

Meeting: 12th SSN / LRIT Group Meeting

Place and date: Lisbon, 28 October 2022

Agenda item: SSN Data Quality Report

Document number: SSN/LRIT 12.5.1

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. 11th SSN/LRIT Group Meeting Report b. SSN/LRIT 11.5.1 – SSN and LRIT Data Quality Report c. SSN/LRIT 12.3.2 – Revision of SSN Operational documentation d. SSN/LRIT 12.4.1 – SSN Roadmap

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 status of the commissioning tests and the implementation of SSN V5 by MSs.

2. SSN Implementation

SSN version 5.0 was deployed in the SSN Training environment on 20 July 2021. This release included only the changes to the system interface to allow MS to perform the commissioning tests of their national SSN systems. The following releases of SSN version 5 included upgrade of the web user interface and the mechanism for the SSN v5 transition. The full SSN v5 was deployed in Production on 12 January 2022. More details on SSN V5 implementation at EMSA and MS can be found in the section 2.1.

Portugal is not yet fully compliant with SSN v3 (request-response functionality and provision of Security and Bunkers information is not implemented). The completion of the commissioning tests by Portugal is not yet scheduled.

Regarding Bunkers information, it is already notified by Bulgaria, Croatia, Germany, Iceland, Italy, Lithuania, Malta, Norway, Poland, Romania, Slovenia, Spain and Sweden. Cyprus, Estonia, Greece and Latvia, though commissioned, are not yet reporting Bunkers information.

On 22 September 2022, the most recent list of UNECE LOCODEs (i.e. version 2022-1, released on 13 July 2022) was uploaded in the Central Locations Database (CLD). On 27 April 2022 CLD version 1.6 and Central Organisations Database (COD) version 1.6 were deployed in Production.

The status of SSN implementation and notifications activity for each MS is shown in Annex I. Table 2 shows the implementation status by MS and Table 3 shows the number of notifications by MS and by type of notification.

2.1 SSN V5 status

The version SSN V5 includes a mechanism for the SSN v4-v5 transition, allowing national SSN systems to continue reporting in both V4 and V5.

This section presents the status of the MSs commissioning tests and implementation of SSN V5. The information shown in the table below was prepared in week 38, so as the information is dynamic in nature, some may be outdated at the time of the 12th SSN/LRIT group meeting.

Member State	Planned date for running CTs	Scope of the CTs	Planned date for entering in Production	Notes
Belgium	Completed	Updated PP+ for notifying waste related information, DPG details and exemptions plus S2S for: Reporting type of Incident reports and receiving distributed IRs requesting ISPS details and exemptions notifying waste exemptions	In Production since 16 February 2022	1 st phase – national SSN system to be technically ready to send all required v5 information 2 nd phase – From Feb till May 2022 goal is to comply with the operational implementation of the PRF Directive and with the IR guidelines.
	Before December 2023 (TBD)	PP+ for notifying PAX information	December 2023 (TBD)	
Bulgaria	2 nd half 2022		End 2022- Beginning 2023	
Croatia	Completed	Full scope	In Production since 27 January 2022	
Cyprus	Completed	Full scope	September/October 2022	
Denmark	TBD	Only waste related information	September/October 2022	
Estonia	Completed	Full scope	September 2022	
Finland	September 2022	All mandatory functionalities / Full scope	October 2022	
France	October 2022	TBD	November 2022	
Germany	Completed	Full scope	In Production since 30 March 2022	
Greece	TBD	TBD	TBD	Currently issuing a public procurement to upgrade to

Member State	Planned date for running CTs	Scope of the CTs	Planned date for entering in Production	Notes
				SSN v5. Thus, no planned date can yet be provided.
Iceland	April 2022	All mandatory functionalities	In Production since 05 September 2022	
Ireland	Completed	Full scope	In Production since 09 August 2022	
Italy	Completed	Full scope	In Production since 26 May 2022	
Latvia	September 2022	Full scope	End 2022	
Lithuania	Completed	Full scope	In Production since 18 May 2022	
Malta	Completed	Full scope	In Production since 01 February 2022	
The Netherlands	Completed	without CrewAndPax	In Production since 09 February 2022	
Norway	Completed	All mandatory functionalities	Pending (Q4 2022)	Waiting for legislation to be transposed to Norwegian law. Depending on the transposition the date to enter into production may be revised.
Poland	Second half of 2022	Full scope	Second half of 2022	Tender processing in the TED - Official Journal of the EU.
Portugal	June 2022	TBD	September/October 2022	
Romania	Completed	All mandatory functionalities	In Production since 13 March 2022	
Slovenia	2022	Full scope	TBD	Tender process on-going.
Spain	Completed	All mandatory functionalities	In Production since 24 May 2022	
Sweden	April 2022	All mandatory functionalities	Planned 28 September 2022	

Table 1 - Status of commissioning tests and implementation of SSN V5 by MSs (in week 38)

Recommendation 1: Member States are invited to note the above information, and to provide feedback should there be any changes in the information presented at the time of the meeting. It should be noted that the status of SSN V5 (i.e., Commissioning tests and entering in production) will be presented at the next HLSSG meeting.

2.2 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 Norway and Portugal is high (more than 1% - see Table 9).
- The percentage of missing Hazmat information from Bulgaria, Denmark, Finland, France, Ireland, Malta, Norway, Portugal, Spain and Sweden is very high (more than 5%, see Table 10).
- The percentage of missing Waste information from Croatia, France, Ireland, Italy, the Netherlands, Portugal, Spain and Sweden is high (more than 5%, see Table 2).
- The percentage of missing Security information from France, Greece, Italy, Norway and Sweden is high (more than 5%, see Table 2). Portugal has not yet implemented provision of Security information to SSN.
- 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; Latvia for Hazmat details, Norway for Ship MRS details, Portugal for Hazmat and MRS details and Slovenia for Hazmat, Security, Bunkers and MRS details).
- Rejections are still an issue for some countries (see Section 5.5), with over 0.2% of PortPlus notifications being rejected (Croatia, Denmark, France, Germany, Ireland, Latvia, the Netherlands, Portugal, Slovenia, Spain and Sweden).
- Estonia, Finland, France, Germany, Latvia and Spain 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, Croatia, France, Greece, Latvia, Lithuania, the Netherlands, Slovenia and Sweden 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 Bulgaria, Denmark, Estonia, Finland, Germany, Greece, Iceland, Malta, Montenegro, the Netherlands, Norway, Portugal, Romania, Slovenia and Spain is very high (over 1%, see Table 14).

Recommendation 2: The MSs mentioned in paragraphs 2.2 are invited to provide feedback.

2.3 Exemptions

For information provided in SSN, MSs can grant six 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),
- Waste notifications (Article 9 of Directive 2019/883),
- "Exemption for Crew and Pax information" (Article 9 of Directive 98/41/EC) and
- "Derogation Crew and Pax" (Article 9 of Directive 98/41/EC).

The central SSN system includes a functionality whereby MSs may report these exemptions.

On 15 September 2022, the number of exemptions registered in SSN was 7,841 (3,379 were active, 4,458 expired and 4 scheduled, see Table 4). Table 5 shows the number of ship calls that took place in August 2022 (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 3 MSs (Latvia, Portugal and Spain) do not have exemptions registered in SSN while most of the exemptions granted to MS ports relate to Waste (77.3%). Pre-Arrival, Hazmat and Security exemptions account for 5.8%, 6.8% and 9.8% respectively. Some Member States do not report the granted exemptions 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 7 shows the number of reporting systems that have been adopted by the IMO, and which should be reported to SSN. Ship MRS notification are provided for all EU MRS systems adopted by IMO but there are some issues affecting the quality of MRS information which are being handled bilaterally with the concerned Member States.

Recommendation 4: MSs facing data quality issues related to MRS notifications are invited to take appropriate measures and/or contact EMSA for support its resolution.

2.5 Incident Reports (IR)

The exchange of IR information between MSs has not been widely implemented (see Table 8). The content of IR is analysed and reported yearly to Member States in the “Implementation of SafeSeaNet and LRIT” report. The wrong classification of IR and information provided solely in national language has not yet been resolved.

Improvements to the Incident Report exchanged through SSN and a revised version of the [Incident Report Guidelines \(v2.2\)](#) were included in SSN version 5 following the proposal made by the Incident Report Working Group established by the HLSG 4th meeting (11 December 2018).

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 the request/response mechanism is working); issues affecting LOCODES and rejected messages and; the provision of Waste, Security and ATAs and ATDs. 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.

4. SSN System Availability and Performance

4.1 System availability

The performance levels during first semester of 2022 were as follows:

- a) The central SSN system was down eight times, with a total duration of 22 hours 12 minutes. Seven of these downtimes were EMSA planned interventions. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.69%.
- b) The SSN-THETIS interface was down four times, with a total duration of 55 hours 41 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 (18h37m), Cyprus (15h09m and 13h28m), Finland (15h51m), Greece (25h00m), Latvia (13h12m), Norway (284h29m) and Sweden (17h41m).

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 recover. The national and central SSN systems should be able to re-send messages for up to 2 weeks (ship position information may be downsampled 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 by the MSs and/or the short downtime periods, 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 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 2, 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).

The reporting period was August 2022, but for missing Port and Hazmat information, it was the first half of 2022. 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 3,806 ships that visited EU ports in the first semester of 2022 and found that 14 of the due notifications were not sent to SSN (0.37% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

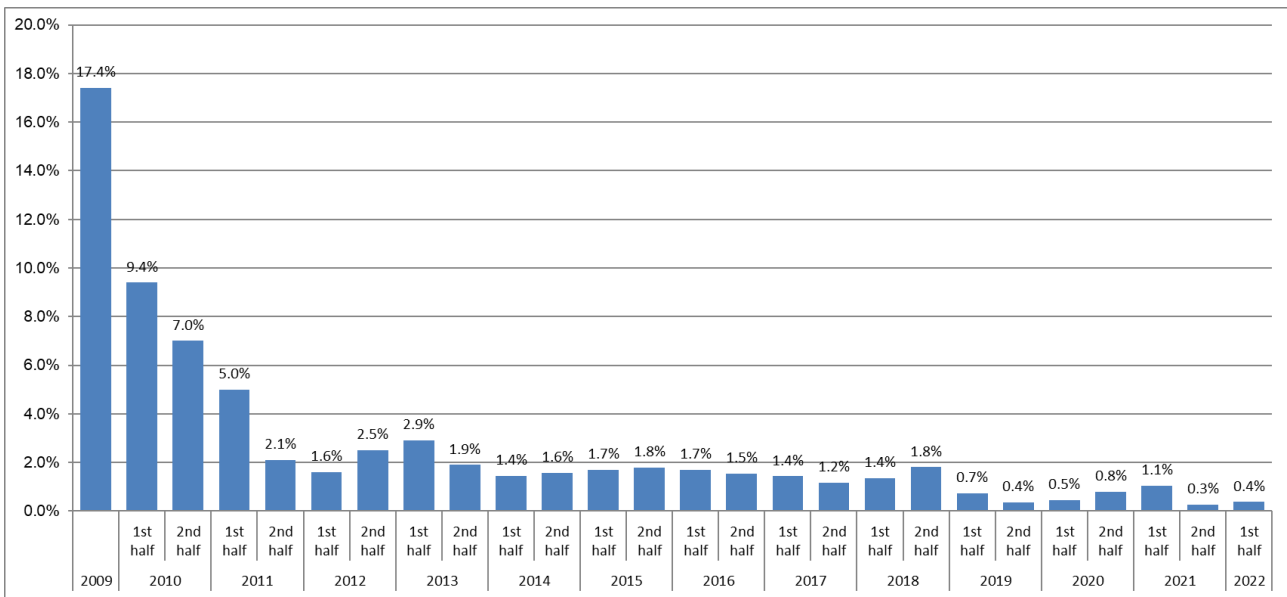


Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

Recommendation 9: MSs are reminded that all notifications have to be 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) and not doing so is a breach of the Directives.

5.2 Missing Hazmat information

6.3% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 168 out of 2,669 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 decreased from 6.2% to 4.5% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications increased from 7.5% to 9.2% (Figure 2 – green data).

Figure 2 shows the overall trend by comparing the percentage figures for the previous reporting periods. The situation improved in the first semester of 2022 for Hazmat EU Departure but worsened for non-EU Departure Hazmat. MSs should continue to improve their procedures for reporting Hazmat information (e.g. Denmark, Finland, France, Ireland, Norway, Portugal, Spain and Sweden), as they have still 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 Hazmat is carried on board when passing through the MRS.

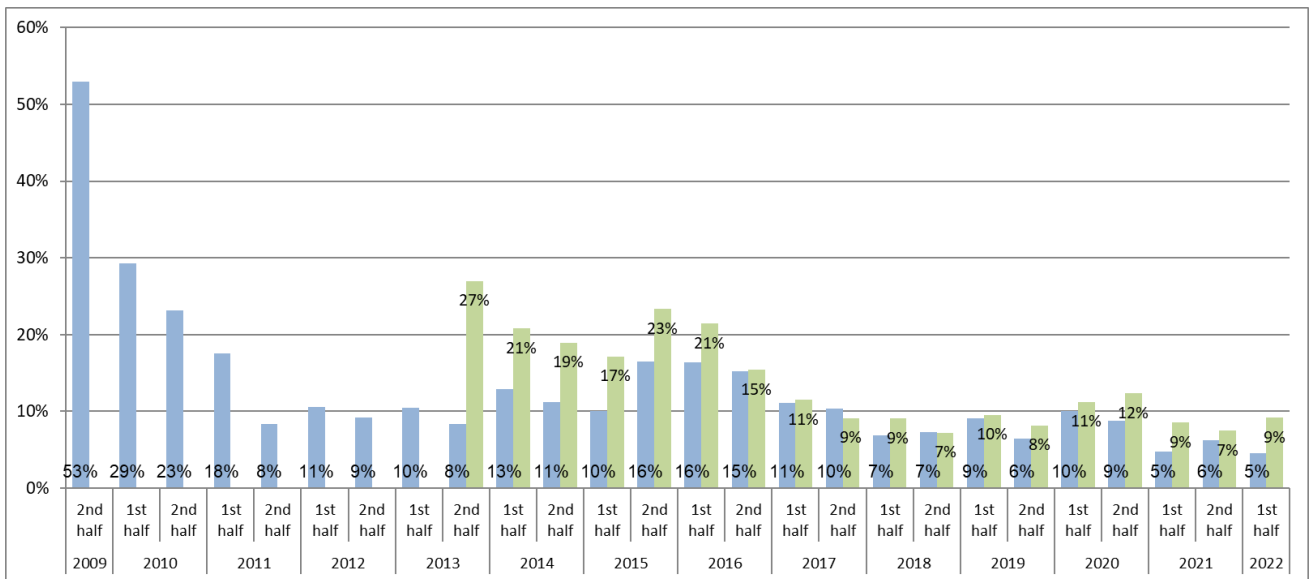


Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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

The percentage of missing Waste and Security notifications were 20.8% and 10.2% of ship calls respectively (see Table 2), as compared to 24.7% and 8.5% in the previous period. These numbers need to be further analysed 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:

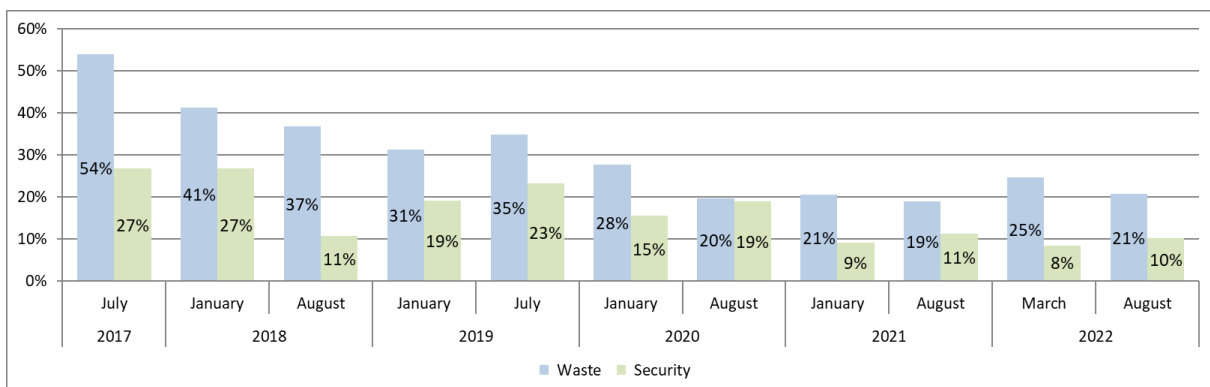


Figure 3 – Missing Waste (Blue) and Security (Green) information by reporting period

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, 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 always operational. 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), Latvia (Hazmat details), Norway (MRS details), Portugal (Hazmat and Ship MRS details) and Slovenia (Hazmat, Security, Bunkers and MRS details).

Recommendation 12: Estonia, Latvia, Norway, Portugal and Slovenia 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:

- The message identified by MSRefId xx has already been registered in SSN (Sent by xx) (59.3%);
- A Port Plus notification with known next port that also contains hazmat EUDeparture, bunkers towards NextPort or crewpax departure must have ETAToNextPort (10.9%);
- Locodes not technically correct or deactivated in SSN system (8.3%) in the elements LastPort Locode/PortOfCall Locode/NextPort Locode/ContactLocation Locode/PortDeliveryRemainingWaste Locode;
- A Port Plus notification must have ETAToNextPort subsequent to the ETDFromPortOfCall; ETAToNextPort greater than ETDFromPortOfCall (5.4%);
- The IMO number is not valid (3.9%);
- No waste code corresponds to the specified code(s): (2%);
- The email [...] is invalid (1.4%).

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.

Recommendation 14: MSs are invited to rectify the reported quality problems 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

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.

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.

51,161 of the ship calls created in SSN during August 2022 (via PortPlus) fell within the scope of these Directives (see Table 14, Annex IV). On average, 2.4% of ship call notifications lacked both the ATA and the ATD. In addition, a further 0.9% lacked only the ATD, despite the ships having already departed. The overall situation has slightly improved in comparison with last reporting period (March 2022) but further effort is required from Member States to reduce number of missing data (see Figures 4 and 5 in Annex IV).

Recommendation 15: MSs are reminded 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, Denmark, Montenegro and Portugal are the mostly affected. ATAs and ATDs provided more than 3 hours in advance, and which were therefore rejected by THETIS, affect 0.02% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 12.7% and 10.4% 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	0.5%	0.0%	1.0%	2.1%	0.10%	0.6%	0.1%	0.0%	0.1%	v5	
Bulgaria	0.0%	8.3%	0.0%	0.0%	0.11%	1.9%	0.0%	0.2%	0.0%	v4	<ul style="list-style-type: none"> - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016) - High number of ship calls missing ATA and/or ATD (Aug 2020) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2021) - High number of missing Hazmat (Aug 2022)
Croatia	0.0%	0.0%	81.7%	2.0%	2.27%	0.2%	0.0%	0.0%	4.5%	v5	<ul style="list-style-type: none"> - High number of missing Waste information (Mar 2017) - High number of 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 rejected PortPlus notifications (Aug 2022) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2022) - High number of Hazmat EU departure provided after ship departure from the port (Aug 2022)
Cyprus	0.0%	0.0%	0.0%	1.9%	0.08%	0.0%	0.0%	1.2%	0.0%	v4	<ul style="list-style-type: none"> - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2019)
Denmark	0.0%	8.6%	2.6%	0.6%	0.44%	2.2%	0.3%	0.1%	1.8%	v4	<ul style="list-style-type: none"> - High number of rejected PortPlus notifications (Mar 2019) - High number of ship calls missing ATA and/or ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020) - High number of missing Hazmat (Aug 2022) - High number of Hazmat EU departure provided after ship departure from the port (Aug 2022) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2022)
Estonia	0.0%	0.0%	0.3%	0.0%	0.02%	1.3%	0.0%	0.0%	0.2%	v4	<ul style="list-style-type: none"> - Ship MRS details not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value (Sep 2016) - High number of ship calls missing ATA and/or ATD (Mar 2022)
Finland	0.5%	5.6%	0.4%	0.2%	0.11%	0.8%	5.7%	0.0%	0.1%	v4	<ul style="list-style-type: none"> - High number of missing Hazmat (Mar 2022) - High number of ship calls missing ATA and/or ATD (Mar 2017) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014)
France	0.0%	11.2%	23.5%	15.5%	0.30%	0.6%	0.1%	0.0%	0.4%	v4	<ul style="list-style-type: none"> - High number of missing Hazmat (May 2021), Waste (Mar 2017) and Security information (Mar 2017) - High number of Hazmat nonEU departure provided after ship arrival to the port (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) - High number of rejected PortPlus notifications (Aug 2022)
Germany	0.6%	3.2%	4.3%	2.0%	0.64%	0.9%	3.3%	0.0%	1.0%	v5	<ul style="list-style-type: none"> - High number of rejected PortPlus notifications (Sep 2016) - Use of the dummy Persons on Board (POB) value (Sep 2018) - High number of ship calls missing ATA and/or ATD (Sep 2020)
Greece	0.0%	1.7%	0.39%	24.0%	0.17%	0.2%	4.1%	0.0%	0.4%	v4	<ul style="list-style-type: none"> - High number of missing Security information (Mar 2020) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2021) - High number of ship calls missing ATA and/or ATD (Mar 2022) - High number of Waste provided after ship arrival to the port (Aug 2022) - High number of Hazmat nonEU departure provided after ship arrival to the port (Aug 2020)

Table 2 – Implementation status by Member State on 21 September 2022

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		
Iceland	0.8%	no	0.4%	0.0%	0.00%	0.4%	8.4%	0.0%	0.0%	v5	- High number of ship calls missing ATA and/or ATD (Aug 2022)
Ireland	0.0%	10.4%	20.4%	0.0%	0.24%	0.0%	0.1%	0.4%	2.2%	v5	- High number of missing Hazmat (Mar 2017) and Waste (Mar 2022) information - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2021) and more than 72h late (Sep 2020)
Italy	0.5%	2.2%	11.3%	7.3%	0.08%	0.5%	0.5%	0.1%	0.5%	v5	- High number of missing Waste (Mar 2017) and Security (Aug 2022) information - High number of Waste provided after ship arrival to the port (Mar 2020)
Latvia	0.0%	3.9%	0.0%	0.0%	1.15%	0.7%	0.0%	0.0%	0.0%	v4	- High number of rejected PortPlus notifications (Aug 2019) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2021) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Mar 2022)
Lithuania	0.0%	0.0%	0.3%	0.3%	0.02%	0.0%	0.0%	0.0%	0.0%	v5	- Hazmat nonEU departure reported for vessels coming from EU ports (Mar 2022)
Malta	0.0%	1.4%	0.0%	0.0%	0.04%	1.5%	0.0%	0.0%	0.2%	v5	- High number of ship calls missing ATA and/or ATD (Aug 2022)
Montenegro	0.0%	n.a.	n.a.	n.a.	0.00%	3.0%	0.0%	0.0%	2.0%	v4	- High number of ship calls missing ATA and/or ATD (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2019)
Netherlands	0.0%	0.0%	5.0%	1.6%	5.50%	0.8%	0.4%	0.0%	0.2%	v5	- High number of missing Waste (Mar 2017) information - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - High number of ship calls missing ATA and/or ATD (Sep 2020) - High number of rejected PortPlus notifications (Mar 2022)
Norway	1.7%	9.0%	2.7%	8.8%	0.07%	5.5%	8.1%	0.0%	0.3%	v4	- High number of missing Hazmat (Aug 2019), Port and Security (Aug 2022) information - High number of ship calls missing ATA / ATD (Sep 2015) - MRS details not available upon request (Mar 2022)
Poland	0.0%	0.0%	0.5%	0.7%	0.00%	0.1%	0.0%	0.0%	0.8%	v4	

Table 2 – Implementation status by Member State on 21 September 2022 (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		
Portugal	5.0%	19.5%	20.0%	100.0%	1.36%	1.5%	10.4%	0.0%	4.1%	v3	<ul style="list-style-type: none"> - High number of missing Port (Mar 2020), Hazmat (May 2021) and Waste (Sep 2020) information - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls missing ATA and/or ATD (Sep 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020) - High number of Waste (Sep 2020) provided after ship arrival to the port - SSN v4 not yet fully implemented - Request-Response mechanism not working - Provision of Security information not implemented - High number of Hazmat nonEU departure provided after ship arrival to the port (Aug 2022)
Romania	0.0%	0.0%	0.7%	0.3%	0.05%	0.0%	1.4%	0.0%	0.0%	v5	<ul style="list-style-type: none"> - High number of ship calls missing ATA and/or ATD (Aug 2019) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2022)
Slovenia	0.0%	0.0%	0.0%	0.0%	3.27%	2.6%	0.0%	0.0%	0.9%	v4	<ul style="list-style-type: none"> - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016) - High number of rejected PortPlus notifications (Aug 2022) - High number of ship calls missing ATA and/or ATD (Aug 2022) - Request-Response mechanism not working (Sep 2022)
Spain	0.0%	18.7%	71.5%	4.6%	1.33%	0.3%	2.5%	0.0%	3.2%	v5	<ul style="list-style-type: none"> - High number of missing Hazmat (Sep 2016) and Waste (Mar 2017) information - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls missing ATA and/or ATD (Sep 2020) - 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 ship departure from the port (Mar 2018) - High number of Hazmat nonEU departure and Waste provided after ship arrival to the port (Aug 2022)
Sweden	0.0%	19.8%	28.3%	39.2%	0.26%	0.4%	0.5%	0.0%	0.4%	v4	<ul style="list-style-type: none"> - High number of missing Hazmat (Mar 2017), Waste (Mar 2022) and Security (Mar 2017) information - High number of Hazmat EU departure provided after ship departure from the port (Aug 2019) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2021) - High number of rejected PortPlus notifications (Mar 2022)
Total	0.4%	6.7%	20.8%	10.2%	1.03%	0.9%	2.4%	0.02%	1.2%	-	Updated: 21 September 2022

Table 2 – Implementation status by Member State on 16 September 2022 (cont.)

Member State	Shipcalls			AIS ⁽¹⁾	MRS	Incident Reports	Total
	New	Updates	Cancelations				
Belgium	13,084	207,165	488	78,772,511	345	23	78,993,616
Bulgaria	1,786	9,282	45	6,475,668	-	-	6,486,781
Croatia	4,369	15,850	16	23,614,183	4,109	32	23,638,559
Cyprus	1,731	21,291	40	12,552,878	-	1	12,575,941
Denmark	15,112	44,808	439	104,860,824	29,678	11	104,950,872
Estonia	5,211	28,530	75	50,690,001	37,941	3	50,761,761
Finland	15,978	84,017	519	35,991,182	19,078	67	36,110,841
France	27,748	177,164	2,047	65,881,544	71,413	594	66,160,510
Germany	27,049	120,073	307	195,359,084	-	16	195,506,529
Greece	131,902	397,975	1,951	58,668,624	-	47	59,200,499
Iceland	1,556	3,109	100	40,202,964	467	-	40,208,196
Ireland	6,863	28,032	44	15,586,129	41	7	15,621,116
Italy	32,208	206,635	853	84,241,304	11,372	316	84,492,688
Latvia	3,292	20,332	64	10,044,730	-	8	10,068,426
Lithuania	2,366	23,913	89	3,751,048	-	32	3,777,448
Malta	5,113	27,491	422	6,700,528	-	5	6,733,559
Montenegro	393	779	4	2,942,671	-	-	2,943,847
Netherlands	26,889	360,533	1,435	171,835,742	-	52	172,224,651
Norway	74,945	418,437	5,790	264,771,968	510	4	265,271,654
Poland	8,391	90,449	509	26,886,701	12,108	41	26,998,199
Portugal	5,857	41,033	503	22,233,886	4,503	10	22,285,792
Romania	2,948	19,988	146	17,314,830	-	1	17,337,913
Slovenia	1,622	8,687	40	4,186,192	759	1	4,197,301
Spain	80,598	569,113	7,573	109,601,036	56,634	32	110,314,986
Sweden	25,625	180,828	1,350	179,296,888	-	40	179,504,731
Total	522,636	3,105,514	24,849	1,592,463,116	248,958	1,343	1,596,366,416

(1) AIS information transmitted through streaming mechanisms

Table 3 – Number of notifications by Member State and by type of notification

Reporting period: January – June 2022

Member State	Expired exemptions								Active exemptions								Total
	Hazmat	Pre-Arrival	Waste Notification	Waste Delivery	Waste Fees	Security	CrewAndPax	CrewAndPax Derogation	Hazmat	Pre-Arrival	Waste Notification	Waste Delivery	Waste Fees	Security	CrewAndPax	CrewAndPax Derogation	
Belgium	-	2	199	130	127	42	-	-	-	-	113	104	100	1	-	-	818
Bulgaria	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
Croatia	-	44	-	-	-	-	-	-	-	31	-	-	-	-	-	-	75
Cyprus	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1
Denmark	4	-	1	-	-	2	-	-	42	38	109	-	-	38	-	-	234
Estonia	1	-	35	-	-	10	-	-	-	-	15	-	-	17	-	-	78
Finland	1	13	-	-	-	14	-	-	-	-	120	-	-	37	-	-	185
France	48	20	332	231	226	107	-	-	11	-	120	93	83	38	-	-	1,309
Germany	-	-	88	54	85	13	-	-	-	-	247	235	243	64	-	-	1,029
Greece	-	25	36	-	-	1	-	-	-	106	49	-	-	8	-	-	225
Iceland	3	8	5	1	-	4	-	-	2	3	15	2	-	2	-	-	45
Ireland	-	-	1	-	-	23	-	-	-	2	7	10	-	4	-	-	47
Italy	328	96	590	514	-	47	-	-	24	2	140	118	-	16	-	-	1,875
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lithuania	-	-	11	227	439	53	-	-	-	-	-	11	22	26	-	-	793
Malta	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1
Netherlands	-	-	35	2	25	57	-	-	-	-	145	8	144	16	-	-	432
Norway	-	-	-	-	-	-	-	-	11	11	15	-	-	12	1	-	50
Poland	-	-	13	-	-	2	-	-	-	1	27	-	-	28	-	-	71
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Romania	4	4	4	4	4	4	-	-	45	45	45	45	45	45	22	3	319
Slovenia	-	-	2	2	-	-	-	-	-	-	2	2	-	-	-	-	8
Spain	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	2	1	45	1	-	3	-	-	4	5	101	47	1	35	-	-	245
Total	391	213	1,398	1,166	908	382	-	-	139	244	1,270	675	638	387	23	3	7,841

Table 4 – Number of exemptions by type of notification registered in SSN on 15 September 2022

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	2,156	2,156	-	453	1,181	-	1,732	316	209	1,808	-
Bulgaria	300	300	-	269	57	-	300	-	28	268	-
Croatia	3,802	3,802	-	19	252	-	621	-	217	337	-
Cyprus	297	297	-	48	66	-	297	-	12	260	-
Denmark	2,774	2,774	-	26	340	9	1,985	389	795	1,050	40
Estonia	919	919	-	26	424	-	801	101	44	396	451
Finland	2,710	2,710	-	13	724	-	862	1,808	859	754	1,030
France	5,874	5,874	-	522	2,545	1,349	1,824	2,643	1,207	3,267	483
Germany	4,741	4,741	-	160	1,796	-	2,205	2,320	592	1,855	2,078
Greece	26,176	25,989	187	270	2,195	-	24,920	639	17,499	1,495	1
Iceland	503	503	-	21	25	-	467	17	319	166	-
Ireland	1,238	1,238	-	371	374	-	961	6	101	1,107	-
Italy	7,271	7,271	-	363	1,544	39	4,475	1,923	4,057	2,431	175
Latvia	576	576	-	27	153	-	560	-	30	516	-
Lithuania	389	389	-	10	148	-	388	-	1	297	89
Malta	972	972	-	124	443	-	523	-	197	741	-
Montenegro	128	128	-	-	-	-	-	-	-	-	-
Netherlands	4,572	4,572	-	1,840	2,173	-	3,385	611	598	3,183	140
Norway	3,109	3,106	3	13	596	121	2,853	91	1,787	975	61
Poland	1,510	1,510	-	35	467	-	1,189	292	158	965	289
Portugal	929	929	-	28	312	-	730	-	419	-	-
Romania	424	424	-	67	71	-	421	-	43	375	-
Slovenia	165	165	-	80	82	-	157	-	-	156	-
Spain	16,834	16,834	-	420	1,414	-	4,163	-	8,949	4,679	-
Sweden	4,753	4,753	-	47	1,129	4	1,551	1,831	1,164	1,502	653
Total	93,122	92,932	190	5,252	18,511	1,522	57,370	12,987	39,285	28,583	5,490

Table 5 – Number of ship calls and how the detailed part of notifications is reported by Member States (reporting period: August 2022)

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	14,991,274	North Sea
Bulgaria	-	1,632,405	MARES
Croatia	-	7,147,925	MARES
Cyprus	-	3,527,245	MARES
Denmark	-	26,005,217	HELCOM
Estonia	-	12,573,853	HELCOM
Finland	-	9,971,366	HELCOM
France	-	17,307,397	North Sea and MARES (Mediterranean Coast)
Germany	-	43,898,461	HELCOM and North Sea
Greece	-	16,147,083	MARES
Iceland	-	7,114,363	North Atlantic
Ireland	-	4,082,872	North Sea
Italy	-	22,891,408	MARES
Latvia	-	2,633,869	HELCOM
Lithuania	-	1,097,155	HELCOM
Malta	-	1,217,089	MARES
Montenegro	-	701,003	MARES
Netherlands	-	31,956,094	North Sea
Norway	-	50,655,722	North Atlantic
Poland	-	6,421,313	HELCOM
Portugal	-	4,868,407	MARES
Romania	-	4,065,156	MARES
Slovenia	-	614,699	HELCOM
Spain	-	26,459,469	MARES
Sweden	-	67,264,300	HELCOM
Total	-	385,245,145	

Table 6 – Number of AIS reports by Member State and Interface (reporting period: August 2022)

Member State	MRS	Area	Ship MRS Notifications
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	39
Bulgaria	-	-	-
Croatia	ADRIREP	Adriatic Sea	757
Cyprus	-	-	-
Denmark	BELTREP	Great Belt	2,125
	SOUNDREP	The Sound	2,879
Estonia	GOFREP	Gulf of Finland	6,610
Finland	GOFREP	Gulf of Finland	3,379
France	BONIFREP	Strait of Bonifacio (only DPG)	313
	CALDOVREP	Dover Strait/ Pas de Calais	3,104
	MANCHREP	Off Les Casquets/ La Manche	5,188
	OUESSREP	Off Ouessant	3,669
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	22
Germany	-	-	-
Greece	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	106
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	7
Italy	ADRIREP	Adriatic Sea	1,676
	BONIFREP	Strait of Bonifacio (only DPG)	264
Latvia	-	-	-
Lithuania	-	-	-
Malta	-	-	-
Montenegro	-	-	-
Netherlands	-	-	-
Norway	BAREP	Barents Sea	78
Poland	GDANREP	Gulf of Gdansk	1,936
Portugal	COPREP	Coast of Portugal	666
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	3
Romania	-	-	-
Slovenia	ADRIREP	Adriatic Sea	159
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	56
	FINREP	Finisterre (NW Coast of Spain)	3,019
	GATREP ⁽¹⁾	Gulf of Almeria (Gata Cape)	2,613
	GIBREP	Strait of Gibraltar	4,139
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	21
Sweden	SOUNDREP ⁽²⁾	The Sound	-
Total			42,828

(1) Voluntary Ship Reporting System

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

Table 7 – Number of MRS reports by Member State and SSN Protocol (reporting period: August 2022)

Member State	Incident Type								Protocol		Total
	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	XML	WEB	
Belgium	20	-	-	-	-	1	-	2	20	3	23
Bulgaria	-	-	-	-	-	-	-	-	-	-	-
Croatia	12	-	-	-	-	-	16	4	32	-	32
Cyprus	-	-	-	-	-	-	-	1	-	1	1
Denmark	10	1	-	-	-	-	-	-	-	11	11
Estonia	2	-	-	-	-	-	1	-	3	-	3
Finland	49	-	-	-	-	-	18	-	67	-	67
France	82	126	-	-	-	13	2	371	224	370	594
Germany	4	-	-	-	-	1	-	11	-	16	16
Greece	29	1	3	-	-	-	2	12	-	47	47
Iceland	-	-	-	-	-	-	-	-	-	-	-
Ireland	6	1	-	-	-	-	-	-	-	7	7
Italy	209	1	-	-	-	15	-	91	-	316	316
Latvia	7	-	-	-	-	-	-	1	-	8	8
Lithuania	5	1	-	-	-	4	-	22	31	1	32
Malta	2	-	-	-	-	-	1	2	-	5	5
Netherlands	46	-	-	-	-	-	-	6	-	52	52
Norway	4	-	-	-	-	-	-	-	-	4	4
Poland	5	-	-	-	-	-	-	36	41	-	41
Portugal	9	-	-	-	-	-	-	1	-	10	10
Romania	1	-	-	-	-	-	-	-	-	1	1
Slovenia	-	-	-	-	-	-	-	1	1	-	1
Spain	31	-	-	-	-	-	-	1	31	1	32
Sweden	1	-	-	-	-	-	36	3	-	40	40
Total	534	131	3	-	-	34	76	565	450	893	1,343

Table 8 – Number of Incident Reports by Member State and by Type (reporting period: January-June 2022)

Annex III: Data quality

Member State	First half 2022 (Jan 2022 - Jun 2022)													Evolution	
	Nr. Checks	Notifications Missing	2017		2018		2019		2020		2021		2022		
			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun		
Belgium	210	1	0%	0%	1%	1%	1%	0%	0%	1%	1%	0%	0%	0.48%	
Bulgaria	119	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Croatia	121	0	0%	0%	0%	4%	0%	1%	0%	0%	1%	0%	0%	0.00%	
Cyprus	140	0	1%	1%	0%	0%	4%	0%	0%	1%	0%	0%	0%	0.00%	
Denmark	181	0	3%	2%	5%	6%	4%	1%	1%	0%	2%	0%	0%	0.00%	
Estonia	141	0	0%	0%	0%	2%	2%	1%	0%	2%	1%	0%	0%	0.00%	
Finland	200	1	0%	3%	0%	1%	1%	0%	1%	2%	3%	0%	0%	0.50%	
France	181	0	1%	1%	1%	2%	1%	0%	0%	0%	1%	1%	1%	0.00%	
Germany	180	1	3%	2%	2%	2%	0%	0%	1%	1%	2%	1%	1%	0.56%	
Greece	210	0	1%	3%	0%	4%	0%	0%	0%	1%	1%	0%	0%	0.00%	
Iceland	131	1	0%	1%	1%	1%	0%	0%	0%	1%	0%	0%	0%	0.76%	
Ireland	129	0	1%	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0.00%	
Italy	212	1	1%	2%	4%	2%	1%	0%	0%	3%	1%	1%	1%	0.47%	
Latvia	120	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Lithuania	120	0	0%	0%	0%	1%	0%	0%	0%	0%	1%	1%	1%	0.00%	
Malta	132	0	12%	1%	3%	5%	0%	0%	0%	0%	3%	0%	0%	0.00%	
Montenegro	69	0	-	-	-	5%	0%	0%	0%	0%	5%	2%	2%	0.00%	
Netherlands	182	0	1%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0.00%	
Norway	179	3	2%	3%	4%	5%	1%	1%	0%	2%	1%	0%	0%	1.68%	
Poland	120	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Portugal	121	6	-	1%	3%	1%	1%	5%	9%	2%	5%	3%	3%	4.96%	
Romania	120	0	0%	1%	1%	1%	1%	1%	0%	1%	0%	0%	0%	0.00%	
Slovenia	121	0	1%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Spain	185	0	0%	1%	0%	1%	0%	0%	0%	1%	2%	1%	1%	0.00%	
Sweden	182	0	3%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Total	3,806	14	1.4%	1.2%	1.4%	1.8%	0.7%	0.4%	0.5%	0.8%	1.1%	0.3%	0.37%		

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	Member State	Hazmat non-EU Departure													Evolution
	First half 2022 (Jan 2022 - Jun 2022)		2017		2018		2019		2020		2021		2022			Nr. Checks	Notifications Missing	2017		2018		2019		2020		2021		2022	
	Nr. Checks	Notifications Missing	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec					Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	
Belgium	100	0	2%	2%	1%	2%	1%	1%	1.0%	0.9%	0.0%	0.0%	0.0%	88	0	3%	2%	5%	1%	3%	3%	11.3%	4.0%	4.0%	0.0%				
Bulgaria	12	1	11%	8%	29%	n.a.	n.a.	0%	0.0%	0.0%	0.0%	8.3%	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Croatia	32	0	3%	0%	1%	2%	0%	0%	0.0%	1.3%	0.0%	0.0%	40	0	9%	4%	0%	2%	0%	0%	0.0%	2.1%	0.0%	0.0%	0.0%				
Cyprus	16	0	15%	19%	15%	4%	0%	0%	0.0%	0.0%	0.0%	0.0%	3	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Denmark	70	3	9%	2%	3%	14%	3%	22%	0.0%	3.2%	2.7%	4.3%	23	5	3%	13%	10%	9%	0%	0%	33.3%	7.7%	12.5%	21.7%					
Estonia	59	0	1%	3%	0%	1%	0%	25%	0.0%	1.2%	0.0%	0.0%	16	0	n.a.	n.a.	2%	2%	0%	0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Finland	60	1	3%	6%	11%	5%	7%	0%	7.1%	1.2%	4.2%	1.7%	12	3	5%	6%	6%	13%	0%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
France	118	8	19%	3%	5%	7%	6%	4%	6.7%	5.3%	7.3%	6.8%	106	17	17%	15%	17%	12%	7%	6%	6.9%	18.9%	8.1%	16.0%					
Germany	107	3	7%	2%	3%	3%	1%	4%	3.4%	0.0%	0.0%	2.8%	82	3	6%	6%	4%	5%	2%	0%	0.0%	2.2%	1.3%	3.7%					
Greece	110	1	3%	3%	5%	3%	4%	7%	2.9%	1.8%	2.1%	0.9%	8	1	0%	0%	0%	0%	8%	0%	0.0%	11.1%	15.4%	12.5%					
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	0%	n.a.	n.a.	n.a.	n.a.	n.a.				
Ireland	63	7	3%	11%	6%	10%	7%	8%	17.6%	9.4%	15.2%	11.1%	14	1	n.a.	n.a.	n.a.	n.a.	0%	100.0%	50.0%	20.0%	7.1%	7.1%					
Italy	117	5	10%	7%	4%	11%	4%	6%	8.4%	7.1%	7.2%	4.3%	113	0	8%	7%	8%	12%	3%	0%	9.1%	9.5%	8.0%	0.0%					
Latvia	44	1	6%	2%	1%	1%	0%	0%	6.7%	1.4%	2.9%	2.3%	7	1	0%	0%	0%	6%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Lithuania	48	0	3%	0%	2%	1%	0%	0%	14.3%	1.8%	0.0%	0.0%	11	0	0%	0%	5%	0%	0%	25%	0.0%	0.0%	0.0%	0.0%	0.0%				
Malta	61	1	30%	8%	3%	1%	5%	6%	25.0%	1.9%	10.5%	1.6%	9	0	6%	6%	6%	0%	13%	0%	100.0%	15.4%	0.0%	0.0%	0.0%				
Netherlands	121	0	4%	2%	6%	1%	2%	4%	2.9%	1.8%	1.0%	0.0%	119	0	2%	1%	1%	2%	3%	5%	1.0%	0.0%	0.0%	0.0%	0.0%				
Norway	62	4	5%	10%	2%	6%	9%	4%	8.7%	7.5%	11.3%	6.5%	16	3	6%	7%	0%	31%	n.a.	50%	0.0%	25.0%	14.3%	18.8%					
Poland	88	0	1%	0%	1%	2%	0%	0%	0.0%	1.0%	0.0%	0.0%	71	0	0%	0%	0%	1%	0%	0%	0.0%	2.5%	0.0%	0.0%	0.0%				
Portugal	113	13	n.a.	n.a.	8%	n.a.	3%	3%	9.6%	4.6%	12.4%	11.5%	82	25	4%	1%	1%	3%	3%	2%	19.5%	9.3%	18.0%	30.5%					
Romania	7	0	0%	0%	17%	n.a.	0%	13%	0.0%	0.0%	0.0%	0.0%	2	0	n.a.	n.a.	n.a.	n.a.	0%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Slovenia	57	0	5%	0%	0%	0%	0%	3%	0.0%	0.0%	0.0%	0.0%	61	0	3%	0%	1%	3%	0%	0%	0.0%	0.0%	0.0%	0.0%	0.0%				
Spain	116	18	32%	36%	32%	42%	22%	34%	27.9%	23.0%	27.2%	15.5%	114	25	38%	38%	25%	36%	29%	33%	29.1%	21.7%	23.2%	21.9%					
Sweden	72	9	19%	9%	19%	35%	30%	5%	36.4%	11.6%	12.0%	12.5%	19	9	13%	20%	3%	24%	20%	25%	33.3%	16.0%	0.0%	47.4%					
Total	1,653	75	10.3%	6.9%	7.3%	9.5%	6.5%	10.0%	8.7%	4.8%	6.2%	4.5%	1,016	93	9.1%	9.1%	7.2%	9.1%	8.2%	11.1%	12.3%	8.5%	7.5%	9.2%	9.2%				

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	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	Available
Greece	Available	-	Available	- ⁽¹⁾
Iceland	Available	Available	Available	Available
Ireland	Available	Available ⁽²⁾	Available	-
Italy	Available	Available	Available	Available
Latvia	Unavailable	-	Available	- ⁽¹⁾
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	Unavailable	Unavailable	Unavailable	Unavailable
Spain	Available	Available	Available	Available
Sweden	Available	-	Available	Available

(1) No data reported

(2) Data reported through the Web User Interface

Table 11 – Availability of the detailed part of the notifications (check on 21 September 2022)

Member State	August 2022													Evolution
	Port Plus Notifications	Port Plus Rejected	July 2017	January 2018	August 2018	January 2019	July 2019	January 2020	August 2020	January 2021	August 2021	March 2022	August 2022	
Belgium	36,096	35	0.01%	0.00%	0.00%	0.00%	0.00%	0.03%	0.08%	0.00%	0.01%	0.05%	0.10%	
Bulgaria	1,826	2	0.59%	0.17%	0.10%	0.00%	0.28%	0.24%	0.00%	0.20%	0.05%	0.37%	0.11%	
Croatia	9,070	206	0.02%	0.08%	0.90%	0.00%	0.28%	0.00%	0.00%	0.00%	0.10%	0.00%	2.27%	
Cyprus	3,963	3	0.00%	0.34%	0.16%	0.08%	0.00%	4.84%	0.95%	0.17%	0.00%	0.66%	0.08%	
Denmark	11,738	52	1.10%	0.38%	0.42%	0.60%	0.74%	1.02%	0.57%	0.58%	0.47%	1.52%	0.44%	
Estonia	5,967	1	0.04%	0.11%	0.08%	0.02%	0.04%	1.91%	0.06%	0.08%	0.05%	0.07%	0.02%	
Finland	17,746	19	0.50%	1.32%	0.54%	0.77%	0.73%	0.60%	3.60%	0.41%	0.26%	0.46%	0.11%	
France	41,135	124	0.33%	0.16%	0.12%	0.03%	0.01%	0.05%	0.64%	0.01%	0.01%	0.04%	0.30%	
Germany	28,355	181	1.18%	1.13%	0.63%	0.41%	0.44%	0.39%	0.43%	0.55%	0.46%	2.96%	0.64%	
Greece	103,504	178	0.48%	0.56%	0.51%	0.59%	0.41%	9.52%	0.76%	0.55%	0.16%	0.90%	0.17%	
Iceland	1,635	-	0.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.58%	0.00%	
Ireland	6,601	16	0.21%	0.64%	0.40%	0.68%	0.35%	0.84%	52.72%	0.70%	0.37%	0.84%	0.24%	
Italy	53,181	40	0.03%	0.01%	0.05%	0.02%	0.01%	0.00%	0.06%	0.03%	0.01%	0.26%	0.08%	
Latvia	4,104	47	0.49%	0.37%	0.45%	0.35%	0.33%	0.68%	0.56%	0.29%	0.21%	2.04%	1.15%	
Lithuania	4,691	1	0.22%	0.05%	0.07%	0.00%	0.04%	0.02%	0.00%	0.00%	0.02%	0.16%	0.02%	
Malta	6,803	3	1.75%	0.99%	1.67%	0.94%	0.54%	0.09%	0.40%	17.20%	0.04%	0.13%	0.04%	
Montenegro	407	-			1.75%	0.90%	5.14%	2.54%	2.38%	0.00%	0.47%	0.61%	0.00%	
Netherlands	74,841	4,113	9.94%	1.41%	0.19%	0.17%	8.91%	0.53%	3.25%	0.81%	0.11%	1.12%	5.50%	
Norway	70,244	49	0.02%	0.00%	0.03%	0.02%	0.00%	0.06%	0.02%	0.00%	0.00%	0.02%	0.07%	
Poland	18,123	-	0.16%	0.03%	0.18%	0.00%	0.00%	0.00%	0.00%	0.01%	0.01%	0.03%	0.00%	
Portugal	8,476	115	0.93%	1.49%	0.58%	0.33%	9.67%	1.32%	3.21%	1.08%	0.80%	0.87%	1.36%	
Romania	3,999	2	0.00%	0.21%	5.02%	0.22%	0.41%	0.89%	0.00%	0.07%	0.00%	0.38%	0.05%	
Slovenia	1,439	47	0.81%	0.21%	0.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.27%	
Spain	126,529	1,684	0.86%	1.05%	0.47%	0.68%	0.46%	0.93%	0.48%	1.25%	1.06%	1.28%	1.33%	
Sweden	38,724	100	0.10%	0.08%	0.03%	0.04%	0.01%	0.10%	1.70%	0.04%	0.00%	12.57%	0.26%	
Total	679,197	7,018	1.40%	0.60%	0.29%	0.27%	1.42%	0.42%	1.25%	0.66%	0.29%	1.64%	1.03%	

Table 12 – PortPlus notification rejections and evolution (reporting period: August 2022)

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.	382	To be corrected by MSs
R02	A Port Plus notification must have ETAToNextPort subsequent to the ATDFromPortOfCall: ETAToNextPort greater than ATDFromPortOfCall	-	To be corrected by MSs
R03	A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall.	8	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 ATDFromPortOfCall.	71	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.	16	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.	-	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.	4	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have a NextPort.	3	To be corrected by MSs
R10	A Port Plus notification with known next port that also contains hazmat EUDeparture, bunkers towards NextPort or crewpax departure must have ETAToNextPort.	767	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.	12	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.	-	To be corrected by MSs
R14	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	1	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	-	To be corrected by MSs
R16	Arrival Notification Details once provided should be repeated in all update messages.	62	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	248	To be corrected by MSs
R18	ArrivalNotificationDetails is mandatory if ATDFromPortOfCall is provided unless CrewAndPaxNotificationOnDeparture is provided (and some other groups are not included).	74	To be corrected by MSs
R19	ETDFromLastPort is mandatory if WasteNotification or CrewAndPaxNotificationOnArrival with CrewAndPaxYorN = Y is provided.	-	To be corrected by MSs
R20	ETDFromPortOfCall is mandatory unless CrewAndPaxNotificationOnArrival is provided (and some other groups are not included).	-	To be corrected by MSs
R21	A Port Plus notification with waste notification, hazmat EUDeparture, bunkers towards NextPort or crewpax departure must have a NextPort. LastPort is mandatory if WasteNotification or CrewAndPaxNotificationOnArrival with CrewAndPaxYorN = Y is provided.	1	To be corrected by MSs
R22	LastPort is mandatory if WasteNotification or CrewAndPaxNotificationOnArrival with CrewAndPaxYorN = Y is provided	3	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: August 2022)

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.)			
R23	The message identified by MSRefId [] has already been registered in SSN (Sent by [])	4,160	To be corrected by MSs and in the Central SSN
R24	[: A port plus notification with the specified shipCallId [] has already been registered in SSN by []	19	To be corrected by MSs and in the Central SSN
R25	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. Port Delivery Remaining Waste Locode [] is not technically correct.	582	To be corrected by MSs
R26	PortOfCall Locode [] is not permitted. Verify your access rights as Portplus Notifier.	-	To be corrected by MSs
R27	The IMO number [] is not valid	272	To be corrected by MSs
R28	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [] is invalid because no voyage was found with the specified shipCallId.	13	To be corrected by MSs
R29	PobVoyageTowardsPortOfCall has an invalid value	-	To be corrected by MSs
R30	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	13	To be corrected by MSs
R31	The UpdateNotifications information is not compatible with the updateStatus [U].	3	To be corrected by MSs
R32	Incorrect MMSI number - MID [] does not identify any Flag according to the ITU list of MIDs.	4	To be corrected by MSs
R33	Invalid message. A port plus notification with the specified shipCallId [] has already been registered with different Vessel [] - [].	36	To be corrected by MSs
R34	At least one contact detail must be provided (Phone, Fax or Email)	4	To be corrected by MSs
R35	The notification must have quoted at least one of IMO or MMSI numbers	3	To be corrected by MSs
R36	The phone number must contain digits only. The fax number must contain digits only	-	To be corrected by MSs
R37	The email [] is invalid	95	To be corrected by MSs
R38	Test vessel only allows IMO 9999999 and MMSI 999999999	-	To be corrected by MSs
R39	The first name is invalid	-	To be corrected by MSs
R40	The notification must have quoted at least one of CompanyName or IMOCompanyNr	7	To be corrected by MSs
R41	A phone number must be defined	5	To be corrected by MSs
R42	No waste code corresponds to the specified code(s): ...	138	To be corrected by MSs
R43	No ShipType UN corresponds to the specified code: ...	1	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: August 2022) (cont.)

Annex IV: SSN – THETIS interface

Member State	Current reporting period - August 2022								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 [%]	March 2022	August 2021	January 2021	August 2020	January 2020	July 2019	January 2019	August 2018	January 2018
Belgium	1,948	1,935	12	1	99.3%	0.6%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bulgaria	264	259	5	-	98.1%	1.9%	0.0%	1.0%	0.4%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%
Croatia	482	481	1	-	99.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%
Cyprus	232	232	-	-	100.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%
Denmark	2,165	2,111	48	6	97.5%	2.2%	0.3%	0.5%	0.4%	0.1%	0.5%	0.3%	0.4%	0.2%	0.0%	0.3%
Estonia	526	519	7	-	98.7%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.3%	0.5%	0.0%	0.5%
Finland	1,535	1,436	12	87	93.6%	0.8%	5.7%	6.6%	0.1%	0.8%	1.2%	2.0%	2.7%	3.8%	2.0%	9.9%
France	2,797	2,778	16	3	99.3%	0.6%	0.1%	0.5%	0.3%	0.1%	0.3%	0.0%	0.4%	0.0%	0.0%	0.1%
Germany	3,508	3,360	31	117	95.8%	0.9%	3.3%	6.4%	2.4%	2.0%	2.8%	0.7%	2.7%	2.6%	3.0%	4.4%
Greece	5,937	5,679	13	245	95.7%	0.2%	4.1%	0.8%	0.2%	0.1%	0.2%	2.3%	1.6%	2.0%	2.0%	2.4%
Iceland	533	486	2	45	91.2%	0.4%	8.4%	0.5%	3.9%	2.8%	2.5%	8.1%	3.8%	3.0%	3.0%	5.1%
Ireland	1,191	1,190	-	1	99.9%	0.0%	0.1%	0.5%	0.3%	1.9%	6.1%	0.6%	0.4%	0.0%	0.0%	0.2%
Italy	2,826	2,799	14	13	99.0%	0.5%	0.5%	0.9%	0.7%	0.0%	1.7%	0.5%	0.7%	0.2%	1.0%	0.2%
Latvia	559	555	4	-	99.3%	0.7%	0.0%	1.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%
Lithuania	348	348	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%
Malta	264	260	4	-	98.5%	1.5%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Montenegro	133	129	4	-	97.0%	3.0%	0.0%	1.9%	1.4%	0.0%	0.0%	2.6%	4.5%	0.0%	8.0%	
Netherlands	3,172	3,133	25	14	98.8%	0.8%	0.4%	1.4%	0.3%	0.3%	0.1%	0.8%	0.8%	0.6%	0.0%	0.3%
Norway	3,423	2,959	188	276	86.4%	5.5%	8.1%	4.9%	3.1%	2.4%	3.4%	4.9%	5.0%	8.3%	8.0%	8.0%
Poland	1,394	1,393	1	-	99.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Portugal	654	576	10	68	88.1%	1.5%	10.4%	12.6%	6.0%	2.4%	9.2%	6.6%	53.6%	2.1%	7.0%	1.2%
Romania	414	408	-	6	98.6%	0.0%	1.4%	0.3%	0.8%	0.0%	0.0%	0.0%	0.9%	0.0%	3.0%	0.4%
Slovenia	152	148	4	-	97.4%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Spain	13,888	13,493	45	350	97.2%	0.3%	2.5%	1.4%	3.2%	1.0%	1.7%	0.9%	1.8%	18.9%	3.0%	1.5%
Sweden	2,816	2,789	12	15	99.0%	0.4%	0.5%	0.6%	0.3%	0.2%	2.1%	2.6%	0.7%	1.1%	1.0%	2.2%
Total	51,161	49,456	458	1,247	96.7%	0.9%	2.4%	2.1%	1.5%	0.8%	1.5%	1.3%	3.1%	6.0%	2.3%	2.0%
TOTAL March2022	37,709	36,289	640	780	96.2%	1.7%	2.1%									
TOTAL August2021	43,704	42,613	444	647	97.5%	1.0%	1.5%									
TOTAL January2021	35,712	35,049	377	286	98.1%	1.1%	0.8%									
TOTAL August2020	45,169	43,503	967	699	96.3%	2.1%	1.5%									
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%									

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: August 2022)

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).

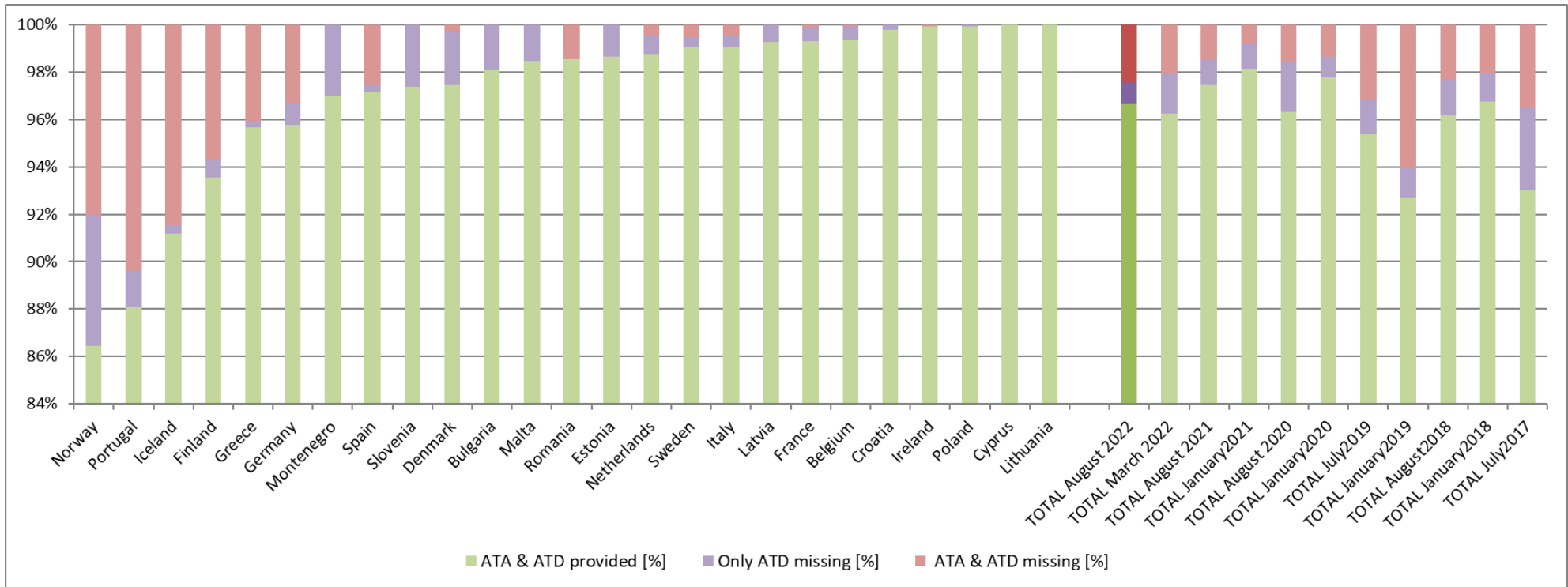


Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC
(corresponding to Table 15) (reporting period: August 2022)

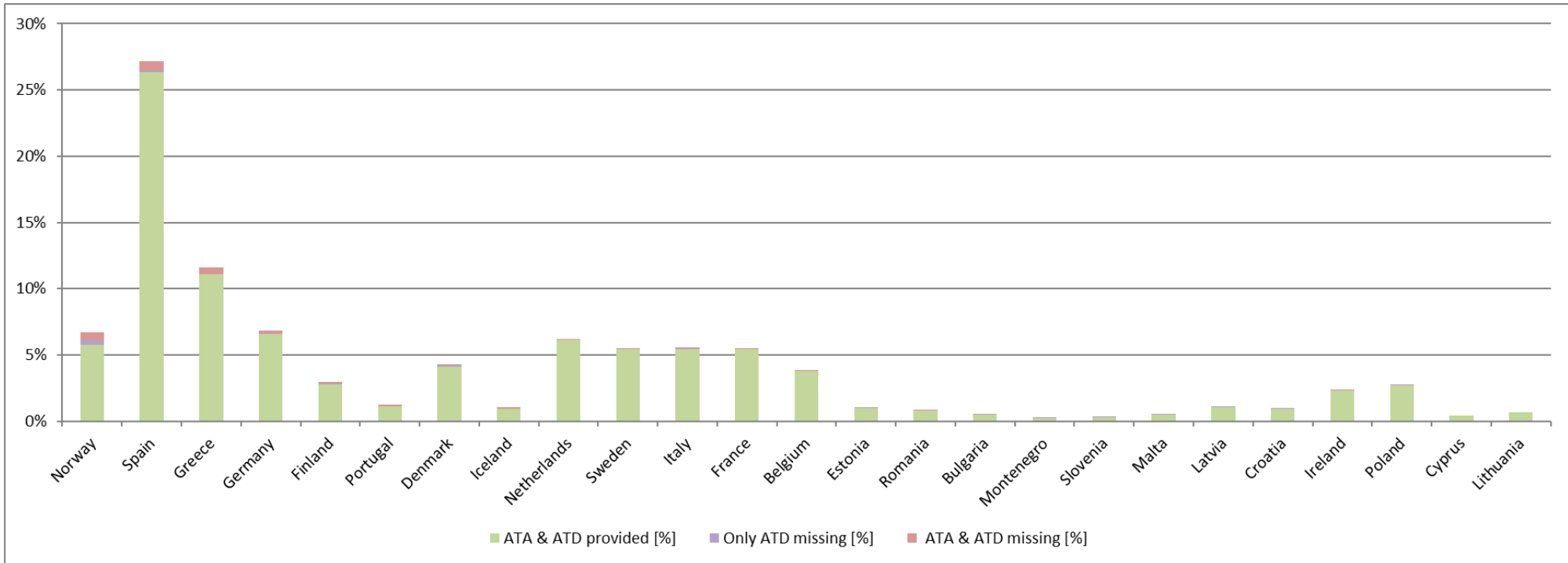


Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC
 (corresponding to Table 15) – figures represent the percentage of overall EU ship calls (reporting period: August 2022)

Member State	ACTUAL TIME OF ARRIVAL PROVIDED			
	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after
Belgium	0.0%	99.2%	0.7%	0.0%
Bulgaria	0.3%	99.3%	0.3%	0.0%
Croatia	0.0%	27.4%	67.2%	5.3%
Cyprus	1.3%	94.3%	4.4%	0.0%
Denmark	0.1%	70.7%	27.7%	1.5%
Estonia	0.0%	89.2%	10.8%	0.0%
Finland	0.0%	89.6%	10.3%	0.1%
France	0.0%	93.9%	5.8%	0.2%
Germany	0.0%	88.3%	10.6%	1.1%
Greece	0.0%	87.2%	12.5%	0.4%
Iceland	0.0%	99.4%	0.6%	0.0%
Ireland	0.0%	90.5%	7.3%	2.2%
Italy	0.0%	95.7%	3.9%	0.3%
Latvia	0.0%	97.6%	2.4%	0.0%
Lithuania	0.0%	99.2%	0.8%	0.0%
Malta	0.0%	97.5%	2.3%	0.2%
Montenegro	0.0%	40.6%	56.3%	3.1%
Netherlands	0.0%	87.5%	12.3%	0.2%
Norway	0.0%	87.8%	11.8%	0.3%
Poland	0.0%	97.9%	1.7%	0.4%
Portugal	0.0%	82.9%	13.4%	3.7%
Romania	0.0%	100.0%	0.0%	0.0%
Slovenia	0.0%	98.2%	0.6%	1.2%
Spain	0.0%	90.4%	6.4%	3.2%
Sweden	0.0%	94.4%	5.3%	0.3%
Total	0.01%	87.2%	11.6%	1.2%

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
0.0%	99.1%	0.8%	0.1%
0.0%	99.0%	1.0%	0.0%
0.0%	73.8%	22.4%	3.8%
1.0%	92.6%	6.4%	0.0%
0.0%	72.6%	25.2%	2.2%
0.0%	94.7%	5.0%	0.3%
0.0%	89.9%	10.0%	0.2%
0.0%	90.3%	9.2%	0.5%
0.0%	91.5%	7.7%	0.8%
0.0%	90.7%	8.9%	0.4%
0.0%	100.0%	0.0%	0.0%
0.7%	89.2%	7.9%	2.2%
0.2%	93.2%	5.9%	0.7%
0.0%	97.1%	2.9%	0.0%
0.0%	99.7%	0.3%	0.0%
0.0%	97.4%	2.5%	0.1%
0.0%	5.5%	93.8%	0.8%
0.0%	83.9%	15.8%	0.3%
0.0%	89.5%	10.3%	0.3%
0.0%	97.9%	0.9%	1.2%
0.0%	80.9%	14.7%	4.4%
0.0%	100.0%	0.0%	0.0%
0.0%	95.8%	3.6%	0.6%
0.0%	89.2%	7.7%	3.2%
0.0%	93.9%	5.7%	0.4%
0.03%	89.6%	9.2%	1.2%

Table 15 –Timeliness of ATA and ATD reporting (reporting period: August 2022)