European Maritime Safety Agency

SafeSeaNet Workshop no. 18   **SSN 18/5/2** (v.1.00)
Agenda item V   **Lisbon, 20 August 2012**
18 October 2012

Status at National Level

SSN implementation, data quality and THETIS interface

Submitted by EMSA

Summary	The document analyses SSN implementation at national and central level, the agreed data quality indicators and the issues affecting the interface with THETIS.
Action to be taken	As per paragraph 8
Related documents (most recent ones)	a. SSN 17 report, b. SSN 17/5/2 & 17/6/2 documents, c. HLSG 7 report, Agenda item 3.1.

1. INTRODUCTION

This document provides an analysis of the implementation of SafeSeaNet (SSN) at national and central level, and of related quality issues. At the SSN 15 Workshop (4/5 May 2011), EMSA was also invited to include a regular update on the interface with THETIS.

Reports on the status of SSN implementation by Member States (MSs) have been generated since 2007. These are based on data quality checks performed by the EMSA Maritime Support Services (MSS). Summaries of the results of these checks are included in MS status reports sent to all participating countries.

SSN version 2 (SSN V2) was deployed on 29 November 2010. This 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.

In September 2012, an SSN patch is expected to be installed which enables new and improved queries, implements agreed changes to the XMLRG (new version 2.06) and upgrades the SSN Graphical Interface (SSN GI) with additional functionalities.

2. SUMMARY

The evolution of the SSN implementation is steadily improving, and is close to being completed:

- All MSs are now able to provide Port Plus notifications to SSN.

- SSN V1 Port and Hazmat notifications will be phased out by the end of the year (although 6 MSs are still providing at least one of these types).

- The use of the phone/fax solution for Hazmat details is steadily decreasing.

- MRSs are more widely reported. Furthermore, France and Belgium have begun to provide Ship MRS notifications for WETREP, and only a few MRSs have not been implemented. It should be noted that there is a need to upgrade the messaging system in order to allow SSN users to fully benefit from MRS information (see also documents SSN 18.3.1 and 18.4.1).

- The number of rejected messages is decreasing.

On the other hand, longstanding specific issues affecting particular MSs have not yet been resolved. Examples are the problems associated with: request-response for Hazmat and/or IR details (Finland and United Kingdom); mismatched LOCODEs with THETIS (mainly Norway); the use of dummy values in ETAs or ETDs (mainly Belgium and the Netherlands) and; the use of the dummy POB value (6 MSs still quote this value in more than 20% of their Port Plus notifications). EMSA and these MSs should find a way to resolve these issues, as they have been noted in the individual status reports that EMSA issues on an annual basis.

This document is divided in 6 main parts:

- SSN Implementation (section 3).

- Operational use of SSN (section 4).

- System availability and performance (section 5).

- Data Quality (section 6).

- Interface with THETIS (section 7).

- Proposals/requested actions (section 8).

MSs that are prepared to receive the raw data on the topics mentioned are invited to contact the MSS.

3. SSN IMPLEMENTATION

The status of SSN implementation for each MS is shown in Annex I. This shows the system implementation report summary (Table 1) and the number of notifications per type (Table 2).

3.1. Port Plus Notifications

Port Plus notifications are widely reported by all MSs (the United Kingdom began to provide this type of notification in May 2012). However, some MSs still do not implement the Port Plus message in accordance with the agreed rules laid down in the XML Reference Guide (see section 6 and 7), or not for all ports.

It should also be noted that some MSs need to correct their implementation and/or operational procedures at national level in the following areas:

- The number of "Updates" per "Shipcall" is less than two (United Kingdom[1]).

- The number of "Hazmat Non EU Departure" (for ships carrying dangerous or polluting goods bound for their ports coming from non-EU countries) is not realistic (France and Spain in particular)

3.2. Port and Hazmat V1 Notifications

During this exercise Malta phased out **Port notifications,** but Greece, the Netherlands, Poland, Portugal and the United Kingdom are still providing them.

Hazmat notifications were phased out by Estonia and Malta, but Germany, Greece, the Netherlands, Poland, Portugal and the United Kingdom are still providing this type of notification.

MSs are reminded that, at SSN 16 Workshop (18/19 October 2011), the SSN group agreed to phase out Port and Hazmat notifications by 14 December 2012, and to phase out Port and Hazmat requests by 12 December 2013.

3.3. Ship AIS and Ship MRS Notifications

Ship AIS notifications in XML were phased out by the Netherlands (AIS data from the Netherlands is sent to the SSN GI only via a data stream, as with Denmark, Norway, Portugal Spain and Sweden). AIS information from Estonia is now provided to the central SSN system via the XML interface and to the SSN GI by data stream.

WETREP messages (through **Ship MRS notifications**) are now being sent by Belgium and France. However, Ireland, Portugal, Spain and the United Kingdom are still not providing notifications for this Mandatory Reporting System (MRS).

The list of MRSs adopted by the IMO which should be reported to SSN is shown in Table 3. Despite the solid legal basis, and the clear obligation to exchange this type of information via SSN, no reports have yet been received for BELTREP[2], CANREP and SOUNDREP.

3.4. Incident Reports

France is still reporting an abnormal number of Waste Incident Reports (519 in July), as indicated at the SSN 17 Workshop (23-24 May 2012).

At SSN 17, EMSA also presented the outcome of the Incident Report Working Group (IRWG)[3] and made some proposals, in particular the inclusion of an agenda item at future SSN workshops to deal with the assessment of best practice on incident reporting and the sharing of experience between MSs.

SSN WS document "18.5.1 Incident Reports - Best practices (MS)" is related to this proposal, and provides examples of best practices in incident reporting.

---

[1] It is to be noted that the UK was still in the "implementation phase" at the time this report was drafted.

[2] Denmark started providing MRS notifications for the BELTREP on the 28/08/2012.

[3] The SSN group agreed to set up a working group (WG) on Incident Reports (IRWG) at SSN 12 Workshop (21-22 October 2009)

4. OPERATIONAL USE OF SSN

Of the 3,053 authorities or persons registered in SSN, 901 are registered as web users in the central SSN system. Of these, 354 have requested access to the SSN Graphical Interface. This figure includes 18 non-VTMIS users. Other registered users at national level are accessing the information via the national systems.

According to EMSA statistics, the level of requests to SSN (machine to machine or via the web textual interface) remains low for most MSs (see Annex II – Table 4, detailing requests by MS and by type of notification). It should be noted that these statistics neither include requests for SSN information submitted by other systems users (Thetis, CleanSeaNet, BlueBelt pilot project), nor SSN information obtained via simple display/visualisation of the central SSN Graphical Interface (SSN GI).

During 2012, it is recorded that:

- Denmark gradually phased out automated Shipcall requests for the full Hazmat details (between March and June 2012);

- Norway replaced the automated Shipcall requests for the full Hazmat details in August, and is currently requesting the Hazmat summary, as suggested, and;

- Finland reduced the number of automated Port requests by 75% (February 2012).

In addition, SSN version (V2.06) includes a new query "GetActiveHazmatForSelectedShip," which is designed for retrieving the relevant Hazmat carried on board. Following the agreed correlation rules presented at SSN 15, this new query will better access the Hazmat information (Hazmat summary or Hazmat details if deemed necessary).

The new version includes also a new possibility to query "relevant voyages" via central web. This should allow users to obtain the past, present and future voyages of a ship, including details on Hazmat and incidents related to the voyages, in a single query. Such a query could facilitate the gathering of all information in case of an emergency, for example.

5. 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 central SSN system, as well as the interfaces between central 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.

Within the exercise undertaken for this report, it is observed that:

- no relevant downtimes were detected in SSN National systems, and;

- the maximum central SSN system downtime occurred in the second quarter 2012 and lasted 5 hours 45 minutes. The availability of the central SSN system

(including the SSN GI) over the one year period July 2011 to June 2012 was 99.38%[4].

5.1. Current measurement of availability of SSN National systems

SSN National systems are currently considered down for the purpose of this report when all of the following conditions are met:

- Notifications are not sent to SSN via XML/SOAP.

- AIS data is not provided via the streaming interface.

- A national system does not respond to SSN requests for data.

Nevertheless, current methodology does not ensure an effective monitoring activity and prompt reaction to technical issues affecting the SSN system. The monitoring is based on the flow of messages in the production environment, which is an irregular flow per Member State. The current monitoring tools can sometimes only identify an "abnormal" notification flow after 24 hours. Specific additional functionalities in the central and/or national SSN systems should be implemented to allow more constant testing of the links.

5.2. Proposal for test message

The solution that can be implemented to improve the monitoring of SSN National systems availability would be the implementation of an automatic test message to be sent by SSN national systems. This would consist of a notification sent to the central SSN system once every hour. The lack of two consecutive messages (for either solution) will trigger the MSS reaction, verifying that notifications are not sent from that XML user, and contacting the designated person/body in that MS.

The key benefits from this approach would be:

- prompt detection of technical failures in national SSN systems;

- measurement of national SSN downtimes in a more transparent and coherent way for all MSs, and;

- allowing Member States to consult their on-going performances in near real-time (as opposed to waiting for SSN group meetings or SSN MS Status Reports).

Two options are proposed for this test message:

5.2.1 A new notification type containing the SSN National status and the timestamp of the communication, among others. A proposed format for the message is available in Annex III.

5.2.2 Another solution to be explored could be to use the existing notification types with the TestId attribute to identify them as a test notification (see Annex III). The attribute will contain the text "alive" or another equivalent element.

---

[4] According to the latest IFCD draft (V0.14) "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".

6. DATA QUALITY

EMSA Maritime Support Services (MSS) closely monitors the data quality in SSN on a 24/7 basis, and as a result, has obtained specific information on the main problems within the SSN system. A detailed report on the situation in the following areas can be found in Annex IV:

a. Missing Port (or Port Plus) notifications (section 6.1 and Annex IV – Table 5).

b. Missing Hazmat information (section 6.2 and Annex IV – Table 6).

c. Hazmat details using phone/fax solution (section 6.3 and Annex IV – Table 7).

d. Rejected notifications (section 6.4 and Annex IV – Table 8 and Table 9).

The reporting period for missing Port and Hazmat information was the first half of 2012. For Hazmat details, it was between 1 June and 31 July 2012, and for rejected Port Plus notifications, it was July 2012.

A summary of the findings is presented in sections 6.1-6.4 below, and full details are available in Annex IV.

6.1. Missing Port (or Port Plus) notifications

In order to verify whether 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 sources (AIS and Sea-web).

Within the exercise undertaken for this report, the MSS checked 3,564 ships that were known to have visited EU ports, and found that 56 of the due notifications had not been sent to SSN (i.e. 1.6% of ships calling at EU ports were not reported to SSN). It has to be noted that missing messages are affecting both VTMIS and/or PSC Directives.

Figure 1 shows the overall positive trend by comparing the percentage figures for the previous reporting periods:
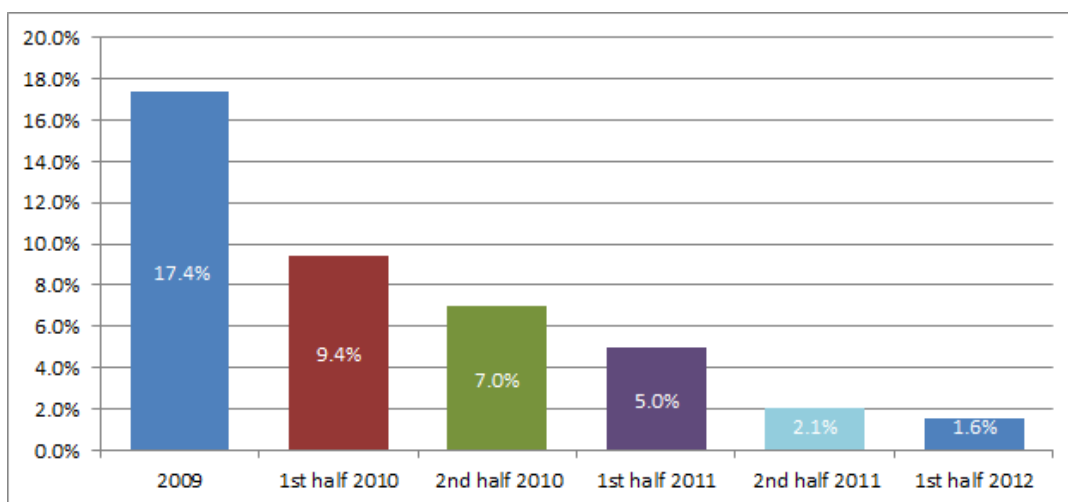

Figure 1 – Missing Port notifications by reporting period

Table 5 in Annex IV includes the detailed results per Member State.

Given the global results obtained from these checks, and to better assist MSs in the implementation of the Directive at national level, for the next reports, the checks will be refined and focus on ports and vessels for which missing notifications were recorded in the past, or for which no checks were recently carried out.

6.2. Missing Hazmat information

The MSS analysed MRS reports and monitored ships known to be carrying Hazmat cargoes by cross-checking the results with Hazmat information provided by MSs. In the last report, the situation had improved steadily, with 53% missing Hazmat notifications spotted the initial checks in 2009, but only 8% in the second half 2011.

However, within this exercise, the situation deteriorated from 8% to 11%. The MSS checked 1,511 ships known to be carrying Hazmat cargoes, and found that 160 of the due notifications had not been sent to SSN (i.e. 11% of ships carrying Hazmat cargoes in the sample studied did not provide Hazmat notifications to SSN).
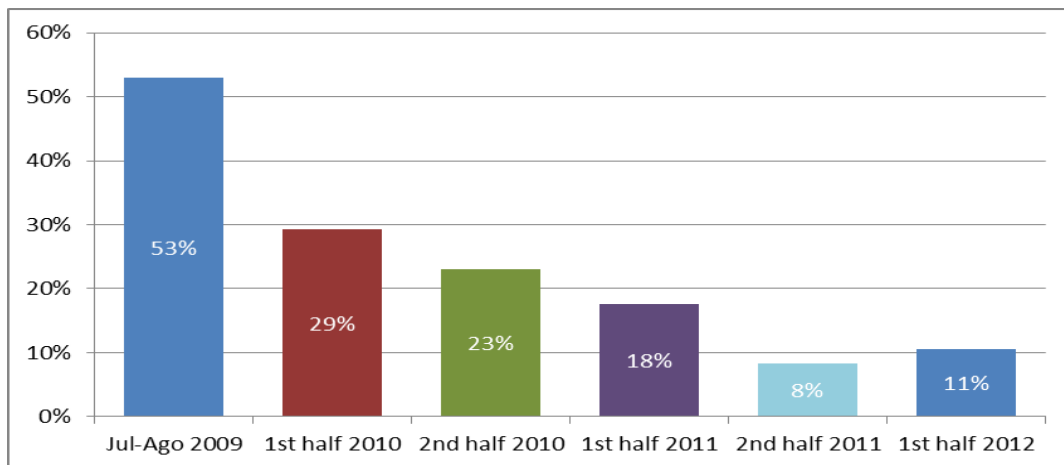
Figure 2 – Missing Hazmat information by reporting period

Table 6 in Annex IV includes the detailed results by Member State.

Given the global results obtained on these checks, and to better assist MSs in the implementation of the Directive at national level, for the next reports, the checks will be refined and focus on ports and vessels for which missing notifications were recorded in the past, or for which no checks were recently carried out.

6.3. Hazmat details using phone/fax solution

At the 6th HLSG meeting (13 December 2011), it was agreed that the MSs would endeavour to phase out the phone/fax solution for providing Hazmat details. The phone/fax solutions for Hazmat messages would continue to be available only in emergency situations.

Although this figure remains high (30% of Hazmat details are sent using the phone/fax solution), within the exercise undertaken for this report, the evolution is positive. When phasing out the phone/fax solution, MSs are mainly adopting the URL solution for providing Hazmat details upon request (see Figure 3).
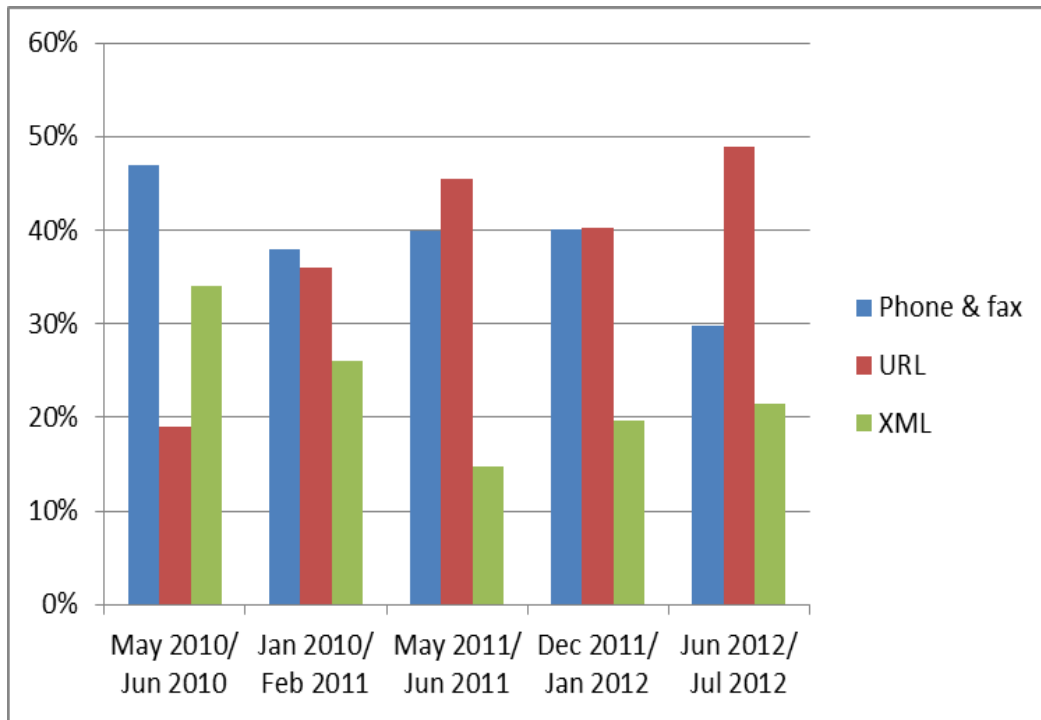
Figure 3 – Hazmat details by type and by reporting period

Table 7 in Annex IV details the different solutions employed in each MS, together with the type of notification.

6.4. Rejected notifications

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

The situation is gradually improving, and MSs are reacting to correct the causes of rejections. Based on the latest figures (see Table 8 and Table 9 in Annex IV):

* overall, 4.62% of the Port Plus notifications were rejected;

* 5 MSs (Finland, Germany, Portugal, Sweden and United Kingdom) still have more than 4% of their messages rejected;

* the German SSN system experienced a malfunction that caused an abnormal number of rejected messages, and;

* due to more flexible business rules being implemented in the new version of SSN (compliant with the XML reference guide 2.06), rejections for specific cases (ETAToNextPort missing for example) are expected to decrease.

MSs are reminded that, according to the IFCD draft, invalid messages (i.e. those not compliant with the standards set in the SSN technical and operational documentation) should account for less than 0.1% of the total number of messages sent. Only Belgium, Iceland, Norway, Romania and Spain are below this threshold as far as Port Plus notifications are concerned.

7. INTERFACE WITH THETIS

At SSN WS 17 and HSLG 7, EMSA was tasked as follows:

- To ensure that any new business rules created for THETIS would be notified to the SSN group. Moreover, whenever there is no conflict between the underlying Directives, the business rules in THETIS and SSN shall be aligned. In addition, EMSA would study the feasibility to "warn" the SSN national system of a THETIS rejection by using the SSN receipt message, and draft a proposal to be discussed at SSN WS 18.

- To continue reporting at SSN workshops on:

  o the topic of mismatched LOCODEs;

  o ATAs and ATDs not provided via Port Plus notifications, and;

  o the timeliness of ATAs and ATDs.

This section reports on the above follow-up actions.

7.1. THETIS business rules

Although most of THETIS Business Rules (BR) do not cause rejections, EMSA considers that the SSN group should know how information is updated and processed by THETIS.

The table below lists the BRs that have caused the rejection of SSN data, and proposes the way forward to address each type of rejection:

BR	Business rule	Number of rejections	Measure	Proposal
1	Location does not exist in the THETIS DB	191	Warning	To flag THETIS LOCODEs in SSN registry and warn SSN data provider (via the receipt message of Port Plus notifications). The update of THETIS LOCODEs in SSN would be done on a monthly basis
2 & 6	Call to update with ATD without ATA	122	Rejection by SSN	ATA is a key element in THETIS. In order to implement it all along the notification process, whenever ATD is provided ATA should become mandatory in each notification
	New call with ATD without ATA	12		
3	ATA or ATD in the future (>3h)	65	Warning	SSN will warn (via the receipt message of Port Plus notifications) data provider if ATA or ATD are sent in the future over 3h (ATA or ATD > SentAt+3h)
4	New call without IMO number where MMSI number does not correspond to any ship in the THETIS DB	17	Development of RVR	Rejections caused by ships not identified in THETIS may be overcome with the initiated project on the Reference Vessel Registry and the possible interaction of this registry with national ship's registries. The outcome of this working group may address or at least reduce this problem.
5	ATD before ATA	16	Rejection by SSN (current rule)	This rule already exists in SSN when ATA and ATD are provided together. If rules 2 and 6 are implemented (ATD with always ATA), then this issue will disappear.

BR	Business rule	Number of rejections	Measure	Proposal
7	New call without ATA and ETA	9	None	SSN BRs defines ETAToPortOfCall as mandatory unless the ship call is cancelled (ZZCAN). SSN will enforce definitely this rule
8	ATA older than one year	2	Rejection by SSN	Information will be rejected according to THETIS rule. No operational value for SSN
	Total	434		

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 - Reporting period: 31 July 2012

The causes of rejection are as follows:

- Mismatched LOCODEs (see section 7.2);

- ATA and ATD not provided via Port Plus notifications (see section 7.3), and;

- Timeliness of ATA and ATD reported in SSN (see section 7.4).

The employment of a warning message whenever THETIS will not process SSN information, and the alignment of the SSN BRs with those of THETIS are the two applicable solutions allowing MSs:

- to correct data in real time, and;

- to record detected issues for further investigation.

7.2. Mismatched LOCODEs

It has become evident that the LOCODEs are the main reason for rejections.

EMSA compared LOCODEs used in the "PortOfCall" attribute of V1 Port and Port Plus notifications (1st January-31st July) with THETIS LOCODEs (dated 01 August 2012).

The outcome is that 171 LOCODEs were not recognised by THETIS during this period (64 were UNECE while 107 were SSN Specific - at SSN WS 17, the reported mismatched were 233 LOCODEs although a shorter period was considered).

The number of distinct ship calls not created via SSN Port Plus notifications was 2,030[5] (2,939 reported at SSN WS 17). The initial conclusions are as follows:

- Although the number of mismatched LOCODEs which result in missing calls is very high, it affects only a few MSs.

---

[5] Port notifications are not considered in this figure as it is not possible to assess how many Port notifications refer to the same ship call.

- Two MSs have a significant number of LOCODEs rejected in THETIS. Norway had 133 LOCODEs rejected, which resulted in 660 missing calls, and during the same period, Italy had 16 LOCODES rejected, which resulted in 1,007 missing calls.

- 15 MSs have their SSN and THETIS LOCODEs aligned. These are Belgium, Bulgaria, Cyprus, Finland, France, Germany, Iceland, Ireland, Lithuania, Latvia, the Netherlands, Portugal, Romania, Slovenia and Spain.

- SSN Specific LOCODES are either not properly managed by the SSN community, or not supported by the relevant PSC Authority. MSs should request UNECE to create the relevant LOCODEs (with Port function) and notify the PSC Coordinator at MS level that this has been done.

Pursuant to the discussion during SSN WS 17, EMSA has contacted the respective PSC authorities in the MSs re-iterating the need to align the location identification between THETIS and SSN. This has already resulted in a number of adjustments, as well as a list of confirmed differences. These differences mainly pertain to locations not relevant for PSC, such as anchorages outside territorial waters and ports not receiving commercial ships. However, the alignment task is still on-going.

The following table provides the evolution of the mismatched LOCODEs, comparing SSN WS 17 and SSN WS 18 results.

Member State	LOCODEs rejected by THETIS (SSN 17)		LOCODEs rejected by THETIS (SSN 18)	
	UNECE	SSN Specific	UNECE	SSN Specific
Denmark	1	1	1	1
Estonia	1	1	0	1
Finland	3	0	none	none
France	1	0	none	none
Germany	1	0	none	none
Greece	9	3	7	2
Ireland	2	1	none	none
Italy	18	2	16	0
Malta	2	0	2	0
Norway	36	131	34	99
Poland	none	none	1	0
Slovenia	2	0	none	none
Sweden	3	8	1	3
UK	5	1	2	1

Figure 5 – LOCODEs rejected by THETIS, per MS, type and reporting period

7.3. ATA and ATD not provided via Port Plus notifications

Within the context of the New Inspection Regime for port state control (established by Directive 2009/16/EC and supplemented by the RoRo Ferry inspection Regime - Directive 99/35/EC), Member States are required to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages to the THETIS inspection database via SSN *within a reasonable time* (Art. 24.2).

ATA is a key element for THETIS and ship calls missing this attribute are discarded (i.e. updates or new calls including ATD without ATA). MSs are reminded that for statistical and operational purposes, THETIS defines a ship call once 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.

41,781 of the ship calls created in SSN during July 2012 (via Port Plus) fell within the scope of these directives.

The initial findings, following the methodology introduced at SSN 17, were as follows:

- On average, 18.8% of ship call notifications lack both the ATA and the ATD. In addition, 3.9% lack only the ATA and 4.3% lack only the ATD.

- The overall situation has slightly worsened since the last reporting period (December 2011).

Annex V (Figure 5 and Table 10) includes detailed information per MS, and the last column and last row show the results reported at SSN WS 17.

7.4. Timeliness of ATA and ATD reported in SSN

Article 24 of Directive 2009/16/EC on Port State Control 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 the Community maritime information exchange system "SafeSeaNet", together with an identifier of the port concerned."

Following the detection of abnormal differences between time of arrival information and the time of its provision, THETIS implemented a new rule in June 2012, as announced at the respective Paris MoU meeting and SSN WS 17, which avoids the insertion of ATAs or ATDs which are more than 3 hours in advance of the system date and time, and therefore not processing SSN data in those cases.

EMSA has compared the timeliness of ATA and ATD information with the date/time sent (the "SentAt" element in the notification). Annex V (Table 11) reports on the timeliness of the ATA/ATD information by MS[6].

During July 2012, over 5% of notifications including ATA or ATD were sent more than 3 hours in advance (327 and 348 respectively, excluding Spanish figures).

---

[6] Spanish figures are not realistic because Spain has a significant deviation (average over 4 days) between the SentAt and the actual time when the notification is sent, affecting almost 100 % of their Port Plus notifications.

8. PROPOSALS/REQUESTED ACTIONS

8.1. EMSA/MSS reporting:

- MSS to do a single report by MS every 24 days, with the following:

    o The current checks on missing Port notifications, temporary LOCODEs and rejected messages (proposal 1).

    o The missing ATAs and ATDs and the misaligned LOCODEs with THETIS that are currently only included in WS documents and MS status reports (proposal 2).

- To make the information available on the SSN web interface (including previous checks) for each MS individually (proposal 3).

- MSs are invited to suggest any further data quality check.

8.2. SSN implementation (section 3) and operational use of SSN (section 4):

- MSs to phase out the Port and Hazmat notifications by 14 December 2012, and to phase out Port and Hazmat requests by 12 December 2013, as per the HLSG decision (action 1).

- MSs to ensure that Ship MRS notifications are submitted in compliance with the reporting obligations of Directive 2002/59/EC (action 2).

- MSs to develop the simplified query GetActiveHazmatForSelectedShip when requesting for data (proposal 4).

8.3. SSN availability and performance (section 5):

- To agree on the definition of MS "downtimes" as per section 5.1 (proposal 5).

- To agree on the active monitoring concept, consisting of a notification sent by all MSs to the central SSN system once every hour. Two options are suggested in Annex III (proposal 6).

8.4. Data quality (section 6):

- In relation to sections 6.1 and 6.2, MSs to take the necessary measures ensuring that all masters, agents and operators are fully aware of their Port and Hazmat reporting obligations (action 3).

- MSs are reminded that sanctions shall be imposed if information is not provided in accordance with Directive 2002/59/EC (as amended), as foreseen for example in Art. 25b, whenever ship masters, agents or operators do not provide Port or Hazmat notifications and send associated incident reports to SSN (action 4).

- In relation to section 6.3, to reduce the phone/fax solution for providing the details in Hazmat information as much as possible (proposal 7).

- In relation to section 6.4, to 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). MSs are invited to ensure that errors in

notifications are minimised. Should they occur, the corrected information should be sent to SSN without delay (action 5).

8.5. THETIS business rules (section 7.1):

- To agree on the new business rules to be implemented in SSN (section 7.1) by 1st June 2013 (proposal 8).

8.6. LOCODES (section 7.2):

- SSN NCAs and PSC authorities to ensure that all relevant LOCODEs used by SSN (identifying an actual port) are recognised by THETIS (action 6).

- EMSA will continue to report on this issue at SSN workshops and relevant Paris MoU meetings, and in MS's individual status reports, and if agreed, on a monthly basis (see proposal 2). Where necessary, MSs will be approached separately (action 7).

8.7. ATAs and ATDs not provided via Port Plus notifications (section 7.3):

- MSs are reminded to provide this information via SSN (action 8).

- EMSA will continue to report on this issue at SSN workshops and relevant Paris MoU meetings, and in MS's individual status reports, and if agreed, on a monthly basis (see proposal 2). Where necessary, MSs will be approached separately (action 9).

8.8. Timeliness of ATAs and ATDs (section 7.4):

- MSs are reminded to provide ATAs and ATDs "within a reasonable time," avoiding their provision prior to arrival or departure (at least not more than 3h in advance) (action 10).

- EMSA will continue to report on this issue at SSN workshops and relevant Paris MoU meetings, and in MS's individual status reports (action 11).

List of figures and tables

Annex I: SSN system implementation by MS (August 2012)

Member State		SSN Notifications					Incident	SSN GI (AIS)	Comments regarding specific issues
		PortPlus	Port	Hazmat	Ship		Incident	SSN GI (AIS)	Comments regarding specific issues
		PortPlus	Port	Hazmat	AIS	MRS	Incident	SSN GI (AIS)	Comments regarding specific issues
BE	Belgium	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent through IR distribution tool
BU	Bulgaria	yes	phased out	phased out	yes	n.a.	yes	yes	Incidents sent through IR distribution tool
CY	Cyprus	yes	phased out	phased out	yes	n.a.	no	yes	No Incident reports notified since December 2011
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	phased out	yes	yes	yes	yes	Incidents sent through IR distribution tool;
FI	Finland	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent through IR distribution tool
FR	France	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent through IR distribution tool and the XML interface
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
IC	Iceland	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent through IR distribution tool and the XML interface
IE	Ireland	yes	phased out	phased out	yes	no	yes	yes	Incidents sent through IR distribution tool and the XML interface; 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 since May 2009
MT	Malta	yes	phased out	phased out	yes	n.a.	yes	yes	Incidents sent through IR distribution tool;
NL	Netherlands	yes	yes	yes	no	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 and the XML interface
PT	Portugal	yes	yes	yes	no	yes	yes	yes	Incidents sent through IR distribution tool; Missing MRS: Wetrep; Missing AIS from Azores and Madeira
RO	Romania	yes	phased out	phased out	yes	n.a.	yes	yes	Incidents sent through IR distribution tool and the XML interface
SI	Slovenia	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent through IR distribution tool and the XML interface
ES	Spain	yes	phased out	phased out	no	yes	yes	yes	Incidents sent through IR distribution tool and the XML interface; Missing MRS: Canrep and Wetrep
SE	Sweden	yes	phased out	phased out	no	no	yes	yes	Incidents sent through IR distribution tool; Missing MRS: Soundrep
GB	United Kingdom	yes	yes	yes	yes	no	yes	yes	Incidents sent through IR distribution tool and the XML interface; Missing Port and Hazmat notifications from Gibraltar; Missing MRS: Caldovrep and Wetrep

Notes:
Landlocked countries are not listed

Updated: August 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 on August 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	14,546	76,589	318	1,329	6,646	-	-	1,721,186	96	2
Bulgaria	1,969	4,008	7	253	361	-	-	178,097	-	6
Cyprus	1,638	7,225	37	152	224	3	-	1,152,834	-	-
Denmark	12,815	55,249	535	38	894	-	-	-	-	35
Estonia	5,220	10,963	19	216	1,310	-	9	46,133	18,614	3
Finland	17,499	80,255	20	97	4,382	-	-	61,304	52,812	95
France	23,458	96,393	638	51	6,276	-	-	828,336	88,555	2,892
Germany	24,796	89,868	368	-	-	5	15,236	1,515,676	-	40
Greece	11,932	31,137	249	948	1,103	57,038	4,072	571,406	-	114
Iceland	1,072	2,280	-	20	84	-	-	120,287	1,218	2
Ireland	5,999	20,316	59	129	2,106	-	-	606,643	-	22
Italy	52,958	119,768	998	1,970	9,786	-	-	2,572,545	10,294	127
Latvia	4,217	21,960	43	31	1,466	-	-	517,140	-	3
Lithuania	2,779	12,850	57	54	924	-	-	222,898	-	-
Malta	4,422	24,521	224	497	1,185	607	579	223,136	-	12
Netherlands	31,639	96,688	842	1,533	7,745	12,190	2,224	-	-	80
Norway	39,303	95,449	310	435	2,214	-	-	-	-	42
Poland	6,951	61,626	111	49	1,823	11,774	4,097	1,091,390	3,820	13
Portugal	5,738	22,343	157	418	998	3,210	896	-	19,497	83
Romania	3,013	8,888	98	427	442	-	-	226,938	-	11
Slovenia	1,044	3,282	25	161	443	-	-	24,809	1,101	22
Spain	57,042	99,176	10	206	1,670	-	-	-	42,630	46
Sweden	32,570	78,782	2,021	314	5,494	-	1	-	-	20
United Kingdom	12,137	11,182	211	136	582	178,260	51,515	4,953,526	-	61
Total	**374,757**	**1,130,798**	**7,357**	**9,464**	**58,158**	**263,087**	**78,629**	**16,634,284**	**238,637**	**3,731**

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

Reporting period: January-June 2012

MRS	Area	Member States and 3rd Countries
ADRIREP	Adriatic Sea	Italy, Slovenia and Croatia
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
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 (only Belgium and France are providing)

Updated: August 2012

Table 3 – Mandatory Reporting Systems in EU waters on 1st August 2012

Those MRS that are not yet being provided to SSN are highlighted in red[7]

---

[7] Denmark has started providing MRS notifications from the BELTREP the 28/08/2012.

Annex II: Operational status by MS

Member State	Requests					
	Shipcall	**Port**	**Hazmat**	**Incident**	**Ship**	**TOTAL**
Belgium	13	-	33	154	4,347	4,547
Bulgaria	2	2	10	88	17	119
Cyprus	1,300	20	4	79	14	1,417
Denmark	1,912,999	-	2	250	5	1,913,256
Estonia	-	-	4	98	3	105
Finland	2	787,523	42	896	14	788,477
France	8	13	18	176	158	373
Germany	-	6	34	272	8	320
Greece	2	-	20	99	29	150
Iceland	-	3	1	9	5	18
Ireland	-	-	13	66	11	90
Italy	11	3	-	62	10	86
Latvia	-	-	-	102	-	102
Lithuania	-	-	4	118	6	128
Malta	-	-	10	128	3	141
Netherlands	5	-	53	176	13	247
Norway	679,189	-	7	247	17	679,460
Poland	30	14	100	337	28	509
Portugal	7	24	43	99	44	217
Romania	1	-	-	6	10	17
Slovenia	18	-	-	35	7	60
Spain	12	-	51	185	56	304
Sweden	-	-	17	656	2	675
United Kingdom	-	2	72	444	13	531
Total	**2,593,599**	**787,610**	**538**	**4,782**	**4,820**	**3,391,349**

Table 4 – Number of requests by MS and by type of notification

Reporting period: January-June 2012

Annex III: test message

Solution 1: new message

MS2SSN_SystemStatus_Not

System Status notification example. Main attributes should be the status of the National SSN (MsStatus) and the Timestamp (SentAt).

```xml
<?xml version="1.0" encoding="UTF-8"?>
<MS2SSN_SystemStatus_Not>
        <Header Version="2.0" MSRefId="40092012080802001600102"
         SentAt="2012-08-08T02:00:16Z" From="NCATEST1" To="SSN"/>
        <Body>
                <Status MsStatus="0" Message="System operational"/>
        </Body>
</MS2SSN_SystemStatus_Not>
```

Solution 2: use of the TestId tag

MS2SSN_PortPlus_Not.xml message, Continued

Elements		Attributes	Occ
Header			*1*
		Version	1
		TestId	0-1
		MSRefId	1
		SentAt	1
		From	1
		To	1
Body			*1*
	NotificationStatus		*0-1*
		UpdateStatus	1
	UpdateNotifications		*0-99*
		UpdateMSRefId	1

Annex IV: Data quality

Member State	First half 2012 (Jan 2012 - Jun 2012)			Previous Period (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 (%)	Missing Notifications (%)
Belgium	156	0	0%	1%	0%	0%	2%	0%
Bulgaria	153	1	1%	0%	1%	2%	8%	0%
Cyprus	149	3	2%	0%	8%	0%	1%	40%
Denmark	147	9	6%	1%	5%	4%	4%	0%
Estonia	143	1	1%	0%	30%	96%	*	*
Finland	144	0	0%	1%	3%	8%	4%	28%
France	150	6	4%	11%	13%	25%	26%	38%
Germany	140	3	2%	4%	8%	3%	2%	0%
Greece	129	2	2%	4%	11%	16%	21%	67%
Iceland	148	0	0%	1%	0%	1%	3%	7%
Ireland	141	2	1%	0%	3%	21%	37%	43%
Italy	150	0	0%	1%	6%	1%	6%	23%
Latvia	151	0	0%	0%	1%	0%	0%	0%
Lithuania	155	1	1%	0%	0%	3%	2%	3%
Malta	147	2	1%	3%	8%	6%	21%	77%
Netherlands	141	3	2%	0%	5%	4%	3%	6%
Norway	150	1	1%	1%	3%	3%	2%	5%
Poland	151	2	1%	0%	0%	3%	2%	0%
Portugal	149	10	7%	8%	8%	2%	14%	16%
Romania	150	0	0%	0%	1%	2%	0%	0%
Slovenia	150	0	0%	1%	1%	3%	1%	0%
Spain	157	2	1%	9%	3%	28%	35%	5%
Sweden	161	2	1%	1%	1%	1%	6%	18%
United Kingdom	152	6	4%	2%	3%	5%	14%	25%
Total	**3564**	**56**	**2%**	**2%**	**5%**	**7%**	**9%**	**17%**

* Estonia not in production at that time, therefore no checks were performed.

Table 5 – Missing Port notifications by Member State and by reporting period
Highlighted those values higher than total average of missing notifications

Member State	Firs half 2012 (Jan 2012 - Jun 2012)			Previous Period (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 (%)	Missing Notifications (%)
Belgium	126	1	1%	3%	2%	3%	2%	5%
Bulgaria	20	1	5%	0%	5%	0%	31%	n.a.
Cyprus	6	5	83%	100%	67%	75%	100%	100%
Denmark	33	3	9%	12%	27%	86%	88%	50%
Estonia	18	1	6%	11%	30%	67%	100%	100%
Finland	67	5	7%	5%	32%	17%	45%	n.a.
France	122	15	12%	20%	31%	49%	52%	61%
Germany	121	6	5%	4%	7%	15%	18%	16%
Greece	43	13	30%	30%	48%	47%	60%	67%
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.
Ireland	10	2	20%	100%	67%	100%	100%	n.a.
Italy	123	6	5%	11%	20%	8%	39%	40%
Latvia	69	7	10%	3%	6%	11%	26%	17%
Lithuania	11	3	27%	11%	0%	29%	36%	0%
Malta	85	3	4%	5%	19%	10%	16%	100%
Netherlands	123	12	10%	8%	7%	11%	11%	6%
Norway	23	3	13%	8%	17%	17%	7%	67%
Poland	37	2	5%	0%	3%	2%	10%	100%
Portugal	123	26	21%	13%	20%	17%	19%	25%
Romania	5	2	40%	0%	20%	0%	10%	25%
Slovenia	0	0	n.a.	0%	0%	0%	0%	n.a.
Spain	121	16	13%	13%	29%	73%	39%	100%
Sweden	103	15	15%	8%	17%	15%	27%	75%
United Kingdom	122	13	11%	13%	16%	28%	25%	n.a.
Total	**1511**	**160**	**11%**	**8%**	**18%**	**23%**	**29%**	**53%**

n.a. - no samples were available, therefore no checks were performed.

Table 6 – Missing Hazmat notifications by Member State and by reporting period[8]

Highlighted those values higher than total average of missing notifications

---

[8] 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%	-	-	3,087	-	-	-	-
Bulgaria	91%	9%	-	208	-	-	-	-
Cyprus	13%	1%	86%	151	-	-	-	-
Denmark	-	-	100%	275	-	-	-	-
Estonia	73%	27%	-	459	-	-	-	-
Finland	-	-	100%	1,477	-	-	-	-
France	96%	4%	-	2,306	-	-	-	-
Germany	-	-	-	-	-	100%	-	6,681
Greece	100%	0%	-	794	85%	0%	15%	1,734
Iceland	-	100%	-	52	-	-	-	-
Ireland	32%	68%	-	769	-	-	-	-
Italy	-	99%	1%	4,183	-	-	-	-
Latvia	-	86%	14%	530	-	-	-	-
Lithuania	3%	97%	-	271	-	-	-	-
Malta	5%	95%	-	744	100%	-	-	24
Netherlands	-	-	100%	3,255	-	-	100%	620
Norway	-	-	100%	1,359	-	-	-	-
Poland	-	-	100%	690	-	22%	78%	1,444
Portugal	-	91%	9%	538	100%	-	-	283
Romania	-	100%	-	332	-	-	-	-
Slovenia	-	-	100%	216	-	-	-	-
Spain	-	100%	-	660	-	-	-	-
Sweden	-	100%	-	1,590	-	-	-	-
United Kingdom	-	100%	-	1,907	52%	44%	4%	9,810
Total	**27%**	**44%**	**29%**	**25853**	**33%**	**55%**	**12%**	**20596**

Table 7 – Solution used for providing Hazmat details by Member State and by Notification type

Reporting period: June 2012-July 2012

Member State	July 2012			Previous Period (Dec 2011 - Jan 2012)
	Port Plus Notifications	Port Plus Rejected	Rejection %	Rejection %
Belgium	15,799	4	0.03%	0.09%
Bulgaria	1,153	7	0.61%	1.46%
Cyprus	2,075	16	0.77%	0.16%
Denmark	8,655	57	0.66%	0.68%
Estonia	3,272	16	0.49%	0.49%
Finland	19,178	891	4.65%	16.64%
France	24,128	272	1.13%	4.87%
Germany	18,179	5,704	31.38%	0.13%
Greece	11,301	134	1.19%	2.22%
Iceland	900	0	0.00%	0.11%
Ireland	4,646	9	0.19%	0.44%
Italy	42,629	283	0.66%	0.46%
Latvia	3,479	24	0.69%	1.54%
Lithuania	2,501	51	2.04%	6.14%
Malta	6,023	93	1.54%	1.54%
Netherlands	28,930	343	1.19%	0.79%
Norway	25,141	16	0.06%	0.59%
Poland	14,538	92	0.63%	0.12%
Portugal	4,204	180	4.28%	2.60%
Romania	2,056	2	0.10%	0.05%
Slovenia	887	11	1.24%	1.86%
Spain	29,398	14	0.05%	0.07%
Sweden	18,776	816	4.35%	1.86%
United Kingdom	28,694	5,589	19.48%	0.00%
Total	316,542	14,624	4.62%	2.08%

Table 8 – Port Plus notifications rejections

Reporting period: July 2012

Highlighted red those values higher than 1% of rejected notifications and green those values complying with IFCD

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 and Expected actions
Group 1: the "Time" logic is not respected (relations between ETAs and ETDs, etc.)			
R01	ETAtoNextPort must be defined after ETDFromPortOfCall.	75	To be corrected by MSs
R02	ETAtoNextPort must be defined after ATDFromPortOfCall.	3	To be corrected by MSs
R03	ETAToPortOfCall must be defined before the departure time from port of call (voyage) [YYYY-MM-DD HH:MM:SS].	52	To be corrected by MSs
R04	ATAToPortOfCall must be defined before the actual departure time from port of call (voyage) [YYYY-MM-DD HH:MM:SS].	78	To be corrected by MSs
Group 2: missing "mandatory" information			
R05	ETDFromPortOfCall is Mandatory for notification messages including the PreArrivalNotification24HoursDetails element or the HazmatNotificationInfoEUDepartures element.	209	To be corrected by MSs
R06	A ship notification for voyages initiated from a EU port with hazmat info must have a next port location.	535	Addressed in XML REF Guide 2.06. Only mandatory if NextPort differs from ZZUNK
R07	A ship notification for voyages initiated from a EU port with hazmat info must have ETAToNextPort.	1345	Addressed in XML REF Guide 2.06. Only mandatory if NextPort differs from ZZUNK
R08	ETAtoNextPort is Mandatory for notification messages including the NextPort information.	3120	Addressed in XML REF Guide 2.06. Only mandatory if NextPort differs from ZZUNK
R09	The CargoManifest is mandatory when HazmatOnBoardYorN = Y.	-	To be corrected by MSs
R10	EtaToPortOfCall is optional only for the cancellation message.	4	To be corrected by MSs
R11	Cancellation of a PortPlus notification can only be done before the arrival of the ship.	54	To be corrected by MSs
R12	In null a vessel must have at least one of IMO or MMSI number	4	To be corrected by MSs
R13	Invalid message. At least one of the attributes in the PreArrival3DaysNotificationDetails element must be defined.	-	To be corrected by MSs
R14	The POBVoyageTowardsPortOfCall is mandatory for notification messages including the HazmatNotificationInfoNonEUDepartures element.	4	To be corrected by MSs

Table 9 – Number of rejections by cause and expected actions from EMSA and MSs

Reporting period: July 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 and 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].	107	To be corrected by MSs
R16	Invalid message. A port plus notification with the specified shipCallId [] has already been registered with different Vessel	125	To be corrected by MSs
R17	A message identified by [MSGIDX] has already been sent from [AUTHORITYX]	828	To be corrected by MSs
R18	Not compliant LOCODE	109	To be corrected by MSs
R19	Not permitted location	17	To be corrected by MSs
R20	The IMO number [IMOX] is not valid	49	To be corrected by MSs
R21	Call Sign must be 7 characters maximum	-	To be corrected by MSs
R22	The NextPort must be different from PORTOFCALL.	1167	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].	5991	To be corrected by MSs. Known as correlation issue.
R24	A PortPlus message update should be sent within maximum 120 days following the registration of the new ShipCall or the registration of the previous update for the same ShipCall	480	Addressed in XML REF Guide 2.06. 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 / To be corrected by MSs.
R25	The fax number is invalid	-	To be corrected by MSs
R26	The phone number is invalid	-	To be corrected by MSs
R27	The total number of persons aboard is not valid	4	To be corrected by MSs
R28	Invalid message. Cancellation message is defined only for update status 'U'.	22	To be corrected by MSs
R29	The UpdateNotifications information is not compatible with the updateStatus [X].	-	To be corrected by MSs
R30	The MMSI refers to an unknown maritime authority null	-	To be corrected by MSs
R31	The url for the URI source is invalid	242	To be corrected by MSs

Table 9 (cont.) – Number of rejections by cause and expected actions from EMSA and MSs

Reporting period: July 2012

Annex V: SSN – THETIS interface

Member State	Number of Shipcalls (UNDER PSC)	Existing ATA & ATD	Existing ATD (missing ATA)	Existing ATA (missing ATD)	Missing ATA& ATD	ATA & ATD provided [%]	Only ATA missing [%]	Only ATD missing [%]	ATA & ATD missing [%]	ATA & ATD missing [%] Dec 2011
Belgium	1,598	1,561	0	24	13	97.7%	0.0%	1.5%	0.8%	1.0%
Bulgaria	296	286	0	6	4	96.6%	0.0%	2.0%	1.4%	0.9%
Cyprus	211	211	0	0	0	100.0%	0.0%	0.0%	0.0%	0.0%
Denmark	1,146	666	0	36	444	58.1%	0.0%	3.1%	38.7%	35.5%
Estonia	650	638	0	0	12	98.2%	0.0%	0.0%	1.8%	1.9%
Finland	2,044	1,942	9	28	65	95.0%	0.4%	1.4%	3.2%	4.5%
France	3,041	2,420	135	197	289	79.6%	4.4%	6.5%	9.5%	5.0%
Germany	2,387	2,252	0	55	80	94.3%	0.0%	2.3%	3.4%	5.0%
Greece	2,663	2,392	0	98	173	89.8%	0.0%	3.7%	6.5%	10.3%
Iceland	238	214	0	1	23	89.9%	0.0%	0.4%	9.7%	13.4%
Italy	3,290	3,232	0	38	20	98.2%	0.0%	1.2%	0.6%	3.3%
Ireland	948	944	0	2	2	99.6%	0.0%	0.2%	0.2%	1.1%
Latvia	540	536	0	4	0	99.3%	0.0%	0.7%	0.0%	1.4%
Lithuania	284	277	0	4	3	97.5%	0.0%	1.4%	1.1%	1.9%
Malta	552	451	0	73	28	81.7%	0.0%	13.2%	5.1%	9.5%
Netherlands	2,327	2,205	0	101	21	94.8%	0.0%	4.3%	0.9%	2.3%
Norway	4,443	1,271	267	405	2,500	28.6%	6.0%	9.1%	56.3%	54.4%
Poland	1,249	904	29	37	277	72.4%	2.3%	3.0%	22.2%	7.2%
Portugal	598	292	4	37	265	48.8%	0.7%	6.2%	44.3%	24.9%
Romania	411	405	0	5	1	98.5%	0.0%	1.2%	0.2%	0.0%
Slovenia	194	178	11	2	3	91.8%	5.7%	1.0%	1.5%	0.0%
Spain	5,194	2,521	1,124	13	1,536	48.5%	21.6%	0.3%	29.6%	34.4%
Sweden	2,191	1,476	33	122	560	67.4%	1.5%	5.6%	25.6%	12.2%
United Kingdom	5,286	3,336	5	444	1,505	63.1%	0.1%	8.4%	28.5%	n.a.
TOTAL	**41,781**	**30,610**	**1,617**	**1,732**	**7,824**	**73.3%**	**3.9%**	**4.1%**	**18.7%**	
TOTAL Dec 2011	*33,449*	*25,176*	*1,273*	*1,878*	*5,122*	*75.3%*	*3.8%*	*5.6%*	*15.3%*	

Table 10 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC
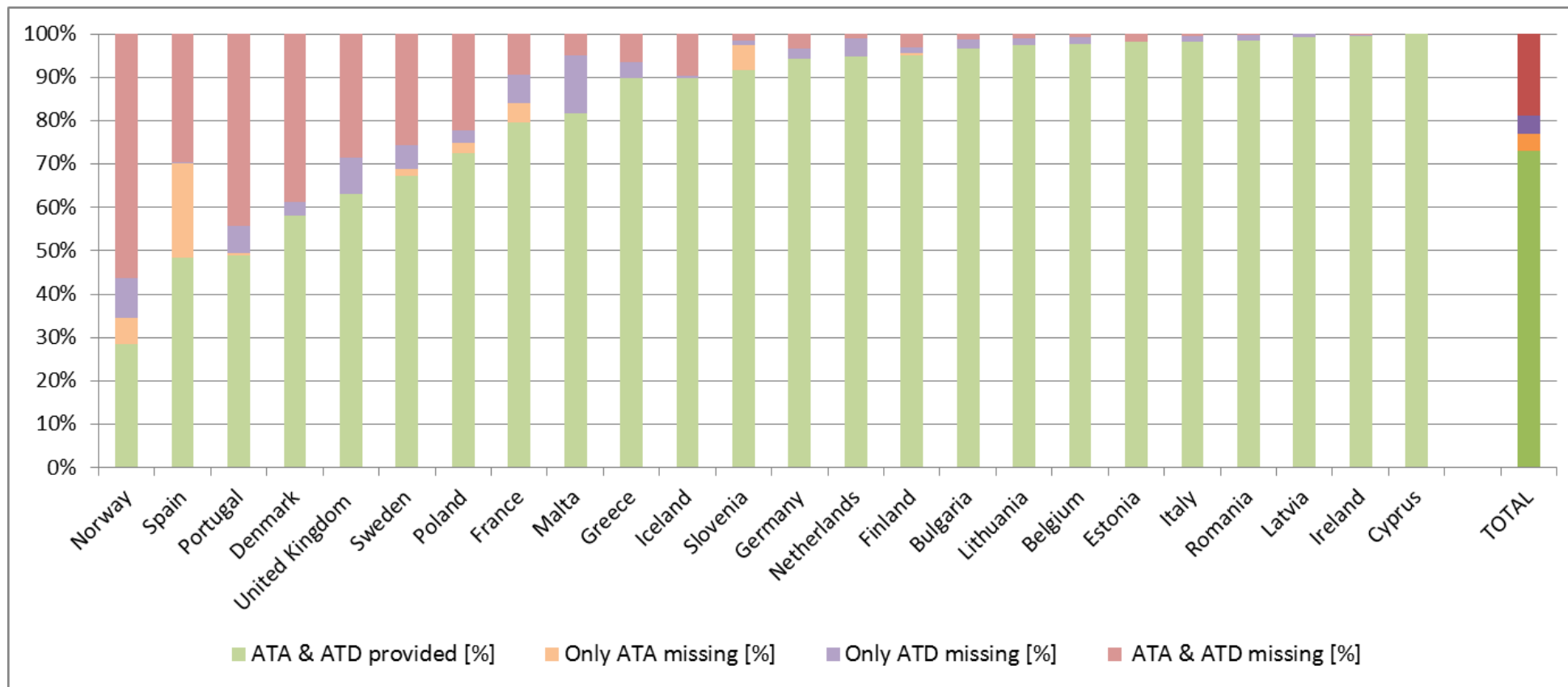
Reporting period: July 2012

Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 10)

Reporting period: July 2012

Member State	ACTUAL TIME OF ARRIVAL PROVIDED					ACTUAL TIME OF DEPARTURE PROVIDED			
	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after		More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after
Belgium	0.0%	99.2%	0.8%	0.0%		0.0%	99.7%	0.2%	0.1%
Bulgaria	0.3%	93.2%	5.7%	0.8%		0.0%	98.9%	1.1%	0.0%
Cyprus	0.9%	33.8%	62.8%	2.5%		0.3%	87.2%	10.9%	1.6%
Denmark	0.4%	56.4%	35.4%	7.8%		0.8%	55.6%	35.4%	8.3%
Estonia	0.0%	88.7%	11.2%	0.1%		0.0%	92.3%	7.4%	0.3%
Finland	0.0%	78.0%	21.4%	0.6%		0.0%	82.3%	17.1%	0.6%
France	0.0%	89.5%	9.8%	0.7%		2.7%	86.7%	10.3%	0.4%
Germany	1.2%	80.4%	16.7%	1.6%		0.8%	86.9%	11.3%	1.0%
Greece	0.0%	83.5%	16.0%	0.5%		0.0%	87.1%	12.1%	0.8%
Iceland	0.0%	100.0%	0.0%	0.0%		0.0%	99.6%	0.4%	0.0%
Ireland	0.0%	95.4%	2.9%	1.7%		0.1%	95.7%	1.5%	2.7%
Italy	0.0%	91.2%	8.4%	0.3%		0.0%	92.5%	6.9%	0.6%
Latvia	0.0%	95.1%	4.8%	0.1%		0.1%	93.9%	5.3%	0.6%
Lithuania	0.0%	69.1%	30.4%	0.5%		0.0%	92.0%	8.0%	0.0%
Malta	0.0%	88.3%	7.7%	4.0%		0.0%	97.1%	2.6%	0.3%
Netherlands	0.0%	92.4%	7.4%	0.3%		0.1%	94.5%	5.3%	0.2%
Norway	0.0%	83.3%	16.6%	0.1%		0.3%	85.2%	14.3%	0.3%
Poland	0.0%	90.0%	8.8%	1.3%		0.2%	93.6%	5.9%	0.3%
Portugal	0.2%	31.7%	30.9%	37.2%		0.0%	52.7%	13.1%	34.2%
Romania	1.4%	95.0%	3.6%	0.0%		1.2%	96.2%	2.2%	0.4%
Slovenia	0.0%	97.6%	2.4%	0.0%		0.0%	98.6%	1.4%	0.0%
Spain	56.3%	30.7%	12.2%	0.3%		61.6%	27.6%	10.8%	0.0%
Sweden	7.6%	72.4%	18.4%	1.6%		4.6%	85.1%	9.6%	0.7%
United Kingdom	0.0%	84.3%	14.4%	1.2%		0.1%	89.9%	9.7%	0.4%

Table 11 – Timeliness of ATA and ATD reporting[9]

Reporting period: July 2012

[9] In the case of Spain figures are not realistic because Spain has a significant deviation (average over 4 days) between the SentAt and the actual time when the notification is sent, affecting almost 100 % of their Port Plus notifications.