Meeting: 25th SafeSeaNet Group Meeting

Place and date: Lisbon, 11 May 2016

Agenda item V: SSN Data Quality Report

Document number: SSN 25.5.2

Submitted by EMSA

Summary	This document presents SSN implementation at the national and central levels and the related data quality issues, including the interface with THETIS.
Action to be taken	As per paragraph 7.
Related documents	a. SSN 24 report and SSN 24/5/2 document on SSN data quality. b. HLSG 14 report and agenda item 3.1 "SSN including the interface with THETIS" document".

1. INTRODUCTION

The purpose of the SSN Data Quality Report is to assist Member States (MS) with the implementation of a reliable SSN system. The report includes figures which can be used to analyse the overall SSN performance and the particular behaviour of each national SSN system, and focuses on issues to be resolved.

2. SSN IMPLEMENTATION

2.1 National SSN systems

The status of SSN implementation and notifications activity for each MS is shown in Annex I. These tables show that the implementation status by MS report summary (Table 1) and the number of notifications by MS and by type of notification (Table 2). The implementation status by notification type is detailed in the next sections, and a more detailed status of SSN V3 implementation at MS level is shown in document SSN 25.5.1.

2.2 PortPlus notifications

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

- The ShipCallID harmonisation is still an issue for Denmark as some "data groups" (e.g. Pre-Arrival notification, Hazmat, ATA and ATD) are provided to the central SSN system using more than one ShipCallID. This situation impacts on the accessibility of Hazmat, Waste and Security information by other SSN users and the quality of data delivered to port state control (PSC) system (THETIS), and also causes unnecessary data flows which negatively affect the performance of the central SSN system.

- The number of PortPlus notifications from Spain and Denmark reporting "Hazmat non-EU Departure" (i.e. for ships carrying dangerous or polluting goods that are inbound to their ports from non-EU countries) is very low (see Table 4).

- The unavailability of the detailed part of notifications (see Section 6.3) is still an issue for some MS (Cyprus, Denmark, Finland, France, Latvia, Lithuania and Spain).
- Estonia and Norway do not provide complete information in the detailed part of Waste notifications (do not identify the waste type or quantity) and Germany and Lithuania do not identify the last 10 ports in the Security notifications.
- Rejections are still an issue for some MSs (see Section 6.4), where over 1% of PortPlus notifications are being rejected (Denmark, Finland, France, Germany, Latvia, Romania and Slovenia). This situation worsened for Latvia and Slovenia after switching to SSN V3.
- Denmark and Portugal do not provide the mandatory "PreArrival24HoursNotificationDetails" element (which includes POB information) for a significant number of ship calls.

Recommendation 1: Member States mentioned in paragraph 2.2. above are invited to resolve the reported issues and provide feedback.

2.3 Exemptions

For the information provided in SSN, MS 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 MS may report these exemptions. In the case of Waste exemptions, MS still have the option that they can report directly to the Commission. Table 3 shows the number of exemptions per type as registered in the system. On 15 March 2016, the number of exemptions registered in SSN was 2,220 (2,139 were active, 73 were expired and 8 were scheduled). Table 4 shows the number of ship calls that took place in January 2016 (i.e. ship calls with ATA in the reporting period), and how the detailed part of the notifications (24h Pre Arrival, Hazmat, Waste and Security) was reported by MSs.

The figures show that:

- 11 MSs (Belgium, Croatia, Finland, France, Greece, Iceland, Italy, Lithuania, Netherlands, Sweden and the United Kingdom) have exemptions registered in SSN. It should be noted that the table might identify exemptions for a Member State that never issued an exemption in the SSN. This may happens because each exemption refers to a route that may include ports of another Member State.
- Most of the exemptions granted to MS ports relate to Pre-Arrival (40%) and Hazmat notifications (32%). Waste and Security exemptions account for 14% and 13% respectively.
- Waste and Security notifications were not provided for 78% and 77% of ship calls respectively. These numbers need to be further analysed to understand the difference between the numbers of ship calls and the relevant Waste and Security notifications.

The number of exemptions show that the majority of MSs either do not benefit from the exemption possibilities offered by the existing legal framework (therefore do not reduce the reporting burden for their shipping industry) or they grant exemptions but do not report them in SSN (therefore giving the impression that due notifications are missing). EMSA acknowledges that the use of exemptions is new in SSN and some guidance might be necessary to better understand the implications and identify the best way forward.

Recommendation 2: Member States are invited to provide their feedback on the problems encountered in relation to granting exemptions and registering them in SSN and comment on the possibility on establishing guidelines on how to register and manage exemptions in SSN system.

2.4 AIS information

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

Currently there are 12 MSs (Bulgaria, Cyprus, Estonia, Finland, France, Germany, Greece, Iceland, Ireland, Lithuania, Malta and Slovenia) using both the XML message-based and streaming mechanisms to provide AIS information to the central SSN while all the rest discontinued the XML interface.

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

Recommendation 3: The 12 Member States still using the AIS XML interface are invited to phase-out this interface.

2.5 Ship MRS notifications

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

8 MS (Belgium, Croatia, Denmark, France, Iceland, Italy, Poland, Slovenia and Spain) are using the SSN V.3 XML messaging framework for Ship MRS Notifications. The remaining MSs (Denmark, Estonia, Finland and Portugal) are providing Ship MRS Notifications in V.2 format. It is noted that the coexistence of V.2 and V.3 presents serious limitations; in particular the detailed part of the Ship MRS notifications reported via V.2 (e.g. Hazmat, bunkers COG, SOG and navigational status) cannot be retrieved by those MSs using the SSN V.3 XML MRS interface.

Recommendation 4: Denmark, Estonia, Finland and Portugal are invited to implement the V.3 XML messaging framework for Ship MRS Notifications and to phase-out Ship MRS Notifications in V2 format.

2.6 Incident Reports (IR)

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

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

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

- Notification including all the details.

Recommendation 5: Member States are invited to use the new IR framework either through XML/SOAP or the SSN UWI and phase-out the old Alert notifications.

3. COMMON OPERATIONAL PROCEDURES

An important milestone in the lifecycle of SSN was the adoption of the Common Operational Procedures (COP) by the HLSG on December 2014, which aim at reinforcing the present cooperation between EMSA and MS.

Among others, the COP include procedures for the LOCODE management and steps to follow whenever the EMSA/MSS detects missing, inconsistent or erroneous data. MS 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; rejected messages and; the provision of ATAs and ATDs. It should be noted that for issues associated with LOCODES, the 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: Member States are invited to acknowledge the receipt of these individual monthly reports and to take corrective actions. For issues associated with LOCODES, the monthly reports are also provided to national PSC administrators in order to provide guidance on possible corrective action to be taken in THETIS.

4. SYSTEM AVAILABILITY AND PERFORMANCE

The performance levels for 2015 were as follows:

a) The central SSN system was down 16 times, with a total duration of 29 hours and 10 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system (including the SSN GI) was 99.67%.
b) The SSN-THETIS interface was down 13 times, with a total duration of 42 hours and 45 minutes. No information was lost (just delayed).
c) No relevant full downtimes were detected in the national SSN systems.
d) Significant partial downtimes were observed for some national SSN systems. These affected the delivery of PortPlus information and the service delivered by the THETIS system: Croatia (1d19h15m), Cyprus (2d14h10m), Denmark (2d22h10m), Finland (1d00h40m, 1d00h55m, 1d2h20m and 3d12h15m), Iceland (1d12h50m and 6d11h10m), Italy (3d14h55m), the Netherlands (1d4h20m) and Norway (1d23h40m).
e) France (regarding AIS information) and Malta (for all notifications), do not ensure the storage of SSN messages during disruptions in communication so that they can be transmitted to the central SSN system when communications and/or systems have recovered. The national and central SSN systems should be able to re-send messages for up to 2 weeks (as required by the Interface and Functionalities Control Document [IFCD] - Section 4.4 Backup Procedures).

Recommendation 7: Member States are invited to take appropriate measures to reduce downtimes as far as possible.

Recommendation 8: France (regarding AIS information) and Malta (for all notifications) are invited to ensure the storage of SSN messages in accordance to Section 4.4 of the IFCD.

5. 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) Availability of the detailed part of notifications (see Section 5.3 and Table 11, Annex III)
    d) Rejected notifications (see Section 5.4 and Table 12 and Table 13, Annex III)

The reporting period was January 2016, but for missing Port and Hazmat information and Hazmat details, was the second half of 2015. A summary of the findings is presented in Sections 5.1 - 5.4 below, and full details are available in Annex III.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 4,461 ships that visited EU ports, and found that 80 of the due notifications were not sent to SSN (i.e. 1.8% of ships calling at EU ports were not reported to SSN). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:
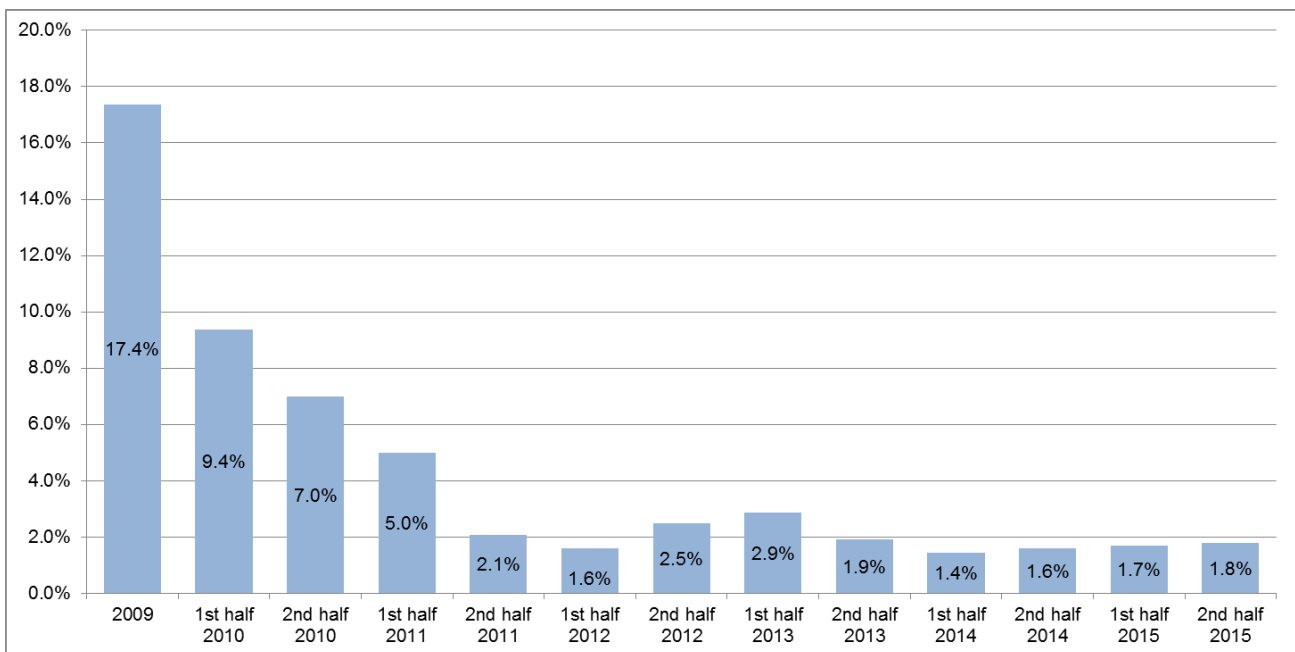
Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

Table 9, Annex III includes the detailed results by Member State.

Recommendation 9: Member States are invited to ensure that all notifications are provided in compliance with the requirements of Article 4 of Directive 2002/59/EC (as amended).

5.2 Missing Hazmat information

18.8% of the due notifications (Hazmat EU and Hazmat non-EU Departure) were not sent to SSN (i.e. 437 out of 2,325 notifications for ships carrying dangerous or polluting goods).

With respect to the percentage figures for vessels having departed from MS ports and carrying Hazmat cargoes (Hazmat EU Departure), the situation worsened from 10% to 16% (see Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications increased from 17% to 23% (green data).

Figure 2 shows the overall trend, by comparing the percentage figures for the previous reporting periods.
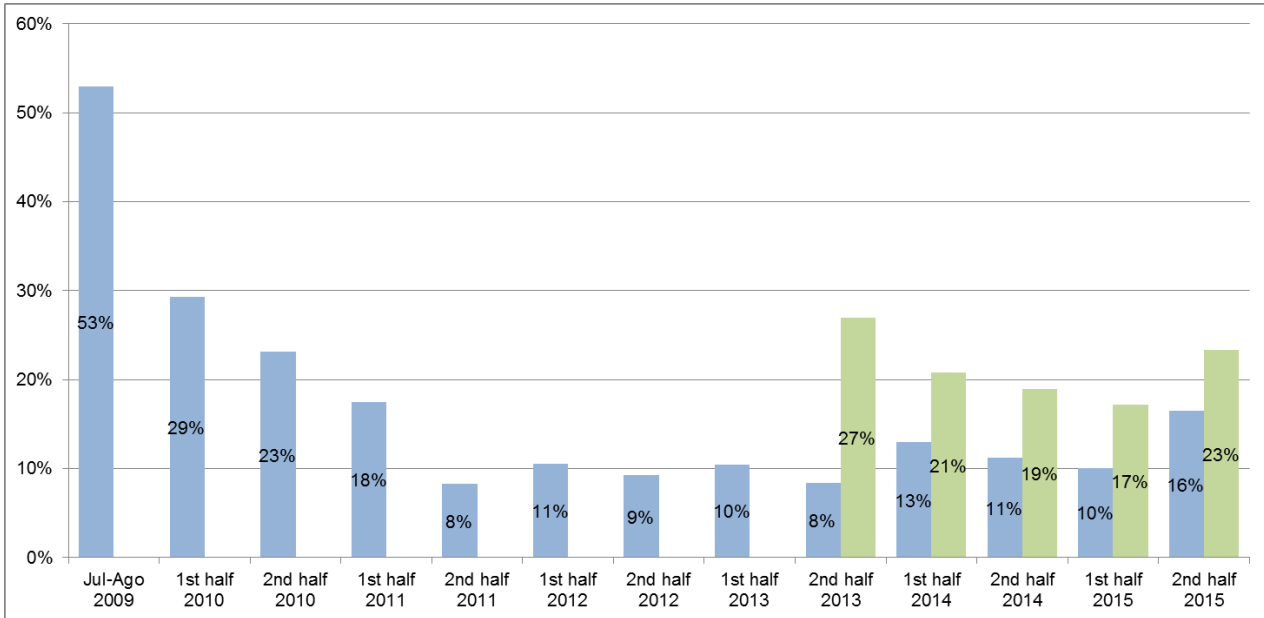
Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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

Recommendation 10: Member States are invited to ensure that all notifications are provided in compliance with the requirements of Article 13 of Directive 2002/59/EC (as amended).

5.3 Availability of the detailed part of notifications

Since the detailed part of PortPlus (Hazmat, Waste and Security details) is available to MS on request via the machine-to-machine interface, it is of paramount importance to ensure that the request-response mechanism is operational at all times.

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

The status of the availability of the detailed part of notifications provided by MS is shown in Table 11 of Annex III. The table shows that Cyprus, Denmark, Estonia, Finland, France, Latvia, Lithuania, Portugal and Spain do not provide the detailed part of the notification(s). Reference to the availability of the detailed part of the MRS notifications is made in paragraph 2.5 of this report.

Recommendation 11: Cyprus, Denmark, Estonia, Finland, France, Latvia, Lithuania, Portugal and Spain are invited to ensure that the detailed part of the relevant notifications is made available to the MS data requester in electronic format.

Recommendation 12: Member States are invited to ensure that their contact details are kept updated and made available to the MS data requester on a 24/7 basis as a backup solution for the provision of the detailed part of notifications.

5.4 Rejected notifications

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

- PortPlus notifications not having ETDFromPortOfCall unless PortOfCall = "ZZCAN" or ATDFromPortOfCall is provided (24.8%).
- PortPlus notifications not having ETAToPortOfCall unless PortOfCall = "ZZCAN" or ATAToPortOfCall is provided (8.3%).
- Invalid port locations or technically incorrect LOCODEs (8.8% of rejections).
- PortPlus notifications identifying a vessel other than the one already registered for the ship call (7.9% of rejections).

The issue concerning ATAs older than 1 year (which represented 8.7% of rejections) will be addressed by the deployment of version SSN 3.2 (second quarter of 2016). SSN will not reject PortPlus notifications with an ATA older than one year if an update notification which does not affect the ATA value is provided (e.g. which is used to report other information, such as the ATD).

The results are presented in Annex III (Tables 12 and 13). It should be noted that missing messages affect the proper implementation of both the VTMIS and PSC Directives. It should be noted that comparing with the previous reporting period, the overall percentage of rejected PortPlus notifications has improved from 3.31% to 1.17%. This decrease applies mainly to those MS that have switched to SSN V.3 and the enforcement of SSN validation rules by national SSN systems.

Recommendation 13: Member States 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 the national SSN system.

6. INTERFACE WITH THETIS

6.1 Mismatched LOCODEs

EMSA compared the LOCODEs used in the "PortOfCall" attribute in PortPlus notifications (September 2015 – January 2016) with THETIS LOCODEs (dated 1 February 2016). The outcome was that 11 of the LOCODEs (see Table 14, Annex IV) reported in this period were not recognised by THETIS (7 were UNECE, while 4 were SSN Specific).

The number of distinct ship calls not created via SSN PortPlus notifications was 14. 20 MS (Belgium, Bulgaria, Croatia, Cyprus, Estonia, Finland, France, Germany, Greece, Iceland, Italy, Latvia, Lithuania, Netherlands, Poland, Portugal, Romania, Slovenia, Spain and Sweden) have fully aligned their SSN and THETIS LOCODEs. Furthermore SSN specific LOCODEs should be managed by the SSN community and supported by the relevant PSC authorities. MSs should ask UNECE to create the relevant LOCODEs (with Port function), and to notify the PSC coordinator at MS level when this has been done.

EMSA will continue to report on this issue at SSN workshops and relevant Paris MoU meetings, and also in MS individual status reports on a monthly basis.

Recommendation 14: Further effort from Member States is necessary in order to align the SSN with the THETIS LOCODE.

6.2 ATA and ATD not provided via PortPlus notifications

MSs have 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.

33,417 of the ship calls created in SSN during January 2016 (via PortPlus) fell within the scope of these Directives (see Table 15, Annex IV). On average, 3.7% of ship call notifications lacked both the ATA and the ATD. In addition, a further 4.8% lacked only the ATD, despite the ship having departed already.

Recommendation 15: Member States are invited to ensure that correct ATA and ATD information is always provided.

6.3 Timeliness of ATA and ATD reported in SSN

Article 24 of Directive 2009/16/EC on PSC requires that ATA and ATD information for all ships calling at MS ports or anchorages "is transferred within a reasonable time to the inspection database through the Union maritime information exchange system, SSN, together with an identifier of the port concerned."

Following the detection of abnormal differences between time of arrival information and the time of its provision (which created operational and statistical issues), THETIS implemented a new rule in June 2012 in order to reject ATAs or ATDs which are provided more than 3 hours in advance of the system date and time.

EMSA compared the timeliness of ATA and ATD information with the date/time sent (the "SentAt" element in the notification), and Annex IV (Table 16) shows the results by MS. Bulgaria, Croatia, Denmark, France, Latvia and Spain are the MS mostly affected. ATA provided more than 3 hours in advance and therefore rejected by Thetis, affects 0.1% of overall shipcalls. ATA and ATD information provided more than 3 hours late affects 11.8% and 11.0% of overall shipcalls respectively.

Recommendation 16: Member States 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.

7. PROPOSED ACTIONS

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

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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.

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European Maritime Safety Agency

Member State	SSN Data Quality				SSN Interface with Thetis					SSN Version	Other relevant issues affecting Member State
	Missing Information		Shipcalls with 10 or more updates	PortPlus Rejections	Rejected LOCODEs by Thetis	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat				Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Belgium	1.4%	4.2%	50.5%	0.14%	0	0.2%	0.1%	0.0%	0.1%	v3	
Bulgaria	0.0%	0.0%	12.5%	0.48%	0	0.5%	0.5%	0.2%	5.7%	v3	- High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2016) - High number of updates per Shipcall quoting the information already provided before (Feb 2016)
Croatia	2.3%	0.0%	3.3%	0.80%	0	1.5%	0.0%	0.0%	3.4%	v3	- Use of the dummy Persons on Board (POB) value (Aug 2015) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2016)
Cyprus	0.0%	33.3%	14.2%	0.47%	0	0.0%	0.0%	0.0%	0.0%	v2	- Hazmat details (XML) not available upon request (Mar 2016)
Denmark	7.7%	67.0%	0.2%	15.46%	3	13.9%	5.3%	0.5%	2.9%	v2 / v3	- Ship MRS details (XML) not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Apr 2009) - Abnormal low number of Shipcalls reporting "Hazmat NonEuDeparture" (Sep 2014) - Double reporting of ship calls for Danish ports after switching to SSN V3 (Jun 2015) - High number of ship calls missing ATA and/or ATD (Jun 2015) - Abnormal high number of rejected PortPlus notifications (Mar 2016)
Estonia	0.0%	3.9%	8.8%	1.67%	0	0.0%	0.0%	0.0%	0.1%	v3	- Ship MRS details (XML) not available upon request (Mar 2016)
Finland	0.0%	16.4%	39.4%	8.39%	0	0.6%	4.4%	0.0%	0.3%	v2	- Hazmat and Ship MRS details (XML) not available upon request (Sep 2014) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014) - High number of updates per Shipcall quoting the infromation already provided before (Dec 2014) - Abnormal high number of rejected PortPlus notifications (Oct 2015)
France	1.0%	31.0%	3.7%	1.42%	0	2.0%	4.6%	0.1%	2.4%	v3	- Use of the dummy Persons on Board (POB) value or missing to provide this value (Jun 2009) - Use of the 'unknown ZZUKN' Next Port of Call value in EU Departure Hazmat (Feb 2016) - Provision of Non-EU Hazmat Departure not yet developed for some ports (Sep 2014) - High number of ship calls missing ATA and/or ATD (Sep 2015)
Germany	11.1%	12.1%	2.7%	6.51%	0	6.3%	6.2%	0.0%	1.3%	v3	- Use of the dummy Persons on Board (POB) value (May 2009) - High number of ship calls missing ATA and/or ATD (Jun 2015) - Abnormal high number of rejected PortPlus notifications (Mar 2016)
Greece	0.5%	0.0%	0.1%	0.04%	0	0.1%	1.3%	0.0%	0.3%	v2	- Use of the dummy Persons on Board (POB) value (Apr 2009) - Remaining gaps in AIS coverage in Greek waters (Apr 2009)
Iceland	0.0%	0.0%	0.0%	17.31%	0	0.0%	10.3%	0.0%	0.0%	v3	- Abnormal high number of rejected PortPlus notifications after switching to SSN V3 (Jun 2015) - High number of ship calls missing ATA and/or ATD (Sep 2015)
Ireland	0.7%	50.0%	0.3%	0.18%	2	0.0%	0.1%	0.1%	1.4%	v2	- Missing MRS reports from WETREP (Jan 2009)
Italy	1.0%	14.4%	1.0%	0.08%	0	0.0%	0.3%	0.0%	0.6%	v2 / v3	
Latvia	0.0%	5.3%	12.4%	0.35%	0	3.1%	0.0%	0.0%	3.7%	v3	- Use of the dummy Persons on Board (POB) value or missing to provide this value (Mar 2016) - Hazmat, Waste and Security details (XML) not available upon request (Mar 2016)
Lithuania	0.0%	0.0%	27.5%	0.00%	0	0.0%	0.0%	0.0%	0.1%	v3	- Waste details (XML) not available upon request (Mar 2016)

Table 1 – Implementation status by Member State on 15 March 2016

Member State	SSN Data Quality				SSN Interface with Thetis					SSN Version	Other relevant issues affecting Member State
	Missing Information		Shipcalls with 10 or more updates	PortPlus Rejections	Rejected LOCODEs by Thetis	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat				Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Malta	4.7%	0.0%	31.3%	0.26%	1	1.7%	7.0%	0.0%	0.0%	v2	- 'Anchorage' attribute wrongly implemented for some ship calls to Maltese ports (Mar 2015) - High number of updates per Shipcall quoting the information already provided before (Jul 2015) - High number of ship calls missing ATA and/or ATD (Sep 2015)
Netherlands	0.4%	8.1%	13.9%	1.71%	0	1.2%	1.4%	0.0%	0.1%	v3	- High number of updates per Shipcall quoting the information already provided before (Feb 2016)
Norway	2.2%	18.8%	4.3%	0.13%	3	26.4%	16.5%	0.0%	0.0%	v3	- Missing MRS reports from BAREP (Aug 2013) - High number of ship calls missing ATA and/or ATD (Sep 2015)
Poland	0.7%	1.0%	75.3%	0.14%	0	0.1%	0.0%	0.1%	0.8%	v3	
Portugal	3.4%	6.7%	9.6%	0.45%	0	1.7%	1.8%	0.1%	1.4%	v2	- Missing MRS reports from WETREP (Jan 2009) - Ship MRS details (XML) not available upon request (Mar 2016) - Non-EU Hazmat Departure reported for vessels coming from EU ports (Sep 2014) - High number of updates per Shipcall quoting the information already provided before (Oct 2014)
Romania	0.0%	11.1%	0.0%	0.05%	0	0.0%	1.2%	0.1%	0.0%	v2	
Slovenia	0.0%	0.0%	5.8%	0.83%	0	0.0%	0.0%	0.0%	0.6%	v3	
Spain	2.1%	53.1%	22.7%	9.15%	0	1.9%	1.2%	0.0%	2.8%	v3	- Hazmat, Ship MRS, Waste and Security details (XML) not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Jan 2009) - Abnormal low number of Shipcalls reporting "Hazmat NonEuDeparture" (May 2013) - Abnormal high number of rejected PortPlus notifications after switching to SSN V3 (May 2015)
Sweden	0.5%	12.6%	7.1%	0.07%	0	5.5%	4.1%	0.3%	0.3%	v2	- Use of the dummy Persons on Board (POB) value (Aug 2015) - High number of ship calls missing ATA and/or ATD (Sep 2015)
United Kingdom	1.6%	15.5%	6.4%	0.13%	2	0.8%	1.7%	0.0%	1.3%	v2	- Missing MRS reports from CALDOVREP and WETREP (Jan 2009) - Use of the dummy Persons on Board (POB) value (Jan 2009) - Hazmat and Incident details provided in XML not available due to SSN technical implementation not complying with SSN system requirement of IFCD and XML Reference Guide (Jan 2012) - Hazmat details (XML) not available upon request for port of Gibraltar (Mar 2016) - Waste and Security reports are not yet provided by Gibraltar system although already in production for SSN V3 (Feb 2016)
Total	1.8%	18.8%	11.6%	3.31%	11	4.8%	3.7%	0.0%	1.3%	-	**Updated: 15 March 2016**

Table 1 – Implementation status by Member State on 15 March 2016 (cont.)

Member State	Shipcalls			AIS [1]	MRS	Incident Reports [2]	Total
	New	Updates	Cancelations				
Belgium	13,359	137,334	264	71,650,241	218	5	**71,801,421**
Bulgaria	1,793	4,091	10	11,511,216	-	1	**11,517,111**
Croatia	5,020	16,083	158	12,269,771	2,980	30	**12,294,042**
Cyprus	1,554	8,945	44	23,616,921	-	2	**23,627,466**
Denmark	19,091	36,658	370	88,033,978	30,038	11	**88,120,146**
Estonia	6,003	29,215	131	12,532,861	44,360	-	**12,612,570**
Finland	13,623	134,996	1,510	28,041,982	9,685	55	**28,201,851**
France	25,581	93,237	959	21,695,205	69,293	321	**21,884,596**
Germany	25,648	95,190	1,063	128,184,407	-	12	**128,306,320**
Greece	59,265	137,746	1,114	91,978,405	-	54	**92,176,584**
Iceland	1,364	2,753	81	36,118,277	3,832	-	**36,126,307**
Ireland	6,374	22,425	77	17,477,723	-	7	**17,506,606**
Italy	55,910	134,251	1,091	147,757,382	7,968	308	**147,956,910**
Latvia	3,265	13,543	32	6,647,169	-	5	**6,664,014**
Lithuania	2,198	17,010	47	4,729,167	-	2	**4,748,424**
Malta	5,416	40,315	-	9,786,194	-	13	**9,831,938**
Netherlands	25,928	143,393	1,019	158,375,128	-	84	**158,545,552**
Norway	41,959	145,741	3,149	160,199,227	-	32	**160,390,108**
Poland	8,112	77,780	849	18,753,476	82,856 [3]	-	**18,840,217**
Portugal	6,898	42,871	295	30,517,035	15,840	15	**30,582,954**
Romania	2,920	8,398	89	20,613,985	-	15	**20,625,407**
Slovenia	1,157	3,649	26	6,991,020	1,306	7	**6,997,165**
Spain	79,067	454,451	5,045	175,564,296	13,025	-	**176,115,884**
Sweden	26,568	109,880	1,085	60,071,183	-	61	**60,208,777**
United Kingdom	64,697	243,496	4,042	84,744,505	-	7	**85,056,747**
Total	**502,770**	**2,153,451**	**22,550**	**1,427,860,754**	**281,401**	**1,047**	**1,430,821,973**

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

(2)   Includes Alert notifications and Incident reports

(3)   Due to a technical problem Poland sent an abnormally high number of MRS reports (this issue was corrected on 1st March)

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

Member State	Expired exemptions				Valid exemptions				Scheduled (upcoming) exemptions				Total
	Pre-Arrival	Hazmat	Waste	Security	Pre-Arrival	Hazmat	Waste	Security	Pre-Arrival	Hazmat	Waste	Security	
Belgium	-	-	-	-	-	-	-	67	-	-	-	-	67
Bulgaria	-	-	-	-	-	-	-	-	-	-	-	-	-
Croatia	-	-	-	-	100	-	-	-	-	-	-	-	100
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	-	-	-	-	-	-	-	-	-	-	-	-
Estonia	-	-	-	-	-	-	-	-	-	-	-	-	-
Finland	-	-	40	5	20	-	276	67	-	-	-	-	408
France	-	-	-	-	6	18	-	2	-	-	-	-	26
Germany	-	-	-	-	-	-	-	-	-	-	-	-	-
Greece	6	-	-	-	89	-	-	-	8	-	-	-	103
Iceland	-	-	-	-	2	2	2	2	-	-	-	-	8
Ireland	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	-	6	-	-	658	678	-	-	-	-	-	-	1,342
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-
Lithuania	-	-	-	2	-	-	-	11	-	-	-	-	13
Malta	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	-	-	-	14	-	-	-	121	-	-	-	-	135
Norway	-	-	-	-	-	-	-	-	-	-	-	-	-
Poland	-	-	-	-	-	-	-	-	-	-	-	-	-
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-
Romania	-	-	-	-	-	-	-	-	-	-	-	-	-
Slovenia	-	-	-	-	-	-	-	-	-	-	-	-	-
Spain	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	-	-	-	8	8	-	-	-	-	-	-	16
United Kingdom	-	-	-	-	-	2	-	-	-	-	-	-	2
Total	6	6	40	21	883	708	278	270	8	-	-	-	2,220

Table 3 – Number of exemptions by type of notification registered in SSN on 15 March 2016

(exemptions registered previous to SSN V3 deployment will be migrated and are not accounted above)

Member State	Shipcalls Total	With Pre-Arrival		With Hazmat			With Waste		With Security	
		Information Reported	Exemption Registered	Hazmat nonEu Reported	Hazmat Eu Reported	Exemption Registered	Information Reported	Exemption Registered	Information Reported	Exemption Registered
Belgium	2,010	2,010	-	120	601	-	1,522	-	1,682	99
Bulgaria	245	245	-	48	4	-	241	-	245	-
Croatia	295	295	-	10	35	-	233	-	233	-
Cyprus	279	279	-	32	54	-	-	-	-	-
Denmark	1,595	1,367	-	30	44	-	75	-	79	22
Estonia	767	765	-	22	220	-	460	-	331	3
Finland	2,320	2,292	-	49	716	-	-	806	-	851
France	3,871	3,534	247	128	1,201	936	-	-	-	-
Germany	4,037	4,037	-	117	733	-	1,579	-	1,308	16
Greece	4,931	4,930	1	212	321	-	-	-	-	-
Iceland	149	149	-	3	41	-	141	-	149	-
Ireland	1,003	1,003	-	22	177	-	-	-	-	24
Italy	6,389	6,144	169	314	1,093	586	-	-	-	-
Latvia	534	529	-	4	63	-	490	-	508	-
Lithuania	351	351	-	14	49	-	345	-	283	55
Malta	706	706	-	341	12	-	-	-	-	-
Netherlands	3,720	3,720	-	254	765	-	-	-	-	136
Norway	2,363	2,357	-	36	181	-	1,440	-	490	-
Poland	1,089	1,081	-	17	226	-	912	-	963	-
Portugal	970	909	-	146	196	-	-	-	-	6
Romania	351	351	-	61	5	-	-	-	-	-
Slovenia	166	166	-	29	45	-	85	-	85	-
Spain	10,066	10,066	-	195	698	-	4,550	-	5,887	2
Sweden	2,447	2,447	-	29	410	-	-	-	-	14
United Kingdom	9,009	9,009	-	451	1,753	136	-	-	-	215
Total	59,663	58,742	417	2,684	9,643	1,658	12,073	806	12,243	1,443

Table 4 – Number of shipcalls and how detailed part of the notifications is reported by Member State

Reporting period: January 2016

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	17,899,867	North Sea
Bulgaria	35,801	999,674	MARES
Croatia	-	3,767,923	MARES
Cyprus	76,109	1,738,381	MARES
Denmark	-	18,439,960	HELCOM
Estonia	112,450	2,837,956	HELCOM
Finland	10,345	5,493,103	HELCOM
France	44,700	8,133,074	North Sea and MARES (Mediterranean Coast)
Germany	623,206	26,632,907	SSN SI Germany
Greece	5,738,537	8,574,026	MARES
Iceland	19,100	6,174,512	North Atlantic
Ireland	120,206	4,811,246	North Sea
Italy [1]	53,774	19,786,506	MARES
Latvia [1]	71,603	1,457,806	HELCOM
Lithuania	44,854	970,974	HELCOM
Malta	60,873	1,607,229	MARES
Netherlands	-	28,553,683	North Sea
Norway	-	35,578,006	North Atlantic
Poland	-	4,047,703	HELCOM
Portugal	-	4,847,755	MARES
Romania [1]	22,384	3,256,494	MARES
Slovenia	5,871	585,939	HELCOM
Spain	-	26,979,640	MARES
Sweden	-	13,016,331	HELCOM
United Kingdom	-	18,867,087	North Sea and MARES (Gibraltar)
Total	**7,039,813**	**265,057,782**	

(1)   Stopped providing AIS information through the message-based mechanism in or after January 2016

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

Reporting period: January 2016

Member State	MRS	Area	Ship MRS		
			SSN V2	SSN V3	TOTAL
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		40	**40**
Bulgaria	-	-	-	-	**-**
Croatia	ADRIREP	Adriatic Sea		506	**506**
Cyprus	-	-	-	-	**-**
Denmark	BELTREP	Great Belt	2,836	2,322	**5,158**
	SOUNDREP	The Sound		-	
Estonia	GOFREP	Gulf of Finland	6,120	-	**6,120**
Finland	GOFREP	Gulf of Finland	1,512	-	**1,512**
France	BONIFREP	Strait of Bonifacio (only DPG)	-	241	**11,632**
	CALDOVREP	Dover Strait/ Pas de Calais		2,951	
	MANCHREP	Off Les Casquests/ La Manche		4,781	
	OUESSREP	Off Ouessant		3,622	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		37	
Germany	-	-	-	-	**-**
Greece	-	-	-	-	**-**
Iceland	TRANSREP	South & South West coast of Iceland	-	504	**504**
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	-	**-**
Italy	ADRIREP	Adriatic Sea	1,322	-	**1,322**
	BONIFREP	Strait of Bonifacio (only DPG)		-	
Latvia	-	-	-	-	**-**
Lithuania	-	-	-	-	**-**
Malta	-	-	-	-	**-**
Netherlands	-	-	-	-	**-**
Norway	BAREP	Barents Sea	-	-	**-**
Poland	GDANREP	Gulf of Gdansk	-	46,266	**46,266**
Portugal	COPREP	Coast of Portugal	2,896	-	**2,896**
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		-	
Romania	-	-	-	-	**-**
Slovenia	ADRIREP	Adriatic Sea	69	67	**136**
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	-	90	**2,899**
	FINREP	Finisterre (NW Coast of Spain)		806	
	GATREP [1]	Gulf of Almeria (Gata Cape)		933	
	GIBREP	Strait of Gibraltar		1,059	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		11	
Sweden	SOUNDREP [2]	The Sound	-	-	**-**
United Kingdom	CALDOVREP	Dover Strait/ Pas de Calais	-	-	**-**
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		-	
Total			**14,755**	**64,236**	**78,991**

(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: January 2016

Those MRSs not yet providing information to SSN are highlighted in red (status on 15 March 2016)

Member State	Alert Notifications		Incident Reports								Sub-Total			Total
											Alert Notifications	Incident Reports		
	SITREP	Others	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others		XML	WEB	
Belgium	-	-	1	-	-	-	-	-	-	-	-	1	-	1
Bulgaria	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Croatia	-	-	-	-	-	-	-	-	3	1	-	4	-	4
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	-	6	1	-	-	-	-	-	-	-	-	7	7
Estonia	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Finland	-	-	-	-	-	-	-	-	-	2	-	-	2	2
France	-	-	62	3	-	-	3	-	1	1	-	70	-	70
Germany	-	-	3	-	-	-	-	-	-	-	-	-	3	3
Greece	-	-	8	-	-	-	-	-	-	1	-	-	9	9
Iceland	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ireland	-	-	-	2	-	-	-	-	-	-	-	-	2	2
Italy	-	-	51	-	-	-	-	2	1	3	-	-	57	57
Latvia	-	-	1	-	-	-	-	-	-	1	-	-	2	2
Lithuania	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Malta	-	-	2	-	-	-	-	-	-	-	-	-	2	2
Netherlands	-	-	17	-	-	-	-	-	-	1	-	-	18	18
Norway	-	-	1	-	-	-	-	-	-	1	-	-	2	2
Poland	-	-	1	-	-	-	-	-	-	-	-	1	-	1
Portugal	-	-	1	-	-	-	-	-	-	-	-	1	-	1
Romania	2	-	-	-	-	-	-	-	-	-	2	-	-	2
Slovenia	1	1	-	-	-	-	-	-	-	-	2	-	-	2
Spain	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	-	-	-	-	-	-	-	-	8	-	-	8	8
United Kingdom	-	-	4	-	-	-	-	-	-	-	-	-	4	4
Total	**3**	**1**	**158**	**6**	**-**	**-**	**3**	**2**	**5**	**19**	**4**	**77**	**116**	**197**

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

Reporting period: January 2016

Annex II: Operational status by MS

Member State	Requests Shipcall	Requests Ship (AIS/MRS)	Total
Belgium	3	2,476 [2]	3
Bulgaria	20	-	20
Croatia	17	3	20
Cyprus	2	-	2
Denmark	52	-	52
Estonia	21,615 [1]	-	-
Finland	1	-	1
France	17	5	22
Germany	15	-	15
Greece	3	-	3
Iceland	1	18	19
Ireland	-	-	-
Italy	32	-	32
Latvia	-	-	-
Lithuania	201	-	201
Malta	-	-	-
Netherlands	20	-	20
Norway	450,487 [1]	-	-
Poland	8	1	9
Portugal	26	-	26
Romania	1	-	1
Slovenia	179	-	179
Spain	10	-	10
Sweden	1	-	1
United Kingdom	1	-	1
Total	**472,712**	**2,503**	**475,215**

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

(2) Periodic requests for checking availability of central SSN

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

Reporting period: July – December 2015
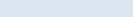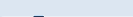
| Member State | Second half 2015 (Jul 2015 - Dec 2015) | | Previous and Current Reporting Periods Notifications Missing (%) | | | | | | | | Evolution |
| | Nr. Checks | Notifications Missing | 2011 | 2012 | | 2013 | | 2014 | | 2015 | | |
			Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	
Belgium	208	3	1%	0%	0%	1%	2%	2%	2%	1%	1.44%	
Bulgaria	140	0	0%	1%	1%	0%	0%	0%	0%	0%	0.00%	
Croatia	130	3	-	-	-	-	-	-	-	5%	2.31%	
Cyprus	130	0	0%	1%	0%	0%	1%	0%	0%	0%	0.00%	
Denmark	195	15	1%	5%	9%	13%	7%	7%	4%	3%	7.69%	
Estonia	131	0	0%	1%	2%	9%	1%	0%	5%	4%	0.00%	
Finland	203	0	1%	0%	1%	2%	2%	0%	1%	2%	0.00%	
France	195	2	11%	4%	2%	8%	2%	0%	4%	2%	1.03%	
Germany	207	23	4%	2%	4%	3%	7%	5%	4%	5%	11.11%	
Greece	209	1	4%	2%	5%	3%	3%	0%	0%	0%	0.48%	
Iceland	130	0	1%	0%	1%	1%	0%	0%	0%	0%	0.00%	
Ireland	142	1	0%	1%	0%	1%	1%	1%	1%	1%	0.70%	
Italy	210	2	1%	0%	2%	3%	1%	1%	0%	0%	0.95%	
Latvia	152	0	0%	0%	0%	0%	0%	0%	0%	1%	0.00%	
Lithuania	159	0	0%	1%	1%	0%	1%	0%	0%	0%	0.00%	
Malta	150	7	3%	1%	9%	8%	5%	3%	4%	6%	4.67%	
Netherlands	226	1	0%	2%	2%	0%	0%	0%	0%	1%	0.44%	
Norway	226	5	1%	1%	4%	5%	1%	2%	3%	1%	2.21%	
Poland	140	1	0%	1%	1%	0%	0%	0%	0%	1%	0.71%	
Portugal	149	5	8%	7%	4%	1%	1%	2%	2%	4%	3.36%	
Romania	139	0	0%	0%	2%	2%	1%	0%	1%	0%	0.00%	
Slovenia	126	0	1%	0%	0%	1%	0%	1%	0%	0%	0.00%	
Spain	191	4	9%	1%	3%	1%	5%	2%	1%	2%	2.09%	
Sweden	209	1	1%	1%	2%	1%	1%	2%	0%	1%	0.48%	
United Kingdom	364	6	2%	4%	5%	2%	1%	2%	3%	2%	1.65%	
Total	4,461	80	2.1%	1.6%	2.5%	2.9%	1.9%	1.4%	1.6%	1.7%	1.79%	

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

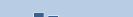| Member State	Hazmat EU Departure												Hazmat non-EU Departure							
	Second half 2015 (Jul 2015 - Dec 2015)		Previous and Current Reporting Periods Notifications Missing (%)										Second half 2015 (Jul 2015 - Dec 2015)		Previous and Current Reporting Periods Notifications Missing (%)					
	Nr. Checks	Notifications Missing	2011	2012		2013		2014		2015		Evolution	Nr. Checks	Notifications Missing	2013	2014		2015		Evolution
			Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec				Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	
Belgium	114	6	3%	1%	1%	3%	1%	1%	5%	5%	5.26%		77	2	19%	9%	8%	7%	2.6%	
Bulgaria	8	0	0%	5%	11%	0%	0%	17%	14%	0%	0.00%		0	0	n.a.	n.a.	n.a.	n.a.	n.a.	
Croatia	2	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		2	0	n.a.	n.a.	n.a.	n.a.	n.a.	
Cyprus	3	1	100%	83%	40%	50%	50%	60%	50%	0%	33.33%		0	0	n.a.	0%	n.a.	n.a.	n.a.	
Denmark	65	35	12%	9%	15%	29%	14%	19%	10%	13%	53.85%		38	34	25%	83%	91%	86%	89.5%	
Estonia	51	2	11%	6%	19%	22%	3%	0%	3%	0%	3.92%		0	0	n.a.	0%	n.a.	n.a.	n.a.	
Finland	70	10	5%	7%	23%	23%	20%	42%	27%	18%	14.29%		3	2	0%	50%	67%	56%	66.7%	
France	107	23	20%	12%	3%	3%	6%	17%	17%	18%	21.50%		64	30	84%	43%	16%	25%	46.9%	
Germany	89	10	4%	5%	7%	9%	5%	2%	6%	4%	11.24%		76	10	5%	2%	1%	11%	13.2%	
Greece	26	0	30%	30%	16%	26%	0%	10%	10%	3%	0.00%		1	0	0%	0%	33%	0%	n.a.	
Iceland	0	0	n.a.	n.a.	n.a.	0%	n.a.	0%	n.a.	n.a.	n.a.		0	0	n.a.	100%	n.a.	n.a.	n.a.	
Ireland	2	1	100%	20%	11%	63%	0%	100%	50%	50%	50.00%		2	1	100%	100%	100%	100%	50.0%	
Italy	110	12	11%	5%	7%	5%	8%	8%	7%	7%	10.91%		36	9	8%	10%	23%	16%	25.0%	
Latvia	76	4	3%	10%	0%	0%	0%	0%	0%	0%	5.26%		0	0	n.a.	0%	0%	33%	n.a.	
Lithuania	59	0	11%	27%	20%	33%	5%	11%	6%	5%	0.00%		1	0	0%	0%	100%	0%	n.a.	
Malta	20	0	5%	4%	5%	0%	6%	2%	16%	14%	0.00%		4	0	0%	29%	0%	0%	0.0%	
Netherlands	114	9	8%	10%	1%	2%	10%	8%	8%	3%	7.89%		107	9	34%	22%	24%	4%	8.4%	
Norway	54	12	8%	13%	17%	7%	13%	16%	9%	14%	22.22%		15	1	33%	13%	0%	0%	6.7%	
Poland	66	1	0%	5%	2%	0%	7%	7%	1%	2%	1.52%		38	0	0%	1%	3%	0%	0.0%	
Portugal	67	5	13%	21%	20%	18%	7%	10%	8%	6%	7.46%		37	2	8%	9%	15%	3%	5.4%	
Romania	9	1	0%	40%	0%	22%	0%	0%	0%	0%	11.11%		0	0	0%	n.a.	n.a.	n.a.	n.a.	
Slovenia	0	0	0%	n.a.	n.a.	0%	n.a.	0%	0%	0%	n.a.		2	0	n.a.	n.a.	0%	0%	n.a.	
Spain	152	81	13%	13%	10%	14%	11%	23%	32%	46%	53.29%		110	58	53%	37%	50%	47%	52.7%	
Sweden	91	13	8%	15%	26%	23%	24%	24%	17%	12%	14.29%		28	2	25%	31%	16%	16%	7.1%	
United Kingdom	185	28	13%	11%	6%	10%	7%	19%	16%	14%	15.14%		144	23	7%	13%	10%	12%	16.0%	
Total	1,540	254	8.3%	10.6%	9.2%	10.5%	8.4%	12.9%	11.2%	10.0%	16.49%		785	183	27.0%	20.8%	19.0%	17.2%	23.3%	

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

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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, such as Bulgaria, Croatia, Cyprus, Iceland, Ireland, Romania and Slovenia

Member State	Hazmat		MRS		Waste		Security	
	Version	Details	Version	Details	Version	Details	Version	Details
Belgium	v3	Avaliable	v3	Available	v3	Available	v3	Available
Bulgaria	v3	Avaliable	-	-	v3	Available	v3	Available
Croatia	v3	Avaliable	v3	Available	v3	Available	v3	Available
Cyprus	v2	**Unavailable**	-		(1)		(1)	
Denmark	v2 / v3	Available	v2 / v3	**Unavailable**	v3	Available	v3	Available
Estonia	v3	Avaliable	v2	**Unavailable**	v3	Available	v3	Available
Finland	v2	**Unavailable**	v2	**Unavailable**	(1)		(1)	
France	v3	**Unavailable**	v3	Available	(1)		(1)	
Germany	v3	Available	-		v3	Available	v3	Available
Greece	v2	Avaliable	-		(1)		(1)	
Iceland	v3	Available	v3	Available	v3	Available	v3	Available
Ireland	v2	Available	(1)		(1)		(1)	-
Italy	v2 / v3	Available	v2 / v3	Available	v3	Available	v3	-
Latvia	v3	**Unavailable**	-		v3	**Unavailable**	v3	**Unavailable**
Lithuania	v3	Avaliable	-		v3	**Unavailable**	v3	Available
Malta	v2	Avaliable	-		(1)		(1)	
Netherlands	v3	Available	-		(1)		(1)	
Norway	v3	Available	(1)		v3	Available	v3	Available
Poland	v3	Available	v3	Available	v3	Available	v3	Available
Portugal	v2	Avaliable	v2	**Unavailable**	(1)		(1)	
Romania	v2	Available	-		(1)		(1)	
Slovenia	v3	Available	v3	Available	v3	Available	v3	Available
Spain	v3	**Unavailable**	v3	**Unavailable**	v3	**Unavailable**	v3	**Unavailable**
Sweden	v2	Avaliable	-		(1)		(1)	
United Kingdom	v2	Available (2)	(1)		(1)		(1)	

(1)   Not implemented

(2)   Unavailable for Gibraltar (GB) system

Table 11 – Availability of the detailed part of the notifications on 15 March 2016

Member State	January 2016		Previous and Current Reporting Periods - Notifications Rejected (%)							
	Port Plus Notifications	Port Plus Rejected	January 2013	August 2013	January 2014	July 2014	January 2015	July 2015	January 2016	Evolution
Belgium	25,437	22	0.04%	0.02%	0.02%	0.04%	0.00%	0.14%	0.09%	
Bulgaria	1,875	11	0.00%	0.09%	0.77%	0.59%	0.11%	0.48%	0.58%	
Croatia	1,445	8	0.00%	-	-	-	0.70%	0.80%	0.55%	
Cyprus	1,978	4	0.54%	0.55%	1.24%	0.48%	0.55%	0.47%	0.20%	
Denmark	7,958	425	1.71%	0.71%	0.55%	0.64%	0.88%	15.46%	5.07%	
Estonia	5,119	10	0.14%	2.16%	0.38%	0.15%	0.40%	1.67%	0.19%	
Finland	32,443	2,325	2.73%	0.66%	1.82%	2.65%	4.71%	8.39%	6.69%	
France	20,918	215	0.40%	1.20%	0.70%	3.22%	1.81%	1.42%	1.02%	
Germany	21,381	819	0.05%	0.02%	0.07%	0.18%	0.22%	6.51%	3.69%	
Greece	24,934	11	0.80%	0.18%	0.09%	0.11%	0.04%	0.04%	0.04%	
Iceland	475	-	0.00%	0.00%	0.00%	0.63%	0.00%	17.31%	0.00%	
Ireland	4,615	13	0.18%	0.27%	0.54%	0.20%	0.68%	0.18%	0.28%	
Italy	24,148	45	0.26%	0.11%	0.11%	0.10%	0.16%	0.08%	0.19%	
Latvia	4,258	51	0.38%	0.36%	0.23%	0.73%	0.00%	0.35%	1.18%	
Lithuania	3,453	6	1.38%	0.76%	2.20%	0.00%	0.00%	0.00%	0.17%	
Malta	7,054	57	2.30%	3.63%	1.80%	1.07%	0.86%	0.26%	0.80%	
Netherlands	26,626	23	0.30%	0.57%	0.46%	0.47%	0.15%	1.71%	0.09%	
Norway	28,451	13	0.14%	4.16%	0.00%	0.06%	0.01%	0.13%	0.05%	
Poland	19,296	57	0.50%	1.52%	0.47%	0.00%	0.10%	0.14%	0.29%	
Portugal	7,670	35	0.28%	0.15%	0.29%	0.22%	0.29%	0.45%	0.45%	
Romania	1,557	16	0.43%	1.02%	13.66%	1.19%	0.46%	0.05%	1.02%	
Slovenia	1,121	12	0.91%	0.43%	0.15%	0.23%	0.82%	0.83%	1.06%	
Spain	87,009	858	0.04%	0.01%	0.20%	0.02%	0.03%	9.15%	0.98%	
Sweden	21,926	16	6.13%	0.14%	2.13%	0.63%	0.15%	0.07%	0.07%	
United Kingdom	50,079	59	0.77%	0.05%	0.17%	0.12%	0.04%	0.13%	0.12%	
Total	431,226	5,111	0.97%	0.66%	0.72%	0.55%	0.56%	3.31%	1.17%	

Table 12 – PortPlus notifications rejections and evolution

Reporting period: January 2016

**Highlighting those values not complying with the IFCD in red
(rejected notifications should be less than 0.1%, as indicated in Section 4.5 of the IFCD)**

Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 1: the "Time" logic is not respected (relations between ETAs and ETDs, etc.)			
R01	A Port Plus notification must have ETAtoNextPort subsequent to the ETDFromPortOfCall.ETAtoNextPort greater than ETDFromPortOfCall.	184	To be corrected by MSs
R02	A Port Plus notification must have ETAtoNextPort subsequent to the ATDFromPortOfCall: ETAtoNextPort greater than ATDPortOfCall	386	To be corrected by MSs
R03	A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall.	95	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.	208	To be corrected by MSs
R05	A Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	454	To be corrected by MSs and in the Central SSN
Group 2: missing "mandatory" information			
R06	A Port Plus notification must have ETDFromPortOfCall unless PortOfCall = "ZZCAN" or ATDFromPortOfCall is provided.	1,292	To be corrected by MSs and in the Central SSN
R07	A Port Plus notification must have EtaToPortOfCall unless PortOfCall = "ZZCAN" or ATAToPortOfCall is provided.	433	To be corrected by MSs
R08	A Port Plus notification with hazmat EUDeparture must have a NextPort.	4	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture must have ETAToNextPort.	71	To be corrected by MSs
R10	A Port Plus notification having PortOfCall = 'ZZCAN' can only be accepted if no ATAToPortOfCall/ ATDFromPortOfCall has been provided up to now.	38	To be corrected by MSs
R11	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	-	To be corrected by MSs
R12	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	-	To be corrected by MSs
R13	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	364	To be corrected by MSs
R14	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	13	To be corrected by MSs

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

Reporting period: January 2016

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.)			
R15	The message identified by MSRefId [MSREFID] has already been registered in SSN (Sent by [SENDER])	166	To be corrected by MSs
R16	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	96	To be corrected by MSs and in the Central SSN
R17	LastPort Locode [LOCODE] is not technically correct. PortOfCall Locode [LOCODE] is not technically correct. NextPort Locode [LOCODE] is not technically correct. Contact Location Locode [LOCODE] is not technically correct.	435	To be corrected by MSs
R18	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.	8	To be corrected by MSs
R19	The IMO number [IMONumber] is not valid	38	To be corrected by MSs
R20	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [SHIPCALLID] is invalid because no voyage was found with the specified shipCallId.	92	To be corrected by MSs
R21	PobVoyageTowardsPortOfCall has an invalid value	2	To be corrected by MSs
R22	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	39	To be corrected by MSs
R23	The UpdateNotifications information is not compatible with the updateStatus [U].	39	To be corrected by MSs
R24	MID [MID] does not identify any Flag according to the ITU list of MIDs.	10	To be corrected by MSs
R25	Invalid message. A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered with different Vessel [VESSEL1] - [VESSEL2].	410	To be corrected by MSs
R26	At least one contact detail must be provided (Phone, Fax or Email)	323	To be corrected by MSs
R27	The notification must have quoted at least one of IMO or MMSI numbers	-	To be corrected by MSs
R28	The phone number is invalid	-	To be corrected by MSs
R29	The email [EMAIL] is invalid	-	To be corrected by MSs

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

Reporting period: January 2016

European Maritime Safety Agency

LOCODE	Location Name	LOCODE Type	Number of Portplus notifications
DKITA	Asnasvarkets oliekaj	SSN Specific	1
DKFEJ	Fejo	UNECE	2
DKRRV	Rorvig	UNECE	2
GBARC	Abercastle	UNECE	1
GBLGP	London Gateway Port	UNECE	1
IELEA	Cork (LEAHILL JETTY)	SSN Specific	1
IERSV	ROSSAVEAL	SSN Specific	1
MTSPB	San Pawl il-Bahar (St. Paul's Bay)	UNECE	2
NOZKF	Kåfjord Ankring	SSN Specific	1
NOKLE	Kleppestø	UNECE	1
NONOM	Nordmela	UNECE	1

Table 14 – List of LOCODEs mismatched between SSN and THETIS

Reporting period: September 2015 – January 2016

Member State	Current reporting period - January 2016							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 2015	January 2015	July 2014	January 2014	July 2013
Belgium	1,418	1,414	3	1	99.7%	0.2%	0.1%	0.6%	0.7%	0.2%	0.2%	0.1%
Bulgaria	205	203	1	1	99.0%	0.5%	0.5%	0.0%	0.5%	0.8%	0.0%	0.8%
Croatia	206	203	3	0	98.5%	1.5%	0.0%	0.9%	0.0%	-	-	-
Cyprus	192	192	0	0	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Denmark	1,291	1,043	180	68	80.8%	13.9%	5.3%	6.7%	14.2%	16.0%	19.0%	20.1%
Estonia	409	409	0	0	100.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	1.2%
Finland	679	645	4	30	95.0%	0.6%	4.4%	3.5%	3.6%	2.7%	0.8%	4.1%
France	1,391	1,299	28	64	93.4%	2.0%	4.6%	14.2%	1.1%	2.3%	4.2%	2.2%
Germany	2,926	2,560	185	181	87.5%	6.3%	6.2%	18.2%	28.9%	30.5%	29.9%	28.1%
Greece	1,196	1,180	1	15	98.7%	0.1%	1.3%	0.1%	5.7%	7.4%	8.9%	9.8%
Iceland	156	140	0	16	89.7%	0.0%	10.3%	10.7%	10.4%	11.0%	10.6%	9.3%
Ireland	878	877	0	1	99.9%	0.0%	0.1%	0.0%	0.2%	0.0%	0.2%	0.4%
Italy	2,271	2,263	1	7	99.6%	0.0%	0.3%	0.6%	0.1%	0.3%	0.1%	0.0%
Latvia	459	445	14	0	96.9%	3.1%	0.0%	0.0%	0.2%	0.4%	0.0%	0.2%
Lithuania	249	249	0	0	100.0%	0.0%	0.0%	0.4%	0.0%	0.0%	1.9%	0.0%
Malta	416	380	7	29	91.3%	1.7%	7.0%	8.4%	11.1%	5.7%	8.1%	7.1%
Netherlands	2,145	2,090	26	29	97.4%	1.2%	1.4%	1.7%	0.3%	0.8%	0.9%	0.7%
Norway	3,357	1,918	886	553	57.1%	26.4%	16.5%	19.9%	20.8%	25.7%	21.3%	24.1%
Poland	910	909	1	0	99.9%	0.1%	0.0%	0.0%	6.3%	5.6%	6.1%	0.9%
Portugal	602	581	10	11	96.5%	1.7%	1.8%	4.5%	0.8%	1.3%	0.8%	1.2%
Romania	257	254	0	3	98.8%	0.0%	1.2%	0.0%	0.9%	4.1%	13.2%	14.4%
Slovenia	134	134	0	0	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.4%
Spain	4,372	4,235	85	52	96.9%	1.9%	1.2%	2.5%	2.2%	3.3%	5.7%	3.7%
Sweden	2,181	1,971	120	90	90.4%	5.5%	4.1%	2.9%	2.5%	9.5%	10.6%	11.3%
United Kingdom	5,117	4,991	41	85	97.5%	0.8%	1.7%	1.9%	2.2%	2.6%	3.0%	4.0%
Total	**33,417**	**30,585**	**1,596**	**1,236**	**91.5%**	**4.8%**	**3.7%**	**5.5%**	**7.1%**	**8.4%**	**8.9%**	**9.0%**
TOTAL July 2015	45,292	39,592	3,231	2,469	87.4%	7.1%	5.5%					
TOTAL January 2015	36,421	32,536	1,303	2,582	89.3%	3.6%	7.1%					
TOTAL July 2014	47,672	41,659	1,994	4,019	87.4%	4.2%	8.4%					
TOTAL January 2014	38,666	33,621	1,617	3,426	87.0%	4.2%	8.9%					
TOTAL July 2013	44,630	38,248	1,923	4,036	85.7%	4.3%	9.0%					

Table 15 – 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 2016

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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).
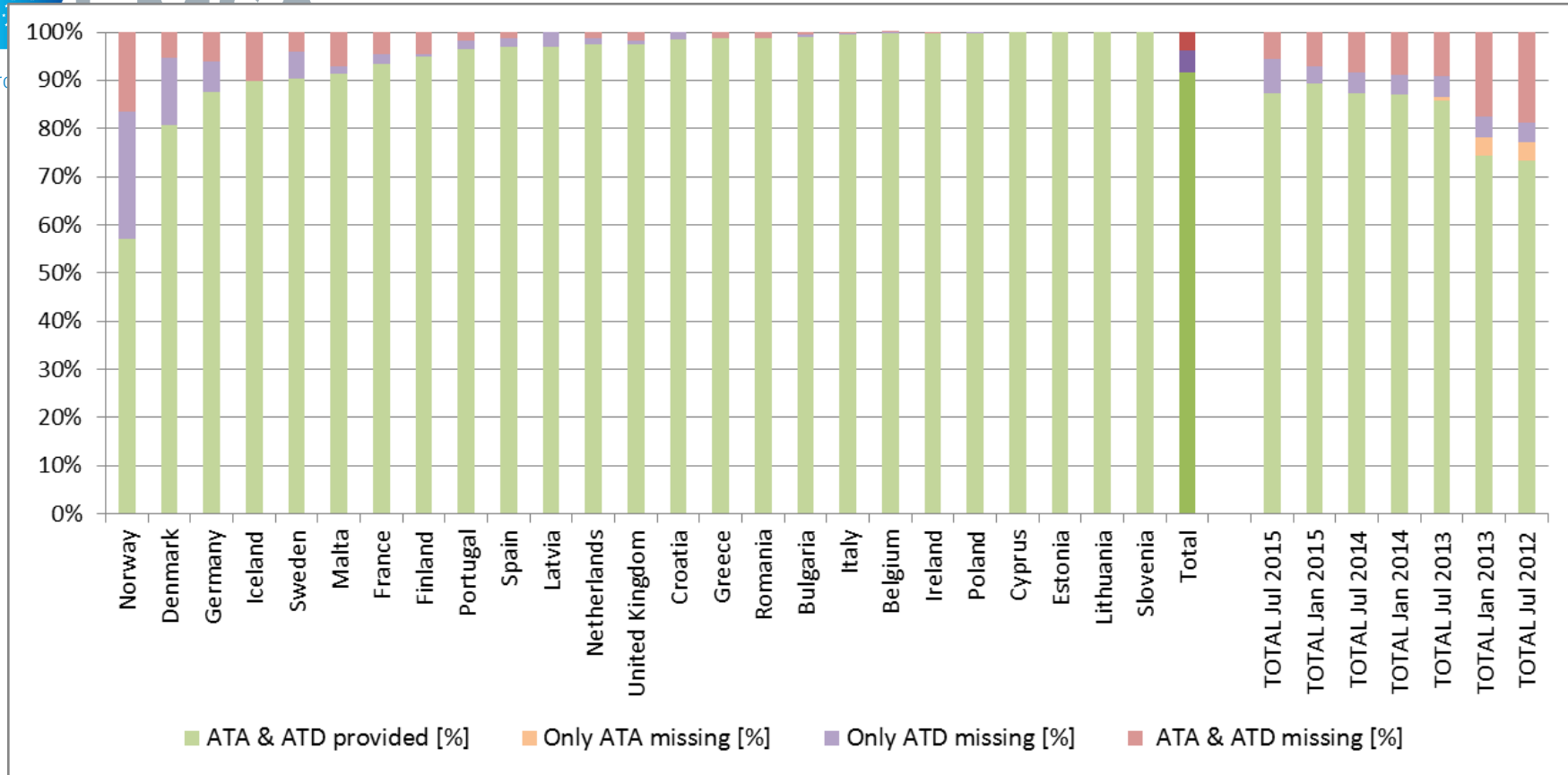
Figure 3 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15)
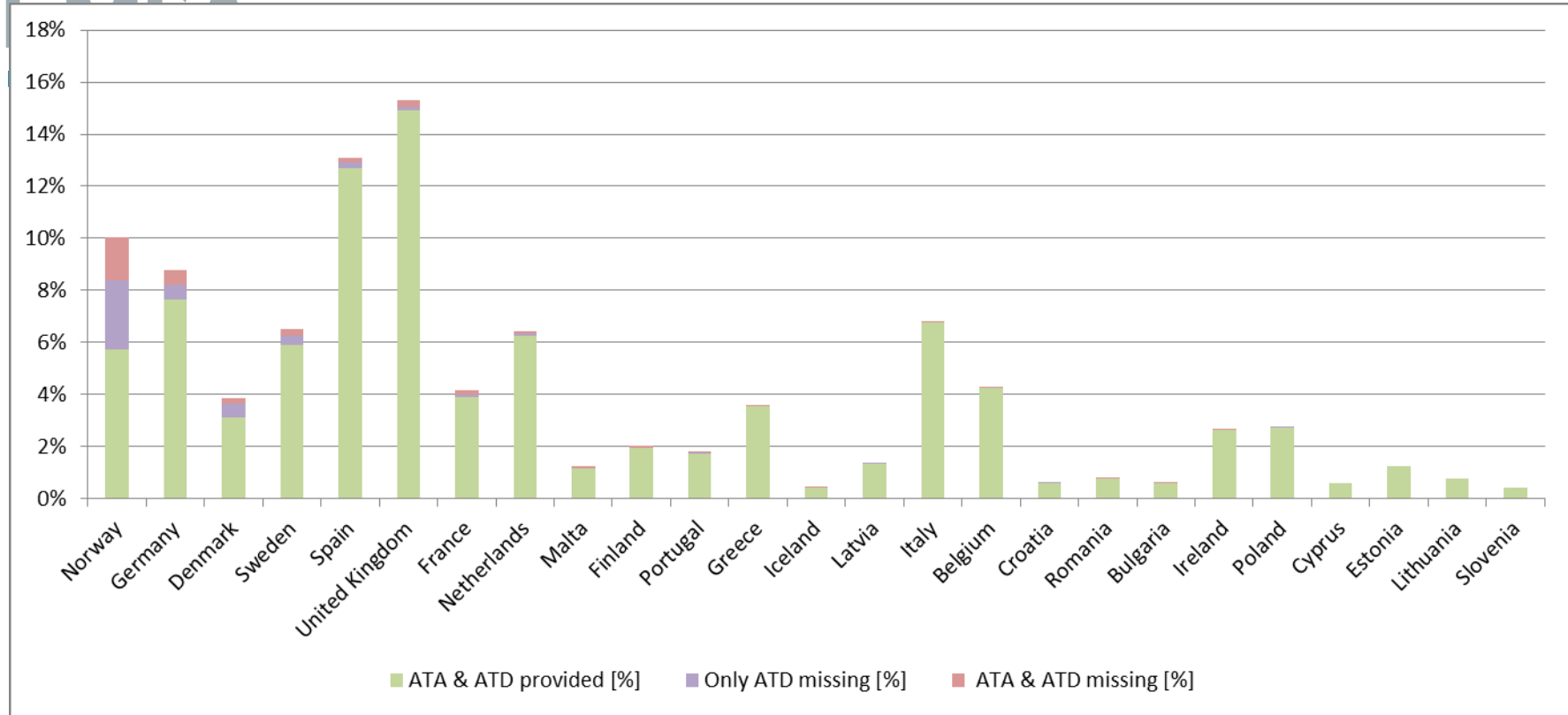
Reporting period: January 2016

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

Reporting period: January 2016

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%	98%	2%	0%	0%	98%	2%	0%
Bulgaria	0%	94%	1%	4%	0%	89%	4%	7%
Croatia	0%	56%	38%	6%	0%	79%	21%	0%
Cyprus	0%	86%	14%	0%	0%	84%	16%	0%
Denmark	1%	57%	38%	4%	0%	69%	28%	2%
Estonia	0%	96%	4%	0%	0%	98%	2%	0%
Finland	0%	81%	19%	0%	0%	84%	16%	0%
France	0%	90%	7%	3%	0%	85%	13%	2%
Germany	0%	88%	11%	1%	0%	91%	7%	1%
Greece	0%	87%	13%	0%	0%	88%	11%	0%
Iceland	0%	100%	0%	0%	0%	100%	0%	0%
Ireland	0%	95%	3%	1%	0%	96%	2%	1%
Italy	0%	91%	8%	0%	0%	92%	7%	1%
Latvia	0%	81%	15%	4%	0%	87%	10%	3%
Lithuania	0%	97%	2%	0%	0%	99%	1%	0%
Malta	0%	98%	2%	0%	0%	98%	2%	0%
Netherlands	0%	96%	4%	0%	0%	98%	1%	0%
Norway	0%	84%	16%	0%	0%	88%	12%	0%
Poland	0%	94%	5%	1%	0%	95%	4%	1%
Portugal	0%	91%	7%	1%	0%	91%	7%	2%
Romania	0%	99%	1%	0%	0%	99%	1%	0%
Slovenia	0%	93%	5%	1%	0%	98%	2%	0%
Spain	0%	82%	15%	3%	0%	79%	19%	2%
Sweden	1%	98%	1%	0%	0%	98%	2%	0%
United Kingdom	0%	90%	9%	1%	0%	93%	6%	1%
Total	**0.1%**	**88.1%**	**10.4%**	**1.4%**	**0.0%**	**89.0%**	**9.9%**	**1.1%**

Table 16 –Timeliness of ATA and ATD reporting

Reporting period: January 2016