

STATUS AT NATIONAL LEVEL

SSN Data Quality Report

Submitted by EMSA

<i>Summary</i>	The document analyses SSN implementation at the national and central levels, and the related data quality issues, including the interface with THETIS.
<i>Action to be taken</i>	As per Section 8
<i>Related documents (most recent)</i>	a. SSN 22 report and SSN 22/5/2 document on SSN data quality. b. HLSG 12 report and agenda item 3.1 SSN progress report.

1. INTRODUCTION

This document provides an analysis of the implementation of SafeSeaNet (SSN) at the national and central levels, the related data quality issues and an update on the interface with THETIS.

2. SUMMARY

Since the last SSN workshop, a number of improvements have been made to the implementation of SSN and the data quality in the system. These include the following:

- The Croatian National SSN system passed the tests successfully for all message types (including the new messaging framework for Incident Reports) and entered in production in December 2014.
- The overall situation with respect to rejected messages and mismatched LOCODEs is improving, but further effort from MSs is necessary in order to comply with the legal requirements in Directives 2002/59/EC and 2009/16/EC.

However, other issues remain unresolved, such as the following:

- Long-standing issues still affect the provision of the detailed part of notifications (Hazmat details, Incident report details, etc.) by Denmark, Finland and the United Kingdom.
- The lack of MRS notifications from Ireland (WETREP), Norway (BAREP), Portugal (WETREP) and the United Kingdom (CALDOVREP and WETREP).
- The lack of Shipcall synchronisation for some German ports.
- The use of the dummy Persons on Board (POB) value (Denmark, France, Germany and Spain still quote this value in more than 10% of their Port Plus notifications).
- The lack of provision (Denmark, Germany, Malta and Norway) and timeliness of reporting (Denmark and Spain) of ATA/ATD do not comply with Directives 2002/59/EC and 2009/16/EC, and this has an impact on Port State Control operations.

- Not all ports sending Shipcall information have a port authority designated in SSN (Art. 22 of Directive 2002/59/EC).
- The phase-out of the phone/fax solution was agreed at HLSG 7 (February 2012), but this is still being used by Bulgaria, France, Ireland and Malta to provide Hazmat details.
- Incorrect use of the "Anchorage" attribute by Malta (99.2% of Shipcalls reporting the Actual Time of Arrival quote the attribute "Anchorage=YES") impacts the inspection system and annual inspection commitment (Art. 5 of Directive 2009/16/EC).
- The provision of ETA to NextPort information by Belgium that is far in the future (11% of Shipcalls reporting ETA to NextPort refer to dates more than 1 year in advance).

3. SSN IMPLEMENTATION

3.1. Central SSN system

The most recent release of SSN (version 3) was deployed in production in April 2015. This release complies with SSN Messaging Reference Guide 3.02 and features the following:

- a) Changes derived from the Reporting Formalities Directive 2010/65/EU:
 - A revised PortPlus notification to include waste and security information as well as improved Hazmat information.
 - Corresponding changes to the ShipCall request/response mechanism.
 - The exchange of information on exemptions by adding a new exemption notification and adapting the ShipCall responses.
- b) Changes to MRS messages:
 - A revised Ship notification.
 - A revised Ship request/response mechanism.
- c) A mechanism to ensure a transition period from SSN V2 to SSN V3 (as per SSN 22/4/2).
- d) The phase-out of Port and Hazmat request/response messages and Security notifications.
- e) Improvements to the SSN Textual Interface and Graphical Interface in relation to the changes mentioned above and the Incident Reports function.

In addition, in February 2015, the most recent list of UNECE LOCODEs (i.e. version 2014-2, released on 29 December 2014) was uploaded in SSN.

3.2. Port Plus notifications

The status of SSN implementation for each MS is shown in Annex I. These tables show the system implementation report summary (Table 1) and the number of notifications per type (Table 2).

Port Plus notifications are widely reported by all MSs. However, some MSs need to amend their implementation at national level and/or operational procedures in the following areas:

- The number of Port Plus notifications reporting "Hazmat non-EU Departure" (i.e. for ships carrying dangerous or polluting goods that are inbound to their ports from non-EU countries) seems unrealistic for some MSs (see Table 2).

- Port Plus implementation is not yet harmonised for all ports. It has been found that, in some cases, Hazmat and ATA/ATD to PortOfCall information is not provided in the same ship call.
- Rejections are still an issue for some MSs, where over 1% of PortPlus notifications are being rejected.
- Some MSs still do not provide the mandatory "PreArrival24HoursNotificationDetails" element (which includes POB information and ETA) for a significant number of ship calls.
- Implementation of the anchorage attribute in Port Plus notifications (see footnote in section 7.2).

3.3. Ship AIS and Ship MRS notifications

Ship AIS notifications: Belgium, Croatia, Denmark, Greece, the Netherlands, Norway, Poland, Portugal, Spain, Sweden and the United Kingdom (except the port of Gibraltar) provide AIS information via a data stream. The remaining MSs continue to use both the message-based and streaming mechanisms to provide AIS information.

Ship MRS notifications: Table 3 shows the list of MRSs adopted by the IMO which should be reporting to SSN. In December 2014, Croatia started sending MRS reports for ADRIREP, but no reports have been received for BAREP (Norway), CALDOVREP (UK) or WETREP (Ireland, Portugal and the United Kingdom).

3.4. Incident Reports (IR)

The exchange of information between MSs is not yet widely implemented (especially requests for further action, including visits to certain ships following an Incident Report). Table 4 shows a mixed picture.

Currently, three Member States (Croatia, Lithuania and Poland) are using the new XML messaging framework for IRs (version 2.07) in their National SSN systems. Belgium, Denmark and Latvia successfully completed the commissioning tests, but are not yet using this functionality. The remaining Member States are either using the old framework Alert notifications (Cyprus, France, Iceland, Romania, Slovenia, Spain and the United Kingdom) or the SSN Textual Interface to send Incident Reports.

4. OPERATIONAL USE OF SSN

There are 1,484 authorities registered in SSN. 802 are registered as web users in the central SSN system and 700 have access to the SSN Graphical Interface (SSN GI). Other registered users at national level access information via the national systems.

According to EMSA statistics, the level of requests to SSN (machine to machine or via the web textual interface) remains low for most MSs (see Table 5, Annex II, which shows requests by MS and by type of notification). It should be noted that these statistics neither include requests for SSN information submitted by users of other systems (e.g. CleanSeaNet and THETIS), nor SSN information obtained via the simple display/visualisation of the SSN GI.

Member States are reminded that the Common Operational Procedures (COP) were approved by the HLSG on December 2014 in order to reinforce the present cooperation between EMSA and the Member States.

The COP includes specific procedures for LOCODE management, or whenever the data is detected as missing, inconsistent or erroneous. Member States regularly receive short reports via email indicating: whether or not the request/response mechanism is working; issues affecting LOCODES; rejected messages and; the provision of ATAs and ATDs.

These individual monthly reports should be acknowledged and used by Member States in order to take immediate corrective actions and to assess the evolution in the reported topics.

5. SYSTEM AVAILABILITY AND PERFORMANCE

The performance levels for 2014 were as follows:

- a) The central SSN system was down seven times, with a total duration of 15 hours and 55 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system (including the SSN GI) was 99.99%¹.
- b) The SSN-THETIS interface was down three times, with a total duration of four hours and five minutes. No information was lost (just delayed).
- c) No relevant full downtimes were detected for the SSN national systems.
- d) Significant partial downtimes were observed for some SSN national systems: Bulgaria (8d13h35m), Denmark (1d8h20m), Finland (1d05h00m and 2d10h40m), Ireland (5d07h25m), Italy (3d1h30m), Lithuania (2d20h40m) and Portugal (2d7h55m). These affected the delivery of Port Plus information and the service delivered by the THETIS system as, during those periods, no information on ship calls was available to support Port State Control activities.
- e) Some National SSN systems do not have the capability of ensuring that SSN messages are stored during disruptions in communication so that they can be 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 (as required by the Interface and Functionalities Control Document [IFCD] - Section 4.4 Backup Procedures).

6. DATA QUALITY

The main data quality issues detected are listed below:

- a. Missing Port Plus notifications (Section 6.1 and Table 6, Annex III)
- b. Missing Hazmat information (Section 6.2 and Table 7, Annex III)
- c. Hazmat details using the phone/fax solution (Section 6.3 and Table 8, Annex III)
- d. Rejected notifications (Section 6.4 and Table 9 and Table 10, Annex III)

The reporting period was January 2015, and for missing Port and Hazmat information and Hazmat details, it was the second half of 2014.

A summary of the findings is presented in Sections 6.1 - 6.4 below, and full details are available in Annex III. More detailed information on the situation relating to the following issues can be found in Annex IV.

6.1. Missing Port Plus notifications (ship calls)

EMSA checked 4,485 ships that visited EU ports, and found that 71 of the due notifications had not been sent to SSN (i.e. 1.6% of ships calling at EU ports were not reported to SSN). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

¹ According to the IFCD, Section 4.3, System Availability Requirements, "the availability of the SSN system shall be maintained at a minimum of 99% over a period of one year, with the maximum permissible period of interruption being 12 hours".

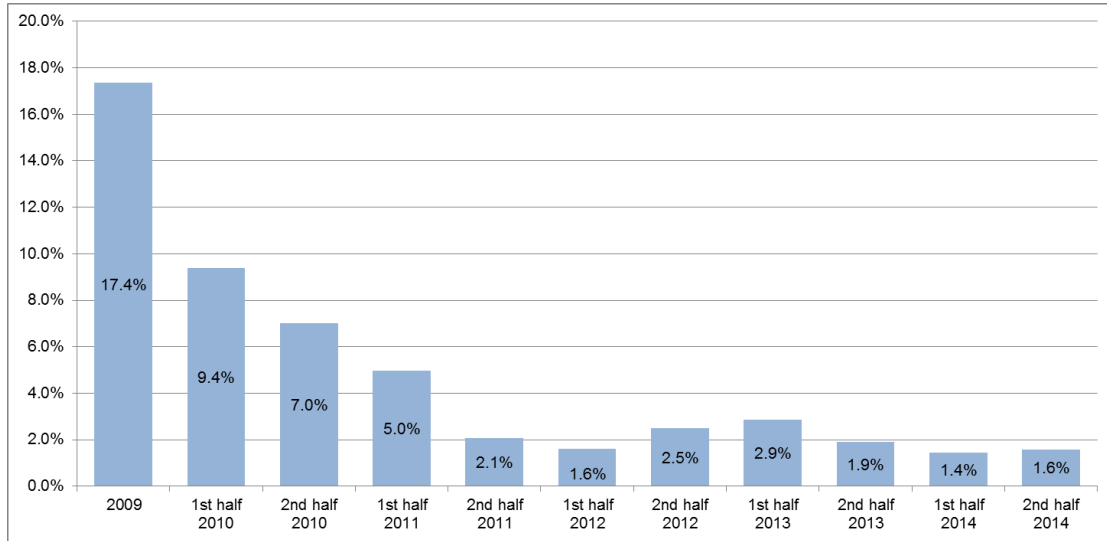


Figure 1 – Missing Port notifications by reporting period

Table 6, Annex III includes the detailed results by Member State.

6.2. Missing Hazmat information

13.6% of the due notifications (Hazmat EU and Hazmat non-EU Departure) had not been sent to SSN (i.e. 378 out of 2,773 notifications for ships carrying Hazmat cargoes).

When comparing the percentage figures for vessels having departed from MS ports and carrying Hazmat cargoes (Hazmat EU Departure), the situation improved from 13% to 11% (see Figure 2 – blue data). With respect to Hazmat non-EU Departures, the percentage of missing notifications decreased from 21% to 19% (green data).

Figure 2 shows the overall trend, by comparing the percentage figures for the previous reporting periods.

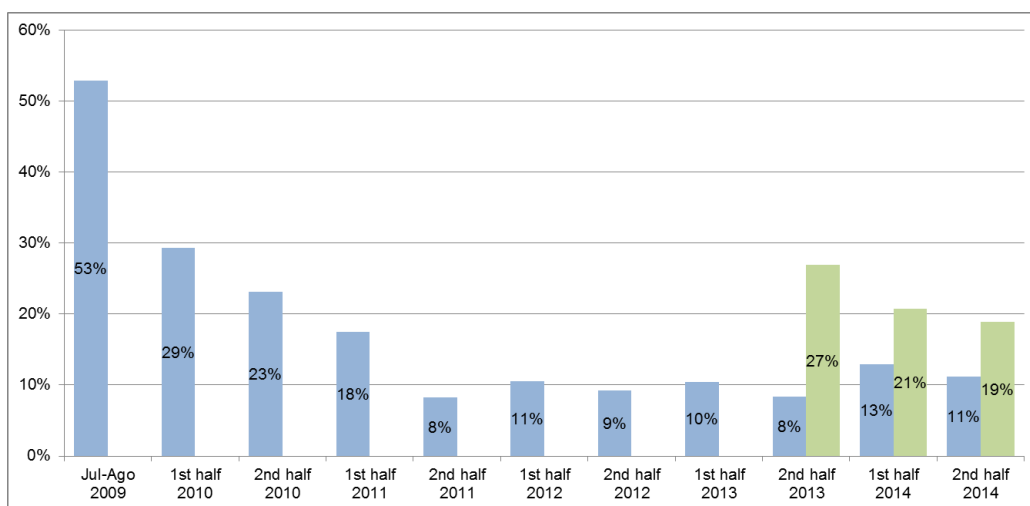


Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

Table 7, Annex III includes the detailed results by Member State.

6.3. Hazmat details using the phone/fax solution

Figure 3 shows the evolution in the percentage of notifications providing Hazmat details by solution type. With respect to details submitted by phone/fax, France and Greece accounted for 99.3% of all notifications (i.e. around 11% of overall notifications providing Hazmat).

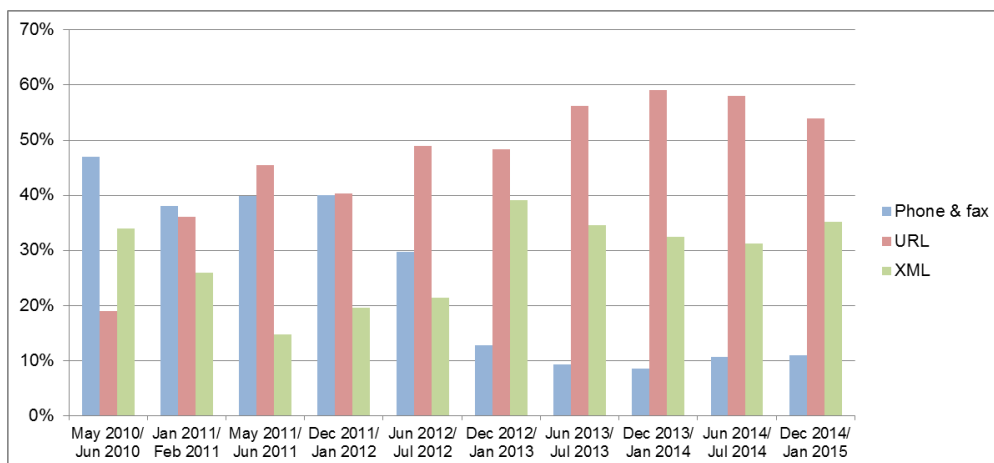


Figure 3 – Hazmat details by type and by reporting period

Table 8, Annex III shows the different solutions employed in each Member State.

6.4. Rejected notifications

When comparing with the previous reporting period, the overall percentage of rejected Port Plus notifications slightly worsened from 0.55% to 0.56%. The most frequent causes for rejection of Port Plus notifications were:

- a) *ShipCallId* updates quoting different vessels (27.7% of rejections);
- b) Port Plus notifications having PortOfCall equal to 'ZZCAN' and not quoting UpdateStatus='U' or quoting a *ShipCallId* of an inexistent voyage (14.8% of rejections) and;
- c) the use of LOCODEs that are not permitted, not technically correct or have been deactivated in the SSN system (14.4% of rejections).

The results can be seen in Annex III (Tables 10 and 11). It should be noted that missing messages affect the proper implementation of both the VTMIS and PSC Directives.

7. INTERFACE WITH THETIS

At SSN WS 17 and HLSG 7, EMSA was tasked with the following:

- a. Ensuring that all new business rules created for THETIS were notified to the SSN group. Also, ensuring that, whenever there is no conflict between the underlying Directives, the business rules in THETIS and SSN are aligned. No new business rules were implemented during the reporting period (see Section 6.5 above).
- b. Continuing to report at SSN workshops on:
 - mismatched LOCODEs;
 - ATAs and ATDs not provided via Port Plus notifications, and;

- the timeliness of ATAs and ATDs.

The following sections deal with these 3 issues.

7.1. Mismatched LOCODEs

EMSA compared the LOCODEs used in the "PortOfCall" attribute in Port Plus notifications (December 2014 – January 2015) with THETIS LOCODEs (dated 12 February 2015). The outcome was that 7 of the LOCODEs (see Table 11, Annex IV) reported in this period are not recognised by THETIS (4 are UNECE, while 3 are SSN Specific). At SSN WS 22, 21 LOCODEs were reported as being mismatched.

The number of distinct ship calls not created via SSN Port Plus notifications was 18 (156 reported at SSN WS 22). The initial conclusions are as follows:

- 19 MSs have their SSN and THETIS LOCODEs aligned. These are Belgium, Bulgaria, Croatia, Cyprus, Estonia, France, Germany, Italy, Latvia, Lithuania, the Netherlands, Norway, Poland, Portugal, Romania, Spain, Slovenia, Sweden and the United Kingdom.
- The overall situation with respect to mismatched LOCODEs is improving, but further effort from Member States is necessary in order to comply with the legal requirements in Directives 2002/59/EC and 2009/16/EC.
- SSN Specific LOCODEs should be managed by the SSN community and supported by the relevant PSC Authorities. MSs should ask UNECE to create the relevant LOCODEs (with Port function) and to notify the PSC Coordinator at MS level when this has been done.

Figure 4 shows the evolution of the mismatched LOCODEs, comparing SSN WS 23 with previous reporting periods.

Member State	Previous and current reporting periods - LOCODEs rejected by THETIS							
	February 2012	September 2012	February 2013	September 2013	February 2014	September 2014	February 2015	
							UNECE	SSN Specific
Belgium	none	none	1	none	none	none	none	none
Cyprus	none	none	1	none	none	none	none	none
Denmark	2	2	1	none	1	1	none	1
Estonia	2	1	none	none	none	none	none	none
Finland	3	none	none	none	2	2	none	1
France	1	none	none	none	none	none	none	none
Germany	1	none	1	none	none	none	none	none
Greece	12	9	5	1	none	none	none	1
Iceland	none	none	none	none	none	none	1	none
Ireland	3	none	3	2	2	2	1	none
Italy	20	16	none	1	1	none	none	none
Lithuania	none	none	none	none	none	1	none	none
Malta	2	2	4	3	3	2	2	none
Norway	167	133	10	9	2	1	none	none
Poland	none	1	1	none	none	none	none	none
Slovenia	2	none	none	none	none	none	none	none
Spain	none	none	1	3	1	1	none	none
Sweden	11	4	14	18	14	8	none	none
United Kingdom	6	3	none	3	5	3	none	none
Total	232	171	42	40	31	21	7	7

Figure 4 – Evolution of mismatched LOCODEs

EMSA will continue to report on this issue at SSN workshops and relevant Paris MoU meetings, and also in Member State individual status reports on a monthly basis.

7.2. ATA and ATD not provided via Port Plus notifications

MSs are required to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages² to the THETIS inspection database via SSN within a reasonable time.

THETIS only recognises a ship call when the ATA has been provided. This section evaluates the availability of ATA/ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC.

36,421 of the ship calls created in SSN during January 2015 (via Port Plus) fell within the scope of these Directives (see Table 12, Annex IV).

On average, 7.1% of ship call notifications lacked both the ATA and the ATD. In addition, a further 3.6% lacked only the ATD. The overall situation has slightly improved since the last reporting period (July 2014), but leaves ample space for further improvement (see Figures 5 and 6 in Annex IV). The "ATD without ATA" and "no ATA or ATD" problems are often caused by the non-repetition of all previously sent information in Port Plus updates (as laid down in the XML Reference Guide).

7.3. Timeliness of ATA and ATD reported in SSN

Article 24 of Directive 2009/16/EC on Port State Control requires that ATA and ATD information for all ships calling at MS ports or anchorages "is transferred within a reasonable time to the inspection database through the Community maritime information exchange system SafeSeaNet, together with an identifier of the port concerned."

Following the detection of abnormal differences between time of arrival information and the time of its provision (which created operational and statistical issues), THETIS implemented a new rule in June 2012 (as announced at the relevant Paris MoU meeting and SSN WS 17) in order to reject ATAs or ATDs which are provided more than 3 hours in advance of the system date and time.

EMSA compared the timeliness of ATA and ATD information with the date/time sent (the "SentAt" element in the notification), and Annex IV (Table 14) shows the results by Member State.

8. PROPOSED ACTIONS

Member States are invited to resolve the reported issues at national level and provide feedback.

² For THETIS, the ATA/ATD to anchorage shall be notified (through SSN) only when the anchorage is within the jurisdiction of the port and that there is a ship-shore interface.

List of Figures

Figure 1 – Missing Port notifications by reporting period	5
Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)	5
Figure 3 – Hazmat details by type and by reporting period	6
Figure 4 – Evolution of the mismatched LOCODEs	7
Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 13).....	24
Figure 6 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 13) – figures represent the percentage of overall EU ship calls	25

List of Tables

Table 1 – Implementation status by Member State on 2 March 2015	10
Table 2 – Number of notifications by Member State and by type of notification	12
Table 3 – Mandatory Reporting Systems in EU waters on 2 March 2015	13
Table 4 – Number of Incident Reports by Member State and by type	14
Table 5 – Number of requests by Member State and by type of notification	15
Table 6 – Missing Port notifications by Member State and by reporting period	16
Table 7 – Missing Hazmat EU Departure and non-EU Departure notifications by Member State and by reporting period	17
Table 8 –Hazmat details by type and Member State	18
Table 9 – Port Plus notifications rejections and evolution	19
Table 10 – Number of rejections by cause and expected actions from Member States ..	20
Table 11 – List of the LOCODEs mismatched between SSN and THETIS.....	22
Table 12 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC	23
Table 13 – Timeliness of ATA and ATD reporting	26

Annex I: SSN system implementation by Member State

Member State	SSN Data Quality					SSN Interface with Thetis					Other relevant issues affecting Member State
	Missing Notifications		Hazmat Details Phone & Fax	Shipcalls with more than 10 updates	PortPlus Rejections	Rejected LOCODEs by Thetis	ATA / ATD Availability		Timeliness of reporting		
	PortPlus	Hazmat					Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late	
Belgium	1.9%	6.5%	0.0%	2.8%	0.00%	0	0.3%	0.7%	0.0%	0.2%	- Missing to quote in Port Plus updates all elements previously provided - Provision of ETA to NextPort over than 1 year in advance (Jan 2014)
Bulgaria	0.0%	14.3%	0.9%	0.0%	0.11%	0	1.9%	0.5%	0.3%	0.3%	
Croatia	-	-	0.0%	1.9%	0.70%	0	1.1%	0.0%	0.0%	3.1%	
Cyprus	0.0%	50.0%	0.0%	2.2%	0.55%	0	0.0%	0.0%	0.6%	0.2%	- Consecutive ATA updates with the same ship calls (Sep 2014)
Denmark	4.4%	23.2%	0.0%	1.7%	0.88%	1	3.9%	14.2%	0.8%	6.9%	- Hazmat details (XML) not available upon request (Jul 2014) - Use of the dummy Persons on Board (POB) value (Apr 2009) - Abnormal low number of Shipcalls reporting "Hazmat NonEuDeparture" (Sep 2014)
Estonia	4.6%	2.9%	0.0%	0.3%	0.40%	0	0.5%	0.0%	0.0%	0.1%	- Use of the dummy Persons on Board (POB) value (Sep 2014)
Finland	1.4%	28.7%	0.0%	3.0%	4.71%	1	1.9%	3.6%	0.0%	1.8%	- Hazmat details (XML) not available upon request (Sep 2014) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014) - High number of updates per Shipcall quoting the information already provided before (Dec 2014)
France	3.8%	16.8%	99.5%	3.1%	1.81%	0	1.2%	1.1%	0.1%	0.4%	- Use of the dummy Persons on Board (POB) value or missing to provide this value (Jun 2009) - Provision of Non-EU Hazmat Departure not yet developed for some ports (Sep 2014) - Use of phone/fax solution for Hazmat reporting (Sep 2014)
Germany	4.3%	3.7%	0.0%	2.3%	0.22%	0	2.4%	28.9%	0.0%	1.1%	- Use of the dummy Persons on Board (POB) value (May 2009) - Shipcall synchronisation is not set for some German ports (Jun 2012)
Greece	0.0%	11.4%	0.1%	0.0%	0.04%	1	0.9%	5.7%	0.0%	2.0%	- Use of the dummy Persons on Board (POB) value (Apr 2009) - Remaining gaps in AIS coverage in Greek waters (Apr 2009)
Iceland	0.0%	-	0.0%	1.6%	0.00%	1	1.4%	10.4%	0.0%	4.2%	
Ireland	1.4%	85.7%	29.7%	0.2%	0.68%	1	0.1%	0.2%	0.1%	1.2%	- Missing MRS reports from WETREP (Jan 2009) - Use of phone/fax solution for providing Hazmat details (Apr 2014)
Italy	0.0%	10.5%	0.0%	0.0%	0.16%	0	0.6%	0.1%	0.0%	0.4%	- Use of the dummy Persons on Board (POB) value (Sep 2014)
Latvia	0.0%	0.0%	0.0%	0.1%	0.00%	0	0.6%	0.2%	0.0%	0.2%	
Lithuania	0.0%	7.4%	0.0%	0.4%	0.00%	0	0.4%	0.0%	0.0%	0.1%	
Malta	3.6%	14.3%	2.6%	2.8%	0.86%	2	3.5%	11.1%	0.0%	0.2%	- Use of phone/fax solution for providing Hazmat details - Implementation of the anchorage attribute for all Ship Calls having ATA - PreArrival information (ETA and POB) not provided in a significant number of Shipcalls (Jul 2012) - Missing to quote in Port Plus updates all elements previously provided (Jan 2014)
Netherlands	0.0%	15.9%	0.0%	1.3%	0.15%	0	1.5%	0.3%	0.0%	0.2%	
Norway	3.4%	8.0%	0.0%	1.0%	0.01%	7	20.5%	20.8%	0.0%	0.2%	- Missing MRS reports from BAREP (Aug 2013) - High number of LOCODEs not registered in THETIS
Poland	0.0%	1.7%	0.0%	0.7%	0.10%	0	0.2%	6.3%	0.0%	1.1%	
Portugal	1.8%	10.0%	0.0%	1.6%	0.29%	0	0.5%	0.8%	0.2%	3.6%	- Missing MRS reports from WETREP (Jan 2009) - Use of the dummy Persons on Board (POB) value (Jan 2015) - Non-EU Hazmat Departure reported for vessels coming from EU ports (Sep 2014)
Romania	0.7%	0.0%	0.0%	0.1%	0.46%	0	0.0%	0.9%	0.2%	0.1%	
Slovenia	0.0%	0.0%	0.0%	0.0%	0.82%	0	0.0%	0.0%	0.0%	0.0%	

Table 1 – Implementation status by Member State on 3 March 2015

Member State	SSN Data Quality					SSN Interface with Thetis					Other relevant issues affecting Member State
	Missing Notifications		Hazmat Details Phone & Fax	Shipcalls with more than 10 updates	PortPlus Rejections	Rejected LOCODEs by Thetis	ATA / ATD Availability		Timeliness of reporting		
	PortPlus	Hazmat					Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late	
Spain	1.4%	40.8%	0.0%	0.0%	0.03%	0	1.2%	2.2%	0.2%	14.4%	- Use of the dummy Persons on Board (POB) value (Jan 2009) - Abnormal low number of Shipcalls reporting "Hazmat NonEuDeparture" (May 2013) - Missing to quote in Port Plus updates all elements previously provided (Jan 2014) - Abnormal high number of Shipcalls reporting the same information in Hazmat NonEuDeparture and EuDeparture (Jan 2014)
Sweden	0.0%	16.8%	0.0%	0.6%	0.15%	4	7.2%	2.5%	1.8%	0.7%	
United Kingdom	2.7%	13.7%	0.2%	1.0%	0.04%	0	1.6%	2.2%	0.0%	0.9%	- Missing MRS reports from CALDOVREP and WETREP (Jan 2009) - Use of the dummy Persons on Board (POB) value (Jan 2009) - Hazmat and Incident details provided in XML not available due to SSN technical implementation not complying with SSN system requirement of IFCD and XML Reference Guide (Jan 2012) - Provision of Non-EU Hazmat Departure not yet developed for port of Gibraltar - Hazmat details (XML) not available upon request for port of Gibraltar
Total	1.6%	13.6%	10.9%	1.3%	0.56%	18	3.6%	7.1%	0.1%	3.3%	Updated: 03 March 2015

Table 1 – Implementation status by Member State on 3 March 2015 (cont.)

Member State	PortPlus Notifications					Ship Notifications		Incident Reports
	Distinct ShipCalls	ShipCall Updates	ShipCalls Cancelled	Including Hazmat Non EU Departure	Including Hazmat EU Departure	AIS	MRS	
Belgium	26,414	217,640	527	2,425	13,855	-	336	2
Bulgaria	3,776	7,454	38	564	793	398,077	-	11
Croatia	157	419	1	8	12	-	137	2
Cyprus	3,050	17,955	98	414	549	2,131,206	-	3
Denmark	28,451	95,062	1,699	91	2,212	-	59,427	27
Estonia	11,683	42,480	196	356	3,838	2,038,841	85,611	12
Finland	35,020	274,875	3,047	521	8,522	131,019	18,593	107
France	47,876	262,008	1,933	8,084	15,892	1,043,491	142,415	592
Germany	80,168	389,751	1,029	906	13,908	3,415,370	-	38
Greece	241,619	207,151	1,858	2,731	6,185	-	-	176
Iceland	2,668	4,578	31	56	505	236,799	3,924	1
Ireland	12,684	44,148	129	220	4,305	1,467,076	2	41
Italy	109,244	248,264	2,171	4,039	20,432	1,781,987	14,670	555
Latvia	7,454	33,915	74	108	3,009	892,981	-	6
Lithuania	4,785	26,200	92	203	1,700	453,878	-	2
Malta	8,968	68,250	1	2,387	6,838	576,041	-	34
Netherlands	51,684	238,951	1,959	3,095	17,794	-	-	127
Norway	92,236	284,124	5,484	1,732	23,677	-	-	62
Poland	16,254	119,052	608	234	4,401	1,333,467	15,706	15
Portugal	14,244	90,705	598	2,594	5,794	-	55,178	50
Romania	5,616	19,425	42	728	934	479,309	-	4
Slovenia	2,090	6,533	71	398	936	45,082	2,279	14
Spain	140,395	332,930	948	4,525	22,970	-	98,458	192
Sweden	60,439	173,443	3,088	499	10,258	-	-	254
United Kingdom	144,876	458,418	8,181	4,378	36,857	1,412,968	-	75
Total	1,151,851	3,663,731	33,903	41,296	226,176	17,837,592	496,736	2,402

**Table 2 – Number of notifications by Member State and by type of notification
Reporting period: January – December 2014**

MRS	Area	Member States and 3 rd Countries
ADRIREP	Adriatic Sea	Italy, Slovenia, Croatia and Montenegro
BAREP	Barents Sea	Norway and Russia
BELTREP	Great Belt	Denmark
BONIFREP	Strait of Bonifacio (only DPG)	France, Italy
CALDOVREP	Dover Strait/ Pas de Calais	France and United Kingdom
CANREP	Canary Islands (only for ships carrying heavy grade oils)	Spain
COPREP	Coast of Portugal	Portugal
FINREP	Finisterre (NW Coast of Spain)	Spain
GDANREP	Gulf of Gdansk	Poland
GIBREP	Strait of Gibraltar	Spain
GOFREP	Gulf of Finland	Estonia, Finland and Russia
MANCHREP	Off Les Casquets/ La Manche	France
OUESSREP	Off Ouessant	France
SOUNDREP	The Sound	Denmark, Sweden
TRANSREP	South & South West coast of Iceland	Iceland
WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	Belgium, France, Ireland, Portugal, Spain and United Kingdom

Table 3 – Mandatory Reporting Systems in EU waters on 3 March 2015

Those MRSs that are not yet providing information to SSN are highlighted in red

Member State	SITREP	POLREP	WASTE	Lost&Found Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	Total
Belgium	2	-	-	-	-	-	-	-	2
Bulgaria	7	-	-	-	-	-	-	4	11
Croatia	-	1	-	-	-	-	1	-	2
Cyprus	3	-	-	-	-	-	-	-	3
Denmark	21	4	-	-	-	-	-	2	27
Estonia	10	-	-	-	-	-	-	2	12
Finland	65	-	-	-	-	-	-	42	107
France	265	217	21	38	-	-	-	51	592
Germany	27	8	-	2	-	-	-	1	38
Greece	122	4	-	-	-	-	-	50	176
Iceland	-	-	-	1	-	-	-	-	1
Ireland	23	18	-	-	-	-	-	-	41
Italy	439	9	-	-	3	8	1	95	555
Latvia	5	-	-	-	-	-	-	1	6
Lithuania	1	-	-	-	-	-	1	-	2
Malta	27	-	1	-	-	-	-	6	34
Netherlands	96	7	5	1	-	-	1	17	127
Norway	43	4	-	-	-	-	-	15	62
Poland	11	-	-	-	-	-	-	4	15
Portugal	47	-	-	-	-	-	-	3	50
Romania	3	1	-	-	-	-	-	-	4
Slovenia	7	5	-	-	-	-	-	2	14
Spain	146	-	-	4	-	-	-	42	192
Sweden	12	-	-	-	-	-	-	242	254
United Kingdom	72	-	-	-	-	-	-	3	75
Total	1,454	278	27	46	3	8	4	582	2,402

Table 4 – Number of Incident Reports by Member State and by type
Reporting period: January-December 2014

Annex II: Operational status by MS

Member State	Requests		Total
	Shipcall	Ship	
Belgium	21	7,755	7,776
Bulgaria	5	9	14
Croatia	99	-	99
Cyprus	25	-	25
Denmark	109	16	125
Estonia	72	1	73
Finland	5	6	11
France	201	173	374
Germany	13	5	18
Greece	35	18	53
Iceland	-	35	35
Ireland	-	-	-
Italy	74	9	83
Latvia	8	9	17
Lithuania	34	8	42
Malta	63	1	64
Netherlands	16	-	16
Norway	1,262,900	1	1,262,901
Poland	28	12	40
Portugal	28	14	42
Romania	6	3	9
Slovenia	1,619	5	1,624
Spain	181	17	198
Sweden	11	1	12
United Kingdom	6	2	8
Total	1,265,559	8,100	1,273,659

**Table 5 – Number of requests by Member State and by type of notification
Reporting period: January-December 2014**

Annex III: Data quality

Member State	Second half 2014 (Jul 2014 - Dec 2014)		Previous and Current Reporting Periods - Notifications Missing (%)									Evolution
	Nr. Checks	Notifications Missing	Jan 2011 - Jun 2011	Jul 2011 - Dec 2011	Jan 2012 - Jun 2012	Jul 2012 - Dec 2012	Jan 2013 - Jun 2013	Jul 2013 - Dec 2013	Jan 2014 - Jun 2014	Jul 2014 - Dec 2014		
Belgium	212	4	0%	1%	0%	0%	1%	2%	2%	1.89%		
Bulgaria	152	0	1%	0%	1%	1%	0%	0%	0%	0.00%		
Croatia	-	-	-	-	-	-	-	-	-	-		
Cyprus	142	0	8%	0%	1%	0%	0%	1%	0%	0.00%		
Denmark	227	10	5%	1%	5%	9%	13%	7%	7%	4.41%		
Estonia	151	7	30%	0%	1%	2%	9%	1%	0%	4.64%		
Finland	210	3	3%	1%	0%	1%	2%	2%	0%	1.43%		
France	210	8	13%	11%	4%	2%	8%	2%	0%	3.81%		
Germany	208	9	8%	4%	2%	4%	3%	7%	5%	4.33%		
Greece	209	0	11%	4%	2%	5%	3%	3%	0%	0.00%		
Iceland	156	0	0%	1%	0%	1%	1%	0%	0%	0.00%		
Ireland	143	2	3%	0%	1%	0%	1%	1%	1%	1.40%		
Italy	226	0	6%	1%	0%	2%	3%	1%	1%	0.00%		
Latvia	153	0	1%	0%	0%	0%	0%	0%	0%	0.00%		
Lithuania	143	0	0%	0%	1%	1%	0%	1%	0%	0.00%		
Malta	137	5	8%	3%	1%	9%	8%	5%	3%	3.65%		
Netherlands	240	0	5%	0%	2%	2%	0%	0%	0%	0.00%		
Norway	206	7	3%	1%	1%	4%	5%	1%	2%	3.40%		
Poland	146	0	0%	0%	1%	1%	0%	0%	0%	0.00%		
Portugal	167	3	8%	8%	7%	4%	1%	1%	2%	1.80%		
Romania	135	1	1%	0%	0%	2%	2%	1%	0%	0.74%		
Slovenia	143	0	1%	1%	0%	0%	1%	0%	1%	0.00%		
Spain	219	3	3%	9%	1%	3%	1%	5%	2%	1.37%		
Sweden	214	0	1%	1%	1%	2%	1%	1%	2%	0.00%		
United Kingdom	336	9	3%	2%	4%	5%	2%	1%	2%	2.68%		
Total	4,485	71	5.0%	2.1%	1.6%	2.5%	2.9%	1.9%	1.4%	1.58%		

Table 6 – Missing Port notifications by Member State and by reporting period

***Highlighting those values not complying with the IFCD
(missing information should be less than 0.1%, as indicated in Section 4.6 of the IFCD)***

Hazmat EU Departure											
Member State	Second half 2014 (Jul 2014 - Dec 2014)		Previous and Current Reporting Periods - Notifications Missing (%)								
	Nr. Checks	Notifications Missing	2011		2012		2013		2014		Evolution
			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	
Belgium	110	6	2%	3%	1%	1%	3%	1%	1%	5.45%	
Bulgaria	7	1	5%	0%	5%	11%	0%	0%	17%	14.29%	
Croatia	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Cyprus	2	1	67%	100%	83%	40%	50%	50%	60%	50.00%	
Denmark	115	11	27%	12%	9%	15%	29%	14%	19%	9.57%	
Estonia	104	3	30%	11%	6%	19%	22%	3%	0%	2.88%	
Finland	109	29	32%	5%	7%	23%	23%	20%	42%	26.61%	
France	110	19	31%	20%	12%	3%	3%	6%	17%	17.27%	
Germany	116	7	7%	4%	5%	7%	9%	5%	2%	6.03%	
Greece	41	4	48%	30%	30%	16%	26%	0%	10%	9.76%	
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	0%	n.a.	0%	n.a.	
Ireland	2	1	67%	100%	20%	11%	63%	0%	100%	50.00%	
Italy	107	8	20%	11%	5%	7%	5%	8%	8%	7.48%	
Latvia	116	0	6%	3%	10%	0%	0%	0%	0%	0.00%	
Lithuania	93	6	0%	11%	27%	20%	33%	5%	11%	6.45%	
Malta	19	3	19%	5%	4%	5%	0%	6%	2%	15.79%	
Netherlands	119	10	7%	8%	10%	1%	2%	10%	8%	8.40%	
Norway	66	6	17%	8%	13%	17%	7%	13%	16%	9.09%	
Poland	100	1	3%	0%	5%	2%	0%	7%	7%	1.00%	
Portugal	77	6	20%	13%	21%	20%	18%	7%	10%	7.79%	
Romania	3	0	20%	0%	40%	0%	22%	0%	0%	0.00%	
Slovenia	40	0	0%	0%	n.a.	n.a.	0%	n.a.	0%	0.00%	
Spain	117	38	29%	13%	13%	10%	14%	11%	23%	32.48%	
Sweden	118	20	17%	8%	15%	26%	23%	24%	24%	16.95%	
United Kingdom	217	34	16%	13%	11%	6%	10%	7%	19%	15.67%	
Total	1,908	214	17.5%	8.3%	10.6%	9.2%	10.5%	8.4%	12.9%	11.22%	

Hazmat non-EU Departure						
Member State	Second half 2014 (Jul 2014 - Dec 2014)		Previous and Current Reporting Periods - Notifications Missing (%)			
	Nr. Checks	Notifications Missing	2013	2014		Evolution
			Jul-Dec	Jan-Jun	Jul-Dec	
Belgium	89	7	19%	9%	7.9%	
Bulgaria	0	0	n.a.	n.a.	n.a.	
Croatia	0	0	n.a.	0%	n.a.	
Cyprus	0	0	n.a.	0%	n.a.	
Denmark	23	21	25%	83%	91.3%	
Estonia	0	0	n.a.	0%	n.a.	
Finland	6	4	0%	50%	66.7%	
France	87	14	84%	43%	16.1%	
Germany	102	1	5%	2%	1.0%	
Greece	3	1	0%	0%	33.3%	
Iceland	0	0	n.a.	100%	n.a.	
Ireland	5	5	100%	100%	100.0%	
Italy	26	6	8%	10%	23.1%	
Latvia	1	0	n.a.	0%	0.0%	
Lithuania	1	1	0%	0%	100.0%	
Malta	2	0	0%	29%	0.0%	
Netherlands	113	27	34%	22%	23.9%	
Norway	9	0	33%	13%	0.0%	
Poland	79	2	0%	1%	2.5%	
Portugal	33	5	8%	9%	15.2%	
Romania	0	0	0%	n.a.	n.a.	
Slovenia	39	0	n.a.	n.a.	0.0%	
Spain	111	55	53%	37%	49.5%	
Sweden	31	5	25%	31%	16.1%	
United Kingdom	105	10	7%	13%	9.5%	
Total	865	164	27.0%	20.8%	19.0%	

Table 7 – Missing Hazmat EU Departure and non-EU Departure notifications by Member State and by reporting period³

***Highlighting those values not complying with the IFCD
(missing information should be less than 0.1%, as indicated in Section 4.6 of the IFCD)***

³ Percentages are employed to allow MSs to verify their trends in a more user friendly way. Percentages should be disregarded for those MSs with a low number of samples employed, such as Bulgaria, Cyprus, Iceland, Ireland, Romania and Slovenia.

Member State	Percentage of PortPlus notifications including Hazmat information: details provided using			Total number of notifications
	Phone & Fax	URL	XML	
Belgium	0%	0%	100%	2,469
Bulgaria	1%	99%	0%	220
Croatia	0%	0%	100%	67
Cyprus	0%	27%	73%	170
Denmark	0%	0%	100%	374
Estonia	0%	57%	43%	754
Finland	0%	0%	100%	1,369
France	99%	1%	0%	4,247
Germany	0%	100%	0%	2,167
Greece	0%	100%	0%	1,605
Iceland	0%	100%	0%	85
Ireland	30%	70%	0%	698
Italy	0%	100%	0%	3,761
Latvia	0%	83%	17%	510
Lithuania	0%	100%	0%	245
Malta	3%	97%	0%	618
Netherlands	0%	0%	100%	3,497
Norway	0%	0%	100%	4,377
Poland	0%	0%	100%	797
Portugal	0%	75%	25%	1,371
Romania	0%	100%	0%	288
Slovenia	0%	0%	100%	207
Spain	0%	100%	0%	3,112
Sweden	0%	100%	0%	1,363
United Kingdom	0%	95%	5%	6,381
Total	11%	54%	35%	40,752

Table 8 – Hazmat details by type and Member State
Reporting period: December 2014 – January 2015

Member State	January 2015		Previous and Current Reporting Periods - Notifications Rejected (%)						Evolution
	Port Plus Notifications	Port Plus Rejected	July 2012	January 2013	August 2013	January 2014	July 2014	January 2015	
Belgium	20,757	-	0.03%	0.04%	0.02%	0.02%	0.04%	0.00%	
Bulgaria	873	1	0.61%	0.00%	0.09%	0.77%	0.59%	0.11%	
Croatia	1,269	9	-	-	-	-	-	0.70%	
Cyprus	1,807	10	0.77%	0.54%	0.55%	1.24%	0.48%	0.55%	
Denmark	10,844	96	0.66%	1.71%	0.71%	0.55%	0.64%	0.88%	
Estonia	4,031	16	0.49%	0.14%	2.16%	0.38%	0.15%	0.40%	
Finland	22,435	1,109	4.65%	2.73%	0.66%	1.82%	2.65%	4.71%	
France	24,057	443	1.13%	0.40%	1.20%	0.70%	3.22%	1.81%	
Germany	34,477	76	31.38%	0.05%	0.02%	0.07%	0.18%	0.22%	
Greece	24,800	9	1.19%	0.80%	0.18%	0.09%	0.11%	0.04%	
Iceland	425	-	0.00%	0.00%	0.00%	0.00%	0.63%	0.00%	
Ireland	4,237	29	0.19%	0.18%	0.27%	0.54%	0.20%	0.68%	
Italy	22,207	36	0.66%	0.26%	0.11%	0.11%	0.10%	0.16%	
Latvia	3,195	-	0.69%	0.38%	0.36%	0.23%	0.73%	0.00%	
Lithuania	2,513	-	2.04%	1.38%	0.76%	2.20%	0.00%	0.00%	
Malta	5,912	51	1.54%	2.30%	3.63%	1.80%	1.07%	0.86%	
Netherlands	25,207	37	1.19%	0.30%	0.57%	0.46%	0.47%	0.15%	
Norway	29,370	3	0.06%	0.14%	4.16%	0.00%	0.06%	0.01%	
Poland	7,894	8	0.63%	0.50%	1.52%	0.47%	0.00%	0.10%	
Portugal	7,509	22	4.28%	0.28%	0.15%	0.29%	0.22%	0.29%	
Romania	1,952	9	0.10%	0.43%	1.02%	13.66%	1.19%	0.46%	
Slovenia	606	5	1.24%	0.91%	0.43%	0.15%	0.23%	0.82%	
Spain	34,328	9	0.05%	0.04%	0.01%	0.20%	0.02%	0.03%	
Sweden	21,261	31	4.35%	6.13%	0.14%	2.13%	0.63%	0.15%	
United Kingdom	47,801	17	19.48%	0.77%	0.05%	0.17%	0.12%	0.04%	
Total	359,767	2,026	4.62%	0.97%	0.66%	0.72%	0.55%	0.56%	

Table 9 – Port Plus notifications rejections and evolution

***Highlighting those values not complying with the IFCD in red
(rejected notifications should be less than 0.1%, as indicated in Section 4.5 of the IFCD)***

Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 1: the "Time" logic is not respected (relations between ETAs and ETDs, etc.)			
R01	A Port Plus notification must have ETAToNextPort subsequent to the ETDFromPortOfCall. ETAToNextPort greater than ETDFromPortOfCall.	84	To be corrected by MSs
R02	A Port Plus notification must have ETAToNextPort subsequent to the ATDFFromPortOfCall: ETAToNextPort greater than ATDFFromPortOfCall	48	To be corrected by MSs
R03	A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall.	63	To be corrected by MSs
R04	A Port Plus notification must have ATAToPortOfCall prior to the actual departure time from port of call: ATAPortOfCall less than ATDFFromPortOfCall.	10	To be corrected by MSs
R05	A Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	131	To be corrected by MSs
Group 2: missing "mandatory" information			
R06	A Port Plus notification including the PreArrivalNotification24HoursDetails element or the HazmatNotificationInfoEUDepartures element must have ETDFromPortOfCall	2	To be corrected by MSs
R07	A Port Plus notification with hazmat EUDeparture must have a NextPort.	17	To be corrected by MSs
R08	A Port Plus notification with hazmat EUDeparture must have ETAToNextPort.	1	To be corrected by MSs
R09	ETAToNextPort is Mandatory for notification messages including the NextPort information.	-	To be corrected by MSs
R10	The CargoManifest is mandatory when HazmatOnBoardYorN = Y	-	To be corrected by MSs
R11	A Port Plus notification with PortOfCall not equal to 'ZZCAN' must have EtaToPortOfCall (it is not optional).	114	To be corrected by MSs
R12	A Port Plus notification having PortOfCall = 'ZZCAN' can only be accepted if no ATAToPortOfCall/ ATDFFromPortOfCall has been provided up to now.	32	To be corrected by MSs
R13	The notification must have quoted at least one of IMO or MMSI numbers	-	To be corrected by MSs
R14	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	-	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	24	To be corrected by MSs
R16	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	4	To be corrected by MSs
R17	ATAToPortOfCall should be provided when ATDFFromPortOfCall is reported.	155	To be corrected by MSs

Table 10 – Number of rejections by cause and expected actions from Member States
Reporting period: January 2015

Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 3: invalid values or references (IMO, MMSIs, LOCODES, ShipCallIds, etc.)			
R18	The message identified by MSRefId [MSREFID] has already been registered in SSN (Sent by [SENDER])	25	To be corrected by MSs
R19	LastPort Locode [LOCODE] / PortOfCall Locode [LOCODE] / NextPort Locode [LOCODE] / Contact Location Locode [LOCODE] is not technically correct	91	To be corrected by MSs
R20	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.	201	To be corrected by MSs
R21	The IMO number [IMONumber] is not valid	23	To be corrected by MSs
R22	Call Sign must be 7 characters maximum	-	To be corrected by MSs
R23	The NextPort must be different from PORTOFCALL.	-	To be corrected by MSs
R24	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [SHIPCALLID] is invalid because no voyage was found with the specified shipCallId.	210	To be corrected by MSs
R25	A PortPlus message update should be sent within maximum 120 days following the registration of the new ShipCall or the registration of the previous update for the same ShipCall	-	To be corrected by MSs
R26	The fax number is invalid	-	To be corrected by MSs
R27	The phone number is invalid	2	To be corrected by MSs
R28	The total number of persons aboard is not valid	-	To be corrected by MSs
R29	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	89	To be corrected by MSs
R30	A Port Plus notification having UpdateStatus='U' must have UpdateMSRefId quoted.	136	To be corrected by MSs
R31	MID [MID] does not identify any Flag according to the ITU list of MIDs.	2	To be corrected by MSs
R32	A url must be defined for a URI source	-	To be corrected by MSs
R33	POBVoyageTowardPortOfCall has an invalid value	-	To be corrected by MSs
R34	Invalid message. A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered with different Vessel [VESSEL1] - [VESSEL2].	562	To be corrected by MSs
R35	The voyage with the specified shipCallId [SHIPCALLID] is updated with different PortOfCall [LOCODE1] - [LOCODE2].	-	To be corrected by MSs

Table 10 – Number of rejections by cause and expected actions from Member States (cont.)

Reporting period: January 2015

Annex IV: SSN – THETIS interface

LOCODE	Location Name	LOCODE Type	Number of Portplus notifications
DKSJO		SSN Specific	1
FIANK	Ankkurissa	SSN Specific	3
GRLGA	Lagkada Chios	SSN Specific	5
IEDMF	Drogheda Maxol Facility	UNECE	5
ISHVR	Hvalfjordur	UNECE	1
MTMSX	Marsamxett	UNECE	1
MTSPB	San Pawl il-Bahar (St. Paul's Bay)	UNECE	2

Table 11 – List of the LOCODEs mismatched between SSN and THETIS
Reporting period: December 2014 – January 2015

Member State	Current reporting period - January 2015							Previous reporting periods ATA & ATD missing [%]			
	Shipcalls under PSC	Existing ATA & ATD	Existing ATA (missing ATD)	Missing ATA& ATD	ATA & ATD provided [%]	Only ATD missing [%]	ATA & ATD missing [%]	July 2014	January 2014	July 2013	January 2013
Belgium	1,514	1,498	5	11	98.9%	0.3%	0.7%	0.2%	0.2%	0.1%	0.6%
Bulgaria	211	206	4	1	97.6%	1.9%	0.5%	0.8%	0.0%	0.8%	0.4%
Croatia	183	181	2	0	98.9%	1.1%	0.0%	-	-	-	-
Cyprus	166	166	0	0	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Denmark	1,106	906	43	157	81.9%	3.9%	14.2%	16.0%	19.0%	20.1%	41.9%
Estonia	444	442	2	0	99.5%	0.5%	0.0%	0.0%	0.0%	1.2%	3.4%
Finland	1,023	967	19	37	94.5%	1.9%	3.6%	2.7%	0.8%	4.1%	4.2%
France	1,830	1,788	22	20	97.7%	1.2%	1.1%	2.3%	4.2%	2.2%	2.7%
Germany	3,845	2,642	92	1,111	68.7%	2.4%	28.9%	30.5%	29.9%	28.1%	38.6%
Greece	1,378	1,287	12	79	93.4%	0.9%	5.7%	7.4%	8.9%	9.8%	13.3%
Iceland	144	127	2	15	88.2%	1.4%	10.4%	11.0%	10.6%	9.3%	9.7%
Ireland	814	811	1	2	99.6%	0.1%	0.2%	0.0%	0.2%	0.4%	0.0%
Italy	2,159	2,144	13	2	99.3%	0.6%	0.1%	0.3%	0.1%	0.0%	0.4%
Latvia	468	464	3	1	99.1%	0.6%	0.2%	0.4%	0.0%	0.2%	0.0%
Lithuania	242	241	1	0	99.6%	0.4%	0.0%	0.0%	1.9%	0.0%	1.1%
Malta	459	392	16	51	85.4%	3.5%	11.1%	5.7%	8.1%	7.1%	7.3%
Netherlands	2,263	2,223	34	6	98.2%	1.5%	0.3%	0.8%	0.9%	0.7%	2.5%
Norway	3,554	2,088	727	739	58.8%	20.5%	20.8%	25.7%	21.3%	24.1%	48.2%
Poland	940	879	2	59	93.5%	0.2%	6.3%	5.6%	6.1%	0.9%	5.4%
Portugal	613	605	3	5	98.7%	0.5%	0.8%	1.3%	0.8%	1.2%	31.7%
Romania	328	325	0	3	99.1%	0.0%	0.9%	4.1%	13.2%	14.4%	0.3%
Slovenia	107	107	0	0	100.0%	0.0%	0.0%	0.0%	0.7%	0.4%	0.0%
Spain	5,253	5,076	63	114	96.6%	1.2%	2.2%	3.3%	5.7%	3.7%	24.1%
Sweden	2,158	1,948	156	54	90.3%	7.2%	2.5%	9.5%	10.6%	11.3%	16.8%
United Kingdom	5,219	5,023	81	115	96.2%	1.6%	2.2%	2.6%	3.0%	4.0%	7.3%
Total	36,421	32,536	1,303	2,582	89.3%	3.6%	7.1%	8.4%	8.9%	9.0%	17.5%
Total July 2014	47,672	41,659	1,994	4,019	87.4%	4.2%	8.4%				
Total January 2014	38,666	33,621	1,617	3,426	87.0%	4.2%	8.9%				
Total July 2013	44,630	38,248	1,923	4,036	85.7%	4.3%	9.0%				
Total January 2013	40,365	29,980	1,749	7,054	74.3%	4.3%	17.5%				

Table 12 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC ^{4 / 5}
Reporting period: January 2015

⁴ For most ports, Germany provides Hazmat information in a separate Shipcall from that reporting ETA/ETD to PortOfCall, therefore duplicating ship calls, but only providing one containing the ATA/ATD attributes.

⁵ ATA is a key element of THETIS and ship calls missing this attribute are discarded (i.e. updates of new calls including ATD without ATA).

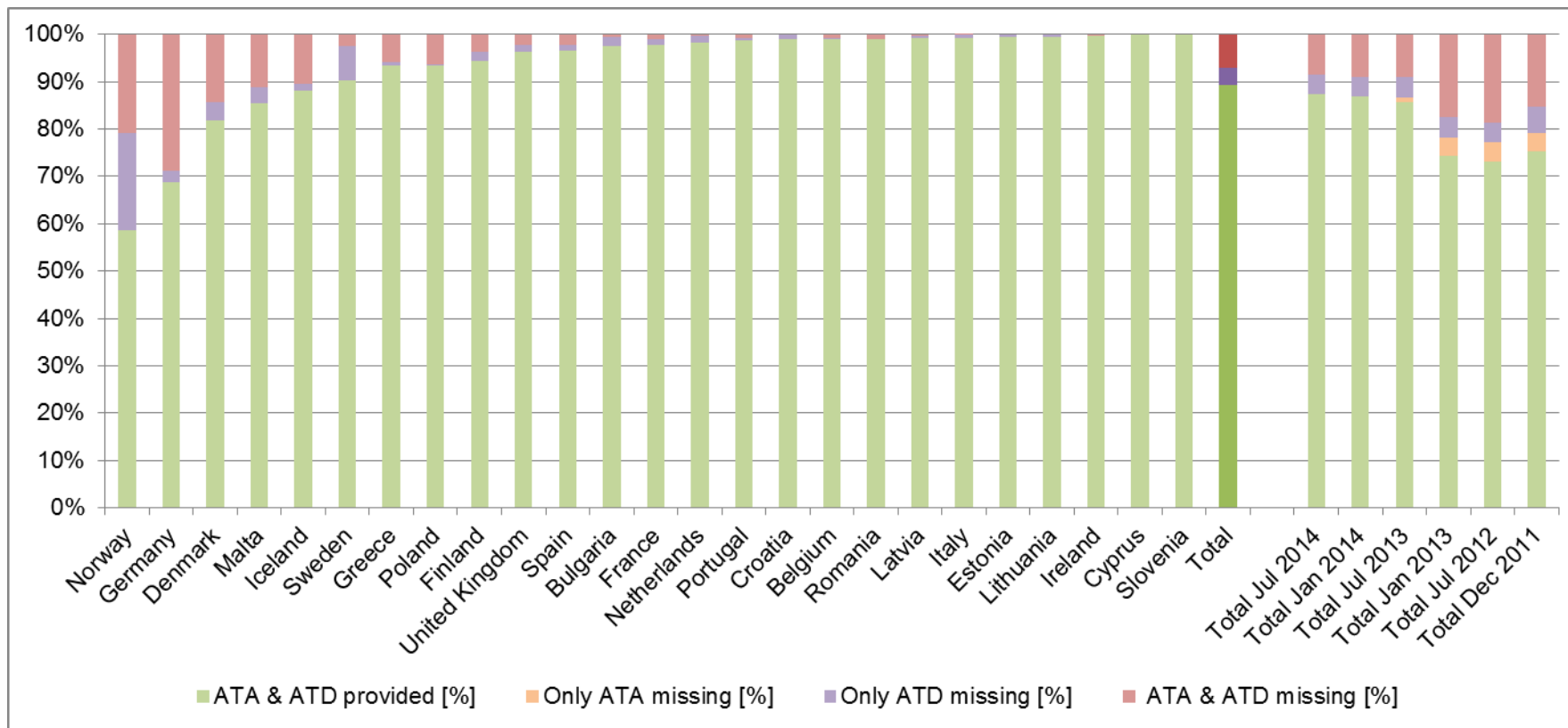


Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 13)

Reporting period: January 2015

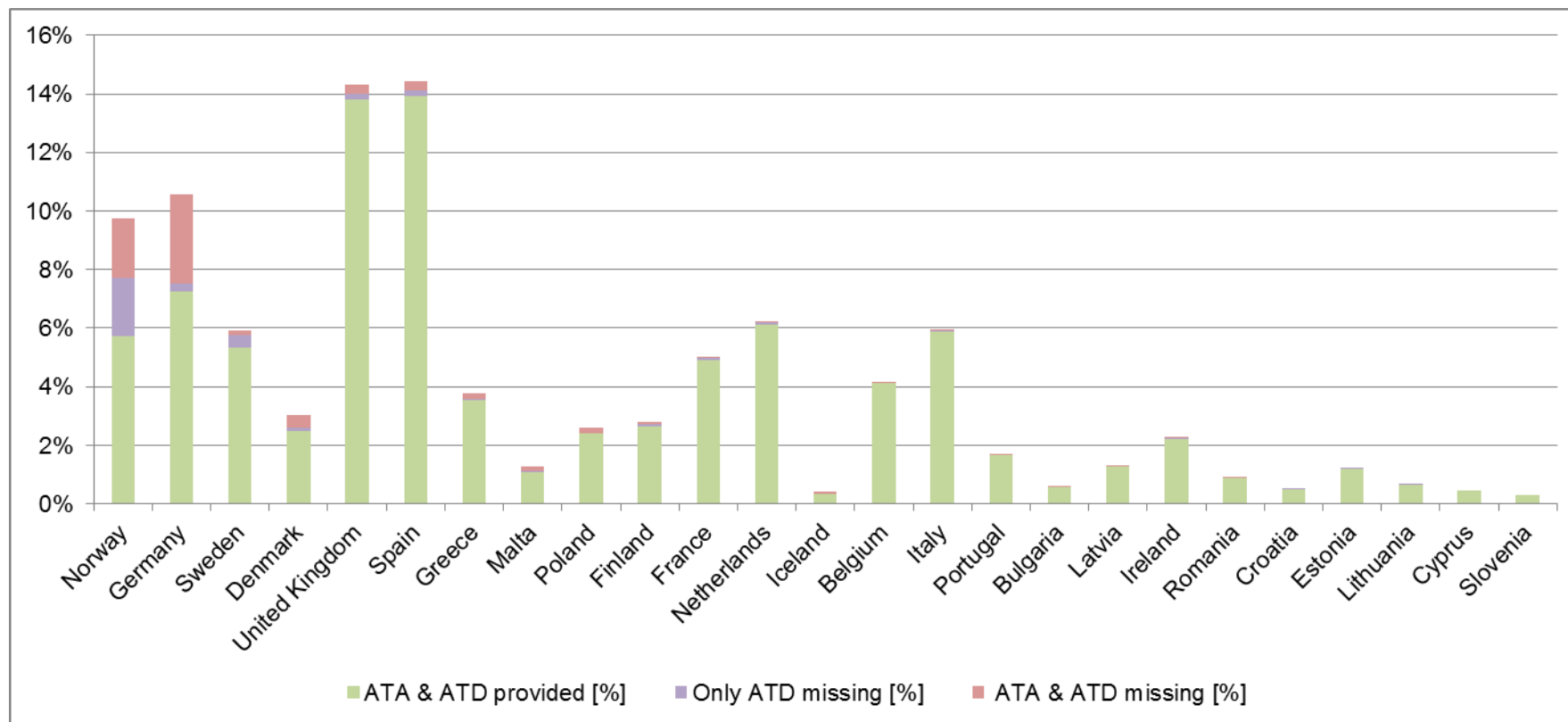


Figure 6 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 13) – figures represent the percentage of overall EU ship calls

Reporting period: January 2015

Member State	ACTUAL TIME OF ARRIVAL PROVIDED				ACTUAL TIME OF DEPARTURE PROVIDED			
	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after
Belgium	0%	99%	1%	0%	0%	99%	1%	0%
Bulgaria	1%	96%	3%	0%	0%	98%	2%	0%
Croatia	0%	71%	25%	3%	0%	81%	17%	3%
Cyprus	1%	86%	13%	0%	0%	89%	11%	0%
Denmark	0%	62%	31%	7%	1%	62%	30%	7%
Estonia	0%	96%	4%	0%	0%	98%	2%	0%
Finland	0%	73%	25%	2%	0%	76%	22%	2%
France	0%	93%	6%	1%	0%	95%	5%	0%
Germany	0%	90%	9%	1%	0%	89%	9%	1%
Greece	0%	86%	12%	2%	0%	88%	10%	2%
Iceland	0%	100%	0%	0%	0%	89%	2%	8%
Ireland	0%	96%	3%	0%	0%	95%	2%	2%
Italy	0%	92%	8%	0%	0%	92%	7%	1%
Latvia	0%	98%	2%	0%	0%	98%	2%	0%
Lithuania	0%	98%	2%	0%	0%	98%	2%	0%
Malta	0%	96%	3%	0%	0%	98%	2%	0%
Netherlands	0%	93%	7%	0%	0%	98%	2%	0%
Norway	0%	82%	17%	0%	0%	87%	13%	0%
Poland	0%	92%	6%	1%	0%	91%	7%	1%
Portugal	0%	88%	9%	3%	0%	89%	6%	4%
Romania	0%	99%	1%	0%	0%	99%	1%	0%
Slovenia	0%	99%	1%	0%	0%	99%	1%	0%
Spain	0%	67%	18%	15%	0%	64%	22%	14%
Sweden	3%	91%	5%	1%	1%	92%	6%	1%
United Kingdom	0%	89%	10%	1%	0%	90%	9%	1%
Total	0.2%	85.2%	11.3%	3.3%	0.1%	85.9%	10.6%	3.3%

Table 13 – Timeliness of ATA and ATD reporting
Reporting period: January 2015