

STATUS AT NATIONAL LEVEL

SSN Data Quality Report

Submitted by EMSA

<i>Summary</i>	The document analyses SSN implementation at national and central level and the related data quality issues, including the interface with THETIS.
<i>Action to be taken</i>	As per Section 8
<i>Related documents (most recent)</i>	a. SSN 21 report and SSN 21/5/2 document on SSN data quality. b. HLSG 11 report and agenda item 3.1 SSN progress report.

1. INTRODUCTION

This document provides an analysis of the implementation of SafeSeaNet (SSN) at the national and central levels, the related data quality issues and an update on the interface with THETIS.

2. SUMMARY

Since the last SSN workshop, several improvements in the implementation of SSN and the associated data quality have taken place, including the following:

- Croatia initiated the commissioning tests to comply with SSN V.2.
- Belgium and Denmark completed the commissioning tests to comply with the new XML messaging framework for Incident Reports.
- Lithuania connected all of its ports to the single National SSN system (NLESIS).
- Some of the longstanding issues affecting individual MSs have been resolved or minimised, such as: gaps in the AIS coverage in Greece and; the low number of ship calls reporting a Hazmat non-EU Departure (France).

However, other issues remain unresolved such as the following:

- The lack of Shipcall synchronisation for some German ports.
- The use of the dummy Persons on Board (POB) value (four MSs 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).
- Not all ports sending Shipcall information are declared in SSN as Port authorities.
- The phone/fax solution is still being used to provide Hazmat details (France, Ireland and Malta).

In addition to the above issues, it was found that some National SSN systems do not have the capability of ensuring that SSN messages are stored during disruptions in communication so that they can be transmitted to the central SSN system when communications and/or systems have recovered. The national and central SSN systems should be able to re-send messages for up to 2 weeks (as required by the Interface and Functionalities Control Document [IFCD] - Section 4.4 Backup Procedures).

With respect to missing notifications and rejected messages, the overall situation is improving, but further effort from MSs is necessary in order to meet the agreed requirements (less than 0.1%, as indicated in Sections 4.3 and 4.5 of the IFCD).

3. SSN IMPLEMENTATION

3.1. Central SSN system

The central SSN system was upgraded on 2 July 2014 in order to comply with SSN Reference Guide 2.08.

In addition, in September 2014, the most recent list of UNECE LOCODEs (version 2014-1, released on 20 June 2014) was uploaded in SSN.

The next major release of SSN (version 3) will be deployed in production in March 2015.

For more precise information, please refer to the document SSN 22.4.1 SSN Roadmap and SSN 22.4.2 SSN V2-V3 transitional phase.

3.2. Port Plus notifications

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).

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

- The number of Port Plus notifications reporting "Hazmat non-EU Departure" (i.e. for ships carrying dangerous or polluting goods that are inbound to their ports from non-EU countries) seems unrealistic for some MSs (see Annex I, Table 2).
- Port Plus implementation is not yet harmonised for all ports. It has been found that, in some cases, Hazmat and ATA/ATD to PortOfCall information is not provided in the same ship call.
- Member States should always quote all previously provided elements when updating ship call information (i.e. when updating a "New" Port Plus notification with subsequent "Updates"). The relevant business rules related to the "UpdateStatus" attribute are available in the SSN XML Reference Guide 2.07 (pages 84-85).
- Rejections are still an issue for some MSs, where over 1% of PortPlus notifications are being rejected.
- Some MSs still do not provide the mandatory "PreArrival24HoursNotificationDetails" element (which includes POB information and ETA) for a significant number of ship calls.
- Implementation of the anchorage attribute in Port Plus notifications (see footnote in section 7.2).

3.3. Ship AIS and Ship MRS notifications

Ship AIS notifications: Belgium, Denmark, Greece, the Netherlands, Norway, Poland, Portugal, Spain, Sweden and the United Kingdom (except the port of Gibraltar) provide

AIS information via a data stream. The remaining MSs continue to use both the message-based and streaming mechanisms to provide AIS information.

During 2014, Poland stopped using the message-based interface for providing AIS information in July, and Greece significantly improved AIS coverage in Greek waters (especially along the eastern coastline).

Ship MRS notifications: Table 3 shows the list of MRSs adopted by the IMO which should be reported to SSN. No MRS reports have been received for BAREP (Norway), CALDOVREP (UK) or WETREP (Ireland, Portugal and the United Kingdom).

3.4. Incident Reports (IR)

The exchange of information between MSs is not yet widely implemented (especially requests for further action, including visits to certain ships following an Incident Report). Table 4 shows a mixed picture.

Currently, 5 Member States (Belgium, Denmark, Latvia, Lithuania and Poland) have successfully completed the commissioning tests for the new XML messaging framework for Incident Reports, and they are already able to begin using the functionality in their National SSN system.

4. OPERATIONAL USE OF SSN

There are 1,438 authorities registered in SSN. 776 are registered as web users in the central SSN system and 449 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 MSs (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 users of other systems (e.g. CleanSeaNet and THETIS), nor SSN information obtained via the simple display/visualisation of the SSN GI.

5. SYSTEM AVAILABILITY AND PERFORMANCE

The performance levels for the first half of 2014 were as follows:

- The central SSN system was down seven times, with a total duration of 8 hours and 55 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system (including the SSN GI) was 99.79%¹ between 1 January and 1 July 2014.
- The SSN-THETIS interface was down three times, with a total duration of four hours and five minutes. No information was lost (just delayed).
- No relevant full downtimes were detected for the SSN national systems.
- Significant partial downtimes were observed for some SSN national systems: Finland (1d05h00m and 2d10h40m), Ireland (5d07h25m) and Lithuania (2d20h40m). These affected the delivery of Port Plus information and the service delivered by the THETIS system as, during those periods, no information on ship calls was available to support Port State Control activities.

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".

6. DATA QUALITY

The main data quality issues detected are listed below:

- 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)
- d. Number of updates per ship call (Section 6.4 and Annex III – Table 9)
- e. Rejected notifications (Section 6.5 and Annex III – Table 10 and Table 11)

The reporting period was July 2014, and for missing Port and Hazmat information and Hazmat details, it was the first half of 2014.

A summary of the findings is presented in Sections 6.1 - 6.5 below, and full details are available in Annex III. More detailed information on the situation relating to the following issues can be found in Annex IV

6.1. Missing Port Plus notifications (ship calls)

EMSA checked 4,574 ships that visited EU ports, and found that 66 of the due notifications had not been sent to SSN (i.e. 1.4% of ships calling at EU ports were not reported to SSN). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

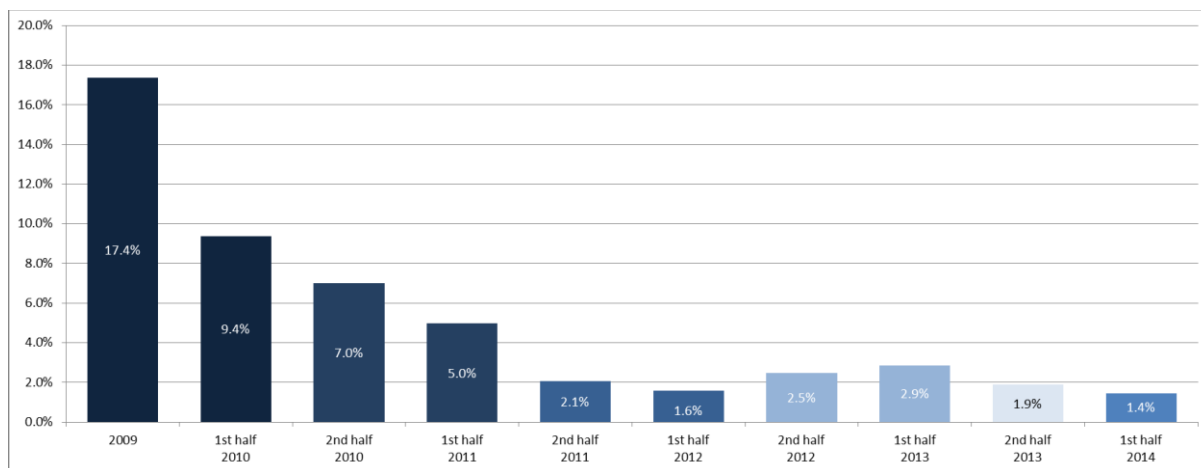


Figure 1 – Missing Port notifications by reporting period

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

6.2. Missing Hazmat information

15% of the due notifications (Hazmat EU and Hazmat non-EU Departure) had not been sent to SSN (i.e. 421 out of 2,740 notifications for ships carrying Hazmat cargoes).

When comparing the percentage figures for vessels having departed from MS ports and carrying Hazmat cargoes (Hazmat EU Departure), the situation worsened from 8% to 13% (see Figure 2 – blue data). With respect to Hazmat non-EU Departures, the percentage of missing notifications decreased from 27% to 21% (green data).

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

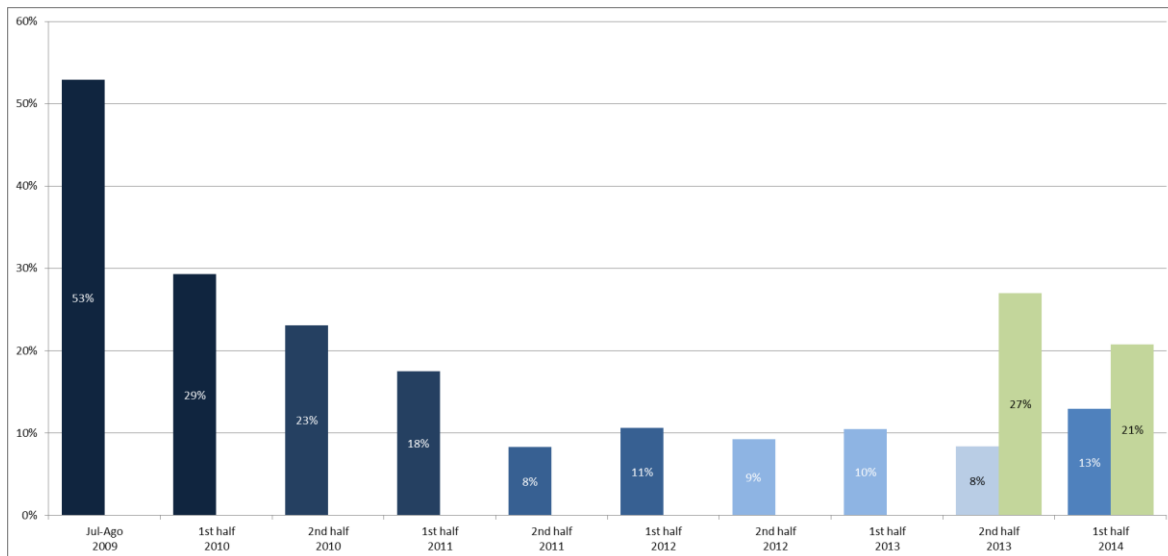


Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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

6.3. Hazmat details using phone/fax solution

Figure 3 presents the evolution in the percentage of notifications providing Hazmat details by phone/fax, URL or XML.

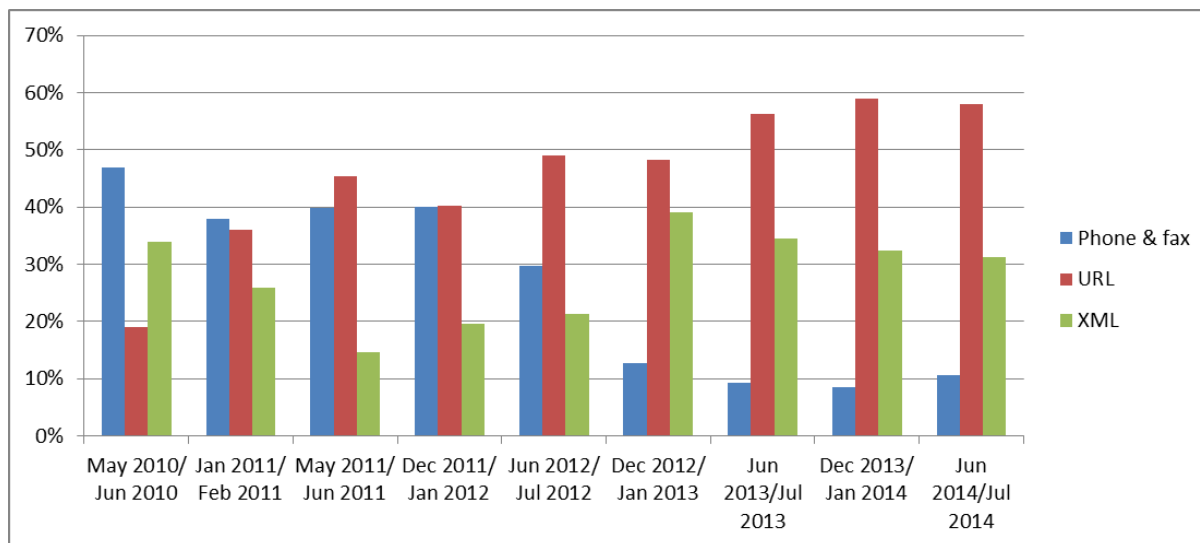


Figure 3 – Hazmat details by type and by reporting period

Annex III, Table 8, details the different solutions employed in each MS.

6.4. Number of updates per ship call

Within the exercise undertaken for this report, the average number of updates for each ship call was 3.6, and 1.2% of calls were updated more than 10 times. The figures have significantly improved in comparison to the previous report. None of the MSs updated 10% or more of their ship calls more than 10 times each, while in the previous reporting period, 9 MSs fell into this category.

Annex III, Table 9, includes the detailed results by Member State.

6.5. Rejected notifications

When comparing with the previous reporting period, the overall percentage of rejected Port Plus notifications improved from 0.72% to 0.55%. This was mainly due to:

- Port Plus notifications having PortOfCall equal to 'ZZCAN' and not quoting UpdateStatus='U' (22% of rejections);
- *ShipCallId* updates showing different vessels (13% of rejections) and;
- the use of LOCODEs that are not permitted, not technically correct or deactivated in the SSN system (13% of rejections).

The results can be seen in Annex III (Tables 10 and 11). It should be noted that missing messages affect the proper implementation of both the VTMIS and PSC Directives.

7. INTERFACE WITH THETIS

At SSN WS 17 and HLSG 7, EMSA was tasked with the following:

- a. Ensuring that any new business rules created for THETIS were notified to the SSN group. Also, ensuring that, whenever there is no conflict between the underlying Directives, the business rules in THETIS and SSN are aligned. No new business rules were implemented during the reporting period (see Section 6.5 above), and;
- b. Continuing to report at SSN workshops on:
 - mismatched LOCODEs;
 - ATAs and ATDs not provided via Port Plus notifications, and;
 - the timeliness of ATAs and ATDs.

The following sections deal with these 3 issues.

7.1. Mismatched LOCODEs

EMSA compared the LOCODEs used in the "PortOfCall" attribute in Port Plus notifications (1 January 2014 - 1 July 2014) with THETIS LOCODEs (dated 3 September 2014). The outcome was that 26 of the LOCODEs (see Annex IV, Table 12) reported in this period are still not recognised by THETIS (15 are UNECE, while 11 are SSN Specific). At SSN WS 21, 31 LOCODEs were reported as being mismatched.

The number of distinct ship calls not created via SSN Port Plus notifications was 162 (143 reported at SSN WS 21). The initial conclusions are as follows:

- A significant number of LOCODEs coming from two MSs are still being rejected by THETIS. Sweden had 9 LOCODEs rejected, which resulted in 89 missing calls, and during the same period, Finland had 2 LOCODEs rejected, which resulted in 30 missing calls.
- 15 MSs have their SSN and THETIS LOCODEs aligned. These are Belgium, Bulgaria, Cyprus, Estonia, France, Germany, Greece, Iceland, Italy, 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 Authorities. MSs should ask UNECE to create the relevant LOCODEs (with Port function) and to notify the PSC Coordinator at MS level when this has been done.

The following table provides the evolution of the mismatched LOCODEs, comparing SSN WS 22 with previous reporting periods.

Member State	Previous and Current Reporting Periods - LOCODEs rejected by THETIS											
	SSN17		SSN18		SSN19		SSN20		SSN21		SSN22	
	UNECE	SSN Specific	UNECE	SSN Specific	UNECE	SSN Specific	UNECE	SSN Specific	UNECE	SSN Specific	UNECE	SSN Specific
Belgium	none	none	none	none	1	none	none	none	none	none	none	none
Cyprus	none	none	none	none	1	none	none	none	none	none	none	none
Denmark	1	1	1	1	1	none	none	none	1	none	1	none
Estonia	1	1	0	1	none	none	none	none	none	none	none	none
Finland	3	0	none	none	none	none	none	none	1	1	1	1
France	1	0	none	none	none	none	none	none	none	none	none	none
Germany	1	0	none	none	1	none	none	none	none	none	none	none
Greece	9	3	7	2	3	2	none	1	none	none	none	none
Ireland	2	1	none	none	1	2	none	2	none	2	none	2
Italy	18	2	16	0	none	none	1	none	1	none	none	none
Lithuania	none	none	none	none	none	none	none	none	none	none	1	none
Malta	2	0	2	0	2	2	3	none	3	none	2	none
Norway	36	131	34	99	5	5	none	9	1	1	5	none
Poland	none	none	1	0	none	1	none	none	none	none	none	none
Slovenia	2	0	none	none	none	none	none	none	none	none	none	none
Spain	none	none	none	none	1	none	3	none	1	none	1	none
Sweden	3	8	1	3	3	11	4	14	none	14	1	8
United Kingdom	5	1	2	1	none	none	3	none	5	none	3	none
Total	232		171		42		40		31		26	

Figure 4 – Evolution of the mismatched LOCODEs

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

7.2. ATA and ATD not provided via Port Plus notifications

MSs are required to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages² to the THETIS inspection database via SSN within a reasonable time.

THETIS only recognises a ship call when the ATA has been provided. This section evaluates the availability of ATA/ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC.

47,672 of the ship calls created in SSN during July 2014 (via Port Plus) fell within the scope of these Directives (see Annex IV, Table 13).

On average, 8.4% of ship call notifications lacked both the ATA and the ATD. In addition, a further 4.2% lacked only the ATD. The overall situation has slightly improved since the last reporting period (January 2014), but leaves ample space for further improvement (see Annex IV, Figures 5 and 6).

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 compared the timeliness of ATA and ATD information with the date/time sent (the "SentAt" element in the notification), and Annex IV (Table 14) shows the results by MS.

² For THETIS, the ATA/ATD to anchorage shall be notified (through SSN) only when the anchorage is within the jurisdiction of the port and that there is a ship-shore interface.

The "ATD without ATA" and "no ATA or ATD" problems are often caused by the non-repetition of all previously sent information in Port Plus updates (as laid down in the XML Reference Guide).

8. PROPOSED ACTIONS

Member States are invited to note the information and take appropriate measures to resolve the reported issues at national level.

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Annex I: SSN system implementation by MS

Member State	SSN Data Quality					SSN Interface with Thetis					Relevant issues affecting Member State
	Missing Notifications		Hazmat Details Phone & Fax	Shipcalls with more than 10 updates	PortPlus Rejections	Rejected LOCODEs by Thetis	ATA / ATD Availability		Timeliness of reporting		
	PortPlus	Hazmat					Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late	
Belgium	2.2%	4.6%	0.0%	2.4%	0.04%	0	0.2%	0.2%	0.1%	0.6%	
Bulgaria	0.0%	16.7%	0.0%	0.0%	0.59%	0	1.1%	0.8%	0.0%	19.2%	
Cyprus	0.0%	50.0%	0.0%	0.1%	0.48%	0	0.0%	0.0%	0.6%	0.6%	- Consecutive ATA updates with the same ship calls
Denmark	7.1%	27.8%	0.0%	0.4%	0.64%	1	5.9%	16.0%	0.8%	7.1%	- Use of the dummy Persons on Board (POB) value (Apr 2009) - Abnormal low number of Shipcalls reporting "Hazmat NonEuDeparture"
Estonia	0.0%	0.0%	0.0%	0.0%	0.15%	0	0.2%	0.0%	0.0%	0.3%	- Use of the dummy Persons on Board (POB) value
Finland	0.5%	42.5%	0.0%	3.6%	2.65%	2	1.3%	2.7%	0.0%	0.3%	- Use of the dummy Persons on Board (POB) value or missing to provide this value
France	0.4%	29.5%	97.0%	4.1%	3.22%	0	0.9%	2.3%	0.8%	0.6%	- Use of the dummy Persons on Board (POB) value (Jun 2009) - PreArrival information (ETA and POB) not provided in a significant number of Shipcalls (Jul 2012) - In the event of a failure or a scheduled interruption, notifications are not stored for being transmitted to the central SSN system when system recovers (Dec 2013) - Provision of Non-EU Hazmat Departure not yet developed for some ports - Use of phone/fax solution for Hazmat reporting
Germany	5.4%	1.8%	0.0%	4.5%	0.18%	0	3.0%	30.5%	0.0%	0.9%	- Use of the dummy Persons on Board (POB) value (May 2009) - Shipcall synchronisation is not set for some German ports (Jun 2012) - Use of the dummy Persons on Board (POB) value (Apr 2009)
Greece	0.0%	9.7%	0.0%	0.0%	0.11%	0	1.5%	7.4%	0.0%	0.9%	
Iceland	0.0%	50.0%	0.0%	0.0%	0.63%	0	0.0%	11.0%	0.0%	0.0%	
Ireland	0.7%	100.0%	29.0%	0.0%	0.20%	2	0.1%	0.0%	0.0%	1.1%	- Missing MRS reports from WETREP (Jan 2009) - Use of phone/fax solution for providing Hazmat details - Use of the dummy Persons on Board (POB) value
Italy	0.9%	8.3%	0.0%	0.0%	0.10%	0	0.4%	0.3%	0.0%	0.5%	
Latvia	0.0%	0.0%	0.0%	0.0%	0.73%	0	0.4%	0.4%	0.2%	0.2%	
Lithuania	0.0%	11.3%	0.0%	0.0%	0.00%	1	0.4%	0.0%	0.0%	0.5%	- Use of the dummy Persons on Board (POB) value
Malta	2.7%	4.9%	43.0%	1.0%	1.07%	2	0.9%	5.7%	0.0%	0.2%	- Use of phone/fax solution for providing Hazmat details - Implementation of the anchorage attribute for all Ship Calls having ATA - PreArrival information (ETA and POB) not provided in a significant number of Shipcalls (Jul 2012) - Missing to quote in Port Plus updates all elements previously provided (Jan 2014) - In the event of a failure or a scheduled interruption, notifications are not stored for being transmitted to the central SSN system when system recovers (Sep 2013)
Netherlands	0.0%	15.3%	0.0%	1.2%	0.47%	0	1.5%	0.8%	0.0%	0.3%	- Missing to quote in Port Plus updates all elements previously provided
Norway	1.8%	15.4%	0.0%	1.0%	0.06%	5	20.2%	25.7%	0.0%	0.2%	- Missing MRS reports from BAREP (Aug 2013)
Poland	0.0%	4.7%	0.0%	0.3%	0.00%	0	0.3%	5.6%	0.0%	1.9%	
Portugal	2.0%	9.8%	0.0%	1.1%	0.22%	0	1.4%	1.3%	0.3%	2.6%	- Missing MRS reports from WETREP (Jan 2009) - Non-EU Hazmat Departure reported for vessels coming from EU ports
Romania	0.0%	0.0%	0.0%	0.0%	1.19%	0	0.0%	4.1%	0.1%	0.1%	
Slovenia	0.6%	0.0%	0.0%	0.0%	0.23%	0	0.0%	0.0%	0.0%	0.0%	
Spain	2.2%	30.3%	0.0%	0.5%	0.02%	1	1.1%	3.3%	0.2%	26.0%	- Use of the dummy Persons on Board (POB) value (Jan 2009) - Abnormal low number of Shipcalls reporting "Hazmat NonEuDeparture" (May 2013) - Missing to quote in Port Plus updates all elements previously provided (Jan 2014) - Abnormal high number of Shipcalls reporting the same information in Hazmat NonEuDeparture and EuDeparture (Jan 2014)
Sweden	2.1%	25.2%	0.0%	0.5%	0.63%	9	20.5%	9.5%	2.4%	0.8%	- High number of LOCODEs not registered in THETIS
United Kingdom	2.0%	16.9%	0.0%	2.2%	0.12%	3	1.1%	2.6%	0.0%	1.0%	- Missing MRS reports from CALDOVREP and WETREP (Jan 2009) - Use of the dummy Persons on Board (POB) value (Jan 2009) - Hazmat and Incident details provided in XML not available due to SSN technical implementation not complying with SSN system requirement of IFCD and XML Reference Guide (Jan 2012) - Provision of Non-EU Hazmat Departure not yet developed for port of Gibraltar
Total	1.4%	15.4%	10.7%	1.2%	0.55%	26	4.2%	8.4%	0.2%	4.9%	Updated: 09 September 2014

Table 1 – Implementation status by MS on 9 September 2014

Member State	PortPlus notifications					Ship notifications		Incident reports
	Distinct ShipCalls	ShipCall Updates	ShipCalls Cancelled	Including Hazmat Non EU Departure	Including Hazmat EU Departure	AIS	MRS	
Belgium	13,304	105,698	272	1,701	6,871	0	154	2
Bulgaria	1,762	3,564	18	272	394	179,387	0	9
Cyprus	1,508	9,105	41	207	273	986,369	0	2
Denmark	14,467	45,399	831	55	1,066	0	29,260	20
Estonia	5,719	20,561	79	192	1,873	1,061,963	41,200	9
Finland	16,993	131,876	1,539	219	4,171	63,856	9,224	47
France	23,597	122,562	832	3,125	7,701	264,436	71,563	316
Germany	39,787	197,126	546	703	6,988	1,673,024	0	31
Greece	123,961	87,321	832	1,353	2,570	0	0	105
Iceland	1,263	2,117	5	19	250	114,461	1,847	1
Ireland	6,339	21,934	72	108	2,093	731,446	1	32
Italy	51,693	118,648	1,020	2,018	10,116	1,106,659	7,309	328
Latvia	3,792	17,927	38	68	1,596	445,372	0	1
Lithuania	2,500	12,998	35	89	900	225,582	0	2
Malta	4,240	34,251	1	1,158	3,867	252,997	0	11
Netherlands	25,594	118,783	1,000	1,512	8,768	0	0	79
Norway	45,084	138,317	2,364	799	10,565	0	0	28
Poland	8,162	76,805	366	116	2,132	1,333,467	7,544	11
Portugal	6,969	44,781	300	1,203	2,759	0	27,770	43
Romania	2,549	8,687	42	345	462	218,950	0	1
Slovenia	1,008	3,252	29	197	459	22,007	1,146	9
Spain	66,258	161,332	21	1,507	11,735	0	47,276	123
Sweden	30,572	78,384	1,604	202	5,449	0	0	143
United Kingdom	71,134	227,551	3,984	2,217	18,050	613,898	0	49
Total	568,255	1,788,979	15,871	19,385	111,108	9,293,874	244,294	1,402

Table 2 – Number of notifications by MS and by type of notification
Reporting period: January – July 2014

MRS	Area	Member States and 3 rd 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 and 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 Casquets/ 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 1 September 2014

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

Member State	SITREP	POLREP	WASTE	Lost&Found Containers	Others	Pilot/Port Report	VTS Rules Infringement	TOTAL
Belgium	2	0	0	0	0	0	0	2
Bulgaria	5	0	0	0	4	0	0	9
Cyprus	2	0	0	0	0	0	0	2
Denmark	16	4	0	0	0	0	0	20
Estonia	9	0	0	0	0	0	0	9
Finland	33	0	0	0	14	0	0	47
France	120	130	0	34	32	0	0	316
Germany	23	8	0	0	0	0	0	31
Greece	73	3	0	0	29	0	0	105
Iceland	0	0	0	1	0	0	0	1
Ireland	18	14	0	0	0	0	0	32
Italy	246	5	0	0	73	3	1	328
Latvia	1	0	0	0	0	0	0	1
Lithuania	1	0	0	0	0	0	1	2
Malta	9	0	0	0	2	0	0	11
Netherlands	60	3	5	0	11	0	0	79
Norway	23	3	0	0	2	0	0	28
Poland	7	0	0	0	4	0	0	11
Portugal	42	0	0	0	1	0	0	43
Romania	0	1	0	0	0	0	0	1
Slovenia	5	2	0	0	2	0	0	9
Spain	96	0	0	3	24	0	0	123
Sweden	6	0	0	0	137	0	0	143
United Kingdom	46	0	0	0	3	0	0	49
Total	843	173	5	38	338	3	2	1,402

Table 4 – Number of Incident Reports by MS and by type
Reporting period: January-July 2014

Annex II: Operational status by MS

Member State	Requests		TOTAL
	Shipcall	Ship	
Belgium	0	719	719
Bulgaria	5	0	5
Cyprus	15	0	15
Denmark	43	3	46
Estonia	54	0	54
Finland	0	0	0
France	71	14	85
Germany	5	0	5
Greece	10	2	12
Iceland	0	0	0
Ireland	0	0	0
Italy	9	1	10
Latvia	0	0	0
Lithuania	7	1	8
Malta	43	0	43
Netherlands	0	0	0
Norway	498,836	1	498,837
Poland	19	0	19
Portugal	0	3	3
Romania	6	2	8
Slovenia	721	0	721
Spain	0	2	2
Sweden	0	0	0
United Kingdom	5	0	5
Total	499,849	748	500,597

**Table 5 – Number of requests by MS and by type of notification
Reporting period: January-July 2014**

Annex III: Data quality

Member State	First half 2014 (Jan 2014 - Jun 2014)		Previous and Current Reporting Periods - Notifications Missing (%)							Evolution
	Nr. Checks	Notifications Missing	Jan 2011 - Jun 2011	Jul 2011 - Dec 2011	Jan 2012 - Jun 2012	Jul 2012 - Dec 2012	Jan 2013 - Jun 2013	Jul 2013 - Dec 2013	Jan 2014 - Jun 2014	
Belgium	223	5	0%	1%	0%	0%	1%	2%	2.2%	
Bulgaria	141	0	1%	0%	1%	1%	0%	0%	0.0%	
Cyprus	149	0	8%	0%	1%	0%	0%	1%	0.0%	
Denmark	212	15	5%	1%	5%	9%	13%	7%	7.1%	
Estonia	138	0	30%	0%	1%	2%	9%	1%	0.0%	
Finland	212	1	3%	1%	0%	1%	2%	2%	0.5%	
France	226	1	13%	11%	4%	2%	8%	2%	0.4%	
Germany	240	13	8%	4%	2%	4%	3%	7%	5.4%	
Greece	222	0	11%	4%	2%	5%	3%	3%	0.0%	
Iceland	151	0	0%	1%	0%	1%	1%	0%	0.0%	
Ireland	152	1	3%	0%	1%	0%	1%	1%	0.7%	
Italy	224	2	6%	1%	0%	2%	3%	1%	0.9%	
Latvia	150	0	1%	0%	0%	0%	0%	0%	0.0%	
Lithuania	150	0	0%	0%	1%	1%	0%	1%	0.0%	
Malta	150	4	8%	3%	1%	9%	8%	5%	2.7%	
Netherlands	225	0	5%	0%	2%	2%	0%	0%	0.0%	
Norway	224	4	3%	1%	1%	4%	5%	1%	1.8%	
Poland	149	0	0%	0%	1%	1%	0%	0%	0.0%	
Portugal	152	3	8%	8%	7%	4%	1%	1%	2.0%	
Romania	150	0	1%	0%	0%	2%	2%	1%	0.0%	
Slovenia	160	1	1%	1%	0%	0%	1%	0%	0.6%	
Spain	227	5	3%	9%	1%	3%	1%	5%	2.2%	
Sweden	240	5	1%	1%	1%	2%	1%	1%	2.1%	
United Kingdom	307	6	3%	2%	4%	5%	2%	1%	2.0%	
Total	4574	66	5%	2%	2%	2%	3%	2%	1.4%	

Table 6 – Missing Port notifications by MS and by reporting period
Highlighting those values higher than the average of missing notifications

Hazmat EU Departure										
Member State	First half 2014 (Jan 2014 - Jun 2014)		Previous and Current Reporting Periods - Notifications Missing (%)							Evolution
	Nr. Checks	Notifications Missing	Jan 2011 - Jun 2011	Jul 2011 - Dec 2011	Jan 2012 - Jun 2012	Jul 2012 - Dec 2012	Jan 2013 - Jun 2013	Jul 2013 - Dec 2013	Jan 2014 - Jun 2014	
Belgium	120	1	2%	3%	1%	1%	3%	1%	1%	
Bulgaria	12	2	5%	0%	5%	11%	0%	0%	17%	
Cyprus	5	3	67%	100%	83%	40%	50%	50%	60%	
Denmark	115	22	27%	12%	9%	15%	29%	14%	19%	
Estonia	108	0	30%	11%	6%	19%	22%	3%	0%	
Finland	109	46	32%	5%	7%	23%	23%	20%	42%	
France	116	20	31%	20%	12%	3%	3%	6%	17%	
Germany	120	2	7%	4%	5%	7%	9%	5%	2%	
Greece	30	3	48%	30%	30%	16%	26%	0%	10%	
Iceland	1	0	n.a.	n.a.	n.a.	n.a.	0%	n.a.	0%	
Ireland	1	1	67%	100%	20%	11%	63%	0%	100%	
Italy	111	9	20%	11%	5%	7%	5%	8%	8%	
Latvia	116	0	6%	3%	10%	0%	0%	0%	0%	
Lithuania	79	9	0%	11%	27%	20%	33%	5%	11%	
Malta	54	1	19%	5%	4%	5%	0%	6%	2%	
Netherlands	118	10	7%	8%	10%	1%	2%	10%	8%	
Norway	70	11	17%	8%	13%	17%	7%	13%	16%	
Poland	96	7	3%	0%	5%	2%	0%	7%	7%	
Portugal	98	10	20%	13%	21%	20%	18%	7%	10%	
Romania	7	0	20%	0%	40%	0%	22%	0%	0%	
Slovenia	2	0	0%	0%	n.a.	n.a.	0%	n.a.	0%	
Spain	120	28	29%	13%	13%	10%	14%	11%	23%	
Sweden	90	22	17%	8%	15%	26%	23%	24%	24%	
United Kingdom	195	38	16%	13%	11%	6%	10%	7%	19%	
Total	1893	245	18%	8%	11%	9%	10%	8%	13%	

Hazmat NonEU Departure					
Member State	First half 2014 (Jan 2014 - Jun 2014)		Previous and Current Reporting Periods - Notifications Missing (%)		Evolution
	Nr. Checks	Notifications Missing	Jul 2013 - Dec 2013	Jan 2014 - Jun 2014	
Belgium	96	9	19%	9%	
Bulgaria	0	0	n.a.	n.a.	
Cyprus	1	0	n.a.	0%	
Denmark	18	15	25%	83%	
Estonia	1	0	n.a.	0%	
Finland	4	2	0%	50%	
France	104	45	84%	43%	
Germany	98	2	5%	2%	
Greece	1	0	0%	0%	
Iceland	1	1	n.a.	100%	
Ireland	3	3	100%	100%	
Italy	21	2	8%	10%	
Latvia	4	0	n.a.	0%	
Lithuania	1	0	0%	0%	
Malta	7	2	0%	29%	
Netherlands	118	26	34%	22%	
Norway	8	1	33%	13%	
Poland	74	1	0%	1%	
Portugal	35	3	8%	9%	
Romania	0	0	0%	n.a.	
Slovenia	0	0	n.a.	n.a.	
Spain	121	45	53%	37%	
Sweden	13	4	25%	31%	
United Kingdom	118	15	7%	13%	
Total	847	176	27%	21%	

Table 7 – Missing Hazmat EU Departure and non-EU Departure notifications by MS and by reporting period³
Highlighting those values higher than the average of missing notifications

³ 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, such as Bulgaria, Cyprus, Iceland, Ireland, Romania and Slovenia.

Member State	Percentage of PortPLUS notifications including Hazmat information: details provided using			Total number of notifications
	Phone & Fax	URL	XML	
Belgium	0%	0%	100%	2,552
Bulgaria	0%	100%	0%	254
Cyprus	0%	23%	77%	159
Denmark	0%	0%	100%	394
Estonia	0%	64%	36%	612
Finland	0%	0%	100%	1,552
France	97%	3%	0%	4,075
Germany	0%	100%	0%	2,422
Greece	0%	100%	0%	1,502
Iceland	0%	100%	0%	111
Ireland	29%	71%	0%	806
Italy	0%	100%	0%	4,326
Latvia	0%	82%	18%	490
Lithuania	0%	100%	0%	371
Malta	43%	57%	0%	1,752
Netherlands	0%	0%	100%	3,538
Norway	0%	0%	100%	4,309
Poland	0%	1%	99%	774
Portugal	0%	75%	25%	1,356
Romania	0%	100%	0%	289
Slovenia	0%	0%	100%	235
Spain	0%	100%	0%	5,411
Sweden	0%	100%	0%	1,762
United Kingdom	0%	100%	0%	7,170
Total	11%	58%	31%	46,222

Table 8 – Solution used for providing Hazmat details by MS
Reporting period: June 2014 – July 2014

Member State	NEW	UPDATES (inc.ZZCAN)	Total	Total Number of Updates					Shipcalls with more than 10 updates (%)
				Less than 10	Between 10 and 30	Between 31 and 50	Between 51 and 100	More than 100	
Belgium	2,279	18,912	21,191	1,772	460	37	9	1	2.4%
Bulgaria	285	532	817	285	-	-	-	-	0.0%
Cyprus	263	1,455	1,718	237	26	-	-	-	0.1%
Denmark	2,157	8,172	10,329	2,070	87	-	-	-	0.4%
Estonia	1,157	4,022	5,179	1,153	4	-	-	-	0.0%
Finland	3,356	24,321	27,677	2,596	754	6	-	-	3.6%
France	4,666	24,126	28,792	3,793	855	16	2	-	4.1%
Germany	6,299	33,281	39,580	5,343	929	26	1	-	4.5%
Greece	11,388	24,927	36,315	11,386	2	-	-	-	0.0%
Iceland	312	622	934	312	-	-	-	-	0.0%
Ireland	1,125	3,974	5,099	1,123	2	-	-	-	0.0%
Italy	12,170	27,262	39,432	12,169	1	-	-	-	0.0%
Latvia	621	2,802	3,423	616	5	-	-	-	0.0%
Lithuania	404	2,231	2,635	396	8	-	-	-	0.0%
Malta	751	5,641	6,392	529	220	2	-	-	1.0%
Netherlands	4,662	20,531	25,193	4,413	249	-	-	-	1.2%
Norway	7,175	24,145	31,320	6,958	217	-	-	-	1.0%
Poland	1,344	7,052	8,396	1,290	54	-	-	-	0.3%
Portugal	1,273	8,447	9,720	1,037	235	1	-	-	1.1%
Romania	499	1,735	2,234	499	-	-	-	-	0.0%
Slovenia	223	643	866	223	-	-	-	-	0.0%
Spain	12,901	31,029	43,930	12,804	82	13	2	-	0.5%
Sweden	4,662	12,514	17,176	4,566	95	1	-	-	0.5%
United Kingdom	12,233	39,122	51,355	11,760	472	1	-	-	2.2%
Total	92,205	327,498	419,703	87,330	4,757	103	14	1	1.2%

Table 9 – Number of ship calls and updates per ship call by MS
Reporting period: July 2014

Member State	July 2014 (SSN 22)		Previous and Current Reporting Periods - Notifications Rejected (%)						Evolution
	Port Plus Notifications	Port Plus Rejected	SSN 17	SSN 18	SSN 19	SSN 20	SSN 21	SSN 22	
Belgium	21,612	8	0.09%	0.03%	0.04%	0.02%	0.02%	0.04%	
Bulgaria	846	5	1.46%	0.61%	0.00%	0.09%	0.77%	0.59%	
Cyprus	1,677	8	0.16%	0.77%	0.54%	0.55%	1.24%	0.48%	
Denmark	11,346	73	0.68%	0.66%	1.71%	0.71%	0.55%	0.64%	
Estonia	5,183	8	0.49%	0.49%	0.14%	2.16%	0.38%	0.15%	
Finland	28,694	759	16.64%	4.65%	2.73%	0.66%	1.82%	2.65%	
France	29,062	937	4.87%	1.13%	0.40%	1.20%	0.70%	3.22%	
Germany	42,342	76	0.13%	31.38%	0.05%	0.02%	0.07%	0.18%	
Greece	51,348	59	2.22%	1.19%	0.80%	0.18%	0.09%	0.11%	
Iceland	950	6	0.11%	0.00%	0.00%	0.00%	0.00%	0.63%	
Ireland	5,128	10	0.44%	0.19%	0.18%	0.27%	0.54%	0.20%	
Italy	39,686	38	0.46%	0.66%	0.26%	0.11%	0.11%	0.10%	
Latvia	3,425	25	1.54%	0.69%	0.38%	0.36%	0.23%	0.73%	
Lithuania	2,611	-	6.14%	2.04%	1.38%	0.76%	2.20%	0.00%	
Malta	6,477	69	1.54%	1.54%	2.30%	3.63%	1.80%	1.07%	
Netherlands	25,790	120	0.79%	1.19%	0.30%	0.57%	0.46%	0.47%	
Norway	32,473	19	0.59%	0.06%	0.14%	4.16%	0.00%	0.06%	
Poland	8,439	-	0.12%	0.63%	0.50%	1.52%	0.47%	0.00%	
Portugal	9,952	22	2.60%	4.28%	0.28%	0.15%	0.29%	0.22%	
Romania	2,263	27	0.05%	0.10%	0.43%	1.02%	13.66%	1.19%	
Slovenia	854	2	1.86%	1.24%	0.91%	0.43%	0.15%	0.23%	
Spain	44,095	9	0.07%	0.05%	0.04%	0.01%	0.20%	0.02%	
Sweden	19,699	124	1.86%	4.35%	6.13%	0.14%	2.13%	0.63%	
United Kingdom	53,823	64	n.a.	19.48%	0.77%	0.05%	0.17%	0.12%	
Total	447,775	2,468	2.08%	4.62%	0.97%	0.66%	0.72%	0.55%	

Table 10 – Port Plus notifications rejections and evolution⁴

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

⁴ Between 17 and 30 July, 3811 messages from Romania were rejected due to the repetition of MSRefId. As this was a temporary malfunction (not implementation issue) of the Romanian SSN system these messages are excluded from this report.

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.	53	To be corrected by MSs
R02	A Port Plus notification must have ETAToNextPort subsequent to the ATDFromPortOfCall: ETAToNextPort greater than ATDPortOfCall	55	To be corrected by MSs
R03	A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall.	71	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.	91	To be corrected by MSs
R05	A Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	73	To be corrected by MSs
Group 2: missing "mandatory" information			
R06	A Port Plus notification including the PreArrivalNotification24HoursDetails element or the HazmatNotificationInfoEUDepartures element must have ETDFromPortOfCall	19	To be corrected by MSs
R07	A Port Plus notification with hazmat EUDeparture must have a NextPort.	62	To be corrected by MSs
R08	A Port Plus notification with hazmat EUDeparture must have ETAToNextPort.	-	To be corrected by MSs
R09	ETAToNextPort is Mandatory for notification messages including the NextPort information.	-	To be corrected by MSs
R10	The CargoManifest is mandatory when HazmatOnBoardYorN = Y		This rule is not anymore applicable - (phased out in SSN ver. 2.08)
R11	A Port Plus notification with PortOfCall not equal to 'ZZCAN' must have EtaToPortOfCall (it is not optional).	162	To be corrected by MSs
R12	A Port Plus notification having PortOfCall = 'ZZCAN' can only be accepted if no ATAToPortOfCall/ ATDFromPortOfCall has been provided up to now.	24	To be corrected by MSs
R13	The notification must have quoted at least one of IMO or MMSI numbers	9	To be corrected by MSs
R14	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	1	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	6	To be corrected by MSs
R16	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	32	To be corrected by MSs
R17	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	183	To be corrected by MSs

Table 11 – Number of rejections by cause and expected actions from EMSA and MSs
Reporting period: July 2014

Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 3: invalid values or references (IMO, MMSIs, LOCODES, ShipCallIds, etc.)			
R18	The message identified by MSRefId [MSREFID] has already been registered in SSN (Sent by [SENDER])	58	To be corrected by MSs
R19	LastPort Locode [LOCODE] is not technically correct. PortOfCall Locode [LOCODE] is not technically correct. NextPort Locode [LOCODE] is not technically correct.	186	To be corrected by MSs
R20	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.	139	To be corrected by MSs
R21	The IMO number [IMONumber] is not valid	112	To be corrected by MSs
R22	Call Sign must be 7 characters maximum	-	To be corrected by MSs
R23	The NextPort must be different from PORTOFCALL.	-	To be corrected by MSs
R24	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [SHIPCALLID] is invalid because no voyage was found with the specified shipCallId.	133	To be corrected by MSs
R25	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
R26	The fax number is invalid	39	To be corrected by MSs
R27	The phone number is invalid	1	To be corrected by MSs
R28	The total number of persons aboard is not valid	-	To be corrected by MSs
R29	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	532	To be corrected by MSs
R30	A Port Plus notification having UpdateStatus='U' must have UpdateMSRefId quoted.	43	To be corrected by MSs
R31	MID [MID] does not identify any Flag according to the ITU list of MIDs.	8	To be corrected by MSs
R32	A url must be defined for a URI source	49	To be corrected by MSs
R33	POBVoyageTowardPortOfCall has an invalid value	11	To be corrected by MSs
R34	Invalid message. A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered with different Vessel [VESSEL1] - [VESSEL2].	316	To be corrected by MSs
R35	The voyage with the specified shipCallId [SHIPCALLID] is updated with different PortOfCall [LOCODE1] - [LOCODE2].	-	To be corrected by MSs

Table 11 – Number of rejections by cause and expected actions from EMSA and MS (cont.)

Reporting period: July 2014

Annex IV: SSN – THETIS interface

LOCODE	Location Name	LOCODE Type	Number of Portplus notifications
DKKAR	Karlslunde	UNECE	2
ESCEL	Celeiro	UNECE	16
FIANK	Ankkurissa	SSN Specific	27
FIPUU	Puumala	UNECE	3
GBAHN	Achnacroish	UNECE	1
GBCNC	Crinan	UNECE	1
GBRAS	Clachan, Raasay	UNECE	1
IELEA	Cork (LEAHILL JETTY)	SSN Specific	1
IERSV	ROSSAVEAL	SSN Specific	6
LTZAR	Zarasai	UNECE	1
MTBZE	Birzebbugia	UNECE	5
MTDMP	Delimara	UNECE	1
NOBVR	Breiviga	UNECE	2
NOFSD	Fjellstrand	UNECE	1
NOHBT	Hamnbukt - Porsanger	UNECE	1
NOKDL	Kvanndal	UNECE	1
NOORN	Skutvik	UNECE	3
SE068	Råå Redd	SSN Specific	1
SE070	Staffansbank	SSN Specific	11
SE077	Karlshamns Redd A	SSN Specific	1
SE094		SSN Specific	1
SE102	Bravo	SSN Specific	1
SE103	Charlie	SSN Specific	68
SE104	Danafjorden	SSN Specific	1
SE105	Rivöfjorden	SSN Specific	4
SESDS	Studsvik	UNECE	1

Table 12 – List of the LOCODEs mismatched between SSN and THETIS

Reporting period: January – July 2014

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 2014	ATA & ATD missing [%] Jul 2013	ATA & ATD missing [%] Jan 2013	ATA & ATD missing [%] Jul 2012	ATA & ATD missing [%] Dec 2011
Belgium	1,680	1,674	0	3	3	99.6%	0.0%	0.2%	0.2%	0.2%	0.1%	0.6%	0.8%	1.0%
Bulgaria	263	258	0	3	2	98.1%	0.0%	1.1%	0.8%	0.0%	0.8%	0.4%	1.4%	0.9%
Cyprus	158	158	0	0	0	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%
Denmark	1,316	1,028	0	77	211	78.1%	0.0%	5.9%	16.0%	19.0%	20.1%	41.9%	38.7%	35.5%
Estonia	567	566	0	1	0	99.8%	0.0%	0.2%	0.0%	0.0%	1.2%	3.4%	1.8%	1.9%
Finland	1,440	1,382	0	19	39	96.0%	0.0%	1.3%	2.7%	0.8%	4.1%	4.2%	3.2%	4.5%
France	2,918	2,825	0	26	67	96.8%	0.0%	0.9%	2.3%	4.2%	2.2%	2.7%	9.5%	5.0%
Germany	4,776	3,175	0	145	1,456	66.5%	0.0%	3.0%	30.5%	29.9%	28.1%	38.6%	3.4%	5.0%
Greece	3,299	3,008	0	48	243	91.2%	0.0%	1.5%	7.4%	8.9%	9.8%	13.3%	6.5%	10.3%
Iceland	309	275	0	0	34	89.0%	0.0%	0.0%	11.0%	10.6%	9.3%	9.7%	9.7%	13.4%
Ireland	1,041	1,040	0	1	0	99.9%	0.0%	0.1%	0.0%	0.2%	0.4%	0.0%	0.6%	3.3%
Italy	3,352	3,331	0	12	9	99.4%	0.0%	0.4%	0.3%	0.1%	0.0%	0.4%	0.2%	1.1%
Latvia	497	493	0	2	2	99.2%	0.0%	0.4%	0.4%	0.0%	0.2%	0.0%	0.0%	1.4%
Lithuania	272	271	0	1	0	99.6%	0.0%	0.4%	0.0%	1.9%	0.0%	1.1%	1.1%	1.9%
Malta	459	429	0	4	26	93.5%	0.0%	0.9%	5.7%	8.1%	7.1%	7.3%	5.1%	9.5%
Netherlands	2,611	2,550	0	39	22	97.7%	0.0%	1.5%	0.8%	0.9%	0.7%	2.5%	0.9%	2.3%
Norway	4,683	2,536	0	945	1,202	54.2%	0.0%	20.2%	25.7%	21.3%	24.1%	48.2%	56.3%	54.4%
Poland	1,100	1,035	0	3	62	94.1%	0.0%	0.3%	5.6%	6.1%	0.9%	5.4%	22.2%	7.2%
Portugal	763	742	0	11	10	97.2%	0.0%	1.4%	1.3%	0.8%	1.2%	31.7%	44.3%	24.9%
Romania	419	402	0	0	17	95.9%	0.0%	0.0%	4.1%	13.2%	14.4%	0.3%	0.2%	0.0%
Slovenia	172	172	0	0	0	100.0%	0.0%	0.0%	0.0%	0.7%	0.4%	0.0%	1.5%	0.0%
Spain	5,973	5,714	0	64	195	95.7%	0.0%	1.1%	3.3%	5.7%	3.7%	24.1%	29.6%	34.4%
Sweden	2,482	1,737	0	510	235	70.0%	0.0%	20.5%	9.5%	10.6%	11.3%	16.8%	25.6%	12.2%
United Kingdom	7,122	6,858	0	80	184	96.3%	0.0%	1.1%	2.6%	3.0%	4.0%	7.3%	28.5%	n.a.
Total	47,672	41,659	0	1,994	4,019	87.4%	0.0%	4.2%	8.4%	8.9%	9.0%	17.5%	18.7%	15.3%
TOTAL Jan 2014	38,666	33,621	2	1,617	3,426	87.0%	0.0%	4.2%	8.9%					
TOTAL Jul 2013	44,630	38,248	423	1,923	4,036	85.7%	0.9%	4.3%	9.0%					
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 13 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC^{5 / 6}
Reporting period: July 2014

⁵ 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.

⁶ 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).

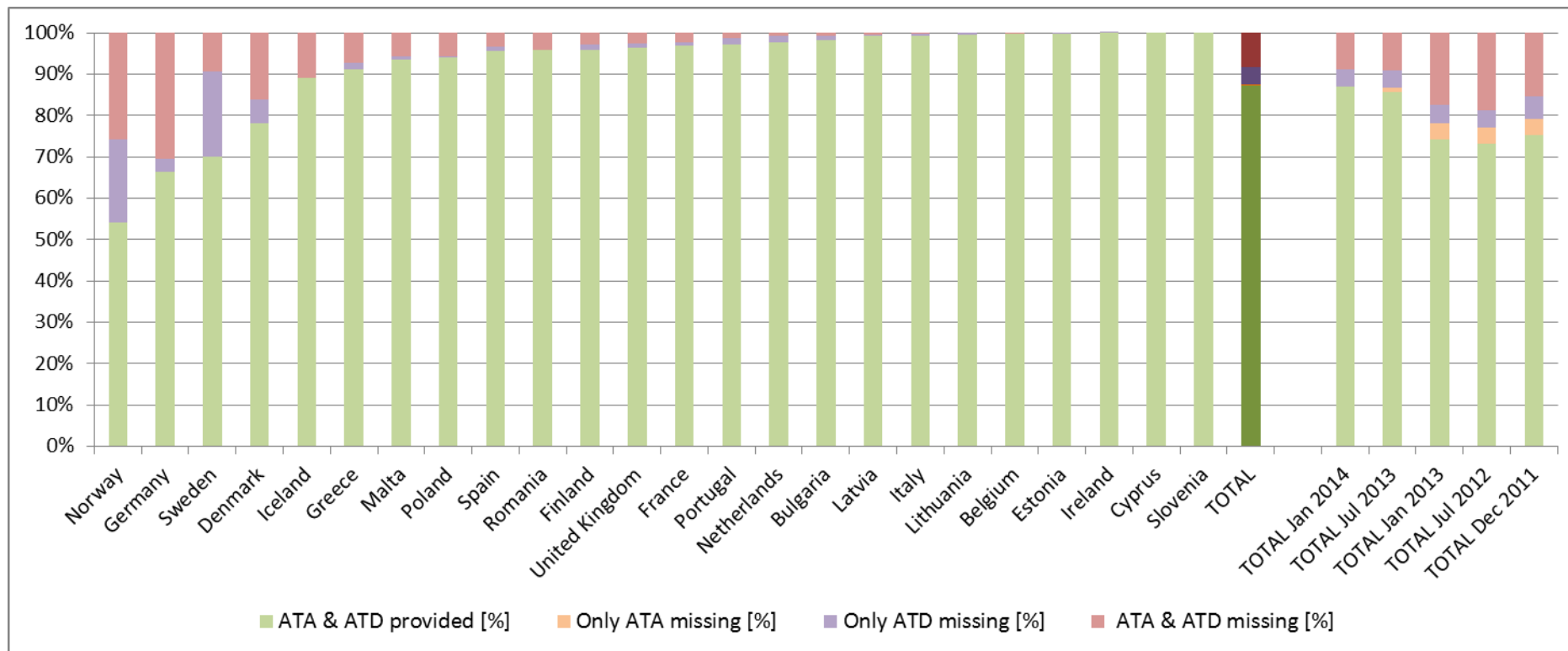


Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 13)

Reporting period: July 2014

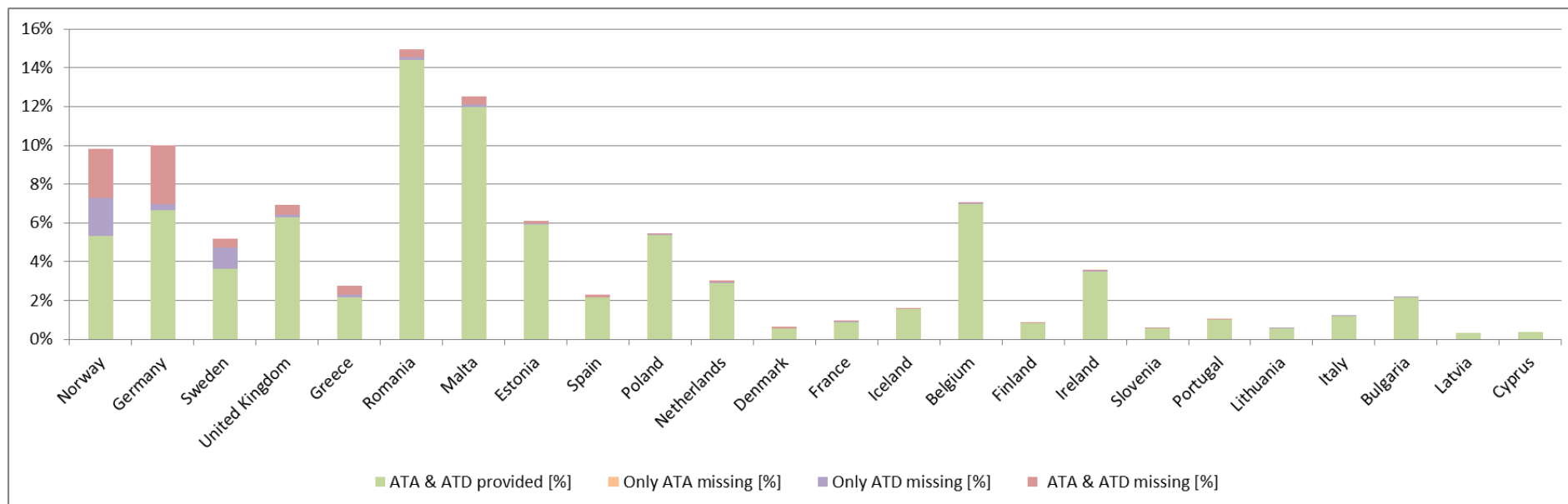


Figure 6 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 13) – figures represent the percentage of overall EU ship calls

Reporting period: July 2014

Member State	ACTUAL TIME OF ARRIVAL PROVIDED				ACTUAL TIME OF DEPARTURE PROVIDED			
	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after
Belgium	0%	98%	1%	1%	0%	98%	1%	1%
Bulgaria	0%	72%	11%	17%	0%	71%	8%	21%
Cyprus	1%	90%	8%	1%	0%	90%	9%	0%
Denmark	1%	63%	30%	7%	1%	64%	28%	7%
Estonia	0%	96%	4%	0%	0%	98%	2%	0%
Finland	0%	80%	19%	0%	0%	84%	16%	0%
France	0%	91%	9%	0%	2%	90%	8%	1%
Germany	0%	92%	6%	1%	0%	94%	5%	1%
Greece	0%	88%	12%	1%	0%	89%	10%	1%
Iceland	0%	98%	2%	0%	0%	100%	0%	0%
Ireland	0%	98%	1%	1%	0%	98%	1%	1%
Italy	0%	89%	10%	0%	0%	89%	11%	1%
Latvia	0%	94%	5%	0%	0%	94%	6%	0%
Lithuania	0%	97%	2%	1%	0%	97%	3%	0%
Malta	0%	95%	4%	0%	0%	98%	2%	0%
Netherlands	0%	85%	14%	0%	0%	88%	12%	0%
Norway	0%	84%	16%	0%	0%	87%	12%	0%
Poland	0%	87%	12%	1%	0%	86%	11%	3%
Portugal	0%	90%	7%	3%	0%	90%	7%	3%
Romania	0%	98%	1%	0%	0%	99%	1%	0%
Slovenia	0%	98%	2%	0%	0%	96%	4%	0%
Spain	0%	57%	17%	26%	0%	52%	21%	26%
Sweden	3%	78%	18%	1%	2%	89%	9%	1%
United Kingdom	0%	90%	9%	1%	0%	91%	8%	1%

Table 14 – Timeliness of ATA and ATD reporting
Reporting period: July 2014