

Meeting: 3rd SSN / LRIT Group Meeting

Place and date: Lisbon, 30 May 2018

Agenda item: SSN and LRIT Data Quality Report

Document number: SSN/LRIT 3.5.1

Submitted by EMSA

Summary	<p>This document presents:</p> <ul style="list-style-type: none"> • SSN implementation at national level and the related data quality issues, including the interface with THETIS. • LRIT services performance and use of the system, including the IMSO annual audit results.
Action to be taken	As per paragraph 11.
Related documents	<ul style="list-style-type: none"> a. 2nd SSN/LRIT Group Meeting Report b. SSN/LRIT 1.4.1 - SSN and LRIT Roadmap c. SSN/LRIT 2.5.1 - SSN and LRIT Data Quality Report d. SSN/LRIT 3.4.3 - SSN LOCODEs Guidelines update

1. INTRODUCTION m

The purpose of the SSN and LRIT Data Quality Report is to present the status of SSN implementation at national level and the related data quality issues, including the interface with THETIS. The report includes figures which can be used to analyse overall SSN performance and the particular behaviour of each national SSN system, and focuses on issues to be resolved. The report also presents the status of LRIT applications maintained by EMSA.

2. SSN IMPLEMENTATION

SSN version 3.5 was deployed on 6 December 2017. This version included the changes approved at the SSN / LRIT Group Meeting 1 (“SSN/LRIT 1.4.1 – SSN and LRIT Roadmap”):

- Improvements to the Central Organisation Database and Central Ship Database.
- A new SSN web user interface layout.
- Integration of SSN with the new Central Location Database.
- Improvements relating to the new SSN Ecosystem Graphical Interface.

In December 2017, SSN NCAs were granted access to the Central Location Database (CLD) and the user manual was made available via the EMSA webpage. On 23 January 2018, the most recent list of UNECE LOCODEs (i.e. version 2017-2, released on 21 December 2017) was uploaded in the CLD. SSN LOCODEs guidelines were updated and submitted for approval (“SSN/LRIT 3.4.3 – SSN LOCODEs Guidelines update”).

The status of SSN implementation and notifications activity for each MS is shown in Annex I. Table 1 shows the implementation status by MS report summary, and table 2 shows the number of notifications by MS and by type of notification.

Since the last reporting period, Greece decommissioned PortPlus notifications in V2 format and Malta resolved its problems with the request/response mechanism and the provision of ATA and ATD. Portugal is not yet commissioned for the SSN V.3 format, and Greece and the United Kingdom (for the port of Gibraltar) have not yet implemented Waste and Security notifications.

The implementation status by notification type is described in the following sections:

2.1 PortPlus notifications

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

- The percentage of missing Port information from Finland, Germany, Greece, Norway and the United Kingdom is very high (more than 2%, see Table 9).
- The percentage of missing Hazmat information from Denmark, France, Germany, Italy, Malta, Spain, Sweden and the United Kingdom is very high (more than 6%, see Table 10).
- Waste and Security notifications were not provided for 41% and 27% of ship calls respectively (see Table 1).
- The lack of availability of the detailed part of notifications (see Section 5.3) is still an issue for some MSs (i.e. Portugal and the United Kingdom system for the port of Gibraltar).
- Rejections are still an issue for some MSs (see Section 5.4), with over 1% of PortPlus notifications being rejected (Finland, Germany, the Netherlands, Portugal and Spain).
- Denmark, Finland, France, Greece, Portugal and the United Kingdom do not always provide the mandatory “PreArrival24HoursNotificationDetails” element (which includes POB information), and/or they use the “unknown” value (99999) to identify POB for a significant number of ship calls.
- Bulgaria, France, Malta, the Netherlands, Portugal, Sweden and the United Kingdom (mainly the port of Gibraltar) report non-EU Departure Hazmat information for vessels coming from EU ports for a significant number of ship calls. It should be noted that, in these situations, the information provided overlaps with the information legitimately provided by departure ports.
- The percentage of notifications lacking the ATA and/or the ATD from Denmark, Finland, Germany, Greece, Iceland, Norway and Sweden is very high (over 3%, see Table 14).

Recommendation 1: The MSs mentioned in paragraphs 2.1 are invited to provide feedback.

2.2 Exemptions

For information provided in SSN, MSs can grant four types of exemptions. These are: port notifications (Article 15 of Directive 2002/59/EC), Hazmat notifications (Article 15 of Directive 2002/59/EC), Security notifications (Article 7 of Regulation (EC) No 725/2004) and Waste notifications (Article 9 of Directive 2000/59/EC).

The central SSN system includes a functionality whereby MSs may report these exemptions. In the case of Waste exemptions, MSs still have the option to report directly to the Commission (until December 2018, SSN v4 in operation).

Since the deployment of SSN version 3.5, Member States can issue the same exemption type for a vessel in overlapping periods. With the deployment of SSN version 4.0 (expected for May 2018), Member States should also identify which ports along a specific route are exempted from reporting port, Hazmat, Waste and/or Security notifications. In addition, it will also be possible to identify the specific types of waste that are exempted (for Waste exemptions), and in the case of Security exemptions, the exempted port facility or facilities.

On 27 March 2018, the number of exemptions registered in SSN was 6,695 (5,376 were active, 1,305 had expired and 14 were scheduled, see Table 3). Table 4 shows the number of ship calls that took place in January 2018 (i.e. ship calls with ATD in the reporting period), and the ways in which the detailed part of the notifications (24h Pre Arrival, Hazmat, Waste and Security) was reported by MSs.

The figures show that:

- 17 MSs (Belgium, Croatia, Denmark, Estonia, Finland, France, Greece, Iceland, Italy, Lithuania, Malta, Netherlands, Norway, Poland, Romania, Sweden and the United Kingdom) have exemptions registered in SSN. It should also be noted that the table may identify exemptions for MSs that never issued exemptions in SSN. This may happen because each exemption refers to a route that may include ports in another MS.
- The proportion of exemptions granted to MS ports were 28% for Waste and 24% each for Pre-Arrival, Hazmat and Security.

The low number of exemptions shows that the majority of MSs either: do not benefit from the exemption possibilities offered by the existing legal framework, so they do not reduce the reporting burden for their shipping industry or; grant exemptions, but do not report these exemptions in SSN, thereby giving the impression that due notifications are missing.

Recommendation 2: Member States are invited to provide feedback on the problems encountered in relation to granting exemptions and registering them in SSN.

2.3 Ship MRS notifications

Table 6 shows the number of reporting systems that have been adopted by the IMO, and which should be reported to SSN. No reports have been received for BAREP (Norway), CALDOVREP (United Kingdom) or WETREP (Ireland and Portugal).

Portugal is still commissioned for the Ship MRS V.2 format, while all other MSs are using the SSN V.3 XML messaging framework for Ship MRS notifications. It should be noted that the detailed part of the Ship MRS notifications reported via V.2 (i.e. Hazmat, bunkers, COG, SOG and navigational status) cannot be retrieved by those MSs using the SSN V.3 XML MRS interface.

Recommendation 3: MSs facing delays and problems in implementing their MRS reporting obligations [i.e. BAREP (Norway), CALDOVREP (United Kingdom) or WETREP (Ireland and Portugal)] 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 to phase-out the notifications in the V2 format. It was agreed at the first SSN/LRIT group meeting (“SSN/LRIT 1.4.5” document) that v2 messages would be phased out in SSN v4.0 (scheduled to be deployed in Production by the end of May 2018).

2.4 Incident Reports (IR)

The exchange of IR information between MSs has not yet been widely implemented (see Table 7). Denmark and Latvia successfully completed the commissioning tests, but are not yet using this functionality. Lithuania and Slovenia use the old framework Alert notifications, while the remaining MSs use the SSN Textual Interface to send Incident Reports.

Recommendation 5: Member States are invited to use the new IR framework (either through XML/SOAP or the SSN Textual Interface), and to phase-out the previous Alert notifications. Member States are reminded that, at the first SSN/LRIT group meeting (“SSN/LRIT 1.4.5” document), it was agreed that Alert notifications would be phased out in SSN v4.0 (scheduled to be deployed in Production end-May 2018).

3. SSN COMMON OPERATIONAL PROCEDURES

Among other things, the COP includes procedures for LOCODE management and steps to follow whenever the EMSA/MSS detects missing, inconsistent or erroneous data. MSs regularly receive short reports via email indicating: missing ship calls or Hazmat information (whether or not the request/response mechanism is working); issues affecting LOCODES and rejected messages and; the provision of Waste, Security and ATAs and ATDs. It should be noted that, for issues associated with LOCODES, monthly reports are also provided to national PSC administrators in order to provide guidance on possible corrective action to be taken in THETIS.

Recommendation 6: MSs are invited to acknowledge the receipt of these individual monthly reports, and to take corrective actions, including liaising with the National Authority for PSC in order to avoid differences between supporting systems.

4. SSN SYSTEM AVAILABILITY AND PERFORMANCE

4.1 System availability

The performance levels for 2017 were as follows:

- a) The central SSN system was down five times, with a total duration of 17 hours 40 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.80%.
- b) The SSN-THETIS interface was down once, with a total duration of 1 hour, and no information was lost (just delayed).
- c) Lithuania and the Netherlands experienced one full downtime (i.e. failures affecting the streaming interface to the SSN Graphical Interface (GI) and the messaging interface to the SSN EIS simultaneously). The total duration of each downtime was 3d 21h 30m and 15h 20m respectively.
- d) Significant partial downtimes were observed for some national SSN systems. These affected the delivery of PortPlus information and the service delivered by the THETIS system: Cyprus (14h 47m), Croatia (16h 31m), Estonia (12h 17m) Finland (14h 58m, 21h 28m and 15h 3m, 14h 1m, 18h 45m), France (13h 40m), Ireland (19h 51m), Italy (18h 15), Latvia(1d 4h 52m), Lithuania (20h 10m, 14h 35m), Malta (12h 39m, 47h 06m), the Netherlands (24h 30m) Romania (21h19m, 12h 26m) and Sweden (4d 16h 52m).
- e) Portugal experienced a major failure in its national SSN system that prevented the delivery of PortPlus and MRS notifications to SSN between 25 August 2016 and 19 July 2017.

Recommendation 7: MSs are invited to take appropriate measures to reduce downtimes as far as possible.

4.2 Member State back-up procedures

In accordance with the IFCD (v1.1.1, section 4.4), back-up procedures should be in place for each SSN system component, and should be implemented in the event of a failure or a scheduled interruption (as described in the SSN technical and operational documentation).

In the event of a failure or scheduled interruption, NCAs must ensure that SSN messages are stored and then transmitted to the central SSN system when communications and/or systems have recovered (a statement that is reinforced in the Common Operational Procedures document). 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).

This section shows which MSs are making use of back-up procedures, and the ways in which their systems behave during central SSN system downtimes (section 4.2.1). On certain occasions, due to the low number of notifications provided and/or the short downtime, no conclusions were reached.

4.2.1 Central SSN downtime

The information was analysed for the period following the deployment of SSN version 3.5, which took place on 7 November 2017, and the results observed by MS and type of notification were as follows:

- a) 23 MSs (Belgium, Bulgaria, Cyprus, Denmark, Estonia, France, Germany, Greece, Iceland, Ireland, Italy, Latvia, Lithuania, Malta, Netherlands, Norway, Poland, Portugal, Romania, Slovenia, Spain, Sweden and the United Kingdom) are carrying out PortPlus data buffering.
1 MS (Croatia) is not carrying out data buffering for PortPlus notifications.
- b) 7 MSs (Croatia, Denmark, Estonia, Finland, France, Italy and Poland) are carrying out Ship MRS data buffering (not conclusive for Belgium, Iceland, Slovenia and Spain).
1 MS (Portugal) is not carrying out data buffering for Ship MRS notifications.

Recommendation 8: 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).

5. SSN DATA QUALITY

The main data quality issues detected are listed below:

- a) Missing PortPlus notifications (see Section 5.1 and Table 9, Annex III)
- b) Missing Hazmat information (see Section 5.2 and Table 10, Annex III)
- c) Missing Waste and Security information (see Section 5.3 and Table 1, Annex I)
- d) Availability of the detailed part of notifications (see Section 5.4 and Table 11, Annex III)
- e) Rejected notifications (see Section 5.5 and Table 12 and Table 13, Annex III)

In most cases, the reporting period was January 2018, but for missing Port and Hazmat information and Hazmat details, it was the second half of 2017. A summary of the findings is shown in Sections 5.1 - 5.4 below, and full details are available in Annex III.

In early 2018, the EMSA MSS began to analyse the content of Hazmat, Incident and MRS notifications, and the results are sent to Member States in the annual "Implementation of SafeSeaNet and LRIT" reports.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 4,415 ships that visited EU ports, and found that 51 of the due notifications were not sent to SSN (1.2% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

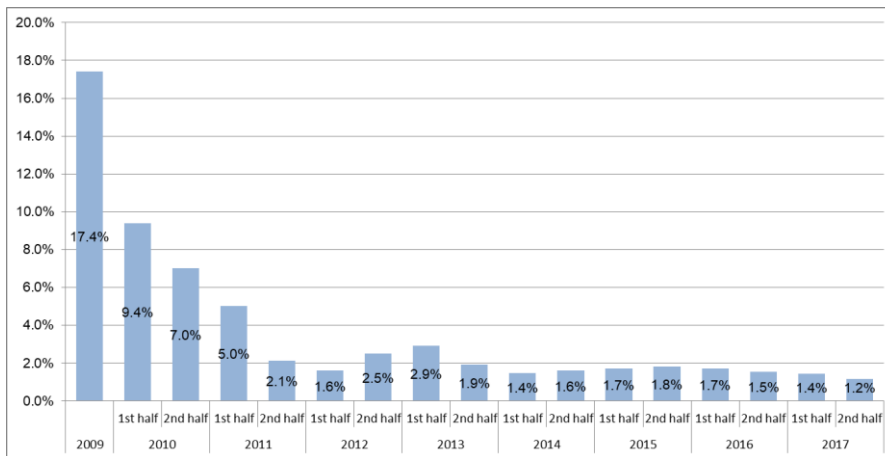


Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

Table 9, Annex III includes the detailed results by MS.

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 (as amended) and Article 24 of Directive 2009/16 (as amended).

5.2 Missing Hazmat information

9.86% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 391 out of 3,964 notifications for ships carrying dangerous or polluting goods).

With respect to the percentage figures for vessels having departed from MS ports with Hazmat cargoes on board (Hazmat EU Departure), the percentage of missing notifications decreased from 11.1% to 10.3% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications decreased from 11.5% to 9.1% (Figure 2 – green data).

Figure 2 shows the overall trend by comparing the percentage figures for the previous reporting periods, and it can be seen that, although the figures worsened during the initial implementation of SSN V3, the situation continues to improve. Some MSs should revise their internal procedures for reporting Hazmat information (e.g. Cyprus, Denmark, France, Germany, Italy, Malta, Spain, Sweden and the United Kingdom), as they are the source of a significant percentage of the reported issues.

The checks are based on the data already available in the SSN database, as each MRS notification provided to SSN contains information, whether or not Hazmat is carried on board when passing through the MRS.

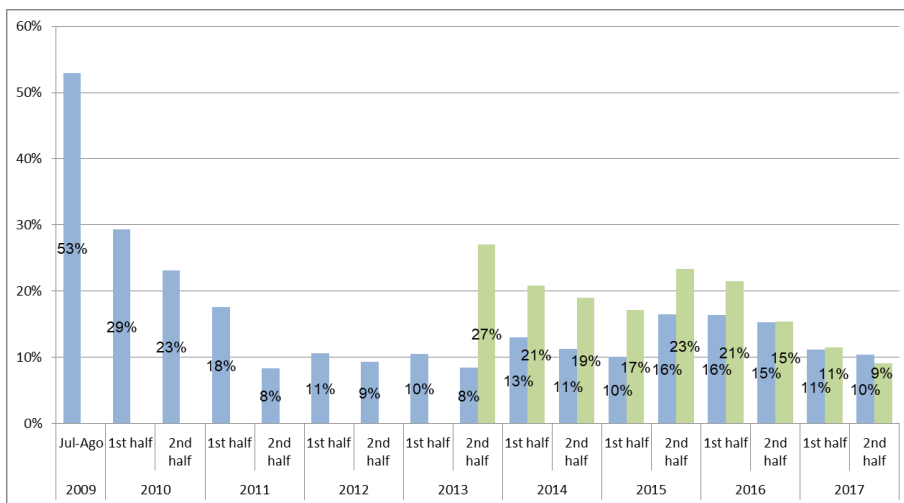


Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

Table 10, Annex III includes the detailed results by MS.

Recommendation 10: Member States are invited to ensure that all notifications are provided in compliance with the requirements of Article 13 of Directive 2002/59/EC (as amended).

5.3 Missing Waste and Security information

Directive 2010/65/EU (i.e. the “Reporting Formalities Directive”) applies to ships arriving at, and departing from, ports situated in MSs. It requires MSs to “accept the fulfilment of reporting formalities in electronic format and their transmission via a single window” no later than 1 June 2015. Article 6 of the Directive requires MSs to ensure that information received in accordance with the reporting formalities provided in a legal act of the

union is made available in their national SafeSeaNet systems, and to make relevant parts of such information available to other MSs via the central SafeSeaNet system.

Waste and Security notifications were missing in 41% and 27% of ship calls respectively (see Table 1), as compared to 54% and 27% in the previous period. These numbers need to be further analysed in order to understand the difference between the numbers of ship calls and the associated Waste and Security notifications. When analysing the figures, exemptions registered in SSN system, ship type (regarding availability of Waste and Security information), gross tonnage and domestic voyages (regarding availability of Security information) were taken into account.

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.

5.4 Availability of the detailed part of notifications

Since the detailed part of PortPlus notifications (Hazmat, Waste and Security details) is available to MSs via the machine-to-machine interface upon request, it must be ensured that the request-response mechanism is operational at all times.

Within the current design of SSN, should the request-response mechanism not be working, the contact details of the reporting authority are provided to the requester. MSs should therefore ensure that these details are kept updated and available on a 24/7 basis as a back-up solution for the provision of the detailed part of notifications.

The status of the availability of the detailed part of notifications provided by MSs is shown in Table 11, Annex III. The table shows that Portugal does not provide responses (MS2SSN_ShipCall_Res) to the SSN system because its request/response mechanism is not working. In addition, it was found that Estonia does not provide responses to Ship MRS requests, and that Norway and Spain do not always provide the complete information in the detailed part of notifications. For example, Waste details do not include some waste type elements.

Recommendation 12: Portugal is invited to ensure that the detailed part of the relevant notifications is made available to MS data requesters 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.

5.5 Rejected notifications

The most frequent causes for the rejection of PortPlus notifications were as follows:

- Port Plus notifications not having ETAToNextPort subsequent to the ETDFromPortOfCall. ETAToNextPort greater than ETDFromPortOfCall. (31%);
- Messages identified by MsRefId [MSREFID] already registered in SSN (Sent by [SENDER]) (13%);
- At least one contact detail must be provided (Phone, Fax or Email - 12%);
- A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall (8%);
- Reported Locode [LOCODE] not technically correct (8%).

The results can be found in Annex III (Tables 12 and 13). It should be noted that missing messages affect the proper implementation of both the VTMIS and PSC Directives. In comparison with the previous reporting period, the overall percentage of rejected PortPlus notifications has improved from 1.40% to 0.60%. Most of

the rejected messages (31%) relate mainly to an ETAToNextPort prior to ETDFromPortOfCall. The “re-use of the same MsRefId” issue, which previously caused a large number of rejections, was investigated by EMSA and affected MSs, and has now been largely solved.

In order to better support MSs in analysing the rejected notifications, and to decrease the number of rejections, it was agreed that the list of errors and warnings generated by central SSN will be revised, and that it will be included in the XML RG. The “SSN/LRIT 2.4.3” document describes the proposed changes and amendments to messages implemented at central level.

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 national SSN systems.

6. SSN INTERFACE WITH THETIS

6.1 ATA and ATD not provided via PortPlus notifications

MSs have the responsibility for providing the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages¹ 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.

39,162 of the ship calls created in SSN during January 2018 (via PortPlus) fell within the scope of these Directives (see Table 14, Annex IV). On average, 2.0% of ship call notifications lacked both the ATA and the ATD. In addition, a further 1.2% lacked only the ATD, despite the ships having already departed. The overall situation has improved since the last reporting period (July 2017), but still requires further effort from Member States (see Figures 3 and 4 in Annex IV).

Recommendation 15: MSs are invited to ensure that correct ATA and ATD information is always provided in compliance with the requirements of Article 24 of Directive 2009/16/EC (as amended).

6.2 Timeliness of ATA and ATD reported in SSN

Article 24 of Directive 2009/16/EC on PSC 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 SafeSeaNet, together with an identifier of the port concerned.”

THETIS implemented a new rule in June 2012 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 15) shows the results by MS. Croatia, Denmark, Finland, Germany, Greece, Italy, Norway, Portugal, Spain and the United Kingdom are the MSs mostly affected. ATAs provided more than 3 hours in advance, and which were therefore rejected by THETIS, affect 0.06% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 11.6% and 11.1% of overall ship calls respectively. These notifications were not rejected by THETIS.

Recommendation 16: MSs are invited to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages via SSN within a reasonable time in compliance with the requirements of Article 24 of Directive 2009/16/EC (as amended).

¹ For THETIS, the ATA/ATD to anchorage shall be notified (through SSN) only when the anchorage is within the jurisdiction of the port and there is a ship-shore interface.

7. LRIT IMPLEMENTATION

Release v3.2 of the EU LRIT CDC is currently under development, and will be deployed in the production environment during Q2 2018. It will allow the automatic change of the reporting rate for ships entering a specified area in an activated standing order, plus some minor features and bug corrections.

The development of a new release (v2.1) of the EU LRIT SHIP Database was completed, and tests are almost finished. It is expected that it will be deployed in the production environment during April 2018, and it will mainly involve small improvements and bug corrections.

A new release (v3.1) of the LRIT IDE software was developed and tested in 2017, and will be deployed in the production environment in Q2 2018. This new release addresses findings identified in a previous audit, as well as including additional IMO and IMSO requirements.

8. LRIT AVAILABILITY AND PERFORMANCE

The availability of the EU LRIT CDC was 99.91% from 4 June 2016 to 3 June 2017, according to IMSO audit n°8. The availability of its User Web Interface was 99.35% during Q1 2018. The availability of the EU LRIT Ship Database User web Interface during Q1 2018 was 99.96%.

During the period 18 October 2017 - 31 March 2018, the availability of LRIT IDE PRODUCTION was 99.97%, with a one hour downtime, and the LRIT IDE processed 99.99% of the messages in less than 30 seconds in accordance with the IMO performance standard.

9. USE OF THE LRIT SERVICES

9.1 EU LRIT CDC

The following table illustrates the user activity in the UWI of the EU CDC during Q1 2018:

	January	February	March
Number of users	741	748	775
Number of user connections	1986	2050	1965

The EU CDC XML interface is based on Web Services (SOAP v. 1.2), and allows external systems (ES) to request and receive LRIT Information in an automatic way via a system-to-system interface. Currently, eight XML interfaces are in operation with the EU CDC participating countries:

- The LRIT2ES interface allows EU CDC participating countries to receive LRIT information from the EU CDC (typically the 6h mandatory position reports and position reports resulting from activated Coastal Standing Orders).
- The ES2LRIT interface allows EU CDC participating countries to receive the above information, and also to request LRIT information, including making specific requests. Belgium, Italy, Montenegro, and Poland implemented this type of interface.

The table below shows the countries that are using XML interfaces, the information received and the number of requests made through ES2LRIT interfaces during Q1 2018.

Country	Mandatory and polled position reports	Position requests	Ship particulars requests
BELGIUM-ES	40890	0	0
DENMARK-ES	143090	N/A	N/A
GREENLAND-ES	4402	N/A	N/A
IRELAND-ES	43054	N/A	N/A
ITALY-ES	209305	1103	0
MONTENEGRO-ES	1401	0	0
NORWAY-ES	211477	N/A	N/A
POLAND-ES	7550	0	12730

9.2 LRIT IDE

During the period from 18 October 2017 - 31 March 2018, LRIT IDE production processed 8,058,332 messages, and the number of position reports of all types was 6,695,643.

10. LRIT DATA QUALITY

This section deals with data that is processed by the EU LRIT CDC or contained in the EU LRIT Ship Database.

The “SSN status report,” which is sent to MSs once per year by EMSA and highlights SSN-related topics that need to be improved, has also included a section on the status of LRIT since the beginning of 2017. The report refers to issues linked with possibly invalid flags, and with ships that are not integrated or not reporting properly. It has been updated with the inclusion of terminals incorrectly registered as “Other” in the EU LRIT Ship Database.

10.1 EU LRIT CDC

This section refers to the EU CDC Quality of Service (QoS), which assesses whether messages were properly delivered. According to the MSC Res. 263(84) §13 document, the IMO definition of QoS is:

$$\text{QoS} = \frac{\text{Number of delivered LRIT reports meeting latency requirements}}{\text{Total number of LRIT information requests}} \times 100\%$$

The QoS refers to Periodic (Type 1), Poll (Type 2) and SAR (Type 3) position reports which were delivered by the EU LRIT CDC in accordance with the IMO requirements. The target QoS is 95% over any 24-hour period (24h QoS) and 99% over any 1 month (30d QoS).

The table below presents the monthly QoS covering both the periodic and polled messages:

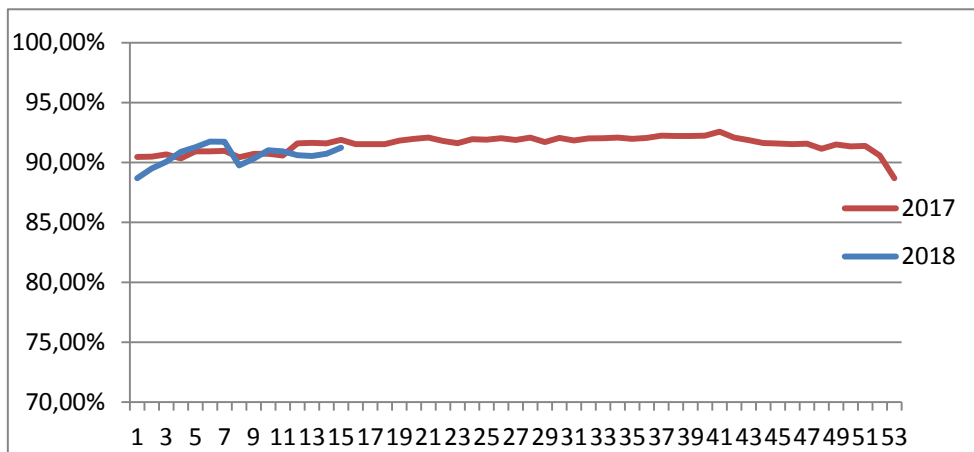
	January	February	March
Monthly IMO-30d QoS (target 99%)	99.84%	99.71%	99.28%
Number of delivered reports that did not meet the IMO requirements	1,421	2,437	6,586
Percentage of delivered reports that did not meet	0.16%	0.29%	0.72%

the IMO requirements			
Total number of reports sent by EU CDC	915,793	836,674	917,210

The graph below shows the percentage of ships reporting properly in the EU LRIT CDC for 2017 and the beginning of 2018, and two significant reporting dips can be seen:

- In December 2017, hundreds of ships were not reporting properly because the Inmarsat C network had a problem with the satellite covering the Indian Ocean region.
- In February 2018, although ships were still reporting correctly in the EU LRIT CDC, the dip was caused by invalid reporting statuses of ships which were linked with the deployment of a patch in the EU LRIT Ship Database.

After these incidents, the reporting returned to standard values in April 2018.



Recommendation 17: LRIT Operational Contact points are invited to regularly check the reporting status of their ships in the EU LRIT CDC, and to take the appropriate actions listed there in order to ensure high reporting rates for their fleets.

10.2 EU LRIT SHIP Database

Since 2016, the EMSA MSS has been checking the flags of ships registered in the EU LRIT Ship Database by cross-checking with external sources. This information is now included in annual SSN/LRIT status reports.

With respect to the data entered by national LRIT Ship Database managers, it appears that around 2% of the terminals uploaded have at least one invalid entry, or have been replaced on board. Therefore, these terminals cannot neither be integrated, nor report properly, in the EU LRIT CDC until corrections have been made.

Recommendation 18: LRIT Ship Database managers are invited to thoroughly check data entered in the EU LRIT Ship Database in order to avoid delays related to the integration or non-reporting of ships in the EU LRIT CDC. Also, changes of flag should be reflected as soon as possible in the EU LRIT Ship Database in order to ensure that the correct vessels are tracked.

11. ACTIONS PROPOSED

Member States are invited to provide feedback on the reported issues.

Annex I: SSN system implementation by Member State

Member State	SSN Data Quality					SSN Interface with Thetis				SSN Version	Relevant issues affecting Member State
	Missing Information				PortPlus Rejections	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat	Waste	Security		Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Belgium	0.0%	2.5%	17.7%	2.3%	0.00%	0.1%	0.0%	0.0%	0.0%	v3	- High number of missing Waste information (Mar 2017)
Bulgaria	0.0%	n.a. ⁽¹⁾	1.9%	0.0%	0.17%	0.0%	0.0%	0.0%	0.0%	v3	- Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016)
Croatia	0.0%	4.9%	6.1%	0.0%	0.08%	0.0%	0.0%	0.0%	1.2%	v3	- High number of missing Waste information (Mar 2017) - Use of the dummy Persons on Board (POB) value (Aug 2015) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018)
Cyprus	0.8%	n.a. ⁽¹⁾	4.3%	3.2%	0.34%	0.0%	0.0%	0.3%	0.0%	v3	- High number of Hazmat nonEU/EU departure provided after arrival/departure to/from the port (Mar 2018) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Mar 2018)
Denmark	1.5%	7.2%	7.2%	3.5%	0.38%	3.8%	0.3%	0.1%	2.8%	v3	- High number of missing Hazmat (Sep 2016) and Waste information (Mar 2017) - High number of ship calls missing ATD (Jun 2015) - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2016) - Missing to provide Persons on Board (POB) information (Apr 2009)
Estonia	0.0%	0.6%	22.8%	2.0%	0.11%	0.0%	0.5%	0.0%	0.1%	v3	- High number of missing Waste information (Mar 2017) - Ship MRS details (XML) not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2016)
Finland	2.6%	3.8%	31.7%	0.0%	1.32%	0.9%	9.9%	0.0%	0.3%	v3	- High number of missing PortPlus (Mar 2018), Hazmat (Sep 2016) and Waste information (Mar 2017) - Abnormal high number of rejected PortPlus notifications (Mar 2018) - High number of ship calls missing ATA / ATD (Mar 2017) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018)
France	1.0%	18.3%	52.2%	30.1%	0.16%	0.0%	0.1%	0.0%	0.2%	v3	- High number of missing Hazmat (Sep 2016), Waste and Security information (Mar 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Jun 2009) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Feb 2016)
Germany	2.5%	6.5%	47.2%	53.9%	1.13%	0.7%	4.4%	0.0%	1.1%	v3	- High number of missing PortPlus (Mar 2018), Hazmat (Mar 2018), Waste and Security information (Mar 2017) - Abnormal high number of rejected PortPlus notifications (Sep 2016) - High number of ship calls missing ATA / ATD (Mar 2017) - Missing to provide Persons on Board (POB) information (Mar 2017)
Greece	2.8%	2.4%	still not provided	still not provided	0.56%	1.9%	2.4%	0.6%	2.1%	v3	- High number of missing PortPlus and Hazmat (Mar 2018) information - High number of ship calls missing ATA / ATD (Mar 2017) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2018) - Use of the dummy Persons on Board (POB) value (Apr 2009) - Waste and Security notifications not implemented - Remaining gaps in AIS coverage in Greek waters (Apr 2009)
Iceland	0.7%	n.a. ⁽¹⁾	0.0%	0.0%	0.00%	0.0%	5.1%	0.0%	0.0%	v3	- High number of ship calls missing ATA / ATD (Sep 2015)
Ireland	1.4%	3.4%	0.0%	0.0%	0.64%	0.1%	0.2%	0.2%	1.4%	v3	- High number of missing Hazmat information (Mar 2017) - Missing MRS reports from WETREP (Jan 2009) - Hazmat details (XML) not available upon request (Mar 2018)
Italy	1.9%	9.2%	18.7%	8.8%	0.01%	0.2%	0.2%	0.1%	2.7%	v3	- High number of missing Hazmat (Sep 2016), Waste and Security information (Mar 2017) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2018)

(1) Percentages were disregarded for those MSs with a low number of samples employed

Table 1 – Implementation status by Member State on 4 April 2018

Member State	SSN Data Quality					SSN Interface with Thetis				SSN Version	Relevant issues affecting Member State
	Missing Information				PortPlus Rejections	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat	Waste	Security		Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Latvia	0.0%	5.1%	0.7%	0.0%	0.37%	0.0%	0.0%	0.0%	0.2%	v3	- High number of missing Hazmat information (Aug 2017)
Lithuania	0.0%	2.2%	0.0%	3.5%	0.05%	0.0%	0.0%	0.0%	0.0%	v3	- High number of missing Hazmat information (Mar 2018)
Malta	0.7%	27.0%	43.7%	45.1%	0.99%	1.6%	0.0%	0.0%	0.8%	v3	- High number of missing Hazmat, Waste and Security information (Mar 2017) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Mar 2018) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018)
Netherlands	0.0%	3.0%	18.9%	10.7%	1.41%	0.7%	0.3%	0.0%	0.1%	v3	- High number of missing Hazmat (Mar 2018), Waste and Security information (Mar 2017) - Abnormal high number of rejected PortPlus notifications (Mar 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - High number of ship call updates repeating previously sent information (Aug 2017)
Norway	2.5%	5.2%	24.0%	9.5%	0.00%	7.4%	8.0%	0.0%	1.8%	v3	- High number of missing PortPlus (Aug 2016), Hazmat, Waste and Security information (Mar 2017) - High number of ship calls missing ATA / ATD (Sep 2015) - Missing MRS reports from BAREP (Aug 2013) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018)
Poland	0.0%	0.5%	0.9%	0.1%	0.03%	0.0%	0.0%	0.0%	0.2%	v3	
Portugal	1.4%	5.2%	still not provided	still not provided	1.49%	1.2%	1.2%	0.1%	3.7%	v2	- High number of missing Hazmat information (Mar 2018) - Abnormal high number of rejected PortPlus notifications (Mar 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - Missing MRS reports from WETREP (Jan 2009) - SSN version 3 not yet implemented - Hazmat and Ship MRS details (XML) not available upon request (Aug 2016) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018)
Romania	0.7%	0.0%	0.3%	0.3%	0.21%	0.4%	0.4%	0.0%	0.3%	v3	
Slovenia	0.7%	4.0%	0.0%	0.0%	0.21%	0.0%	0.0%	0.0%	0.0%	v3	
Spain	1.5%	35.1%	51.4%	3.1%	1.05%	0.3%	1.5%	0.0%	2.4%	v3	- High number of missing Hazmat (Sep 2016) and Waste information (Mar 2017) - Abnormal high number of rejected PortPlus notifications (Mar 2018) - High number of ship calls reporting late Hazmat, ATA and/or ATD information (Mar 2017) - Waste details (XML) not always available upon request (Mar 2018) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Jan 2009) - High number of Hazmat EU departure provided after departure from the port (Mar 2018)
Sweden	0.0%	16.2%	61.4%	20.9%	0.08%	1.5%	2.2%	0.1%	0.3%	v3	- High number of missing Hazmat, Waste and Security Information (Mar 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016) - Use of the dummy Persons on Board (POB) value (Mar 2018)
United Kingdom	2.6%	19.9%	48.8%	35.7%	0.03%	0.6%	0.5%	0.0%	1.0%	v3	- High number of missing PortPlus (Aug 2017), Hazmat, Waste and Security information (Mar 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016) - Missing MRS reports from CALDOVREP (Jan 2009) - Waste and Security notifications not implemented for port of Gibraltar (Feb 2016) - Hazmat details (XML) not available upon request for port of Gibraltar (Mar 2016) - Use of the dummy Persons on Board (POB) value (Jan 2009) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018)
Total	1.2%	9.9%	41.2%	26.8%	0.60%	1.2%	2.0%	0.1%	1.4%	-	Updated: 04 April 2018

(1) Percentages were disregarded for those MSs with a low number of samples employed

Table 1 – Implementation status by Member State on 4 April 2018 (cont.)

Member State	Shipcalls			AIS ⁽¹⁾	MRS	Incident Reports ⁽²⁾	Total
	New	Updates	Cancelations				
Belgium	13,465	137,365	314	136,284,608	324	1	136,436,077
Bulgaria	1,935	10,589	51	13,983,354	-	2	13,995,931
Croatia	6,582	32,642	67	20,368,839	3,245	36	20,411,411
Cyprus	1,887	20,751	93	25,039,654	-	1	25,062,386
Denmark	12,269	31,692	276	141,258,035	29,544	30	141,331,846
Estonia	6,273	32,472	113	23,191,679	47,198	10	23,277,745
Finland	19,337	184,143	40	54,472,024	23,160	61	54,698,765
France	31,683	132,832	1,819	74,342,936	70,551	232	74,580,053
Germany	32,435	134,577	343	176,616,673	-	21	176,784,049
Greece	45,853	97,397	1,147	52,080,021	-	91	52,224,509
Iceland	1,702	3,387	106	60,208,656	633	-	60,214,484
Ireland	6,762	25,749	52	28,975,257	2	6	29,007,828
Italy	42,825	242,093	1,487	187,522,820	9,266	322	187,818,813
Latvia	3,460	22,740	62	11,683,435	-	5	11,709,702
Lithuania	2,398	20,264	62	6,865,375	-	10	6,888,109
Malta	5,755	35,902	341	9,311,787	-	11	9,353,796
Netherlands	26,357	317,476	1,112	210,979,073	-	77	211,324,095
Norway	54,334	278,362	3,333	323,426,104	-	19	323,762,152
Poland	8,137	77,752	724	31,538,079	9,140	3	31,633,835
Portugal	7,019	37,369	472	34,319,376	12,404	2	34,376,642
Romania	2,899	11,565	112	32,558,413	-	9	32,572,998
Slovenia	939	5,590	32	5,703,524	606	6	5,710,697
Spain	81,096	567,056	5,660	226,199,854	8,458	27	226,862,151
Sweden	28,171	154,485	788	155,607,918	-	59	155,791,421
United Kingdom	66,457	285,312	4,409	152,003,591	321	69	152,360,159
Total	510,030	2,899,562	23,015	2,194,541,085	214,852	1,110	2,198,189,654

(1) Includes AIS information transmitted through message-based and streaming mechanisms

(2) Includes Alert notifications and Incident reports

Table 2 – Number of notifications by Member State and by type of notification

Reporting period: July – December 2017

Member State	Expired exemptions				Valid exemptions				Scheduled (upcoming) exemptions				Total
	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	
Belgium	-	-	-	170	-	-	-	78	-	-	-	-	248
Bulgaria	-	-	-	-	-	-	-	-	-	-	-	-	-
Croatia	-	69	-	-	-	122	-	-	-	-	-	-	191
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	2	-	-	83	39	42	-	-	-	-	-	166
Estonia	4	-	16	2	-	-	68	47	-	-	-	-	137
Finland	2	-	120	7	5	20	359	81	-	-	-	-	594
France	20	6	6	15	18	-	16	269	-	-	-	-	350
Germany	-	-	-	-	-	-	-	-	-	-	-	-	-
Greece	-	2	-	-	-	191	-	-	-	12	-	-	205
Iceland	-	7	-	-	-	4	14	-	-	-	-	-	25
Ireland	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	22	-	217	-	704	675	347	163	-	-	-	-	2,128
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-
Lithuania	-	-	-	5	-	-	-	13	-	-	-	-	18
Malta	-	-	-	-	-	-	15	-	-	-	-	-	15
Netherlands	-	-	13	32	-	-	356	166	-	-	-	-	567
Norway	4	-	-	-	-	-	-	-	-	-	-	-	4
Poland	-	-	10	-	-	2	59	46	-	-	-	-	117
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-
Romania	-	-	-	-	123	123	123	123	-	-	-	-	492
Slovenia	-	-	-	-	-	-	-	-	-	-	-	-	-
Spain	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	-	-	-	8	8	-	-	-	-	-	-	16
United Kingdom	253	269	11	21	329	62	111	364	-	2	-	-	1,422
Total	305	355	393	252	1,270	1,246	1,510	1,350	-	14	-	-	6,695

Table 3 – Number of exemptions by type of notification registered in SSN on 27 March 2018

Member State	Shipcalls										
	Total	With Pre-		With Hazmat			With Waste		With Security		
		Information Reported	Exemption Registered	Hazmat nonEu Reported	Hazmat Eu Reported	Exemption Registered	Information Reported	Exemption Registered	Domestic	Information Reported	Exemption Registered
Belgium	2,216	2,216	-	132	1,290	101	1,729	47	176	1,814	111
Bulgaria	262	262	-	57	53	-	259	-	35	224	-
Croatia	230	230	-	12	46	-	214	-	66	150	-
Cyprus	300	300	-	40	62	-	287	-	21	243	-
Denmark	1,734	1,668	-	28	379	3	1,540	27	470	993	20
Estonia	835	832	-	26	362	-	534	112	15	291	505
Finland	2,591	2,579	-	55	646	-	878	876	778	1,757	-
France	4,244	3,959	264	469	1,057	123	928	1,250	845	899	1,453
Germany	4,689	4,689	-	114	1,211	1,812	2,104	375	-	2,074	46
Greece	3,653	3,639	4	325	862	-	-	66	4	-	-
Iceland	209	209	-	2	30	-	201	8	113	96	-
Ireland	1,007	1,007	-	12	383	43	1,002	-	94	907	-
Italy	5,144	5,144	-	374	1,640	194	3,257	922	2,814	1,986	53
Latvia	597	597	-	12	222	-	590	-	32	551	-
Lithuania	396	396	-	16	126	-	397	-	-	322	61
Malta	772	772	-	405	381	-	238	5	116	341	-
Netherlands	3,975	3,975	-	1,835	1,693	70	2,788	404	517	2,684	231
Norway	2,913	2,909	-	29	579	29	2,106	25	1,749	901	-
Poland	1,169	1,167	-	38	420	-	905	249	98	941	79
Portugal	1,012	964	-	93	477	-	-	5	405	-	5
Romania	378	377	-	66	69	-	379	-	40	332	-
Slovenia	130	130	-	36	75	-	130	-	-	130	-
Spain	11,417	11,417	-	317	895	-	5,451	-	5,915	3,979	7
Sweden	3,058	3,058	-	62	427	6	846	349	472	1,465	423
United Kingdom	9,639	9,458	22	414	1,796	152	3,733	1,095	4,243	2,183	1,028
Total	62,570	61,954	290	4,969	15,181	2,533	30,496	5,815	19,018	25,263	4,022

Table 4 – Number of ship calls and the way in which the detailed part of notifications is reported by Member States

Reporting period: January 2018

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	20,192,934	North Sea
Bulgaria	-	1,667,907	MARES
Croatia	-	3,337,719	MARES
Cyprus	-	1,934,848	MARES
Denmark	-	16,922,772	HELCOM
Estonia	-	3,560,350	HELCOM
Finland	-	6,304,639	HELCOM
France	-	10,182,797	North Sea and MARES (Mediterranean Coast)
Germany	669,475	28,458,795	SSN SI Germany
Greece	-	7,619,797	MARES
Iceland	-	7,253,635	North Atlantic
Ireland	-	4,060,415	North Sea
Italy	-	24,000,662	MARES
Latvia	-	1,743,474	HELCOM
Lithuania	-	932,274	HELCOM
Malta	-	1,440,707	MARES
Netherlands	-	30,772,246	North Sea
Norway	-	44,444,117	North Atlantic
Poland	-	4,443,277	HELCOM
Portugal	-	5,354,443	MARES
Romania	-	4,638,598	MARES
Slovenia	-	592,834	HELCOM
Spain	-	30,590,662	MARES
Sweden	-	18,652,133	HELCOM
United Kingdom	-	24,996,424	North Sea and MARES (Gibraltar)
Total	669,475	304,098,459	

Table 5 – Number of AIS reports by Member State and Interface
Reporting period: January 2018

Member State	MRS	Area	Ship MRS Notifications		
			SSN V2	SSN V3	TOTAL
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	61	61
Bulgaria	-	-	-	-	-
Croatia	ADRIREP	Adriatic Sea	-	540	540
Cyprus	-	-	-	-	-
Denmark	BELTREP	Great Belt	-	2,697	4,964
	SOUNDREP	The Sound	-	2,267	
Estonia	GOFREP	Gulf of Finland	-	6,675	6,675
Finland	GOFREP	Gulf of Finland	-	3,325	3,325
France	BONIFREP	Strait of Bonifacio (only DPG)	-	261	11,539
	CALDOVREP	Dover Strait/ Pas de Calais	-	2,993	
	MANCHREP	Off Les Casquets/ La Manche	-	4,598	
	OUESSREP	Off Ouessant	-	3,679	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	8	
Germany	-	-	-	-	-
Greece	-	-	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	-	66	66
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	-	-
Italy	ADRIREP	Adriatic Sea	-	1,143	1,380
	BONIFREP	Strait of Bonifacio (only DPG)	-	237	
Latvia	-	-	-	-	-
Lithuania	-	-	-	-	-
Malta	-	-	-	-	-
Netherlands	-	-	-	-	-
Norway	BAREP	Barents Sea	-	-	-
Poland	GDANREP	Gulf of Gdansk	-	1,566	1,566
Portugal	COPREP	Coast of Portugal	-	-	2,906
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	2,906	-	
Romania	-	-	-	-	-
Slovenia	ADRIREP	Adriatic Sea	-	135	135
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	-	51	1,745
	FINREP	Finisterre (NW Coast of Spain)	-	554	
	GATREP ⁽¹⁾	Gulf of Almeria (Gata Cape)	-	454	
	GIBREP	Strait of Gibraltar	-	674	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	12	
Sweden	SOUNDREP ⁽²⁾	The Sound	-	-	-
United Kingdom	CALDOVREP	Dover Strait/ Pas de Calais	-	-	45
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	45	
Total			2,906	32,041	34,947

(1) Voluntary Ship Reporting System

(2) Sweden SOUNDREP reports are transmitted to SSN by Denmark

Table 6 – Number of MRS reports by Member State and SSN Protocol
Reporting period: January 2018

Those MRSs not yet providing information to SSN are highlighted in red (status on 27 March 2018)

Member State	Alert Notifications		Incident Reports								Alert Notifications	Sub-Total Incident Reports		Total
	SITREP	Others	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others		XML	WEB	
Belgium	-	-	1	-	-	-	-	-	-	-	-	1	-	1
Bulgaria	-	-	-	-	-	-	-	1	-	1	-	-	2	2
Croatia	-	-	15	-	-	-	-	-	-	18	3	-	36	36
Cyprus	-	-	-	1	-	-	-	-	-	-	-	-	1	1
Denmark	-	-	26	2	-	-	-	-	-	-	2	-	30	30
Estonia	-	-	9	-	-	-	-	-	-	1	-	-	10	10
Finland	-	-	31	-	-	1	10	-	-	2	17	-	61	61
France	-	-	197	4	-	-	4	10	-	3	14	-	230	232
Germany	-	-	8	4	-	-	-	-	-	-	9	-	21	21
Greece	-	-	70	7	-	-	-	-	-	3	11	-	91	91
Iceland	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ireland	-	-	2	4	-	-	-	-	-	-	-	-	6	6
Italy	-	-	234	-	-	-	1	13	-	3	71	-	322	322
Latvia	-	-	5	-	-	-	-	-	-	-	-	-	5	5
Lithuania	7	-	1	-	-	-	-	-	-	2	-	7	3	10
Malta	-	-	6	-	-	-	-	1	-	1	3	-	11	11
Netherlands	-	-	59	2	-	2	-	-	-	-	14	-	77	77
Norway	-	-	16	-	-	2	-	-	-	-	1	-	19	19
Poland	-	-	2	-	-	-	-	-	-	-	1	-	3	3
Portugal	-	-	2	-	-	-	-	-	-	-	-	-	2	2
Romania	-	-	7	-	-	-	-	-	-	-	2	-	9	9
Slovenia	5	1	-	-	-	-	-	-	-	-	-	6	-	6
Spain	-	-	19	-	-	-	-	-	-	-	8	-	27	27
Sweden	-	-	3	-	-	-	-	1	-	-	55	-	59	59
United Kingdom	-	-	62	1	-	1	-	-	-	2	3	-	49	69
Total	12	1	775	25	-	6	16	25	36	214	13	359	738	1,110

Table 7 – Number of Alert Notifications and Incident Reports by Member State and by Type
Reporting period: July – December 2017

Annex II: Operational status by Member State

Member State	Requests			Total
	Shipcall ⁽¹⁾	Ship (AIS/MRS)	Incident ⁽²⁾	
Belgium	7	4,502 ⁽³⁾	52	4,561
Bulgaria	1	-	20	21
Croatia	12	-	23	35
Cyprus	13	5	30	48
Denmark	26	12	50	88
Estonia	549,727 ⁽⁴⁾	-	12	549,739
Finland	6	-	38	44
France	59	19	29	107
Germany	7	-	29	36
Greece	268	-	29	297
Iceland	-	6	37	43
Ireland	-	-	8	8
Italy	523	3	33	559
Latvia	6	-	19	25
Lithuania	4,730	-	47	4,777
Malta	5	-	36	41
Netherlands	86	-	68	154
Norway	765,628 ⁽⁵⁾	-	18	765,646
Poland	37,248	22	8,549	45,819
Portugal	3	-	20	23
Romania	5	-	2	7
Slovenia	1	-	2	3
Spain	16	-	89	105
Sweden	22	-	48	70
United Kingdom	8	-	6	14
Total	1,358,407	4,569	9,294	1,372,270

- (1) Requests used to retrieve Voyage, Hazmat, Waste or Security details
- (2) Requests used to retrieve Alert or Incident report details
- (3) Periodic requests for checking availability of central SSN
- (4) RecentAndCurrentShipCallsOfSelectedShip and GetActiveHazmatForSelectedShip requests in order fill in missing data in the Estonian National Single Window
- (5) Hazmat summary requests for risk assessment of vessels transiting in Member State waters

Table 8 – Number of requests by Member State and by type of notification
Reporting period: July-December 2018

Annex III: Data quality

Member State	Second half 2017 (Jul 2017 - Dec 2017)												Evolution
	Nr. Checks	Notifications Missing	2013	2014		2015		2016		2017			
			Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec		
Belgium	211	0	2%	2%	2%	1%	1%	0%	0%	0%	0.00%		
Bulgaria	146	0	0%	0%	0%	0%	0%	0%	0%	0%	0.00%		
Croatia	140	0	-	-	-	5%	2%	0%	0%	0%	0.00%		
Cyprus	129	1	1%	0%	0%	0%	0%	1%	0%	1%	0.78%		
Denmark	196	3	7%	7%	4%	3%	8%	6%	1%	3%	1.53%		
Estonia	130	0	1%	0%	5%	4%	0%	0%	0%	0%	0.00%		
Finland	195	5	2%	0%	1%	2%	0%	1%	0%	0%	2.56%		
France	192	2	2%	0%	4%	2%	1%	1%	0%	1%	1.04%		
Germany	204	5	7%	5%	4%	5%	11%	3%	1%	3%	2.45%		
Greece	211	6	3%	0%	0%	0%	0%	0%	0%	1%	2.84%		
Iceland	140	1	0%	0%	0%	0%	0%	0%	0%	0%	0.71%		
Ireland	139	2	1%	1%	1%	1%	1%	0%	1%	1%	1.44%		
Italy	209	4	1%	1%	0%	0%	1%	3%	0%	1%	1.91%		
Latvia	140	0	0%	0%	0%	1%	0%	0%	0%	0%	0.00%		
Lithuania	142	0	1%	0%	0%	0%	0%	0%	0%	0%	0.00%		
Malta	142	1	5%	3%	4%	6%	5%	6%	9%	12%	0.70%		
Netherlands	210	0	0%	0%	0%	1%	0%	1%	1%	1%	0.00%		
Norway	197	5	1%	2%	3%	1%	2%	0%	4%	2%	2.54%		
Poland	140	0	0%	0%	0%	1%	1%	1%	0%	0%	0.00%		
Portugal	142	2	1%	2%	2%	4%	3%	6%	7%	-	1.41%		
Romania	140	1	1%	0%	1%	0%	0%	1%	1%	0%	0.71%		
Slovenia	140	1	0%	1%	0%	0%	0%	0%	0%	1%	0.71%		
Spain	205	3	5%	2%	1%	2%	2%	4%	2%	0%	1.46%		
Sweden	226	0	1%	2%	0%	1%	0%	1%	10%	3%	0.00%		
United Kingdom	349	9	1%	2%	3%	2%	2%	3%	1%	3%	2.58%		
Total	4,415	51	1.9%	1.4%	1.6%	1.7%	1.8%	1.7%	1.5%	1.4%	1.2%		

Table 9 – Missing Port notifications by Member State and by reporting period

Highlighting those values not complying with the IFCD

Member State	Hazmat EU Departure												Evolution
	Second half 2017 (Jul 2017 - Dec 2017)		Previous and Current Reporting Periods Notifications Missing (%)										
	Nr. Checks	Notifications Missing	2013		2014		2015		2016		2017		
Jul-Dec			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec			
Belgium	119	2	1%	1%	5%	5%	5%	0%	2%	1%	1.68%		
Bulgaria	9	1	0%	17%	14%	0%	0%	17%	18%	0%	11.11%		
Croatia	99	3	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	2%	3.03%		
Cyprus	13	2	50%	60%	50%	0%	33%	n.a.	n.a.	23%	15.38%		
Denmark	82	7	14%	19%	10%	13%	54%	44%	58%	8%	8.54%		
Estonia	111	1	3%	0%	3%	0%	4%	0%	13%	0%	0.90%		
Finland	116	4	20%	42%	27%	18%	14%	11%	11%	6%	3.45%		
France	118	23	6%	17%	17%	18%	21%	20%	7%	10%	19.49%		
Germany	114	8	5%	2%	6%	4%	11%	10%	11%	4%	7.02%		
Greece	116	3	0%	10%	10%	3%	0%	6%	6%	1%	2.59%		
Iceland	2	1	n.a.	0%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		
Ireland	115	4	0%	100%	50%	50%	50%	0%	42%	13%	3.48%		
Italy	117	12	8%	8%	7%	7%	11%	15%	5%	6%	10.26%		
Latvia	94	6	0%	0%	0%	0%	5%	15%	5%	8%	6.38%		
Lithuania	99	3	5%	11%	6%	5%	0%	0%	0%	0%	3.03%		
Malta	109	33	6%	2%	16%	14%	0%	5%	34%	61%	30.28%		
Netherlands	117	5	10%	8%	8%	3%	8%	11%	6%	3%	4.27%		
Norway	99	5	13%	16%	9%	14%	22%	6%	16%	7%	5.05%		
Poland	117	1	7%	7%	1%	2%	2%	10%	14%	1%	0.85%		
Portugal	100	6	7%	10%	8%	6%	7%	3%	31%	n.a.	n.a.		
Romania	15	0	0%	0%	0%	0%	11%	13%	0%	0%	0.00%		
Slovenia	98	5	n.a.	0%	0%	0%	n.a.	n.a.	n.a.	2%	5.10%		
Spain	114	37	11%	23%	32%	46%	53%	61%	45%	33%	32.46%		
Sweden	113	21	24%	24%	17%	12%	14%	12%	14%	11%	18.58%		
United Kingdom	229	59	7%	19%	16%	14%	15%	10%	12%	21%	25.76%		
Total	2,435	252	8.4%	12.9%	11.2%	10.0%	16.5%	16.4%	15.3%	11.1%	10.3%		

Member State	Hazmat non-EU Departure												Evolution
	Second half 2017 (Jul 2017 - Dec 2017)		Previous and Current Reporting Periods Notifications Missing (%)										
	Nr. Checks	Notifications Missing	2014		2015		2016		2017				
Jul-Dec			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec					
Belgium	118	4	8%	7%	3%	9%	0%	7%	3.4%				
Bulgaria	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			
Croatia	43	4	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	9.3%			
Cyprus	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			
Denmark	29	1	91%	86%	89%	0%	0%	10%	3.4%				
Estonia	52	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			
Finland	66	3	67%	56%	67%	n.a.	0%	4%	4.5%				
France	117	20	16%	25%	47%	46%	37%	24%	17.1%				
Germany	116	7	1%	11%	13%	7%	14%	4%	6.0%				
Greece	9	0	33%	0%	n.a.	n.a.	n.a.	n.a.	0.0%				
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Ireland	1	0	100%	100%	50%	100%	n.a.	n.a.	n.a.				
Italy	112	9	23%	16%	25%	32%	14%	12%	8.0%				
Latvia	23	0	0%	33%	n.a.	n.a.	n.a.	n.a.	0.0%				
Lithuania	36	0	100%	0%	n.a.	n.a.	n.a.	n.a.	0.0%				
Malta	17	1	0%	0%	0%	0%	20%	36%	5.9%				
Netherlands	116	2	24%	4%	8%	7%	9%	3%	1.7%				
Norway	17	1	0%	0%	7%	0%	0%	25%	5.9%				
Poland	83	0	3%	0%	0%	0%	0%	2%	0.0%				
Portugal	72	3	15%	3%	5%	3%	12%	n.a.	4.2%				
Romania	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Slovenia	104	3	0%	0%	n.a.	n.a.	n.a.	n.a.	2.9%				
Spain	117	44	50%	47%	53%	59%	35%	30%	37.6%				
Sweden	72	9	16%	16%	7%	13%	17%	17%	12.5%				
United Kingdom	208	28	10%	12%	16%	5%	7%	16%	13.5%				
Total	1529	139	19.0%	17.2%	23.3%	21.4%	15.4%	11.5%	9.1%				

Table 10 – Missing Hazmat EU Departure and non-EU Departure notifications by Member State and by reporting period²
Highlighting those values not complying with the IFCD

² 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.

Member State	Hazmat Details	MRS Details	Waste Details	Security Details
Belgium	Available	Available	Available	Available
Bulgaria	Available	-	Available	Available
Croatia	Available	Available	Available	Available
Cyprus	Available	-	Available	Available
Denmark	Available	Available	Available	Available
Estonia	Available	Unavailable	Available	Available
Finland	Available	Available	Available	Available
France	Available	Available	Available	Available
Germany	Available	-	Available	Available
Greece	Available	-	Not implemented	Not implemented
Iceland	Available	Available	Available	Available
Ireland	Available ⁽²⁾	Not implemented	Available	Available
Italy	Available	Available	Available	Available
Latvia	Available	-	Available	Available
Lithuania	Available	-	Available	Available
Malta	Available	-	Available	Available
Netherlands	Available	-	Available	Available
Norway	Available	Not implemented	Available ⁽²⁾	Available
Poland	Available	Available	Available	Available
Portugal ⁽¹⁾	Unavailable	Unavailable	Not implemented	Not implemented
Romania	Available		Available	Available
Slovenia	Available	Available	Available	Available
Spain	Available	Available	Available ⁽²⁾	Available
Sweden	Available	-	Available	Available
United Kingdom	Available ⁽³⁾	Available	Available ⁽³⁾	Available ⁽³⁾

(1) Data provided in V2 format

(2) Response information not available or incomplete

(3) Not available/implemented for the system of port of Gibraltar

Table 11 – Availability of the detailed part of notifications on 28 March 2018

Member State	January 2018		Previous and Current Reporting Periods - Notifications Rejected (%)										Evolution
	Port Plus Notifications	Port Plus Rejected	August 2013	January 2014	July 2014	January 2015	July 2015	January 2016	July 2016	January 2017	July 2017	January 2018	
Belgium	28,132	-	0.02%	0.02%	0.04%	0.00%	0.14%	0.09%	0.42%	0.01%	0.01%	0.00%	
Bulgaria	1,807	3	0.09%	0.77%	0.59%	0.11%	0.48%	0.58%	0.14%	0.00%	0.59%	0.17%	
Croatia	1,255	1	0.00%	0.00%	0.00%	0.70%	0.80%	0.55%	0.07%	0.00%	0.02%	0.08%	
Cyprus	4,068	14	0.55%	1.24%	0.48%	0.55%	0.47%	0.20%	1.60%	1.09%	0.00%	0.34%	
Denmark	7,143	27	0.71%	0.55%	0.64%	0.88%	15.46%	5.07%	15.04%	6.61%	1.10%	0.38%	
Estonia	5,315	6	2.16%	0.38%	0.15%	0.40%	1.67%	0.19%	0.03%	19.03%	0.04%	0.11%	
Finland	33,072	442	0.66%	1.82%	2.65%	4.71%	8.39%	6.69%	2.86%	1.78%	0.50%	1.32%	
France	24,845	41	1.20%	0.70%	3.22%	1.81%	1.42%	1.02%	0.15%	0.16%	0.33%	0.16%	
Germany	25,812	296	0.02%	0.07%	0.18%	0.22%	6.51%	3.69%	2.15%	1.88%	1.18%	1.13%	
Greece	19,695	111	0.18%	0.09%	0.11%	0.04%	0.04%	0.04%	0.05%	0.75%	0.48%	0.56%	
Iceland	670	-	0.00%	0.00%	0.63%	0.00%	17.31%	0.00%	0.00%	0.00%	0.06%	0.00%	
Ireland	4,984	32	0.27%	0.54%	0.20%	0.68%	0.18%	0.28%	0.70%	0.68%	0.21%	0.64%	
Italy	37,175	4	0.11%	0.11%	0.10%	0.16%	0.08%	0.19%	0.02%	0.05%	0.03%	0.01%	
Latvia	4,887	18	0.36%	0.23%	0.73%	0.00%	0.35%	1.18%	0.35%	0.90%	0.49%	0.37%	
Lithuania	3,829	2	0.76%	2.20%	0.00%	0.00%	0.00%	0.17%	0.00%	0.06%	0.22%	0.05%	
Malta	7,714	77	3.63%	1.80%	1.07%	0.86%	0.26%	0.80%	0.68%	12.82%	1.75%	0.99%	
Netherlands	59,305	851	0.57%	0.46%	0.47%	0.15%	1.71%	0.09%	0.70%	8.30%	9.94%	1.41%	
Norway	46,462	2	4.16%	0.00%	0.06%	0.01%	0.13%	0.05%	0.39%	0.03%	0.02%	0.00%	
Poland	13,906	4	1.52%	0.47%	0.00%	0.10%	0.14%	0.29%	0.01%	0.04%	0.16%	0.03%	
Portugal	7,026	106	0.15%	0.29%	0.22%	0.29%	0.45%	0.45%	2.41%	-	0.93%	1.49%	
Romania	2,322	5	1.02%	13.66%	1.19%	0.46%	0.05%	1.02%	1.00%	0.07%	0.00%	0.21%	
Slovenia	963	2	0.43%	0.15%	0.23%	0.82%	0.83%	1.06%	1.56%	1.58%	0.81%	0.21%	
Spain	110,064	1,164	0.01%	0.20%	0.02%	0.03%	9.15%	0.98%	0.67%	1.00%	0.86%	1.05%	
Sweden	31,797	27	0.14%	2.13%	0.63%	0.15%	0.07%	0.07%	0.62%	0.92%	0.10%	0.08%	
United Kingdom	55,282	14	0.05%	0.17%	0.12%	0.04%	0.13%	0.12%	0.15%	0.03%	0.02%	0.03%	
Total	537,530	3,249	0.66%	0.72%	0.55%	0.56%	3.31%	1.17%	0.90%	1.91%	1.40%	0.60%	

Table 12 – PortPlus notification 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.	1,019	To be corrected by MSs
R02	A Port Plus notification must have ETAtoNextPort subsequent to the ATDFromPortOfCall: ETAtoNextPort greater than ATDPortOfCall	-	To be corrected by MSs
R03	A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall.	261	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 ATDPortOfCall.	108	To be corrected by MSs
R05	A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	4	To be corrected by MSs
R06	An update Port Plus notification having ATAToPortOfCall 1 year prior to the time received which is different from ATAToPortOfCall recorded in the corresponding voyage could not be accepted.	152	To be corrected by MSs and in the Central SSN
Group 2: missing "mandatory" information			
R07	A Port Plus notification must have ETDFromPortOfCall unless PortOfCall = "ZZCAN" or ATDFromPortOfCall is provided.	19	To be corrected by MSs and in the Central SSN
R08	A Port Plus notification must have EtaToPortOfCall unless PortOfCall = "ZZCAN" or ATAToPortOfCall is provided.	83	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture must have a NextPort.	2	To be corrected by MSs
R10	A Port Plus notification with hazmat EUDeparture must have ETAToNextPort.	-	To be corrected by MSs
R11	A Port Plus notification having PortOfCall = 'ZZCAN' can only be accepted if no ATAToPortOfCall/ ATDFromPortOfCall has been provided up to now.	57	To be corrected by MSs
R12	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	-	To be corrected by MSs
R13	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	13	To be corrected by MSs
R14	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	110	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	3	To be corrected by MSs
R16	Arrival Notification Details once provided should be repeated in all update messages.	52	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	125	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States

Reporting period: January 2018

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])	427	To be corrected by MSs and in the Central SSN
R19	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	63	To be corrected by MSs and in the Central SSN
R20	LastPort Locode [LOCODE] is not technically correct. PortOfCall Locode [LOCODE] is not technically correct. NextPort Locode [LOCODE] is not technically correct. Contact Location Locode [LOCODE] is not technically correct.	253	To be corrected by MSs
R21	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.		To be corrected by MSs
R22	The IMO number [IMONumber] is not valid	20	To be corrected by MSs
R23	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [SHIPCALLID] is invalid because no voyage was found with the specified shipCallId.	33	To be corrected by MSs
R24	PobVoyageTowardsPortOfCall has an invalid value	-	To be corrected by MSs
R25	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	6	To be corrected by MSs
R26	The UpdateNotifications information is not compatible with the updateStatus [U].	4	To be corrected by MSs
R27	MID [MID] does not identify any Flag according to the ITU list of MIDs.	11	To be corrected by MSs
R28	Invalid message. A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered with different Vessel [VESSEL1] - [VESSEL2].	41	To be corrected by MSs
R29	At least one contact detail must be provided (Phone, Fax or Email)	397	To be corrected by MSs
R30	The notification must have quoted at least one of IMO or MMSI numbers	-	To be corrected by MSs
R31	The phone number is invalid, The fax number is invalid	-	To be corrected by MSs
R32	The email [EMAIL] is invalid	4	To be corrected by MSs
R33	Test vessel only allows IMO 9999999 and MMSI 999999999	-	To be corrected by MSs
R34	The first name is invalid	-	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (cont.)

Reporting period: January 2018

Annex IV: SSN – THETIS interface

Member State	Current reporting period - January 2018							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 2017	January 2017	July 2016	January 2016	July 2015	January 2015	July 2014
Belgium	1,676	1,674	2	-	99.9%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.6%	0.7%	0.2%
Bulgaria	186	186	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.5%	0.8%
Croatia	144	144	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	-
Cyprus	203	203	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Denmark	1,560	1,497	59	4	96.0%	3.8%	0.3%	1.2%	0.7%	1.6%	5.3%	6.7%	14.2%	16.0%
Estonia	393	391	-	2	99.5%	0.0%	0.5%	0.3%	0.5%	0.8%	0.0%	0.2%	0.0%	0.0%
Finland	1,358	1,211	12	135	89.2%	0.9%	9.9%	3.1%	5.4%	2.6%	4.4%	3.5%	3.6%	2.7%
France	1,601	1,599	-	2	99.9%	0.0%	0.1%	0.6%	0.5%	0.5%	4.6%	14.2%	1.1%	2.3%
Germany	3,198	3,035	23	140	94.9%	0.7%	4.4%	7.9%	5.8%	3.9%	6.2%	18.2%	28.9%	30.5%
Greece	1,402	1,341	27	34	95.6%	1.9%	2.4%	2.8%	0.9%	0.4%	1.3%	0.1%	5.7%	7.4%
Iceland	198	188	-	10	94.9%	0.0%	5.1%	7.5%	8.8%	7.9%	10.3%	10.7%	10.4%	11.0%
Ireland	918	915	1	2	99.7%	0.1%	0.2%	0.1%	0.0%	0.5%	0.1%	0.0%	0.2%	0.0%
Italy	2,079	2,069	5	5	99.5%	0.2%	0.2%	1.4%	0.3%	2.6%	0.3%	0.6%	0.1%	0.3%
Latvia	483	483	-	-	100.0%	0.0%	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.2%	0.4%
Lithuania	270	270	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%
Malta	247	243	4	-	98.4%	1.6%	0.0%	6.0%	5.8%	0.7%	7.0%	8.4%	11.1%	5.7%
Netherlands	2,338	2,316	16	6	99.1%	0.7%	0.3%	0.6%	1.1%	0.7%	1.4%	1.7%	0.3%	0.8%
Norway	3,045	2,575	226	244	84.6%	7.4%	8.0%	9.0%	8.6%	19.5%	16.5%	19.9%	20.8%	25.7%
Poland	983	983	-	-	100.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	6.3%	5.6%
Portugal	562	548	7	7	97.51%	1.25%	1.25%	5.7%	-	3.5%	1.8%	4.5%	0.8%	1.3%
Romania	260	258	1	1	99.2%	0.4%	0.4%	0.5%	0.7%	1.7%	1.2%	0.0%	0.9%	4.1%
Slovenia	105	105	-	-	100.0%	0.0%	0.0%	0.9%	1.2%	1.4%	0.0%	0.0%	0.0%	0.0%
Spain	7,563	7,426	24	113	98.2%	0.3%	1.5%	8.7%	0.5%	0.7%	1.2%	2.5%	2.2%	3.3%
Sweden	2,628	2,529	40	59	96.2%	1.5%	2.2%	1.5%	1.8%	6.8%	4.1%	2.9%	2.5%	9.5%
United Kingdom	5,762	5,701	33	28	98.9%	0.6%	0.5%	1.7%	0.9%	13.1%	1.7%	1.9%	2.2%	2.6%
Total	39,162	37,890	480	792	96.8%	1.2%	2.0%	3.5%	2.0%	4.9%	3.7%	5.5%	7.1%	8.4%
TOTAL July 2017	50,666	47,130	1,781	1,755	93.0%	3.5%	3.5%							
TOTAL January 2017	43,269	41,429	963	877	95.7%	2.2%	2.0%							
TOTAL July 2016	54,744	50,063	1,975	2,706	91.4%	3.6%	4.9%							
TOTAL January 2016	33,417	30,585	1,596	1,236	91.5%	4.8%	3.7%							
TOTAL July 2015	45,292	39,592	3,231	2,469	87.4%	7.1%	5.5%							
TOTAL January 2015	36,421	32,536	1,303	2,582	89.3%	3.6%	7.1%							
TOTAL July 2014	47,672	41,659	1,994	4,019	87.4%	4.2%	8.4%							

Table 14 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC ³

Reporting period: January 2018

³ 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).

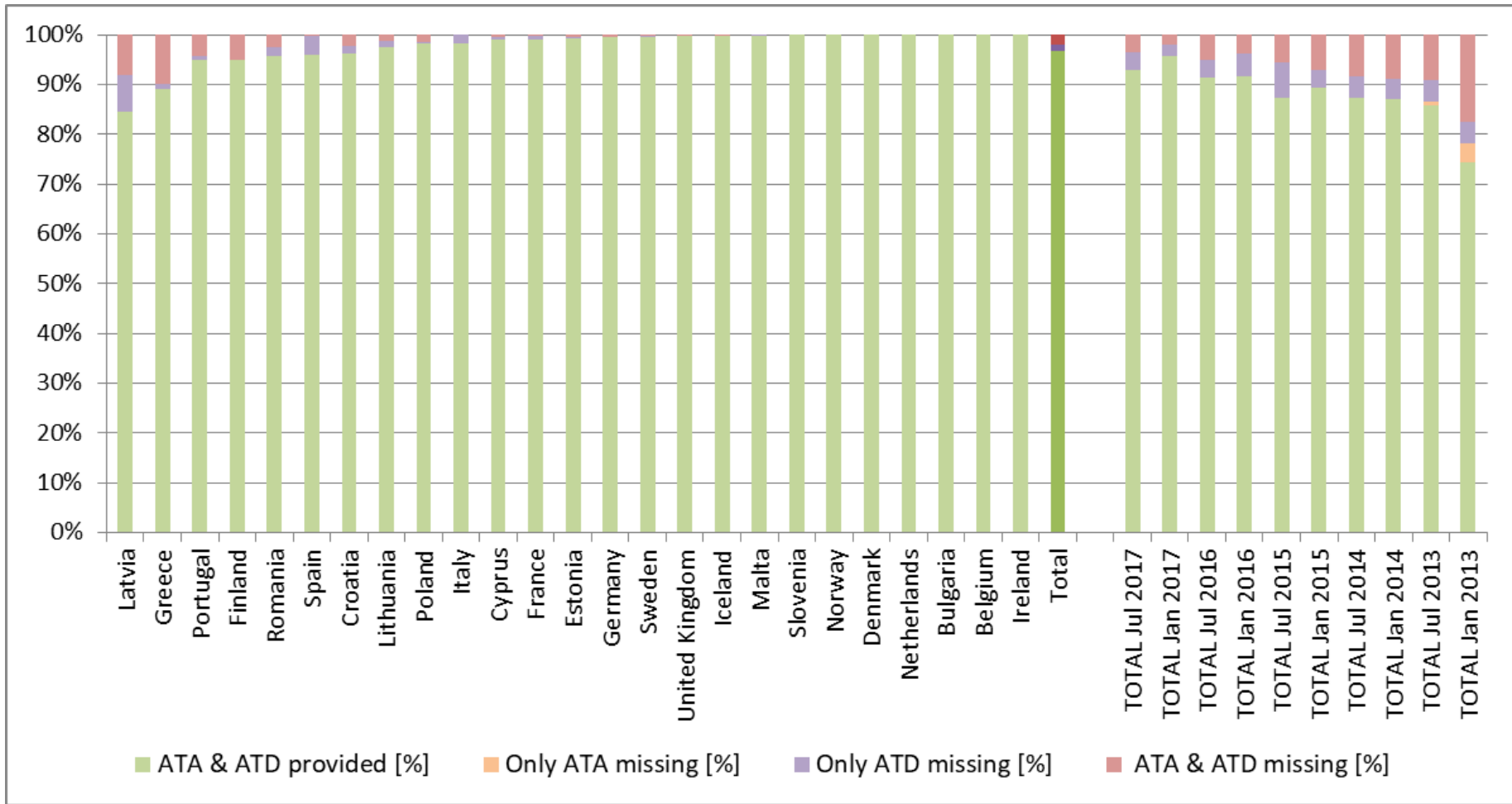


Figure 3 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15)
Reporting period: January 2018

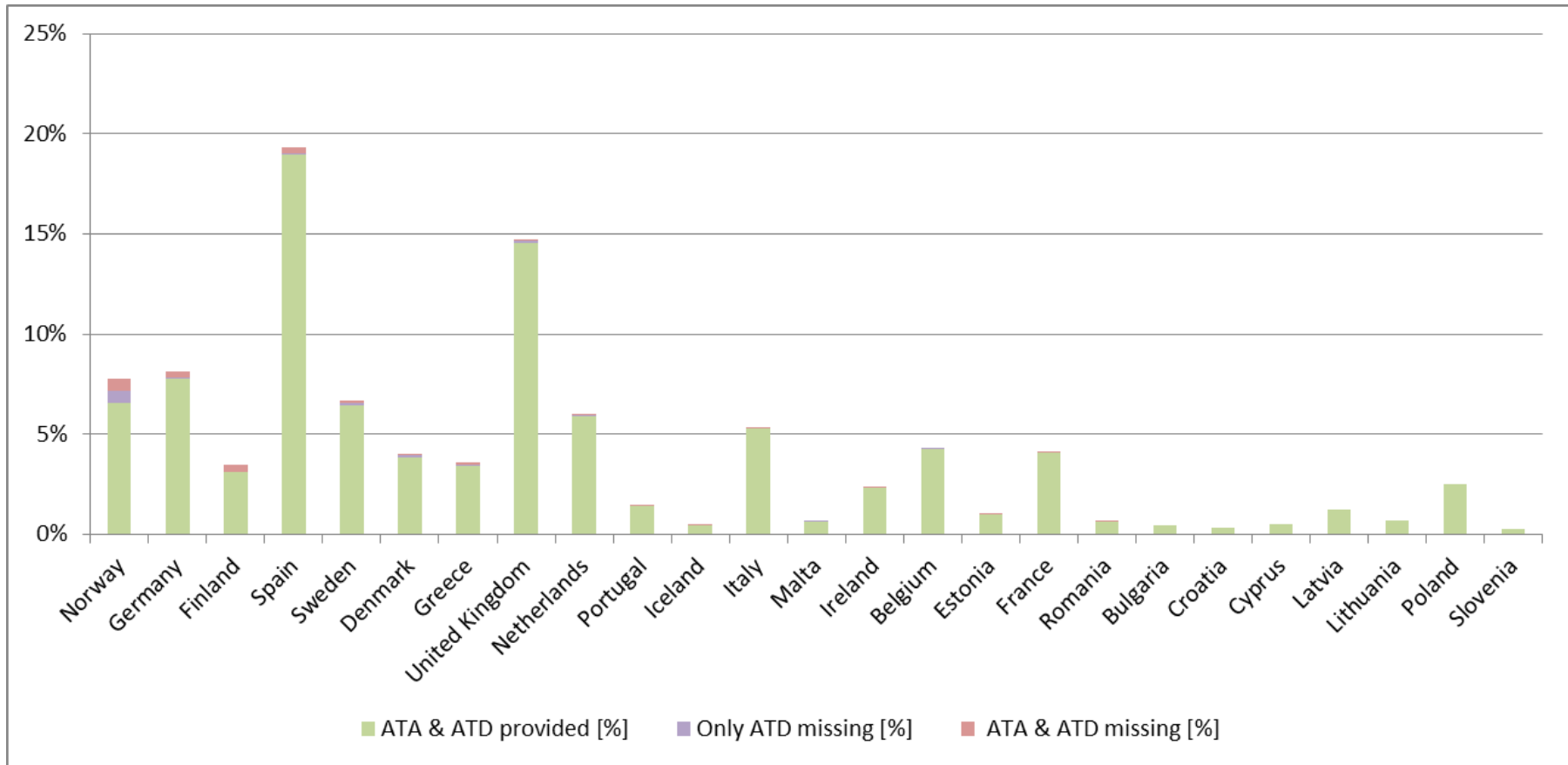


Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15) – figures represent the percentage of overall EU ship calls

Reporting period: January 2018

Member State	ACTUAL TIME OF ARRIVAL PROVIDED			
	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after
Belgium	0%	98%	2%	0%
Bulgaria	0%	98%	2%	0%
Croatia	0%	65%	32%	3%
Cyprus	1%	92%	8%	0%
Denmark	0%	60%	36%	4%
Estonia	0%	94%	6%	0%
Finland	0%	86%	14%	0%
France	0%	97%	3%	0%
Germany	0%	87%	11%	1%
Greece	1%	76%	21%	2%
Iceland	0%	100%	0%	0%
Ireland	0%	95%	3%	2%
Italy	0%	91%	7%	2%
Latvia	0%	95%	5%	0%
Lithuania	0%	92%	8%	0%
Malta	0%	94%	5%	2%
Netherlands	0%	98%	2%	0%
Norway	0%	84%	14%	2%
Poland	0%	97%	3%	0%
Portugal	0%	86%	10%	4%
Romania	0%	99%	1%	1%
Slovenia	0%	96%	4%	0%
Spain	0%	84%	14%	3%
Sweden	0%	92%	7%	0%
United Kingdom	0%	89%	10%	1%
Total	0.1%	88.3%	10.2%	1.4%

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
0%	98%	1%	0%
0%	99%	1%	0%
0%	85%	15%	0%
0%	90%	10%	0%
0%	69%	29%	2%
0%	99%	1%	0%
0%	87%	13%	0%
0%	91%	8%	0%
0%	91%	8%	1%
1%	83%	15%	2%
0%	100%	0%	0%
0%	94%	4%	1%
0%	88%	9%	3%
0%	95%	5%	0%
0%	91%	9%	0%
0%	97%	3%	0%
0%	98%	2%	0%
0%	83%	16%	2%
0%	97%	3%	0%
0%	87%	9%	4%
0%	100%	0%	0%
0%	96%	4%	0%
0%	82%	15%	2%
0%	91%	9%	0%
0%	92%	7%	1%
0.1%	88.8%	9.9%	1.3%

Table 15 –Timeliness of ATA and ATD reporting
Reporting period: January 2018