



SSN Group meeting 26

SSN Data Quality Report

Agenda item 26.5.1

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Department C: Operations/Unit C.2.2

Lisbon / 19 October 2016



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

SSN V3 Implementation (week 42)



Member State	In production with V3	Comments
Belgium	Yes	
Bulgaria	Yes	
Croatia	Yes	
Cyprus	Yes	
Denmark	Yes	Using V2 and V3 protocol
Estonia	Yes	
Finland	Yes	
France	Yes	
Germany	Yes	
Greece	No	CT successfully completed in October 2016
Iceland	Yes	
Ireland	Yes	
Italy	Yes	

Member State	In production with V3	Comments
Latvia	Yes	
Lithuania	Yes	
Malta	Yes	
Netherlands	Yes	
Norway	Yes	
Poland	Yes	
Portugal	No	No plan for the CT provided
Romania	Yes	
Slovenia	Yes	
Spain	Yes	
Sweden	Yes	
United Kingdom	Yes	Security not provided

Recommendation:

Member States are invited to note the above information, and to provide feedback should there be any changes in the information presented at the time of the meeting



- **PortPlus notifications** is not yet harmonised for all Member States:
 - number of notifications reporting “Hazmat non-EU Departure”;
 - double reporting of Shipcalls;
 - number of missing PoB;
 - incorrect implementation of the Anchorage attribute;
 - lack of provision of ATA/ATD.
- **Cyprus, Denmark, Finland, Germany, Latvia, the Netherlands, Lithuania, Norway, Spain and the United Kingdom** do not provide the detailed part of notifications or do not provide the complete information

Recommendation 1:

Member States are invited to resolve the reported issues and provide feedback

SSN Implementation – Exemptions

- **The majority of MSs** do not benefit from the exemptions possibilities or do not report them in SSN
- EMSA acknowledges that the use of exemptions is new in SSN and some **guidance might be necessary** to better understand the implications and identify the best way forward.

Recommendation 2:

Member States are invited to:

- 1) Provide their feedback on the problems encountered in relation to granting exemptions and registering them in SSN
- 2) Analyse the difference between the numbers of ship calls and the relevant Waste and Security notifications

SSN Implementation – AIS information

- **All Member States** provide AIS data to the central SSN through Streaming Interface, however **Bulgaria, Germany, Ireland, Lithuania, Malta and Slovenia** still provide AIS information using XML mechanism which adds no value and causes unnecessary data flows

Recommendation 3:

The 6 Member States still using the AIS XML interface are invited to phase-out this interface

SSN Implementation – Ship MRS



- MRS information from **Ireland** (WETREP), **Norway** (BAREP), **Portugal** (WETREP) and the **United Kingdom** (CALDOVREP and WETREP) are not yet reported
- **Portugal** is providing Ship MRS Notifications in V.2 format for which the detailed part cannot be retrieved by those MSs using the SSN V.3

Recommendation 4:

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

Recommendation 5:

Portugal is invited to implement the V.3 XML messaging framework for Ship MRS Notifications and phase-out Ship MRS Notifications in V2 format.

SSN Implementation – Incident Reports

- **Lithuania, Romania and Slovenia** use the old framework Alert notifications
- **Denmark, Estonia, Latvia and the United Kingdom** completed the commissioning test for the new framework but are not using it via XML/SOAP.

Recommendation 6:

Member States are invited to:

- 1) Use the new IR framework either through XML/SOAP or the SSN UWI
- 2) Phase-out the old Alert notifications

SSN Implementation – Recommendations

- **Recommendation 1:** MSs are invited to note the information on SSN V3 implementation and to provide feedback should there be any changes in the information presented at the time of the meeting.
- **Recommendation 2:** MSs are invited to:
 - provide their feedback on the problems encountered in relation to granting exemptions and registering them in SSN;
 - analyse the difference between the numbers of ship calls and the relevant Waste and Security notifications.
- **Recommendation 3:** MSs still using the AIS XML interface (BG, DE, IE, LT, MT and SI) are invited to phase-out this interface.
- **Recommendation 4:** MSs facing delays and problems in implementing their MRS reporting obligations (IE, NO, PT and the UK) are invited to consider requesting the assistance of EMSA in order to speed up their implementations.
- **Recommendation 5:** Portugal is invited to implement the V.3 XML messaging framework for Ship MRS Notifications and phase-out Ship MRS Notifications in V2 format.
- **Recommendation 6:** MSs are invited to:
 - Use the new IR framework either through XML/SOAP or the SSN UWI;
 - Phase-out the old Alert notifications (LT, RO, SI).



1. SSN IMPLEMENTATION
- 2. SSN AVAILABILITY AND PERFORMANCE**
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- **SSN Central system:** 99.87% availability in the first half of 2016 (3 downtimes with total duration of 10h 30m)
- **SSN–THETIS interface:** 3 downtimes with total duration of 5h 25m
- **SSN National systems:**
 - No relevant full downtimes
 - Significant downtimes affecting the provision of PortPlus information to Thetis (**Denmark, Malta, Portugal and the United Kingdom**)

Recommendation 8:

Member States are invited to take appropriate measures to reduce downtimes as far as possible

Back-up procedures



In accordance with the IFCD (v1.1.1, section 4.4), back-up procedures should be in place for each SSN system component, and should be implemented in the event of a failure or a scheduled interruption (as described in the SSN technical and operational documentation).

In the event of a failure or a scheduled interruption, NCAs shall ensure that SSN messages are stored and then transmitted to the central SSN system when communications and/or systems have recovered (a statement that is reinforced in the Common Operational Procedures document). 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).

Back-up procedures (National and Regional Proxies downtimes)



- 14 MSs (**Belgium, Cyprus, Denmark, Estonia, Germany, Iceland, Ireland, Italy, Lithuania, The Netherlands, Norway, Spain, Sweden and United Kingdom**) are performing PortPlus data buffering. The results are not conclusive for Bulgaria, Finland, France, Greece, Latvia, Poland and Slovenia.
- Only **Italy** performs AIS SI data buffering (not conclusive for **Denmark, The Netherlands and Slovenia**).
- 4 MSs (**Denmark, Estonia, France and Italy**) are doing MRS data buffering (not conclusive for **Belgium, Finland, Iceland and Spain**).
- 5 MSs (**Croatia, Malta, Portugal, Romania and Gibraltar**) are not doing any data buffering

Back-up procedures (Central SSN downtime – 11 May 2016)

- Several national systems continued sending messaging notifications during the official SSN downtimes.
- 11 MSs (**Estonia, France, Germany, Greece, Italy, Lithuania, The Netherlands, Norway, Spain, Sweden and the United Kingdom**) are performing PortPlus data buffering. The results are not conclusive for Belgium, Cyprus, Croatia, Iceland and Gibraltar.
- Denmark (**HELCOM and North Sea proxies**) did not perform data buffering due to technical issues that occurred on 11 May. The **MARES and North-Atlantic** proxies and Germany are carrying out down-sampling (this is a functionality implemented in the SSN SI software provided by EMSA).
- 6 MSs (**Bulgaria, Finland, Latvia, Malta, Portugal and Romania**) are not doing any messaging notifications data buffering.

Recommendation 9:

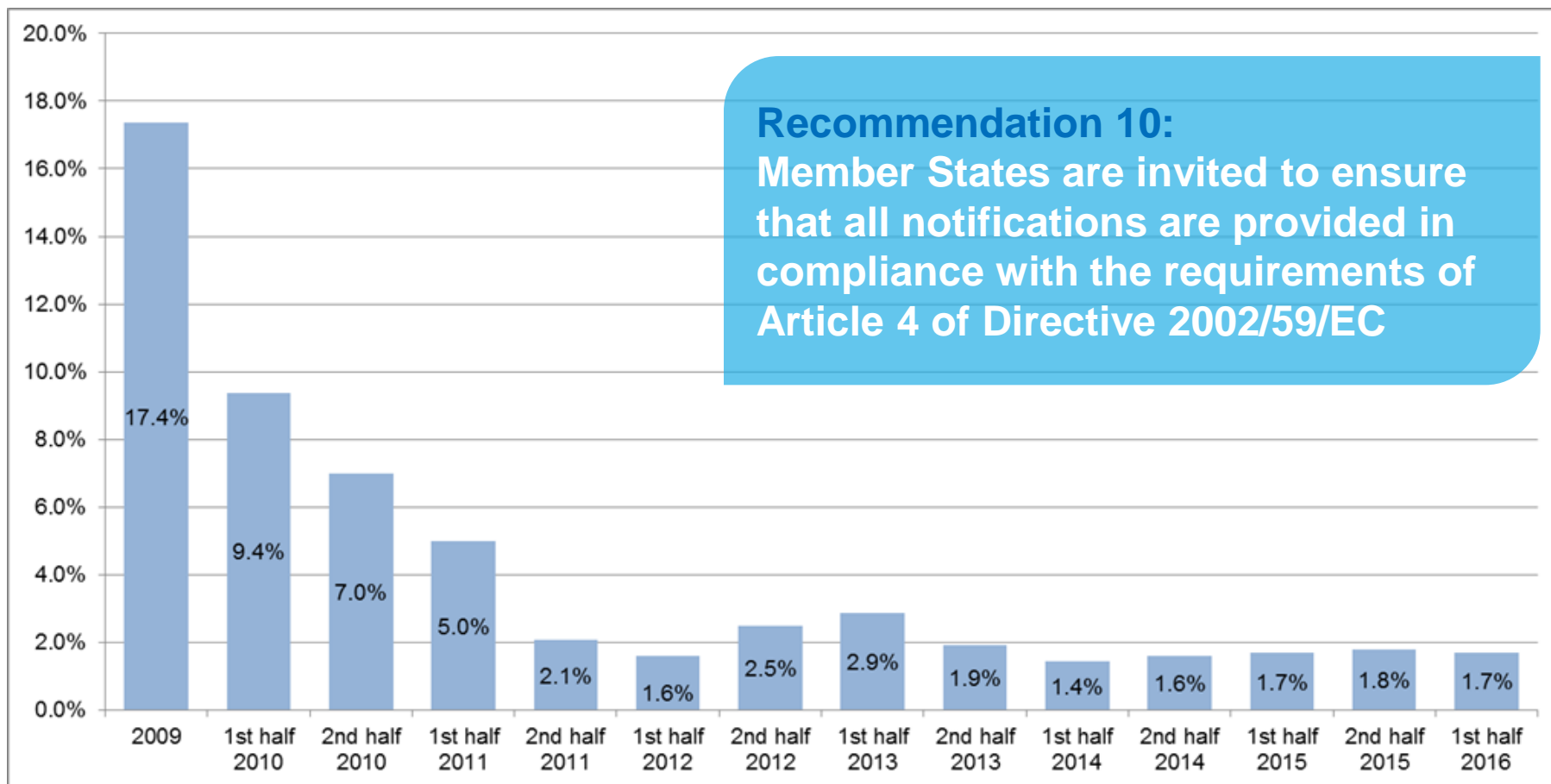
MSs are invited to store the notifications during SSN intervention time windows, and to ensure that they are transmitted to the to the central SSN system when communications and/or systems have recovered (in accordance with Section 4.4 of the IFCD).



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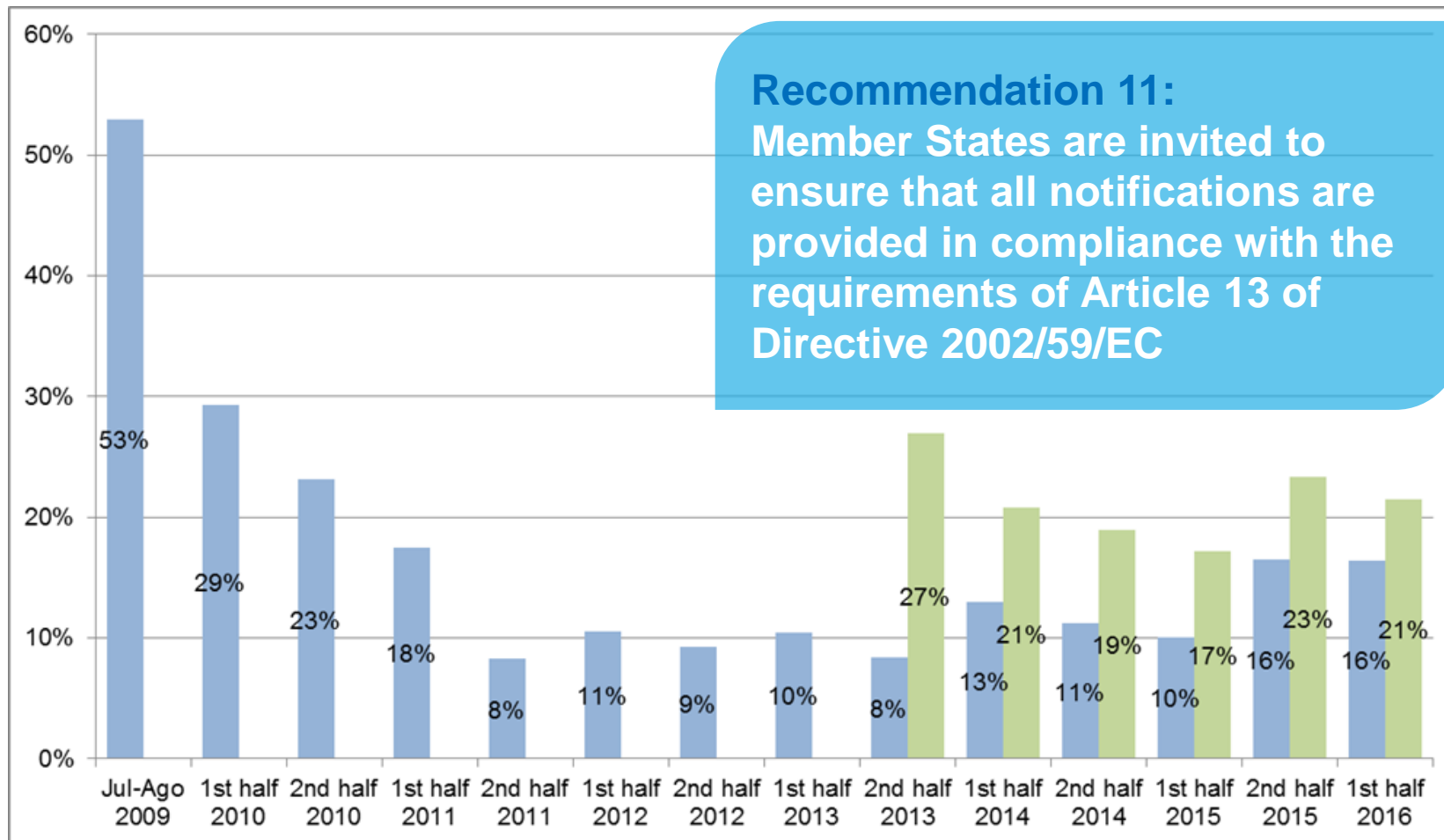
Port arrivals

1.7% (75 out of 4,407 checked shipcalls) were missing



Hazmat information

18% (327 out of 1,818 checks) were missing



Data Quality and Availability

Availability of the details (week 42)

Member State	Hazmat	MRS	Waste	Security
Belgium	V3	V3	V3	V3
Bulgaria	V3	-	V3	V3
Croatia	V3	V3	V3	V3
Cyprus	V3	-	V3	V3
Denmark	V2/V3	V3	V3	V3
Estonia	V3	V3	V3	V3
Finland	V3	V3	V3	V3
France	V3	V3	V3	V3
Germany	V3	-	V3	V3
Greece	V2	-	X	X
Iceland	V3	V3	V3	V3
Ireland	V3	X	V3	V3
Italy	V3	V3	V3	V3

Member State	Hazmat	MRS	Waste	Security
Latvia	V3	-	V3	V3
Lithuania	V3	-	V3	V3
Malta	V2	-	X	X
Netherlands	V3	-	V3	V3
Norway	V3	X	V3	V3
Poland	V3	V3	V3	V3
Portugal	V2	V2	X	X
Romania	V3	-	V3	V3
Slovenia	V3	V3	V3	V3
Spain	V3	V3	V3	V3
Sweden	V3	-	V3	V3
United Kingdom	V3	X	V3	X

Recommendation 12:

Member States are invited to ensure that the detailed part of the relevant notifications is made available to the MS data requester in electronic format

Recommendation 13:

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 – Waste details



No feedback to request for Waste details:

Waste Confirmation

Last port where waste was delivered : Gijon (ESGIJ)


Date when waste was delivered: 2016-09-29 00:00:00

Waste delivery status: Some

Incomplete feedback to request for Waste details:

Notification of waste and residues

Source of the information

Provider of the last update: NCA  **Date and time of the last update:** 2016-10-18 12:58:35 **ShipCallId:** f992774f-4de2-4ef0-a447-6e762845acec

Last port and date when ship-generated waste was delivered

Port: Constanta (ROCND)

Date: 2016-09-29 00:00:00

Waste delivery status: None

Data Quality and Availability – Waste details

Complete feedback to request for Waste details:

Notification of waste and residues

Source of the information

Provider of the last update: Burger Liner Agencies B.V. **Date and time of the last update:** 2016-10-16 08:26:15 **ShipCallId:** NLRTM16012925

Last port and date when ship-generated waste was delivered

Port: Rotterdam (NLRTM) **Date:**

Waste delivery status: Some

Type and amount of waste and residues to be delivered and/or remaining onboard, and percentage of maximum storage capacity



Waste type	Waste to be delivered	Maximum dedicated storage capacity	Amount of waste on board	Port of delivery of remaining waste	Estimated amount of waste to be generated
Garbage - Other	0.4 m3	1.44 m3	0 m3	Bilbao (ESBIO)	0.1 m3
Garbage - Food waste	0.2 m3	0.48 m3	0 m3	Bilbao (ESBIO)	0.05 m3
Garbage - Plastic	0.2 m3	1.2 m3	0 m3	Bilbao (ESBIO)	0.05 m3
Garbage - Other - oily rags	0.1 m3	0.775 m3	0 m3	Bilbao (ESBIO)	0.02 m3
Waste oils - Other - Used engine oil	0 m3	11.2 m3	0.5 m3	Bilbao (ESBIO)	0.05 m3
Waste oils - Sludge	0 m3	16.7 m3	0.85 m3	Bilbao (ESBIO)	0.1 m3
Waste oils - Bilge water	0 m3	15.2 m3	2 m3	Bilbao (ESBIO)	0.01 m3

Data Quality and Availability – Security details

No feedback to request for Security details:

Security Confirmation	
Ship security level:	SL 1
Name of agent at port of arrival:	Island Oil Ltd
Phone:	25889000
Fax:	25745466
Email:	agency@island-oil.com

Incomplete feedback to request for Security details:

Notification of security information		
Source of the information		
Provider of the last update: NCA	Date and time of the last update: 2016-10-18 12:58:35	ShipCallId: f992774f-4de2-4ef0-a447-6e762845acec
Security information		
Does the ship have a valid international Ship Security Certificate (ISSC)?: No		
If no, why not?: undefined		
Type of ISSC:	Issued by:	Issuer:
Expiry Date:		
Does the ship have an approved SSP on board?: No		
Ship security level: SL 1		
Security-related matter to report:		
Agent of ship at port of arrival		
Name: Island Oil Ltd		
Phone: 25889000	Fax: 25745466	E-mail: agency@island-oil.com
CSO name and 24 hour contact details		
First Name:	Last Name: undefined	
Phone:	Fax:	E-mail: undefined

Data Quality and Availability – Security details

Notification of security information

Source of the information

Provider of the last update: NCA

Date and time of the last update: 2016-09-28 14:00:25

ShipCallId: 858065096

Security information

Does the ship have a valid international Ship Security Certificate (ISSC)? Yes
If no, why not?:
Type of ISSC: Full Issued by: Recognized Security Organization Issuer: RINA Services
Expiry Date: 2021-06-14
Does the ship have an approved SSP on board?: Yes
Ship security level: SL1
Security-related matter to report:

Agent of ship at port of arrival

Name: Dan Ionita
Phone: +40341417656 Fax: +40341417655 E-mail: operations@island-petroleum.ro

C/SO name and 24 hour contact details

First Name: Evripides Last Name: Evripidou
Phone: +35799560413 Fax: +35799560413 E-mail: petronav@petronav.com.cy

Last 10 calls at port facilities (most recent call first)

Port	Date of arrival	Date of departure	Port facility	Security level	Special or additional security measures taken by the ship
Limassol (CYLMS)	2016-09-15	2016-09-21	ANCH	SL1	nil
Limassol (CYLMS)	2016-08-10	2016-09-02	ANCH	SL1	nil
Limassol (CYLMS)	2016-07-11	2016-07-29	ANCH	SL1	nil
Limassol (CYLMS)	2016-06-28	2016-06-29	ANCH	SL1	nil
Limassol (CYLMS)	2016-05-31	2016-05-31	ANCH	SL1	nil
Piraeus (GRPIR)	2016-02-01	2016-02-01	ANCH	SL1	nil
Limassol (CYLMS)	2015-11-15	2015-11-15	ANCH	SL1	nil
Larnaca (CYLCA)	2015-11-14	2015-11-14	ANCH	SL1	nil
Limassol (CYLMS)	2015-11-01	2015-11-01	ANCH	SL1	nil
Vasilikos (CYVAS)	2015-11-01	2015-11-01	ANCH	SL1	nil

Ship-to-ship activities (most recent first) which were carried out during the last 10 calls at port facilities listed above

Date from	Date to	Ship-to-ship activity	Security measures applied in lieu	Location
2016-09-09	2016-09-11	Cargo operations		Marsaxlokk (MTMAR)
2016-09-04	2016-09-05	Cargo operations		Marsaxlokk (MTMAR)



Rejected notifications

- Overall situation improved from 1.17% to 0.9%
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)
- 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 14:

Member States are invited to rectify the reported quality problems to ensure that rejected messages are eliminated, in particular by implementing checking rules in the national SSN system

SSN DQ and Availability – Recommendations

- **Recommendation 8:** MSs are invited to take appropriate measures to reduce downtimes as far as possible.
- **Recommendation 9:** MSs are invited to store the 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).
- **Recommendation 10:** MSs are invited to ensure that all notifications are provided in compliance with the requirements of Article 4 of Directive 2002/59/EC.
- **Recommendation 11:** MSs are invited to ensure that all notifications are provided in compliance with the requirements of Article 13 of Directive 2002/59/EC.
- **Recommendation 12:** MSs are invited to ensure that the detailed part of the relevant notifications is made available to the MS data requester in electronic format.
- **Recommendation 13:** MSs 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.
- **Recommendation 14:** 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 the national SSN system.



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Mismatched LOCODEs

Shipcalls for LOCODEs not aligned between SSN and THETIS
will not be created in THETIS

- 12 LOCODEs used in SSN were not in THETIS (11 in previous 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

Recommendation 15:

Further effort from Member States is necessary in order to align the SSN with the THETIS LOCODE

Notifications not Processed

- For a single day (01 Jun) THETIS has not processed 102 SSN notifications

BR	Business rule	Number of rejections	Measure	Proposal
1	Location is missing or does not exist in the THETIS DB	31	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)	7	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	64	Development of the CSD	The Central Ship Database and the possible interaction of this registry with national ship's registries may reduce this
4	Invalid vessel identifier (IMO)	0		
	Total	102		



Provision and timeliness of ATA and ATD

Shipcalls in THETIS are recognized only when ATA has been provided

- On the missing ATAs / ATDs

4.9% of the ship calls are missing the ATA and ATD
(3.7% in previous reported period)

- On the timeliness of ATAs / ATDs

- 0.08% of ATAs are provided more than 3h in advance (previously 0.1%)
- 0.034% of ATDs are provided more than 3h in advance (previously 0.021%)

86.5% of the notifications the difference between the SentAt and the ATA / ATD
is within 3h (89% in previous reported period)

Recommendation 16 and 17:

Member States are invited to:

- 1) Ensure that correct ATA and ATD information is always provided
- 2) Provide the ATA and ATD for ships calling at their ports and anchorages via SSN within a reasonable time



- **Recommendation 15:** Further effort from Member States is necessary in order to align the SSN with the THETIS LOCODE
- **Recommendation 16:** Member States are invited to ensure that correct ATA and ATD information is always provided
- **Recommendation 17:** Member States are invited to provide the ATA and ATD for ships calling at their ports and anchorages via SSN within a reasonable time



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