Meeting: 4th SSN / LRIT Group Meeting

Place and date: Lisbon, 23 October 2018

Agenda item: SSN Data Quality Report

Document number: SSN/LRIT 4.5.1

Submitted by EMSA

Summary	This document presents SSN implementation at national level and the related data quality issues, including the interface with THETIS.
Action to be taken	As per paragraph 7.
Related documents	a. 3rd SSN/LRIT Group Meeting Report b. SSN/LRIT 1.4.1 – SSN and LRIT Roadmap c. SSN/LRIT 3.5.1 SSN and LRIT Data Quality Report

1. INTRODUCTION

The purpose of the SSN 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. In addition this report presents the current status of the commissioning tests and the implementation of SSN V4 by MSs.

2. SSN IMPLEMENTATION

SSN version 4.0 was deployed on 21 June 2018. This version included the changes approved at the SSN / LRIT Group Meeting 1 ("SSN/LRIT 1.4.1 – SSN and LRIT Roadmap" and "SSN/LRIT 1.4.2 – SSN version 4 – progress report"):

- revised waste business rules (revised PortPlus notification including all details from the notification of waste and cargo residues),
- new business rules for reporting of bunkers in SSN (details of bunkers on board added to the PortPlus notification and ship call, request /response messages),
- technical amendments to the Hazmat information (applied in the ship call request/response messages),
- amendments to the reporting of Exemptions (improved exemption notification and new exemptions request/response messages); and,
- phase out of obsolete messages (PortPlus v2 notifications, Ship MRS v2 notifications and Alert messages).

At the request of some Member States, EMSA implemented a temporary technical solution for SSN v4. The request was made at the 3rd SSN/LRIT Group meeting (30 May), by some Member States facing communication issues between their national SSN systems and Central SSN. This solution addresses the issues of the messages sent by Central SSN system by applying the following changes:

- «Version » attribute's value changed to «3.0»

- wsa:mustUnderstand='true' attribute removed from the SoapHeader.

The implemented solution does not affect the MSs which did not face communication issues mentioned before.

On 11 September 2018, the most recent list of UNECE LOCODEs (i.e. version 2018-1, released on 02 July 2018) was uploaded in CLD. 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.

Montenegro connected to SSN on 17 May 2018 to transmit PortPlus information (only 24 Pre-Arrival, Actual Time of Arrival and the Actual Time of Departure). This connection was approved at the HLSG 2 (June 2017) and is linked to the ongoing process for Montenegro to join the Paris MoU. Portugal has decommissioned the PortPlus and Ship MRS notifications in V2 format. Greece, Portugal and the United Kingdom system for the port of Gibraltar have not yet implemented the Waste and Security notifications.

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

2.1 SSN V4 status

On 21 June 2018, a new version of SafeSeaNet (SSN V4) went live. The new version is backward compatible with SSN V3.

This section presents the current status of the commissioning tests and the implementation of SSN V4 by MSs. The information shown in the table below was prepared in week 36., As the situation is dynamic, some information may be outdated by the time of the 4th SSN/LRIT group meeting.

Member State	Commissioning tests status	In production with V4
Belgium	Planned for Sep-Oct 2018	No
Bulgaria	No schedule	No
Croatia	Planned for Oct 2018	No
Cyprus	No schedule	No
Denmark	No schedule	No
Estonia	Planned for Nov 2018	No
Finland	No schedule	No
France	Planned for Sep-Oct 2018	No
Germany	Planned for Dec 2018	No
Greece	No schedule	No
Iceland	Completed	No
Ireland	Planned for the end of 2018	No
Italy	No schedule	No
Latvia	No schedule	No
Lithuania	Planned for Oct 2018	No

Member State	Commissioning tests status	In production with V4
Malta	Completed	Yes. Since 05 Sep.
Netherlands	Planned for Oct-Nov 2018	No
Norway	No schedule	No
Poland	Completed	Yes. Since 16 July.
Portugal	1st phase. No schedule for the remaining tests	Only PortPlus and Ship MRS notifications (21 June)
Romania	Planned for Nov-Dec 2018	No
Slovenia	Completed	Yes. Since 03 September.
Spain	No schedule	No
Sweden	No schedule	No
United Kingdom	No schedule	No

Table A - Status of commissioning tests and implementation of SSN V4 by MSs (on Week 36 2018)

Recommendation 1: Member States are invited to note the above information, and to provide feedback should there be any changes in the information presented at the time of the meeting.

2.2 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 Denmark, Italy, Malta, Norway, Portugal and the United Kingdom is more than 2% (see Table 9).
- The percentage of missing Hazmat information from Cyprus, France, Ireland, Italy, Malta, Norway, Spain Sweden and the United Kingdom is more than 7% (see Table 10).
- Waste and Security notifications were not provided for 37% and 11% of ship calls respectively (see Table 1).
- The lack of availability of the detailed part of notifications (see Section 5.4) is still an issue for some MSs (i.e. Estonia for Ship MRS details, Portugal and the United Kingdom system for the port of Gibraltar).
- Rejections are still an issue for some countries (see Section 5.5 and Table 12), with over 1% of PortPlus notifications being rejected (Malta, Montenegro and Romania).
- 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, Ireland, Malta, the Netherlands, Portugal, Sweden and the United Kingdom (system of 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 and causes unnecessary data flows.

- The percentage of notifications lacking the ATA and/or the ATD from Denmark, Finland, Germany, Greece, Iceland, Montenegro, Norway, Portugal, Romania and the United Kingdom is over 3%, see Table 14).

Recommendation 2: The MSs mentioned are invited to provide feedback.

2.3 Exemptions

For information provided in SSN, MSs can grant four types of exemptions. These are: Pre-Arrivalt 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.

Following the deployment of SSN version 4 in production on 21 June, the reporting on Exemptions through the SSN Textual interface has been improved. The following new features are now available:

- New Exemptions types for Waste – Exemption on Waste fees and Exemption on Waste Delivery (in addition to the existing Exemptions on Waste Notification – previously named only *Waste*)
- Information on the Ports to which the Exemption is applicable – "*Exemption applies to*"
- Information on the Port Facilities to which the Exemption is applicable (for Security exemptions) – included under "*Exemption applies to*"
- Information on the Exempted waste types (for Waste exemptions)

On 04 September 2018, the number of exemptions registered in SSN was 8,707 (5,861 were active, 2,844 were expired and 2 were scheduled, see Table 3). Table 4 shows the number of ship calls that took place in August 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:

- 19 MSs (Belgium, Bulgaria, Croatia, Denmark, Estonia, Finland, France, Germany, Greece, Iceland, Italy, Lithuania, Malta, Netherlands, Norway, Poland, Romania, Sweden, 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.
- Most of the exemptions granted to MS ports relate to Pre-Arrival (33.3%). Waste, Security and Hazmat exemptions account for 26.6%, 22.3% and 17.8% respectively.

Recommendation 3: Member States are invited to register exemptions and update the existing exemptions information in SSN, in particular the information regarding the Ports to which the Exemption is applicable. This will allow SSN to associate the exemption information to the relevant voyage.

2.4 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.

Since the last reporting period, Portugal has phased out SSN V.2 MRS notifications and started using the SSN V.4 XML messaging framework to provide reports for COPREP and WETREP systems. The United

Kingdom is in the process of testing the mechanisms for reporting data from the CALDOVREP system and some reports were already received in SSN Production. Denmark did not provide reports for the SOUNDREP system between 25 June 2018 and 11 September 2018.

No reports have been received for BAREP (Norway) and WETREP (Ireland).

Recommendation 4: MSs facing delays and problems in implementing their MRS reporting obligations [i.e. BAREP (Norway), WETREP (Ireland)] are invited to provide updated planning and to consider requesting the assistance of EMSA in order to speed up their implementations.

2.5 Incident Reports (IR)

The exchange of IR information between MSs has not yet been widely implemented (see Table 7).

As agreed at the first SSN/LRIT group meeting ("SSN/LRIT 1.4.5" document), Alert notifications have been phased out in SSN v4.0.

The content of Incident Reports is analysed and reported yearly to Member States in the "Implementation of SafeSeaNet and LRIT" report. The wrong classification of Incident Reports, the lack of identification in the notification of the ship(s) involved (ships are identified only in the attachment or in the detailed part) and provision of information solely in national language are issues still detected in this analysis.

Recommendation 5: Member States are invited to report all Incident types in accordance with the SSN Incident Report Guidelines.

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, the 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 the first half of 2018 were as follows:

a) The central SSN system was down six times, with a total duration of 10 hours 06 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.77%.

b) The SSN-THETIS interface was down once, with a total duration of 20 minutes. No information was lost (just delayed).

c) No relevant full downtimes were detected in the national SSN systems.

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: Croatia (12h 50m, 12h 46m and 22h 19m), Finland (17h 42m, 29h 11m), France (20h 16m), Iceland (40h 13m, 24h 16m and 13h08m),

Ireland (14h 12m, 35h33m), Italy (23h 17m), Lithuania (36h 48m), Malta (28h 24m, 13h 05m) and Norway (13h 09m).

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).

The topic of data buffering is analysed and reported yearly to Member States in the "Implementation of SafeSeaNet and LRIT" report. On certain occasions, due to the low number of notifications provided and/or the short downtime, no conclusions were reached.

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 August 2018, but for missing Port and Hazmat information, it was the first half of 2018. A summary of the findings is shown in Sections 5.1 - 5.5 below, and full details are available in Annex III.

Since early 2018 the content of Hazmat, Incident and MRS details are analysed and reported yearly to Member States in the "Implementation of SafeSeaNet and LRIT" report.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 4,396 ships that visited EU ports, and found that 60 of the due notifications were not sent to SSN (1.4% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:
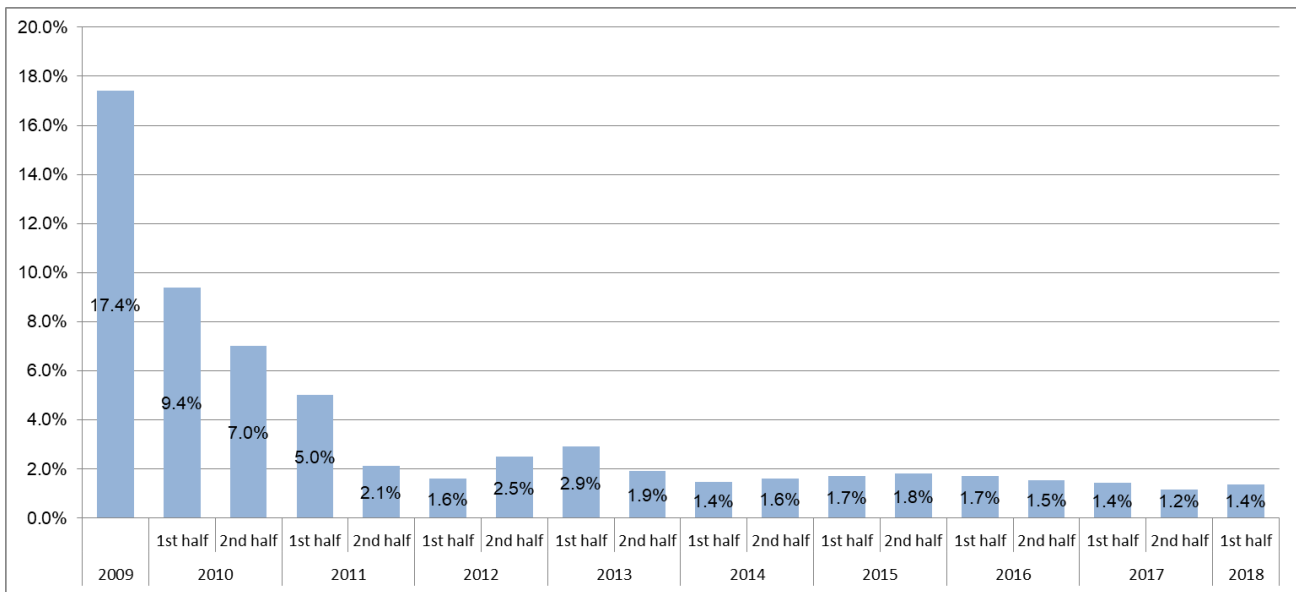
Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

7.7% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 298 out of 3,863 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 10.3% to 6.9% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications remains 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 the situation continues to improve. Some MSs should revise their internal procedures for reporting Hazmat information (e.g. Cyprus, France, Ireland, Italy, Malta, Norway, 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.
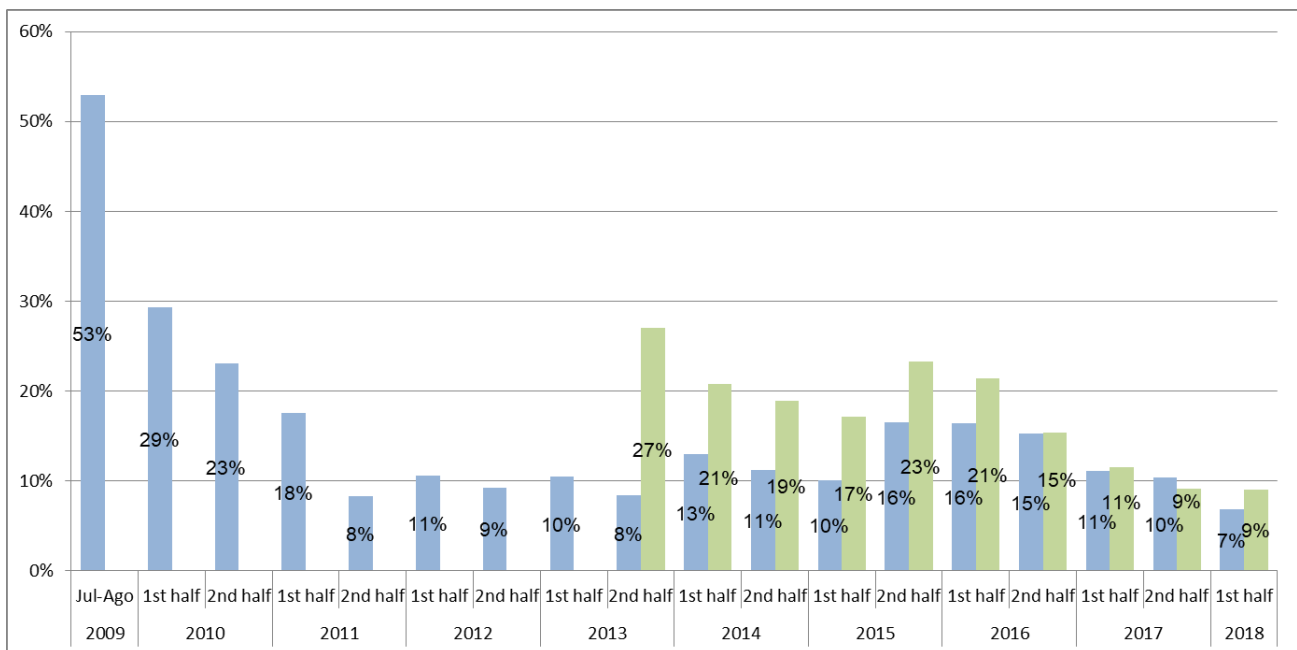
Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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.

The percentage of missing Waste and Security notifications were 37% and 11% of ship calls respectively (see Table 1), as compared to 41% 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.

According to the current design of SSN, should the request-response mechanism not be working, the contact details of the reporting authority should be 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 Estonia does provide responses to Ship MRS requests and Portugal does not provide responses (MS2SSN_ShipCall_Res) to the SSN system because the request/response mechanism is not working. In addition, it was found, that Ireland and Norway 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: Estonia and Portugal are invited to ensure that the detailed part of the relevant notifications is made available to MS data requesters in electronic format. Ireland and Norway are invited to provide the complete information in the detailed part of notifications.

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 later than the ETDFromPortOfCall. ETAtoNextPort earlier than ETDFromPortOfCall. (21%);
- Departure Notification Details once provided were not repeated in all update messages (12%)
- Messages identified by MsRefId [MSREFID] were already registered in SSN (Sent by [SENDER]) (11%);
- Reported Locode [LOCODE] was not technically correct or deactivated in SSN (9%);
- [SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER] (8%);
- A Port Plus notification having PortOfCall = 'ZZCAN' can only be accepted if no ATAToPortOfCall/ ATDFromPortOfCall has been provided (6%).

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 0.60% to 0.29%. Most of the rejected messages (21%) relate mainly to an ETAtoNextPort prior to ETDFromPortOfCall.

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 described 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 anchorages[1] 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.

50,525 of the ship calls created in SSN during August 2018 (via PortPlus) fell within the scope of these Directives (see Table 14, Annex IV). On average, 2.3% of ship call notifications lacked both the ATA and the ATD. In addition, a further 1.5% lacked only the ATD, despite the ships having already departed. The overall situation has slightly worsened since the last reporting period (January 2018) and 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, Cyprus, Denmark, Finland, Greece, Montenegro, Portugal, Spain and the United Kingdom are the mostly affected. ATAs provided more than 3 hours in advance, and which were therefore rejected by THETIS, affect 0.1% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 12.4% and 11% 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).

7. ACTIONS PROPOSED

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

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[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.

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	0.6%	1.7%	17.5%	2.8%	0.00%	0.0%	0.0%	0.0%	0.1%	v3	- High number of missing Waste information (Mar 2017)
Bulgaria	0.0%	n.a. [(1)]	0.3%	0.0%	0.10%	2.0%	0.0%	0.0%	0.5%	v3	- Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016)
Croatia	0.0%	1.3%	40.9%	0.0%	0.90%	1.0%	0.0%	0.0%	2.0%	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) - High number of rejections (Sep 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2018)
Cyprus	0.0%	19.0%	1.1%	3.4%	0.16%	0.0%	0.0%	0.7%	0.2%	v3	- High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018) - High number of missing Hazmat (Sep 2018)
Denmark	5.0%	4.9%	4.7%	1.9%	0.42%	4.0%	0.0%	0.7%	2.1%	v3	- High number of missing Port information (Sep 2018) - 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%	2.9%	19.2%	3.2%	0.08%	0.0%	0.0%	0.0%	0.0%	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 (Sep 2016)
Finland	0.5%	6.2%	27.0%	0.0%	0.54%	2.0%	2.0%	0.0%	0.3%	v3	- High number of missing Hazmat (Sep 2016) and Waste information (Mar 2017) - 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)
France	0.9%	9.0%	33.0%	19.8%	0.12%	1.0%	0.0%	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	1.6%	3.5%	47.7%	22.2%	0.63%	1.0%	3.0%	0.0%	1.3%	v3	- High number of missing PortPlus (Mar 2018), Waste and Security information (Mar 2017) - High number of rejected PortPlus notifications (Sep 2016) - High number of ship calls missing ATA / ATD (Mar 2017) - Use of the dummy Persons on Board (POB) value (Sep 2018) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2018)
Greece	0.5%	3.0%	still not provided	still not provided	0.51%	3.0%	2.0%	0.5%	0.5%	v3	- High number of ship calls missing ATA / ATD (Mar 2017) - 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) - High number of rejected PortPlus notifications (Sep 2018)
Iceland	0.8%	n.a. [(1)]	0.2%	0.0%	0.00%	0.0%	3.0%	0.0%	0.0%	v3	- High number of ship calls missing ATA / ATD (Sep 2015)
Ireland	0.7%	15.9%	0.0%	0.0%	0.40%	0.0%	0.0%	0.1%	0.6%	v3	- High number of missing Hazmat information (Mar 2017) - Missing MRS reports from WETREP (Jan 2009) - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2018)
Italy	4.3%	7.4%	23.7%	4.8%	0.05%	1.0%	1.0%	0.1%	0.8%	v3	- High number of missing Port (Sep 2018), Hazmat (Sep 2016) and Waste information (Mar 2017)

Table 1 – Implementation status by Member State on 06 September 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%	2.0%	0.2%	0.0%	0.45%	1.0%	0.0%	0.0%	0.1%	v3	
Lithuania	0.0%	0.0%	0.0%	0.0%	0.07%	0.0%	0.0%	0.0%	0.0%	v3	
Malta	3.2%	8.0%	1.7%	0.1%	1.67%	2.0%	0.0%	0.0%	0.3%	v4	- High number of missing Port (Sep 2018) and Hazmat 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)
Montenegro	n.a. [1]	n.a. [1]	n.a.	n.a.	1.75%	2.0%	8.0%	0.0%	0.1%	v3	- High number of rejected PortPlus notifications (Sep 2018) - High number of ship calls missing ATA / ATD (Sep 2018)
Netherlands	0.0%	1.7%	25.0%	14.0%	0.19%	1.0%	0.0%	0.0%	0.0%	v3	- High number of missing Waste and Security information (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	4.3%	9.4%	21.2%	7.5%	0.03%	7.0%	8.0%	0.0%	0.2%	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 (Sep 2018)
Poland	0.0%	0.0%	1.1%	0.5%	0.18%	0.0%	0.0%	0.1%	1.8%	v4	- High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2018)
Portugal	2.5%	2.0%	still not provided	still not provided	0.58%	3.0%	7.0%	0.0%	2.4%	v2	- High number of missing Port information (Sep 2018) - 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) - 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) - High number of ship calls missing ATA / ATD (Sep 2018) - Waste and Security notifications not implemented
Romania	0.7%	0.0%	0.0%	0.0%	5.02%	2.0%	3.0%	0.0%	0.0%	v3	- High number of rejected PortPlus notifications (Sep2018) - High number of ship calls missing ATA / ATD (Sep 2018)
Slovenia	0.8%	0.0%	0.0%	0.0%	0.08%	0.0%	0.0%	0.0%	1.6%	v4	- High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2018)
Spain	0.5%	37.2%	65.4%	2.4%	0.47%	0.0%	3.0%	0.0%	1.3%	v3	- High number of missing Hazmat (Sep 2016) and Waste information (Mar 2017) - High number of ship calls reporting ATA and/or ATD more than 72h late(Mar 2017) - Use of the dummy Persons on Board (POB) value (Jan 2009) - High number of Hazmat EU departure provided after departure from the port (Mar 2018) - High number of ship calls missing ATA / ATD (Sep 2018)
Sweden	0.5%	13.0%	60.1%	24.8%	0.03%	1.0%	1.0%	0.0%	1.5%	v3	- High number of missing Hazmat, Waste and Security Information (Mar 2017) - Hazmat nonEu departure reported for vessels coming from EU ports (Sep 2016) - High number of ship calls reporting ATA and/or ATD more than 72h late(Sep 2018)
United Kingdom	2.7%	14.7%	36.0%	25.5%	0.02%	1.2%	2.2%	0.1%	1.1%	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) - MRS reports from CALDOVREP not yet full implemented (Sep 2018) - 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) - High number of ship calls reporting ATA and/or ATD more than 72h late(Sep 2018) - High number of ship calls missing ATA / ATD (Sep 2018)
Total	1.4%	7.7%	36.8%	10.7%	0.29%	1.5%	2.3%	0.1%	1.0%	-	Updated: 06 September 2018

Table 1 – Implementation status by Member State on 06 September 2018 (cont.)

Member State	Shipcalls			AIS [1]	MRS	Incident Reports [2]	Total
	New	Updates	Cancelations				
Belgium	13,944	150,247	355	87,405,643	330	6	87,570,525
Bulgaria	1,574	8,702	46	8,036,342	-	-	8,046,664
Croatia	4,395	15,438	9	18,783,587	3,632	42	18,807,103
Cyprus	1,861	22,150	71	12,335,488	-	-	12,359,570
Denmark	11,600	32,857	321	76,882,296	29,120	38	76,956,232
Estonia	5,597	30,536	62	20,368,329	40,246	7	20,444,777
Finland	17,012	106,508	138	25,493,035	21,121	50	25,637,864
France	29,824	130,478	1,888	36,825,145	69,826	270	37,057,431
Germany	30,644	133,030	387	76,330,170	-	9	76,494,240
Greece	34,780	73,839	1,013	29,721,888	-	55	29,831,575
Iceland	1,462	2,920	109	22,059,015	534	-	22,064,040
Ireland	6,938	25,624	70	12,942,482	-	6	12,975,120
Italy	37,017	216,468	1,036	83,037,472	9,007	341	83,301,341
Latvia	3,727	25,505	56	7,518,635	-	6	7,547,929
Lithuania	2,368	19,402	65	3,655,064	-	20	3,676,919
Malta	5,889	42,342	307	5,136,651	-	15	5,185,204
Montenegro	30	33	-	1,861,155	-	-	1,861,218
Netherlands	26,480	328,823	1,274	120,596,708	-	112	120,953,397
Norway	53,837	277,805	3,533	151,163,475	0	14	151,498,664
Poland	8,203	80,269	670	18,881,159	9,951	1	18,980,253
Portugal	6,917	40,120	472	19,870,391	21,976	6	19,939,882
Romania	2,446	12,077	76	14,240,428	-	10	14,255,037
Slovenia	907	5,471	36	1,271,559	862	-	1,278,835
Spain	82,937	607,795	5,916	101,536,699	39,261	20	102,272,628
Sweden	27,115	171,777	1,344	78,233,700	-	35	78,433,971
United Kingdom	59,096	256,464	4,764	96,187,615	125	56	1,037,430,419
Total	**476,600**	**2,816,680**	**24,018**	**1,130,374,131**	**245,991**	**1,119**	**2,074,860,838**

(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: January – July 2018

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	-	-	-	216	-	-	-	92	-	-	-	2	310
Bulgaria	-	-	-	-	-	-	2	-	-	-	-	-	2
Croatia	-	69	-	-	-	122	-	-	-	-	-	-	191
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	2	-	3	-	87	41	91	93	-	-	-	-	317
Estonia	4	-	19	16	-	-	98	33	-	-	-	-	170
Finland	7	-	136	7	-	39	416	87	-	-	-	-	692
France	20	6	6	46	18	6	32	343	-	-	-	-	477
Germany	-	2	-	-	-	-	-	-	-	-	-	-	2
Gibraltar	-	-	-	-	-	-	-	-	-	-	-	-	-
Greece	-	16	-	-	-	207	-	-	-	-	-	-	223
Iceland	-	-	-	-	-	9	50	-	-	-	-	-	59
Ireland	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	702	666	270	-	25	9	395	163	-	-	-	-	2,230
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-
Lithuania	-	-	-	8	-	-	-	14	-	-	-	-	22
Malta	-	-	-	-	-	-	13	-	-	-	-	-	13
Montenegro	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	-	-	44	30	-	-	355	168	-	-	-	-	597
Norway	4	-	-	-	-	-	-	-	-	-	-	-	4
Poland	-	-	10	-	-	2	71	52	-	-	-	-	135
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-
Romania	-	-	-	-	127	127	127	127	-	-	-	-	508
Slovenia	-	-	-	-	-	-	-	-	-	-	-	-	-
Spain	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	-	-	-	8	8	-	-	-	-	-	-	16
United Kingdom	221	240	40	34	323	1,331	139	411	-	-	-	-	2,739
Total	960	999	528	357	588	1,901	1,789	1,583	-	-	-	2	8,707

Table 3 – Number of exemptions by type of notification registered in SSN on 04 September 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	2,328	2,328	-	130	1,344	89	1,743	89	188	1,795	123
Bulgaria	301	301	-	53	67	-	300	-	37	253	-
Croatia	2,434	2,434	-	14	131	-	660	-	193	352	-
Cyprus	280	280	-	41	55	-	275	-	14	233	-
Denmark	2,051	1,997	-	56	406	10	1,726	60	494	1,114	47
Estonia	1,073	1,073	-	45	457	-	731	134	30	453	542
Finland	3,050	3,019	-	74	785	-	1,027	1,171	844	2,110	-
France	5,862	5,462	359	487	2,527	49	1,547	2,361	1,284	1,074	2,644
Germany	5,174	5,173	-	119	1,853	1,871	2,260	412	-	2,266	1,889
Greece	8,447	8,443	1	302	1,018	-	-	125	25	-	-
Iceland	437	436	-	6	36	-	421	12	276	158	-
Ireland	1,280	1,280	-	25	449	44	1,270	-	117	1,152	-
Italy	8,095	8,095	-	331	1,850	102	4,101	1,834	4,279	2,692	209
Latvia	653	653	-	3	241	-	646	-	34	605	-
Lithuania	459	459	-	25	147	-	458	-	2	373	80
Malta	985	985	-	418	474	-	499	16	185	732	-
Montenegro	101	98	-	-	-	-	-	-	2	-	-
Netherlands	4,538	4,527	-	1,939	1,811	61	2,971	362	534	2,732	238
Norway	3,990	3,936	-	30	655	34	2,934	75	2,318	1,165	85
Poland	1,514	1,508	-	24	481	-	1,149	339	91	1,140	188
Portugal	1,093	1,049	-	74	391	-	-	3	602	-	1
Romania	430	428	-	65	68	-	429	-	30	395	-
Slovenia	187	187	-	25	78	-	178	-	-	145	-
Spain	17,251	17,250	-	284	1,185	-	5,747	-	7,582	5,005	4
Sweden	3,430	3,429	-	60	844	9	1,058	290	535	1,543	371
United Kingdom	10,373	10,138	39	395	1,979	124	4,148	1,925	3,689	2,313	1,227
Total	85,816	84,968	399	5,025	19,332	2,393	36,278	9,208	23,385	29,800	7,648

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

Reporting period: August 2018

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	19,515,700	North Sea
Bulgaria	-	2,523,210	MARES
Croatia	-	5,371,948	MARES
Cyprus	-	3,000,694	MARES
Denmark	-	18,394,039	HELCOM
Estonia	-	6,264,442	HELCOM
Finland	-	6,476,721	HELCOM
France	-	9,272,038	North Sea and MARES (Mediterranean Coast)
Germany	806,892	11,430,508	SSN SI Germany
Greece	-	5,758,853	MARES
Iceland	-	5,256,085	North Atlantic
Ireland	-	2,517,987	North Sea
Italy	-	19,032,657	MARES
Latvia	-	1,812,951	HELCOM
Lithuania	-	918,095	HELCOM
Malta	-	1,037,185	MARES
Montenegro		473,068	MARES
Netherlands	-	27,022,993	North Sea
Norway	-	29,390,838	North Atlantic
Poland	-	4,456,264	HELCOM
Portugal	-	3,796,930	MARES
Romania	-	2,371,558	MARES
Slovenia	-	127,957	HELCOM
Spain	-	22,491,810	MARES
Sweden	-	18,878,398	HELCOM
United Kingdom	-	20,326,824	North Sea and MARES (Gibraltar)
Total	806,892	247,919,753	

Table 5 – Number of AIS reports by Member State and Interface

Reporting period: August 2018

Member State	MRS	Area	Ship MRS Notifications
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	44
Bulgaria	-	-	-
Croatia	ADRIREP	Adriatic Sea	607
Cyprus	-	-	-
Denmark	BELTREP	Great Belt	2,300
	SOUNDREP [(1)]	The Sound	-
Estonia	GOFREP	Gulf of Finland	7,460
Finland	GOFREP	Gulf of Finland	3,980
France	BONIFREP	Strait of Bonifacio (only DPG)	300
	CALDOVREP	Dover Strait/ Pas de Calais	3,042
	MANCHREP	Off Les Casquests/ La Manche	4,803
	OUESSREP	Off Ouessant	3,506
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	10
Germany	-	-	-
Greece	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	110
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-
Italy	ADRIREP	Adriatic Sea	1,231
	BONIFREP	Strait of Bonifacio (only DPG)	293
Latvia	-	-	-
Lithuania	-	-	-
Malta	-	-	-
Netherlands	-	-	-
Norway	BAREP	Barents Sea	-
Poland	GDANREP	Gulf of Gdansk	1,824
Portugal	COPREP	Coast of Portugal	3,279
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	3,279
Romania	-	-	-
Slovenia	ADRIREP	Adriatic Sea	126
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	40
	FINREP	Finisterre (NW Coast of Spain)	2,680
	GATREP [(2)]	Gulf of Almeria (Gata Cape)	1,529
	GIBREP	Strait of Gibraltar	3,228
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	13
Sweden	SOUNDREP [(3)]	The Sound	-
United Kingdom	CALDOVREP [(4)]	Dover Strait/ Pas de Calais	1
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	14
Total			**43,699**

(1)   Denmark did not provide SOUNDREP MRS reports between 25 June 2018 and 11 September 2018

(2)   Voluntary Ship Reporting System

(3)   Sweden SOUNREP reports are transmitted to SSN by Denmark

(4)   The process for reporting CALDOVREP data is not yet completed

Table 6 – Number of MRS reports by Member State and SSN Protocol

Reporting period: August 2018

Those MRSs not yet providing information to SSN are highlighted in red (status on 04 September 2018.

Member State	Alert Notifications		Incident Reports								Sub-Total			Total
	SITREP	Others	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	Alert Notifications	XML	WEB	
Belgium	-	-	6	-	-	-	-	-	-	-	-	6	-	6
Bulgaria	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Croatia	-	-	13	2	-	-	-	-	23	4	-	42	-	42
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	-	37	-	-	-	-	-	-	1	-	-	38	38
Estonia	-	-	5	-	-	-	-	-	2	-	-	7	-	7
Finland	-	-	29	-	-	-	10	-	2	9	-	4	46	50
France	-	-	238	22	-	1	-	6	-	3	-	270	-	270
Germany	-	-	7	-	-	-	-	1	-	1	-	-	9	9
Greece	-	-	46	1	-	-	-	-	1	7	-	-	55	55
Iceland	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ireland	-	-	4	2	-	-	-	-	-	-	-	-	6	6
Italy	-	-	238	-	-	-	-	15	2	86	-	-	341	341
Latvia	-	-	4	-	-	-	-	-	-	2	-	-	6	6
Lithuania	9	2	5	-	-	2	-	-	2	-	11	7	2	20
Malta	-	-	8	-	-	-	-	-	1	6	-	-	15	15
Netherlands	-	-	96	-	-	2	1	-	-	13	-	-	112	112
Norway	-	-	11	-	-	-	-	-	-	3	-	-	14	14
Poland	-	-	-	-	-	-	-	-	-	1	-	1	-	1
Portugal	-	-	4	-	-	1	-	-	-	1	-	4	2	6
Romania	-	-	9	1	-	-	-	-	-	-	-	-	10	10
Slovenia	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Spain	-	-	18	-	-	-	-	-	-	2	-	20	-	20
Sweden	-	-	5	-	-	-	-	-	11	19	-	-	35	35
United Kingdom	-	-	53	-	-	-	-	-	2	1	-	55	1	56
Total	9	2	836	28	-	6	11	22	46	159	11	416	692	1,119

Table 7 – Number of Alert Notifications and Incident Reports by Member State and by Type

Reporting period: January – July 2018

Annex II: Operational status by Member State

Member State	Requests			Total
	Shipcall [1]	Ship (AIS/MRS)	Incident [2]	
Belgium	-	4,381 [3]	-	4,381
Bulgaria	-	-	-	-
Croatia	35	3	2	40
Cyprus	2	3	-	5
Denmark	-	12	-	12
Estonia	491,303 [4]	-	-	491,303
Finland	-	-	-	-
France	74	36	37	147
Germany	-	-	-	-
Greece	16	-	-	16
Iceland	-	5	-	5
Ireland	-	-	-	-
Italy	22,593 [5]	-	-	22,593
Latvia	-	-	-	-
Lithuania	3,842	-	-	3,842
Malta	-	-	-	-
Netherlands	-	-	-	-
Norway	897,377 [6]	-	-	897,377
Poland	112,800 [7]	6	18,540 [7]	131,346
Portugal	-	-	-	-
Romania	2	-	-	2
Slovenia	-	-	-	-
Spain	-	-	-	-
Sweden	-	-	-	-
United Kingdom	-	-	-	-
Total	**1,528,044**	**4,446**	**18,579**	**1,551,069**

(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) Requests used to obtain information for ships bound to Italian ports coming from EU in order to provide data to Port Management System (PMIS)
(6) Hazmat summary requests for risk assessment of vessels transiting in Member State waters
(7) Requests for risk assessment of vessels navigating in the Polish EEZ and Territorial waters

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

Annex III: Data quality

Member State	First half 2018 (Jan 2018 - Jun 2018)		2013	2014		2015		2016		2017		2018	Evolution
	Nr. Checks	Notifications Missing	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	
Belgium	181	1	2%	2%	2%	1%	1%	0%	0%	0%	0%	**0.55%**	
Bulgaria	141	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Croatia	130	0	-	-	-	5%	2%	0%	0%	0%	0%	0.00%	
Cyprus	141	0	1%	0%	0%	0%	0%	1%	0%	1%	1%	0.00%	
Denmark	219	11	7%	7%	4%	3%	8%	6%	1%	3%	2%	**5.02%**	
Estonia	167	0	1%	0%	5%	4%	0%	0%	0%	0%	0%	0.00%	
Finland	211	1	2%	0%	1%	2%	0%	1%	0%	0%	3%	**0.47%**	
France	226	2	2%	0%	4%	2%	1%	1%	0%	1%	1%	**0.88%**	
Germany	188	3	7%	5%	4%	5%	11%	3%	1%	3%	2%	**1.60%**	
Greece	205	1	3%	0%	0%	0%	0%	0%	0%	1%	3%	**0.49%**	
Iceland	128	1	0%	0%	0%	0%	0%	0%	0%	0%	1%	**0.78%**	
Ireland	139	1	1%	1%	1%	1%	1%	0%	1%	1%	1%	**0.72%**	
Italy	211	9	1%	1%	0%	0%	1%	3%	0%	1%	2%	**4.27%**	
Latvia	141	0	0%	0%	0%	1%	0%	0%	0%	0%	0%	0.00%	
Lithuania	140	0	1%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Malta	126	4	5%	3%	4%	6%	5%	6%	9%	12%	1%	**3.17%**	
Netherlands	179	0	0%	0%	0%	1%	0%	1%	1%	1%	0%	0.00%	
Norway	210	9	1%	2%	3%	1%	2%	0%	4%	2%	3%	**4.29%**	
Poland	150	0	0%	0%	0%	1%	1%	1%	0%	0%	0%	0.00%	
Portugal	160	4	1%	2%	2%	4%	3%	6%	7%	-	1%	**2.50%**	
Romania	140	1	1%	0%	1%	0%	0%	1%	1%	0%	1%	**0.71%**	
Slovenia	120	1	0%	1%	0%	0%	0%	0%	0%	1%	1%	**0.83%**	
Spain	211	1	5%	2%	1%	2%	2%	4%	2%	0%	1%	**0.47%**	
Sweden	196	1	1%	2%	0%	1%	0%	1%	10%	3%	0%	**0.51%**	
United Kingdom	336	9	1%	2%	3%	2%	2%	3%	1%	3%	3%	**2.68%**	
Total	4,396	60	1.9%	1.4%	1.6%	1.7%	1.8%	1.7%	1.5%	1.4%	1.2%	1.4%	

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

Highlighting those values not complying with the IFCD

Hazmat EU Departure

Member State	First half 2018 (Jan 2018 - Jun 2018)		2013	2014		2015		2016		2017		2018	Evolution
	Nr. Checks	Notifications Missing	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	
Belgium	120	2	1%	1%	5%	5%	5%	0%	2%	1%	2%	1.67%	
Bulgaria	12	1	0%	17%	14%	0%	0%	17%	18%	0%	11%	8.33%	
Croatia	110	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	2%	3%	0.00%	
Cyprus	21	4	50%	60%	50%	0%	33%	n.a.	n.a.	23%	15%	19.05%	
Denmark	45	1	14%	19%	10%	13%	54%	44%	58%	8%	9%	2.22%	
Estonia	107	3	3%	0%	3%	0%	4%	0%	13%	0%	1%	2.80%	
Finland	110	7	20%	42%	27%	18%	14%	11%	11%	6%	3%	6.36%	
France	117	4	6%	17%	17%	18%	21%	20%	7%	10%	19%	3.42%	
Germany	118	2	5%	2%	6%	4%	11%	10%	11%	4%	7%	1.69%	
Greece	115	4	0%	10%	10%	3%	0%	6%	6%	1%	3%	3.48%	
Iceland	0	0	n.a.	0%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Ireland	116	13	0%	100%	50%	50%	50%	0%	42%	13%	3%	11.21%	
Italy	121	9	8%	8%	7%	7%	11%	15%	5%	6%	10%	7.44%	
Latvia	91	2	0%	0%	0%	0%	5%	15%	5%	8%	6%	2.20%	
Lithuania	74	0	5%	11%	6%	5%	0%	0%	0%	0%	3%	0.00%	
Malta	109	9	6%	2%	16%	14%	0%	5%	34%	61%	30%	8.26%	
Netherlands	121	3	10%	8%	8%	3%	8%	11%	6%	3%	4%	2.48%	
Norway	91	9	13%	16%	9%	14%	22%	6%	16%	7%	5%	9.89%	
Poland	115	0	7%	7%	1%	2%	2%	10%	14%	1%	1%	0.00%	
Portugal	118	3	7%	10%	8%	6%	7%	3%	31%	n.a.	n.a.	n.a.	
Romania	11	0	0%	0%	0%	0%	11%	13%	0%	0%	0%	0.00%	
Slovenia	114	0	n.a.	0%	0%	0%	n.a.	n.a.	n.a.	2%	5%	0.00%	
Spain	119	43	11%	23%	32%	46%	53%	61%	45%	33%	32%	36.13%	
Sweden	89	8	24%	24%	17%	12%	14%	12%	14%	11%	19%	8.99%	
United Kingdom	234	38	7%	19%	16%	14%	15%	10%	12%	21%	26%	16.24%	
Total	**2,398**	**165**	**8.4%**	**12.9%**	**11.2%**	**10.0%**	**16.5%**	**16.4%**	**15.3%**	**11.1%**	**10.3%**	**6.9%**	

Hazmat non-EU Departure

Member State	First half 2018 (Jan 2018 - Jun 2018)		2014	2015		2016		2017		2018	Evolution
	Nr. Checks	Notifications Missing	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	
Belgium	119	2	8%	7%	3%	9%	0%	7%	3%	1.7%	
Bulgaria	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Croatia	50	2	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	9%	4.0%	
Cyprus	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Denmark	16	2	91%	86%	89%	0%	0%	10%	3%	12.5%	
Estonia	33	1	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Finland	35	2	67%	56%	67%	n.a.	0%	4%	5%	5.7%	
France	117	17	16%	25%	47%	46%	37%	24%	17%	14.5%	
Germany	108	6	1%	11%	13%	7%	14%	4%	6%	5.6%	
Greece	18	0	33%	0%	n.a.	n.a.	n.a.	n.a.	0%	0.0%	
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Ireland	10	7	100%	100%	50%	100%	n.a.	n.a.	n.a.	n.a.	
Italy	121	9	23%	16%	25%	32%	14%	12%	8%	7.4%	
Latvia	10	0	0%	33%	n.a.	n.a.	n.a.	n.a.	0%	0.0%	
Lithuania	16	0	100%	0%	n.a.	n.a.	n.a.	n.a.	0%	0.0%	
Malta	16	1	0%	0%	0%	0%	20%	36%	6%	6.3%	
Netherlands	120	1	24%	4%	8%	7%	9%	3%	2%	0.8%	
Norway	15	1	0%	0%	7%	0%	0%	25%	6%	6.7%	
Poland	99	0	3%	0%	0%	0%	0%	2%	0%	0.0%	
Portugal	87	1	15%	3%	5%	3%	12%	n.a.	4%	1.1%	
Romania	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Slovenia	98	0	0%	0%	n.a.	n.a.	n.a.	n.a.	3%	0.0%	
Spain	112	43	50%	47%	53%	59%	35%	30%	38%	38.4%	
Sweden	49	10	16%	16%	7%	13%	17%	17%	13%	20.4%	
United Kingdom	216	28	10%	12%	16%	5%	7%	16%	13%	13.0%	
Total	**1465**	**133**	**19.0%**	**17.2%**	**23.3%**	**21.4%**	**15.4%**	**11.5%**	**9.1%**	**9.1%**	

Table 10 – Missing Hazmat EU Departure and non-EU Departure notifications by Member State and by reporting period[2]

Highlighting those values not complying with the IFCD

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[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 [1]	**Not implemented**	Available [1]	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 [1]	Available
Poland	Available	Available	Available	Available
Portugal	**Unavailable**	**Unavailable**	**Not implemented**	**Not implemented**
Romania	Available		Available	Available
Slovenia	Available	Available	Available	Available
Spain	Available	Available	Available	Available
Sweden	Available	-	Available	Available
United Kingdom	Available [2]	Available	Available [2]	Available [2]

(1)   Response information incomplete

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

Table 11 – Availability of the detailed part of the notifications on 05 September 2018

Member State	Aug-18		Previous and Current Reporting Periods - Notifications Rejected (%)											
	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	August 2018	Evolution
Belgium	28,199	1	0.02%	0.02%	0.04%	0.00%	0.14%	0.09%	0.42%	0.01%	0.01%	0.00%	0.00%	
Bulgaria	2,012	2	0.09%	0.77%	0.59%	0.11%	0.48%	0.58%	0.14%	0.00%	0.59%	0.17%	0.10%	
Croatia	6,004	54	0.00%	0.00%	0.00%	0.70%	0.80%	0.55%	0.07%	0.00%	0.02%	0.08%	0.90%	
Cyprus	3,816	6	0.55%	1.24%	0.48%	0.55%	0.47%	0.20%	1.60%	1.09%	0.00%	0.34%	0.16%	
Denmark	8,631	36	0.71%	0.55%	0.64%	0.88%	15.46%	5.07%	15.04%	6.61%	1.10%	0.38%	0.42%	
Estonia	7,212	6	2.16%	0.38%	0.15%	0.40%	1.67%	0.19%	0.03%	19.03%	0.04%	0.11%	0.08%	
Finland	19,493	106	0.66%	1.82%	2.65%	4.71%	8.39%	6.69%	2.86%	1.78%	0.50%	1.32%	0.54%	
France	31,539	39	1.20%	0.70%	3.22%	1.81%	1.42%	1.02%	0.15%	0.16%	0.33%	0.16%	0.12%	
Germany	28,987	183	0.02%	0.07%	0.18%	0.22%	6.51%	3.69%	2.15%	1.88%	1.18%	1.13%	0.63%	
Greece	46,082	233	0.18%	0.09%	0.11%	0.04%	0.04%	0.04%	0.05%	0.75%	0.48%	0.56%	0.51%	
Iceland	1,355	-	0.00%	0.00%	0.63%	0.00%	17.31%	0.00%	0.00%	0.00%	0.06%	0.00%	0.00%	
Ireland	6,071	24	0.27%	0.54%	0.20%	0.68%	0.18%	0.28%	0.70%	0.68%	0.21%	0.64%	0.40%	
Italy	52,874	25	0.11%	0.11%	0.10%	0.16%	0.08%	0.19%	0.02%	0.05%	0.03%	0.01%	0.05%	
Latvia	5,095	23	0.36%	0.23%	0.73%	0.00%	0.35%	1.18%	0.35%	0.90%	0.49%	0.37%	0.45%	
Lithuania	4,180	3	0.76%	2.20%	0.00%	0.00%	0.00%	0.17%	0.00%	0.06%	0.22%	0.05%	0.07%	
Malta	8,616	144	3.63%	1.80%	1.07%	0.86%	0.26%	0.80%	0.68%	12.82%	1.75%	0.99%	1.67%	
Montenegro	342	6											1.75%	
Netherlands	68,098	129	0.57%	0.46%	0.47%	0.15%	1.71%	0.09%	0.70%	8.30%	9.94%	1.41%	0.19%	
Norway	67,172	21	4.16%	0.00%	0.06%	0.01%	0.13%	0.05%	0.39%	0.03%	0.02%	0.00%	0.03%	
Poland	17,940	33	1.52%	0.47%	0.00%	0.10%	0.14%	0.29%	0.01%	0.04%	0.16%	0.03%	0.18%	
Portugal	7,908	46	0.15%	0.29%	0.22%	0.29%	0.45%	0.45%	2.41%	-	0.93%	1.49%	0.58%	
Romania	2,926	147	1.02%	13.66%	1.19%	0.46%	0.05%	1.02%	1.00%	0.07%	0.00%	0.21%	5.02%	
Slovenia	1,254	1	0.43%	0.15%	0.23%	0.82%	0.83%	1.06%	1.56%	1.58%	0.81%	0.21%	0.08%	
Spain	128,989	603	0.01%	0.20%	0.02%	0.03%	9.15%	0.98%	0.67%	1.00%	0.86%	1.05%	0.47%	
Sweden	36,474	10	0.14%	2.13%	0.63%	0.15%	0.07%	0.07%	0.62%	0.92%	0.10%	0.08%	0.03%	
United Kingdom	53,232	10	0.05%	0.17%	0.12%	0.04%	0.13%	0.12%	0.15%	0.03%	0.02%	0.03%	0.02%	
Total	**644,501**	**1,891**	**0.66%**	**0.72%**	**0.55%**	**0.56%**	**3.31%**	**1.17%**	**0.90%**	**1.91%**	**1.40%**	**0.60%**	**0.29%**	

Table 12 – PortPlus notification rejections and evolution

Reporting period: August 2018

**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.	391	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.	87	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.	99	To be corrected by MSs
R05	A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	3	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.	28	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.	-	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.	90	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have a NextPort.	13	To be corrected by MSs
R10	A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have ETATONextPort.	1	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.	116	To be corrected by MSs
R12	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	2	To be corrected by MSs
R13	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	1	To be corrected by MSs
R14	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	102	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	5	To be corrected by MSs
R16	Arrival Notification Details once provided should be repeated in all update messages.	36	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	228	To be corrected by MSs

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

Reporting period: August 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])	202	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]	155	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.	161	To be corrected by MSs
R21	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.	8	To be corrected by MSs
R22	The IMO number [IMONumber] is not valid	38	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.	11	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.	39	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].	5	To be corrected by MSs
R29	At least one contact detail must be provided (Phone, Fax or Email)	1	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 must contain digits only	6	To be corrected by MSs
R32	The email [EMAIL] is invalid	49	To be corrected by MSs
R33	Test vessel only allows IMO 9999999 and MMSI 999999999	4	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: August 2018

Annex IV: SSN – THETIS interface

Member State	Current reporting period - August 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 [%]	January 2018	July 2017	January 2017	July 2016	January 2016	July 2015	January 2015	July 2014
Belgium	1,737	1,736	1	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.6%	0.7%	0.2%
Bulgaria	210	205	5	-	98.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.5%	0.8%
Croatia	460	456	3	1	99.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	-
Cyprus	167	167	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Denmark	1,800	1,725	69	6	96.0%	4.0%	0.0%	0.3%	1.2%	0.7%	1.6%	5.3%	6.7%	14.2%	16.0%
Estonia	577	577	-	-	100.0%	0.0%	0.0%	0.5%	0.3%	0.5%	0.8%	0.0%	0.2%	0.0%	0.0%
Finland	1,654	1,589	26	39	96.0%	2.0%	2.0%	9.9%	3.1%	5.4%	2.6%	4.4%	3.5%	3.6%	2.7%
France	2,251	2,222	23	6	99.0%	1.0%	0.0%	0.1%	0.6%	0.5%	0.5%	4.6%	14.2%	1.1%	2.3%
Germany	3,423	3,292	23	108	96.0%	1.0%	3.0%	4.4%	7.9%	5.8%	3.9%	6.2%	18.2%	28.9%	30.5%
Greece	4,265	4,050	127	88	95.0%	3.0%	2.0%	2.4%	2.8%	0.9%	0.4%	1.3%	0.1%	5.7%	7.4%
Iceland	413	398	2	13	96.0%	0.0%	3.0%	5.1%	7.5%	8.8%	7.9%	10.3%	10.7%	10.4%	11.0%
Ireland	1,165	1,160	3	2	100.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.5%	0.1%	0.0%	0.2%	0.0%
Italy	2,747	2,690	20	37	98.0%	1.0%	1.0%	0.2%	1.4%	0.3%	2.6%	0.3%	0.6%	0.1%	0.3%
Latvia	546	540	6	-	99.0%	1.0%	0.0%	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.2%	0.4%
Lithuania	296	296	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%
Malta	258	252	5	1	98.0%	2.0%	0.0%	0.0%	6.0%	5.8%	0.7%	7.0%	8.4%	11.1%	5.7%
Montenegro	103	93	2	8	90.0%	2.0%	8.0%								
Netherlands	2,589	2,547	30	12	98.0%	1.0%	0.0%	0.3%	0.6%	1.1%	0.7%	1.4%	1.7%	0.3%	0.8%
Norway	3,991	3,397	275	319	85.0%	7.0%	8.0%	8.0%	9.0%	8.6%	19.5%	16.5%	19.9%	20.8%	25.7%
Poland	1,280	1,277	3	-	100.00%	0.00%	0.00%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	6.3%	5.6%
Portugal	624	562	17	45	90.0%	3.0%	7.0%	1.2%	5.7%	-	3.5%	1.8%	4.5%	0.8%	1.3%
Romania	338	320	7	11	95.0%	2.0%	3.0%	0.4%	0.5%	0.7%	1.7%	1.2%	0.0%	0.9%	4.1%
Slovenia	141	141	-	-	100.0%	0.0%	0.0%	0.0%	0.9%	1.2%	1.4%	0.0%	0.0%	0.0%	0.0%
Spain	10,392	10,080	23	289	97.0%	0.0%	3.0%	1.5%	8.7%	0.5%	0.7%	1.2%	2.5%	2.2%	3.3%
Sweden	2,501	2,442	33	26	98.0%	1.0%	1.0%	2.2%	1.5%	1.8%	6.8%	4.1%	2.9%	2.5%	9.5%
United Kingdom	6,597	6,373	77	147	96.6%	1.2%	2.2%	0.5%	1.7%	0.9%	13.1%	1.7%	1.9%	2.2%	2.6%
Total	**50,525**	**48,587**	**780**	**1,158**	**96.2%**	**1.5%**	**2.3%**	**2.0%**	**3.5%**	**2.0%**	**4.9%**	**3.7%**	**5.5%**	**7.1%**	**8.4%**
TOTAL January 2018	39,162	37,890	480	792	96.8%	1.2%	2.0%								
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: August 2018

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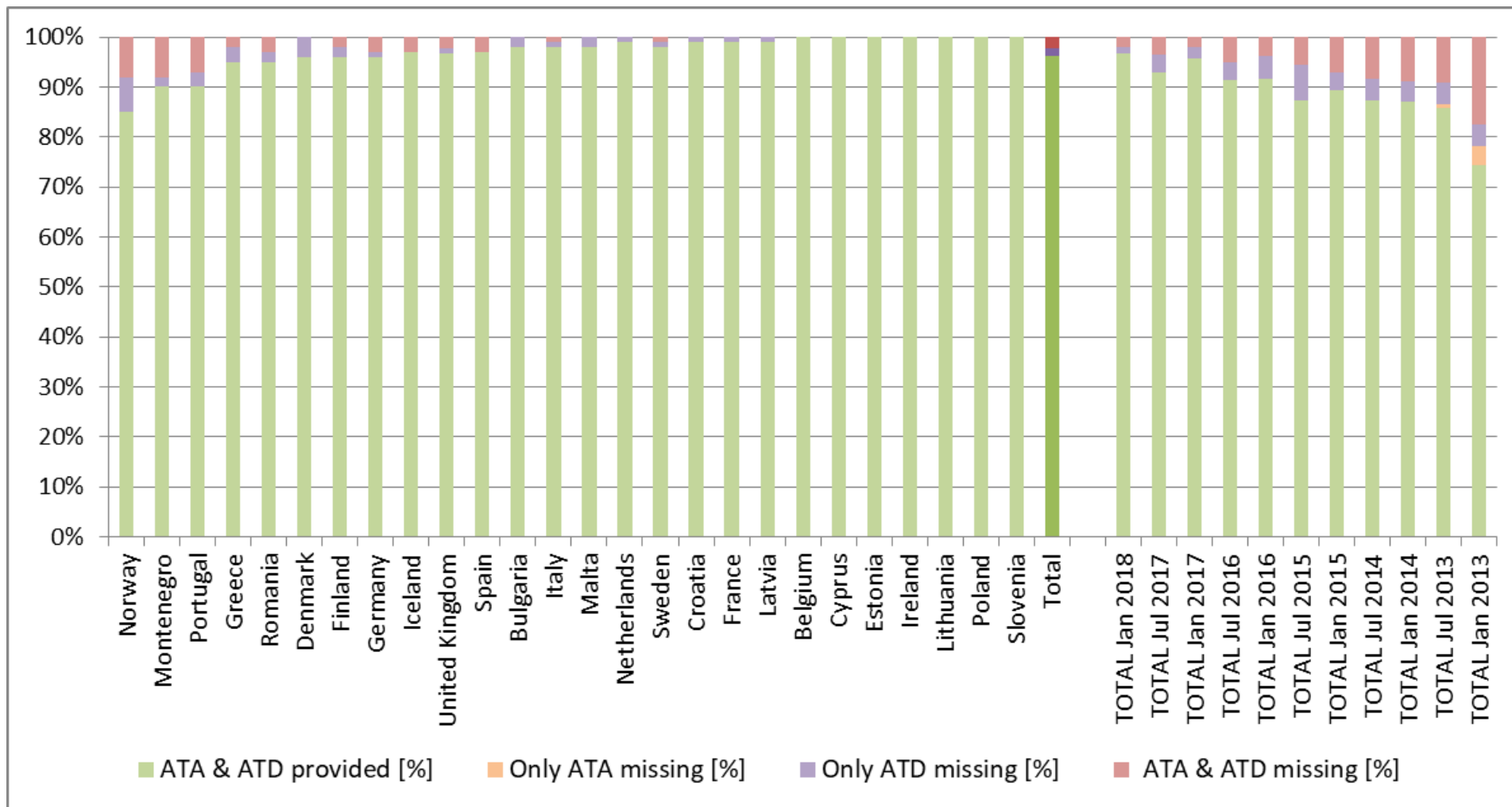
Figure 3 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15)
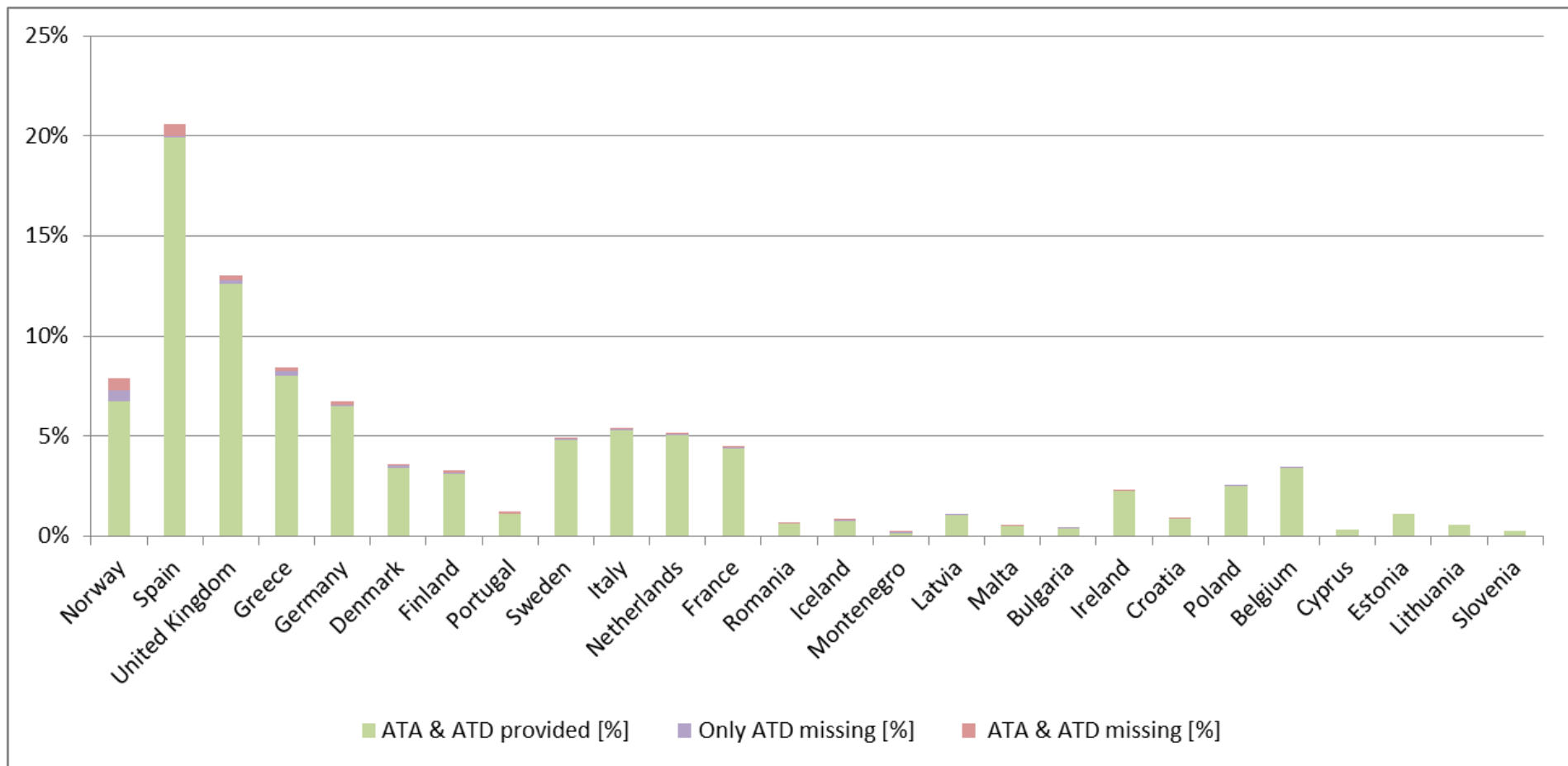
Reporting period: August 2018

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: August 2018

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%	98%	2%	0%	0%	99%	1%	0%
Bulgaria	0%	97%	2%	1%	0%	97%	3%	0%
Croatia	0%	35%	62%	3%	0%	74%	24%	1%
Cyprus	1%	89%	10%	0%	0%	83%	17%	0%
Denmark	1%	62%	35%	2%	0%	70%	28%	2%
Estonia	0%	94%	6%	0%	0%	98%	2%	0%
Finland	0%	85%	15%	0%	0%	87%	12%	0%
France	0%	96%	3%	0%	0%	93%	7%	0%
Germany	0%	87%	12%	1%	0%	90%	9%	1%
Greece	1%	84%	15%	1%	0%	86%	13%	0%
Iceland	0%	89%	11%	0%	0%	89%	11%	0%
Ireland	0%	95%	4%	0%	0%	96%	3%	1%
Italy	0%	90%	10%	1%	0%	88%	11%	1%
Latvia	0%	94%	5%	0%	0%	96%	4%	0%
Lithuania	0%	95%	5%	0%	0%	93%	7%	0%
Malta	0%	97%	3%	0%	0%	97%	2%	0%
Montenegro	0%	37%	59%	4%	0%	6%	90%	4%
Netherlands	0%	97%	3%	0%	0%	97%	3%	0%
Norway	0%	92%	8%	0%	0%	92%	8%	0%
Poland	0%	97%	3%	1%	0%	98%	2%	1%
Portugal	0%	82%	14%	3%	0%	84%	13%	3%
Romania	0%	99%	1%	0%	0%	100%	0%	0%
Slovenia	0%	97%	3%	0%	0%	95%	5%	0%
Spain	0%	88%	11%	2%	0%	86%	12%	2%
Sweden	0%	95%	5%	0%	0%	94%	6%	0%
United Kingdom	0%	86%	12%	2%	0%	88%	10%	2%
Total	**0.1%**	**87.4%**	**11.5%**	**1.0%**	**0.1%**	**88.9%**	**10.0%**	**1.0%**

Table 15 –Timeliness of ATA and ATD reporting

Reporting period: August 2018