



8th SSN-LRIT Group Meeting

SSN Data Quality Report

Agenda item 8.5.1

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Unit 3.3 – Simplification

Videoconference / 21 October 2020



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

SSN Implementation



Central SSN				National SSN
		SSN/LRIT 7	MAY	
		3rd "Facilitation of ship to shore reporting"	JUN	- SSN Training for Ireland - SSN Training for Sweden
		SSN/LRIT 7 - EMSWe DB		
- Deployment of SSN v.4.4 in Production		7th HLSG	JUL	
			AUG	- Ireland switched to SSN V4
- Deployment of UNECE LOCODEs (released 01 July 2020)		1st SSN V5 Interface WG meeting	SET	
- Deployment of SSN v.4.4.1 in Production		SSN/LRIT 8	OCT	
		SSN Training for Member States	NOV	
		2nd SSN V5 Interface WG meeting		
		4th "Facilitation of ship to shore reporting"		
		8th HLSG	DEC/JAN	

SSN Implementation – SSN V4 status

Member State	Commissioning tests stat	In production with V4
Belgium	Completed	Yes
Bulgaria	Completed	No
Croatia	Completed	Yes
Cyprus	Completed	Yes
Denmark	Completed	Yes
Estonia	Completed	Yes
Finland	Completed	Yes
France	Completed	Yes
Germany	Completed	Yes
Greece	Completed	Yes
Iceland	Completed	Yes
Ireland	Completed	Yes
Italy	Completed	Yes
Latvia	Completed	Yes
Lithuania	Completed	Yes
Malta	Completed	Yes
Netherlands	Completed	Yes
Norway	Completed	Yes
Poland	Completed	Yes
Portugal	Partially completed	Partially
Romania	Completed	Yes
Slovenia	Completed	Yes
Spain	Completed	Yes
Sweden	Completed	Yes
United Kingdom	Completed	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

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:** 99.47% availability in 2019 (8 downtimes with total duration of 23h 01m)
- **SSN–THETIS interface:** 2 downtimes with total duration of 30m
- **SSN National systems:**
 - 8 Member States (**Bulgaria, Croatia, Finland, France, Greece, the Netherlands, Portugal and Romania**) experienced significant downtimes affecting the provision of PortPlus information to Thetis
 - Since 27 September **Malta** is facing a general IT technical problem due to a **major incident** and therefore not providing data to SSN. T-AIS data available since 19 October.

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 6:

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 7:

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).

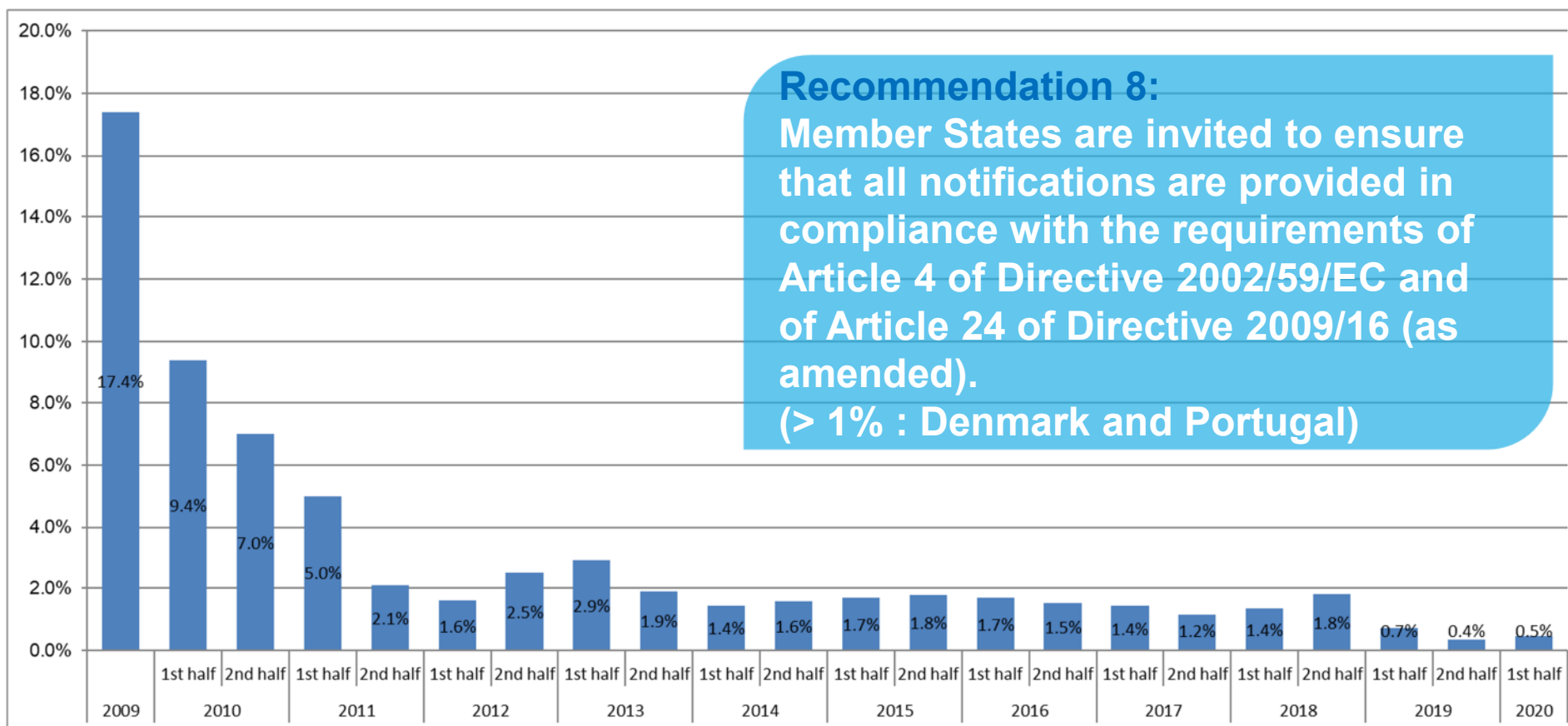
Content

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Data Quality and Availability

Port arrivals

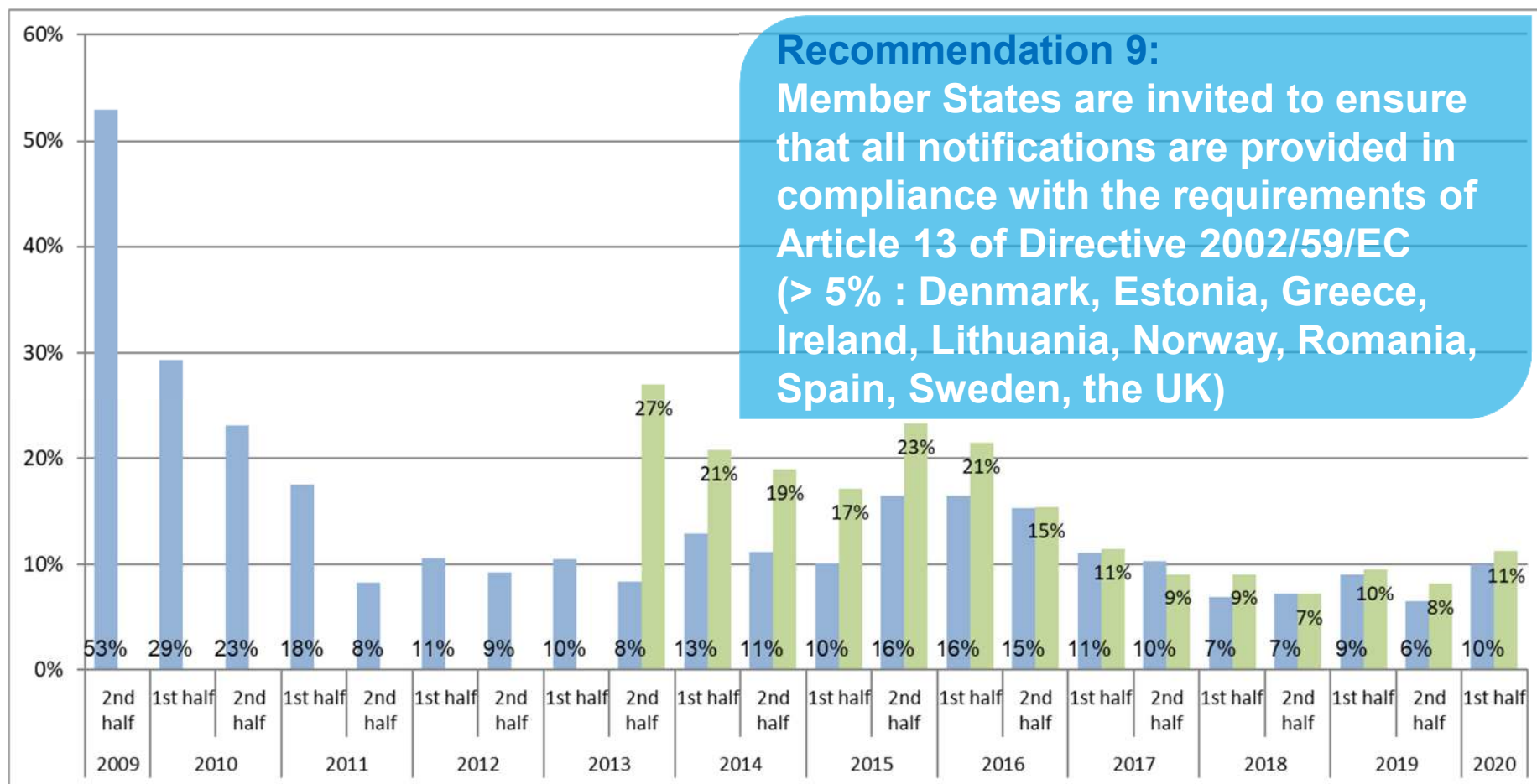
0.5% (14 out of 3,045 checked shipcalls) were missing



Data Quality and Availability

HAZMAT information

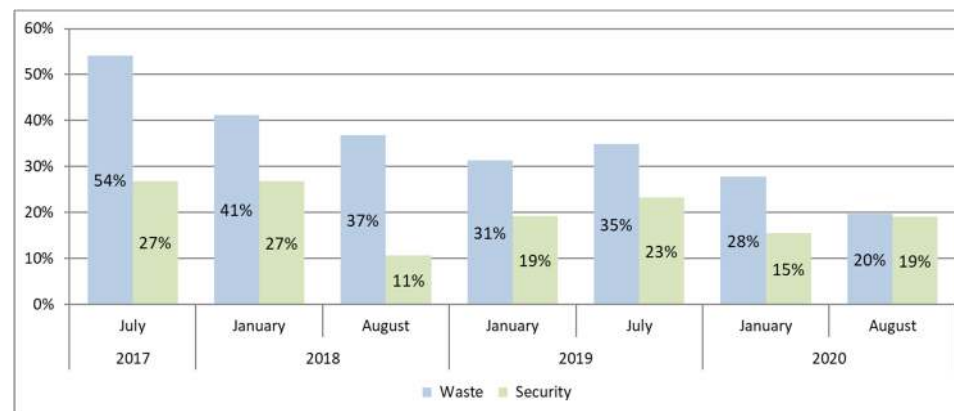
10.4% (214 out of 2,058 checks) were missing



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
- **Portugal** has not yet implemented the Security notification
- **The UK** (only port of Gibraltar) has not yet implemented the Waste and Security notifications
- **Waste information (in blue)** was not reported in 20% of ship calls (> 5%: HR, DK, FI, FR, DE, IT, NL, NO, PT, ES, UK)
- **Security information (in green)** was not reported in 19% of ship calls (> 5%: FR, DE, GR, IT, SE, UK)



Recommendation 10:

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 37)

Member State	Hazmat	MRS	Waste	Security	Bunkers	Member State	Hazmat	MRS	Waste	Security	Bunkers
Belgium	Yes	Yes	-	Yes	-	Latvia	Yes	-	-	Yes	No
Bulgaria	Yes	-	Yes	Yes	-	Lithuania	Yes	-	-	Yes	Yes
Croatia	Yes	Yes	-	Yes	Yes	Malta	Yes	-	-	Yes	Yes
Cyprus	Yes	-	-	Yes	-	Netherlands	Yes	-	-	Yes	-
Denmark	Yes	Yes	-	Yes	-	Norway	Yes	No	-	Yes	Yes
Estonia	Yes	No	-	Yes	-	Poland	Yes	Yes	-	Yes	Yes
Finland	Yes	Yes	-	Yes	-	Portugal	No	No	-	Not Impl.	-
France	Yes	Yes	-	Yes	-	Romania	Yes	-	-	Yes	Yes
Germany	Yes	-	-	Yes	-	Slovenia	Yes	Yes	-	Yes	Yes
Greece	Yes	-	Yes	Yes	Yes	Spain	Yes	Yes	-	Yes	-
Iceland	Yes	Yes	-	Yes	Yes	Sweden	Yes	-	-	Yes	Yes
Ireland	No	Not Impl.	-	Yes	-	United Kingdom	Yes	Yes	Yes	Yes	-
Italy	Yes	Yes	-	Yes	Yes						

- **24/7 and data providers contacts** should be always updated in SSN

Recommendation 11:

Estonia, Ireland, Latvia, 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, Portugal and the UK are invited to implement the missing notifications.

Recommendation 12:

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.

Content



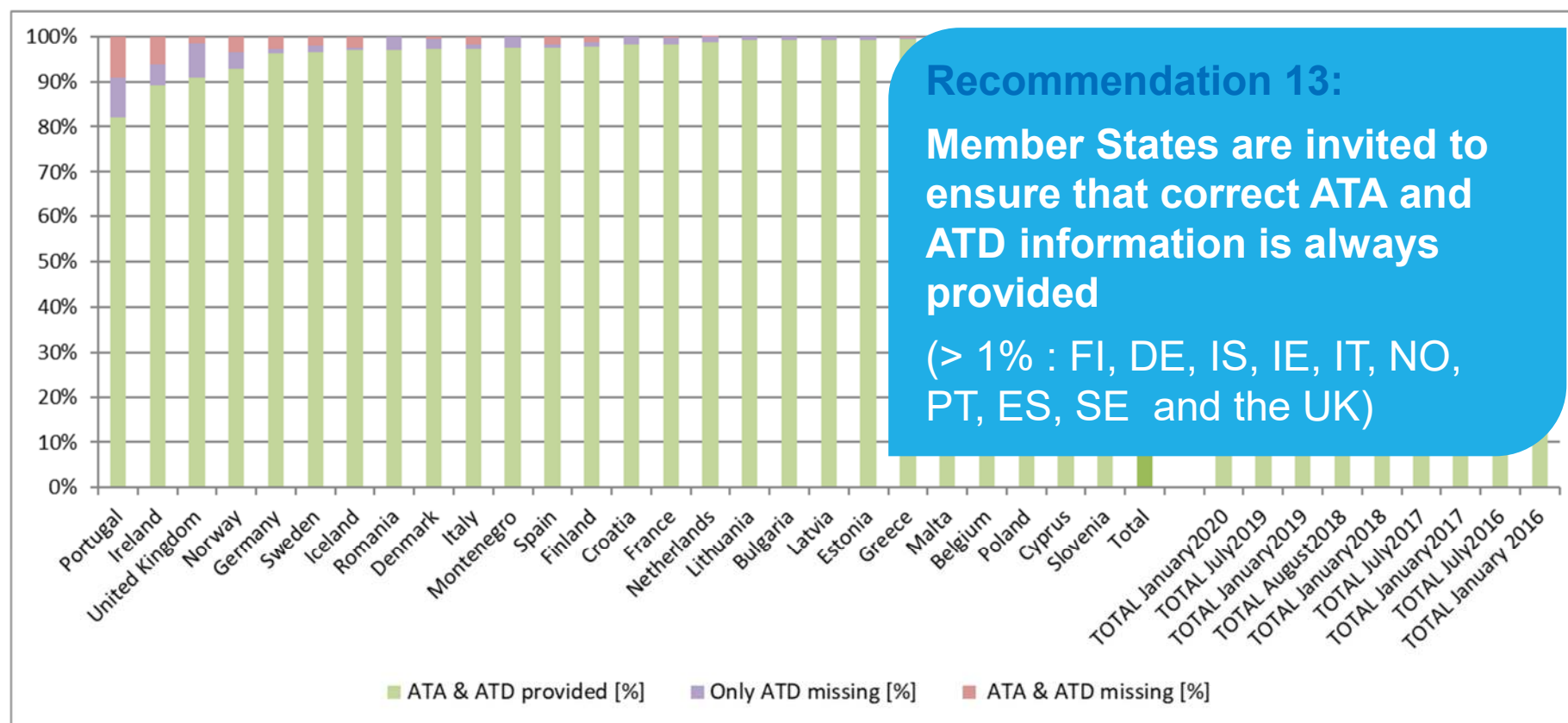
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Interface with THETIS

Provision of ATA and ATD

Shipcalls in THETIS are recognized only when ATA has been provided

- 1.5 % of the ship calls are missing the ATA and ATD (1.3 % in previous reported period)



Data Quality and Availability



Rejected notifications

- Overall situation increased from 0.43% to 1.25%.
14 Member States are still above the limit defined in IFCD (0.1%)
- CY, DK, FI, FR, GR, IE, LV, MT, NL, PT, SE 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 13:

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.

Interface with THETIS



Timeliness of ATA and ATD

- Residual **ATAs** and **ATDs** are provided more than 3h in advance (41 out of 78,303 ship calls – i.e.: 0.05%)

In 88.9% of the notifications the difference between the SentAt and the ATA / ATD is within 3h (89.4 % 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)
- 2 meetings combined with trainings took place in June via videoconference:
 - **Ireland**
 - **Sweden**

Recommendation 15:

Member State willing to organise this meeting should contact EMSA.



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