

Meeting: 16th SSN / LRIT Group Meeting

Place and date: Lisbon, 29 October 2024

Agenda item: SSN Data Quality Report

Document number: SSN/LRIT 16.5.1

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. 15th SSN/LRIT Group Meeting Report b. SSN/LRIT 15.5.1 – SSN and LRIT Data Quality Report c. SSN/LRIT 16.4.1 – SSN Roadmap d. SSN/LRIT 16.4.2 – Use of AI for improving DQ checks – final report of the pilot project e. SSN/LRIT 16.5.2 – SSN Revision of the Data Quality checks

1. Introduction

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

On 25 September 2024, the most recent list of UNECE LOCODEs (i.e. version 2024-1, released on 29 July 2024) will be uploaded in the Central Locations Database (CLD). On 06 August 2024 CLD version 1.13 and Central Organisations Database (COD) version 1.13 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.

Since the last reporting period, Bulgaria switched to SSN V5 on 11 June 2024.

Denmark is not yet providing CrewAndPax information, France has not switched yet all ports to SSN V5 and Portugal has still one port in V4 and Request/Response mechanism not working (i.e. the details of Hazmat, Security, CrewAndPax and MRS are not available to other Member States).

Recommendation 1: Member States are invited to note the above information, and to provide feedback should there be any changes on the information presented at the time of the 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:

- Greece and Portugal, though commissioned, are not yet reporting Bunkers information.
- The percentage of missing Port information for Romania is high (more than 1% - see Table 8).
- The percentage of missing Hazmat information for Bulgaria, France, Greece, Ireland, Malta, Portugal, Romania, Spain and Sweden is high (more than 5%, see Table 9).
- The percentage of missing Advanced Waste Notifications for Croatia, France, Germany, Ireland, Spain and Sweden is high (more than 5%, see Table 10).
- The percentage of missing Waste Receipts for Bulgaria, Estonia, Finland, France, Germany, Greece, Iceland, Ireland, Italy, Latvia, Norway and Sweden is very high (more than 10%, see Table 11).
- The percentage of missing Security information for France, Germany, Greece, Portugal, Spain and Sweden is high (more than 5%, see Table 12).
- The lack of availability of the detailed part of notifications (see Section 5.5) is still an issue for some MSs (i.e. Estonia for Ship MRS and Bunkers details and Portugal for Hazmat, Security and MRS details).
- Rejections are still an issue for some countries (see Section 5.6), with over 0.2% of PortPlus notifications being rejected (Denmark, Finland, Germany, Greece, Ireland, Latvia, Portugal and Spain).
- Estonia, France, Germany 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.
- France, Greece, Lithuania, 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, Germany, Iceland, Italy, Montenegro, Norway, Portugal, Slovenia and Spain is high (over 1%, see Table 16).

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

2.3 Exemptions

For information provided in SSN, MSs can grant eight types of exemptions for ships:

- 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, Waste fees and Waste delivery (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).

In addition, there is a possibility to grant exemptions on ports under PRF Directive:

- Exemption for small non-commercial ports (Article 5(5) of Directive (EU) 2019/883);
- Exemption for small ports with unmanned facilities or that are remotely located (Article 7(2) of Directive (EU) 2019/883).

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

On 04 September 2024, the number of vessel related exemptions registered in SSN was 13,225 (3,702 were active, 9,522 expired and 1 scheduled, see Table 3). Table 4 shows the number of ship calls that took place in August 2024 (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 (Bulgaria, Cyprus and Portugal) do not have any active exemptions registered in SSN while most of the exemptions granted to MS ports relate to Waste (83.4%). Pre-Arrival, Hazmat, Security and CrewAndPax exemptions account for 4%, 5.1%, 7% and 0.4% respectively. Some Member States do not report the granted exemptions in SSN, thereby giving the impression that due notifications are missing.

Additionally, Belgium, Croatia, Denmark, Malta, the Netherlands and Slovenia have exemptions registered in SSN for ports under PRF Directive.

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 6 shows the number of reporting systems that have been adopted by the IMO, and which should be reported to SSN. Ship MRS notification are provided for all EU MRS systems adopted by IMO but there are some issues affecting the quality of MRS information which are being handled bilaterally with the concerned Member States.

Recommendation 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 7). 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 during first semester of 2024 were as follows:

- a) The central SSN system was down two times, with a total duration of 6 hours 38. Both downtimes were EMSA planned interventions. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.86%.
- b) The SSN-THETIS interface was down once, with a total duration of 55 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: Cyprus (15h46m), Ireland (20h40m), Portugal (37h36m), Romania (15h36m) and Slovenia (33h52m).

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 down sampled for this purpose).

The topic of data buffering is analysed and reported yearly to Member States. On certain occasions, due to the low number of notifications provided by the MSs and/or the short downtime periods, no conclusions could be reached.

Recommendation 8: MSs are invited to store notifications during SSN intervention time windows, and to ensure that they are transmitted to the central SSN system when communications and/or systems have recovered (in accordance with Section 4.4 of the IFCD).

5. SSN Data Quality

The main data quality issues detected are listed below:

- a) Missing PortPlus notifications (see Section 5.1 and Table 8, Annex III);
- b) Missing Hazmat information (see Section 5.2 and Table 9, Annex III);
- c) Missing Advance Waste Notifications and Waste Receipts (see Section 5.3 and Tables 10 and 11, Annex III);
- d) Missing Security information (see Section 5.4 and Table 12, Annex III);
- e) Availability of the detailed part of notifications (see Section 5.5 and Table 13, Annex III);
- f) Rejected notifications (see Section 5.6 and Table 14 and Table 15, Annex III).

The reporting period was August 2024, but for missing Port and Hazmat information, it was the first half of 2024. A summary of the findings is shown in Sections 5.1 - 5.6 and full details in Annex III.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 3,871 ships that visited EU ports in the first semester of 2024 and found that 9 of the due notifications were not sent to SSN (0.15% of ships calls). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

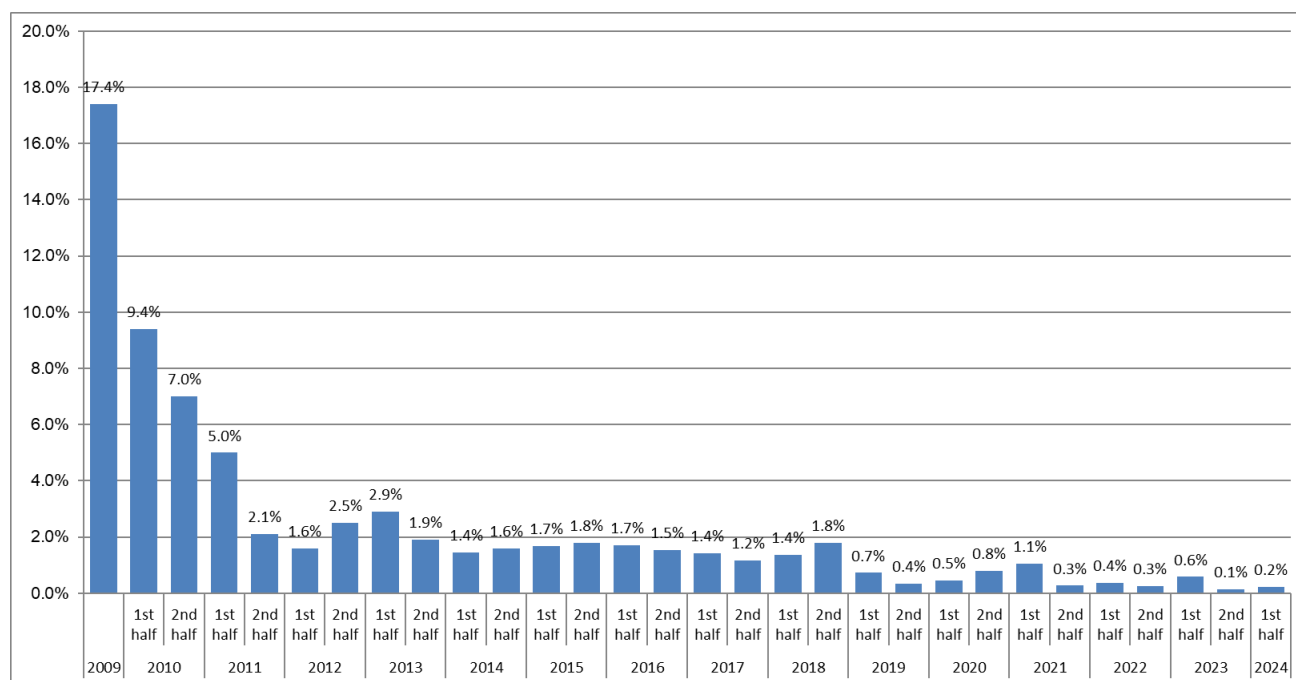


Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

4.4% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 93 out of 2,094 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 increased from 4.2% to 4.3% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications increased from 4.1% to 4.7% (Figure 2 – green data).

Figure 2 shows the overall trend by comparing the percentage figures for the previous reporting periods. The situation is similar to the one in the second semester of 2023. MSs should continue to improve their procedures for reporting Hazmat information (e.g. Bulgaria, France, Greece, Ireland, Malta, Portugal, Romania, 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.

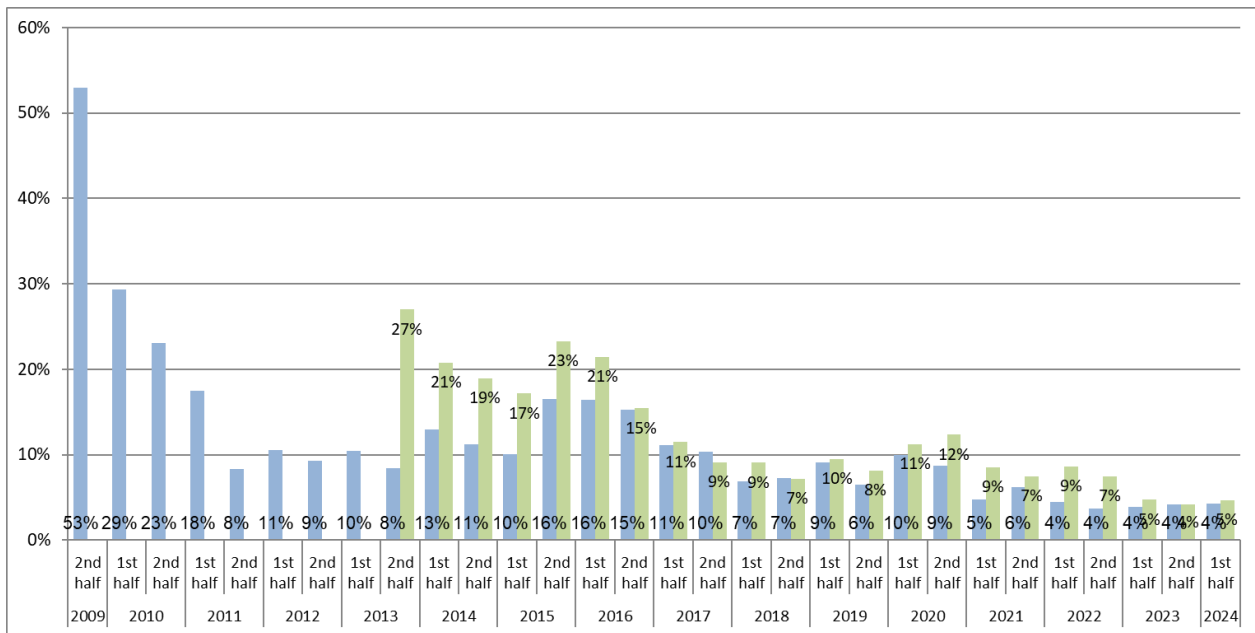


Figure 2 – Missing Hazmat information by reporting period
(Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

Table 9, 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 Advanced Waste Notifications and Waste Receipts

EMSA monitors the percentage of missing Advanced Waste Notification (AWN) and Waste Receipts that should be provided in accordance with the Directive 2019/883. The percentage of missing AWN was 14 % (see Table 10), as compared to 14% in the previous reporting period. When analysing the figures, exemptions registered in SSN system and ship types were taken into account.

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

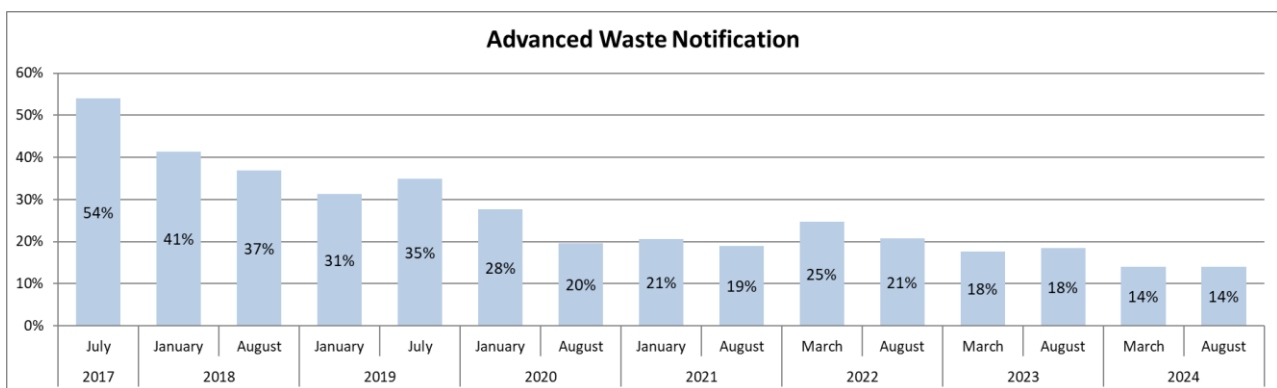


Figure 3 – Missing Waste Advanced Notification by reporting period

Regarding provision of Waste Receipts, the percentage of missing data in August 2024 was 20.7% (see Table 11), as compared to 20.2% in the previous reporting period (March 2024). Estonia although connected to SSN V5 is not yet sending Waste Receipts.

Table 10 and 11, Annex III include the detailed results by MS.

Recommendation 11: Member States are invited to ensure that all notifications are provided in compliance with the requirements of Directive (EU) 2019/883, and to analyse the difference between the numbers of ship calls and the relevant Waste related data.

5.4 Missing Security information

EMSA checked that the percentage of missing Security notifications was 7.7% of ship calls (see Table 12), as compared to 4% in the previous period. When analysing the figures, exemptions registered in SSN system, ship type, gross tonnage and domestic voyages were taken into account.

Figure 4 shows the overall trend by comparing the percentage figures for the previous reporting periods:

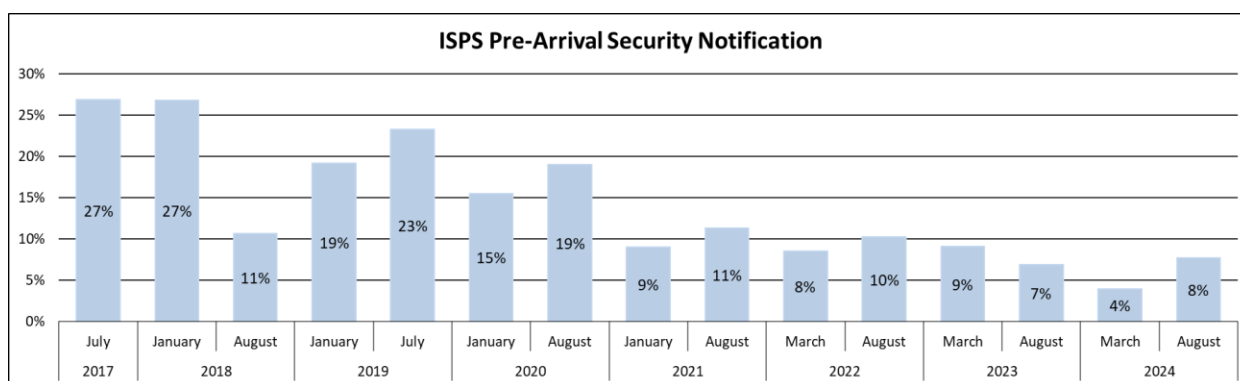


Figure 4 – Missing ISPS Pre-Arrival Security information by reporting period

Recommendation 12: 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 Security notifications.

5.5 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 13, Annex III. The table shows that the issues with request/response mechanism were found for the following Member States: Estonia for Ship MRS and Bunkers details and Portugal for Hazmat, Security and MRS details.

Recommendation 13: Estonia 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 14: 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.

5.6 Rejected notifications

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

- The message identified by MSRefId [] has already been registered in SSN (Sent by []) (21.1%);
- The IMO number [] is not valid (17.7%);
- Departure Notification Details once provided should be repeated in all update messages (13.6%);
- An update Port Plus notification having ATAToPortOfCall 1 year prior to the time received which is different from ATAToPortOfCall recorded in the corresponding voyage could not be accepted (9.9%).
- Locodes used in the elements LastPort Locode/PortOfCall Locode/NextPort Locode/ContactLocation Locode/PortDeliveryRemainingWaste Locode not technically correct or deactivated in SSN system (9.3%);
- A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall (5.8%).

The results can be found in Annex III (Tables 14 and 15). It should be noted that missing messages affect the proper implementation of both the VTMIS and PSC Directives.

Recommendation 15: 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 anchorages¹ 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 2017/2110/EC.

53,442 of the ship calls created in SSN during August 2024 (via PortPlus) fell within the scope of these Directives (see Table 16, Annex IV). On average, 2.9% of ship call notifications lacked both the ATA and the ATD. In addition, a further 0.6% lacked only the ATD, despite the ships having already departed. The overall situation has improved in comparison with last reporting period (March 2024) but further effort is required from Member States to reduce further number of missing data (see Figures 5 and 6 in Annex IV).

Recommendation 16: 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 17) shows the results by MS. Cyprus, Ireland, Italy and Montenegro are

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.

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 22.5% and 11.4% of overall ship calls respectively. These notifications were not rejected by THETIS.

Recommendation 17: 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 (AWN)	Waste Receipt	Security		Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Belgium	0.0%	0.6%	0.8%	9.0%	1.3%	0.00%	0.2%	0.1%	0.0%	0.1%	v5	
Bulgaria	0.0%	16.7%	0.7%	18.8%	0.0%	0.11%	0.4%	0.0%	0.0%	0.0%	v5	- High number of missing Waste Receipts (Aug 2024)
Croatia	0.0%	1.4%	6.2%	2.2%	0.0%	0.00%	0.9%	0.0%	0.0%	1.4%	v5	- High number of missing Waste Advance Notifications (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)
Cyprus	0.0%	0.0%	0.0%	1.0%	2.3%	0.02%	1.0%	0.0%	0.9%	0.5%	v5	- High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2024)
Denmark	0.5%	1.4%	1.0%	0.0%	0.6%	1.41%	1.9%	0.1%	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) - Crew and Pax reporting not implemented (Dec 2023)
Estonia	0.9%	0.0%	0.6%	45.9%	0.0%	0.08%	0.6%	0.0%	0.0%	0.2%	v5	- Ship MRS (Mar 2016) and Bunkers (Sep 2023) details not available upon request - Use of the dummy Persons on Board (POB) value (Sep 2016) - High number of missing Waste Receipts (Aug 2024)
Finland	0.0%	1.5%	1.7%	19.1%	0.1%	0.25%	0.9%	0.1%	0.0%	0.1%	v5	- High number of rejected PortPlus notifications (Mar 2023) - High number of missing Waste Receipts (Aug 2024)
France	0.5%	5.9%	14.4%	21.3%	11.0%	0.10%	0.3%	0.6%	0.0%	0.4%	v4/v5	- High number of missing Waste Advanced Notifications (Mar 2017), Hazmat (Mar 2024), Security (Aug 2024) and Waste Receipts (Aug 2024) - 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) - SSN v5 not yet implemented for all ports
Germany	0.0%	0.7%	5.1%	37.6%	34.2%	0.33%	0.8%	1.2%	0.0%	1.9%	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 Advance Notifications (Mar 2023) and Waste Receipts (Aug 2024) - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2023) - High number of missing Security (Aug 2024)
Greece	0.5%	9.0%	1.9%	23.5%	5.9%	0.68%	0.2%	0.3%	0.0%	1.6%	v5	- Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2021) - High number of rejected PortPlus notifications (Aug 2023) - High number of Waste provided after ship arrival to the port (Mar 2024) - High number of Security provided after ship arrival to the port (Aug 2024) - High number of missing Hazmat notifications (Aug 2024), Security (Aug 2024) and Waste Receipts (Aug 2024) - High number of ship calls missing ATA and/or ATD (Aug 2024)

Table 1 – Implementation status by Member State on 18 September 2024

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 (AWN)	Waste Receipt	Security		Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Iceland	0.0%	0.0%	0.0%	32.4%	0.0%	0.00%	0.0%	6.9%	0.0%	0.1%	v5	- High number of ship calls missing ATA and/or ATD (Aug 2022) - High number of missing Waste Receipts (Aug 2024)
Ireland	0.0%	11.5%	16.4%	20.6%	0.0%	0.39%	0.2%	0.2%	0.1%	3.0%	v5	- High number of missing Hazmat (Mar 2017), Waste Advanced Notifications (Mar 2024) and Waste Receipt (Aug 2024) - 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) - High number of Hazmat EU departure provided after ship departure from the port (Aug 2023)
Italy	0.0%	3.0%	3.2%	40.0%	2.3%	0.00%	0.5%	0.9%	0.1%	1.1%	v5	- High number of Waste provided after ship arrival to the port (Mar 2020) - High number of missing Waste Receipts (Aug 2024) - High number of ship calls reporting ATA and/or ATD more than 3h in advance and more than 72h late (Aug 2024) - High number of ship calls missing ATA and/or ATD (Aug 2024)
Latvia	0.0%	4.5%	0.0%	17.5%	0.0%	0.31%	0.0%	0.0%	0.0%	0.3%	v5	- High number of rejected PortPlus notifications (Aug 2019) - High number of missing Waste Receipts (Aug 2024)
Lithuania	0.0%	0.0%	0.5%	3.4%	0.3%	0.00%	0.3%	0.0%	0.0%	0.0%	v5	
Malta	0.0%	5.5%	0.0%	8.9%	0.0%	0.00%	0.9%	0.0%	0.0%	0.2%	v5	- High number of missing Hazmat information (Aug 2024) and Waste Receipts (Aug 2024) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2024)
Montenegro	0.0%	n.a.	n.a.	n.a.	n.a.	0.20%	1.9%	0.6%	0.3%	0.3%	v4	- High number of ship calls missing ATA and/or ATD (Mar 2024) - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2024)
Netherlands	0.0%	0.6%	2.9%	6.7%	1.5%	0.05%	0.7%	0.3%	0.0%	0.2%	v5	- Hazmat nonEu departure reported for vessels coming from EU ports (Aug 2017)
Norway	0.0%	1.4%	2.7%	43.9%	1.5%	0.00%	3.3%	7.4%	0.0%	0.4%	v5	- High number of ship calls missing ATA / ATD (Sep 2015) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Mar 2024) - High number of missing Waste Receipts (Aug 2024)
Poland	0.0%	0.6%	0.1%	2.7%	0.6%	0.10%	0.0%	0.0%	0.0%	0.4%	v5	

Table 1 – Implementation status by Member State on 18 September 2024 (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 (AWN)	Waste Receipt	Security		Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Portugal	0.0%	8.9%	1.0%	3.1%	20.2%	0.30%	0.9%	0.9%	0.0%	1.2%	v4/v5	- High number of missing Hazmat (May 2021) and Security (Aug 2023) information - High number of ship calls missing ATA and/or ATD (Sep 2018) - High number of Waste (Sep 2020) and Security (Aug 2023) provided after ship arrival to the port - Request-Response mechanism not working - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2023) - High number of rejected PortPlus notifications (Mar 2024) - High number of Hazmat nonEU departure provided after ship arrival to the port (Mar 2024) - SSN v5 not yet implemented for all ports
Romania	3.1%	16.7%	0.5%	0.0%	0.3%	0.02%	0.0%	0.7%	0.0%	0.0%	v5	- Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2022); - High number of missing PortPlus notifications (Mar 2024) and Hazmat information (Aug 2024) - High number of Hazmat nonEU departure provided after ship arrival to the port (Mar 2024)
Slovenia	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	1.4%	0.0%	0.0%	0.0%	v5	- High number of ship calls missing ATA and/or ATD (Aug 2024)
Spain	0.5%	16.8%	61.7%	6.3%	5.1%	0.84%	0.2%	7.2%	0.0%	5.7%	v5	- High number of missing Hazmat (Sep 2016) and Waste Advanced Notifications (Mar 2017) and Security (Mar 2024) - 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 provided after ship arrival to the port (Mar 2024)
Sweden	0.0%	8.0%	21.6%	29.3%	10.4%	0.00%	0.6%	0.3%	0.0%	0.3%	v5	- High number of missing Hazmat (Aug 2024), Waste (Mar 2022), Waste Receipts (Aug 2024) and Security (Mar 2017) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2021)
Total	0.2%	4.4%	14.0%	20.7%	7.7%	0.26%	0.6%	2.9%	0.01%	1.9%	-	Updated: 18 September 2024

Table 1 – Implementation status by Member State on 18 September 2024 (cont.)

Member State	Shipcalls			AIS ⁽¹⁾	MRS	Incident Reports	Total
	New	Updates	Cancellations				
Belgium	12,197	179,314	444	58,447,236	188	157	58,639,536
Bulgaria	1,568	17,566	43	10,064,751	-	-	10,083,928
Croatia	4,819	15,608	17	30,507,486	3,951	25	30,531,906
Cyprus	1,581	26,676	39	14,027,480	-	-	14,055,776
Denmark	14,924	44,297	535	108,176,997	29,791	18	108,266,562
Estonia	4,699	24,798	51	43,226,521	35,370	6	43,291,445
Finland	14,160	84,460	386	40,468,059	17,354	80	40,584,499
France	29,391	293,312	2,537	114,199,248	73,471	635	114,598,594
Germany	26,407	143,474	365	242,740,078	-	12	242,910,336
Greece	209,831	680,974	8,101	79,959,168	-	15	80,858,089
Iceland	1,675	3,333	135	42,553,617	477	-	42,559,237
Ireland	6,638	25,826	58	13,585,421	35	10	13,617,988
Italy	32,991	251,641	852	91,407,414	11,988	291	91,705,177
Latvia	2,930	18,235	34	9,907,962	-	1	9,929,162
Lithuania	2,294	21,999	71	3,912,414	-	7	3,936,785
Malta	5,400	42,359	802	12,950,894	-	21	12,999,476
Montenegro	377	750	1	4,066,336	-	-	4,067,464
Netherlands	25,770	405,265	1,456	105,403,858	-	42	105,836,391
Norway	248,399	862,179	5,472	303,934,400	588	9	305,051,047
Poland	8,282	73,871	260	24,950,339	10,654	6	25,043,412
Portugal	6,476	50,876	558	27,861,484	13,782	22	27,933,198
Romania	2,747	20,108	127	25,414,876	-	1	25,437,859
Slovenia	1,771	10,198	32	8,045,186	942	7	8,058,136
Spain	89,254	597,492	7,499	130,625,748	65,026	82	131,385,101
Sweden	24,039	190,465	1,491	149,768,259	-	70	149,984,324
Total	778,620	4,085,076	31,366	1,696,205,232	263,617	1,517	1,701,365,428

(1) AIS information transmitted through streaming mechanism

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

Reporting period: January – June 2024

Member State	Expired exemptions								Active exemptions							
	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	301	223	217	44	-	-	-	-	120	119	118	-	-	-
Bulgaria	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
Croatia	-	71	-	-	-	-	-	-	-	4	-	-	-	-	-	-
Cyprus	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
Denmark	4	3	3	-	-	4	-	-	43	39	126	2	-	49	-	-
Estonia	1	1	79	-	-	14	-	-	-	-	14	-	1	15	-	-
Finland	1	13	24	-	-	14	-	-	-	-	109	-	-	46	-	-
France	70	20	571	410	347	126	-	-	9	-	126	104	52	40	-	-
Germany	-	-	375	320	384	16	-	-	-	1	198	200	220	64	-	-
Greece	-	35	27	-	-	3	-	-	-	82	48	6	-	4	-	-
Iceland	4	17	7	-	-	7	1	-	1	8	18	5	-	-	-	-
Ireland	-	-	3	4	3	22	-	-	-	-	27	24	23	4	-	-
Italy	465	130	1,374	2,124	1	26	-	-	20	23	280	160	-	37	1	-
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-	5	-	-
Lithuania	-	-	11	265	507	106	-	-	-	-	-	13	13	25	-	-
Malta	-	-	-	-	-	-	-	-	-	-	2	2	2	-	-	-
Netherlands	-	-	111	8	100	59	-	-	-	-	93	5	93	21	-	-
Norway	-	-	-	-	-	-	-	-	13	24	16	-	-	15	1	-
Poland	-	1	27	18	2	2	-	-	-	-	37	38	34	32	-	-
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Romania	12	12	12	12	12	12	12	-	32	37	32	32	32	32	31	7
Slovenia	-	-	7	6	1	-	-	-	-	-	2	2	2	-	-	-
Spain	-	-	113	113	-	-	-	-	-	-	24	22	-	-	-	-
Sweden	2	1	57	4	-	4	-	-	4	6	111	117	19	84	-	-
Total	559	306	3,102	3,507	1,576	459	13	-	122	224	1,383	851	609	473	33	7

Table 3 – Number of exemptions by type of notification registered in SSN on 04 September 2024

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	2,054	2,054	-	421	1,152	-	1,693	287	200	1,754	-
Bulgaria	277	277	-	170	58	-	274	-	27	242	-
Croatia	3,754	3,754	-	9	268	-	3,318	-	405	297	-
Cyprus	285	285	-	43	77	-	285	-	36	216	-
Denmark	2,648	2,648	-	36	393	-	1,728	338	764	977	40
Estonia	806	806	-	1	351	-	705	95	15	258	513
Finland	2,535	2,535	-	5	713	-	934	1,527	795	749	914
France	5,544	5,544	-	526	2,361	-	1,793	2,916	1,242	3,310	337
Germany	4,703	4,703	-	133	1,974	-	2,070	2,381	600	1,826	2,119
Greece	37,517	37,517	-	281	1,938	-	30,598	1,400	22,452	1,501	-
Iceland	531	531	-	24	34	-	510	8	359	159	-
Ireland	1,290	1,290	-	508	516	-	918	136	112	1,089	-
Italy	7,417	7,417	-	345	1,528	12	4,180	2,926	4,112	2,539	158
Latvia	467	467	-	1	146	-	465	-	16	444	-
Lithuania	420	420	-	12	161	-	418	-	7	307	100
Malta	860	860	-	121	382	-	456	11	175	664	-
Montenegro	154	154	-	-	-	-	-	-	5	-	-
Netherlands	4,324	4,324	-	1,783	2,052	-	3,238	619	535	3,060	146
Norway	3,158	3,158	1	44	589	50	2,849	140	1,774	953	154
Poland	1,439	1,439	-	42	555	-	1,159	258	125	1,072	165
Portugal	1,113	1,113	-	62	403	-	1,090	-	479	440	-
Romania	421	421	-	59	63	-	418	-	36	379	-
Slovenia	166	166	-	33	78	-	156	10	1	155	-
Spain	17,908	17,908	-	439	1,427	-	4,463	1,429	8,583	5,154	-
Sweden	4,182	4,182	-	36	1,105	-	1,287	1,995	904	1,468	1,320
Total	103,973	103,973	1	5,134	18,324	62	65,005	16,476	43,759	29,013	5,966

Table 4 – Number of ship calls and how the detailed part of notifications is reported by Member States (reporting period: August 2024)

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	8,652,833	North Sea
Bulgaria	-	1,705,471	MARES
Croatia	-	7,699,710	MARES
Cyprus	-	3,449,812	MARES
Denmark	-	23,142,648	HELCOM
Estonia	-	7,242,914	HELCOM
Finland	-	8,156,731	HELCOM
France	-	27,158,284	North Sea and MARES (Mediterranean Coast)
Germany	-	28,370,411	HELCOM and North Sea
Greece	-	17,085,963	MARES
Iceland	-	6,035,077	North Atlantic
Ireland	-	2,228,178	North Sea
Italy	-	24,548,763	MARES
Latvia	-	1,946,925	HELCOM
Lithuania	-	1,503,953	HELCOM
Malta	-	2,241,530	MARES
Montenegro	-	1,225,575	MARES
Netherlands	-	18,333,376	North Sea
Norway	-	44,716,945	North Atlantic
Poland	-	4,742,078	HELCOM
Portugal	-	5,016,935	MARES
Romania	-	4,080,825	MARES
Slovenia	-	968,123	HELCOM
Spain	-	28,511,015	MARES
Sweden	-	27,180,636	HELCOM
Total	-	305,944,711	

Table 5 – Number of AIS reports by Member State and Interface (reporting period: August 2024)

Member State	MRS	Area	Ship MRS Notifications
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	41
Bulgaria	-	-	-
Croatia	ADRIREP	Adriatic Sea	665
Cyprus	-	-	-
Denmark	BELTREP	Great Belt	2,208
	SOUNDREP	The Sound	2,921
Estonia	GOFREP	Gulf of Finland	6,152
Finland	GOFREP	Gulf of Finland	3,089
France	BONIFREP	Strait of Bonifacio (only DPG)	288
	CALDOVREP	Dover Strait/ Pas de Calais	3,173
	MANCHREP	Off Les Casquets/ La Manche	5,176
	OUESSREP	Off Ouessant	3,699
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	38
Germany	-	-	-
Greece	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	114
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	7
Italy	ADRIREP	Adriatic Sea	1,801
	BONIFREP	Strait of Bonifacio (only DPG)	260
Latvia	-	-	-
Lithuania	-	-	-
Malta	-	-	-
Montenegro	-	-	-
Netherlands	-	-	-
Norway	BAREP	Barents Sea	86
Poland	GDANREP	Gulf of Gdansk	1,938
Portugal	COPREP	Coast of Portugal	1,800
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	1
Romania	-	-	-
Slovenia	ADRIREP	Adriatic Sea	156
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	61
	FINREP	Finisterre (NW Coast of Spain)	2,858
	GATREP ⁽¹⁾	Gulf of Almeria (Gata Cape)	3,457
	GIBREP	Strait of Gibraltar	4,439
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	20
Sweden	SOUNDREP ⁽²⁾	The Sound	-
Total			44,448

(1) Voluntary Ship Reporting System

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

Table 6 – Number of MRS reports by Member State and SSN Protocol (reporting period: August 2024)

Member State	Incident Type								Protocol		Total
	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	XML	WEB	
Belgium	16	-	-	-	-	140	-	1	156	1	157
Bulgaria	-	-	-	-	-	-	-	-	-	-	-
Croatia	8	-	-	-	2	-	13	2	25	-	25
Cyprus	-	-	-	-	-	-	-	-	-	-	-
Denmark	17	1	-	-	-	-	-	-	-	18	18
Estonia	5	-	-	-	-	-	1	-	6	-	6
Finland	45	-	-	-	2	-	32	1	80	-	80
France	83	2	521	1	-	15	2	11	629	6	635
Germany	7	-	-	-	-	3	-	2	-	12	12
Greece	11	-	-	-	-	-	-	4	-	15	15
Iceland	-	-	-	-	-	-	-	-	-	-	-
Ireland	10	-	-	-	-	-	-	-	-	10	10
Italy	191	-	-	-	1	18	-	81	-	291	291
Latvia	1	-	-	-	-	-	-	-	-	1	1
Lithuania	4	1	-	-	-	2	-	-	7	-	7
Malta	12	-	-	-	-	3	2	4	-	21	21
Netherlands	40	-	-	-	-	-	-	2	-	42	42
Norway	5	3	-	-	-	-	-	1	-	9	9
Poland	4	-	-	-	-	-	1	1	4	2	6
Portugal	20	-	-	-	1	-	1	-	-	22	22
Romania	1	-	-	-	-	-	-	-	-	1	1
Slovenia	4	2	-	-	-	-	1	-	7	-	7
Spain	76	-	-	-	-	-	-	6	81	1	82
Sweden	3	1	-	-	1	3	57	5	-	70	70
Total	563	10	521	1	7	184	110	121	995	522	1,517

Table 7 – Number of Incident Reports by Member State and by Type (reporting period: January – June 2024)

Annex III: Data quality

Member State	First half 2024 (Jan 2024 - Jun 2024)													
	Nr. Checks	Notifications Missing	2019		2020		2021		2022		2023		2024	Evolution
			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	
Belgium	211	0	1%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0.00%	
Bulgaria	120	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Croatia	124	0	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0.00%	
Cyprus	120	0	4%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0.00%	
Denmark	194	1	4%	1%	1%	0%	2%	0%	0%	0%	2%	0%	0.52%	
Estonia	116	1	2%	1%	0%	2%	1%	0%	0%	0%	4%	0%	0.86%	
Finland	210	0	1%	0%	1%	2%	3%	0%	1%	1%	1%	0%	0.00%	
France	195	1	1%	0%	0%	0%	1%	1%	0%	0%	1%	0%	0.51%	
Germany	184	0	0%	0%	1%	1%	2%	1%	1%	0%	0%	0%	0.00%	
Greece	199	1	0%	0%	0%	1%	1%	0%	0%	1%	2%	1%	0.50%	
Iceland	118	0	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0.00%	
Ireland	120	0	0%	1%	0%	0%	0%	0%	0%	0%	2%	0%	0.00%	
Italy	195	0	1%	0%	0%	3%	1%	1%	0%	0%	2%	0%	0.00%	
Latvia	120	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Lithuania	120	0	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0.00%	
Malta	127	0	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0.00%	
Montenegro	110	0	0%	0%	0%	0%	5%	2%	0%	2%	4%	0%	0.00%	
Netherlands	199	0	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0.00%	
Norway	179	0	1%	1%	0%	2%	1%	0%	2%	2%	0%	0%	0.00%	
Poland	120	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Portugal	130	0	1%	5%	9%	2%	5%	3%	5%	2%	1%	0%	0.00%	
Romania	130	4	1%	1%	0%	1%	0%	0%	0%	0%	1%	2%	3.08%	
Slovenia	130	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Spain	203	1	0%	0%	0%	1%	2%	1%	0%	0%	0%	0%	0.49%	
Sweden	197	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Total	3,871	9	0.7%	0.4%	0.5%	0.8%	1.1%	0.3%	0.4%	0.3%	0.6%	0.1%	0.23%	

Table 8 – Missing Port notifications by Member State and by reporting period

Values not complying with the IFCD are highlighted in red

Member State	Hazmat EU Departure													Evolution
	First half 2024 (Jan 2024 - Jun 2024)													
	Nr. Checks	Notifications Missing	2019 Jul-Dec	2020 Jan-Jun Jul-Dec		2021 Jan-Jun Jul-Dec		2022 Jan-Jun Jul-Dec		2023 Jan-Jun Jul-Dec		2024 Jan-Jun		
Belgium	87	0	1%	1%	1%	1%	0%	0%	2.0%	0.0%	2.3%	0.0%		
Bulgaria	12	2	n.a.	0%	0%	0%	0%	8%	11.1%	n.a.	n.a.	n.a.		
Croatia	47	0	0%	0%	0%	1%	0%	0%	0.0%	0.0%	0.0%	0.0%		
Cyprus	3	0	0%	0%	0%	0%	0%	0%	0.0%	0.0%	16.7%	0.0%		
Denmark	56	1	3%	22%	0%	3%	3%	4%	0.0%	0.0%	0.0%	1.8%		
Estonia	12	0	0%	25%	0%	1%	0%	0%	0.0%	0.0%	0.0%	0.0%		
Finland	59	0	7%	0%	7%	1%	4%	2%	6.3%	3.6%	0.0%	0.0%		
France	86	4	6%	4%	7%	5%	7%	5%	3.0%	3.6%	2.2%	4.7%		
Germany	85	0	1%	4%	3%	0%	0%	3%	4.4%	0.9%	2.3%	0.0%		
Greece	73	7	4%	7%	3%	2%	2%	1%	0.0%	0.0%	0.0%	9.6%		
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		
Ireland	50	6	7%	8%	18%	9%	15%	11%	16.7%	8.0%	10.3%	12.0%		
Italy	83	3	4%	6%	8%	7%	7%	4%	5.8%	3.5%	4.3%	3.6%		
Latvia	18	1	0%	0%	7%	1%	3%	2%	0.0%	0.0%	7.1%	5.6%		
Lithuania	50	0	0%	0%	14%	2%	0%	0%	0.0%	1.5%	6.5%	0.0%		
Malta	53	3	5%	6%	25%	2%	11%	2%	5.4%	0.0%	0.0%	5.7%		
Netherlands	84	1	2%	4%	3%	2%	1%	0%	0.0%	0.9%	1.1%	1.2%		
Norway	67	1	9%	4%	9%	8%	11%	6%	0.0%	2.2%	1.5%	1.5%		
Poland	75	1	0%	0%	0%	1%	0%	0%	0.0%	0.0%	1.3%	1.3%		
Portugal	85	6	3%	3%	10%	5%	12%	12%	5.0%	14.4%	11.6%	7.1%		
Romania	10	0	0%	13%	0%	0%	0%	0%	0.0%	0.0%	12.5%	0.0%		
Slovenia	52	0	0%	3%	0%	0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
Spain	87	16	22%	34%	28%	23%	27%	16%	14.0%	23.2%	20.5%	18.4%		
Sweden	65	4	30%	5%	36%	12%	12%	13%	4.0%	4.5%	4.7%	6.2%		
Total	1,299	56	6.5%	10.0%	8.7%	4.8%	6.2%	4.4%	3.7%	3.9%	4.2%	4.3%		

Member State	Hazmat non-EU Departure													Evolution
	First half 2024 (Jan 2024 - Jun 2024)													
	Nr. Checks	Notifications Missing	2019 Jul-Dec	2020 Jan-Jun Jul-Dec		2021 Jan-Jun Jul-Dec		2022 Jan-Jun Jul-Dec		2023 Jan-Jun Jul-Dec		2024 Jan-Jun		
Belgium	84	1	3%	3%	11%	5%	4%	0%	6.0%	0.0%	2.3%	1.2%		
Bulgaria	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		
Croatia	27	1	0%	0%	0%	2%	0%	0%	0.0%	0.0%	0.0%	3.7%		
Cyprus	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	0%	0.0%	0.0%	0.0%	0.0%		
Denmark	15	0	0%	0%	33%	8%	13%	22%	0.0%	0.0%	0.0%	0.0%		
Estonia	0	0	0%	0%	0%	0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
Finland	8	1	0%	n.a.	n.a.	n.a.	n.a.	25%	50.0%	0.0%	8.3%	12.5%		
France	84	6	7%	6%	7%	19%	8%	11%	8.3%	2.9%	8.4%	7.1%		
Germany	54	1	2%	0%	0%	2%	1%	4%	0.0%	0.0%	0.0%	1.9%		
Greece	5	0	8%	0%	0%	11%	15%	13%	9.1%	0.0%	25.0%	0.0%		
Iceland	0	0	n.a.	0%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		
Ireland	11	1	n.a.	0%	100%	50%	20%	7%	0.0%	0.0%	0.0%	9.1%		
Italy	84	2	3%	0%	9%	10%	8%	0%	8.1%	3.6%	4.7%	2.4%		
Latvia	4	0	n.a.	n.a.	n.a.	n.a.	n.a.	14%	25.0%	0.0%	100.0%	0.0%		
Lithuania	18	0	0%	25%	0%	0%	0%	0%	0.0%	0.0%	0.0%	0.0%		
Malta	2	0	13%	0%	100%	15%	0%	0%	22.2%	0.0%	0.0%	0.0%		
Netherlands	85	0	3%	5%	1%	0%	0%	0%	0.0%	0.9%	1.1%	0.0%		
Norway	5	0	n.a.	50%	0%	25%	14%	19%	0.0%	0.0%	0.0%	0.0%		
Poland	80	0	0%	0%	0%	3%	0%	0%	5.0%	0.0%	0.0%	0.0%		
Portugal	61	7	3%	2%	20%	9%	18%	30%	26.0%	20.8%	9.4%	11.5%		
Romania	2	2	n.a.	0%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		
Slovenia	69	0	0%	0%	0%	0%	0%	0%	0.0%	0.0%	1.9%	0.0%		
Spain	86	13	29%	33%	29%	22%	23%	22%	13.9%	22.5%	10.6%	15.1%		
Sweden	10	2	20%	25%	33%	16%	0%	47%	9.1%	5.3%	0.0%	20.0%		
Total	795	37	8.2%	11.1%	12.3%	8.5%	7.5%	8.6%	7.5%	4.7%	4.1%	4.7%		

Table 9 – Missing Hazmat EU Departure and non-EU Departure notifications by Member State and by reporting period²

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.

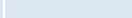
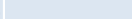
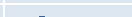
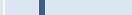
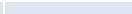
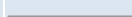
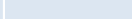
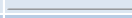
Member State	Advanced Waste Notification														Evolution
	2018	2019		2020		2021		2022		2023		2024			
	August	January	July	January	August	January	August	March	August	March	August	March	August		
Belgium	17.5%	10.2%	6.7%	1.6%	1.15%	1.89%	2.48%	8.49%	0.97%	0.80%	0.72%	0.65%	0.75%		
Bulgaria	0.3%	0.0%	0.6%	0.0%	0.34%	0.00%	0.32%	1.32%	0.00%	0.83%	0.34%	0.00%	0.73%		
Croatia	40.9%	15.3%	38.8%	16.4%	25.74%	24.81%	54.80%	40.90%	81.74%	50.86%	88.56%	25.14%	6.21%		
Cyprus	1.1%	0.4%	0.0%	1.2%	0.00%	0.47%	0.47%	0.00%	0.00%	0.78%	0.00%	0.00%	0.00%		
Denmark	4.7%	6.0%	5.5%	1.4%	5.15%	1.37%	1.59%	3.77%	2.60%	1.86%	2.02%	1.78%	1.04%		
Estonia	19.2%	19.3%	6.1%	2.7%	4.20%	0.38%	0.10%	0.00%	0.33%	0.87%	0.25%	0.00%	0.63%		
Finland	27.0%	8.5%	3.5%	6.6%	5.95%	8.03%	4.86%	0.17%	0.41%	1.01%	0.51%	0.93%	1.68%		
France	33.0%	21.7%	14.8%	24.9%	17.50%	28.47%	19.62%	21.53%	23.52%	15.85%	18.86%	22.20%	14.38%		
Germany	47.7%	41.2%	41.6%	44.1%	36.94%	55.26%	16.74%	43.36%	4.28%	35.01%	5.64%	15.09%	5.14%		
Greece	-	-	-	72.1%	2.06%	4.13%	1.28%	1.16%	0.39%	0.22%	0.32%	0.59%	1.87%		
Iceland	0.2%	2.0%	0.0%	4.1%	3.81%	8.05%	0.00%	0.00%	0.40%	4.29%	0.16%	1.03%	0.00%		
Ireland	0.0%	0.0%	0.1%	0.0%	0.00%	0.00%	0.00%	26.17%	20.44%	3.96%	4.84%	8.84%	16.37%		
Italy	23.7%	23.6%	20.9%	22.6%	28.16%	29.94%	38.65%	22.07%	11.34%	4.03%	6.55%	3.97%	3.15%		
Latvia	0.2%	0.5%	0.0%	0.2%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
Lithuania	0.0%	0.2%	0.0%	0.2%	0.00%	0.00%	0.00%	0.26%	0.26%	0.77%	0.27%	0.00%	0.48%		
Malta	1.7%	1.4%	1.2%	1.7%	1.22%	3.97%	0.88%	0.24%	0.00%	0.00%	0.00%	2.02%	0.00%		
Netherlands	25.0%	7.9%	9.4%	7.3%	9.55%	5.07%	11.22%	5.86%	4.97%	2.02%	2.72%	3.73%	2.89%		
Norway	21.2%	8.3%	7.0%	8.2%	6.56%	6.93%	6.84%	7.74%	2.70%	6.91%	6.52%	3.91%	2.68%		
Poland	1.1%	0.2%	6.2%	0.2%	0.40%	0.50%	0.62%	1.98%	0.49%	2.99%	0.00%	0.24%	0.14%		
Portugal	-	-	-	-	37.50%	19.03%	7.27%	28.70%	20.00%	9.48%	7.39%	11.81%	1.00%		
Romania	0.0%	0.0%	0.2%	0.3%	0.00%	0.00%	0.25%	1.17%	0.71%	1.52%	0.65%	1.18%	0.48%		
Slovenia	0.0%	0.0%	0.0%	0.0%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%		
Spain	65.4%	52.1%	64.8%	57.4%	62.33%	52.95%	63.02%	75.94%	71.55%	58.49%	67.95%	47.91%	61.70%		
Sweden	60.1%	27.7%	0.0%	0.0%	0.00%	0.00%	0.00%	28.42%	28.30%	26.78%	32.18%	22.69%	21.55%		
Total	36.8%	31.3%	34.9%	27.7%	19.6%	20.6%	19.0%	24.7%	20.8%	17.6%	18.5%	14.0%	14.0%		

Table 10 – Missing Advanced Waste Notification (AWN) by Member State and by reporting period.

Member State	Current reporting period - August 2024						Previous reporting periods Waste Receipt missing [%]		
	Shipcalls under PRF	Existing Waste Receipt	No Waste to deliver	Exemption	Waste Receipt missing	Waste Receipt missing [%]	March 2024	August 2023	April 2023
Belgium	1,662	1,044	469	-	149	9.0%	10.4%	11.2%	9.8%
Bulgaria	277	221	4	-	52	18.8%	n.a.	n.a.	n.a.
Croatia	2,836	897	1,876	-	63	2.2%	0.0%	11.3%	50.6%
Cyprus	289	126	160	-	3	1.0%	1.8%	2.7%	0.4%
Denmark	1,746	1,745	1	-	-	0.0%	0.0%	0.0%	0.0%
Estonia	701	-	379	-	322	45.9%	46.7%	43.9%	41.7%
Finland	880	659	53	-	168	19.1%	21.8%	20.8%	21.4%
France	1,802	785	634	-	383	21.3%	27.2%	n.a.	n.a.
Germany	2,026	712	534	19	761	37.6%	34.8%	42.7%	44.9%
Greece	29,101	1,599	20,665	-	6,837	23.5%	17.7%	n.a.	n.a.
Iceland	510	-	345	-	165	32.4%	29.7%	42.1%	35.8%
Ireland	654	135	380	4	135	20.6%	17.0%	24.1%	24.8%
Italy	3,377	1,245	778	3	1,351	40.0%	51.4%	45.9%	50.8%
Latvia	463	281	101	-	81	17.5%	53.9%	n.a.	n.a.
Lithuania	414	180	109	111	14	3.4%	3.9%	6.5%	3.7%
Malta	359	290	37	-	32	8.9%	7.1%	9.7%	13.7%
Netherlands	3,045	2,298	544	-	203	6.7%	6.8%	7.9%	8.8%
Norway	2,785	11	1,551	-	1,223	43.9%	40.6%	n.a.	n.a.
Poland	884	625	235	-	24	2.7%	3.4%	13.0%	13.2%
Portugal	1,100	450	616	-	34	3.1%	4.4%	11.3%	n.a.
Romania	427	415	12	-	-	0.0%	0.0%	0.0%	0.0%
Slovenia	149	149	-	-	-	0.0%	0.0%	66.2%	n.a.
Spain	4,369	93	3,999	-	277	6.3%	9.4%	10.8%	7.6%
Sweden	1,265	684	185	-	396	29.3%	29.3%	29.3%	86.8%
Total	61,121	14,644	33,667	137	12,673	20.7%	20.2%	21.2%	24.7%
TOTAL March2024	39,644	11,416	20,106	116	8,006	20.2%			
TOTAL August2023	23,410	9,624	8,579	234	4,973	21.2%			
TOTAL April2023	21,578	7,998	8,114	137	5,329	24.7%			

Table 11 – Missing Waste Receipts by Member State and by reporting period.

Member State	ISPS Pre-Arrival Security Notification													
	2018	2019		2020		2021		2022		2023		2024		Evolution
	August	January	July	January	August	January	August	March	August	March	August	March	August	
Belgium	2.8%	2.5%	3.4%	3.3%	0.6%	1.3%	1.0%	2.0%	2.1%	2.2%	1.7%	1.0%	1.3%	
Bulgaria	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Croatia	0.0%	0.0%	0.3%	0.0%	0.0%	1.8%	0.9%	0.0%	2.0%	0.0%	0.0%	1.9%	0.0%	
Cyprus	3.4%	1.3%	3.8%	1.3%	0.4%	1.1%	2.3%	3.8%	1.9%	2.6%	1.7%	1.6%	2.3%	
Denmark	1.9%	1.7%	3.3%	0.4%	0.4%	1.0%	0.9%	0.7%	0.6%	0.3%	0.8%	0.4%	0.6%	
Estonia	3.2%	0.0%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Finland	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	0.2%	0.0%	0.1%	0.1%	
France	19.8%	18.9%	20.1%	23.6%	6.4%	6.0%	14.7%	12.6%	15.5%	16.4%	8.3%	4.1%	11.0%	
Germany	22.2%	15.8%	15.7%	15.4%	13.6%	6.7%	6.8%	6.3%	2.0%	1.1%	1.0%	1.4%	34.2%	
Greece	-	-	-	75.0%	77.8%	19.3%	39.5%	18.7%	24.0%	29.1%	5.7%	0.5%	5.9%	
Iceland	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Ireland	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Italy	4.8%	4.2%	3.4%	3.1%	5.5%	2.2%	5.9%	2.7%	7.3%	2.3%	7.8%	2.2%	2.3%	
Latvia	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Lithuania	0.0%	4.0%	0.7%	2.5%	0.0%	1.3%	0.0%	0.0%	0.3%	0.3%	0.3%	0.0%	0.3%	
Malta	0.1%	0.3%	1.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Netherlands	14.0%	3.7%	8.1%	9.4%	3.1%	4.0%	7.3%	1.5%	1.6%	1.5%	1.0%	1.3%	1.5%	
Norway	7.5%	0.7%	0.8%	0.4%	0.4%	2.5%	4.8%	3.3%	8.8%	4.3%	9.9%	1.1%	1.5%	
Poland	0.5%	0.3%	0.2%	0.5%	0.2%	0.1%	0.2%	1.5%	0.7%	0.0%	0.4%	0.2%	0.6%	
Portugal	-	-	-	-	-	-	-	100.0%	100.0%	100.0%	41.5%	21.9%	20.2%	
Romania	0.0%	0.0%	0.2%	0.3%	0.0%	0.0%	0.3%	0.3%	0.3%	0.2%	0.0%	0.3%	0.3%	
Slovenia	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Spain	2.4%	2.6%	3.8%	2.9%	2.9%	2.3%	2.5%	2.2%	4.6%	4.4%	4.5%	5.4%	5.1%	
Sweden	24.8%	18.6%	24.6%	21.0%	22.6%	45.7%	36.4%	34.8%	39.2%	32.5%	33.1%	19.2%	10.4%	
Total	11%	19%	23%	15%	19.0%	9.1%	11.3%	8.5%	10.2%	9.1%	6.9%	4.0%	7.7%	

Table 12 – Missing Security information by Member State and by reporting period.

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	Available
Denmark	Available	Available	Available	-
Estonia	Available	Unavailable	Available	Unavailable
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	Available
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	Unavailable	- ⁽¹⁾
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 13 – Availability of the detailed part of the notifications (check on 19 September 2024)

Member State	August 2024													
	Port Plus Notifications	Port Plus Rejected	July 2019	January 2020	August 2020	January 2021	August 2021	March 2022	August 2022	March 2023	August 2023	March 2024	August 2024	Evolution
Belgium	155,299	1	0.00%	0.03%	0.08%	0.00%	0.01%	0.05%	0.10%	0.00%	0.00%	0.06%	0.00%	
Bulgaria	3,491	4	0.28%	0.24%	0.00%	0.20%	0.05%	0.37%	0.11%	0.32%	1.20%	1.72%	0.11%	
Croatia	8,692	-	0.28%	0.00%	0.00%	0.00%	0.10%	0.00%	2.27%	0.00%	0.00%	0.15%	0.00%	
Cyprus	5,532	1	0.00%	4.84%	0.95%	0.17%	0.00%	0.66%	0.08%	0.02%	0.02%	0.37%	0.02%	—
Denmark	11,384	160	0.74%	1.02%	0.57%	0.58%	0.47%	1.52%	0.44%	1.81%	1.79%	1.98%	1.41%	
Estonia	4,969	4	0.04%	1.91%	0.06%	0.08%	0.05%	0.07%	0.02%	0.08%	0.06%	0.38%	0.08%	
Finland	18,248	45	0.73%	0.60%	3.60%	0.41%	0.26%	0.46%	0.11%	0.54%	0.72%	0.51%	0.25%	
France	66,489	65	0.01%	0.05%	0.64%	0.01%	0.01%	0.04%	0.30%	0.03%	0.16%	0.10%	0.10%	
Germany	30,970	101	0.44%	0.39%	0.43%	0.55%	0.46%	2.96%	0.64%	0.36%	0.38%	0.40%	0.33%	
Greece	144,478	982	0.41%	9.52%	0.76%	0.55%	0.16%	0.90%	0.17%	0.17%	0.53%	0.70%	0.68%	—
Iceland	1,770	-	0.00%	0.00%	0.00%	0.00%	0.00%	0.58%	0.00%	0.00%	0.00%	0.00%	0.00%	
Ireland	6,716	26	0.35%	0.84%	52.72%	0.70%	0.37%	0.84%	0.24%	0.66%	0.63%	5.85%	0.39%	■ —
Italy	65,580	1	0.01%	0.00%	0.06%	0.03%	0.01%	0.26%	0.08%	0.00%	0.02%	0.16%	0.00%	
Latvia	3,605	11	0.33%	0.68%	0.56%	0.29%	0.21%	2.04%	1.15%	0.53%	0.34%	1.10%	0.31%	
Lithuania	4,523	-	0.04%	0.02%	0.00%	0.00%	0.02%	0.16%	0.02%	0.00%	0.14%	0.12%	0.00%	
Malta	8,300	-	0.54%	0.09%	0.40%	17.20%	0.04%	0.13%	0.04%	0.00%	0.74%	4.88%	0.00%	■ —
Montenegro	497	1	5.14%	2.54%	2.38%	0.00%	0.47%	0.61%	0.00%	0.00%	1.11%	0.00%	0.20%	—
Netherlands	71,945	34	8.91%	0.53%	3.25%	0.81%	0.11%	1.12%	5.50%	0.05%	3.96%	16.31%	0.05%	— — — ■
Norway	173,276	4	0.00%	0.06%	0.02%	0.00%	0.00%	0.02%	0.07%	0.00%	0.01%	0.01%	0.00%	
Poland	15,354	15	0.00%	0.00%	0.00%	0.01%	0.01%	0.03%	0.00%	0.01%	0.10%	0.50%	0.10%	
Portugal	10,027	30	9.67%	1.32%	3.21%	1.08%	0.80%	0.87%	1.36%	1.10%	0.07%	0.50%	0.30%	—
Romania	4,036	1	0.41%	0.89%	0.00%	0.07%	0.00%	0.38%	0.05%	0.66%	0.04%	0.07%	0.02%	
Slovenia	1,636	-	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	3.27%	1.07%	2.09%	0.07%	0.00%	
Spain	132,784	1,118	0.46%	0.93%	0.48%	1.25%	1.06%	1.28%	1.33%	0.89%	0.71%	0.63%	0.84%	
Sweden	37,024	-	0.01%	0.10%	1.70%	0.04%	0.00%	12.57%	0.26%	0.07%	0.01%	0.01%	0.00%	■
Total	986,625	2,604	1.42%	0.42%	1.25%	0.66%	0.29%	1.64%	1.03%	0.31%	0.76%	2.46%	0.26%	—

Table 14 – PortPlus notification rejections and evolution (reporting period: August 2024)

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.	13	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.	151	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.	97	To be corrected by MSs
R05	A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	16	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.	258	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 or CrewAndPaxNotificationOnDeparture is provided (and some other groups are not included).	11	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.	69	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.	19	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.	12	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.	70	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	354	To be corrected by MSs
R18	ArrivalNotificationDetails is mandatory if ATDFromPortOfCall is provided unless CrewAndPaxNotificationOnDeparture is provided (and some other groups are not included).	116	To be corrected by MSs
R19	ETDFromLastPort is mandatory if WasteNotification or CrewAndPaxNotificationOnArrival with CrewAndPaxYorN = Y is provided.	3	To be corrected by MSs
R20	ETDFromPortOfCall is mandatory unless CrewAndPaxNotificationOnArrival is provided (and some other groups are not included).	45	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	6	To be corrected by MSs
R22	LastPort is mandatory if WasteNotification or CrewAndPaxNotificationOnArrival with CrewAndPaxYorN = Y is provided	17	To be corrected by MSs
R23	WasteDetails should always contain at least one WasteItem.	-	To be corrected by MSs

Table 15 – Number of rejections by cause and expected actions from Member States (reporting period: August 2024)

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 [])	550	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 []	31	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.	243	To be corrected by MSs
R27	PortOfCall Locode [] is not permitted. Verify your access rights as Portplus Notifier.	3	To be corrected by MSs
R28	The IMO number [] is not valid	462	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.	5	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'.	24	To be corrected by MSs
R32	The UpdateNotifications information is not compatible with the updateStatus [U].	3	To be corrected by MSs
R33	Incorrect MMSI number - MID [] does not identify any Flag according to the ITU list of MIDs.	6	To be corrected by MSs
R34	Invalid message. A port plus notification with the specified shipCallId [] has already been registered with different Vessel [] - [].	7	To be corrected by MSs
R35	At least one contact detail must be provided (Phone, Fax or Email)	12	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	-	To be corrected by MSs
R43	No waste code corresponds to the specified code(s): ...	-	To be corrected by MSs
R44	No ShipType UN corresponds to the specified code: ...	1	To be corrected by MSs

Table 15 – Number of rejections by cause and expected actions from Member States (reporting period: August 2024) (cont.)

Annex IV: SSN – THETIS interface

Member State	Current reporting period - August 2024							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 [%]	March 2024	August 2023	March 2023	August 2022	March 2022	August 2021	January 2021	August 2020	January 2020
Belgium	1,771	1,766	3	2	99.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%
Bulgaria	251	250	1	-	99.6%	0.4%	0.0%	4.5%	0.4%	0.0%	0.0%	1.0%	0.4%	0.0%	0.0%	0.0%
Croatia	452	448	4	-	99.1%	0.9%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%
Cyprus	201	199	2	-	99.0%	1.0%	0.0%	3.5%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%
Denmark	2,031	1,990	38	3	98.0%	1.9%	0.1%	0.6%	1.0%	0.5%	0.3%	0.5%	0.4%	0.1%	0.5%	0.3%
Estonia	534	531	3	-	99.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%
Finland	1,301	1,288	12	1	99.0%	0.9%	0.1%	1.0%	0.1%	0.4%	5.7%	6.6%	0.1%	0.8%	1.2%	2.0%
France	3,249	3,221	10	18	99.1%	0.3%	0.6%	1.2%	0.5%	0.2%	0.1%	0.5%	0.3%	0.1%	0.3%	0.0%
Germany	3,446	3,375	29	42	97.9%	0.8%	1.2%	2.0%	1.5%	2.6%	3.3%	6.4%	2.4%	2.0%	2.8%	0.7%
Greece	7,364	7,327	18	19	99.5%	0.2%	0.3%	0.1%	0.4%	0.0%	4.1%	0.8%	0.2%	0.1%	0.2%	2.3%
Iceland	563	524	-	39	93.1%	0.0%	6.9%	2.5%	5.2%	4.3%	8.4%	0.5%	3.9%	2.8%	2.5%	8.1%
Ireland	1,203	1,198	3	2	99.6%	0.2%	0.2%	0.2%	0.0%	0.9%	0.1%	0.5%	0.3%	1.9%	6.1%	0.6%
Italy	2,982	2,940	15	27	98.6%	0.5%	0.9%	0.5%	1.9%	0.2%	0.5%	0.9%	0.7%	0.0%	1.7%	0.5%
Latvia	458	458	-	-	100.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Lithuania	374	373	1	-	99.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%
Malta	226	224	2	-	99.1%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	0.0%	0.0%
Montenegro	161	157	3	1	97.5%	1.9%	0.6%	2.6%	0.0%	0.0%	0.0%	1.9%	1.4%	0.0%	0.0%	2.6%
Netherlands	2,964	2,934	22	8	99.0%	0.7%	0.3%	0.5%	0.4%	0.5%	0.4%	1.4%	0.3%	0.3%	0.1%	0.8%
Norway	3,195	2,851	107	237	89.2%	3.3%	7.4%	8.2%	9.0%	8.8%	8.1%	4.9%	3.1%	2.4%	3.4%	4.9%
Poland	1,339	1,339	-	-	100.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Portugal	567	557	5	5	98.2%	0.9%	0.9%	1.1%	15.9%	13.7%	10.4%	12.6%	6.0%	2.4%	9.2%	6.6%
Romania	408	405	-	3	99.3%	0.0%	0.7%	0.0%	0.2%	0.2%	1.4%	0.3%	0.8%	0.0%	0.0%	0.0%
Slovenia	148	146	2	-	98.6%	1.4%	0.0%	0.0%	0.6%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Spain	15,896	14,715	39	1,142	92.6%	0.2%	7.2%	9.8%	2.0%	2.8%	2.5%	1.4%	3.2%	1.0%	1.7%	0.9%
Sweden	2,358	2,339	13	6	99.2%	0.6%	0.3%	0.2%	0.8%	0.2%	0.5%	0.6%	0.3%	0.2%	2.1%	2.6%
Total	53,442	51,555	332	1,555	96.5%	0.6%	2.9%	3.9%	1.8%	2.0%	2.4%	2.1%	1.5%	0.8%	1.5%	1.3%
TOTAL March2024	40,498	38,284	654	1,560	94.5%	1.6%	3.9%									
TOTAL August2023	52,507	50,812	751	944	96.8%	1.4%	1.8%									
TOTAL March2023	41,499	40,263	422	814	97.0%	1.0%	2.0%									
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%									

Table 16 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 2017/2110/EC³ (reporting period: August 2024)

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).

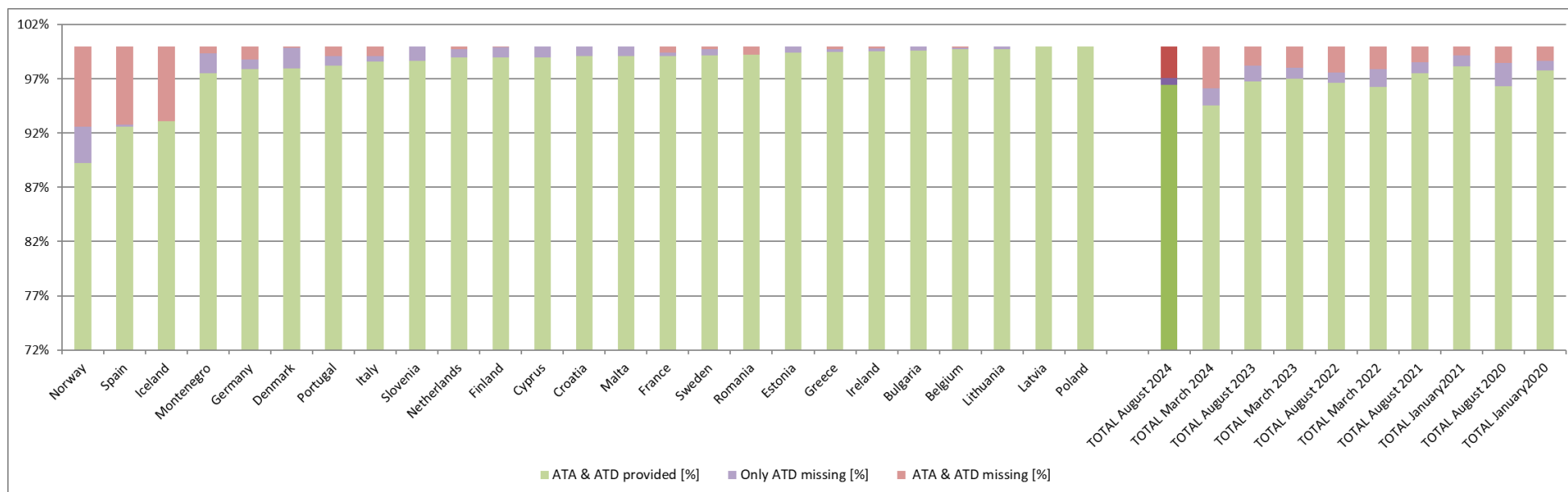


Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 2017/2110/EC
(corresponding to Table 17) (reporting period: August 2024)

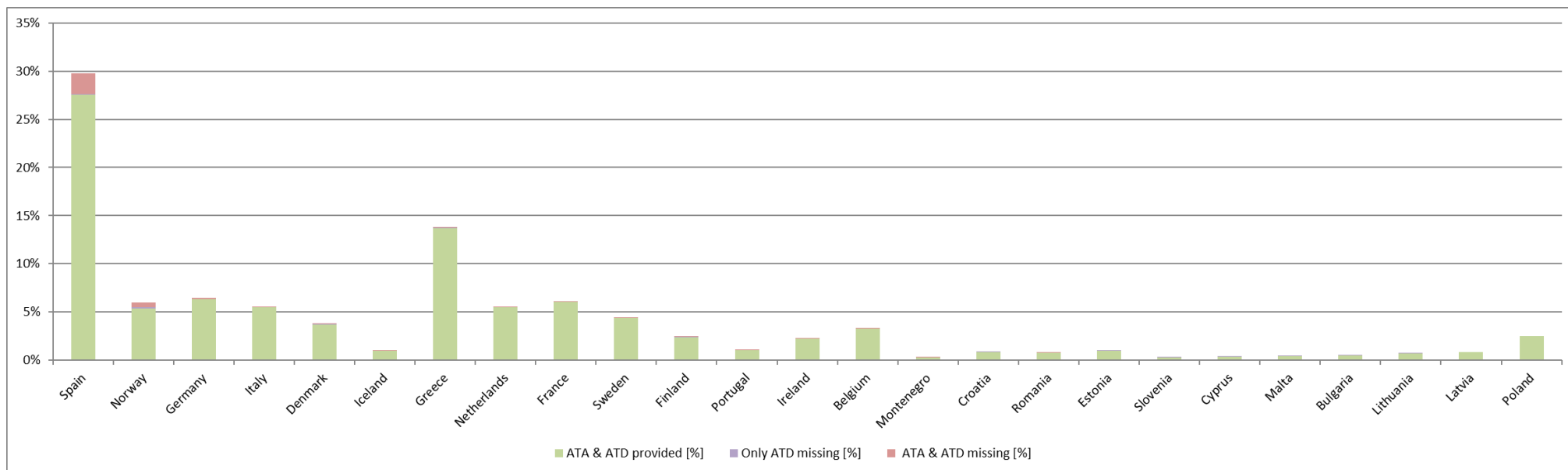


Figure 6 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 2017/2110/EC
(corresponding to Table 17) – figures represent the percentage of overall EU ship calls (reporting period: August 2024)

Member State	ACTUAL TIME OF ARRIVAL PROVIDED			
	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after
Belgium	0.0%	99.6%	0.4%	0.0%
Bulgaria	0.0%	92.4%	7.6%	0.0%
Croatia	0.0%	29.4%	68.7%	1.9%
Cyprus	1.7%	90.6%	7.3%	0.3%
Denmark	0.0%	72.6%	26.1%	1.3%
Estonia	0.0%	93.5%	6.1%	0.4%
Finland	0.0%	87.4%	12.5%	0.1%
France	0.0%	95.0%	4.8%	0.2%
Germany	0.0%	88.4%	9.7%	1.9%
Greece	0.0%	65.5%	32.6%	1.9%
Iceland	0.0%	99.8%	0.0%	0.2%
Ireland	0.0%	88.7%	8.4%	2.9%
Italy	0.0%	94.2%	5.2%	0.6%
Latvia	0.0%	98.5%	1.1%	0.4%
Lithuania	0.0%	98.1%	1.9%	0.0%
Malta	0.0%	97.6%	2.2%	0.2%
Montenegro	0.0%	58.0%	41.4%	0.6%
Netherlands	0.0%	98.7%	1.1%	0.2%
Norway	0.0%	90.3%	9.3%	0.4%
Poland	0.0%	98.0%	1.6%	0.5%
Portugal	0.0%	92.8%	5.8%	1.3%
Romania	0.0%	100.0%	0.0%	0.0%
Slovenia	0.0%	100.0%	0.0%	0.0%
Spain	0.0%	86.2%	8.1%	5.6%
Sweden	0.0%	95.3%	4.5%	0.2%
Total	0.00%	77.5%	20.5%	2.0%

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
0.0%	99.2%	0.7%	0.1%
0.0%	96.8%	3.2%	0.0%
0.0%	79.2%	19.9%	0.9%
0.0%	84.3%	15.0%	0.7%
0.0%	70.4%	27.9%	1.8%
0.0%	96.0%	4.0%	0.0%
0.0%	87.7%	12.1%	0.2%
0.0%	91.9%	7.5%	0.6%
0.0%	91.7%	6.3%	1.9%
0.0%	87.5%	11.1%	1.4%
0.0%	99.8%	0.2%	0.0%
0.2%	91.6%	4.9%	3.2%
0.1%	90.9%	7.4%	1.5%
0.0%	98.3%	1.5%	0.2%
0.0%	99.3%	0.7%	0.0%
0.0%	98.3%	1.6%	0.1%
0.6%	40.1%	59.2%	0.0%
0.0%	99.0%	0.8%	0.2%
0.0%	91.8%	7.8%	0.4%
0.0%	98.1%	1.5%	0.4%
0.0%	92.7%	6.3%	1.0%
0.0%	100.0%	0.0%	0.0%
0.0%	98.2%	1.8%	0.0%
0.0%	84.9%	9.4%	5.7%
0.0%	95.4%	4.1%	0.5%
0.02%	88.6%	9.6%	1.8%

Table 17 –Timeliness of ATA and ATD reporting (reporting period: August 2024)