

Meeting: 9th SSN / LRIT Group Meeting

Place and date: Lisbon, 25 May 2021

Agenda item: SSN Data Quality Report

Document number: SSN/LRIT 9.5.1

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	<ul style="list-style-type: none"> a. 8th SSN/LRIT Group Meeting Report b. SSN/LRIT 8.5.1 SSN and LRIT Data Quality Report c. SSN/LRIT 9.4.1 SSN and LRIT Roadmap d. SSN/LRIT 9.4.2 SSN version 5 transition period e. SSN/LRIT 9.5.3 Impact of Brexit on SSN

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 with the 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

Since the last reporting period the United Kingdom disconnected from the SSN system. Even though the withdrawal of the United Kingdom (UK) from EU took place on 31 December 2020, the United Kingdom stopped providing information to SSN central system since mid-December 2020. The impact of Brexit for the SSN community is described in “SSN/LRIT 9.5.3 Impact of Brexit on SSN”.

Bulgaria entered in production for SSN version 4 in 24 November 2020.

Portugal is not yet fully compliant with SSN v4 (request-response functionality and provision of Security and Bunkers information is not implemented). The commissioning tests for SSN version 4 of Portugal are not completed.

Bunkers information is already notified by Croatia, Greece, Iceland, Italy, Latvia, Lithuania, Malta, Norway, Poland, Romania, Slovenia and Sweden. Bulgaria, Cyprus and Estonia, even though commissioned, are not yet reporting Bunkers information.

On 27 January 2021, the most recent list of UNECE LOCODEs (i.e. version 2020-2, released on 18 December 2020) was uploaded in CLD. On 13 April 2021 the SSN version 4.5.0 and updates of Central Locations Database (CLD) and Central Organisations Database (COD) were deployed in Production.

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. 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 for Estonia, Finland, Germany, Greece, Italy, Norway and Portugal is high (more than 1% - see Table 9).
- The percentage of missing Hazmat information for Belgium, Denmark, Finland, France, Ireland, Italy, Latvia, Lithuania, Norway, Portugal, Spain and Sweden is very high (more than 5%, see Table 10).
- Waste and Security notifications were not provided for 20.6% and 9.1% of the ship calls respectively (see Table 1).
- The lack of availability of the detailed part of notifications (see Section 5.4) is still an issue: Estonia for Ship MRS details; Iceland for Hazmat, Ship MRS and Security details; Latvia for Bunkers details; Norway for Ship MRS details, and Portugal for Hazmat and Ship MRS details.
- Rejections are still an issue for some countries (see Section 5.5), with over 0.2% of PortPlus notifications being rejected (Bulgaria, Denmark, Finland, Germany, Greece, Ireland, Latvia, Malta, the Netherlands, Portugal and Spain).
- Finland, France, Greece and Portugal 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, Greece, Ireland, Malta, the Netherlands, Portugal, Slovenia and Sweden 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, Iceland, Ireland, Malta, Montenegro, Norway, Portugal, Romania and Spain is high (over 1%, see Table 14).

Recommendation 1: The MSs mentioned above are invited to provide feedback.

2.2 Exemptions

For information provided in SSN, MSs can grant four types of exemptions: 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. Since deployment of SSN version 4, Member States might also benefit from granting exemptions for the following notification requirements:

- 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 waste types to which the Waste Exemption is applicable;
- Information on the Ports to which the Exemption is applicable – “*Exemption applies to*”;

- Information on the Port Facilities to which the Security Exemption is applicable – included under “*Exemption applies to*”;

On 26 April 2021, the number of exemptions registered in SSN was 9,508 (4,301 were active and 5,207 expired, see Table 3). Table 4 shows the number of ship calls that took place in January 2021 (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:

- 5 MSs (Bulgaria, Cyprus, Ireland, Latvia, Portugal and Spain) do not have exemptions registered in SSN;
- Most of the exemptions granted to MS ports relate to Waste (47.4%). Pre-Arrival, Hazmat and Security exemptions account for 18.1%, 15.1% and 19.4% respectively.

Some Member States are not reporting the granted exemptions in SSN, thereby giving the impression that due notifications are missing.

Recommendation 2: Member States are invited to register exemptions in SSN system and update the existing exemptions information in SSN, in particular the information regarding the Ports to which the Exemption is applicable, in order to allow SSN to associate the exemption information to the relevant voyage.

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.

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

Recommendation 3: MSs facing data quality issues related to MRS notifications are invited to take appropriate measures and/or contact EMSA for support its resolution.

2.4 Incident Reports (IR)

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

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 and provision of information solely in national language are unresolved issues.

Improvements to the Incident Report exchanged through SSN will be included in SSN version 5 following the proposal made by the Incident Report Working Group established by the HLSG 4th meeting (11 December 2018).

Recommendation 4: Member States are invited to report all Incident types in accordance with the SSN Incident Report Guidelines.

3. SSN COMMON OPERATIONAL PROCEDURES - COP

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 5: 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 2020 were as follows:

- a) The central SSN system was down eight times, with a total duration of 37 hours 21 minute. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.57%.
- b) The SSN-THETIS interface was down six times, with a total duration of 1 hour 55 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: Bulgaria (13h28 and 14h04), Croatia (18h31, 17h30 and 13h28), Cyprus (20h38), Finland (29h23), France (13h25 and 22h54), Greece (17h01, 34h42 and 101h55), Iceland (12h12, 13h18, 12h44, 12h51, 14h25, 13h22 and 25h41), Ireland (12h53, 18h12 and 16h36), Italy (81h54 and 63h33), Latvia (20h48m), Netherlands (59h45, 15h57, 19h37 and 20h22), Portugal (39h01 and 68h23), Romania (12h16m) and Sweden (32h35, 14h41 and 42h45).

Recommendation 6: 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 7: 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:

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

In most cases, the reporting period was January 2021, but for missing Port and Hazmat information and Hazmat details, it was the second half of 2020. A summary of the findings is shown in Sections 5.1 - 5.5 below, and full details are available in Annex III.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 3,057 ships that visited EU ports in the second semester of 2020 and found that 24 of the due notifications were not sent to SSN (0.79% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

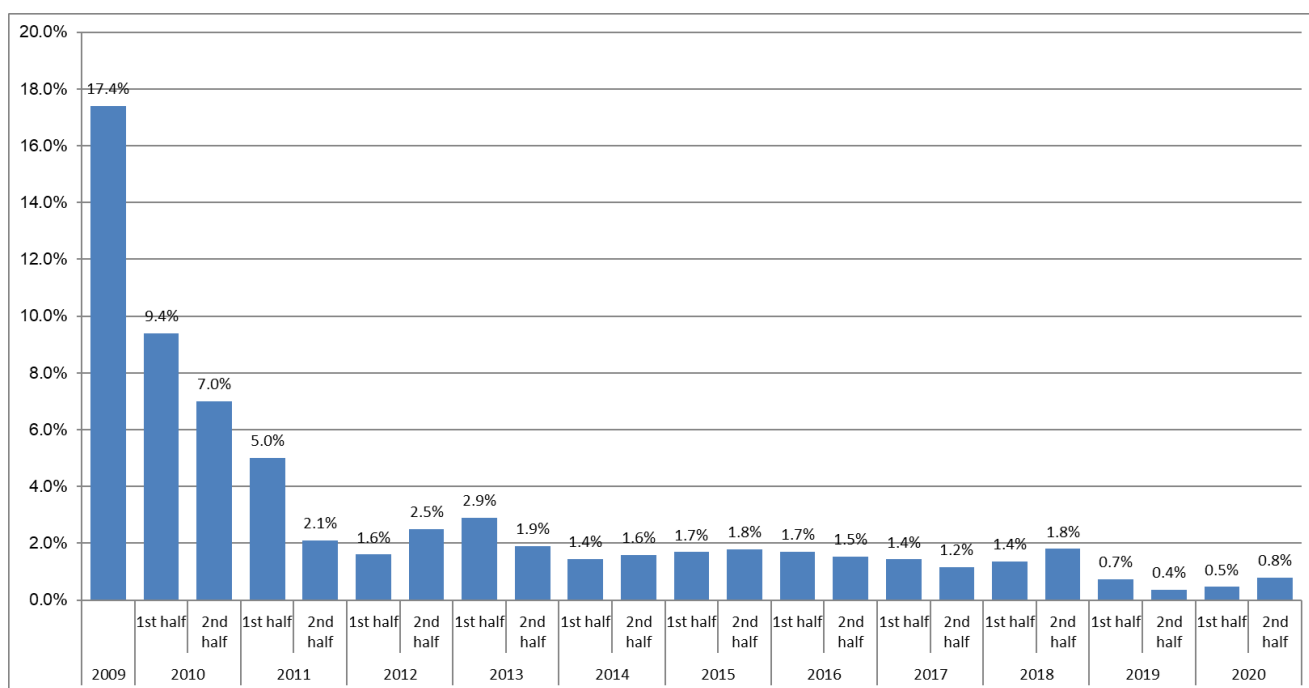


Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

Recommendation 8: 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

9.9% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 141 out of 1,420 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% to 9% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications increased from 11% to 12% (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 did not change significantly in the second semester of 2020. Some MSs should revise their internal procedures for reporting Hazmat information (e.g. Spain and Sweden), 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.

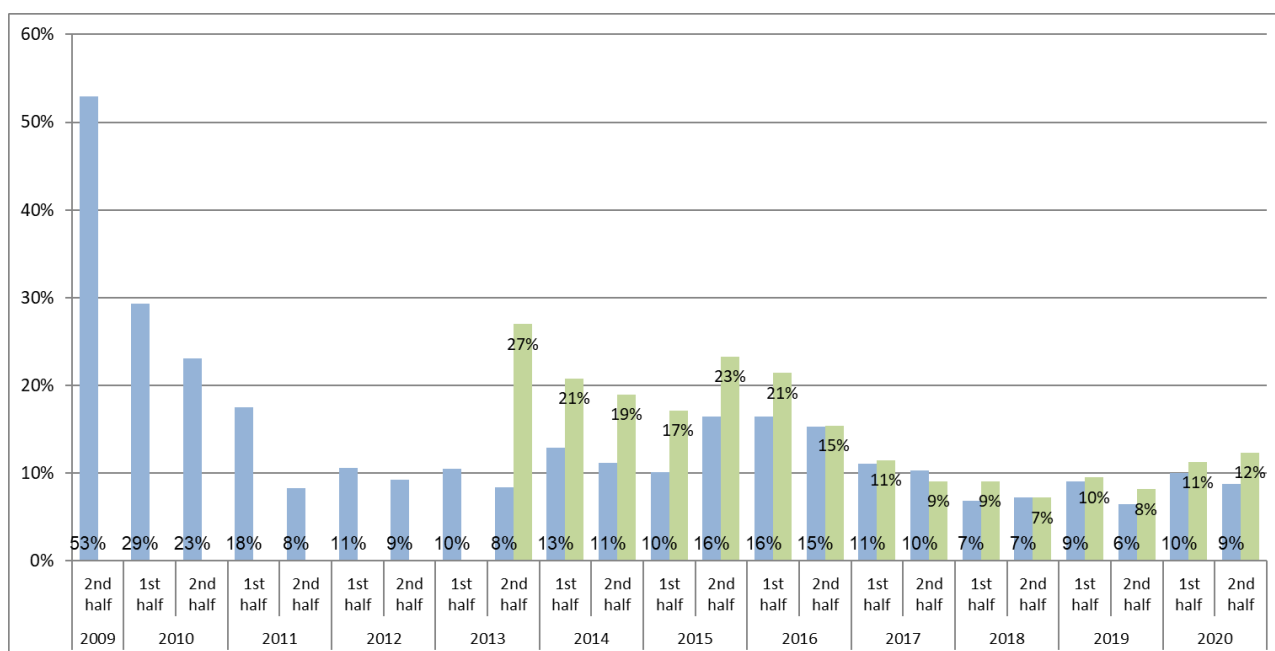


Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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

Recommendation 9: 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.

Please note that following the SSN v3-v4 end of transition, the exemptions should:

- Identify the ports to which the exemption is applicable in the filed “Applies to”. The entire “Scheduled Service” route is not subject to the exemption;

- Update the exemption type “Waste” by the new type “Waste Notification”.

As from April 2021, the data quality checks implement these two changes which might have an impact on the number of missing notifications, should the necessary changes were not done into SSN (i.e.: identify in the “Applies to” list which ports of the “Schedule Service” route are exempted to report the corresponding information).

The percentage of missing Waste and Security notifications were 20.6% and 9.1% of ship calls respectively (see Table 1), as compared to 20% and 19% 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.

Figure 3 shows the overall trend by comparing the percentage figures for the previous reporting periods:

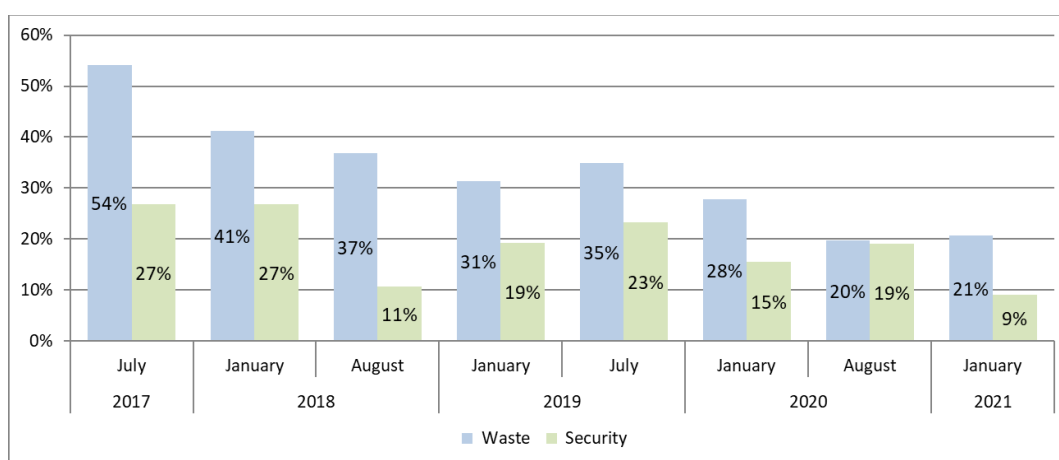


Figure 3 – Missing Waste (Blue) and Security (Green) information by reporting period

Recommendation 10: 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, Security and Bunkers 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 the issues with request/response mechanism were found for the following Member States: Estonia (MRS details); Iceland (Hazmat, Ship MRS and Security details); Latvia (Bunkers details); Norway (MRS details) and Portugal (Hazmat and Ship MRS details).

Recommendation 11: Estonia, Iceland, Latvia, Norway and Portugal are invited to ensure that the detailed part of the relevant notifications is made available to MS data requesters in electronic format.

Recommendation 12: 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:

- Departure Notification Details once provided should be repeated in all update messages (36.5%);
- A Port Plus notification must have ETAToNextPort subsequent to the ETDFromPortOfCall.ETAToNextPort greater than ETDFromPortOfCall (19.1%);
- A Port Plus notification must have EtaToPortOfCall unless PortOfCall = "ZZCAN" or ATAToPortOfCall is provided (15.0%).
- 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 (6.9%).
- Arrival Notification Details once provided should be repeated in all update messages (5.0%).

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 VTMS and PSC Directives.

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 13: MSs are invited to rectify the reported quality problems in order to ensure that rejected messages are eliminated, in particular by implementing checking rules in order to minimise inconsistent data in national SSN systems.

6. SSN INTERFACE WITH THETIS

6.1 ATA and ATD not provided via PortPlus notifications

MSs have the responsibility to provide 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 (EU) 2017/2110.

35,712 of the ship calls created in SSN during January 2021 (via PortPlus) fell within the scope of these Directives (see Table 14, Annex IV). On average, 0.8% of ship call notifications lacked both the ATA and the ATD. In addition, a further 1.1% lacked only the ATD, despite the ships having already departed. The overall situation has improved in comparison with last reporting period (August 2020) but further effort is required from Member States to improve it (see Figures 4 and 5 in Annex IV).

Recommendation 14: 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).

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.

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, Ireland, Montenegro, Portugal and Sweden are the mostly affected. ATAs and ATDs provided more than 3 hours in advance, and which were therefore rejected by THETIS, affect 0.22% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 10.9% and 10.0% of overall ship calls respectively. These notifications were not rejected by THETIS.

Recommendation 15: 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.

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%	5.4%	1.9%	1.3%	0.00%	0.0%	0.0%	0.0%	0.1%	v4	- High number of missing Hazmat (May 2021)
Bulgaria	0.0%	0.0%	0.0%	0.0%	0.20%	0.4%	0.0%	0.0%	0.0%	v4	- Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016)
Croatia	0.0%	0.0%	24.8%	1.8%	0.00%	0.0%	0.0%	0.0%	5.1%	v4	- High number of missing Waste information (Mar 2017) - High number of Hazmat nonEU departure, Waste and Security provided after ship arrival to the port (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2018)
Cyprus	1.0%	0.0%	0.5%	1.1%	0.17%	0.0%	0.0%	0.7%	0.0%	v4	- High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2019)
Denmark	0.0%	9.1%	1.4%	1.0%	0.58%	1.4%	0.1%	0.0%	1.8%	v4	- High number of missing Hazmat (Aug 2019) - High number of rejected PortPlus notifications (Mar 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020) - High number of ship calls missing ATA and/or ATD (Sep 2020)
Estonia	2.0%	0.0%	0.4%	0.0%	0.08%	0.0%	0.0%	0.0%	0.4%	v4	- High number of missing Port information (May 2021) - High number of Waste provided after ship arrival to the port (Mar 2020) - Ship MRS details not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value (Sep 2016)
Finland	1.8%	6.7%	8.0%	0.0%	0.41%	0.5%	0.8%	0.0%	0.7%	v4	- High number of missing Port (May 2021), Hazmat (May 2021) and Waste information (Mar 2020) - High number of rejected PortPlus notifications (Mar 2018) - High number of ship calls missing ATA and/or 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 (Mar 2019), Waste and Security (Aug 2019) provided
France	0.0%	6.7%	28.5%	6.0%	0.01%	0.2%	0.1%	0.0%	1.0%	v4	- High number of missing Hazmat (May 2121), Waste (Mar 2017) and Security information (Mar 2017) - High number of Hazmat nonEU departure, Waste and Security provided after ship arrival to the port (Mar 2020) - 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	1.2%	2.6%	55.3%	6.7%	0.55%	0.9%	2.0%	0.0%	7.9%	v4	- High number of missing Port (May 2021), Waste (Mar 2017) and Security information (Mar 2017) - High number of rejected PortPlus notifications (Sep 2016) - Use of the dummy Persons on Board (POB) value (Sep 2018) - High number of ship calls missing ATA and/or ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020)
Greece	1.3%	2.9%	4.13%	19.31%	0.55%	0.1%	0.1%	0.0%	1.4%	v4	- High number of missing Port (May 2021) and Security information (Mar 2020) - High number of rejected PortPlus notifications (Sep 2018) - High number of Hazmat nonEU departure, Waste and Security provided after ship arrival to the port (Mar 2020)

Table 1 – Implementation status by Member State on 26 April 2021

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		
Iceland	0.9%	-	8.0%	0.0%	0.00%	0.6%	2.8%	0.0%	0.0%	v4	- High number of missing Waste (May 2021) information - High number of ship calls missing ATA and/or ATD (Sep 2015) - Hazmat, Ship MRS and Security details not available upon request (May 2021)
Ireland	0.0%	22.2%	0.0%	0.0%	0.70%	4.0%	1.9%	9.7%	2.8%	v4	- High number of missing Hazmat (Mar 2017) information - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls missing ATA and/or ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020)
Italy	3.1%	8.6%	29.9%	2.2%	0.03%	0.1%	0.0%	0.0%	0.7%	v4	- High number of missing Port (May 2021), Hazmat (May 2021), Waste (Mar 2017) and Security information (Mar 2020) - High number of Waste provided after ship arrival to the port (Mar 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020)
Latvia	0.0%	6.7%	0.0%	0.0%	0.29%	0.2%	0.2%	0.0%	0.1%	v4	- High number of missing Hazmat (May 2021) - High number of rejected PortPlus notifications (Aug 2019) - Bunkers details not available upon request (Mar 2020)
Lithuania	0.0%	7.7%	0.0%	1.3%	0.00%	0.3%	0.0%	0.0%	1.4%	v4	- High number of missing Hazmat information (Sep 2020) - High number of Security provided after ship arrival to the port (Sep 2020)
Malta	0.0%	33.3%	4.0%	0.0%	17.20%	0.0%	2.1%	0.0%	1.1%	v4	- High number of missing Hazmat information (Mar 2020) - High number of rejected PortPlus notifications (Sep 2020) - High number of ship calls missing ATA and/or ATD (May 2021) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Mar 2018)
Montenegro	0.0%	n.a.	n.a.	n.a.	0.00%	6.1%	0.0%	0.0%	9.4%	v3	- High number of ship calls missing ATA and/or ATD (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2019)
Netherlands	0.5%	1.9%	5.1%	4.0%	0.81%	0.3%	0.3%	0.0%	0.1%	v4	- High number of missing Waste (Mar 2017) and Security (May 2021) information - High number of rejected PortPlus notifications (Aug 2019) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - High number of ship calls missing ATA and/or ATD (Sep 2020)
Norway	2.0%	8.0%	6.9%	2.5%	0.00%	2.7%	2.4%	0.0%	0.3%	v4	- High number of missing Hazmat (Aug 2019) and Waste (Mar 2017) information - High number of ship calls missing ATA / ATD (Sep 2015) - High number of Hazmat nonEU departure (Sep 2018) and Waste (Aug 2019) and Security (Sep 2020) provided after ship arrival to the port - Ship MRS (Aug 2019) details not available upon request
Poland	0.0%	0.0%	0.5%	0.1%	0.01%	0.1%	0.0%	0.1%	0.2%	v4	

Table 1 – Implementation status by Member State on 26 April 2021 (cont.)

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		
Portugal	1.8%	12.4%	19.0%	-	1.08%	0.3%	2.4%	0.0%	5.1%	v3	- High number of missing Port (Mar 2020), Hazmat (May 2021) and Waste (Sep 2020) information - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls missing ATA and/or ATD (Sep 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - High number of Hazmat nonEU departure (Mar 2018) and Waste (Sep 2020) provided after ship arrival to the port - SSN v4 not yet fully implemented - Request-Response mechanism not working
Romania	0.9%	0.0%	0.0%	0.0%	0.07%	1.7%	0.0%	0.0%	0.0%	v4	- High number of ship calls missing ATA and/or ATD (Aug 2019)
Slovenia	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.0%	v4	- Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016) - High number of Hazmat nonEU departure, Waste and Security provided after ship arrival to the port (Sep 2020)
Spain	0.7%	28.5%	52.9%	2.3%	1.25%	1.7%	1.0%	0.0%	1.8%	v4	- High number of missing Hazmat (Sep 2016) and Waste (Mar 2017) information - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls missing ATA and/or ATD (Sep 2020) - 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 nonEU departure provided after ship arrival to the port (Mar 2020) - High number of Hazmat EU departure provided after ship departure from the port (Mar 2018)
Sweden	0.0%	36.0%	0.0%	45.7%	0.04%	0.7%	0.2%	0.0%	3.2%	v4	- High number of missing Hazmat (Mar 2017) and Security (Mar 2017) information - High number of ship calls missing ATA and/or ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020) - High number of Hazmat EU departure provided after ship departure from the port (Aug 2019)
Total	0.8%	9.9%	20.6%	9.1%	0.66%	1.1%	0.8%	0.22%	1.8%	-	Updated: 26 April 2021

Table 1 – Implementation status by Member State on 26 April 2021 (cont.)

Member State	Shipcalls			AIS ⁽¹⁾	MRS	Incident Reports	Total
	New	Updates	Cancelations				
Belgium	25,329	318,615	735	157,092,762	773	30	157,438,244
Bulgaria	3,435	21,771	72	15,975,564	-	7	16,000,849
Croatia	3,852	15,169	10	45,819,585	7,492	141	45,846,249
Cyprus	3,221	38,372	81	25,865,424	-	3	25,907,101
Denmark	25,411	75,388	657	210,771,172	58,114	20	210,930,762
Estonia	10,786	59,142	147	106,169,538	80,732	7	106,320,352
Finland	30,335	148,949	572	79,451,735	40,375	167	79,672,133
France	48,554	337,236	5,042	117,840,733	130,630	376	118,362,571
Germany	52,950	230,190	717	569,072,684	-	23	569,356,564
Greece	133,662	407,819	3,186	68,135,525	-	133	68,680,325
Iceland	2,282	4,551	194	61,755,685	740	-	61,763,452
Ireland	12,690	49,418	126	31,367,048	6	20	31,429,308
Italy	63,405	383,324	1,833	172,248,521	22,644	563	172,720,290
Latvia	6,676	41,672	69	20,829,666	-	14	20,878,097
Lithuania	5,047	50,746	179	14,414,742	-	29	14,470,743
Malta	7,581	55,995	383	12,743,092	-	11	12,807,062
Montenegro	513	1,021	4	5,869,488	-	-	5,871,026
Netherlands	46,632	650,625	2,248	403,185,700	-	201	403,885,406
Norway	156,997	915,151	11,745	443,697,456	1,209	14	444,782,572
Poland	15,411	155,171	809	54,049,290	21,007	14	54,241,702
Portugal	11,185	63,351	898	42,275,735	16,516	22	42,367,707
Romania	5,221	31,266	182	35,797,928	-	-	35,834,597
Slovenia	1,422	8,944	51	4,835,703	1,652	2	4,847,774
Spain	128,475	971,208	15,299	232,097,820	99,789	50	233,312,641
Sweden	46,022	311,048	3,789	296,927,879	-	107	297,288,845
Total	847,094	5,346,142	49,028	3,228,290,475	481,679	1,954	3,235,016,372

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

Table 2 – Number of notifications by Member State and by type of notification
Reporting period: January – December 2021

Member State	Expired exemptions				Active exemptions				Scheduled (upcoming) exemptions				Total
	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	
Belgium	-	3	354	145	-	-	258	-	-	-	-	-	760
Bulgaria	-	-	-	-	-	-	-	-	-	-	-	-	-
Croatia	-	107	-	-	-	115	-	-	-	-	-	-	222
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	-	-	-	95	65	231	88	-	-	-	-	479
Estonia	4	-	40	26	-	-	79	37	-	-	-	-	186
Finland	2	34	3	67	-	-	122	25	-	-	-	-	253
France	78	22	741	418	14	9	163	184	-	-	-	-	1,629
Germany	-	2	-	-	-	-	-	-	-	-	-	-	2
Greece	-	92	1	-	-	301	119	-	-	-	-	-	513
Iceland	2	2	-	5	10	18	1	10	-	-	-	-	48
Ireland	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	948	710	859	29	49	2	256	249	-	-	-	-	3,102
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-
Lithuania	-	-	20	23	-	-	120	48	-	-	-	-	211
Malta	-	-	3	-	-	-	-	-	-	-	-	-	3
Netherlands	-	-	7	151	-	-	459	58	-	-	-	-	675
Norway	-	-	-	-	26	26	34	30	-	-	-	-	116
Poland	-	-	2	2	-	2	83	55	-	-	-	-	144
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-
Romania	56	56	56	56	140	140	140	140	-	-	-	-	784
Slovenia	-	-	9	-	-	-	-	-	-	-	-	-	9
Spain	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	4	2	66	-	8	10	280	2	-	-	-	-	372
Total	1,094	1,030	2,161	922	342	688	2,345	926	-	-	-	-	9,508

Table 3 – Number of exemptions by type of notification registered in SSN on 26 April 2021

Member State	Shipcalls										
	Total	With Pre-Arrival		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	2,039	2,039	-	505	1,206	-	1,678	299	147	1,784	-
Bulgaria	261	261	-	44	47	-	261	-	21	238	-
Croatia	282	282	-	20	56	-	203	-	60	163	-
Cyprus	218	218	-	33	48	-	213	-	14	184	-
Denmark	2,033	2,032	-	23	379	-	1,623	326	590	950	9
Estonia	806	806	-	37	425	-	690	90	21	351	446
Finland	2,234	2,170	-	45	971	-	804	1,228	681	1,500	132
France	3,626	3,335	291	538	1,975	291	1,587	1,190	694	2,302	927
Germany	4,179	4,179	-	106	1,755	-	1,826	69	1	1,891	1,947
Greece	8,220	7,491	875	344	1,438	875	7,770	262	6,235	1,074	-
Iceland	175	175	-	21	16	-	159	24	90	84	-
Ireland	1,165	1,165	-	420	414	-	1,140	1	79	1,060	12
Italy	4,555	4,555	-	382	1,580	-	3,011	213	2,461	1,947	28
Latvia	548	548	-	15	199	-	541	-	18	516	-
Lithuania	380	380	-	18	149	-	380	5	4	308	66
Malta	536	536	-	183	285	-	266	-	104	416	-
Montenegro	32	31	-	-	-	-	-	-	1	-	-
Netherlands	3,750	3,748	-	1,642	1,970	-	2,946	619	437	2,901	49
Norway	2,848	2,846	8	20	684	8	2,517	9	1,670	961	8
Poland	1,215	1,215	-	38	399	-	1,002	360	114	890	378
Portugal	891	887	-	55	422	-	719	-	347	-	-
Romania	358	358	-	57	53	-	358	-	18	337	-
Slovenia	107	107	-	66	68	-	107	-	-	107	-
Spain	9,358	9,358	-	397	1,368	-	4,290	-	4,768	3,084	-
Sweden	3,517	3,517	3	37	1,029	3	3,484	1,192	847	1,334	93
Total	53,333	52,239	1,177	5,046	16,936	1,177	37,575	5,887	19,422	24,382	4,095

Table 4 – Number of ship calls and how the detailed part of notifications is reported by Member States (reporting period: January 2021)

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	11,952,254	North Sea
Bulgaria	-	853,278	MARES
Croatia	-	2,653,780	MARES
Cyprus	-	1,388,967	MARES
Denmark	-	14,738,688	HELCOM
Estonia	-	8,422,997	HELCOM
Finland	-	5,229,108	HELCOM
France	-	8,716,650	North Sea and MARES (Mediterranean Coast)
Germany	694,992	27,617,756	HELCOM
Greece	-	6,528,711	MARES
Iceland	-	4,613,118	North Atlantic
Ireland	-	2,284,721	North Sea
Italy	-	11,989,549	MARES
Latvia	-	1,316,976	HELCOM
Lithuania	-	936,352	HELCOM
Malta	-	942,062	MARES
Montenegro	-	359,160	MARES
Netherlands	-	33,004,683	North Sea
Norway	-	39,830,460	North Atlantic
Poland	-	4,117,405	HELCOM
Portugal	-	3,405,865	MARES
Romania	-	2,746,951	MARES
Slovenia	-	374,559	HELCOM
Spain	-	15,508,350	MARES
Sweden	-	19,716,240	HELCOM
Total	694,992	229,248,640	

Table 5 – Number of AIS reports by Member State and Interface (reporting period: January 2021)

Member State	MRS	Area	Ship MRS Notifications
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	81
Bulgaria	-	-	-
Croatia	ADRIREP	Adriatic Sea	598
Cyprus	-	-	-
Denmark	BELTREP	Great Belt	2,163
	SOUNDREP	The Sound	2,924
Estonia	GOFREP	Gulf of Finland	6,453
Finland	GOFREP	Gulf of Finland	3,087
France	BONIFREP	Strait of Bonifacio (only DPG)	196
	CALDOVREP	Dover Strait/ Pas de Calais	3,073
	MANCHREP	Off Les Casquets/ La Manche	4,612
	OUESSREP	Off Ouessant	3,407
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	15
Germany	-	-	-
Greece	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	51
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	26
Italy	ADRIREP	Adriatic Sea	1,584
	BONIFREP	Strait of Bonifacio (only DPG)	189
Latvia	-	-	-
Lithuania	-	-	-
Malta	-	-	-
Montenegro	-	-	-
Netherlands	-	-	-
Norway	BAREP	Barents Sea	102
Poland	GDANREP	Gulf of Gdansk	1,797
Portugal	COPREP	Coast of Portugal	436
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	18
Romania	-	-	-
Slovenia	ADRIREP	Adriatic Sea	121
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	54
	FINREP	Finisterre (NW Coast of Spain)	2,578
	GATREP ⁽¹⁾	Gulf of Almeria (Gata Cape)	2,354
	GIBREP	Strait of Gibraltar	3,199
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	37
Sweden	SOUNDREP ⁽²⁾	The Sound	-
Total			39,155

(1) Voluntary Ship Reporting System

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

Table 6 – Number of MRS reports by Member State and SSN Protocol (reporting period: January 2021)

Member State	Incident Type								Protocol		Total
	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	XML	WEB	
Belgium	28	1	-	-	-	1	-	-	28	2	30
Bulgaria	2	-	-	-	1	4	-	-	-	7	7
Croatia	31	-	-	-	59	-	41	10	141	-	141
Cyprus	1	-	-	-	1	-	-	1	-	3	3
Denmark	19	-	-	-	-	-	-	1	-	20	20
Estonia	6	-	-	-	-	-	-	1	7	-	7
Finland	81	-	-	-	-	-	81	5	167	-	167
France	112	184	-	-	1	31	8	40	356	20	376
Germany	11	1	-	-	-	-	-	11	-	23	23
Greece	114	2	1	-	-	-	4	12	-	133	133
Iceland	-	-	-	-	-	-	-	-	-	-	-
Ireland	13	6	-	1	-	-	-	-	-	20	20
Italy	375	-	-	1	3	47	-	137	-	563	563
Latvia	10	1	-	-	-	-	-	3	-	14	14
Lithuania	17	-	-	-	-	1	-	11	29	-	29
Malta	5	-	-	-	-	1	1	4	-	11	11
Netherlands	171	2	-	1	-	5	-	22	-	201	201
Norway	10	-	-	-	2	-	1	1	2	12	14
Poland	6	2	-	-	-	-	-	6	14	-	14
Portugal	19	1	-	-	-	-	1	1	-	22	22
Romania	-	-	-	-	-	-	-	-	-	-	-
Slovenia	1	-	-	-	-	-	-	1	2	-	2
Spain	50	-	-	-	-	-	-	-	49	1	50
Sweden	5	-	-	-	-	2	76	24	-	107	107
Total	1,087	200	1	3	67	92	213	291	795	1,159	1,954

Table 7 – Number of Incident Reports by Member State and by Type (reporting period: January-December 2020)

Annex III: Data quality

Member State	Second half 2020 (Jul 2020 - Dec 2020)												Evolution
	Nr. Checks	Notifications Missing	2016		2017		2018		2019		2020		
			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	
Belgium	165	1	0%	0%	0%	0%	1%	1%	1%	0%	0%	0.61%	
Bulgaria	90	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Croatia	100	0	0%	0%	0%	0%	0%	4%	0%	1%	0%	0.00%	
Cyprus	100	1	1%	0%	1%	1%	0%	0%	4%	0%	0%	1.00%	
Denmark	150	0	6%	1%	3%	2%	5%	6%	4%	1%	1%	0.00%	
Estonia	100	2	0%	0%	0%	0%	0%	2%	2%	1%	0%	2.00%	
Finland	165	3	1%	0%	0%	3%	0%	1%	1%	0%	1%	1.82%	
France	150	0	1%	0%	1%	1%	1%	2%	1%	0%	0%	0.00%	
Germany	166	2	3%	1%	3%	2%	2%	2%	0%	0%	1%	1.20%	
Greece	150	2	0%	0%	1%	3%	0%	4%	0%	0%	0%	1.33%	
Iceland	110	1	0%	0%	0%	1%	1%	1%	0%	0%	0%	0.91%	
Ireland	110	0	0%	1%	1%	1%	1%	0%	0%	1%	0%	0.00%	
Italy	131	4	3%	0%	1%	2%	4%	2%	1%	0%	0%	3.05%	
Latvia	100	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Lithuania	90	0	0%	0%	0%	0%	0%	1%	0%	0%	0%	0.00%	
Malta	50	0	6%	9%	12%	1%	3%	5%	0%	0%	0%	0.00%	
Montenegro	51	0	-	-	-	-	-	5%	0%	0%	0%	0.00%	
Netherlands	182	1	1%	1%	1%	0%	0%	0%	1%	0%	0%	0.55%	
Norway	148	3	0%	4%	2%	3%	4%	5%	1%	1%	0%	2.03%	
Poland	90	0	1%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Portugal	110	2	6%	7%	-	1%	3%	1%	1%	5%	9%	1.82%	
Romania	109	1	1%	1%	0%	1%	1%	1%	1%	1%	0%	0.92%	
Slovenia	110	0	0%	0%	1%	1%	1%	0%	0%	0%	0%	0.00%	
Spain	150	1	4%	2%	0%	1%	0%	1%	0%	0%	0%	0.67%	
Sweden	180	0	1%	10%	3%	0%	1%	1%	0%	0%	0%	0.00%	
Total	3,057	24	1.7%	1.5%	1.4%	1.2%	1.4%	1.8%	0.7%	0.4%	0.5%	0.79%	

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

Values not complying with the IFCD are highlighted in red

Member State	Hazmat EU Departure													Evolution	Member State	Hazmat non-EU Departure													Evolution
	Second half 2020 (Jul 2020 - Dec 2020)		2016		2017		2018		2019		2020		Evolution			Second half 2020 (Jul 2020 - Dec 2020)		2016		2017		2018		2019		2020		Evolution	
	Nr. Checks	Notifications Missing	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec				Nr. Checks	Notifications Missing	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec		
Belgium	105	1	0%	2%	1%	2%	2%	1%	1.7%	0.8%	0.9%	1.0%		80	9	9%	0%	7%	3%	2%	5%	0.9%	2.8%	3.0%	11.3%				
Bulgaria	4	0	17%	18%	0%	11%	8%	29%	n.a.	n.a.	0.0%	0.0%		0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Croatia	12	0	n.a.	n.a.	2%	3%	0%	1%	1.9%	0.0%	0.0%	0.0%		2	0	n.a.	n.a.	n.a.	9%	4%	0%	1.8%	0.0%	0.0%	0.0%				
Cyprus	1	0	n.a.	n.a.	23%	15%	19%	15%	4.0%	0.0%	0.0%	0.0%		0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Denmark	8	0	44%	58%	8%	9%	2%	3%	13.8%	3.3%	22.2%	0.0%		3	1	0%	0%	10%	3%	13%	10%	9.1%	0.0%	0.0%	33.3%				
Estonia	18	0	0%	13%	0%	1%	3%	0%	1.0%	0.0%	25.0%	0.0%		1	0	n.a.	n.a.	n.a.	n.a.	2%	1.8%	0.0%	0.0%	0.0%	0.0%				
Finland	14	1	11%	11%	6%	3%	6%	11%	5.1%	6.9%	0.0%	7.1%		1	0	n.a.	0%	4%	5%	6%	6%	13.0%	0.0%	n.a.	n.a.				
France	105	7	20%	7%	10%	19%	3%	5%	6.7%	6.0%	4.5%	6.7%		29	2	46%	37%	24%	17%	15%	17%	11.6%	7.3%	6.3%	6.9%				
Germany	58	2	10%	11%	4%	7%	2%	3%	3.4%	0.9%	3.7%	3.4%		19	0	7%	14%	4%	6%	6%	4%	4.8%	2.2%	0.0%	0.0%				
Greece	68	2	6%	6%	1%	3%	3%	5%	2.5%	3.8%	6.8%	2.9%		2	0	n.a.	n.a.	n.a.	0%	0%	0%	0.0%	8.3%	0.0%	0.0%				
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.0%	n.a.				
Ireland	17	3	0%	42%	13%	3%	11%	6%	9.6%	7.2%	8.0%	17.6%		1	1	100%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.0%	100.0%				
Italy	107	9	15%	5%	6%	10%	7%	4%	10.8%	4.4%	6.1%	8.4%		44	4	32%	14%	12%	8%	7%	8%	11.7%	2.8%	0.0%	9.1%				
Latvia	15	1	15%	5%	8%	6%	2%	1%	1.2%	0.0%	0.0%	6.7%		0	0	n.a.	n.a.	n.a.	0%	0%	0%	5.6%	n.a.	n.a.	n.a.				
Lithuania	7	1	0%	0%	0%	3%	0%	2%	1.3%	0.0%	0.0%	14.3%		6	0	n.a.	n.a.	n.a.	0%	0%	5%	0.0%	0.0%	25.0%	0.0%				
Malta	8	2	5%	34%	61%	30%	8%	3%	1.0%	4.9%	6.5%	25.0%		1	1	0%	20%	36%	6%	6%	6%	0.0%	12.5%	0.0%	100.0%				
Netherlands	105	3	11%	6%	3%	4%	2%	6%	0.8%	1.8%	3.5%	2.9%		105	1	7%	9%	3%	2%	1%	1%	1.7%	2.6%	5.5%	1.0%				
Norway	23	2	6%	16%	7%	5%	10%	2%	6.5%	8.9%	4.3%	8.7%		2	0	0%	0%	25%	6%	7%	0%	30.8%	n.a.	50.0%	0.0%				
Poland	22	0	10%	14%	1%	1%	0%	1%	1.7%	0.0%	0.0%	0.0%		22	0	0%	0%	2%	0%	0%	0%	1.0%	0.0%	0.0%	0.0%				
Portugal	104	10	3%	31%	n.a.	n.a.	n.a.	8%	n.a.	2.7%	2.6%	9.6%		41	8	3%	12%	n.a.	4%	1%	1%	3.4%	2.5%	1.9%	19.5%				
Romania	8	0	13%	0%	0%	0%	0%	17%	n.a.	0.0%	12.5%	0.0%		0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.0%	n.a.				
Slovenia	8	0	n.a.	n.a.	2%	5%	0%	0%	0.0%	0.0%	2.9%	0.0%		5	0	n.a.	n.a.	n.a.	3%	0%	1%	2.9%	0.0%	0.0%	0.0%				
Spain	111	31	61%	45%	33%	32%	36%	32%	42.0%	22.3%	34.2%	27.9%		103	30	59%	35%	30%	38%	38%	25%	35.6%	29.3%	32.7%	29.1%				
Sweden	22	8	12%	14%	11%	19%	9%	19%	35.0%	30.4%	5.0%	36.4%		3	1	13%	17%	17%	13%	20%	3%	24.4%	20.0%	25.0%	33.3%				
Total	950	83	16.4%	15.3%	11.1%	10.3%	6.9%	7.3%	9.5%	6.5%	10.0%	8.7%		470	58	21.4%	15.4%	11.5%	9.1%	9.1%	7.2%	9.1%	8.2%	11.1%	12.3%				

Table 10 – Missing Hazmat EU Departure and non-EU Departure notifications by Member State and by reporting period²

Values not complying with the IFCD are highlighted in red

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	Security Details	Bunkers Details
Belgium	Available	Available	Available	-
Bulgaria	Available	-	Available	- ⁽¹⁾
Croatia	Available	Available	Available	Available
Cyprus	Available	-	Available	- ⁽¹⁾
Denmark	Available	Available	Available	-
Estonia	Available	Unavailable	Available	- ⁽¹⁾
Finland	Available	Available	Available	-
France	Available	Available	Available	-
Germany	Available	-	Available	-
Greece	Available	-	Available	Available
Iceland	Unavailable	Unavailable	Unavailable	Available
Ireland	Available	Available ⁽²⁾	Available	-
Italy	Available	Available	Available	Available
Latvia	Available	-	Available	Unavailable
Lithuania	Available	-	Available	Available
Malta	Available	-	Available	Available
Montenegro	-	-	-	-
Netherlands	Available	-	Available	-
Norway	Available	Unavailable	Available	Available
Poland	Available	Available	Available	Available
Portugal	Unavailable	Unavailable	Not implemented	-
Romania	Available	-	Available	Available
Slovenia	Available	Available	Available	Available
Spain	Available	Available	Available	-
Sweden	Available	-	Available	Available

(1) No data reported

(2) Data reported through the Web User Interface

Table 11 – Availability of the detailed part of the notifications (as per last SSN monthly report)

Member State	January 2021													Evolution
	Port Plus Notifications	Port Plus Rejected	January 2016	July 2016	January 2017	July 2017	January 2018	August 2018	January 2019	July 2019	January 2020	August 2020	January 2021	
Belgium	30,549	1	0.09%	0.42%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.03%	0.08%	0.00%	
Bulgaria	1,976	4	0.58%	0.14%	0.00%	0.59%	0.17%	0.10%	0.00%	0.28%	0.24%	0.00%	0.20%	
Croatia	1,351	-	0.55%	0.07%	0.00%	0.02%	0.08%	0.90%	0.00%	0.28%	0.00%	0.00%	0.00%	
Cyprus	3,016	5	0.20%	1.60%	1.09%	0.00%	0.34%	0.16%	0.08%	0.00%	4.84%	0.95%	0.17%	
Denmark	8,419	49	5.07%	15.04%	6.61%	1.10%	0.38%	0.42%	0.60%	0.74%	1.02%	0.57%	0.58%	
Estonia	5,278	4	0.19%	0.03%	19.03%	0.04%	0.11%	0.08%	0.02%	0.04%	1.91%	0.06%	0.08%	
Finland	14,742	60	6.69%	2.86%	1.78%	0.50%	1.32%	0.54%	0.77%	0.73%	0.60%	3.60%	0.41%	
France	30,407	2	1.02%	0.15%	0.16%	0.33%	0.16%	0.12%	0.03%	0.01%	0.05%	0.64%	0.01%	
Germany	22,982	126	3.69%	2.15%	1.88%	1.18%	1.13%	0.63%	0.41%	0.44%	0.39%	0.43%	0.55%	
Greece	38,163	209	0.04%	0.05%	0.75%	0.48%	0.56%	0.51%	0.59%	0.41%	9.52%	0.76%	0.55%	
Iceland	581	-	0.00%	0.00%	0.00%	0.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Ireland	5,585	39	0.28%	0.70%	0.68%	0.21%	0.64%	0.40%	0.68%	0.35%	0.84%	52.72%	0.70%	
Italy	35,323	11	0.19%	0.02%	0.05%	0.03%	0.01%	0.05%	0.02%	0.01%	0.00%	0.06%	0.03%	
Latvia	4,465	13	1.18%	0.35%	0.90%	0.49%	0.37%	0.45%	0.35%	0.33%	0.68%	0.56%	0.29%	
Lithuania	4,229	-	0.17%	0.00%	0.06%	0.22%	0.05%	0.07%	0.00%	0.04%	0.02%	0.00%	0.00%	
Malta	5,290	910	0.80%	0.68%	12.82%	1.75%	0.99%	1.67%	0.94%	0.54%	0.09%	0.40%	17.20%	
Montenegro	104	-						1.75%	0.90%	5.14%	2.54%	2.38%	0.00%	
Netherlands	62,774	507	0.09%	0.70%	8.30%	9.94%	1.41%	0.19%	0.17%	8.91%	0.53%	3.25%	0.81%	
Norway	62,496	2	0.05%	0.39%	0.03%	0.02%	0.00%	0.03%	0.02%	0.00%	0.06%	0.02%	0.00%	
Poland	13,740	2	0.29%	0.01%	0.04%	0.16%	0.03%	0.18%	0.00%	0.00%	0.00%	0.00%	0.01%	
Portugal	7,302	79	0.45%	2.41%		0.93%	1.49%	0.58%	0.33%	9.67%	1.32%	3.21%	1.08%	
Romania	2,773	2	1.02%	1.00%	0.07%	0.00%	0.21%	5.02%	0.22%	0.41%	0.89%	0.00%	0.07%	
Slovenia	917	-	1.06%	1.56%	1.58%	0.81%	0.21%	0.08%	0.00%	0.00%	0.00%	0.00%	0.00%	
Spain	95,296	1,194	0.98%	0.67%	1.00%	0.86%	1.05%	0.47%	0.68%	0.46%	0.93%	0.48%	1.25%	
Sweden	28,773	11	0.07%	0.62%	0.92%	0.10%	0.08%	0.03%	0.04%	0.01%	0.10%	1.70%	0.04%	
Total	486,531	3,230	1.17%	0.90%	1.91%	1.40%	0.60%	0.29%	0.27%	1.42%	0.42%	1.25%	0.66%	

Table 12 – PortPlus notification rejections and evolution (reporting period: January 2021)

Values not complying with the IFCD are highlighted 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.	619	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.	40	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.	52	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.	223	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.	15	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.	485	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have a NextPort.	4	To be corrected by MSs
R10	A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort 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.	19	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.	3	To be corrected by MSs
R14	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	84	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	-	To be corrected by MSs
R16	Arrival Notification Details once provided should be repeated in all update messages.	161	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	1,184	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: January 2021)

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 [] has already been registered in SSN (Sent by [])	96	To be corrected by MSs and in the Central SSN
R19	[: A port plus notification with the specified shipCallId [] has already been registered in SSN by []	5	To be corrected by MSs and in the Central SSN
R20	LastPort Locode [] is not technically correct. PortOfCall Locode [] is not technically correct. NextPort Locode [] is not technically correct. Contact Location Locode [] is not technically correct.	159	To be corrected by MSs
R21	PortOfCall Locode [] is not permitted. Verify your access rights as Portplus Notifier.	-	To be corrected by MSs
R22	The IMO number [] is not valid	20	To be corrected by MSs
R23	The Port Plus notification having PortOfCall = 'ZZCAN' and 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'.	4	To be corrected by MSs
R26	The UpdateNotifications information is not compatible with the updateStatus [U].	6	To be corrected by MSs
R27	Incorrect MMSI number - MID [] does not identify any Flag according to the ITU list of MIDs.	-	To be corrected by MSs
R28	Invalid message. A port plus notification with the specified shipCallId [] has already been registered with different Vessel [] - [].	1	To be corrected by MSs
R29	At least one contact detail must be provided (Phone, Fax or Email)	10	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. The fax number must contain digits only	8	To be corrected by MSs
R32	The email [] is invalid	29	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
R35	The notification must have quoted at least one of CompanyName or IMOCompanyNr	3	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: January 2021) (cont.)

Annex IV: SSN – THETIS interface

Member State	Current reporting period - January 2021							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 [%]	August 2020	January 2020	July 2019	January 2019	August 2018	January 2018	July 2017	January 2017	July 2016
Belgium	1,819	1,819	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Bulgaria	252	251	1	-	99.6%	0.4%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Croatia	177	177	-	-	100.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cyprus	166	166	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Denmark	1,662	1,638	23	1	98.6%	1.4%	0.1%	0.5%	0.3%	0.4%	0.2%	0.0%	0.3%	1.2%	0.7%	1.6%
Estonia	453	453	-	-	100.0%	0.0%	0.0%	0.0%	0.2%	0.3%	0.5%	0.0%	0.5%	0.3%	0.5%	0.8%
Finland	1,327	1,309	7	11	98.6%	0.5%	0.8%	1.2%	2.0%	2.7%	3.8%	2.0%	9.9%	3.1%	5.4%	2.6%
France	1,871	1,866	4	1	99.7%	0.2%	0.1%	0.3%	0.0%	0.4%	0.0%	0.0%	0.1%	0.6%	0.5%	0.5%
Germany	3,047	2,961	26	60	97.2%	0.9%	2.0%	2.8%	0.7%	2.7%	2.6%	3.0%	4.4%	7.9%	5.8%	3.9%
Greece	1,511	1,507	2	2	99.7%	0.1%	0.1%	0.2%	2.3%	1.6%	2.0%	2.0%	2.4%	2.8%	0.9%	0.4%
Iceland	180	174	1	1	96.7%	0.6%	2.8%	2.5%	8.1%	3.8%	3.0%	3.0%	5.1%	7.5%	8.8%	7.9%
Ireland	1,176	1,107	47	22	94.1%	4.0%	1.9%	6.1%	0.6%	0.4%	0.0%	0.0%	0.2%	0.1%	0.0%	0.5%
Italy	2,191	2,187	3	1	99.8%	0.1%	0.0%	1.7%	0.5%	0.7%	0.2%	1.0%	0.2%	1.4%	0.3%	2.6%
Latvia	534	532	1	1	99.6%	0.2%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.2%
Lithuania	317	316	1	-	99.7%	0.3%	0.0%	0.0%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Malta	144	141	-	3	97.9%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	5.8%	0.7%
Montenegro	33	31	2	-	93.9%	6.1%	0.0%	0.0%	2.6%	4.5%	0.0%	8.0%				
Netherlands	2,438	2,422	8	8	99.3%	0.3%	0.3%	0.1%	0.8%	0.8%	0.6%	0.0%	0.3%	0.6%	1.1%	0.7%
Norway	2,689	2,553	72	64	94.9%	2.7%	2.4%	3.4%	4.9%	5.0%	8.3%	8.0%	8.0%	9.0%	8.6%	19.5%
Poland	1,160	1,159	1	-	99.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Portugal	637	620	2	15	97.3%	0.3%	2.4%	9.2%	6.6%	53.6%	2.1%	7.0%	1.2%	5.7%	-	3.5%
Romania	350	344	6	-	98.3%	1.7%	0.0%	0.0%	0.0%	0.9%	0.0%	3.0%	0.4%	0.5%	0.7%	1.7%
Slovenia	106	106	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	1.2%	1.4%
Spain	8,656	8,421	150	85	97.3%	1.7%	1.0%	1.7%	0.9%	1.8%	18.9%	3.0%	1.5%	8.7%	0.5%	0.7%
Sweden	2,816	2,789	20	7	99.0%	0.7%	0.2%	2.1%	2.6%	0.7%	1.1%	1.0%	2.2%	1.5%	1.8%	6.8%
Total	35,712	35,049	377	286	98.1%	1.1%	0.8%	1.5%	1.3%	3.1%	6.0%	2.3%	2.0%	3.5%	2.0%	4.9%
TOTAL August2020	45,169	43,503	967	699	96.3%	2.1%	1.5%									
TOTAL January2020	48,429	47,349	427	653	97.8%	0.9%	1.3%									
TOTAL July2019	60,579	57,773	907	1,899	95.4%	1.5%	3.1%									
TOTAL January2019	49,443	45,843	613	2,987	92.7%	1.2%	6.0%									
TOTAL August2018	50,525	48,587	780	1,158	96.2%	1.5%	2.3%									
TOTAL January2018	39,162	37,890	480	792	96.8%	1.2%	2.0%									
TOTAL July2017	50,666	47,130	1,781	1,755	93.0%	3.5%	3.5%									
TOTAL January2017	43,269	41,429	963	877	95.7%	2.2%	2.0%									
TOTAL July2016	54,744	50,063	1,975	2,706	91.4%	3.6%	4.9%									

Table 14 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC³ (reporting period: January 2021)

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).

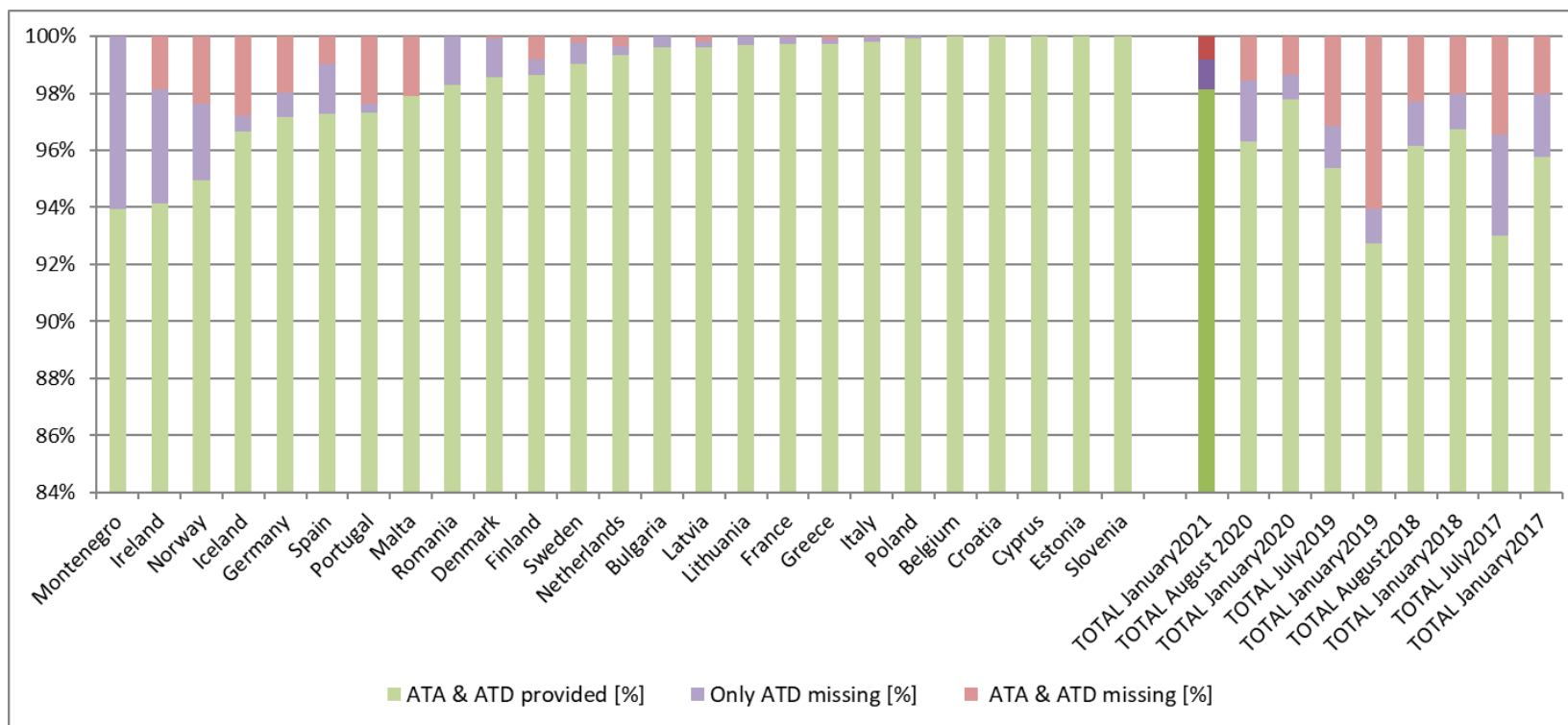


Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15) (reporting period: January 2021)

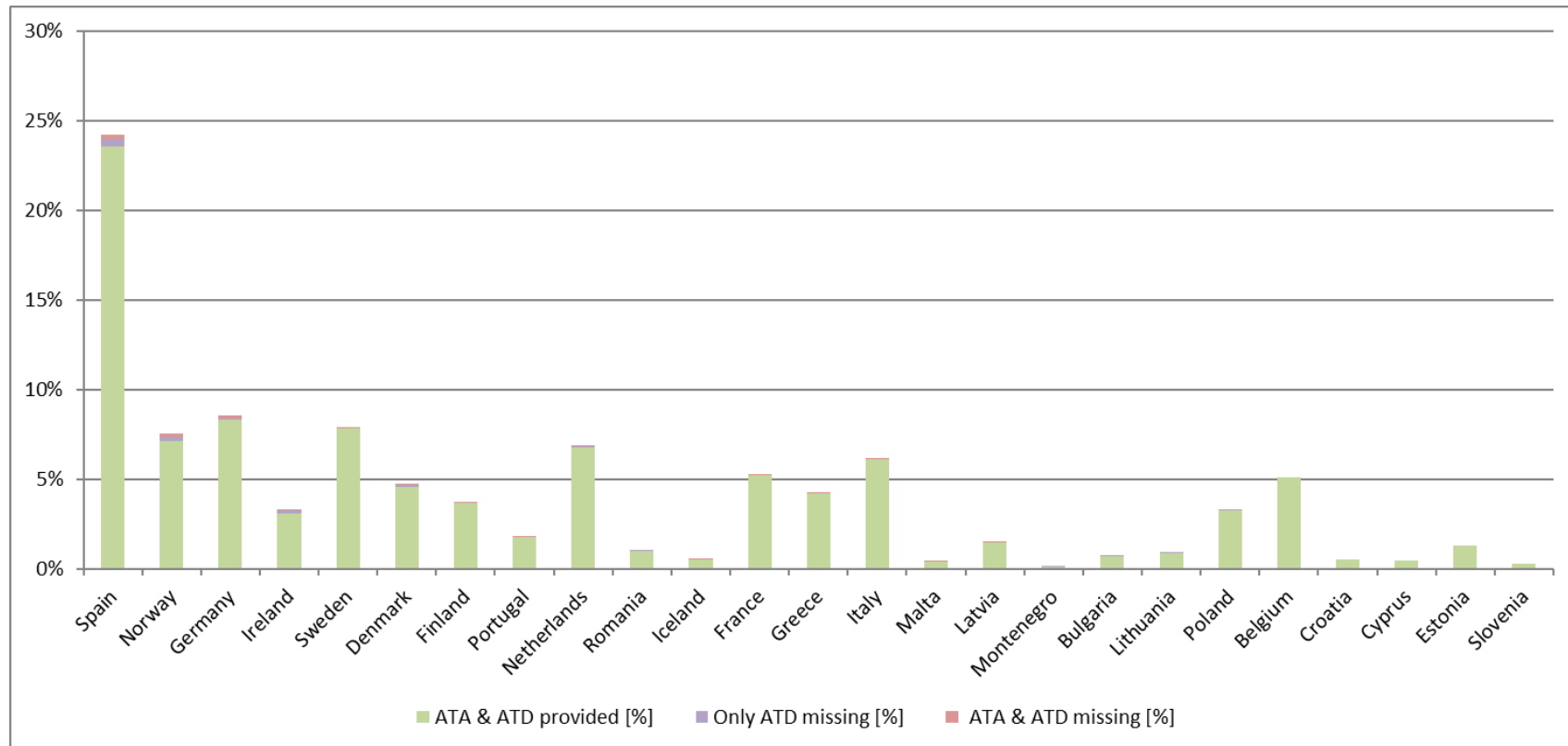


Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15) – figures represent the percentage of overall EU ship calls (reporting period: January 2021)

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	0.0%	99.3%	0.6%	0.0%
Bulgaria	0.0%	94.3%	5.7%	0.0%
Croatia	0.0%	68.8%	23.4%	7.8%
Cyprus	0.9%	93.2%	5.9%	0.0%
Denmark	0.1%	69.9%	28.0%	2.0%
Estonia	0.0%	92.1%	7.3%	0.6%
Finland	0.0%	85.7%	13.2%	1.1%
France	0.0%	97.7%	2.2%	0.1%
Germany	0.0%	81.2%	10.9%	7.8%
Greece	0.0%	84.7%	13.8%	1.5%
Iceland	0.0%	99.4%	0.6%	0.0%
Ireland	19.1%	73.1%	5.9%	1.9%
Italy	0.0%	94.8%	4.8%	0.4%
Latvia	0.0%	91.8%	8.0%	0.2%
Lithuania	0.0%	90.3%	8.2%	1.6%
Malta	0.0%	72.9%	25.0%	2.1%
Montenegro	0.0%	15.6%	75.0%	9.4%
Netherlands	0.0%	98.8%	1.1%	0.1%
Norway	0.0%	95.9%	3.8%	0.4%
Poland	0.1%	85.6%	14.0%	0.3%
Portugal	0.0%	85.6%	10.8%	3.6%
Romania	0.0%	100.0%	0.0%	0.0%
Slovenia	0.0%	99.1%	0.9%	0.0%
Spain	0.0%	88.4%	9.7%	1.9%
Sweden	0.0%	87.7%	9.4%	3.0%
Total	0.43%	88.7%	9.1%	1.8%

Member State	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
Belgium	0.0%	99.4%	0.5%	0.1%
Bulgaria	0.0%	97.3%	2.7%	0.0%
Croatia	0.0%	86.5%	11.0%	2.5%
Cyprus	0.5%	91.8%	7.7%	0.0%
Denmark	0.0%	74.7%	23.7%	1.5%
Estonia	0.0%	93.8%	6.1%	0.1%
Finland	0.0%	88.9%	10.8%	0.3%
France	0.0%	88.5%	9.6%	1.9%
Germany	0.0%	84.7%	7.2%	8.0%
Greece	0.0%	93.0%	5.8%	1.2%
Iceland	0.0%	100.0%	0.0%	0.0%
Ireland	0.4%	87.1%	8.8%	3.7%
Italy	0.0%	92.0%	7.1%	0.9%
Latvia	0.0%	89.6%	10.4%	0.0%
Lithuania	0.0%	93.4%	5.3%	1.3%
Malta	0.0%	98.5%	1.3%	0.2%
Montenegro	0.0%	3.1%	87.5%	9.4%
Netherlands	0.0%	99.0%	0.8%	0.2%
Norway	0.0%	96.6%	3.2%	0.2%
Poland	0.1%	87.3%	12.5%	0.2%
Portugal	0.0%	81.5%	11.9%	6.6%
Romania	0.0%	100.0%	0.0%	0.0%
Slovenia	0.0%	98.1%	1.9%	0.0%
Spain	0.0%	86.4%	12.0%	1.6%
Sweden	0.0%	86.2%	10.4%	3.4%
Total	0.02%	89.9%	8.2%	1.9%

Table 15 –Timeliness of ATA and ATD reporting (reporting period: January 2021)