



SSN Group meeting 23

SSN Data Quality Report

Agenda item 23.5.2

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Lisbon / 6 May 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** (v.3) for complying with Reporting Formalities Directive 2010/65/EU requirements
- **Croatia entered in production** for all message types (including the new messaging framework for Incident Reports)
- **Rejected messages** and **mismatched LOCODEs** is improving
- **PortPlus notifications** is not yet harmonised for all Member States (number of notifications reporting “Hazmat non-EU Departure; number of missing PoB; quoting of all previously provided elements and data not stored during disruptions in communication)

SSN IMPLEMENTATION



- **Phone/fax solution** for Hazmat details is not decreasing
- **AIS coverage** is almost completed
- **MRS implementation** not completed yet (no reports have been received for some MRS)



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- **The availability of the SSN Central system** (including the SSN GI) in 2014 was 99.99% (total downtime lasted 3 hours and 25 minutes)
- **No relevant full downtimes** were detected in SSN National systems
- **SSN-THETIS interface** was down 3 times (4 hrs and 5 minutes 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



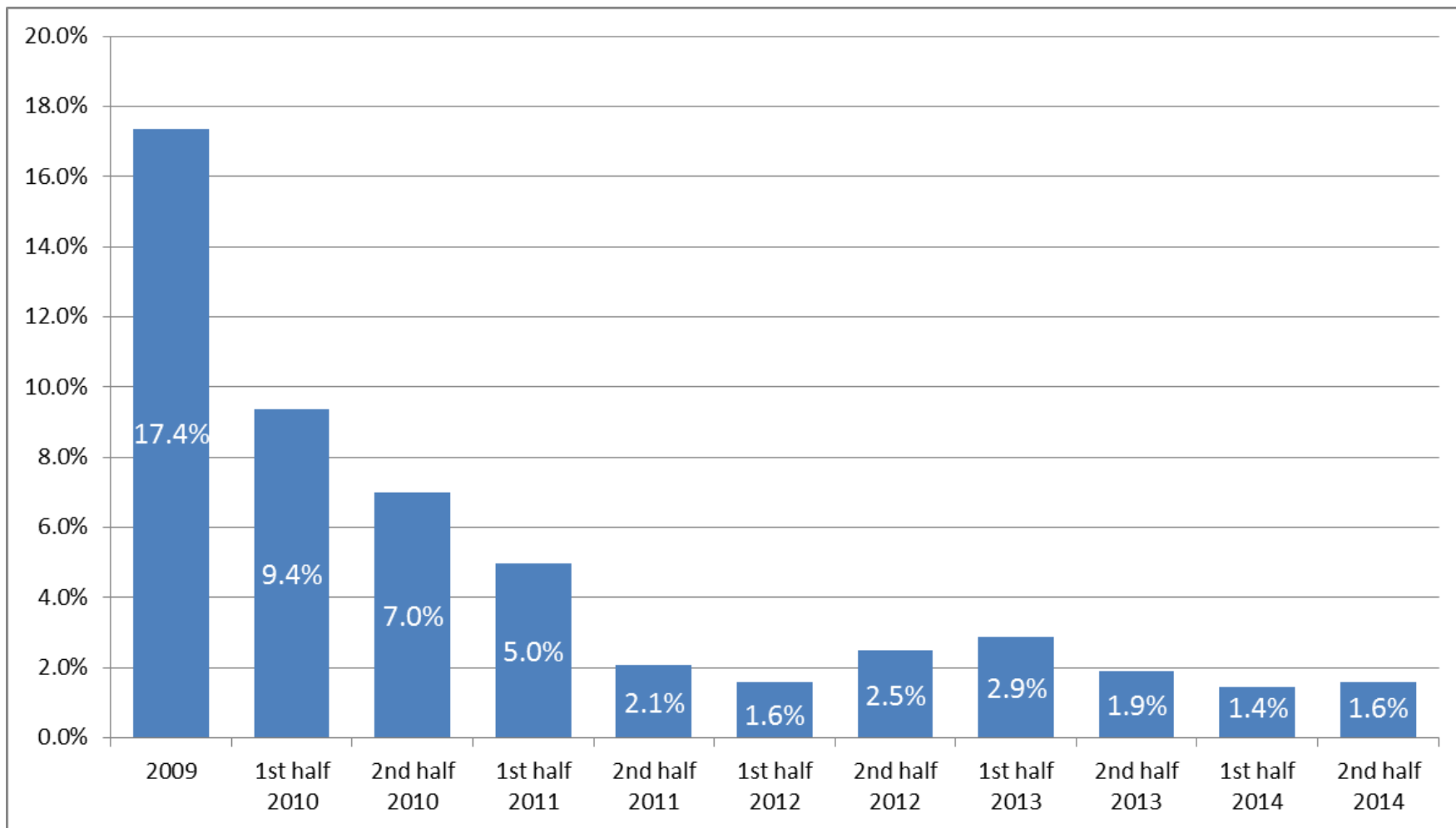
Reporting of downtimes to SSN Community

- 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.

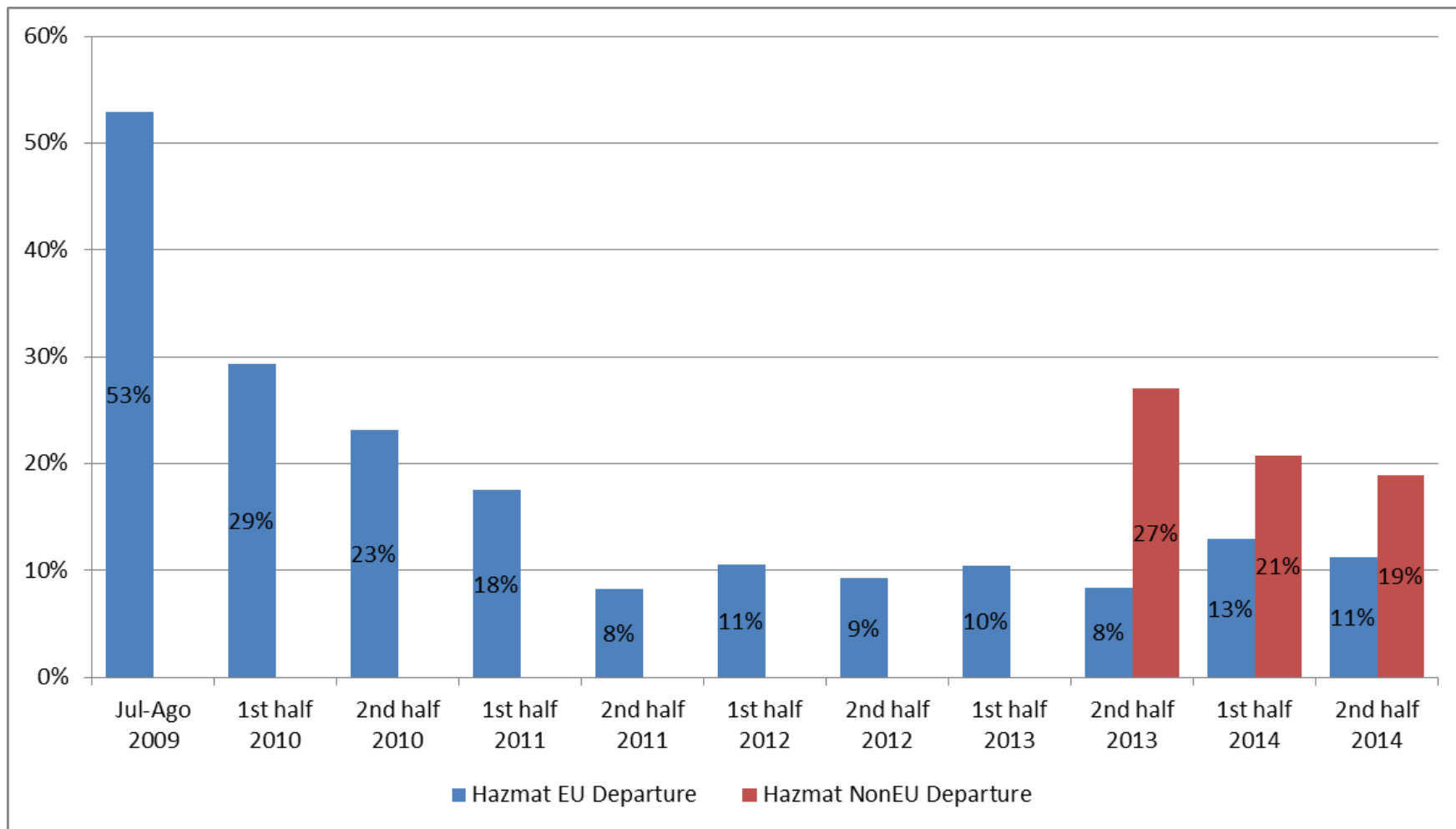


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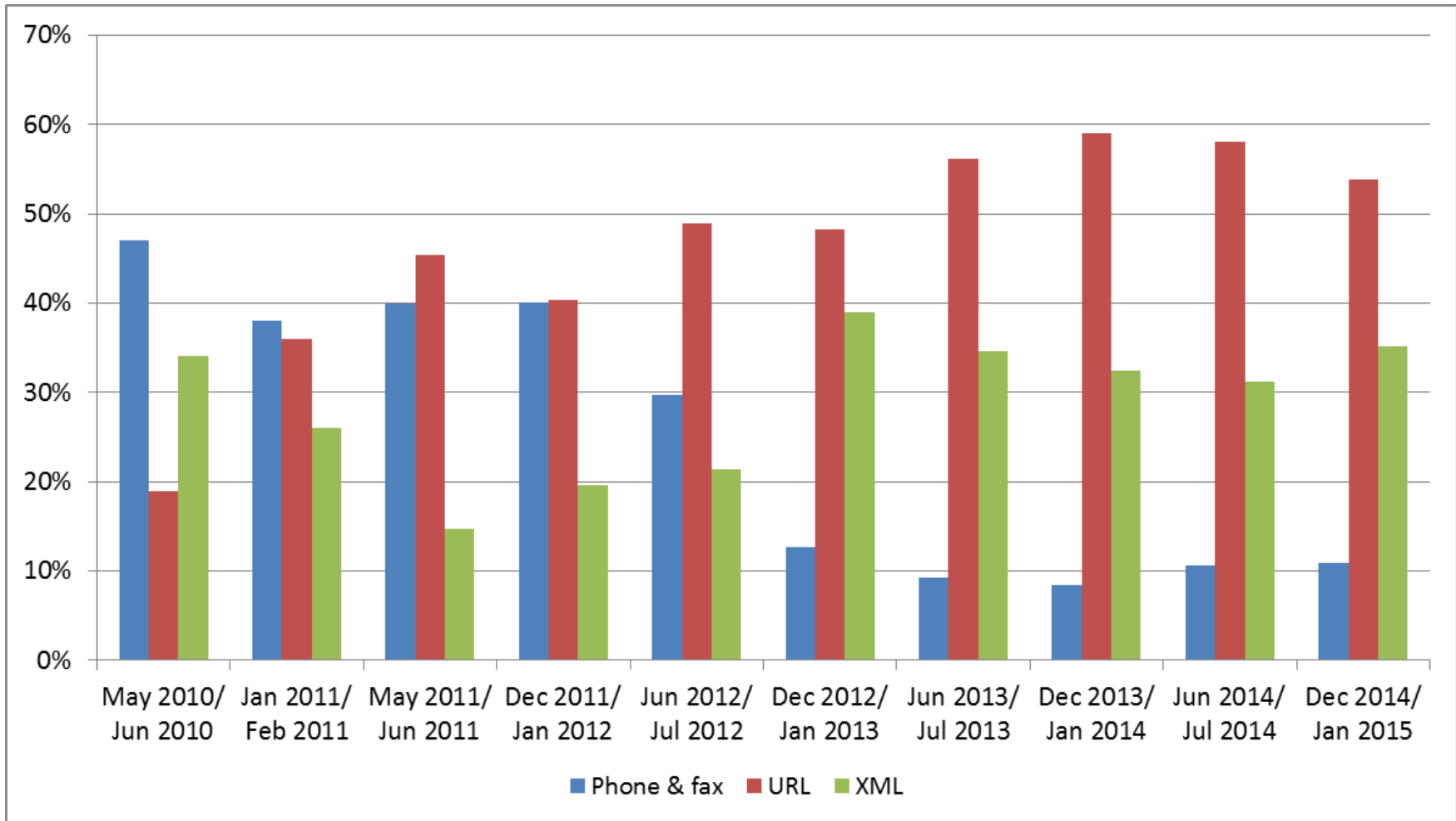
Port arrivals - 1.6% missing



Hazmat information - 15% missing



Solution used for providing HAZMAT details





Rejected messages

- Overall situation did not changed
 - 0.56% of overall Port Plus notifications were rejected**
- 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.



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Mismatched LOCODEs

- Overall situation is improving since February 2012 (232)
 - 7 LOCODEs used in SSN were not in THETIS
(31 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 business rules and proposed changes in SSN

- For a single day THETIS has not processed 21 notifications from SSN

BR	Business rule	Number of rejections	Measure	Proposal
1	Location does not exist in the THETIS DB	24	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)	6	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	5	Development of the CSD	Rejections caused by ships not identified in THETIS may be overcome with the initiated project on the Central Ship Database 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.
	Total	35		



ATAs and ATDs Issues

On the missing ATAs/ATDs

- Overall situation is improving

7.1% of the ship calls are missing the ATA&ATD
(8.4% in previous reported period)

On the timeliness of ATAs/ATDs

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

86% of the notifications the difference between
the SentAt and the ATA/ATD is within 3h
(83% 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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