SafeSeaNet Workshop no. 20 **SSN 20/5/2** (v1.00)
Agenda item V **Lisbon, 09 September 2013**
6 November 2013

STATUS AT NATIONAL LEVEL

SSN Data Quality Report

Submitted by EMSA

Summary	The document analyses SSN implementation at national and central level, the agreed data quality indicators and the issues affecting the interface with THETIS.
Action to be taken	As per part 8
Related documents (most recent ones)	a. SSN 19 report b. SSN 19/5/2 document c. HLSG 9 report, Agenda item 3.1, 3.2 and 3.3 d. SSN 20/5/1 document

1. INTRODUCTION

This document provides an analysis of the implementation of SafeSeaNet (SSN) at national and central level, and of related quality issues. In addition to the SSN issues the SSN 15 Workshop (4-5 May 2011) invited EMSA to include a regular update on the interface with THETIS.

Reports on the status of SSN implementation by Member States (MS) have been generated since 2007. These are based on data quality checks performed by the EMSA Maritime Support Services (MSS). Summaries of the results of these checks are included in the MS status reports that are sent to all participating countries on a yearly basis.

2. SUMMARY

The SSN implementation is steadily improving, and is close to being completed:

- The use of the phone/fax solution for Hazmat details is steadily decreasing.
- Mandatory Reporting System (MRS) messages are more widely reported. Furthermore, Spain has begun to provide ship MRS notifications for CANREP and WETREP, Denmark and Sweden for SOUNDREP and Iceland resumed transmitting this data for TRANSREP. The High Level Steering Group (HLSG) took note of the progress report and supported the continuation of the work in the working group on MRS.
- The HLSG agreed to the establishment of an *ad hoc* Hazmat working group in order to improve the quality of reporting and to support MS to ensure they obtain the full benefits of using Hazmat information.

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- The number of rejected messages has decreased in relation to the previous report (SSN 19/5/2).

Some of the longstanding specific issues mentioned at SSN 19 affecting individual MS have been resolved or minimised. Examples are the problems associated with the swapping of Hazmat details and the Cargo Manifest (Germany) or the availability of Hazmat details provided by the United Kingdom.

However, other issues remain unresolved. These include: the lack of Ship Call synchronisation for some German ports; the abnormal number of Waste Incident Reports provided by France; the use of the dummy Persons on Board (POB) value (four MS still quote this value in more than 20% of their Port Plus notifications); the lack of MRS notifications from Ireland (WETREP), Norway (BAREP), Portugal (WETREP) and the United Kingdom (CALDOVREP and WETREP); and the AIS coverage problems in Portugal and Greece.

With respect to missing notifications and rejected messages, the overall situation is improving, but further effort from MS is necessary in order to meet the agreed requirements (see sections 4.3 and 4.5 of the Interface and Functionalities Control [IFCD] Document).

EMSA and the abovementioned MS should find a way to resolve these issues in order to comply with legal and technical requirements.

This document is divided into 6 main parts:

- SSN Implementation (section 3).
- Operational use of SSN (section 4).
- System availability and performance (section 5).
- Data Quality (section 6).
- Interface with THETIS (section 7).
- Proposals/requested actions (section 8).

MS wishing to receive the raw data on the topics mentioned, and which form the basis for this report, are invited to contact the MSS.

3. SSN IMPLEMENTATION

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

3.1. Port Plus Notifications

Port Plus notifications are widely reported by all MS. However, some MS still do not implement the Port Plus message in accordance with the agreed rules laid down in the XML Reference Guide (see section 6 and 7) for all ports.

It should also be noted that some MS need to correct their implementation and/or operational procedures at national level in the following areas:

- The number of "Hazmat non-EU Departure" (i.e. for ships carrying dangerous or polluting goods that are inbound to their ports from non-EU countries) is not realistic, in particular for Denmark, France and Spain (see Annex I, Table 2).Port Plus implementation is not yet harmonised for all ports. Germany acknowledged that, for many ports, the Hazmat information is not provided in the same Shipcall as the one reporting ATA/ATD to PortOfCall.

3.2. Ship AIS and Ship MRS Notifications

Ship AIS notifications: Belgium, Denmark, Greece, the Netherlands, Norway, Portugal, Spain, Sweden and the United Kingdom provide AIS information only via a data stream. The remaining MS continue to use both the message-based and the streaming mechanisms to provide AIS information. Greece still has some gaps in its AIS coverage and Portugal does not provide AIS information for the Azores and Madeira archipelagos.

Ship MRS notifications: The list of MRS adopted by the IMO which should be reported to SSN is shown in Table 3. Despite the solid legal basis, and the clear obligation to exchange this type of information via SSN, the following MRS expected MRS reports have not yet been received: BAREP (Norway), CALDOVREP (United Kingdom) and WETREP (Ireland, Portugal and the UK).

It is noted that Spain began exchanging MRS reports for CANREP and WETREP, Denmark and Sweden for SOUNDREP and Iceland resumed sending them for TRANSREP.

3.3. Incident Reports (IR)

The exchange of information between MS, and especially requests for further action, including visits to certain ships, following an incident report, is not yet widely implemented. These cases are rare.

In general, Table 4 shows a mixed picture. The new XML messaging framework for IR (version 2.07) should fulfil the operational requirements (identifying each type of IR, distributing via XML and not only using the web distribution tool, etc.).

Several issues have been detected when reporting Incident Reports. More information can be found in the following document: *SSN 20/5/1: Outcome of the survey on Incident Reporting through SSN*.

4. OPERATIONAL USE OF SSN

There are 2,384 authorities or persons registered in SSN. Of these, 917 are registered as web users in the central SSN system and 468 have access to the SSN Graphical Interface (SSN GI). Other registered users at national level access information via the national systems.

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

During 2013, it is noted that:

- Denmark resumed using automatic Shipcall requests for the full Hazmat details (clarification has been requested);

- Norway replaced the automated Shipcall requests for the full Hazmat details and is currently requesting the Hazmat summary, as suggested at SSN HLSG 6, and;

- Finland has planned to replace the use of Port requests by Shipcall requests by December 2013.

5. SYSTEM AVAILABILITY AND PERFORMANCE

EMSA continuously monitors the availability and performance of SSN. This includes the connection status of SSN national systems, and the exchange of notifications between these systems and the central SSN system, as well as the interfaces between central SSN and other EU systems (CSN, LRIT, THETIS). When a connection failure is detected, or a Member State is not providing notifications, the situation is recorded and reported to the respective country.

Within the exercise undertaken for this report, it was observed that during the first half of 2013:

- the central SSN system was down in total for 2 hours and 20 minutes due to the planned installation of the new SSN release (SSN V. 2.1.0.6.6). The maximum permissible period of continuous interruption was not exceeded and the availability of the central SSN system (including the SSN GI) between 01 January 2013 and 30 June 2013 was 99.95%[1];

- the SSN-THETIS interface was down three times, with a total duration of four hours. No information was lost (just delayed);

- no relevant full downtimes were detected with reference to SSN national systems, and;

- significant partial downtimes were observed for some SSN national systems (Malta: 15d20h10m, and Sweden: 19d21h19m) that affected the delivery of Port Plus information and the service delivered by the THETIS system. During those periods, no information on ship calls was available to support Port State Control activity.

6. DATA QUALITY

EMSA Maritime Support Services (MSS) closely monitors SSN data quality on a 24/7 basis, and as a result, has obtained specific information on the main problems within the SSN system. More detailed information on the situation in relation to the following issues can be found in Annex IV:

a. Missing Port Plus notifications (section 6.1 and Annex III – Table 6)

b. Missing Hazmat information (section 6.2 and Annex III – Table 7)

c. Hazmat details using phone/fax solution (section 6.3 and Annex III – Table 8)

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

d. Rejected notifications (section 6.4 and Annex III – Table 9 and Table 10)

The reporting period for missing Port and Hazmat information and for the Hazmat details was the first half of 2013, and for rejected Port Plus notifications, was August 2013.

A summary of the findings is presented in sections 6.1-6.4 below, and full details are available in Annex III.

6.1. Missing Port Plus notifications (ship calls)

In order to verify whether the required Port notifications are being provided, the MSS monitors data comprehensiveness and quality by comparing information in Port notifications sent to SSN with information available from other sources (AIS and Sea-web).

Within the exercise undertaken for this report, the MSS checked 4,431 ships that were known to have visited EU ports.

It was found that 127 of the due notifications had not been sent to SSN (i.e. 2.9% of ships calling at EU ports were not reported to SSN). It should be noted that missing messages affect compliance with both Directive 2002/59/EC as amended (the VTMIS Directive), and Directive 2009/16/EC (the PSC Directive).

Compared to the previous reporting period, the increase from 2.5% does not necessarily mean that the overall results worsened. This is because the reporting period covers only refined checks[2], in which missing notifications are more likely to be detected. Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods.

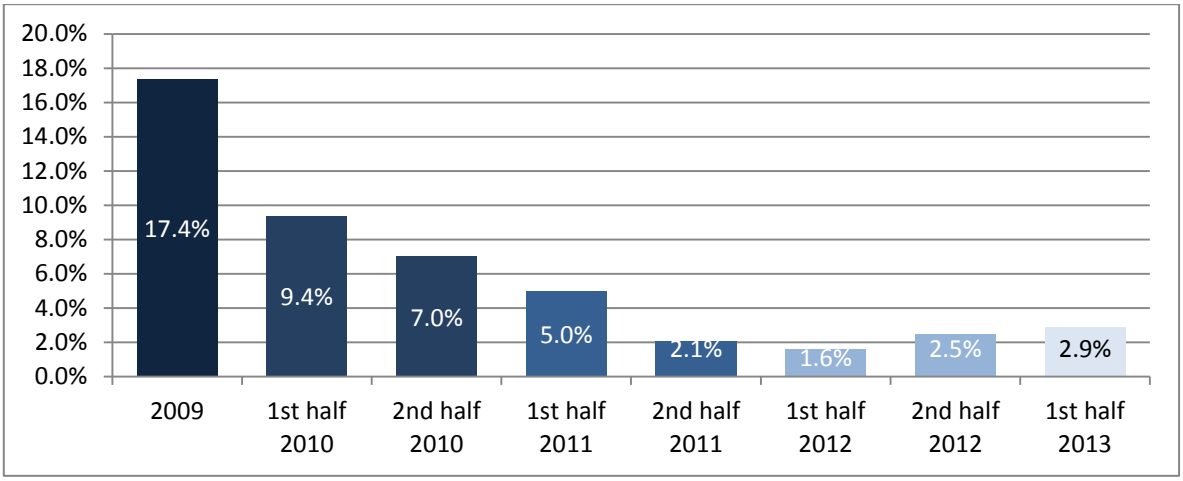

Figure 1 – Missing Port notifications by reporting period

Table 6 in Annex III includes the detailed results per Member State.

[2] The checks are focused on ports and vessels for which missing notifications were recorded in the past, or for which no checks were recently carried out.

6.2. Missing Hazmat information

The MSS analysed MRS reports and monitored ships known to be carrying Hazmat cargoes by cross-checking the results with Hazmat information provided by MS.

Within the exercise undertaken for this report, 10.5% of the due notifications had not been sent to SSN (i.e. 144 out of 1,373 notifications for ships carrying Hazmat cargoes were not sent to SSN).

To better assist MS in the implementation of the VTMIS Directive at national level, data from another MRS system has been included in the checks performed by MSS, which resulted in the higher number of samples for some Member States. This may be the reason why the number of missing Hazmat reports increased from 9% to 10.5%.

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

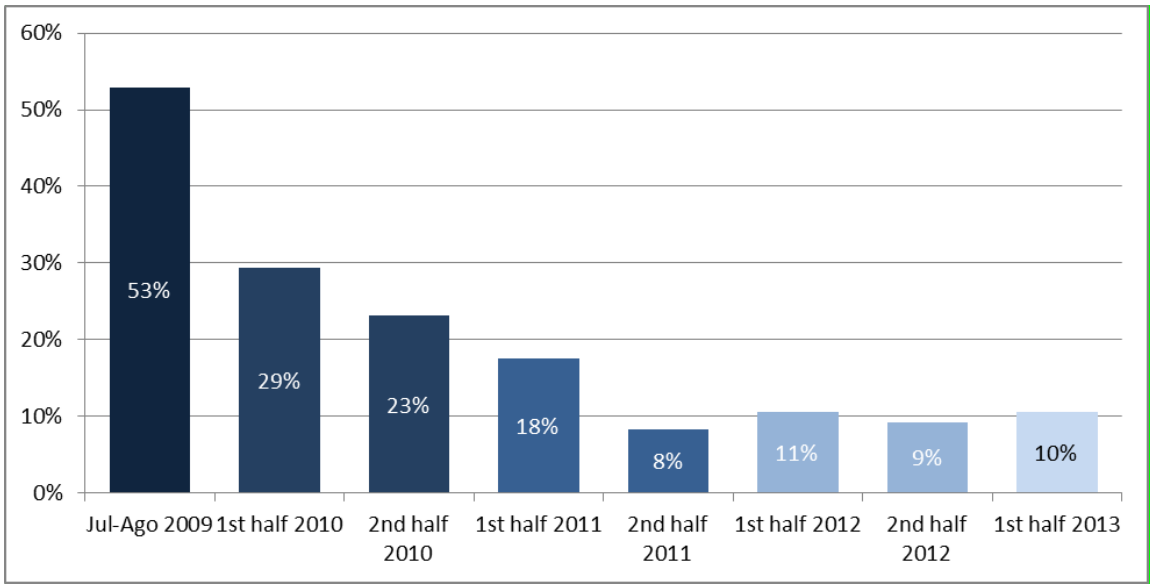

Figure 2 – Missing Hazmat information by reporting period

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

6.3. Hazmat details using phone/fax solution

The 6th HLSG meeting (13 December 2011), agreed that MS would endeavour to phase out the phone/fax solution for the provision of Hazmat details. The phone/fax solution for Hazmat messages would continue to be available only in emergency situations.

Although the figures remain high (9.3% of Hazmat details were sent using the phone/fax solution during the period Jun-Jul 2013), the evolution is positive (see Figure 3).

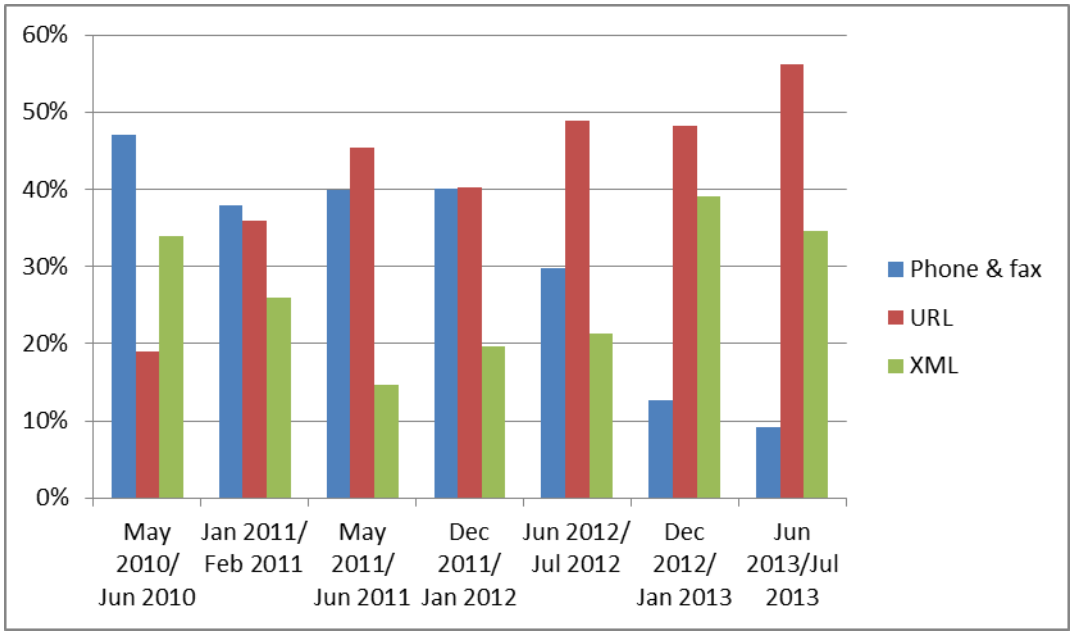

Figure 3 – Hazmat details by type and by reporting period

Table 8 in Annex III details the different solutions employed in each MS, together with the type of notification.

6.4. Rejected notifications

The Business Rules (BR) defined in the XML Reference Guide (v.2.06) address the rejection of certain notifications implemented in SSN, and aim at keeping the system within acceptable levels of quality and consistency.

The situation is gradually improving (i.e. from 0.97% to 0.66%), and MS are progressively correcting the causes of rejections. In part, this is due to the more flexible business rules implemented in the new version of SSN (see Table 9 and Table 10 in Annex III). It should be noted that missing messages affect the proper implementation of both the VTMIS and PSC Directives.

MS are reminded that, according to the IFCD, invalid messages (i.e. those not compliant with the standards set in the SSN technical and operational documentation) should account for less than 0.1% of the total number of messages sent. Belgium, Bulgaria, Germany, Iceland, Spain and the United Kingdom complied with this requirement in August 2013.

7. INTERFACE WITH THETIS

At SSN WS 17 and HLSG 7, EMSA was tasked to:

a. ensure that any new business rules created for THETIS would be notified to the SSN group. Moreover, whenever there is no conflict between the underlying Directives, the business rules in THETIS and SSN shall be aligned. Taking these things into account, no new business rules were implemented during the reporting period.

b. continue reporting at SSN workshops on:

- the topic of mismatched LOCODEs;
- ATAs and ATDs not provided via Port Plus notifications, and;
- the timeliness of ATAs and ATDs.

This section reports on the above follow-up actions.

7.1. Mismatched LOCODEs

EMSA compared the LOCODEs used in the "PortOfCall" attribute in Port Plus notifications (01 January 2013 - 01 July 2013) with THETIS LOCODEs (dated 13 September 2013). The outcome is that 40 LOCODEs (see Table 11 in Annex IV) that were reported in this period are still not recognised by THETIS (15 are UNECE while 25 are SSN Specific). At SSN WS 19, there were 42 LOCODEs reported as being mismatched.

The number of distinct ship calls not created via SSN Port Plus notifications was 186 (248 reported at SSN WS 19). The initial conclusions are:

- A significant number of LOCODEs from two of the MS are still being rejected by THETIS. Sweden had 18 LOCODEs rejected, which resulted in 125 missing calls, and during the same period, Norway had 9 LOCODEs rejected, which resulted in 13 missing calls.
- 16 MS have their SSN and THETIS LOCODEs aligned. These are Belgium, Bulgaria, Cyprus, Denmark, Estonia, Finland, France, Germany, Iceland, Lithuania, Latvia, the Netherlands, Poland, Portugal, Romania and Slovenia.
- SSN Specific LOCODEs are either not properly managed by the SSN community, or not supported by the relevant PSC Authority. MS should request UNECE to create the relevant LOCODEs (with Port function), and to notify the PSC Coordinator at MS level that this has been done.

Pursuant to the discussion during SSN WS 17, EMSA contacted the PSC authorities in the MS recalling the need to align the location identification between THETIS and SSN. This has already resulted in a number of adjustments, as well as a list of confirmed differences. These differences mainly pertain to locations not relevant to PSC, such as anchorages outside territorial waters and ports not receiving commercial ships. However, the alignment task is still on-going.

Following the adoption of the "LOCODE management" procedure at SSN WS 18, EMSA took the initiative of sharing the same procedure with the PSC community. This will ensure that future changes in the list of codes used in SSN will be relayed by EMSA for acknowledgement by the respective PSC entities shortly afterwards.

The following table provides the evolution of the mismatched LOCODEs, comparing SSN WS 20 with previous reporting periods.

Member State	LOCODEs rejected by THETIS (SSN17)		LOCODEs rejected by THETIS (SSN18)		LOCODEs rejected by THETIS (SSN19)		LOCODEs rejected by THETIS (SSN20)	
	UNECE	SSN Specific	UNECE	SSN Specific	UNECE	SSN Specific	UNECE	SSN Specific
Belgium	none	none	none	none	1	none	none	none
Cyprus	none	none	none	none	1	none	none	none
Denmark	1	1	1	1	1	none	none	none
Estonia	1	1	0	1	none	none	none	none
Finland	3	0	none	none	none	none	none	none
France	1	0	none	none	none	none	none	none
Germany	1	0	none	none	1	none	none	none
Greece	9	3	7	2	3	2	none	1
Ireland	2	1	none	none	1	2	1	1
Italy	18	2	16	0	none	none	1	none
Malta	2	0	2	0	2	2	3	none
Norway	36	131	34	99	5	5	none	9
Poland	none	none	1	0	none	1	none	none
Slovenia	2	0	none	none	none	none	none	none
Spain	none	none	none	none	1	none	3	none
Sweden	3	8	1	3	3	11	4	14
UK	5	1	2	1	none	none	3	none
TOTAL	**232**		**171**		**42**		**40**	

Figure 4 – Evolution of the mismatched LOCODEs

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

7.2. ATA and ATD not provided via Port Plus notifications

Within the context of the New Inspection Regime for Port State Control (established by Directive 2009/16/EC and supplemented by the RoRo Ferry Inspection Regime - Directive 1999/35/EC), MS are required to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages to the THETIS inspection database via SSN within a reasonable time (Art. 24.2).

ATA is a key element of THETIS, and ship calls missing this attribute are discarded (i.e. updates or new calls including ATD without ATA). MS are reminded that, for statistical and operational purposes, THETIS only recognises a ship call when the ATA has been provided. This section evaluates the availability of ATA/ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC.

44,630 of the ship calls created in SSN during July 2013 (via Port Plus) fell within the scope of these Directives (see Annex IV – Table 12 and Figure 5).

Following the methodology introduced at SSN WS 17, the findings showed that on average, 9% of ship call notifications lack both the ATA and the ATD. In addition, a further 0.9% lack only the ATA and 4.3% lack only the ATD. The overall situation has improved since the last reporting period (January 2013).

Norway, Germany[3] and Sweden provide the largest number of notifications lacking ATA and ATD information (Annex IV – Figure 6).

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

7.3. Timeliness of ATA and ATD reported in SSN

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

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

EMSA has compared the timeliness of ATA and ATD information with the date/time sent (the "SentAt" element in the notification), and Annex IV (Table 13) reports the results by MS[4].

It was also noted that "ATD without ATA" and "no ATA or ATD" problems are often caused because MS do not repeat all previously sent information in every Port Plus update as laid down in the XML Reference Guide.

8. PROPOSALS/REQUESTED ACTIONS

8.1. SSN implementation (section 3) and operational use of SSN (section 4):

- MS to ensure that Ship MRS notifications are submitted in compliance with the reporting obligations of Directive 2002/59/EC as amended (**action 1**).

- MS to ensure that Incident Reports are submitted in compliance with the reporting obligations of Directive 2002/59/EC and according to the agreed SSN Incident Report Guidelines (**action 2**).

8.2. Data quality (section 6):

- In relation to sections 6.1 and 6.2, MS to take the necessary measures to ensure that all masters, agents and operators are fully aware of their Port and Hazmat reporting obligations (**action 3**).

- MS should consider imposing sanctions whenever information is not provided in accordance with Directive 2002/59/EC (as amended), as foreseen for example in Art. 25b. That is, whenever ship masters, agents or operators do not provide Port or Hazmat notifications and send associated incident reports to SSN (**action 4**).

[3] This is due to the lack of Ship Call ID harmonisation for some German ports.

[4] Spain has a significant difference (average almost 5 days) between the SentAt and the actual time when the notification is sent, affecting almost 100 % of their Port Plus notifications. This issue has remained unresolved for over a year.

- In relation to section 6.3, MS to accelerate the phasing out of the phone/fax solution for the provision of details in Hazmat information (**action 5**).

- In relation to section 6.4, to analyse (and resolve when necessary) the causes of the rejection of Port Plus notifications, either by using the regular information provided by the MSS or the SSN receipts messages describing the causes of rejections (invalid format receipts). MS are invited to ensure that errors in notifications are minimised. Should they occur, the corrected information should be sent to SSN without delay (**action 6**).

8.3. LOCODEs (section 7.1):

- SSN NCAs and PSC authorities to ensure that all relevant LOCODEs used by SSN (identifying an actual port) are recognised by THETIS (**action 7**).

- EMSA to continue reporting on this issue at SSN workshops and relevant Paris MoU meetings, and in MS's individual status reports on a monthly basis.

8.4. ATAs and ATDs not provided via Port Plus notifications (section 7.2):

- MS to provide this information via SSN (**action 8**).

- EMSA to continue to report on this issue at SSN workshops and relevant Paris MoU meetings, and in MS's individual status reports on a monthly basis. Where necessary, MS will be contacted individually.

8.5. Timeliness of ATAs and ATDs (section 7.3):

- MS to provide ATAs and ATDs "within a reasonable time," avoiding their provision prior to arrival or departure (not more than 3h in advance) (**action 9**).

- EMSA to continue to report on this issue at SSN workshops and relevant Paris MoU meetings, and in MS's individual status reports.

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Annex I: SSN system implementation by MS

Member State		SSN notifications				SSN GI (AIS)	Comments regarding specific issues
		PortPlus	Ship		Incident		
			AIS	MRS			
BE	Belgium	yes	no	yes	yes	yes	Incidents sent through IR distribution tool
BU	Bulgaria	yes	yes	n.a.	yes	yes	Incidents sent through IR distribution tool
CY	Cyprus	yes	yes	n.a.	yes	yes	Incidents sent through IR distribution tool and the XML interface
DK	Denmark	yes	no	yes	yes	yes	Incidents sent through IR distribution tool
EE	Estonia	yes	yes	yes	yes	yes	Incidents sent through IR distribution tool
FI	Finland	yes	yes	yes	yes	yes	Incidents sent through IR distribution tool
FR	France	yes	yes	yes	yes	yes	Incident reports sent only via XML
DE	Germany	yes	yes	n.a.	yes	yes	Incidents sent through IR distribution tool
GR	Greece	yes	no	n.a.	yes	yes	Incidents sent through IR distribution tool; gaps reported in AIS coverage
IC	Iceland	yes	yes	yes	yes	yes	Incidents sent through IR distribution tool and the XML interface
IE	Ireland	yes	yes	no	yes	yes	Incidents sent through IR distribution tool and the XML interface; Missing MRS: Wetrep
IT	Italy	yes	yes	yes	yes	yes	Incidents sent through IR distribution tool
LV	Latvia	yes	yes	n.a.	yes	yes	Incidents sent through IR distribution tool
LT	Lithuania	yes	yes	n.a.	yes	yes	Incidents sent through IR distribution tool
MT	Malta	yes	yes	n.a.	yes	yes	Incidents sent through IR distribution tool
NL	Netherlands	yes	no	n.a.	yes	yes	Incidents sent through IR distribution tool
NO	Norway	yes	no	no	yes	yes	Incidents sent through IR distribution tool; Missing MRS: Barep
PL	Poland	yes	yes	yes	yes	yes	Incidents sent through IR distribution tool and the XML interface
PT	Portugal	yes	no	yes	yes	yes	Incidents sent through IR distribution tool; Missing MRS: Wetrep; Missing AIS data from Azores and Madeira
RO	Romania	yes	yes	n.a.	yes	yes	Incident reports sent only via XML
SI	Slovenia	yes	yes	yes	yes	yes	Incidents sent through IR distribution tool and the XML interface
ES	Spain	yes	no	yes	yes	yes	Incidents sent through IR distribution tool and the XML interface
SE	Sweden	yes	no	yes	yes	yes	Incidents sent through IR distribution tool
GB	United Kingdom	yes	yes	no	yes	yes	Incidents sent through IR distribution tool and the XML interface; Ship AIS notifications are provided only by Gibraltar; Missing MRS: Caldovrep and Wetrep

Notes: **Updated: 01 October 2013**

Landlocked countries are not listed

yes	Participating, sending notifications
no	AIS information is provided using the stream mode
n.a.	Not applicable
no	No data provided to SSN or "commissioning" tests not passed in the case of the PortPlus notification

Table 1 – Implementation status by MS and by type of notification on 01 October 2013

Member State	PortPlus notifications					Port notifications	Hazmat notifications	Ship notifications		Incident reports
	Distinct ShipCalls	Updates	Cancelled	Including Hazmat Non EU Departure	Including Hazmat EU Departure			AIS	MRS	
Belgium	13438	75683	392	2495	7253	-	-	1650036	227	1
Bulgaria	1906	4021	14	237	400	-	-	178159	0	4
Cyprus	1612	9694	29	236	327	-	-	1048665	0	2
Denmark	13848	38256	780	30	929	-	-	0	12101	18
Estonia	5283	12759	18	168	1524	-	-	9620281	79230	1
Finland	17377	89663	23	186	4298	-	-	62985	39564	21
France	24939	103306	612	75	5654	-	-	918760	71561	2416
Germany	40104	235904	412	1656	5553	-	-	1591266	0	18
Greece	70204	77956	580	1156	1968	-	-	10233	0	59
Iceland	1147	2290	0	11	171	-	-	122478	0	0
Ireland	6284	21811	83	134	2053	-	-	693330	0	11
Italy	52534	121265	1006	2044	9623	-	-	1546382	6037	275
Latvia	3883	16021	39	44	1709	-	-	576687	0	3
Lithuania	2626	12039	71	53	866	-	-	153840	0	0
Malta	4859	30955	362	982	1687	-	-	251290	0	4
Netherlands	25645	124165	1028	1578	8658	-	-	0	0	69
Norway	39479	111598	393	715	7847	-	-	0	0	39
Poland	7535	75500	504	64	2045	-	-	1204821	6897	3
Portugal	7681	41772	266	1336	2546	-	-	0	30393	87
Romania	2727	8597	114	363	443	-	-	217603	0	1
Slovenia	1045	3257	36	146	431	-	-	20729	1044	9
Spain	61392	133517	9	542	7504	-	-	0	46995	86
Sweden	34313	81694	2209	240	5457	-	-	0	0	20
United Kingdom	69398	207633	3595	2853	16381	-	-	807741	0	39
Total	**509,259**	**1,639,356**	**12,575**	**17,344**	**95,327**	**-**	**-**	**20,675,286**	**294,049**	**3,186**

Table 2 – Number of notifications by MS and by type of notification

Reporting period: January- July 2013

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

Table 3 – Mandatory Reporting Systems in EU waters on 1st October 2013

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

Member State	SITREP	POLREP	WASTE	Lost&Found Containers	Others	TOTAL
Belgium	-	1	-	-	-	**1**
Bulgaria	4	-	-	-	-	**4**
Cyprus	2	-	-	-	-	**2**
Denmark	18	-	-	-	-	**18**
Estonia	1	-	-	-	-	**1**
Finland	12	-	-	-	9	**21**
France	159	75	2,179	3	-	**2,416**
Germany	17	1	-	-	-	**18**
Greece	38	4	1	-	16	**59**
Iceland	-	-	-	-	-	**-**
Ireland	7	3	-	-	1	**11**
Italy	216	2	-	1	56	**275**
Latvia	1	-	-	-	2	**3**
Lithuania	-	-	-	-	-	**-**
Malta	4	-	-	-	-	**4**
Netherlands	44	6	-	-	19	**69**
Norway	33	2	-	-	4	**39**
Poland	3	-	-	-	-	**3**
Portugal	81	-	1	-	5	**87**
Romania	1	-	-	-	-	**1**
Slovenia	2	2	-	-	5	**9**
Spain	74	-	-	-	12	**86**
Sweden	15	-	-	-	5	**20**
United Kingdom	36	-	3	-	-	**39**
Total	**768**	**96**	**2,184**	**4**	**134**	**3,186**

Table 4 – Number of Incident Reports by MS[5] and by type
Reporting period: January-July 2013

[5] France acknowledged that it has provided an abnormal number of Waste Incident Reports (375 in January 2013), and as a result, all French Port authorities have been informed and briefed on the 2000/59/EC Directive reporting requirements (which are further explained in the IR Guidelines). However, the number of incidents reported by France remains on average over 300.

Annex II: Operational status by MS

Member State	Requests					
	Shipcall	Port	Hazmat	Incident	Ship	TOTAL
Belgium	4	-	-	107	4,324	4,435
Bulgaria	3	-	-	63	4	70
Cyprus	19	1	-	127	1	148
Denmark	454645	-	-	96	14	454,755
Estonia	11	-	-	26	-	37
Finland	0	852,678	-	198	12	852,888
France	36	11	-	338	71	456
Germany	1	-	-	155	3	159
Greece	23	-	-	143	19	185
Iceland	0	1	1	5	2	9
Ireland	0	-	3	37	-	40
Italy	32	3	-	204	11	250
Latvia	2	-	-	22	-	24
Lithuania	0	-	-	71	-	71
Malta	3	-	-	141	-	144
Netherlands	8	-	-	94	-	102
Norway	765465	-	-	206	-	765,671
Poland	18	5	47	145	7	222
Portugal	25	8	4	99	9	145
Romania	22	1	2	23	1	49
Slovenia	74	-	-	15	-	89
Spain	38	-	-	50	24	112
Sweden	0	-	-	173	-	173
United Kingdom	13	-	-	176	10	199
Total	**1,220,442**	**852,708**	**57**	**2,714**	**4,512**	**2,080,433**

Table 5 – Number of requests by MS and by type of notification[6]
Reporting period: January-July 2013

[6] Denmark resumed sending automatic requests for Hazmat details and Finland confirmed plan of phasing out the Port requests by December 2013.

Annex III: Data quality

Member State	First half 2013 (Jan 2013 - Jun 2013)			Previous Periods - Missing Notifications (%)						
	Nr. Checks	Missing Notifications	Missing Notifications (%)	Jul 2012 - Dec 2012	Jan 2012 - Jun 2012	Jul 2011 - Dec 2011	Jan 2011 - Jun 2011	Jul 2010 - Dec 2010	Jan 2010 - Jun 2010	Jun 2009 - Aug 2009
Belgium	209	3	1%	0%	0%	1%	0%	0%	2%	0%
Bulgaria	145	0	0%	1%	1%	0%	1%	2%	8%	0%
Cyprus	140	0	0%	0%	1%	0%	8%	0%	1%	40%
Denmark	209	28	13%	9%	5%	1%	5%	4%	4%	0%
Estonia	138	13	9%	2%	1%	0%	30%	96%	*	*
Finland	199	4	2%	1%	0%	1%	3%	8%	4%	28%
France	212	17	8%	2%	4%	11%	13%	25%	26%	38%
Germany	221	6	3%	4%	2%	4%	8%	3%	2%	0%
Greece	226	6	3%	5%	2%	4%	11%	16%	21%	67%
Iceland	141	2	1%	1%	0%	1%	0%	1%	3%	7%
Ireland	158	2	1%	0%	1%	0%	3%	21%	37%	43%
Italy	219	6	3%	2%	0%	1%	6%	1%	6%	23%
Latvia	150	0	0%	0%	0%	0%	1%	0%	0%	0%
Lithuania	160	0	0%	1%	1%	0%	0%	3%	2%	3%
Malta	163	13	8%	9%	1%	3%	8%	6%	21%	77%
Netherlands	225	0	0%	2%	2%	0%	5%	4%	3%	6%
Norway	226	11	5%	4%	1%	1%	3%	3%	2%	5%
Poland	150	0	0%	1%	1%	0%	0%	3%	2%	0%
Portugal	151	1	1%	4%	7%	8%	8%	2%	14%	16%
Romania	138	3	2%	2%	0%	0%	1%	2%	0%	0%
Slovenia	152	2	1%	0%	0%	1%	1%	3%	1%	0%
Spain	229	3	1%	3%	1%	9%	3%	28%	35%	5%
Sweden	231	3	1%	2%	1%	1%	1%	1%	6%	18%
United Kingdom	239	4	2%	5%	4%	2%	3%	5%	14%	25%
Total	**4431**	**127**	**2.9%**	**2%**	**2%**	**2%**	**5%**	**7%**	**9%**	**17%**

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

Table 6 – Missing Port notifications by Member State and by reporting period
Highlighting those values higher than total average of missing notifications

Member State	First half 2013 (Jan 2013 - Jun 2013)			Previous Periods - Missing Notifications (%)						
	Nr. Checks	Missing Notifications	Missing Notifications (%)	Jul 2012 - Dec 2012	Jan 2012 - Jun 2012	Jul 2011 - Dec 2011	Jan 2011 - Jun 2011	Jul 2010 - Dec 2010	Jan 2010 - Jun 2010	Jul 2009 - Aug 2009
Belgium	116	4	3%	1%	1%	3%	2%	3%	2%	5%
Bulgaria	8	0	0%	11%	5%	0%	5%	0%	31%	n.a.
Cyprus	4	2	50%	40%	83%	100%	67%	75%	100%	100%
Denmark	14	4	29%	15%	9%	12%	27%	86%	88%	50%
Estonia	18	4	22%	19%	6%	11%	30%	67%	100%	100%
Finland	61	14	23%	23%	7%	5%	32%	17%	45%	n.a.
France	119	4	3%	3%	12%	20%	31%	49%	52%	61%
Germany	117	10	9%	7%	5%	4%	7%	15%	18%	16%
Greece	42	11	26%	16%	30%	30%	48%	47%	60%	67%
Iceland	1	0	0%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Ireland	8	5	63%	11%	20%	100%	67%	100%	100%	n.a.
Italy	120	6	5%	7%	5%	11%	20%	8%	39%	40%
Latvia	66	0	0%	0%	10%	3%	6%	11%	26%	17%
Lithuania	18	6	33%	20%	27%	11%	0%	29%	36%	0%
Malta	40	0	0%	5%	4%	5%	19%	10%	16%	100%
Netherlands	118	2	2%	1%	10%	8%	7%	11%	11%	6%
Norway	29	2	7%	17%	13%	8%	17%	17%	7%	67%
Poland	40	0	0%	2%	5%	0%	3%	2%	10%	100%
Portugal	105	19	18%	20%	21%	13%	20%	17%	19%	25%
Romania	18	4	22%	0%	40%	0%	20%	0%	10%	25%
Slovenia	1	0	0%	n.a.	n.a.	0%	0%	0%	0%	n.a.
Spain	119	17	14%	10%	13%	13%	29%	73%	39%	100%
Sweden	82	19	23%	26%	15%	8%	17%	15%	27%	75%
United Kingdom	109	11	10%	6%	11%	13%	16%	28%	25%	n.a.
Total	**1373**	**144**	**10.5%**	**9%**	**11%**	**8%**	**18%**	**23%**	**29%**	**53%**

n.a. - no samples were available, therefore no checks were performed.

Table 7 – Missing Hazmat notifications by Member State and by reporting period[7]

Highlighting those values higher than total average of missing notifications

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

Member State	Percentage of PortPLus notifications including Hazmat information: details provided using			
	Phone & Fax	URL	XML	Total number of notifications
Belgium	0%	0%	100%	3,298
Bulgaria	1%	99%	0%	209
Cyprus	1%	24%	76%	196
Denmark	0%	0%	100%	486
Estonia	41%	19%	40%	524
Finland	0%	0%	100%	1,504
France	94%	6%	0%	2,429
Germany	0%	100%	0%	3,083
Greece	100%	0%	0%	1,229
Iceland	0%	100%	0%	92
Ireland	30%	70%	0%	765
Italy	0%	99%	1%	4,225
Latvia	0%	87%	13%	550
Lithuania	0%	100%	0%	288
Malta	3%	97%	0%	1,003
Netherlands	0%	0%	100%	3,508
Norway	0%	0%	100%	4,462
Poland	0%	0%	100%	716
Portugal	0%	80%	20%	1,387
Romania	0%	100%	0%	298
Slovenia	0%	0%	100%	187
Spain	0%	100%	0%	4,027
Sweden	0%	100%	0%	1,973
United Kingdom	0%	100%	0%	6,672
Total	**9%**	**56%**	**35%**	**43,111**

Table 8 – Solution used for providing Hazmat details by Member State

Reporting period: June 2013-July 2013

Member State	August 2013 (SSN20)			SSN19	SSN18	SSN17
	Port Plus Notifications	Port Plus Rejected	Rejection %	Rejection %	Rejection %	Rejection %
Belgium	14,714	3	0.02%	0.04%	0.03%	0.09%
Bulgaria	1,145	1	0.09%	0.00%	0.61%	1.46%
Cyprus	1,998	11	0.55%	0.54%	0.77%	0.16%
Denmark	11,750	83	0.71%	1.71%	0.66%	0.68%
Estonia	4,306	93	2.16%	0.14%	0.49%	0.49%
Finland	14,438	96	0.66%	2.73%	4.65%	16.64%
France	21,206	255	1.20%	0.40%	1.13%	4.87%
Germany	45,851	8	0.02%	0.05%	31.38%	0.13%
Greece	42,860	79	0.18%	0.80%	1.19%	2.22%
Iceland	817	0	0.00%	0.00%	0.00%	0.11%
Ireland	4,816	13	0.27%	0.18%	0.19%	0.44%
Italy	42,867	48	0.11%	0.26%	0.66%	0.46%
Latvia	3,299	12	0.36%	0.38%	0.69%	1.54%
Lithuania	2,512	19	0.76%	1.38%	2.04%	6.14%
Malta	6,054	220	3.63%	2.30%	1.54%	1.54%
Netherlands	24,343	138	0.57%	0.30%	1.19%	0.79%
Norway	30,084	1,252	4.16%	0.14%	0.06%	0.59%
Poland	17,030	259	1.52%	0.50%	0.63%	0.12%
Portugal	8,628	13	0.15%	0.28%	4.28%	2.60%
Romania	2,164	22	1.02%	0.43%	0.10%	0.05%
Slovenia	923	4	0.43%	0.91%	1.24%	1.86%
Spain	37,263	3	0.01%	0.04%	0.05%	0.07%
Sweden	19,229	27	0.14%	6.13%	4.35%	1.86%
United Kingdom	47,813	26	0.05%	0.77%	19.48%	N.A.
Total	**406,110**	**2,685**	**0.66%**	**0.97%**	**4,62%**	**2.08%**

Table 9 – Port Plus notifications rejections and its evolution[8]

Highlighting those values higher than 1% of rejected notifications in red and those values complying with the IFCD in green

[8] The current version of SSN system does not accept updates of the PortOfCall value notified within a new notification (UpdateStatus="N") even though the updated PortOfCall value appears among the permitted locations for the same notifying Authority; therefore 983 notifications rejected for Greece due to this reason were excluded from this report.

Rule	Status message describing the reason for rejection (if more than one reason is quoted, means that all of them apply for the specific notification)	Rejections	Comment&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.	194	To be corrected by MSs
R02	A Port Plus notification must have ETAtoNextPort subsequent to the ATDFromPortOfCall: ETAtoNextPort greater than ATDPortOfCall	61	To be corrected by MSs
R03	A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall.	48	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.	94	To be corrected by MSs
Group 2: missing "mandatory" information			
R05	A Port Plus notification including the PreArrivalNotification24HoursDetails element or the HazmatNotificationInfoEUDepartures element m	1	To be corrected by MSs
R06	A Port Plus notification with hazmat EUDeparture must have a NextPort.	17	To be corrected by MSs
R07	A Port Plus notification with hazmat EUDeparture must have ETAToNextPort.	9	To be corrected by MSs
R08	ETAtoNextPort is Mandatory for notification messages including the NextPort information.	-	To be corrected by MSs
R09	The CargoManifest is mandatory when HazmatOnBoardYorN = Y	-	To be corrected by MSs
R10	A Port Plus notification with PortOfCall not equal to 'ZZCAN' must have EtaToPortOfCall (it is not optional).	36	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.	47	To be corrected by MSs / central SSN issue
R12	The notification must have quoted at least one of IMO or MMSI numbers	3	To be corrected by MSs
R13	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	-	To be corrected by MSs
R14	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	14	To be corrected by MSs

Table 10 – Number of rejections by cause and expected actions from EMSA and MS

Reporting period: August 2013

Group 3: invalid values or references (IMO, MMSIs, LOCODES, ShipCallIds, etc.)			
R15	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	71	To be corrected by MSs
R16	Invalid message. A port plus notification with the specified shipCallId [] has already been registered with different Vessel	-	To be corrected by MSs
R17	The message identified by MSRefId [MSREFID] has already been registered in SSN (Sent by [SENDER])	79	To be corrected by MSs / central SSN issue
R18	LastPort Locode [LOCODE] is not technically correct. PortOfCall Locode [LOCODE] is not technically correct. NextPort Locode [LOCODE] is not technically correct.	53	To be corrected by MSs
R19	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.	31	To be corrected by MSs
R20	The IMO number [IMONumber] is not valid	124	To be corrected by MSs
R21	Call Sign must be 7 characters maximum	1	To be corrected by MSs
R22	The NextPort must be different from PORTOFCALL.	-	Not in force (SSN 2.05)
R23	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [SHIPCALLID] is invalid because no voyage was found with the specified shipCallId.	68	To be corrected by MSs / central SSN issue
R24	A PortPlus message update should be sent within maximum 120 days following the registration of the new ShipCall or the registration of the previous update for the same ShipCall	-	To be corrected by MSs
R25	The fax number is invalid	-	To be corrected by MSs
R26	The phone number is invalid	-	To be corrected by MSs
R27	The total number of persons aboard is not valid	-	To be corrected by MSs
R28	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	24	To be corrected by MSs
R29	A Port Plus notification having UpdateStatus='U' must have UpdateMSRefId quoted.	1	To be corrected by MSs
R30	MID [MID] does not identify any Flag according to the ITU list of MIDs.	-	To be corrected by MSs
R31	A url must be defined for a URI source	-	To be corrected by MSs
R32	POBVoyageTowardPortOfCall has an invalid value	6	To be corrected by MSs
R33	Invalid message. A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered with different Vessel [VESSEL1] - [VESSEL2].	34	To be corrected by MSs
R34	The voyage with the specified shipCallId [SHIPCALLID] is updated with different PortOfCall [LOCODE1] - [LOCODE2].	1669	To be corrected by MSs/central SSN issue

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

Reporting period: August 2013

Annex IV: SSN – THETIS interface

LOCODE	LOCODE Type	No of Port Plus notifications
ESLLI	UNECE	1
ESCEL	UNECE	13
ESACA	UNECE	2
GBACA	UNECE	1
GBCRN	UNECE	1
GBAYD	UNECE	1
GRKRI	SSN Specific	1
IEARO	UNECE	2
IERSV	SSN Specific	5
ITFDM	UNECE	1
MTMSX	UNECE	7
MTCKW	UNECE	4
MTBZE	UNECE	9
NOZML	SSN Specific	2
NOZFA	SSN Specific	1
NOZVI	SSN Specific	2
NOZLN	SSN Specific	1
NOSVN	SSN Specific	2
NOZSC	SSN Specific	1
NOZTJ	SSN Specific	2
NOZTG	SSN Specific	1
NONOM	SSN Specific	1
SE062	SSN Specific	11
SE105	SSN Specific	5
SE104	SSN Specific	4
SE083	SSN Specific	1
SE046	SSN Specific	3
SE103	SSN Specific	83
SE065	SSN Specific	1
SESDS	UNECE	1
SE096	SSN Specific	1
SESKT	UNECE	1
SESMV	UNECE	1
SE066	SSN Specific	1
SEOBB	UNECE	1
SE070	SSN Specific	5
SE102	SSN Specific	2
SE081	SSN Specific	2
SE098	SSN Specific	1
SE082	SSN Specific	1

Table 11 – List of the LOCODEs mismatched between SSN and THETIS

Reporting period: January - July 2013

Member State	Number of Shipcalls (UNDER PSC)	Existing ATA & ATD	Existing ATD (missing ATA)	Existing ATA (missing ATD)	Missing ATA& ATD	ATA & ATD provided [%]	Only ATA missing [%]	Only ATD missing [%]	ATA & ATD missing [%]	*ATA & ATD missing [%] Jan 2013*	*ATA & ATD missing [%] Jul 2012*	*ATA & ATD missing [%] Dec 2011*
Belgium	1,618	1,613	0	4	1	99.7%	0.0%	0.2%	0.1%	*0.6%*	*0.8%*	1.0%
Bulgaria	264	261	0	1	2	98.9%	0.0%	0.4%	0.8%	*0.4%*	*1.4%*	0.9%
Cyprus	230	229	0	1	0	99.6%	0.0%	0.4%	0.0%	*0.5%*	*0.0%*	0.0%
Denmark	1,490	1,122	0	69	299	75.3%	0.0%	4.6%	20.1%	*41.9%*	*38.7%*	35.5%
Estonia	656	607	17	24	8	92.5%	2.6%	3.7%	1.2%	*3.4%*	*1.8%*	1.9%
Finland	1,977	1,862	7	26	82	94.2%	0.4%	1.3%	4.1%	*4.2%*	*3.2%*	4.5%
France	2,954	2,777	30	82	65	94.0%	1.0%	2.8%	2.2%	*2.7%*	*9.5%*	5.0%
Germany	4,875	3,348	1	154	1,372	68.7%	0.0%	3.2%	28.1%	*38.6%*	*3.4%*	5.0%
Greece	3,032	2,649	1	85	297	87.4%	0.0%	2.8%	9.8%	*13.3%*	*6.5%*	10.3%
Iceland	302	274	0	0	28	90.7%	0.0%	0.0%	9.3%	*9.7%*	*9.7%*	13.4%
Ireland	1,059	1,055	0	0	4	99.6%	0.0%	0.0%	0.4%	*0.0%*	*0.6%*	3.3%
Italy	3,398	3,394	1	2	1	99.9%	0.0%	0.1%	0.0%	*0.4%*	*0.2%*	1.1%
Latvia	521	518	0	2	1	99.4%	0.0%	0.4%	0.2%	*0.0%*	*0.0%*	1.4%
Lithuania	278	274	0	4	0	98.6%	0.0%	1.4%	0.0%	*1.1%*	*1.1%*	1.9%
Malta	580	456	0	83	41	78.6%	0.0%	14.3%	7.1%	*7.3%*	*5.1%*	9.5%
Netherlands	2,729	2,643	0	66	20	96.8%	0.0%	2.4%	0.7%	*2.5%*	*0.9%*	2.3%
Norway	4,661	2,506	288	742	1,125	53.8%	6.2%	15.9%	24.1%	*48.2%*	*56.3%*	54.4%
Poland	1,164	1,138	8	8	10	97.8%	0.7%	0.7%	0.9%	*5.4%*	*22.2%*	7.2%
Portugal	772	754	1	8	9	97.7%	0.1%	1.0%	1.2%	*31.7%*	*44.3%*	24.9%
Romania	402	343	0	1	58	85.3%	0.0%	0.2%	14.4%	*0.3%*	*0.2%*	0.0%
Slovenia	224	200	21	2	1	89.3%	9.4%	0.9%	0.4%	*0.0%*	*1.5%*	0.0%
Spain	2,712	2,572	21	19	100	94.8%	0.8%	0.7%	3.7%	*24.1%*	*29.6%*	34.4%
Sweden	2,281	1,562	27	435	257	68.5%	1.2%	19.1%	11.3%	*16.8%*	*25.6%*	12.2%
United Kingdom	6,451	6,091	0	105	255	94.4%	0.0%	1.6%	4.0%	*7.3%*	*28.5%*	n.a.
TOTAL	**44,630**	**38,248**	**423**	**1,923**	**4,036**	**85.7%**	**0.9%**	**4.3%**	**9.0%**	***17.5%***	***18.7%***	***15.3%***
TOTAL Jan 2013	*40,365*	*29,980*	*1,582*	*1,749*	*7,054*	*74.3%*	*3.9%*	*4.3%*	*17.5%*			
TOTAL Jul 2012	*41,781*	*30,610*	*1,617*	*1,732*	*7,824*	*73.3%*	*3.9%*	*4.1%*	*18.7%*			
TOTAL Dec 2011	*33,449*	*25,176*	*1,273*	*1,878*	*5,122*	*75.3%*	*3.8%*	*5.6%*	*15.3%*			

Table 12 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC[9]

Reporting period: July 2013

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

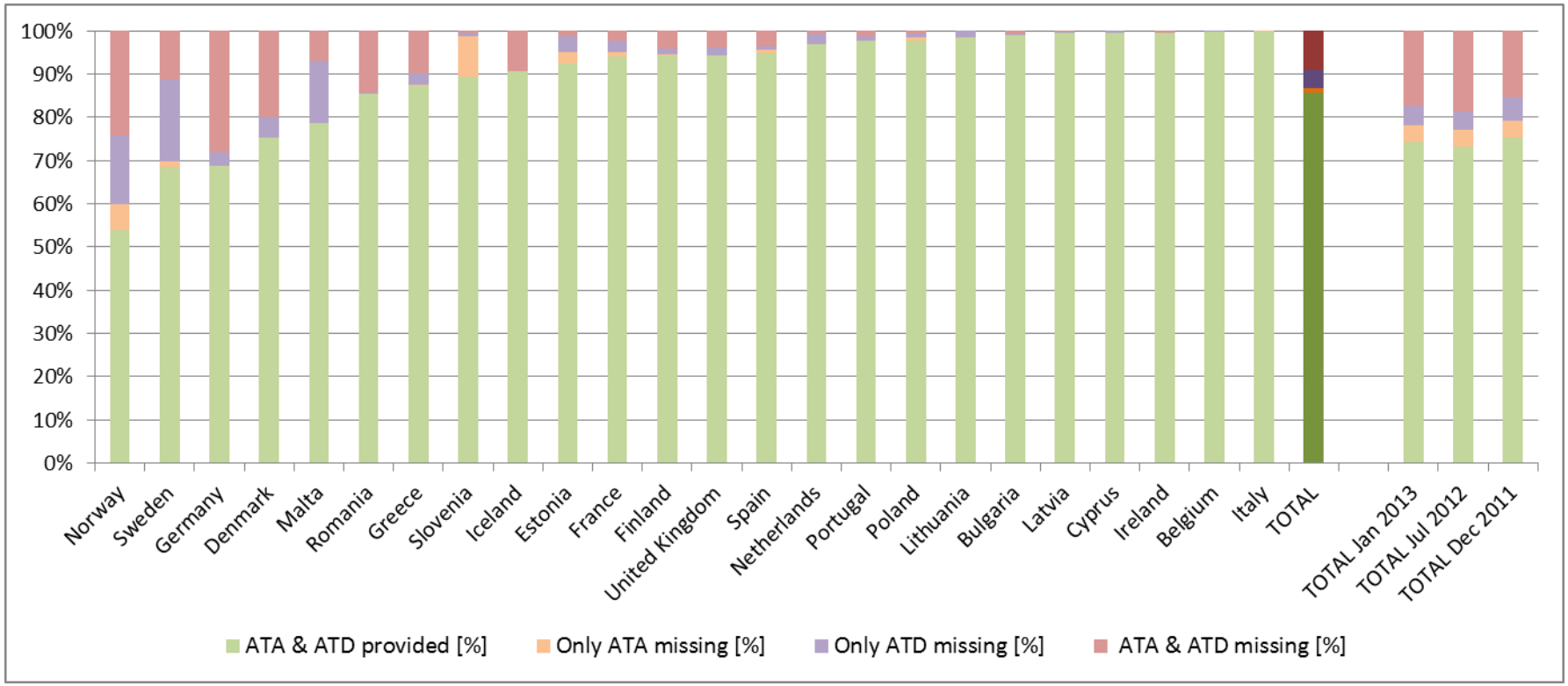

Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 12)

Reporting period: July 2013

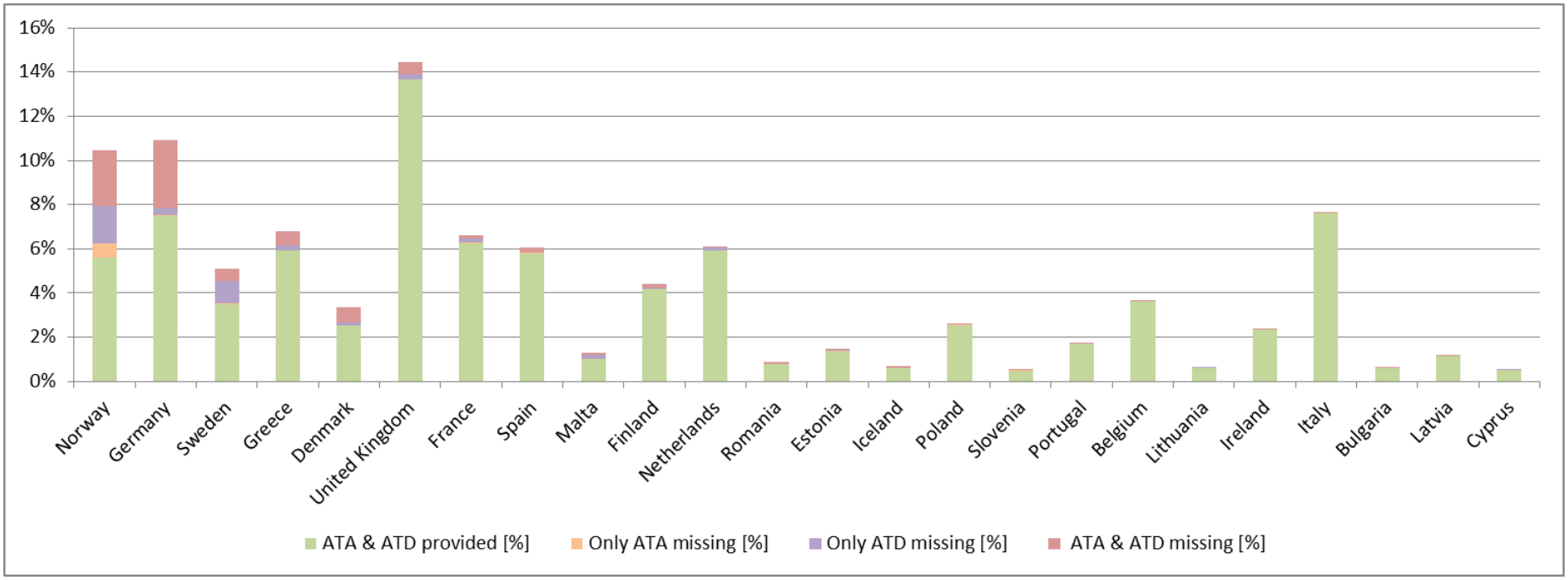

Figure 6 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 12) – figures represent the percentage of overall EU ship calls

Reporting period: July 2013

Member State	ACTUAL TIME OF ARRIVAL PROVIDED					ACTUAL TIME OF DEPARTURE PROVIDED			
	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after		More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after
Belgium	0.0%	98.7%	1.0%	0.2%		0.0%	98.8%	0.9%	0.3%
Bulgaria	24.9%	69.5%	4.1%	1.5%		19.4%	75.4%	2.3%	2.9%
Cyprus	0.6%	28.7%	70.7%	0.0%		0.3%	92.4%	7.3%	0.0%
Denmark	0.2%	64.3%	28.9%	6.6%		1.6%	63.8%	28.5%	6.1%
Estonia	0.0%	81.5%	13.8%	4.7%		0.0%	80.2%	10.8%	9.0%
Finland	0.0%	86.8%	11.6%	1.6%		0.0%	89.6%	8.8%	1.6%
France	0.0%	86.5%	12.8%	0.6%		1.8%	87.4%	10.5%	0.2%
Germany	0.0%	93.4%	5.8%	0.4%		0.0%	94.5%	4.8%	0.7%
Greece	0.0%	86.0%	13.3%	0.5%		0.0%	87.7%	11.6%	0.7%
Iceland	0.0%	99.7%	0.3%	0.0%		0.0%	99.7%	0.3%	0.0%
Ireland	0.1%	94.2%	3.4%	2.4%		0.4%	94.1%	3.0%	2.5%
Italy	0.0%	91.8%	8.0%	0.2%		0.0%	92.6%	6.7%	0.6%
Latvia	0.0%	97.4%	2.1%	0.5%		0.2%	96.3%	3.2%	0.3%
Lithuania	0.0%	75.4%	24.6%	0.0%		0.0%	94.9%	5.1%	0.0%
Malta	0.0%	85.1%	10.0%	4.9%		0.0%	95.4%	4.6%	0.0%
Netherlands	0.0%	88.4%	11.1%	0.5%		0.0%	92.4%	7.3%	0.3%
Norway	0.0%	83.6%	16.3%	0.1%		0.3%	85.6%	14.1%	0.0%
Poland	0.1%	77.4%	21.2%	1.3%		0.1%	79.5%	18.5%	1.8%
Portugal	0.4%	86.5%	10.0%	3.1%		0.2%	87.9%	8.0%	4.0%
Romania	0.2%	87.9%	6.1%	5.8%		0.2%	99.1%	0.5%	0.2%
Slovenia	0.0%	98.2%	1.8%	0.0%		0.0%	99.6%	0.4%	0.0%
Spain	~~43.0%~~	~~46.4%~~	~~10.5%~~	~~0.1%~~		~~55.3%~~	~~37.1%~~	~~7.6%~~	~~0.0%~~
Sweden	5.9%	76.7%	16.4%	0.9%		0.9%	89.9%	8.3%	1.0%
United Kingdom	0.0%	88.5%	10.4%	1.0%		0.0%	91.1%	8.1%	0.9%

Table 13 – Timeliness of ATA and ATD reporting[10]

Reporting period: July 2013

[10] In the case of Spain, the figures are not realistic because they show a significant difference (average almost 5 days) between the SentAt and the actual time when the notification is sent (this affects almost 100 % of the Port Plus notifications).