the ATA and ATD for ships calling at their ports and anchorages via SSN within a reasonable time

# Bilateral data quality meetings

- Member States are reminded that **bilateral data quality meetings** with EMSA can be organised in order to better support MSs in addressing the data quality issues (as agreed during 1st SSN/LRIT)
- 3 meetings took place since last SSN/LRIT group meeting:
  - **Portugal**, in Lisbon (EMSA) on 19 August 2019
  - **Estonia**, in Tallinn on 19 September 2019 – combined with IMS training
  - **Germany**, in Hamburg on 15 October 2019 – combined with IMS training
  - **Ireland**, in Lisbon (EMSA) on 22 October 2019

## **Recommendation 15:**

**Member State willing to organise this meeting should contact EMSA.**



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