



SSN Group meeting 22

SSN Data Quality Report

Agenda item 22.5.1

Lukasz Ziolkowski / MSS Officer
Department C: Operations/Unit C.3.3

Lisbon / 29 October 2014



- 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.2.08) and integrated with EMSA's Identification Management System (**IdM**)
- **Croatia** completed the commissioning tests to comply with SSN V.2 and is expected to enter in production shortly
- **Lithuania** connected all of its ports to the single National SSN system (NLESIS)
- **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)
- The **new XML messaging framework for Incident Reports** was already commissioned to 6 Member States

CONTENT

1. SSN IMPLEMENTATION
- 2. SSN AVAILABILITY**
3. DATA QUALITY
4. THETIS INTERFACE
5. PROPOSALS / REQUESTED ACTIONS

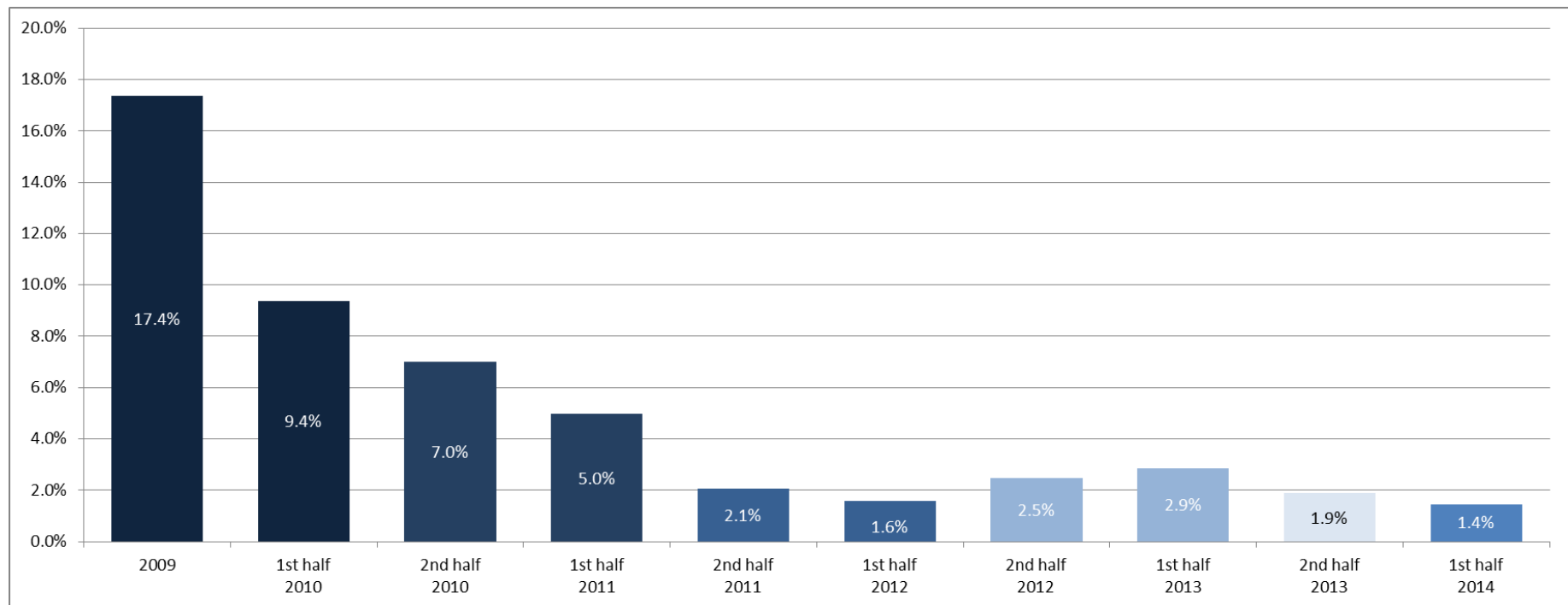


- The availability of the SSN Central system (including the SSN GI) in the first half of 2014 was 99.79% (the maximum downtime lasted 3 hours and 25 minutes)
- No relevant full downtimes were detected in SSN National systems
- SSN-THETIS interface was down 3 times (4 hrs and 5 minutes in total) but no information was lost (just delayed)
- Partial downtimes of more than 24 hrs were observed for some MSs, affecting the delivery of PortPlus information to THETIS system

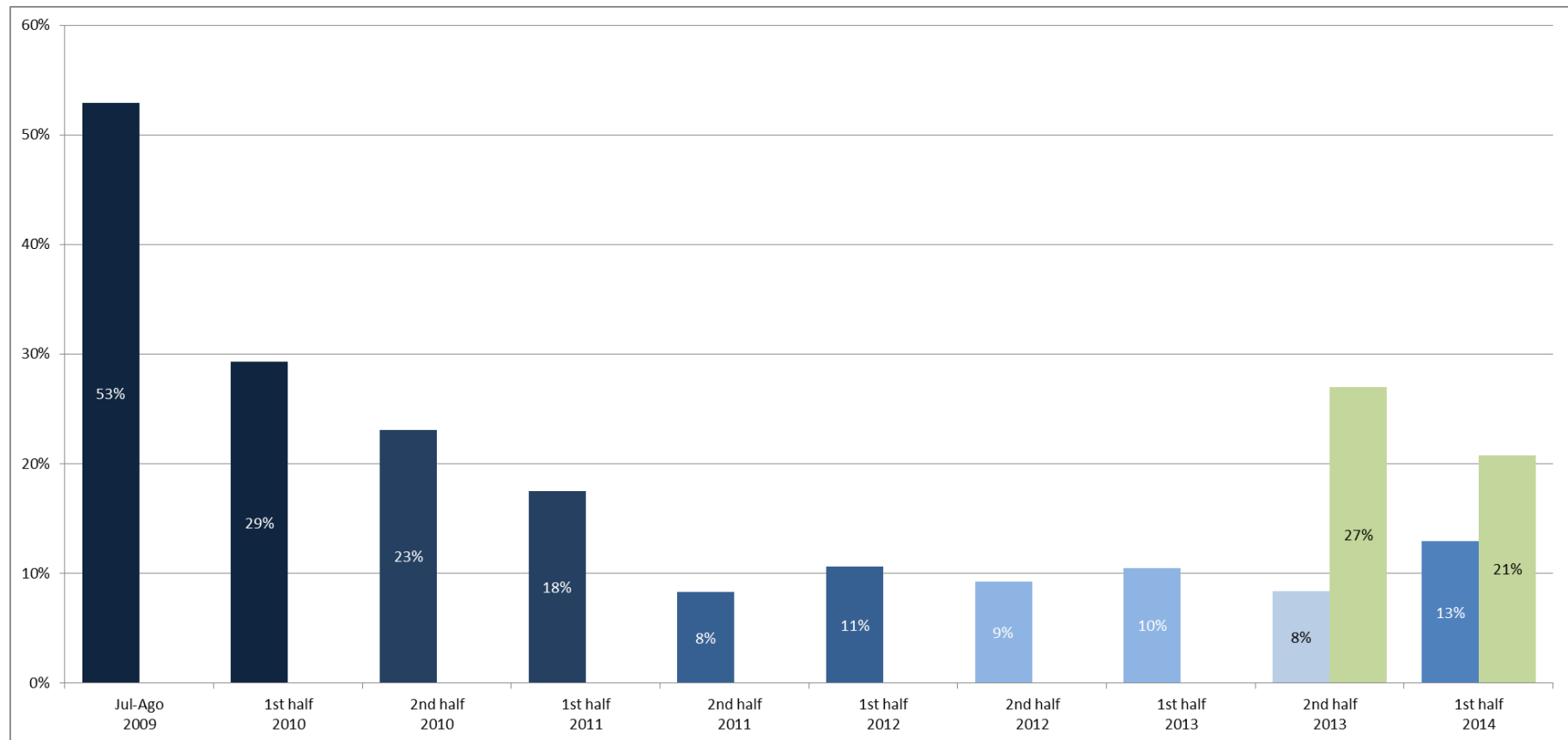
CONTENT

1. SSN IMPLEMENTATION
2. SSN AVAILABILITY
- 3. DATA QUALITY**
4. THETIS INTERFACE
5. PROPOSALS / REQUESTED ACTIONS

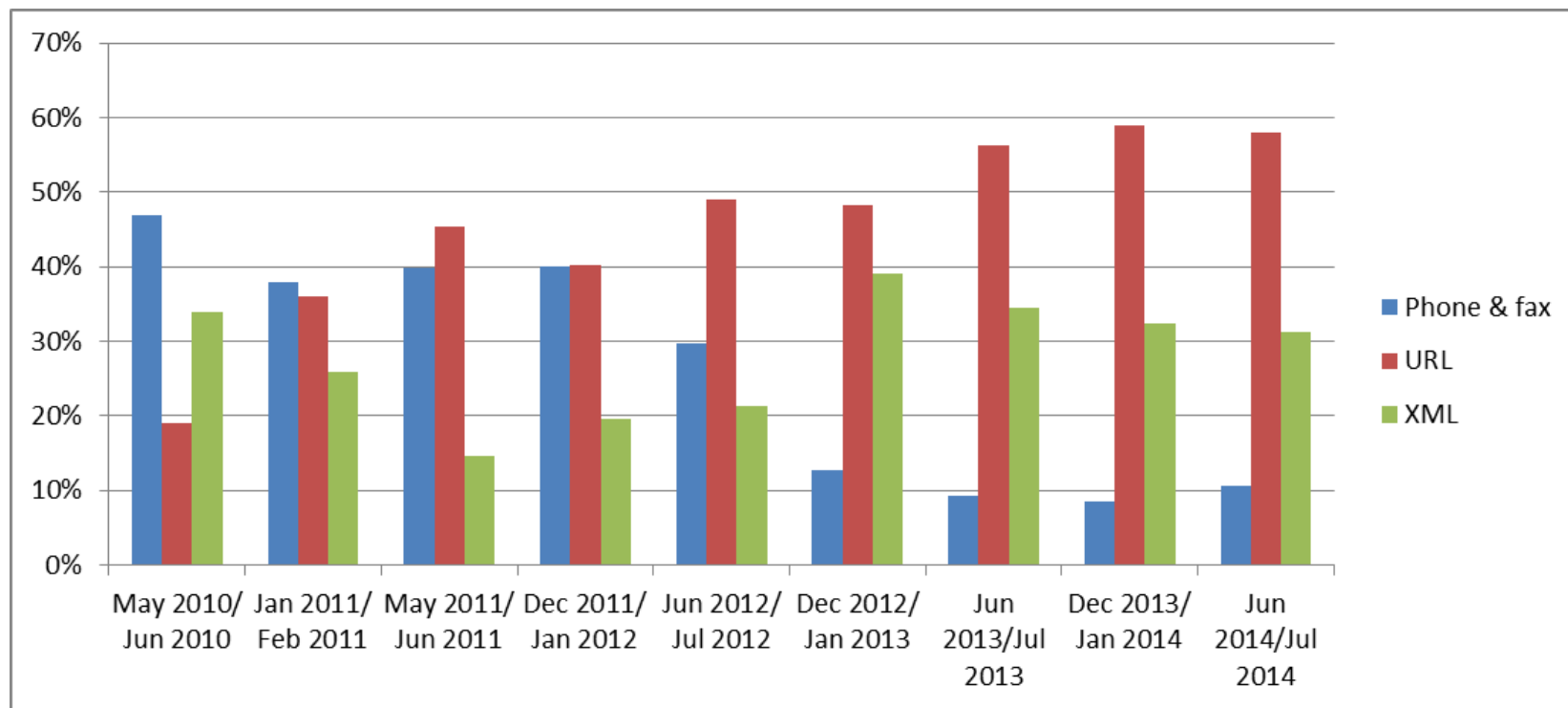
Port arrivals - 1.4% missing



Hazmat information - 15% missing



Solution used for providing HAZMAT details



- **In June/July 2014** the usage of Phone & Fax solution increased from 8% to 11% in comparison with the previous report.



Number of updates per shipcall

- For updates relating to ATA/ATD, a minimum number of updates per shipcall was found to be two
- For updates relating to ETA, ETD and the provision of HAZMAT EU/non-EU Departure information, a maximum of 10 updates per shipcall was seen to be acceptable
- MSS analysed the number of updates for individual shipcalls:
 - the average number of updates for each shipcall was 3.6
 - 1.2% of Shipcalls were updated more than 10 times (6% in the previous report)
 - None of the MSs updated 10% or more of their ship calls more than 10 times each, while in the previous reporting period, 9 MSs fell into this category.



Rejected messages

- Overall situation improved from 0.72% to 0.55%
- Most of the MSs are still above the limit defined in IFCD
- Updates of ship (IMO number) and/or port of call (unless the update is a permitted locations) information are not allowed
- Progressively noted in:
 - monitoring national system;
 - correcting the causes of rejection, and;
 - resending notifications upon correction.
- **Rejected messages should account for less than 0.1% of messages sent (IFCD)**



1. SSN IMPLEMENTATION
2. SSN AVAILABILITY
3. DATA QUALITY
- 4. THETIS INTERFACE**
5. PROPOSALS / REQUESTED ACTIONS



Mismatched LOCODEs

- LOCODEs were one of the reasons for THETIS not processing SSN data:
 - EMSA contacted PSC authorities recalling the need to align LOCODEs between THETIS and SSN
 - MSS keep reporting on monthly basis LOCODEs used in SSN but not listed in THETIS
 - MSs made an effort for aligning SSN and THETIS LOCODEs
- **Conclusion:** A total of **21** LOCODEs used in SSN were not in THETIS (31 in previous reported period)

Business Rules in THETIS 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	6	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	9	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	21		



ATAs and ATDs Issues

On the missing ATAs/ATDs:

- 8.4% of the ship calls are missing the ATA&ATD (8.9% missing in previous reported period)

On the timeliness of ATAs/ATDs:

- 0.2% of ATAs are provided more than 3h in advance. DK, FR and SE are the most affected
- 0.2% of ATDs are provided more than 3h in advance. DK, FR and SE are the most affected
- In 83% of the notifications the difference between the SentAt and the ATA/ATD is within 3h

CONTENT

1. SSN IMPLEMENTATION
2. SSN AVAILABILITY
3. DATA QUALITY
4. THETIS INTERFACE
- 5. PROPOSALS / REQUESTED ACTIONS**

What action is needed?



ACTION REQUIRED

Member States are invited to note the information and take appropriate measures to resolve the reported issues.



emsa.europa.eu

 twitter.com/emsa_lisbon

 facebook.com/emsa.lisbon

