

SafeSeaNet Workshop 20

SSN Data Quality Report

Agenda item 20.5.2

Lukasz Ziolkowski

MSS Duty Officer - Vessel Traffic and Reporting Services

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CONTENT

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

SSN IMPLEMENTATION

- **Port Plus** are regularly used by all Member States;
- **Automated ShipCall Requests** for the Hazmat details: DK has resumed;
- **SSN v1** Port and Hazmat notifications were phased out however FI still uses V1 request messages;
- **Phone/fax solution** for Hazmat details is steadily decreasing;
- **Rejected messages** has further decreased;
- **MRS implementation** not completed yet. HLSG supported the continuation of the work in the MRS WG;
- **AIS** information: AIS coverage not completed yet. Azores, Madeira and certain areas of Greece are not covered yet;
- **SSN v2.07:** Member States already started the Commissioning Tests for the new XML messaging framework for IR. It will support the new operational requirements found by the WG on Incident reports.

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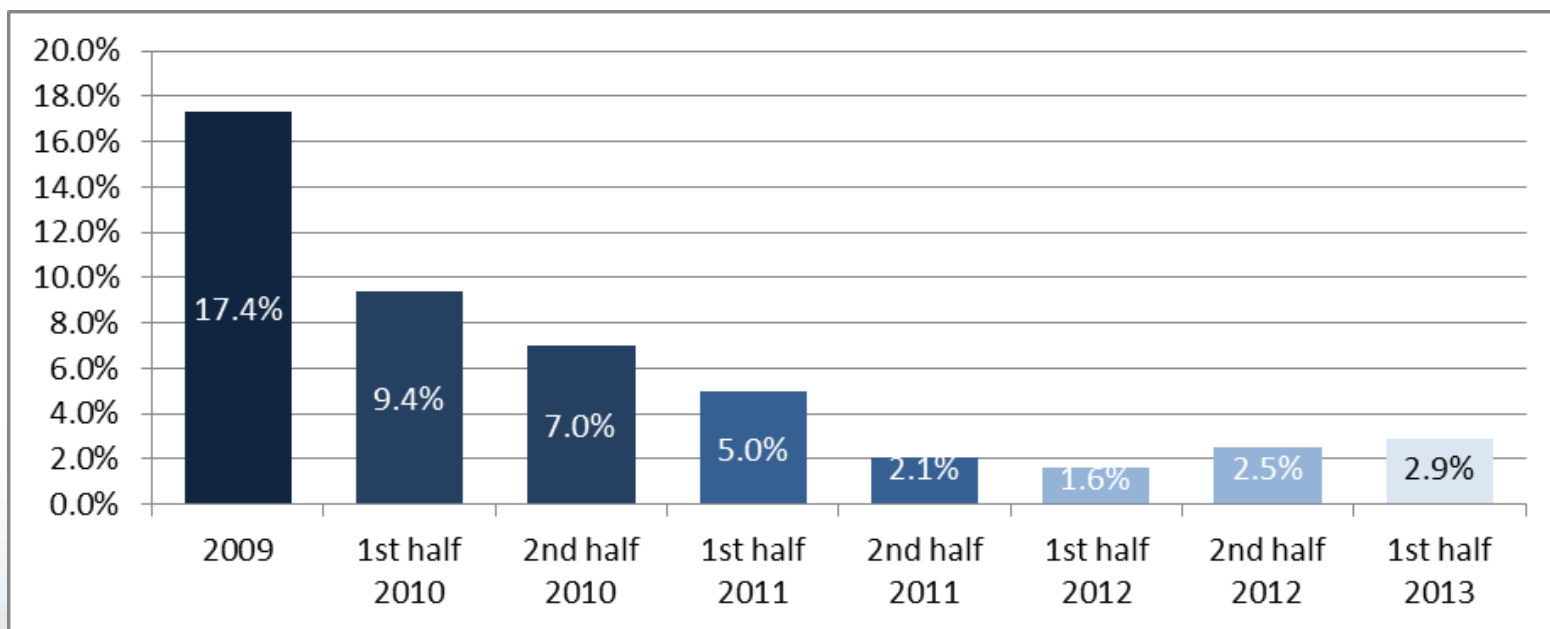
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- No relevant downtimes were detected in SSN National systems;
- The Central SSN system downtime occurred in February (new release installation) and lasted 2h:20m;
- The availability of the central SSN system (including the SSN GI) during the first half of 2013 was **99.95%**;
- SSN-THETIS interface was down 3 times (4 hrs 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.

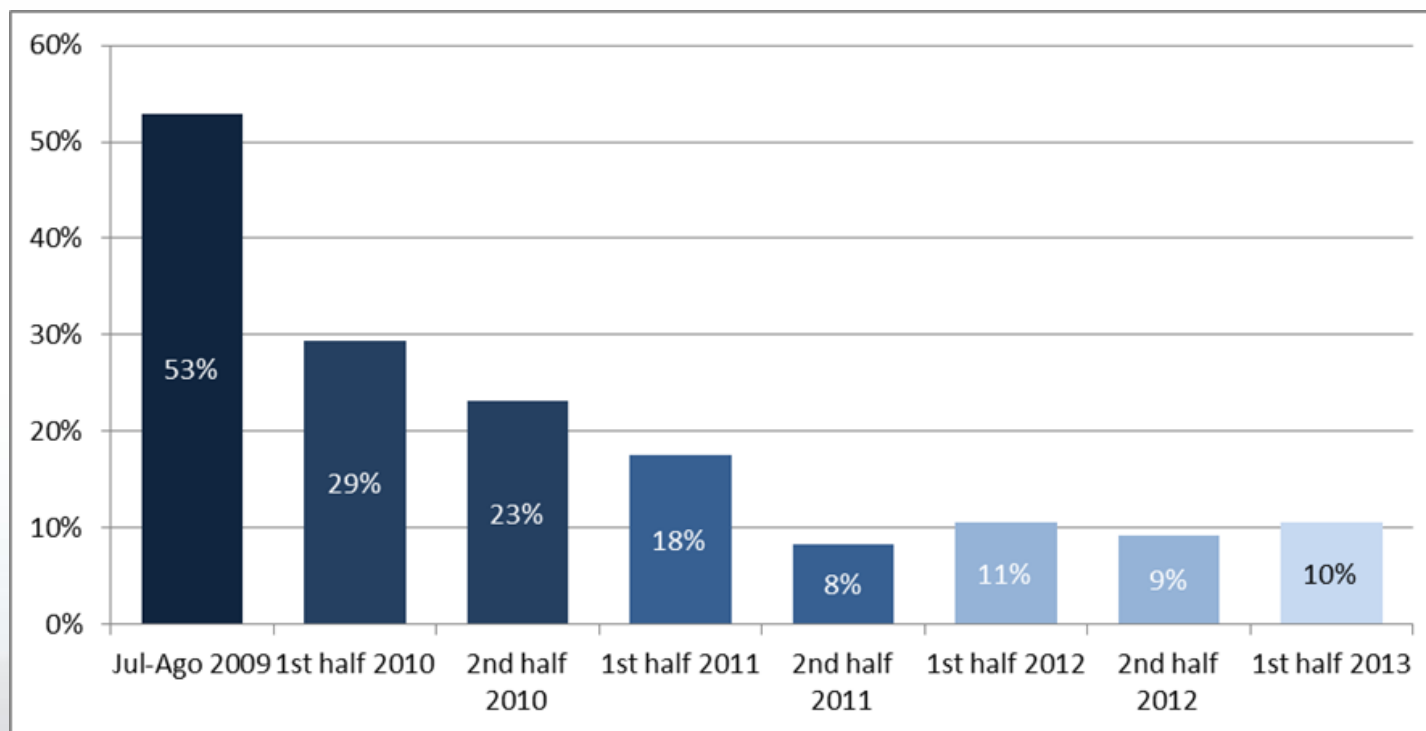
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Port arrivals 2.9% missing



Hazmat information 10.5 % missing

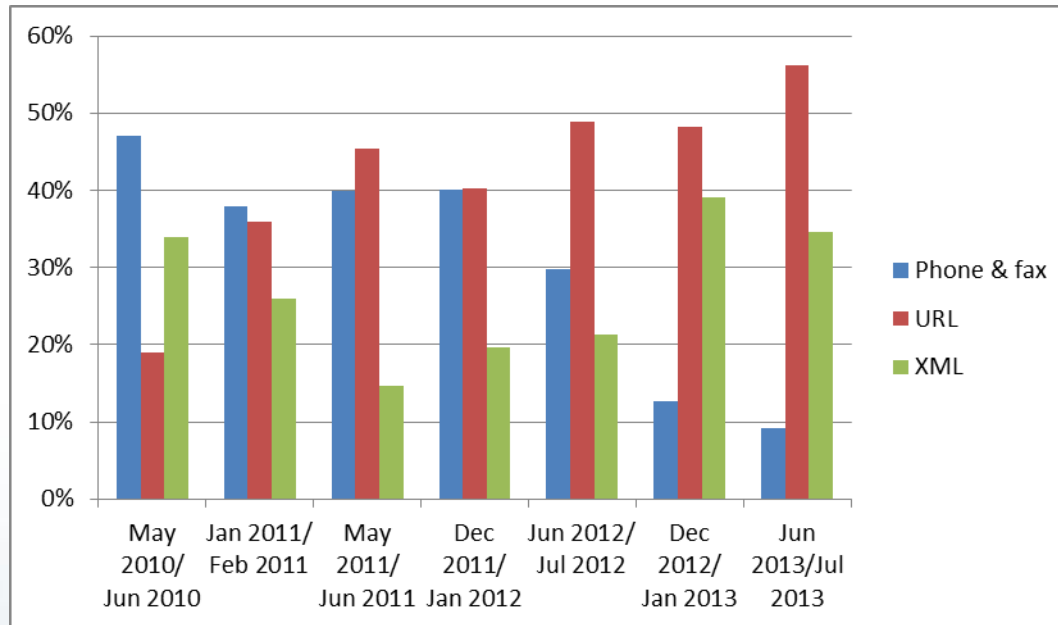


Enlargement of the scope of Hazmat checks

- The number of ship calls in SSN for ships coming from non-EU countries with Hazmat does not seem to be realistic for some MSs
- MRSs that EMSA uses for the checks of Hazmat availability includes also information on this type of Hazmat
- EMSA's MSS will start reporting to the MSs on the missing non-EU departure Hazmat since middle of November

Only evident cases will be reported (e.g.: vessel already in port based on AIS or ATA already provided by the MS)

Solution used for providing Hazmat details



- **In October** the Phone and Fax solution continues to decrease up to 8.1%.
- **In October**, GR phased out Phone & Fax option

Rejected Messages

- Overall situation is improving (from 0.97% to 0.66%) but most of the MSs are still above the limit defined in IFCD
- Updates to ship (IMO number) and/or the port of call (unless both LOCODEs are declared under the same Port Authority as permitted locations) information are not allowed
- MSs are progressively :
 - correcting the causes of rejection, and;
 - resending notifications upon correction.
- **IFCD: rejected messages should account for less than 0.1% of messages sent (IFCD)**

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THETIS Business Rules

- For a single day THETIS has not processed 100 notifications from SSN
- Next table lists:
 - all the causes (up to 7 BRs);
 - the description of each BR;
 - the number of rejections per BR for that day;
 - the proposed measure in SSN (rejection or none);
 - Brief rationale and possible implementation (why and how).

Business Rules In THETIS and Proposed Changes In SSN

BR	Business rule	Number of rejections	Measure	Proposal
1	Location does not exist in the THETIS DB	9	None (HLSG Decision)	EMSA will continue reporting on monthly basis LOCODEs used in SSN but not listed in THETIS.
2 & 3	Call to update with ATD without ATA	40	Rejection by SSN	ATA is a key element in THETIS. In order to implement it throughout the notification process, whenever ATD is provided, ATA should become mandatory in each notification.
	New call with ATD without ATA	3		
4	ATA or ATD in the future (>3h)	23	None (HLSG Decision)	MSs are requested to send this information in the reasonable time.
5	New call without IMO number where MMSI number does not correspond to any ship in the THETIS DB	19	Development of RVR	Rejections caused by ships not identified in THETIS may be overcome with the initiated project on the Reference Vessel Registry 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.

Business Rules In THETIS and Proposed Changes In SSN

BR	Business rule	Number of rejections	Measure	Proposal
6	ATD before ATA	0	Rejection by SSN (current rule)	This rule already exists in SSN when ATA and ATD are provided together. If rules 2 and 6 are implemented (ATD always with ATA), then this issue will disappear.
7	ATA older than one year	6	Rejection by SSN and THETIS update	Information will be rejected according to THETIS rules and THETIS will be amended to keep this rule only for new calls.
Total		100		

Mismatched LOCODEs

- LOCODEs were the main reason for THETIS not processing SSN data:
 - EMSA contacted PSC authorities recalling the need to align LOCODEs between THETIS and SSN.
 - MSS started 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 **40** LOCODEs used in SSN were not in THETIS (42 in previous reported period)

ATAs And ATDs Issues

On the missing ATAs/ATDs (see table 12 page 25):

- 9% of the ship calls are missing the ATA&ATD.
- Figures are improving in comparison with SSN19 (17.5% missing).

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On the timeliness of ATAs/ATDs (see table 13 page 28):

- 0.4% of ATAs are provided more than 3h in advance (excluding ES). BG and SE are mainly affected.
- 0.3% of ATDs are provided more than 3h in advance (excluding ES). BG, DK, FR, NO and SE are the most affected.
- In 81% of the notifications the difference between the SentAt and the ATA/ATD is within 3h.

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- **A1:** MS to ensure that Ship MRS notifications are submitted in compliance with the reporting obligations of VTMIS Directive.
- **A2:** MS to ensure that Incident Reports are submitted in compliance with the reporting obligations of Directive 2002/59/EC and according to the agreed SSN Incident Report Guidelines.
- **A3:** MS to take the necessary measures to ensure that all masters, agents and operators are fully aware of their Port and Hazmat reporting obligations.
- **A4:** MS to take the necessary measures and consider to impose sanctions according to Art 25b ensuring that all masters, agents and operators are fully aware of their Port and Hazmat reporting obligations.

- **A5:** MS to accelerate the phasing out of the phone/fax solution for the provision of details in Hazmat information.
- **A6:** MSs to analyse (and resolve when necessary) the causes of the rejection of Port Plus notifications.
- **A7:** SSN NCAs and PSC authorities to ensure that LOCODEs used by SSN are recognised by THETIS.
- **A8&A9:** MSs to provide ATA and ATD information within a reasonable time via SSN, avoiding their provision prior to arrival or departure.