European Maritime Safety Agency

Meeting: 1st SSN / LRIT Group Meeting

Place and date: Lisbon, 17 May 2017

Agenda item: SSN and LRIT Data Quality Report

Document number: SSN/LRIT 1.5.1

Submitted by EMSA

Summary	This document deals with: - SSN implementation at the national and central levels and the related data quality issues, including the interface with THETIS. - LRIT services performance and use of the system, including IMSO annual audit results.
Action to be taken	As per paragraph 11.
Related documents	a. SSN 26 Report b. SSN 26/5/1 SSN Data Quality Report. c. SSN 26/5/2 Revision of the Data Quality checks. d. SSN/LRIT 1.3.2: SSN PortPlus Guidelines – progress report e. SSN/LRIT 1.3.3: Common Operational Procedures (COP) update f. SSN/LRIT 1.4.3: List of errors and warnings in SSN receipt messages g. SSN/LRIT 1.4.5: Additional proposals for SSN v4.0 h. SSN/LRIT 1.5.2: Assessment of the implementation and data quality of Mandatory Reporting System (MRS) messages in SSN.

1. INTRODUCTION

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

As the status of EU registered ships linked to the EU LRIT CDC is also covered by Directive 2002/59/EC, this report includes, for the first time, a section relating to LRIT issues. This information was previously dealt with in a separate meeting with the LRIT National Competent Authorities, but the reports have now been integrated and are now distributed to both the SSN and LRIT National Competent Authorities.

2. SSN IMPLEMENTATION

2.1 Central SSN system

On 13 December 2016, SSN version 3.3 was deployed. The new version includes changes approved at the SSN Group meeting 25 (“SSN 25.4.1 – SSN Roadmap” and “SSN 25.4.5 – Proposal to amend the BR ETA to next port”) and upgrades to the Central Ship Database.

Since September 2016, the Central Hazmat Database (CHD) has also been accessible via the EMSA Maritime Portal (MAP) using SSN user credentials. The basic functionalities of the CHD allow users to search, view and download details of dangerous and polluting goods.

On 25 January 2017, the most recent list of UNECE LOCODEs was uploaded in SSN (i.e. version 2016-2, released on 22 December 2016).

The Central Organisations Database (COD) was made available to NCA Admin users on 28 March 2017. This new service allows Member States to register and update their STMID[1] information within the SSN textual interface application.

2.2 National SSN systems

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

Since the last reporting period, Malta has switched to SSN V.3, and Greece has successfully completed the commissioning tests, but was still in the transition phase using both V2 and V3 formats at the time of issue of this document. Portugal is still commissioned for the SSN V.2 format, but since 25 August 2016, it has had a major disruption in its national SSN system that has prevented the provision of PortPlus and Ship MRS notifications.

With respect to the continuous development of SSN, and its adjustment to new legal requirements, it is proposed that old notification types should be phased out, and that some technical requirements should be revised. The SSN/LRIT 1.4.5 document describes proposals for implementation in SSN v4.0.

The implementation status by notification type is described in the following sections.

2.3 PortPlus notifications

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

- ShipCallID harmonisation is still an issue for Denmark, as some “data groups” (e.g. Pre-Arrival notification, Hazmat, ATA and ATD) are provided to the central SSN system using more than one ShipCallID. This situation impacts on the accessibility of Hazmat, Waste and Security information by other SSN users, as well as on the quality of data delivered to the port state control (PSC) system (THETIS), and also causes unnecessary data flows which negatively affect the performance of the central SSN system.
- The percentage of missing Hazmat information from Denmark, France, Ireland, Malta, Portugal and Spain is very high (see Tables 4 and 10).
- The lack of availability of the detailed part of notifications (see Section 5.3) is still an issue for some MSs (i.e. Denmark, Germany, Malta, Norway, Spain and the United Kingdom).

[1] Information on the competent authorities designated by Member States to carry out the VTMIS functions in accordance with Directive 2002/59/EC as amended (Article 22).

- Denmark, Estonia, Finland, Norway and the United Kingdom do not provide complete information in the detailed part of Waste notifications (i.e. they do not identify the waste type or quantity), and Denmark, Germany and Lithuania do not identify the last 10 ports in the Security notifications.
- Rejections are still an issue for some MSs (see Section 5.4), with over 1% of PortPlus notifications being rejected (Cyprus, Denmark, Estonia, Finland, Germany, Malta, Netherlands and Slovenia).
- Denmark, Estonia, Finland, France, Spain and the United Kingdom do not always provide the mandatory “PreArrival24HoursNotificationDetails” element (which includes POB information), and/or they use the “unknown” value (99999) to identify POB for a significant number of ship calls.
- Bulgaria, Denmark, France, Malta, Netherlands, Norway, Romania, Sweden and the United Kingdom report non-EU Departure Hazmat information for vessels coming from EU ports for a significant number of ship calls.

In order to enhance the quality and accuracy of reported information in accordance with legal requirements and formats, nominated experts from MSs and industry are developing and proposing guidelines for the reporting of pre-arrival, arrival/departure, waste, security and exemption information (SSN PortPlus Guidelines).The SSN/LRIT 1.3.2 document contains the progress report on the SSN PortPlus Guidelines.

Recommendation 1: The MSs mentioned in paragraph 2.3. are invited to resolve the reported issues and provide feedback.

2.4 Exemptions

For information provided in SSN, MSs can grant four types of exemptions. These are: 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. In the case of Waste exemptions, MSs still have the option to report directly to the Commission. On 12 September 2016, exemptions registered prior to SSN V3 deployment were migrated, and have since been available in the SSN central system. Table 3 shows the number of exemptions per type registered in the system. On 8 March 2017, the number of exemptions registered in SSN was 3,600 (3,060 were active, 536 were expired and 4 were scheduled). Table 4 shows the number of ship calls that took place in January 2017 (i.e. ship calls with ATA 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:

- 15 MSs (Belgium, Croatia, Denmark, Estonia, Finland, France, Greece, Iceland, Italy, Lithuania, Netherlands, Norway, Poland, Sweden and United Kingdom) have exemptions registered in SSN. It should also be noted that the table may identify exemptions for MSs that never issued exemptions in SSN. This may happen because each exemption refers to a route that may include ports in another MS.
- Most of the exemptions granted to MS ports relate to Pre-Arrival (38%) and Hazmat notifications (31%). Waste and Security exemptions account for 14% and 18% respectively.

The low number of exemptions shows that the majority of MSs either: do not benefit from the exemption possibilities offered by the existing legal framework, so they do not reduce the reporting burden for their shipping industry or; grant exemptions, but do not report them in SSN, thereby giving the impression that due notifications are missing.

At HLSG 15 (Brussels 6-7 June 2016), EMSA was invited to develop guidelines for the registering and management of exemptions in the SSN system in order to incorporate them in the PortPlus Guidelines. The SSN/LRIT 1.3.2 document deals with the progress report on the SSN PortPlus Guidelines.

The SSN Group highlighted several issues relating to the exemptions reporting in the SSN system, and these will be addressed in SSN v4.0. The SSN/LRIT 1.4.2 document contains the results of the work of the sub-group for the definition of the technical specifications for SSN version 4.

Recommendation 2: Member States are invited to provide feedback on the problems encountered in relation to granting exemptions and registering them in SSN.

2.5 AIS information

Shore-based installations for the reception and utilisation of AIS information have been developed by MSs (with the exception of a few gaps in certain areas), and all MSs provide AIS data to the central SSN system via the Streaming Interface. Before the implementation of the Streaming Interface, MSs were using the XML interface to provide AIS messages.

Since September 2016, Bulgaria, Estonia and Malta discontinued the provision of AIS data via XML. However, there are still 4 MSs (i.e. Germany, Ireland, Lithuania and Slovenia) that use both the XML message-based and streaming mechanisms to provide AIS information to the central SSN system (Table 5 shows the number of AIS messages by Member State and interface type).

Maintaining the XML message-based mechanism to provide AIS information to the central SSN system in parallel to the streaming interface adds no operational or other value, and causes unnecessary data flows. Furthermore, it requires resources from both MSs and EMSA to maintain and monitor the XML AIS interface.

Recommendation 3: Those Member States still using the AIS XML interface are invited to update EMSA on their planning for its phase-out. The SSN/LRIT 1.4.5 document details this and other proposals to be implemented in SSN v4.0.

2.6 Ship MRS notifications

Table 6 shows the number of reports that have been adopted by the IMO for each MRS, and which should be reported to SSN. No reports have been received for BAREP (Norway), CALDOVREP (United Kingdom) or WETREP (Ireland, Portugal and the United Kingdom). In addition, since August 2016, no reports have been received for COPREP (Portugal).

Portugal is still commissioned for the Ship MRS V.2 format, but is not providing data, while all other MSs are using the SSN V.3 XML messaging framework for Ship MRS Notifications. It should be noted that the coexistence of V.2 and V.3 presents serious limitations. In particular, the detailed part of the Ship MRS notifications reported via V.2 (e.g. Hazmat, bunkers, COG, SOG and navigational status) cannot be retrieved by those MSs using the SSN V.3 XML MRS interface.

Within the scope of the MSS tasks agreed by the SSN Group in 2007, the MSS carried out an assessment of MRS reporting to SSN during 2016 in order to provide a global picture of the situation. The SSN / LRIT 1.5.2 document describes the outcome of the assessment, and raises questions on how the situation could be improved.

Recommendation 4: MSs facing delays and problems in implementing their MRS reporting obligations [i.e. BAREP (Norway), CALDOVREP (United Kingdom) or WETREP (Ireland, Portugal and the United Kingdom)] are invited to consider requesting the assistance of EMSA in order to speed up their implementations.

Recommendation 5: Portugal is invited to implement the SSN V.3 XML messaging framework for Ship MRS Notifications, and to phase-out Ship MRS Notifications in the V2 format. The SSN/LRIT 1.4.5 document details this and other proposals to be implemented in SSN v4.0.

2.7 Incident Reports (IR)

The exchange of IR information between MSs has not yet been widely implemented (see Table 7). 9 MSs (Belgium, Croatia, Estonia, France, Lithuania, Poland, Portugal, Slovenia and Spain) are using the new XML messaging framework for IRs in their national SSN systems, while Denmark, Latvia and the United Kingdom successfully completed the commissioning tests, but are not yet using this functionality. Cyprus, Iceland, Lithuania and Slovenia use the old framework Alert notifications, while the remaining MSs use the SSN Textual Interface to send Incident Reports.

MSs are reminded of the benefits of adopting the new XML messaging framework for IRs:

- Distribution of IRs via XML.
- Identification of the sub-types within the incident type “other”.
- Management of message updates (update, cancel and feedback), which allow the originator to provide additional information or another MS to send feedback related to the incident.
- Possibility to link updates, feedback or different IRs related to the same event.
- New queries for retrieving incident-related data.
- Notifications include all details.

Recommendation 6: Member States are invited to use the new IR framework (either through XML/SOAP or the SSN Textual Interface), and to phase-out the previous Alert notifications. The SSN/LRIT 1.4.5 document details this and other proposals to be implemented in SSN v4.0.

3. SSN COMMON OPERATIONAL PROCEDURES

The adoption of the Common Operational Procedures (COP) by the HLSG on December 2014 was an important milestone in the lifecycle of SSN, particularly in terms of reinforcing the cooperation between EMSA and MSs.

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 ATAs and ATDs. It should be noted that, for issues associated with LOCODES, monthly reports are also provided to national PSC administrators in order to provide guidance on possible corrective action to be taken in THETIS.

The SSN/LRIT 1.3.3 document contains the proposal to be submitted at the next HLSG meeting for approval.

Recommendation 7: MSs are invited to acknowledge the receipt of these individual monthly reports, and to take corrective actions, including liaising with the National Authority for PSC in order to avoid differences between supporting systems.

4. SSN SYSTEM AVAILABILITY AND PERFORMANCE

4.1 System availability

The performance levels for 2016 were as follows:

a) The central SSN system was down 6 times, with a total duration of 14 hours 50 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system (including the SSN GI) was 99.83%.
b) The SSN-THETIS interface was down 19 times, with a total duration of 38 hours 8 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 (2d 2h 45m, 2d 3h 27m) Denmark (22h 15m), Malta (1d 7h 50m, 1d 13h 55m), Netherlands (2d 5h 45m), Portugal (22h35m), Romania (20h 15m, 22h), Sweden (1d 9h, 2d 9h 15m, 22h 45m) and the United Kingdom (22h10m, 1d 3h 55m, 21h20m).
e) Since 25 August 2016, Portugal has experienced a major failure in its national SSN system that prevents the delivery of PortPlus and MRS notifications to SSN.

Recommendation 8: MSs are invited to take appropriate measures to reduce downtimes as far as possible. Portugal is also invited to consider requesting the assistance of EMSA in order to resolve the major failure and speed up SSN V3 implementation.

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).

This section shows which MSs are making use of back-up procedures, and the ways in which their systems behave during national downtimes (section 4.2.1) and central SSN system downtimes (section 4.2.2). On certain occasions, due to the low number of notifications provided and/or the short downtime, no conclusions were reached.

4.2.1 National downtimes

The information was analysed for the period following the most recent MS downtimes, and the results observed by MS and type of notification were as follows:

a) 14 MSs (Belgium, Cyprus, Denmark, Estonia, Germany, Iceland, Ireland, Italy, Lithuania, Netherlands, Norway, Spain, Sweden and the United Kingdom) are carrying out PortPlus data buffering. The results were not conclusive for Bulgaria, Finland, France, Greece, Latvia, Poland, Romania and Slovenia.

b) 4 MSs (Denmark, Estonia, France and Italy) are carrying out MRS data buffering (not conclusive for Belgium, Finland, Iceland, Slovenia and Spain).
c) 4 systems (Croatia, Malta, Portugal and Gibraltar) are not carrying out any data buffering.

4.2.2 Central SSN downtime

The information was analysed for the period following the deployment of SSN version 3.3, which took place on 13 December 2016, and the results observed by MS and type of notification were as follows:

a) 15 MSs (Belgium, France, Germany, Greece, Ireland, Italy, Latvia, Lithuania, Netherlands, Norway, Poland, Romania, Spain, Sweden and the United Kingdom) are carrying out PortPlus data buffering. The results were not conclusive for Croatia, Cyprus, Denmark, Iceland, Malta and Slovenia.
b) 3 MSs (Estonia, France and Poland) are carrying out MRS data buffering (not conclusive for Belgium, Croatia, Denmark, Finland, Iceland, Italy, Slovenia and Spain).
c) 4 MSs (Bulgaria, Finland, Malta and Portugal) are not carrying out any messaging notifications data buffering.

Recommendation 9: MSs are invited to store notifications during SSN intervention time windows, and to ensure that they are transmitted to the central SSN system when communications and/or systems have recovered (in accordance with Section 4.4 of the IFCD).

Recommendation 10: The MSS will organise exercises for testing the back-up procedures in place during national and central SSN system downtimes and confirm the results for the not conclusive cases.

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 January 2017, but for missing Port and Hazmat information and Hazmat details, it was the second half of 2016. A summary of the findings is shown in Sections 5.1 - 5.4 below, and full details are available in Annex III.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 4,436 ships that visited EU ports, and found that 68 of the due notifications were not sent to SSN (1.5% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

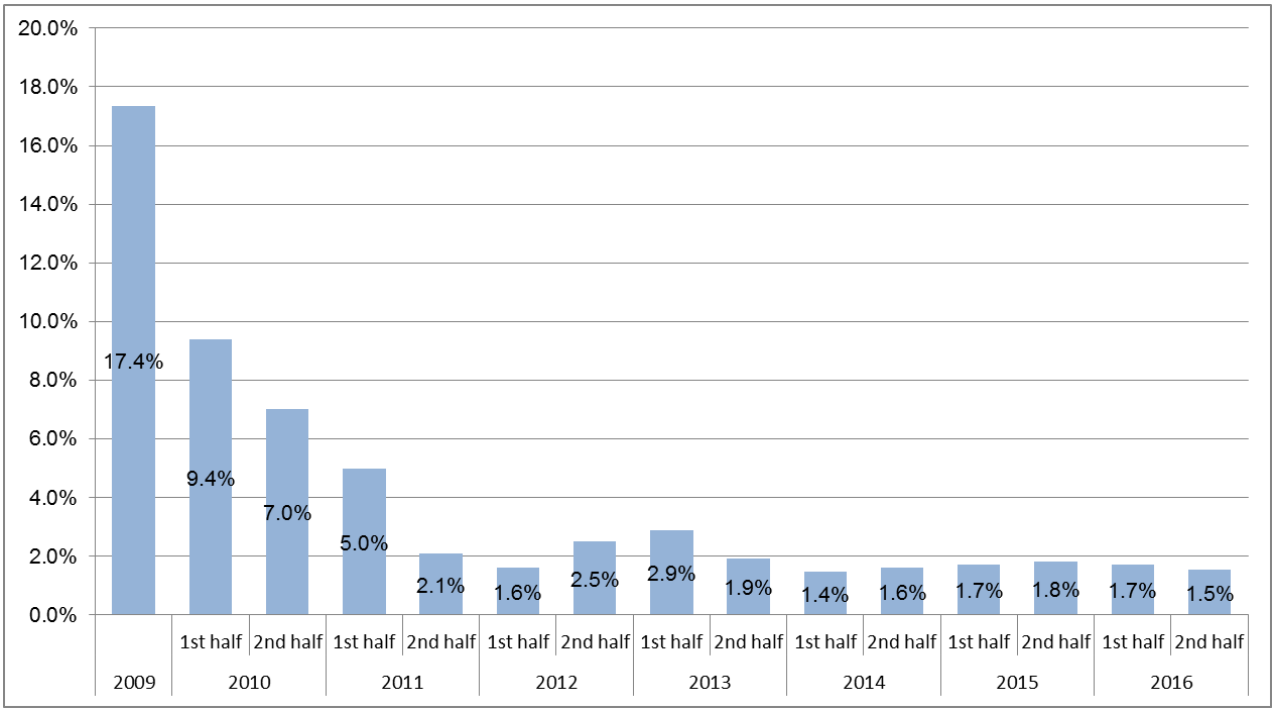

Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

Recommendation 11: 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

15% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 320 out of 2,088 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 is at a similar level (15 % - see Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications decreased from 21% to 15% (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 implementation of SSN V3 has worsened the figures. Some MSs should revise their internal procedures for reporting Hazmat information (e.g. Denmark, France, Ireland, Malta, Portugal and Spain), as they are the source of a significant percentage of the reported issues.

Please note that the checks are now 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.

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

Recommendation 12: 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).

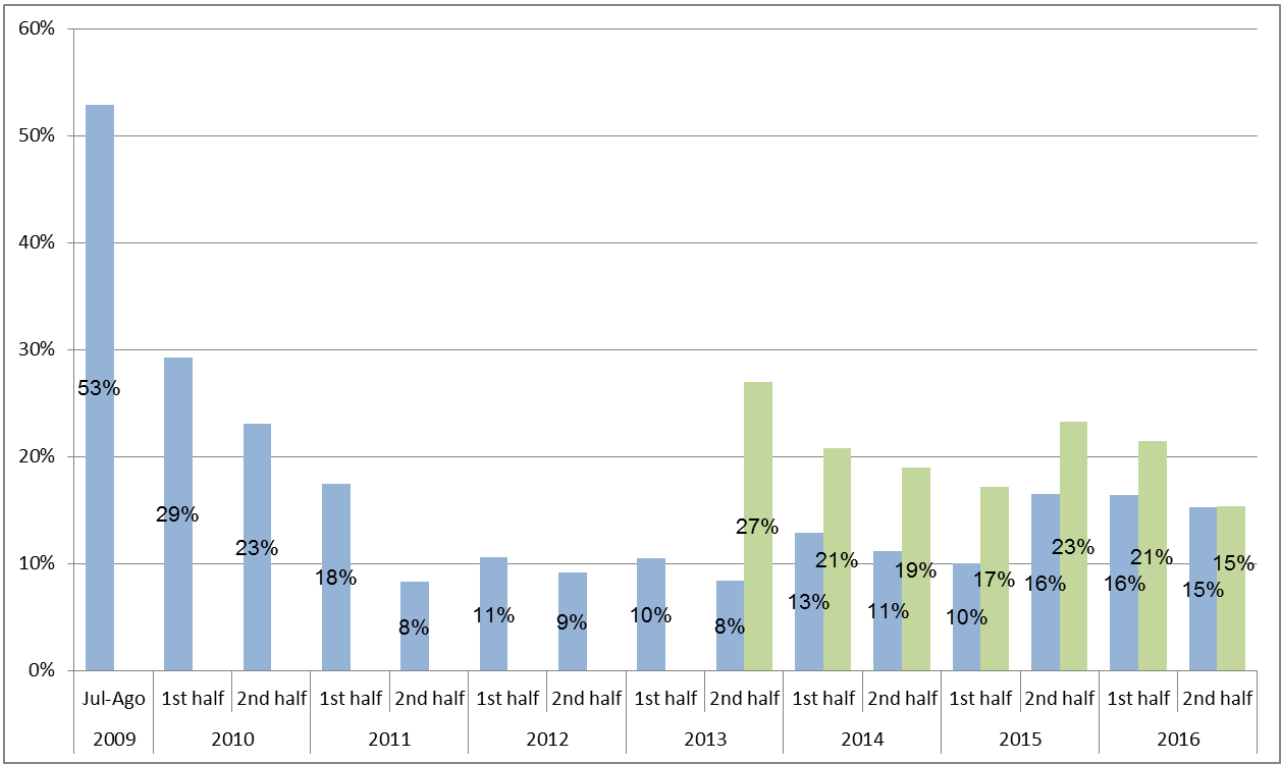

Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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 SafeSeaNet system.

Waste and Security notifications were not provided for 56% and 48% of ship calls respectively (71% and 66% 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 relevant Waste and Security notifications. Domestic voyages (i.e. ship calls identifying the 'LastPort' as belonging to the reporting MS) were not taken into account when analysing the missing Security information.

Recommendation 13: Member States are invited to ensure that all notifications are provided in compliance with the requirements of Directives 2000/59/EC (as amended) and Regulation (EC) No 725/2004, and to analyse the difference between the numbers of ship calls and the relevant Waste and Security notifications.

5.4 Availability of the detailed part of notifications

Since the detailed part of PortPlus notifications (Hazmat, Waste and Security details) is available to MSs on request via the machine-to-machine interface, 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 presented 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 Denmark, Malta and Spain do not provide responses (MS2SSN_ShipCall_Res) to the SSN system (the request/response mechanism is not working). In addition, it was found that Germany, Norway and the United Kingdom do not provide the complete information in the detailed part of notifications. For example, waste notifications do not include the waste type and quantities per waste type, and security notifications do not include information on the last 10 calls at port facilities.

Reference to the availability of the detailed part of the MRS notifications is made in paragraph 2.6 of this report.

Recommendation 14: Denmark, Estonia, Ireland, Latvia, Lithuania, Portugal and Spain are invited to ensure that the detailed part of the relevant notifications is made available to MS data requesters in electronic format.

Recommendation 15: 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:

- Messages identified by MSRefId [MSREFID] already registered in SSN (Sent by [SENDER]) (25%).
- Port Plus notifications not having ETAtoNextPort subsequent to the ETDFromPortOfCall. ETAtoNextPort greater than ETDFromPortOfCall. (20%)
- [SENDER]: Port Plus notifications with the specified shipCallId [SHIPCALLID] already registered in SSN by [SENDER] (19%).

The results are presented 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 comparison with the previous reporting period, the overall percentage of rejected PortPlus notifications has worsened from 0.90% to 1.87%. This increase is being investigated by EMSA and affected MSs and relates mainly to the reuse of the same MsRefID or ShipcallId.

In order to better support MSs in analysing the rejected notifications, and to decrease the number of rejections, it is also proposed that the list of errors and warnings generated by central SSN should be revised, and that it should be included in the XML RG. The SSN/LRIT 1.4.3 document details the proposed changes and amendments to messages implemented at central level.

Recommendation 16: 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 Mismatched LOCODEs

In 2011, it has become evident that LOCODES were the main reason for rejections in THETIS. Since then, EMSA compared the LOCODEs used in the "PortOfCall" attribute in PortPlus notifications with registered THETIS LOCODEs and reported the results regularly to MSs.

At SSN 26, EMSA informed the SSN group that the issue of mismatched LOCODEs was being properly addressed by MSs, and that it would be removed from the Data Quality report. The EMSA MSS will continue monitoring this topic on a monthly basis and report to the affected MSs whenever necessary.

6.2 ATA and ATD not provided via PortPlus notifications

MSs have the responsibility of providing the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages[2] to the THETIS inspection database via SSN within a reasonable time (THETIS only recognises a ship call when the ATA has been provided). This section evaluates the availability of ATA/ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC.

43,269 of the ship calls created in SSN during January 2017 (via PortPlus) fell within the scope of these Directives (see Table 15, Annex IV). On average, 2.0% of ship call notifications lacked both the ATA and the ATD. In addition, a further 2.2% lacked only the ATD, despite the ship having already departed.

Recommendation 17: MSs are invited to ensure that correct ATA and ATD information is always provided in compliance with the requirements of Article 24 of Directive 2009/16/EC (as amended).

6.3 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."

Following the detection of abnormal differences between time of arrival information and the time of its provision (which created operational and statistical issues), 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 16) shows the results by MS. Croatia, Cyprus, Denmark, Finland, Greece and Spain are the MSs mostly affected. ATA provided more than 3 hours in advance, and therefore rejected by THETIS, affects 0.1% of overall ship calls. ATA and ATD information provided more than 3 hours late affects 11.2% and 10.9% of overall ship calls respectively. These notifications are not rejected by THETIS.

[2] 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.

Recommendation 18: MSs are invited to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages via SSN within a reasonable time in compliance with the requirements of Article 24 of Directive 2009/16/EC (as amended).

7. LRIT IMPLEMENTATION

The fourth session of the IMO Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) was held from 6 - 10 March 2017. The following is a summary of the developments related to LRIT that were discussed:

- **Second modification testing phase of the LRIT system**. The Sub-committee noted that there were still 12 DCs waiting to begin modification testing. It was agreed that the related modifications should be implemented in the production environment of the LRIT system by 18 April 2017.

  With respect to the LRIT IDE and EU LRIT CDC software, EMSA implemented the changes in the second modification and completed the testing phase last year, and these are currently running in the modified testing environment. The EU CDC took part in the validation activities of the other DCs.

- **Changes to the periodic rate of transmission of LRIT information**. There was general support for the way forward recommended by the LRIT Operational Governance Body (related to the use of the periodic rate change message and the proposal for the development of amendments to the technical specifications for communications within the LRIT system aiming at reducing the current financial burden on contracting governments) with respect to the implementation of Option A on a voluntary and interim basis.

  This decision of the NCSR was in line with the EU Coordinated positon. Only Brazil expressed the willingness to implement Option A, as recommended, and they were asked to present the results at NCSR 5.

- **Status and operation of the International LRIT Data Exchange**. The sub-committee noted with appreciation the information provided by the European Commission related to the status and operation of the IDE.

- **Proposal for a new "archived SURPIC request message" for coastal states**. Vietnam proposed that the LRIT technical documentation should be amended to include the ability to request LRIT archive information (as a coastal state) using a surface picture.

  There was general support for this proposal, although it was noted that there are further issues to be considered, such as: the technical and financial feasibility of the proposal; the cost of the archived LRIT information; the date of the information to be requested, and; the timing of implementation. The decision adopted by the sub-committee was in line with the EU coordinated position.

  The sub-committee also encouraged SOLAS contracting governments and interested parties to support and promote wider use of the LRIT system by SAR services.

- **Proposal to issue electronic certificates in order to enhance the management of LRIT Conformance Test Reports**. The proposal by China was supported by several delegations. The sub-committee encouraged Contracting Governments to consider issuing electronic Conformance Test Reports (CTRs) on a voluntary basis and to report back on the results.

7.1 EU LRIT CDC

Release v3.0 of the EU LRIT CDC, which will implement the second modification of the LRIT system as directed by IMO, was completed and validated with the Brazil LRIT RDC in November 2016. Several LRIT DCs are in the process of testing their software, either with the Brazil LRIT DC or with the EU LRIT CDC.

This release was deployed in production on 18th April 2017, as agreed during IMO NCSR 4 (6-10 March 2017), and implemented: the use of SURPIC for coastal users; additional filtering possibilities (flag and ship type) and; the possibility to upload Coastal State Standing Orders directly from the EU LRIT CDC to the DDP Server.

7.2 EU LRIT SHIP Database

In order to avoid too many applications being deployed in production at the same time, it was decided that the second modification to the LRIT system should be implemented in advance in the EU LRIT Ship Database. The main change was to introduce ship type information, and this was done with v2.0 (deployed in July 2016).

A new release (v2.1) is being developed by the contractor. It is expected that this will be deployed in the production environment in Q4, and it will mainly involve small improvements and bug corrections.

7.3 LCT

Release v3.0 of the LCT was developed in order to take into account the modification to the billing rules introduced by release v3.0 of the EU LRIT CDC, and its implementation in production is planned for May 2017.

7.4 LRIT IDE

Release v3.0 of the IDE, implementing the second modification of the LRIT system as directed by IMO, was deployed in production on 18th April 2017.

A new release (v3.1) of the LRIT IDE software is being developed by the contractor, and it is planned that this will be deployed in the production environment in Q4.

This new release addresses findings identified in a previous audit, as well as including additional IMO and IMSO requirements

8. LRIT AVAILABILITY AND PERFORMANCE

8.1 EU LRIT CDC

The availability of the EU LRIT CDC from 4 June 2015 to 3 June 2016 was 99.95%, according to IMSO audit nº7 (carried out in 2016), and the availability of its User Web Interface was 99.74%.

8.2 EU LRIT SHIP Database

The availability of the EU LRIT Ship Database User web Interface during Q1 2017 was 99.96%.

8.3 LCT

This application is not considered as critical, it is used to issue invoices 4 just times per year. Therefore, its availability is not measured.

8.4 LRIT IDE

During the period 19 October 2016-31 March 2017, the availability of LRIT IDE PRODUCTION was 99.83 %.

The continuous downtime was 270 minutes, which related to:

- one unsuccessful attempt to fail over the LRIT IDE to the Disaster Recovery (DR) site in order to test changes in the United States Coast Guard (USCG) network infrastructure;
- one unplanned switchover to the Business Continuity Facility due to erroneous operation of the DNS by GMV during a switchover exercise of the EU LRIT CDC;
- one planned failover to the DR site in which the quality of service was reduced due to connectivity issues in the network infrastructure of the USCG, and;
- one intervention in the EMSA network infrastructure in order to upgrade the application servers and the database.

The LRIT IDE processed 99.45% of the messages in less than 30 seconds, in accordance with the IMO performance standard.

9. USE OF THE LRIT SERVICES

9.1 EU LRIT CDC

User activity in the EU CDC UWI

The table below illustrates the user activity in the UWI of the EU CDC during Q1 2017.

	January	February	March
Number of users	733	734	750
Number of user connections	2069	1712	2023

User activity in the XML interface

The EU CDC XML interface is based on Web Services (SOAP v. 1.2), and allows external systems (ES) to request and receive LRIT Information in an automatic way via a system-to-system interface. Currently, eight XML interfaces are in operation with the EU CDC participating countries:

- The LRIT2ES interface allows EU CDC participating countries to receive LRIT information from the EU CDC (typically the 6h mandatory position reports and position reports resulting from activated Coastal Standing Orders.

- The ES2LRIT interface allows EU CDC participating countries to receive the above information, and also to request LRIT information, including making specific requests. Belgium, Italy, Montenegro and Poland implemented this type of interface.

The table below shows: the countries that are using XML interfaces; the information received and; the number of requests made through ES2LRIT interfaces during Q1 2017.

Country	Mandatory and polled position reports	Position requests	Ship particulars requests
BELGIUM-ES	41954	0	0
DENMARK-ES	136839	N/A	N/A
GREENLAND-ES	2880	N/A	N/A
IRELAND-ES	40647	N/A	N/A
ITALY-ES	212128	478	0
MONTENEGRO-ES	1152	0	0
NORWAY-ES	221166	N/A	N/A
POLAND-ES	7139	0	13175

9.2 LRIT IDE

During the period from 19 October 2016 - 31 March 2017, LRIT IDE PRODUCTION processed 7,393,349 messages (of all types), and the number of message reports was 6,088,148.

10. LRIT DATA QUALITY

This section deals with data that is processed by the EU LRIT CDC, or contained in the EU LRIT Ship Database.

For information, the “SSN status report,” which is sent to MSs once per year by EMSA, and highlights SSN-related topics that need to be improved, has included a section on the status of LRIT since the beginning of 2017. This report includes, for the first time, a paragraph referring to LRIT issues, and is sent to both the SSN and LRIT National Competent Authorities. The report refers to issues linked with possibly invalid flags and with ships that are not integrated or not reporting properly.

10.1 EU LRIT CDC

This section refers to messages delivered by the EU CDC. The Quality of Service (QoS) assesses whether messages were properly delivered.

According to MSC Res. 263(84) §13 document, the IMO definition of QoS is:

$$QoS = \frac{\text{Number of delivered LRIT reports meeting latency requirements}}{\text{Total number of LRIT information requests}} \times 100\%$$

The QoS refers to Periodic (Type 1), Poll (Type 2) and SAR (Type 3) position reports which were delivered by the EU LRIT CDC in accordance with the IMO requirements.

The target QoS is:

- 95% over any 24-hour period (24h QoS)
- 99% over any 1 month (30d QoS)

The table below presents the monthly QoS covering both the periodic and polled messages:

	January	February	March
Monthly IMO-30d QoS (target 99%)	99.85%	99.54%	99.81%
Number of delivered reports that did not meet the IMO requirements	1,339	3,822	1,753
Percentage of delivered reports that did not meet the IMO requirements	0.15%	0.46%	0.19%
Total number of reports sent by EU CDC	915,707	833,183	922,431

10.2 EU LRIT SHIP Database

Since 2016, the EMSA MSS has been checking the flags of ships registered in the EU LRIT Ship Database by cross-checking with external sources. This information is now included in the SSN/LRIT yearly status report.

With respect to the data entered by national LRIT Ship Database managers, it appears that 2.7% of the terminals uploaded have at least one invalid entry, and these terminals cannot therefore be integrated in the EU LRIT CDC until a correction has been made.

11. PROPOSED ACTIONS

MSs are invited to resolve the reported issues at national level and provide feedback.

Annex I: SSN system implementation by Member State

Member State	SSN Data Quality					SSN Interface with Thetis				SSN Version	Relevant issues affecting Member State
	Missing Information				PortPlus Rejections	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat	Waste	Security		Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Belgium	0.0%	0.9%	21.3%	8.8%	0.01%	0.2%	0.0%	0.0%	0.1%	v3	- High number of missing Waste and Security information (Mar 2017)
Bulgaria	0.0%	16.7%	1.4%	0.0%	0.00%	0.4%	0.0%	0.0%	0.5%	v3	- Non-EU Departure Hazmat reported for vessels coming from EU ports (Sep 2016)
Croatia	0.0%	20.0%	14.9%	0.0%	0.00%	1.4%	0.0%	0.0%	4.0%	v3	- Use of the dummy Persons on Board (POB) value (Aug 2015) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2016) - Some MRS elements are wrongly implementated (Mar 2017) - High number of missing Hazma and Waste information (Mar 2017)
Cyprus	0.0%	0.0%	5.1%	7.9%	1.08%	0.0%	0.0%	0.8%	1.6%	v3	
Denmark	1.3%	47.8%	23.4%	25.8%	6.20%	8.9%	0.7%	0.2%	2.7%	v3	- Missing to provide Persons on Board (POB) information (Apr 2009) - Abnormal low number of Shipcalls reporting "Hazmat NonEuDeparture" (Sep 2014) - Double reporting of ship calls for Danish ports after switching to SSN V3 (Jun 2015) - High number of ship calls missing ATD (Jun 2015) - Abnormal high number of rejected PortPlus notifications (Mar 2016) - Ship MRS details (XML) not available upon request (Mar 2016) - High number of missing Hazmat (Sep 2016), Waste and Security information (Mar 2017)
Estonia	0.0%	11.1%	34.8%	57.7%	15.99%	0.2%	0.5%	0.0%	0.2%	v3	- Ship MRS details (XML) not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2016) - High number of missing Waste and Security information (Mar 2017)
Finland	0.4%	10.0%	31.2%	0.0%	1.75%	0.5%	5.4%	0.0%	0.2%	v3	- Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014) - Abnormal high number of rejected PortPlus notifications (Oct 2015) - High number of missing Hazmat (Sep 2016) and Waste information (Mar 2017) - High number of ship calls missing ATA / ATD (Mar 2017)
France	0.5%	21.3%	84.2%	90.8%	0.16%	0.7%	0.5%	0.0%	0.5%	v3	- Use of the dummy Persons on Board (POB) value or missing to provide this value (Jun 2009) - Use of the 'unknown ZZUKN' Next Port of Call value in EU Departure Hazmat (Feb 2016) - High number of missing Hazmat (Sep 2016), Waste and Security information (Mar 2017)
Germany	1.0%	12.0%	54.2%	62.7%	1.84%	1.9%	5.8%	0.0%	1.3%	v3	- Abnormal high number of rejected PortPlus notifications (Sep 2016) - High number of missing Hazmat information (Sep 2016) - Missing to provide Persons on Board (POB) information (Mar 2017) - High number of missing Waste and Security information (Mar 2017) - High number of ship calls missing ATA / ATD (Mar 2017)
Greece	0.5%	6.0%	94.7%	100.0%	0.74%	11.5%	0.9%	0.7%	1.1%	v2 / v3	- Use of the dummy Persons on Board (POB) value (Apr 2009) - Remaining gaps in AIS coverage in Greek waters (Apr 2009) - SSN version 3 not yet fully implemented (Mar 2017) - High number of missing Waste and Security information (Mar 2017) - High number of ship calls missing ATD (Mar 2017)
Iceland	4.3%	100.0%	5.0%	0.0%	0.00%	0.6%	8.8%	0.0%	0.0%	v3	- High number of ship calls missing ATA and/or ATD (Sep 2015)
Ireland	1.4%	42.3%	0.0%	0.0%	0.67%	0.1%	0.0%	0.8%	1.3%	v3	- Missing MRS reports from WETREP (Jan 2009) - Hazmat, Waste and Security details (XML) not available upon request (Apr 2016) - High number of missing Hazmat information (Mar 2017)
Italy	0.5%	8.4%	43.5%	33.2%	0.05%	0.0%	0.3%	0.0%	0.6%	v3	- High number of missing Hazmat information (Sep 2016) - High number of missing Waste and Security information (Mar 2017)

Table 1 – Implementation status by Member State on 20 March 2017

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		
Latvia	0.0%	5.3%	4.4%	0.0%	0.90%	0.2%	0.0%	0.0%	0.2%	v3	- Hazmat, Waste and Security details (XML) not available upon request (Mar 2016)
Lithuania	0.0%	0.0%	1.4%	20.2%	0.00%	0.0%	0.0%	0.0%	0.0%	v3	- Waste details (XML) not available upon request (Mar 2016)
Malta	9.4%	32.4%	49.5%	1.1%	11.36%	62.1%	5.8%	0.0%	0.0%	v3	- 'Anchorage' attribute wrongly implemented for some ship calls to Maltese ports (Mar 2015) - High number of missing Port information (Sep 2016), Hazmat, Waste and Security information (Mar 2017) - Abnormal high number of rejected PortPlus notifications (Mar 2017) - High number of ship calls missing ATA / ATD (Mar 2017)
Netherlands	0.9%	7.3%	32.5%	23.8%	7.66%	1.0%	1.1%	0.0%	1.0%	v3	- High number of missing Hazmat (Sep 2016), Waste and Security information (Mar 2017) - Abnormal high number of rejected PortPlus notifications (Mar 2017)
Norway	3.5%	13.9%	41.2%	23.6%	0.03%	6.3%	8.6%	0.0%	0.1%	v3	- Missing MRS reports from BAREP (Aug 2013) - High number of ship calls missing ATA and/or ATD (Sep 2015) - High number of missing Hazmat, Waste and Security information (Mar 2017)
Poland	0.0%	6.1%	9.7%	10.9%	0.04%	0.0%	0.0%	0.3%	0.6%	v3	- High number of ship call updates repeating previously sent information (Mar 2016)
Portugal	7.5%	24.5%	no data	no data	no data	no data	no data	no data	no data	v2	- Missing MRS reports from WETREP (Jan 2009) - Unavailbility of Port, Hazmat, Waste and Security infomration since August 2016 (Aug 2016) - SSN version 3 not yet implemented
Romania	0.7%	0.0%	3.8%	0.7%	0.07%	1.0%	0.7%	0.0%	0.2%	v3	- Non-EU Departure Hazmat reported for vessels coming from EU ports (Sep 2016)
Slovenia	0.0%	0.0%	0.0%	0.7%	1.56%	0.6%	1.2%	0.0%	0.3%	v3	
Spain	1.8%	39.8%	55.1%	17.4%	0.99%	0.3%	0.5%	0.0%	2.2%	v3	- Hazmat, Ship MRS, Waste and Security details (XML) not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Jan 2009) - Abnormal low number of Shipcalls reporting “Hazmat NonEuDeparture" (May 2013) - High number of missing Hazmat (Sep 2016), Waste and Security Information (Mar 2017) - High number of ship calls reporting late Hazmat, ATA and/or ATD infomration (Mar 2017)
Sweden	10.0%	14.5%	65.5%	41.4%	0.91%	1.3%	1.8%	0.0%	3.0%	v3	- High number of ship calls missing ATA and/or ATD (Sep 2015) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Sep 2016) - High number of missing Port, Hazmat, Waste and Security Information (Mar 2017)
United Kingdom	0.9%	10.0%	95.7%	95.5%	0.03%	0.9%	0.9%	0.0%	2.3%	v3	- Missing MRS reports from CALDOVREP and WETREP (Jan 2009) - Use of the dummy Persons on Board (POB) value (Jan 2009) - Waste and Security reports are not yet provided by Gibraltar system although already in production for SSN V3 (Feb 2016) - Hazmat details (XML) not available upon request for port of Gibraltar (Mar 2016) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Sep 2016) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2016) - High number of missing Hazmat, Waste and Security information (Mar 2017)
Total	**1.7%**	**15.3%**	**55.8%**	**48.2%**	**1.87%**	**2.2%**	**2.0%**	**0.1%**	**1.4%**	**-**	**Updated: 20 March 2017**

Table 1 – Implementation status by Member State on 20 March 2017 (cont.)

Member State	Shipcalls			AIS [1]	MRS	Incident Reports [2]	Total
	New	Updates	Cancelations				
Belgium	13,548	137,748	275	113,053,216	278	6	**113,205,071**
Bulgaria	1,813	10,296	33	13,034,191	-	2	**13,046,335**
Croatia	6,009	21,097	12	20,469,909	2,665	41	**20,499,733**
Cyprus	1,522	13,079	71	23,918,567	-	4	**23,933,243**
Denmark	11,762	28,395	223	129,699,085	34,392	10	**129,773,867**
Estonia	6,140	31,208	133	18,478,598	37,326	5	**18,553,410**
Finland	18,573	179,905	175	41,503,529	22,156	74	**41,724,412**
France	26,709	113,721	1,210	76,338,201	70,599	290	**76,550,730**
Germany	30,830	145,942	341	180,937,750	-	10	**181,114,873**
Greece	53,567	125,802	1,057	46,487,819	-	77	**46,668,322**
Iceland	1,422	2,839	82	49,709,082	4,047	-	**49,717,472**
Ireland	6,663	24,573	66	45,299,165	-	12	**45,330,479**
Italy	44,332	247,768	961	157,684,576	7,621	252	**157,985,510**
Latvia	3,505	25,194	61	7,491,877	-	5	**7,520,642**
Lithuania	2,217	18,765	49	6,186,158	-	11	**6,207,200**
Malta	5,204	36,913	155	12,235,683	-	13	**12,277,968**
Netherlands	23,758	212,475	990	140,144,201	-	62	**140,381,486**
Norway	44,995	219,656	2,214	265,883,307	-	14	**266,150,186**
Poland	8,188	118,095	905	18,892,769	6,395	-	**19,026,352**
Portugal [1]	2,086	11,886	65	35,988,426	4,420	4	**36,006,887**
Romania	3,218	9,832	88	22,823,296	-	2	**22,836,436**
Slovenia	1,152	7,928	33	9,866,925	889	5	**9,876,932**
Spain	79,643	507,642	5,930	201,535,457	12,986	48	**202,141,706**
Sweden	21,725	124,500	724	113,708,833	-	60	**113,855,842**
United Kingdom	60,014	254,877	3,835	142,284,227	-	32	**142,602,985**
Total	**478,595**	**2,630,136**	**19,688**	**1,893,654,847**	**203,774**	**1,039**	**1,896,988,079**

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

(2) Includes Alert notifications and Incident reports

(3) Due to a technical problem Portugal is not sending PortPlus, Ship MRS and Incident notifications since 25 August 2016

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

Reporting period: July – December 2016

Member State	Expired exemptions				Valid exemptions				Scheduled (upcoming) exemptions				Total
	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	
Belgium	-	-	-	67	-	-	-	101	-	-	-	-	**168**
Bulgaria	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Croatia	-	105	-	-	-	2	-	-	-	-	-	-	**107**
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Denmark	2	-	-	-	71	41	-	-	-	-	-	-	**114**
Estonia	4	-	16	2	-	-	-	-	-	-	-	-	**22**
Finland	-	-	59	5	2	20	290	79	-	-	-	-	**455**
France	18	-	2	2	-	6	-	35	-	-	-	-	**63**
Germany	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Greece	-	37	-	-	-	161	-	-	-	-	-	-	**198**
Iceland	2	3	-	2	2	2	2	-	-	-	-	-	**13**
Ireland	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Italy	18	-	29	-	683	675	78	149	-	-	4	-	**1,636**
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Lithuania	-	-	-	2	-	-	-	16	-	-	-	-	**18**
Malta	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Netherlands	-	-	-	26	-	-	-	109	-	-	-	-	**135**
Norway	4	-	-	-	-	-	-	-	-	-	-	-	**4**
Poland	-	-	16	-	-	2	14	36	-	-	-	-	**68**
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Romania	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Slovenia	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Spain	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Sweden	-	-	-	-	8	8	-	-	-	-	-	-	**16**
United Kingdom	71	44	-	-	222	246	-	-	-	-	-	-	**583**
Total	**119**	**189**	**122**	**106**	**988**	**1,163**	**384**	**525**	**-**	**-**	**4**	**-**	**3,600**

Table 3 – Number of exemptions by type of notification registered in SSN on 8 March 2017

(Exemptions registered previous to SSN V3 deployment were migrated on 12 September 2016 and are already accounted above)

Member State	Shipcalls									
	Total	With Pre-Arrival		With Hazmat			With Waste		With Security	
		Information Reported	Exemption Registered	Hazmat nonEu Reported	Hazmat Eu Reported	Exemption Registered	Information Reported	Exemption Registered	Information Reported	Exemption Registered
Belgium	**2,136**	2,118	18	129	1,268	18	1,674	6	1,836	102
Bulgaria	**288**	288	-	55	61	-	284	-	288	-
Croatia	**295**	295	-	12	47	-	251	-	252	-
Cyprus	**255**	255	-	50	52	-	242	-	233	-
Denmark	**1,541**	1,331	-	35	345	-	1,179	2	1,167	22
Estonia	**804**	802	-	36	428	-	524	-	341	5
Finland	**2,435**	2,428	-	58	645	-	800	876	1,476	959
France	**4,231**	3,178	1,020	561	2,295	279	667	1	353	959
Germany	**4,432**	4,432	-	107	1,812	1,567	2,016	13	1,633	34
Greece	**3,612**	3,571	29	130	897	-	-	191	-	-
Iceland	**161**	161	-	2	30	-	153	-	161	-
Ireland	**1,047**	1,040	7	8	377	7	1,047	-	1,014	33
Italy	**5,137**	5,042	95	359	1,783	122	2,624	276	2,885	765
Latvia	**609**	609	-	5	117	-	580	2	609	-
Lithuania	**365**	365	-	12	129	-	360	-	293	57
Malta	**101**	101	-	2	4	-	51	-	91	-
Netherlands	**3,777**	3,711	16	1,635	1,593	16	2,548	-	2,784	145
Norway	**4,787**	4,735	-	166	818	117	2,813	-	3,748	-
Poland	**1,111**	1,104	-	27	401	-	785	218	697	349
Portugal (1)	**-**	-	-	-	-	-	-	-	-	-
Romania	**316**	314	-	59	71	-	304	-	314	-
Slovenia	**148**	148	-	35	75	-	148	-	147	-
Spain	**10,896**	10,896	-	219	994	-	4,894	-	5,932	7
Sweden	**2,414**	2,414	-	47	620	-	696	137	1,450	276
United Kingdom	**9,766**	8,352	1,137	428	2,636	1,089	424	-	279	237
Total	**60,664**	**57,690**	**2,322**	**4,177**	**17,498**	**3,215**	**25,064**	**1,722**	**27,983**	**3,950**

Table 4 – Number of ship calls and how the detailed part of notifications is reported by Member States

Reporting period: January 2017

(1) Due to a technical problem Portugal is not sending PortPlus notifications since 25 August 2016

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	22,339,753	North Sea
Bulgaria	30,443	1,392,629	MARES
Croatia	-	2,437,797	MARES
Cyprus	36	1,851,990	MARES
Denmark	-	18,516,404	HELCOM
Estonia	-	3,378,777	HELCOM
Finland	-	6,251,544	HELCOM
France	-	10,418,375	North Sea and MARES (Mediterranean Coast)
Germany	685,922	28,668,730	SSN SI Germany
Greece	-	6,559,628	MARES
Iceland	-	9,346,679	North Atlantic
Ireland	122,109	5,077,826	North Sea
Italy	-	20,158,181	MARES
Latvia	-	1,944,442	HELCOM
Lithuania	43,277	907,974	HELCOM
Malta	-	2,194,471	MARES
Netherlands	-	34,567,569	North Sea
Norway	-	56,113,862	North Atlantic
Poland	-	4,630,210	HELCOM
Portugal	-	4,981,089	MARES
Romania	-	4,878,113	MARES
Slovenia	9,969	1,410,069	HELCOM
Spain	-	27,642,140	MARES
Sweden	-	18,696,695	HELCOM
United Kingdom	-	20,667,002	North Sea and MARES (Gibraltar)
Total	**891,756**	**315,031,949**	

Table 5 – Number of AIS reports by Member State and Interface

Reporting period: January 2017

Note: Bulgaria phased out the provision of AIS data via Messaging Interface (XML) on 22 March 2017

Member State	MRS	Area	Ship MRS Notifications		
			SSN V2	SSN V3	TOTAL
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	42	**42**
Bulgaria	-	-	-	-	**-**
Croatia	ADRIREP	Adriatic Sea	-	429	**429**
Cyprus	-	-	-	-	**-**
Denmark	BELTREP	Great Belt	-	2,124	**6,409**
	SOUNDREP	The Sound		4,285	
Estonia	GOFREP	Gulf of Finland	-	6,196	**6,196**
Finland	GOFREP	Gulf of Finland	-	3,087	**3,087**
France	BONIFREP	Strait of Bonifacio (only DPG)	-	179	**11,839**
	CALDOVREP	Dover Strait/ Pas de Calais		3,083	
	MANCHREP	Off Les Casquests/ La Manche		4,941	
	OUESSREP	Off Ouessant		3,622	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		14	
Germany	-	-	-	-	**-**
Greece	-	-	-	-	**-**
Iceland	TRANSREP	South & South West coast of Iceland	-	541	**541**
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	-	**-**
Italy	ADRIREP	Adriatic Sea	-	927	**1,096**
	BONIFREP	Strait of Bonifacio (only DPG)		169	
Latvia	-	-	-	-	**-**
Lithuania	-	-	-	-	**-**
Malta	-	-	-	-	**-**
Netherlands	-	-	-	-	**-**
Norway	BAREP	Barents Sea	-	-	**-**
Poland	GDANREP	Gulf of Gdansk	-	963	**963**
Portugal	COPREP (1)	Coast of Portugal	-	-	**-**
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		-	
Romania	-	-	-	-	**-**
Slovenia	ADRIREP	Adriatic Sea	-	156	**156**
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	-	66	**2,789**
	FINREP	Finisterre (NW Coast of Spain)		880	
	GATREP (2)	Gulf of Almeria (Gata Cape)		818	
	GIBREP	Strait of Gibraltar		1,011	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		14	
Sweden	SOUNDREP (3)	The Sound	-	-	**-**
United Kingdom	CALDOVREP	Dover Strait/ Pas de Calais	-	-	**-**
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		-	
Total			**-**	**33,547**	**33,547**

(1) Due to a technical problem Portugal is not sending Ship MRS notifications since 25 August 2016

(2) Voluntary Ship Reporting System

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

Table 6 – Number of MRS reports by Member State and SSN Protocol

Reporting period: January 2017

Those MRSs not yet providing information to SSN are highlighted in red (status on 8 March 2017)

Member State	Alert Notifications		Incident Reports								Sub-Total			Total
	SITREP	Others	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	Alert Notifications	Incident Reports XML	Incident Reports WEB	
Belgium	-	-	6	-	-	-	-	-	-	-	-	5	1	**6**
Bulgaria	-	-	-	-	-	-	1	1	-	-	-	-	2	**2**
Croatia	-	-	15	1	-	-	-	-	25	-	-	41	-	**41**
Cyprus	2	-	1	1	-	-	-	-	-	-	2	-	2	**4**
Denmark	-	-	10	-	-	-	-	-	-	-	-	-	10	**10**
Estonia	-	-	3	-	-	-	2	-	-	-	-	5	-	**5**
Finland	-	-	39	1	-	-	10	-	-	24	-	-	74	**74**
France	-	-	216	49	-	1	6	5	1	12	-	290	-	**290**
Germany	-	-	7	-	-	-	-	-	-	3	-	-	10	**10**
Greece	-	-	58	4	-	-	-	-	1	14	-	-	77	**77**
Iceland		-	-	-	-	-	-	-	-	-		-	-	**-**
Ireland	-	-	7	5	-	-	-	-	-	-	-	-	12	**12**
Italy	-	-	211	-	-	-	-	6	3	32	-	-	252	**252**
Latvia	-	-	4	-	-	-	-	-	-	1	-	-	5	**5**
Lithuania	4	2	-	-	-	-	-	-	5	-	6	5	-	**11**
Malta	-	-	5	-	-	-	-	1	-	7	-	-	13	**13**
Netherlands	-	-	51	2	-	-	-	-	-	9	-	-	62	**62**
Norway	-	-	9	-	-	-	-	-	-	5	-	-	14	**14**
Poland	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Portugal	-	-	3	-	-	-	-	-	-	1	-	1	3	**4**
Romania	-	-	2	-	-	-	-	-	-	-	-	-	2	**2**
Slovenia	4		1	-	-	-	-	-	-	-	4	-	1	**5**
Spain	-	-	22	-	-	-	-	-	-	26	-	48	-	**48**
Sweden	-	-	1	1	-	-	-	-	-	58	-	-	60	**60**
United Kingdom	-	-	27	1	-	-	-	-	-	4	-	-	32	**32**
Total	**10**	**2**	**698**	**65**	**-**	**1**	**19**	**13**	**35**	**196**	**12**	**395**	**632**	**1,039**

Table 7 – Number of Alert Notifications and Incident Reports by Member State and by Type

Reporting period: July – December 2016

Annex II: Operational status by Member State

Member State	Requests		Total
	Shipcall	Ship (AIS/MRS)	
Belgium	2	1,026 (2)	**1,028**
Bulgaria	-	-	**-**
Croatia	18	5	**23**
Cyprus	6	1	**7**
Denmark	1	-	**1**
Estonia	129,464	5	**129,469**
Finland	-	-	**-**
France	9	4	**13**
Germany	-	-	**-**
Greece	4	-	**4**
Iceland	-	-	**-**
Ireland	-	-	**-**
Italy	67	-	**67**
Latvia	2	-	**2**
Lithuania	948	-	**948**
Malta	-	-	**-**
Netherlands	35	-	**35**
Norway	191,874 (1)	-	**191,874**
Poland	-	-	**-**
Portugal	-	-	**-**
Romania	-	-	**-**
Slovenia	212	-	**212**
Spain	-	-	**-**
Sweden	1	-	**1**
United Kingdom	-	-	**-**
Total	**322,643**	**2,829**	**325,472**

(1) Hazmat summary requests for risk assessment of vessels transiting in Member State waters

(2) Periodic requests for checking availability of central SSN

Table 8 – Number of requests by Member State and by type of notification

Reporting period: July-December 2016

Annex III: Data quality

Member State	Second half 2016 (Jul 2016 - Dec 2016)		Previous and Current Reporting Periods Notifications Missing (%)								Evolution
	Nr. Checks	Notifications Missing	2013		2014		2015		2016		
			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	
Belgium	198	0	1%	2%	2%	2%	1%	1%	0%	0.00%	
Bulgaria	140	0	0%	0%	0%	0%	0%	0%	0%	0.00%	
Croatia	140	0	-	-	-	-	5%	2%	0%	0.00%	
Cyprus	140	0	0%	1%	0%	0%	0%	0%	1%	0.00%	
Denmark	225	3	13%	7%	7%	4%	3%	8%	6%	1.33%	
Estonia	137	0	9%	1%	0%	5%	4%	0%	0%	0.00%	
Finland	225	1	2%	2%	0%	1%	2%	0%	1%	0.44%	
France	212	1	8%	2%	0%	4%	2%	1%	1%	0.47%	
Germany	209	2	3%	7%	5%	4%	5%	11%	3%	0.96%	
Greece	211	1	3%	3%	0%	0%	0%	0%	0%	0.47%	
Iceland	133	0	1%	0%	0%	0%	0%	0%	0%	0.00%	
Ireland	140	2	1%	1%	1%	1%	1%	1%	0%	1.43%	
Italy	206	1	3%	1%	1%	0%	0%	1%	3%	0.49%	
Latvia	140	0	0%	0%	0%	0%	1%	0%	0%	0.00%	
Lithuania	140	0	0%	1%	0%	0%	0%	0%	0%	0.00%	
Malta	149	14	8%	5%	3%	4%	6%	5%	6%	9.40%	
Netherlands	220	2	0%	0%	0%	0%	1%	0%	1%	0.91%	
Norway	198	7	5%	1%	2%	3%	1%	2%	0%	3.54%	
Poland	139	0	0%	0%	0%	0%	1%	1%	1%	0.00%	
Portugal	67	5	1%	1%	2%	2%	4%	3%	6%	7.46%	
Romania	139	1	2%	1%	0%	1%	0%	0%	1%	0.72%	
Slovenia	150	0	1%	0%	1%	0%	0%	0%	0%	0.00%	
Spain	219	4	1%	5%	2%	1%	2%	2%	4%	1.83%	
Sweden	211	21	1%	1%	2%	0%	1%	0%	1%	9.95%	
United Kingdom	348	3	2%	1%	2%	3%	2%	2%	3%	0.86%	
Total	4,436	68	2.9%	1.9%	1.4%	1.6%	1.7%	1.8%	1.7%	1.53%	

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

Highlighting those values not complying with the IFCD

Member State	Hazmat EU Departure										
	Second half 2016 (Jul 2016 - Dec 2016)		Previous and Current Reporting Periods Notifications Missing (%)								
	Nr. Checks	Notifications Missing	2013		2014		2015		2016		Evolution
			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	
Belgium	116	2	3%	1%	1%	5%	5%	5%	0%	1.72%	
Bulgaria	11	2	0%	0%	17%	14%	0%	0%	17%	18.18%	
Croatia	2	1	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Cyprus	1	0	50%	50%	60%	50%	0%	33%	n.a.	n.a.	
Denmark	19	11	29%	14%	19%	10%	13%	54%	44%	57.89%	
Estonia	8	1	22%	3%	0%	3%	0%	4%	0%	12.50%	
Finland	19	2	23%	20%	42%	27%	18%	14%	11%	10.53%	
France	112	8	3%	6%	17%	17%	18%	21%	20%	7.14%	
Germany	89	10	9%	5%	2%	6%	4%	11%	10%	11.24%	
Greece	50	3	26%	0%	10%	10%	3%	0%	6%	6.00%	
Iceland	1	1	0%	n.a.	0%	n.a.	n.a.	n.a.	n.a.	n.a.	
Ireland	26	11	63%	0%	100%	50%	50%	50%	0%	42.31%	
Italy	120	6	5%	8%	8%	7%	7%	11%	15%	5.00%	
Latvia	19	1	0%	0%	0%	0%	0%	5%	15%	5.26%	
Lithuania	15	0	33%	5%	11%	6%	5%	0%	0%	0.00%	
Malta	58	20	0%	6%	2%	16%	14%	0%	5%	34.48%	
Netherlands	118	7	2%	10%	8%	8%	3%	8%	11%	5.93%	
Norway	31	5	7%	13%	16%	9%	14%	22%	6%	16.13%	
Poland	14	2	0%	7%	7%	1%	2%	2%	10%	14.29%	
Portugal	36	11	18%	7%	10%	8%	6%	7%	3%	30.56%	
Romania	7	0	22%	0%	0%	0%	0%	11%	13%	0.00%	
Slovenia	1	0	0%	n.a.	0%	0%	0%	n.a.	n.a.	n.a.	
Spain	123	55	14%	11%	23%	32%	46%	53%	61%	44.72%	
Sweden	64	9	23%	24%	24%	17%	12%	14%	12%	14.06%	
United Kingdom	217	27	10%	7%	19%	16%	14%	15%	10%	12.44%	
Total	1,277	195	10.5%	8.4%	12.9%	11.2%	10.0%	16.5%	16.41%	15.27%	

Member State	Hazmat non-EU Departure									
	Second half 2016 (Jul 2016 - Dec 2016)		Previous and Current Reporting Periods Notifications Missing (%)							
	Nr. Checks	Notifications Missing	2014		2015		2016		Evolution
			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	
Belgium	96	0	9%	8%	7%	3%	9%	0.0%	
Bulgaria	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Croatia	3	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Cyprus	0	0	0%	n.a.	n.a.	n.a.	n.a.	n.a.	
Denmark	4	0	83%	91%	86%	89%	0%	0.0%	
Estonia	1	0	0%	n.a.	n.a.	n.a.	n.a.	n.a.	
Finland	1	0	50%	67%	56%	67%	#DIV/0!	0.0%	
France	104	38	43%	16%	25%	47%	46%	36.5%	
Germany	36	5	2%	1%	11%	13%	7%	13.9%	
Greece	0	0	0%	33%	0%	n.a.	n.a.	n.a.	
Iceland	0	0	100%	n.a.	n.a.	n.a.	n.a.	n.a.	
Ireland	0	0	100%	100%	100%	50%	100%	n.a.	
Italy	70	10	10%	23%	16%	25%	32%	14.3%	
Latvia	0	0	0%	0%	33%	n.a.	n.a.	n.a.	
Lithuania	1	0	0%	100%	0%	n.a.	n.a.	n.a.	
Malta	10	2	29%	0%	0%	0%	0%	20.0%	
Netherlands	116	10	22%	24%	4%	8%	7%	8.6%	
Norway	5	0	13%	0%	0%	7%	0%	0.0%	
Poland	19	0	1%	3%	0%	0%	0%	0.0%	
Portugal	17	2	9%	15%	3%	5%	3%	11.8%	
Romania	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Slovenia	0	0	n.a.	0%	0%	n.a.	n.a.	n.a.	
Spain	121	42	37%	50%	47%	53%	59%	34.7%	
Sweden	12	2	31%	16%	16%	7%	13%	16.7%	
United Kingdom	193	14	13%	10%	12%	16%	5%	7.3%	
Total	811	125	20.8%	19.0%	17.2%	23.3%	21.4%	15.4%	

Table 10 – Missing Hazmat EU Departure and non-EU Departure notifications by Member State and by reporting period[3]

Highlighting those values not complying with the IFCD

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

Member State	Hazmat Details	MRS Details	Waste Details	Security Details
Belgium	Available	Available	Available	Available
Bulgaria	Available	-	Available	Available
Croatia	Available	Available	Available	Available
Cyprus	Available	-	Available	Available
Denmark	**Unavailable**	**Unavailable**	**Unavailable**	**Unavailable**
Estonia	Available	Available	Available	Available
Finland	Available	Available	Available	Available
France	Available	Available	Available	Available
Germany	Available	-	Available (2)	Available (2)
Greece	Available	-	**Not implemented**	**Not implemented**
Iceland	Available	Available	Available	Available
Ireland	Available	**Not implemented**	Available	Available
Italy	Available	Available	Available	Available
Latvia	Available	-	Available	Available
Lithuania	Available	-	Available	Available
Malta	**Unavailable**	-	**Unavailable**	**Unavailable**
Netherlands	Available	-	Available	Available
Norway	Available	**Not implemented**	Available (2)	Available
Poland	Available	Available	Available	Available
Portugal (1)	-	-	-	-
Romania	Available		Available	Available
Slovenia	Available	Available	Available	Available
Spain	**Unavailable**	**Unavailable**	**Unavailable**	**Unavailable**
Sweden	Available	-	Available	Available
United Kingdom	Available (2)	**Not implemented**	Available (3)	Available (3)

(1) No data is provided since 25 August 2016
(2) Response information not provided or incomplete
(3) Not providing for Gibraltar (United Kingdom) system

Table 11 – Availability of the detailed part of the notifications on 20 March 2017

Member State	January 2017		Previous and Current Reporting Periods - Notifications Rejected (%)									
	Port Plus Notifications	Port Plus Rejected	January 2013	August 2013	January 2014	July 2014	January 2015	July 2015	January 2016	July 2016	January 2017	Evolution
Belgium	27,515	3	0.04%	0.02%	0.02%	0.04%	0.00%	0.14%	0.09%	0.42%	0.01%	
Bulgaria	2,010	-	0.00%	0.09%	0.77%	0.59%	0.11%	0.48%	0.58%	0.14%	0.00%	
Croatia	1,768	-	0.00%	-	-	-	0.70%	0.80%	0.55%	0.07%	0.00%	
Cyprus	2,651	29	0.54%	0.55%	1.24%	0.48%	0.55%	0.47%	0.20%	1.60%	1.08%	
Denmark	6,794	449	1.71%	0.71%	0.55%	0.64%	0.88%	15.46%	5.07%	15.04%	6.20%	
Estonia	6,611	1,258	0.14%	2.16%	0.38%	0.15%	0.40%	1.67%	0.19%	0.03%	15.99%	
Finland	31,159	556	2.73%	0.66%	1.82%	2.65%	4.71%	8.39%	6.69%	2.86%	1.75%	
France	23,832	38	0.40%	1.20%	0.70%	3.22%	1.81%	1.42%	1.02%	0.15%	0.16%	
Germany	27,858	523	0.05%	0.02%	0.07%	0.18%	0.22%	6.51%	3.69%	2.15%	1.84%	
Greece	21,292	159	0.80%	0.18%	0.09%	0.11%	0.04%	0.04%	0.04%	0.05%	0.74%	
Iceland	638	-	0.00%	0.00%	0.00%	0.63%	0.00%	17.31%	0.00%	0.00%	0.00%	
Ireland	5,169	35	0.18%	0.27%	0.54%	0.20%	0.68%	0.18%	0.28%	0.70%	0.67%	
Italy	43,476	21	0.26%	0.11%	0.11%	0.10%	0.16%	0.08%	0.19%	0.02%	0.05%	
Latvia	5,092	46	0.38%	0.36%	0.23%	0.73%	0.00%	0.35%	1.18%	0.35%	0.90%	
Lithuania	3,626	2	1.38%	0.76%	2.20%	0.00%	0.00%	0.00%	0.17%	0.00%	0.00%	
Malta	6,801	872	2.30%	3.63%	1.80%	1.07%	0.86%	0.26%	0.80%	0.68%	11.36%	
Netherlands	55,626	4,617	0.30%	0.57%	0.46%	0.47%	0.15%	1.71%	0.09%	0.70%	7.66%	
Norway	47,073	15	0.14%	4.16%	0.00%	0.06%	0.01%	0.13%	0.05%	0.39%	0.03%	
Poland	20,317	9	0.50%	1.52%	0.47%	0.00%	0.10%	0.14%	0.29%	0.01%	0.04%	
Portugal [(1)]	-	-	0.28%	0.15%	0.29%	0.22%	0.29%	0.45%	0.45%	2.41%	-	
Romania	1,519	1	0.43%	1.02%	13.66%	1.19%	0.46%	0.05%	1.02%	1.00%	0.07%	
Slovenia	1,456	23	0.91%	0.43%	0.15%	0.23%	0.82%	0.83%	1.06%	1.56%	1.56%	
Spain	98,607	987	0.04%	0.01%	0.20%	0.02%	0.03%	9.15%	0.98%	0.67%	0.99%	
Sweden	24,341	224	6.13%	0.14%	2.13%	0.63%	0.15%	0.07%	0.07%	0.62%	0.91%	
United Kingdom	52,120	15	0.77%	0.05%	0.17%	0.12%	0.04%	0.13%	0.12%	0.15%	0.03%	
Total	**517,351**	**9,882**	**0.97%**	**0.66%**	**0.72%**	**0.55%**	**0.56%**	**3.31%**	**1.17%**	**0.90%**	**1.87%**	

Table 12 – PortPlus notification rejections and evolution

(1) Due to a technical problem Portugal is not sending PortPlus notifications since 25 August 2016

Highlighting those values not complying with the IFCD 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.	2,072	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.	114	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.	213	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.	138	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.	90	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.	382	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture must have a NextPort.	39	To be corrected by MSs
R10	A Port Plus notification with hazmat EUDeparture must have ETAToNextPort.	155	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.	43	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.	217	To be corrected by MSs
R14	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	431	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	4	To be corrected by MSs
R16	Arrival Notification Details once provided should be repeated in all update messages.	38	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	91	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States

Reporting period: January 2017

Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 3: invalid values or references (IMO, MMSIs, LOCODES, ShipCallIds, etc.)			
R18	The message identified by MSRefId [MSREFID] has already been registered in SSN (Sent by [SENDER])	2,547	To be corrected by MSs and in the Central SSN
R19	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	1,977	To be corrected by MSs and in the Central SSN
R20	LastPort Locode [LOCODE] is not technically correct. PortOfCall Locode [LOCODE] is not technically correct. NextPort Locode [LOCODE] is not technically correct. Contact Location Locode [LOCODE] is not technically correct.	645	To be corrected by MSs
R21	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.	15	To be corrected by MSs
R22	The IMO number [IMONumber] is not valid	25	To be corrected by MSs
R23	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [SHIPCALLID] is invalid because no voyage was found with the specified shipCallId.	27	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'.	18	To be corrected by MSs
R26	The UpdateNotifications information is not compatible with the updateStatus [U].	5	To be corrected by MSs
R27	MID [MID] does not identify any Flag according to the ITU list of MIDs.	-	To be corrected by MSs
R28	Invalid message. A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered with different Vessel [VESSEL1] - [VESSEL2].	246	To be corrected by MSs
R29	At least one contact detail must be provided (Phone, Fax or Email)	625	To be corrected by MSs
R30	The notification must have quoted at least one of IMO or MMSI numbers	1	To be corrected by MSs
R31	The phone number is invalid	9	To be corrected by MSs
R32	The email [EMAIL] is invalid	7	To be corrected by MSs
R33	Test vessel only allows IMO 9999999 and MMSI 999999999	10	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (cont.)

Reporting period: January 2017

Annex IV: SSN – THETIS interface

Member State	Current reporting period - January 2017							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 [%]	*July 2016*	*January 2016*	*July 2015*	*January 2015*	*July 2014*	*January 2014*
Belgium	1,970	1,967	3	-	99.8%	0.2%	0.0%	*0.1%*	*0.1%*	*0.6%*	*0.7%*	*0.2%*	*0.2%*
Bulgaria	271	270	1	-	99.6%	0.4%	0.0%	*0.0%*	*0.5%*	*0.0%*	*0.5%*	*0.8%*	*0.0%*
Croatia	215	212	3	-	98.6%	1.4%	0.0%	*0.0%*	*0.0%*	*0.9%*	*0.0%*	-	-
Cyprus	218	218	-	-	100.0%	0.0%	0.0%	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Denmark	1,372	1,241	122	9	90.5%	8.9%	0.7%	*1.6%*	*5.3%*	*6.7%*	*14.2%*	*16.0%*	*19.0%*
Estonia	550	546	1	3	99.3%	0.2%	0.5%	*0.8%*	*0.0%*	*0.2%*	*0.0%*	*0.0%*	*0.0%*
Finland	1,473	1,386	8	79	94.1%	0.5%	5.4%	*2.6%*	*4.4%*	*3.5%*	*3.6%*	*2.7%*	*0.8%*
France	3,217	3,181	21	15	98.9%	0.7%	0.5%	*0.5%*	*4.6%*	*14.2%*	*1.1%*	*2.3%*	*4.2%*
Germany	3,492	3,225	66	201	92.4%	1.9%	5.8%	*3.9%*	*6.2%*	*18.2%*	*28.9%*	*30.5%*	*29.9%*
Greece	1,839	1,610	212	17	87.5%	11.5%	0.9%	*0.4%*	*1.3%*	*0.1%*	*5.7%*	*7.4%*	*8.9%*
Iceland	171	155	1	15	90.6%	0.6%	8.8%	*7.9%*	*10.3%*	*10.7%*	*10.4%*	*11.0%*	*10.6%*
Ireland	1,001	1,000	1	-	99.9%	0.1%	0.0%	*0.5%*	*0.1%*	*0.0%*	*0.2%*	*0.0%*	*0.2%*
Italy	2,570	2,562	1	7	99.7%	0.0%	0.3%	*2.6%*	*0.3%*	*0.6%*	*0.1%*	*0.3%*	*0.1%*
Latvia	564	563	1	-	99.8%	0.2%	0.0%	*0.2%*	*0.0%*	*0.0%*	*0.2%*	*0.4%*	*0.0%*
Lithuania	301	301	-	-	100.0%	0.0%	0.0%	*0.0%*	*0.0%*	*0.4%*	*0.0%*	*0.0%*	*1.9%*
Malta	206	66	128	12	32.0%	62.1%	5.8%	*0.7%*	*7.0%*	*8.4%*	*11.1%*	*5.7%*	*8.1%*
Netherlands	3,070	3,003	32	35	97.8%	1.0%	1.1%	*0.7%*	*1.4%*	*1.7%*	*0.3%*	*0.8%*	*0.9%*
Norway	3,936	3,352	247	337	85.2%	6.3%	8.6%	*19.5%*	*16.5%*	*19.9%*	*20.8%*	*25.7%*	*21.3%*
Poland	1,028	1,028	-	-	100.0%	0.0%	0.0%	*0.0%*	*0.0%*	*0.0%*	*6.3%*	*5.6%*	*6.1%*
Portugal (1)	-	-	-	-	-	-	-	*3.5%*	*1.8%*	*4.5%*	*0.8%*	*1.3%*	*0.8%*
Romania	295	290	3	2	98.3%	1.0%	0.7%	*1.7%*	*1.2%*	*0.0%*	*0.9%*	*4.1%*	*13.2%*
Slovenia	165	162	1	2	98.2%	0.6%	1.2%	*1.4%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.7%*
Spain	6,203	6,148	21	34	99.1%	0.3%	0.5%	*0.7%*	*1.2%*	*2.5%*	*2.2%*	*3.3%*	*5.7%*
Sweden	2,944	2,853	37	54	96.9%	1.3%	1.8%	*6.8%*	*4.1%*	*2.9%*	*2.5%*	*9.5%*	*10.6%*
United Kingdom	6,198	6,090	53	55	98.3%	0.9%	0.9%	*13.1%*	*1.7%*	*1.9%*	*2.2%*	*2.6%*	*3.0%*
Total	**43,269**	**41,429**	**963**	**877**	**95.7%**	**2.2%**	**2.0%**	***4.9%***	***3.7%***	***5.5%***	***7.1%***	***8.4%***	***8.9%***
TOTAL July2016	*54,744*	*50,063*	*1,975*	*2,706*	91.4%	3.6%	4.9%						
TOTAL January 2016	*33,417*	*30,585*	*1,596*	*1,236*	91.5%	4.8%	3.7%						
TOTAL July 2015	*45,292*	*39,592*	*3,231*	*2,469*	*87.4%*	*7.1%*	5.5%						
TOTAL January 2015	*36,421*	*32,536*	*1,303*	*2,582*	*89.3%*	*3.6%*	7.1%						
TOTAL July 2014	*47,672*	*41,659*	*1,994*	*4,019*	*87.4%*	*4.2%*	8.4%						
TOTAL January 2014	*38,666*	*33,621*	*1,617*	*3,426*	*87.0%*	*4.2%*	8.9%						

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 [4]

Reporting period: January 2017

(1) Due to a technical problem Portugal is not sending PortPlus notifications since 25 August 2016

[4] 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).

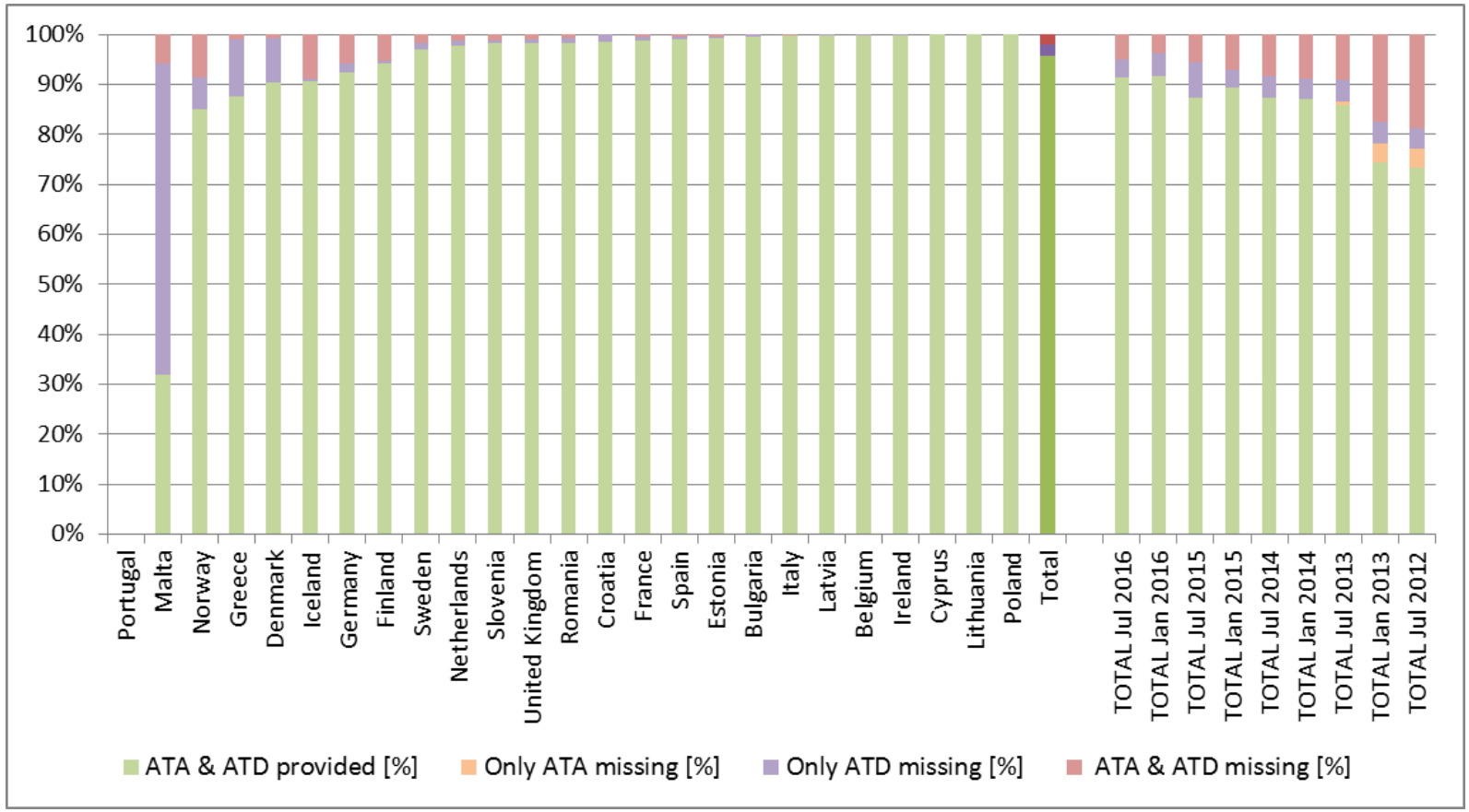

Figure 3 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15)

Reporting period: January 2017

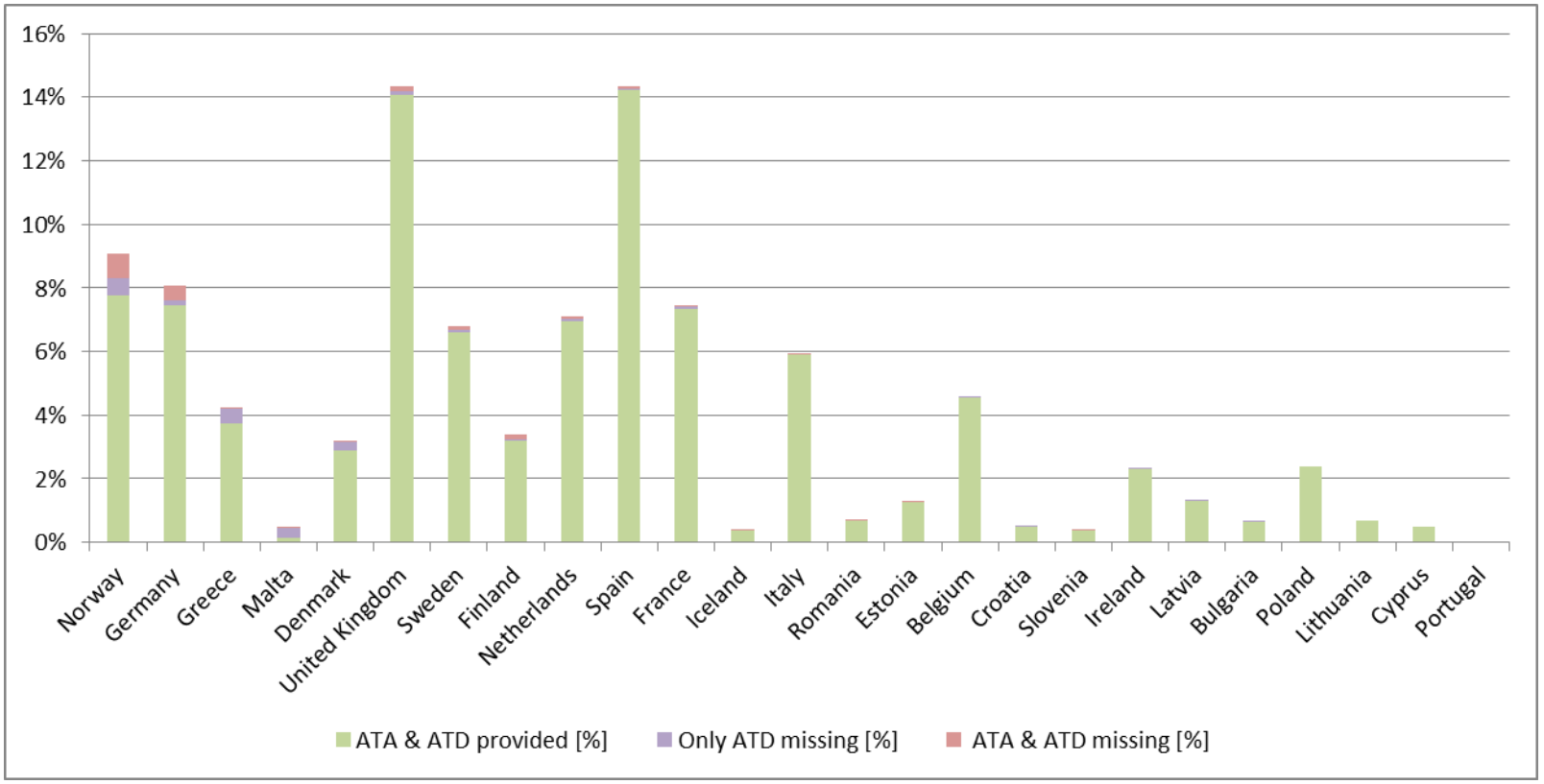

Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15) – figures represent the percentage of overall EU ship calls

Reporting period: January 2017

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%	99%	1%	0%	0%	99%	1%	0%
Bulgaria	0%	97%	2%	1%	0%	96%	4%	0%
Croatia	0%	68%	26%	5%	0%	87%	10%	3%
Cyprus	2%	80%	17%	2%	0%	82%	16%	2%
Denmark	0%	56%	39%	4%	0%	69%	29%	1%
Estonia	0%	94%	5%	0%	0%	97%	3%	0%
Finland	0%	80%	20%	0%	0%	81%	19%	0%
France	0%	94%	5%	0%	0%	89%	10%	0%
Germany	0%	89%	10%	1%	0%	91%	7%	1%
Greece	1%	77%	21%	1%	0%	84%	15%	1%
Iceland	0%	100%	0%	0%	0%	100%	0%	0%
Ireland	1%	96%	3%	1%	1%	95%	3%	2%
Italy	0%	94%	6%	0%	0%	93%	6%	1%
Latvia	0%	93%	7%	0%	0%	89%	10%	0%
Lithuania	0%	98%	2%	0%	0%	96%	4%	0%
Malta	0%	93%	7%	0%	0%	99%	1%	0%
Netherlands	0%	92%	6%	2%	0%	97%	3%	1%
Norway	0%	93%	7%	0%	0%	93%	7%	0%
Poland	1%	94%	5%	1%	0%	96%	3%	1%
Portugal [(1)]	-	-	-	-	-	-	-	-
Romania	0%	93%	6%	0%	0%	99%	1%	0%
Slovenia	0%	99%	1%	1%	0%	99%	1%	0%
Spain	0%	86%	12%	2%	0%	80%	17%	2%
Sweden	0%	91%	6%	3%	0%	92%	5%	3%
United Kingdom	0%	90%	8%	2%	0%	92%	6%	3%
Total	**0.1%**	**88.7%**	**9.8%**	**1.3%**	**0.0%**	**89.0%**	**9.6%**	**1.4%**

Table 15 –Timeliness of ATA and ATD reporting

Reporting period: January 2017

(1) Due to a technical problem Portugal is not sending PortPlus notifications since 25 August 2016