

SafeSeaNet Workshop no 15
Agenda item VI
Lisbon, 01 April 2011

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4&5 May 2011

ANY OTHER BUSINESS

SSN SYSTEM IMPLEMENTATION & DATA QUALITY

Submitted by EMSA

<i>Executive summary</i>	The objectives of this document are to: <ul style="list-style-type: none">• Summarise the SSN implementation of MSs• Highlight data quality issues in the notifications sent by Member States to the SSN system• Invite MSs to take corrective actions
<i>Action to be taken</i>	As per point 7
<i>Related documents</i>	a. SSN 14.5.1 and previous SSN DQ reports presented to the SSN Group b. First, second and third SSN Data Quality reports, distributed during 2009 c. SSN Status Reports for MSs

1. INTRODUCTION

Since SSN Workshop 8, each SSN Workshop has included a report on how Member States (MS) stand with regard to various SafeSeaNet issues. Of these issues, Data Quality is one of the most important, and has received considerable attention. The Maritime Support Services (MSS) is continually carrying out data quality checks and advises MSs as necessary.

On 29 November 2010 version 2 of SSN was deployed. Section 2: *System Implementation* summarises the current situation.

2. SYSTEM IMPLEMENTATION

On 4 December 2007 SSN V1.9 was deployed. The situation at that time was far from being satisfactory:

- 7 MSs still needed to develop or test their "machine2machine" interfaces (XML interface allowing an automatic exchange of information);
- only 9 MSs were providing AIS data;

- one MS was providing MRS notifications¹ and;
- the number of Incident reports being reported per month was very low and only MSs provided them regularly.

Significant progress has been made over the past 3 years. MSs have developed a wide set of services, infrastructures and procedures which fall under the broader scope of Directive 2002/59/EC as amended on traffic monitoring. Examples of the MSs' good progress include the completion of the national AIS shore based infrastructures (over 700 AIS base stations), the completion of the national SSN applications and the connection to SSN of over 2,000 users (VTSs, MRCCs, Coast Guards etc.).

The SSN implementation is indicated in the attached Annex I, based on:

- a. a summary implementation report per MS (Table 1);
- b. the current status of Port Plus implementation (new ship calls, its updates and cancellations), Hazmat information included in the PortPlus messages (NonEUDeparture and EUDeparture), and the use of the previous SSN V1 Port and Hazmat notifications (Tables 2 & 3);
- c. the situation of the MRS notifications (Table 4).

It should be noted that according to the relevant Commission letter (ref. DG TREN/G1/SHN D 50876/18-1-2010 from the Commission to maritime directors), the exchange of MRS information has a solid legal basis and there is a clear obligation to exchange this information via SSN without delay.

In addition, still there are several MSs employing both the Port Plus notifications and the SSN V1 Port and Hazmat notifications (see tables 2 and 3).

3. SYSTEM SECURITY

In June 2010 EMSA became a Certification Authority (EMSA CA) and started managing all the digital certificates used by SafeSeaNet.

In order to increase the level of security of the data exchanged within SSN, authentication changed from 1-way SSL to 2-way SSL with a deadline for implementation of 31 December 2010, for all types of communication between the SSN central system and MSs National systems.

Almost all MSs are now using 2-way SSL (status at 20 March 2011) except Estonia, Norway and the Port of Rotterdam. Italy has started sending Port Plus and MRS in 2-way SSL although phasing-in AIS notifications.

The MSs still using 1-way SSL can continue communicating with SSN-EIS core but they are encouraged to change to 2-way-SSL, to support the effort already undertaken by the other MSs to increase the level of SSN security.

¹ MRS: Mandatory Reporting Systems adopted by the IMO.

4. SYSTEM AVAILABILITY

EMSA continuously monitors the connection status of SSN national systems and the exchange of notifications between these systems and the SSN EIS. When EMSA detects a connection failure, or that a country is not providing the required notifications, the situation is recorded and reported to the respective country. Annex II shows the total reported downtimes for 2010.

SSN availability for the year 2010 has been 99.38% (total downtime recorded 54h13m, with no periods exceeding 12 hours). The target availability is 99% for a complete year (see the Interface Control Document).

5. DATA QUALITY

EMSA Maritime Support Services (MSS) is monitoring all aspects of the system closely on a 24/7 basis and as a result, has obtained specific information on the location and significance of the main problems linked to the data quality. For example, by comparing the information in the Hazmat notifications sent to SSN with information available from other sources on ships carrying Hazmat cargoes, the MSS is able to estimate that more than 20% of the due notifications are missing.

The following quality related topics have been reported:

- a. missing information
 - i. Pre-arrival (Port or Port Plus) notifications,
 - ii. Hazmat information;
- b. overview of the number of Hazmat notifications sent by each MS by type of solution for providing the detailed part of the notification (XML, URL or phone/fax);
- c. overview of the number of Port Plus notifications reporting Hazmat data sent after ship's departure;
- d. use of 'unknown' number of 'Persons on Board (POB)';
- e. overview of the percentage of Port Plus notifications reporting Hazmat data quoting as next port of call "unknown";
- f. overview of the percentage of Port Plus notifications sent by each MS identifying the last port of call;
- g. rejected Port Plus messages.

A summary of the findings is presented below, section 5.1-5.8.

For information related to point a) above – the missing pre-arrival and Hazmat notifications – the reporting is based on samples taken during periodic checks in the period July-December 2010. For information related to queries to the SafeSeaNet database, points b)-g) above, the reporting period is 01 January 2011 to 28 February 2011.

The outcome of the checks should be read taking into consideration that:

- The reporting period is short, reflecting the recent deployment of SSN V2;
- MSs joined the Port Plus message at different stages and therefore the amount of data might not be significant in certain cases;
- The system is still in its initial operational capability and both the SSN central system and the MSs are in the process of correcting unexpected problems.

Full details are available in Annex III.

5.1. Missing Pre-arrival (Port or Port Plus) notifications

The MSS undertakes the monitoring of data quality and completeness by comparing the information in Port notifications sent to SSN with information available from other sources in order to verify whether the required Port notifications are being provided.

Within the exercise undertaken for this report, the MSS checked 3,067 ships that were known to have visited EU ports, and found that 227 of the notifications due had not been sent to SSN (i.e. 7% of ships calling at EU ports were not reported to SSN).

Fig. 1 below shows the positive trend of the checks by comparing the percentage figures for the periods June-August 2009 and January-June 2010 with the overall figures for the second half of 2010.

Table 6 in Annex III includes the detailed results per MS.

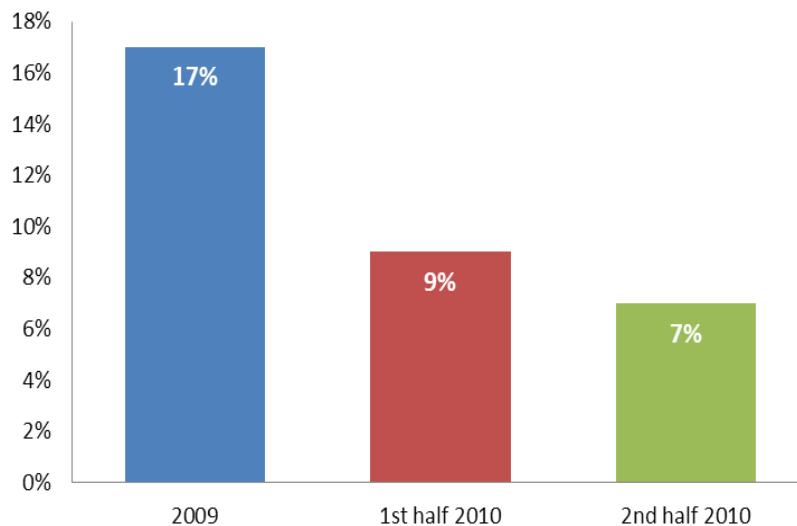


Fig. 1 Missing port notifications per reporting period

5.2. Missing Hazmat information (either missing Hazmat notifications [corresponding to SSN V1], or missing Port Plus notifications incorporating Hazmat [corresponding to SSN V])

The MSS monitor in a similar way whether due Hazmat information is provided by MSs.

Within the exercise undertaken for this report, the MSS checked 999 ships that were known to be carrying Hazmat cargoes, and found that 237 of the due notifications had not been sent to SSN (i.e. 23% of ships carrying Hazmat cargoes in the sample studied did not provide notifications to SSN).

Although this figure remains high, the evolution is positive as the initial checks in 2009 shown 53% missing Hazmat notifications and 29% for the first half year of 2010.

Table 7 in Annex III includes a detailed report per MS.

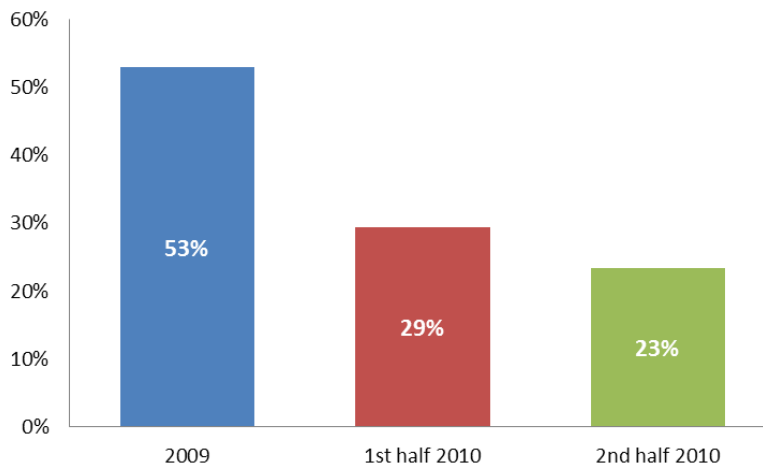


Fig. 2 Missing Hazmat information per reporting period

5.3. Overview of the percentage of Hazmat notifications sent by each MS by type of solution for providing the detailed part of the notification (XML, URL or phone/fax)

EMSA presented at the 4th High Level Steering Group (HLSG) meeting on 26 October 2010 the results of the survey carried out by the Maritime Support Services (MSS) providing specific information on the main problems linked to Hazmat notifications.

The outcome of the report is the agreement of the HLSG on certain actions to improve the data quality and that the **phone and fax solution should be phased out in all the Member States by 1 January 2012.**

Figure 3 shows that 38% of the Hazmat information is still provided by Phone or Fax. The percentage has decreased from the reported 47% at the 4th HLSG meeting.

Table 8 in Annex III details the different solutions employed per MS and type of notification.

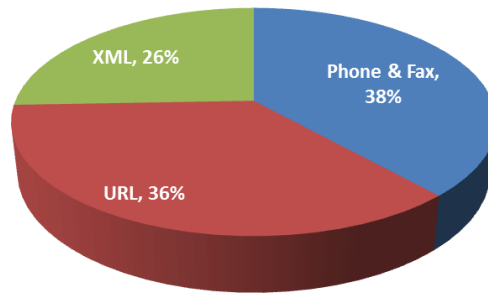


Fig. 3 Hazmat details by type. Reporting period 01 January – 28 February 2011

5.4. Overview of the number of Port Plus notifications reporting Hazmat data sent after ship's departure

The Port Plus notification includes the actual time of departure of the ship from the port of call. According to Art. 13 of Directive 2002/59/EC, as amended, the Hazmat information has to be notified "at the latest at the moment of departure" when a ship leaves an EU port with dangerous or pollution goods on board.

Of the Port Plus notifications including Hazmat information, 21% of notifications are sent after the ship's departure (i.e. the information is sent later than expected).

Although the percentage seems to be high, only 6 MSs regularly send Port Plus with Hazmat information late; the majority of MS send the notifications in a timely way. In addition, it should be noted that some delays are minor (just a few minutes).

A detailed report per MS is presented in Table 9 of Annex IV. It includes the minimum, the average and the maximum delays for these notifications sent "late".

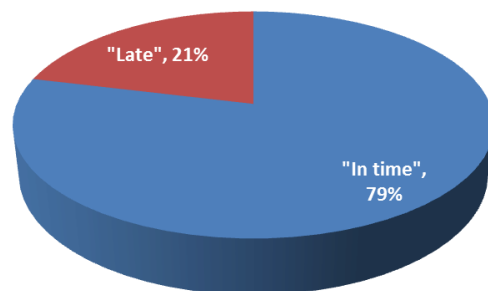


Fig. 4 Port Plus notifications reporting Hazmat data sent after ship's departure ("late")

5.5. Use of 'unknown' number of 'Persons on Board (POB)'

It is important that users have complete and accurate information on the number of persons on board. This can, for example, assist search and rescue authorities who need to know how many people are on board in emergencies. However, as above, the system

accepts Hazmat notifications sent by MSs with 'POB' unknown ('POB' = 99999) in exceptional cases, so these messages can still be sent and accepted by the system even when the full information is not available.

Fig 5 below provides the percentage of Port Plus notifications with actual POB values (up to 49%) and those including still a dummy value (6%). There are several MSs (see Table 2 in Annex I) employing simultaneously the previous Port and the new Port Plus notifications. 45% of the Port Plus notifications within the reporting period do not include the POB value, as this has already been provided by the data provider in the SSN V1 Port notifications.

Fig 6 reflects the high percentage (93%) of the Port Plus notifications including the POB data when reporting a Hazmat EU Departure (POB towards Next Port of Call). This data for this specific notification (Port Plus reporting HazmatEUDeparture) is equivalent to the POB of the SSN V1 Hazmat notification, which is in the process of being phased out.

Tables 11 and 12 in Annex IV detail the percentage of the different notifications in comparison with the values recorded in December 2009.

The main conclusion is that most of the MSs that have fully implemented the Port Plus message are correctly reporting the POB data and therefore dummy values are decreasing in general.

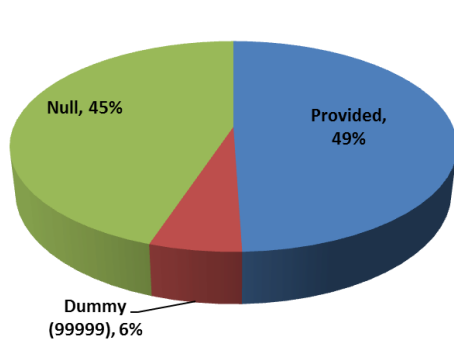


Fig. 5 POB in Port Plus notifications (POB towards Port of Call)

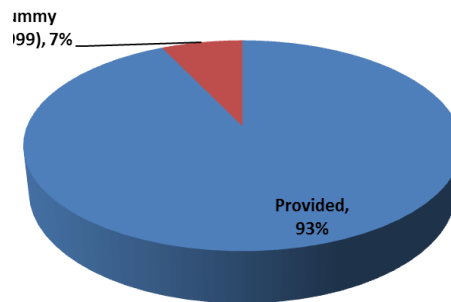


Fig. 6 POB in Port Plus notifications when quoting Hazmat EU departure (POB towards Next Port of Call)

5.6. Overview of the percentage of Port Plus notifications reporting Hazmat information quoting as next port of call an "unknown" destination

The next port of call is a mandatory piece of information to be provided when a ship leaves an EU port with dangerous or polluting goods on board. The SSN group agreed that a dummy value (LOCODE **ZZUKN**) can be provided whenever the destination is unknown at the moment the ship leaves the port.

This topic has been reported in the past to all MSs either during the SSN Group workshops or in the individual reports when deemed necessary.

The Port Plus notification implementation provided an opportunity to correct this issue where necessary. Figure 7 below shows an excellent overall result.

Table 12 in Annex IV presents the percentage per MS of Port Plus notifications identifying the next port of call.

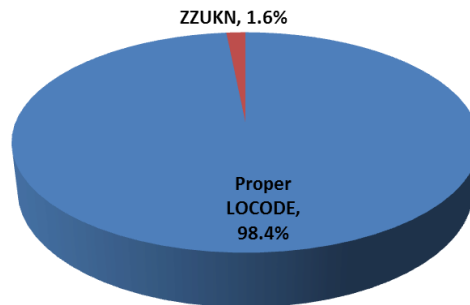


Fig. 7 Percentage of Port Plus notifications reporting Hazmat identifying the Next Port of call

5.7. Overview of the number of Port Plus notifications sent by each MS including the last port of call

The new Port Plus notification allows MSs to report the last port of call although it is not mandatory. MSs are invited to include this data in the system as it increases the overall quality of the system, and allows a better correlation of notifications. It can also provide valuable additional information, for example, in case of an accident the affected MSs may easily contact the departure port in order to gather further critical information, etc.

Figure 8 below and Table 13 of annex IV present the proportion of Port Plus notifications quoting last port unknown (5%), an actual port (39%) or not including the information (56%).

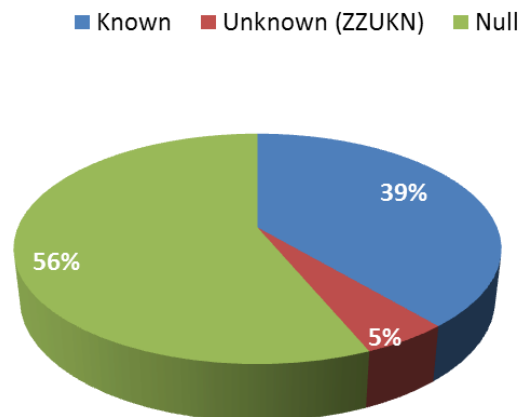


Fig. 8 Percentage of notifications identifying the last port of call

5.8. Rejected messages: Port Plus notifications

Systematically, on a monthly basis, MSS provides each MS a file with all the rejected messages for the previous month.

The implementation of the Port Plus message has created some difficulties, even though the MS transmitting this message have successfully passed the commissioning tests.

Since 1 January 2011 to 14 March 2011, a total of 11,179 Port Plus notifications were rejected.

The situation is gradually improving and MSs and EMSA are reacting to correct the causes of rejections. The graph below shows the trend of the total amount of Port Plus notifications rejected. The trend is positive, taking into account that the number of MSs and therefore notifications being provided during the reporting period has increased steadily.

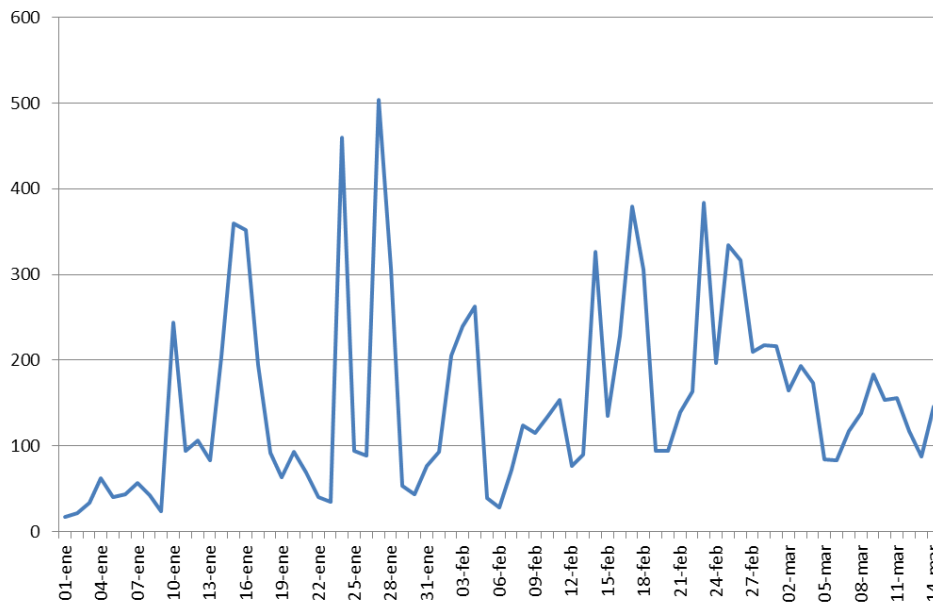


Fig. 9 number of rejected Port Plus notifications.

Table 14 in Annex III lists the main causes for rejection.

6. ANALYSIS OF THE FINDINGS

The main conclusions of this review and the associated monitoring activities are that:

- MSs are **clearly improving** in all the reported areas;
- a substantial proportion of **Hazmat notifications** are still not being provided by MSs, although in the great majority of cases they have completed the necessary technical developments and are fully capable of sending them;
- **38% of the Hazmat details are still provided using the phone and fax** solution, despite the decision to phase it out by 1st January 2012:
- MSs are using simultaneously the **previous Port & Hazmat notifications** and the **new Port Plus notification**, which was intended to substitute them. SSN V2 version was built to be backward compatible in order to accept all types of notifications; but this situation should be considered as a temporary solution.

7. ACTIONS PROPOSED

MSs are invited to take note of the above information and take appropriate actions.

Annex I

Member State		SSN Notifications						SSN GI (AIS)	Comments regarding specific issues
		PortPlus	Port	Hazmat	Ship		Incident		
					AIS	MRS			
AT	Austria	no	no	no	no	no	no	no	Landlocked country
BE	Belgium	yes	phased out	phased out	yes	no	no	yes	Missing MRS: Wetrep; Incidents only for test ship '9999999'
BU	Bulgaria	yes	phased out	phased out	yes	n.a.	yes	yes	PortPlus notifications provided via web interface
CY	Cyprus	yes	phased out	phased out	yes	n.a.	no	yes	No Incidents sent from July 2010 up to 20 March 2011.
CZ	Czech Republic	no	no	no	no	no	no	no	Landlocked country
DK	Denmark	yes	phased out	phased out	yes	no	yes	yes	Incidents sent through Alert distribution tool; Missing MRS: Great Belt
EE	Estonia	yes	yes	yes	yes	yes	yes	yes	Intermittent reporting of Port and Hazmat notifications;
FI	Finland	no	yes	yes	yes	yes	yes	yes	
FR	France	yes	yes	phased out	yes	yes	yes	yes	Missing MRS: Wetrep; missing AIS data in SSN GI for the Biscay Gulf
DE	Germany	yes	phased out	yes	yes	n.a.	no	yes	No Incidents sent from July 2010 up to 20 March 2011.
GR	Greece	yes	yes	yes	yes	n.a.	yes	yes	Incidents sent through Alert distribution tool
HU	Hungary	no	no	no	no	no	no	no	Landlocked country
IC	Iceland	yes	phased out	phased out	yes	yes	yes	yes	
IE	Ireland	yes	phased out	phased out	yes	no	yes	yes	Missing MRS: Wetrep;
IT	Italy	yes	yes	yes	yes	yes	yes	yes	
LV	Latvia	yes	phased out	phased out	yes	n.a.	yes	yes	
LT	Lithuania	yes	yes	yes	yes	n.a.	no	yes	No Incidents sent from July 2010 up to 20 March 2011.
LU	Luxembourg	no	no	no	no	no	no	no	Landlocked country
MT	Malta	yes	yes	yes	yes	n.a.	yes	yes	
NL	Netherlands	yes	yes	yes	yes	n.a.	yes	yes	Incidents sent through Alert distribution tool
NO	Norway	yes	phased out	phased out	yes	n.a.	yes	yes	Incidents sent through Alert distribution tool
PL	Poland	yes	yes	yes	yes	yes	yes	yes	
PT	Portugal	yes	yes	yes	no	yes	yes	yes	Incidents sent through Alert distribution tool; Missing MRS: WETREP
RO	Romania	yes	phased out	phased out	yes	n.a.	yes	yes	
SI	Slovenia	no	yes	yes	yes	yes	yes	yes	
SK	Slovak Republic	no	no	no	no	no	no	no	Landlocked country
ES	Spain	yes	yes	yes	no	yes	yes	yes	Missing MRS: Canrep, Wetrep
SE	Sweden	yes	phased out	phased out	yes	n.a.	yes	yes	
GB	United Kingdom	no	yes	yes	yes	no	yes	yes	Missing MRS: Caldovrep, Wetrep

Notes:

Yes	Participating, sending notifications
phased out	Notifications not provided anymore and substituted by the new PortPlus message
Ready	Passing the "commissioning" tests that certify national compliance with SSN but not yet using the system
n.a.	Not applicable
No	No data provided to SSN or "commissioning" tests not passed in the case of the PortPlus notification

Updated: 20 March 2011

Table 1: summary implementation report

Member State	PortPlus notifications				V1 Port Notifications	Member State	Port Plus (declaring Hazmat cargo)			V1 Hazmat Notifications
	New Shipcalls	Shipcalls Updated	Cancellations	Total	Total		Declaring HazmatNonEU	Declaring HazmatEU	Total	Total
Belgium	5578	18824	104	24506	0	Belgium	260	1982	2242	0
Bulgaria	648	914	0	1562	322	Bulgaria	88	58	146	84
Cyprus	10	20	0	30	659	Cyprus	0	0	0	150
Denmark	4061	9725	191	13977	1730	Denmark	4	133	137	123
Estonia	36	55	3	94	244	Estonia	1	7	8	298
Finland	0	0	0	0	7549	Finland	0	0	0	1407
France	3398	14356	139	17893	3294	France	*	642	642	155
Germany	5523	23796	33	29352	902	Germany	0	0	0	4143
Greece	330	641	2	973	16720	Greece	12	15	27	1964
Iceland	264	265	0	529	32	Iceland	21	17	38	5
Ireland	1617	2937	14	4568	0	Ireland	14	201	215	0
Italy	4	5	2	11	32313	Italy	1	0	1	5515
Latvia	955	3502	12	4469	293	Latvia	25	74	74	63
Lithuania	880	4456	7	5343	11	Lithuania	5	322	327	14
Malta	0	0	0	0	2385	Malta	0	0	0	840
Netherlands	10260	17224	0	27484	24074	Netherlands	1	1	2	4381
Norway	10677	17420	75	28172	0	Norway	34	211	245	0
Poland	2539	13520	0	16059	2853	Poland	26	244	270	789
Portugal	371	236	0	607	4824	Portugal	18	1	19	786
Romania	976	2668	37	3681	0	Romania	118	117	235	0
Slovenia	0	0	0	0	562	Slovenia	0	0	0	245
Spain	8687	12564	115	21366	17194	Spain	0	0	0	3211
Sweden	9798	17246	356	27400	4400	Sweden	37	1129	1166	322
United Kingdom	0	0	0	0	60424	United Kingdom	0	0	0	16129

* France is not quoting the HazmatNonEUDeparture in the last notification provided

Tables 2 & 3: Number of Port Plus notifications (new, updated, cancellations) and V1 Port notifications and number of Hazmat information provided in the Port Plus notifications and V1 Hazmat notifications. Reporting period 01 January – 28 February

Note: the following MSs have phased out (20.03.2011) the previous Port and Hazmat notification messages: Belgium, Bulgaria, Cyprus, Denmark, France (still using Port), Germany (still using Hazmat), Iceland, Ireland, Latvia, Norway, Romania and Sweden.

MRS	Area	Member State
ADRIREP	Adriatic Sea	Italy, Slovenia and Croatia
BELTREP	Great Belt (Baltic)	Denmark
BONIFREP	Strait of Bonifacio (only DPG)	France and Italy
CALDOVREP	Dover Strait / Pas de Calais	France and UK (only FR providing)
CANREP	Canary Islands (only for heavy grade oils)	Spain
COPREP	Coast of Portugal	Portugal
FINREP	Finisterre (NW coast Spain)	Spain
GDANREP	Gulf of Gdansk	Poland
GIBREP	Strait of Gibraltar	Spain
GOLFREP	Gulf of Finland	Estonia, Finland and Russia
Off Les Casquets and Off Ouessant	La Manche	France
TRANSREP	South & South West coast of Iceland	Iceland
WETREP	EU Atlantic coast (only for heavy grade oils)	Spain, Portugal, France, Belgium, Ireland and the UK

Finland and Portugal started reporting MRS notifications the 30 November and the 30 December 2010 respectively.

Table 4: IMO adopted Mandatory Reporting Systems (MRS) in EU waters

Annex II

Member State	Total recorded downtimes (year 2010)	System availability (Percentage)
Belgium	00:00	100%
Bulgaria	05:55	99,93%
Cyprus	46:32	99,47%
Denmark	02:38	99,97%
Estonia	464:07	94,70%
Finland	30:57	99,65%
France	10:05	99,88%
Germany	00:00	100%
Greece	78:50	99,10%
Iceland	00:00	100%
Ireland	04:04	99,95%
Italy	62:34	99,29%
Latvia	01:14	99,98%
Lithuania	72:57	99,17%
Malta	00:00	100%
Netherlands	00:00	100%
Norway	08:58	99,90%
Poland	22:00	99,75%
Portugal	00:00	100%
Romania	35:21	99,60%
Slovenia	05:45	99,93%
Spain	09:03	99,90%
Sweden	19:20	99,78%
United Kingdom	37:05	99,58%

Table 5: Total recorded downtimes (year 2010).

Annex III

Member State	Second half year 2010 (Jul 2010 - Dec 2010)			Previous Period (Jan 2010 - Jun 2010)	Previous Period (Jun 2009 - Aug 2009)
	Nr. Checks	Missing Notifications	Missing Notifications (%)	Missing Notifications (%)	Missing Notifications (%)
Belgium	125	0	0%	2%	0%
Bulgaria	129	2	2%	8%	0%
Cyprus	119	0	0%	1%	40%
Denmark	130	5	4%	4%	0%
Estonia	50	48	96%	*	*
Finland	130	10	8%	4%	28%
France	130	33	25%	26%	38%
Germany	125	4	3%	2%	0%
Greece	130	21	16%	21%	67%
Iceland	145	1	1%	3%	7%
Ireland	130	27	21%	37%	43%
Italy	140	1	1%	6%	23%
Latvia	139	0	0%	0%	0%
Lithuania	140	4	3%	2%	3%
Malta	124	7	6%	21%	77%
Netherlands	120	5	4%	3%	6%
Norway	140	4	3%	2%	5%
Poland	140	4	3%	2%	0%
Portugal	130	3	2%	14%	16%
Romania	129	2	2%	0%	0%
Slovenia	130	4	3%	1%	0%
Spain	126	35	28%	35%	5%
Sweden	138	1	1%	6%	18%
United Kingdom	128	6	5%	14%	25%
Total EU	3067	227	7%	9%	17%

* Estonia not in production, therefore no checks were performed.

Table 6: Missing Port (or Port Plus) notifications.

Member State	second half year 2010 (Jul 2010 - Dec 2010)			Previous Period (Jan 2010 - Jun 2010)	Previous Period (Jul 2009 - Aug 2009)
	Nr. Checks	Missing Notifications	Missing Notifications (%)	Missing Notifications (%)	Missing Notifications (%)
Belgium	86	3	3%	2%	5%
Bulgaria	4	0	zero	4 out of 13	n.a.
Cyprus	4	3	3 out of 4	3 out of 3	100%
Denmark	14	12	12 out of 14	88%	50%
Estonia	9	6	6 out of 9	7 out of 7	100%
Finland	52	9	17%	45%	n.a.
France	76	37	49%	52%	61%
Germany	85	13	15%	18%	16%
Greece	17	8	8 out of 17	60%	67%
Iceland	0	0	n.a.	n.a.	n.a.
Ireland	2	2	2 out of 2	4 out of 4	n.a.
Italy	86	7	8%	39%	40%
Latvia	38	4	11%	26%	17%
Lithuania	28	8	29%	36%	0%
Malta	58	6	10%	16%	100%
Netherlands	73	8	11%	11%	6%
Norway	29	5	17%	7%	67%
Poland	44	1	2%	10%	100%
Portugal	77	13	17%	19%	25%
Romania	6	0	zero	1 out of 10	25%
Slovenia	2	0	zero	zero	n.a.
Spain	75	55	73%	39%	100%
Sweden	47	7	15%	27%	75%
United Kingdom	79	22	28%	25%	n.a.
Total EU	991	229	23%	29%	53%

Table 7: Missing Hazmat notifications. Percentage is not shown for these MSs with less than 20 checks performed during the reporting period.

Member State	Old Hazmat details			PortPlus Hazmat details		
	Phone/Fax	URL	XML	Phone/Fax	URL	XML
Belgium	0%	0%	0%	100%	0%	0%
Bulgaria	92%	8%	0%	66%	34%	0%
Cyprus	0%	0%	100%	0%	0%	0%
Denmark	0%	37%	63%	0%	0%	100%
Estonia	96%	4%	0%	0%	63%	38%
Finland	0%	0%	100%	0%	0%	0%
France	100%	0%	0%	6%	94%	0%
Germany	0%	100%	0%	0%	0%	0%
Greece	82%	0%	18%	100%	0%	0%
Iceland	0%	100%	0%	0%	100%	0%
Ireland	0%	0%	0%	52%	48%	0%
Italy	1%	0%	99%	0%	0%	100%
Latvia	0%	100%	0%	0%	100%	0%
Lithuania	100%	0%	0%	0%	100%	0%
Malta	5%	95%	0%	0%	0%	0%
Netherlands	77%	0%	23%	100%	0%	0%
Norway	0%	0%	0%	0%	0%	100%
Poland	0%	24%	76%	0%	0%	100%
Portugal	77%	0%	23%	100%	0%	0%
Romania	0%	0%	0%	0%	100%	0%
Slovenia	0%	0%	100%	0%	0%	0%
Spain	0%	100%	0%	0%	0%	0%
Sweden	0%	0%	100%	0%	100%	0%
United Kingdom	56%	32%	12%	0%	0%	0%
Total	38%	34%	28%	42%	47%	11%

Table 8: How the detailed part of the Hazmat information is provided. Reporting period 01 January - 28 February.

Member State	Port Plus: Percentage of Hazmat information sent before or after ship's departure (ATD) and delays				
	Hazmat <= ATD (prior or at the same time)	Hazmat > ATD (subsequent)	Minimum [h]:mm	Average [h]:mm	Maximum [h]:mm
Belgium	99%	1%	0:00	64:32	792:38
Bulgaria	95%	5%	1:14	84:09	221:54
Cyprus	HazmatEUDepartures not provided in Port Plus notifications				
Denmark	74%	26%	0:00	3:15	48:06
Estonia	100%	0%			
Finland	HazmatEUDepartures not provided in Port Plus notifications				
France	100%	0%			
Germany	HazmatEUDepartures not provided in Port Plus notifications				
Greece	100%	0%			
Iceland	85%	15%	17:52	225:58	355:29
Ireland	58%	42%	0:01	4:43	38:19
Italy	HazmatEUDepartures not provided in Port Plus notifications				
Latvia	97%	3%	0:21	0:48	1:14
Lithuania	76%	24%	0:00	11:39	354:43
Malta	HazmatEUDepartures not provided in Port Plus notifications				
Netherlands	Only 1 notification provided		0:09	0:09	0:09
Norway	99%	1%	0:07	3:31	6:55
Poland	70%	30%	0:00	8:49	128:16
Portugal	100%	0%			
Romania	97%	3%	0:12	0:34	1:16
Slovenia	HazmatEUDepartures not provided in Port Plus notifications				
Spain	67%	33%	0:04	6:31	20:15
Sweden	37%	63%	0:00	33:23	187:23
United Kingdom	HazmatEUDepartures not provided in Port Plus notifications				
Total	79%	21%	0:00	23:25	792:38

Table 9 Minimum, Average and Maximum delays observed for Hazmat notifications sent late (sentAt Hazmat > ATD). Reporting period 01 January - 28 February.

Member State	Port Plus notification: People on Board (POB)			SSN V1 Port notification (POB)		SSN V1 Port notifications quoting Dummy values
	Provided	Dummy (99999)	Null	Provided	Dummy (99999)	Dec-09
Belgium	96%	4%	0%			21%
Bulgaria	98%	1%	1%	79%	21%	0%
Cyprus	100%	0%	0%	100%	0%	0%
Denmark	52%	48%	0%	2%	98%	89%
Estonia	73%	27%	0%	82%	18%	not provided
Finland	0%	0%	0%	94%	6%	6%
France	0%	1%	99%	2%	98%	87%
Germany	76%	24%	0%	47%	53%	88%
Greece	59%	0%	41%	93%	7%	9%
Iceland	100%	0%	0%	100%	0%	0%
Ireland	100%	0%	0%			0%
Italy	0%	100%	0%	72%	28%	18%
Latvia	100%	0%	0%	100%	0%	0%
Lithuania	99%	0%	1%	100%	0%	10%
Malta	0%	0%	0%	100%	0%	0%
Netherlands	0%	0%	100%	75%	25%	6%
Norway	100%	0%	0%			1%
Poland	64%	0%	36%	100%	0%	0%
Portugal	81%	18%	1%	71%	29%	32%
Romania	98%	0%	2%			0%
Slovenia	0%	0%	0%	100%	0%	0%
Spain	0%	0%	100%	13%	87%	88%
Sweden	98%	2%	0%	66%	34%	42%
United Kingdom	0%	0%	0%	42%	58%	58%

Table 10 POB information provided in Port and PortPlus notifications Last column includes data reported on December 2009 Reporting period 01January -28 February

Member State	Port Plus notification HazmatEUDeparture: People on Board (POB)		SSN V1 Hazmat notification (POB)		SSN V1 Hazmat notifications quoting Dummy values
	Provided	Dummy (99999)	Provided	Dummy (99999)	Dec-09
Belgium	95%	5%			30%
Bulgaria	100%	0%	100%	0%	4%
Cyprus	0%	0%	100%	0%	0%
Denmark	100%	0%	80%	20%	33%
Estonia	100%	0%	99%	1%	not provided
Finland	0%	0%	99%	1%	1%
France	78%	22%	22%	78%	78%
Germany	0%	0%	18%	82%	84%
Greece	60%	40%	95%	5%	8%
Iceland	6%	94%	100%	0%	0%
Ireland	100%	0%			0%
Italy	0%	0%	84%	16%	20%
Latvia	0%	100%	100%	0%	0%
Lithuania	100%	0%	100%	0%	7%
Malta	0%	0%	100%	0%	0%
Netherlands	100%	0%	97%	3%	58%
Norway	100%	0%			0%
Poland	100%	0%	100%	0%	0%
Portugal	100%	0%	40%	60%	51%
Romania	100%	0%			0%
Slovenia	0%	0%	100%	0%	0%
Spain	0%	0%	7%	93%	94%
Sweden	96%	4%	59%	41%	64%
United Kingdom	0%	0%	49%	51%	0%
Total	93%	7%	58%	42%	32%

Table 11 POB information provided in Hazmat and PortPlus notifications reporting Hazmat information Last column includes data reported on December 2009 Reporting period 01January -28 February

Member State	Next Port identification (mandatory for HazmatEUdepartures) in Port Plus notifications	
	Known (LOCODE ≠ ZZUKN)	Unknown (LOCODE = ZZUKN)
Belgium	99.9%	0.1%
Bulgaria	100.0%	0.0%
Cyprus	not provided	
Denmark	98.5%	1.5%
Estonia	85.7%	14.3%
Finland	not provided	
France	90.2%	9.8%
Germany	not provided	
Greece	100.0%	0.0%
Iceland	82.4%	17.6%
Ireland	100.0%	0.0%
Italy	not provided	
Latvia	100.0%	0.0%
Lithuania	100.0%	0.0%
Malta	not provided	
Netherlands	100.0%	0.0%
Norway	100.0%	0.0%
Poland	100.0%	0.0%
Portugal	100.0%	0.0%
Romania	100.0%	0.0%
Slovenia	not provided	
Spain	not provided	
Sweden	99.0%	1.0%
United Kingdom	not provided	
Total	98.4%	1.6%

Table 12 NextPortOfCall information provided in PortPlus notifications reporting Hazmat information Reporting period 01 January -15 March

Member State	LastPort identification in Port Plus notifications		
	Known	Unknown (ZZUKN)	Null
Belgium	99.2%	0.0%	0.8%
Bulgaria	57.6%	1.1%	41.3%
Cyprus	61.9%	0.0%	38.1%
Denmark	91.0%	9.0%	0.0%
Estonia	94.9%	5.1%	0.0%
Finland	Port Plus not provided		
France	1.4%	98.6%	0.0%
Germany	0.0%	0.0%	100.0%
Greece	10.1%	0.0%	89.9%
Iceland	100.0%	0.0%	0.0%
Ireland	96.5%	3.5%	0.0%
Italy	54.2%	0.2%	45.6%
Latvia	97.5%	0.7%	1.8%
Lithuania	89.1%	0.1%	10.8%
Malta	Port Plus not provided		
Netherlands	0.0%	0.0%	100.0%
Norway	94.0%	0.0%	6.0%
Poland	64.3%	0.3%	35.4%
Portugal	33.8%	0.0%	66.2%
Romania	70.6%	0.0%	29.4%
Slovenia	Port Plus not provided		
Spain	0.0%	0.0%	100.0%
Sweden	99.7%	0.3%	0.0%
United Kingdom	Port Plus not provided		
Total	38.8%	4.9%	56.3%

Table 13 Last Port information provided in PortPlus notifications. Reporting period 01 January -28 February.

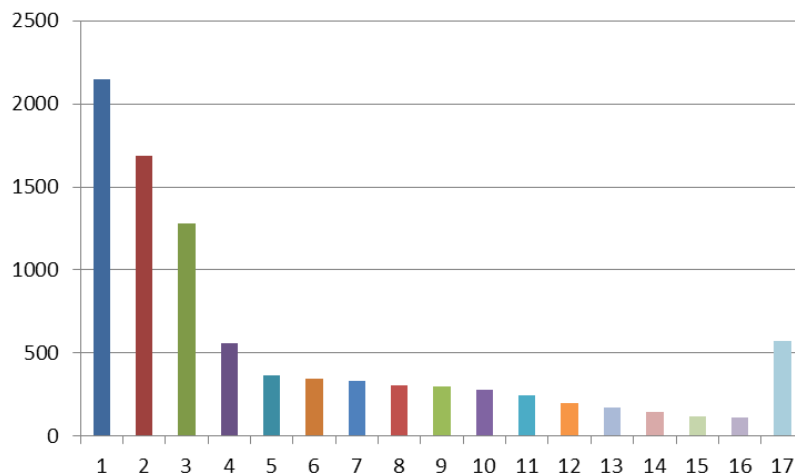


Table 14 Rejected Port Plus notifications per cause (number of rejections over 100). Reporting period 01 January -28 February.

Issue	Reasons of rejection	Number of rejected messages
1	A port plus notification with the specified shipCallId [] has already been registered; sent from []. <i>Two MSs using the same shipcallid identifying different voyages.</i>	2150
2	Invalid message. A port plus notification with the specified shipCallId [] has already been registered with different Vessel []. <i>The same MS is using the same shipcallid for a different voyage.</i>	1688
3	ETDFromPortOfCall is Mandatory for notification messages including the PreArrivalNotification24HoursDetails element or the HazmatNotificationInfoEUDepartures element	1278
4	Not compliant LOCODE (<i>UNKWN instead of ZZUKN, PortofCall=NextPortofCall, Locodes declared by a MS not valid, etc.</i>)	557
5	A ship notification for voyages initiated from a EU port with hazmat info must have ETAToNextPort	363
6	ATAToPortOfCall must be defined before the actual departure time from port of call (voyage) [].	345
7	Invalid Cancellation message. No voyage found with the specified shipCallId [].	330
8	The UpdateNotifications information is not compatible with the updateStatus [N].	306
9	ETAToNextPort must be defined after ATDFromPortOfCall	302
10	A ship notification for voyages initiated from a EU port with hazmat info must have a next port location, A ship notification for voyages initiated from a EU port with hazmat info must have ETAToNextPort	276
11	The NextPort must be different from PORTOFCALL.	243
12	A fax number must be defined	199
13	The IMO number [] is not valid	172
14	A message identified by [] has already been sent from []	145
15	Not permitted location (<i>Port of Call is not a port of the MS sending the notification</i>)	119
16	A ship notification for voyages initiated from a EU port with hazmat info must have ETAToNextPort, ETDFromPortOfCall is Mandatory for notification messages including the PreArrivalNotification24HoursDetails element or the HazmatNotificationInfoEUDeparture	115
17	Other causes	574