Meeting: 8th SSN / LRIT Group Meeting

Place and date: Lisbon, 21 October 2020

Agenda item: SSN Data Quality Report

Document number: SSN/LRIT 8.5.1

Submitted by EMSA

Summary	This document presents the status of SSN implementation at national level and identifies the issues that need to be addressed.
Action to be taken	As per paragraph 7.
Related documents	a. 7th SSN/LRIT Group Meeting Report b. SSN/LRIT 8.4.1 – SSN and LRIT Roadmap c. SSN/LRIT 7.5.1 – SSN and LRIT Data Quality Report d. SSN/LRIT 7.3.3 – Incident Reporting Working Group – progress report

1. INTRODUCTION

The purpose of the SSN Data Quality Report is to present the status of SSN implementation at national level and to identify data quality issues, including in the interface with THETIS. The report provides figures on the overall performance of SSN and of each national SSN system and identifies issues to be resolved. In addition, this report presents the current status of commissioning tests and the progress of SSN v4 implementation by MSs.

2. SSN IMPLEMENTATION

As regards the progress of SSN v4 implementation, since the last reporting period:

- Ireland entered in production with SSN version 4 (26 August 2020).
- Bulgaria and the United Kingdom have successfully completed their commissioning tests. Bulgaria plans to deploy SSN version 4 to production by the end of September. The United Kingdom has not yet submitted its deployment plans.
- The commissioning tests for Portugal's SSN version 4 system are ongoing.

Information on bunkers is already notified by Croatia, Greece, Iceland, Italy, Latvia, Lithuania, Malta, Norway, Poland, Romania, Slovenia and Sweden. Cyprus and Estonia - even though commissioned - are not yet reporting Bunkers information.

The most recent list of UNECE LOCODEs (i.e. version 2020-1, released on 1 July 2020) was uploaded in CLD on 15 September 2020.

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

The implementation status per 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 or operational procedures in the following areas:

- The percentage of missing Port information from Denmark and Portugal is high (more than 1% - see Table 9).
- The percentage of missing Hazmat information from Greece, Ireland, Norway, Spain, Sweden and the United Kingdom is very high (more than 5%, see Table 10).
- Waste and Security notifications were not provided for 19.6% 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, Ireland for Hazmat details, Latvia for Bunkers details, Norway for Ship MRS details, Portugal for Hazmat and MRS details and the United Kingdom (system of the port of Gibraltar) for Hazmat details.
- Rejections are still an issue for some countries (see Section 5.5), with over 0.2% of PortPlus notifications being rejected (Cyprus, Denmark, Finland, France, Germany, Greece, Ireland, Latvia, Malta, Montenegro, the Netherlands, Portugal, Spain and Sweden).
- Estonia, Finland, France, Germany, Spain and the United Kingdom do not always provide the mandatory "PreArrival24HoursNotificationDetails" element (which includes POB information), and/or use the "unknown" value (99999) to identify POB for a significant number of ship calls.
- Bulgaria, France, Greece, Malta, the Netherlands, Portugal, Slovenia and the United Kingdom 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 Croatia, Denmark, Finland, France, Germany, Iceland, Ireland, Italy, Montenegro, the Netherlands, Norway, Portugal, Romania, Spain, Sweden and United Kingdom is very high (over 1%, see Table 14).

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

2.2 Exemptions

For information provided in SSN, MSs can grant four types of exemptions: pre-arrival 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 SSN v4, MS may also report the following information regarding ship exemptions:

- Exemption on Waste fees and on Waste Delivery (in addition to the existing exemptions on Waste Notification),
- Information on the waste types to which the Waste exemption is applicable,
- Information on the Ports to which the exemption is applicable (field "*Exemption applies to*"),
- Information on the Port Facilities to which the Security exemption is applicable (field "*Exemption applies to*").

On 14 September 2020, the number of exemptions registered in SSN was 15,119 (9,499 were active and 5,620 were expired, see Table 3). Table 4 shows the number of ship calls that took place in August 2020 (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:

- 4 MSs (Cyprus, Latvia, Portugal and Spain) do not 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 (42.6%). Pre-Arrival, Hazmat and Security exemptions account for 23.7%, 17.8% and 15.9% respectively.

Recommendation 2: Member States are invited to register exemptions and update existing exemptions information in SSN, in particular the information regarding the Ports to which the Exemptions are applicable in order to allow SSN to associate exemptions to the relevant voyages.

2.3 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.

Since the last reporting period, Portugal resolved an implementation issue affecting the provision of the Ship MRS notifications for the WETREP system. The United Kingdom is in the process of testing the mechanisms for reporting data from the CALDOVREP system, but the process is delayed due to BREXIT. No reports have been received from Ireland regarding the WETREP system.

Recommendation 3: MSs facing delays and problems in notifying MRS reports (i.e. United Kingdom regarding CALDOVREP and Ireland regarding WETREP) are invited to provide updated planning and to consider requesting the assistance of EMSA in order to speed up their implementations.

2.4 Incident Reports (IR)

The exchange of IR information between MSs has not 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 languages are unresolved issues.

To further improve the reporting and exchange of Incident Reports, the HLSG at its 4th meeting (11 December 2018) established the Incident Report Working Group (WG). The WG shall in particular:

- review the XML Incident Report messages to remove inconsistencies;
- propose improvements to the SSN web interface for the exchange of Incident Reports;
- review the Incident Report Guidelines;
- propose training modules specific for the exchange of Incident Reports through SSN; and
- review the user feedback received regarding the POLREP Incident Reports.

The report of the 2nd meeting of the WG and the draft Business Requirements can be found in the *SSN/LRIT 7.3.3 – Incident Reporting Working Group – progress report*.

Recommendation 4: 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 LOCODEs 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 actions to be taken in THETIS.

Recommendation 5: MSs are invited to acknowledge the receipt of these individual monthly reports, and to take corrective actions, including liaising with the National PSC Authority in order to avoid differences between supporting systems.

4. SSN SYSTEM AVAILABILITY AND PERFORMANCE

4.1 System availability

The performance levels for the first semester of 2020 were as follows:

a) The central SSN system was down eight times, with a total duration of 23 hours 01 minute. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.47%.

b) The SSN-THETIS interface was down two times, with a total duration of 30 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: Bulgaria (13h 28m and 14h 04m), Croatia (18h 31m and 17h30m), Finland (29h 23m), France (13h 25m), Greece (17h 01m and 34h 42m), Netherlands (59h 45m), Portugal (39h 01m) and Romania (12h 16m).

Recommendation 6: 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 (v1.2, section 4.4), back-up procedures should be in place for each component of the SSN system 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 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 7: MSs are invited to store notifications during SSN scheduled interventions and downtimes, and to ensure that they are transmitted to the central SSN system when communications and 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 is August 2020, but for missing Port and Hazmat information and Hazmat details, reporting is done for the first half of 2020. A summary of the findings is shown in Sections 5.1 - 5.5 below, and full details are available in Annex III.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 3,045 ships that visited EU ports in the first semester of 2020 and found that 14 of the due notifications were not sent to SSN (0.46% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:
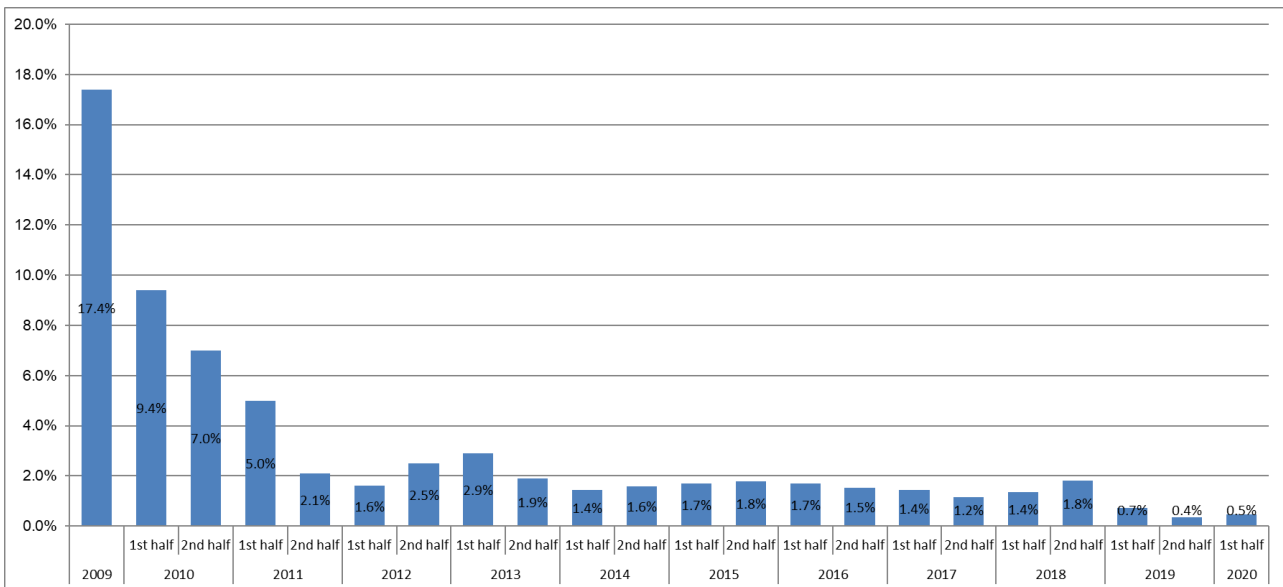
Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

Recommendation 8: 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

10.4% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 215 out of 2,059 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 6.5% to 10% (Figure 2

– blue data). For Hazmat non-EU Departures, the percentage of missing notifications increased from 8.2% to 11.2% (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 worsened in the first semester of 2020. Some MSs should revise their internal procedures for reporting Hazmat information (e.g. Spain 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.
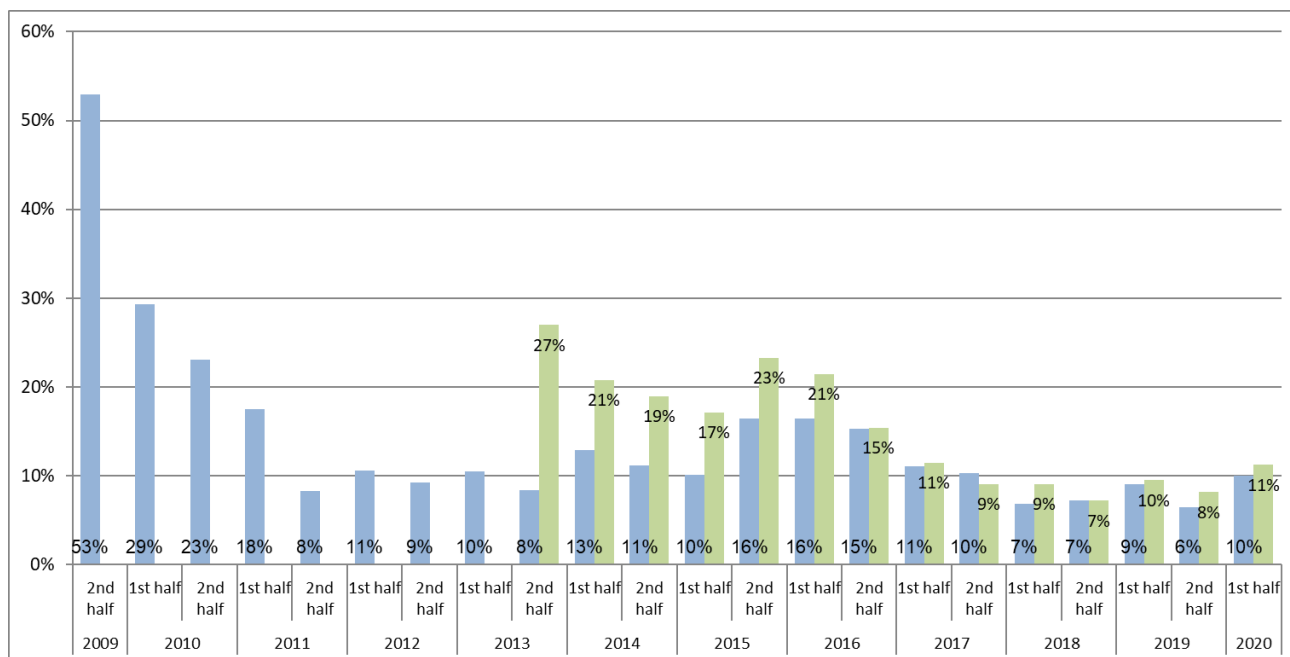
Figure 2 – Missing Hazmat information by reporting period
(Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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

Recommendation 9: 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 19.6% and 19% of ship calls respectively (see Table 1), as compared to 28% and 15% 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:
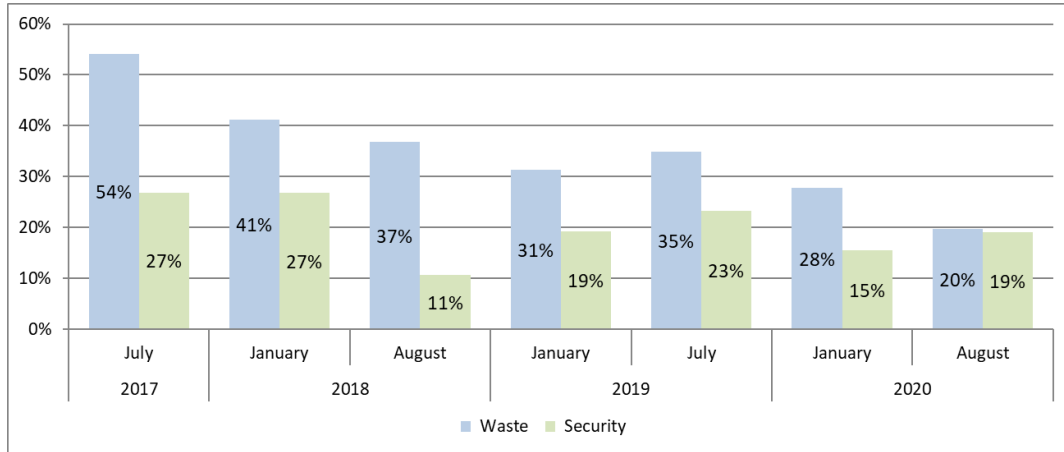
Figure 3 – Missing Waste (Blue) and Security (Green) information by reporting period

Recommendation 10: 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 differences 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, 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 the issues with request/response mechanism were found for the following Member States: Estonia (MRS details), Ireland (Hazmat details), Latvia (Bunkers details), Norway (MRS details), Portugal (Hazmat and MRS details) and the United Kingdom – for the Port of Gibraltar (Hazmat details).

Member States that implemented SSN V4 no longer provide Waste details upon request (request-response functionality). All Member States except Bulgaria and the United Kingdom are now reporting Waste details in the PortPlus notification.

Recommendation 11: Estonia, Ireland, Latvia, Norway, Portugal and the United Kingdom (port of Gibraltar) are invited to ensure that the detailed part of the relevant notifications is made available to MS data requesters in electronic format.

Recommendation 12: 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:

- The message identified by MSRefId [MSREFID] has already been registered in SSN (Sent by [SENDER]) (58.9%);
- A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort (12%);
- Departure Notification Details once provided should be repeated in all update messages (6%);
- The UpdateNotifications information is not compatible with the updateStatus [U] (5%);
- A Port Plus notification must have ETAtoNextPort subsequent to the ETDFromPortOfCall.ETAtoNextPort greater than ETDFromPortOfCall (3.9%);
- A Port Plus notification must have EtaToPortOfCall unless PortOfCall = "ZZCAN" or ATAToPortOfCall is provided (3.1%).

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.

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 13: MSs are invited to rectify the reported quality problems in order to ensure that messages are note rejected, 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 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.

45,169 of the ship calls created in SSN during August 2020 (via PortPlus) fell within the scope of these Directives (see Table 14, Annex IV). On average, 1.5% of ship call notifications lacked both the ATA and the ATD. In addition, a further 2.1% lacked only the ATD, despite the ships having already departed. The overall situation has worsened in comparison with last reporting period (January 2020) and further effort is required from Member States to improve it (see Figures 4 and 5 in Annex IV).

Recommendation 14: 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,

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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.

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, Denmark, Montenegro, Portugal, Sweden and the United Kingdom are the mostly affected. ATAs and ATDs provided more than 3 hours in advance, and which were therefore rejected by THETIS, affect 0.03% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 11.7% and 10.4% of overall ship calls respectively. These notifications were not rejected by THETIS.

Recommendation 15: 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	0.0%	1.9%	1.1%	0.6%	0.08%	0.2%	0.0%	0.0%	0.1%	v4	
Bulgaria	0.0%	0.0%	0.3%	0.0%	0.00%	0.8%	0.0%	0.0%	0.0%	v3	- SSN v4 not yet implemented - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016)
Croatia	0.0%	0.0%	25.7%	0.0%	0.00%	1.8%	0.0%	0.0%	4.1%	v4	- High number of missing Waste information (Mar 2017) - High number of Hazmat nonEU departure, Waste and Security provided after ship arrival to the port (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2018) - High number of ship calls missing ATA / ATD (Sep 2020)
Cyprus	0.0%	0.0%	0.0%	0.4%	0.95%	0.0%	0.0%	1.9%	0.6%	v4	- High number of rejected PortPlus notifications (Mar 2020) - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2019)
Denmark	1.3%	16.7%	5.1%	0.4%	0.57%	2.3%	0.5%	0.1%	1.6%	v4	- High number of missing Port (Sep 2018), Hazmat(Aug 2019) and Waste information (Sep 2020) - High number of rejected PortPlus notifications (Mar 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020) - High number of ship calls missing ATA / ATD (Sep 2020)
Estonia	0.0%	20.0%	4.2%	0.0%	0.06%	0.7%	0.0%	0.0%	0.1%	v4	- High number of missing Hazmat information (Sep 2020) - High number of Waste provided after ship arrival to the port (Mar 2020) - Ship MRS details not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value (Sep 2016)
Finland	0.7%	0.0%	5.9%	0.1%	3.60%	1.0%	1.2%	0.0%	0.6%	v4	- High number of missing Waste information (Mar 2020) - 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 (Mar 2019), Waste and Security (Aug 2019) provided after arrival to the port
France	0.0%	4.9%	17.5%	6.4%	0.64%	1.4%	0.3%	0.0%	0.5%	v4	- High number of missing Waste and Security information (Mar 2017) - High number of Hazmat nonEU departure, Waste and Security provided after ship arrival to the port (Mar 2020) - High number of rejected PortPlus notifications (Mar 2020) - 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) - High number of ship calls missing ATA / ATD (Sep 2020)

Table 1 – Implementation status by Member State on 15 September 2020

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		
Germany	0.7%	3.1%	36.9%	13.6%	0.43%	0.9%	2.8%	0.0%	1.5%	v4	- High number of missing Waste and Security information (Mar 2017) - High number of rejected PortPlus notifications (Sep 2016) - Use of the dummy Persons on Board (POB) value (Sep 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020) - High number of ship calls missing ATA / ATD (Sep 2020)
Greece	0.0%	6.6%	2.06%	77.78%	0.76%	0.3%	0.2%	0.0%	0.6%	v4	- High number of missing Hazmat and Security information (Mar 2020) - High number of rejected PortPlus notifications (Sep 2018) - High number of Hazmat nonEU departure, Waste and Security provided after ship arrival to the port (Mar 2020)
Iceland	0.0%	0.0%	3.8%	0.0%	0.00%	0.5%	2.5%	0.0%	0.0%	v4	- High number of ship calls missing ATA / ATD (Sep 2015)
Ireland	0.0%	7.8%	0.0%	0.0%	52.72%	4.8%	6.1%	0.1%	5.9%	v4	- High number of missing Hazmat information (Mar 2017) - High number of rejected PortPlus notifications (Aug 2019) - Missing MRS reports from WETREP (Jan 2009) - Hazmat details not available upon request (Mar 2020) - High number of ship calls missing ATA / ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020)
Italy	0.0%	3.8%	28.2%	5.5%	0.06%	1.0%	1.7%	0.1%	1.5%	v4	- High number of missing Waste (Mar 2017) and Security information (Mar 2020) - High number of Waste provided after ship arrival to the port (Mar 2020) - High number of ship calls missing ATA / ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020)
Latvia	0.0%	0.0%	0.0%	0.0%	0.56%	0.8%	0.0%	0.0%	0.1%	v4	- High number of rejected PortPlus notifications (Aug 2019) - Bunkers details not available upon request (Mar 2020)
Lithuania	0.0%	16.7%	0.0%	0.0%	0.00%	0.9%	0.0%	0.0%	0.2%	v4	- High number of missing Hazmat information (Sep 2020) - High number of Security provided after ship arrival to the port (Sep 2020)
Malta	0.0%	5.4%	1.2%	0.0%	0.40%	0.5%	0.0%	0.0%	0.1%	v4	- High number of missing Hazmat information (Mar 2020) - High number of rejected PortPlus notifications (Sep 2020) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Mar 2018)
Montenegro	0.0%	n.a.	n.a.	n.a.	2.38%	2.5%	0.0%	0.0%	5.4%	v3	- High number of rejected PortPlus notifications (Sep 2018) - High number of ship calls missing ATA / ATD (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2019)
Netherlands	0.0%	4.5%	9.6%	3.1%	3.25%	1.2%	0.1%	0.0%	0.3%	v4	- High number of missing Waste information (Mar 2017) - High number of rejected PortPlus notifications (Aug 2019) - Hazmat nonEu departure reported for vessels coming from EU ports (Aug 2017) - High number of ship calls missing ATA / ATD (Sep 2020)

Table 1 – Implementation status by Member State on 15 September 2020 (cont.)

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		
Norway	0.0%	6.3%	6.6%	0.4%	0.02%	3.7%	3.4%	0.0%	0.1%	v4	- High number of missing Hazmat (Aug 2019) and Waste information (Mar 2017) - High number of ship calls missing ATA / ATD (Sep 2015) - High number of Hazmat nonEU departure (Sep 2018) and Waste (Aug 2019) and Security (Sep 2020) provided after ship arrival to the port - Ship MRS details not available upon request (Aug 2019)
Poland	0.0%	3.3%	0.4%	0.2%	0.00%	0.1%	0.0%	0.0%	0.2%	v4	
Portugal	9.1%	2.4%	37.5%	-	3.21%	8.7%	9.2%	0.0%	1.7%	v3	- SSN v4 not yet fully implemented - High number of missing Port (Mar 2020) and Waste information (Sep 2020) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - High number of Hazmat nonEU departure (Mar 2018) and Waste (Sep 2020) provided after ship arrival to the port - High number of ship calls missing ATA / ATD (Sep 2018) - Request-Response mechanism not working - High number of rejected PortPlus notifications (Aug 2019) - Security notifications not implemented - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020)
Romania	0.0%	11.1%	0.0%	0.0%	0.00%	2.9%	0.0%	0.0%	0.1%	v4	- High number of ship calls missing ATD (Aug 2019)
Slovenia	0.0%	2.1%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.1%	v4	- Hazmat nonEu departure reported for vessels coming from EU ports (Sep 2016) - High number of Hazmat nonEU departure, Waste and Security provided after ship arrival to the port (Sep 2020)
Spain	0.0%	33.5%	62.3%	2.9%	0.48%	0.7%	1.7%	0.0%	3.3%	v4	- High number of missing Hazmat (Sep 2016) and Waste information (Mar 2017) - High number of rejected PortPlus notifications (Aug 2019) - 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 nonEU departure provided after ship arrival to the port (Mar 2020) - High number of Hazmat EU departure provided after ship departure from the port (Mar 2018) - High number of ship calls missing ATA / ATD (Sep 2020)
Sweden	0.0%	8.3%	0.0%	22.6%	1.70%	1.3%	2.1%	0.0%	7.1%	v4	- High number of missing Hazmat and Security Information (Mar 2017) - High number of rejected PortPlus notifications (Sep 2019) - High number of Hazmat EU departure provided after ship departure from the port (Aug 2019) - High number of ship calls missing ATA / ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020)
United Kingdom	0.0%	20.3%	22.4%	26.0%	0.06%	7.5%	1.5%	0.0%	1.6%	v3	- SSN v4 not yet implemented - High number of missing 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 implemented (Sep 2018) - Hazmat, Waste and Security details 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 (Mar 2018) provided after arrival to the port - High number of ship calls missing ATA / ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020)
Total	0.5%	10.4%	19.6%	19.0%	1.25%	2.1%	1.5%	0.03%	1.6%	-	**Updated: 15 September 2020**

Table 1 – Implementation status by Member State on 15 September 2020 (cont.)

Member State	Shipcalls			AIS [1]	MRS	Incident Reports	Total
	New	Updates	Cancelations				
Belgium	12,539	147,415	404	74,983,132	391	19	75,143,900
Bulgaria	1,687	10,922	43	6,680,166	-	5	6,692,823
Croatia	1,402	6,735	7	19,757,334	3,563	85	19,769,126
Cyprus	1,589	18,853	54	10,637,693	-	1	10,658,190
Denmark	11,606	34,390	290	98,566,458	28,531	8	98,641,283
Estonia	5,104	28,818	76	52,377,356	39,052	3	52,450,409
Finland	15,292	70,316	244	36,542,917	20,047	85	36,648,901
France	22,673	171,125	2,740	50,703,339	65,331	180	50,965,388
Germany	25,976	112,535	449	279,795,577	-	10	279,934,547
Greece	46,750	145,089	1,437	24,191,308	-	63	24,384,647
Iceland	1,103	2,202	81	29,877,629	383	-	29,881,398
Ireland	6,113	25,848	73	15,922,518	-	11	15,954,563
Italy	28,297	177,916	928	77,071,455	11,010	277	77,289,883
Latvia	3,359	20,417	40	9,420,080	-	10	9,443,906
Lithuania	2,467	24,980	58	6,070,440	-	9	6,097,954
Malta	5,179	38,024	267	6,572,009	-	7	6,615,486
Montenegro	244	485	2	2,588,541	-	-	2,589,272
Netherlands	22,834	321,135	1,140	165,992,757	-	148	166,338,014
Norway	76,725	430,421	5,018	212,410,818	607	7	212,923,596
Poland	7,447	73,937	446	24,549,194	10,287	4	24,641,315
Portugal	5,461	31,407	520	18,322,073	14,063	5	18,373,529
Romania	2,498	15,192	90	18,498,702	-	-	18,516,482
Slovenia	709	4,134	33	2,042,141	874	2	2,047,893
Spain	58,813	461,980	8,212	107,433,452	48,897	28	108,011,382
Sweden	23,570	161,457	2,278	138,621,593	-	44	138,808,942
United Kingdom	46,561	191,022	2,933	164,068,953	82	65	164,309,616
Total	435,998	2,726,755	27,863	1,653,697,635	243,118	1,076	1,657,132,445

(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 – June 2020

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	-	3	195	127	-	-	328	16	-	-	-	-	669
Bulgaria	-	-	2	-	-	-	-	-	-	-	-	-	2
Croatia	-	87	-	-	-	135	-	-	-	-	-	-	222
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	8	-	-	99	76	197	104	-	-	-	-	484
Estonia	4	-	192	16	-	-	134	46	-	-	-	-	392
Finland	2	34	272	59	-	-	443	33	-	-	-	-	843
France	60	6	539	301	18	25	230	266	-	-	-	-	1,445
Germany	-	2	20	-	-	4	51	43	-	-	-	-	120
Greece	-	80	-	-	-	265	9	-	-	-	-	-	354
Iceland	2	2	6	2	10	17	60	10	-	-	-	-	109
Ireland	-	-	18	29	-	-	6	35	-	-	-	-	88
Italy	800	684	1,145	5	74	12	368	227	-	-	-	-	3,315
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-
Lithuania	-	-	3	17	-	-	2	44	-	-	-	-	66
Malta	-	-	7	-	-	-	14	-	-	-	-	-	21
Netherlands	-	-	177	63	-	-	425	153	-	-	-	-	818
Norway	-	-	-	-	26	26	68	30	-	-	-	-	150
Poland	-	-	25	2	-	2	83	52	-	-	-	-	164
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-
Romania	-	-	-	-	160	160	320	160	-	-	-	-	800
Slovenia	-	-	9	-	-	-	-	-	-	-	-	-	9
Spain	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	4	2	105	-	8	10	589	2	-	-	-	-	720
United Kingdom	97	82	63	262	1,327	1,862	337	298	-	-	-	-	4,328
Total	969	990	2,778	883	1,722	2,594	3,664	1,519	-	-	-	-	15,119

Table 3 – Number of exemptions by type of notification registered in SSN on 14 September 2020

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	2,073	2,060	13	125	1,220	91	1,572	411	154	1,744	120
Bulgaria	294	294	-	276	58	-	291	-	27	262	-
Croatia	781	781	-	18	87	-	303	-	100	239	-
Cyprus	269	269	-	31	68	-	265	-	24	229	-
Denmark	2,397	2,366	29	29	359	13	1,713	277	688	961	79
Estonia	1,024	1,024	-	49	407	-	722	258	13	376	646
Finland	2,636	2,562	-	30	768	-	805	1,661	755	1,851	681
France	4,616	3,364	1,241	449	1,902	1,150	1,475	2,254	1,123	2,332	1,659
Germany	4,450	4,450	-	73	1,838	1,475	1,940	853	-	2,080	1,615
Greece	17,175	16,995	157	551	1,756	-	15,651	258	7,477	1,445	-
Iceland	228	228	-	20	51	-	161	41	112	99	-
Ireland	964	964	-	9	474	72	840	118	59	900	165
Italy	6,745	6,745	-	303	1,523	59	2,787	1,973	3,689	2,154	401
Latvia	570	570	-	11	162	-	493	75	33	531	-
Lithuania	418	418	-	25	151	-	383	34	3	342	82
Malta	793	793	-	306	448	-	334	72	174	587	-
Montenegro	46	42	-	-	-	-	-	-	-	-	-
Netherlands	4,068	3,981	79	1,721	2,015	171	2,775	701	502	2,536	584
Norway	3,351	3,195	154	19	657	154	2,777	212	1,888	1,151	124
Poland	1,269	1,263	2	27	422	-	726	522	105	840	503
Portugal	817	815	-	63	387	-	510	-	358	-	7
Romania	407	405	2	78	58	2	405	2	29	375	2
Slovenia	108	108	-	61	66	-	108	-	-	108	-
Spain	11,872	11,872	-	350	1,281	-	4,241	56	6,150	3,089	12
Sweden	3,500	3,265	235	30	925	104	1,984	1,504	765	1,285	842
United Kingdom	7,394	6,556	714	462	1,814	523	3,308	1,934	2,530	2,113	987
Total	78,265	75,385	2,626	5,116	18,897	3,814	46,569	13,216	26,758	27,629	8,509

Table 4 – Number of ship calls and how the detailed part of notifications is reported by Member States (reporting period: August 2020)

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	13,792,909	North Sea
Bulgaria	-	1,722,621	MARES
Croatia	-	5,367,842	MARES
Cyprus	-	3,083,300	MARES
Denmark	-	22,695,314	HELCOM
Estonia	-	8,362,177	HELCOM
Finland	-	7,984,707	HELCOM
France	-	12,077,950	North Sea and MARES (Mediterranean Coast)
Germany	833,318	57,366,634	HELCOM
Greece	-	6,077,524	MARES
Iceland	-	5,421,317	North Atlantic
Ireland	-	2,530,830	North Sea
Italy	-	17,957,121	MARES
Latvia	-	2,718,847	HELCOM
Lithuania	-	1,400,697	HELCOM
Malta	-	1,130,341	MARES
Montenegro	-	581,978	MARES
Netherlands	-	40,455,288	North Sea
Norway	-	38,030,869	North Atlantic
Poland	-	5,916,598	HELCOM
Portugal	-	3,214,616	MARES
Romania	-	2,603,102	MARES
Slovenia	-	357,530	HELCOM
Spain	-	21,610,926	MARES
Sweden	-	31,812,200	HELCOM
United Kingdom	-	30,917,558	North Sea and MARES (Gibraltar)
Total	**833,318**	**345,190,796**	

Table 5 – Number of AIS reports by Member State and Interface (reporting period: August 2020)

Member State	MRS	Area	Ship MRS Notifications
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	62
Bulgaria	-	-	-
Croatia	ADRIREP	Adriatic Sea	642
Cyprus	-	-	-
Denmark	BELTREP	Great Belt	2,085
	SOUNDREP	The Sound	2,561
Estonia	GOFREP	Gulf of Finland	7,247
Finland	GOFREP	Gulf of Finland	3,577
France	BONIFREP	Strait of Bonifacio (only DPG)	233
	CALDOVREP	Dover Strait/ Pas de Calais	2,833
	MANCHREP	Off Les Casquests/ La Manche	4,407
	OUESSREP	Off Ouessant	3,341
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	12
Germany	-	-	-
Greece	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	64
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-
Italy	ADRIREP	Adriatic Sea	1,657
	BONIFREP	Strait of Bonifacio (only DPG)	224
Latvia	-	-	-
Lithuania	-	-	-
Malta	-	-	-
Montenegro	-	-	-
Netherlands	-	-	-
Norway	BAREP	Barents Sea	121
Poland	GDANREP	Gulf of Gdansk	1,765
Portugal	COPREP	Coast of Portugal	484
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	22
Romania	-	-	-
Slovenia	ADRIREP	Adriatic Sea	129
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	47
	FINREP	Finisterre (NW Coast of Spain)	2,642
	GATREP [(1)]	Gulf of Almeria (Gata Cape)	2,380
	GIBREP	Strait of Gibraltar	3,195
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	33
Sweden	SOUNDREP [(2)]	The Sound	-
United Kingdom	CALDOVREP [(3)]	Dover Strait/ Pas de Calais	-
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	7
Total			39,770

(1)   Voluntary Ship Reporting System

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

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

Table 6 – Number of MRS reports by Member State and SSN Protocol (reporting period: August 2020)

Those MRSs not yet providing information to SSN are highlighted in red (status on 15 September 2020)

Member State	Incident Type								Protocol		Total
	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	XML	WEB	
Belgium	17	1	-	-	-	1	-	-	17	2	**19**
Bulgaria	-	-	-	-	1	4	-	-	-	5	**5**
Croatia	19	-	-	-	44	-	15	5	83	-	**83**
Cyprus	-	-	-	-	-	-	-	1	-	1	**1**
Denmark	8	-	-	-	-	-	-	-	-	8	**8**
Estonia	3	-	-	-	-	-	-	-	3	-	**3**
Finland	42	-	-	-	-	-	40	3	85	-	**85**
France	67	78	-	-	1	15	5	14	169	11	**180**
Germany	4	-	-	-	-	-	-	6	-	10	**10**
Greece	54	-	-	-	-	-	-	2	7	-	63	**63**
Iceland	-	-	-	-	-	-	-	-	-	-	**-**
Ireland	7	4	-	-	-	-	-	-	-	11	**11**
Italy	191	-	-	1	1	23	-	61	-	277	**277**
Latvia	8	-	-	-	-	-	-	2	-	10	**10**
Lithuania	7	-	-	-	-	1	-	1	9	-	**9**
Malta	3	-	-	-	-	-	-	1	3	-	7	**7**
Netherlands	129	-	-	1	-	4	-	14	-	148	**148**
Norway	5	-	-	-	-	-	1	1	-	7	**7**
Poland	-	2	-	-	-	-	-	2	4	-	**4**
Portugal	5	-	-	-	-	-	-	-	-	5	**5**
Romania	-	-	-	-	-	-	-	-	-	-	**-**
Slovenia	1	-	-	-	-	-	-	1	2	-	**2**
Spain	28	-	-	-	-	-	-	-	27	1	**28**
Sweden	2	-	-	-	-	2	30	10	-	44	**44**
United Kingdom	60	-	-	-	-	-	3	2	64	1	**65**
Total	660	85	-	2	47	50	97	133	463	611	**1,074**

Table 7 – Number of Incident Reports by Member State and by Type (reporting period: January-June 2020)

Member State	First half 2020 (Jan 2020 - Jun 2020)		2015	2016		2017		2018		2019		2020	Evolution
	Nr. Checks	Notifications Missing	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	
Belgium	150	0	1%	0%	0%	0%	0%	1%	1%	1%	0%	0.00%	
Bulgaria	91	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Croatia	90	0	2%	0%	0%	0%	0%	0%	4%	0%	1%	0.00%	
Cyprus	90	0	0%	1%	0%	1%	1%	0%	0%	4%	0%	0.00%	
Denmark	150	2	8%	6%	1%	3%	2%	5%	6%	4%	1%	1.33%	
Estonia	80	0	0%	0%	0%	0%	0%	0%	2%	2%	1%	0.00%	
Finland	136	1	0%	1%	0%	0%	3%	0%	1%	1%	0%	0.74%	
France	120	0	1%	1%	0%	1%	1%	1%	2%	1%	0%	0.00%	
Germany	135	1	11%	3%	1%	3%	2%	2%	2%	0%	0%	0.74%	
Greece	120	0	0%	0%	0%	1%	3%	0%	4%	0%	0%	0.00%	
Iceland	92	0	0%	0%	0%	0%	1%	1%	1%	0%	0%	0.00%	
Ireland	90	0	1%	0%	1%	1%	1%	1%	0%	0%	1%	0.00%	
Italy	136	0	1%	3%	0%	1%	2%	4%	2%	1%	0%	0.00%	
Latvia	100	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Lithuania	110	0	0%	0%	0%	0%	0%	0%	1%	0%	0%	0.00%	
Malta	90	0	5%	6%	9%	12%	1%	3%	5%	0%	0%	0.00%	
Montenegro	35	0	-	-	-	-	-		5%	0%	0%	0.00%	
Netherlands	151	0	0%	1%	1%	1%	0%	0%	0%	1%	0%	0.00%	
Norway	165	0	2%	0%	4%	2%	3%	4%	5%	1%	1%	0.00%	
Poland	108	0	1%	1%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Portugal	110	10	3%	6%	7%	-		1%	3%	1%	1%	5%	9.09%	
Romania	100	0	0%	1%	1%	0%	1%	1%	1%	1%	1%	0.00%	
Slovenia	100	0	0%	0%	0%	1%	1%	1%	0%	0%	0%	0.00%	
Spain	150	0	2%	4%	2%	0%	1%	0%	1%	0%	0%	0.00%	
Sweden	150	0	0%	1%	10%	3%	0%	1%	1%	0%	0%	0.00%	
United Kingdom	196	0	2%	3%	1%	3%	3%	3%	2%	0%	0%	0.00%	
Total	**3,045**	**14**	**1.8%**	**1.7%**	**1.5%**	**1.4%**	**1.2%**	**1.4%**	**1.8%**	**0.7%**	**0.4%**	**0.46%**	

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

Values not complying with the IFCD are highlighted in red

Hazmat EU Departure

Member State	Nr. Checks	Notifications Missing	2015 Jul-Dec	2016 Jan-Jun	2016 Jul-Dec	2017 Jan-Jun	2017 Jul-Dec	2018 Jan-Jun	2018 Jul-Dec	2019 Jan-Jun	2019 Jul-Dec	2020 Jan-Jun	Evolution
Belgium	113	1	5%	0%	2%	1%	2%	2%	1%	1.7%	0.8%	0.9%	
Bulgaria	4	0	0%	17%	18%	0%	11%	8%	29%	n.a.	n.a.	0.0%	
Croatia	25	0	n.a.	n.a.	n.a.	2%	3%	0%	1%	1.9%	0.0%	0.0%	
Cyprus	4	0	33%	n.a.	n.a.	23%	15%	19%	15%	4.0%	0.0%	0.0%	
Denmark	9	2	54%	44%	58%	8%	9%	2%	3%	13.8%	3.3%	22.2%	
Estonia	4	1	4%	0%	13%	0%	1%	3%	0%	1.0%	0.0%	25.0%	
Finland	1	0	14%	11%	11%	6%	3%	6%	11%	5.1%	6.9%	0.0%	
France	112	5	21%	20%	7%	10%	19%	3%	5%	6.7%	6.0%	4.5%	
Germany	82	3	11%	10%	11%	4%	7%	2%	3%	3.4%	0.9%	3.7%	
Greece	74	5	0%	6%	6%	1%	3%	3%	5%	2.5%	3.8%	6.8%	
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Ireland	50	4	50%	0%	42%	13%	3%	11%	6%	9.6%	7.2%	8.0%	
Italy	114	7	11%	15%	5%	6%	10%	7%	4%	10.8%	4.4%	6.1%	
Latvia	15	0	5%	15%	5%	8%	6%	2%	1%	1.2%	0.0%	0.0%	
Lithuania	2	0	0%	0%	0%	0%	3%	0%	2%	1.3%	0.0%	0.0%	
Malta	31	2	0%	5%	34%	61%	30%	8%	3%	1.0%	4.9%	6.5%	
Netherlands	114	4	8%	11%	6%	3%	4%	2%	6%	0.8%	1.8%	3.5%	
Norway	46	2	22%	6%	16%	7%	5%	10%	2%	6.5%	8.9%	4.3%	
Poland	11	0	2%	10%	14%	1%	1%	0%	1%	1.7%	0.0%	0.0%	
Portugal	114	3	7%	3%	31%	n.a.	n.a.	n.a.	8%	n.a.	2.7%	2.6%	
Romania	8	1	11%	13%	0%	0%	0%	0%	17%	n.a.	0.0%	12.5%	
Slovenia	35	1	n.a.	n.a.	n.a.	2%	5%	0%	0%	0.0%	0.0%	2.9%	
Spain	114	39	53%	61%	45%	33%	32%	36%	32%	42.0%	22.3%	34.2%	
Sweden	20	1	14%	12%	14%	11%	19%	9%	19%	35.0%	30.4%	5.0%	
United Kingdom	219	51	15%	10%	12%	21%	26%	16%	20%	26.2%	17.6%	23.3%	
Total	**1,321**	**132**	**16.5%**	**16.4%**	**15.3%**	**11.1%**	**10.3%**	**6.9%**	**7.3%**	**9.5%**	**6.5%**	**10.0%**	

Hazmat non-EU Departure

Member State	Nr. Checks	Notifications Missing	2015 Jul-Dec	2016 Jan-Jun	2016 Jul-Dec	2017 Jan-Jun	2017 Jul-Dec	2018 Jan-Jun	2018 Jul-Dec	2019 Jan-Jun	2019 Jul-Dec	2020 Jan-Jun	Evolution
Belgium	100	3	3%	9%	0%	7%	3%	2%	5%	0.9%	2.8%	3.0%	
Bulgaria	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Croatia	8	0	n.a.	n.a.	n.a.	n.a.	9%	4%	0%	1.8%	0.0%	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	3	0	89%	0%	0%	10%	3%	13%	10%	9.1%	0.0%	0.0%	
Estonia	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	2%	1.8%	0.0%	0.0%	
Finland	0	0	67%	n.a.	0%	4%	5%	6%	6%	13.0%	0.0%	n.a.	
France	32	2	47%	46%	37%	24%	17%	15%	17%	11.6%	7.3%	6.3%	
Germany	16	0	13%	7%	14%	4%	6%	6%	4%	4.8%	2.2%	0.0%	
Greece	2	0	n.a.	n.a.	n.a.	n.a.	0%	0%	0%	0.0%	8.3%	0.0%	
Iceland	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.0%	
Ireland	1	0	50%	100%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.0%	
Italy	69	0	25%	32%	14%	12%	8%	7%	8%	11.7%	2.8%	0.0%	
Latvia	0	0	n.a.	n.a.	n.a.	n.a.	0%	0%	0%	5.6%	n.a.	n.a.	
Lithuania	4	1	n.a.	n.a.	n.a.	n.a.	0%	0%	5%	0.0%	0.0%	25.0%	
Malta	6	0	0%	0%	20%	36%	6%	6%	6%	0.0%	12.5%	0.0%	
Netherlands	110	6	8%	7%	9%	3%	2%	1%	1%	1.7%	2.6%	5.5%	
Norway	2	1	7%	0%	0%	25%	6%	7%	0%	30.8%	n.a.	50.0%	
Poland	19	1	0%	0%	0%	2%	0%	0%	0%	1.0%	0.0%	5.3%	
Portugal	53	1	5%	3%	12%	n.a.	4%	1%	1%	3.4%	2.5%	1.9%	
Romania	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.0%	
Slovenia	13	0	n.a.	n.a.	n.a.	n.a.	3%	0%	1%	2.9%	0.0%	0.0%	
Spain	113	37	53%	59%	35%	30%	38%	38%	25%	35.6%	29.3%	32.7%	
Sweden	4	1	7%	13%	17%	17%	13%	20%	3%	24.4%	20.0%	25.0%	
United Kingdom	180	30	16%	5%	7%	16%	13%	13%	11%	10.6%	20.4%	16.7%	
Total	**738**	**83**	**23.3%**	**21.4%**	**15.4%**	**11.5%**	**9.1%**	**9.1%**	**7.2%**	**9.1%**	**8.2%**	**11.2%**	

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

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	- [1]
Denmark	Available	Available	-	Available	-
Estonia	Available	**Unavailable**	-	Available	- [1]
Finland	Available	Available	-	Available	-
France	Available	Available	-	Available	-
Germany	Available	-	-	Available	-
Greece	Available	-	-	Available	Available
Iceland	Available	Available	-	Available	Available
Ireland	**Unavailable**	**Not implemented**	-	Available	-
Italy	Available	Available	-	Available	Available
Latvia	Available	-	-	Available	**Unavailable**
Lithuania	Available	-	-	Available	Available
Malta	Available	-	-	Available	Available
Montenegro	-	-	-	-	-
Netherlands	Available	-	-	Available	-
Norway	Available	**Unavailable**	-	Available	Available
Poland	Available	Available	-	Available	Available
Portugal	**Unavailable**	**Unavailable**	-	**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) No data reported

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

Table 11 – Availability of the detailed part of the notifications on 15 September 2020

Member State	August 2020		January 2015	July 2015	January 2016	July 2016	January 2017	July 2017	January 2018	August 2018	January 2019	July 2019	January 2020	August 2020	Evolution
	Port Plus Notifications	Port Plus Rejected													
Belgium	29,094	22	0.00%	0.14%	0.09%	0.42%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.03%	0.08%	
Bulgaria	2,032	-	0.11%	0.48%	0.58%	0.14%	0.00%	0.59%	0.17%	0.10%	0.00%	0.28%	0.24%	0.00%	
Croatia	2,864	-	0.70%	0.80%	0.55%	0.07%	0.00%	0.02%	0.08%	0.90%	0.00%	0.28%	0.00%	0.00%	
Cyprus	3,373	32	0.55%	0.47%	0.20%	1.60%	1.09%	0.00%	0.34%	0.16%	0.08%	0.00%	4.84%	0.95%	
Denmark	9,959	57	0.88%	15.46%	5.07%	15.04%	6.61%	1.10%	0.38%	0.42%	0.60%	0.74%	1.02%	0.57%	
Estonia	6,407	4	0.40%	1.67%	0.19%	0.03%	19.03%	0.04%	0.11%	0.08%	0.02%	0.04%	1.91%	0.06%	
Finland	16,210	583	4.71%	8.39%	6.69%	2.86%	1.78%	0.50%	1.32%	0.54%	0.77%	0.73%	0.60%	3.60%	
France	34,421	222	1.81%	1.42%	1.02%	0.15%	0.16%	0.33%	0.16%	0.12%	0.03%	0.01%	0.05%	0.64%	
Germany	24,151	104	0.22%	6.51%	3.69%	2.15%	1.88%	1.18%	1.13%	0.63%	0.41%	0.44%	0.39%	0.43%	
Greece	70,511	539	0.04%	0.04%	0.04%	0.05%	0.75%	0.48%	0.56%	0.51%	0.59%	0.41%	9.52%	0.76%	
Iceland	760	-	0.00%	17.31%	0.00%	0.00%	0.00%	0.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Ireland	4,774	2,517	0.68%	0.18%	0.28%	0.70%	0.68%	0.21%	0.64%	0.40%	0.68%	0.35%	0.84%	52.72%	
Italy	42,892	27	0.16%	0.08%	0.19%	0.02%	0.05%	0.03%	0.01%	0.05%	0.02%	0.01%	0.00%	0.06%	
Latvia	4,109	23	0.00%	0.35%	1.18%	0.35%	0.90%	0.49%	0.37%	0.45%	0.35%	0.33%	0.68%	0.56%	
Lithuania	4,780	-	0.00%	0.00%	0.17%	0.00%	0.06%	0.22%	0.05%	0.07%	0.00%	0.04%	0.02%	0.00%	
Malta	7,282	29	0.86%	0.26%	0.80%	0.68%	12.82%	1.75%	0.99%	1.67%	0.94%	0.54%	0.09%	0.40%	
Montenegro	126	3								1.75%	0.90%	5.14%	2.54%	2.38%	
Netherlands	58,943	1,914	0.15%	1.71%	0.09%	0.70%	8.30%	9.94%	1.41%	0.19%	0.17%	8.91%	0.53%	3.25%	
Norway	70,114	14	0.01%	0.13%	0.05%	0.39%	0.03%	0.02%	0.00%	0.03%	0.02%	0.00%	0.06%	0.02%	
Poland	14,480	-	0.10%	0.14%	0.29%	0.01%	0.04%	0.16%	0.03%	0.18%	0.00%	0.00%	0.00%	0.00%	
Portugal	6,197	199	0.29%	0.45%	0.45%	2.41%	-	0.93%	1.49%	0.58%	0.33%	9.67%	1.32%	3.21%	
Romania	2,977	-	0.46%	0.05%	1.02%	1.00%	0.07%	0.00%	0.21%	5.02%	0.22%	0.41%	0.89%	0.00%	
Slovenia	829	-	0.82%	0.83%	1.06%	1.56%	1.58%	0.81%	0.21%	0.08%	0.00%	0.00%	0.00%	0.00%	
Spain	94,952	455	0.03%	9.15%	0.98%	0.67%	1.00%	0.86%	1.05%	0.47%	0.68%	0.46%	0.93%	0.48%	
Sweden	26,991	459	0.15%	0.07%	0.07%	0.62%	0.92%	0.10%	0.08%	0.03%	0.04%	0.01%	0.10%	1.70%	
United Kingdom	39,257	25	0.04%	0.13%	0.12%	0.15%	0.03%	0.02%	0.03%	0.02%	0.03%	0.01%	0.01%	0.06%	
Total	**578,485**	**7,228**	**0.56%**	**3.31%**	**1.17%**	**0.90%**	**1.91%**	**1.40%**	**0.60%**	**0.29%**	**0.27%**	**1.42%**	**0.42%**	**1.25%**	

Table 12 – PortPlus notification rejections and evolution (reporting period: August 2020)

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.	280	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.	33	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.	32	To be corrected by MSs
R05	A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	31	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.	10	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.	10	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.	224	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have a NextPort.	5	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.	21	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.	4	To be corrected by MSs
R14	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	39	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	864	To be corrected by MSs
R16	Arrival Notification Details once provided should be repeated in all update messages.	150	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	434	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: August 2020)

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 [] has already been registered in SSN (Sent by [])	4,257	To be corrected by MSs and in the Central SSN
R19	[]: A port plus notification with the specified shipCallId [] has already been registered in SSN by []	103	To be corrected by MSs and in the Central SSN
R20	LastPort Locode [] is not technically correct. PortOfCall Locode [] is not technically correct. NextPort Locode [] is not technically correct. Contact Location Locode [] is not technically correct.	136	To be corrected by MSs
R21	PortOfCall Locode [] is not permitted. Verify your access rights as Portplus Notifier.	-	To be corrected by MSs
R22	The IMO number [] is not valid	10	To be corrected by MSs
R23	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [] is invalid because no voyage was found with the specified shipCallId.	100	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'.	12	To be corrected by MSs
R26	The UpdateNotifications information is not compatible with the updateStatus [U].	360	To be corrected by MSs
R27	Incorrect MMSI number - MID [] does not identify any Flag according to the ITU list of MIDs.	3	To be corrected by MSs
R28	Invalid message. A port plus notification with the specified shipCallId [] has already been registered with different Vessel [] - [].	9	To be corrected by MSs
R29	At least one contact detail must be provided (Phone, Fax or Email)	7	To be corrected by MSs
R30	The notification must have quoted at least one of IMO or MMSI numbers	7	To be corrected by MSs
R31	The phone number must contain digits only. The fax number must contain digits only	75	To be corrected by MSs
R32	The email [] is invalid	1	To be corrected by MSs
R33	Test vessel only allows IMO 9999999 and MMSI 999999999	8	To be corrected by MSs
R34	The first name is invalid	-	To be corrected by MSs
R35	The notification must have quoted at least one of CompanyName or IMOCompanyNr	3	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: August 2020)

Member State	Current reporting period - August 2020							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 2020	July 2019	January 2019	August 2018	January 2018	July 2017	January 2017	July 2016
Belgium	1,833	1,829	4	-	99.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%
Bulgaria	237	235	2	-	99.2%	0.8%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Croatia	224	220	4	-	98.2%	1.8%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cyprus	174	174	-	-	100.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Denmark	1,834	1,783	42	9	97.2%	2.3%	0.5%	0.3%	0.4%	0.2%	0.0%	0.3%	1.2%	0.7%	1.6%
Estonia	600	596	4	-	99.3%	0.7%	0.0%	0.2%	0.3%	0.5%	0.0%	0.5%	0.3%	0.5%	0.8%
Finland	1,568	1,533	16	19	97.8%	1.0%	1.2%	2.0%	2.7%	3.8%	2.0%	9.9%	3.1%	5.4%	2.6%
France	2,404	2,363	34	7	98.3%	1.4%	0.3%	0.0%	0.4%	0.0%	0.0%	0.1%	0.6%	0.5%	0.5%
Germany	3,094	2,979	29	86	96.3%	0.9%	2.8%	0.7%	2.7%	2.6%	3.0%	4.4%	7.9%	5.8%	3.9%
Greece	2,695	2,680	9	6	99.4%	0.3%	0.2%	2.3%	1.6%	2.0%	2.0%	2.4%	2.8%	0.9%	0.4%
Iceland	199	193	1	5	97.0%	0.5%	2.5%	8.1%	3.8%	3.0%	3.0%	5.1%	7.5%	8.8%	7.9%
Ireland	922	822	44	56	89.2%	4.8%	6.1%	0.6%	0.4%	0.0%	0.0%	0.2%	0.1%	0.0%	0.5%
Italy	2,229	2,169	23	37	97.3%	1.0%	1.7%	0.5%	0.7%	0.2%	1.0%	0.2%	1.4%	0.3%	2.6%
Latvia	511	507	4	-	99.2%	0.8%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.2%
Lithuania	338	335	3	-	99.1%	0.9%	0.0%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Malta	187	186	1	-	99.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	5.8%	0.7%
Montenegro	40	39	1	-	97.5%	2.5%	0.0%	2.6%	4.5%	0.0%	8.0%				
Netherlands	2,537	2,504	30	3	98.7%	1.2%	0.1%	0.8%	0.8%	0.6%	0.0%	0.3%	0.6%	1.1%	0.7%
Norway	3,343	3,104	124	115	92.9%	3.7%	3.4%	4.9%	5.0%	8.3%	8.0%	8.0%	9.0%	8.6%	19.5%
Poland	1,203	1,202	1	-	99.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%
Portugal	622	511	54	57	82.2%	8.7%	9.2%	6.6%	53.6%	2.1%	7.0%	1.2%	5.7%	-	3.5%
Romania	376	365	11	-	97.1%	2.9%	0.0%	0.0%	0.9%	0.0%	3.0%	0.4%	0.5%	0.7%	1.7%
Slovenia	116	116	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	1.2%	1.4%
Spain	10,046	9,803	75	168	97.6%	0.7%	1.7%	0.9%	1.8%	18.9%	3.0%	1.5%	8.7%	0.5%	0.7%
Sweden	2,226	2,151	28	47	96.6%	1.3%	2.1%	2.6%	0.7%	1.1%	1.0%	2.2%	1.5%	1.8%	6.8%
United Kingdom	5,611	5,104	423	84	90.96%	7.5%	1.5%	1.3%	1.7%	0.9%	2.2%	0.5%	1.7%	0.9%	13.1%
Total	**45,169**	**43,503**	**967**	**699**	**96.3%**	**2.1%**	**1.5%**	**1.3%**	**3.1%**	**6.0%**	**2.3%**	**2.0%**	**3.5%**	**2.0%**	**4.9%**
TOTAL January2020	48,429	47,349	427	653	97.8%	0.9%	1.3%								
TOTAL July2019	60,579	57,773	907	1,899	95.4%	1.5%	3.1%								
TOTAL January2019	49,443	45,843	613	2,987	92.7%	1.2%	6.0%								
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%								

Table 14 – 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: August 2020)

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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).
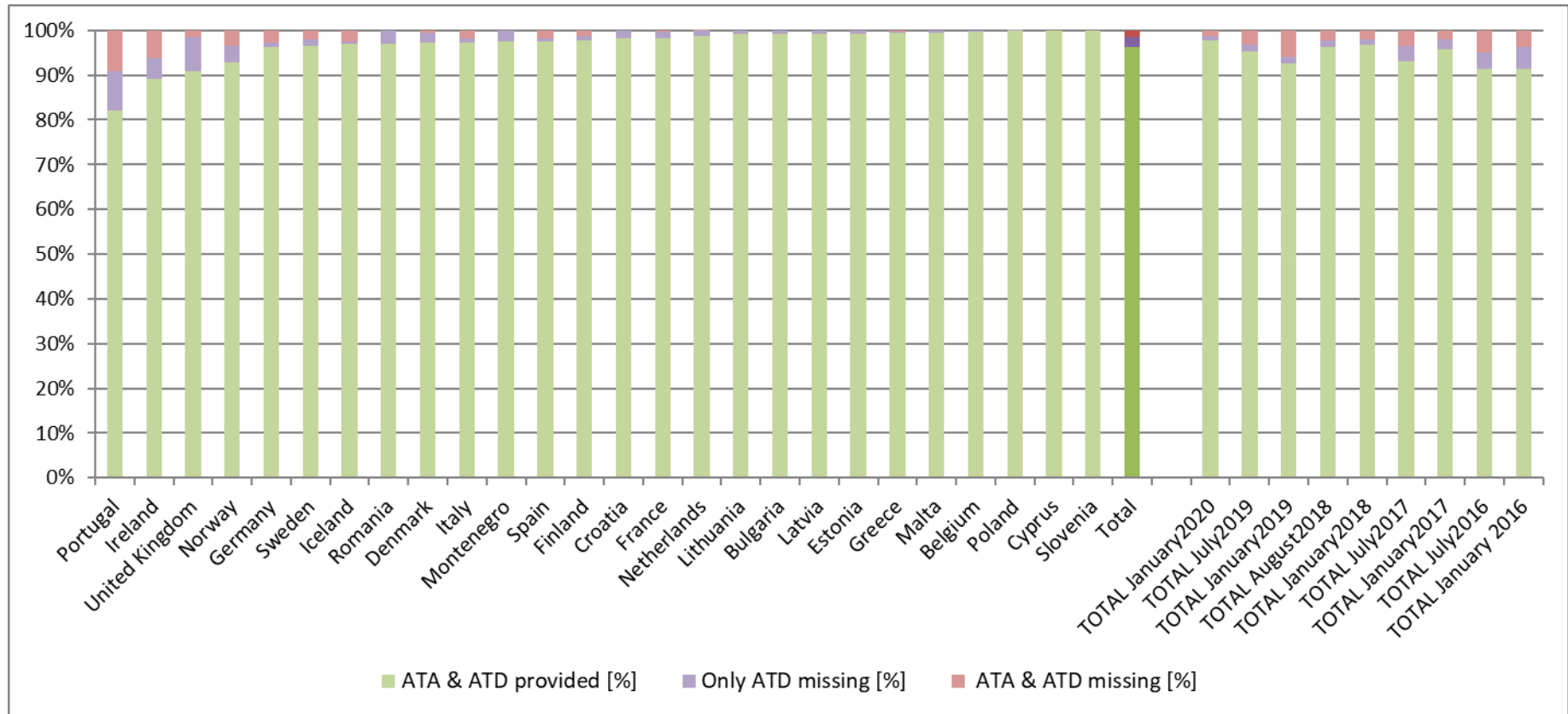
Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15) (reporting period: August 2020)
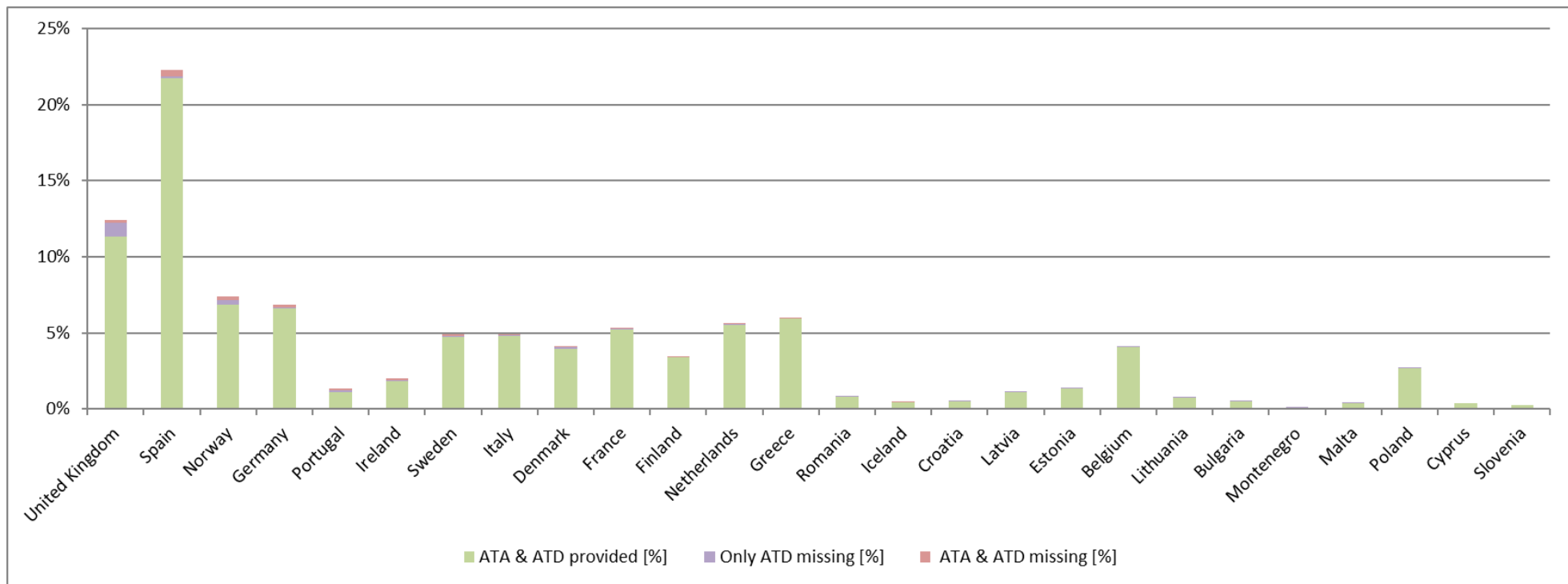
Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15) – figures represent the percentage of overall EU ship calls (reporting period: August 2020)

Member State	ACTUAL TIME OF ARRIVAL PROVIDED				ACTUAL TIME OF DEPARTURE PROVIDED			
	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after
Belgium	0.0%	98.6%	1.3%	0.1%	0.0%	99.2%	0.8%	0.0%
Bulgaria	0.0%	97.6%	2.4%	0.0%	0.0%	99.3%	0.7%	0.0%
Croatia	0.0%	45.6%	49.1%	5.3%	0.0%	75.8%	21.3%	2.9%
Cyprus	2.2%	91.4%	5.2%	1.1%	1.5%	84.0%	14.5%	0.0%
Denmark	0.2%	68.6%	29.5%	1.8%	0.0%	71.7%	26.8%	1.5%
Estonia	0.0%	93.0%	6.9%	0.0%	0.0%	96.7%	3.1%	0.2%
Finland	0.1%	84.8%	14.3%	0.8%	0.0%	88.7%	11.0%	0.3%
France	0.0%	95.3%	3.5%	0.0%	0.0%	91.7%	7.3%	1.0%
Germany	0.0%	86.2%	12.3%	1.6%	0.0%	90.0%	8.6%	1.4%
Greece	0.0%	87.9%	11.5%	0.6%	0.1%	93.4%	6.0%	0.6%
Iceland	0.0%	99.6%	0.4%	0.0%	0.0%	100.0%	0.0%	0.0%
Ireland	0.0%	84.6%	9.8%	5.7%	0.2%	85.6%	8.0%	6.2%
Italy	0.0%	92.2%	6.8%	1.0%	0.1%	88.2%	9.6%	2.0%
Latvia	0.0%	93.9%	6.1%	0.0%	0.0%	94.9%	4.9%	0.2%
Lithuania	0.0%	93.8%	5.8%	0.4%	0.0%	98.6%	1.4%	0.0%
Malta	0.0%	98.1%	1.9%	0.0%	0.0%	98.6%	1.3%	0.1%
Montenegro	0.0%	28.3%	67.4%	4.3%	0.0%	10.9%	82.6%	6.5%
Netherlands	0.0%	97.7%	2.0%	0.3%	0.0%	95.9%	3.8%	0.2%
Norway	0.0%	92.9%	7.0%	0.1%	0.0%	94.4%	5.5%	0.1%
Poland	0.0%	98.0%	1.9%	0.2%	0.1%	98.7%	0.9%	0.3%
Portugal	0.0%	84.9%	13.7%	1.3%	0.0%	78.3%	19.7%	2.0%
Romania	0.0%	99.8%	0.0%	0.2%	0.0%	100.0%	0.0%	0.0%
Slovenia	0.0%	98.0%	1.8%	0.2%	0.0%	95.4%	4.6%	0.0%
Spain	0.0%	87.3%	9.5%	3.2%	0.0%	86.4%	10.1%	3.4%
Sweden	0.0%	84.7%	8.7%	6.6%	0.0%	83.8%	8.6%	7.6%
United Kingdom	0.0%	80.7%	17.5%	1.7%	0.0%	84.0%	14.4%	1.6%
Total	**0.02%**	**88.2%**	**10.2%**	**1.5%**	**0.04%**	**89.6%**	**8.7%**	**1.7%**

Table 15 –Timeliness of ATA and ATD reporting (reporting period: August 2020)