Meeting: 13th SSN / LRIT Group Meeting

Place and date: Lisbon, 24 May 2023

Agenda item: SSN Data Quality Report

Document number: SSN/LRIT 13.5.1

Submitted by EMSA

Summary	This document presents SSN implementation at national level and the related data quality issues, including the interface with THETIS.
Action to be taken	As per paragraph 7.
Related documents	a. 12th SSN/LRIT Group Meeting Report b. SSN/LRIT 12.5.1 – SSN and LRIT Data Quality Report c. SSN/LRIT 13.4.1 – SSN Roadmap

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 behaviour of each national SSN system and focuses on issues to be resolved. In addition, this report presents the status of the commissioning tests and the implementation of SSN V5 by MSs.

2. SSN Implementation

SSN version 5.0 was deployed in the SSN Training environment on 20 July 2021. This release included only the changes to the system interface to allow MS to perform the commissioning tests of their national SSN systems. The following releases of SSN version 5 included upgrade of the web user interface and the mechanism for the SSN v5 transition. The full SSN v5 was deployed in Production on 12 January 2022. More details on SSN V5 implementation at EMSA and MS can be found in the section 2.1.

Portugal is not yet fully compliant with SSN v3 (request-response functionality and provision of Security and Bunkers information is not implemented). The completion of the commissioning tests by Portugal is not yet finalised.

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

On 09 February 2023, the most recent list of UNECE LOCODEs (i.e. version 2022-2, released on 21 December 2022) was uploaded in the Central Locations Database (CLD). On 01 March 2023 CLD version 1.8 and Central Organisations Database (COD) version 1.8 were deployed in Production.

The status of SSN implementation and notifications activity for each MS is shown in Annex I. Table 2 shows the implementation status by MS and Table 3 shows the number of notifications by MS and by type of notification.

2.1 SSN V5 status

The version SSN V5 includes a mechanism for the SSN v4-v5 transition, allowing national SSN systems to continue reporting in both V4 and V5.

This section presents the status of the MSs commissioning tests and implementation of SSN V5. The information shown in the table below was prepared in week 16, so as the information is dynamic in nature, some may be outdated at the time of the 13th SSN/LRIT group meeting.

Member State	Planned date for running CTs	Scope of the CTs	Planned date for entering in Production	Notes
Belgium	Completed	Updated PP+ for notifying waste related information, DPG details and exemptions plus S2S for: Reporting type of IR and receiving distributed IRs requesting ISPS details and exemptions notifying waste exemptions	In Production since 16 February 2022	1st phase – national SSN system to be technically ready to send all required v5 information 2nd phase – From Feb till May 2022 goal is to comply with the operational implementation of the PRF Directive and with the IR guidelines.
	Before December 2023 (TBD)	PP+ for notifying PAX information	December 2023 (TBD)	
Bulgaria	2nd half 2022		End 2022-Beginning 2023	To be updated
Croatia	Completed	Full scope	In Production since 27 January 2022	
Cyprus	Completed	Full scope	In Production since 12 December 2022	
Denmark	Completed	Only waste related information	In Production since 23 November 2022	
	Before Dec 2023 (TBD)	PP+ for notifying PAX information		
Estonia	Completed	Full scope	In Production since 26 October 2022	
Finland	September 2022	All mandatory functionalities / Full scope	In Production since 10 January 2023	
France	Completed	Only waste related information	April/May 2023 per port	
	Before Dec 2023 (TBD)	PP+ for notifying PAX information		

Member State	Planned date for running CTs	Scope of the CTs	Planned date for entering in Production	Notes
Germany	Completed	Full scope	In Production since 30 March 2022	PAX information pending
Greece	May 2023	Full scope	TBD	
Iceland	April 2022	All mandatory functionalities	In Production since 5 September 2022	
Ireland	Completed	Full scope	In Production since 9 August 2022	
Italy	Completed	Full scope	In Production since 26 May 2022	
Latvia	September 2022	Full scope	End 2022	To be updated
Lithuania	Completed	Full scope	In Production since 18 May 2022	
Malta	Completed	Full scope	In Production since 1 February 2022	
The Netherlands	Completed	without CrewAndPax	In Production since 9 February 2022	
	Before December 2023 (TBD)	PP+ for notifying PAX information		
Norway	Completed	All mandatory functionalities	Pending (Q4 2022)	Waiting for legislation to be transposed to Norwegian law. Depending on the transposition the date to enter into production may be revised.
Poland	Completed	Full scope	In Production since 1 February 2023	PAX information pending
Portugal	Results under analysis	Full scope	April/May 2023	
Romania	Completed	All mandatory functionalities	In Production since 13 March 2022	
Slovenia	April 2023	Full scope	TBD	Tests on-going
Spain	Completed	All mandatory functionalities	In Production since 24 May 2022	
Sweden	April 2022	All mandatory functionalities	In Production since 28 Sept 2023	PAX information pending

Table 1 - Status of commissioning tests and implementation of SSN V5 by MSs (in week 16)

Recommendation 1: Member States are invited to note the above information, and to provide feedback should there be any changes in the information presented at the time of the meeting. It should be noted that the status of SSN V5 (i.e. Commissioning tests and entering in production) will be presented at the next HLSG meeting.

2.2 PortPlus notifications

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

- The percentage of missing Port information for Montenegro, Norway and Portugal is high (more than 1% - see Table 9).
- The percentage of missing Hazmat information for Bulgaria, Finland, France, Ireland, Italy, Malta, Portugal, Spain and Sweden is very high (more than 5%, see Table 10).
- The percentage of missing Waste information for Croatia, France, Germany, Norway, Portugal, Spain and Sweden is high (more than 5%, see Table 2).
- The percentage of missing Security information for France, Greece and Sweden is high (more than 5%, see Table 2). 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; Latvia 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 (Bulgaria, Denmark, Finland, Germany, Ireland, Latvia, Portugal, Romania, Slovenia and Spain).
- Estonia, Finland, France, Germany, Ireland, Latvia 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, Croatia, France, Greece, Latvia, the Netherlands 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 Denmark, Finland, Iceland, Ireland, Montenegro, Norway, Portugal and Spain is very high (over 1%, see Table 14).

Recommendation 2: The MSs mentioned in paragraphs 2.2 are invited to provide feedback.

2.3 Exemptions

For information provided in SSN, MSs can grant six 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),
- Waste notifications (Article 9 of Directive 2019/883),
- "Exemption for Crew and Pax information" (Article 9 of Directive 98/41/EC) and
- "Derogation Crew and Pax" (Article 9 of Directive 98/41/EC).

The central SSN system includes a functionality whereby MSs may report these exemptions.

On 18 April 2023, the number of exemptions registered in SSN was 9,246 (3,217 were active, 6,025 expired and 4 scheduled, see Table 4). Table 5 shows the number of ship calls that took place in March 2023 (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 5 MSs (Bulgaria, Cyprus, Latvia, Portugal and Slovenia) do not have any active exemptions registered in SSN while most of the exemptions granted to MS ports relate to Waste (79.5%). Pre-Arrival, Hazmat and Security exemptions account for 4.8%, 6.4% and 8.8% respectively. Some Member States do not report the granted exemptions in SSN, thereby giving the impression that due notifications are missing.

Recommendation 3: 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.

2.4 Ship MRS notifications

Table 7 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 4: MSs facing data quality issues related to MRS notifications are invited to take appropriate measures and/or contact EMSA for support its resolution.

2.5 Incident Reports (IR)

The exchange of IR information between MSs has not been widely implemented (see Table 8). The content of IR is analysed and reported yearly to Member States in the "Implementation of SafeSeaNet and LRIT" report. The wrong classification of IR and information provided solely in national language has not yet been resolved.

Improvements to the Incident Report exchanged through SSN and a revised version of the Incident Report Guidelines (v2.2) were 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 5: 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 the request/response mechanism is working); issues affecting LOCODES and rejected messages and; the provision of Waste, Security and ATAs and ATDs. For issues associated with LOCODES, monthly reports are also provided to national PSC administrators in order to provide guidance on possible corrective action to be taken in THETIS.

Recommendation 6: 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.

4. SSN System Availability and Performance

4.1 System availability

The performance levels for 2022 were as follows:

a) The central SSN system was down ten times, with a total duration of 25 hours 02 minutes. Eight of these downtimes were EMSA planned interventions. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.71%.

b) The SSN-THETIS interface was down six times, with a total duration of 57 hours 16 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: Bulgaria (18h37m and 17h34m), Croatia (14h30m), Cyprus (15h09m and 13h28m), Finland (15h51m), Greece (25h00m and 69h13m), Ireland (47h13m), Latvia (13h12m), Lithuania (27h00m), Netherlands (111h), Norway (284h29m and 14h34m), Portugal (65h44m, 12h53m, 34h07m and 43h25m), Romania (14h48m) and Sweden (17h41m and 14h05m).

Recommendation 7: 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 recover. The national and central SSN systems should be able to re-send messages for up to 2 weeks (ship position information may be downsampled 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 by the MSs and/or the short downtime periods, no conclusions were reached.

Recommendation 8: 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 2, 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).

The reporting period was March 2023, but for missing Port and Hazmat information, it was the second half of 2022. A summary of the findings is shown in Sections 5.1 - 5.5 and full details in Annex III.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 3,894 ships that visited EU ports in the second semester of 2022 and found that 10 of the due notifications were not sent to SSN (0.26% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:
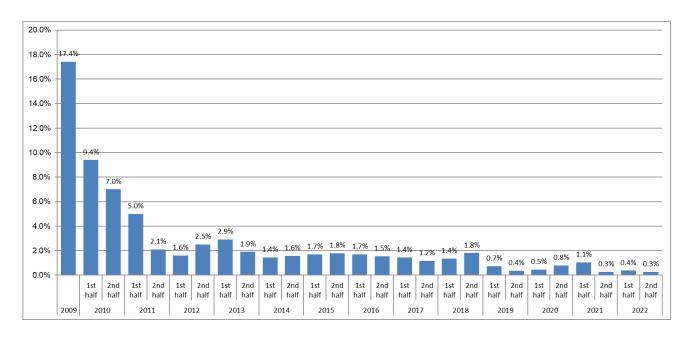
Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

Recommendation 9: MSs are reminded that all notifications have to be 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) and not doing so is a breach of the Directives.

5.2 Missing Hazmat information

5.2% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 91 out of 1,738 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 4.5% to 3.7% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications decreased from 8.6% to 7.8% (Figure 2 – green data).

Figure 2 shows the overall trend by comparing the percentage figures for the previous reporting periods. The situation improved in the second semester of 2022. MSs should continue to improve their procedures for reporting Hazmat information (e.g. Bulgaria, Finland, France, Ireland, Italy, Malta, Portugal, Spain and Sweden) as they have still a significant percentage of the reported issues.

The checks are based on the data already available in the SSN database, as each MRS notification provided to SSN contains information, whether Hazmat is carried on board when passing through the MRS.
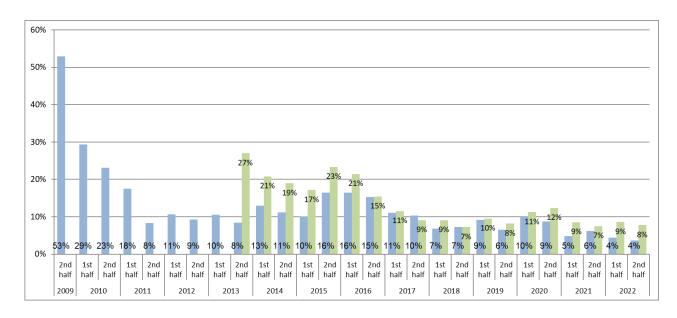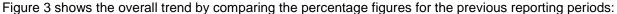
Figure 2 – Missing Hazmat information by reporting period
(Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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

Recommendation 10: 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

The percentage of missing Waste and Security notifications were 17.6% and 9.1% of ship calls respectively (see Table 2), as compared to 20.8% and 10.2% in the previous period. These numbers need to be further analysed 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.
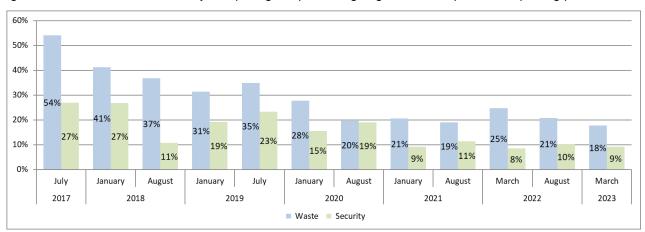
Figure 3 shows the overall trend by comparing the percentage figures for the previous reporting periods:

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

Recommendation 11: 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 always operational. 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), Latvia (Hazmat details) and Portugal (Hazmat and Ship MRS details).

Recommendation 12: Estonia, Latvia 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 13: 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 (19.7%);
- Locodes used in the elements LastPort Locode/PortOfCall Locode/NextPort Locode/ContactLocation Locode/PortDeliveryRemainingWaste Locode not technically correct or deactivated in SSN system (17.8%);
- The IMO number [] is not valid (14.1%);
- Departure Notification Details once provided should be repeated in all update messages (11.8%);
- A Port Plus notification must have ATAToPortOfCall prior to the actual departure time from port of call: ATAPortOfCall less than ATDPortOfCall (8%);
- ArrivalNotificationDetails is mandatory if ATDFromPortOfCall is provided unless CrewAndPaxNotificationOnDeparture is provided(and some other groups are not included) (5.5%).

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.

Recommendation 14: MSs are invited to rectify the reported quality problems 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 1999/35/EC.

41,499 of the ship calls created in SSN during March 2023 (via PortPlus) fell within the scope of these Directives (see Table 14, Annex IV). On average, 2% 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 situation has slightly improved in comparison with last reporting period (August 2022) but further effort is required from Member States to reduce number of missing data (see Figures 4 and 5 in Annex IV).

Recommendation 15: MSs are reminded 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, Finland, Montenegro, 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 0.01% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 10% and 8.6% of overall ship calls respectively. These notifications were not rejected by THETIS.

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

7. Actions Proposed

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

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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.

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%	3.8%	0.8%	2.2%	0.00%	0.2%	0.0%	0.0%	0.0%	v5	
Bulgaria	0.0%	11.1%	0.8%	0.0%	0.32%	0.0%	0.0%	0.0%	0.4%	v4	- Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016) - High number of missing Hazmat (Aug 2022) - High number of rejected PortPlus notifications (Mar 2023) - SSN v5 not yet implemented
Croatia	0.0%	0.0%	50.9%	0.0%	0.00%	0.5%	0.0%	0.0%	7.8%	v5	- High number of missing Waste information (Mar 2017) - High number of Waste and Security provided after ship arrival to the port (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2018) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2022) - High number of Hazmat EU departure provided after ship departure from the port (Aug 2022)
Cyprus	0.0%	0.0%	0.8%	2.6%	0.02%	0.0%	0.0%	0.0%	0.4%	v5	
Denmark	0.0%	0.0%	1.9%	0.3%	1.81%	2.5%	0.5%	0.0%	1.5%	v5	- High number of rejected PortPlus notifications (Mar 2019) - High number of ship calls missing ATA and/or ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020) - High number of Hazmat EU departure provided after ship departure from the port (Aug 2022) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2022)
Estonia	0.0%	0.0%	0.9%	0.0%	0.08%	0.8%	0.0%	0.0%	0.2%	v5	- Ship MRS details not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value (Sep 2016)
Finland	0.5%	11.1%	1.0%	0.2%	0.54%	0.7%	0.4%	0.0%	0.3%	v5	- High number of missing Hazmat (Mar 2022) - High number of ship calls missing ATA and/or ATD (Mar 2017) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014) - High number of rejected PortPlus notifications (Mar 2023)
France	0.0%	5.2%	15.9%	16.4%	0.03%	0.5%	0.2%	0.0%	0.3%	v4	- High number of missing Hazmat (May 2021), Waste (Mar 2017) and Security information (Mar 2017) - High number of Hazmat nonEU departure provided after ship arrival to the port (Mar 2020) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Jun 2009) - High number of rejected PortPlus notifications (Aug 2022) - SSN v5 not yet implemented
Germany	0.0%	2.7%	35.0%	1.1%	0.36%	0.9%	2.6%	0.0%	0.8%	v5	- High number of rejected PortPlus notifications (Sep 2016) - Use of the dummy Persons on Board (POB) value (Sep 2018) - High number of ship calls missing ATA and/or ATD (Sep 2020) - High number of missing Waste (Mar 2023)
Greece	0.5%	1.0%	0.22%	29.1%	0.17%	0.1%	0.0%	0.0%	1.1%	v4	- High number of missing Security information (Mar 2020) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2021) - High number of Waste provided after ship arrival to the port (Aug 2022) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2023) - SSN v5 not yet implemented

Table 2 – Implementation status by Member State on 24 April 2023

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		
Iceland	0.0%	0.0%	4.3%	0.0%	0.00%	0.0%	4.3%	0.0%	0.0%	v5	- High number of ship calls missing ATA and/or ATD (Aug 2022)
Ireland	0.0%	13.8%	4.0%	0.0%	0.66%	0.2%	0.9%	0.7%	2.6%	v5	- High number of missing Hazmat (Mar 2017) and Waste (Mar 2022) information - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2021) and more than 72h late (Sep 2020)
Italy	0.0%	7.3%	4.0%	2.3%	0.00%	0.3%	0.2%	0.0%	0.6%	v5	- High number of missing Hazmat information (Mar 2023) - High number of Waste provided after ship arrival to the port (Mar 2020)
Latvia	0.0%	4.2%	0.0%	0.0%	0.53%	0.0%	0.0%	0.0%	0.6%	v4	- High number of rejected PortPlus notifications (Aug 2019) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2021) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Mar 2022) - SSN v5 not yet implemented
Lithuania	0.0%	0.0%	0.8%	0.3%	0.00%	0.0%	0.0%	0.0%	0.9%	v5	
Malta	0.0%	10.6%	0.0%	0.0%	0.00%	0.4%	0.0%	0.0%	0.2%	v5	- High number of missing Hazmat information (Mar 2023)
Montenegro	1.6%	n.a.	n.a.	n.a.	0.00%	2.2%	0.0%	0.0%	10.4%	v4	- High number of ship calls missing ATA and/or ATD (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2019) - High number of missing Port information (Mar 2023)
Netherlands	0.0%	0.0%	2.0%	1.5%	0.05%	0.5%	0.5%	0.0%	0.2%	v5	- Hazmat nonEu departure reported for vessels coming from EU ports (Aug 2017) - High number of ship calls missing ATA and/or ATD (Sep 2020)
Norway	2.0%	0.0%	6.9%	4.3%	0.00%	3.7%	8.8%	0.0%	0.3%	v4	- High number of missing Port (Aug 2022) and Waste (Mar 2023) information - High number of ship calls missing ATA / ATD (Sep 2015) - SSN v5 not yet implemented
Poland	0.0%	2.4%	3.0%	0.0%	0.01%	0.0%	0.0%	0.0%	0.2%	v5	

Table 2 – Implementation status by Member State on 24 April 2023 (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		
Portugal	2.4%	12.0%	9.5%	100.0%	1.10%	1.3%	13.7%	0.0%	0.9%	v3	- High number of missing Port (Mar 2020), Hazmat (May 2021) and Waste (Sep 2020) information - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls missing ATA and/or ATD (Sep 2018) - High number of Waste (Sep 2020) provided after ship arrival to the port - SSN v4 not yet fully implemented - Request-Response mechanism not working - Provision of Security information not implemented
Romania	0.0%	0.0%	1.5%	0.2%	0.66%	0.7%	0.2%	0.0%	0.2%	v5	- Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2022) - High number of rejected PortPlus notifications (Mar 2023)
Slovenia	0.0%	0.0%	0.0%	0.0%	1.07%	0.0%	0.8%	0.0%	0.4%	v4	- High number of rejected PortPlus notifications (Aug 2022) - SSN v5 not yet implemented
Spain	0.0%	13.9%	58.5%	4.4%	0.89%	1.3%	2.8%	0.0%	1.9%	v5	- High number of missing Hazmat (Sep 2016) and Waste (Mar 2017) information - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls missing ATA and/or ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2017) - Use of the dummy Persons on Board (POB) value (Jan 2009) - High number of Hazmat EU departure provided after ship departure from the port (Mar 2018) - High number of Hazmat nonEU departure (Aug 2022) and Security (Mar 2023) provided after ship arrival to the port
Sweden	0.0%	5.6%	26.8%	32.5%	0.07%	0.7%	0.2%	0.0%	1.1%	v5	- High number of missing Hazmat (Mar 2017), Waste (Mar 2022) and Security (Mar 2017) information - High number of Hazmat EU departure provided after ship departure from the port (Aug 2019) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2021) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2023)
Total	0.3%	5.2%	17.6%	9.1%	0.31%	1.0%	2.0%	0.01%	1.0%	-	Updated: 24 April 2023

Table 2 – Implementation status by Member State on 24 April 2023 (cont.)

Member State	Shipcalls			AIS [1]	MRS	Incident Reports	Total
	New	Updates	Cancelations				
Belgium	25,945	400,243	932	159,121,366	601	35	159,549,122
Bulgaria	3,476	22,011	98	15,278,413	-	2	15,304,000
Croatia	10,213	35,636	39	55,349,626	8,426	75	55,404,015
Cyprus	3,541	44,076	88	27,603,728	-	1	27,651,434
Denmark	30,740	91,084	976	223,398,349	59,913	20	223,581,082
Estonia	10,323	55,741	134	111,906,807	76,719	10	112,049,734
Finland	32,147	169,465	890	80,938,760	38,711	151	81,180,124
France	58,970	364,946	3,977	146,273,155	145,938	1,117	146,848,103
Germany	54,878	247,809	686	415,560,125	-	40	415,863,538
Greece	323,713	985,971	3,910	136,893,311	-	88	138,206,993
Iceland	3,471	6,927	255	81,111,608	910	-	81,123,171
Ireland	13,747	56,344	102	33,764,529	80	11	33,834,813
Italy	69,150	454,840	1,684	192,326,851	23,208	627	192,876,360
Latvia	6,652	40,634	118	20,888,594	-	14	20,936,012
Lithuania	4,745	48,070	163	8,615,847	-	71	8,668,896
Malta	11,137	59,296	1,099	13,262,141	-	10	13,333,683
Montenegro	978	1,948	7	6,785,544	-	-	6,788,477
Netherlands	54,085	740,632	2,911	330,642,749	-	94	331,440,471
Norway	157,894	907,587	11,006	546,670,616	1,012	16	547,748,131
Poland	17,435	188,866	843	58,399,575	23,960	87	58,630,766
Portugal	11,818	83,914	1,074	50,380,179	7,921	24	50,484,930
Romania	5,708	40,109	311	41,643,413	-	2	41,689,543
Slovenia	3,372	17,645	86	13,444,440	1,636	2	13,467,181
Spain	170,471	1,156,559	14,321	247,065,621	131,057	77	248,538,106
Sweden	50,145	358,740	2,427	477,339,139	-	74	477,750,525
Total	**1,134,754**	**6,579,093**	**48,137**	**3,494,664,486**	**520,092**	**2,648**	**3,502,949,210**

(1)   AIS information transmitted through streaming mechanisms

Table 3 – Number of notifications by Member State and by type of notification

Reporting period: January – December 2022

Member State	Expired exemptions								Active exemptions								Total
	Hazmat	Pre-Arrival	Waste Notification	Waste Delivery	Waste Fees	Security	CrewAndPax	CrewAndPax Derogation	Hazmat	Pre-Arrival	Waste Notification	Waste Delivery	Waste Fees	Security	CrewAndPax	CrewAndPax Derogation	
Belgium	-	2	227	155	152	42	-	-	-	-	106	99	95	1	-	-	**882**
Bulgaria	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	**1**
Croatia	-	44	-	-	-	-	-	-	-	31	-	-	-	-	-	-	**75**
Cyprus	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	**1**
Denmark	4	1	1	-	-	3	-	-	43	38	116	-	-	41	-	-	**247**
Estonia	1	-	48	-	-	12	-	-	-	-	11	-	-	16	-	-	**88**
Finland	1	13	-	-	-	15	-	-	-	-	127	-	-	42	-	-	**198**
France	59	20	451	323	308	110	-	-	10	1	105	82	37	41	-	-	**1,547**
Germany	-	-	236	197	233	14	-	-	-	-	194	184	187	67	-	-	**1,312**
Greece	-	15	3	-	-	-	-	-	-	78	48	-	-	4	-	-	**148**
Iceland	4	11	2	-	-	5	-	-	1	1	14	2	-	1	-	-	**41**
Ireland	-	-	2	1	1	19	-	-	-	-	25	12	7	5	-	-	**72**
Italy	376	101	671	1,000	-	39	-	-	26	25	171	100	-	25	-	-	**2,535**
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Lithuania	-	-	11	239	460	70	-	-	-	-	-	18	18	26	-	-	**842**
Malta	-	-	-	-	-	-	-	-	-	-	2	2	2	-	-	-	**6**
Netherlands	-	-	62	2	51	57	-	-	-	-	129	8	129	16	-	-	**454**
Norway	8	8	12	-	-	8	-	-	3	3	3	-	-	4	1	-	**50**
Poland	-	1	15	-	-	2	-	-	-	-	29	-	-	30	-	-	**77**
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	**-**
Romania	2	2	2	2	2	2	-	-	47	47	47	47	47	47	46	3	**343**
Slovenia	-	-	4	4	-	-	-	-	-	-	-	-	-	-	-	-	**8**
Spain	-	-	7	7	-	-	-	-	-	-	9	11	-	-	-	-	**34**
Sweden	2	1	54	1	-	3	-	-	4	5	98	72	1	44	-	-	**285**
Total	**457**	**219**	**1,808**	**1,931**	**1,209**	**401**	**-**	**-**	**134**	**229**	**1,234**	**637**	**523**	**410**	**47**	**3**	**9,246**

Table 4 – Number of exemptions by type of notification registered in SSN on 18 April 2023

Member State	Shipcalls Total	With Pre-Arrival		With Hazmat			With Waste			With Security	
		Information Reported	Exemption Registered	Hazmat nonEu Reported	Hazmat Eu Reported	Exemption Registered	Information Reported	Exemption Registered	Domestic	Information Reported	Exemption Registered
Belgium	2,079	2,079	-	457	1,184	-	1,727	264	194	1,769	-
Bulgaria	243	243	-	220	55	-	241	-	21	217	-
Croatia	467	467	-	18	144	-	200	-	157	152	-
Cyprus	275	275	-	46	76	-	269	-	12	229	-
Denmark	2,558	2,558	-	29	354	1	1,720	386	788	972	37
Estonia	821	821	-	5	469	-	716	85	13	293	489
Finland	2,391	2,391	-	1	717	-	865	1,479	706	745	905
France	3,762	3,762	-	465	1,898	-	1,247	1,888	672	2,311	183
Germany	4,486	4,486	-	132	1,927	-	2,048	871	581	1,730	2,007
Greece	13,220	13,219	1	297	1,651	-	12,551	601	8,136	1,345	-
Iceland	211	211	-	25	28	-	189	13	104	106	-
Ireland	1,138	1,138	-	435	362	-	871	187	86	1,002	-
Italy	5,020	5,020	-	393	1,723	24	3,354	1,439	2,823	1,929	89
Latvia	536	536	-	12	157	-	523	-	24	493	-
Lithuania	392	392	-	10	143	-	389	-	-	293	89
Malta	826	826	-	104	425	-	449	4	206	609	-
Montenegro	48	48	-	-	-	-	-	-	-	-	-
Netherlands	4,271	4,271	-	1,887	2,182	-	3,305	578	607	3,198	58
Norway	2,451	2,449	-	17	572	-	2,215	-	1,392	836	-
Poland	1,387	1,387	-	35	519	-	1,193	133	200	1,004	112
Portugal	850	850	-	31	295	-	753	-	338	-	-
Romania	466	465	1	52	62	-	458	1	38	417	1
Slovenia	125	125	-	19	81	-	125	-	-	125	-
Spain	12,583	12,583	-	479	1,423	-	3,951	773	6,313	4,113	-
Sweden	3,917	4,753	-	32	1,141	4	1,434	1,410	839	1,434	605
Total	**64,523**	**65,355**	**2**	**5,201**	**17,588**	**29**	**40,793**	**10,112**	**24,250**	**25,322**	**4,575**

Table 5 – Number of ship calls and how the detailed part of notifications is reported by Member States (reporting period: March 2023)

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	12,256,610	North Sea
Bulgaria	-	1,483,424	MARES
Croatia	-	3,824,371	MARES
Cyprus	-	1,767,454	MARES
Denmark	-	16,916,774	HELCOM
Estonia	-	9,248,947	HELCOM
Finland	-	5,570,054	HELCOM
France	-	10,077,193	North Sea and MARES (Mediterranean Coast)
Germany	-	31,618,943	HELCOM and North Sea
Greece	-	12,000,611	MARES
Iceland	-	7,178,125	North Atlantic
Ireland	-	2,338,854	North Sea
Italy	-	13,306,546	MARES
Latvia	-	1,481,691	HELCOM
Lithuania	-	685,680	HELCOM
Malta	-	1,397,516	MARES
Montenegro	-	546,081	MARES
Netherlands	-	21,572,917	North Sea
Norway	-	47,071,349	North Atlantic
Poland	-	4,547,848	HELCOM
Portugal	-	4,567,713	MARES
Romania	-	4,357,604	MARES
Slovenia	-	727,230	HELCOM
Spain	-	20,024,254	MARES
Sweden	-	21,994,425	HELCOM
Total	**-**	**256,562,214**	

Table 6 – Number of AIS reports by Member State and Interface (reporting period: March 2023)

Member State	MRS	Area	Ship MRS Notifications
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	32
Bulgaria	-	-	-
Croatia	ADRIREP	Adriatic Sea	679
Cyprus	-	-	-
Denmark	BELTREP	Great Belt	2,253
	SOUNDREP	The Sound	2,675
Estonia	GOFREP	Gulf of Finland	10,032
Finland	GOFREP	Gulf of Finland	3,146
France	BONIFREP	Strait of Bonifacio (only DPG)	244
	CALDOVREP	Dover Strait/ Pas de Calais	3,207
	MANCHREP	Off Les Casquests/ La Manche	5,073
	OUESSREP	Off Ouessant	3,821
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	16
Germany	-	-	-
Greece	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	66
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	8
Italy	ADRIREP	Adriatic Sea	1,644
	BONIFREP	Strait of Bonifacio (only DPG)	201
Latvia	-	-	-
Lithuania	-	-	-
Malta	-	-	-
Montenegro	-	-	-
Netherlands	-	-	-
Norway	BAREP	Barents Sea	90
Poland	GDANREP	Gulf of Gdansk	1,681
Portugal	COPREP	Coast of Portugal	593
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	11
Romania	-	-	-
Slovenia	ADRIREP	Adriatic Sea	137
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	36
	FINREP	Finisterre (NW Coast of Spain)	2,952
	GATREP [1]	Gulf of Almeria (Gata Cape)	3,305
	GIBREP	Strait of Gibraltar	4,748
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	24
Sweden	SOUNDREP [2]	The Sound	-
Total			46,674

(1)   Voluntary Ship Reporting System

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

Table 7 – Number of MRS reports by Member State and SSN Protocol (reporting period: March 2023)

Member State	Incident Type								Protocol		Total
	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	XML	WEB	
Belgium	32	-	-	-	-	1	-	2	31	4	35
Bulgaria	-	-	-	-	-	1	-	1	2	-	2
Croatia	33	-	-	-	3	-	30	9	75	-	75
Cyprus	-	-	-	-	-	-	-	1	-	1	1
Denmark	15	2	-	-	-	-	-	3	-	20	20
Estonia	8	-	-	-	-	-	2	-	10	-	10
Finland	94	-	-	-	-	-	49	8	151	-	151
France	174	210	-	1	-	33	2	697	423	694	1,117
Germany	11	4	-	-	-	1	-	24	-	40	40
Greece	60	1	3	-	1	-	2	21	-	88	88
Iceland	-	-	-	-	-	-	-	-	-	-	-
Ireland	10	1	-	-	-	-	-	-	-	11	11
Italy	417	1	-	-	-	35	-	174	-	627	627
Latvia	9	-	-	-	-	-	-	5	-	14	14
Lithuania	9	1	2	-	-	5	1	53	70	1	71
Malta	4	-	-	-	-	1	1	4	-	10	10
Netherlands	84	1	1	-	-	-	-	8	-	94	94
Norway	12	4	-	-	-	-	-	-	-	16	16
Poland	10	-	-	-	-	-	-	77	87	-	87
Portugal	23	-	-	-	-	-	-	1	-	24	24
Romania	1	-	-	-	1	-	-	-	-	2	2
Slovenia	-	-	-	-	-	-	1	1	2	-	2
Spain	73	-	-	-	-	2	-	2	73	4	77
Sweden	6	-	-	-	1	-	62	5	-	74	74
Total	**1,085**	**225**	**6**	**1**	**6**	**79**	**150**	**1,096**	**924**	**1,724**	**2,648**

Table 8 – Number of Incident Reports by Member State and by Type (reporting period: January – December 2022)

Annex III: Data quality

Member State	Second half 2022 (Jul 2022 - Dec 2022)		2017	2018		2019		2020		2021		2022		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	Jul-Dec	
Belgium	182	0	0%	1%	1%	1%	0%	0%	1%	1%	0%	0%	0.00%	
Bulgaria	121	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Croatia	130	0	0%	0%	4%	0%	1%	0%	0%	1%	0%	0%	0.00%	
Cyprus	130	0	1%	0%	0%	4%	0%	0%	1%	0%	0%	0%	0.00%	
Denmark	209	0	2%	5%	6%	4%	1%	1%	0%	2%	0%	0%	0.00%	
Estonia	121	0	0%	0%	2%	2%	1%	0%	2%	1%	0%	0%	0.00%	
Finland	198	1	3%	0%	1%	1%	0%	1%	2%	3%	0%	1%	0.51%	
France	203	0	1%	1%	2%	1%	0%	0%	0%	1%	1%	0%	0.00%	
Germany	231	0	2%	2%	2%	0%	0%	1%	1%	2%	1%	1%	0.00%	
Greece	195	1	3%	0%	4%	0%	0%	0%	1%	1%	0%	0%	0.51%	
Iceland	131	0	1%	1%	1%	0%	0%	0%	1%	0%	0%	1%	0.00%	
Ireland	120	0	1%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0.00%	
Italy	165	0	2%	4%	2%	1%	0%	0%	3%	1%	1%	0%	0.00%	
Latvia	150	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Lithuania	141	0	0%	0%	1%	0%	0%	0%	0%	1%	1%	0%	0.00%	
Malta	121	0	1%	3%	5%	0%	0%	0%	0%	3%	0%	0%	0.00%	
Montenegro	64	1	-	-	5%	0%	0%	0%	0%	5%	2%	0%	1.56%	
Netherlands	181	0	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0.00%	
Norway	196	4	3%	4%	5%	1%	1%	0%	2%	1%	0%	2%	2.04%	
Poland	130	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Portugal	123	3	1%	3%	1%	1%	5%	9%	2%	5%	3%	5%	2.44%	
Romania	123	0	1%	1%	1%	1%	1%	0%	1%	0%	0%	0%	0.00%	
Slovenia	140	0	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Spain	222	0	1%	0%	1%	0%	0%	0%	1%	2%	1%	0%	0.00%	
Sweden	167	0	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Total	**3,894**	**10**	**1.2%**	**1.4%**	**1.8%**	**0.7%**	**0.4%**	**0.5%**	**0.8%**	**1.1%**	**0.3%**	**0.4%**	**0.26%**	

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	Nr. Checks	Notifications Missing	2018 Jan-Jun	2018 Jul-Dec	2019 Jan-Jun	2019 Jul-Dec	2020 Jan-Jun	2020 Jul-Dec	2021 Jan-Jun	2021 Jul-Dec	2022 Jan-Jun	2022 Jul-Dec	Evolution
Belgium	100	2	2%	1%	2%	1%	1%	1%	0.9%	0.0%	0.0%	2.0%	
Bulgaria	9	1	8%	29%	n.a.	n.a.	0%	0%	0.0%	0.0%	8.3%	11.1%	
Croatia	11	0	0%	1%	2%	0%	0%	0%	1.3%	0.0%	0.0%	0.0%	
Cyprus	25	0	19%	15%	4%	0%	0%	0%	0.0%	0.0%	0.0%	0.0%	
Denmark	18	0	2%	3%	14%	3%	22%	0%	3.2%	2.7%	4.3%	0.0%	
Estonia	26	0	3%	0%	1%	0%	25%	0%	1.2%	0.0%	0.0%	0.0%	
Finland	16	1	6%	11%	5%	7%	0%	7%	1.2%	4.2%	1.7%	6.3%	
France	101	3	3%	5%	7%	6%	4%	7%	5.3%	7.3%	5.2%	3.0%	
Germany	68	3	2%	3%	3%	1%	4%	3%	0.0%	0.0%	2.8%	4.4%	
Greece	93	0	3%	5%	3%	4%	7%	3%	1.8%	2.1%	0.9%	0.0%	
Iceland	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Ireland	24	4	11%	6%	10%	7%	8%	18%	9.4%	15.2%	11.1%	16.7%	
Italy	103	6	7%	4%	11%	4%	6%	8%	7.1%	7.2%	4.3%	5.8%	
Latvia	20	0	2%	1%	1%	0%	0%	7%	1.4%	2.9%	2.3%	0.0%	
Lithuania	15	0	0%	2%	1%	0%	0%	14%	1.8%	0.0%	0.0%	0.0%	
Malta	37	2	8%	3%	1%	5%	6%	25%	1.9%	10.5%	1.6%	5.4%	
Netherlands	102	0	2%	6%	1%	2%	4%	3%	1.8%	1.0%	0.0%	0.0%	
Norway	39	0	10%	2%	6%	9%	4%	9%	7.5%	11.3%	6.5%	0.0%	
Poland	45	0	0%	1%	2%	0%	0%	0%	1.0%	0.0%	0.0%	0.0%	
Portugal	100	5	n.a.	8%	n.a.	3%	3%	10%	4.6%	12.4%	11.5%	5.0%	
Romania	9	0	0%	17%	n.a.	0%	13%	0%	0.0%	0.0%	0.0%	0.0%	
Slovenia	8	0	0%	0%	0%	0%	3%	0%	0.0%	0.0%	0.0%	0.0%	
Spain	86	12	36%	32%	42%	22%	34%	28%	23.0%	27.2%	15.5%	14.0%	
Sweden	25	1	9%	19%	35%	30%	5%	36%	11.6%	12.0%	12.5%	4.0%	
Total	**1,081**	**40**	**6.9%**	**7.3%**	**9.5%**	**6.5%**	**10.0%**	**8.7%**	**4.8%**	**6.2%**	**4.4%**	**3.7%**	

Hazmat non-EU Departure

Member State	Nr. Checks	Notifications Missing	2018 Jan-Jun	2018 Jul-Dec	2019 Jan-Jun	2019 Jul-Dec	2020 Jan-Jun	2020 Jul-Dec	2021 Jan-Jun	2021 Jul-Dec	2022 Jan-Jun	2022 Jul-Dec	Evolution
Belgium	83	5	2%	5%	1%	3%	3%	11%	4.6%	4.0%	0.0%	6.0%	
Bulgaria	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Croatia	8	0	4%	0%	2%	0%	0%	0%	2.1%	0.0%	0.0%	0.0%	
Cyprus	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	0.0%	0.0%	
Denmark	6	0	13%	10%	9%	0%	0%	33%	7.7%	12.5%	21.7%	0.0%	
Estonia	0	0	n.a.	2%	2%	0%	0%	0%	0.0%	0.0%	0.0%	#DIV/0!	
Finland	2	1	6%	6%	13%	0%	n.a.	n.a.	n.a.	n.a.	25.0%	50.0%	
France	72	6	15%	17%	12%	7%	6%	7%	18.9%	8.1%	11.0%	8.3%	
Germany	45	0	6%	4%	5%	2%	0%	0%	2.2%	1.3%	3.7%	0.0%	
Greece	11	1	0%	0%	0%	8%	0%	0%	11.1%	15.4%	12.5%	9.1%	
Iceland	1	0	n.a.	n.a.	n.a.	n.a.	0%	n.a.	n.a.	n.a.	n.a.	n.a.	
Ireland	5	0	n.a.	n.a.	n.a.	n.a.	0%	100%	50.0%	20.0%	7.1%	0.0%	
Italy	75	7	7%	8%	12%	3%	0%	9%	9.5%	8.0%	0.0%	9.3%	
Latvia	4	1	0%	0%	6%	n.a.	n.a.	n.a.	n.a.	n.a.	14.3%	25.0%	
Lithuania	9	0	0%	5%	0%	0%	25%	0%	0.0%	0.0%	0.0%	0.0%	
Malta	10	3	6%	6%	0%	13%	0%	100%	15.4%	0.0%	0.0%	30.0%	
Netherlands	98	0	1%	1%	2%	3%	5%	1%	0.0%	0.0%	0.0%	0.0%	
Norway	4	0	7%	0%	31%	n.a.	50%	0%	25.0%	14.3%	18.8%	0.0%	
Poland	40	2	0%	0%	1%	0%	0%	0%	2.5%	0.0%	0.0%	5.0%	
Portugal	50	13	1%	1%	3%	3%	2%	20%	9.3%	18.0%	30.5%	26.0%	
Romania	0	0	n.a.	n.a.	n.a.	n.a.	0%	n.a.	n.a.	n.a.	n.a.	n.a.	
Slovenia	43	0	0%	1%	3%	0%	0%	0%	0.0%	0.0%	0.0%	0.0%	
Spain	79	11	38%	25%	36%	29%	33%	29%	21.7%	23.2%	21.9%	13.9%	
Sweden	11	1	20%	3%	24%	20%	25%	33%	16.0%	0.0%	47.4%	9.1%	
Total	**657**	**51**	**9.1%**	**7.2%**	**9.1%**	**8.2%**	**11.1%**	**12.3%**	**8.5%**	**7.5%**	**8.6%**	**7.8%**	

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	Available
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	Available
Greece	Available	-	Available	- [1]
Iceland	Available	Available	Available	Available
Ireland	Available	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	Available
Sweden	Available	-	Available	Available

(1)   No data reported

(2)   Data reported through the Web User Interface

Table 11 – Availability of the detailed part of the notifications (check on 24 April 2023)

Member State	March 2023		January 2018	August 2018	January 2019	July 2019	January 2020	August 2020	January 2021	August 2021	March 2022	August 2022	March 2023	Evolution
	Port Plus Notifications	Port Plus Rejected												
Belgium	33,027	-	0.00%	0.00%	0.00%	0.00%	0.03%	0.08%	0.00%	0.01%	0.05%	0.10%	0.00%	
Bulgaria	3,136	10	0.17%	0.10%	0.00%	0.28%	0.24%	0.00%	0.20%	0.05%	0.37%	0.11%	0.32%	
Croatia	1,921	-	0.08%	0.90%	0.00%	0.28%	0.00%	0.00%	0.00%	0.10%	0.00%	2.27%	0.00%	
Cyprus	5,323	1	0.34%	0.16%	0.08%	0.00%	4.84%	0.95%	0.17%	0.00%	0.66%	0.08%	0.02%	
Denmark	10,910	198	0.38%	0.42%	0.60%	0.74%	1.02%	0.57%	0.58%	0.47%	1.52%	0.44%	1.81%	
Estonia	5,214	4	0.11%	0.08%	0.02%	0.04%	1.91%	0.06%	0.08%	0.05%	0.07%	0.02%	0.08%	
Finland	18,202	98	1.32%	0.54%	0.77%	0.73%	0.60%	3.60%	0.41%	0.26%	0.46%	0.11%	0.54%	
France	30,357	9	0.16%	0.12%	0.03%	0.01%	0.05%	0.64%	0.01%	0.01%	0.04%	0.30%	0.03%	
Germany	26,756	97	1.13%	0.63%	0.41%	0.44%	0.39%	0.43%	0.55%	0.46%	2.96%	0.64%	0.36%	
Greece	58,162	99	0.56%	0.51%	0.59%	0.41%	9.52%	0.76%	0.55%	0.16%	0.90%	0.17%	0.17%	
Iceland	676	-	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.58%	0.00%	0.00%	
Ireland	6,018	40	0.64%	0.40%	0.68%	0.35%	0.84%	52.72%	0.70%	0.37%	0.84%	0.24%	0.66%	
Italy	41,934	1	0.01%	0.05%	0.02%	0.01%	0.00%	0.06%	0.03%	0.01%	0.26%	0.08%	0.00%	
Latvia	3,988	21	0.37%	0.45%	0.35%	0.33%	0.68%	0.56%	0.29%	0.21%	2.04%	1.15%	0.53%	
Lithuania	4,571	-	0.05%	0.07%	0.00%	0.04%	0.02%	0.00%	0.00%	0.02%	0.16%	0.02%	0.00%	
Malta	5,854	-	0.99%	1.67%	0.94%	0.54%	0.09%	0.40%	17.20%	0.04%	0.13%	0.04%	0.00%	
Montenegro	144	-		1.75%	0.90%	5.14%	2.54%	2.38%	0.00%	0.47%	0.61%	0.00%	0.00%	
Netherlands	78,269	40	1.41%	0.19%	0.17%	8.91%	0.53%	3.25%	0.81%	0.11%	1.12%	5.50%	0.05%	
Norway	63,335	-	0.00%	0.03%	0.02%	0.00%	0.06%	0.02%	0.00%	0.00%	0.02%	0.07%	0.00%	
Poland	14,700	1	0.03%	0.18%	0.00%	0.00%	0.00%	0.00%	0.01%	0.01%	0.03%	0.00%	0.01%	
Portugal	8,571	94	1.49%	0.58%	0.33%	9.67%	1.32%	3.21%	1.08%	0.80%	0.87%	1.36%	1.10%	
Romania	4,375	29	0.21%	5.02%	0.22%	0.41%	0.89%	0.00%	0.07%	0.00%	0.38%	0.05%	0.66%	
Slovenia	840	9	0.21%	0.08%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.27%	1.07%	
Spain	114,636	1,016	1.05%	0.47%	0.68%	0.46%	0.93%	0.48%	1.25%	1.06%	1.28%	1.33%	0.89%	
Sweden	34,931	26	0.08%	0.03%	0.04%	0.01%	0.10%	1.70%	0.04%	0.00%	12.57%	0.26%	0.07%	
Total	**575,850**	**1,793**	**0.60%**	**0.29%**	**0.27%**	**1.42%**	**0.42%**	**1.25%**	**0.66%**	**0.29%**	**1.64%**	**1.03%**	**0.31%**	

Table 12 – PortPlus notification rejections and evolution (reporting period: March 2023)

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.	353	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.	5	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.	143	To be corrected by MSs
R05	A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	3	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.	86	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.	-	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.	-	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 known next port that also contains hazmat EUDeparture, bunkers towards NextPort or crewpax departure must have ETAToNextPort.	2	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.	31	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.	10	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.	48	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	211	To be corrected by MSs
R18	ArrivalNotificationDetails is mandatory if ATDFromPortOfCall is provided unless CrewAndPaxNotificationOnDeparture is provided(and some other groups are not included).	98	To be corrected by MSs
R19	ETDFromLastPort is mandatory if WasteNotification or CrewAndPaxNotificationOnArrival with CrewAndPaxYorN = Y is provided.	-	To be corrected by MSs
R20	ETDFromPortOfCall is mandatory unless CrewAndPaxNotificationOnArrival is provided(and some other groups are not included).	1	To be corrected by MSs
R21	A Port Plus notification with waste notification, hazmat EUDeparture, bunkers towards NextPort or crewpax departure must have a NextPort	59	To be corrected by MSs
R22	LastPort is mandatory if WasteNotification or CrewAndPaxNotificationOnArrival with CrewAndPaxYorN = Y is provided	-	To be corrected by MSs
R23	WasteDetails should always contain at least one WasteItem.	8	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: March 2023)

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.)			
R24	The message identified by MSRefId [] has already been registered in SSN (Sent by [])	38	To be corrected by MSs and in the Central SSN
R25	[]: A port plus notification with the specified shipCallId [] has already been registered in SSN by []	14	To be corrected by MSs and in the Central SSN
R26	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. Port Delivery Remaining Waste Locode [] is not technically correct.	319	To be corrected by MSs
R27	PortOfCall Locode [] is not permitted. Verify your access rights as Portplus Notifier.	-	To be corrected by MSs
R28	The IMO number [] is not valid	252	To be corrected by MSs
R29	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [] is invalid because no voyage was found with the specified shipCallId.	3	To be corrected by MSs
R30	PobVoyageTowardsPortOfCall has an invalid value	-	To be corrected by MSs
R31	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	25	To be corrected by MSs
R32	The UpdateNotifications information is not compatible with the updateStatus [U].	-	To be corrected by MSs
R33	Incorrect MMSI number - MID [] does not identify any Flag according to the ITU list of MIDs.	23	To be corrected by MSs
R34	Invalid message. A port plus notification with the specified shipCallId [] has already been registered with different Vessel [] - [].	29	To be corrected by MSs
R35	At least one contact detail must be provided (Phone, Fax or Email)	-	To be corrected by MSs
R36	The notification must have quoted at least one of IMO or MMSI numbers	-	To be corrected by MSs
R37	The phone number must contain digits only. The fax number must contain digits only	-	To be corrected by MSs
R38	The email [] is invalid	-	To be corrected by MSs
R39	Test vessel only allows IMO 9999999 and MMSI 999999999	-	To be corrected by MSs
R40	The first name is invalid	-	To be corrected by MSs
R41	The notification must have quoted at least one of CompanyName or IMOCompanyNr	-	To be corrected by MSs
R42	A phone number must be defined	1	To be corrected by MSs
R43	No waste code corresponds to the specified code(s): …	31	To be corrected by MSs
R44	No ShipType UN corresponds to the specified code: …	-	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: March 2023) (cont.)

Member State	Current reporting period - March 2023							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 [%]	August 2022	March 2022	August 2021	January 2021	August 2020	January 2020	July 2019	January 2019	August 2018
Belgium	1,972	1,969	3	-	99.8%	0.2%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Bulgaria	218	218	-	-	100.0%	0.0%	0.0%	0.0%	1.0%	0.4%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%
Croatia	187	186	1	-	99.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.06%	0.5%	0.0%	0.0%	0.0%
Cyprus	210	210	-	-	100.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%
Denmark	1,998	1,939	50	9	97.0%	2.5%	0.5%	0.3%	0.5%	0.4%	0.1%	0.5%	0.3%	0.4%	0.2%	0.0%
Estonia	527	523	4	-	99.2%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.3%	0.5%	0.0%
Finland	1,371	1,355	10	6	98.8%	0.7%	0.4%	5.7%	6.6%	0.1%	0.8%	1.2%	2.0%	2.7%	3.8%	2.0%
France	1,833	1,820	9	4	99.3%	0.5%	0.2%	0.1%	0.5%	0.3%	0.1%	0.3%	0.0%	0.4%	0.0%	0.0%
Germany	3,247	3,133	29	85	96.5%	0.9%	2.6%	3.3%	6.4%	2.4%	2.0%	2.8%	0.7%	2.7%	2.6%	3.0%
Greece	1,880	1,879	1	-	99.9%	0.1%	0.0%	4.1%	0.8%	0.2%	0.1%	0.2%	2.3%	1.6%	2.0%	2.0%
Iceland	210	201	-	9	95.7%	0.0%	4.3%	8.4%	0.5%	3.9%	2.8%	2.5%	8.1%	3.8%	3.0%	3.0%
Ireland	1,071	1,059	2	10	98.9%	0.2%	0.9%	0.1%	0.5%	0.3%	1.9%	6.1%	0.6%	0.4%	0.0%	0.0%
Italy	2,462	2,449	7	6	99.5%	0.3%	0.2%	0.5%	0.9%	0.7%	0.0%	1.7%	0.5%	0.7%	0.2%	1.0%
Latvia	507	507	-	-	100.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%
Lithuania	324	324	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.6%	0.0%	0.0%
Malta	229	228	1	-	99.6%	0.4%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%
Montenegro	45	44	1	-	97.8%	2.2%	0.0%	0.0%	1.9%	1.4%	0.0%	0.0%	2.6%	4.5%	0.0%	8.0%
Netherlands	3,108	3,079	14	15	99.1%	0.5%	0.5%	0.4%	1.4%	0.3%	0.3%	0.1%	0.8%	0.8%	0.6%	0.0%
Norway	2,646	2,313	99	234	87.4%	3.7%	8.8%	8.1%	4.9%	3.1%	2.4%	3.4%	4.9%	5.0%	8.3%	8.0%
Poland	1,259	1,259	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Portugal	606	515	8	83	85.0%	1.3%	13.7%	10.4%	12.6%	6.0%	2.4%	9.2%	6.6%	53.6%	2.1%	7.0%
Romania	455	451	3	1	99.1%	0.7%	0.2%	1.4%	0.3%	0.8%	0.0%	0.0%	0.0%	0.9%	0.0%	3.0%
Slovenia	123	122	-	1	99.2%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Spain	12,247	11,739	162	346	95.9%	1.3%	2.8%	2.5%	1.4%	3.2%	1.0%	1.7%	0.9%	1.8%	18.9%	3.0%
Sweden	2,764	2,741	18	5	99.2%	0.7%	0.2%	0.5%	0.6%	0.3%	0.2%	2.1%	2.6%	0.7%	1.1%	1.0%
Total	**41,499**	**40,263**	**422**	**814**	**97.0%**	**1.0%**	**2.0%**	**2.4%**	**2.1%**	**1.5%**	**0.8%**	**1.5%**	**1.3%**	**3.1%**	**6.0%**	**2.3%**
TOTAL August2022	51,161	49,456	458	1,247	96.7%	0.9%	2.4%									
TOTAL March2022	37,709	36,289	640	780	96.2%	1.7%	2.1%									
TOTAL August2021	43,704	42,613	444	647	97.5%	1.0%	1.5%									
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%									

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: March 2023)

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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).
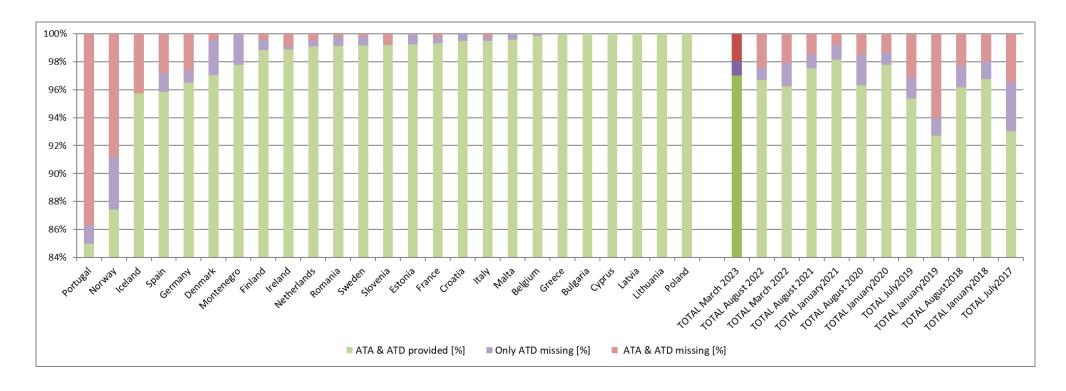
Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC

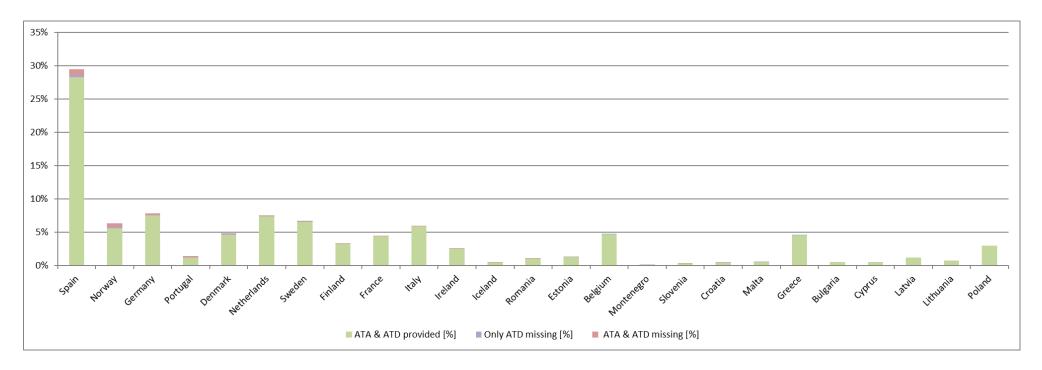**(corresponding to Table 15) (reporting period: March 2023)**

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: March 2023)

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%	98.8%	1.2%	0.0%	0.0%	98.8%	1.2%	0.0%
Bulgaria	0.0%	98.8%	0.4%	0.8%	0.0%	99.6%	0.4%	0.0%
Croatia	0.0%	65.3%	21.5%	13.2%	0.0%	82.8%	14.9%	2.3%
Cyprus	0.0%	93.5%	6.2%	0.4%	0.0%	92.7%	6.9%	0.4%
Denmark	0.0%	71.9%	26.7%	1.4%	0.0%	71.6%	26.7%	1.7%
Estonia	0.0%	89.8%	10.0%	0.2%	0.0%	94.4%	5.5%	0.1%
Finland	0.0%	84.1%	15.7%	0.2%	0.0%	85.8%	13.8%	0.4%
France	0.0%	96.3%	3.5%	0.2%	0.0%	90.4%	9.2%	0.4%
Germany	0.0%	89.5%	9.7%	0.8%	0.0%	92.6%	6.7%	0.8%
Greece	0.0%	85.2%	13.4%	1.4%	0.0%	93.6%	5.7%	0.7%
Iceland	0.0%	100.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%
Ireland	0.4%	91.3%	5.5%	2.8%	1.0%	92.3%	4.4%	2.4%
Italy	0.0%	95.1%	4.6%	0.3%	0.0%	92.9%	6.1%	1.0%
Latvia	0.0%	91.1%	8.4%	0.6%	0.0%	92.9%	6.5%	0.6%
Lithuania	0.0%	98.5%	0.5%	1.0%	0.0%	99.2%	0.0%	0.8%
Malta	0.0%	97.0%	2.9%	0.1%	0.0%	96.7%	3.0%	0.2%
Montenegro	0.0%	33.3%	56.3%	10.4%	0.0%	6.3%	83.3%	10.4%
Netherlands	0.0%	98.4%	1.5%	0.1%	0.0%	98.2%	1.5%	0.3%
Norway	0.0%	92.1%	7.3%	0.6%	0.0%	93.0%	6.9%	0.1%
Poland	0.0%	98.9%	0.9%	0.1%	0.0%	98.8%	0.9%	0.3%
Portugal	0.0%	92.4%	6.3%	1.3%	0.0%	91.4%	8.1%	0.5%
Romania	0.0%	99.4%	0.2%	0.4%	0.0%	100.0%	0.0%	0.0%
Slovenia	0.0%	92.0%	7.2%	0.8%	0.0%	95.2%	4.8%	0.0%
Spain	0.0%	90.1%	8.0%	1.9%	0.0%	88.6%	9.5%	1.9%
Sweden	0.0%	87.9%	11.0%	1.1%	0.0%	88.7%	10.2%	1.1%
Total	**0.01%**	**90.0%**	**8.9%**	**1.1%**	**0.02%**	**91.4%**	**7.7%**	**0.9%**

Table 15 –Timeliness of ATA and ATD reporting (reporting period: March 2023)