

Meeting: 6th SSN / LRIT Group Meeting

Place and date: Lisbon, 31 October 2019

Agenda item: SSN Data Quality Report

Document number: SSN/LRIT 6.5.1

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. 5th SSN/LRIT Group Meeting Report b. SSN/LRIT 6.4.1 – SSN and LRIT Roadmap c. SSN/LRIT 5.5.1 – SSN and LRIT Data Quality Report d. SSN/LRIT 6.3.3 – 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 the related data quality issues, including the interface with THETIS. The report includes figures relating to overall SSN performance and the particular behaviour of each national SSN system, and it focuses on issues to be resolved. In addition, the report presents the current status of the commissioning tests and the implementation of SSN V4 by MSs.

2. SSN IMPLEMENTATION

Since the last reporting period, only Croatia (3 May 2019) entered into production for SSN version 4.

Cyprus and Greece have successfully completed the commissioning tests, but SSN version 4 was not yet deployed in production.

The commissioning tests for SSN version 4 in Bulgaria, Finland, Ireland, Latvia, Portugal and the United Kingdom are ongoing or scheduled for 2019.

With respect to bunkers information, this is already being notified by Croatia, Iceland, Italy, Lithuania, Malta, Norway, Poland, Romania, Slovenia and Sweden, but although it is commissioned, Estonia is not yet reporting.

On 11 September 2019, the most recent list of UNECE LOCODEs will be uploaded in the CLD (i.e. version 2019-1, released on 8 July 2019).

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

2.1 PortPlus notifications

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

- The percentage of missing Port information from Cyprus, Denmark, Estonia, Finland, Italy and Romania is very high (more than 1%, see Table 9).
- The percentage of missing Hazmat information from Bulgaria, Denmark, Finland, France, Ireland, Italy, Norway, Portugal, Spain, Sweden and the United Kingdom is very high (more than 5%, see Table 10).
- Waste and Security notifications were not provided for 35% and 23% 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, Finland for Hazmat, Waste and Security details, Norway for Ship MRS details, Portugal for all details, Romania for Bunkers details and the United Kingdom for Hazmat details (only the port of Gibraltar)).
- Rejections are still an issue for some countries (see Section 5.5), with over 0.2% of PortPlus notifications being rejected (Bulgaria, Croatia, Denmark, Finland, Germany, Greece, Ireland, Latvia, Malta, Montenegro, the Netherlands, Portugal, Romania and Spain).
- Estonia, Finland, France, Germany, Greece, the Netherlands, Spain and the United Kingdom do not always provide the mandatory “PreArrival24HoursNotificationDetails” element (which includes POB information), and/or they use the “unknown” value (99999) to identify POB for a significant number of ship calls.
- Bulgaria, France, Ireland, Malta, the Netherlands, Portugal, Slovenia, Sweden 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 Bulgaria, Denmark, Finland, Germany, Greece, Iceland, Malta, Montenegro, the Netherlands, Norway, Portugal, Romania, Slovenia, Spain 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: Port notifications (Article 15 of Directive 2002/59/EC), Hazmat notifications (Article 15 of Directive 2002/59/EC), Security notifications (Article 7 of Regulation (EC) No 725/2004) and Waste notifications (Article 9 of Directive 2000/59/EC).

The central SSN system includes a functionality whereby MSs should report these exemptions, and this serves as communication to the Commission as required by the EU Directives.

Since deployment of SSN version 4, Member States might also benefit from granting exemptions for the following notification requirements:

- Exemption on waste fees and Exemption on waste delivery (in addition to the existing exemptions on waste notification – previously named only *Waste*)
- Information on the waste types to which the Waste Exemption is applicable
- Information on the ports to which the exemption is applicable – “*Exemption applies to*”
- Information on the port facilities to which the Security Exemption is applicable – included under “*Exemption applies to*”

On 6 August 2019, the number of exemptions registered in SSN was 12,232 (8,732 were active, 3,485 were expired and 15 were scheduled, see Table 3). Table 4 shows the number of ship calls that took place in July 2019 (i.e. ship calls with ATD in the reporting period), and the ways in which the detailed parts of the notifications (24h Pre-Arrival, Hazmat, Waste and Security) were reported by MSs.

The figures show that:

- 20 MSs (Belgium, Bulgaria, Croatia, Denmark, Estonia, Finland, France, Germany, Greece, Iceland, Italy, Lithuania, Malta, Netherlands, Norway, Poland, Romania, Slovenia, Sweden and the United Kingdom) have exemptions registered in SSN. It should also be noted that the table may identify exemptions for MSs that never issued exemptions in SSN. This may happen because each exemption refers to a route that may include ports in another MS.
- Most of the exemptions granted to MS ports relate to Waste (35%). Pre-Arrival, Hazmat and Security exemptions account for 28%, 20% and 17% respectively.

Recommendation 2: Member States are invited to register exemptions in the SSN system, and to update the existing exemptions information in SSN (in particular the information regarding the ports to which the exemption is applicable) in order to allow the system to associate the exemption information with the relevant voyage.

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, Norway started providing Ship MRS notifications for the Barents Sea (BAREP). The United Kingdom is in the process of testing the mechanisms for reporting data from the CALDOVREP system, but the process has been delayed due to BREXIT. No reports have been received for WETREP (Ireland).

Recommendation 3: MSs facing delays and problems in implementing their MRS reporting obligations [i.e. CALDOVREP (United Kingdom) and WETREP (Ireland)] 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 yet been widely implemented (see Table 7).

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

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

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 specific training modules for the exchange of Incident Reports through SSN, and;
- review the user feedback received regarding the POLREP Incident Reports.

The first meeting took place on 19 June 2019, and more details can be found in the *SSN/LRIT 6.3.3 – 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 LOCODE management and steps to follow whenever the EMSA/MSS detects missing, inconsistent or erroneous data. MSs regularly receive short reports via email indicating: missing ship calls or Hazmat information (whether or not the request/response mechanism is working); issues affecting LOCODES and rejected messages and; the provision of Waste, Security and ATAs and ATDs. It should be noted that, for issues associated with LOCODES, monthly reports are also provided to national PSC administrators in order to provide guidance on possible corrective action to be taken in THETIS.

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

4. SSN SYSTEM AVAILABILITY AND PERFORMANCE

4.1 System availability

The performance levels for the first semester of 2019 were as follows:

- a) The central SSN system was down seven times, with a total duration of 7 hours 55 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.82%.
- b) The SSN-THETIS interface was down once, with a total duration of 45 minutes, but 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: Croatia (23h 38m), Denmark (12h 17m), Finland (17h 35m), Iceland (14h 27m, 13h 25m), Ireland (51h 34m), Lithuania (30h 47m, 16h 45m), the Netherlands (34h 51m, 19h 01m, 17h 13m, 15h 03m), Poland (15h 57m), Portugal (21h 20m) and the United Kingdom – port of Gibraltar (16h 55m).

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

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

The topic of data buffering is analysed and reported annually 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 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 1, Annex I)
- d) Availability of the detailed part of notifications (see Section 5.4 and Table 11, Annex III)
- e) Rejected notifications (see Section 5.5 and Table 12 and Table 13, Annex III)

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

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

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 3,170 ships that visited EU ports, and found that 23 of the due notifications were not sent to SSN (0.7% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

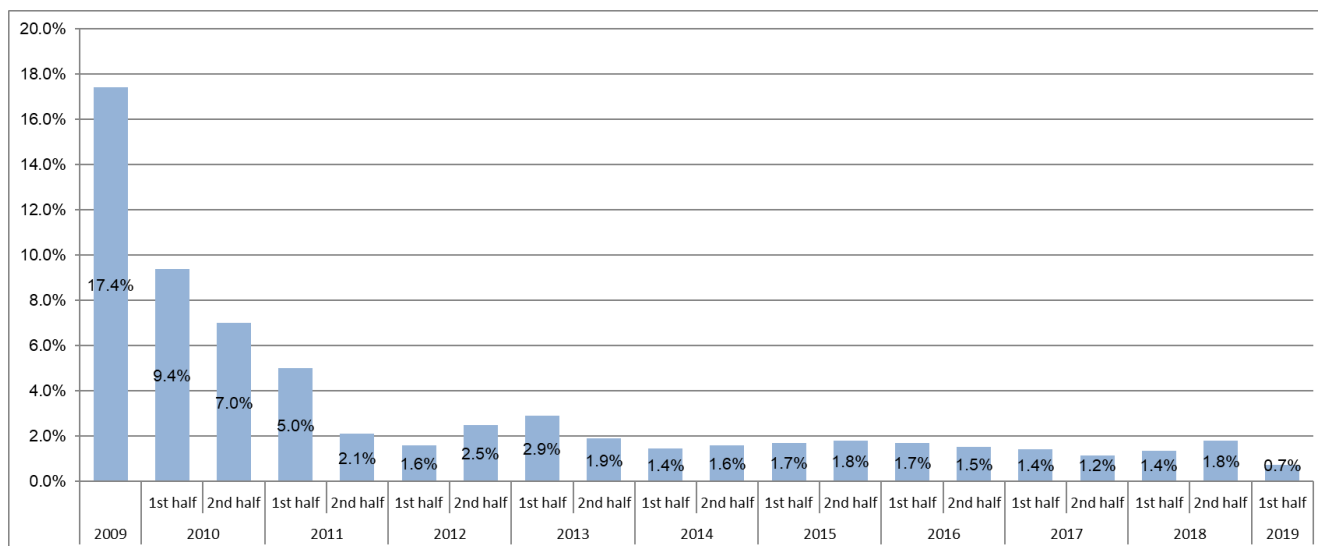


Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

Recommendation 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

9.3% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 364 out of 3,891 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 7.3% to 9.5% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications increased from 7.2% to 9.1% (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 2019. Some MSs should revise their internal procedures for reporting Hazmat information (e.g. Denmark, Finland, France, Germany, Ireland, Italy, Norway, Portugal, Spain, Sweden and the United Kingdom), as they are the source of a significant percentage of the reported issues.

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

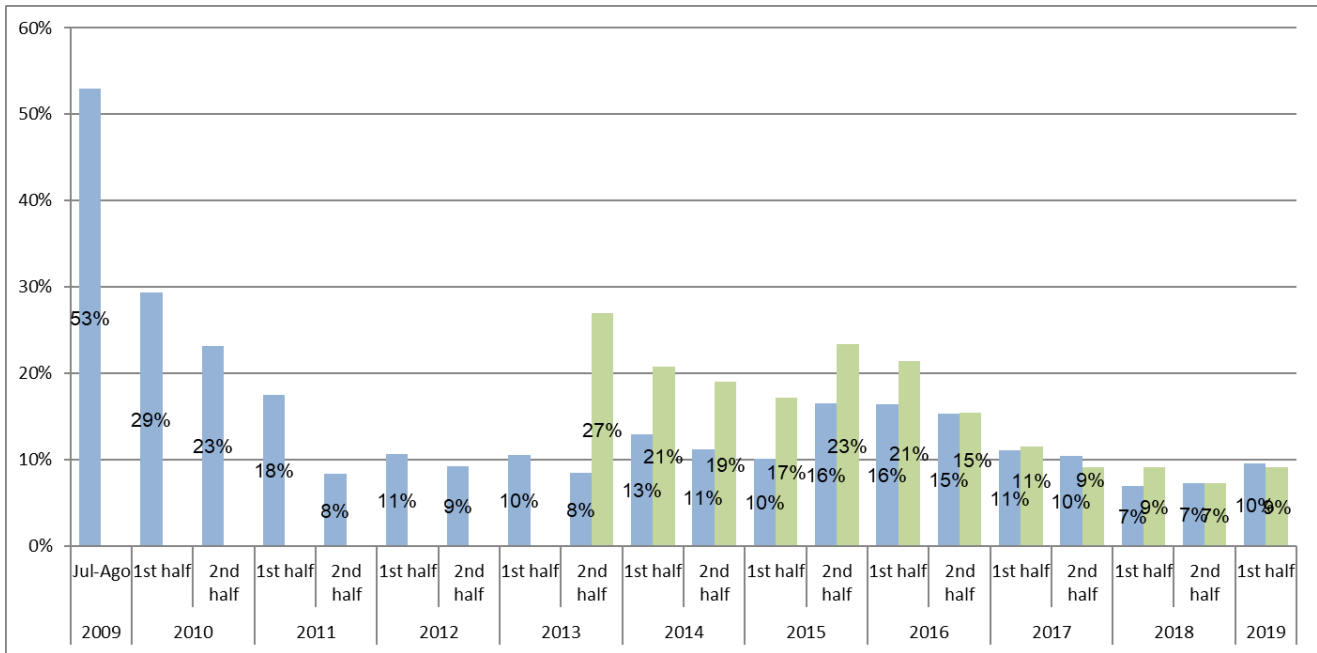


Figure 2 – Missing Hazmat information by reporting period
(Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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

Recommendation 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 percentages of missing Waste and Security notifications were 35% and 23% of ship calls respectively (see Table 1), as compared to 31% and 19% 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 the 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:

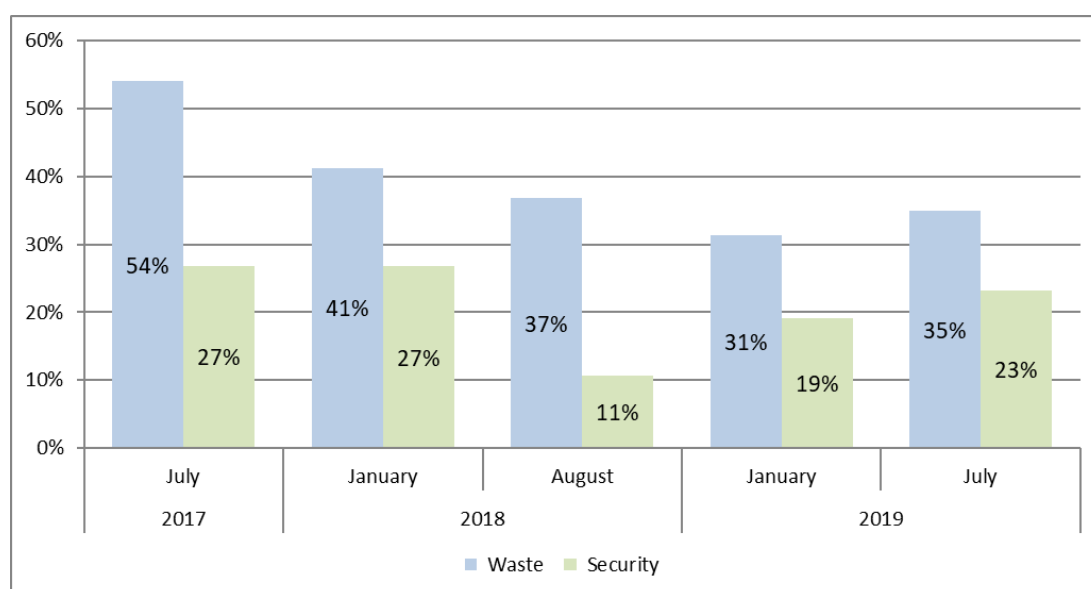


Figure 3 – Missing Waste (Blue) and Security (Green) information by reporting period

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 difference between the numbers of ship calls and the relevant Waste and Security notifications.

5.4 Availability of the detailed part of notifications

Since the detailed part of PortPlus notifications (Hazmat, Waste (in V3 only), 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 issues relating to the request/response mechanism were found for the following

Member States: Estonia (MRS details), Finland (Hazmat, Waste and Security details), Norway (MRS details), Portugal (Hazmat and MRS details) and Romania (Bunkers details).

Member States that implemented SSN V4 no longer provide Waste details upon request (request-response functionality). Belgium, Croatia, Denmark, Estonia, France, Iceland, Italy, Lithuania, Malta, the Netherlands, Norway, Poland, Romania, Slovenia, Spain and Sweden are now reporting Waste details in the PortPlus notification.

Recommendation 11: Estonia, Finland, Norway, Portugal and Romania 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] had already been registered in SSN (Sent by [SENDER]) (72.6%).
- An updated 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. (10.83%).
- A Port Plus notification must have ETAToNextPort subsequent to the ETDFromPortOfCall. ETAToNextPort greater than ETDFromPortOfCall (4.2%).
- LOCODEs used to identify Last Port, Port of Call or Next Port deactivated in SSN (2.23%).
- Departure Notification Details once provided should be repeated in all update messages (2.18%).

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 VTMS 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 rejected messages are eliminated, in particular by implementing checking rules in order to minimise inconsistent data in national SSN systems.

6. SSN INTERFACE WITH THETIS

6.1 ATA and ATD not provided via PortPlus notifications

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

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

60,579 of the ship calls created in SSN during July 2019 (via PortPlus) fell within the scope of these Directives (see Table 14, Annex IV). On average, 3.1% of ship call notifications lacked both the ATA and the ATD, and in addition, a further 1.5% lacked the ATD, despite the ships having already departed. The overall situation has improved in comparison with the last reporting period (January 2019), but effort is still required from Member States in order to improve further (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, together with an identifier of the port concerned.” In June 2012, THETIS implemented a new rule in order to reject ATAs or ATDs which are provided more than 3 hours in advance of the system date and time.

EMSA compared the timeliness of ATA and ATD information with the date/time sent (the “SentAt” element in the notification), and Annex IV (Table 15) shows the results by MS. Croatia, Cyprus, Denmark, Finland, Germany, Greece, Montenegro, Portugal, Spain and the United Kingdom are the most affected. ATAs provided more than 3 hours in advance, which were therefore rejected by THETIS, affect 0.08% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 12.5% and 10.9% of overall ship calls respectively. However, 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	0.7%	1.3%	6.7%	3.4%	0.00%	0.4%	0.0%	0.0%	0.0%	v4	- High number of missing Waste information (Mar 2017)
Bulgaria	0.0%	28.6%	0.6%	0.0%	0.28%	2.7%	0.3%	0.1%	0.1%	v3	- SSN v4 not yet implemented - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016) - High number of missing Hazmat information (August 2019) - High number of rejected PortPlus notifications (August 2019) - High number of ship calls missing ATD (August 2019)
Croatia	0.0%	1.8%	38.8%	0.3%	0.28%	0.7%	0.0%	0.0%	1.9%	v4	- High number of missing and 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 rejected PortPlus notifications (August 2019)
Cyprus	4.4%	4.0%	0.0%	3.8%	0.00%	0.5%	1.0%	0.3%	0.3%	v3	- SSN v4 not yet implemented - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018) - High number of missing Port information (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2019)
Denmark	4.4%	12.5%	5.5%	3.3%	0.74%	5.4%	0.4%	0.6%	2.7%	v4	- High number of missing Port (Sep 2018), Hazmat (Aug 2019) and Waste information (Mar 2019) - High number of ship calls missing ATD (Jun 2015) - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2019) and more than 72h late (Aug 2016) - High number of rejected PortPlus notifications (Mar 2019)
Estonia	2.2%	1.3%	6.1%	0.0%	0.04%	0.4%	0.3%	0.0%	0.1%	v4	- High number of missing Port (Aug 2019) and Waste information (Mar 2017) - Ship MRS details not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value (Sep 2016)
Finland	1.2%	7.6%	3.5%	0.0%	0.73%	1.5%	2.7%	0.0%	0.5%	v3	- High number of missing Port (Aug 2019) and Hazmat information (Sep 2016) - 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 - Hazmat, Waste and Security details not available upon request (Aug 2019)
France	0.6%	9.1%	14.8%	20.1%	0.01%	0.7%	0.4%	0.0%	0.2%	v4	- High number of missing Hazmat (Sep 2016), Waste and Security information (Mar 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Jun 2009) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Feb 2016)
Germany	0.0%	4.0%	41.6%	15.7%	0.44%	1.1%	2.7%	0.0%	1.2%	v4	- High number of missing Waste and Security information (Mar 2017) - High number of rejected PortPlus notifications (Sep 2016) - High number of ship calls missing ATA / ATD (Mar 2017) - Use of the dummy Persons on Board (POB) value (Sep 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2018)
Greece	0.0%	2.4%	still not provided	still not provided	0.41%	3.8%	1.6%	0.5%	0.5%	v3	- SSN v4 not yet implemented - High number of ship calls missing ATA / ATD (Mar 2017) - Use of the dummy Persons on Board (POB) value (Apr 2009) - Waste and Security notifications not implemented - High number of rejected PortPlus notifications (Sep 2018) - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2019)
Iceland	0.0%	no samples	0.0%	0.0%	0.00%	0.8%	3.8%	0.0%	0.0%	v4	- High number of ship calls missing ATA / ATD (Sep 2015)

Table 1 – Implementation status by Member State on 8 August 2019

Member State	SSN Data Quality					SSN Interface with Thetis				SSN Version	Relevant issues affecting Member State
	Missing Information				PortPlus Rejections	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat	Waste	Security		Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Ireland	0.0%	11.1%	0.1%	0.0%	0.35%	0.1%	0.4%	0.0%	0.2%	v3	- SSN v4 not yet implemented - High number of missing Hazmat information (Mar 2017) - Missing MRS reports from WETREP (Jan 2009) - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2018) - High number of rejected PortPlus notifications (Aug 2019)
Italy	1.5%	11.3%	20.9%	3.4%	0.01%	1.0%	0.7%	0.1%	0.5%	v4	- High number of missing Port (Sep 2018), Hazmat (Sep 2016) and Waste information (Mar 2017) - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2019)
Latvia	0.0%	2.0%	0.0%	0.0%	0.33%	0.2%	0.0%	0.0%	0.1%	v3	- SSN v4 not yet implemented - High number of rejected PortPlus notifications (Aug 2019)
Lithuania	0.0%	1.0%	0.0%	0.7%	0.04%	0.3%	0.6%	0.0%	0.2%	v4	
Malta	0.0%	1.0%	1.2%	1.0%	0.54%	1.4%	0.0%	0.0%	0.1%	v4	- Non-EU Departure Hazmat reported for vessels coming from EU ports (Mar 2018) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018) - High number of ship calls missing ATD (August 2019) - High number of rejected PortPlus notifications (Aug 2019)
Montenegro	0.0%	n.a.	n.a.	n.a.	5.14%	3.0%	4.5%	0.0%	13.5%	v3	- High number of rejected PortPlus notifications (Sep 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2019) - High number of ship calls missing ATA / ATD (Aug 2019)
Netherlands	0.7%	1.3%	9.4%	8.1%	8.91%	2.0%	0.8%	0.0%	0.1%	v4	- High number of missing Waste (Mar 2017) and Security information (Aug 2019) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - High number of ship call updates repeating previously sent information (Aug 2017) - High number of ship calls missing ATA / ATD (Aug 2019) - High number of rejected PortPlus notifications (Aug 2019) - Use of the dummy Persons on Board (POB) value (Aug 2019)
Norway	0.7%	9.4%	7.0%	0.8%	0.00%	4.6%	5.0%	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), Waste and Security (Aug 2019) provided after ship arrival to the port
Poland	0.0%	1.4%	6.2%	0.2%	0.00%	0.1%	0.0%	0.1%	1.3%	v4	- High number of missing Waste information (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2019) - High number of Hazmat EU departure provided after ship departure from the port (Aug 2019)
Portugal	0.9%	5.8%	still not provided	still not provided	9.67%	1.4%	53.6%	0.0%	6.0%	v3	- SSN v4 not yet implemented - High number of missing Hazmat information (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018) - High number of ship calls missing ATA / ATD (Sep 2018) - Request-Response mechanism not working - High number of rejected PortPlus notifications (Aug 2019) - Waste and Security notifications not implemented
Romania	1.0%	0.0%	0.2%	0.2%	0.41%	5.6%	0.9%	0.0%	0.0%	v4	- High number of missing Port information (Aug 2019) - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls missing ATD (August 2019) - Bunkers details not available upon request (Aug 2019)
Slovenia	0.0%	1.4%	0.0%	0.0%	0.00%	1.1%	0.0%	0.0%	0.0%	v4	- High number of ship calls missing ATD (August 2019) - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016)

Table 1 – Implementation status by Member State on 8 August 2019 (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		
Spain	0.0%	38.8%	64.8%	3.8%	0.46%	0.5%	1.8%	0.0%	3.6%	v4	<ul style="list-style-type: none"> - High number of missing Hazmat (Sep 2016) and Waste information (Mar 2017) - High number of ship calls reporting ATA and/or ATD more than 72h late(Mar 2017) - Use of the dummy Persons on Board (POB) value (Jan 2009) - High number of Hazmat EU departure provided after ship departure from the port (Mar 2018) - High number of ship calls missing ATA / ATD (Sep 2018) - High number of rejected PortPlus notifications (Aug 2019)
Sweden	0.0%	31.8%	0.0%	24.6%	0.01%	0.7%	0.7%	0.1%	0.6%	v4	<ul style="list-style-type: none"> - High number of missing Hazmat and Security information (Mar 2017) - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016) - High number of ship calls reporting ATA and/or ATD more than 72h late(Sep 2018) - High number of Hazmat EU departure provided after ship departure from the port (Aug 2019)
United Kingdom	0.4%	18.9%	22.3%	31.7%	0.01%	0.9%	1.7%	0.0%	1.2%	v3	<ul style="list-style-type: none"> - 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 details (XML) not available upon request for port of Gibraltar (Mar 2016) - Use of the dummy Persons on Board (POB) value (Jan 2009) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late(Sep 2018) - High number of ship calls missing ATA / ATD (Aug 2019)
Total	0.7%	9.4%	34.9%	23.3%	1.42%	1.5%	3.1%	0.1%	1.3%	-	Updated: 08 August 2019

Table 1 – Implementation status by Member State on 8 August 2019 (cont.)

Member State	Shipcalls			AIS ⁽¹⁾	MRS	Incident Reports	Total
	New	Updates	Cancelations				
Belgium	13,790	155,890	415	90,580,274	389	3	90,750,761
Bulgaria	1,884	9,880	39	5,978,823	-	2	5,990,628
Croatia	4,558	14,089	8	17,510,357	3,687	99	17,532,798
Cyprus	1,855	21,495	55	9,344,671	-	-	9,368,076
Denmark	11,705	33,295	309	71,425,581	29,687	16	71,500,593
Estonia	5,683	31,777	86	26,622,625	41,360	1	26,701,532
Finland	18,293	94,925	27	25,799,268	23,228	49	25,935,790
France	29,178	142,352	1,757	34,602,912	69,625	308	34,846,132
Germany	29,896	130,206	302	52,562,280	-	17	52,722,701
Greece	34,662	74,636	961	26,203,655	-	89	26,314,003
Iceland	1,539	3,069	105	21,353,022	571	-	21,358,306
Ireland	6,958	26,994	63	12,041,480	-	8	12,075,503
Italy	35,644	213,966	857	71,255,397	10,334	389	71,516,587
Latvia	3,801	25,202	46	7,695,818	-	2	7,724,869
Lithuania	2,652	25,545	83	3,102,083	-	18	3,130,381
Malta	5,372	38,729	348	4,931,246	-	11	4,975,706
Montenegro	470	947	14	2,101,166	-	-	2,102,597
Netherlands	26,000	371,993	1,194	115,107,943	-	133	115,507,263
Norway	81,847	430,762	4,243	144,669,290	95	12	145,186,249
Poland	8,389	80,524	588	17,968,689	10,345	2	18,068,537
Portugal	6,509	36,492	404	20,694,997	49,105	4	20,787,511
Romania	2,507	14,846	97	29,452,540	-	1	29,469,991
Slovenia	824	4,990	25	1,227,437	916	8	1,234,200
Spain	84,200	543,993	8,312	88,235,631	47,480	8	88,919,624
Sweden	26,507	181,919	1,087	71,289,939	-	47	71,499,499
United Kingdom	55,216	228,435	5,455	90,805,571	51	60	91,094,788
Total	499,939	2,936,951	26,880	1,062,562,695	286,873	1,287	1,066,314,625

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

Table 2 – Number of notifications by Member State and type of notification
Reporting period: January – June 2019

Member State	Expired exemptions				Active exemptions				Scheduled (upcoming) exemptions				Total
Member State	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	
Belgium	-	2	24	84	-	1	115	43	-	-	-	-	269
Bulgaria	-	-	2	-	-	-	-	-	-	-	-	-	2
Croatia	-	87	-	-	-	135	-	-	-	-	-	-	222
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	2	-	3	-	87	75	143	100	-	-	-	-	410
Estonia	4	-	108	18	-	-	79	39	-	-	-	-	248
Finland	2	7	195	9	-	35	443	85	-	-	-	-	776
France	38	6	38	237	22	9	501	298	-	-	-	-	1,149
Germany	-	2	-	-	-	-	-	-	-	-	-	-	2
Greece	-	20	-	-	-	265	-	-	-	8	-	-	293
Iceland	5	5	-	8	-	9	49	-	-	-	-	-	76
Ireland	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	719	664	566	-	27	14	398	215	-	-	7	-	2,610
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-
Lithuania	-	-	-	9	-	-	3	20	-	-	-	-	32
Malta	-	-	7	-	-	-	11	-	-	-	-	-	18
Montenegro	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	-	-	120	82	-	-	389	126	-	-	-	-	717
Norway	-	-	-	-	26	26	68	30	-	-	-	-	150
Poland	-	-	14	2	-	2	74	52	-	-	-	-	144
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-
Romania	-	-	-	-	131	131	262	131	-	-	-	-	655
Slovenia	-	-	-	-	-	-	9	-	-	-	-	-	9
Spain	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	2	2	31	-	8	10	409	-	-	-	-	-	462
United Kingdom	19	45	18	279	1,329	1,818	238	242	-	-	-	-	3,988
Total	791	840	1,126	728	1,630	2,530	3,191	1,381	-	8	7	-	12,232

Table 3 – Number of exemptions registered in SSN on 6 August 2019 by type of notification

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	2,248	2,248	-	137	1,288	109	1,845	183	183	1,693	130
Bulgaria	346	346	-	59	66	-	344	-	32	254	-
Croatia	2,214	2,214	-	16	123	-	600	29	203	148	-
Cyprus	315	315	-	44	68	-	313	-	16	221	-
Denmark	2,028	1,936	-	33	413	9	1,607	69	403	988	61
Estonia	1,180	1,180	-	56	431	-	977	128	33	321	577
Finland	3,340	3,306	-	66	789	-	1,231	1,947	926	1,582	2
France	5,755	5,350	391	539	2,459	444	1,735	3,122	1,063	978	2,049
Germany	5,109	5,109	-	99	1,837	1,943	2,166	812	-	2,024	1,951
Greece	8,778	8,774	-	316	974	-	-	132	11	-	-
Iceland	468	468	-	27	28	-	448	20	329	92	-
Ireland	1,225	1,225	-	20	564	62	1,235	-	109	966	-
Italy	7,945	7,945	-	381	1,841	72	4,183	1,916	4,145	1,978	207
Latvia	601	601	-	13	205	-	625	-	26	593	-
Lithuania	410	410	-	23	135	-	409	-	1	355	70
Malta	990	990	-	380	411	-	477	12	158	579	-
Montenegro	122	121	-	-	-	-	-	-	-	-	-
Netherlands	4,430	4,426	-	1,788	1,773	75	3,229	712	597	2,731	499
Norway	4,154	4,152	1	28	747	272	3,341	235	2,263	918	169
Poland	1,538	1,536	-	42	418	-	1,112	322	117	1,004	188
Portugal	1,125	1,103	-	71	439	-	-	3	542	-	-
Romania	466	465	-	72	79	-	465	-	31	330	-
Slovenia	194	194	-	74	84	-	158	29	1	116	-
Spain	17,215	17,215	-	395	1,407	-	5,918	-	7,711	2,697	4
Sweden	4,662	4,662	-	70	953	438	4,640	-	1,192	1,501	955
United Kingdom	9,205	8,992	60	471	2,031	657	4,336	2,120	3,418	2,275	1,029
Total	86,063	85,283	452	5,220	19,563	4,081	41,394	11,791	23,510	24,344	7,891

Table 4 – Number of ship calls and the ways in which the detailed parts of notifications are reported by Member States (reporting period: July 2019)

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	5,852,962	North Sea
Bulgaria	-	666,677	MARES
Croatia	-	1,907,095	MARES
Cyprus	-	1,248,862	MARES
Denmark	-	5,758,209	HELCOM
Estonia	-	1,604,823	HELCOM
Finland	-	2,199,747	HELCOM
France	-	3,364,188	North Sea and MARES (Mediterranean Coast)
Germany	765,316	2,905,568	SSN SI Germany
Greece	-	2,063,317	MARES
Iceland	-	1,749,805	North Atlantic
Ireland	-	917,250	North Sea
Italy	-	6,835,082	MARES
Latvia	-	382,782	HELCOM
Lithuania	-	128,317	HELCOM
Malta	-	290,555	MARES
Montenegro	-	197,748	MARES
Netherlands	-	7,749,488	North Sea
Norway	-	10,699,268	North Atlantic
Poland	-	1,131,151	HELCOM
Portugal	-	1,361,222	MARES
Romania	-	1,769,383	MARES
Slovenia	-	182,641	HELCOM
Spain	-	7,745,188	MARES
Sweden	-	6,441,529	HELCOM
United Kingdom	-	6,817,123	North Sea and MARES (Gibraltar)
Total	765,316	81,969,980	

Table 5 – Number of AIS reports by Member State and the type of interface (reporting period: July 2019)

Member State	MRS	Area	Ship MRS Notifications
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	64
Bulgaria	-	-	-
Croatia	ADRIREP	Adriatic Sea	644
Cyprus	-	-	-
Denmark	BELTREP	Great Belt	2,166
	SOUNDREP	The Sound	3,119
Estonia	GOFREP	Gulf of Finland	8,748
Finland	GOFREP	Gulf of Finland	4,442
France	BONIFREP	Strait of Bonifacio (only DPG)	368
	CALDOVREP	Dover Strait/ Pas de Calais	2,955
	MANCHREP	Off Les Casquets/ La Manche	4,794
	OUESSREP	Off Ouessant	3,518
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	14
Germany	-	-	-
Greece	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	126
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-
Italy	ADRIREP	Adriatic Sea	1,731
	BONIFREP	Strait of Bonifacio (only DPG)	369
Latvia	-	-	-
Lithuania	-	-	-
Malta	-	-	-
Montenegro	-	-	-
Netherlands	-	-	-
Norway	BAREP	Barents Sea	106
Poland	GDANREP	Gulf of Gdansk	1,926
Portugal	COPREP	Coast of Portugal	3,462
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	2,197
Romania	-	-	-
Slovenia	ADRIREP	Adriatic Sea	180
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	26
	FINREP	Finisterre (NW Coast of Spain)	2,464
	GATREP ⁽¹⁾	Gulf of Almeria (Gata Cape)	2,224
	GIBREP	Strait of Gibraltar	3,251
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	10
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)	5
Total			48,909

(1) Voluntary Ship Reporting System

(2) Sweden SOUNDREP 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: July 2019)

Those MRSs not yet providing information to SSN are highlighted in red (status on 07 August 2019)

Member State	Incident Type								Protocol		Total
	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	XML	WEB	
Belgium	3	-	-	-	-	-	-	-	3	-	3
Bulgaria	-	-	-	-	-	2	-	-	-	2	2
Croatia	30	3	-	-	3	1	58	4	99	-	99
Cyprus	-	-	-	-	-	-	-	-	-	-	-
Denmark	14	-	-	-	-	-	-	2	-	16	16
Estonia	1	-	-	-	-	-	-	-	1	-	1
Finland	37	-	-	-	2	-	7	3	18	31	49
France	237	58	-	5	-	6	1	1	308	-	308
Germany	10	1	-	1	-	-	-	5	-	17	17
Greece	76	-	-	-	-	-	5	8	-	89	89
Iceland	-	-	-	-	-	-	-	-	-	-	-
Ireland	4	4	-	-	-	-	-	-	-	8	8
Italy	265	-	-	2	3	29	9	81	-	389	389
Latvia	1	-	-	-	-	-	-	1	-	2	2
Lithuania	14	1	-	-	1	1	-	1	17	1	18
Malta	8	-	-	-	-	1	-	2	-	11	11
Montenegro	-	-	-	-	-	-	-	-	-	-	-
Netherlands	125	-	-	-	-	-	-	8	-	133	133
Norway	9	-	-	-	-	-	-	3	-	12	12
Poland	1	-	-	-	-	-	-	1	2	-	2
Portugal	4	-	-	-	-	-	-	-	-	4	4
Romania	1	-	-	-	-	-	-	-	-	1	1
Slovenia	2	-	-	-	1	1	3	1	8	-	8
Spain	-	1	-	-	-	-	-	7	6	2	8
Sweden	7	-	-	-	-	1	38	1	-	47	47
United Kingdom	56	-	-	-	-	-	4	-	58	2	60
Total	905	68	-	8	10	42	125	129	520	767	1,287

Table 7 – Number of Incident Reports by Member State and by type (reporting period: January – June 2019)

Annex III: Data quality

Member State	First half 2019 (Jan 2019 - Jun 2019)														Evolution
	Nr. Checks	Notifications Missing	2014		2015		2016		2017		2018		2019		
			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun		
Belgium	147	1	2%	2%	1%	1%	0%	0%	0%	0%	1%	1%	0.68%		
Bulgaria	90	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%		
Croatia	100	0	-	-	5%	2%	0%	0%	0%	0%	0%	4%	0.00%		
Cyprus	90	4	0%	0%	0%	0%	1%	0%	1%	1%	0%	0%	4.44%		
Denmark	135	6	7%	4%	3%	8%	6%	1%	3%	2%	5%	6%	4.44%		
Estonia	92	2	0%	5%	4%	0%	0%	0%	0%	0%	0%	2%	2.17%		
Finland	166	2	0%	1%	2%	0%	1%	0%	0%	3%	0%	1%	1.20%		
France	164	1	0%	4%	2%	1%	1%	0%	1%	1%	1%	2%	0.61%		
Germany	157	0	5%	4%	5%	11%	3%	1%	3%	2%	2%	2%	0.00%		
Greece	165	0	0%	0%	0%	0%	0%	0%	1%	3%	0%	4%	0.00%		
Iceland	100	0	0%	0%	0%	0%	0%	0%	0%	1%	1%	1%	0.00%		
Ireland	90	0	1%	1%	1%	1%	0%	1%	1%	1%	1%	0%	0.00%		
Italy	136	2	1%	0%	0%	1%	3%	0%	1%	2%	4%	2%	1.47%		
Latvia	90	0	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0.00%		
Lithuania	97	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0.00%		
Malta	110	0	3%	4%	6%	5%	6%	9%	12%	1%	3%	5%	0.00%		
Montenegro	14	0	-	-	-	-	-	-	-	-	-	5%	0.00%		
Netherlands	150	1	0%	0%	1%	0%	1%	1%	1%	0%	0%	0%	0.67%		
Norway	135	1	2%	3%	1%	2%	0%	4%	2%	3%	4%	5%	0.74%		
Poland	90	0	0%	0%	1%	1%	1%	0%	0%	0%	0%	0%	0.00%		
Portugal	107	1	2%	2%	4%	3%	6%	7%	1%	3%	1%	1%	0.93%		
Romania	99	1	0%	1%	0%	0%	1%	1%	0%	1%	1%	1%	1.01%		
Slovenia	100	0	1%	0%	0%	0%	0%	0%	1%	1%	1%	0%	0.00%		
Spain	135	0	2%	1%	2%	2%	4%	2%	0%	1%	0%	1%	0.00%		
Sweden	150	0	2%	0%	1%	0%	1%	10%	3%	0%	1%	1%	0.00%		
United Kingdom	261	1	2%	3%	2%	2%	3%	1%	3%	3%	3%	2%	0.38%		
Total	3,170	23	1.4%	1.6%	1.7%	1.8%	1.7%	1.5%	1.4%	1.2%	1.4%	1.8%	0.73%		

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	Hazmat non-EU Departure													Evolution
	First half 2019 (Jan 2018 - Jun 2019)		2014		2015		2016		2017		2018		2019		Member State	First half 2019 (Jan 2019 - Jun 2019)		2015		2016		2017		2018		2019		
	Nr. Checks	Notifications Missing	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun			Nr. Checks	Notifications Missing	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun		
Belgium	119	2	1%	5%	5%	5%	0%	2%	1%	2%	2%	1%	1.68%	Belgium	115	1	7%	3%	9%	0%	7%	3%	2%	5%	0.9%			
Bulgaria	7	2	17%	14%	0%	0%	17%	18%	0%	11%	8%	29%	n.a.	Bulgaria	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			
Croatia	107	2	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	2%	3%	0%	1%	1.87%	Croatia	56	1	n.a.	n.a.	n.a.	n.a.	n.a.	9%	4%	0%	1.8%			
Cyprus	25	1	60%	50%	0%	33%	n.a.	n.a.	23%	15%	19%	15%	4.00%	Cyprus	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			
Denmark	58	8	19%	10%	13%	54%	44%	58%	8%	9%	2%	3%	13.79%	Denmark	22	2	86%	89%	0%	0%	10%	3%	13%	10%	9.1%			
Estonia	101	1	0%	3%	0%	4%	0%	13%	0%	1%	3%	0%	0.99%	Estonia	57	1	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	2%	1.8%			
Finland	117	6	42%	27%	18%	14%	11%	11%	6%	3%	6%	11%	5.13%	Finland	54	7	56%	67%	n.a.	0%	4%	5%	6%	6%	13.0%			
France	119	8	17%	17%	18%	21%	20%	7%	10%	19%	3%	5%	6.72%	France	112	13	25%	47%	46%	37%	24%	17%	15%	17%	11.6%			
Germany	118	4	2%	6%	4%	11%	10%	11%	4%	7%	2%	3%	3.39%	Germany	105	5	11%	13%	7%	14%	4%	6%	6%	4%	4.8%			
Greece	118	3	10%	10%	3%	0%	6%	6%	1%	3%	3%	5%	2.54%	Greece	6	0	0%	n.a.	n.a.	n.a.	n.a.	0%	0%	0%	0.0%			
Iceland	0	0	0%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			
Ireland	115	11	100%	50%	50%	0%	42%	13%	3%	11%	6%	6%	9.57%	Ireland	11	3	100%	50%	100%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		
Italy	120	13	8%	7%	7%	11%	15%	5%	6%	10%	7%	4%	10.83%	Italy	111	13	16%	25%	32%	14%	12%	8%	7%	8%	11.7%			
Latvia	83	1	0%	0%	0%	5%	15%	5%	8%	6%	2%	1%	1.20%	Latvia	18	1	33%	n.a.	n.a.	n.a.	n.a.	0%	0%	0%	5.6%			
Lithuania	76	1	11%	6%	5%	0%	0%	0%	0%	3%	0%	2%	1.32%	Lithuania	25	0	0%	n.a.	n.a.	n.a.	n.a.	0%	0%	5%	0.0%			
Malta	104	1	2%	16%	14%	0%	5%	34%	61%	30%	8%	3%	0.96%	Malta	1	0	0%	0%	0%	20%	36%	6%	6%	6%	0.0%			
Montenegro	-	-	-	-	-	-	-	-	-	-	-	-	-	Montenegro	-	-	-	-	-	-	-	-	-	-	-			
Netherlands	120	1	8%	8%	3%	8%	11%	6%	3%	4%	2%	6%	0.83%	Netherlands	118	2	4%	8%	7%	9%	3%	2%	1%	1%	1.7%			
Norway	93	6	16%	9%	14%	22%	6%	16%	7%	5%	10%	2%	6.45%	Norway	13	4	0%	7%	0%	0%	25%	6%	7%	0%	30.8%			
Poland	117	2	7%	1%	2%	2%	10%	14%	1%	1%	0%	1%	1.71%	Poland	98	1	0%	0%	0%	0%	2%	0%	0%	0%	1.0%			
Portugal	119	9	10%	8%	6%	7%	3%	31%	n.a.	n.a.	n.a.	8%	n.a.	Portugal	87	3	3%	5%	3%	12%	n.a.	4%	1%	1%	3.4%			
Romania	5	0	0%	0%	0%	11%	13%	0%	0%	0%	0%	17%	n.a.	Romania	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.			
Slovenia	113	0	0%	0%	0%	n.a.	n.a.	n.a.	2%	5%	0%	0%	0.00%	Slovenia	103	3	0%	n.a.	n.a.	n.a.	n.a.	3%	0%	1%	2.9%			
Spain	119	50	23%	32%	46%	53%	61%	45%	33%	32%	36%	32%	42.02%	Spain	118	42	47%	53%	59%	35%	30%	38%	38%	25%	35.6%			
Sweden	103	36	24%	17%	12%	14%	12%	14%	11%	19%	9%	19%	34.95%	Sweden	45	11	16%	7%	13%	17%	17%	13%	20%	3%	24.4%			
United Kingdom	233	61	19%	16%	14%	15%	10%	12%	21%	26%	16%	20%	26.18%	United Kingdom	207	22	12%	16%	5%	7%	16%	13%	13%	11%	10.6%			
Total	2,409	229	12.9%	11.2%	10.0%	16.5%	16.4%	15.3%	11.1%	10.3%	6.9%	7.3%	9.5%	Total	1,482	135	17.2%	23.3%	21.4%	15.4%	11.5%	9.1%	9.1%	9.1%				

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

Values not complying with the IFCD are highlighted in red

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

Member State	Hazmat Details	MRS Details	Waste Details	Security Details	Bunkers Details
Belgium	Available	Available	-	Available	-
Bulgaria	Available	-	Available	Available	-
Croatia	Available	Available	-	Available	Available
Cyprus	Available	-	Available	Available	-
Denmark	Available	Available	-	Available	-
Estonia	Available	Unavailable	-	Available	- ⁽¹⁾
Finland	Unavailable	Available	Unavailable	Unavailable	-
France	Available	Available	-	Available	-
Germany	Available	-	Available	Available	-
Greece	Available	-	Not implemented	Not implemented	-
Iceland	Available	Available	-	Available	Available
Ireland	Available	Not implemented	Available	Available	-
Italy	Available	Available	-	Available	Available
Latvia	Available	-	Available	Available	-
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	Not implemented	-
Romania	Available	-	-	Available	Unavailable
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 parts of notifications on 8 August 2019

Member State	July 2019													Evolution
	Port Plus Notifications	Port Plus Rejected	July 2014	January 2015	July 2015	January 2016	July 2016	January 2017	July 2017	January 2018	August 2018	January 2019	July 2019	
Belgium	28,723	-	0.04%	0.00%	0.14%	0.09%	0.42%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	
Bulgaria	2,112	6	0.59%	0.11%	0.48%	0.58%	0.14%	0.00%	0.59%	0.17%	0.10%	0.00%	0.28%	
Croatia	6,538	18	0.00%	0.70%	0.80%	0.55%	0.07%	0.00%	0.02%	0.08%	0.90%	0.00%	0.28%	
Cyprus	4,166	-	0.48%	0.55%	0.47%	0.20%	1.60%	1.09%	0.00%	0.34%	0.16%	0.08%	0.00%	
Denmark	8,646	64	0.64%	0.88%	15.46%	5.07%	15.04%	6.61%	1.10%	0.38%	0.42%	0.60%	0.74%	
Estonia	7,991	3	0.15%	0.40%	1.67%	0.19%	0.03%	19.03%	0.04%	0.11%	0.08%	0.02%	0.04%	
Finland	18,268	134	2.65%	4.71%	8.39%	6.69%	2.86%	1.78%	0.50%	1.32%	0.54%	0.77%	0.73%	
France	35,062	5	3.22%	1.81%	1.42%	1.02%	0.15%	0.16%	0.33%	0.16%	0.12%	0.03%	0.01%	
Germany	28,479	124	0.18%	0.22%	6.51%	3.69%	2.15%	1.88%	1.18%	1.13%	0.63%	0.41%	0.44%	
Greece	44,470	181	0.11%	0.04%	0.04%	0.04%	0.05%	0.75%	0.48%	0.56%	0.51%	0.59%	0.41%	
Iceland	1,511	-	0.63%	0.00%	17.31%	0.00%	0.00%	0.00%	0.06%	0.00%	0.00%	0.00%	0.00%	
Ireland	6,059	21	0.20%	0.68%	0.18%	0.28%	0.70%	0.68%	0.21%	0.64%	0.40%	0.68%	0.35%	
Italy	53,430	5	0.10%	0.16%	0.08%	0.19%	0.02%	0.05%	0.03%	0.01%	0.05%	0.02%	0.01%	
Latvia	4,580	15	0.73%	0.00%	0.35%	1.18%	0.35%	0.90%	0.49%	0.37%	0.45%	0.35%	0.33%	
Lithuania	4,901	2	0.00%	0.00%	0.00%	0.17%	0.00%	0.06%	0.22%	0.05%	0.07%	0.00%	0.04%	
Malta	9,206	50	1.07%	0.86%	0.26%	0.80%	0.68%	12.82%	1.75%	0.99%	1.67%	0.94%	0.54%	
Montenegro	428	22									1.75%	0.90%	5.14%	
Netherlands	79,270	7,062	0.47%	0.15%	1.71%	0.09%	0.70%	8.30%	9.94%	1.41%	0.19%	0.17%	8.91%	
Norway	72,463	2	0.06%	0.01%	0.13%	0.05%	0.39%	0.03%	0.02%	0.00%	0.03%	0.02%	0.00%	
Poland	16,579	-	0.00%	0.10%	0.14%	0.29%	0.01%	0.04%	0.16%	0.03%	0.18%	0.00%	0.00%	
Portugal	11,744	1,136	0.22%	0.29%	0.45%	0.45%	2.41%	-	0.93%	1.49%	0.58%	0.33%	9.67%	
Romania	3,454	14	1.19%	0.46%	0.05%	1.02%	1.00%	0.07%	0.00%	0.21%	5.02%	0.22%	0.41%	
Slovenia	1,399	-	0.23%	0.82%	0.83%	1.06%	1.56%	1.58%	0.81%	0.21%	0.08%	0.00%	0.00%	
Spain	133,023	608	0.02%	0.03%	9.15%	0.98%	0.67%	1.00%	0.86%	1.05%	0.47%	0.68%	0.46%	
Sweden	38,468	3	0.63%	0.15%	0.07%	0.07%	0.62%	0.92%	0.10%	0.08%	0.03%	0.04%	0.01%	
United Kingdom	47,938	6	0.12%	0.04%	0.13%	0.12%	0.15%	0.03%	0.02%	0.03%	0.02%	0.03%	0.01%	
Total	668,908	9,481	0.55%	0.56%	3.31%	1.17%	0.90%	1.91%	1.40%	0.60%	0.29%	0.27%	1.42%	

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

Values not complying with the IFCD are highlighted in red

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

Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 1: the "Time" logic is not respected (relations between ETAs and ETDs, etc.)			
R01	A Port Plus notification must have ETAtoNextPort subsequent to the ETDFromPortOfCall.ETAtoNextPort greater than ETDFromPortOfCall.	401	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.	46	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.	93	To be corrected by MSs
R05	A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	23	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.	1,033	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.	63	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.	130	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have a NextPort.	21	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.	106	To be corrected by MSs
R12	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	-	To be corrected by MSs
R13	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	10	To be corrected by MSs
R14	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	71	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	1	To be corrected by MSs
R16	Arrival Notification Details once provided should be repeated in all update messages.	49	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	208	To be corrected by MSs

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

Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 3: invalid values or references (IMO, MMSIs, LOCODES, ShipCallIds, etc.)			
R18	The message identified by MSRefId [MSREFID] has already been registered in SSN (Sent by [SENDER])	6,922	To be corrected by MSs and in the Central SSN
R19	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	30	To be corrected by MSs and in the Central SSN
R20	LastPort Locode [LOCODE] is not technically correct. PortOfCall Locode [LOCODE] is not technically correct. NextPort Locode [LOCODE] is not technically correct. Contact Location Locode [LOCODE] is not technically correct.	213	To be corrected by MSs
R21	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.	1	To be corrected by MSs
R22	The IMO number [IMONumber] is not valid	37	To be corrected by MSs
R23	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [SHIPCALLID] is invalid because no voyage was found with the specified shipCallId.	22	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].	3	To be corrected by MSs
R27	MID [MID] does not identify any Flag according to the ITU list of MIDs.	2	To be corrected by MSs
R28	Invalid message. A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered with different Vessel [VESSEL1] - [VESSEL2].	20	To be corrected by MSs
R29	At least one contact detail must be provided (Phone, Fax or Email)	-	To be corrected by MSs
R30	The notification must have quoted at least one of IMO or MMSI numbers	2	To be corrected by MSs
R31	The phone number must contain digits only	-	To be corrected by MSs
R32	The email [EMAIL] is invalid	5	To be corrected by MSs
R33	Test vessel only allows IMO 9999999 and MMSI 999999999	17	To be corrected by MSs
R34	The first name is invalid	-	To be corrected by MSs

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

Annex IV: SSN – THETIS interface

Member State	Current reporting period - July2019							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 2019	August 2018	January 2018	July 2017	January 2017	July 2016	January 2016	July 2015
Belgium	2,033	2,024	8	1	99.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%	0.6%
Bulgaria	300	291	8	1	97.0%	2.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%
Croatia	426	423	3	-	99.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%
Cyprus	210	207	1	2	98.6%	0.5%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Denmark	1,830	1,724	98	8	94.2%	5.4%	0.4%	0.2%	0.0%	0.3%	1.2%	0.7%	1.6%	5.3%	6.7%
Estonia	738	733	3	2	99.3%	0.4%	0.3%	0.5%	0.0%	0.5%	0.3%	0.5%	0.8%	0.0%	0.2%
Finland	1,977	1,894	29	54	95.8%	1.5%	2.7%	3.8%	2.0%	9.9%	3.1%	5.4%	2.6%	4.4%	3.5%
France	2,816	2,785	21	10	98.9%	0.7%	0.4%	0.0%	0.0%	0.1%	0.6%	0.5%	0.5%	4.6%	14.2%
Germany	3,648	3,508	40	100	96.2%	1.1%	2.7%	2.6%	3.0%	4.4%	7.9%	5.8%	3.9%	6.2%	18.2%
Greece	5,120	4,845	192	83	94.6%	3.8%	1.6%	2.0%	2.0%	2.4%	2.8%	0.9%	0.4%	1.3%	0.1%
Iceland	506	483	4	19	95.5%	0.8%	3.8%	3.0%	3.0%	5.1%	7.5%	8.8%	7.9%	10.3%	10.7%
Ireland	1,188	1,182	1	5	99.5%	0.1%	0.4%	0.0%	0.0%	0.2%	0.1%	0.0%	0.5%	0.1%	0.0%
Italy	3,222	3,168	31	23	98.3%	1.0%	0.7%	0.2%	1.0%	0.2%	1.4%	0.3%	2.6%	0.3%	0.6%
Latvia	567	566	1	-	99.8%	0.2%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.2%	0.0%	0.0%
Lithuania	344	341	1	2	99.1%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%
Malta	284	280	4	-	98.6%	1.4%	0.0%	0.0%	0.0%	0.0%	6.0%	5.8%	0.7%	7.0%	8.4%
Montenegro	132	122	4	6	92.4%	3.0%	4.5%	0.0%	8.0%						
Netherlands	3,077	2,991	61	25	97.2%	2.0%	0.8%	0.6%	0.0%	0.3%	0.6%	1.1%	0.7%	1.4%	1.7%
Norway	4,136	3,738	192	206	90.4%	4.6%	5.0%	8.3%	8.0%	8.0%	9.0%	8.6%	19.5%	16.5%	19.9%
Poland	1,438	1,437	1	-	99.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
Portugal	1,789	805	25	959	45.0%	1.4%	53.6%	2.1%	7.0%	1.2%	5.7%	-	3.5%	1.8%	4.5%
Romania	429	401	24	4	93.5%	5.6%	0.9%	0.0%	3.0%	0.4%	0.5%	0.7%	1.7%	1.2%	0.0%
Slovenia	183	181	2	-	98.9%	1.1%	0.0%	0.0%	0.0%	0.0%	0.9%	1.2%	1.4%	0.0%	0.0%
Spain	14,087	13,775	65	247	97.8%	0.5%	1.8%	18.9%	3.0%	1.5%	8.7%	0.5%	0.7%	1.2%	2.5%
Sweden	2,800	2,762	19	19	98.6%	0.7%	0.7%	1.1%	1.0%	2.2%	1.5%	1.8%	6.8%	4.1%	2.9%
United Kingdom	7,299	7,107	69	123	97.37%	0.9%	1.7%	0.9%	2.2%	0.5%	1.7%	0.9%	13.1%	1.7%	1.9%
Total	60,579	57,773	907	1,899	95.4%	1.5%	3.1%	6.0%	2.3%	2.0%	3.5%	2.0%	4.9%	3.7%	5.5%
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%								
TOTAL January 2016	33,417	30,585	1,596	1,236	91.5%	4.8%	3.7%								
TOTAL July 2015	45,292	39,592	3,231	2,469	87.4%	7.1%	5.5%								

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: July 2019)

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

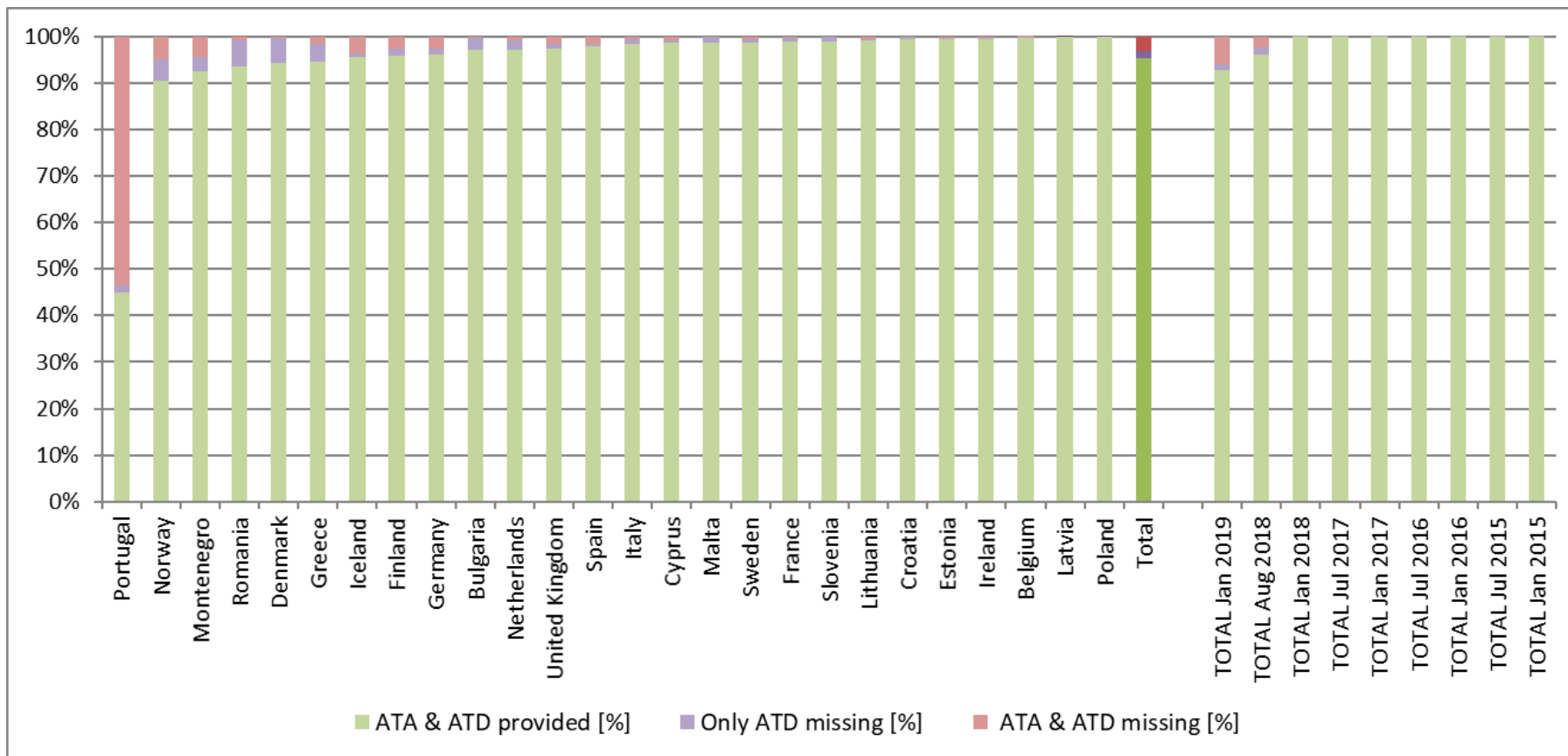


Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (see Table 15 - reporting period July 2019)

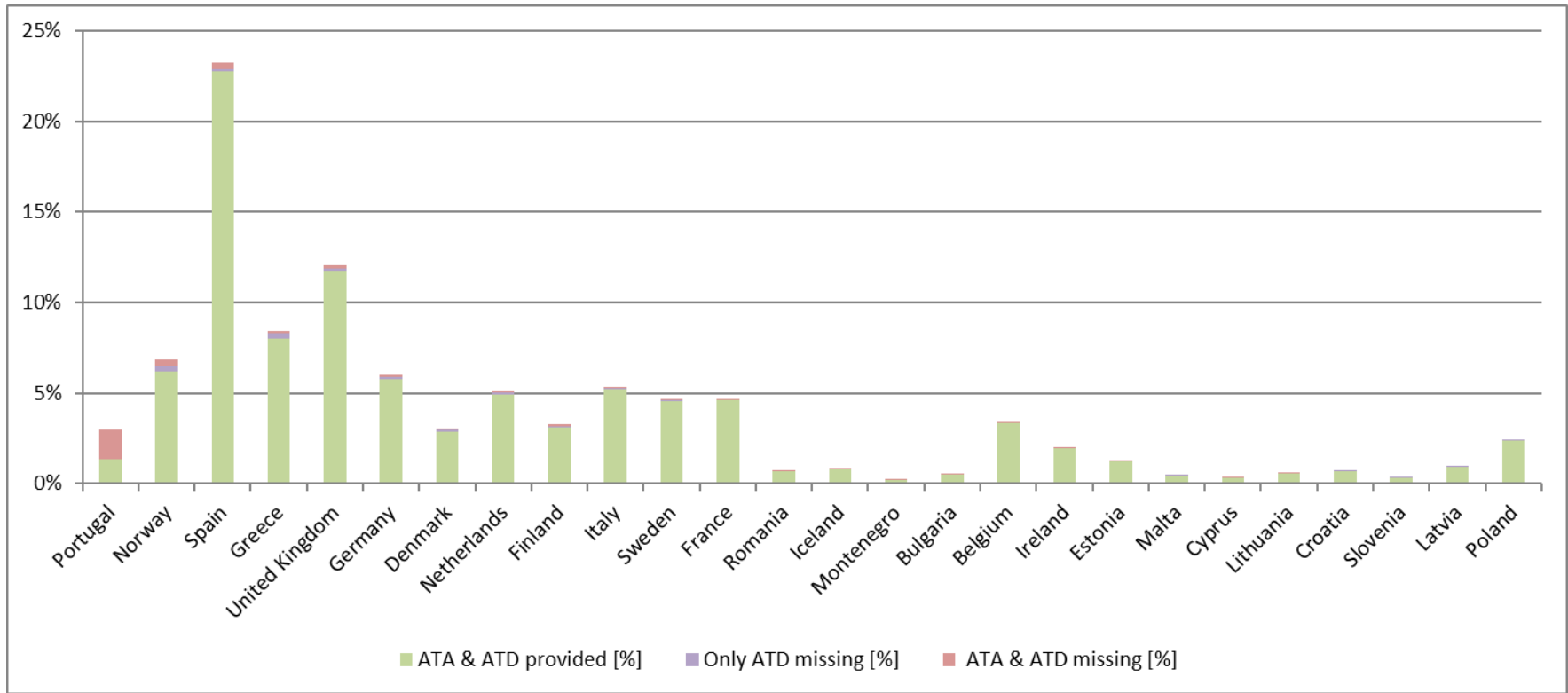


Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (see Table 15 – figures represent the percentage of overall EU ship calls - reporting period July 2019)

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%	0.8%	0.0%
Bulgaria	0.3%	97.4%	2.0%	0.3%
Croatia	0.0%	39.8%	57.8%	2.4%
Cyprus	0.0%	88.9%	10.8%	0.3%
Denmark	1.2%	60.5%	34.8%	3.6%
Estonia	0.0%	94.4%	5.5%	0.1%
Finland	0.0%	81.6%	17.9%	0.4%
France	0.0%	96.1%	3.4%	0.2%
Germany	0.0%	88.4%	10.4%	1.2%
Greece	0.5%	84.3%	14.7%	0.5%
Iceland	0.0%	98.5%	1.5%	0.0%
Ireland	0.0%	97.9%	1.9%	0.2%
Italy	0.0%	94.2%	5.6%	0.3%
Latvia	0.0%	95.1%	4.9%	0.0%
Lithuania	0.0%	94.2%	5.6%	0.2%
Malta	0.0%	98.3%	1.6%	0.1%
Montenegro	0.0%	32.8%	54.9%	12.3%
Netherlands	0.0%	96.2%	3.6%	0.2%
Norway	0.0%	92.0%	8.0%	0.0%
Poland	0.1%	89.1%	9.6%	1.1%
Portugal	0.0%	83.3%	11.4%	5.3%
Romania	0.0%	99.8%	0.2%	0.0%
Slovenia	0.0%	99.5%	0.5%	0.0%
Spain	0.0%	86.8%	9.5%	3.4%
Sweden	0.1%	93.8%	5.7%	0.4%
United Kingdom	0.0%	83.3%	15.3%	1.4%
Total	0.1%	87.3%	11.2%	1.3%

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%	99%	1%	0%
0%	98%	2%	0%
0%	78%	21%	1%
1%	84%	15%	0%
0%	70%	28%	2%
0%	96%	4%	0%
0%	87%	12%	1%
0%	93%	7%	0%
0%	91%	8%	1%
1%	88%	11%	0%
0%	99%	1%	0%
0%	98%	2%	0%
0%	91%	8%	1%
0%	95%	4%	0%
0%	98%	2%	0%
0%	98%	2%	0%
0%	7%	79%	15%
0%	95%	5%	0%
0%	92%	8%	0%
0%	91%	7%	1%
0%	84%	10%	7%
0%	100%	0%	0%
0%	99%	1%	0%
0%	86%	11%	4%
0%	93%	6%	1%
0%	87%	12%	1%
0.1%	89.0%	9.6%	1.4%

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