



European Maritime Safety Agency

Meeting: 5th SSN / LRIT Group Meeting

Place and date: Lisbon, 21 May 2019

Agenda item: SSN Data Quality Report

Document number: SSN/LRIT 5.5.1

Submitted by EMSA

Summary	This document presents SSN implementation at national level and the related data quality issues, including the interface with THETIS.
Action to be taken	As per paragraph 7.
Related documents	<ul style="list-style-type: none"> a. 4th SSN/LRIT Group Meeting Report b. SSN/LRIT 5.4.1 – SSN and LRIT Roadmap c. SSN/LRIT 4.5.1 – SSN and LRIT Data Quality Report

1. INTRODUCTION

The purpose of the SSN Data Quality Report is to present the status of SSN implementation at national level and the related data quality issues, including the interface with THETIS. The report includes figures with the overall SSN performance and the particular behaviour of each national SSN system, and focuses on issues to be resolved. In addition, this report presents the current status of the commissioning tests and the implementation of SSN V4 by MSs.

2. SSN IMPLEMENTATION

Since the last reporting period, 14 Member States entered in production for SSN version 4:

- Estonia, the Netherlands and Sweden in November 2018.
- Belgium, Denmark, France and Romania in December 2018.
- Iceland and Norway in January 2019.
- Italy and Spain in February 2019.
- Germany and Lithuania in March 2019.

The commissioning tests for SSN version 4 of Cyprus, Finland and Latvia are ongoing or scheduled for 2019. Bulgaria, Ireland and Portugal have not yet reported the plans or scheduled the implementation of SSN v4 at national level.

On 2 April 2019, the most recent list of UNECE LOCODEs (i.e. version 2018-2, released on 21 December 2018) was uploaded in CLD.

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

2.1 PortPlus notifications

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

- The percentage of missing Port information from Croatia, Denmark, Greece, Italy, Malta and Norway is very high (more than 2%, see Table 9).
- The percentage of missing Hazmat information from Finland, France, Italy, Spain Sweden and the United Kingdom is very high (more than 5%, see Table 10).
- Waste and Security notifications were not provided for 31% and 19% of the ship calls respectively (see Table 1).
- The lack of availability of the detailed part of notifications (see Section 5.4) is still an issue for some MSs (i.e. Estonia for Ship MRS details, Portugal and the United Kingdom system for the port of Gibraltar).
- Rejections are still an issue for some countries (see Section 5.5), with over 1% of PortPlus notifications being rejected (Denmark, Finland, Greece, Ireland, Malta, Montenegro and Spain).
- Denmark, Finland, France, Portugal and the United Kingdom do not always provide the mandatory “PreArrival24HoursNotificationDetails” element (which includes POB information), and/or they use the “unknown” value (99999) to identify POB for a significant number of ship calls.
- Bulgaria, France, Ireland, Malta, the Netherlands, Portugal, Sweden and the United Kingdom (system of the port of Gibraltar) report non-EU Departure Hazmat information for vessels coming from EU ports for a significant number of ship calls. It should be noted that, in these situations, the information provided overlaps with the information legitimately provided by departure ports and causes unnecessary data flows.
- The percentage of notifications lacking the ATA and/or the ATD from Denmark, Finland, Germany, Greece, Iceland, Norway, Portugal, Romania, Spain and United Kingdom is very high (over 3%, see Table 14).

Recommendation 1: The MSs mentioned in paragraphs 2 and 2.1 are invited to provide feedback.

2.2 Hazmat non-EU Departure

The United Kingdom reports Hazmat Departure information declaring NextPort location in another Member States in 31% of its ship calls (around 42,000 in a yearly basis) – mostly Ireland (40%); the Netherlands (15%); Belgium (12%); and France (10%).

Following the Brexit, dangerous or polluting goods coming from the United Kingdom and bound for European Union ports should be declared as Hazmat non-EU Departure. As a consequence, the reporting of Hazmat non-EU departure will increase for all Member States. In particular, it might represent an increase of Hazmat non-EU departure at national level of 1,874% for Ireland; 124% for Iceland; 106% for Belgium, 75% for Sweden; 57% for Germany and 47% for Denmark.

Recommendation 2: Member States are invited to note the above information.

2.3 Exemptions

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

The central SSN system includes a functionality whereby MSs may report these exemptions. Since deployment of SSN version 4, Member States might also benefit from granting exemptions for the following notification requirements:

- Exemption on Waste fees and Exemption on Waste Delivery (in addition to the existing Exemptions on Waste Notification – previously named only *Waste*)
- Information on the waste types to which the Waste Exemption is applicable
- Information on the Ports to which the Exemption is applicable – “*Exemption applies to*”
- Information on the Port Facilities to which the Security Exemption is applicable – included under “*Exemption applies to*”

On 25 March 2019, the number of exemptions registered in SSN was 7,251 (4,283 were active, 2,922 were expired and 46 were scheduled, see Table 3). Table 4 shows the number of ship calls that took place in January 2019 (i.e. ship calls with ATD in the reporting period), and the ways in which the detailed part of the notifications (24h Pre-Arrival, Hazmat, Waste and Security) was reported by MSs.

The figures show that:

- 19 MSs (Belgium, Bulgaria, Croatia, Denmark, Estonia, Finland, France, Germany, Greece, Iceland, Italy, Lithuania, Malta, Netherlands, Norway, Poland, Romania, Sweden and the United Kingdom) have exemptions registered in SSN. It should also be noted that the table may identify exemptions for MSs that never issued exemptions in SSN. This may happen because each exemption refers to a route that may include ports in another MS.
- Most of the exemptions granted to MS ports relate to Waste (45%). Pre-Arrival, Security and Hazmat exemptions account for 21%, 20% and 15% respectively.

The number of exemptions shows that some 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.

Recommendation 3: Member States are invited to register exemptions in SSN system and update the existing exemptions information in SSN, in particular the information regarding the Ports to which the Exemption is applicable, in order to allow SSN to associate the exemption information to the relevant voyage.

2.4 Ship MRS notifications

Table 6 shows the number of reporting systems that have been adopted by the IMO, and which should be reported to SSN.

Portugal started using the SSN V.3 XML messaging framework to provide reports for COPREP and WETREP systems, however the content of WETREP reports is the same as the COPREP. No reports are being provided by the United Kingdom for the CALDOVREP system.

Norway is currently testing the Ship MRS notifications to exchange information for the BAREP MRS. No reports have been received for WETREP (Ireland).

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

2.5 Incident Reports (IR)

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

The content of Incident Reports is analysed and reported yearly to Member States in the “Implementation of SafeSeaNet and LRIT” report. The wrong classification of Incident Reports and provision of information solely in national language are unresolved issues.

Recommendation 5: Member States are invited to report all Incident types in accordance with the SSN Incident Report Guidelines.

3. SSN COMMON OPERATIONAL PROCEDURES - COP

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

Recommendation 6: MSs are invited to acknowledge the receipt of these individual monthly reports, and to take corrective actions, including liaising with the National Authority for PSC in order to avoid differences between supporting systems.

4. SSN SYSTEM AVAILABILITY AND PERFORMANCE

4.1 System availability

The performance levels of 2018 were as follows:

- a) The central SSN system was down seven times, with a total duration of 10 hours 57 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.88%.
- b) The SSN-THETIS interface was down eleven times, with a total duration of 8 hours. No information was lost (just delayed).
- c) No relevant full downtimes were detected in the national SSN systems.
- d) Significant partial downtimes were observed for some national SSN systems. These affected the delivery of PortPlus information and the service delivered by the THETIS system: Bulgaria (14h 13m), Croatia (12h 50m, 12h 46m and 22h 19m), Denmark (19h 08m), Finland (17h 42m, 29h 11m, 23h 48m, 15h 59m), France (20h 16m), Iceland (40h 13m, 24h 16m, 13h08m, 19h 45m, 12h 23m, 14h 33m, 13h 13m), Ireland (14h 12m, 35h33m, 48h 02m), Italy (23h 17m), Lithuania (36h 48m, 40h 25m), Malta (28h 24m, 13h 05m), Norway (13h 09m), Portugal (117h 01m) and Romania (14h 50m).

Recommendation 7: MSs are invited to take appropriate measures to reduce downtimes as far as possible.

4.2 Member State back-up procedures

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

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

The topic of data buffering is analysed and reported yearly to Member States in the “Implementation of SafeSeaNet and LRIT” report. On certain occasions, due to the low number of notifications provided and/or the short downtime, no conclusions were reached.

Recommendation 8: MSs are invited to store 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. SSN 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) Missing Waste and Security information (see Section 5.3 and Table 1, Annex I)
- d) Availability of the detailed part of notifications (see Section 5.4 and Table 11, Annex III)
- e) Rejected notifications (see Section 5.5 and Table 12 and Table 13, Annex III)

In most cases, the reporting period was January 2019, but for missing Port and Hazmat information and Hazmat details, it was the second half of 2018. A summary of the findings is shown in Sections 5.1 - 5.5 below, and full details are available in Annex III.

Since February 2019 the provision of Bunkers information and availability of details are analysed and reported to Member States in the “Data quality Monthly Report”.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 3,311 ships that visited EU ports and found that 54 of the due notifications were not sent to SSN (1.8% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

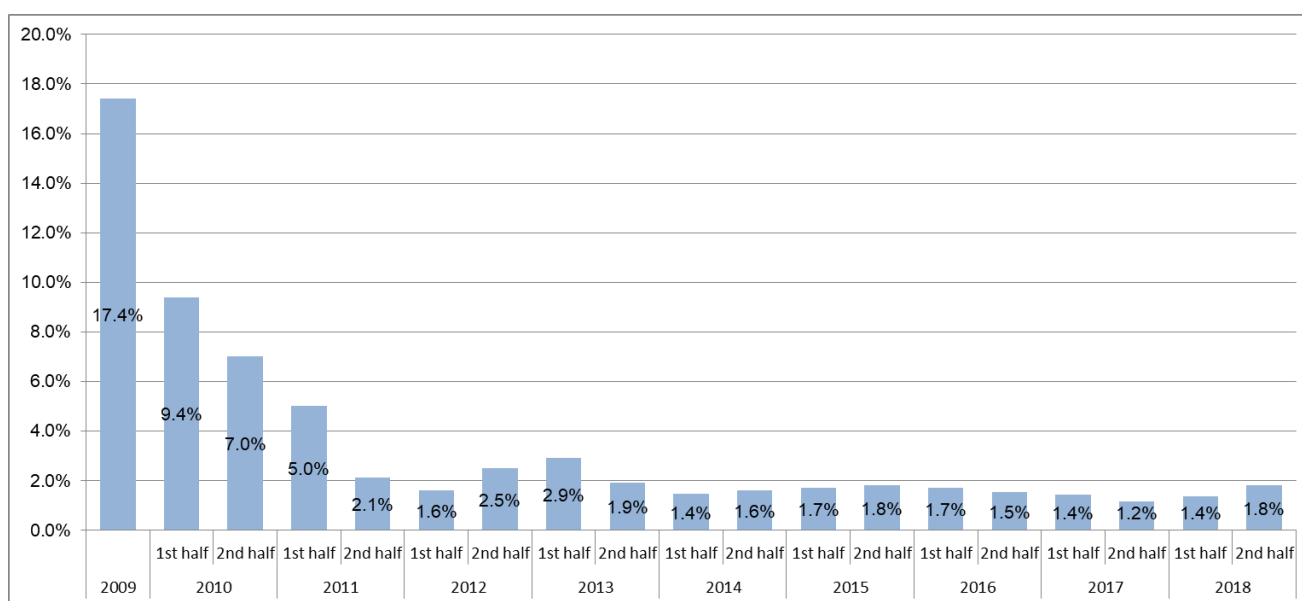


Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

Recommendation 9: MSs are invited to ensure that all notifications are provided in compliance with the requirements of Article 4 of Directive 2002/59/EC (as amended) and Article 24 of Directive 2009/16 (as amended).

5.2 Missing Hazmat information

6.2% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 283 out of 3,902 notifications for ships carrying dangerous or polluting goods).

With respect to the percentage figures for vessels having departed from MS ports with Hazmat cargoes on board (Hazmat EU Departure), the percentage of missing notifications increased from 6.9% to 7.3% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications decreased from 9.1% to 7.2% (Figure 2 – green data).

Figure 2 shows the overall trend by comparing the percentage figures for the previous reporting periods, and it can be seen that the situation continues to improve. Some MSs should revise their internal procedures for reporting Hazmat information (e.g. Belgium, Finland, France, Germany, Ireland, Italy, the Netherlands, Portugal, Spain, Sweden and the United Kingdom), as they are the source of a significant percentage of the reported issues.

The checks are based on the data already available in the SSN database, as each MRS notification provided to SSN contains information, whether or not Hazmat is carried on board when passing through the MRS.

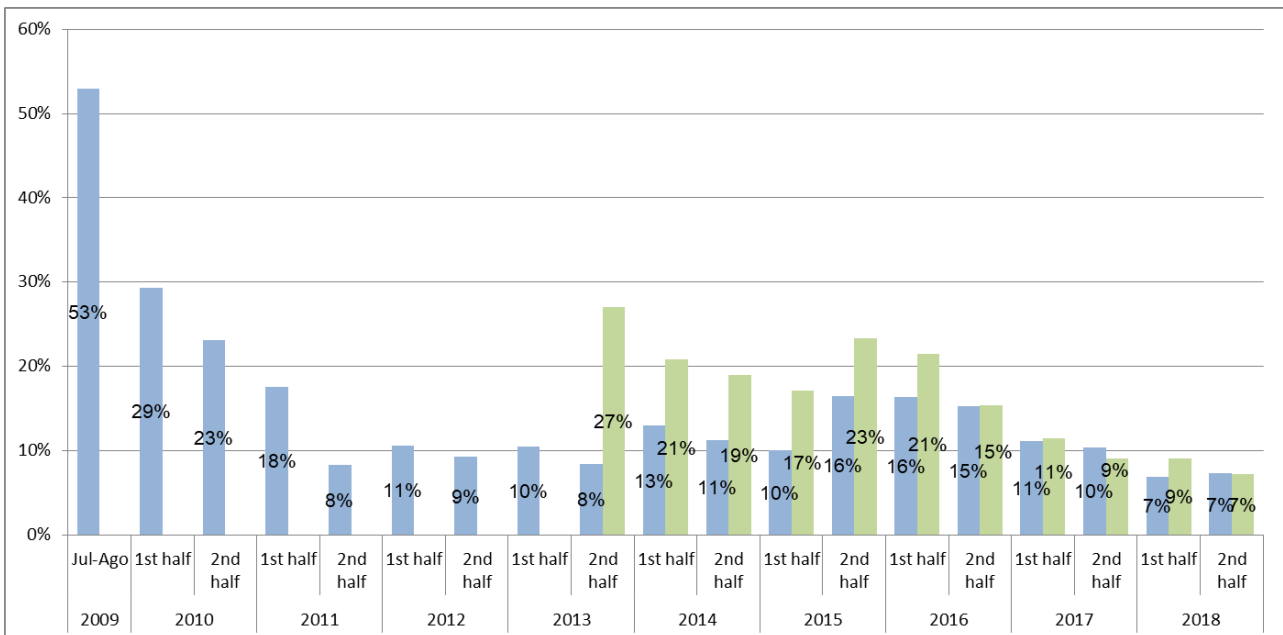


Figure 2 – Missing Hazmat information by reporting period
(Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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

Recommendation 10: Member States are invited to ensure that all notifications are provided in compliance with the requirements of Article 13 of Directive 2002/59/EC (as amended).

5.3 Missing Waste and Security information

Directive 2010/65/EU (i.e. the “Reporting Formalities Directive”) applies to ships arriving at, and departing from, ports situated in MSs. It requires MSs to “accept the fulfilment of reporting formalities in electronic format and their transmission via a single window” no later than 1 June 2015. Article 6 of the Directive requires MSs to ensure that information received in accordance with the reporting formalities provided in a legal act of the union is made available in their national SafeSeaNet systems, and to make relevant parts of such information available to other MSs via the central SafeSeaNet system.

The percentage of missing Waste and Security notifications were 31% and 19% of ship calls respectively (see Table 1), as compared to 37% and 11% in the previous period. These numbers need to be further analysed in order to understand the difference between the numbers of ship calls and the associated Waste and Security notifications. When analysing the figures, exemptions registered in SSN system, ship type (regarding availability of Waste and Security information), gross tonnage and domestic voyages (regarding availability of Security information) were taken into account.

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

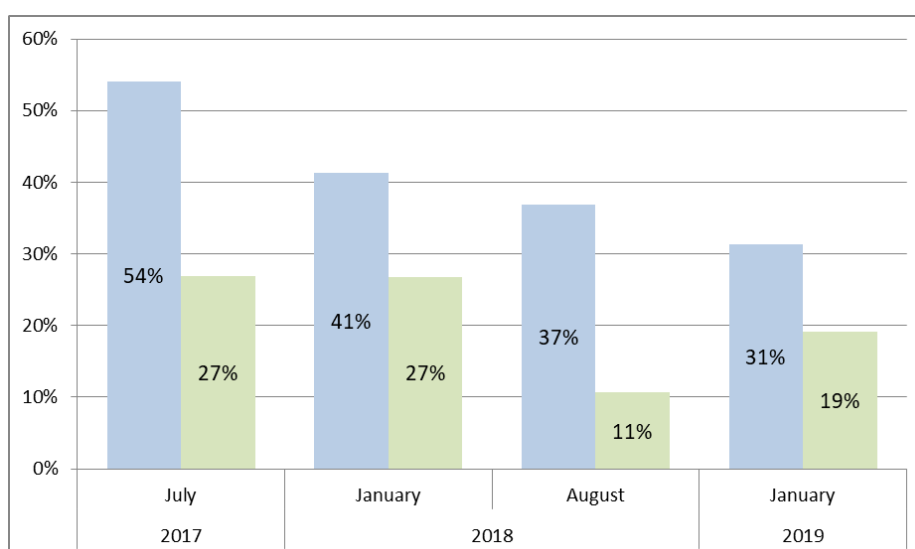


Figure 3 – Missing Waste (Blue) and Security (Green) information by reporting period

Recommendation 11: Member States are invited to ensure that all notifications are provided in compliance with the requirements of Directives 2002/59/EC (as amended) and 2010/65/EU, and to analyse the difference between the numbers of ship calls and the relevant Waste and Security notifications.

5.4 Availability of the detailed part of notifications

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

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

The status of the availability of the detailed part of notifications provided by MSs is shown in Table 11, Annex III. The table shows that Estonia does provide responses to Ship MRS requests and Portugal did not implemented que request-response mechanism. In addition, it was found, that Ireland and Norway do not

always provide the complete information in the detailed part of notifications. For example, Waste details do not include some waste type elements. In addition, Member States that implemented SSN V4 no longer provide Waste details upon request (request-response functionality). Belgium, Denmark, Estonia, France, Iceland, Italy, Malta, the Netherlands, Poland, Romania, Slovenia, Spain and Sweden are now reporting Waste details in the PortPlus notification.

Regarding Bunker information, it is already notified by Iceland, Italy, Lithuania, Malta, Norway, Poland, Romania, Slovenia and Sweden. Estonia - even though commissioned - is not yet reporting Bunkers information. For this case the detailed part of the notification should be available upon request.

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

Recommendation 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.

5.5 Rejected notifications

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

- Port Plus notifications not having ETAToNextPort subsequent to the ETDFromPortOfCall. ETAToNextPort greater than ETDFromPortOfCall (34.5%);
- Reported Locode [LOCODE] was not technically correct or deactivated in SSN (15.7%);
- A Port Plus notification must have EtaToPortOfCall unless PortOfCall = "ZZCAN" or ATAToPortOfCall is provided (7.5%);
- Departure Notification Details once provided were not repeated in all update messages (6.2%).

The results can be found in Annex III (Tables 12 and 13). It should be noted that missing messages affect the proper implementation of both the VTMIS and PSC Directives. More than a third of the rejected messages (34.5%) relate to an ETAToNextPort prior to ETDFromPortOfCall.

In order to better support MSs in analysing the rejected notifications, and to decrease the number of rejections, it was agreed that the list of errors and warnings generated by central SSN will be revised, and that it will be included in the XML RG. The "SSN/LRIT 2.4.3" document described the proposed changes and amendments to messages implemented at central level.

Recommendation 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 national SSN systems.

6. SSN INTERFACE WITH THETIS

6.1 ATA and ATD not provided via PortPlus notifications

MSs have the responsibility to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages¹ to the THETIS inspection database via SSN within a reasonable time (THETIS only recognises a ship call when the ATA has been provided). This section evaluates the availability of ATA/ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC.

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.

42,899 of the ship calls created in SSN during January 2019 (via PortPlus) fell within the scope of these Directives (see Table 14, Annex IV). On average, 6.8% of ship call notifications lacked both the ATA and the ATD. In addition, a further 1.3% lacked only the ATD, despite the ships having already departed. The overall situation is worsening for the last two reporting periods (January and August 2018) and requires further effort from Member States (see Figures 4 and 5 in Annex IV).

Recommendation 15: MSs are invited to ensure that correct ATA and ATD information is always provided in compliance with the requirements of Article 24 of Directive 2009/16/EC (as amended).

6.2 Timeliness of ATA and ATD reported in SSN

Article 24 of Directive 2009/16/EC on PSC requires that ATA and ATD information for all ships calling at MS ports or anchorages “is transferred within a reasonable time to the inspection database through SafeSeaNet, together with an identifier of the port concerned”. THETIS implemented a new rule in June 2012 in order to reject ATAs or ATDs which are provided more than 3 hours in advance of the system date and time.

EMSA compared the timeliness of ATA and ATD information with the date/time sent (the “SentAt” element in the notification), and Annex IV (Table 15) shows the results by MS. Croatia, Cyprus, Denmark, Finland, Greece, Lithuania, Montenegro, Portugal, Spain and the United Kingdom are the mostly affected. ATAs provided more than 3 hours in advance, and which were therefore rejected by THETIS, affect 0.07% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 10.5% and 11.0% of overall ship calls respectively. These notifications were not rejected by THETIS.

Recommendation 16: MSs are invited to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages via SSN within a reasonable time in compliance with the requirements of Article 24 of Directive 2009/16/EC (as amended).

7. ACTIONS PROPOSED

Member States are invited to provide feedback on the reported issues.

Annex I: SSN system implementation by Member State

Member State	SSN Data Quality					SSN Interface with Thetis				SSN Version	Relevant issues affecting Member State
	Missing Information				PortPlus Rejections	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat	Waste	Security		Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Belgium	1.2%	2.9%	10.2%	2.5%	0.00%	0.1%	0.0%	0.0%	0.1%	v4	- High number of missing Waste information (Mar 2017)
Bulgaria	0.0%	28.6%	0.0%	0.0%	0.00%	0.7%	0.0%	0.0%	0.2%	v3	- No plans provided for SSN v4 implementation (May 2019) - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016)
Croatia	3.6%	0.6%	15.3%	0.0%	0.00%	0.0%	0.0%	0.0%	3.8%	v3	- High number of missing Port (Mar 2019) and Waste information (Mar 2017) - Use of the dummy Persons on Board (POB) value (Aug 2015) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2018)
Cyprus	0.0%	15.0%	0.4%	1.3%	0.08%	0.0%	0.0%	0.2%	0.2%	v3	- High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018) - High number of missing Hazmat (Sep 2018)
Denmark	6.1%	5.1%	6.0%	1.7%	0.60%	3.2%	0.2%	0.1%	2.2%	v4	- High number of missing Port (Sep 2018) and Waste information (Mar 2019) - High number of ship calls missing ATD (Jun 2015) - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2016) - Missing to provide Persons on Board (POB) information (Apr 2009) - High number of rejected PortPlus notifications (Mar 2019)
Estonia	2.0%	0.6%	19.3%	0.0%	0.02%	0.0%	0.5%	0.0%	0.0%	v4	- High number of missing Waste information (Mar 2017) - Ship MRS details (XML) not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value (Sep 2016)
Finland	1.2%	9.4%	8.5%	0.0%	0.77%	0.5%	3.8%	0.0%	0.5%	v3	- High number of missing Hazmat (Sep 2016) and Waste information (Mar 2017) - High number of rejected PortPlus notifications (Mar 2018) - High number of ship calls missing ATA / ATD (Mar 2017) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2019)
France	2.0%	10.8%	21.7%	18.9%	0.03%	0.1%	0.0%	0.0%	1.2%	v4	- High number of missing Hazmat (Sep 2016), Waste and Security information (Mar 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Jun 2009) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Feb 2016)
Germany	2.0%	3.2%	41.2%	15.8%	0.41%	0.7%	2.6%	0.0%	1.7%	v4	- High number of missing Waste and Security information (Mar 2017) - High number of rejected PortPlus notifications (Sep 2016) - High number of ship calls missing ATA / ATD (Mar 2017) - Use of the dummy Persons on Board (POB) value (Sep 2018) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2018)
Greece	3.7%	4.7%	still not provided	still not provided	0.59%	3.1%	2.0%	0.6%	0.6%	v3	- High number of missing Port information (Mar 2019) - High number of ship calls missing ATA / ATD (Mar 2017) - Use of the dummy Persons on Board (POB) value (Apr 2009) - Waste and Security notifications not implemented - Remaining gaps in AIS coverage in Greek waters (Apr 2009) - High number of rejected PortPlus notifications (Sep 2018)
Iceland	1.1%	n.a. ⁽¹⁾	2.0%	0.0%	0.00%	1.0%	4.4%	0.0%	0.0%	v4	- High number of ship calls missing ATA / ATD (Sep 2015) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2019)
Ireland	0.0%	7.7%	0.0%	0.0%	0.68%	0.0%	0.0%	0.1%	0.9%	v3	- High number of missing Hazmat information (Mar 2017) - Missing MRS reports from WETREP (Jan 2009) - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2018)
Italy	2.1%	6.3%	23.6%	4.2%	0.02%	0.1%	0.2%	0.1%	0.5%	v4	- High number of missing Port (Sep 2018), Hazmat (Sep 2016) and Waste information (Mar 2017)

Table 1 – Implementation status by Member State on 10 April 2019

Member State	SSN Data Quality					SSN Interface with Thetis				SSN Version	Relevant issues affecting Member State
	Missing Information				PortPlus Rejections	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat	Waste	Security		Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Latvia	0.0%	1.0%	0.5%	0.0%	0.35%	0.2%	0.2%	0.0%	0.1%	v3	
Lithuania	1.1%	2.5%	0.2%	4.0%	0.00%	0.5%	0.0%	0.0%	0.0%	v4	
Malta	4.8%	3.4%	1.4%	0.3%	0.94%	1.4%	0.0%	0.0%	0.0%	v4	- High number of missing Port (Sep 2018) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Mar 2018) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018)
Montenegro	n.a. ⁽¹⁾	n.a. ⁽¹⁾	n.a.	n.a.	0.90%	0.0%	0.0%	0.0%	22.4%	v3	- High number of rejected PortPlus notifications (Sep 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2019)
Netherlands	0.0%	3.3%	7.9%	3.7%	0.17%	0.4%	0.6%	0.0%	0.7%	v4	- High number of missing Waste information (Mar 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - High number of ship call updates repeating previously sent information (Aug 2017)
Norway	4.9%	2.1%	8.3%	0.7%	0.02%	8.6%	8.3%	0.0%	0.0%	v4	- High number of missing Port (Aug 2016) and Waste information (Mar 2017) - High number of ship calls missing ATA / ATD (Sep 2015) - Missing MRS reports from BAREP (Aug 2013) - High number of Hazmat nonEU departure provided after arrival to the port (Sep 2018)
Poland	0.0%	0.5%	0.2%	0.3%	0.00%	0.0%	0.0%	0.1%	0.3%	v4	
Portugal	0.9%	5.0%	still not provided	still not provided	0.33%	1.4%	2.1%	0.0%	4.0%	v3	- High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018) - High number of ship calls missing ATA / ATD (Sep 2018) - Request-Response mechanism not implemented - Waste and Security notifications not implemented
Romania	1.0%	16.7%	0.0%	0.0%	0.22%	1.1%	0.0%	0.0%	0.0%	v4	
Slovenia	0.0%	0.5%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.0%	v4	
Spain	1.3%	28.3%	52.1%	2.6%	0.68%	0.5%	18.9%	0.0%	1.8%	v4	- High number of missing Hazmat (Sep 2016) and Waste information (Mar 2017) - High number of ship calls reporting ATA and/or ATD more than 72h late(Mar 2017) - Use of the dummy Persons on Board (POB) value (Jan 2009) - High number of Hazmat EU departure provided after departure from the port (Mar 2018) - High number of ship calls missing ATA / ATD (Sep 2018)
Sweden	0.6%	15.1%	27.7%	18.6%	0.04%	0.9%	1.1%	0.2%	0.8%	v4	- High number of missing Hazmat, Waste and Security Information (Mar 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016) - High number of ship calls reporting ATA and/or ATD more than 72h late(Sep 2018)
United Kingdom	2.7%	14.7%	33.8%	31.4%	0.02%	1.2%	2.2%	0.1%	1.1%	v3	- High number of missing PortPlus (Aug 2017), Hazmat, Waste and Security information (Mar 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016) - MRS reports from CALDOVREP not yet full implemented (Sep 2018) - Hazmat details (XML) not available upon request for port of Gibraltar (Mar 2016) - Use of the dummy Persons on Board (POB) value (Jan 2009) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late(Sep 2018)
Total	1.8%	6.2%	31.3%	19.2%	0.29%	1.3%	6.8%	0.1%	1.0%	-	Updated: 10 April 2019

Table 1 – Implementation status by Member State on 10 April 2019

Member State	Shipcalls			AIS ⁽¹⁾	MRS	Incident Reports	Total
	New	Updates	Cancellations				
Belgium	27,969	303,702	774	346,745,583	660	6	347,078,694
Bulgaria	3,479	18,671	98	30,315,838	-	1	30,338,087
Croatia	10,771	34,127	19	89,304,613	7,576	108	89,357,214
Cyprus	3,598	43,273	125	47,950,654	-	1	47,997,651
Denmark	23,625	67,077	667	275,100,952	51,464	49	275,243,834
Estonia	11,548	63,886	167	95,579,970	85,763	14	95,741,348
Finland	35,103	201,834	173	93,997,665	44,293	103	94,279,171
France	61,466	270,454	3,357	160,415,772	139,605	556	160,891,210
Germany	61,411	262,999	752	373,683,510	-	25	374,008,697
Greece	79,628	167,663	2,572	98,725,474	-	181	98,975,518
Iceland	3,286	6,558	220	101,789,408	1,087	-	101,800,559
Ireland	13,897	51,899	149	58,693,890	-	16	58,759,851
Italy	78,699	453,833	2,312	336,847,499	18,883	632	337,401,858
Latvia	7,668	52,332	109	24,415,873	-	18	24,476,000
Lithuania	5,077	41,147	140	14,246,574	-	27	14,292,965
Malta	11,629	83,829	599	18,259,762	-	27	18,355,846
Montenegro	512	1,002	9	9,068,253	-	-	9,069,776
Netherlands	53,446	689,898	2,462	470,681,878	-	175	471,427,859
Norway	119,832	594,983	7,495	602,328,029	0	23	603,050,362
Poland	17,030	173,739	1,331	67,160,400	20,739	5	67,373,244
Portugal	13,850	78,060	923	73,137,862	70,250	12	73,300,957
Romania	5,149	25,764	174	56,793,766	-	11	56,824,864
Slovenia	1,942	11,777	82	4,772,185	1,726	-	4,787,712
Spain	172,362	1,190,124	13,511	424,391,190	85,896	20	425,853,103
Sweden	54,945	350,323	2,377	285,585,002	-	89	285,992,736
United Kingdom	117,321	499,891	9,156	422,158,756	192	106	4,166,679,116
Total	995,243	5,738,845	49,753	4,582,150,358	528,134	2,205	8,333,358,232

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

Table 2 – Number of notifications by Member State and by type of notification
Reporting period: January – December 2018

Member State	Expired exemptions				Active exemptions				Scheduled (upcoming) exemptions				Total
	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	
Belgium	-	2	17	32	-	1	122	91	-	-	-	-	265
Bulgaria	-	-	2	-	-	-	-	-	-	-	-	-	2
Croatia	-	87	-	-	-	123	-	-	-	-	-	-	210
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	2	2	5	-	87	72	121	100	-	2	-	-	391
Estonia	4	-	94	18	-	-	72	33	-	-	-	-	221
Finland	7	7	170	7	-	35	436	87	-	-	-	-	749
France	38	6	38	137	22	9	237	290	-	-	-	-	777
Germany	-	2	-	-	-	-	-	-	-	-	-	-	2
Greece	-	8	-	-	-	239	-	-	-	42	-	-	289
Iceland	-	-	-	-	3	12	44	3	-	-	-	-	62
Ireland	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	710	663	506	-	25	14	236	210	-	-	-	-	2,364
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-
Lithuania	-	-	-	5	-	-	-	24	-	-	-	-	29
Malta	-	-	-	-	-	-	15	-	-	-	-	-	15
Montenegro	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	-	-	65	14	-	-	400	194	-	-	-	-	673
Norway	-	-	-	-	24	24	64	28	-	-	-	-	140
Poland	-	-	10	-	-	2	73	54	-	-	-	-	139
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-
Romania	52	52	108	52	79	79	154	79	-	-	-	-	655
Slovenia	-	-	-	-	-	-	-	-	-	-	-	-	-
Spain	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	-	-	-	8	8	250	-	-	-	2	-	268
United Kingdom	58	99	69	158	1,151	1,656	181	355	-	-	-	5	3,732
Total	871	928	1,084	423	1,399	2,274	2,405	1,548	-	44	2	5	10,983

Table 3 – Number of exemptions by type of notification registered in SSN on 25 March 2019

Member State	Shipcalls										
	Total	With Pre-Arrival		With Hazmat			With Waste		With Security		
		Information Reported	Exemption Registered	Hazmat nonEu Reported	Hazmat Eu Reported	Exemption Registered	Information Reported	Exemption Registered	Domestic	Information Reported	Exemption Registered
Belgium	2,106	2,106	-	129	1,277	102	1,665	177	165	1,693	115
Bulgaria	294	294	-	59	79	-	294	-	34	254	-
Croatia	255	255	-	12	67	-	216	-	54	148	-
Cyprus	259	259	-	45	56	-	257	-	19	221	-
Denmark	1,814	1,766	1	28	391	5	1,510	60	373	988	46
Estonia	761	761	-	29	408	-	520	93	22	321	398
Finland	2,440	2,434	-	40	726	-	924	1,288	795	1,582	1
France	4,181	3,914	244	488	2,247	193	1,429	1,838	787	978	1,745
Germany	4,660	4,660	-	96	1,793	3	1,986	749	-	2,024	1,826
Greece	3,315	3,312	-	2	782	-	-	93	14	-	-
Iceland	197	197	-	36	33	-	165	27	104	92	-
Ireland	1,071	1,071	-	16	397	95	1,044	-	78	966	-
Italy	5,004	5,004	-	347	1,673	2	3,080	724	2,763	1,978	63
Latvia	637	637	-	8	241	-	629	-	29	593	-
Lithuania	433	433	-	16	139	-	432	-	2	355	53
Malta	730	730	-	289	353	-	408	12	114	579	-
Montenegro	29	29	-	-	-	-	-	-	-	-	-
Netherlands	4,051	4,051	-	1,813	1,732	63	3,091	591	516	2,731	436
Norway	2,988	2,986	-	44	581	123	2,525	80	1,733	918	53
Poland	1,263	1,262	-	31	418	-	999	254	119	1,004	80
Portugal	1,003	938	-	89	463	-	-	8	367	-	2
Romania	351	351	-	-	66	-	351	-	21	330	-
Slovenia	116	116	-	35	75	-	116	-	-	116	-
Spain	10,133	10,133	-	252	1,115	-	4,691	-	5,433	2,697	7
Sweden	3,711	3,711	-	53	987	86	1,320	1,338	834	1,501	797
United Kingdom	8,289	8,056	51	454	1,973	655	3,611	1,685	3,061	2,275	981
Total	60,091	59,466	296	4,411	18,072	1,327	31,263	9,017	17,437	24,344	6,603

Table 4 – Number of ship calls and how the detailed part of notifications is reported by Member States (reporting period: January 2019)

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	28,454,237	North Sea
Bulgaria	-	1,656,643	MARES
Croatia	-	5,023,096	MARES
Cyprus	-	2,126,807	MARES
Denmark	-	19,409,444	HELCOM
Estonia	-	8,134,199	HELCOM
Finland	-	6,469,970	HELCOM
France	-	11,252,492	North Sea and MARES (Mediterranean Coast)
Germany	670,864	27,781,102	SSN SI Germany
Greece	-	7,028,457	MARES
Iceland	-	7,686,838	North Atlantic
Ireland	-	4,723,085	North Sea
Italy	-	22,032,058	MARES
Latvia	-	2,019,105	HELCOM
Lithuania	-	955,101	HELCOM
Malta	-	1,601,255	MARES
Montenegro	-	695,681	MARES
Netherlands	-	39,658,132	North Sea
Norway	-	50,068,648	North Atlantic
Poland	-	5,462,682	HELCOM
Portugal	-	6,896,026	MARES
Romania	-	4,869,085	MARES
Slovenia	-	736,882	HELCOM
Spain	-	29,286,689	MARES
Sweden	-	19,833,396	HELCOM
United Kingdom	-	28,300,512	North Sea and MARES (Gibraltar)
Total	670,864	342,161,622	

Table 5 – Number of AIS reports by Member State and Interface (reporting period: January 2019)

Member State	MRS	Area	Ship MRS Notifications
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	59
Bulgaria	-	-	-
Croatia	ADRIREP	Adriatic Sea	560
Cyprus	-	-	-
Denmark	BELTREP	Great Belt	1,931
	SOUNDREP	The Sound	2,708
Estonia	GOFREP	Gulf of Finland	6,325
Finland	GOFREP	Gulf of Finland	3,426
France	BONIFREP	Strait of Bonifacio (only DPG)	212
	CALDOVREP	Dover Strait/ Pas de Calais	2,974
	MANCHREP	Off Les Casquets/ La Manche	4,528
	OUESSREP	Off Ouessant	3,299
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	9
Germany	-	-	-
Greece	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	70
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-
Italy	ADRIREP	Adriatic Sea	1,298
	BONIFREP	Strait of Bonifacio (only DPG)	208
Latvia	-	-	-
Lithuania	-	-	-
Malta	-	-	-
Montenegro	-	-	-
Netherlands	-	-	-
Norway	BAREP	Barents Sea	-
Poland	GDANREP	Gulf of Gdansk	1,570
Portugal	COPREP ⁽¹⁾	Coast of Portugal	4,137
	WETREP ⁽¹⁾	EU Atlantic Coast (only for ships carrying heavy grade oils)	4,136
Romania	-	-	-
Slovenia	ADRIREP	Adriatic Sea	146
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	45
	FINREP	Finisterre (NW Coast of Spain)	2,773
	GATREP ⁽²⁾	Gulf of Almeria (Gata Cape)	1,877
	GIBREP	Strait of Gibraltar	3,452
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	10
Sweden	SOUNDREP ⁽³⁾	The Sound	-
United Kingdom	CALDOVREP ⁽⁴⁾	Dover Strait/ Pas de Calais	-
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	15
Total			45,753

(1) COPREP reports sent by Portugal are also submitted as WETREP reports

(2) Voluntary Ship Reporting System

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

(4) The process for reporting CALDOVREP data is not yet completed

Table 6 – Number of MRS reports by Member State and SSN Protocol (reporting period: January 2019)

Those MRSs not yet providing information to SSN are highlighted in red (status on 25 March 2019)

Member State	Incident Type								Protocol		Total
	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	XML	WEB	
Belgium	-	-	-	-	-	-	-	-	-	-	-
Bulgaria	-	-	-	-	-	1	-	-	-	1	1
Croatia	27	-	-	-	-	-	38	1	66	-	66
Cyprus	1	-	-	-	-	-	-	-	-	1	1
Denmark	9	2	-	-	-	-	-	-	-	11	11
Estonia	5	-	-	-	-	-	2	-	7	-	7
Finland	33	-	-	-	10	-	2	8	9	44	53
France	188	83	-	2	2	8	2	1	286	-	286
Germany	6	-	-	-	-	1	-	9	-	16	16
Greece	107	-	-	-	-	-	2	17	-	126	126
Iceland	-	-	-	-	-	-	-	-	-	-	-
Ireland	6	4	-	-	-	-	-	-	-	10	10
Italy	227	-	-	1	1	8	3	50	-	290	290
Latvia	11	-	-	-	-	-	-	1	-	12	12
Lithuania	7	-	-	-	-	-	-	-	7	-	7
Malta	8	-	-	-	-	-	-	4	-	12	12
Montenegro	-	-	-	-	-	-	-	-	-	-	-
Netherlands	60	-	1	-	-	-	-	2	-	63	63
Norway	8	-	-	-	-	-	-	1	-	9	9
Poland	1	-	-	-	-	-	-	3	3	1	4
Portugal	2	-	-	1	-	-	2	1	-	6	6
Romania	1	-	-	-	-	-	-	-	-	1	1
Slovenia	-	-	-	-	-	-	-	-	-	-	-
Spain	-	-	-	-	-	-	-	-	-	-	-
Sweden	12	1	-	-	-	2	26	13	-	54	54
United Kingdom	48	-	-	-	-	-	1	1	49	1	50
Total	767	90	1	4	13	20	78	112	427	658	1,085

Table 7 – Number of Incident Reports by Member State and by Type (reporting period: July – December 2018)

Annex III: Data quality

Member State	Second half 2018 (Jul 2018 - Dec 2018)													Evolution
	Nr. Checks	Notifications Missing	2013	2014		2015		2016		2017		2018		
			Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	
Belgium	168	2	2%	2%	2%	1%	1%	0%	0%	0%	0%	1%	1.19%	
Bulgaria	99	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Croatia	110	4	-	-	-	5%	2%	0%	0%	0%	0%	0%	3.64%	
Cyprus	100	0	1%	0%	0%	0%	0%	1%	0%	1%	1%	0%	0.00%	
Denmark	165	10	7%	7%	4%	3%	8%	6%	1%	3%	2%	5%	6.06%	
Estonia	101	2	1%	0%	5%	4%	0%	0%	0%	0%	0%	0%	1.98%	
Finland	164	2	2%	0%	1%	2%	0%	1%	0%	0%	3%	0%	1.22%	
France	150	3	2%	0%	4%	2%	1%	1%	0%	1%	1%	1%	2.00%	
Germany	151	3	7%	5%	4%	5%	11%	3%	1%	3%	2%	2%	1.99%	
Greece	136	5	3%	0%	0%	0%	0%	0%	0%	1%	3%	0%	3.68%	
Iceland	91	1	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%	1.10%	
Ireland	98	0	1%	1%	1%	1%	1%	0%	1%	1%	1%	1%	0.00%	
Italy	146	3	1%	1%	0%	0%	1%	3%	0%	1%	2%	4%	2.05%	
Latvia	101	0	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0.00%	
Lithuania	90	1	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1.11%	
Malta	105	5	5%	3%	4%	6%	5%	6%	9%	12%	1%	3%	4.76%	
Montenegro	38	2	-	-	-	-	-	-	-	-	-	-	5.26%	
Netherlands	165	0	0%	0%	0%	1%	0%	1%	1%	1%	0%	0%	0.00%	
Norway	164	8	1%	2%	3%	1%	2%	0%	4%	2%	3%	4%	4.88%	
Poland	90	0	0%	0%	0%	1%	1%	1%	0%	0%	0%	0%	0.00%	
Portugal	110	1	1%	2%	2%	4%	3%	6%	7%	-	1%	3%	0.91%	
Romania	100	1	1%	0%	1%	0%	0%	1%	1%	0%	1%	1%	1.00%	
Slovenia	111	0	0%	1%	0%	0%	0%	0%	0%	1%	1%	1%	0.00%	
Spain	150	2	5%	2%	1%	2%	2%	4%	2%	0%	1%	0%	1.33%	
Sweden	164	1	1%	2%	0%	1%	0%	1%	10%	3%	0%	1%	0.61%	
United Kingdom	244	5	1%	2%	3%	2%	2%	3%	1%	3%	3%	3%	2.05%	
Total	3,311	61	1.9%	1.4%	1.6%	1.7%	1.8%	1.7%	1.5%	1.4%	1.2%	1.4%	1.8%	

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

Values not complying with the IFCD are highlighted in red

Member State	Hazmat EU Departure													Evolution
	Second half 2018 (Jul 2018 - Dec 2018)		Previous and Current Reporting Periods Notifications Missing (%)											
	Nr. Checks	Notifications Missing	2013		2014		2015		2016		2017		2018	
		Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec
Belgium	121	1	1%	1%	5%	5%	5%	0%	2%	1%	2%	2%	0.83%	
Bulgaria	7	2	0%	17%	14%	0%	0%	17%	18%	0%	11%	8%	n.a.	
Croatia	115	1	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	2%	3%	0%	0.87%	
Cyprus	20	3	50%	60%	50%	0%	33%	n.a.	n.a.	23%	15%	19%	15.00%	
Denmark	59	2	14%	19%	10%	13%	54%	44%	58%	8%	9%	2%	3.39%	
Estonia	107	0	3%	0%	3%	0%	4%	0%	13%	0%	1%	3%	0.00%	
Finland	116	13	20%	42%	27%	18%	14%	11%	11%	6%	3%	6%	11.21%	
France	119	6	6%	17%	17%	18%	21%	20%	7%	10%	19%	3%	5.04%	
Germany	116	3	5%	2%	6%	4%	11%	10%	11%	4%	7%	2%	2.59%	
Greece	119	6	0%	10%	10%	3%	0%	6%	6%	1%	3%	3%	5.04%	
Iceland	0	0	n.a.	0%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Ireland	115	7	0%	100%	50%	50%	50%	0%	42%	13%	3%	11%	6.09%	
Italy	120	5	8%	8%	7%	7%	11%	15%	5%	6%	10%	7%	4.17%	
Latvia	88	1	0%	0%	0%	0%	5%	15%	5%	8%	6%	2%	1.14%	
Lithuania	100	2	5%	11%	6%	5%	0%	0%	0%	0%	3%	0%	2.00%	
Malta	101	3	6%	2%	16%	14%	0%	5%	34%	61%	30%	8%	2.97%	
Montenegro	-	-	-	-	-	-	-	-	-	-	-	-	-	
Netherlands	122	7	10%	8%	8%	3%	8%	11%	6%	3%	4%	2%	5.74%	
Norway	87	2	13%	16%	9%	14%	22%	6%	16%	7%	5%	10%	2.30%	
Poland	117	1	7%	7%	1%	2%	2%	10%	14%	1%	1%	0%	0.85%	
Portugal	118	9	7%	10%	8%	6%	7%	3%	31%	n.a.	n.a.	n.a.	n.a.	
Romania	6	1	0%	0%	0%	0%	11%	13%	0%	0%	0%	0%	n.a.	
Slovenia	114	0	n.a.	0%	0%	0%	n.a.	n.a.	n.a.	2%	5%	0%	0.00%	
Spain	117	37	11%	23%	32%	46%	53%	61%	45%	33%	32%	36%	31.62%	
Sweden	103	20	24%	24%	17%	12%	14%	12%	14%	11%	19%	9%	19.42%	
United Kingdom	225	45	7%	19%	16%	14%	15%	10%	12%	21%	26%	16%	20.00%	
Total	2,432	177	8.4%	12.9%	11.2%	10.0%	16.5%	16.4%	15.3%	11.1%	10.3%	6.9%	7.3%	

Member State	Hazmat non-EU Departure													Evolution
	Second half 2018 (Jul 2018 - Dec 2018)		Previous and Current Reporting Periods Notifications Missing (%)											
	Nr. Checks	Notifications Missing	2014		2015		2016		2017		2018			
		Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec		
Belgium	120	6	8%	7%	3%	9%	0%	7%	3%	2%	5.0%			
Bulgaria	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		
Croatia	61	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	9%	4%	0.0%			
Cyprus	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		
Denmark	20	2	91%	86%	89%	0%	0%	10%	3%	13%	10.0%			
Estonia	56	1	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	1.8%		
Finland	54	3	67%	56%	67%	n.a.	0%	4%	5%	6%	5.6%			
France	113	19	16%	25%	47%	46%	37%	24%	17%	15%	16.8%			
Germany	105	4	1%	11%	13%	7%	14%	4%	6%	6%	3.8%			
Greece	9	0	33%	0%	n.a.	n.a.	n.a.	n.a.	0%	0%	0.0%			
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		
Ireland	2	2	100%	100%	50%	100%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		
Italy	119	10	23%	16%	25%	32%	14%	12%	8%	7%	8.4%			
Latvia	8	0	0%	33%	n.a.	n.a.	n.a.	n.a.	0%	0%	0.0%			
Lithuania	19	1	100%	0%	n.a.	n.a.	n.a.	n.a.	0%	0%	5.3%			
Malta	16	1	0%	0%	0%	0%	20%	36%	6%	6%	6.3%			
Montenegro	-	-	-	-	-	-	-	-	-	-	-	-		
Netherlands	118	1	24%	4%	8%	7%	9%	3%	2%	1%	0.8%			
Norway	8	0	0%	0%	7%	0%	0%	25%	6%	7%	0.0%			
Poland	92	0	3%	0%	0%	0%	0%	2%	0%	0%	0.0%			
Portugal	82	1	15%	3%	5%	3%	12%	n.a.	4%	1%	1.2%			
Romania	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		
Slovenia	100	1	0%	0%	n.a.	n.a.	n.a.	n.a.	3%	0%	1.0%			
Spain	116	29	50%	47%	53%	59%	35%	30%	38%	38%	25.0%			
Sweden	36	1	16%	16%	7%	13%	17%	17%	13%	20%	2.8%			
United Kingdom	216	24	10%	12%	16%	5%	7%	16%	13%	13%	11.1%			
Total	1,470	106	19.0%	17.2%	23.3%	21.4%	15.4%	11.5%	9.1%	9.1%	7.2%			

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

Values not complying with the IFCD are highlighted in red

² Percentages are employed to allow MSs to verify their trends in a more user friendly way. Percentages should be disregarded for those MSs with a low number of samples employed.

Member State	Hazmat Details	MRS Details	Waste Details	Security Details	Bunkers Details
Belgium	Available	Available	-	Available	-
Bulgaria	Available	-	Available	Available	-
Croatia	Available	Available	Available	Available	-
Cyprus	Available	-	Available	Available	-
Denmark	Available	Available	-	Available	-
Estonia	Available	Unavailable	-	Available	- ⁽³⁾
Finland	Available	Available	Available	Available	-
France	Available	Available	-	Available	-
Germany	Available	-	Available	Available	-
Greece	Available	-	Not implemented	Not implemented	-
Iceland	Available	Available	-	Available	Available
Ireland	Available ⁽¹⁾	Not implemented	Available ⁽¹⁾	Available	-
Italy	Available	Available	-	Available	Available
Latvia	Available	-	Available	Available	-
Lithuania	Available	-	Available	Available	Available
Malta	Available	-	-	Available	Available
Montenegro	-	-	-	-	-
Netherlands	Available	-	-	Available	-
Norway	Available	Not implemented	Available ⁽¹⁾	Available	Available
Poland	Available	Available	-	Available	Available
Portugal	Not implemented	Not implemented	Not implemented	Not implemented	-
Romania	Available	-	-	Available	Available
Slovenia	Available	Available	-	Available	Available
Spain	Available	Available	-	Available	-
Sweden	Available	-	-	Available	Available
United Kingdom	Available ⁽²⁾	Available	Available ⁽²⁾	Available ⁽²⁾	-

(1) Response information incomplete

(2) Not available/implemented for system of Port of Gibraltar

(3) No data reported

Table 11 – Availability of the detailed part of the notifications on 10 April 2019

Member State	January 2019		Previous and Current Reporting Periods - Notifications Rejected (%)											Evolution
	Port Plus Notifications	Port Plus Rejected	January 2014	July 2014	January 2015	July 2015	January 2016	July 2016	January 2017	July 2017	January 2018	August 2018	January 2019	
Belgium	27,563	-	0.02%	0.04%	0.00%	0.14%	0.09%	0.42%	0.01%	0.01%	0.00%	0.00%	0.00%	
Bulgaria	1,880	-	0.77%	0.59%	0.11%	0.48%	0.58%	0.14%	0.00%	0.59%	0.17%	0.10%	0.00%	
Croatia	1,708	-	0.00%	0.00%	0.70%	0.80%	0.55%	0.07%	0.00%	0.02%	0.08%	0.90%	0.00%	
Cyprus	3,652	3	1.24%	0.48%	0.55%	0.47%	0.20%	1.60%	1.09%	0.00%	0.34%	0.16%	0.08%	
Denmark	7,468	45	0.55%	0.64%	0.88%	15.46%	5.07%	15.04%	6.61%	1.10%	0.38%	0.42%	0.60%	
Estonia	5,156	1	0.38%	0.15%	0.40%	1.67%	0.19%	0.03%	19.03%	0.04%	0.11%	0.08%	0.02%	
Finland	16,905	132	1.82%	2.65%	4.71%	8.39%	6.69%	2.86%	1.78%	0.50%	1.32%	0.54%	0.77%	
France	26,244	8	0.70%	3.22%	1.81%	1.42%	1.02%	0.15%	0.16%	0.33%	0.16%	0.12%	0.03%	
Germany	25,244	105	0.07%	0.18%	0.22%	6.51%	3.69%	2.15%	1.88%	1.18%	1.13%	0.63%	0.41%	
Greece	18,977	113	0.09%	0.11%	0.04%	0.04%	0.04%	0.05%	0.75%	0.48%	0.56%	0.51%	0.59%	
Iceland	625	-	0.00%	0.63%	0.00%	17.31%	0.00%	0.00%	0.00%	0.06%	0.00%	0.00%	0.00%	
Ireland	5,400	37	0.54%	0.20%	0.68%	0.18%	0.28%	0.70%	0.68%	0.21%	0.64%	0.40%	0.68%	
Italy	37,695	9	0.11%	0.10%	0.16%	0.08%	0.19%	0.02%	0.05%	0.03%	0.01%	0.05%	0.02%	
Latvia	5,101	18	0.23%	0.73%	0.00%	0.35%	1.18%	0.35%	0.90%	0.49%	0.37%	0.45%	0.35%	
Lithuania	4,141	-	2.20%	0.00%	0.00%	0.00%	0.17%	0.00%	0.06%	0.22%	0.05%	0.07%	0.00%	
Malta	6,758	64	1.80%	1.07%	0.86%	0.26%	0.80%	0.68%	12.82%	1.75%	0.99%	1.67%	0.94%	
Montenegro	110	1									1.75%	0.90%		
Netherlands	67,248	114	0.46%	0.47%	0.15%	1.71%	0.09%	0.70%	8.30%	9.94%	1.41%	0.19%	0.17%	
Norway	58,622	12	0.00%	0.06%	0.01%	0.13%	0.05%	0.39%	0.03%	0.02%	0.00%	0.03%	0.02%	
Poland	15,035	-	0.47%	0.00%	0.10%	0.14%	0.29%	0.01%	0.04%	0.16%	0.03%	0.18%	0.00%	
Portugal	7,466	25	0.29%	0.22%	0.29%	0.45%	0.45%	2.41%	-	0.93%	1.49%	0.58%	0.33%	
Romania	2,740	6	13.66%	1.19%	0.46%	0.05%	1.02%	1.00%	0.07%	0.00%	0.21%	5.02%	0.22%	
Slovenia	933	-	0.15%	0.23%	0.82%	0.83%	1.06%	1.56%	1.58%	0.81%	0.21%	0.08%	0.00%	
Spain	106,889	731	0.20%	0.02%	0.03%	9.15%	0.98%	0.67%	1.00%	0.86%	1.05%	0.47%	0.68%	
Sweden	33,684	12	2.13%	0.63%	0.15%	0.07%	0.07%	0.62%	0.92%	0.10%	0.08%	0.03%	0.04%	
United Kingdom	46,087	15	0.17%	0.12%	0.04%	0.13%	0.12%	0.15%	0.03%	0.02%	0.03%	0.02%	0.03%	
Total	533,331	1,451	0.72%	0.55%	0.56%	3.31%	1.17%	0.90%	1.91%	1.40%	0.60%	0.29%	0.27%	

Table 12 – PortPlus notification rejections and evolution (reporting period: January 2019)

Values not complying with the IFCD are highlighted in red

(rejected notifications should be less than 0.1%, as indicated in Section 4.5 of the IFCD)

Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 1: the "Time" logic is not respected (relations between ETAs and ETDs, etc.)			
R01	A Port Plus notification must have ETAtoNextPort subsequent to the ETDFromPortOfCall.ETAtoNextPort greater than ETDFromPortOfCall.	542	To be corrected by MSs
R02	A Port Plus notification must have ETAtoNextPort subsequent to the ATDFromPortOfCall: ETAtoNextPort greater than ATDPortOfCall	-	To be corrected by MSs
R03	A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall.	27	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.	54	To be corrected by MSs
R05	A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	11	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.	52	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.	20	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.	117	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have a NextPort.	52	To be corrected by MSs
R10	A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have ETAToNextPort.	-	To be corrected by MSs
R11	A Port Plus notification having PortOfCall = 'ZZCAN' can only be accepted if no ATAToPortOfCall/ ATDFromPortOfCall has been provided up to now.	50	To be corrected by MSs
R12	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	-	To be corrected by MSs
R13	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	10	To be corrected by MSs
R14	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	62	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	2	To be corrected by MSs
R16	Arrival Notification Details once provided should be repeated in all update messages.	28	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	97	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: January 2019)

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])	38	To be corrected by MSs and in the Central SSN
R19	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	63	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.	203	To be corrected by MSs
R21	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.	-	To be corrected by MSs
R22	The IMO number [IMONumber] is not valid	13	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.	-	To be corrected by MSs
R24	PobVoyageTowardsPortOfCall has an invalid value	-	To be corrected by MSs
R25	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	4	To be corrected by MSs
R26	The UpdateNotifications information is not compatible with the updateStatus [U].	9	To be corrected by MSs
R27	MID [MID] does not identify any Flag according to the ITU list of MIDs.	2	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].	7	To be corrected by MSs
R29	At least one contact detail must be provided (Phone, Fax or Email)	2	To be corrected by MSs
R30	The notification must have quoted at least one of IMO or MMSI numbers	-	To be corrected by MSs
R31	The phone number must contain digits only	-	To be corrected by MSs
R32	The email [EMAIL] is invalid	3	To be corrected by MSs
R33	Test vessel only allows IMO 9999999 and MMSI 999999999	-	To be corrected by MSs
R34	The first name is invalid	-	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: January 2019)

Annex IV: SSN – THETIS interface

Member State	Current reporting period - January 2019							Previous reporting periods ATA & ATD missing [%]							
	Shipcalls under PSC	Existing ATA & ATD	Existing ATA (missing ATD)	Missing ATA& ATD	ATA & ATD provided [%]	Only ATD missing [%]	ATA & ATD missing [%]	August 2018	January 2018	July 2017	January 2017	July 2016	January 2016	July 2015	January 2015
Belgium	2,027	2,025	2	-	99.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.6%	0.7%
Bulgaria	283	281	2	-	99.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.5%
Croatia	171	171	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%
Cyprus	192	192	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Denmark	1,699	1,641	55	3	96.6%	3.2%	0.2%	0.0%	0.3%	1.2%	0.7%	1.6%	5.3%	6.7%	14.2%
Estonia	413	411	-	2	99.5%	0.0%	0.5%	0.0%	0.5%	0.3%	0.5%	0.8%	0.0%	0.2%	0.0%
Finland	1,546	1,479	8	59	95.7%	0.5%	3.8%	2.0%	9.9%	3.1%	5.4%	2.6%	4.4%	3.5%	3.6%
France	1,880	1,878	2	-	99.9%	0.1%	0.0%	0.0%	0.1%	0.6%	0.5%	0.5%	4.6%	14.2%	1.1%
Germany	3,352	3,243	23	86	96.7%	0.7%	2.6%	3.0%	4.4%	7.9%	5.8%	3.9%	6.2%	18.2%	28.9%
Greece	1,560	1,481	48	31	94.9%	3.1%	2.0%	2.0%	2.4%	2.8%	0.9%	0.4%	1.3%	0.1%	5.7%
Iceland	205	194	2	9	94.6%	1.0%	4.4%	3.0%	5.1%	7.5%	8.8%	7.9%	10.3%	10.7%	10.4%
Ireland	1,026	1,026	-	-	100.0%	0.0%	0.0%	0.0%	0.2%	0.1%	0.0%	0.5%	0.1%	0.0%	0.2%
Italy	2,475	2,468	2	5	99.7%	0.1%	0.2%	1.0%	0.2%	1.4%	0.3%	2.6%	0.3%	0.6%	0.1%
Latvia	583	581	1	1	99.7%	0.2%	0.2%	0.0%	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%	0.2%
Lithuania	386	384	2	-	99.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%
Malta	284	280	4	-	98.6%	1.4%	0.0%	0.0%	0.0%	6.0%	5.8%	0.7%	7.0%	8.4%	11.1%
Montenegro	33	33	-	-	100.0%	0.0%	0.0%	8.0%							
Netherlands	3,219	3,185	14	20	98.9%	0.4%	0.6%	0.0%	0.3%	0.6%	1.1%	0.7%	1.4%	1.7%	0.3%
Norway	3,420	2,841	295	284	83.1%	8.6%	8.3%	8.0%	8.0%	9.0%	8.6%	19.5%	16.5%	19.9%	20.8%
Poland	1,216	1,216	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	6.3%
Portugal	813	785	11	17	96.6%	1.4%	2.1%	7.0%	1.2%	5.7%	-	3.5%	1.8%	4.5%	0.8%
Romania	350	346	4	-	98.9%	1.1%	0.0%	3.0%	0.4%	0.5%	0.7%	1.7%	1.2%	0.0%	0.9%
Slovenia	119	119	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.9%	1.2%	1.4%	0.0%	0.0%	0.0%
Spain	12,569	10,134	59	2,376	80.6%	0.5%	18.9%	3.0%	1.5%	8.7%	0.5%	0.7%	1.2%	2.5%	2.2%
Sweden	3,078	3,017	28	33	98.0%	0.9%	1.1%	1.0%	2.2%	1.5%	1.8%	6.8%	4.1%	2.9%	2.5%
United Kingdom	6,544	6,432	51	61	98.29%	0.8%	0.9%	2.2%	0.5%	1.7%	0.9%	13.1%	1.7%	1.9%	2.2%
Total	49,443	45,843	613	2,987	92.7%	1.2%	6.0%	2.3%	2.0%	3.5%	2.0%	4.9%	3.7%	5.5%	7.1%
TOTAL August2018	50,525	48,587	780	1,158	96.2%	1.5%	2.3%								
TOTAL January2018	39,162	37,890	480	792	96.8%	1.2%	2.0%								
TOTAL July2017	50,666	47,130	1,781	1,755	93.0%	3.5%	3.5%								
TOTAL January2017	43,269	41,429	963	877	95.7%	2.2%	2.0%								
TOTAL July2016	54,744	50,063	1,975	2,706	91.4%	3.6%	4.9%								
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%								

Table 14 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC³ (reporting period: January 2019)

³ ATA is a key element of THETIS and ship calls missing this attribute are discarded (i.e. updates of new calls including ATD without ATA).

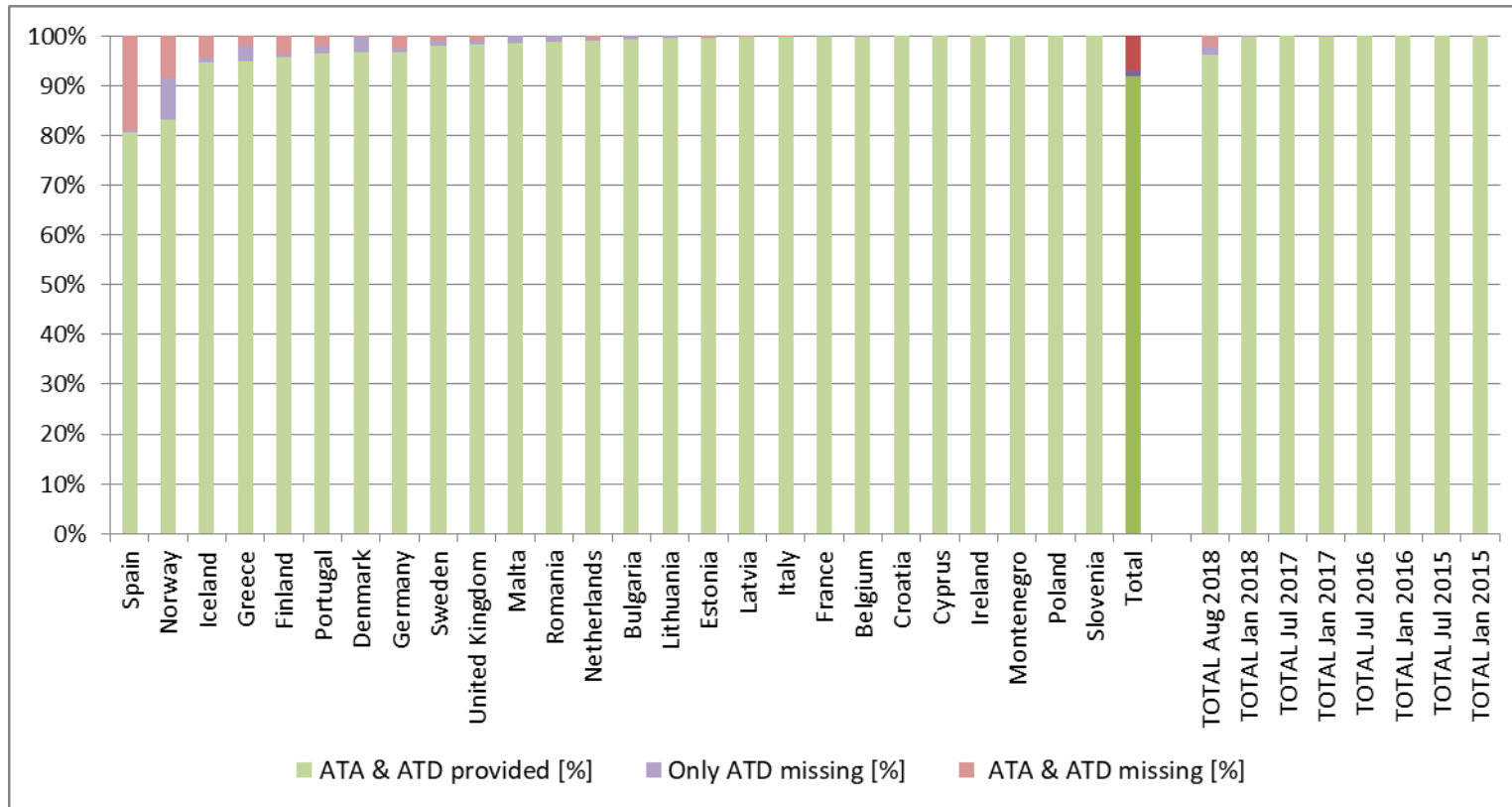


Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15) (reporting period: January 2019)

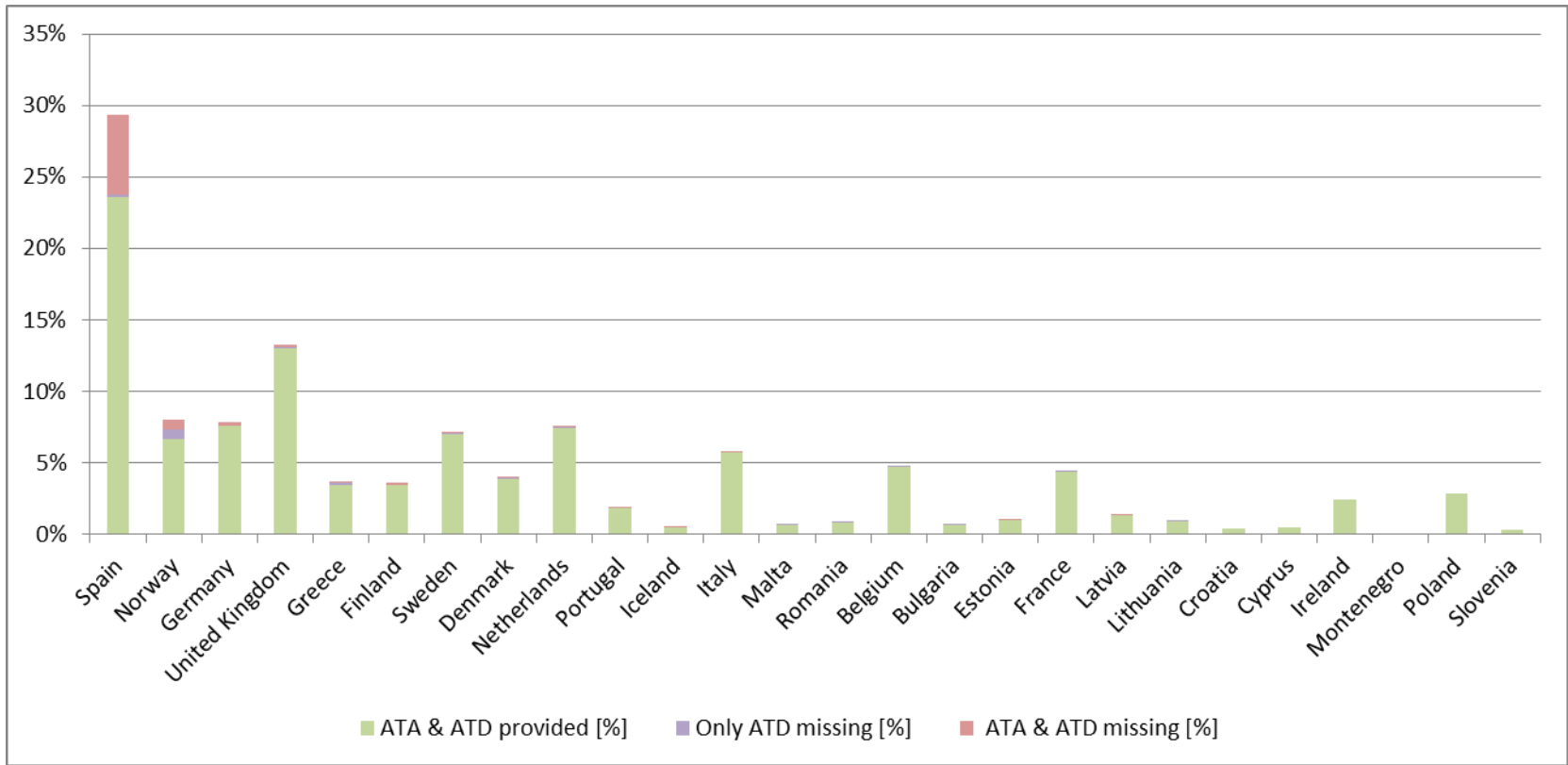


Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15) – figures represent the percentage of overall EU ship calls (reporting period: January 2019)

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%	97%	3%	0%	0%	96%	3%	0%
Croatia	0%	61%	34%	6%	0%	89%	11%	0%
Cyprus	0%	87%	13%	0%	0%	84%	15%	0%
Denmark	0%	64%	33%	3%	0%	72%	26%	2%
Estonia	0%	93%	7%	0%	0%	98%	2%	0%
Finland	0%	82%	17%	1%	0%	83%	17%	1%
France	0%	96%	3%	1%	0%	91%	7%	2%
Germany	0%	88%	11%	2%	0%	90%	8%	2%
Greece	1%	81%	18%	1%	1%	86%	13%	0%
Iceland	0%	99%	1%	0%	0%	100%	0%	0%
Ireland	0%	96%	3%	1%	0%	96%	2%	1%
Italy	0%	94%	6%	0%	0%	90%	9%	1%
Latvia	0%	96%	4%	0%	0%	95%	5%	0%
Lithuania	0%	89%	11%	0%	0%	87%	13%	0%
Malta	0%	98%	2%	0%	0%	98%	2%	0%
Montenegro	0%	17%	59%	24%	0%	3%	76%	21%
Netherlands	0%	98%	2%	0%	0%	96%	3%	1%
Norway	0%	90%	10%	0%	0%	88%	12%	0%
Poland	0%	96%	4%	0%	0%	95%	5%	0%
Portugal	0%	87%	9%	4%	0%	88%	8%	4%
Romania	0%	99%	1%	0%	0%	100%	0%	0%
Slovenia	0%	98%	2%	0%	0%	98%	2%	0%
Spain	0%	86%	12%	2%	0%	84%	14%	2%
Sweden	0%	92%	7%	1%	0%	89%	9%	1%
United Kingdom	0%	86%	13%	1%	0%	89%	10%	1%
Total	0.0%	88.9%	10.0%	1.0%	0.1%	88.9%	9.9%	1.1%

Table 15 –Timeliness of ATA and ATD reporting (reporting period: January 2019)