



9th SSN-LRIT Group Meeting

SSN Data Quality Report

Agenda item 9.5.1

Rui Miguel Sequeira & Lukasz Ziolkowski / Senior Project Officers
Department 3 - Digital Services & Simplification

Unit 3.1 & Unit 3.3

Videoconference / 25 May 2021



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

SSN Implementation

Central SSN				National SSN
- Deployment of SSN v.4.4.1 in Production (19 Out)	2020	SSN/LRIT 8	OCT	
- SSN/SEG Training for Member States		2nd SSN V5 Interface WG meeting	NOV	- Bulgaria switched to SSN V4
		8th HLSG		
	2021	4th "Facilitation of ship to shore reporting"	DEC	
- Deployment of UNECE LOCODEs (Released 18 December 2020)			JAN	
- Deployment of SSN v.4.5 in Production (13 April)		5th "Facilitation of ship to shore reporting"	APR	- SSN/SEG Training (Spain)
		SSN/LRIT 9	MAY	- SSN/SEG Webinar (Ireland)
		6th "Facilitation of ship to shore reporting"	JUN	- SSN/SEG Training (Portugal)
- Deployment of SSN v.5 in Training (planned)		9th HLSG	JUN-JUL	
- SSN V5 Training for Member States		SSN/LRIT 10	OUT	
			NOV	- SSN/SEG Training (Finland)
- Deployment of SSN v.5 in Production (planned)			DEC	

SSN Implementation – SSN V4 status



Member State	Commissioning tests status	In production with V4
Belgium	Completed	Yes
Bulgaria	Completed	Yes
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	Not compliant with SSN v4
Romania	Completed	Yes
Slovenia	Completed	Yes
Spain	Completed	Yes
Sweden	Completed	Yes

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, to allow SSN to associate the exemption information to the relevant voyage.

SSN Implementation – Ship MRS



- **Ireland** started providing Ship MRS notifications for the WETREP via WEB user interface.
- There are some issues affecting the quality of MRS information which are being handled bilaterally with the concerned Member States.

Recommendation 3:

MSs facing data quality issues related to MRS notifications are invited to take appropriate measures and/or contact EMSA for support its resolution

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.



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

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
 - **Malta** faced a general IT technical problem due to a **major incident** and therefore not provided data to SSN.

Reporting technical failures or planned interventions/releases:

- Interventions are announced via email to SSN Operational PoC and NCAs 24/7 :
 - Information about the system failure + Information about the system recovery

Recommendation 5:

Member States are invited to take appropriate measures to reduce downtimes as far as possible and 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 6:

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).

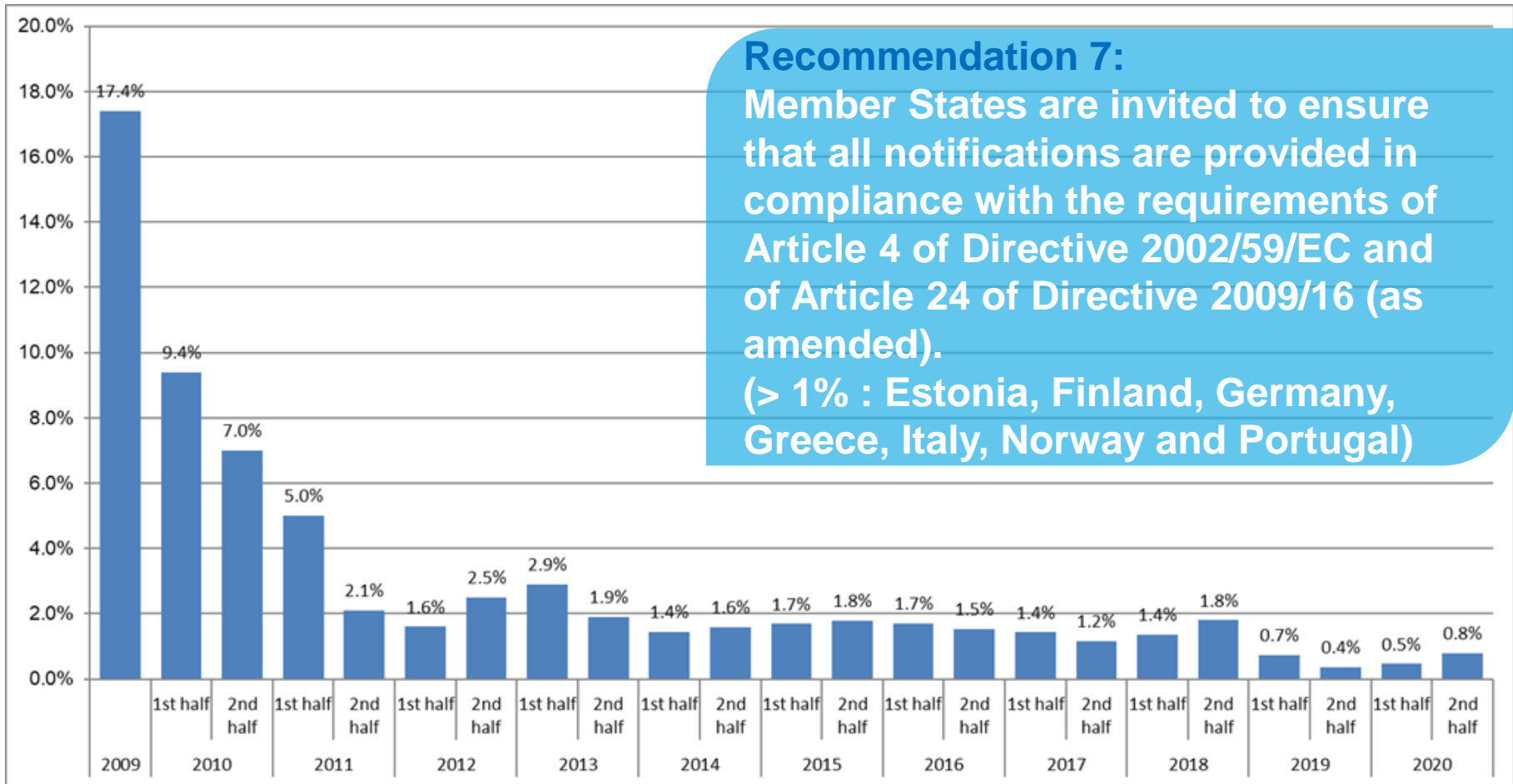


1. SSN IMPLEMENTATION
2. SSN AVAILABILITY AND PERFORMANCE
- 3. DATA QUALITY AND AVAILABILITY**
4. INTERFACE WITH THETIS

Data Quality and Availability

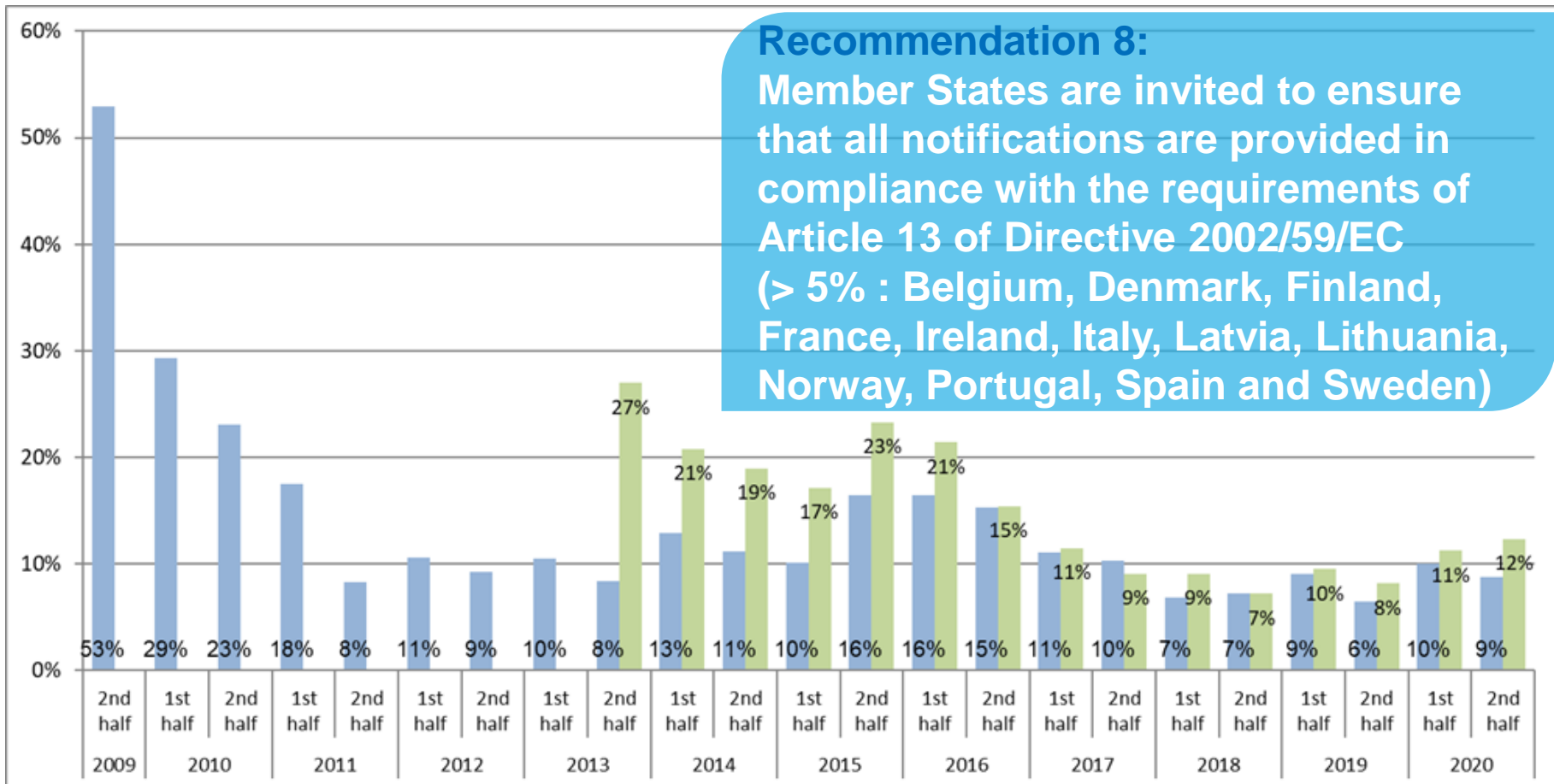
Port arrivals

0.8% (24 out of 3,057 checked shipcalls) were missing



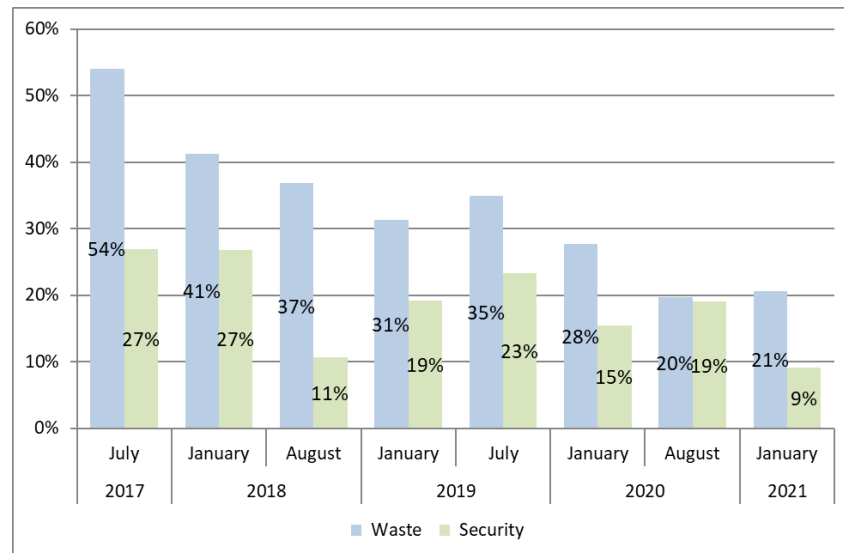
HAZMAT information

9.9% (141 out of 1,420 checks) were 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
- **Waste information (in blue)** was not reported in 21% of ship calls (> 5%: Croatia, France, Finland, Germany, Iceland, Italy, the Netherlands, Norway, Portugal and Spain) – **New PRF Directive!**
- **Security information (in green)** was not reported in 9% of ship calls (> 5%: France, Germany, Greece and Sweden)



Recommendation 9:

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



Availability of the details – request-response mechanism

- **Request-response mechanism** often fails after the renewal of digital certificates by the Member State. This is a consequence of incorrect installation of the digital certificate.
- MSS procedure includes a full verification of:
 - Correct installation of Client and Server certificates
 - Testing the availability of the detailed part of the notifications (HAZMAT, Security, Bunkers and Ship MRS – when applicable)
- Even though the MSS requests confirmation from the MS that the installation process is finished, often the MS does not confirm back

Recommendation 10:

Member States are reminded to inform the MSS once the digital certificates installation is finished. The MSS will then initiate a full verification process for validating the correct installation

Data Quality and Availability

Availability of the details (week 19)

Member State	Hazmat	MRS	Security	Bunkers
Belgium	Yes	Yes	Yes	-
Bulgaria	Yes	-	Yes	-
Croatia	Yes	Yes	Yes	Yes
Cyprus	Yes	-	Yes	-
Denmark	Yes	Yes	Yes	-
Estonia	Yes	No	Yes	-
Finland	Yes	Yes	Yes	-
France	Yes	Yes	Yes	-
Germany	Yes	-	Yes	-
Greece	Yes	-	Yes	Yes
Iceland	No	No	No	Yes
Ireland	Yes	Not Impl.	Yes	-

Member State	Hazmat	MRS	Security	Bunkers
Italy	Yes	Yes	Yes	Yes
Latvia	Yes	-	Yes	No
Lithuania	Yes	-	Yes	Yes
Malta	Yes	-	Yes	Yes
Netherlands	Yes	-	Yes	-
Norway	Yes	No	Yes	Yes
Poland	Yes	Yes	Yes	Yes
Portugal	No	No	Not Impl.	-
Romania	Yes	-	Yes	Yes
Slovenia	Yes	Yes	Yes	Yes
Spain	Yes	Yes	Yes	-
Sweden	Yes	-	Yes	Yes

Recommendation 11:

Estonia, Iceland, 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.

Portugal is 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.



Rejected notifications

- Overall situation decreased from 1.25% to 0.66%.
12 Member States are still above the limit defined in IFCD (0.1%)
- Denmark, Germany, Greece, Ireland, Malta, the Netherlands, Portugal and Spain 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.



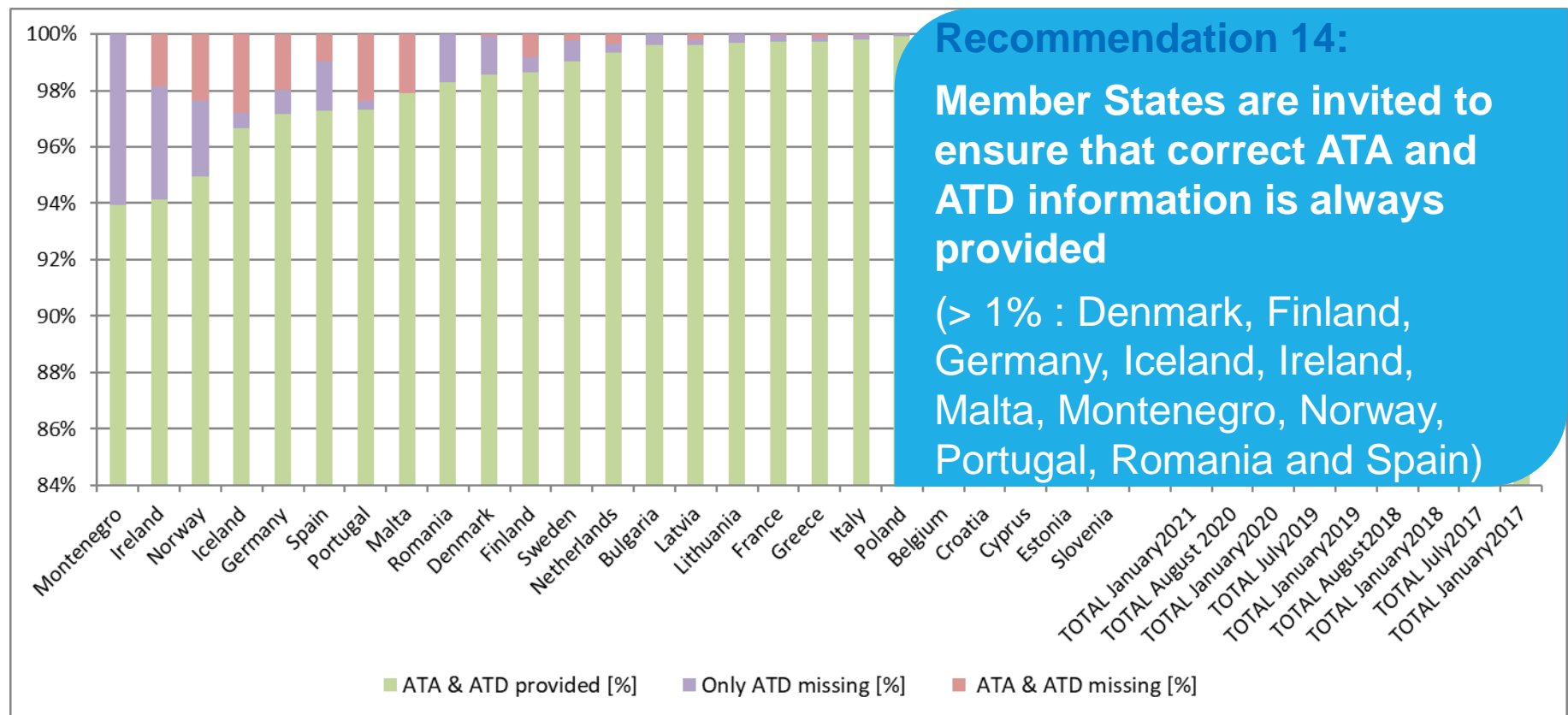
1. SSN IMPLEMENTATION
2. SSN AVAILABILITY AND PERFORMANCE
3. DATA QUALITY AND AVAILABILITY
- 4. INTERFACE WITH THETIS**

Interface with THETIS

Provision of ATA and ATD

Shipcalls in THETIS are recognized only when ATA has been provided

- 0.8 % of the ship calls are missing the ATA and ATD (1.5 % in previous reported period)





Timeliness of ATA and ATD

- 0.22% of **ATAs** and **ATDs** are provided more than 3h in advance (237 out of 106,752 reported ATA / ATD)
(most affected are Cyprus, Denmark, Ireland, Italy and Poland)
- In 88.3% of the notifications the difference between the SentAt and the ATA / ATD is within 3h (88.9 % in previous reported period)

Recommendation 15:

Member States are invited to provide the ATA and ATD for ships calling at their ports and anchorages via SSN within a reasonable time

Revised RO-PAX Directive

- The revised RO-PAX Directive requires that all ro-ro vessels should report ATA and ATD to MS port of call, regardless of their flag
- **Monthly data quality reports** will include new sections for reporting on missing port calls and ATA/ATD (2S 2021)
- Regardless of existing **Pre-Arrival Exemptions**, flagged RO-PAX vessels engaged in domestic scheduled services or between the flag state and a third country, need to report the ship call and the ATA/ATD

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

Bilateral data quality meetings

- Member States are reminded that **bilateral data quality meetings** with EMSA can be organised for addressing national data quality issues (as agreed during 1st SSN/LRIT)
- Delivered training activities (via teleconference):
 - SSN/SEG and SSN Textual Interface trainings for Member States took place in November 2020 and May 2021
 - Dedicated SSN/SEG trainings for Spain and Ireland took place in April and May 2021
- Scheduled training activities (via teleconference):
 - SSN/SEG trainings are scheduled for Portugal (June 2021), Finland (November 2021) and Sweden (date to be agreed)
 - SSN V5 training for Member States is scheduled for October 2021

Recommendation 16:

Member State willing to organise this meeting should contact EMSA.



emsa.europa.eu

 twitter.com/emsa_lisbon

 facebook.com/emsa.lisbon

 **EMSA**
European Maritime Safety Agency