



4th SSN LRIT Group Meeting

SSN Data Quality Report

Agenda item 4.5.1

Lukasz Ziolkowski / Project Officer
Department C: Operations / Unit C.2.1

Lisbon / 23 October 2018



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

SSN Implementation



Central SSN

- Deployment of SSN v4.0 in Training (system ready for the Commissioning Tests)

- Deployment of SSN v4.0 in Production



- Deployment of UNECE LOCODEs (released 02Jul2018)

- Deployment of SSN v.4.1 in Production

2018

SSN/LRIT
3

MAY

- Montenegro started providing PortPlus to SSN (ongoing process for joining the Paris MoU)

JUN

- Portugal phased out SSN v2 notifications

JUL

- Poland switched to SSN V4

AUG

SEP

- Malta and Slovenia switched to SSN V4

SSN/LRIT
4

OCT

NOV

DEC

National SSN

SSN Implementation – SSN V4 status

Member State	Commissioning tests status	In production with V4
Belgium	Completed	No
Bulgaria	No schedule	No
Croatia	Planned for Oct 2018	No
Cyprus	No schedule	No
Denmark	No schedule	No
Estonia	Tests planned between 29 Oct and 02 Nov	No
Finland	Planned for Nov 2018	No
France	CT results being analysed by the contractor	No
Germany	Planned for Jan 2019	No
Greece	No schedule	No
Iceland	Completed	No
Ireland	Planned for the end of 2018	No
Italy	Planned for the end of 2018	No
Latvia	No schedule	No
Lithuania	CT results being analysed by the contractor	No
Malta	Completed	Yes. Since 05 Sep.
Netherlands	Tests planned between 29 Oct and 02 Nov	No
Norway	No schedule	No
Poland	Completed	Yes. Since 16 July.
Portugal	1st phase. No schedule for the remaining tests	Only for Pre-arrival, Hazmat and Ship MRS
Romania	CT results being analysed by the contractor	No
Slovenia	Completed	Yes. Since 03 September.
Spain	No schedule	No
Sweden	No schedule	No
United Kingdom	No schedule	No

Recommend

Member feedback

provide

SSN Implementation – Exemptions

In **SSN version 4.0** the reporting on Exemptions through the SSN Textual interface has been improved:

- New Exemptions types for Waste
- Information on the Ports to which the Exemption is applicable
- Information on the Port Facilities to which the Exemption is applicable (for Security exemptions)
- Information on the Exempted waste types (for Waste exemptions)

EMSA document “**Guidelines on reporting PortPlus and exemptions in SSN**” provides some guidance to better understand the implications and identify the best way forward.

Recommendation 3:

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 **Norway** (BAREP) are not yet reported
- **Portugal** started providing Ship MRS Notifications for COPREP and WETREP in V.4 format. The same data is provided for both MRS systems which is not in line with their legal basis.
- **The United Kingdom** is in the process of testing the mechanisms for reporting data from the CALDOVREP system and some reports were already received in SSN Production.

Recommendation 4:

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

- As agreed at the first SSN/LRIT group meeting (“SSN/LRIT 1.4.5” document), Alert notifications have been phased out in SSN v4.0.
- 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) and provision of **information solely in national language** are issues still detected in this analysis

Recommendation 5:

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



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

System Availability and Performance

- **SSN Central system:** 99.77% availability in in the first half of 2018 (6 downtimes with total duration of 10h 06m)
- **SSN–THETIS interface:** 1 downtime with total duration of 20 minutes
- **SSN National systems:**
 - 9 Member States (**Croatia, Finland, France, Iceland, Ireland, Italy, Lithuania, Malta and Norway**) 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 7:

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)
- **NCAs** 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).

The topic of data buffering is analysed and reported yearly to Member States in the “Implementation of SafeSeaNet and LRIT” report.

Recommendation 8:

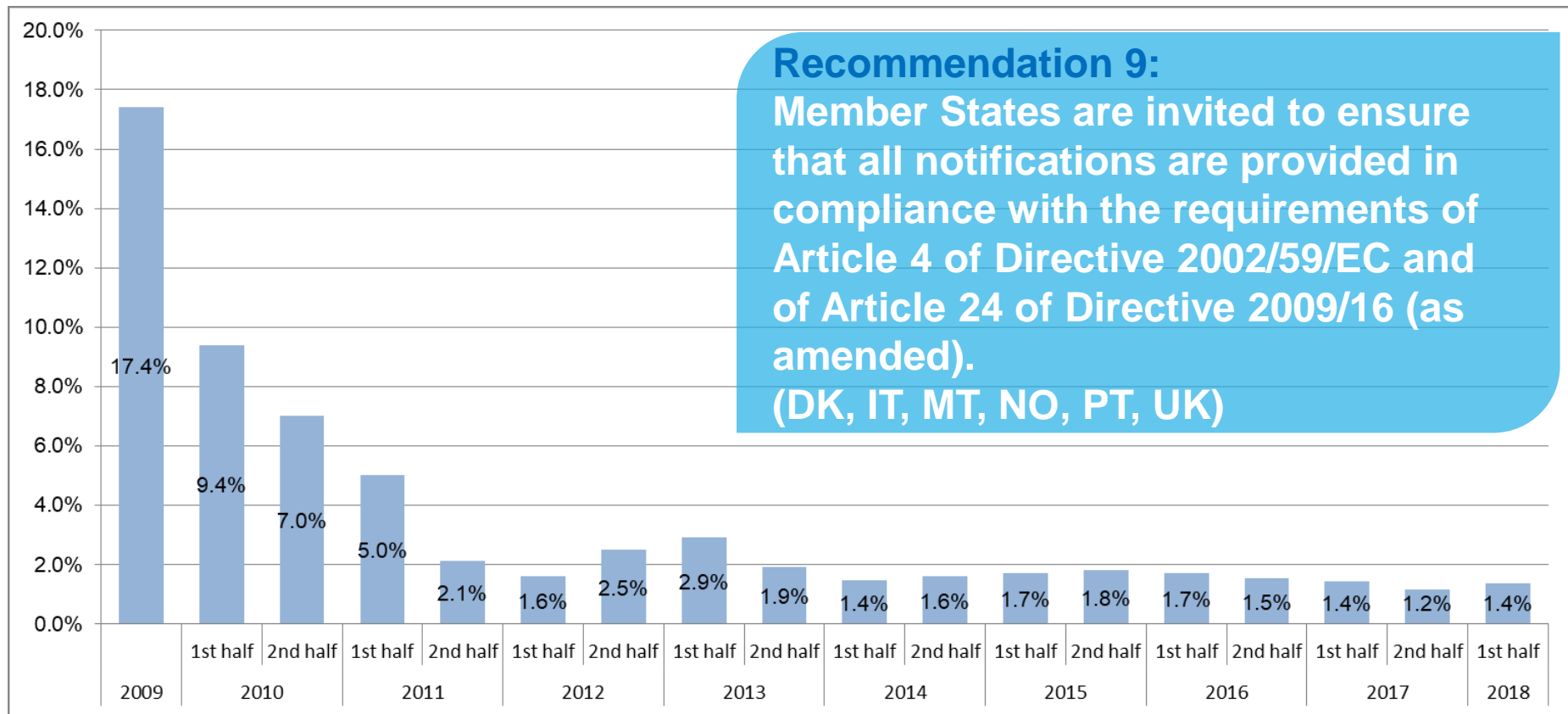
MSs are invited to store notifications during SSN intervention time windows, and to ensure that they are transmitted to the central SSN system when communications and/or systems have recovered (in accordance with Section 4.4 of the IFCD).



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

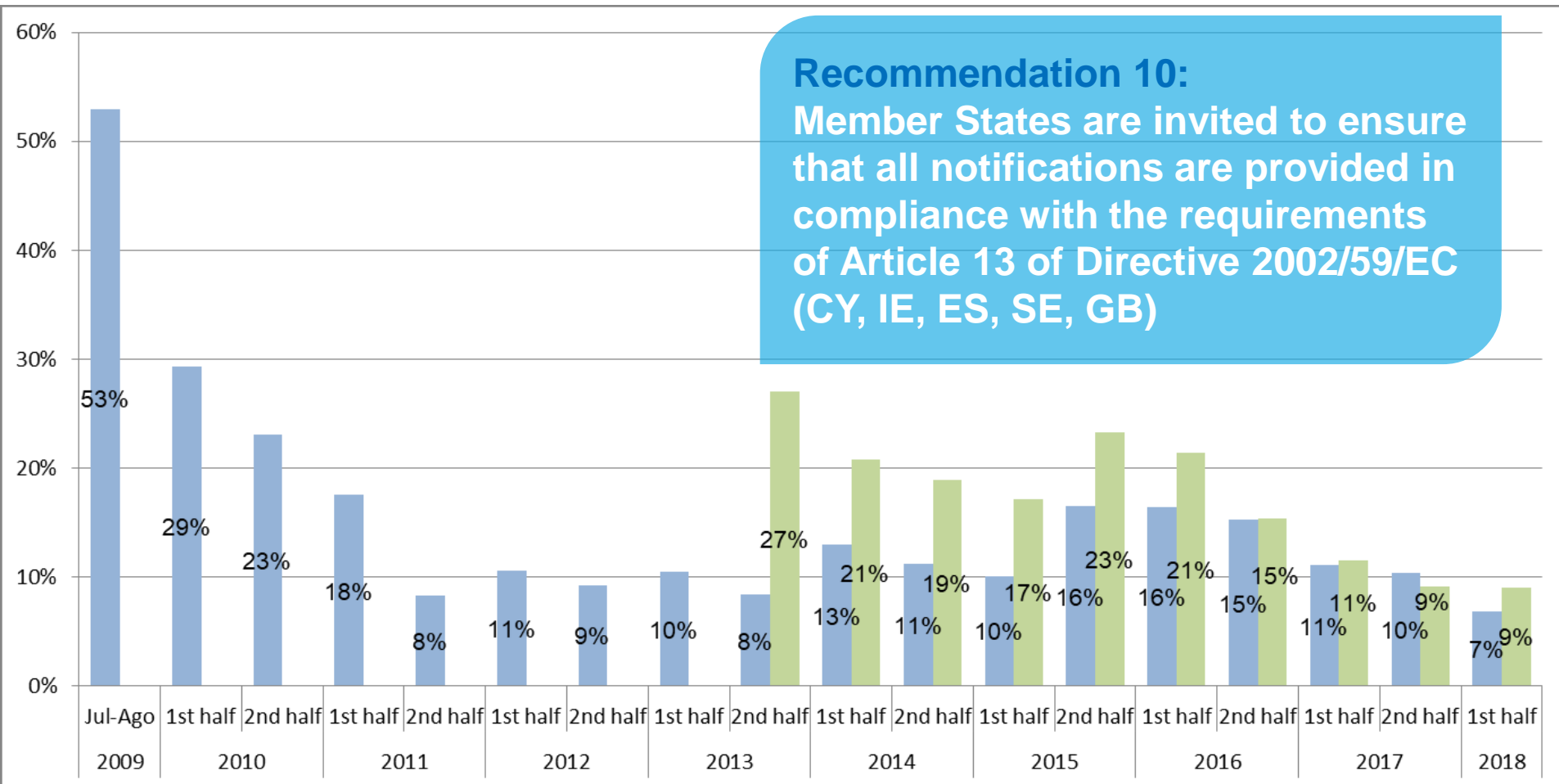
Port arrivals

1.4% (60 out of 4,396 checked shipcalls) were missing



Hazmat information

7.7% (298 out of 3,863 checks) were missing





Missing Waste and Security information

- **Improvements were made on the process 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** was not reported in 37% of ship calls (BE, HR, EE, FI, FR, DE, IT, NL, NO, ES, SE, UK)
- **Security information** was not reported in 11% of ship calls (FR, DE, NL, SE, GB)

Recommendation 11:

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

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

Member State	Hazmat	MRS	Waste	Security
Latvia	Yes	-	Yes	Yes
Lithuania	Yes	-	Yes	Yes
Malta	Yes	-	Yes	Yes
Netherlands	Yes	-	Yes	Yes
Norway	Yes	Not Impl.	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	Yes
Sweden	Yes	-	Yes	Yes
United Kingdom	Yes	Yes	Yes	Yes

Recommendation 12:

Estonia 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 and Norway are invited to provide the complete information in the detailed part of notifications.

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.



Rejected notifications

- Overall situation improved from 0.6% to 0.29%.
62% of the Member States are still above the limit defined in IFCD (0.1%)
- MT, ME, RO are above 1% 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 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 national SSN systems.



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



Provision and timeliness of ATA and ATD

Shipcalls in THETIS are recognized only when ATA has been provided

- **On the missing ATAs / ATDs**

2.3 % of the ship calls are missing the ATA and ATD (2.0 % in previous reported period)

Most affected are DK, FI, DE, GR, IS, ME, NO, PT, RO and the UK

- **On the timeliness of ATAs / ATDs**

- 0.1% of ATAs are provided more than 3h in advance (previously 0.06%)

- 0.06% of ATDs are provided more than 3h in advance (previously 0.05%)

In 88.2 % of the notifications the difference between the SentAt and the ATA / ATD is within 3h (88.3 % in previous reported period)

Most affected are HR, DK and ME

Recommendation 15 and 16:

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**

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 already took place:
 - **The Netherlands**, in Lisbon (EMSA) on 1 March 2017
 - **Spain**, in Madrid on 25 September (organised back to back with the training course on SEG and SSN textual interface)
 - **United Kingdom**, in Southampton on 21 November 2017

Recommendation 17:

Member State willing to organise this meeting should contact EMSA.



emsa.europa.eu

 twitter.com/emsa_lisbon

 facebook.com/emsa.lisbon

 **EMSA**
European Maritime Safety Agency