European Maritime Safety Agency

SafeSeaNet Workshop 17
Agenda Item V
23/24 May 2012

SSN 17/5/2 (v1.0)
Lisbon, 27 April 2012

SSN STATUS

SSN DATA QUALITY REPORT

Submitted by EMSA

Summary	The objective of this document is to summarise the status of SSN implementation in Member States (MS), and highlight the data quality issues.
Action to be taken	As per section 6
Related documents	a. Previous SSN DQ reports presented to the SSN Group. b. Annual SSN Status Reports per MS.

1. INTRODUCTION

On 29 November 2010, SSN version 2 (SSN V2) was deployed. The new version includes a new combined notification (Port Plus), which brings together Pre-arrival, Arrival, Departure and Hazmat information. It also provides relevant data to both SSN users and the Port State Control (PSC) community via THETIS.

The current report provides an analysis of the implementation of SSN at national level and central level, and of related quality issues.

Following a request at SSN 15 Workshop, EMSA agreed to include a regular update on the SSN – THETIS interface. This topic is addressed separately in the document SSN 17.6.2.

2. SSN SYSTEM IMPLEMENTATION AND NOTIFICATIONS (BY MS)

During 2011 the SSN at national level experienced significant developments. Annex I presents the system implementation report summary (Table **1**) and the number of notifications per type (Table 2).

An analysis of the implementation status per message type follows:

2.1. PortPlus notifications

a. Following the entry in production of the new Port Plus message (SSN V2), 18 out of the 24 MS phased out the V1 Port notification (and among them 16 the V1 Hazmat notification). Six (6) MS are still providing V.1 Port and Hazmat notifications (Greece,

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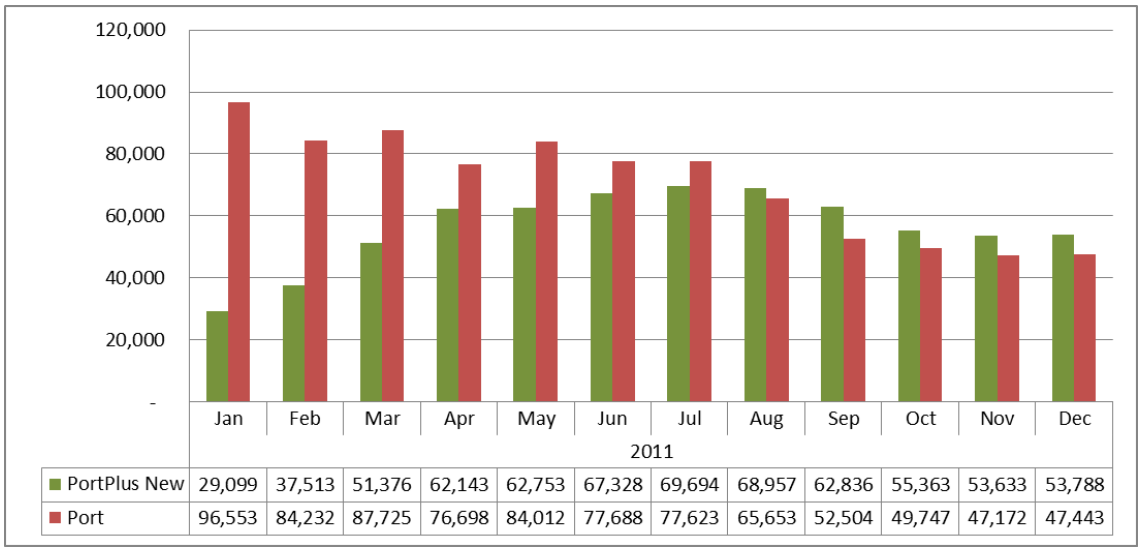
Malta, the Netherlands, Poland, Portugal and the United Kingdom). Estonia and Germany are still providing V.1 Hazmat notifications (see Annex I, table 3). MS are invited to phase out V.1 Port and Hazmat notifications by 14 December 2012. The UK is invited to implement the PortPlus notification.

b. Figure 1 below shows the evolution in the numbers of PortPlus notifications:



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
PortPlus New	29,099	37,513	51,376	62,143	62,753	67,328	69,694	68,957	62,836	55,363	53,633	53,788
Port	96,553	84,232	87,725	76,698	84,012	77,688	77,623	65,653	52,504	49,747	47,172	47,443

Figure 1 – Port Plus (unique ShipCall) and Port notifications

Member States are still in the transition phase of implementation of the PortPlus message. The target is to replace all port notifications (as well as the Hazmat ones) with the PortPlus notification. Figure 1 above shows a positive tendency in 2011. At the beginning of the year the majority the number of the PortPlus messages was quite limited but it steadily increased with a parallel decrease of the port notifications. The number of PortPlus exceeded the number of Port notification as from August.

c. The numbers of the PortPlus notifications per Member Sate are indicated in Table 2 of Annex I. The operational implementation of the PortPlus notification appears to be reasonable in numbers in most of the cases: in general, the number of "Updates" is at least twice the number of the created "Shipcalls" and also most of the MS cancel "Shipcalls" when needed. Hazmat information embedded in Port Plus notifications is widely employed. However based on the numbers it is quite obvious that some MS such as Spain (89) or France (73) demonstrate low number of "HazmatNonEUDepartures" (ships carrying dangerous or polluting goods bound for their ports coming from Non-EU countries). **MS are invited** to further investigate this topic.

2.2. Ship (AIS) notifications

a. Following the agreement of the HLSG 5, four (4) MSs (Denmark, the Netherlands, Norway and Sweden) discontinued Ship AIS notifications through XML in 2011. These four MSs plus Portugal and Spain are now providing AIS information only in IEC format through the streaming interface.

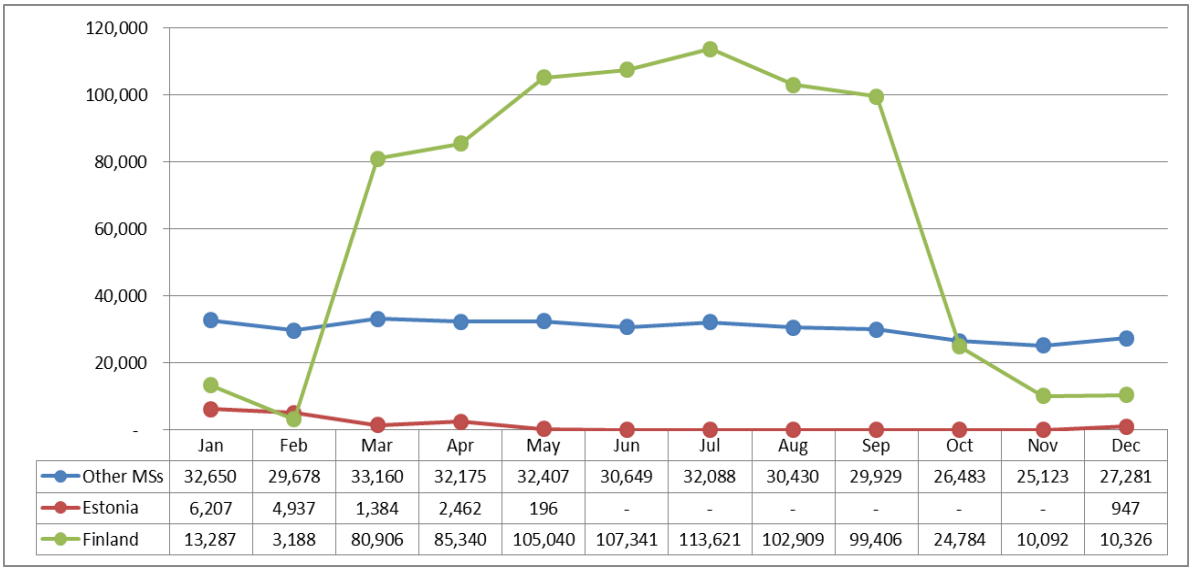
b. The number of AIS messages transacted via the SSN streaming interface was, on average, 4 million per day, and the number of AIS transmitting ships operating in and around EU waters is, on average, more than 17,000 per day. These figures remain unchanged.

c. The few gaps detected in the AIS coverage have been reported to the MS concerned via individual MS status reports (see comments on Annex I table 1).

2.3. Ship (MRS) notifications

a. Table 5 of Annex I presents the list of Mandatory Reporting Systems (MRS) adopted by the IMO which should report to SSN. The exchange of MRS information in SSN has a solid legal basis (ref. Commission letter DG TREN/G1/SHN D 50876/18-1-2010 from the Commission to Maritime Directors) but no reports have yet been received relating to BELTREP, SOUNDREP (implemented since 1 September 2011), CANREP or WETREP. **MS are invited** to provide the due MRS reports.

b. EMSA is monitoring the implementation of the MRS notifications trying to explain the variations of numbers. As an example follows Figure 2 presents two events that affected the general tendency of Ship MRS notifications in 2011. From April 2011, Estonia[1] (red line) is not providing Ship MRS notifications. Finland (green line) also experienced technical problems in the reporting of MRS notifications because of the implementation of the new Finish National system in February which were not solved until September.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Other MSs	32,650	29,678	33,160	32,175	32,407	30,649	32,088	30,430	29,929	26,483	25,123	27,281
Estonia	6,207	4,937	1,384	2,462	196	-	-	-	-	-	-	947
Finland	13,287	3,188	80,906	85,340	105,040	107,341	113,621	102,909	99,406	24,784	10,092	10,326

Figure 2 – Ship MRS notifications

2.4. Incident reports

a. At SSN 12 (21-22 October 2009), the SSN group agreed to set up a working group (WG) on Incident Reports (IRWG) to improve the incident reporting process overall. The Group upgraded the Incident Report Guidelines and the Incident Report web distribution tool (both already in place). During SSN 17 a new IR framework through XML will be presented for approval (document SSN 17.3.1). MS are invited to implement IRs according to the current legal framework and consult the recently agreed IRs Guidelines.

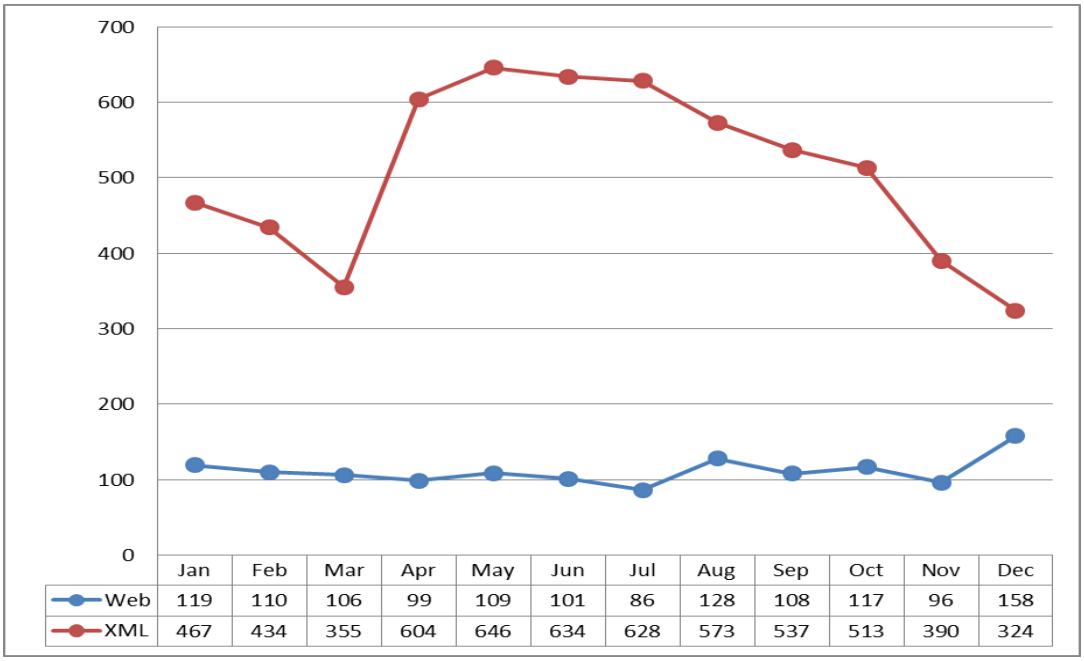
b. Member States are using both the XML interface (6,105 IRs during 2011) and the web distribution tool (1,337 IRs) for providing Incident Reports (IRs).

[1] Estonia resumed providing AIS and MRS notifications through XML the 13 April 2012.

c. The number of IRs depends on the number of incidents at sea (which highly depends on the traffic density, the weather conditions, the inherent navigation threats, etc.), the existence of a VTS (reporting ship's infringement of the VTS rules) and in general on the correct and strict implementation of others incidents (lack of reporting obligations, MARPOL infringements, etc.). Tables 1 and 4 of Annex I describe respectively the MS implementation and the number of IRs by type and MS reported along 2011.

d. The figures show a mixed picture. Lithuania has not sent any IR during 2011 while France has sent up to 5,203 Waste Incident Reports (equivalent to 85% of the XML IRs or 70% of all IRs). France is steadily decreasing the number of Waste IRs sent since July 2011 (547 in July, 453 in September and 286 in December).

e. The number of distributed IRs via web has slightly increased by the end of the year, possibly due to the work done by the Incident Report Working Group.



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Web	119	110	106	99	109	101	86	128	108	117	96	158
XML	467	434	355	604	646	634	628	573	537	513	390	324

Figure 3 – IRs notifications by interface

3. OPERATIONAL USE OF SSN

The number of users having access to SSN has increased as well as the usability of the SSN data. In particular:

a. The registered web users in Central SSN system are 844. Among them, 333 have requested access to SSN Graphical Interface. Among them, 16 are non-VTMIS users (12 pertain to a MS and 4 to different EU institutions). However no safe conclusions can be extracted from these numbers for different reasons (e.g. some MS are using a unique credential for their operational services (VTSs, MRCCS, etc)).

b. SSN proved to be a valuable tool used for other than the VTMIS related purposes. Thetis, the PSC database depend on data provided by MS. Information on pre-arrival information, arrival and departures is conveyed by SSN automatically every 10 minutes in order to keep Thetis updated. AIS data is also provided by MS are used to feed CleanSeaNet for correlation between the possible oil spill(s) detected in the satellite images and the traffic in the area.

c. Another example is the BlueBelt project that provides to Custom authorities ship report notifications containing SSN information on vessels, their recent ports of call and their voyages (from the last port of call to the destination port). The "SSN/VMS synergies" is a pilot project (currently under testing) which aims at exploring the benefits for participating Fisheries Monitoring Centres (FMCs) that result from the integration of VMS and AIS data using the SSN system.

d. The level of requests to SSN (machine to machine or via the web interface) is reflected in Table 6 of Annex II. More than 8 million requests were posted to the SSN EIS. It is noteworthy that the numbers of Table 6 do not give the full picture of the usability. For example the requests through the SSN Graphical Interface are not reflected in that table. Moreover in that table certain MSs (Finland, Denmark, Norway and Bulgaria) seem to have made high number of requests. In particular:

   - Finland increased the Port requests in March;
   - Denmark initiated systematic Ship Call requests in June;
   - Norway maintained the systematic request for Ship Call information;
   - Bulgaria decommissioned in March systematic Hazmat requests;

   As a follow up to the decision made at SSN HLSG 6 meeting (Brussels, 13 December 2011) and in particular on the "use of SSN V.2 functionalities instead of sending automatic requests regarding Hazmat presence to all ships", Denmark and Norway are invited to discontinue sending the automatic Shipcall requests for the full Hazmat details. The new PortPlus notification includes the Hazmat summary which can be requested instead of the full details to confirm the presence of Hazmat. Of course the possibility to request for the full Hazmat details remains available and should be used in case SSN users would require additional information.

4. SYSTEM AVAILABILITY AND PERFORMANCE

EMSA continuously monitors the availability and performance of SSN. This includes the connection status of SSN national systems and the exchange of notifications between these systems and the SSN EIS, as well as the interfaces between SSN and other EU systems (CSN, THETIS, LRIT). When a connection failure is detected, or a Member State is not providing notifications, the situation is recorded and reported to the respective country. The EMSA findings for the year 2011 are:

- No relevant downtimes were detected in MS systems, and the central SSN system (including the graphical interface) was available 99.28% of the time. The maximum downtime lasted 11h 27m. According to the latest IFCD draft "the availability of the SSN system shall be maintained at a minimum of 99% over a period of one year, with the maximum permissible period of interruption being 12 hours".

- The average time for SSN to respond to request per information was 3.17 seconds. According to the current draft of the IFCD SSN data users should receive the desired information from SSN within an average of 30 seconds. The maximum delay proposed in the IFCD is 4 minutes. SSN response values higher than 4 minutes represented 0.35% of the cases (calculation done between the 15 and the 21 February 2012).

5. DATA QUALITY

EMSA closely monitors the quality of the data in the SSN system. The following quality issues are addressed:

– Missing Port notifications by Member State and by reporting period (Table)

– Missing Hazmat notifications by Member State and by reporting period (Table

– solution used for providing Hazmat details type by Member State and by notification type (Table)

– Port Plus notifications reporting Hazmat data after ships' departure from EU ports (Table)

– Port Plus notifications reporting Hazmat data after ships' arrival (from non EU), Table)

– POB reported in Port Plus notifications on ships' arrival at or departure from an EU port with DPG (Table)

– Identification of Next Port of Call in Port Plus notifications including HazmatEU Departure information (Table)

- PortPlus notifications rejections (Table and 15)

The reporting period was 1 December 2011 to 31 January 2012, except in the case of missing Port and Hazmat information, where the reporting period was the second half of 2011. A summary of the findings is presented in sections below and full details are available in Annex III: Data quality.

5.1. Missing Port (or Port Plus) notifications

In order to verify whether the required Port notifications are being provided, the MSS monitors data comprehensiveness and quality by comparing information in Port notifications sent to SSN with information available from other commercial sources.

Between July and December 2011 the MSS checked 3.490 ships that were known to have visited EU ports. As a result 72 of the due notifications were found missing in SSN (i.e. 2% of ships calling at EU ports were not reported to SSN). Figure 4 shows that the situation is steadily improving.

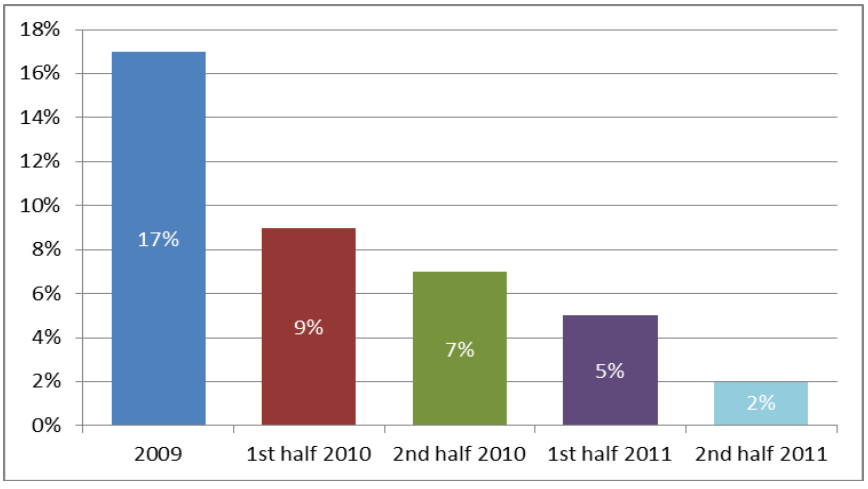


Figure 4 – Missing Port notifications by reporting period

Table in Annex III includes the detailed results per Member State.

5.2. Missing Hazmat information

The MSS has analysed MRS reports and monitored ships known to be carrying Hazmat cargoes by crosschecking the results with Hazmat information provided by MS. The MSS checked 1,482 ships and found that 123 (8%) were missing in SSN. Even though the trend is positive there is still a lot of room for improving (see Figure 5).

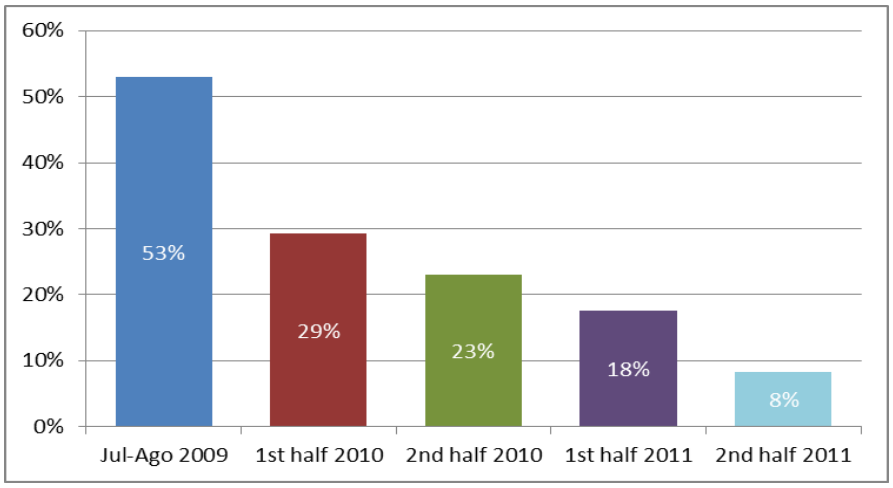


Figure 5 – Missing Hazmat information by reporting period

Table in Annex III includes the detailed results by Member State.

5.3. Hazmat notifications providing details notification (XML, URL or phone/fax)

At the 4th HLSG meeting (26 October 2010), EMSA presented the results of the survey carried out by the EMSA MSS with the aim of providing specific information on the issue related to the phone and fax solution for providing Hazmat details. This topic was again discussed at the 6th HLSG meeting.

Despite the guidance of the HLSG no improvement has been noted. Figure 6 shows that 40% of Hazmat information received still uses the phone/fax solution (either provided using the "old" Hazmat notifications or the new Port Plus notification). The percentage remains similar to previous reporting periods. Furthermore, the use of the XML solution is still below 20%, while before SSN V2 deployment it was over 30%.

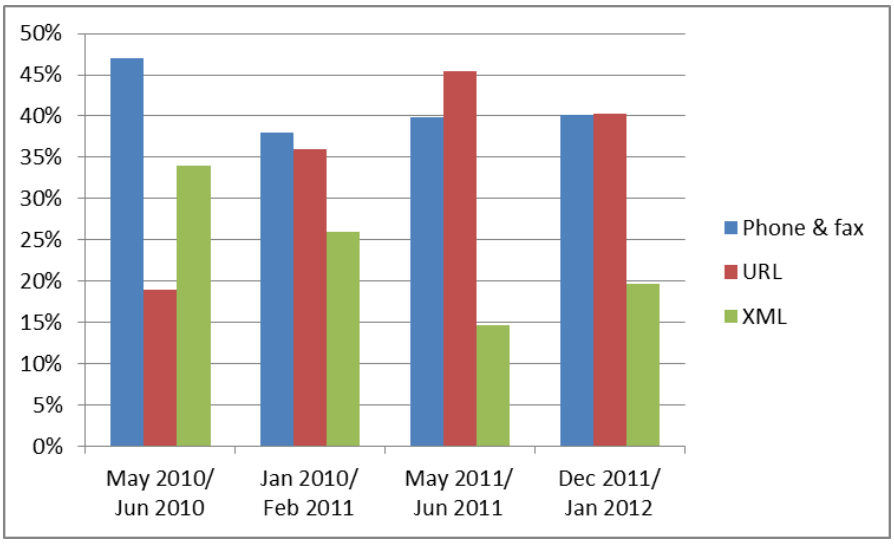


Figure 6 – Hazmat details by type and by reporting period

Table in Annex III details the different solutions employed in each MS, together with the type of notification.

MS are invited to phase out the phone/fax solution as recently agreed by the HLSG 6.

5.4. Number of Port Plus notifications reporting Hazmat data sent after ships' departure from EU ports

The Port Plus notification includes the Actual Time of Departure (ATD) of a ship from the port of call. According to Art 13 of Directive 2002/59/EC (as amended), Hazmat information must be notified "at the latest at the moment of departure" whenever a ship leaves a port with dangerous or polluting goods on board.

The percentage of Hazmat information embedded in Port Plus notifications sent after ships' departure is steadily decreasing. Last figures show that 13% of Hazmat information is sent late but only 5% after 3 hours ship's departure.

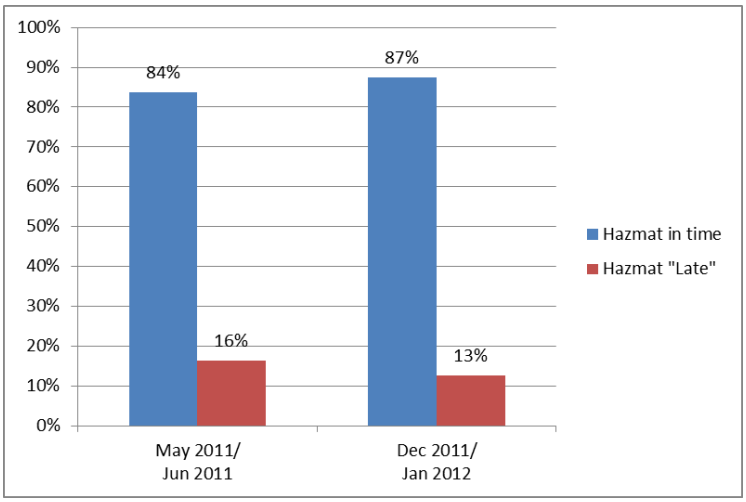


Figure 7 – Port Plus notifications reporting Hazmat data sent after ships' departure ("late") by reporting period

A detailed report by MS can be seen in Annex III- Table . It distinguishes those notifications sent correctly (upon departure at the latest), from those sent "late" (i.e. in the three hours following a ship's departure).

5.5. Number of Port Plus notifications reporting Hazmat data sent after ships' arrival (from non-EU)

The Port Plus notification includes the Actual Time of Arrival (ATA) of the ship at the port of call. According to Art 13 of Directive 2002/59/EC (as amended), Hazmat information must be notified for ships loading Hazmat cargo at **non-EU ports:** "at the latest upon departure from the loading port, or; as soon as the port of destination or the location of the anchorage is known, if this information is unavailable at the moment of departure".

For non-EU port departures and Port Plus notifications, the percentage of Hazmat information sent after ships' arrival remains just below 10%. Therefore, these ships were transiting within EU waters without the information being available.

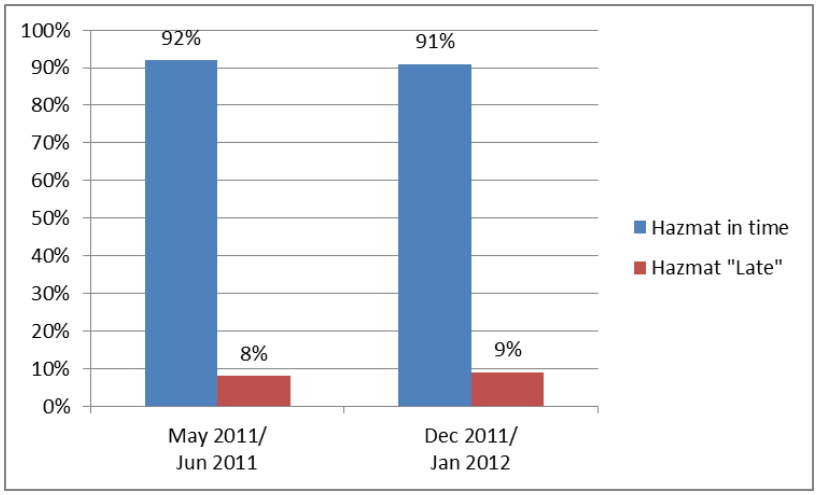


Figure 8 – Port Plus notifications reporting Hazmat data sent after ships' arrival ("late") by reporting period

Despite the short improvement in case of the Hazmat information sent after ship's departure (section 5.4), Hazmat reported late remains an important shortfall undermining the value of SSN. It is reminded that the major objective of SSN is to allow authorities to have quick access to Hazmat data. The figures show that even when Hazmat is available it is very late, especially in the case of Hazmat provided once the ship is in port (up to 9%).

MS are invited to provide the Hazmat information in due time, according to Art. 14 and Annex 1 of the 2002/59 Directive (as amended). A detailed report by MS is presented in, Annex III-Table .

5.6. Use of 'unknown' number of 'Persons on Board (POB)'

It is important for the users to have comprehensive, accurate information on the number of persons on board ships because among other things, search and rescue authorities need this information in emergencies. However, in exceptional cases, the system accepts notifications sent by MS with 'POB' unknown ('POB' = 99999) when information is not available at the time of reporting.

Table , Annex III, details the percentage of Port Plus notifications supplied with actual POB data by MS, distinguishing notifications at ships' arrival and when leaving an EU port with Hazmat.

For the last reporting period, the percentage of Port Plus notifications[2] received with **POB values, when reporting ships' arrival at their ports of call,** increased to 76%. Those still including a dummy value accounted for 13%.

[2] The check was done on the latest Port Plus notification update per Ship Call ID

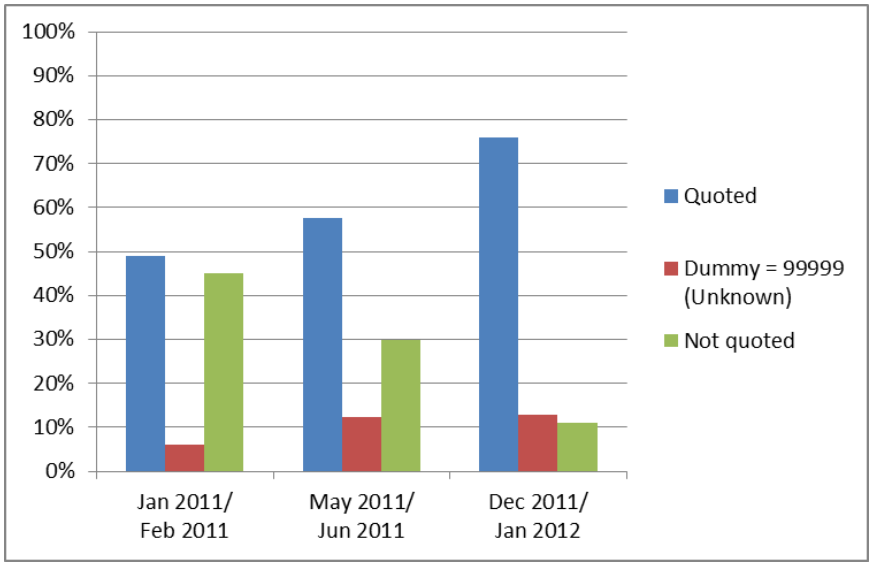


Figure 9 – Use of the "unknown" number of POB when reporting ships' pre-arrival at Ports of Call by reporting period

In 11% of cases, the number of persons on board was still not declared in the latest Port Plus notification update checked. The reasons for this could be the following:

- The Port Plus notifications checked may have been provided for ATA and ATD only, with the POB information quoted in a separate V.1 Port or Hazmat message. This may occur in cases when MS employ V1 Port, Hazmat and/or V.2 Port Plus notifications simultaneously (see Table 3 in Annex I);

- SSN users are not respecting the Port Plus business rules, in that the latest Port Plus update notified (i.e. the one checked by the MSS) did not quote an element in the previously sent Port Plus message (the POB element linked to the 24h pre-arrival notification).

Furthermore, the use of dummy **POBs within Port Plus notifications when reporting Hazmat EU Departures** is increasing from 16% in May/June 2011 to 20% in December 2011/January 2012.

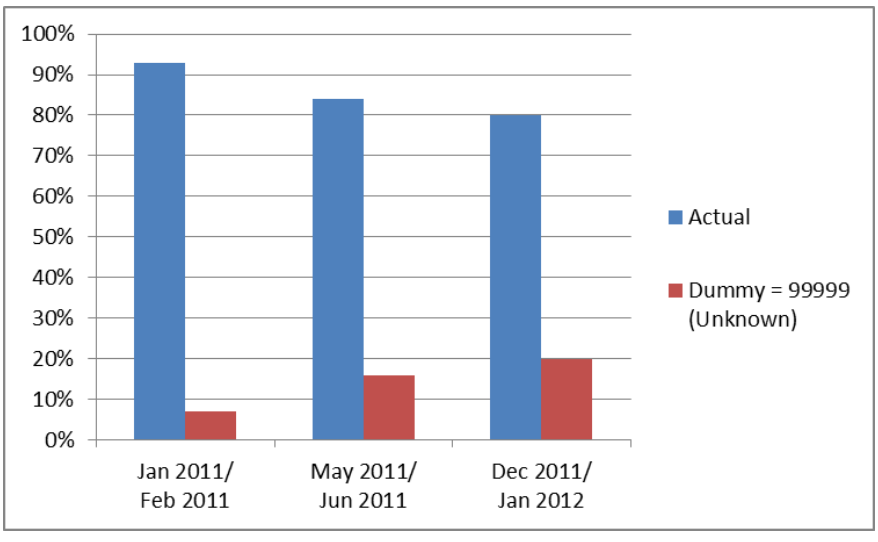


Figure 10 – Use of "unknown" number of POB when reporting Hazmat EU departure by reporting period

MS are invited to provide POB information in accordance with Directive 2002/59/EC (as amended).

5.7. Identification of Next Port of Call in Port Plus notifications reporting Hazmat information

The next port of call is mandatory piece of information to be provided when a ship leaves an EU port with dangerous or polluting goods on board. The LOCODE ***ZZUKN*** can be provided whenever the destination is unknown at the time when a ship leaves port.

Figure 11 shows satisfactory results (only 1% is missing the information), similar to that reported for the period May/June 2011.

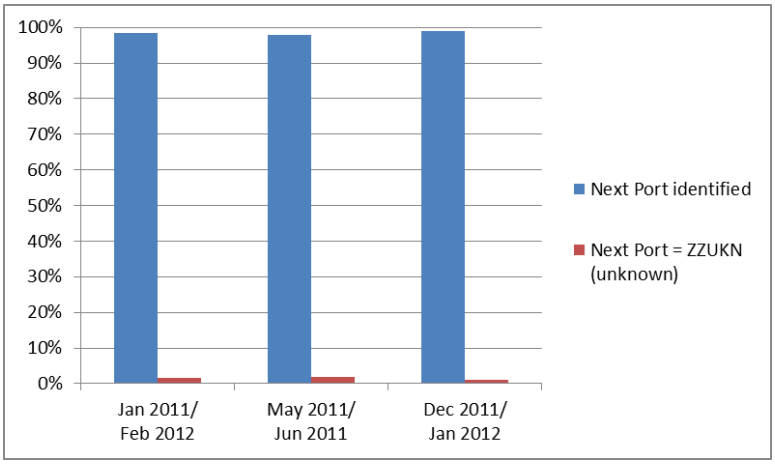


Figure 11 – Use of "unknown" Next Port (ZZUKN) when reporting Hazmat EU departure by reporting period

Table 13, Annex III, shows the percentage of Port Plus notifications identifying the next port of call (by MS).

5.8. Rejected Port Plus notifications

The Business Rules (BRs) causing the rejection of certain notifications implemented in SSN aim at keeping the system with the adequate levels of quality and consistency.

In order to target 0% rejected messages, MSS reports monthly to each Member State the rejected notifications and the causes of rejection. MSs Status reports also include a section on rejected messages and propose actions to rectify them.

This analysis focuses in the BRs which exist in order to prevent erroneous data to enter in SSN system. Only rejections by business rules violation were considered.

The situation is gradually improving and MS are reacting to correct the causes of rejections. Based on the latest figures (Table 14 – PortPlus notifications rejections), for four MS more that 2% of the messages are rejected (overall 2.08% of the Port Plus notifications are rejected).

MS are reminded that according to the IFCD draft, invalid messages (those not compliant with the standards set in the SSN Technical and operational documentation) should be less than 0.1% of the total number of messages sent. Only Belgium, Romania and Spain are below this threshold (applying this percentage only to Port Plus notifications).

6. ACTIONS PROPOSED

MS are invited to:

- in relation to section 2,
    - employ the Port Plus notification for all ship's pre-arrival, arrival, departure and hazmat information (and stop sending the "old" Port and Hazmat notifications by 14 December 2012 as agreed by the HLSG 6);
    - implement the missing MRS notifications;
    - provide AIS data for those areas either not reported to SSN or lacking coverage;
    - implement IRs according to the current legal framework consulting the recently agreed IRs Guidelines.
- in relation to section 3, those MS systematically requesting for "Hazmat details" are invited to request only for the "Hazmat summary";
- in relation to section 5.3, reduce as much as possible the phone/fax solution for providing the details in Hazmat information;
- in relation to sections 5.1, 5.2, 5,4 and 5.5 (missing or late Pre-arrival and Hazmat notifications),
    - impose sanctions on ship masters, agents or operators (as foreseen in Art. 25b of the Directive) whenever they do not provide Port pre-arrival or Hazmat information and to send associated incident reports to SSN;
    - establish their own monitoring tools to verify the provision of the due notifications.
- in relation with section 5.6 and 5.7, establish their own monitoring tools to verify the completeness of data to be provided, such as the POB, ATA, ATD, etc.;
- in relation to section 5.8, analyse (and resolve when necessary) the causes of Port Plus notifications rejections by SSN, either by using the regular information provided by the MSS, or the SSN receipts messages describing the causes of rejections (invalid format receipts).

Annex I: SSN system implementation by MS (11 February 2012)

Member State			SSN Notifications					SSN GI (AIS)	Comments regarding specific issues
		PortPlus	Port	Hazmat	Ship		Incident		
					AIS	MRS			
AT	Austria	no	no	no	no	no	no	no	Landlocked country
BE	Belgium	yes	phased out	phased out	yes	no	yes	yes	Incidents sent through IR distribution tool; Missing MRS: Wetrep
BU	Bulgaria	yes	phased out	phased out	yes	n.a.	yes	yes	Incidents sent through IR distribution tool and XML interface
CY	Cyprus	yes	phased out	phased out	yes	n.a.	yes	yes	Incidents sent through IR distribution tool and XML interface
CZ	Czech Republic	no	no	no	no	no	no	no	Landlocked country
DK	Denmark	yes	phased out	phased out	no	no	yes	yes	Incidents sent through IR distribution tool; Missing MRS: Beltrep and Soundrep
EE	Estonia	yes	phased out	yes	no	no	yes	yes	Incidents sent through IR distribution tool; MRS and AIS (in XML) not provided consistenly during 2011
FI	Finland	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent through IR distribution tool and XML interface
FR	France	yes	phased out	phased out	yes	yes	yes	yes	Missing MRS: Wetrep
DE	Germany	yes	phased out	yes	yes	n.a.	yes	yes	Incidents sent through IR distribution tool
GR	Greece	yes	yes	yes	yes	n.a.	yes	yes	Incidents sent through IR distribution tool: gaps reported in AIS coverage
HU	Hungary	no	no	no	no	no	no	no	Landlocked country
IC	Iceland	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent through IR distribution tool
IE	Ireland	yes	phased out	phased out	yes	no	yes	yes	Incidents sent through IR distribution tool; Missing MRS: Wetrep
IT	Italy	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent through IR distribution tool
LV	Latvia	yes	phased out	phased out	yes	n.a.	yes	yes	Incidents sent through IR distribution tool
LT	Lithuania	yes	phased out	phased out	yes	n.a.	no	yes	No incident reports notified during 2011
LX	Luxemburg	no	no	no	no	no	no	no	Landlocked country
MT	Malta	yes	yes	yes	yes	n.a.	yes	yes	Incidents sent through IR distribution tool; Port and Hazmat sent through SSN Web interface
NL	Netherlands	yes	yes	yes	yes	n.a.	yes	yes	Incidents sent through IR distribution tool
NO	Norway	yes	phased out	phased out	no	n.a.	yes	yes	Incidents sent through IR distribution tool
PL	Poland	yes	yes	yes	yes	yes	yes	yes	Incidents sent through IR distribution tool
PT	Portugal	yes	yes	yes	no	yes	yes	yes	Incidents sent through IR distribution tool; Missing MRS: Wetrep; Missing AIS data from Azores and Madeira
RO	Romania	yes	phased out	phased out	yes	n.a.	yes	yes	
SI	Slovenia	yes	phased out	phased out	yes	yes	yes	yes	
SL	Slovak Republic	no	no	no	no	no	no	no	Landlocked country
ES	Spain	yes	phased out	phased out	no	yes	yes	yes	Missing MRS: Canrep and Wetrep
SE	Sweden	yes	phased out	phased out	no	n.a.	yes	yes	Incidents sent through IR distribution tool; Missing MRS: Soundrep
GB	United Kingdom	no	yes	yes	yes	no	yes	yes	Missing PortPlus; Missing MRS: Caldovrep and Wetrep

Notes:

Updated: 11 February 2012

yes	Participating, sending notifications
phased out	Notifications not provided anymore and substituted by the new PortPlus message
Ready	Passing the "commissioning" tests that certify national compliance with SSN but not yet using the system
n.a.	Not applicable
no	No data provided to SSN or "commissioning" tests not passed in the case of the PortPlus notification

Table 1 – Implementation status by MS and by type of notification

11 February 2012

Member State	PortPlus notifications					Port notifications	Hazmat notifications	Ship notifications		Incident reports
	Distinct ShipCalls	Updates	Cancelled	Including Hazmat Non EU Departure	Including Hazmat EU Departure			AIS	MRS	
Belgium	32,047	135,796	627	1,917	13,438	1	-	2,938,716	-	3
Bulgaria	4,096	7,897	2	555	669	359	89	374,435	-	24
Cyprus	2,967	9,847	65	365	474	674	151	2,324,945	-	2
Denmark	24,266	76,213	1,082	57	1,217	1,730	123	220,778	1	52
Estonia	4,670	9,335	92	308	1,015	362	823	25,588	16,133	13
Finland	21,416	88,223	23	130	5,109	24,924	4,052	865,104	756,240	25
France	41,658	153,766	903	73	8,551	5,711	159	1,772,808	188,336	5,710
Germany	37,111	160,877	496	-	-	915	26,963	2,728,208	-	10
Greece	25,050	64,393	318	1,382	1,588	132,088	9,978	1,556,742	-	332
Iceland	2,192	4,286	-	89	191	32	5	229,489	2,592	8
Ireland	11,632	32,255	76	119	2,521	-	-	1,122,431	3	26
Italy	109,692	211,839	1,600	2,903	13,661	43,126	6,758	5,098,399	21,187	230
Latvia	7,958	40,470	60	46	1,732	293	63	984,162	-	8
Lithuania	5,515	25,993	109	127	1,818	33	34	304,971	-	-
Malta	7,315	45,533	385	871	2,051	3,818	1,905	413,728	-	22
Netherlands	70,412	156,045	520	113	596	122,872	25,079	3,264,651	-	193
Norway	75,707	154,833	1,105	367	2,184	-	-	2,670,279	-	64
Poland	15,354	112,370	-	119	2,995	23,477	7,149	2,052,447	9,810	4
Portugal	5,392	14,247	145	175	1,281	17,084	3,276	-	60,075	306
Romania	6,012	17,845	201	837	779	-	-	439,210	-	17
Slovenia	1,599	5,107	96	254	744	832	381	49,117	3,268	15
Spain	94,712	200,130	625	89	681	62,361	13,109	-	76,781	248
Sweden	67,704	147,700	3,169	462	10,363	4,400	322	679,272	-	9
United Kingdom	6	4	-	-	-	401,958	109,509	11,984,447	-	121
Total	**674,483**	**1,875,004**	**11,699**	**11,358**	**73,658**	**847,050**	**209,928**	**42,099,927**	**1,134,426**	**7,442**

Table 2 – Number of notifications by MS and by type of notification

Reporting period: January-December 2011

Member State	Port Plus implementation
Belgium	In production
Bulgaria	In production
Cyprus	In production
Denmark	In production
Estonia	In production but still using simultaneously Hazmat notifications
Finland	In production
France	In production
Germany	In production but still using simultaneously Hazmat notifications
Greece	In production but still using simultaneously Port and Hazmat notifications
Iceland	In production
Ireland	In production
Italy	In production
Latvia	In production
Lithuania	In production
Malta	In production but still using simultaneously Port and Hazmat notifications
Netherlands	In production but still using simultaneously Port and Hazmat notifications
Norway	In production
Poland	In production but still using simultaneously Port and Hazmat notifications
Portugal	In production but still using simultaneously Port and Hazmat notifications
Romania	In production
Slovenia	In production
Spain	In production
Sweden	In production
United Kingdom	Commissioning tests passed (pending for entering in production)

Table 3 – Port Plus implementation status -11 February 2012

Member State	Incident Reports per type					TOTAL
	SITREP	POLREP	WASTE	LFC	Others	
Belgium	1	0	0	0	2	**3**
Bulgaria	10	0	0	0	14	**24**
Cyprus	2	0	0	0	0	**2**
Denmark	39	3	0	0	10	**52**
Estonia	4	2	0	0	7	**13**
Finland	6	0	0	0	19	**25**
France	290	213	5203	4	0	**5710**
Germany	9	0	0	0	1	**10**
Greece	244	10	2	0	76	**332**
Iceland	3	0	0	0	5	**8**
Ireland	23	2	0	0	1	**26**
Italy	134	9	32	1	54	**230**
Latvia	1	0	0	0	7	**8**
Lithuania	0	0	0	0	0	**0**
Malta	21	0	0	0	1	**22**
Netherlands	168	6	2	2	15	**193**
Norway	57	6	1	0	0	**64**
Poland	3	0	0	0	1	**4**
Portugal	297	1	0	0	8	**306**
Romania	16	1	0	0	0	**17**
Slovenia	13	0	0	0	2	**15**
Spain	215	7	0	2	24	**248**
Sweden	9	0	0	0	0	**9**
United Kingdom	107	0	14	0	0	**121**
Total	**1672**	**260**	**5254**	**9**	**247**	**7442**

Table 4 – Incident reports by MS and type of incident
Reporting period : January – December 2011

MRS	Area	Member States and 3rd Countries
ADRIREP	Adriatic Sea	Italy, Slovenia, Croatia and Montenegro
BELTREP	Great Belt (Baltic)	Denmark
BONIFREP	Strait of Bonifacio (only DPG)	France, Italy
CALDOVREP	Dover Strait/ Pas de Calais	France, United Kingdom (only France is providing)
CANREP	Canary Islands (only for ships carrying heavy grade oils)	Spain
COPREP	Coast of Portugal	Portugal
FINREP	Finisterre (NW Coast of Spain)	Spain
GDANREP	Gulf of Gdansk	Poland
GIBREP	Strait of Gibraltar	Spain
GOFREP	Gulf of Finland	Estonia, Finland and Russia (Estonia is not providing consistenly since May 2011)
MANCHREP	Off Les Casquests/ La Manche	France
OUESSREP	Off Ouessant	France
SOUNDREP	The Sound	Denmark, Sweden
TRANSREP	South & South West coast of Iceland	Iceland
WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	Belgium, France, Ireland, Portugal, Spain and United Kingdom

Table 5 – Mandatory Reporting Systems in EU waters.
11 February 2011

Those MRS that are not yet being provided to SSN are highlighted in red

Annex II: Operational status by MS

Member State	Requests					
	Shipcall	Port	Hazmat	Incident	Ship	TOTAL
Belgium	3	-	12	134	8,732	8,881
Bulgaria	17	50	4,337	394	124	4,922
Cyprus	851	105	21	180	8	1,165
Denmark	4,538,072	16	126	377	28	4,538,619
Estonia	30	-	112	84	1	227
Finland	2	3,004,636	86	226	94	3,005,044
France	1	12	49	374	84	520
Germany	2	1	35	380	5	423
Greece	2	-	43	639	62	746
Iceland	10	28	10	170	22	240
Ireland	-	-	15	254	45	314
Italy	35	15	31	164	35	280
Latvia	20	1	62	227	10	320
Lithuania	1	-	62	190	8	261
Malta	8	-	7	308	36	359
Netherlands	14	-	127	440	78	659
Norway	1,080,313	-	30	503	45	1,080,891
Poland	45	14	35	266	27	387
Portugal	1	5	17	159	15	197
Romania	28	11	15	74	47	175
Slovenia	1	-	5	87	15	108
Spain	13	-	136	332	131	612
Sweden	-	-	8	975	1	984
United Kingdom	10	14	45	1,008	49	1,126
Total	**5,619,479**	**3,004,908**	**5,426**	**7,945**	**9,702**	**8,647,460**

Table 6 – Number of requests by MS and by type of notification
Reporting period: January-December 2011

Annex III: Data quality

Member State	Second half 2011 (Jul 2011 - Dec 2011)			Previous Period (Jan 2011 - Jun 2011)	Previous Period (Jul 2010 - Dec 2010)	Previous Period (Jan 2010 - Jun 2010)	Previous Period (Jun 2009 - Aug 2009)
	Nr. Checks	Missing Notifications	Missing Notifications (%)	Missing Notifications (%)	Missing Notifications (%)	Missing Notifications (%)	Missing Notifications (%)
Belgium	137	2	1%	0%	0%	2%	0%
Bulgaria	151	0	0%	1%	2%	8%	0%
Cyprus	146	0	0%	8%	0%	1%	40%
Denmark	140	2	1%	5%	4%	4%	0%
Estonia	137	0	0%	30%	96%	*	*
Finland	149	2	1%	3%	8%	4%	28%
France	140	16	11%	13%	25%	26%	38%
Germany	136	6	4%	8%	3%	2%	0%
Greece	140	5	4%	11%	16%	21%	67%
Iceland	143	1	1%	0%	1%	3%	7%
Ireland	150	0	0%	3%	21%	37%	43%
Italy	150	1	1%	6%	1%	6%	23%
Latvia	150	0	0%	1%	0%	0%	0%
Lithuania	141	0	0%	0%	3%	2%	3%
Malta	140	4	3%	8%	6%	21%	77%
Netherlands	148	0	0%	5%	4%	3%	6%
Norway	150	2	1%	3%	3%	2%	5%
Poland	150	0	0%	0%	3%	2%	0%
Portugal	149	12	8%	8%	2%	14%	16%
Romania	149	0	0%	1%	2%	0%	0%
Slovenia	144	1	1%	1%	3%	1%	0%
Spain	151	14	9%	3%	28%	35%	5%
Sweden	141	1	1%	1%	1%	6%	18%
United Kingdom	158	3	2%	3%	5%	14%	25%
Total	**3490**	**72**	**2%**	**5%**	**7%**	**9%**	**17%**

Table 7 – Missing Port notifications by Member State and by reporting period

Highlighted those values higher than total average of missing notifications

Member State	Second half 2011 (Jul 2011 - Dec 2011)			Previous Period (Jan 2011 - Jun 2011)	Previous Period (Jul 2010 - Dec 2010)	Previous Period (Jan 2010 - Jun 2010)	Previous Period (Jul 2009 - Aug 2009)
	Nr. Checks	Missing Notifications	Missing Notifications (%)	Missing Notifications (%)	Missing Notifications (%)	Missing Notifications (%)	Missing Notifications (%)
Belgium	125	4	3%	2%	3%	2%	5%
Bulgaria	13	0	0%	5%	0%	31%	n.a.
Cyprus	1	1	100%	67%	75%	100%	100%
Denmark	26	3	12%	27%	86%	88%	50%
Estonia	19	2	11%	30%	67%	100%	100%
Finland	84	4	5%	32%	17%	45%	n.a.
France	121	24	20%	31%	49%	52%	61%
Germany	124	5	4%	7%	15%	18%	16%
Greece	46	14	30%	48%	47%	60%	67%
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.
Ireland	2	2	100%	67%	100%	100%	n.a.
Italy	121	13	11%	20%	8%	39%	40%
Latvia	70	2	3%	6%	11%	26%	17%
Lithuania	18	2	11%	0%	29%	36%	0%
Malta	87	4	5%	19%	10%	16%	100%
Netherlands	120	9	8%	7%	11%	11%	6%
Norway	26	2	8%	17%	17%	7%	67%
Poland	12	0	0%	3%	2%	10%	100%
Portugal	119	16	13%	20%	17%	19%	25%
Romania	3	0	0%	20%	0%	10%	25%
Slovenia	1	0	0%	0%	0%	0%	n.a.
Spain	122	16	13%	29%	73%	39%	100%
Sweden	103	8	8%	17%	15%	27%	75%
United Kingdom	119	16	13%	16%	28%	25%	n.a.
Total	**1482**	**123**	**8%**	**18%**	**23%**	**29%**	**53%**

Table 8 – Missing Hazmat notifications by Member State and by reporting period3

Highlighted those values higher than total average of missing notifications

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

Member State	Percentage of PortPLus notifications including Hazmat information: details provided using				Percentage of Hazmat notifications: details provided using			
	Phone & Fax	URL	XML	Total number of notifications	Phone & Fax	URL	XML	Total number of notifications
Belgium	100%	0%	0%	2,488	-	-	-	-
Bulgaria	86%	14%	0%	197	-	-	-	-
Cyprus	0%	0%	100%	147	-	-	-	-
Denmark	0%	0%	100%	302	-	-	-	-
Estonia	87%	13%	0%	397	45%	55%	0%	11
Finland	0%	0%	100%	1,446	-	-	-	-
France	97%	3%	0%	2,073	-	-	-	-
Germany	0%	0%	0%	-	0%	100%	0%	4,269
Greece	100%	0%	0%	589	84%	0%	16%	1,238
Iceland	0%	100%	0%	32	-	-	-	-
Ireland	33%	67%	0%	630	-	-	-	-
Italy	4%	95%	1%	3,569	-	-	-	-
Latvia	0%	91%	9%	469	-	-	-	-
Lithuania	4%	96%	0%	320	-	-	-	-
Malta	4%	96%	0%	364	100%	0%	0%	202
Netherlands	0%	0%	100%	2,196	59%	0%	41%	1,751
Norway	0%	0%	100%	657	-	-	-	-
Poland	0%	0%	100%	554	1%	20%	79%	1,196
Portugal	0%	100%	0%	397	100%	0%	0%	224
Romania	0%	100%	0%	265	-	-	-	-
Slovenia	0%	0%	100%	206	-	-	-	-
Spain	0%	100%	0%	485	-	-	-	-
Sweden	0%	100%	0%	1,858	-	-	-	-
United Kingdom	-	-	-	-	56%	34%	10%	18,668
Total	**31%**	**41%**	**28%**	**19641**	**47%**	**40%**	**13%**	**27559**

Table 9 – solution used for providing Hazmat details type by Member State and by notification type

Reporting period: December 2011-January 2012

Member State	December 2011 - January 2012				Previous Period (May-June 2011)			
	Hz <= ATD	Hz > ATD & <= ATD+3	%_Hz > ATD+3	TOTAL	%_Hz <= ATD	%_Hz > ATD & <= ATD+3	%_Hz > ATD+3	TOTAL
Belgium	89%	7%	4%	2,172	88%	8%	4%	2,463
Bulgaria	98%	1%	1%	120	96%	3%	1%	136
Cyprus	100%	0%	0%	89	100%	0%	0%	100
Denmark	77%	19%	4%	300	69%	26%	5%	205
Estonia	99%	1%	0%	318	100%	0%	0%	207
Finland	92%	5%	3%	1,849	94%	3%	2%	529
France	100%	0%	0%	2,065	100%	0%	0%	1,343
Germany	-	-	-	-	-	-	-	-
Greece	100%	0%	0%	307	100%	0%	0%	292
Iceland	95%	2%	2%	44	98%	0%	3%	40
Ireland	83%	13%	4%	596	87%	7%	6%	453
Italy	95%	4%	1%	2,964	95%	4%	1%	2,479
Latvia	95%	2%	2%	458	94%	4%	2%	354
Lithuania	71%	19%	10%	305	77%	12%	11%	315
Malta	100%	0%	0%	273	100%	0%	0%	475
Netherlands	93%	6%	0%	1,829	-	-	-	-
Norway	98%	1%	1%	573	100%	0%	0%	320
Poland	71%	18%	11%	545	75%	13%	12%	566
Portugal	100%	0%	0%	299	100%	0%	0%	242
Romania	97%	3%	0%	122	95%	2%	2%	133
Slovenia	100%	0%	0%	149	100%	0%	0%	160
Spain	69%	8%	23%	2,342	69%	4%	26%	2,417
Sweden	66%	23%	11%	1,757	53%	21%	26%	1,866
United Kingdom	-	-	-	-	-	-	-	-
Total	87%	7%	5%	19,476	84%	7%	9%	15,095

Table 10 – Port Plus notifications reporting Hazmat data after ships' departure from EU ports

Reporting period: December 2011-January 2012

In case of voyages from EU ports, the timeline for Hazmat reporting is divided into:

- *before or at the moment of departure (Hz<=ATD),*
- *between the departure time and 3 hours after it (Hz>ATD & <=ATD+3), and*
- *3 hours after the ATD or later (Hz>ATD+3)*

Member State	December 2011 - January 2012			Previous Period (May-June 2011)		
	Hz < ATA	Hz >= ATA	TOTAL	Hz < ATA	Hz >= ATA	TOTAL
Belgium	99%	1%	975	100%	0%	1,047
Bulgaria	73%	28%	80	77%	23%	90
Cyprus	41%	59%	68	34%	66%	87
Denmark	82%	18%	11	86%	14%	7
Estonia	73%	28%	80	83%	18%	80
Finland	98%	3%	40	91%	9%	11
France	80%	20%	20	91%	9%	11
Germany	-	-	-	-	-	-
Greece	99%	1%	283	97%	3%	273
Iceland	95%	5%	19	93%	7%	29
Ireland	100%	0%	34	100%	0%	20
Italy	96%	4%	610	96%	4%	544
Latvia	100%	0%	13	92%	8%	13
Lithuania	84%	16%	38	89%	11%	18
Malta	94%	6%	113	100%	0%	204
Netherlands	95%	5%	380	-	-	-
Norway	88%	12%	34	95%	5%	21
Poland	100%	0%	11	82%	18%	17
Portugal	93%	7%	99	22%	78%	36
Romania	78%	22%	143	73%	27%	145
Slovenia	100%	0%	57	100%	0%	50
Spain	68%	32%	342	0%	0%	-
Sweden	90%	10%	104	87%	13%	62
United Kingdom	-	-	-	-	-	-
Total	**91%**	**9%**	**3,554**	**92%**	**8%**	**2,765**

Table 11 – Port Plus notifications reporting Hazmat data after ships' arrival (from non EU)

Reporting period: December 2011-January 2012

In case of voyages from non EU ports, the time line for Hazmat reporting is divided into:

- *before ship's arrival (Hz<ATA), and*
- *after ship's arrival (Hz>=ATA)*

Member State	Port Plus notifications				
	Hazmat Pre-arrival notifications			Hazmat EU Departures	
	Actual POB	Dummy = 99999 (Unknown)	POB not quoted	Actual POB	Dummy = 99999 (Unknown)
Belgium	97%	3%	0%	96%	4%
Bulgaria	99%	0%	1%	100%	0%
Cyprus	100%	0%	0%	100%	0%
Denmark	76%	24%	0%	100%	0%
Estonia	72%	28%	0%	92%	8%
Finland	90%	5%	5%	67%	33%
France	46%	31%	23%	5%	95%
Germany	78%	22%	0%	-	-
Greece	80%	20%	0%	94%	6%
Iceland	100%	0%	0%	15%	85%
Ireland	100%	0%	0%	100%	0%
Italy	69%	29%	2%	95%	5%
Latvia	100%	0%	0%	0%	100%
Lithuania	100%	0%	0%	100%	0%
Malta	15%	0%	85%	100%	0%
Netherlands	54%	0%	46%	96%	4%
Norway	100%	0%	0%	100%	0%
Poland	100%	0%	0%	100%	0%
Portugal	75%	22%	3%	83%	17%
Romania	100%	0%	0%	100%	0%
Slovenia	100%	0%	0%	100%	0%
Spain	70%	13%	17%	81%	19%
Sweden	97%	3%	0%	98%	2%
United Kingdom	-	-	-	-	-
Total	**76%**	**13%**	**11%**	**80%**	**20%**

Table 12 – POB reported in Port Plus notifications on ships' arrival at or departure from an EU port with DPG

Reporting period: December 2011-January 2012

Member State	Port Plus notifications including HazmatEU Departure information	
	Last Port identified (UNECE / SSN Specific)	Next Port = ZZUKN (Unknown)
Belgium	99%	1%
Bulgaria	98%	2%
Cyprus	100%	0%
Denmark	97%	3%
Estonia	100%	0%
Finland	100%	0%
France	97%	3%
Germany	0%	0%
Greece	95%	5%
Iceland	93%	7%
Ireland	100%	0%
Italy	100%	0%
Latvia	100%	0%
Lithuania	100%	0%
Malta	100%	0%
Netherlands	100%	0%
Norway	100%	0%
Poland	100%	0%
Portugal	100%	0%
Romania	100%	0%
Slovenia	100%	0%
Spain	99%	1%
Sweden	99%	1%
United Kingdom	0%	0%
Total	**99%**	**1%**

Table 13 – Identification of Next Port of Call in Port Plus notifications including HazmatEU Departure information

Reporting period: December 2011-January 2012

Member State	PortPlus notifications		
	Total	Rejected	Rejection %
Belgium	29250	25	0.09%
Bulgaria	1915	28	1.46%
Cyprus	2453	4	0.16%
Denmark	22451	153	0.68%
Estonia	3873	19	0.49%
Finland	31719	5277	16.64%
France	38840	1890	4.87%
Germany	33511	43	0.13%
Greece	11545	256	2.22%
Iceland	918	1	0.11%
Ireland	7681	34	0.44%
Italy	47800	218	0.46%
Latvia	9303	143	1.54%
Lithuania	5311	326	6.14%
Malta	8390	129	1.54%
Netherlands	44045	348	0.79%
Norway	43086	254	0.59%
Poland	20806	24	0.12%
Portugal	6612	172	2.60%
Romania	3758	2	0.05%
Slovenia	1291	24	1.86%
Spain	42880	30	0.07%
Sweden	36887	686	1.86%
United Kingdom	3	0	0.00%

Table 14 – PortPlus notifications rejections

Reporting period: December 2011-January 2012

Rule	Status message describing the reason for rejection (if more than one reason is quoted, means that all of them apply for the specific notification)	Rejections	Comment&Expected actions
Group 1: the "Time" logic is not respected (relations between ETAs and ETDs, etc.)			
R01	ETAtoNextPort must be defined after ETDFromPortOfCall.	13	To be corrected by MS
R02	ETAtoNextPort must be defined after ATDFromPortOfCall	274	To be corrected by MS
R03	ETAToPortOfCall must be defined before the departure time from port of call (voyage) [YYYY-MM-DD HH:MM:SS].	23	To be corrected by MS
R04	ATAToPortOfCall must be defined before the actual departure time from port of call (voyage) [YYYY-MM-DD HH:MM:SS].	15	To be corrected by MS
Group 2: missing "mandatory" information			
R05	ETDFromPortOfCall is Mandatory for notification messages including the PreArrivalNotification24HoursDetails element or the HazmatNotificationInfoEUDepartures element	8	To be corrected by MS
R06	A Port Plus notification for voyages initiated from a EU port with hazmat info must have a next port location	188	To be corrected by MS
R07	A Port Plus notification for voyages initiated from a EU port with hazmat info must have ETAToNextPort	275	To be corrected by MS
R08	ETAtoNextPort is Mandatory for notification messages including the NextPort information (clarification: both attributes are mandatory when reporting Hazmat EU departures, but the rule should not be applied if Hazmat is not reported).	25	Addressed in XML REF Guide 2.06.
R09	The CargoManifest is mandatory when HazmatOnBoardYorN = Y	-	To be corrected by MS
R10	EtaToPortOfCall is optional only for the cancellation message.	4	To be corrected by MS
R11	Cancellation of a PortPlus notification can only be done before the arrival of the ship.	30	To be corrected by MS
R12	In null a vessel must have at least one of IMO or MMSI number	16	To be corrected by MS
R13	Invalid message. At least one of the attributes in the PreArrival3DaysNotificationDetails element must be defined.	-	To be corrected by MS
R14	The POBVoyageTowardsPortOfCall is mandatory for notification messages including the HazmatNotificationInfoNonEUDepartures element.	3	To be corrected by MS

Table 15 – Number of rejections by cause and expected actions both from EMSA and MSs

Reporting period: December 2011-January 2012

Rule	Status message describing the reason for rejection (if more than one reason is quoted, means that all of them apply for the specific notification)	Rejections	Comment&Expected actions
Group 3: invalid values or references (IMO, MMSIs, LOCODES, ShipCallIds, etc.)			
R15	A port plus notification with the specified shipCallId [X] has already been registered; sent from [AUTHORITYX].	47	To be corrected by MS
R16	Invalid message. A port plus notification with the specified shipCallId [X] has already been registered with different Vessel [VESSELX].	143	To be corrected by MS. This situation happens when the same authority reuses ShipCallIDs among different vessels.
R17	A message identified by [MSGIDX] has already been sent from [AUTHORITYX]	2882	To be corrected by MS
R18	Not compliant LOCODE	195	To be corrected by MS
R19	Not permitted location	15	To be corrected by MS
R20	The IMO number [IMOX] is not valid	75	To be corrected by MS
R21	Call Sign must be 7 characters maximum	-	To be corrected by MS
R22	The NextPort must be different from PORTOFCALL.	244	Addressed in XML REF Guide 2.06. NextPort can be equal to PortOfCall in the PortPlus notification even if the PortPlus message includes the Hazmat EU departure element.
R23	Invalid Cancellation message. No voyage found with the specified shipCallId [X].	128	Known as correlation issue.
R24	Invalid ShipCallId; already used. A PortPlus message is available for updates in the following 120 days after the SentAt date. If no updates are received the message will expiry.	159	To be corrected by MS and highlighted in the XML REF Guide 2.06.
R25	The fax number is invalid	-	To be corrected by MS
R26	The phone number is invalid	5	To be corrected by MS
R27	The total number of persons aboard is not valid	5	To be corrected by MS
R28	Invalid message. Cancellation message is defined only for update status 'U'.	13	To be corrected by MS
R29	The UpdateNotifications information is not compatible with the updateStatus [X].	-	To be corrected by MS
R30	The MMSI refers to an unknown maritime authority null	5	To be corrected by MS

Table 15 – Number of rejections by cause and expected actions both from EMSA and MS (cont.)

Reporting period: December 2011-January 2012