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Place and date: Lisbon, 19 October 2016

Agenda item V: SSN Data Quality Report

Document number: SSN 26.5.1

Submitted by EMSA

Summary	This document presents SSN implementation at the national and central levels and the related data quality issues, including the interface with THETIS.
Action to be taken	As per paragraph 7.
Related documents	a. SSN 25 report and SSN 25/5/2 document on SSN data quality. b. HLSG 15 report and agenda item 4.1 "SSN including the interface with THETIS and CECIS document".

1. INTRODUCTION

The purpose of the SSN Data Quality Report is to present SSN implementation at the national and central levels and the related data quality issues, including the interface with THETIS. The report includes figures which can be used to analyse the overall SSN performance and the particular behaviour of each national SSN system, and focuses on issues to be resolved.

2. SSN IMPLEMENTATION

2.1 National SSN systems

The status of SSN implementation and notifications activity for each MS is shown in Annex I. Table 1 shows the implementation status by MS report summary and table 2 shows the number of notifications by MS and by type of notification.

It should be noted that three MSs (Greece, Malta and Portugal) still provide the PortPlus data in SSN V.2 format. Malta has already successfully completed the commissioning test and can switch to SSN V.3 at any time, while Greece and Portugal have not yet commenced these tests. In addition, Denmark was still in the transition phase using both V2 and V3 formats at the time of issue of this document.

The implementation status by notification type is detailed in the next sections.

2.2 PortPlus notifications

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

- ShipCallID harmonisation is still an issue for Denmark, as some "data groups" (e.g. Pre-Arrival notification, Hazmat, ATA and ATD) are provided to the central SSN system using more than one

ShipCallID. This situation impacts on the accessibility of Hazmat, Waste and Security information by other SSN users, as well as on the quality of data delivered to the port state control (PSC) system (THETIS), and also causes unnecessary data flows which negatively affect the performance of the central SSN system.

- The number of PortPlus notifications from Denmark, France, Romania and Spain reporting "Hazmat non-EU Departure" (i.e. for ships carrying dangerous or polluting goods that are inbound to their ports from non-EU countries) is very low (see Tables 4 and 10).
- The unavailability of the detailed part of notifications (see Section 5.3) is still an issue for some MSs (i.e. Denmark, Estonia, Ireland, Latvia, Lithuania, Portugal and Spain).
- Cyprus, Denmark, Estonia, Finland, Norway and the United Kingdom do not provide complete information in the detailed part of Waste notifications (i.e. they do not identify the waste type or quantity) and Cyprus, Denmark, Germany and Lithuania do not identify the last 10 ports in the Security notifications.
- Rejections are still an issue for some MSs (see Section 5.4), where over 1% of PortPlus notifications are being rejected (Cyprus, Denmark, Finland, Germany, Portugal, Romania and Slovenia).
- Croatia, Denmark, Estonia, France, Spain and the United Kingdom do not provide the mandatory "PreArrival24HoursNotificationDetails" element (which includes POB information), and/or they use the "unknown" value (99999) to identify POB for a significant number of ship calls.
- Bulgaria, Portugal, Sweden and the United Kingdom report non-EU Departure Hazmat for vessels coming from EU ports for a significant number of ship calls.

Recommendation 1: The MSs mentioned in paragraph 2.2. above are invited to resolve the reported issues and provide feedback.

2.3 Exemptions

For the information provided in SSN, MSs can grant four types of exemptions. These are: port notifications (Article 15 of Directive 2002/59/EC), Hazmat notifications (Article 15 of Directive 2002/59/EC), Security notifications (Article 7 of Regulation (EC) No 725/2004) and Waste notifications (Article 9 of Directive 2000/59/EC).

The central SSN system includes a functionality whereby MSs may report these exemptions. In the case of Waste exemptions, MSs still have the option to report directly to the Commission. Table 3 shows the number of exemptions per type registered in the system. On 29 August 2016, the number of exemptions registered in SSN was 2,521 (2,369 were active, 148 were expired and 4 were scheduled). Table 4 shows the number of ship calls that took place in July 2016 (i.e. ship calls with ATA in the reporting period), and the ways in which the detailed part of the notifications (24h Pre Arrival, Hazmat, Waste and Security) was reported by MSs.

The figures show that:

- 13 MSs (Belgium, Croatia, Estonia, Finland, France, Greece, Iceland, Italy, Lithuania, the Netherlands, Poland, Sweden and the United Kingdom) have exemptions registered in SSN. It should also be noted that the table might identify exemptions for MSs that never issued exemptions in SSN. This may happen because each exemption refers to a route that may include ports another MSs.
- Most of the exemptions granted to MS ports relate to Pre-Arrival (38%) and Hazmat notifications (31%). Waste and Security exemptions account for 16% and 15% respectively.

- Waste and Security notifications were not provided for 71% and 66% of ship calls respectively. These numbers need to be further analysed in order to understand the difference between the numbers of ship calls and the relevant Waste and Security notifications.

The number of exemptions shows that the majority of MSs either: do not benefit from the exemption possibilities offered by the existing legal framework, so they do not reduce the reporting burden for their shipping industry) or; grant exemptions but do not report them in SSN, thereby giving the impression that due notifications are missing. The HLSG 15 (Brussels 6-7 June 2016) invited EMSA to develop guidelines on the registering and management of exemptions in SSN system in order to incorporate them in the PortPlus Guidelines.

Recommendation 2: Member States are invited to provide feedback on the problems encountered in relation to granting exemptions and registering them in SSN, and to analyse the difference between the numbers of ship calls and the relevant Waste and Security notifications.

2.4 AIS information

Shore-based installations for receiving and utilising AIS information have been developed by MSs (with the exception of a few gaps in certain areas), and all MSs provide AIS data to the central SSN system via the Streaming Interface. Before the implementation of the Streaming Interface, MSs were using the XML interface to provide AIS messages.

Maintaining the XML message-based mechanisms to provide AIS information to the central SSN in parallel to the streaming interface adds no operational or other value, and causes unnecessary data flows. Furthermore, it requires resources from both MSs and EMSA to maintain and monitor the XML AIS interface.

Following SSN group 25, a further 5 MSs discontinued provision of AIS data via XML. However, there are still 7 MSs (Bulgaria, Estonia, Germany, Ireland, Lithuania, Malta and Slovenia) using both the XML message-based and streaming mechanisms to provide AIS information to the central SSN system.

Recommendation 3: The Member States still using the AIS XML interface are invited to update EMSA on their planning to phase-out this interface.

2.5 Ship MRS notifications

Table 6 shows the number of reports for each MRS that have been adopted by the IMO, and which should be reported to SSN. No reports have been received for BAREP (Norway), CALDOVREP (United Kingdom) or WETREP (Ireland, Portugal and the United Kingdom).

10 MSs (Belgium, Croatia, Denmark, Finland, France, Iceland, Italy, Poland, Slovenia and Spain) are using the SSN V.3 XML messaging framework for Ship MRS Notifications. The remaining MSs (Denmark, Estonia and Portugal) are providing Ship MRS Notifications in V.2 format. It should be noted that the coexistence of V.2 and V.3 presents serious limitations. In particular, the detailed part of the Ship MRS notifications reported via V.2 (e.g. Hazmat, bunkers, COG, SOG and navigational status) cannot be retrieved by those MSs using the SSN V.3 XML MRS interface.

Recommendation 4: MSs facing delays and problems in implementing their MRS reporting obligations [BAREP (Norway), CALDOVREP (United Kingdom) or WETREP (Ireland, Portugal and the United Kingdom)] are invited to consider requesting the assistance of EMSA in order to speed up their implementations.

Recommendation 5: Denmark, Estonia and Portugal are invited to implement the V.3 XML messaging framework for Ship MRS Notifications and to phase-out Ship MRS Notifications in the V2 format.

2.6 Incident Reports (IR)

The exchange of IR information between MSs is not yet widely implemented (see Table 7). 8 MSs (Belgium, Croatia, France, Lithuania, Poland, Portugal, Romania and Spain) are using the new XML messaging framework for IRs in their national SSN systems, while Denmark, Estonia, Latvia and the United Kingdom successfully completed the commissioning tests, but are not yet using this functionality. Lithuania, Romania and Slovenia use the old framework Alert notifications, while the remaining MSs use the SSN Textual Interface to send Incident Reports.

MSs are reminded of the benefits of adopting the new XML messaging framework for IRs:

- Distribution of IRs via XML.
- Identification of the sub-types within the incident type "other".
- Management of message updates (update, cancel, feedback) which allow the originator to provide additional information or another MS to send feedback related to the incident.
- Possibility to link updates, feedback or different IRs related to the same event.
- New queries for retrieving incident-related data.
- Notifications include all details.

Recommendation 6: Member States are invited to use the new IR framework, either through XML/SOAP or the SSN Textual Interface, and to phase-out the previous Alert notifications.

3. COMMON OPERATIONAL PROCEDURES

An important milestone in the lifecycle of SSN was the adoption of the Common Operational Procedures (COP) by the HLSG on December 2014, which aim at reinforcing the present cooperation between EMSA and MSs.

Among others, the COP includes procedures for LOCODE management and steps to follow whenever the EMSA/MSS detects missing, inconsistent or erroneous data. MSs regularly receive short reports via email indicating: missing ship calls or Hazmat information (whether or not the request/response mechanism is working); issues affecting LOCODES and rejected messages and; the provision of ATAs and ATDs. It should be noted that, for issues associated with LOCODES, monthly reports are also provided to national PSC administrators in order to provide guidance on possible corrective action to be taken in THETIS.

Recommendation 7: MSs are invited to acknowledge the receipt of these individual monthly reports, and to take corrective actions.

4. SYSTEM AVAILABILITY AND PERFORMANCE

4.1 System availability

The performance levels for the first half of 2016 were as follows:

a) The central SSN system was down 3 times, with a total duration of 10 hours 30 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system (including the SSN GI) was 99.87%.

b) The SSN-THETIS interface was down 3 times, with a total duration of 5 hours 25 minutes. No information was lost (just delayed).

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

d) Significant partial downtimes were observed for some national SSN systems. These affected the delivery of PortPlus information and the service delivered by the THETIS system: Denmark (22h15m), Malta (1d13h55m, 1d7h50m), Portugal (22h35m), Sweden (1d9h) and the United Kingdom (1d3h55m, 22h10m, 21h20m).

Recommendation 8: MSs are invited to take appropriate measures to reduce downtimes as far as possible.

4.2 Member States and Regional Proxies back-up procedures

In accordance with the IFCD (v1.1.1, section 4.4), back-up procedures should be in place for each SSN system component, and should be implemented in the event of a failure or a scheduled interruption (as described in the SSN technical and operational documentation).

In the event of a failure or a scheduled interruption, NCAs shall ensure that SSN messages are stored and then transmitted to the central SSN system when communications and/or systems have recovered (a statement that is reinforced in the Common Operational Procedures document). The national and central SSN systems should be able to re-send messages for up to 2 weeks (ship position information may be down-sampled for this purpose).

This section shows which MSs and Regional Proxies are making use of back-up procedures, and the ways in which their systems behave during National and Regional proxy downtimes (section 4.2.1) and central SSN system downtimes (section 4.2.2). On certain occasions, due to the low number of notifications provided and/or the short downtime, no conclusions can be reached.

4.2.1 National and Regional Proxies downtimes

The results observed during the analysis performed by MS and by type of notification during a national/ regional system downtime are:

a) 14 MSs (Belgium, Cyprus, Denmark, Estonia, Germany, Iceland, Ireland, Italy, Lithuania, The Netherlands, Norway, Spain, Sweden and United Kingdom) are performing PortPlus data buffering. The results are not conclusive for Bulgaria, Finland, France, Greece, Latvia, Poland and Slovenia.

b) Only Italy performs AIS SI data buffering (not conclusive for Denmark, The Netherlands and Slovenia).

c) 4 MSs (Denmark, Estonia, France and Italy) are doing MRS data buffering (not conclusive for Belgium, Finland, Iceland and Spain).

d) 5 MSs (Croatia, Malta, Portugal, Romania and Gibraltar) are not doing any data buffering.

4.2.2 Central SSN downtime

The results observed during the analysis performed by MS and type of notification during central SSN system downtimes (the information was analysed during the SSN v3.2.0 deployment, which took place on 11 May 2016) are as follows:

a) Several national systems continued sending messaging notifications during the official SSN downtimes.
b) 11 MSs (Estonia, France, Germany, Greece, Italy, Lithuania, The Netherlands, Norway, Spain, Sweden and the United Kingdom) are performing PortPlus data buffering. The results are not conclusive for Belgium, Cyprus, Croatia, Iceland and Gibraltar.
c) Denmark (HELCOM and North Sea proxies) did not perform data buffering due to technical issues that occurred on 11 May.
d) The MARES and North-Atlantic proxies and Germany are carrying out down-sampling (this is a functionality implemented in the SSN SI software provided by EMSA).
e) 4 MSs (Estonia, France, Italy and Spain) are doing MRS data buffering (not conclusive for Belgium, Croatia, Denmark, Iceland and Poland).
f) 6 MSs (Bulgaria, Finland, Latvia, Malta, Portugal and Romania) are not doing any messaging notifications data buffering.

Recommendation 9: MSs are invited to store the notifications during SSN intervention time windows, and to ensure that they are transmitted to the to the central SSN system when communications and/or systems have recovered (in accordance with Section 4.4 of the IFCD).

5. DATA QUALITY

The main data quality issues detected are listed below:

a) Missing PortPlus notifications (see Section 5.1 and Table 9, Annex III)
b) Missing Hazmat information (see Section 5.2 and Table 10, Annex III)
c) Availability of the detailed part of notifications (see Section 5.3 and Table 11, Annex III)
d) Rejected notifications (see Section 5.4 and Table 12 and Table 13, Annex III)

In most cases, the reporting period was January 2016, but for missing Port and Hazmat information and Hazmat details, it was the second half of 2015. A summary of the findings is shown in Sections 5.1 - 5.4 below, and full details are available in Annex III.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 4,407 ships that visited EU ports, and found that 75 of the due notifications were not sent to SSN (1.7% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:
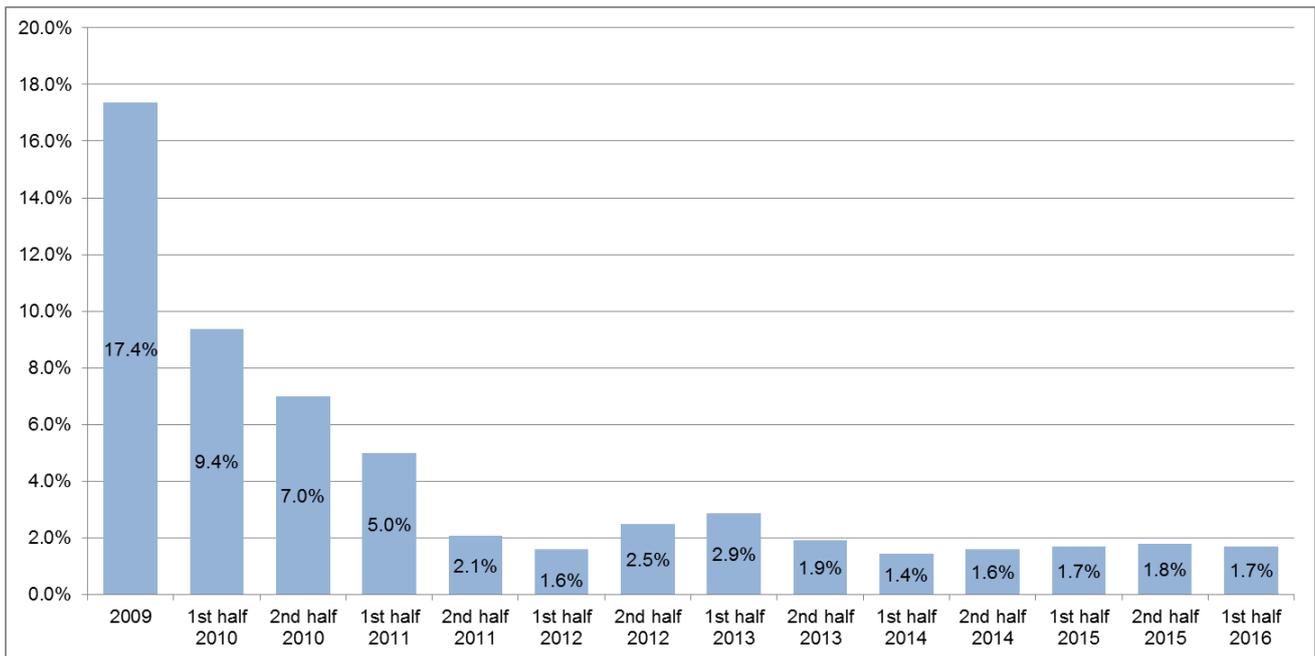
Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

Recommendation 10: MSs are invited to ensure that all notifications are provided in compliance with the requirements of Article 4 of Directive 2002/59/EC (as amended).

5.2 Missing Hazmat information

18% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 327 out of 1,818 notifications for ships carrying dangerous or polluting goods).

With respect to the percentage figures for vessels having departed from MS ports with Hazmat cargoes on board (Hazmat EU Departure), the percentage is at a similar level: 16 % (see Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications decreased from 23% to 21% (green data).

Figure 2 shows the overall trend by comparing the percentage figures for the previous reporting periods, and it can be seen that the implementation of SSN V3 has worsened the figures. Some MSs should revise their internal procedures for reporting Hazmat information (e.g. France, Spain and Denmark), as they are the source of a significant percentage of the reported issues.

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

Recommendation 11: Member States are invited to ensure that all notifications are provided in compliance with the requirements of Article 13 of Directive 2002/59/EC (as amended).
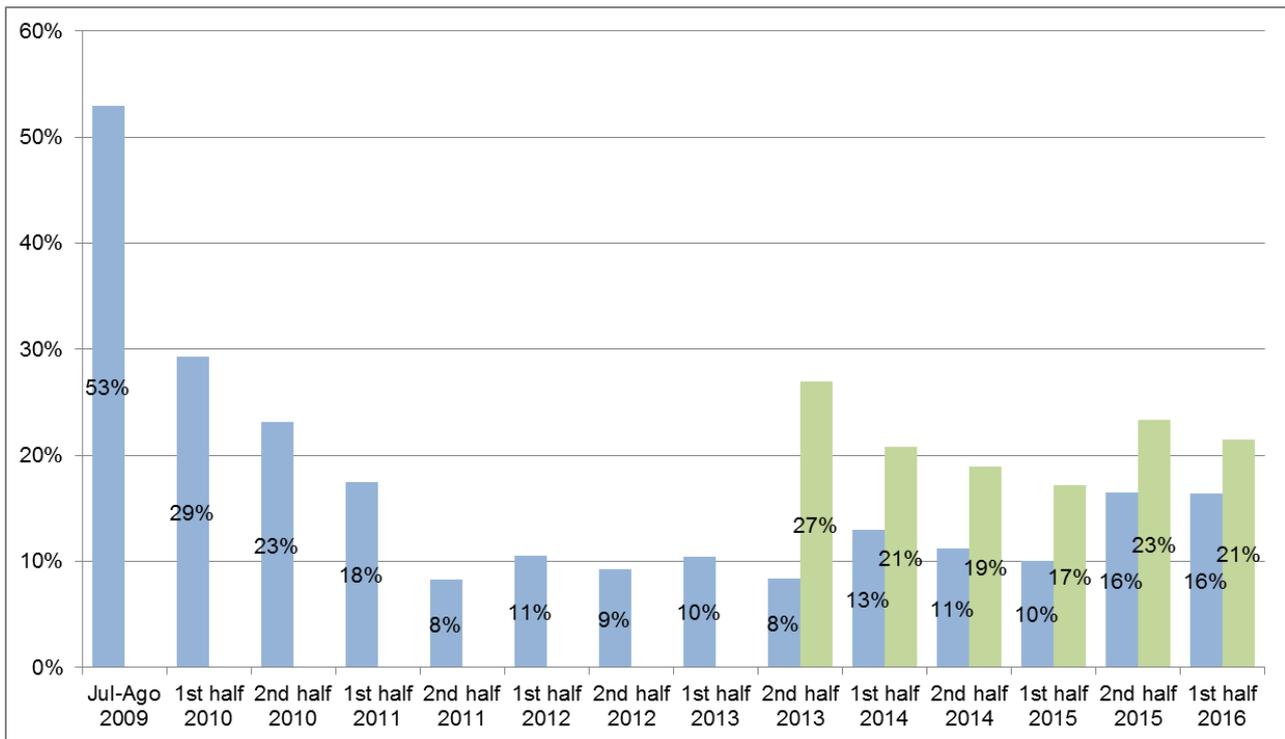
Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

5.3 Availability of the detailed part of notifications

Since the detailed part of PortPlus notifications (Hazmat, Waste and Security details) is available to MSs on request via the machine-to-machine interface, it must be ensured that the request-response mechanism is operational at all times.

According to the current design of SSN, should the request-response mechanism not be working, the contact details of the reporting authority should be presented to the requester. MSs should therefore ensure that these details are kept updated and available on a 24/7 basis as a back-up solution for the provision of the detailed part of notifications.

The status of the availability of the detailed part of notifications provided by MSs is shown in Table 11, Annex III. The table shows that Denmark, Estonia, Ireland, Latvia, Lithuania, Portugal and Spain do not provide responses (MS2SSN_ShipCall_Res) to the SSN system (the request/response mechanism is not working). In addition, it was found that some MSs do not provide the complete information in the detailed part of the notifications. For example, the waste notifications do not include the waste type and quantities per waste type, and the security notifications do not include information on the last 10 calls at port facilities.

Reference to the availability of the detailed part of the MRS notifications is made in paragraph 2.5 of this report.

Recommendation 12: Denmark, Estonia, Ireland, Latvia, Lithuania, Portugal and Spain are invited to ensure that the detailed part of the relevant notifications is made available to MS data requesters in electronic format.

Recommendation 13: MSs are invited to ensure that their contact details are kept updated and made available to MS data requesters on a 24/7 basis as a back-up solution for the provision of the detailed part of notifications.

5.4 Rejected notifications

The most frequent causes for the rejection of PortPlus notifications were as follows:

- Once provided, Departure Notification Details should be repeated in all update messages (13.5%).
- ATAToPortOfCall should be provided when ATDFromPortOfCall is reported (10.9%).
- At least one contact detail must be provided (Phone, Fax or Email) (10.1%).
- A Port Plus notification must have EtaToPortOfCall unless PortOfCall = "ZZCAN" or ATAToPortOfCall is provided (8%).
- Invalid message. A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered with a different vessel [VESSEL1] - [VESSEL2] (7.5%).
- [SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER] (7%).

The results are presented in Annex III (Tables 12 and 13). It should be noted that missing messages affect the proper implementation of both the VTMIS and PSC Directives. It should be noted that, in comparison with the previous reporting period, the overall percentage of rejected PortPlus notifications has improved from 1.17% to 0.9%. This decrease applies mainly to those MSs that have corrected the initial problems with the SSN V.3 system and the enforcement of SSN validation rules by national SSN systems.

Recommendation 14: MSs are invited to rectify the reported quality problems in order to ensure that rejected messages are eliminated, in particular by implementing checking rules in order to minimise inconsistent data in the national SSN system.

6. INTERFACE WITH THETIS

6.1 Mismatched LOCODEs

EMSA compared the LOCODEs used in the "PortOfCall" attribute in PortPlus notifications (January 2016 – August 2016) with THETIS LOCODEs (dated 1 September 2016). The outcome was that 12 of the LOCODEs (see Table 14, Annex IV) reported in this period were not recognised by THETIS (10 were UNECE, while 2 were SSN Specific).

12 distinct ship calls were not created via SSN PortPlus notifications. 19 MSs (Belgium, Bulgaria, Croatia, Cyprus, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Netherlands, Poland, Portugal, Romania, Slovenia and Sweden) have fully aligned their SSN and THETIS LOCODEs. Furthermore, SSN specific LOCODEs should be managed by the SSN community and 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.

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.

Recommendation 15: Further effort from MSs is required in order to align the THETIS and SSN LOCODEs.

6.2 ATA and ATD not provided via PortPlus notifications

MSs have the responsibility of providing the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages[1] to the THETIS inspection database via SSN within a reasonable time. THETIS only recognises a ship call when the ATA has been provided. This section evaluates the availability of ATA/ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC.

54,744 of the ship calls created in SSN during July 2016 (via PortPlus) fell within the scope of these Directives (see Table 15, Annex IV). On average, 4.9% of ship call notifications lacked both the ATA and the ATD. In addition, a further 3.6% lacked only the ATD, despite the ship having already departed.

Recommendation 16: MSs are invited to ensure that correct ATA and ATD information is always provided.

6.3 Timeliness of ATA and ATD reported in SSN

Article 24 of Directive 2009/16/EC on PSC requires that ATA and ATD information for all ships calling at MS ports or anchorages "is transferred within a reasonable time to the inspection database through the Union maritime information exchange system, SSN, 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 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 16) shows the results by MS. Croatia, Cyprus, Denmark, Finland, Greece, Norway, Romania and Sweden are the MSs mostly affected. ATA provided more than 3 hours in advance, and therefore rejected by THETIS, affects 0.1% of overall ship calls. ATA and ATD information provided more than 3 hours late affects 14.1% and 12.7% of overall ship calls respectively.

Recommendation 17: MSs are invited to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages via SSN within a reasonable time.

7. PROPOSED ACTIONS

MSs are invited to resolve the reported issues at national level and provide feedback.

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

Annex I: SSN system implementation by Member State

Member State	SSN Data Quality				SSN Interface with Thetis					SSN Version	Other relevant issues affecting Member State
	Missing Information		Shipcalls with 10 or more 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	0.5%	2.9%	31.1%	0.42%	0	0.1%	0.1%	0.0%	0.0%	v3	
Bulgaria	0.0%	16.7%	10.1%	0.14%	0	0.0%	0.0%	0.0%	0.2%	v3	- Non-EU Departure Hazmat reported for vessels coming from EU ports (Sep 2016)
Croatia	0.0%	0.0%	1.7%	0.07%	0	0.0%	0.0%	0.0%	2.0%	v3	- Use of the dummy Persons on Board (POB) value (Aug 2015) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2016)
Cyprus	0.8%	0.0%	19.1%	1.60%	0	0.0%	0.0%	0.2%	0.0%	v3	
Denmark	5.6%	41.9%	0.0%	15.04%	1	10.6%	1.6%	1.4%	2.7%	v2 / v3	- Ship MRS details (XML) not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Apr 2009) - Abnormal low number of Shipcalls reporting "Hazmat NonEuDeparture" (Sep 2014) - Double reporting of ship calls for Danish ports after switching to SSN V3 (Jun 2015) - High number of ship calls missing ATA and/or ATD (Jun 2015) - Abnormal high number of rejected PortPlus notifications (Mar 2016) - Use of the 'unknown ZZUKN' Next Port of Call value in EU Departure Hazmat (Sep 2016) - High number of missing Port and Hazmat information (Sep 2016)
Estonia	0.0%	0.0%	2.6%	0.03%	0	0.0%	0.8%	0.0%	0.1%	v3	- Ship MRS details (XML) not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2016)
Finland	1.0%	10.8%	30.4%	2.86%	0	2.1%	2.6%	0.0%	0.4%	v3	- Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014) - Abnormal high number of rejected PortPlus notifications (Oct 2015) - High number of missing Hazmat information (Sep 2016)
France	1.0%	28.6%	2.7%	0.15%	0	1.6%	0.5%	0.0%	0.2%	v3	- Use of the dummy Persons on Board (POB) value or missing to provide this value (Jun 2009) - Use of the 'unknown ZZUKN' Next Port of Call value in EU Departure Hazmat (Feb 2016) - High number of missing Hazmat information(Sep 2016)
Germany	3.1%	9.4%	4.9%	2.15%	0	1.9%	3.9%	0.0%	1.4%	v3	- Abnormal high number of rejected PortPlus notifications (Sep 2016) - High number of missing Port and Hazmat information(Sep 2016)
Greece	0.0%	5.9%	0.0%	0.05%	0	0.4%	0.4%	0.0%	1.6%	v2	- Use of the dummy Persons on Board (POB) value (Apr 2009) - Remaining gaps in AIS coverage in Greek waters (Apr 2009) - SSN version 3 not yet implemented
Iceland	0.0%	0.0%	0.0%	0.00%	2	0.5%	7.9%	0.0%	0.0%	v3	- High number of ship calls missing ATA and/or ATD (Sep 2015)
Ireland	0.0%	50.0%	0.1%	0.70%	0	0.0%	0.5%	0.1%	0.9%	v3	- Missing MRS reports from WETREP (Jan 2009) - Hazmat, Waste and Security details (XML) not available upon request (Apr 2016)
Italy	3.1%	18.0%	7.1%	0.02%	0	0.5%	2.6%	0.1%	1.2%	v3	- High number of missing Port and Hazmat information (Sep 2016)
Latvia	0.0%	15.4%	15.3%	0.35%	0	0.2%	0.2%	0.0%	0.1%	v3	- Hazmat, Waste and Security details (XML) not available upon request (Mar 2016)
Lithuania	0.0%	0.0%	14.0%	0.00%	0	0.0%	0.0%	0.0%	0.1%	v3	- Waste details (XML) not available upon request (Mar 2016)
Malta	5.8%	4.0%	18.5%	0.68%	1	0.3%	0.7%	0.0%	0.1%	v2	- 'Anchorage' attribute wrongly implemented for some ship calls to Maltese ports (Mar 2015) - High number of missing Port information (Sep 2016) - SSN version 3 not yet implemented

Table 1 – Implementation status by Member State on 5 September 2016

Member State	SSN Data Quality				SSN Interface with Thetis					SSN Version	Other relevant issues affecting Member State
	Missing Information		Shipcalls with 10 or more 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		
Netherlands	1.4%	9.1%	16.6%	0.70%	0	1.7%	0.7%	0.0%	0.8%	v3	- Waste and Security information not yet provided to SSN - High number of missing Hazmat information (Sep 2016)
Norway	0.5%	5.9%	0.9%	0.39%	4	12.9%	19.5%	0.0%	0.7%	v3	- Missing MRS reports from BAREP (Aug 2013) - High number of ship calls missing ATA and/or ATD (Sep 2015)
Poland	0.7%	6.7%	60.9%	0.01%	0	0.0%	0.0%	0.0%	1.7%	v3	
Portugal	5.6%	2.8%	8.3%	2.41%	0	1.1%	3.5%	0.4%	3.3%	v2	- Missing MRS reports from WETREP (Jan 2009) - Ship MRS details (XML) not available upon request (Mar 2016) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Sep 2014) - High number of missing Port information (Sep 2016) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2016) - Abnormal high number of rejected PortPlus notifications (Sep 2016) - SSN version 3 not yet implemented
Romania	0.8%	11.1%	0.6%	1.00%	0	45.7%	1.7%	0.6%	18.1%	v3	- High number of ship calls missing ATA and/or ATD (Sep 2016) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2016) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Sep 2016)
Slovenia	0.0%	0.0%	2.7%	1.56%	0	0.0%	1.4%	0.0%	0.2%	v3	
Spain	3.8%	60.5%	15.4%	0.67%	1	0.7%	0.7%	0.0%	1.5%	v3	- Hazmat, Ship MRS, Waste and Security details (XML) not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Jan 2009) - Abnormal low number of Shipcalls reporting "Hazmat NonEuDeparture" (May 2013) - High number of missing Port and Hazmat information (Sep 2016)
Sweden	1.0%	12.0%	6.7%	0.62%	0	2.3%	6.8%	0.1%	1.6%	v3	- High number of ship calls missing ATA and/or ATD (Sep 2015) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Sep 2016)
United Kingdom	3.4%	7.8%	6.7%	0.15%	3	4.2%	13.1%	0.0%	3.0%	v3	- Missing MRS reports from CALDOVREP and WETREP (Jan 2009) - Use of the dummy Persons on Board (POB) value (Jan 2009) - Hazmat details (XML) not available upon request for port of Gibraltar (Mar 2016) - Waste and Security reports are not yet provided by Gibraltar system although already in production for SSN V3 (Feb 2016) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Sep 2016) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2016) - High number of ship calls missing ATA and/or ATD (Sep 2016)
Total	1.7%	18.0%	9.1%	0.90%	12	3.6%	4.9%	0.1%	1.5%	-	Updated: 05 September 2016

Table 1 – Implementation status by Member State on 5 September 2016 (cont.)

Member State	Shipcalls			AIS [1]	MRS	Incident Reports [2]	Total
	New	Updates	Cancelations				
Belgium	13,495	145,615	257	116,929,590	259	4	117,089,220
Bulgaria	1,712	10,399	50	8,766,453	-	1	8,778,615
Croatia	3,258	11,363	16	22,164,336	3,157	41	22,182,171
Cyprus	1,597	9,451	74	24,407,361	-	1	24,418,484
Denmark	10,757	28,263	228	126,109,082	34,262	16	126,182,608
Estonia	5,712	28,843	89	19,272,896	41,979	2	19,349,521
Finland	13,771	144,101	791	35,322,621	12,825	32	35,494,141
France	26,588	102,219	1,714	64,420,876	71,139	330	64,622,866
Germany	29,958	126,332	362	169,377,579	-	15	169,534,246
Greece	47,979	111,207	839	77,162,532	-	46	77,322,603
Iceland	1,201	2,399	74	48,002,262	3,878	-	48,009,814
Ireland	6,308	22,105	61	41,089,311	-	14	41,117,799
Italy	41,824	188,849	852	139,021,009	8,017	299	139,260,850
Latvia	3,401	22,142	46	6,903,283	-	9	6,928,881
Lithuania	2,125	17,759	38	6,296,425	-	10	6,316,357
Malta	5,235	40,096		10,183,183	-	20	10,228,534
Netherlands	24,748	149,272	1,008	138,661,385	-	71	138,836,484
Norway	42,798	145,063	2,942	243,757,179	-	28	243,948,010
Poland	7,679	112,374	848	23,298,936	97,058 [3]	3	23,419,840
Portugal	6,825	45,749	337	32,810,170	16,681	13	32,879,775
Romania	2,521	6,914	134	20,094,707	-	10	20,104,286
Slovenia	1,034	6,567	29	7,276,471	939	4	7,285,044
Spain	76,664	491,830	5,801	170,351,300	13,739	51	170,939,385
Sweden	23,222	107,872	1,030	92,320,296	-	51	92,452,471
United Kingdom	60,907	243,182	3,831	121,697,171	-	35	122,005,126
Total	461,319	2,319,966	21,451	1,765,696,414	303,933	1,106	1,768,804,189

(1) Includes AIS information transmitted through message-based and streaming mechanisms
(2) Includes Alert notifications and Incident reports
(3) Due to a technical problem Poland sent an abnormally high number of MRS reports (this issue was corrected on 1st March)

Table 2 – Number of notifications by Member State and by type of notification

Member State	Expired exemptions				Valid exemptions				Scheduled (upcoming) exemptions				Total
	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	
Belgium	-	-	-	46	-	-	-	99	-	-	-	-	145
Bulgaria	-	-	-	-	-	-	-	-	-	-	-	-	-
Croatia	-	-	-	-	-	107	-	-	-	-	-	-	107
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	-	-	-	-	-	-	-	-	-	-	-	-
Estonia	-	-	-	-	4	-	16	2	-	-	-	-	22
Finland	-	-	41	5	2	20	288	75	-	-	-	-	431
France	-	-	-	2	18	6	2	-	-	-	-	-	28
Germany	-	-	-	-	-	-	-	-	-	-	-	-	-
Greece	-	10	-	-	-	132	-	-	-	4	-	-	146
Iceland	4	2	2	2	-	3	-	-	-	-	-	-	13
Ireland	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	2	-	-	-	693	675	20	-	-	-	-	-	1,390
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-
Lithuania	-	-	-	2	-	-	-	11	-	-	-	-	13
Malta	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	-	-	-	18	-	-	-	117	-	-	-	-	135
Norway	-	-	-	-	-	-	-	-	-	-	-	-	-
Poland	-	-	10	-	-	2	18	4	-	-	-	-	34
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-
Romania	-	-	-	-	-	-	-	-	-	-	-	-	-
Slovenia	-	-	-	-	-	-	-	-	-	-	-	-	-
Spain	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	-	-	-	8	8	-	-	-	-	-	-	16
United Kingdom	2	-	-	-	39	-	-	-	-	-	-	-	41
Total	8	12	53	75	764	953	344	308	-	4	-	-	2,521

Table 3 – Number of exemptions by type of notification registered in SSN on 29 August 2016

(exemptions registered previous to SSN V3 deployment will be migrated and are not accounted above)

Member State	Shipcalls Total	With Pre-Arrival		With Hazmat			With Waste		With Security	
		Information Reported	Exemption Registered	Hazmat nonEu Reported	Hazmat Eu Reported	Exemption Registered	Information Reported	Exemption Registered	Information Reported	Exemption Registered
Belgium	2,207	2,207	-	126	619	-	1,652	-	1,826	119
Bulgaria	309	309	-	49	2	-	301	-	309	-
Croatia	1,449	1,449	-	16	43	-	805	-	802	-
Cyprus	259	259	-	50	57	-	213	-	244	-
Denmark	1,786	1,517	-	7	117	-	140	1	134	26
Estonia	1,201	1,199	-	43	256	-	646	20	435	23
Finland	3,091	3,084	-	55	750	-	923	1,148	3,091	-
France	5,543	4,990	356	128	1,676	61	116	-	23	145
Germany	5,221	5,221	-	143	914	1	2,179	12	1,808	49
Greece	10,343	10,343	-	222	489	-	-	-	-	-
Iceland	376	376	-	1	49	-	369	-	376	-
Ireland	1,142	1,142	-	16	220	-	1,142	-	1,142	-
Italy	8,818	8,818	-	362	1,289	384	2,991	41	3,180	-
Latvia	540	540	-	13	94	-	519	2	538	-
Lithuania	372	372	-	22	92	-	366	-	285	66
Malta	951	951	-	483	16	-	-	-	-	-
Netherlands	4,150	4,150	-	277	739	8	-	-	-	161
Norway	4,099	4,064	-	81	265	-	2,596	-	3,312	-
Poland	1,302	1,295	-	25	252	-	1,018	116	1,065	-
Portugal	1,225	1,171	-	166	242	-	-	-	-	4
Romania	552	550	-	2	4	-	1	-	1	-
Slovenia	222	221	-	34	32	-	171	-	220	-
Spain	14,686	14,685	-	235	830	-	5,373	-	6,701	-
Sweden	2,689	2,689	-	50	409	-	757	88	1,720	75
United Kingdom	9,941	9,464	-	478	1,522	40	42	-	-	256
Total	82,474	81,066	356	3,084	10,978	494	22,320	1,428	27,212	924

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

Reporting period: July 2016

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	20,229,549	North Sea
Bulgaria	34,617	3,173,835	MARES
Croatia	-	3,965,431	MARES
Cyprus	-	5,816,470	MARES
Denmark	-	27,379,544	HELCOM
Estonia	155,252	3,506,318	HELCOM
Finland	-	8,406,414	HELCOM
France	-	18,026,738	North Sea and MARES (Mediterranean Coast)
Germany	745,845	30,909,962	SSN SI Germany
Greece	-	6,666,082	MARES
Iceland	-	9,799,361	North Atlantic
Ireland	157,511	7,354,937	North Sea
Italy	-	29,031,281	MARES
Latvia	-	1,180,312	HELCOM
Lithuania	57,449	1,031,224	HELCOM
Malta	73,705	1,940,930	MARES
Netherlands	-	16,049,798	North Sea
Norway	-	45,222,717	North Atlantic
Poland	-	2,922,834	HELCOM
Portugal	-	6,443,815	MARES
Romania	-	3,424,981	MARES
Slovenia	6,526	2,395,393	HELCOM
Spain	-	34,844,344	MARES
Sweden	-	23,819,757	HELCOM
United Kingdom	-	24,494,861	North Sea and MARES (Gibraltar)
Total	1,230,905	338,036,888	

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

Reporting period: July 2016

Member State	MRS	Area	Ship MRS Notifications		
			SSN V2	SSN V3	TOTAL
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	52	52
Bulgaria	-	-	-	-	-
Croatia	ADRIREP	Adriatic Sea	-	483	483
Cyprus	-	-	-	-	-
Denmark	BELTREP	Great Belt	3,866	2,609	6,475
	SOUNDREP	The Sound		-	
Estonia	GOFREP	Gulf of Finland	8,387	-	8,387
Finland	GOFREP	Gulf of Finland	-	4,099	4,099
France	BONIFREP	Strait of Bonifacio (only DPG)	-	314	11,871
	CALDOVREP	Dover Strait/ Pas de Calais		3,038	
	MANCHREP	Off Les Casquests/ La Manche		4,926	
	OUESSREP	Off Ouessant		3,584	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		9	
Germany	-	-	-	-	-
Greece	-	-	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	-	958	958
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	-	-
Italy	ADRIREP	Adriatic Sea	-	1,117	1,428
	BONIFREP	Strait of Bonifacio (only DPG)		311	
Latvia	-	-	-	-	-
Lithuania	-	-	-	-	-
Malta	-	-	-	-	-
Netherlands	-	-	-	-	-
Norway	BAREP	Barents Sea	-	-	-
Poland	GDANREP	Gulf of Gdansk	-	1,025	1,025
Portugal	COPREP	Coast of Portugal	2,624	-	2,624
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		-	
Romania	-	-	-	-	-
Slovenia	ADRIREP	Adriatic Sea	-	167	167
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	-	58	1,757
	FINREP	Finisterre (NW Coast of Spain)		513	
	GATREP (1)	Gulf of Almeria (Gata Cape)		569	
	GIBREP	Strait of Gibraltar		608	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		9	
Sweden	SOUNDREP (2)	The Sound	-	-	-
United Kingdom	CALDOVREP	Dover Strait/ Pas de Calais	-	-	-
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		-	
Total			14,877	24,449	39,326

(1) Voluntary Ship Reporting System
(2) Sweden SOUNDREP reports are transmitted to SSN by Denmark

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

Reporting period: July 2016

Those MRSs not yet providing information to SSN are highlighted in red (status on 2 September 2016)

Member State	Alert Notifications		Incident Reports								Sub-Total			Total
	SITREP	Others	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	Alert Notifications	Incident Reports XML	WEB	
Belgium	-	-	3	-	-	-	-	-	1	-	-	1	3	4
Bulgaria	-	-	-	-	-	-	-	1	-	-	-	-	1	1
Croatia	-	-	14	2	-	-	-	1	21	3	-	41	-	41
Cyprus	-	-	-	-	-	-	-	-	-	1	-	-	1	1
Denmark	-	-	12	3	-	-	-	-	-	1	-	-	16	16
Estonia	-	-	2	-	-	-	-	-	-	-	-	-	2	2
Finland	-	-	20	-	-	-	3	-	-	9	-	-	32	32
France	-	-	251	55	-	-	11	6	2	5	-	329	1	330
Germany	-	-	6	-	-	1	-	1	-	7	-	-	15	15
Greece	-	-	35	3	-	-	-	-	-	8	-	-	46	46
Iceland	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ireland	-	-	9	5	-	-	-	-	-	-	-	-	14	14
Italy	-	-	253	-	1	1	2	7	3	32	-	-	299	299
Latvia	-	-	7	1	-	-	-	-	-	1	-	-	9	9
Lithuania	5	-	1	2	-	-	-	-	1	1	5	5	-	10
Malta	-	-	13	-	1	-	-	-	-	6	-	-	20	20
Netherlands	-	-	62	2	3	-	-	-	-	4	-	-	71	71
Norway	-	-	17	-	-	-	-	-	-	11	-	-	28	28
Poland	-	-	2	-	-	-	-	-	-	1	-	3	-	3
Portugal	-	-	5	1	-	2	-	1	2	2	-	12	1	13
Romania	7	-	-	3	-	-	-	-	-	-	7	1	2	10
Slovenia	1	2	-	1	-	-	-	-	-	-	3	-	1	4
Spain	-	-	23	-	-	-	-	-	-	28	-	51	-	51
Sweden	-	-	4	-	-	-	-	-	-	47	-	-	51	51
United Kingdom	-	-	35	-	-	-	-	-	-	-	-	-	35	35
Total	13	2	774	78	5	4	16	17	30	167	15	443	648	1,106

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

Reporting period: January - June 2016

Annex II: Operational status by MS

Member State	Requests		Total
	Shipcall	Ship (AIS/MRS)	
Belgium	-	2,816 [2]	**2,816**
Bulgaria	1	-	**1**
Croatia	6	-	**6**
Cyprus	11	1	**12**
Denmark	12	-	**12**
Estonia	349,370	-	**349,370**
Finland	17	1	**18**
France	4	2	**6**
Germany	-	-	**-**
Greece	5	-	**5**
Iceland	-	1	**1**
Ireland	4	-	**4**
Italy	28	1	**29**
Latvia	1	-	**1**
Lithuania	32	-	**32**
Malta	-	-	**-**
Netherlands	29	-	**29**
Norway	453,049 [1]	-	**453,049**
Poland	22	-	**22**
Portugal	4	-	**4**
Romania	-	-	**-**
Slovenia	664	3	**667**
Spain	3	-	**3**
Sweden	7	4	**11**
United Kingdom	3	-	**3**
Total	**803,290**	**2,829**	**806,119**

(1) Hazmat summary requests for risk assessment of vessels transiting in Member State waters

(2) Periodic requests for checking availability of central SSN

Table 8 – Number of requests by Member State and by type of notification

Reporting period: January – June 2016

Annex III: Data quality

Member State	First half 2016 (Jan 2016 - Jun 2016)		Previous and Current Reporting Periods Notifications Missing (%)									
	Nr. Checks	Notifications Missing	2012		2013		2014		2015		2016	Evolution
			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	
Belgium	210	1	0%	0%	1%	2%	2%	2%	1%	1%	0.48%	
Bulgaria	127	0	1%	1%	0%	0%	0%	0%	0%	0%	0.00%	
Croatia	144	0	-	-	-	-	-	-	5%	2%	0.00%	
Cyprus	132	1	1%	0%	0%	1%	0%	0%	0%	0%	0.76%	
Denmark	195	11	5%	9%	13%	7%	7%	4%	3%	8%	5.64%	
Estonia	134	0	1%	2%	9%	1%	0%	5%	4%	0%	0.00%	
Finland	195	2	0%	1%	2%	2%	0%	1%	2%	0%	1.03%	
France	193	2	4%	2%	8%	2%	0%	4%	2%	1%	1.04%	
Germany	227	7	2%	4%	3%	7%	5%	4%	5%	11%	3.08%	
Greece	204	0	2%	5%	3%	3%	0%	0%	0%	0%	0.00%	
Iceland	129	0	0%	1%	1%	0%	0%	0%	0%	0%	0.00%	
Ireland	140	0	1%	0%	1%	1%	1%	1%	1%	1%	0.00%	
Italy	195	6	0%	2%	3%	1%	1%	0%	0%	1%	3.08%	
Latvia	131	0	0%	0%	0%	0%	0%	0%	1%	0%	0.00%	
Lithuania	143	0	1%	1%	0%	1%	0%	0%	0%	0%	0.00%	
Malta	138	8	1%	9%	8%	5%	3%	4%	6%	5%	5.80%	
Netherlands	212	3	2%	2%	0%	0%	0%	0%	1%	0%	1.42%	
Norway	210	1	1%	4%	5%	1%	2%	3%	1%	2%	0.48%	
Poland	143	1	1%	1%	0%	0%	0%	0%	1%	1%	0.70%	
Portugal	160	9	7%	4%	1%	1%	2%	2%	4%	3%	5.63%	
Romania	128	1	0%	2%	2%	1%	0%	1%	0%	0%	0.78%	
Slovenia	142	0	0%	0%	1%	0%	1%	0%	0%	0%	0.00%	
Spain	211	8	1%	3%	1%	5%	2%	1%	2%	2%	3.79%	
Sweden	210	2	1%	2%	1%	1%	2%	0%	1%	0%	0.95%	
United Kingdom	354	12	4%	5%	2%	1%	2%	3%	2%	2%	3.39%	
Total	**4,407**	**75**	**1.6%**	**2.5%**	**2.9%**	**1.9%**	**1.4%**	**1.6%**	**1.7%**	**1.8%**	**1.70%**	

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

Highlighting those values not complying with the IFCD

Member State	Hazmat EU Departure													Hazmat non-EU Departure						
	First half 2016 (Jan 2016 - Jun 2016)		Previous and Current Reporting Periods Notifications Missing (%)										Evolution	First half 2016 (Jan 2016 - Jun 2016)		Previous and Current Reporting Periods Notifications Missing (%)				Evolution
			2012		2013		2014		2015		2016					2014		2015		2016	
	Nr. Checks	Notifications Missing	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun			Nr. Checks	Notifications Missing	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	
Belgium	116	0	1%	1%	3%	1%	1%	5%	5%	5%	0.00%			56	5	9%	8%	7%	3%	8.9%	
Bulgaria	6	1	5%	11%	0%	0%	17%	14%	0%	0%	16.67%			0	0	n.a.	n.a.	n.a.	n.a.	n.a.	
Croatia	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			0	0	n.a.	n.a.	n.a.	n.a.	n.a.	
Cyprus	0	0	83%	40%	50%	50%	60%	50%	0%	33%	n.a.			1	0	0%	n.a.	n.a.	n.a.	n.a.	
Denmark	41	18	9%	15%	29%	14%	19%	10%	13%	54%	43.90%			2	0	83%	91%	86%	89%	0.0%	
Estonia	9	0	6%	19%	22%	3%	0%	3%	0%	4%	0.00%			0	0	0%	n.a.	n.a.	n.a.	n.a.	
Finland	37	4	7%	23%	23%	20%	42%	27%	18%	14%	10.81%			0	0	50%	67%	56%	67%	#DIV/0!	
France	118	24	12%	3%	3%	6%	17%	17%	18%	21%	20.34%			57	26	43%	16%	25%	47%	45.6%	
Germany	70	7	5%	7%	9%	5%	2%	6%	4%	11%	10.00%			15	1	2%	1%	11%	13%	6.7%	
Greece	34	2	30%	16%	26%	0%	10%	10%	3%	0%	5.88%			0	0	0%	33%	0%	n.a.	n.a.	
Iceland	0	0	n.a.	n.a.	0%	n.a.	0%	n.a.	n.a.	n.a.	n.a.			0	0	100%	n.a.	n.a.	n.a.	n.a.	
Ireland	2	0	20%	11%	63%	0%	100%	50%	50%	50%	0.00%			2	2	100%	100%	100%	50%	100.0%	
Italy	108	16	5%	7%	5%	8%	8%	7%	7%	11%	14.81%			25	8	10%	23%	16%	25%	32.0%	
Latvia	26	4	10%	0%	0%	0%	0%	0%	0%	5%	15.38%			0	0	0%	0%	33%	n.a.	n.a.	
Lithuania	19	0	27%	20%	33%	5%	11%	6%	5%	0%	0.00%			0	0	0%	100%	0%	n.a.	n.a.	
Malta	21	1	4%	5%	0%	6%	2%	16%	14%	0%	4.76%			4	0	29%	0%	0%	0%	0.0%	
Netherlands	111	12	10%	1%	2%	10%	8%	8%	3%	8%	10.81%			108	8	22%	24%	4%	8%	7.4%	
Norway	33	2	13%	17%	7%	13%	16%	9%	14%	22%	6.06%			1	0	13%	0%	0%	7%	0.0%	
Poland	21	2	5%	2%	0%	7%	7%	1%	2%	2%	9.52%			9	0	1%	3%	0%	0%	0.0%	
Portugal	66	2	21%	20%	18%	7%	10%	8%	6%	7%	3.03%			40	1	9%	15%	3%	5%	2.5%	
Romania	8	1	40%	0%	22%	0%	0%	0%	0%	11%	12.50%			1	0	n.a.	n.a.	n.a.	n.a.	n.a.	
Slovenia	0	0	n.a.	n.a.	0%	n.a.	0%	0%	0%	n.a.	n.a.			0	0	n.a.	0%	0%	n.a.	n.a.	
Spain	132	81	13%	10%	14%	11%	23%	32%	46%	53%	61.36%			106	63	37%	50%	47%	53%	59.4%	
Sweden	84	10	15%	26%	23%	24%	24%	17%	12%	14%	11.90%			8	1	31%	16%	16%	7%	12.5%	
United Kingdom	186	18	11%	6%	10%	7%	19%	16%	14%	15%	9.68%			134	7	13%	10%	12%	16%	5.2%	
Total	1,249	205	10.6%	9.2%	10.5%	8.4%	12.9%	11.2%	10.0%	16.5%	16.41%			569	122	20.8%	19.0%	17.2%	23.3%	21.4%	

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

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

Highlighting those values not complying with the IFCD

Member State	Hazmat		MRS		Waste		Security	
	Version	Details	Version	Details	Version	Details	Version	Details
Belgium	v3	Avaliable	v3	Available	v3	Available	v3	Available
Bulgaria	v3	Avaliable	-	-	v3	Available	v3	Available
Croatia	v3	Avaliable	v3	Available	v3	Available	v3	Available
Cyprus	v3	Avaliable	-		v3	Available	v3	Available
Denmark	v2 / v3	Avaliable	v2 / v3	**Unavailable**	v3	Available	v3	Available
Estonia	v3	Avaliable	v2	**Unavailable**	v3	Available	v3	Available
Finland	v3	Avaliable	v3	Available	v3	Available	v3	Available
France	v3	Avaliable	v3	Available	v3	Available	v3	Available
Germany	v3	Avaliable	-		v3	Available	v3	Available
Greece	v2	Avaliable	-		(1)		(1)	
Iceland	v3	Avaliable	v3	Available	v3	Available	v3	Available
Ireland	v3	**Unavailable**	(1)		v3	**Unavailable**	v3	**Unavailable**
Italy	v3	Avaliable	v3	Available	v3	Available	v3	Available
Latvia	v3	**Unavailable**	-		v3	**Unavailable**	v3	**Unavailable**
Lithuania	v3	Avaliable	-		v3	**Unavailable**	v3	Available
Malta	v2	Avaliable	-		(1)		(1)	
Netherlands	v3	Avaliable	-		(1)		(1)	
Norway	v3	Avaliable	(1)		v3	Available	v3	Available
Poland	v3	Avaliable	v3	Available	v3	Available	v3	Available
Portugal	v2	**Unavailable**	v2	**Unavailable**	(1)		(1)	
Romania	v3	Avaliable	-		v3	Available	v3	Available
Slovenia	v3	Avaliable	v3	Available	v3	Available	v3	Available
Spain	v3	**Unavailable**	v3	**Unavailable**	v3	**Unavailable**	v3	**Unavailable**
Sweden	v3	Avaliable	-		v3	Available	v3	Avaliable
United Kingdom	v3	Available (2)	(1)		v3	Available	v3	Available

(1) Not implemented

(2) Unavailable for Gibraltar (GB) system

Table 11 – Availability of the detailed part of the notifications on 5 September 2016

Member State	July 2016		Previous and Current Reporting Periods - Notifications Rejected (%)								
	Port Plus Notifications	Port Plus Rejected	January 2013	August 2013	January 2014	July 2014	January 2015	July 2015	January 2016	July 2016	Evolution
Belgium	24,642	104	0.04%	0.02%	0.02%	0.04%	0.00%	0.14%	0.09%	0.42%	
Bulgaria	2,182	3	0.00%	0.09%	0.77%	0.59%	0.11%	0.48%	0.58%	0.14%	
Croatia	4,567	3	0.00%	-	-	-	0.70%	0.80%	0.55%	0.07%	
Cyprus	2,393	39	0.54%	0.55%	1.24%	0.48%	0.55%	0.47%	0.20%	1.60%	
Denmark	7,963	1,410	1.71%	0.71%	0.55%	0.64%	0.88%	15.46%	5.07%	15.04%	
Estonia	7,091	2	0.14%	2.16%	0.38%	0.15%	0.40%	1.67%	0.19%	0.03%	
Finland	36,437	1,074	2.73%	0.66%	1.82%	2.65%	4.71%	8.39%	6.69%	2.86%	
France	26,655	40	0.40%	1.20%	0.70%	3.22%	1.81%	1.42%	1.02%	0.15%	
Germany	34,662	760	0.05%	0.02%	0.07%	0.18%	0.22%	6.51%	3.69%	2.15%	
Greece	55,034	30	0.80%	0.18%	0.09%	0.11%	0.04%	0.04%	0.04%	0.05%	
Iceland	1,238	-	0.00%	0.00%	0.00%	0.63%	0.00%	17.31%	0.00%	0.00%	
Ireland	5,527	39	0.18%	0.27%	0.54%	0.20%	0.68%	0.18%	0.28%	0.70%	
Italy	56,730	10	0.26%	0.11%	0.11%	0.10%	0.16%	0.08%	0.19%	0.02%	
Latvia	4,532	16	0.38%	0.36%	0.23%	0.73%	0.00%	0.35%	1.18%	0.35%	
Lithuania	3,481	-	1.38%	0.76%	2.20%	0.00%	0.00%	0.00%	0.17%	0.00%	
Malta	8,621	59	2.30%	3.63%	1.80%	1.07%	0.86%	0.26%	0.80%	0.68%	
Netherlands	34,524	244	0.30%	0.57%	0.46%	0.47%	0.15%	1.71%	0.09%	0.70%	
Norway	28,656	113	0.14%	4.16%	0.00%	0.06%	0.01%	0.13%	0.05%	0.39%	
Poland	20,655	2	0.50%	1.52%	0.47%	0.00%	0.10%	0.14%	0.29%	0.01%	
Portugal	9,023	223	0.28%	0.15%	0.29%	0.22%	0.29%	0.45%	0.45%	2.41%	
Romania	3,155	32	0.43%	1.02%	13.66%	1.19%	0.46%	0.05%	1.02%	1.00%	
Slovenia	1,517	24	0.91%	0.43%	0.15%	0.23%	0.82%	0.83%	1.06%	1.56%	
Spain	106,190	714	0.04%	0.01%	0.20%	0.02%	0.03%	9.15%	0.98%	0.67%	
Sweden	27,638	172	6.13%	0.14%	2.13%	0.63%	0.15%	0.07%	0.07%	0.62%	
United Kingdom	58,817	88	0.77%	0.05%	0.17%	0.12%	0.04%	0.13%	0.12%	0.15%	
Total	571,930	5,201	0.97%	0.66%	0.72%	0.55%	0.56%	3.31%	1.17%	0.90%	

Table 12 – PortPlus notification rejections and evolution

Reporting period: July 2016

Highlighting those values not complying with the IFCD in red
(rejected notifications should be less than 0.1%, as indicated in Section 4.5 of the IFCD)

Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 1: the "Time" logic is not respected (relations between ETAs and ETDs, etc.)			
R01	A Port Plus notification must have ETAtoNextPort subsequent to the ETDFromPortOfCall.ETAtoNextPort greater than ETDFromPortOfCall.	174	To be corrected by MSs
R02	A Port Plus notification must have ETAtoNextPort subsequent to the ATDFromPortOfCall: ETAtoNextPort greater than ATDPortOfCall	343	To be corrected by MSs
R03	A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall.	221	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.	245	To be corrected by MSs
R05	A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	2	To be corrected by MSs
R06	An update Port Plus notification having ATAToPortOfCall 1 year prior to the time received which is different from ATAToPortOfCall recorded in the corresponding voyage could not be accepted.	35	To be corrected by MSs and in the Central SSN
Group 2: missing "mandatory" information			
R07	A Port Plus notification must have ETDFromPortOfCall unless PortOfCall = "ZZCAN" or ATDFromPortOfCall is provided.	2	To be corrected by MSs and in the Central SSN
R08	A Port Plus notification must have EtaToPortOfCall unless PortOfCall = "ZZCAN" or ATAToPortOfCall is provided.	425	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture must have a NextPort.	29	To be corrected by MSs
R10	A Port Plus notification with hazmat EUDeparture must have ETAToNextPort.	38	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.	30	To be corrected by MSs
R12	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	2	To be corrected by MSs
R13	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	4	To be corrected by MSs
R14	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	582	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	-	To be corrected by MSs
R16	Arrival Notification Details once provided should be repeated in all update messages.	275	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	720	To be corrected by MSs

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

Reporting period: July 2016

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])	364	To be corrected by MSs
R19	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	374	To be corrected by MSs and in the Central SSN
R20	LastPort Locode [LOCODE] is not technically correct. PortOfCall Locode [LOCODE] is not technically correct. NextPort Locode [LOCODE] is not technically correct. Contact Location Locode [LOCODE] is not technically correct.	301	To be corrected by MSs
R21	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.	81	To be corrected by MSs
R22	The IMO number [IMONumber] is not valid	22	To be corrected by MSs
R23	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [SHIPCALLID] is invalid because no voyage was found with the specified shipCallId.	41	To be corrected by MSs
R24	PobVoyageTowardsPortOfCall has an invalid value	5	To be corrected by MSs
R25	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	12	To be corrected by MSs
R26	The UpdateNotifications information is not compatible with the updateStatus [U].	13	To be corrected by MSs
R27	MID [MID] does not identify any Flag according to the ITU list of MIDs.	9	To be corrected by MSs
R28	Invalid message. A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered with different Vessel [VESSEL1] - [VESSEL2].	400	To be corrected by MSs
R29	At least one contact detail must be provided (Phone, Fax or Email)	537	To be corrected by MSs
R30	The notification must have quoted at least one of IMO or MMSI numbers	13	To be corrected by MSs
R31	The phone number is invalid	11	To be corrected by MSs
R32	The email [EMAIL] is invalid	27	To be corrected by MSs
R33	Test vessel only allows IMO 9999999 and MMSI 999999999	8	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (cont.)

Reporting period: July 2016

Annex IV: SSN – THETIS interface

LOCODE	Location Name	LOCODE Type	Number of Portplus notifications
DKITA	Asnasvarkets oliekaj	SSN Specific	2
ESCED	Cedeira	UNECE	4
GBRAS	Clachan, Raasay	UNECE	1
GBXSS	Seal Sands	UNECE	1
GBLGP	London Gateway Port	UNECE	1
ISBAK	Bakkafjordur	UNECE	1
ISHRI	Hrisey	UNECE	1
MTSPB	San Pawl il-Bahar (St. Paul's Bay)	UNECE	1
NONOM	Nordmela	UNECE	1
NOZKF	Kåfjord Ankring	SSN Specific	1
NOEVT	Evenestangen	UNECE	1
NOORV	Ortnevik	UNECE	1

Table 14 – List of LOCODEs mismatched between SSN and THETIS

Reporting period: January – August 2016

Member State	Current reporting period - July 2016							Previous reporting periods ATA & ATD missing [%]				
	Shipcalls under PSC	Existing ATA & ATD	Existing ATA (missing ATD)	Missing ATA& ATD	ATA & ATD provided [%]	Only ATD missing [%]	ATA & ATD missing [%]	January 2016	July 2015	January 2015	July 2014	January 2014
Belgium	1,973	1,969	2	2	99.8%	0.1%	0.1%	0.1%	0.6%	0.7%	0.2%	0.2%
Bulgaria	275	275	0	0	100.0%	0.0%	0.0%	0.5%	0.0%	0.5%	0.8%	0.0%
Croatia	668	668	0	0	100.0%	0.0%	0.0%	0.0%	0.9%	0.0%	-	-
Cyprus	197	197	0	0	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Denmark	1,598	1,402	170	26	87.7%	10.6%	1.6%	5.3%	6.7%	14.2%	16.0%	19.0%
Estonia	640	635	0	5	99.2%	0.0%	0.8%	0.0%	0.2%	0.0%	0.0%	0.0%
Finland	1,786	1,702	38	46	95.3%	2.1%	2.6%	4.4%	3.5%	3.6%	2.7%	0.8%
France	4,089	4,003	65	21	97.9%	1.6%	0.5%	4.6%	14.2%	1.1%	2.3%	4.2%
Germany	3,969	3,739	77	153	94.2%	1.9%	3.9%	6.2%	18.2%	28.9%	30.5%	29.9%
Greece	4,376	4,342	16	18	99.2%	0.4%	0.4%	1.3%	0.1%	5.7%	7.4%	8.9%
Iceland	405	371	2	32	91.6%	0.5%	7.9%	10.3%	10.7%	10.4%	11.0%	10.6%
Ireland	1,111	1,106	0	5	99.5%	0.0%	0.5%	0.1%	0.0%	0.2%	0.0%	0.2%
Italy	3,710	3,597	18	95	97.0%	0.5%	2.6%	0.3%	0.6%	0.1%	0.3%	0.1%
Latvia	502	500	1	1	99.6%	0.2%	0.2%	0.0%	0.0%	0.2%	0.4%	0.0%
Lithuania	271	271	0	0	100.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	1.9%
Malta	301	298	1	2	99.0%	0.3%	0.7%	7.0%	8.4%	11.1%	5.7%	8.1%
Netherlands	3,060	2,989	51	20	97.7%	1.7%	0.7%	1.4%	1.7%	0.3%	0.8%	0.9%
Norway	4,719	3,194	607	918	67.7%	12.9%	19.5%	16.5%	19.9%	20.8%	25.7%	21.3%
Poland	1,189	1,189	0	0	100.0%	0.0%	0.0%	0.0%	0.0%	6.3%	5.6%	6.1%
Portugal	959	914	11	34	95.3%	1.1%	3.5%	1.8%	4.5%	0.8%	1.3%	0.8%
Romania	1,019	536	466	17	52.6%	45.7%	1.7%	1.2%	0.0%	0.9%	4.1%	13.2%
Slovenia	217	214	0	3	98.6%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.7%
Spain	6,697	6,604	44	49	98.6%	0.7%	0.7%	1.2%	2.5%	2.2%	3.3%	5.7%
Sweden	2,859	2,598	67	194	90.9%	2.3%	6.8%	4.1%	2.9%	2.5%	9.5%	10.6%
United Kingdom	8,154	6,750	339	1,065	82.8%	4.2%	13.1%	1.7%	1.9%	2.2%	2.6%	3.0%
Total	**54,744**	**50,063**	**1,975**	**2,706**	**91.4%**	**3.6%**	**4.9%**	**3.7%**	**5.5%**	**7.1%**	**8.4%**	**8.9%**
TOTAL January 2016	33,417	30,585	1,596	1,236	91.5%	4.8%	3.7%					
TOTAL July 2015	45,292	39,592	3,231	2,469	87.4%	7.1%	5.5%					
TOTAL January 2015	36,421	32,536	1,303	2,582	89.3%	3.6%	7.1%					
TOTAL July 2014	47,672	41,659	1,994	4,019	87.4%	4.2%	8.4%					
TOTAL January 2014	38,666	33,621	1,617	3,426	87.0%	4.2%	8.9%					
TOTAL July 2013	44,630	38,248	1,923	4,036	85.7%	4.3%	9.0%					

Table 15 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC [3]

Reporting period: July 2016

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[3] ATA is a key element of THETIS and ship calls missing this attribute are discarded (i.e. updates of new calls including ATD without ATA).
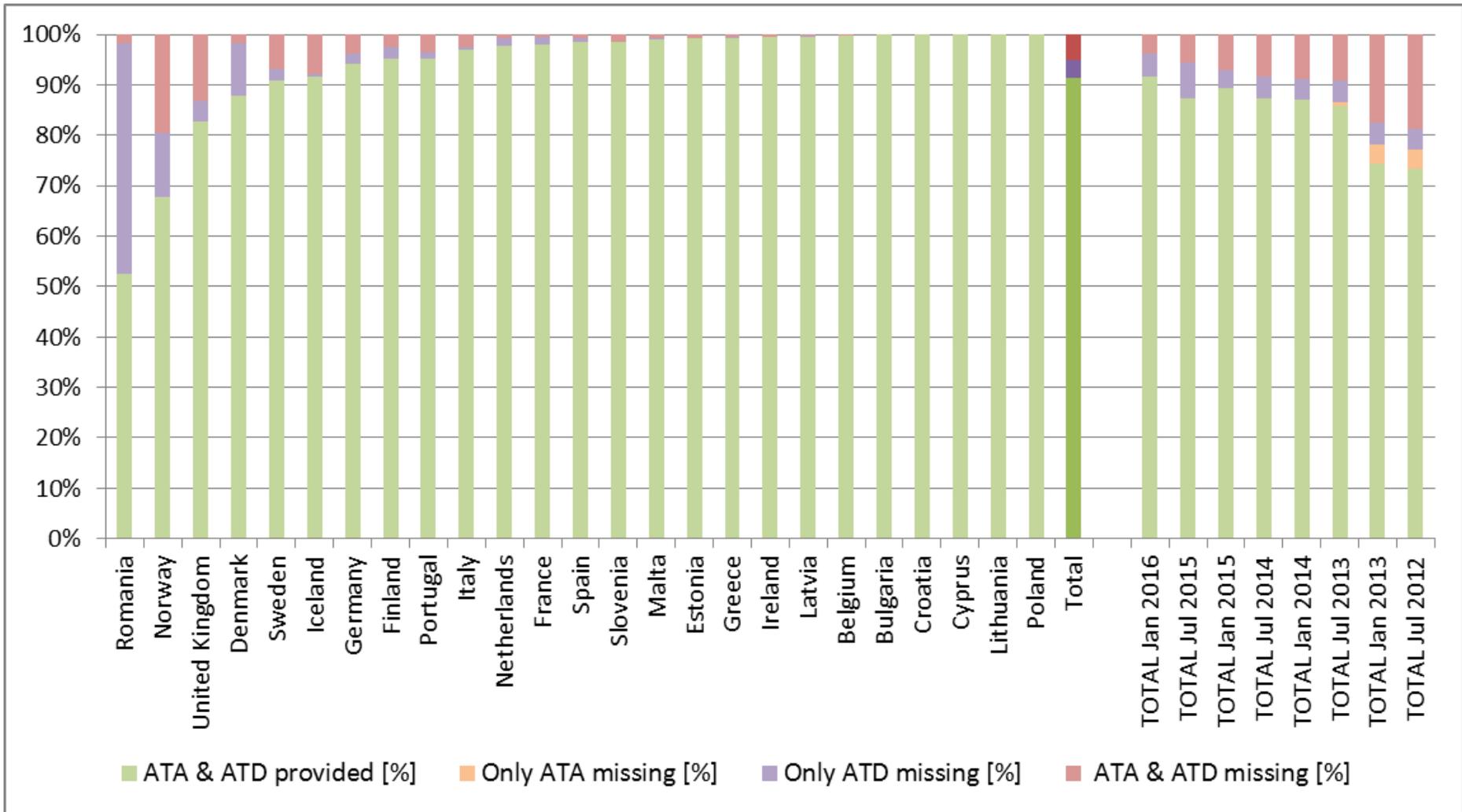
Figure 3 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15)
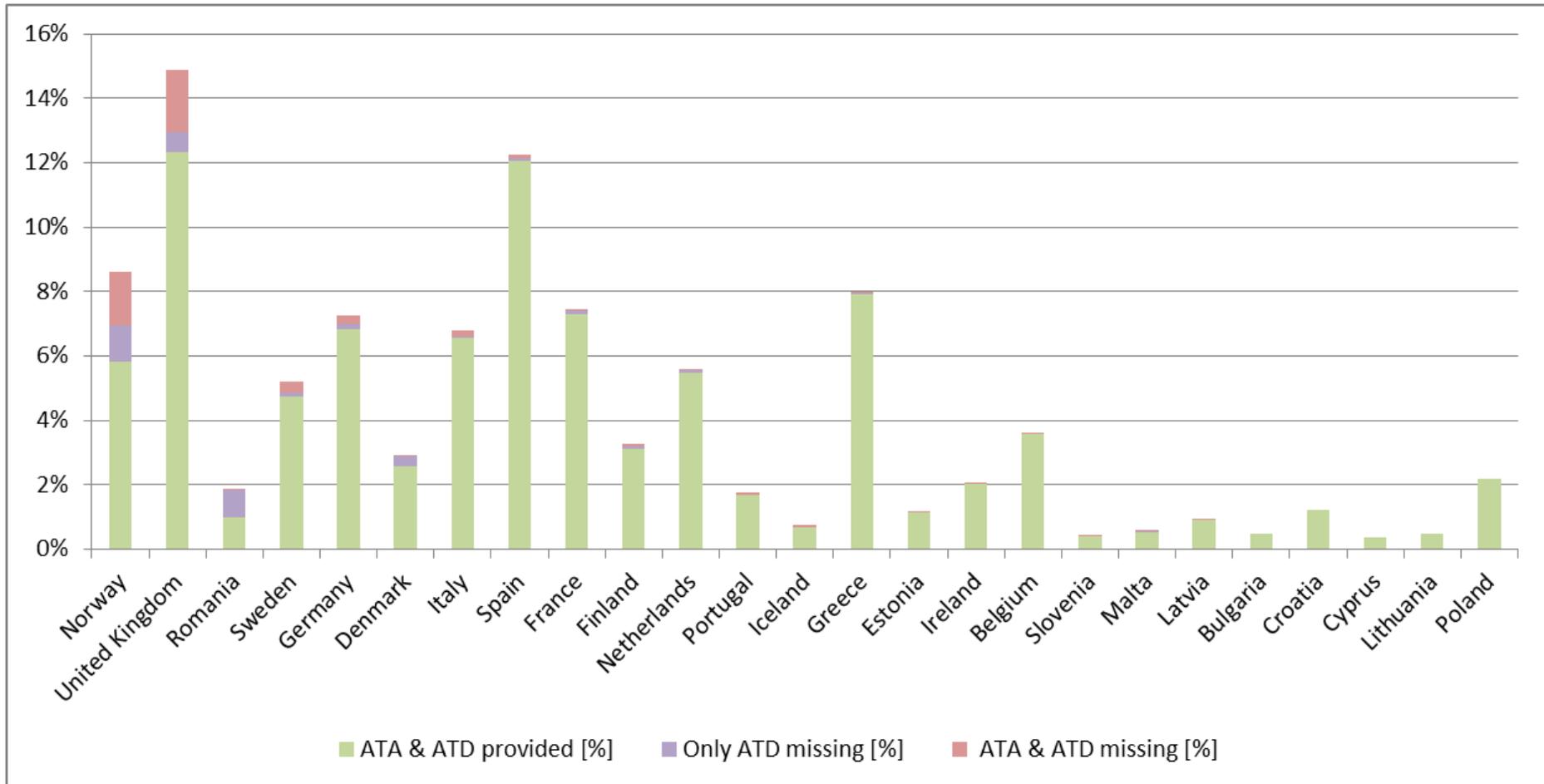
Reporting period: July 2016

Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15) – figures represent the percentage of overall EU ship calls

Reporting period: July 2016

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%	99%	1%	0%	0%	99%	1%	0%
Bulgaria	0%	99%	1%	0%	0%	96%	3%	0%
Croatia	0%	46%	51%	3%	0%	69%	30%	1%
Cyprus	0%	87%	13%	0%	0%	86%	13%	0%
Denmark	3%	61%	34%	3%	0%	69%	29%	2%
Estonia	0%	96%	3%	0%	0%	98%	2%	0%
Finland	0%	73%	27%	0%	0%	76%	24%	1%
France	0%	93%	6%	0%	0%	91%	8%	0%
Germany	0%	87%	12%	1%	0%	90%	8%	1%
Greece	0%	86%	13%	1%	0%	86%	13%	2%
Iceland	0%	99%	1%	0%	0%	100%	0%	0%
Ireland	0%	97%	2%	1%	0%	97%	2%	1%
Italy	0%	90%	10%	1%	0%	89%	9%	2%
Latvia	0%	96%	4%	0%	0%	95%	5%	0%
Lithuania	0%	96%	3%	0%	0%	96%	4%	0%
Malta	0%	97%	3%	0%	0%	96%	4%	0%
Netherlands	0%	91%	9%	1%	0%	91%	8%	1%
Norway	0%	67%	32%	1%	0%	80%	20%	0%
Poland	0%	86%	13%	1%	0%	90%	7%	3%
Portugal	1%	91%	6%	3%	0%	91%	5%	4%
Romania	1%	15%	51%	33%	0%	84%	12%	3%
Slovenia	0%	97%	3%	0%	0%	97%	2%	0%
Spain	0%	90%	9%	2%	0%	85%	13%	1%
Sweden	0%	77%	22%	1%	0%	78%	20%	2%
United Kingdom	0%	88%	8%	3%	0%	91%	6%	3%
Total	**0.1%**	**85.8%**	**12.5%**	**1.6%**	**0.0%**	**87.2%**	**11.3%**	**1.4%**

Table 16 –Timeliness of ATA and ATD reporting

Reporting period: July 2016