



2nd SSN LRIT Group Meeting

SSN Data Quality Report

Agenda item 2.5.1

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Lisbon / 18 October 2017



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

SSN Implementation



Central SSN

- Deployment of SSN v3.4
- Deployment of Central Locations database (CLD)
- Deployment of UNECE LOCODEs (released 13Jul2017)

2017

National SSN

SSN/LRIT
1

MAY

- Slovenia phased out Ship AIS notifications (XML)
- Ireland phased out Ship AIS notifications (XML)

JUN

- The United Kingdom started providing MRS data for WETREP

JUL

- Portugal resumed provision of data to SSN after almost 11 months

AUG

- Spain solved the problem with Request/Response mechanism affecting availability of details since May

SEP

SSN/LRIT
2

OCT

NOV



- **PortPlus notifications** are widely reported but not harmonised for all Member States:
 - Some Member States still sends data in V2 format;
 - Some “data-groups” are reported in more than one Shipcall (double reporting of Shipcalls);
 - Detailed part of notifications is unavailable or incomplete;
 - The percentage of missing Hazmat information is very high;
 - Lack of provision of ATA/ATD.

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 provide their feedback on the problems encountered in relation to granting exemptions and registering them in SSN

SSN Implementation – Ship MRS



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

Recommendation 3:

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 4:

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

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

At the last SSN/LRIT group meeting (“SSN/LRIT 1.4.5” document), it was agreed that Alert notifications will be phased out in SSN v4.0.

Recommendation 5:

Member States are invited to use the new IR framework either through XML/SOAP or the SSN UWI

SSN Implementation – Recommendations

- **Recommendation 1:** MSs are invited to note the information on SSN 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;
- **Recommendation 3:** 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 4:** 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 5:** MSs are invited to use the new IR framework either through XML/SOAP or the SSN UWI and phase-out the old Alert notifications (IS, LT and SI).



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System Availability and Performance

- **SSN Central system:** 99.94% availability in the first half of 2017 (2 downtimes with total duration of 2h 35m)
- **SSN–THETIS interface:** 1 downtime with total duration of 1h 0m
- **SSN National systems:**
 - No relevant full downtimes
 - Significant downtimes affecting the provision of PortPlus information to Thetis (**Cyprus, Finland, France, Ireland, Italy, Lithuania, Malta, Romania and Sweden**)
 - **Portugal** experienced a major failure in its SSN National system that prevented the delivery of PortPlus and MRS notifications to SSN between 25 August 2016 and 19 July 2017.

Recommendation 7:

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

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).

Back-up procedures (Central SSN downtime – 27 July 2017)

- 16 MSs (**Belgium, Estonia, France, Germany, Greece, Iceland, Ireland, Italy, Lithuania, Netherlands, Norway, Poland, Romania, Spain, Sweden and the United Kingdom**) are carrying out PortPlus data buffering. The results were not conclusive for Bulgaria, Cyprus, Denmark, Port of Gibraltar, Latvia, Malta, Portugal and Slovenia.
- 6 MSs (**Denmark, Estonia, Finland, France, Italy and Poland**) are doing MRS data buffering (not conclusive for Belgium, Iceland, Portugal, Slovenia and Spain).
- 2 MSs (**Croatia** for PortPlus and MRS data and **Finland** for PortPlus) are not doing any data buffering.

Recommendation 8:

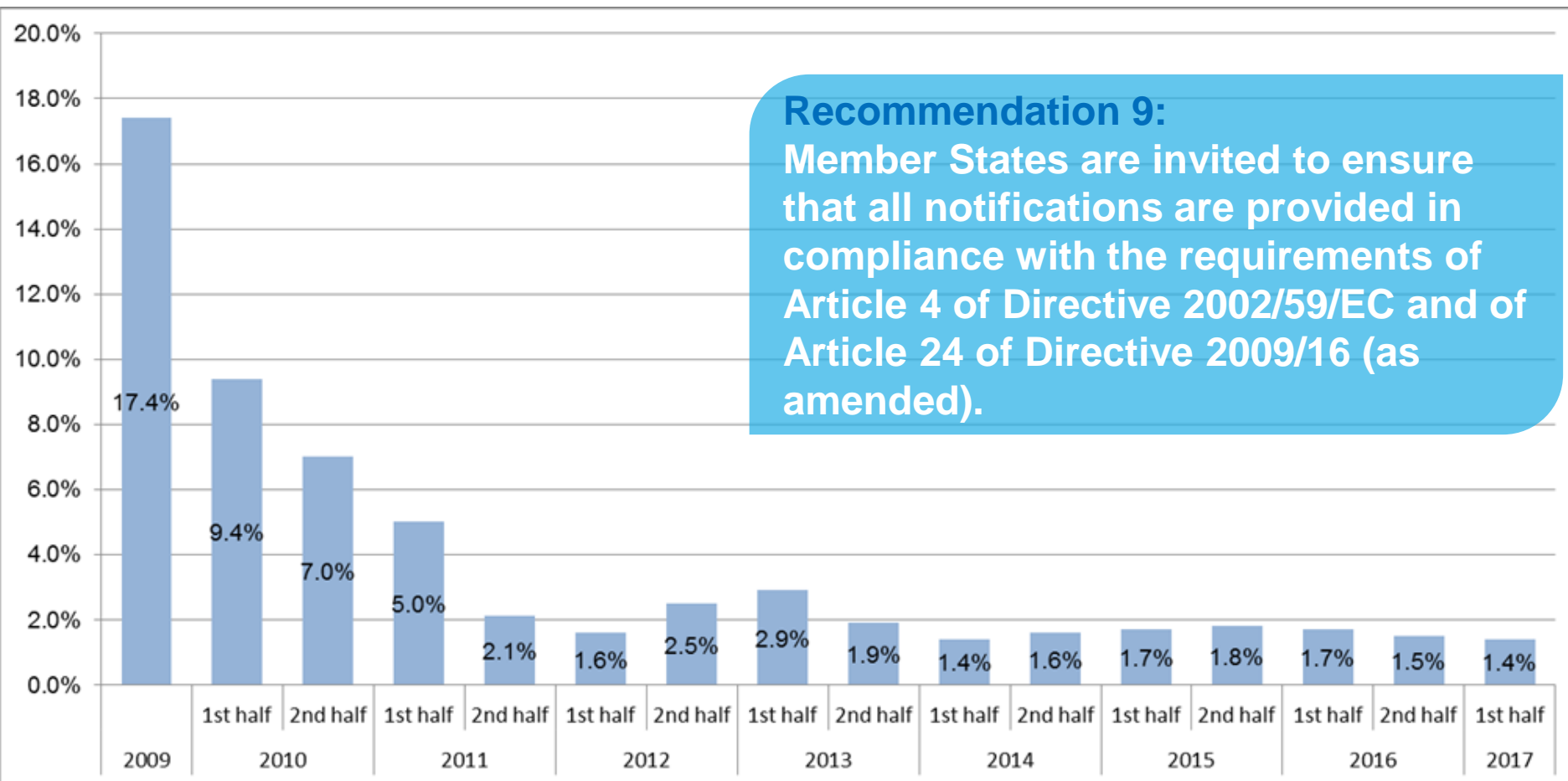
MSs are invited to store the notifications during SSN intervention time windows, and to ensure that they are transmitted to the to the central SSN system when communications and/or systems have recovered (in accordance with Section 4.4 of the IFCD).



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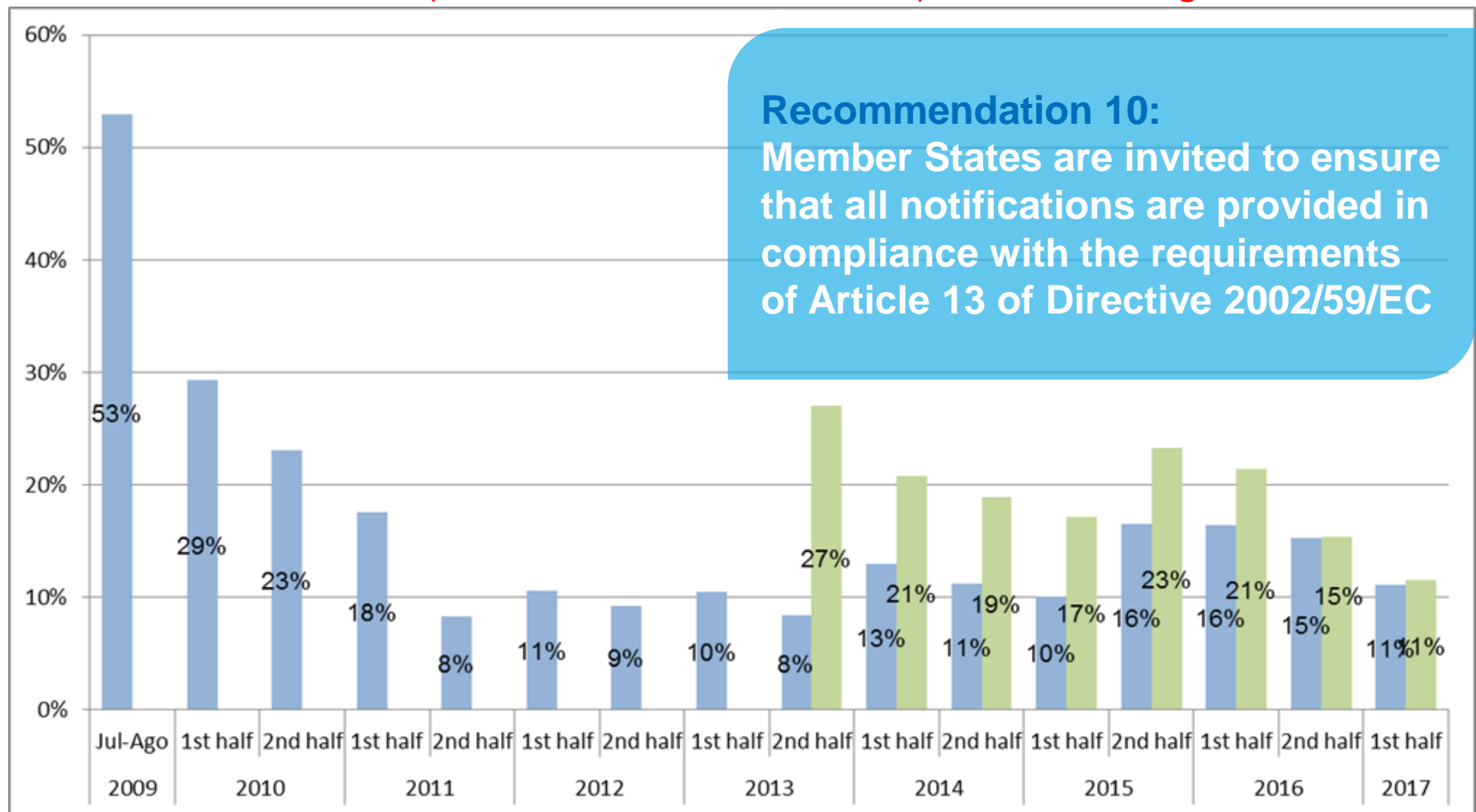
Port arrivals

1.4% (64 out of 4,469 checked shipcalls) were missing



Hazmat information

11.2% (356 out of 3,167 checks) were missing





Missing Waste and Security information

Waste information was not reported in 54% of ship calls.

Security information was not reported in 27% of ship calls.

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

Availability of the details (week 41)

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	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/V3	-	X	X
Iceland	V3	V3	V3	V3
Ireland	V3	X	V3	V3
Italy	V3	V3	V3	V3

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

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.



Rejected notifications

- Overall situation worsened from 1.91% to 1.40%
**Most of the Member States are still above the limit defined in IFCD
(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 13:

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 7:** MSs are invited to take appropriate measures to reduce downtimes as far as possible.
- **Recommendation 8:** 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 9:** MSs are invited to ensure that all notifications are provided in compliance with the requirements of Article 4 of Directive 2002/59/EC.
- **Recommendation 10:** MSs are invited to ensure that all notifications are provided in compliance with the requirements of Article 13 of Directive 2002/59/EC.
- **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.
- **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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Provision and timeliness of ATA and ATD

Shipcalls in THETIS are recognized only when ATA has been provided

- On the missing ATAs / ATDs

3.5% of the ship calls are missing the ATA and ATD
(2.0% in previous reported period)

- On the timeliness of ATAs / ATDs

- 0.09% of ATAs are provided more than 3h in advance (previously 0.1%)
- 0.06% of ATDs are provided more than 3h in advance (previously 0.05%)

In 87% of the notifications the difference between the SentAt and the ATA / ATD
is within 3h (88.9% in previous reported period)

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



- As agreed during 1st SSN/LRIT bilateral data quality meetings between EMSA and the Member States can be organised in order to better support MSs in addressing the data quality issues.
- Following request from Spain the first meeting took place in Madrid on 25 September. This meeting was organised back to back with the training course on SEG and SSN textual interface.

Recommendation 17:

Member State willing to organise this meeting should contact EMSA.



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