

Meeting: 6th SSN / LRIT Group Meeting

Place and date: Lisbon, 31 October 2019

Agenda item: Revision of Data Quality checks

Document number: SSN/LRIT 6.5.2

Submitted by EMSA

Summary	This document presents a revised set of SSN data quality checks.
Action to be taken	As per paragraph 5.
Related documents	a. Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service b. 5 th SSN / LRIT Group Meeting (Lisbon, 21 May 2019)

1 Background

To assess the level of implementation of SSN in Member States, EMSA carries out data quality checks on SSN notifications and provides reports to MSs highlighting aspects of SSN which need to be improved or corrected. The data quality checks are revised on a regular basis to adjust to the needs. The objective of this paper is to introduce changes to the data quality checks list shown in the Annex (changes indicated in red).

2 Changes stemming from the revised RO-PAX Directive¹

At the 5th SSN / LRIT Group meeting (Lisbon, 21 May 2019), EMSA reported that the revised RO-PAX Directive¹ will apply from 21 December 2019, and stated that, among other things, all ro-ro vessels must report ATA and ATD to Member State ports of call, regardless of their flag.

The revised Directive requires additional reporting of ATA and ATD information to SSN. The scope is defined in Article 1 of the Directive as follows:

1. *This Directive applies to ro-ro passenger ships and high-speed passenger craft operating:*
 - (a) *on a regular service between a port of a Member State and a port of a third country where the flag of the vessel is the same as that of the Member State in question; or*
 - (b) *on a regular service on domestic voyages in sea areas in which ships of Class A may operate in accordance with Article 4 of Directive 2009/45/EC of the European Parliament and of the Council.*
2. *This Directive does not apply to ro-ro passenger ships and high-speed passenger craft falling under Directive 2009/16/EC.*

¹ Directive (EU) 2017/2110 on a system of inspections for the safe operation of ro-ro passenger ships and high-speed passenger craft in regular service and amending Directive 2009/16/EC and repealing Council Directive 1999/35/EC.

In order to comply with the requirements of the RO-PAX Directive, no changes are required to the central SSN or Member State national systems or interfaces, because both the ATA and ATD data elements are already available in the PortPlus message (i.e. no changes to the schema or the XML Messaging Reference Guide).

This is because the reporting of ATA and ATD was already required by Directive 2009/16/EC, although in a more limited scope. The table below illustrates the reporting obligations for ATA/ATD after the entry into force of Directive (EU) 2017/2110.

Voyage \ Ship Flag	Same as country of port call	Different from country of port call
Between 2 ports within the same Member State	YES	YES (according to Dir. 2009/16)
Between 2 ports in different Member States	NO (voluntary reporting)	YES (according to Dir. 2009/16)
Between 1 port in a Member State and another port in a third country	YES	YES (according to Dir. 2009/16)

Table 1 – ATA/ATD reporting obligations after entry into force of Directive 2017/2110

The exemptions regime for pre-arrival port, Hazmat, Waste and Security notifications continues to apply.

In order to monitor the implementation of the new reporting requirements of the RO-PAX Directive, the existing EMSA data quality procedures need to be revised to cover the new ATA/ATD reporting categories. As a result, two new data quality checks (missing port calls and missing ATA/ATD) will be introduced.

The data quality checks under the current legal framework for missing port calls and missing ATA/ATD will remain unchanged, and the checks will follow the same periodicity in both cases.

The new data quality checks will start in the 1st quarter of 2020, which will allow MSs to properly assess their implementation of the revised directive.

3 Reporting Locations codes misalignment

The initial problems associated with the reporting non-identified/non-defined Locations codes (in UNECE or SSN Specific), and the misalignment of SSN and THETIS Locations codes, rarely occur at present. EMSA therefore suggests that the continued reporting of these issues should be by email to the relevant Member States SSN contact points only when such a case has occurred (e.g. as currently done for dead/scrapped vessels).

4 Declaration of Port authorities

The annual MS Status report includes a paragraph referring to ports with shipping activity not declared in SSN (either as Port authorities, or as permitted locations under existing Port authorities). At this time, it has been noted that Member States have largely resolved the associated issues (only a few cases still detected), so EMSA proposes removing this check.

In addition, SSN v4.2 allows Member States to report their port authorities to the Central Organisations Database (COD) in SafeSeaNet, which contains information on all authorities, as designated by Member

States pursuant to the Article 22 of Directive 2002/59/EC, as amended. SSN NCA Administrators are invited to maintain and update the authorities' details via the COD.

5 Actions required

Member States are invited to note the above information and provide feedback.

ANNEX

Data quality checks (changes inserted in red)

Check	Details	How? Purpose?	How often	
SSN Related			Daily	Regular Report
Availability of SSN	Applicable to central and national systems	Based on reported full downtimes. Fulfil ICD/IFCD requirements including backup procedures	Continuously	x
Availability of request-response mechanism	Applicable to central and national systems	Requesting for Hazmat, Security and bunker details to verify the availability of the details.	x (1 MS/day)	x
Ship details	Dead ships	To correct erroneous data affecting SSN & THETIS	Continuously	
Ports	Declaration of Port Authorities	Detecting Locodes not declared		x
	Activity of Ports	Number of ship calls		x
	Missing Port Notifications	Cross checks with AIS and external data	x (2 MS/Day)	x
	Missing Port Notifications (ROPAX)	Cross checks with AIS and external data	x (2 MS/Day)	x
	Actual time of arrival / departure	If reported	x (1 MS/day)	x
	Actual time of arrival / departure (ROPAX)	If reported	x (1 MS/day)	x
	Actual time of arrival/ departure	Timeliness against the SentAt		x

Check	Details	How? Purpose?	How often	
	Estimated arrival	Timeliness against the SentAt		x
	Dummy values employed in ETAs/ETDs	Implementation of the Dir. Requirements		x
Rejected messages	Status Code= Rejected	Target is 0 rejected, purpose - implementation of SSN business rules	x (1 MS/day)	x
Location codes	Use of non-identified/ non-defined (in UNECE or SSN Specific)	Harmonisation of destination ports/voyages	Continuously x (1 MS/day)	x
	THETIS	To align when necessary SSN and THETIS Locodes	Continuously x (1 MS/day)	x
Notifications	Numbers/ Counting	Detect inconsistencies, missing reporting/ Provide overall picture of Ship calls and Hazmat, Waste, bunker and Security reporting trends. Exemptions are taken into account	x (1 MS/day)	x
	Number of updates	Detect unnecessary updates		x
Persons on Board	Missing & percentage of reporting vs. dummy values	Implementation of the Dir. Requirements		x
Hazmat	Reported before arrival or after	Implementation of the Dir. requirements		x
	Destination of the HAZMAT	Data quality and accuracy		x

Check	Details	How? Purpose?	How often	
	Missing Hazmat	Cross check with MRS reports	X (random checks)	x
	Monitoring the completeness of Hazmat details (DG Classification and location on board)	To check the content of Hazmat details	x (1 MS/day)	x
Waste	Monitoring the completeness of Waste details (Last port and date of last delivery and reporting of the types and amounts of waste to be delivered and/or remaining on board)	To check the content of Waste details	x (1 MS/day)	x
	Reported before arrival or after	Implementation of the Dir. requirements		x
Security	Monitoring the completeness of Security details (last 10 calls and validity of port facility information)	To check the content of Security details	x (1 MS/day)	x
	Reported before arrival or after	Implementation of the Dir. requirements		x
Bunkers	Reported before arrival or after	Implementation of the Dir. requirements		x
Incident Reports	Reporting of incidents or accidents	Implementation of the Dir. requirements/ Availability of data/ Types of reports		x
	Monitoring the completeness of IR details	To check the content of IR details	Continuously	x
MRS reporting	Number/	Implementation of the		x

Check	Details	How? Purpose?	How often	
	Implementation/ Coverage	Dir. requirements		
	MRS availability	Monitor the MRS details availability	x (1 MS/day)	x
AIS reporting	Number/ Implementation/ coverage	Implementation of the Dir. requirements		x
	AIS availability	Monitor the AIS details availability	x (1 MS/day)	x

Check	Details	How? Purpose?	How often	
EU LRIT Related			Daily	Regular Report
Ship LRIT DB	Flag of the ships	To detect ships not having the country flag		x
	Model of the terminal	To proper identify those with type "Other"		x
EU LRIT CDC	Ships not integrated	To keep all ships registered in the EU LRIT DB reporting at the expected rate (6h)		x
	Ships not reporting			x