# Meeting: 10th SSN / LRIT Group Meeting

**Place and date: Videoconferencing, 20 October 2021**

**Agenda item: SSN Data Quality Report**

**Document number: SSN/LRIT 10.5.1**

**Submitted by EMSA**

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| **Summary** | This document presents SSN implementation at national level and the related data quality issues, including the interface with THETIS. |
| **Action to be taken** | As per paragraph 7. |
| **Related documents** | a. 9th SSN/LRIT Group Meeting Report<br>b. SSN/LRIT 9.5.1 – SSN and LRIT Data Quality Report<br>c. SSN/LRIT 10.3.2 – Revision of SSN Operational documentation<br>d. SSN/LRIT 10.4.1 – SSN Roadmap<br>e. SSN/LRIT 10.4.2 – SSN version 5 implementation at EMSA and MS – progress report<br>f. SSN/LRIT 10.5.2 – SSN/LRIT Revision of the Data Quality checks |

## 1. INTRODUCTION

The purpose of the SSN Data Quality Report is to present the status of SSN implementation at national level and the related data quality issues, including the interface with THETIS. The report includes figures with the overall SSN performance and the particular behaviour of each national SSN system, and focuses on issues to be resolved.

## 2. SSN IMPLEMENTATION

Since the last reporting, the new SSN version 5.0 was deployed in the Training environment on 20 July 2021 enabling the MS which completed their national SSN V.5 systems to perform the commission tests. The following releases of SSN version 5 will include the upgrade of the web user interface and the mechanism for the SSN v5 transition (as agreed at the last SSN Group meeting, document SSN/LRIT 9.4.2). The plan is to deploy the full-scope SSN v5 in Production by December 2021. More details on SSN V5 implementation at EMSA and MS can be found in the progress report (SSN/LRIT 10.4.2).

Portugal is not yet fully compliant with SSN v4 (request-response functionality and provision of Security and Bunkers information is not implemented). The completion of the commissioning tests for SSN version 4 by Portugal is not yet scheduled.

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

On 18 August 2021 two new sections were added to the SSN Data Quality monthly report that EMSA's MSS issues for Member States. These checks are related to the Ro-Ro passenger ships and high-speed

passenger crafts in regular service falling within the scope of Directive (EU) 2017/2110. EMSA reports missing ship calls and missing ATA/ATD specifically for ships falling in this Directive.

On 15 September 2021, the most recent list of UNECE LOCODEs (i.e. version 2021-1, released on 06 July 2021) was uploaded in the Central Location Database (CLD). On 28 July 2021 the CLD version 1.4 and Central Organisations Database (COD) version 1.4 were deployed in Production.

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

## 2.1 PortPlus notifications

PortPlus notifications are widely reported by all MSs. However, MS mentioned below need to amend their implementation and/or operational procedures:

- The percentage of missing Port information from Belgium, Denmark, Finland, France, Germany, Lithuania, Malta, Montenegro, Portugal and Spain is high (more than 1% - see Table 9).
- The percentage of missing Hazmat information from France, Ireland, Italy, Norway, Portugal, Spain and Sweden is very high (more than 5%, see Table 10).
- The percentage of missing Waste information from Croatia, France, Germany, Italy, the Netherlands, Norway, Portugal and Spain is high (more than 5%, see Table 1).
- The percentage of missing Security information from France, Germany, Greece, Italy, the Netherlands, and Sweden is high (more than 5%, see Table 1). Portugal has not yet implemented provision of Security information to SSN.
- The lack of availability of the detailed part of notifications (see Section 5.4) is still an issue for some MSs (i.e. Estonia for Ship MRS details; Ireland for Hazmat details and Portugal for Hazmat and MRS details).
- Rejections are still an issue for some countries (see Section 5.5), with over 0.2% of PortPlus notifications being rejected (Denmark, Finland, Germany, Greece, Ireland, Latvia, Montenegro, Portugal and Spain).
- Estonia, Finland, France, Germany, Greece and Spain do not always provide the mandatory "PreArrival24HoursNotificationDetails" element (which includes POB information), and/or they use the "unknown" value (99999) to identify POB for a significant number of ship calls.
- Bulgaria, France, Greece, Latvia, Malta, the Netherlands, Slovenia and Sweden report non-EU Departure Hazmat information for vessels coming from EU ports for a significant number of ship calls. It should be noted that, in these situations, the information provided overlaps with the information legitimately provided by departure ports and causes unnecessary data flows.
- The percentage of notifications lacking the ATA and/or the ATD from Bulgaria, Denmark, Finland, France, Germany, Iceland, Ireland, Italy, Latvia, Montenegro, the Netherlands, Norway, Portugal, Romania, Spain and Sweden is high (over 1%, see Table 14).

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


## 2.2 Exemptions

For information provided in SSN, MSs can grant four types of exemptions: port notifications (Article 15 of Directive 2002/59/EC), Hazmat notifications (Article 15 of Directive 2002/59/EC), Security notifications (Article 7 of Regulation (EC) No 725/2004) and Waste notifications (Article 9 of Directive 2000/59/EC).

The central SSN system includes a functionality whereby MSs may report these exemptions. Since deployment of SSN version 4, Member States might also benefit from granting exemptions for the following notification requirements:

- Exemption on Waste fees and Exemption on Waste Delivery (in addition to the existing Exemptions on Waste Notification – previously named only *Waste*)
- Information on the waste types to which the Waste Exemption is applicable
- Information on the Ports to which the Exemption is applicable – "*Exemption applies to*"
- Information on the Port Facilities to which the Security Exemption is applicable – included under "*Exemption applies to*"

On 13 September 2021, the number of exemptions registered in SSN was 7,046 (3,245 were active and 3,801 were expired, see Table 3). Table 4 shows the number of ship calls that took place in August 2021 (i.e. ship calls with ATD in the reporting period), and the ways in which the detailed part of the notifications (24h Pre-Arrival, Hazmat, Waste and Security) was reported by MSs.

The figures show that:

- 3 MSs (Latvia, Portugal and Spain) do not have exemptions registered in SSN.
- Most of the exemptions granted to MS ports relate to Waste (72.3%). Pre-Arrival, Hazmat and Security exemptions account for 9.8%, 8.1% and 9.9% respectively.

Some Member States are not reporting the granted exemptions in SSN, thereby giving the impression that due notifications are missing.

It should be noted that following the SSN v3-v4 end of transition (December 2021), all exemptions must Identify the ports to which the exemption is applicable in the filed "Applies to". The entire "Scheduled Service" route is not subject to the exemption. In addition, the exemption type "Waste" must be updated to the new type "Waste Notification".

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

## 2.3  Ship MRS notifications

Table 6 shows the number of reporting systems that have been adopted by the IMO, and which should be reported to SSN.

Ship MRS notification are provided for all EU MRS systems adopted by IMO but there are some issues affecting the quality of MRS information which are being handled bilaterally with the concerned Member States.

**Recommendation 3:** MSs facing data quality issues related to MRS notifications are invited to take appropriate measures and/or contact EMSA for support its resolution.

## 2.4  Incident Reports (IR)

The exchange of IR information between MSs has not been widely implemented (see Table 7).

The content of Incident Reports is analysed and reported yearly to Member States in the "Implementation of SafeSeaNet and LRIT" report. The wrong classification of Incident Reports and provision of information solely in national language are unresolved issues.

Improvements to the Incident Report exchanged through SSN will be included in SSN version 5 following the proposal made by the Incident Report Working Group established by the HLSG 4th meeting (11 December 2018).

**Recommendation 4:** Member States are invited to report all Incident types in accordance with the SSN Incident Report Guidelines.

# 3. SSN COMMON OPERATIONAL PROCEDURES - COP

Among other things, the COP includes procedures for LOCODE management and steps to follow whenever the EMSA/MSS detects missing, inconsistent or erroneous data. MSs regularly receive short reports via email indicating missing ship calls or Hazmat information (whether or not the request/response mechanism is working); issues affecting LOCODES and rejected messages and; the provision of Waste, Security and ATAs and ATDs. It should be noted that, for issues associated with LOCODES, monthly reports are also provided to national PSC administrators to provide guidance on possible corrective action to be taken in THETIS.

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

# 4. SSN SYSTEM AVAILABILITY AND PERFORMANCE

## 4.1 System availability

The performance levels for first semester of 2021 were as follows:

a) The central SSN system was down six times, with a total duration of 8 hours 52 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.8%.

b) The SSN-THETIS interface was down seventy-three times, with a total duration of 26 hours 09 minutes. No information was lost (just delayed).

c) No relevant full downtimes were detected in the national SSN systems.

d) Significant partial downtimes were observed for some national SSN systems. These affected the delivery of PortPlus information and the service delivered by the THETIS system: Croatia (24h00m), Greece (41h55m), Ireland (12h18m, 49h01m), Lithuania (21h08m, 18h19m), Malta (23h01m), Montenegro (176h52m) and Portugal (37h34m).

**Recommendation 6:** MSs are invited to take appropriate measures to reduce downtimes as far as possible.

## 4.2 Member State back-up procedures

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

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

The topic of data buffering is analysed and reported yearly to Member States in the "Implementation of SafeSeaNet and LRIT" report. On certain occasions, due to the low number of notifications provided and/or the short downtime, no conclusions were reached.

**Recommendation 7:** MSs are invited to store notifications during SSN intervention time windows, and to ensure that they are transmitted to the to the central SSN system when communications and/or systems have recovered (in accordance with Section 4.4 of the IFCD).

# 5. SSN DATA QUALITY

The main data quality issues detected are listed below:

a) Missing PortPlus notifications (see Section 5.1 and Table 9, Annex III)
b) Missing Hazmat information (see Section 5.2 and Table 10, Annex III)
c) Missing Waste and Security information (see Section 5.3 and Table 1, Annex I)
d) Availability of the detailed part of notifications (see Section 5.4 and Table 11, Annex III)
e) Rejected notifications (see Section 5.5 and Table 12 and Table 13, Annex III)

In most cases, the reporting period was August 2021, but for missing Port and Hazmat information and Hazmat details, it was the first half of 2021. A summary of the findings is shown in Sections 5.1 - 5.5 below, and full details are available in Annex III.

## 5.1 Missing PortPlus notifications (ship calls)

EMSA checked 3,610 ships that visited EU ports in the first semester of 2021 and found that 38 of the due notifications were not sent to SSN (1.05% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:
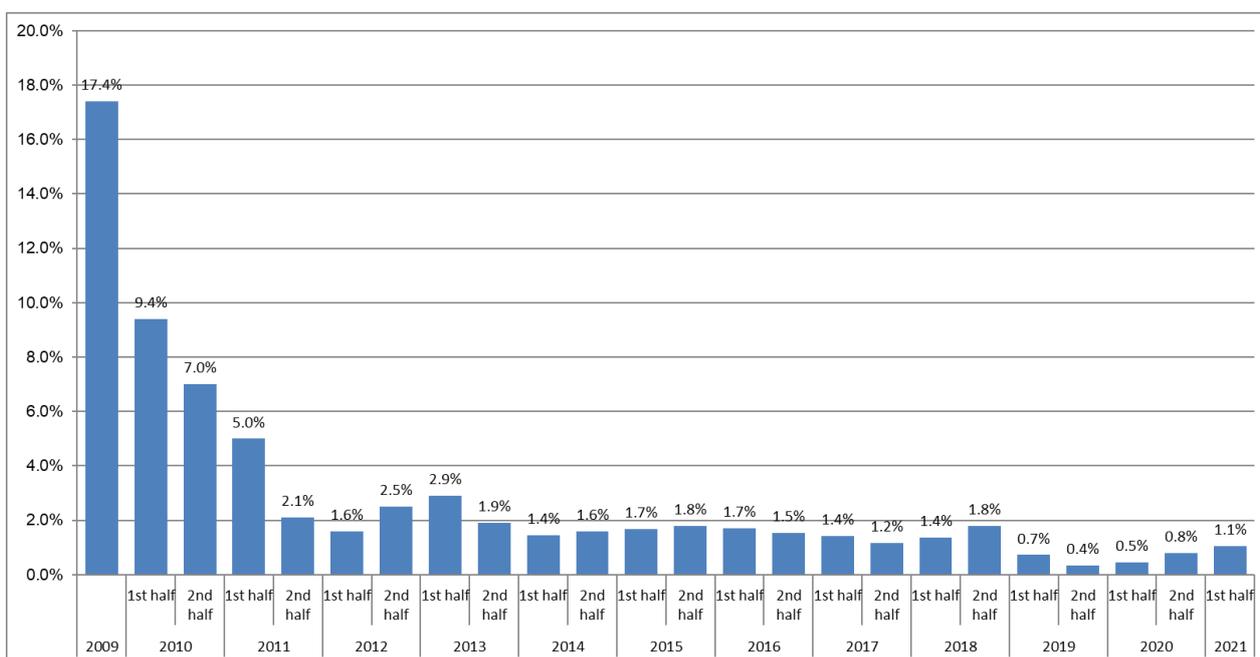


Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

**Recommendation 8:** MSs are invited to ensure that all notifications are provided in compliance with the requirements of Article 4 of Directive 2002/59/EC (as amended) and Article 24 of Directive 2009/16 (as amended).

## 5.2  Missing Hazmat information

6.2% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 184 out of 2,989 notifications for ships carrying dangerous or polluting goods).

With respect to the percentage figures for vessels having departed from MS ports with Hazmat cargoes on board (Hazmat EU Departure), the percentage of missing notifications decreased from 8.7% to 4.8% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications decreased from 12.3% to 8.5% (Figure 2 – green data).

Figure 2 shows the overall trend by comparing the percentage figures for the previous reporting periods, and it can be seen that the situation improved in the first semester of 2021 showing the best figures ever. Some MSs should continue to improve their procedures for reporting Hazmat information (e.g. France, Ireland, Spain and Sweden), as they have still a significant percentage of the reported issues but nothing that the reporting is improving.

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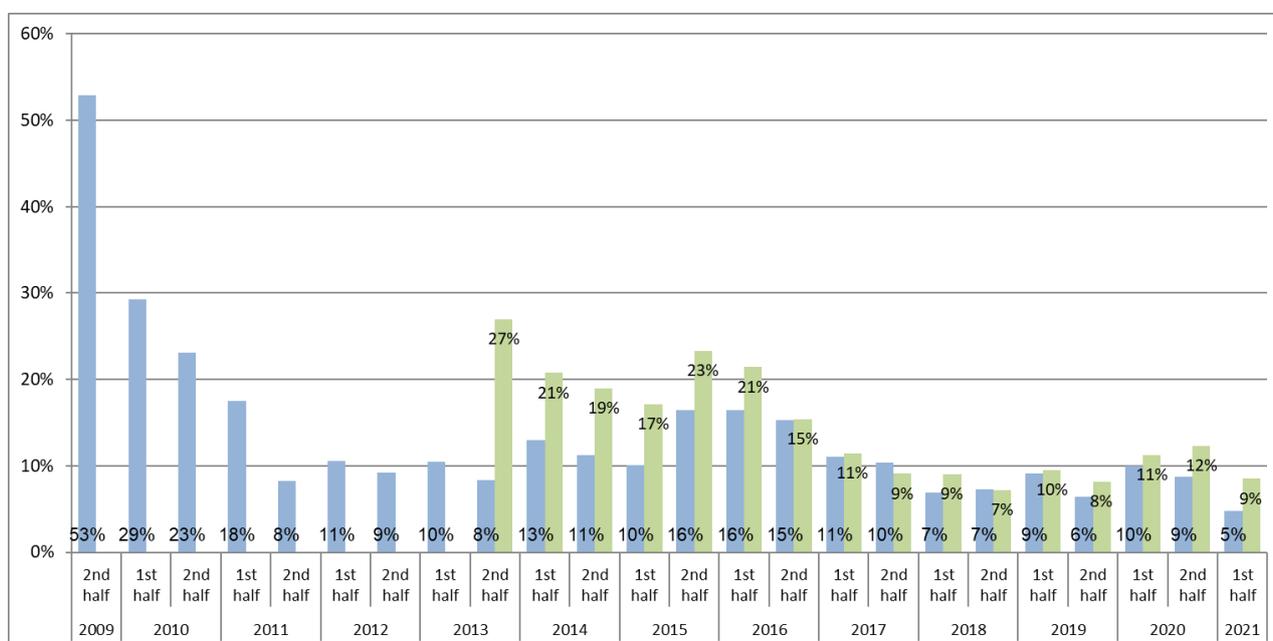


**Figure 2 – Missing Hazmat information by reporting period**
**(Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)**

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

**Recommendation 9:** Member States are invited to ensure that all notifications are provided in compliance with the requirements of Article 13 of Directive 2002/59/EC (as amended).

## 5.3  Missing Waste and Security information

Directive 2010/65/EU (i.e. the "Reporting Formalities Directive") applies to ships arriving at, and departing from, ports situated in MSs. It requires MSs to "accept the fulfilment of reporting formalities in electronic format and their transmission via a single window" no later than 1 June 2015. Article 6 of the Directive requires MSs to ensure that information received in accordance with the reporting formalities provided in a legal act of the

union is made available in their national SafeSeaNet systems, and to make relevant parts of such information available to other MSs via the central SafeSeaNet system.

Please note that following the SSN v3-v4 end of transition, the exemptions should:

- Identify the ports to which the exemption is applicable in the filed "Applies to". The entire "Scheduled Service" route is not subject to the exemption;
- Update the exemption type "Waste" by the new type "Waste Notification".

As from April 2021, these two changes were implemented in the data quality checks which might have an impact on the number of missing notifications, should the necessary changes were not done into SSN (i.e.: identify in the "Applies to" list which ports of the "Schedule Service" route are exempted to report the corresponding information).

The percentage of missing Waste and Security notifications were 19% and 11.3% of ship calls respectively (see Table 1), as compared to 20.6% and 9.1% in the previous period. These numbers need to be further analysed in order to understand the difference between the numbers of ship calls and the associated Waste and Security notifications. When analysing the figures, exemptions registered in SSN system, ship type (regarding availability of Waste and Security information), gross tonnage and domestic voyages (regarding availability of Security information) were taken into account.

Figure 3 shows the overall trend by comparing the percentage figures for the previous reporting periods:
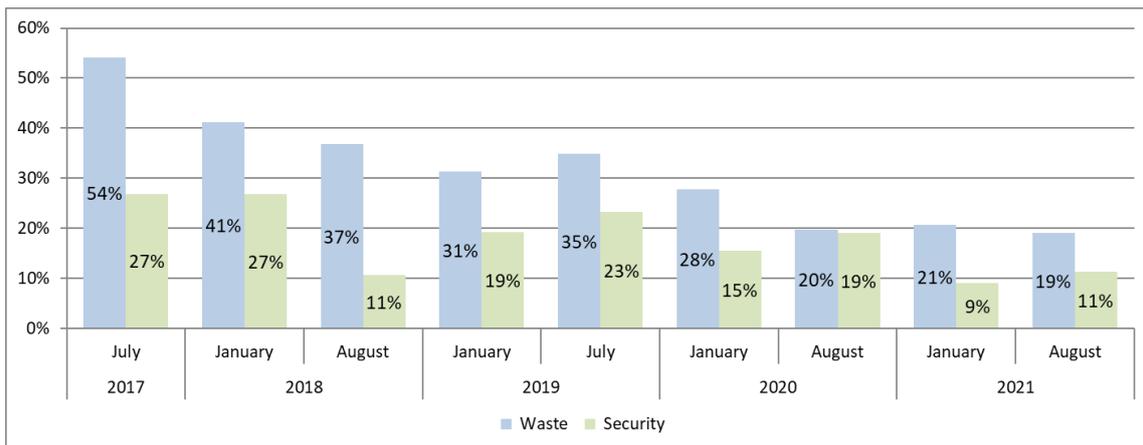


**Figure 3 – Missing Waste (Blue) and Security (Green) information by reporting period**

**Recommendation 10:** Member States are invited to ensure that all notifications are provided in compliance with the requirements of Directives 2002/59/EC (as amended) and 2010/65/EU, and to analyse the difference between the numbers of ship calls and the relevant Waste and Security notifications.

## 5.4 Availability of the detailed part of notifications

Since the detailed part of PortPlus notifications (Hazmat, Security and Bunkers details) is available to MSs via the machine-to-machine interface upon request, it must be ensured that the request-response mechanism is operational at all times.

According to the current design of SSN, should the request-response mechanism not be working, the contact details of the reporting authority should be provided to the requester. MSs should therefore ensure that these details are kept updated and available on a 24/7 basis as a back-up solution for the provision of the detailed part of notifications.

The status of the availability of the detailed part of notifications provided by MSs is shown in Table 11, Annex III. The table shows that the issues with request/response mechanism were found for the following Member States: Estonia (MRS details), Iceland (Hazmat, Ship MRS, Security and Bunkers details), Ireland (Hazmat details) and Portugal (Hazmat and Ship MRS details). The issue with Iceland is being investigated by EMSA, as the request messages although generated by the Central SSN are not sent to the Icelandic National SSN.

**Recommendation 11:** Estonia, Iceland, Ireland and Portugal are invited to ensure that the detailed part of the relevant notifications is made available to MS data requesters in electronic format.

**Recommendation 12:** MSs are invited to ensure that their contact details are kept updated and made available to MS data requesters on a 24/7 basis as a back-up solution for the provision of the detailed part of notifications.

## 5.5  Rejected notifications

The most frequent causes for the rejection of PortPlus notifications were as follows:

- A Port Plus notification must have ETAtoNextPort subsequent to the ETDFromPortOfCall. ETAtoNextPort greater than ETDFromPortOfCall (33%);
- The IMO number is not valid (32.7%);
- Departure Notification Details once provided should be repeated in all update messages (10.5%);
- ATAToPortOfCall should be provided when ATDFromPortOfCall is reported (6.4%);
- The message identified by MSRefId [] has already been registered in SSN (Sent by []) (3.3%);
- Arrival Notification Details once provided should be repeated in all update messages (3%).

The results can be found in Annex III (Tables 12 and 13). It should be noted that missing messages affect the proper implementation of both the VTMIS and PSC Directives.

In order to better support MSs in analysing the rejected notifications, and to decrease the number of rejections, it was agreed that the list of errors and warnings generated by central SSN will be revised, and that it will be included in the XML RG. The "SSN/LRIT 2.4.3" document described the proposed changes and amendments to messages implemented at central level.

**Recommendation 13:** MSs are invited to rectify the reported quality problems in order to ensure that rejected messages are eliminated, in particular by implementing checking rules in order to minimise inconsistent data in national SSN systems.

## 6.  SSN INTERFACE WITH THETIS

## 6.1  ATA and ATD not provided via PortPlus notifications

MSs have the responsibility to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages[1] to the THETIS inspection database via SSN within a reasonable time (THETIS only recognises a ship call when the ATA has been provided). This section evaluates the availability of ATA/ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and (EU) 2017/2110.

43,704 of the ship calls created in SSN during August 2021 (via PortPlus) fell within the scope of these Directives (see Table 14, Annex IV). On average, 1.5% of ship call notifications lacked both the ATA and the ATD. In addition, a further 1% lacked only the ATD, despite the ships having already departed. The overall

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

situation has worsened in comparison with last reporting period (January 2021) and further effort is required from Member States to improve it (see Figures 4 and 5 in Annex IV).

**Recommendation 14:** MSs are required to ensure that correct ATA and ATD information is always provided in compliance with the requirements of Article 24 of Directive 2009/16/EC (as amended).

## 6.2  Timeliness of ATA and ATD reported in SSN

Article 24 of Directive 2009/16/EC on PSC requires that ATA and ATD information for all ships calling at MS ports or anchorages "is transferred within a reasonable time to the inspection database through SafeSeaNet, together with an identifier of the port concerned". THETIS implemented a new rule in June 2012 in order to reject ATAs or ATDs which are provided more than 3 hours in advance of the system date and time.

EMSA compared the timeliness of ATA and ATD information with the date/time sent (the "SentAt" element in the notification), and Annex IV (Table 15) shows the results by MS. Croatia, Denmark, Ireland, Montenegro, Portugal, Spain and Sweden are the mostly affected. ATAs and ATDs provided more than 3 hours in advance, and which were therefore rejected by THETIS, affect 0.13% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 12% and 10.1% of overall ship calls respectively. These notifications were not rejected by THETIS.

**Recommendation 15:** MSs are required to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages via SSN within a reasonable time in compliance with the requirements of Article 24 of Directive 2009/16/EC (as amended).

## 7. ACTIONS PROPOSED

Member States are invited to provide feedback on the reported issues.

| Member State | SSN Data Quality | | | | PortPlus Rejections | SSN Interface with Thetis | | | | SSN Version | Relevant issues affecting Member State |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Missing Information | | | | | ATA / ATD Availability | | Timeliness of reporting | | | |
| | PortPlus | Hazmat | Waste | Security | | Only ATD missing | ATA & ATD missing | ATA / ATD more than 3h in advance (rejected by Thetis) | ATA / ATD more than 72h late | | |
| Belgium | 1.1% | 2.7% | 2.5% | 1.0% | 0.01% | 0.4% | 0.1% | 0.0% | 0.0% | v4 | - High number of missing Port information (Aug 2021) |
| Bulgaria | 0.0% | 0.0% | 0.3% | 0.0% | 0.05% | 3.1% | 0.4% | 0.0% | 0.3% | V4 | - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016)<br>- High number of ship calls missing ATA and/or ATD (Aug 2020)<br>- Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2021) |
| Croatia | 0.8% | 1.6% | 54.8% | 0.9% | 0.10% | 0.4% | 0.0% | 0.0% | 3.5% | v4 | - High number of missing Waste information (Mar 2017)<br>- High number of Waste and Security provided after ship arrival to the port (Aug 2019)<br>- High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2018) |
| Cyprus | 0.0% | 0.0% | 0.5% | 2.3% | 0.00% | 0.0% | 0.0% | 0.6% | 0.0% | v4 | - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2019)<br>- High number of Hazmat EU departure provided after ship departure from the port (Aug 2021) |
| Denmark | 1.7% | 4.2% | 1.6% | 0.9% | 0.47% | 2.4% | 0.4% | 0.1% | 2.0% | v4 | - High number of missing Port information (Aug 2021)<br>- High number of rejected PortPlus notifications (Mar 2019)<br>- High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020)<br>- High number of ship calls missing ATA and/or ATD (Sep 2020)<br>- Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2021) |
| Estonia | 0.9% | 1.0% | 0.1% | 0.0% | 0.05% | 0.0% | 0.0% | 0.0% | 0.2% | v4 | - Ship MRS details not available upon request (Mar 2016)<br>- Use of the dummy Persons on Board (POB) value (Sep 2016) |
| Finland | 2.6% | 3.8% | 4.9% | 0.0% | 0.26% | 1.1% | 0.1% | 0.0% | 0.2% | v4 | - High number of missing Port (May 2021)<br>- High number of rejected PortPlus notifications (Mar 2018)<br>- High number of ship calls missing ATA and/or ATD (Mar 2017)<br>- Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014) |
| France | 1.1% | 11.8% | 19.6% | 14.7% | 0.01% | 0.8% | 0.3% | 0.0% | 0.5% | v4 | - High number of missing Port information (Aug 2021), Hazmat (May 2021), Waste (Mar 2017) and Security information (Mar 2017)<br>- High number of Hazmat nonEU departure provided after ship arrival to the port (Mar 2020)<br>- Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017)<br>- Use of the dummy Persons on Board (POB) value or missing to provide this value (Jun 2009)<br>- Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Feb 2016)<br>- High number of ship calls missing ATA and/or ATD (Aug 2021) |
| Germany | 2.1% | 1.0% | 16.7% | 6.8% | 0.46% | 1.1% | 2.4% | 0.0% | 0.8% | v4 | - High number of missing Port (May 2021), Waste (Mar 2017) and Security information (Mar 2017)<br>- High number of rejected PortPlus notifications (Sep 2016)<br>- Use of the dummy Persons on Board (POB) value (Sep 2018) |
| Greece | 0.5% | 2.5% | 1.28% | 39.50% | 0.16% | 0.5% | 0.2% | 0.0% | 0.5% | v4 | - High number of missing Security information (Mar 2020)<br>- High number of Waste provided after ship arrival to the port (Mar 2020)<br>- Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2021) |

Table 1 – Implementation status by Member State on 13 September 2021

| Member State | SSN Data Quality | | | | | SSN Interface with Thetis | | | | SSN Version | Relevant issues affecting Member State |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Missing Information | | | | PortPlus Rejections | ATA / ATD Availability | | Timeliness of reporting | | | |
| | PortPlus | Hazmat | Waste | Security | | Only ATD missing | ATA & ATD missing | ATA / ATD more than 3h in advance (rejected by Thetis) | ATA / ATD more than 72h late | | |
| **Iceland** | 0.0% | - | 0.0% | 0.0% | 0.00% | 0.2% | 3.9% | 0.0% | 0.0% | v4 | - High number of ship calls missing ATA and/or ATD (Sep 2015)<br>- Hazmat, Ship MRS,Security and Bunkers details not available upon request (May 2021) |
| **Ireland** | 0.0% | 11.8% | 0.0% | 0.0% | 0.37% | 1.2% | 0.3% | 8.7% | 1.3% | v4 | - High number of missing Hazmat information (Mar 2017)<br>- High number of rejected PortPlus notifications (Aug 2019)<br>- High number of ship calls missing ATA and/or ATD (Sep 2020)<br>- High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2021) and more than 72h late (Sep 2020)<br>- High number of Hazmat nonEU departure, Waste and Security provided after ship arrival to the port (Aug 2021)<br>- Hazmat details not available |
| **Italy** | 0.6% | 8.3% | 38.7% | 5.9% | 0.01% | 0.8% | 0.7% | 0.1% | 0.8% | v4 | - High number of missing Hazmat (May 2021), Waste (Mar 2017) and Security information (Mar 2020)<br>- High number of Waste provided after ship arrival to the port (Mar 2020)<br>- High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2020)<br>- High number of ship calls missing ATA and/or ATD (Aug 2021) |
| **Latvia** | 0.0% | 1.4% | 0.0% | 0.0% | 0.21% | 1.2% | 0.0% | 0.0% | 0.0% | v4 | - High number of rejected PortPlus notifications (Aug 2019)<br>- High number of ship calls missing ATA and/or ATD (Aug 2021)<br>- Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2021) |
| **Lithuania** | 1.4% | 1.4% | 0.0% | 0.0% | 0.02% | 0.8% | 0.0% | 0.0% | 0.0% | v4 | - High number of missing Port information (Aug 2021) |
| **Malta** | 2.5% | 4.5% | 0.9% | 0.3% | 0.04% | 0.0% | 0.0% | 0.0% | 0.2% | v4 | - High number of missing Port information (Aug 2021)<br>- Non-EU Departure Hazmat reported for vessels coming from EU ports (Mar 2018)<br>- Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2021) |
| **Montenegro** | 4.8% | n.a. | n.a. | n.a. | 0.47% | 2.7% | 1.4% | 0.0% | 3.7% | v4 | - High number of missing Port information (Aug 2021)<br>- High number of ship calls missing ATA and/or ATD (Aug 2019)<br>- High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2019)<br>- High number of rejected PortPlus notifications (Aug 2021) |
| **Netherlands** | 0.0% | 0.9% | 11.2% | 7.3% | 0.11% | 1.3% | 0.3% | 0.0% | 0.9% | v4 | - High number of missing Waste (Mar 2017) and Security (May 2021) information<br>- Hazmat nonEu departure reported for vessels coming from EU ports (Aug 2017)<br>- High number of ship calls missing ATA and/or ATD (Sep 2020) |
| **Norway** | 0.6% | 9.8% | 6.8% | 4.8% | 0.00% | 3.2% | 3.1% | 0.0% | 0.2% | v4 | - High number of missing Hazmat (Aug 2019) and Waste (Mar 2017) information<br>- High number of ship calls missing ATA / ATD (Sep 2015)<br>- High number of Hazmat EU departure provided after ship departure from the port (Aug 2021) |
| **Poland** | 0.0% | 1.7% | 0.6% | 0.2% | 0.01% | 0.4% | 0.0% | 0.0% | 0.2% | v4 | - High number of Hazmat EU departure provided after ship departure from the port (Aug 2021) |
| **Portugal** | 5.4% | 7.0% | 7.3% | - | 0.80% | 2.5% | 6.0% | 0.0% | 1.7% | v3 | - High number of missing Port (Mar 2020), Hazmat (May 2021) and Waste (Sep 2020) information<br>- High number of rejected PortPlus notifications (Aug 2019)<br>- High number of ship calls missing ATA and/or ATD (Sep 2018)<br>- High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020)<br>- High number of Hazmat nonEU departure (Mar 2018) and Waste (Sep 2020) provided after ship arrival to the port<br>- SSN v4 not yet fully implemented<br>- Request-Response mechanism not working |

**Table 1 – Implementation status by Member State on 13 September 2021 (cont.)**

| Member State | SSN Data Quality | | | | | SSN Interface with Thetis | | | | SSN Version | Relevant issues affecting Member State |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Missing Information | | | | PortPlus Rejections | ATA / ATD Availability | | Timeliness of reporting | | | |
| | PortPlus | Hazmat | Waste | Security | | Only ATD missing | ATA & ATD missing | ATA / ATD more than 3h in advance (rejected by Thetis) | ATA / ATD more than 72h late | | |
| **Romania** | 0.0% | 0.0% | 0.2% | 0.3% | 0.00% | 0.6% | 0.8% | 0.0% | 0.0% | v4 | - High number of ship calls missing ATA and/or ATD (Aug 2019)<br>- Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2021) |
| **Slovenia** | 0.0% | 0.0% | 0.0% | 0.0% | 0.00% | 0.8% | 0.0% | 0.0% | 0.0% | v4 | - Hazmat nonEu departure reported for vessels coming from EU ports (Sep 2016) |
| **Spain** | 1.5% | 22.4% | 63.0% | 2.5% | 1.06% | 0.5% | 3.2% | 0.0% | 1.8% | v4 | - High number of missing Port (Aug 2021), Hazmat (Sep 2016) and Waste (Mar 2017) information<br>- High number of rejected PortPlus notifications (Aug 2019)<br>- High number of ship calls missing ATA and/or ATD (Sep 2020)<br>- High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2017)<br>- Use of the dummy Persons on Board (POB) value (Jan 2009)<br>- High number of Hazmat nonEU departure provided after ship arrival to the port (Mar 2020)<br>- High number of Hazmat EU departure provided after ship departure from the port (Mar 2018) |
| **Sweden** | 0.0% | 12.6% | 0.0% | 36.4% | 0.00% | 0.8% | 0.3% | 0.0% | 1.7% | v4 | - High number of missing Hazmat (Mar 2017) and Security (Mar 2017) information<br>- High number of ship calls missing ATA and/or ATD (Sep 2020)<br>- High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020)<br>- High number of Hazmat EU departure provided after ship departure from the port (Aug 2019)<br>- Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2021) |
| **Total** | 1.1% | 6.2% | 19.0% | 11.3% | 0.29% | 1.0% | 1.5% | 0.13% | 1.0% | - | Updated: 13 September 2021 |

**Table 1 – Implementation status by Member State on 13 September 2021 (cont.)**

| Member State | Shipcalls | | | AIS [1] | MRS | Incident Reports | Total |
|---|---|---|---|---|---|---|---|
| | New | Updates | Cancelations | | | | |
| Belgium | 13,121 | 167,538 | 378 | 46,560,324 | 468 | 15 | 46,741,844 |
| Bulgaria | 1,595 | 9,153 | 27 | 3,935,689 | - | 3 | 3,946,467 |
| Croatia | 2,046 | 8,556 | 8 | 14,025,554 | 3,859 | 60 | 14,040,083 |
| Cyprus | 1,481 | 18,056 | 36 | 7,827,050 | - | 3 | 7,846,626 |
| Denmark | 13,703 | 40,556 | 345 | 62,714,667 | 29,611 | 3 | 62,798,885 |
| Estonia | 5,244 | 28,315 | 68 | 32,046,971 | 37,669 | 5 | 32,118,272 |
| Finland | 14,697 | 77,420 | 347 | 22,088,072 | 19,151 | 88 | 22,199,775 |
| France | 25,315 | 164,830 | 2,324 | 38,244,368 | 68,803 | 220 | 38,505,860 |
| Germany | 27,037 | 118,578 | 293 | 114,105,691 | - | 6 | 114,251,605 |
| Greece | 72,190 | 239,760 | 1,160 | 28,072,619 | - | 37 | 28,385,766 |
| Iceland | 1,247 | 2,485 | 87 | 21,379,910 | 403 | - | 21,384,132 |
| Ireland | 6,968 | 27,130 | 37 | 10,017,252 | 124 | 4 | 10,051,515 |
| Italy | 31,178 | 193,052 | 736 | 49,432,053 | 11,150 | 255 | 49,668,424 |
| Latvia | 3,277 | 21,542 | 34 | 5,941,817 | - | 8 | 5,966,678 |
| Lithuania | 2,418 | 24,557 | 80 | 4,314,680 | - | 21 | 4,341,756 |
| Malta | 4,764 | 37,031 | 276 | 4,267,239 | - | 16 | 4,309,326 |
| Montenegro | 247 | 488 | 4 | 1,651,808 | - | - | 1,652,547 |
| Netherlands | 23,109 | 329,622 | 1,130 | 129,765,666 | - | 45 | 130,119,572 |
| Norway | 78,261 | 485,927 | 6,391 | 170,439,606 | 563 | 9 | 171,010,757 |
| Poland | 7,937 | 79,531 | 410 | 17,185,502 | 10,968 | 9 | 17,284,357 |
| Portugal | 5,790 | 36,027 | 492 | 12,896,344 | 2,592 | 10 | 12,941,255 |
| Romania | 2,594 | 15,816 | 89 | 9,875,170 | - | 2 | 9,893,671 |
| Slovenia | 1,484 | 7,693 | 32 | 1,693,648 | 785 | 1 | 1,703,643 |
| Spain | 69,398 | 525,155 | 6,884 | 65,867,414 | 53,186 | 49 | 66,522,086 |
| Sweden | 23,868 | 160,602 | 990 | 84,123,848 | - | 48 | 84,309,356 |
| Total | 438,969 | 2,819,420 | 22,658 | 958,472,962 | 239,332 | 917 | 961,994,258 |

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

Table 2 – Number of notifications by Member State and by type of notification

Reporting period: January – June 2021

| Member State | Expired exemptions | | | | Active exemptions | | | | Scheduled (upcoming) exemptions | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Hazmat | Pre-Arrival | Waste | Security | Hazmat | Pre-Arrival | Waste | Security | Hazmat | Pre-Arrival | Waste | Security | |
| Belgium | - | 3 | 449 | 42 | - | - | 180 | - | - | - | - | - | 674 |
| Bulgaria | - | - | 2 | - | - | - | - | - | - | - | - | - | 2 |
| Croatia | - | 44 | - | - | - | 31 | - | - | - | - | - | - | 75 |
| Cyprus | - | - | 1 | - | - | - | - | - | - | - | - | - | 1 |
| Denmark | - | 3 | - | - | 42 | 30 | 101 | 39 | - | - | - | - | 215 |
| Estonia | 1 | - | 70 | 8 | - | - | 21 | 18 | - | - | - | - | 118 |
| Finland | 1 | 13 | 104 | 27 | - | - | 123 | 13 | - | - | - | - | 281 |
| France | 39 | 14 | 533 | 96 | 9 | 6 | 275 | 43 | - | - | - | - | 1,015 |
| Germany | - | - | 70 | 8 | - | - | 538 | 61 | - | - | - | - | 677 |
| Greece | - | 27 | - | 1 | - | 103 | 59 | 5 | - | - | - | - | 195 |
| Iceland | 1 | 2 | 2 | 2 | 3 | 7 | 21 | 3 | - | - | - | - | 41 |
| Ireland | - | - | 13 | 23 | - | - | 4 | 2 | - | - | - | - | 42 |
| Italy | 245 | 94 | 773 | 5 | 30 | 3 | 312 | 57 | - | - | - | - | 1,519 |
| Latvia | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Lithuania | - | - | 478 | 19 | - | - | 201 | 35 | - | - | - | - | 733 |
| Malta | - | - | - | - | - | - | 2 | - | - | - | - | - | 2 |
| Netherlands | - | - | 82 | 56 | - | - | 296 | 14 | - | - | - | - | 448 |
| Norway | - | - | - | - | 10 | 10 | 28 | 12 | - | - | - | - | 60 |
| Poland | - | - | 13 | 1 | - | 1 | 34 | 27 | - | - | - | - | 76 |
| Portugal | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Romania | - | - | - | - | 47 | 47 | 188 | 47 | - | - | - | - | 329 |
| Slovenia | - | - | 4 | - | - | - | - | - | - | - | - | - | 4 |
| Spain | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Sweden | 2 | 1 | 66 | 2 | 4 | 5 | 194 | 34 | - | - | - | - | 308 |
| Total | 289 | 201 | 2,660 | 290 | 145 | 243 | 2,577 | 410 | - | - | - | - | 6,815 |

Table 3 – Number of exemptions by type of notification registered in SSN on 13 September 2021

| Member State | Shipcalls Total | With Pre-Arrival | | With Hazmat | | | With Waste | | Domestic | With Security | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | Information Reported | Exemption Registered | Hazmat nonEu Reported | Hazmat Eu Reported | Exemption Registered | Information Reported | Exemption Registered | | Information Reported | Exemption Registered |
| Belgium | 2,152 | 2,039 | - | 484 | 1,199 | - | 1,721 | 213 | 132 | 1,828 | - |
| Bulgaria | 313 | 261 | - | 287 | 53 | - | 312 | - | 33 | 270 | - |
| Croatia | 2,590 | 282 | - | 16 | 66 | - | 372 | - | 115 | 232 | - |
| Cyprus | 234 | 218 | - | 32 | 59 | - | 234 | - | 5 | 216 | - |
| Denmark | 2,510 | 2,032 | - | 24 | 364 | - | 1,668 | 439 | 697 | 939 | 32 |
| Estonia | 966 | 806 | - | 48 | 433 | - | 877 | 86 | 33 | 417 | 498 |
| Finland | 2,763 | 2,170 | - | 34 | 747 | - | 963 | 1,640 | 816 | 1,875 | 1 |
| France | 4,820 | 3,335 | 237 | 559 | 2,301 | 1,004 | 1,710 | 2,399 | 1,136 | 2,967 | 486 |
| Germany | 4,866 | 4,179 | - | 153 | 1,863 | - | 2,253 | 1,783 | - | 2,309 | 2,096 |
| Greece | 22,424 | 7,491 | 537 | 300 | 2,133 | - | 19,500 | 1,128 | 15,322 | 1,383 | 3 |
| Iceland | 434 | 175 | - | 27 | 42 | - | 402 | 12 | 305 | 109 | - |
| Ireland | 1,196 | 1,165 | - | 460 | 516 | - | 1,157 | - | 97 | 1,060 | - |
| Italy | 7,064 | 4,555 | - | 397 | 1,614 | - | 3,654 | 599 | 3,856 | 2,534 | 99 |
| Latvia | 523 | 548 | - | 15 | 133 | - | 518 | - | 15 | 501 | - |
| Lithuania | 441 | 380 | - | 29 | 150 | - | 439 | - | - | 364 | 73 |
| Malta | 819 | 536 | - | 280 | 444 | - | 443 | 10 | 164 | 623 | - |
| Montenegro | 66 | 31 | - | - | - | - | - | - | 2 | - | - |
| Netherlands | 4,554 | 3,748 | - | 1,848 | 2,185 | - | 3,208 | 589 | 620 | 2,954 | 178 |
| Norway | 3,101 | 2,846 | - | 23 | 615 | 102 | 2,780 | 116 | 1,791 | 1,115 | 55 |
| Poland | 1,475 | 1,215 | - | 49 | 453 | - | 1,215 | 237 | 151 | 937 | 272 |
| Portugal | 906 | 887 | - | 63 | 375 | - | 841 | - | 381 | - | - |
| Romania | 405 | 358 | - | 92 | 56 | - | 406 | - | 30 | 373 | - |
| Slovenia | 136 | 107 | - | 73 | 70 | - | 136 | - | - | 130 | - |
| Spain | 14,723 | 9,358 | - | 454 | 1,414 | - | 5,196 | - | 7,557 | 3,482 | - |
| Sweden | 4,639 | 3,517 | - | 39 | 1,105 | - | 4,599 | - | 1,245 | 1,491 | 639 |
| Total | 84,120 | 52,239 | 774 | 5,786 | 18,390 | 1,106 | 54,604 | 9,251 | 34,503 | 28,109 | 4,432 |

Table 4 – Number of ship calls and how the detailed part of notifications is reported by Member States (reporting period: August 2021)

| Member State | Messaging Interface | Streaming Interface | |
|---|---|---|---|
| | Ship AIS | AIS Reports | Regional Server / Proxy |
| Belgium | - | 12,280,615 | North Sea |
| Bulgaria | - | 1,634,478 | MARES |
| Croatia | - | 5,852,934 | MARES |
| Cyprus | - | 3,306,570 | MARES |
| Denmark | - | 19,725,104 | HELCOM |
| Estonia | - | 8,228,563 | HELCOM |
| Finland | - | 6,754,414 | HELCOM |
| France | - | 12,989,840 | North Sea and MARES (Mediterranean Coast) |
| Germany | 794,502 | 36,432,771 | HELCOM |
| Greece | - | 11,325,454 | MARES |
| Iceland | - | 6,337,773 | North Atlantic |
| Ireland | - | 2,962,552 | North Sea |
| Italy | - | 18,151,751 | MARES |
| Latvia | - | 1,279,130 | HELCOM |
| Lithuania | - | 915,932 | HELCOM |
| Malta | - | 1,205,998 | MARES |
| Montenegro | - | 671,622 | MARES |
| Netherlands | - | 36,111,312 | North Sea |
| Norway | - | 40,929,377 | North Atlantic |
| Poland | - | 4,652,058 | HELCOM |
| Portugal | - | 3,724,260 | MARES |
| Romania | - | 2,677,084 | MARES |
| Slovenia | - | 453,234 | HELCOM |
| Spain | - | 22,933,659 | MARES |
| Sweden | - | 21,239,533 | HELCOM |
| Total | 794,502 | 282,776,018 | |

Table 5 – Number of AIS reports by Member State and Interface (reporting period: August 2021)

| Member State | MRS | Area | Ship MRS Notifications |
|---|---|---|---|
| Belgium | WETREP | EU Atlantic Coast (only for ships carrying heavy grade oils) | 58 |
| Bulgaria | - | - | - |
| Croatia | ADRIREP | Adriatic Sea | 725 |
| Cyprus | - | - | - |
| Denmark | BELTREP | Great Belt | 2,146 |
| | SOUNDREP | The Sound | 2,992 |
| Estonia | GOFREP | Gulf of Finland | 7,212 |
| Finland | GOFREP | Gulf of Finland | 3,558 |
| France | BONIFREP | Strait of Bonifacio (only DPG ) | 306 |
| | CALDOVREP | Dover Strait/ Pas de Calais | 2,951 |
| | MANCHREP | Off Les Casquests/ La Manche | 4,816 |
| | OUESSREP | Off Ouessant | 3,556 |
| | WETREP | EU Atlantic Coast (only for ships carrying heavy grade oils) | 9 |
| Germany | - | - | - |
| Greece | - | - | - |
| Iceland | TRANSREP | South & South West coast of Iceland | 116 |
| Ireland | WETREP | EU Atlantic Coast (only for ships carrying heavy grade oils) | 11 |
| Italy | ADRIREP | Adriatic Sea | 1,792 |
| | BONIFREP | Strait of Bonifacio (only DPG ) | 313 |
| Latvia | - | - | - |
| Lithuania | - | - | - |
| Malta | - | - | - |
| Montenegro | - | - | - |
| Netherlands | - | - | - |
| Norway | BAREP | Barents Sea | 92 |
| Poland | GDANREP | Gulf of Gdansk | 2,046 |
| Portugal | COPREP | Coast of Portugal | 524 |
| | WETREP | EU Atlantic Coast (only for ships carrying heavy grade oils) | 22 |
| Romania | - | - | - |
| Slovenia | ADRIREP | Adriatic Sea | 128 |
| Spain | CANREP | Canary Islands (only for ships carrying heavy grade oils) | 32 |
| | FINREP | Finisterre (NW Coast of Spain) | 2,772 |
| | GATREP [1] | Gulf of Almeria (Gata Cape) | 2,637 |
| | GIBREP | Strait of Gibraltar | 3,540 |
| | WETREP | EU Atlantic Coast (only for ships carrying heavy grade oils) | 49 |
| Sweden | SOUNDREP [2] | The Sound | - |
| Total | | | 42,403 |

(1)     Voluntary Ship Reporting System

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

**Table 6 – Number of MRS reports by Member State and SSN Protocol (reporting period: August 2021)**

| Member State | Incident Type | | | | | | | | Protocol | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | SITREP | POLREP | WASTE | L&F Containers | Failed Notification | Pilot / Port Report | VTS Rules Infringement | Others | XML | WEB | |
| Belgium | 14 | 1 | - | - | - | - | - | - | 14 | 1 | 15 |
| Bulgaria | - | - | - | - | 1 | 2 | - | - | 3 | - | 3 |
| Croatia | 22 | 1 | - | - | 1 | - | 28 | 8 | 60 | - | 60 |
| Cyprus | - | - | - | - | - | - | 1 | - | - | 1 | 1 |
| Denmark | 3 | - | - | - | - | - | - | - | - | 3 | 3 |
| Estonia | 4 | - | - | - | - | - | 1 | - | 5 | - | 5 |
| Finland | 52 | - | - | - | 2 | - | 28 | 6 | 88 | - | 88 |
| France | 71 | 100 | 1 | - | 1 | 19 | 3 | 25 | 198 | 22 | 220 |
| Germany | 6 | - | - | - | - | - | - | - | - | 6 | 6 |
| Greece | 22 | 2 | 1 | - | 1 | - | 2 | 9 | - | 37 | 37 |
| Iceland | - | - | - | - | - | - | - | - | - | - | - |
| Ireland | 3 | 1 | - | - | - | - | - | - | - | 4 | 4 |
| Italy | 162 | - | - | - | 1 | 16 | 2 | 74 | - | 255 | 255 |
| Latvia | 5 | 2 | - | - | 1 | - | - | - | - | 8 | 8 |
| Lithuania | 12 | - | - | - | - | - | - | 9 | 21 | - | 21 |
| Malta | 7 | - | - | - | - | - | 3 | 6 | - | 16 | 16 |
| Netherlands | 35 | - | - | 1 | - | - | - | 9 | - | 45 | 45 |
| Norway | 8 | - | - | - | - | - | - | 1 | - | 9 | 9 |
| Poland | 3 | - | - | - | - | - | 1 | 5 | 8 | 1 | 9 |
| Portugal | 9 | - | - | - | - | - | - | 1 | - | 10 | 10 |
| Romania | 2 | - | - | - | - | - | - | - | - | 2 | 2 |
| Slovenia | - | - | - | - | - | 1 | - | - | 1 | - | 1 |
| Spain | 46 | - | - | - | - | - | - | 3 | 49 | - | 49 |
| Sweden | 8 | - | - | - | - | - | 34 | 6 | - | 48 | 48 |
| Total | 494 | 107 | 2 | 1 | 8 | 38 | 103 | 162 | 447 | 468 | 915 |

Table 7 – Number of Incident Reports by Member State and by Type (reporting period: January-June 2021)

# Annex III: Data quality

| Member State | First half 2021 (Jan 2021 - Jun 2021) | | 2016 | 2017 | | 2018 | | 2019 | | 2020 | | 2021 | Evolution |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Nr. Checks | Notifications Missing | Jul-Dec | Jan-Jun | Jul-Dec | Jan-Jun | Jul-Dec | Jan-Jun | Jul-Dec | Jan-Jun | Jul-Dec | Jan-Jun | |
| Belgium | 179 | 2 | 0% | 0% | 0% | 1% | 1% | 1% | 0% | 0% | 1% | 1.12% | |
| Bulgaria | 110 | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0.00% | |
| Croatia | 131 | 1 | 0% | 0% | 0% | 0% | 4% | 0% | 1% | 0% | 0% | 0.76% | |
| Cyprus | 118 | 0 | 0% | 1% | 1% | 0% | 0% | 4% | 0% | 0% | 1% | 0.00% | |
| Denmark | 179 | 3 | 1% | 3% | 2% | 5% | 6% | 4% | 1% | 1% | 0% | 1.68% | |
| Estonia | 113 | 1 | 0% | 0% | 0% | 0% | 2% | 2% | 1% | 0% | 2% | 0.88% | |
| Finland | 195 | 5 | 0% | 0% | 3% | 0% | 1% | 1% | 0% | 1% | 2% | 2.56% | |
| France | 181 | 2 | 0% | 1% | 1% | 1% | 2% | 1% | 0% | 0% | 0% | 1.10% | |
| Germany | 195 | 4 | 1% | 3% | 2% | 2% | 2% | 0% | 0% | 1% | 1% | 2.05% | |
| Greece | 182 | 1 | 0% | 1% | 3% | 0% | 4% | 0% | 0% | 0% | 1% | 0.55% | |
| Iceland | 120 | 0 | 0% | 0% | 1% | 1% | 1% | 0% | 0% | 0% | 1% | 0.00% | |
| Ireland | 113 | 0 | 1% | 1% | 1% | 1% | 0% | 0% | 1% | 0% | 0% | 0.00% | |
| Italy | 165 | 1 | 0% | 1% | 2% | 4% | 2% | 1% | 0% | 0% | 3% | 0.61% | |
| Latvia | 112 | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0.00% | |
| Lithuania | 139 | 2 | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 1.44% | |
| Malta | 40 | 1 | 9% | 12% | 1% | 3% | 5% | 0% | 0% | 0% | 0% | 2.50% | |
| Montenegro | 83 | 4 | - | - | - | - | 5% | 0% | 0% | 0% | 0% | 4.82% | |
| Netherlands | 180 | 0 | 1% | 1% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0.00% | |
| Norway | 180 | 1 | 4% | 2% | 3% | 4% | 5% | 1% | 1% | 0% | 2% | 0.56% | |
| Poland | 120 | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0.00% | |
| Portugal | 130 | 7 | 7% | - | 1% | 3% | 1% | 1% | 5% | 9% | 2% | 5.38% | |
| Romania | 129 | 0 | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 0.00% | |
| Slovenia | 140 | 0 | 0% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0.00% | |
| Spain | 195 | 3 | 2% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 1% | 1.54% | |
| Sweden | 181 | 0 | 10% | 3% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0.00% | |
| **Total** | **3,610** | **38** | **1.5%** | **1.4%** | **1.2%** | **1.4%** | **1.8%** | **0.7%** | **0.4%** | **0.5%** | **0.8%** | **1.05%** | |

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

**Values not complying with the IFCD are highlighted in red**

### Hazmat EU Departure

| Member State | First half 2021 (Jan 2021 - Jun 2021) | | 2016 Jul-Dec | 2017 Jan-Jun | 2017 Jul-Dec | 2018 Jan-Jun | 2018 Jul-Dec | 2019 Jan-Jun | 2019 Jul-Dec | 2020 Jan-Jun | 2020 Jul-Dec | 2021 Jan-Jun | Evolution |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Nr. Checks | Notifications Missing | | | | | | | | | | | |
| Belgium | 114 | 1 | 2% | 1% | 2% | 2% | 1% | 2% | 0.8% | 0.9% | 1.0% | 0.9% | |
| Bulgaria | 6 | 0 | 18% | 0% | 11% | 8% | 29% | n.a. | n.a. | 0.0% | 0.0% | 0.0% | |
| Croatia | 78 | 1 | n.a. | 2% | 3% | 0% | 1% | 2% | 0.0% | 0.0% | 0.0% | 1.3% | |
| Cyprus | 6 | 0 | n.a. | 23% | 15% | 19% | 15% | 4% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Denmark | 94 | 3 | 58% | 8% | 9% | 2% | 3% | 14% | 3.3% | 22.2% | 0.0% | 3.2% | |
| Estonia | 83 | 1 | 13% | 0% | 1% | 3% | 0% | 1% | 0.0% | 25.0% | 0.0% | 1.2% | |
| Finland | 86 | 1 | 11% | 6% | 3% | 6% | 11% | 5% | 6.9% | 0.0% | 7.1% | 1.2% | |
| France | 114 | 6 | 7% | 10% | 19% | 3% | 5% | 7% | 6.0% | 4.5% | 6.7% | 5.3% | |
| Germany | 108 | 0 | 11% | 4% | 7% | 2% | 3% | 3% | 0.9% | 3.7% | 3.4% | 0.0% | |
| Greece | 109 | 2 | 6% | 1% | 3% | 3% | 5% | 3% | 3.8% | 6.8% | 2.9% | 1.8% | |
| Iceland | 1 | 1 | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | |
| Ireland | 96 | 9 | 42% | 13% | 3% | 11% | 6% | 10% | 7.2% | 8.0% | 17.6% | 9.4% | |
| Italy | 113 | 8 | 5% | 6% | 10% | 7% | 4% | 11% | 4.4% | 6.1% | 8.4% | 7.1% | |
| Latvia | 71 | 1 | 5% | 8% | 6% | 2% | 1% | 1% | 0.0% | 0.0% | 6.7% | 1.4% | |
| Lithuania | 56 | 1 | 0% | 0% | 3% | 0% | 2% | 1% | 0.0% | 0.0% | 14.3% | 1.8% | |
| Malta | 53 | 1 | 34% | 61% | 30% | 8% | 3% | 1% | 4.9% | 6.5% | 25.0% | 1.9% | |
| Netherlands | 113 | 2 | 6% | 3% | 4% | 2% | 6% | 1% | 1.8% | 3.5% | 2.9% | 1.8% | |
| Norway | 80 | 6 | 16% | 7% | 5% | 10% | 2% | 6% | 8.9% | 4.3% | 8.7% | 7.5% | |
| Poland | 101 | 1 | 14% | 1% | 1% | 0% | 1% | 2% | 0.0% | 0.0% | 0.0% | 1.0% | |
| Portugal | 108 | 5 | 31% | n.a. | n.a. | n.a. | 8% | n.a. | 2.7% | 2.6% | 9.6% | 4.6% | |
| Romania | 9 | 0 | 0% | 0% | 0% | 0% | 17% | n.a. | 0.0% | 12.5% | 0.0% | 0.0% | |
| Slovenia | 79 | 0 | n.a. | 2% | 5% | 0% | 0% | 0% | 0.0% | 2.9% | 0.0% | 0.0% | |
| Spain | 135 | 31 | 45% | 33% | 32% | 36% | 32% | 42% | 22.3% | 34.2% | 27.9% | 23.0% | |
| Sweden | 86 | 10 | 14% | 11% | 19% | 9% | 19% | 35% | 30.4% | 5.0% | 36.4% | 11.6% | |
| **Total** | **1,899** | **91** | **15.3%** | **11.1%** | **10.3%** | **6.9%** | **7.3%** | **9.5%** | **6.5%** | **10.0%** | **8.7%** | **4.8%** | |

### Hazmat non-EU Departure

| Member State | First half 2021 (Jan 2021 - Jun 2021) | | 2016 Jul-Dec | 2017 Jan-Jun | 2017 Jul-Dec | 2018 Jan-Jun | 2018 Jul-Dec | 2019 Jan-Jun | 2019 Jul-Dec | 2020 Jan-Jun | 2020 Jul-Dec | 2021 Jan-Jun | Evolution |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Nr. Checks | Notifications Missing | | | | | | | | | | | |
| Belgium | 109 | 5 | 0% | 7% | 3% | 2% | 5% | 1% | 2.8% | 3.0% | 11.3% | 4.6% | |
| Bulgaria | 0 | 0 | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | |
| Croatia | 47 | 1 | n.a. | n.a. | 9% | 4% | 0% | 2% | 0.0% | 0.0% | 0.0% | 2.1% | |
| Cyprus | 1 | 0 | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | |
| Denmark | 26 | 2 | 0% | 10% | 3% | 13% | 10% | 9% | 0.0% | 0.0% | 33.3% | 7.7% | |
| Estonia | 19 | 0 | n.a. | n.a. | n.a. | n.a. | 2% | 2% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Finland | 18 | 3 | 0% | 4% | 5% | 6% | 6% | 13% | 0.0% | n.a. | n.a. | n.a. | |
| France | 106 | 20 | 37% | 24% | 17% | 15% | 17% | 12% | 7.3% | 6.3% | 6.9% | 18.9% | |
| Germany | 93 | 2 | 14% | 4% | 6% | 6% | 4% | 5% | 2.2% | 0.0% | 0.0% | 2.2% | |
| Greece | 9 | 1 | n.a. | n.a. | 0% | 0% | 0% | 0% | 8.3% | 0.0% | 0.0% | 11.1% | |
| Iceland | 0 | 0 | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | 0.0% | n.a. | n.a. | |
| Ireland | 6 | 3 | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | 0.0% | 100.0% | 50.0% | |
| Italy | 105 | 10 | 14% | 12% | 8% | 7% | 8% | 12% | 2.8% | 0.0% | 9.1% | 9.5% | |
| Latvia | 3 | 0 | n.a. | n.a. | 0% | 0% | 0% | 6% | n.a. | n.a. | n.a. | n.a. | |
| Lithuania | 15 | 0 | n.a. | n.a. | 0% | 0% | 5% | 0% | 0.0% | 25.0% | 0.0% | 0.0% | |
| Malta | 13 | 2 | 20% | 36% | 6% | 6% | 6% | 0% | 12.5% | 0.0% | 100.0% | 15.4% | |
| Netherlands | 116 | 0 | 9% | 3% | 2% | 1% | 1% | 2% | 2.6% | 5.5% | 1.0% | 0.0% | |
| Norway | 12 | 3 | 0% | 25% | 6% | 7% | 0% | 31% | n.a. | 50.0% | 0.0% | 25.0% | |
| Poland | 80 | 2 | 0% | 2% | 0% | 0% | 0% | 1% | 0.0% | 0.0% | 0.0% | 2.5% | |
| Portugal | 107 | 10 | 12% | n.a. | 4% | 1% | 1% | 3% | 2.5% | 1.9% | 19.5% | 9.3% | |
| Romania | 0 | 0 | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | 0.0% | n.a. | n.a. | |
| Slovenia | 65 | 0 | n.a. | n.a. | 3% | 0% | 1% | 3% | 0.0% | 0.0% | 0.0% | 0.0% | |
| Spain | 115 | 25 | 35% | 30% | 38% | 38% | 25% | 36% | 29.3% | 32.7% | 29.1% | 21.7% | |
| Sweden | 25 | 4 | 17% | 17% | 13% | 20% | 3% | 24% | 20.0% | 25.0% | 33.3% | 16.0% | |
| **Total** | **1,090** | **93** | **15.4%** | **11.5%** | **9.1%** | **9.1%** | **7.2%** | **9.1%** | **8.2%** | **11.1%** | **12.3%** | **8.5%** | |

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

**Values not complying with the IFCD are highlighted in red**

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

| Member State | Hazmat Details | MRS Details | Security Details | Bunkers Details |
|---|---|---|---|---|
| Belgium | Available | Available | Available | - |
| Bulgaria | Available | - | Available | - [1] |
| Croatia | Available | Available | Available | Available |
| Cyprus | Available | - | Available | - [1] |
| Denmark | Available | Available | Available | - |
| Estonia | Available | **Unavailable** | Available | - [1] |
| Finland | Available | Available | Available | - |
| France | Available | Available | Available | - |
| Germany | Available | - | Available | - |
| Greece | Available | - | Available | - [1] |
| Iceland | Unavailable [3] | Unavailable [3] | Unavailable [3] | Unavailable [3] |
| Ireland | **Unavailable** | Available [2] | Available | - |
| Italy | Available | Available | Available | Available |
| Latvia | Available | - | Available | - [1] |
| Lithuania | Available | - | Available | Available |
| Malta | Available | - | Available | Available |
| Montenegro | - | - | - | - |
| Netherlands | Available | - | Available | - |
| Norway | Available | Available | Available | Available |
| Poland | Available | Available | Available | Available |
| Portugal | **Unavailable** | **Unavailable** | **Not implemented** | - |
| Romania | Available | - | Available | Available |
| Slovenia | Available | Available | Available | Available |
| Spain | Available | Available | Available | - |
| Sweden | Available | - | Available | Available |

(1)  No data reported

(2)  Data reported through the Web User Interface

(3)  The issue with Iceland is being investigated by EMSA, as the request messages although generated by the Central SSN are not sent to the Icelandic National SSN.

**Table 11 – Availability of the detailed part of the notifications (check done on 14 September 2021)**

| Member State | August 2021 | | July 2016 | January 2017 | July 2017 | January 2018 | August 2018 | January 2019 | July 2019 | January 2020 | August 2020 | January 2021 | August 2021 | Evolution |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Port Plus Notifications | Port Plus Rejected | | | | | | | | | | | | |
| Belgium | 29,463 | 2 | 0.42% | 0.01% | 0.01% | 0.00% | 0.00% | 0.00% | 0.00% | 0.03% | 0.08% | 0.00% | 0.01% | |
| Bulgaria | 2,034 | 1 | 0.14% | 0.00% | 0.59% | 0.17% | 0.10% | 0.00% | 0.28% | 0.24% | 0.00% | 0.20% | 0.05% | |
| Croatia | 5,865 | 6 | 0.07% | 0.00% | 0.02% | 0.08% | 0.90% | 0.00% | 0.28% | 0.00% | 0.00% | 0.00% | 0.10% | |
| Cyprus | 3,324 | - | 1.60% | 1.09% | 0.00% | 0.34% | 0.16% | 0.08% | 0.00% | 4.84% | 0.95% | 0.17% | 0.00% | |
| Denmark | 10,492 | 49 | 15.04% | 6.61% | 1.10% | 0.38% | 0.42% | 0.60% | 0.74% | 1.02% | 0.57% | 0.58% | 0.47% | |
| Estonia | 6,267 | 3 | 0.03% | 19.03% | 0.04% | 0.11% | 0.08% | 0.02% | 0.04% | 1.91% | 0.06% | 0.08% | 0.05% | |
| Finland | 17,876 | 47 | 2.86% | 1.78% | 0.50% | 1.32% | 0.54% | 0.77% | 0.73% | 0.60% | 3.60% | 0.41% | 0.26% | |
| France | 38,279 | 5 | 0.15% | 0.16% | 0.33% | 0.16% | 0.12% | 0.03% | 0.01% | 0.05% | 0.64% | 0.01% | 0.01% | |
| Germany | 26,216 | 120 | 2.15% | 1.88% | 1.18% | 1.13% | 0.63% | 0.41% | 0.44% | 0.39% | 0.43% | 0.55% | 0.46% | |
| Greece | 87,233 | 143 | 0.05% | 0.75% | 0.48% | 0.56% | 0.51% | 0.59% | 0.41% | 9.52% | 0.76% | 0.55% | 0.16% | |
| Iceland | 1,441 | - | 0.00% | 0.00% | 0.06% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| Ireland | 6,443 | 24 | 0.70% | 0.68% | 0.21% | 0.64% | 0.40% | 0.68% | 0.35% | 0.84% | 52.72% | 0.70% | 0.37% | |
| Italy | 48,418 | 4 | 0.02% | 0.05% | 0.03% | 0.01% | 0.05% | 0.02% | 0.01% | 0.00% | 0.06% | 0.03% | 0.01% | |
| Latvia | 3,813 | 8 | 0.35% | 0.90% | 0.49% | 0.37% | 0.45% | 0.35% | 0.33% | 0.68% | 0.56% | 0.29% | 0.21% | |
| Lithuania | 4,970 | 1 | 0.00% | 0.06% | 0.22% | 0.05% | 0.07% | 0.00% | 0.04% | 0.02% | 0.00% | 0.00% | 0.02% | |
| Malta | 7,872 | 3 | 0.68% | 12.82% | 1.75% | 0.99% | 1.67% | 0.94% | 0.54% | 0.09% | 0.40% | 17.20% | 0.04% | |
| Montenegro | 212 | 1 | | | | | 1.75% | 0.90% | 5.14% | 2.54% | 2.38% | 0.00% | 0.47% | |
| Netherlands | 68,300 | 72 | 0.70% | 8.30% | 9.94% | 1.41% | 0.19% | 0.17% | 8.91% | 0.53% | 3.25% | 0.81% | 0.11% | |
| Norway | 75,501 | 1 | 0.39% | 0.03% | 0.02% | 0.00% | 0.03% | 0.02% | 0.00% | 0.06% | 0.02% | 0.00% | 0.00% | |
| Poland | 17,321 | 2 | 0.01% | 0.04% | 0.16% | 0.03% | 0.18% | 0.00% | 0.00% | 0.00% | 0.00% | 0.01% | 0.01% | |
| Portugal | 7,353 | 59 | 2.41% | - | 0.93% | 1.49% | 0.58% | 0.33% | 9.67% | 1.32% | 3.21% | 1.08% | 0.80% | |
| Romania | 3,315 | - | 1.00% | 0.07% | 0.00% | 0.21% | 5.02% | 0.22% | 0.41% | 0.89% | 0.00% | 0.07% | 0.00% | |
| Slovenia | 1,069 | - | 1.56% | 1.58% | 0.81% | 0.21% | 0.08% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| Spain | 117,495 | 1,241 | 0.67% | 1.00% | 0.86% | 1.05% | 0.47% | 0.68% | 0.46% | 0.93% | 0.48% | 1.25% | 1.06% | |
| Sweden | 37,436 | - | 0.62% | 0.92% | 0.10% | 0.08% | 0.03% | 0.04% | 0.01% | 0.10% | 1.70% | 0.04% | 0.00% | |
| **Total** | **628,008** | **1,792** | **0.90%** | **1.91%** | **1.40%** | **0.60%** | **0.29%** | **0.27%** | **1.42%** | **0.42%** | **1.25%** | **0.66%** | **0.29%** | |

Table 12 – PortPlus notification rejections and evolution (reporting period: August 2021)

Values not complying with the IFCD are highlighted in red
(rejected notifications should be less than 0.1%, as indicated in Section 4.5 of the IFCD)

| Rule | Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification) | Rejections | Expected actions |
|---|---|---|---|
| **Group 1: the "Time" logic is not respected (relations between ETAs and ETDs, etc.)** | | | |
| R01 | A Port Plus notification must have ETAtoNextPort subsequent to the ETDFromPortOfCall.ETAtoNextPort greater than ETDFromPortOfCall. | 596 | To be corrected by MSs |
| R02 | A Port Plus notification must have ETAtoNextPort subsequent to the ATDFromPortOfCall: ETAtoNextPort greater than ATDPortOfCall | - | To be corrected by MSs |
| R03 | A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall. | 12 | To be corrected by MSs |
| R04 | A Port Plus notification must have ATAToPortOfCall prior to the actual departure time from port of call: ATAPortOfCall less than ATDPortOfCall. | 40 | To be corrected by MSs |
| R05 | A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted. | - | To be corrected by MSs |
| R06 | An update Port Plus notification having ATAToPortOfCall 1 year prior to the time received which is different from ATAToPortOfCall recorded in the corresponding voyage could not be accepted. | 9 | To be corrected by MSs and in the Central SSN |
| **Group 2: missing "mandatory" information** | | | |
| R07 | A Port Plus notification must have ETDFromPortOfCall unless PortOfCall = "ZZCAN" or ATDFromPortOfCall is provided. | 1 | To be corrected by MSs and in the Central SSN |
| R08 | A Port Plus notification must have EtaToPortOfCall unless PortOfCall = "ZZCAN" or ATAToPortOfCall is provided. | 2 | To be corrected by MSs |
| R09 | A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have a NextPort. | - | To be corrected by MSs |
| R10 | A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have ETAToNextPort. | - | To be corrected by MSs |
| R11 | A Port Plus notification having PortOfCall = 'ZZCAN' can only be accepted if no ATAToPortOfCall/ ATDFromPortOfCall has been provided up to now. | 14 | To be corrected by MSs |
| R12 | A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes. | - | To be corrected by MSs |
| R13 | A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall. | - | To be corrected by MSs |
| R14 | ATAToPortOfCall should be provided when ATDFromPortOfCall is reported. | 115 | To be corrected by MSs |
| R15 | A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort. | - | To be corrected by MSs |
| R16 | Arrival Notification Details once provided should be repeated in all update messages. | 54 | To be corrected by MSs |
| R17 | Departure Notification Details once provided should be repeated in all update messages. | 189 | To be corrected by MSs |

**Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: August 2021)**

| Rule | Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification) | Rejections | Expected actions |
|------|-----------------------------------------------------------------------------------------------------------------------------------------|-----------|------------------|
| **Group 3: invalid values or references (IMO, MMSIs, LOCODES, ShipCallIds,  etc.)** | | | |
| R18 | The message identified by MSRefId [] has already been registered in SSN (Sent by []) | 60 | To be corrected by MSs and in the Central SSN |
| R19 | []: A port plus notification with the specified shipCallId [] has already been registered in SSN by [] | 4 | To be corrected by MSs and in the Central SSN |
| R20 | LastPort Locode [] is not technically correct. PortOfCall Locode [] is not technically correct. NextPort Locode [] is not technically correct. Contact Location Locode [] is not technically correct. | 44 | To be corrected by MSs |
| R21 | PortOfCall Locode [] is not permitted. Verify your access rights as Portplus Notifier. | - | To be corrected by MSs |
| R22 | The IMO number [] is not valid | 591 | To be corrected by MSs |
| R23 | The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [] is invalid because no voyage was found with the specified shipCallId. | 4 | To be corrected by MSs |
| R24 | PobVoyageTowardsPortOfCall has an invalid value | - | To be corrected by MSs |
| R25 | A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'. | 6 | To be corrected by MSs |
| R26 | The UpdateNotifications information is not compatible with the updateStatus [U]. | 19 | To be corrected by MSs |
| R27 | Incorrect MMSI number - MID [] does not identify any Flag according to the ITU list of MIDs. | 33 | To be corrected by MSs |
| R28 | Invalid message. A port plus notification with the specified shipCallId [] has already been registered with different Vessel [] - []. | - | To be corrected by MSs |
| R29 | At least one contact detail must be provided (Phone, Fax or Email) | 6 | To be corrected by MSs |
| R30 | The notification must have quoted at least one of IMO or MMSI numbers | - | To be corrected by MSs |
| R31 | The phone number must contain digits only. The fax number must contain digits only | - | To be corrected by MSs |
| R32 | The email [] is invalid | - | To be corrected by MSs |
| R33 | Test vessel only allows IMO 9999999 and MMSI 999999999 | - | To be corrected by MSs |
| R34 | The first name is invalid | - | To be corrected by MSs |
| R35 | The notification must have quoted at least one of CompanyName or IMOCompanyNr | 2 | To be corrected by MSs |
| R36 | A phone number must be defined | 4 | To be corrected by MSs |

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: August 2021) (cont.)

| Member State | Current reporting period - August 2021 | | | | | | | Previous reporting periods ATA & ATD missing [%] | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Shipcalls under PSC | Existing ATA & ATD | Existing ATA (missing ATD) | Missing ATA& ATD | ATA & ATD provided [%] | Only ATD missing [%] | ATA & ATD missing [%] | January 2021 | August 2020 | January 2020 | July 2019 | January 2019 | August 2018 | January 2018 | July 2017 | January 2017 |
| Belgium | 1,838 | 1,829 | 8 | 1 | 99.5% | 0.4% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Bulgaria | 259 | 250 | 8 | 1 | 96.5% | 3.1% | 0.4% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Croatia | 276 | 275 | 1 | - | 99.6% | 0.4% | 0.0% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Cyprus | 184 | 184 | - | - | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Denmark | 1,824 | 1,773 | 43 | 8 | 97.2% | 2.4% | 0.4% | 0.1% | 0.5% | 0.3% | 0.4% | 0.2% | 0.0% | 0.3% | 1.2% | 0.7% |
| Estonia | 594 | 594 | - | - | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.3% | 0.5% | 0.0% | 0.5% | 0.3% | 0.5% |
| Finland | 1,565 | 1,546 | 17 | 2 | 98.8% | 1.1% | 0.1% | 0.8% | 1.2% | 2.0% | 2.7% | 3.8% | 2.0% | 9.9% | 3.1% | 5.4% |
| France | 2,576 | 2,548 | 21 | 7 | 98.9% | 0.8% | 0.3% | 0.1% | 0.3% | 0.0% | 0.4% | 0.0% | 0.0% | 0.1% | 0.6% | 0.5% |
| Germany | 3,610 | 3,486 | 38 | 86 | 96.6% | 1.1% | 2.4% | 2.0% | 2.8% | 0.7% | 2.7% | 2.6% | 3.0% | 4.4% | 7.9% | 5.8% |
| Greece | 3,652 | 3,627 | 19 | 6 | 99.3% | 0.5% | 0.2% | 0.1% | 0.2% | 2.3% | 1.6% | 2.0% | 2.0% | 2.4% | 2.8% | 0.9% |
| Iceland | 441 | 423 | 1 | 17 | 95.9% | 0.2% | 3.9% | 2.8% | 2.5% | 8.1% | 3.8% | 3.0% | 3.0% | 5.1% | 7.5% | 8.8% |
| Ireland | 1,145 | 1,127 | 14 | 4 | 98.4% | 1.2% | 0.3% | 1.9% | 6.1% | 0.6% | 0.4% | 0.0% | 0.0% | 0.2% | 0.1% | 0.0% |
| Italy | 2,555 | 2,517 | 20 | 18 | 98.5% | 0.8% | 0.7% | 0.0% | 1.7% | 0.5% | 0.7% | 0.2% | 1.0% | 0.2% | 1.4% | 0.3% |
| Latvia | 499 | 493 | 6 | - | 98.8% | 1.2% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.2% | 0.0% |
| Lithuania | 354 | 351 | 3 | - | 99.2% | 0.8% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Malta | 248 | 248 | - | - | 100.0% | 0.0% | 0.0% | 2.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 6.0% | 5.8% |
| Montenegro | 74 | 71 | 2 | 1 | 95.9% | 2.7% | 1.4% | 0.0% | 0.0% | 2.6% | 4.5% | 0.0% | 8.0% | | | |
| Netherlands | 2,703 | 2,658 | 36 | 9 | 98.3% | 1.3% | 0.3% | 0.3% | 0.1% | 0.8% | 0.8% | 0.6% | 0.0% | 0.3% | 0.6% | 1.1% |
| Norway | 3,300 | 3,094 | 105 | 101 | 93.8% | 3.2% | 3.1% | 2.4% | 3.4% | 4.9% | 5.0% | 8.3% | 8.0% | 8.0% | 9.0% | 8.6% |
| Poland | 1,327 | 1,322 | 5 | - | 99.6% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% |
| Portugal | 530 | 485 | 13 | 32 | 91.5% | 2.5% | 6.0% | 2.4% | 9.2% | 6.6% | 53.6% | 2.1% | 7.0% | 1.2% | 5.7% | - |
| Romania | 361 | 356 | 2 | 3 | 98.6% | 0.6% | 0.8% | 0.0% | 0.0% | 0.0% | 0.9% | 0.0% | 3.0% | 0.4% | 0.5% | 0.7% |
| Slovenia | 127 | 126 | 1 | - | 99.2% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.9% | 1.2% |
| Spain | 10,887 | 10,485 | 59 | 343 | 96.3% | 0.5% | 3.2% | 1.0% | 1.7% | 0.9% | 1.8% | 18.9% | 3.0% | 1.5% | 8.7% | 0.5% |
| Sweden | 2,775 | 2,745 | 22 | 8 | 98.9% | 0.8% | 0.3% | 0.2% | 2.1% | 2.6% | 0.7% | 1.1% | 1.0% | 2.2% | 1.5% | 1.8% |
| **Total** | **43,704** | **42,613** | **444** | **647** | **97.5%** | **1.0%** | **1.5%** | **0.8%** | **1.5%** | **1.3%** | **3.1%** | **6.0%** | **2.3%** | **2.0%** | **3.5%** | **2.0%** |
| | | | | | | | | | | | | | | | | |
| TOTAL January2021 | 35,712 | 35,049 | 377 | 286 | 98.1% | 1.1% | 0.8% | | | | | | | | | |
| TOTAL August2020 | 45,169 | 43,503 | 967 | 699 | 96.3% | 2.1% | 1.5% | | | | | | | | | |
| TOTAL January2020 | 48,429 | 47,349 | 427 | 653 | 97.8% | 0.9% | 1.3% | | | | | | | | | |
| TOTAL July2019 | 60,579 | 57,773 | 907 | 1,899 | 95.4% | 1.5% | 3.1% | | | | | | | | | |
| TOTAL January2019 | 49,443 | 45,843 | 613 | 2,987 | 92.7% | 1.2% | 6.0% | | | | | | | | | |
| TOTAL August2018 | 50,525 | 48,587 | 780 | 1,158 | 96.2% | 1.5% | 2.3% | | | | | | | | | |
| TOTAL January2018 | 39,162 | 37,890 | 480 | 792 | 96.8% | 1.2% | 2.0% | | | | | | | | | |
| TOTAL July2017 | 50,666 | 47,130 | 1,781 | 1,755 | 93.0% | 3.5% | 3.5% | | | | | | | | | |
| TOTAL January2017 | 43,269 | 41,429 | 963 | 877 | 95.7% | 2.2% | 2.0% | | | | | | | | | |

Table 14 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC[3] (reporting period: August 2021)

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[3] ATA is a key element of THETIS and ship calls missing this attribute are discarded (i.e. updates of new calls including ATD without ATA).
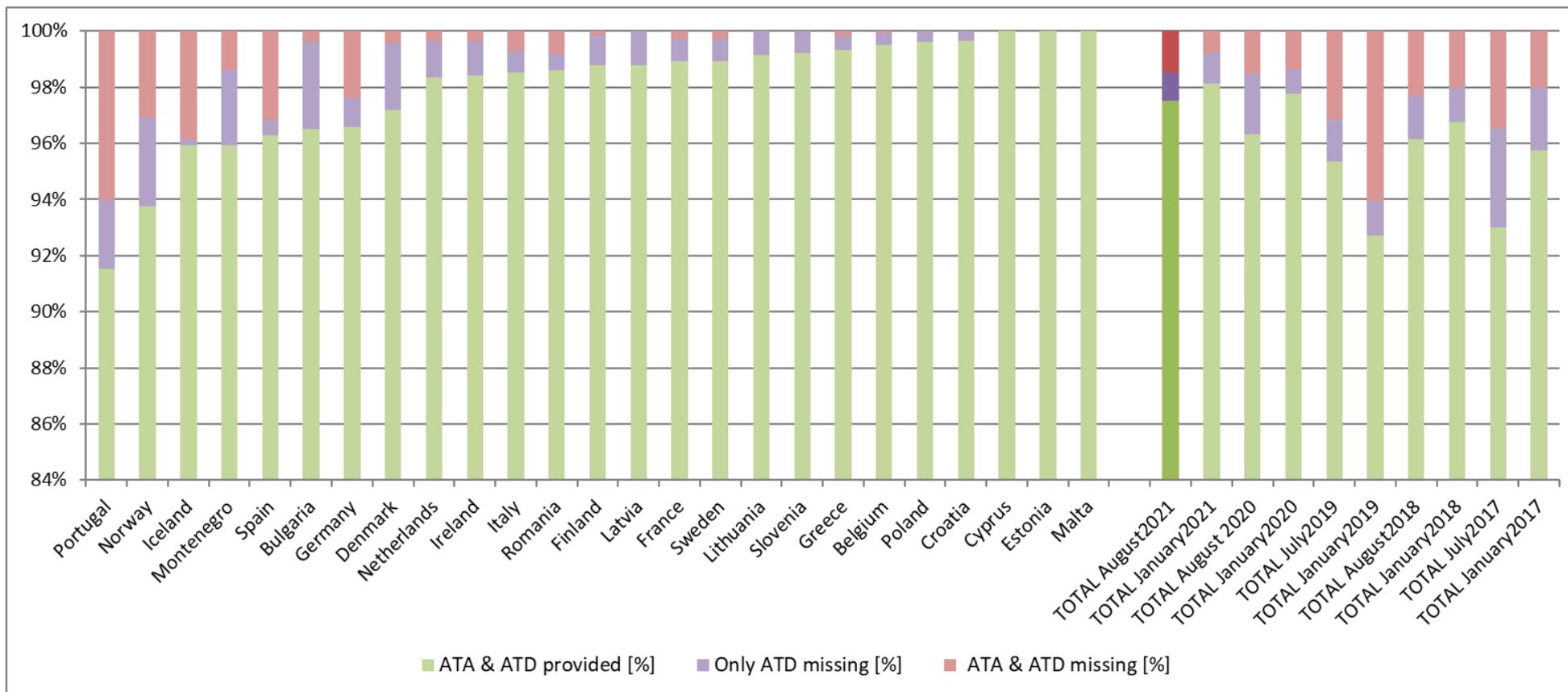
Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC

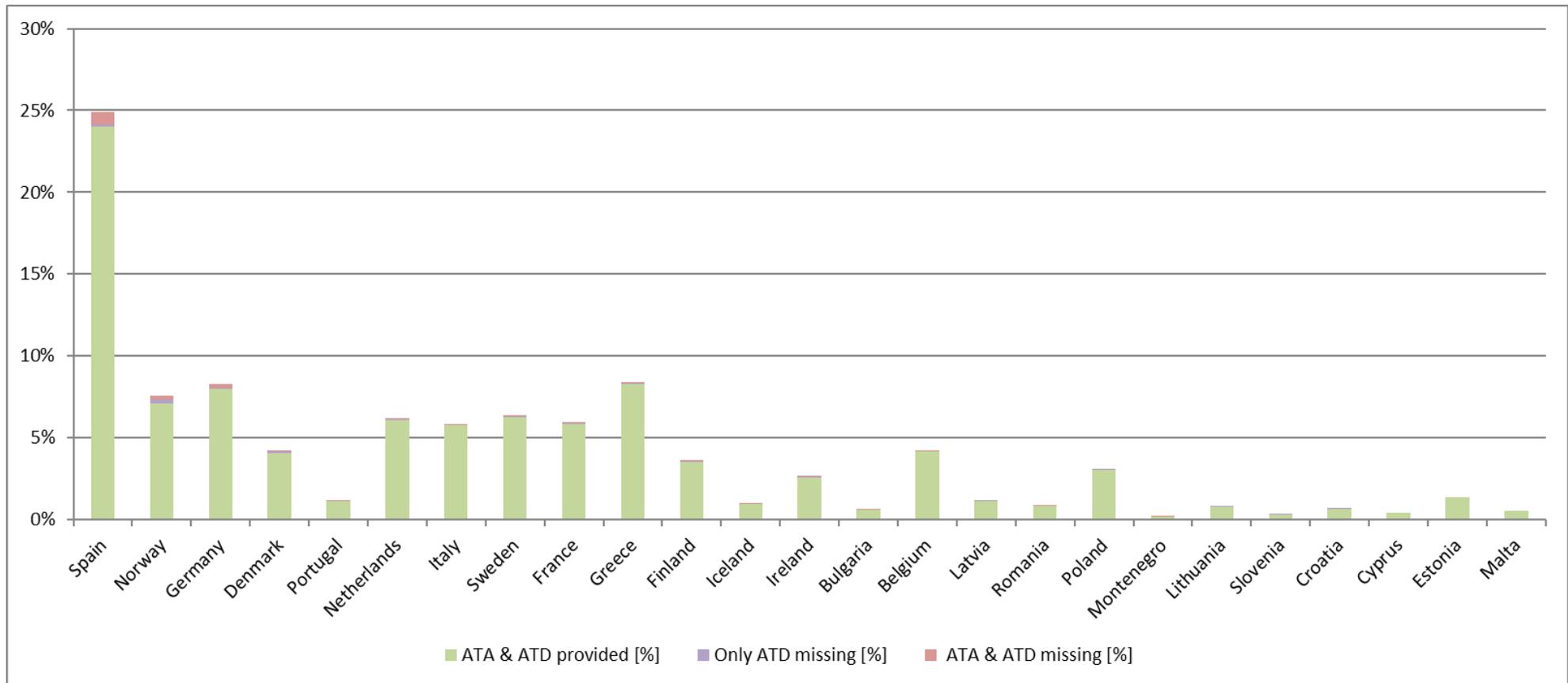(corresponding to Table 15) (reporting period: August 2021)

**Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC**

**(corresponding to Table 15) – figures represent the percentage of overall EU ship calls (reporting period: August 2021)**

| Member State | ACTUAL TIME OF ARRIVAL PROVIDED | | | | ACTUAL TIME OF DEPARTURE PROVIDED | | | |
|---|---|---|---|---|---|---|---|---|
| | More than 3h in advance | Within 3 hours period | Between 3 and 72 hours after | More than 72 hours after | More than 3h in advance | Within 3 hours period | Between 3 and 72 hours after | More than 72 hours after |
| Belgium | 0.0% | 98.5% | 1.5% | 0.0% | 0.0% | 99.3% | 0.7% | 0.0% |
| Bulgaria | 0.0% | 95.2% | 4.2% | 0.6% | 0.0% | 91.7% | 8.3% | 0.0% |
| Croatia | 0.0% | 31.7% | 63.7% | 4.5% | 0.0% | 74.6% | 22.9% | 2.5% |
| Cyprus | 1.3% | 94.0% | 4.7% | 0.0% | 0.0% | 90.6% | 9.4% | 0.0% |
| Denmark | 0.2% | 71.1% | 26.7% | 2.1% | 0.0% | 74.0% | 24.1% | 1.8% |
| Estonia | 0.0% | 94.0% | 6.0% | 0.0% | 0.0% | 94.6% | 5.1% | 0.3% |
| Finland | 0.0% | 89.1% | 10.6% | 0.3% | 0.0% | 88.3% | 11.5% | 0.2% |
| France | 0.0% | 96.4% | 3.4% | 0.1% | 0.0% | 90.9% | 8.2% | 0.9% |
| Germany | 0.0% | 86.0% | 13.0% | 1.0% | 0.0% | 89.8% | 9.7% | 0.5% |
| Greece | 0.0% | 86.4% | 13.1% | 0.6% | 0.0% | 90.6% | 9.0% | 0.4% |
| Iceland | 0.0% | 99.1% | 0.9% | 0.0% | 0.0% | 100.0% | 0.0% | 0.0% |
| Ireland | 17.0% | 78.9% | 3.0% | 1.1% | 0.4% | 95.5% | 2.6% | 1.5% |
| Italy | 0.0% | 92.4% | 7.0% | 0.6% | 0.1% | 89.5% | 9.3% | 1.0% |
| Latvia | 0.0% | 98.7% | 1.3% | 0.0% | 0.0% | 98.3% | 1.7% | 0.0% |
| Lithuania | 0.0% | 99.8% | 0.2% | 0.0% | 0.0% | 99.8% | 0.2% | 0.0% |
| Malta | 0.0% | 98.2% | 1.5% | 0.4% | 0.0% | 98.7% | 1.3% | 0.0% |
| Montenegro | 0.0% | 29.4% | 66.2% | 4.4% | 0.0% | 8.8% | 88.2% | 2.9% |
| Netherlands | 0.0% | 96.7% | 2.4% | 0.9% | 0.0% | 97.7% | 1.3% | 1.0% |
| Norway | 0.0% | 94.9% | 4.8% | 0.2% | 0.0% | 95.2% | 4.7% | 0.1% |
| Poland | 0.0% | 96.9% | 2.9% | 0.2% | 0.0% | 98.0% | 1.7% | 0.3% |
| Portugal | 0.0% | 87.8% | 11.3% | 0.9% | 0.0% | 82.7% | 14.9% | 2.4% |
| Romania | 0.0% | 99.3% | 0.7% | 0.0% | 0.0% | 97.5% | 2.5% | 0.0% |
| Slovenia | 0.0% | 99.3% | 0.7% | 0.0% | 0.0% | 96.3% | 3.7% | 0.0% |
| Spain | 0.0% | 88.2% | 10.1% | 1.8% | 0.0% | 86.9% | 11.2% | 1.8% |
| Sweden | 0.0% | 91.1% | 7.5% | 1.4% | 0.0% | 89.9% | 8.2% | 1.9% |
| **Total** | **0.25%** | **87.8%** | **11.0%** | **1.0%** | **0.02%** | **89.9%** | **9.1%** | **1.0%** |

**Table 15 –Timeliness of ATA and ATD reporting (reporting period: August 2021)**