EMSA
European Maritime Safety Agency

Meeting: 7ᵗʰ SSN / LRIT Group Meeting

Place and date: Lisbon, 12-13 May 2020

Agenda item: SSN Data Quality Report

Document number: SSN/LRIT 7.5.1

Submitted by EMSA

Summary	This document presents the status of 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. 6ᵗʰ SSN/LRIT Group Meeting Report b. SSN/LRIT 7.4.1 – SSN and LRIT Roadmap c. SSN/LRIT 6.5.1 – SSN and LRIT Data Quality Report d. SSN/LRIT 7.3.3 – Incident Reporting Working Group – progress report

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 relating to overall SSN performance and the particular behaviour of each national SSN system, and focuses on issues to be resolved. In addition, this report presents the current status of the commissioning tests and the implementation of SSN V4 by MSs.

2. SSN IMPLEMENTATION

Since the last reporting period, Cyprus (23 January 2020), Finland (25 March 2020), Greece (9 November 2019) and Latvia (13 November 2019) entered in production for SSN version 4.

Ireland has successfully completed the commissioning tests, but SSN version 4 has not yet been deployed in production.

The commissioning tests for SSN version 4 in Portugal are ongoing and Bulgaria are scheduled for June (expected in Production in September) . The United Kingdom has not yet provided updated plans for the implementation of SSN version 4 at national level.

Bunkers information is already being provided by Cyprus, Croatia, Iceland, Italy, Lithuania, Latvia, Malta, Norway, Poland, Romania, Slovenia and Sweden. However, Estonia is not yet reporting, even though it is commissioned.

On 29 January 2020, the most recent list of UNECE LOCODEs (i.e. version 2019-2, released on 9 December 2019) was be uploaded to the CLD.

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

2.1 PortPlus notifications

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

- The percentage of missing Port information from Estonia, Norway and Portugal is high (more than 1% - see Table 9).
- The percentage of missing Hazmat information from Finland, France, Ireland, Malta, Norway, Spain, Sweden and the United Kingdom is very high (more than 5%, see Table 10).
- Waste and Security notifications were not provided for 28% and 15% of ship calls respectively (see Table 1).
- The lack of availability of the detailed part of notifications (see Section 5.4) is still an issue for some MSs (i.e. Croatia for Hazmat, Security and Bunkers details, Estonia for Ship MRS details, Greece for Hazmat and Security details, Ireland for Hazmat details, Latvia for Bunkers details, Norway for Ship MRS details, Portugal for all details and the United Kingdom port of Gibraltar system for Hazmat details).
- Rejections are still an issue for some countries (see Section 5.5), with over 0.2% of PortPlus notifications being rejected (i.e. Bulgaria, Cyprus, Denmark, Estonia, Finland, Germany, Greece, Ireland, Latvia, Montenegro, the Netherlands, Portugal, Romania and Spain).
- Finland, France, Germany, Greece, the Netherlands, 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, France, Ireland, Malta, the Netherlands, Portugal, Slovenia, Sweden and the United Kingdom 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, Germany, Greece, Iceland, Malta, Montenegro, the Netherlands, Norway, Portugal, Romania, Spain, Sweden and United Kingdom is very high (over 1%, see Table 14).

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

2.2 Exemptions

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

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

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

On 30 March 2020, the number of exemptions registered in SSN was 14,042 (8,455 were active, 5,586 were expired and 1 was scheduled, see Table 3). Table 4 shows the number of ship calls that took place in January

2020 (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:

- 4 MSs (Cyprus, Latvia, Portugal and Spain) do not 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 Waste (41%). Pre-Arrival, Hazmat and Security exemptions account for 25%, 18% and 16% respectively.

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

2.3 Ship MRS notifications

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

Since the last reporting period, Portugal resolved an implementation issue affecting the provision of Ship MRS notifications for the WETREP. The United Kingdom is in the process of testing the mechanisms for reporting data from the CALDOVREP system, but the process has been delayed due to BREXIT. No reports have been received for WETREP (Ireland), but a similar solution to that implemented by Portugal is being considered.

Recommendation 3: MSs facing delays and problems in implementing their MRS reporting obligations [i.e. CALDOVREP (United Kingdom) and WETREP (Ireland)] are invited to provide updated planning and to consider requesting the assistance of EMSA in order to speed up their implementations.

2.4 Incident Reports (IR)

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

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

To further improve the reporting and exchange of Incident Reports, the HLSG established the Incident Report Working Group at its 4th meeting (11 December 2018). More details can be found in the *SSN/LRIT 7.3.3 – Incident Reporting Working Group – progress report*.

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

3. SSN COMMON OPERATIONAL PROCEDURES - COP

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

Recommendation 5: MSs are invited to acknowledge the receipt of these individual monthly reports, and to take corrective action, 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 2019 were as follows:

a) The central SSN system was down seven times, with a total duration of 31 hours 49 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.64%.

b) The SSN-THETIS interface was down nine times, with a total duration of 11 hours and 21 minutes. No information was lost (just delayed).

c) Portugal experienced one full downtime in its national SSN system which lasted 112h 03m.

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 (23h 38m), Denmark (12h 17m), Estonia (21h 14m), Finland (35h 58m), Greece (240h 34m), Iceland (110h 32m), Ireland (94h 23m), Lithuania (141h 40m), Netherlands (127h 55m), Poland (15h 57m), Sweden (18h 28m) and the United Kingdom – port of Gibraltar (16h 55m).

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

4.2 Member State back-up procedures

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

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

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

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

5. SSN DATA QUALITY

The main data quality issues detected are listed below:

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

e) Rejected notifications (see Section 5.5 and Table 12 and Table 13, Annex III)

In most cases, the reporting period was January 2020, but for missing Port and Hazmat information and Hazmat details, it was the second half of 2019. A summary of the findings is shown in Sections 5.1 - 5.5 below, and full details are available in Annex III.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 4,236 ships that visited EU ports in the second semester of 2019 (33% more than in the previous reporting period), and found that 15 of the due notifications were not sent to SSN (0.35% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

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

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

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

5.2 Missing Hazmat information

7.1% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 201 out of 2,825 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 9.5% to 6.5% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications decreased from 9.1% to 8.2% (Figure 2 – green data).

Figure 2 shows the overall trend by comparing the percentage figures for the previous reporting periods, and it can be seen that the situation improved in the second semester of 2019. Some MSs should revise their

internal procedures for reporting Hazmat information (e.g. France, Italy, Spain, Sweden and the United Kingdom), as they are the source of 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 or not Hazmat is carried on board when passing through the MRS.
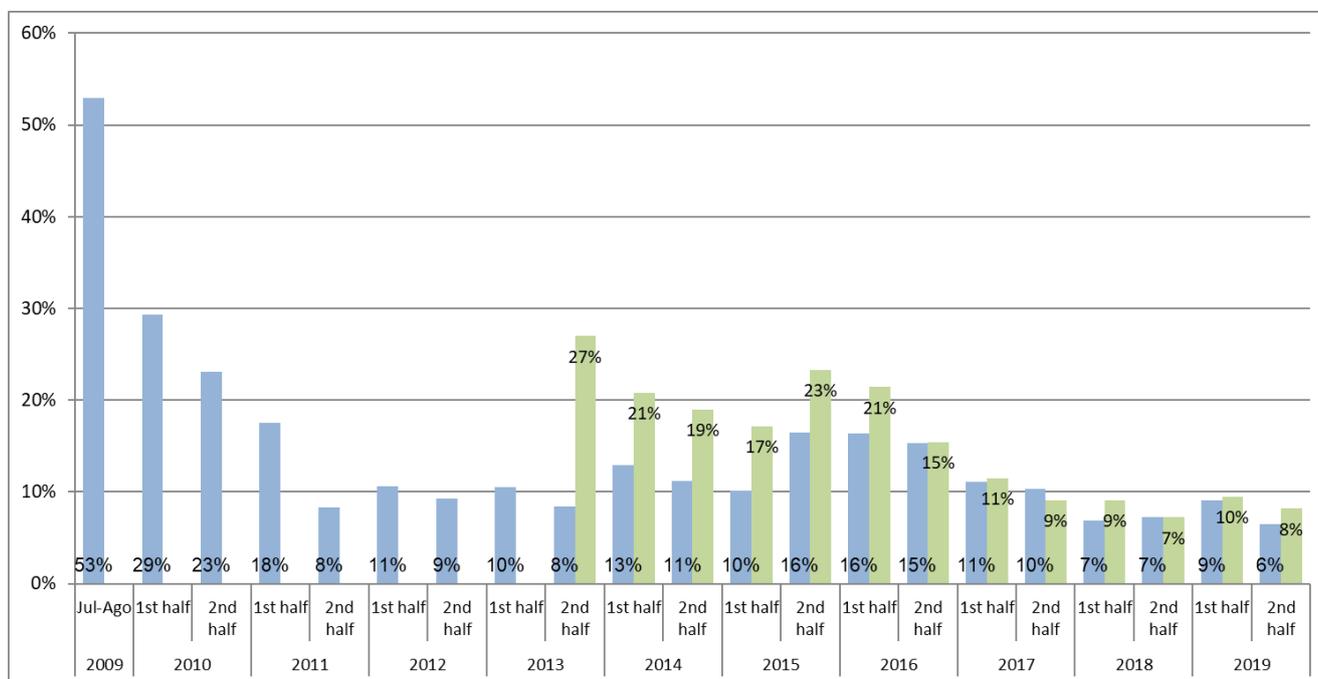
Figure 2 – Missing Hazmat information by reporting period
(Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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

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

5.3 Missing Waste and Security information

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

The percentage of missing Waste and Security notifications were 28% and 15% of ship calls respectively (see Table 1), as compared to 35% and 23% in the previous period. These numbers need to be further analysed in order to understand the difference between the numbers of ship calls and the associated Waste and Security notifications. When analysing the figures, exemptions registered in the SSN system, ship type (regarding availability of Waste and Security information), gross tonnage and domestic voyages (regarding availability of Security information) were taken into account.

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

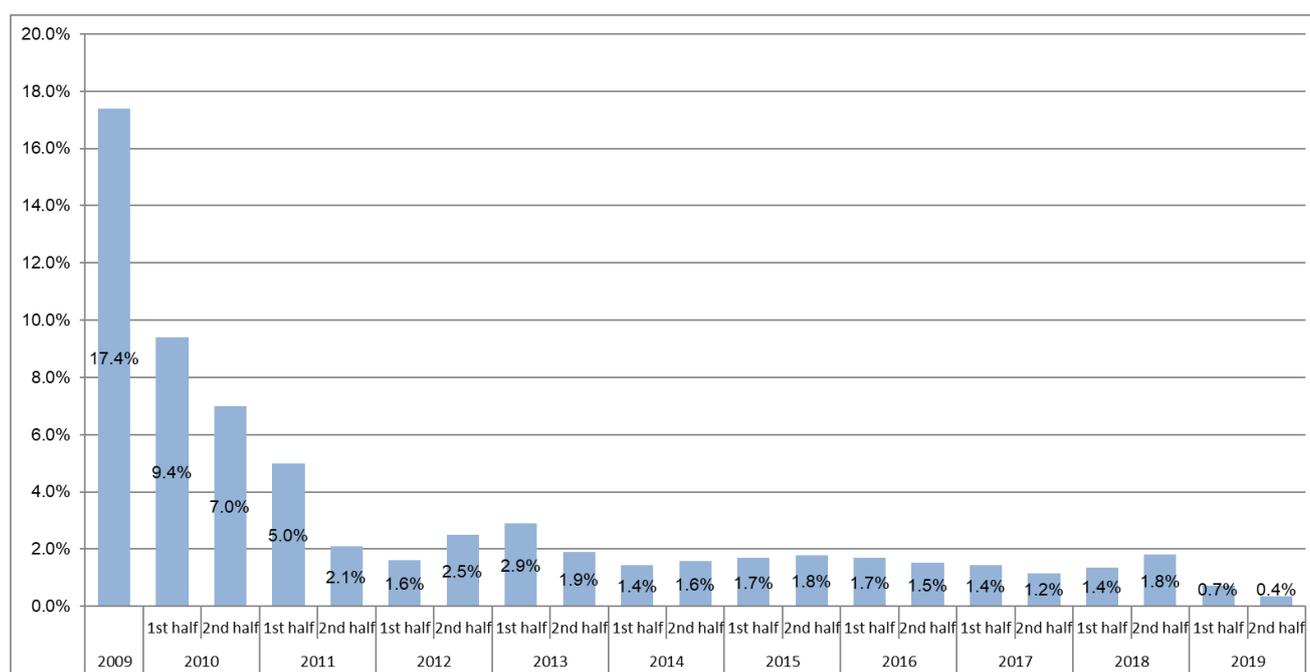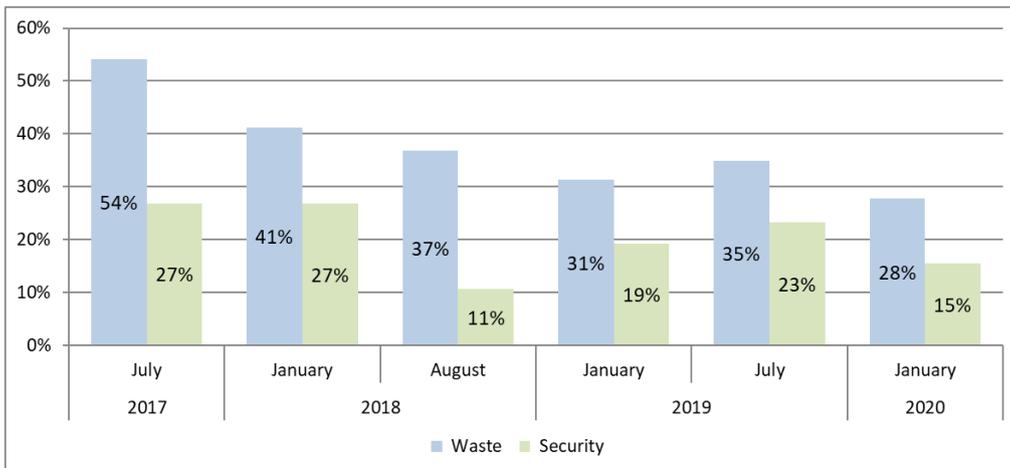**Figure 3 – Missing Waste (Blue) and Security (Green) information by reporting period**

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

5.4 Availability of the detailed part of notifications

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

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

The status of the availability of the detailed part of notifications provided by MSs is shown in Table 11, Annex III. The table shows that the issues with request/response mechanism were found for the following Member States: Croatia (Hazmat, Security and Bunkers details), Estonia (MRS details), Greece (Hazmat and Security details), Ireland (Hazmat and MRS details), Latvia (Bunkers details), Norway (MRS details), Portugal (Hazmat and MRS details) and the United Kingdom – for the Port of Gibraltar (Hazmat, Waste and Security details).

Member States that implemented SSN V4 no longer provide Waste details upon request (request-response functionality). All Member States except Bulgaria, Portugal and the United Kingdom are now reporting Waste details in the PortPlus notification.

Recommendation 11: Croatia, Estonia, Greece, Ireland, Latvia, Norway, Portugal and the United Kingdom are invited to ensure that the detailed part of the relevant notifications is made available to MS data requesters in electronic format.

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

5.5 Rejected notifications

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

- The message identified by MSRefId [MSREFID] has already been registered in SSN (Sent by [SENDER]) (72.6%);
- Updated Port Plus notifications having ATAToPortOfCall 1 year prior to the time received which is different from ATAToPortOfCall recorded in the corresponding voyage could not be accepted. (10.83%);
- Port Plus notifications must have ETAtoNextPort subsequent to the ETDFromPortOfCall. ETAtoNextPort greater than ETDFromPortOfCall (4.2%);
- Deactivated in SSN LOCODEs used to identify Last Port, Port of Call or Next Port (2.23%);
- Once provided, Departure Notification Details should be repeated in all update messages (2.18%).

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

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

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

6. SSN INTERFACE WITH THETIS

6.1 ATA and ATD not provided via PortPlus notifications

MSs have the responsibility to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages[1] to the THETIS inspection database via SSN within a reasonable time (THETIS only recognises a ship call when the ATA has been provided). This section evaluates the availability of ATA/ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC.

48,429 of the ship calls created in SSN during January 2020 (via PortPlus) fell within the scope of these Directives (see Table 14, Annex IV). On average, 1.3% of ship call notifications lacked both the ATA and the ATD. In addition, a further 0.9% lacked only the ATD, despite the ships having already departed. The overall situation has improved in comparison with the last reporting period (July 2019), but effort is still required from Member States to improve it further (see Figures 4 and 5 in Annex IV).

Recommendation 14: 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).

6.2 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 via 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, Cyprus, Denmark, Finland,

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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.

Germany, Greece, Montenegro, Spain and the United Kingdom are the mostly affected. ATAs provided more than 3 hours in advance, and which were therefore rejected by THETIS, affect 0.08% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 10.8% and 10.2% of overall ship calls respectively. These notifications were not rejected by THETIS.

Recommendation 15: 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.

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%	1.8%	1.6%	3.3%	0.03%	0.0%	0.0%	0.0%	0.1%	v4	
Bulgaria	0.0%	0.0%	0.0%	0.0%	0.24%	0.4%	0.0%	0.0%	0.0%	v3	- SSN v4 not yet implemented - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016) - High number of rejected PortPlus notifications (Aug 2019)
Croatia	0.8%	0.0%	16.4%	0.0%	0.00%	0.0%	0.5%	0.0%	4.0%	v4	- High number of missing Port (Mar 2020) and Waste information (Mar 2017) - High number of rejected PortPlus notifications (Aug 2019) - High number of Hazmat nonEU departure, 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) - Hazmat, Security and Bunkers details not available upon equest (Mar 2020)
Cyprus	0.0%	0.0%	1.2%	1.3%	4.84%	0.5%	0.0%	0.2%	8.4%	v4	- High number of rejected PortPlus notifications (Mar 2020) - High number of Hazmat nonEU departure, Waste and Security provided after ship arrival to the port (Mar 2020) - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2019)
Denmark	0.9%	2.8%	1.4%	0.4%	1.02%	1.7%	0.3%	0.0%	1.9%	v4	- High number of missing Port (Sep 2018) and Hazmat information (Aug 2019) - High number of rejected PortPlus notifications (Mar 2019) - High number of Hazmat nonEU departure provided after ship arrival to the port (Mar 2020) - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2019)
Estonia	1.4%	0.0%	2.7%	2.8%	1.91%	0.4%	0.2%	0.0%	0.0%	v4	- High number of missing Port (Aug 2019) , Waste (Mar 2017) and Security information (Mar 2020) - High number of Waste provided after ship arrival to the port (Mar 2020) - Ship MRS details not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value (Sep 2016)
Finland	0.0%	5.4%	6.6%	0.0%	0.60%	0.9%	2.0%	0.0%	0.3%	v4	- High number of missing Hazmat (Sep 2016) and Waste information (Mar 2020) - High number of rejected PortPlus notifications (Mar 2018) - High number of ship calls missing ATA / ATD (Mar 2017) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014) - High number of Hazmat nonEU departure (Mar 2019), Waste and Security (Aug 2019) provided after arrival to the port
France	0.0%	6.6%	24.9%	23.6%	0.05%	0.1%	0.0%	0.0%	1.3%	v4	- High number of missing Hazmat (Sep 2016), Waste and Security information (Mar 2017) - High number of Hazmat nonEU departure, Waste and Security 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) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Feb 2016)

Table 1 – Implementation status by Member State on 22 April 2020

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		
Germany	0.0%	1.3%	44.1%	15.4%	0.39%	0.5%	0.7%	0.0%	1.0%	v4	- High number of missing Waste and Security information (Mar 2017) - High number of rejected PortPlus notifications (Sep 2016) - Use of the dummy Persons on Board (POB) value (Sep 2018)
Greece	0.0%	4.3%	72.11%	75.03%	9.52%	2.3%	2.3%	0.0%	1.7%	v4	- High number of missing Hazmat, Waste and Security information (Mar 2020) - High number of rejected PortPlus notifications (Sep 2018) - High number of ship calls missing ATA / ATD (Mar 2017) - High number of Waste and Security provided after ship arrival to the port (Mar 2020) - Use of the dummy Persons on Board (POB) value (Apr 2009) - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2019)
Iceland	0.0%	0.0%	4.1%	0.0%	0.00%	0.0%	8.1%	0.0%	0.0%	v4	- High number of ship calls missing ATA / ATD (Sep 2015)
Ireland	0.7%	7.1%	0.0%	0.0%	0.84%	0.0%	0.6%	0.1%	1.3%	v3	- SSN v4 not yet deployed in production - High number of missing Hazmat information (Mar 2017) - High number of rejected PortPlus notifications (Aug 2019) - High number of Hazmat nonEU departure provided after ship arrival to the port (Aug 2019) - Missing MRS reports from WETREP (Jan 2009) - Hazmat details not available upon request (Mar 2020) - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2018)
Italy	0.0%	3.6%	22.6%	3.1%	0.00%	0.3%	0.5%	0.0%	0.7%	v4	- High number of missing Hazmat (Sep 2016), Waste (Mar 2017) and Security information (Mar 2020) - High number of Waste provided after ship arrival to the port (Mar 2020)
Latvia	0.0%	0.0%	0.2%	0.0%	0.68%	0.9%	0.0%	0.0%	0.3%	v4	- High number of rejected PortPlus notifications (Aug 2019) - Bunkers details not available upon request (Mar 2020)
Lithuania	0.0%	0.0%	0.2%	2.5%	0.02%	0.0%	0.3%	0.0%	0.1%	v4	
Malta	0.0%	5.6%	1.7%	0.0%	0.09%	1.2%	0.0%	0.0%	0.1%	v4	- High number of missing Hazmat information (Mar 2020) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Mar 2018) - High number of Hazmat nonEU departure (Mar 2018) and Security (Mar 2020) provided after arrival to the port
Montenegro	0.0%	n.a.	n.a.	n.a.	2.54%	0.0%	2.6%	0.0%	38.1%	v3	- High number of rejected PortPlus notifications (Sep 2018) - High number of ship calls missing ATA / ATD (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2019)
Netherlands	0.0%	2.2%	7.3%	9.4%	0.53%	0.5%	0.8%	0.0%	0.4%	v4	- High number of missing Waste (Mar 2017) and Security information (Aug 2019) - High number of rejected PortPlus notifications (Aug 2019) - Hazmat nonEu departure reported for vessels coming from EU ports (Aug 2017) - High number of ship call updates repeating previously sent information (Aug 2017) - Use of the dummy Persons on Board (POB) value (Aug 2019)

Table 1 – Implementation status by Member State on 22 April 2020 (cont.)

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		
Norway	1.1%	8.0%	8.2%	0.4%	0.06%	3.9%	4.9%	0.0%	0.0%	v4	- High number of missing Port (Mar 2020), Hazmat (Aug 2019) and Waste information (Mar 2017) - High number of ship calls missing ATA / ATD (Sep 2015) - High number of Hazmat nonEU departure (Sep 2018) and Waste (Aug 2019) provided after ship arrival to the port - Ship MRS details not available upon request (Aug 2019)
Poland	0.0%	0.0%	0.2%	0.5%	0.00%	0.0%	0.0%	0.0%	0.1%	v4	- High number of Hazmat nonEU departure and Security provided after ship arrival to the port (Mar 2020)
Portugal	5.0%	2.6%	-	-	1.32%	0.2%	6.6%	0.0%	2.0%	v3	- SSN v4 not yet implemented - High number of missing Port (Mar 2020) and Hazmat information (Aug 2019) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - High number of Hazmat nonEU departure provided after arrival to the port (Mar 2018) - High number of ship calls missing ATA / ATD (Sep 2018) - Request-Response mechanism not working - High number of rejected PortPlus notifications (Aug 2019) - Waste and Security notifications not implemented
Romania	0.8%	0.0%	0.3%	0.3%	0.89%	2.0%	0.0%	0.0%	0.1%	v4	- High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls missing ATD (Aug 2019)
Slovenia	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.0%	v4	- Hazmat nonEu departure reported for vessels coming from EU ports (Sep 2016)
Spain	0.0%	25.7%	57.4%	2.9%	0.93%	0.7%	0.9%	0.0%	3.8%	v4	- High number of missing Hazmat (Sep 2016) and Waste information (Mar 2017) - High number of rejected PortPlus notifications (Aug 2019) - 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 nonEU departure adn Waste provided after ship arrival to the port (Mar 2020) - High number of Hazmat EU departure provided after ship departure from the port (Mar 2018)
Sweden	0.0%	26.3%	0.0%	21.0%	0.10%	0.9%	2.6%	0.0%	0.6%	v4	- High number of missing Hazmat and Security Information (Mar 2017) - Hazmat nonEu departure reported for vessels coming from EU ports (Sep 2016) - High number of Hazmat EU departure provided after ship departure from the port (Aug 2019)
United Kingdom	0.0%	16.1%	28.4%	27.7%	0.01%	0.6%	1.3%	0.0%	1.1%	v3	- SSN v4 not yet implemented - High number of missing Hazmat, Waste and Security information (Mar 2017) - Hazmat nonEu departure reported for vessels coming from EU ports (Sep 2016) - MRS reports from CALDOVREP not yet implemented (Sep 2018) - Hazmat, Waste and Security details not available upon request for port of Gibraltar (Mar 2016) - Use of the dummy Persons on Board (POB) value (Jan 2009) - High number of Hazmat nonEU departure (Mar 2018) and Waste (Mar 2020) provided after arrival to the port
Total	0.4%	7.1%	27.7%	15.5%	0.42%	0.9%	1.3%	0.0%	1.5%	-	Updated: 22 April 2020

Table 1 – Implementation status by Member State on 22 April 2020 (cont.)

Member State	Shipcalls			AIS [1]	MRS	Incident Reports	Total
	New	Updates	Cancelations				
Belgium	27,585	307,583	802	347,299,125	17	17	347,635,129
Bulgaria	3,793	20,866	79	29,330,371	5	5	29,355,119
Croatia	12,021	33,724	24	92,240,954	177	177	92,287,077
Cyprus	3,547	41,530	101	47,229,589	2	2	47,274,771
Denmark	24,064	68,609	680	285,379,275	32	32	285,472,692
Estonia	11,971	67,148	152	105,540,692	3	3	105,619,969
Finland	37,475	175,218	75	91,185,724	136	136	91,398,764
France	59,818	304,754	3,506	172,547,215	510	510	172,916,313
Germany	59,939	258,664	763	234,091,976	29	29	234,411,400
Greece	83,312	174,408	2,294	91,699,090	200	200	91,959,504
Iceland	3,351	6,682	254	105,514,994	-	-	105,525,281
Ireland	13,639	53,316	116	60,122,076	15	15	60,189,177
Italy	76,293	448,710	2,134	343,512,968	750	750	344,041,605
Latvia	7,405	48,184	90	25,192,385	10	10	25,248,084
Lithuania	5,230	52,348	154	10,492,680	26	26	10,550,464
Malta	11,613	85,547	721	19,094,092	21	21	19,192,015
Montenegro	1,081	2,159	20	11,910,863	-	-	11,914,123
Netherlands	50,646	724,922	2,233	504,794,354	235	235	505,572,625
Norway	164,504	884,912	8,484	630,619,574	29	29	631,677,532
Poland	17,027	162,500	1,226	71,076,392	8	8	71,257,161
Portugal	13,384	73,291	862	75,248,555	15	15	75,336,122
Romania	5,342	31,446	186	102,161,505	6	6	102,198,491
Slovenia	1,796	10,535	77	6,838,856	12	12	6,851,288
Spain	178,880	1,148,137	16,811	451,810,062	16	16	453,153,922
Sweden	52,063	358,751	2,476	295,703,352	104	104	296,116,850
United Kingdom	109,513	454,795	9,458	389,102,434	104	104	389,676,408
Total	1,035,292	5,998,739	53,778	4,599,739,153	2,462	2,462	4,606,831,886

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

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

Reporting period: January – December 2019

Member State	Expired exemptions				Active exemptions				Scheduled (upcoming) exemptions				Total
	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	
Belgium	-	3	148	123	-	-	230	14	-	-	-	-	518
Bulgaria	-	-	2	-	-	-	-	-	-	-	-	-	2
Croatia	-	87	-	-	-	135	-	-	-	-	-	-	222
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	8	-	-	97	74	165	100	-	-	-	-	444
Estonia	4	-	170	18	-	-	85	33	-	-	-	-	310
Finland	2	14	279	9	-	20	414	83	-	-	-	-	821
France	60	6	539	271	18	25	222	278	-	-	-	-	1,419
Germany	-	2	-	-	-	-	2	-	-	-	1	-	5
Greece	-	293	-	-	-	-	-	-	-	-	-	-	293
Iceland	12	12	6	15	-	9	46	-	-	-	-	-	100
Ireland	-	-	18	29	-	-	4	31	-	-	-	-	82
Italy	740	672	1,066	5	53	12	289	197	-	-	-	-	3,034
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-
Lithuania	-	-	-	9	-	-	3	26	-	-	-	-	38
Malta	-	-	7	-	-	3	11	-	-	-	-	-	21
Netherlands	-	-	196	117	-	-	360	91	-	-	-	-	764
Norway	-	-	-	-	26	26	68	30	-	-	-	-	150
Poland	-	-	16	2	-	2	76	52	-	-	-	-	148
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-
Romania	31	31	62	31	124	124	248	124	-	-	-	-	775
Slovenia	-	-	9	-	-	-	-	-	-	-	-	-	9
Spain	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	4	2	47	-	6	10	647	2	-	-	-	-	718
United Kingdom	24	32	46	307	1,395	1,909	253	203	-	-	-	-	4,169
Total	877	1,162	2,611	936	1,719	2,349	3,123	1,264	-	-	1	-	14,042

Table 3 – Number of exemptions by type of notification registered in SSN on 30 March 2020

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	2,186	2,139	37	146	1,270	87	1,655	432	192	1,737	124
Bulgaria	273	273	-	240	56	-	273	-	25	243	-
Croatia	246	246	-	10	71	-	199	5	65	152	-
Cyprus	243	242	-	47	57	-	240	-	11	222	-
Denmark	1,753	1,724	26	33	377	13	1,528	91	426	926	63
Estonia	823	823	-	26	412	-	662	123	13	329	429
Finland	2,664	2,656	-	47	740	-	905	1,568	866	999	751
France	3,751	2,411	1,306	433	1,897	1,253	1,392	1,416	649	1,189	1,130
Germany	4,587	4,574	10	98	1,814	10	1,903	660	6	1,966	1,829
Greece	2,330	2,281	-	347	499	-	625	15	166	474	-
Iceland	172	172	-	17	29	-	116	48	99	72	-
Ireland	1,038	1,038	-	10	526	55	658	357	84	442	488
Italy	5,024	4,986	-	398	1,621	17	2,918	954	2,701	2,004	146
Latvia	618	592	-	17	216	-	500	113	27	581	-
Lithuania	406	405	-	21	131	-	358	47	2	319	74
Malta	982	977	-	538	535	-	393	59	180	773	-
Montenegro	42	36	-	-	-	-		-			-
Netherlands	3,931	3,857	68	1,791	1,707	163	2,856	717	518	2,616	269
Norway	3,084	2,958	123	37	638	123	2,558	156	1,744	976	102
Poland	1,172	1,172	-	35	424	-	761	400	117	641	370
Portugal	985	954	-	82	470	-	-	3	390	-	-
Romania	355	354	-	76	60	-	354	-	21	333	-
Slovenia	124	124	-	65	74	-	124	-	-	124	-
Spain	12,397	12,382	-	369	1,298	-	5,036	71	6,244	4,027	21
Sweden	4,070	3,604	319	39	970	138	2,188	1,864	739	1,464	1,104
United Kingdom	7,934	6,992	764	584	2,041	667	3,615	2,047	2,969	2,309	967
Total	61,190	57,972	2,653	5,506	17,933	2,526	31,817	11,146	18,254	24,918	7,867

Table 4 – Number of ship calls and how the detailed part of notifications is reported by Member States (reporting period: January 2020)

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	14,427,715	North Sea
Bulgaria	-	1,866,115	MARES
Croatia	-	5,309,730	MARES
Cyprus	-	2,160,523	MARES
Denmark	-	20,058,350	HELCOM
Estonia	-	7,413,577	HELCOM
Finland	-	5,717,652	HELCOM
France	-	13,349,869	North Sea and MARES (Mediterranean Coast)
Germany	695,668	15,917,451	SSN SI Germany
Greece	-	5,769,175	MARES
Iceland	-	7,438,593	North Atlantic
Ireland	-	4,879,393	North Sea
Italy	-	24,410,030	MARES
Latvia	-	1,883,895	HELCOM
Lithuania	-	753,441	HELCOM
Malta	-	1,648,918	MARES
Montenegro	-	848,940	MARES
Netherlands	-	41,210,212	North Sea
Norway	-	52,575,164	North Atlantic
Poland	-	5,622,666	HELCOM
Portugal	-	4,766,213	MARES
Romania	-	9,356,926	MARES
Slovenia	-	623,577	HELCOM
Spain	-	33,722,153	MARES
Sweden	-	20,740,436	HELCOM
United Kingdom	-	29,435,504	North Sea and MARES (Gibraltar)
Total	**695,668**	**331,906,218**	

Table 5 – Number of AIS reports by Member State and Interface (reporting period: January 2020)

Member State	MRS	Area	Ship MRS Notifications
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	58
Bulgaria	-	-	-
Croatia	ADRIREP	Adriatic Sea	625
Cyprus	-	-	-
Denmark	BELTREP	Great Belt	2,106
	SOUNDREP	The Sound	2,635
Estonia	GOFREP	Gulf of Finland	6,350
Finland	GOFREP	Gulf of Finland	3,345
France	BONIFREP	Strait of Bonifacio (only DPG)	190
	CALDOVREP	Dover Strait/ Pas de Calais	2,876
	MANCHREP	Off Les Casquests/ La Manche	4,544
	OUESSREP	Off Ouessant	3,443
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	9
Germany	-	-	-
Greece	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	57
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-
Italy	ADRIREP	Adriatic Sea	1,697
	BONIFREP	Strait of Bonifacio (only DPG)	190
Latvia	-	-	-
Lithuania	-	-	-
Malta	-	-	-
Montenegro	-	-	-
Netherlands	-	-	-
Norway	BAREP	Barents Sea	129
Poland	GDANREP	Gulf of Gdansk	1,809
Portugal	COPREP	Coast of Portugal	4,563
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	4
Romania	-	-	-
Slovenia	ADRIREP	Adriatic Sea	145
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	33
	FINREP	Finisterre (NW Coast of Spain)	2,576
	GATREP [1]	Gulf of Almeria (Gata Cape)	2,177
	GIBREP	Strait of Gibraltar	3,199
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	8
Sweden	SOUNDREP [2]	The Sound	-
United Kingdom	CALDOVREP [3]	Dover Strait/ Pas de Calais	-
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	29
Total			42,797

(1)   Voluntary Ship Reporting System

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

(3)   The process for reporting CALDOVREP data is not yet completed

Table 6 – Number of MRS reports by Member State and SSN Protocol (reporting period: January 2020)

Those MRSs not yet providing information to SSN are highlighted in red (status on 13 April 2020)

Member State	Incident Type								Protocol		Total
	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	XML	WEB	
Belgium	14	-	-	-	-	-	-	-	13	1	14
Bulgaria	-	-	-	-	-	3	-	-	-	3	3
Croatia	26	2	-	-	10	-	37	3	78	-	78
Cyprus	-	-	-	-	-	-	2	-	-	2	2
Denmark	13	2	-	-	-	-	-	1	-	16	16
Estonia	2	-	-	-	-	-	-	-	2	-	2
Finland	31	-	-	-	2	-	44	10	86	1	87
France	79	102	-	1	-	11	1	8	202	-	202
Germany	8	-	2	-	-	-	-	2	-	12	12
Greece	93	-	-	-	-	-	1	17	-	111	111
Iceland	-	-	-	-	-	-	-	-	-	-	-
Ireland	6	1	-	-	-	-	-	-	-	7	7
Italy	251	1	-	-	1	22	1	85	-	361	361
Latvia	2	-	-	-	-	-	-	6	-	8	8
Lithuania	8	-	-	-	-	-	-	-	8	-	8
Malta	6	-	-	-	-	-	3	1	-	10	10
Netherlands	84	-	2	-	-	5	-	11	-	102	102
Norway	13	1	-	-	-	-	-	3	-	17	17
Poland	2	-	-	-	-	-	-	4	5	1	6
Portugal	9	-	-	-	-	-	-	2	-	11	11
Romania	3	-	-	-	2	-	-	-	-	5	5
Slovenia	1	-	-	-	-	3	-	-	4	-	4
Spain	-	3	-	-	-	-	-	5	5	3	8
Sweden	6	-	-	-	-	-	43	8	-	57	57
United Kingdom	44	-	-	-	-	-	-	-	43	1	44
Total	701	112	4	1	15	44	134	164	446	729	1,175

Table 7 – Number of Incident Reports by Member State and by Type (reporting period: July-December 2020)

Member State	Second half 2019 (Jul 2019 - Dec 2019)		2015		2016		2017		2018		2019		Evolution
	Nr. Checks	Notifications Missing	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	
Belgium	197	0	1%	1%	0%	0%	0%	0%	1%	1%	1%	0.00%	
Bulgaria	140	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Croatia	121	1	5%	2%	0%	0%	0%	0%	0%	4%	0%	**0.83%**	
Cyprus	140	0	0%	0%	1%	0%	1%	1%	0%	0%	4%	0.00%	
Denmark	213	2	3%	8%	6%	1%	3%	2%	5%	6%	4%	**0.94%**	
Estonia	140	2	4%	0%	0%	0%	0%	0%	0%	2%	2%	**1.43%**	
Finland	195	0	2%	0%	1%	0%	0%	3%	0%	1%	1%	0.00%	
France	211	0	2%	1%	1%	0%	1%	1%	1%	2%	1%	0.00%	
Germany	197	0	5%	11%	3%	1%	3%	2%	2%	2%	0%	0.00%	
Greece	203	0	0%	0%	0%	0%	1%	3%	0%	4%	0%	0.00%	
Iceland	124	0	0%	0%	0%	0%	0%	1%	1%	1%	0%	0.00%	
Ireland	140	1	1%	1%	0%	1%	1%	1%	1%	0%	0%	**0.71%**	
Italy	206	0	0%	1%	3%	0%	1%	2%	4%	2%	1%	0.00%	
Latvia	140	0	1%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Lithuania	130	0	0%	0%	0%	0%	0%	0%	0%	1%	0%	0.00%	
Malta	140	0	6%	5%	6%	9%	12%	1%	3%	5%	0%	0.00%	
Montenegro	58	0	-	-	-	-	-	-	-	5%	0%	0.00%	
Netherlands	180	0	1%	0%	1%	1%	1%	0%	0%	0%	1%	0.00%	
Norway	180	2	1%	2%	0%	4%	2%	3%	4%	5%	1%	**1.11%**	
Poland	120	0	1%	1%	1%	0%	0%	0%	0%	0%	0%	0.00%	
Portugal	120	6	4%	3%	6%	7%	-	1%	3%	1%	1%	**5.00%**	
Romania	130	1	0%	0%	1%	1%	0%	1%	1%	1%	1%	**0.77%**	
Slovenia	120	0	0%	0%	0%	0%	1%	1%	1%	0%	0%	0.00%	
Spain	196	0	2%	2%	4%	2%	0%	1%	0%	1%	0%	0.00%	
Sweden	195	0	1%	0%	1%	10%	3%	0%	1%	1%	0%	0.00%	
United Kingdom	300	0	2%	2%	3%	1%	3%	3%	3%	2%	0%	0.00%	
Total	4,236	15	1.7%	1.8%	1.7%	1.5%	1.4%	1.2%	1.4%	1.8%	0.7%	0.35%	

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	2015 Jan-Jun	2015 Jul-Dec	2016 Jan-Jun	2016 Jul-Dec	2017 Jan-Jun	2017 Jul-Dec	2018 Jan-Jun	2018 Jul-Dec	2019 Jan-Jun	2019 Jul-Dec	Evolution
Belgium	118	1	5%	5%	0%	2%	1%	2%	2%	1%	1.7%	0.8%	
Bulgaria	5	0	0%	0%	17%	18%	0%	11%	8%	29%	n.a.	n.a.	
Croatia	85	0	n.a.	n.a.	n.a.	n.a.	2%	3%	0%	1%	1.9%	0.0%	
Cyprus	13	0	0%	33%	n.a.	n.a.	23%	15%	19%	15%	4.0%	0.0%	
Denmark	30	1	13%	54%	44%	58%	8%	9%	2%	3%	13.8%	3.3%	
Estonia	27	0	0%	4%	0%	13%	0%	1%	3%	0%	1.0%	0.0%	
Finland	29	2	18%	14%	11%	11%	6%	3%	6%	11%	5.1%	6.9%	
France	116	7	18%	21%	20%	7%	10%	19%	3%	5%	6.7%	6.0%	
Germany	108	1	4%	11%	10%	11%	4%	7%	2%	3%	3.4%	0.9%	
Greece	104	4	3%	0%	6%	6%	1%	3%	3%	5%	2.5%	3.8%	
Iceland	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Ireland	97	7	50%	50%	0%	42%	13%	3%	11%	6%	9.6%	7.2%	
Italy	114	5	7%	11%	15%	5%	6%	10%	7%	4%	10.8%	4.4%	
Latvia	37	0	0%	5%	15%	5%	8%	6%	2%	1%	1.2%	0.0%	
Lithuania	12	0	5%	0%	0%	0%	0%	3%	0%	2%	1.3%	0.0%	
Malta	82	4	14%	0%	5%	34%	61%	30%	8%	3%	1.0%	4.9%	
Netherlands	113	2	3%	8%	11%	6%	3%	4%	2%	6%	0.8%	1.8%	
Norway	45	4	14%	22%	6%	16%	7%	5%	10%	2%	6.5%	8.9%	
Poland	47	0	2%	2%	10%	14%	1%	1%	0%	1%	1.7%	0.0%	
Portugal	112	3	6%	7%	3%	31%	n.a.	n.a.	n.a.	8%	n.a.	2.7%	
Romania	11	0	0%	11%	13%	0%	0%	0%	0%	17%	n.a.	0.0%	
Slovenia	89	0	0%	n.a.	n.a.	n.a.	2%	5%	0%	0%	0.0%	0.0%	
Spain	121	27	46%	53%	61%	45%	33%	32%	36%	32%	42.0%	22.3%	
Sweden	23	7	12%	14%	12%	14%	11%	19%	9%	19%	35.0%	30.4%	
United Kingdom	221	39	14%	15%	10%	12%	21%	26%	16%	20%	26.2%	17.6%	
Total	1,760	114	10.0%	16.5%	16.4%	15.3%	11.1%	10.3%	6.9%	7.3%	9.5%	6.5%	

Hazmat non-EU Departure

Member State	Nr. Checks	Notifications Missing	2015 Jan-Jun	2015 Jul-Dec	2016 Jan-Jun	2016 Jul-Dec	2017 Jan-Jun	2017 Jul-Dec	2018 Jan-Jun	2018 Jul-Dec	2019 Jan-Jun	2019 Jul-Dec	Evolution
Belgium	108	3	7%	3%	9%	0%	7%	3%	2%	5%	0.9%	2.8%	
Bulgaria	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Croatia	35	0	n.a.	n.a.	n.a.	n.a.	n.a.	9%	4%	0%	1.8%	0.0%	
Cyprus	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Denmark	6	0	86%	89%	0%	0%	10%	3%	13%	10%	9.1%	0.0%	
Estonia	12	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	2%	1.8%	0.0%	
Finland	8	0	56%	67%	n.a.	0%	4%	5%	6%	6%	13.0%	0.0%	
France	82	6	25%	47%	46%	37%	24%	17%	15%	17%	11.6%	7.3%	
Germany	45	1	11%	13%	7%	14%	4%	6%	6%	4%	4.8%	2.2%	
Greece	12	1	0%	n.a.	n.a.	n.a.	n.a.	0%	0%	0%	0.0%	8.3%	
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Ireland	1	0	100%	50%	100%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Italy	106	3	16%	25%	32%	14%	12%	8%	7%	8%	11.7%	2.8%	
Latvia	2	0	33%	n.a.	n.a.	n.a.	n.a.	0%	0%	0%	5.6%	n.a.	
Lithuania	8	0	0%	n.a.	n.a.	n.a.	n.a.	0%	0%	5%	0.0%	0.0%	
Malta	8	1	0%	0%	0%	20%	36%	6%	6%	6%	0.0%	12.5%	
Netherlands	117	3	4%	8%	7%	9%	3%	2%	1%	1%	1.7%	2.6%	
Norway	5	0	0%	7%	0%	0%	25%	6%	7%	0%	30.8%	n.a.	
Poland	36	0	0%	0%	0%	0%	2%	0%	0%	0%	1.0%	0.0%	
Portugal	80	2	3%	5%	3%	12%	n.a.	4%	1%	1%	3.4%	2.5%	
Romania	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Slovenia	56	0	0%	n.a.	n.a.	n.a.	n.a.	3%	0%	1%	2.9%	0.0%	
Spain	116	34	47%	53%	59%	35%	30%	38%	38%	25%	35.6%	29.3%	
Sweden	15	3	16%	7%	13%	17%	17%	13%	20%	3%	24.4%	20.0%	
United Kingdom	207	30	12%	16%	5%	7%	16%	13%	13%	11%	10.6%	20.4%	
Total	1,065	87	17.2%	23.3%	21.4%	15.4%	11.5%	9.1%	9.1%	7.2%	9.1%	8.2%	

Note: "Second half 2019 (Jul 2019 - Dec 2019)" covers the Nr. Checks and Notifications Missing columns.

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

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

(1) No data reported

(2) Not available/implemented for system of Port of Gibraltar

Table 11 – Availability of the detailed part of the notifications on 21-22 April 2022

Member State	January 2020		July 2014	January 2015	July 2015	January 2016	July 2016	January 2017	July 2017	January 2018	August 2018	January 2019	Jul 2019	January 2020	Evolution
	Port Plus Notifications	Port Plus Rejected													
Belgium	28,290	9	0.04%	0.00%	0.14%	0.09%	0.42%	0.01%	0.01%	0.00%	0.00%	0.00%	0.00%	0.03%	
Bulgaria	2,092	5	0.59%	0.11%	0.48%	0.58%	0.14%	0.00%	0.59%	0.17%	0.10%	0.00%	0.28%	0.24%	
Croatia	1,431	-	0.00%	0.70%	0.80%	0.55%	0.07%	0.00%	0.02%	0.08%	0.90%	0.00%	0.28%	0.00%	
Cyprus	3,183	154	0.48%	0.55%	0.47%	0.20%	1.60%	1.09%	0.00%	0.34%	0.16%	0.08%	0.00%	4.84%	
Denmark	7,237	74	0.64%	0.88%	15.46%	5.07%	15.04%	6.61%	1.10%	0.38%	0.42%	0.60%	0.74%	1.02%	
Estonia	5,746	110	0.15%	0.40%	1.67%	0.19%	0.03%	19.03%	0.04%	0.11%	0.08%	0.02%	0.04%	1.91%	
Finland	14,442	87	2.65%	4.71%	8.39%	6.69%	2.86%	1.78%	0.50%	1.32%	0.54%	0.77%	0.73%	0.60%	
France	35,462	16	3.22%	1.81%	1.42%	1.02%	0.15%	0.16%	0.33%	0.16%	0.12%	0.03%	0.01%	0.05%	
Germany	25,450	100	0.18%	0.22%	6.51%	3.69%	2.15%	1.88%	1.18%	1.13%	0.63%	0.41%	0.44%	0.39%	
Greece	21	2	0.11%	0.04%	0.04%	0.04%	0.05%	0.75%	0.48%	0.56%	0.51%	0.59%	0.41%	9.52%	
Iceland	560	-	0.63%	0.00%	17.31%	0.00%	0.00%	0.00%	0.06%	0.00%	0.00%	0.00%	0.00%	0.00%	
Ireland	5,374	45	0.20%	0.68%	0.18%	0.28%	0.70%	0.68%	0.21%	0.64%	0.40%	0.68%	0.35%	0.84%	
Italy	37,695	1	0.10%	0.16%	0.08%	0.19%	0.02%	0.05%	0.03%	0.01%	0.05%	0.02%	0.01%	0.00%	
Latvia	4,267	29	0.73%	0.00%	0.35%	1.18%	0.35%	0.90%	0.49%	0.37%	0.45%	0.35%	0.33%	0.68%	
Lithuania	4,817	1	0.00%	0.00%	0.00%	0.17%	0.00%	0.06%	0.22%	0.05%	0.07%	0.00%	0.04%	0.02%	
Malta	8,452	8	1.07%	0.86%	0.26%	0.80%	0.68%	12.82%	1.75%	0.99%	1.67%	0.94%	0.54%	0.09%	
Montenegro	118	3									1.75%	0.90%	5.14%	2.54%	
Netherlands	64,475	340	0.47%	0.15%	1.71%	0.09%	0.70%	8.30%	9.94%	1.41%	0.19%	0.17%	8.91%	0.53%	
Norway	65,029	39	0.06%	0.01%	0.13%	0.05%	0.39%	0.03%	0.02%	0.00%	0.03%	0.02%	0.00%	0.06%	
Poland	13,731	-	0.00%	0.10%	0.14%	0.29%	0.01%	0.04%	0.16%	0.03%	0.18%	0.00%	0.00%	0.00%	
Portugal	7,813	103	0.22%	0.29%	0.45%	0.45%	2.41%	-		0.93%	1.49%	0.58%	0.33%	9.67%	1.32%	
Romania	2,914	26	1.19%	0.46%	0.05%	1.02%	1.00%	0.07%	0.00%	0.21%	5.02%	0.22%	0.41%	0.89%	
Slovenia	872	-	0.23%	0.82%	0.83%	1.06%	1.56%	1.58%	0.81%	0.21%	0.08%	0.00%	0.00%	0.00%	
Spain	110,384	1,023	0.02%	0.03%	9.15%	0.98%	0.67%	1.00%	0.86%	1.05%	0.47%	0.68%	0.46%	0.93%	
Sweden	32,808	32	0.63%	0.15%	0.07%	0.07%	0.62%	0.92%	0.10%	0.08%	0.03%	0.04%	0.01%	0.10%	
United Kingdom	44,091	6	0.12%	0.04%	0.13%	0.12%	0.15%	0.03%	0.02%	0.03%	0.02%	0.03%	0.01%	0.01%	
Total	**526,754**	**2,213**	**0.55%**	**0.56%**	**3.31%**	**1.17%**	**0.90%**	**1.91%**	**1.40%**	**0.60%**	**0.29%**	**0.27%**	**1.42%**	**0.42%**	

Table 12 – PortPlus notification rejections and evolution (reporting period: January 2020)

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.	725	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.	32	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.	46	To be corrected by MSs
R05	A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	6	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.	121	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.	14	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.	330	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have a NextPort.	3	To be corrected by MSs
R10	A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have ETAToNextPort.	-	To be corrected by MSs
R11	A Port Plus notification having PortOfCall = 'ZZCAN' can only be accepted if no ATAToPortOfCall/ ATDFromPortOfCall has been provided up to now.	14	To be corrected by MSs
R12	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	-	To be corrected by MSs
R13	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	-	To be corrected by MSs
R14	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	25	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.	25	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	190	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: January 2020)

Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 3: invalid values or references (IMO, MMSIs, LOCODES, ShipCallIds, etc.)			
R18	The message identified by MSRefId [] has already been registered in SSN (Sent by [])	146	To be corrected by MSs and in the Central SSN
R19	[]: A port plus notification with the specified shipCallId [] has already been registered in SSN by []	131	To be corrected by MSs and in the Central SSN
R20	LastPort Locode [] is not technically correct. PortOfCall Locode [] is not technically correct. NextPort Locode [] is not technically correct. Contact Location Locode [] is not technically correct.	292	To be corrected by MSs
R21	PortOfCall Locode [] is not permitted. Verify your access rights as Portplus Notifier.	-	To be corrected by MSs
R22	The IMO number [] is not valid	61	To be corrected by MSs
R23	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [] is invalid because no voyage was found with the specified shipCallId.	8	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'.	13	To be corrected by MSs
R26	The UpdateNotifications information is not compatible with the updateStatus [U].	8	To be corrected by MSs
R27	Incorrect MMSI number - MID [] does not identify any Flag according to the ITU list of MIDs.	7	To be corrected by MSs
R28	Invalid message. A port plus notification with the specified shipCallId [] has already been registered with different Vessel [] - [].	21	To be corrected by MSs
R29	At least one contact detail must be provided (Phone, Fax or Email)	-	To be corrected by MSs
R30	The notification must have quoted at least one of IMO or MMSI numbers	-	To be corrected by MSs
R31	The phone number must contain digits only. The fax number must contain digits only	1	To be corrected by MSs
R32	The email [] is invalid	-	To be corrected by MSs
R33	Test vessel only allows IMO 9999999 and MMSI 999999999	-	To be corrected by MSs
R34	The first name is invalid	-	To be corrected by MSs

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: January 2020)

Member State	Current reporting period - July2019							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 2019	January 2019	August 2018	January 2018	July 2017	January 2017	July 2016	January 2016
Belgium	2,021	2,021	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.1%
Bulgaria	259	258	1	-	99.6%	0.4%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Croatia	182	181	-	1	99.5%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Cyprus	196	195	1	-	99.5%	0.5%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Denmark	1,577	1,545	27	5	98.0%	1.7%	0.3%	0.4%	0.2%	0.0%	0.3%	1.2%	0.7%	1.6%	5.3%
Estonia	491	488	2	1	99.4%	0.4%	0.2%	0.3%	0.5%	0.0%	0.5%	0.3%	0.5%	0.8%	0.0%
Finland	1,570	1,524	14	32	97.1%	0.9%	2.0%	2.7%	3.8%	2.0%	9.9%	3.1%	5.4%	2.6%	4.4%
France	1,788	1,786	2	-	99.9%	0.1%	0.0%	0.4%	0.0%	0.0%	0.1%	0.6%	0.5%	0.5%	4.6%
Germany	3,226	3,187	16	23	98.8%	0.5%	0.7%	2.7%	2.6%	3.0%	4.4%	7.9%	5.8%	3.9%	6.2%
Greece	1,975	1,883	46	46	95.3%	2.3%	2.3%	1.6%	2.0%	2.0%	2.4%	2.8%	0.9%	0.4%	1.3%
Iceland	185	170	-	15	91.9%	0.0%	8.1%	3.8%	3.0%	3.0%	5.1%	7.5%	8.8%	7.9%	10.3%
Ireland	959	953	-	6	99.4%	0.0%	0.6%	0.4%	0.0%	0.0%	0.2%	0.1%	0.0%	0.5%	0.1%
Italy	2,493	2,473	7	13	99.2%	0.3%	0.5%	0.7%	0.2%	1.0%	0.2%	1.4%	0.3%	2.6%	0.3%
Latvia	574	569	5	-	99.1%	0.9%	0.0%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	0.2%	0.0%
Lithuania	354	353	-	1	99.7%	0.0%	0.3%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Malta	245	242	3	-	98.8%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	6.0%	5.8%	0.7%	7.0%
Montenegro	39	38	-	1	97.4%	0.0%	2.6%	4.5%	0.0%	8.0%					
Netherlands	2,960	2,921	16	23	98.7%	0.5%	0.8%	0.8%	0.6%	0.0%	0.3%	0.6%	1.1%	0.7%	1.4%
Norway	3,283	2,992	129	162	91.1%	3.9%	4.9%	5.0%	8.3%	8.0%	8.0%	9.0%	8.6%	19.5%	16.5%
Poland	1,122	1,122	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%
Portugal	830	773	2	55	93.1%	0.2%	6.6%	53.6%	2.1%	7.0%	1.2%	5.7%	-	3.5%	1.8%
Romania	392	384	8	-	98.0%	2.0%	0.0%	0.9%	0.0%	3.0%	0.4%	0.5%	0.7%	1.7%	1.2%
Slovenia	122	122	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	1.2%	1.4%	0.0%
Spain	12,159	11,970	83	106	98.4%	0.7%	0.9%	1.8%	18.9%	3.0%	1.5%	8.7%	0.5%	0.7%	1.2%
Sweden	3,082	2,974	28	80	96.5%	0.9%	2.6%	0.7%	1.1%	1.0%	2.2%	1.5%	1.8%	6.8%	4.1%
United Kingdom	6,345	6,225	37	83	98.11%	0.6%	1.3%	1.7%	0.9%	2.2%	0.5%	1.7%	0.9%	13.1%	1.7%
Total	**48,429**	**47,349**	**427**	**653**	**97.8%**	**0.9%**	**1.3%**	**3.1%**	**6.0%**	**2.3%**	**2.0%**	**3.5%**	**2.0%**	**4.9%**	**3.7%**
TOTAL July2019	60,579	57,773	907	1,899	95.4%	1.5%	3.1%								
TOTAL January2019	49,443	45,843	613	2,987	92.7%	1.2%	6.0%								
TOTAL August2018	50,525	48,587	780	1,158	96.2%	1.5%	2.3%								
TOTAL January2018	39,162	37,890	480	792	96.8%	1.2%	2.0%								
TOTAL July2017	50,666	47,130	1,781	1,755	93.0%	3.5%	3.5%								
TOTAL January2017	43,269	41,429	963	877	95.7%	2.2%	2.0%								
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%								

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: January 2020)

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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).
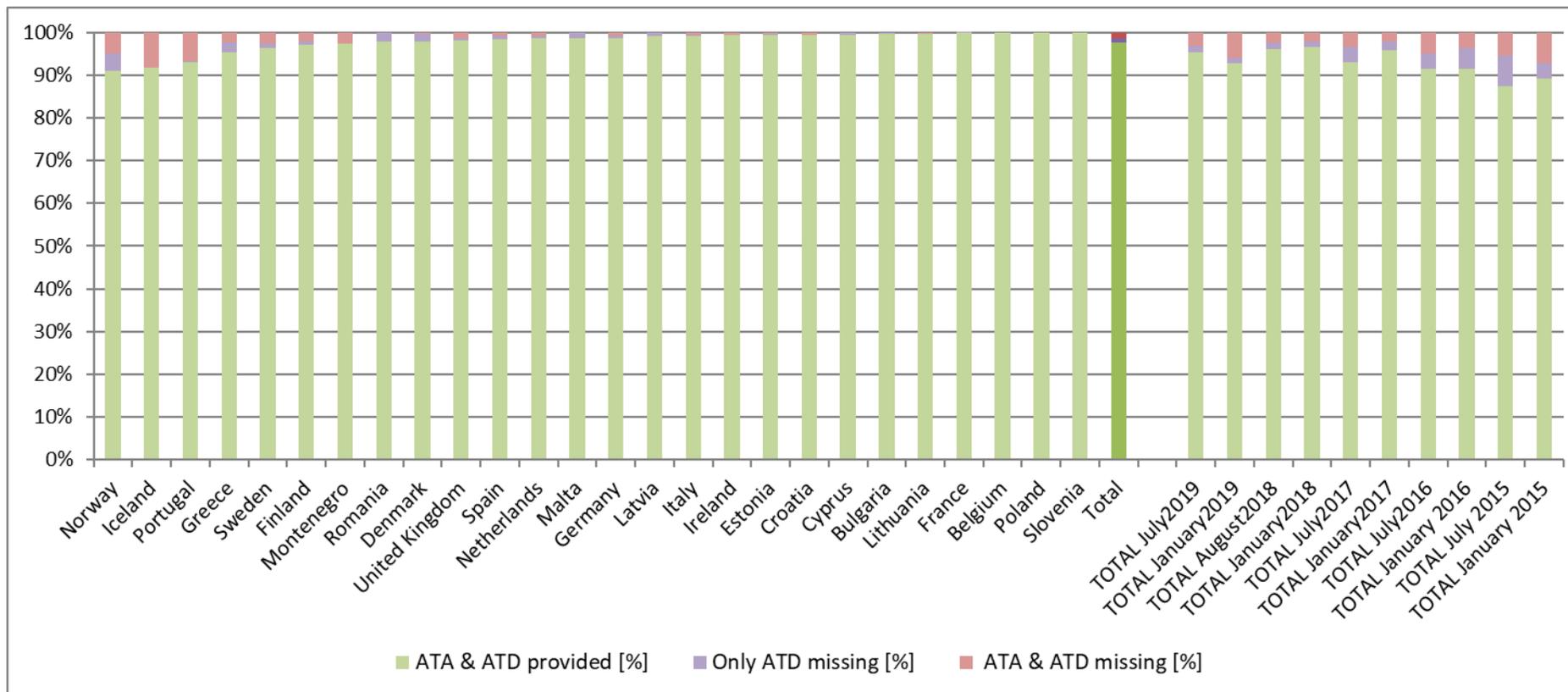
Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC
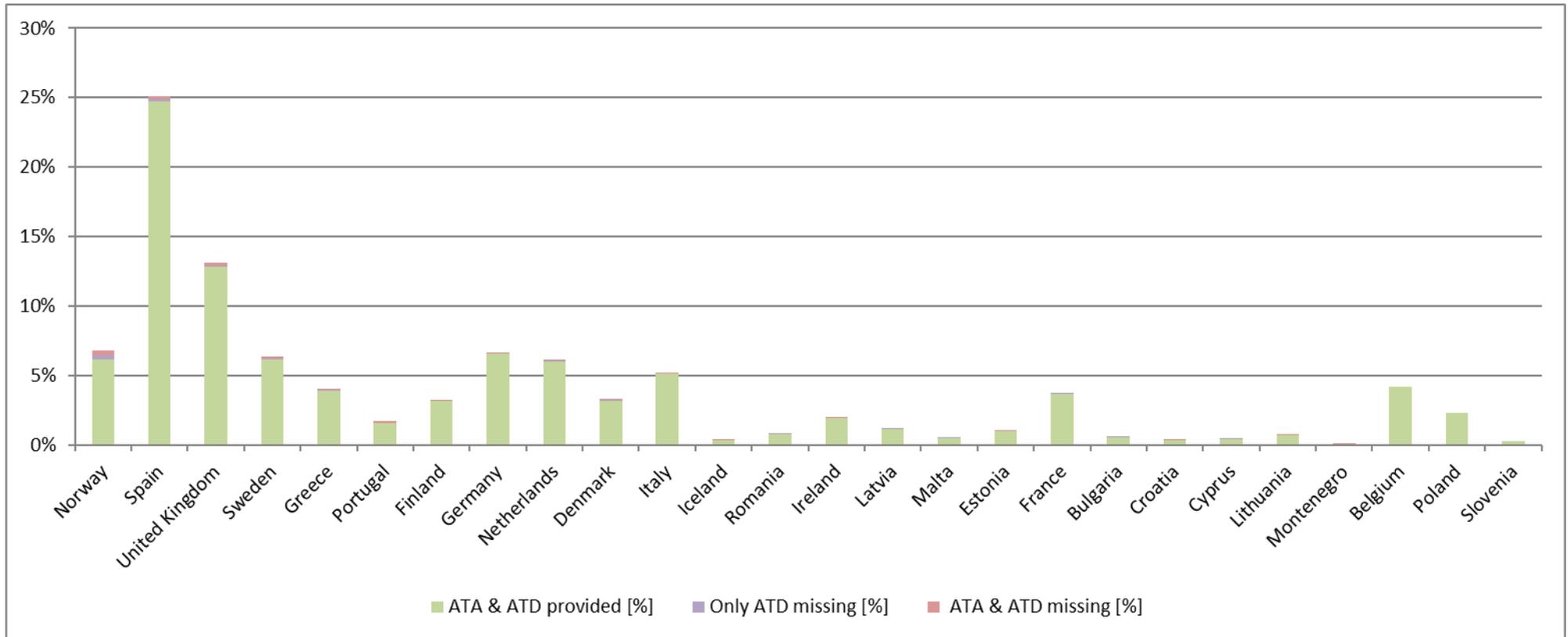(corresponding to Table 15) (reporting period: January 2020)

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: January 2020)

Member State	ACTUAL TIME OF ARRIVAL PROVIDED				ACTUAL TIME OF DEPARTURE PROVIDED			
	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after
Belgium	0.0%	99.1%	0.9%	0.0%	0.0%	98.5%	1.4%	0.1%
Bulgaria	0.0%	98.9%	1.1%	0.0%	0.0%	97.8%	2.2%	0.0%
Croatia	0.0%	52.9%	41.0%	6.1%	0.0%	91.5%	8.5%	0.0%
Cyprus	0.4%	79.5%	13.9%	6.1%	0.0%	75.4%	13.9%	10.7%
Denmark	0.0%	68.1%	29.6%	2.2%	0.0%	73.3%	25.0%	1.7%
Estonia	0.0%	93.3%	6.7%	0.0%	0.0%	96.7%	3.3%	0.0%
Finland	0.0%	87.2%	12.5%	0.3%	0.0%	89.7%	10.0%	0.3%
France	0.0%	93.4%	5.2%	0.9%	0.0%	88.2%	10.1%	1.7%
Germany	0.0%	89.2%	9.7%	1.1%	0.0%	91.3%	7.7%	1.0%
Greece	0.0%	82.2%	15.5%	2.2%	0.0%	87.7%	11.1%	1.2%
Iceland	0.0%	98.8%	1.2%	0.0%	0.0%	100.0%	0.0%	0.0%
Ireland	0.0%	93.6%	5.2%	1.2%	0.2%	95.4%	3.0%	1.4%
Italy	0.0%	94.9%	4.6%	0.5%	0.0%	92.8%	6.4%	0.8%
Latvia	0.0%	93.9%	5.7%	0.3%	0.0%	93.8%	5.9%	0.3%
Lithuania	0.0%	94.2%	5.8%	0.0%	0.0%	94.8%	4.9%	0.2%
Malta	0.0%	97.4%	2.6%	0.0%	0.0%	97.2%	2.7%	0.1%
Montenegro	0.0%	23.8%	33.3%	42.9%	0.0%	2.4%	64.3%	33.3%
Netherlands	0.0%	97.8%	2.0%	0.2%	0.0%	97.9%	1.5%	0.6%
Norway	0.0%	95.2%	4.8%	0.0%	0.0%	96.5%	3.5%	0.0%
Poland	0.1%	95.6%	4.3%	0.1%	0.0%	97.8%	2.0%	0.2%
Portugal	0.0%	91.2%	6.8%	2.0%	0.0%	92.1%	5.9%	2.0%
Romania	0.0%	99.7%	0.0%	0.3%	0.0%	100.0%	0.0%	0.0%
Slovenia	0.0%	99.2%	0.8%	0.0%	0.0%	93.5%	6.5%	0.0%
Spain	0.0%	84.2%	11.8%	3.7%	0.0%	83.3%	12.7%	3.9%
Sweden	0.0%	93.5%	6.1%	0.4%	0.0%	92.5%	6.7%	0.8%
United Kingdom	0.0%	84.5%	14.2%	1.3%	0.0%	87.1%	12.1%	0.9%
Total	**0.0%**	**89.1%**	**9.4%**	**1.5%**	**0.0%**	**89.8%**	**8.7%**	**1.5%**

Table 15 –Timeliness of ATA and ATD reporting (reporting period: January 2020)