

## Meeting: 24<sup>th</sup> SafeSeaNet Group Meeting

**Place and date:** Lisbon, 14 October 2015

**Agenda item V: SSN Data Quality Report**

**Document number:** SSN 24.5.2

**Submitted by** EMSA

Summary	The 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 8.
Related documents	a. SSN 23 report and SSN 23/5/2 document on SSN data quality. b. HLSG 13 report and agenda item 3.1 SSN progress report.

### 1. Introduction

The purpose of the SSN Data Quality Report is to assist Member States in 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.

The status of SSN V3 implementation is shown in document SSN 24.5.1.

### 2. Summary

Since the last SSN workshop, the following improvements have been made:

- Croatia began to report notifications relating to domestic voyages.
- The overall situation with respect to reporting Hazmat information is improving, but further effort from MSs is necessary to fully comply with the requirements of Directive 2002/59/EC.
- The proportion of Hazmat details provided using the phone/fax solution is decreasing (only one Member State still uses this solution).

The issues remaining unresolved are as follows:

- Long-standing issues still affect the provision of the detailed part of notifications by Denmark, Finland and the United Kingdom (i.e. Hazmat details, Incident report details, etc.).
- The lack of MRS notifications from Ireland (WETREP), Norway (BAREP), Portugal (WETREP) and the United Kingdom (CALDOVREP and WETREP).
- Croatia, Estonia, Denmark, France, Spain and the United Kingdom still quote the dummy Persons on Board (POB) value in more than 10% of their Port Plus notifications.

- The lack of provision of ATA/ATD (Denmark, Germany and Norway), and the timeliness of reporting this information (Denmark and Spain), do not comply with Directives 2002/59/EC and 2009/16/EC. This has an impact on Port State Control operations.
- Not all ports sending Shipcall information have a port authority designated in SSN (Art. 22 of Directive 2002/59/EC).
- Incorrect use of the “Anchorage” attribute by Malta impacts the inspection system and annual inspection commitment (Art. 5 of Directive 2009/16/EC).
- The provision of ship calls to inland ports for seagoing vessels has not yet been implemented by Belgium, Germany and the Netherlands.
- SSN is not used for recording information on exemptions granted to ships (agreed during SSN HLSC 10 on 16 January 2014)).

### 3. SSN IMPLEMENTATION

#### 3.1 Central SSN system

On 8 April, SSN version 3 was deployed. The new version includes changes derived from the Reporting Formalities Directive 2010/65/EU and changes in the XML messaging framework for Ship MRS Notifications.

In September 2015, the most recent list of UNECE LOCODEs will be uploaded in SSN (i.e. version 2015-1 released on 6 July 2015).

#### 3.2 Port Plus notifications

The status of SSN implementation for each MS is shown in Annex I. These tables show the system implementation report summary (Table 1) and the number of notifications per type (Table 2).

Port Plus 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 same information provided in two distinct ShipCalls (double reporting), which causes unnecessary data flows (Denmark).
- The number of reported ship arrivals decreased significantly after switching to SSN V3 (Germany).
- The number of Port Plus notifications reporting “Hazmat non-EU Departure” (i.e. for ships carrying dangerous or polluting goods that are inbound to their ports from non-EU countries) seems unrealistic for some MSs (see Table 2).
- Port Plus implementation is not yet harmonised for all ports. It has been found that, in some cases, Hazmat and ATA/ATD to Port of Call information is not provided in the same ship call (Denmark).
- Rejections are still an issue for some MSs, where over 1% of PortPlus notifications are being rejected. This situation has worsened for Denmark, Germany, Iceland and Spain after switching to SSN V3.
- Some MSs still do not provide the mandatory “PreArrival24HoursNotificationDetails” element (which includes POB information and ETA) for a significant number of ship calls.

- The anchorage attribute has not been implemented in Port Plus notifications (see footnote in section 7.2).

### 3.3 Ship AIS and Ship MRS notifications

**Ship AIS notifications:** Belgium, Croatia, Denmark, the Netherlands, Norway, Poland, Portugal, Spain, Sweden and the United Kingdom (except the port of Gibraltar) provide AIS information via a data stream. The remaining MSs continue to use both the message-based and streaming mechanisms to provide AIS information.

**Ship MRS notifications:** Table 3 shows the list of MRSs adopted by the IMO which should be reporting to SSN. No reports have been received for BAREP (Norway), CALDOVREP (UK) or WETREP (Ireland, Portugal and the United Kingdom).

Six Member States (Belgium, Croatia, France, Iceland, Poland and Spain) are using the new XML messaging framework for Ship MRS Notifications.

### 3.4 Incident Reports (IR)

The exchange of information between MSs is not yet widely implemented (especially requests for further action, including visits to certain ships following an Incident Report). Table 4 shows a mixed picture. Currently, five Member States (Croatia, France, Lithuania, Poland and Portugal) are using the new XML messaging framework for IRs in their national SSN systems (as adopted at SSN WS18). Belgium, Denmark, and Latvia successfully completed the commissioning tests, but are not yet using this functionality. The remaining Member States are either using the old framework Alert notifications (Cyprus, Iceland, Romania, Slovenia, Spain and the United Kingdom) or the SSN Textual Interface to send Incidents.

## 4. OPERATIONAL USE OF SSN

There are 1,538 authorities registered in SSN. 873 are registered as web users in the central SSN system and 712 have access to the SSN Graphical Interface (SSN GI). Other registered users at national level access information via the national systems.

According to EMSA statistics, the level of requests to SSN (machine-to-machine or via the web textual interface) remains low for most MSs (see Table 5, Annex II, which shows requests by MS and by type of notification). It should be noted that these statistics neither include requests for SSN information submitted by users of other systems (e.g. IMDatE and THETIS – system to system requests), nor SSN information obtained via the simple display/visualisation of the SSN GI.

Member States are reminded of the Common Operational Procedures (COP) that were approved by the HLSC on December 2014, which aim to reinforce the present cooperation between EMSA and the Member States.

The COP includes specific procedures for LOCODE management, or for whenever the data is detected as missing, inconsistent or erroneous. Member States 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.

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 Administrators for PSC in order to provide guidance on possible corrective action to be taken in THETIS.

## 5. SYSTEM AVAILABILITY AND PERFORMANCE

The performance levels for the first half of 2015 were as follows:

- a) The central SSN system was down three times, with a total duration of 8 hours and 50 minutes. All of these downtimes were planned and announced to the SSN Community in advance. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system (including the SSN GI) was 99.80%<sup>1</sup>.
- b) The SSN-THETIS interface was down four times, with a total duration of five hours. 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: Denmark (2d22h10m), Finland (1d00h40m, 1d00h40m and 3d12h15m), Iceland (6d11h10m) and Norway (1d23h40m). These affected the delivery of Port Plus information and the service delivered by the THETIS system as, during those periods, no information on ship calls was available to support Port State Control activities.
- e) Some national SSN systems do not have the ability to 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).

## 6. DATA QUALITY

The main data quality issues detected are listed below:

- a. Missing Port Plus notifications (see Section 6.1 and Table 6, Annex III)
- b. Missing Hazmat information (see Section 6.2 and Table 7, Annex III)
- c. Hazmat details using the phone/fax solution (see Section 6.3 and Table 8, Annex III)
- d. Rejected notifications (see Section 6.4 and Table 9 and Table 10, Annex III)

The reporting period was July 2015, and for missing Port and Hazmat information and Hazmat details, it was the first half of 2015.

A summary of the findings is presented in Sections 6.1 - 6.4 below, and full details are available in Annex III. More detailed information on the situation relating to the following issues can be found in Annex IV.

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<sup>1</sup> According to the IFCD, Section 4.3, System Availability Requirements, "the availability of the SSN system shall be maintained at a minimum of 99% over a period of one year, with the maximum permissible period of interruption being 12 hours".

## 6.1 Missing Port Plus notifications (ship calls)

EMSA checked 4,267 ships that visited EU ports in July 2015, and found that 72 of the due notifications were not sent to SSN (i.e. 1.7% 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:

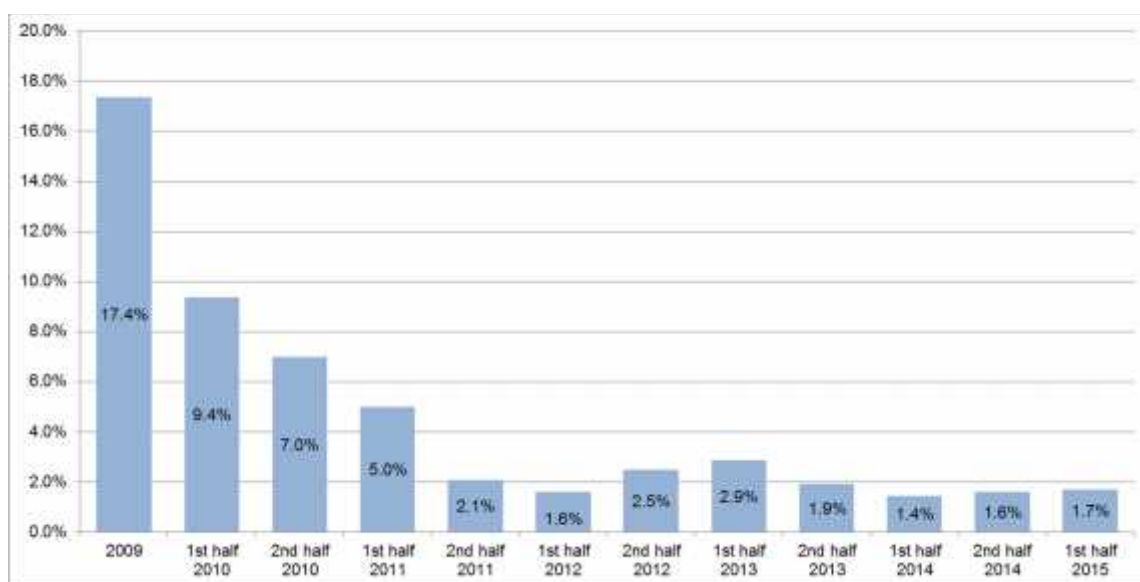


Figure 1 – Missing Port Plus notifications (ship calls) by reporting period

Table 6, Annex III includes the detailed results by Member State.

## 6.2 Missing Hazmat information

12.5% of the due notifications (Hazmat EU and Hazmat non-EU Departure) were not sent to SSN (i.e. 377 out of 3,018 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 improved from 11% to 10% (see Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications decreased from 19% to 17% (green data).

Figure 2 shows the overall trend, by comparing the percentage figures for the previous reporting periods.

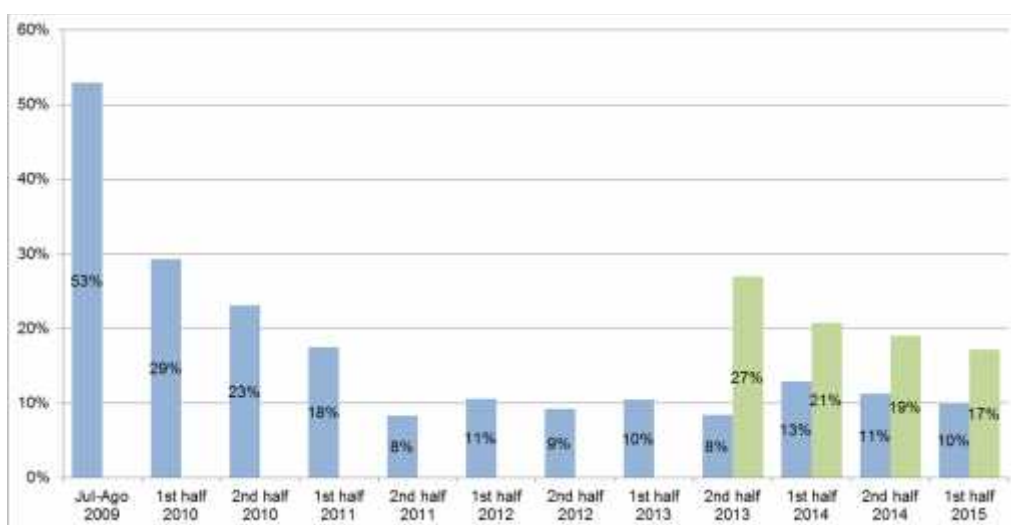


Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

Table 7, Annex III includes the detailed results by Member State.

### 6.3 Hazmat details using the phone/fax solution

Figure 3 shows the evolution in the percentage of notifications providing Hazmat details by solution type. With respect to details submitted by phone/fax, only Ireland still uses this solution in XML messages. France already phased out this solution on 7 July 2015 when connecting to SSN V3 and Malta only uses it when sending data via the SSN textual interface.

Member States are reminded that, according to Articles 2 and 5 of the Directive 2010/65/EU, only the XML solution for the provision of Hazmat details is accepted in SSN V3<sup>2</sup>.

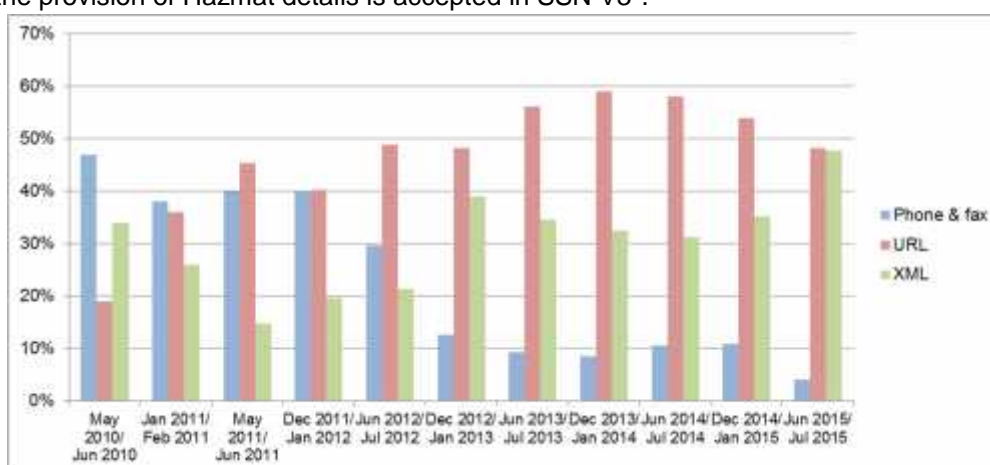


Figure 3 – Hazmat details by type and by reporting period

Table 8, Annex III shows the different solutions employed in each Member State.

<sup>2</sup> Hazmat details using the URL solution will also be phased out once the SSN version 2 transition period ends (following HLSG decision by end 2015)

## 6.4 Rejected notifications

When comparing with the previous reporting period, the overall percentage of rejected Port Plus notifications has worsened from 0.56% to 3.31%. This increase applies mainly to those Member States that have switched to SSN V3.

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

- a) Invalid IMO number (23.8% of rejections);
- b) Port Plus notifications having a specified Ship Call ID which has already been registered in SSN (18% of rejections) and;
- c) A Port Plus notifications not having ETDFFromPortOfCall unless PortOfCall = "ZZCAN" or ATDFFromPortOfCall is provided (15.7%).

The results are presented in Annex III (Tables 10 and 11). It should be noted that missing messages affect the proper implementation of both the VTMS and PSC Directives.

## 7. INTERFACE WITH THETIS

At HLSG 7, EMSA was tasked with the following:

- a. Ensuring that all new business rules created for THETIS were notified to the SSN group. Also, ensuring that, whenever there is no conflict between the underlying Directives, the business rules in THETIS and SSN are aligned. No new business rules were implemented during the reporting period.
- b. Continuing to report at SSN workshops on:
  - mismatched LOCODEs;
  - ATAs and ATDs not provided via Port Plus notifications, and;
  - the timeliness of ATAs and ATDs.

The following sections deal with these 3 issues.

### 7.1 Mismatched LOCODEs

EMSA compared the LOCODEs used in the "PortOfCall" attribute in Port Plus notifications (February 2015 – August 2015) with THETIS LOCODEs (dated 1 September 2015). The outcome was that 10 of the LOCODEs (see Table 11, Annex IV) reported in this period are not recognised by THETIS (8 are UNECE, while 2 are SSN Specific). At SSN WS 23, 7 LOCODEs were reported as being mismatched.

The number of distinct ship calls not created via SSN Port Plus notifications was 50 (18 reported at SSN WS 23). The initial conclusions are as follows:

- 20 MSs have their SSN and THETIS LOCODEs aligned. These are Belgium, Bulgaria, Croatia, Cyprus, Estonia, Finland, France, Greece, Iceland, Ireland, Italy, Latvia, Lithuania, the Netherlands, Poland, Portugal, Romania, Spain, Slovenia and Sweden.

- The overall situation with respect to mismatched LOCODEs has slightly worsened, and further effort from Member States is necessary in order to comply with the requirements of Directives 2002/59/EC and 2009/16/EC.
- 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.

Figure 4 shows the evolution of the mismatched LOCODEs, comparing SSN WS 24 with previous reporting periods.

Member State	Previous and current reporting periods - LOCODEs rejected by THETIS							
	September 2012	February 2013	September 2013	February 2014	September 2014	February 2015	September 2015	
							UNECE	SSN Specific
Belgium	none	1	none	none	none	none	none	none
Cyprus	none	1	none	none	none	none	none	none
Denmark	2	1	none	1	1	1	2	1
Estonia	1	none	none	none	none	none	none	none
Finland	none	none	none	2	2	1	none	none
France	none	none	none	none	none	none	none	none
Germany	none	1	none	none	none	none	3	none
Greece	9	5	1	none	none	1	none	none
Iceland	none	none	none	none	none	1	none	none
Ireland	none	3	2	2	2	1	none	none
Italy	16	none	1	1	none	none	none	none
Lithuania	none	none	none	none	1	none	none	none
Malta	2	4	3	3	2	2	1	none
Norway	133	10	9	2	1	none	1	1
Poland	1	1	none	none	none	none	none	none
Slovenia	none	none	none	none	none	none	none	none
Spain	none	1	3	1	1	none	none	none
Sweden	4	14	18	14	8	none	none	none
United Kingdom	3	none	3	5	3	none	1	none
<b>Total</b>	<b>171</b>	<b>42</b>	<b>40</b>	<b>31</b>	<b>21</b>	<b>7</b>	<b>10</b>	

Figure 4 – Evolution of mismatched LOCODEs

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

## 7.2 ATA and ATD not provided via Port Plus notifications

MSs are invited to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages<sup>3</sup> 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.

45,292 of the ship calls created in SSN during July 2015 (via Port Plus) fell within the scope of these Directives (see Table 12, Annex IV).

<sup>3</sup> For THETIS, the ATA/ATD to anchorage shall be notified (through SSN) only when the anchorage is within the jurisdiction of the port and that there is a ship-shore interface.



On average, 5.5% of ship call notifications lacked both the ATA and the ATD. In addition, a further 7.1% lacked only the ATD. The overall situation has slightly worsened since the last reporting period (January 2015) and requires further effort from Member States (see Figures 5 and 6 in Annex IV).

### **7.3 Timeliness of ATA and ATD reported in SSN**

Article 24 of Directive 2009/16/EC on Port State Control 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 Community maritime information exchange system SafeSeaNet, together with an identifier of the port concerned.”

Following the detection of abnormal differences between time of arrival information and the time of its provision (which created operational and statistical issues), THETIS implemented a new rule in June 2012 (as announced at the relevant Paris MoU meeting and SSN WS 17) 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 14) shows the results by Member State.

## **8. PROPOSED ACTIONS**

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

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## Annex I: SSN system implementation by Member State

Member State	SSN Data Quality					SSN Interface with Thetis					Other relevant issues affecting Member State
	Missing Notifications		Hazmat Details Phone & Fax	Shipcalls with more than 10 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	0.6%	6.2%	0.0%	31.1%	0.14%	0	0.2%	0.6%	0.0%	0.3%	- Provision of ship calls to inland ports for sea going vessels not yet developed
Bulgaria	0.0%	0.0%	0.0%	0.0%	0.48%	0	0.4%	0.0%	0.4%	0.4%	
Croatia	5.1%	3.6%	0.0%	3.5%	0.80%	0	3.1%	0.9%	0.0%	4.5%	- Use of the dummy Persons on Board (POB) value (Aug 2015)
Cyprus	0.0%	0.0%	0.0%	11.7%	0.47%	0	0.0%	0.0%	0.4%	0.2%	- Some ports not declared in the central SSN under Port authority (Jul 2015)
Denmark	3.3%	34.8%	0.0%	1.6%	15.46%	3	41.8%	6.7%	3.4%	9.4%	- 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 - LOCODEs not registered in THETIS
Estonia	3.6%	0.0%	0.0%	3.1%	1.67%	0	2.3%	0.2%	0.0%	0.2%	- Some ports not declared in the central SSN under Port authority (Mar 2015) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014)
Finland	1.6%	21.2%	0.0%	34.4%	8.39%	0	0.7%	3.5%	0.0%	0.3%	- Hazmat 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 infomation already provided before (Dec 2014)
France	2.1%	21.6%	46.2%	9.8%	1.42%	0	2.3%	14.2%	0.8%	0.5%	- Use of the dummy Persons on Board (POB) value or missing to provide this value (Jun 2009) - Provision of Non-EU Hazmat Departure not yet developed for some ports (Sep 2014)
Germany	5.5%	6.9%	0.0%	2.8%	6.51%	3	9.3%	18.2%	3.0%	2.3%	- Use of the dummy Persons on Board (POB) value (May 2009) - Significant decrease in the number of ship calls to German ports after switching to SSN V3 (May 2015) - High number of ship calls missing ATA and/or ATD - LOCODEs not registered in THETIS
Greece	0.5%	5.7%	0.2%	0.0%	0.04%	0	0.2%	0.1%	0.0%	2.8%	- 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%	0.0%	17.31%	0	0.3%	10.7%	0.0%	0.0%	- High number of rejections after switching to SSN V3 (Jun 2015)
Ireland	1.4%	66.7%	30.8%	0.1%	0.18%	0	0.1%	0.0%	0.1%	0.8%	- Missing MRS reports from WETREP (Jan 2009) - Use of phone/fax solution for providing Hazmat details (Apr 2014)
Italy	0.0%	8.9%	0.0%	0.2%	0.08%	0	0.3%	0.6%	0.0%	0.5%	
Latvia	0.7%	0.9%	0.0%	1.4%	0.35%	0	0.0%	0.0%	0.0%	0.4%	
Lithuania	0.0%	5.0%	0.0%	10.1%	0.00%	0	0.0%	0.4%	0.0%	0.0%	
Malta	6.5%	12.8%	1.7%	25.7%	0.26%	1	0.4%	8.4%	0.0%	0.1%	- Use of phone/fax solution for providing Hazmat details - 'Anchorage' attribute wrongly implemented for some ship calls to Maltese ports - High number of updates per Shipcall quoting the infomation already provided before (Jul 2015)
Netherlands	1.0%	3.5%	0.0%	11.0%	1.71%	0	1.7%	1.7%	0.0%	0.1%	
Norway	0.5%	10.6%	0.0%	2.8%	0.13%	2	28.8%	19.9%	0.0%	0.0%	- Missing MRS reports from BAREP (Aug 2013) - LOCODEs not registered in THETIS - High number of ship calls missing ATA and/or ATD

Table 1 – Implementation status by Member State on 31 August 2015

Member State	SSN Data Quality					SSN Interface with Thetis					Other relevant issues affecting Member State
	Missing Notifications		Hazmat Details Phone & Fax	Shipcalls with more than 10 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	
Poland	0.8%	1.1%	0.0%	18.4%	0.14%	0	0.0%	0.0%	0.0%	2.5%	- Missing MRS reports from WETREP (Jan 2009) - 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)
Portugal	4.0%	5.3%	0.0%	13.3%	0.45%	0	3.8%	4.5%	0.3%	1.0%	
Romania	0.0%	0.0%	0.0%	0.0%	0.05%	0	0.3%	0.0%	0.6%	0.0%	
Slovenia	0.0%	0.0%	0.0%	0.0%	0.83%	0	0.5%	0.0%	0.0%	0.2%	- Use of the dummy Persons on Board (POB) value or missing to provide this value (Jan 2009) - Abnormal low number of Shipcalls reporting "Hazmat NonEuDeparture" (May 2013) - High number of rejections after switching to SSN V3 (May 2015)
Spain	2.0%	46.4%	0.0%	15.5%	9.15%	0	3.8%	2.5%	0.0%	27.2%	
Sweden	1.4%	13.0%	0.0%	4.8%	0.07%	0	4.9%	2.9%	0.4%	0.2%	
United Kingdom	1.5%	12.8%	0.0%	3.9%	0.13%	1	1.2%	1.9%	0.0%	1.2%	- 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
Total	1.7%	12.5%	4.0%	7.1%	3.31%	10	7.1%	5.5%	0.3%	5.6%	Updated: 31 August 2015

Table 1 – Implementation status by Member State on 31 August 2015 (cont.)

Member State	PortPlus Notifications					Ship Notifications		Incident Reports
	Distinct ShipCalls	ShipCall Updates	ShipCalls Cancelled	Including Hazmat Non EU Departure	Including Hazmat EU Departure	AIS	MRS	
Belgium	12,979	113,077	254	775	7,379	-	253	4
Bulgaria	1,666	3,442	24	259	423	234,596	-	1
Croatia	2,251	7,176	11	70	255	-	-	61
Cyprus	1,517	8,938	42	220	287	1,065,459	-	2
Denmark	13,400	45,361	847	54	1,066	-	29,225	17
Estonia	5,741	21,821	98	105	2,152	861,313	39,690	1
Finland	15,135	163,395	1,839	231	4,293	62,159	9,573	67
France	22,056	118,675	1,024	1,921	7,012	541,500	70,438	473
Germany	35,303	155,017	776	178	6,313	1,736,331	-	20
Greece	92,934	101,708	990	1,344	3,721	19,449,831	-	96
Iceland	1,393	2,607	96	25	251	119,718	3,470	0
Ireland	6,289	21,961	60	115	2,104	778,553	-	13
Italy	50,476	114,693	972	1,934	10,070	1,316,862	7,977	266
Latvia	3,528	14,873	42	36	1,571	423,543	-	9
Lithuania	2,240	12,978	54	98	692	229,000	-	13
Malta	4,906	37,273	1	1,949	1,988	274,236	-	7
Netherlands	27,115	141,254	956	1,732	9,009	-	-	71
Norway	46,077	141,680	3,032	936	13,273	-	-	31
Poland	8,011	48,556	518	155	2,363	-	7,411	3
Portugal	7,364	45,563	360	1,297	2,924	-	23,115	0
Romania	2,840	8,751	83	373	546	228,431	-	5
Slovenia	1,026	3,265	25	173	507	25,134	-	3
Spain	71,547	204,429	2,115	2,094	8,188	-	36,744	40
Sweden	30,983	104,393	1,915	272	4,136	-	-	113
United Kingdom	70,327	228,537	4,353	2,853	17,697	728,444	-	34
<b>Total</b>	<b>537,104</b>	<b>1,869,423</b>	<b>20,487</b>	<b>19,199</b>	<b>108,220</b>	<b>28,075,110</b>	<b>227,896</b>	<b>1,350</b>

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

Reporting period: January – June 2015

MRS	Area	Member States and 3 <sup>rd</sup> Countries
ADRIREP	Adriatic Sea	Italy, Slovenia, Croatia and Montenegro
<b>BAREP</b>	Barents Sea	<b>Norway</b> and Russia
BELTREP	Great Belt	Denmark
BONIFREP	Strait of Bonifacio (only DPG )	France, Italy
<b>CALDOVREP</b>	Dover Strait/ Pas de Calais	France and <b>United Kingdom</b>
CANREP	Canary Islands (only for ships carrying heavy grade oils)	Spain
COPREP	Coast of Portugal	Portugal
FINREP	Finisterre (NW Coast of Spain)	Spain
GDANREP	Gulf of Gdansk	Poland
GIBREP	Strait of Gibraltar	Spain
GOFREP	Gulf of Finland	Estonia, Finland and Russia
MANCHREP	Off Les Casquets/ La Manche	France
OUESSREP	Off Ouessant	France
SOUNDREP	The Sound	Denmark, Sweden
TRANSREP	South & South West coast of Iceland	Iceland
<b>WETREP</b>	EU Atlantic Coast (only for ships carrying heavy grade oils)	Belgium, France, <b>Ireland</b> , <b>Portugal</b> , Spain and <b>United Kingdom</b>

**Table 3 – Mandatory Reporting Systems in EU waters on 31 August 2015**

*Those MRSs not yet providing information to SSN are highlighted in red*

Member State	SITREP	POLREP	WASTE	Lost&Found Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	Total
Belgium	4	-	-	-	-	-	-	-	4
Bulgaria	-	-	-	-	1	-	-	-	1
Croatia	8	1	-	-	-	-	43	7	61
Cyprus	-	-	-	-	-	-	-	2	2
Denmark	17	-	-	-	-	-	-	-	17
Estonia	1	-	-	-	-	-	-	-	1
Finland	42	-	-	-	1	-	-	24	67
France	355	64	29	1	-	-	-	24	473
Germany	15	2	-	-	-	-	-	3	20
Greece	66	4	-	1	-	-	-	25	96
Iceland	-	-	-	-	-	-	-	-	-
Ireland	9	3	-	-	-	-	-	1	13
Italy	213	1	-	-	1	5	4	42	266
Latvia	6	-	-	-	-	-	-	3	9
Lithuania	2	-	-	-	1	-	10	-	13
Malta	6	-	-	-	-	-	-	1	7
Netherlands	63	4	2	-	-	-	-	2	71
Norway	18	1	-	1	-	-	-	11	31
Poland	1	-	-	-	-	-	-	2	3
Portugal	-	-	-	-	-	-	-	-	-
Romania	5	-	-	-	-	-	-	-	5
Slovenia	3	-	-	-	-	-	-	-	3
Spain	23	2	-	1	-	-	-	14	40
Sweden	6	-	-	-	-	1	-	106	113
United Kingdom	34	-	-	-	-	-	-	-	34
<b>Total</b>	<b>897</b>	<b>82</b>	<b>31</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>57</b>	<b>267</b>	<b>1,350</b>

Table 4 – Number of Incident Reports by Member State and by type  
Reporting period: January-June 2015

## Annex II: Operational status by MS

Member State	Requests		Total
	Shipcall	Ship	
Belgium	-	2,574	2,574
Bulgaria	4	4	8
Croatia	261	-	261
Cyprus	10	-	10
Denmark	15	2	17
Estonia	9	-	9
Finland	6	-	6
France	88	54	142
Germany	14	4	18
Greece	16	-	16
Iceland	-	2	2
Ireland	-	-	-
Italy	14	-	14
Latvia	1	2	3
Lithuania	2	3	5
Malta	1	-	1
Netherlands	54	2	56
Norway	301,824	-	301,824
Poland	27	5	32
Portugal	2	-	2
Romania	-	2	2
Slovenia	522	-	522
Spain	55	2	57
Sweden	2	-	2
United Kingdom	-	2	2
<b>Total</b>	<b>302,927</b>	<b>2,658</b>	<b>305,585</b>

Table 5 – Number of requests by Member State and by type of notification  
Reporting period: January-June 2015



### Annex III: Data quality

Member State	First half 2015 (Jan 2015 - Jun 2015)		Previous and Current Reporting Periods - Notifications Missing (%)								Evolution
	Nr. Checks	Notifications Missing	Jul 2011 - Dec 2011	Jan 2012 - Jun 2012	Jul 2012 - Dec 2012	Jan 2013 - Jun 2013	Jul 2013 - Dec 2013	Jan 2014 - Jun 2014	Jul 2014 - Dec 2014	Jan 2015 - Jun 2015	
Belgium	178	1	1%	0%	0%	1%	2%	2%	2%	0.56%	
Bulgaria	130	0	0%	1%	1%	0%	0%	0%	0%	0.00%	
Croatia	118	6	-	-	-	-	-	-	-	5.08%	
Cyprus	130	0	0%	1%	0%	0%	1%	0%	0%	0.00%	
Denmark	211	7	1%	5%	9%	13%	7%	7%	4%	3.32%	
Estonia	137	5	0%	1%	2%	9%	1%	0%	5%	3.65%	
Finland	191	3	1%	0%	1%	2%	2%	0%	1%	1.57%	
France	191	4	11%	4%	2%	8%	2%	0%	4%	2.09%	
Germany	183	10	4%	2%	4%	3%	7%	5%	4%	5.46%	
Greece	210	1	4%	2%	5%	3%	3%	0%	0%	0.48%	
Iceland	110	0	1%	0%	1%	1%	0%	0%	0%	0.00%	
Ireland	140	2	0%	1%	0%	1%	1%	1%	1%	1.43%	
Italy	193	0	1%	0%	2%	3%	1%	1%	0%	0.00%	
Latvia	140	1	0%	0%	0%	0%	0%	0%	0%	0.71%	
Lithuania	141	0	0%	1%	1%	0%	1%	0%	0%	0.00%	
Malta	139	9	3%	1%	9%	8%	5%	3%	4%	6.47%	
Netherlands	195	2	0%	2%	2%	0%	0%	0%	0%	1.03%	
Norway	196	1	1%	1%	4%	5%	1%	2%	3%	0.51%	
Poland	120	1	0%	1%	1%	0%	0%	0%	0%	0.83%	
Portugal	151	6	8%	7%	4%	1%	1%	2%	2%	3.97%	
Romania	137	0	0%	0%	2%	2%	1%	0%	1%	0.00%	
Slovenia	130	0	1%	0%	0%	1%	0%	1%	0%	0.00%	
Spain	255	5	9%	1%	3%	1%	5%	2%	1%	1.96%	
Sweden	210	3	1%	1%	2%	1%	1%	2%	0%	1.43%	
United Kingdom	331	5	2%	4%	5%	2%	1%	2%	3%	1.51%	
Total	4,267	72	2.1%	1.6%	2.5%	2.9%	1.9%	1.4%	1.6%	1.69%	

Table 6 – Missing Port notifications by Member State and by reporting period

**Highlighting those values not complying with the IFCD**  
**(missing information should be less than 0.1%, as indicated in Section 4.6 of the IFCD)**

Hazmat EU Departure											
Member State	First half 2015 (Jan 2015 - Jun 2015)		Previous and Current Reporting Periods - Notifications Missing (%)								
	Nr. Checks	Notifications Missing	2011	2012		2013		2014		2015	Evolution
			Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	
Belgium	112	6	3%	1%	1%	3%	1%	1%	5%	5.36%	
Bulgaria	5	0	0%	5%	11%	0%	0%	17%	14%	0.00%	
Croatia	28	1	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	
Cyprus	4	0	100%	83%	40%	50%	50%	60%	50%	0.00%	
Denmark	115	15	12%	9%	15%	29%	14%	19%	10%	13.04%	
Estonia	98	0	11%	6%	19%	22%	3%	0%	3%	0.00%	
Finland	104	19	5%	7%	23%	23%	20%	42%	27%	18.27%	
France	110	20	20%	12%	3%	3%	6%	17%	17%	18.18%	
Germany	110	4	4%	5%	7%	9%	5%	2%	6%	3.64%	
Greece	34	2	30%	30%	16%	26%	0%	10%	10%	5.88%	
Iceland	0	0	n.a.	n.a.	n.a.	0%	n.a.	0%	n.a.	n.a.	
Ireland	2	1	100%	20%	11%	63%	0%	100%	50%	50.00%	
Italy	114	8	11%	5%	7%	5%	8%	8%	7%	7.02%	
Latvia	107	0	3%	10%	0%	0%	0%	0%	0%	0.00%	
Lithuania	100	5	11%	27%	20%	33%	5%	11%	6%	5.00%	
Malta	42	6	5%	4%	5%	0%	6%	2%	16%	14.29%	
Netherlands	112	3	8%	10%	1%	2%	10%	8%	8%	2.68%	
Norway	72	10	8%	13%	17%	7%	13%	16%	9%	13.89%	
Poland	105	2	0%	5%	2%	0%	7%	7%	1%	1.90%	
Portugal	93	6	13%	21%	20%	18%	7%	10%	8%	6.45%	
Romania	8	0	0%	40%	0%	22%	0%	0%	0%	0.00%	
Slovenia	93	0	0%	n.a.	n.a.	0%	n.a.	0%	0%	0.00%	
Spain	116	53	13%	13%	10%	14%	11%	23%	32%	45.69%	
Sweden	109	13	8%	15%	26%	23%	24%	24%	17%	11.93%	
United Kingdom	200	27	13%	11%	6%	10%	7%	19%	16%	13.50%	
Total	1,993	201	8.3%	10.6%	9.2%	10.5%	8.4%	12.9%	11.2%	10.09%	

Hazmat non-EU Departure											
Member State	First half 2015 (Jan 2015 - Jun 2015)		Previous and Current Reporting Periods - Notifications Missing (%)								
	Nr. Checks	Notifications Missing	2013	2014		2015					
			Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec				
Belgium	99	7	19%	9%	8%	7.1%					
Bulgaria	1	0	n.a.	n.a.	n.a.	n.a.					
Croatia	0	0	n.a.	0%	n.a.	n.a.					
Cyprus	0	0	n.a.	0%	n.a.	n.a.					
Denmark	49	42	25%	83%	91%	85.7%					
Estonia	0	0	n.a.	0%	n.a.	n.a.					
Finland	9	5	0%	50%	67%	55.6%					
France	103	26	84%	43%	16%	25.2%					
Germany	92	10	5%	2%	1%	10.9%					
Greece	1	0	0%	0%	33%	0.0%					
Iceland	0	0	n.a.	100%	n.a.	n.a.					
Ireland	1	1	100%	100%	100%	100.0%					
Italy	32	5	8%	10%	23%	15.6%					
Latvia	3	1	n.a.	0%	0%	33.3%					
Lithuania	1	0	0%	0%	100%	0.0%					
Malta	5	0	0%	29%	0%	0.0%					
Netherlands	117	5	34%	22%	24%	4.3%					
Norway	22	0	33%	13%	0%	0.0%					
Poland	73	0	0%	1%	3%	0.0%					
Portugal	40	1	8%	9%	15%	2.5%					
Romania	0	0	0%	n.a.	n.a.	n.a.					
Slovenia	83	0	n.a.	n.a.	0%	0.0%					
Spain	104	49	53%	37%	50%	47.1%					
Sweden	45	7	25%	31%	16%	15.6%					
United Kingdom	145	17	7%	13%	10%	11.7%					
Total	1025	176	27.0%	20.8%	19.0%	17.2%					

Table 7 – Missing Hazmat EU Departure and non-EU Departure notifications by Member State and by reporting period<sup>4</sup>

**Highlighting those values not complying with the IFCD**  
**(missing information should be less than 0.1%, as indicated in Section 4.6 of the IFCD)**

<sup>4</sup> 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, Cyprus, Iceland, Ireland and Romania.

Member State	Percentage of PortPlus notifications including Hazmat information: details provided using			
	Phone & Fax	URL	XML	Total number of notifications
Belgium	0%	0%	100%	2,829
Bulgaria	0%	100%	0%	219
Croatia	0%	0%	100%	120
Cyprus	0%	28%	72%	179
Denmark	0%	0%	100%	256
Estonia	0%	48%	52%	580
Finland	0%	0%	100%	1,652
France	46%	1%	53%	2,903
Germany	0%	0%	100%	2,370
Greece	0%	100%	0%	1,909
Iceland	0%	15%	85%	68
Ireland	31%	69%	0%	766
Italy	0%	98%	2%	4,365
Latvia	0%	85%	15%	508
Lithuania	0%	86%	14%	263
Malta	2%	98%	0%	1,469
Netherlands	0%	0%	100%	3,647
Norway	0%	0%	100%	2,332
Poland	0%	0%	100%	829
Portugal	0%	77%	23%	1,354
Romania	0%	100%	0%	324
Slovenia	0%	0%	100%	242
Spain	0%	0%	100%	1,767
Sweden	0%	100%	0%	1,643
United Kingdom	0%	94%	6%	7,127
<b>Total</b>	<b>4%</b>	<b>48%</b>	<b>48%</b>	<b>39,721</b>

Table 8 – Hazmat details by type and Member State  
Reporting period: June 2014 – July 2015

Member State	July 2015		Previous and Current Reporting Periods - Notifications Rejected (%)						Evolution
	Port Plus Notifications	Port Plus Rejected	January 2013	August 2013	January 2014	July 2014	January 2015	July 2015	
Belgium	22,900	32	0.04%	0.02%	0.02%	0.04%	0.00%	0.14%	
Bulgaria	1,039	5	0.00%	0.09%	0.77%	0.59%	0.11%	0.48%	
Croatia	2,593	21	0.00%	-	-	-	0	0.80%	
Cyprus	1,895	9	0.54%	0.55%	1.24%	0.48%	0.55%	0.47%	
Denmark	10,952	2,003	1.71%	0.71%	0.55%	0.64%	0.88%	15.46%	
Estonia	6,461	110	0.14%	2.16%	0.38%	0.15%	0.40%	1.67%	
Finland	35,159	3,219	2.73%	0.66%	1.82%	2.65%	4.71%	8.39%	
France	23,674	340	0.40%	1.20%	0.70%	3.22%	1.81%	1.42%	
Germany	18,904	1,316	0.05%	0.02%	0.07%	0.18%	0.22%	6.51%	
Greece	56,560	24	0.80%	0.18%	0.09%	0.11%	0.04%	0.04%	
Iceland	1,089	228	0.00%	0.00%	0.00%	0.63%	0.00%	17.31%	
Ireland	4,968	9	0.18%	0.27%	0.54%	0.20%	0.68%	0.18%	
Italy	38,896	31	0.26%	0.11%	0.11%	0.10%	0.16%	0.08%	
Latvia	2,872	10	0.38%	0.36%	0.23%	0.73%	0.00%	0.35%	
Lithuania	2,653	-	1.38%	0.76%	2.20%	0.00%	0.00%	0.00%	
Malta	7,392	19	2.30%	3.63%	1.80%	1.07%	0.86%	0.26%	
Netherlands	28,881	501	0.30%	0.57%	0.46%	0.47%	0.15%	1.71%	
Norway	33,606	43	0.14%	4.16%	0.00%	0.06%	0.01%	0.13%	
Poland	11,850	17	0.50%	1.52%	0.47%	0.00%	0.10%	0.14%	
Portugal	9,738	44	0.28%	0.15%	0.29%	0.22%	0.29%	0.45%	
Romania	2,152	1	0.43%	1.02%	13.66%	1.19%	0.46%	0.05%	
Slovenia	959	8	0.91%	0.43%	0.15%	0.23%	0.82%	0.83%	
Spain	87,270	8,793	0.04%	0.01%	0.20%	0.02%	0.03%	9.15%	
Sweden	26,203	19	6.13%	0.14%	2.13%	0.63%	0.15%	0.07%	
United Kingdom	54,490	69	0.77%	0.05%	0.17%	0.12%	0.04%	0.13%	
Total	493,156	16,871	0.97%	0.66%	0.72%	0.55%	0.56%	3.31%	

Table 9 – Port Plus notifications rejections and evolution

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
<b>Group 1: the "Time" logic is not respected (relations between ETAs and ETDs, etc.)</b>			
R01	A Port Plus notification must have ETAToNextPort subsequent to the ETDFromPortOfCall. ETAToNextPort greater than ETDFromPortOfCall.	502	To be corrected by MSs
R02	A Port Plus notification must have ETAToNextPort subsequent to the ATDFromPortOfCall: ETAToNextPort greater than ATDPortOfCall	758	To be corrected by MSs
R03	A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall.	344	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.	458	To be corrected by MSs
R05	A Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	31	To be corrected by MSs and in the Central SSN
<b>Group 2: missing "mandatory" information</b>			
R06	A Port Plus notification must have ETDFromPortOfCall unless PortOfCall = "ZZCAN" or ATDFromPortOfCall is provided.	2655	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.	588	To be corrected by MSs
R08	A Port Plus notification with hazmat EUDeparture must have a NextPort.	22	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture must have ETAToNextPort.	23	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.	56	To be corrected by MSs
R11	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	7	To be corrected by MSs
R12	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	71	To be corrected by MSs
R13	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	546	To be corrected by MSs
R14	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	603	To be corrected by MSs

**Table 10 – Number of rejections by cause and expected actions from Member States**

**Reporting period: July 2015**

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
<b>Group 3: invalid values or references (IMO, MMSIs, LOCODES, ShipCallIds, etc.)</b>			
R15	The message identified by MSRefId [MSREFID] has already been registered in SSN (Sent by [SENDER])	209	To be corrected by MSs
R16	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	3043	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.	937	To be corrected by MSs
R18	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.	236	To be corrected by MSs
R19	The IMO number [IMONumber] is not valid	4013	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.	219	To be corrected by MSs
R21	PobVoyageTowardsPortOfCall has an invalid value	1	To be corrected by MSs
R22	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	434	To be corrected by MSs
R23	The UpdateNotifications information is not compatible with the updateStatus [U].	63	To be corrected by MSs
R24	MID [MID] does not identify any Flag according to the ITU list of MIDs.	33	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].	532	To be corrected by MSs
R26	At least one contact detail must be provided (Phone, Fax or Email)	254	To be corrected by MSs
R27	The notification must have quoted at least one of IMO or MMSI numbers	18	To be corrected by MSs
R28	The phone number is invalid	157	To be corrected by MSs
R29	The email [EMAIL] is invalid	58	To be corrected by MSs

Table 10 – Number of rejections by cause and expected actions from Member States (cont.)

Reporting period: July 2015

#### Annex IV: SSN – THETIS interface

LOCODE	Location Name	LOCODE Type	Number of Portplus notifications
DEWHV	Wilhelmshaven Stadthafen	UNECE	16
DEMOZ	Motzen	UNECE	5
DEWEW	Wewelsfleth	UNECE	1
DKNRS	Norresundby	UNECE	14
DKBAL	Ballen	UNECE	4
DKSJO		SSN Specific	2
GBRAS	Clachan, Raasay	UNECE	1
MTSPB	San Pawl il-Bahar (St. Paul's Bay)	UNECE	4
NOBKJ	Bekkjarvik	SSN Specific	1
NOROM	Gjerdsvika	UNECE	2

Table 11 – List of the LOCODEs mismatched between SSN and THETIS

Reporting period: February 2015 – August 2015

Member State	Current reporting period - July 2015							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 [%]	January 2015	July 2014	January 2014	July 2013
Belgium	1,744	1,731	3	10	99.3%	0.2%	0.6%	0.7%	0.2%	0.2%	0.1%
Bulgaria	264	263	1	0	99.6%	0.4%	0.0%	0.5%	0.8%	0.0%	0.8%
Croatia	579	556	18	5	96.0%	3.1%	0.9%	0.0%	-	-	-
Cyprus	190	190	0	0	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Denmark	2,522	1,300	1,053	169	51.5%	41.8%	6.7%	14.2%	16.0%	19.0%	20.1%
Estonia	568	554	13	1	97.5%	2.3%	0.2%	0.0%	0.0%	0.0%	1.2%
Finland	1,083	1,037	8	38	95.8%	0.7%	3.5%	3.6%	2.7%	0.8%	4.1%
France	1,970	1,645	46	279	83.5%	2.3%	14.2%	1.1%	2.3%	4.2%	2.2%
Germany	3,037	2,203	281	553	72.5%	9.3%	18.2%	28.9%	30.5%	29.9%	28.1%
Greece	3,694	3,686	6	2	99.8%	0.2%	0.1%	5.7%	7.4%	8.9%	9.8%
Iceland	345	307	1	37	89.0%	0.3%	10.7%	10.4%	11.0%	10.6%	9.3%
Ireland	1,030	1,029	1	0	99.9%	0.1%	0.0%	0.2%	0.0%	0.2%	0.4%
Italy	3,306	3,278	9	19	99.2%	0.3%	0.6%	0.1%	0.3%	0.1%	0.0%
Latvia	472	472	0	0	100.0%	0.0%	0.0%	0.2%	0.4%	0.0%	0.2%
Lithuania	245	244	0	1	99.6%	0.0%	0.4%	0.0%	0.0%	1.9%	0.0%
Malta	513	468	2	43	91.2%	0.4%	8.4%	11.1%	5.7%	8.1%	7.1%
Netherlands	2,521	2,436	42	43	96.6%	1.7%	1.7%	0.3%	0.8%	0.9%	0.7%
Norway	4,569	2,342	1,316	911	51.3%	28.8%	19.9%	20.8%	25.7%	21.3%	24.1%
Poland	1,140	1,140	0	0	100.0%	0.0%	0.0%	6.3%	5.6%	6.1%	0.9%
Portugal	815	747	31	37	91.7%	3.8%	4.5%	0.8%	1.3%	0.8%	1.2%
Romania	376	375	1	0	99.7%	0.3%	0.0%	0.9%	4.1%	13.2%	14.4%
Slovenia	201	200	1	0	99.5%	0.5%	0.0%	0.0%	0.0%	0.7%	0.4%
Spain	5,492	5,149	207	136	93.8%	3.8%	2.5%	2.2%	3.3%	5.7%	3.7%
Sweden	2,350	2,167	115	68	92.2%	4.9%	2.9%	2.5%	9.5%	10.6%	11.3%
United Kingdom	6,266	6,073	76	117	96.9%	1.2%	1.9%	2.2%	2.6%	3.0%	4.0%
<b>Total</b>	<b>45,292</b>	<b>39,592</b>	<b>3,231</b>	<b>2,469</b>	<b>87.4%</b>	<b>7.1%</b>	<b>5.5%</b>	<b>7.1%</b>	<b>8.4%</b>	<b>8.9%</b>	<b>9.0%</b>
<i>TOTAL January 2015</i>	36,421	32,536	1,303	2,582	89.3%	3.6%	7.1%				
<i>TOTAL July 2014</i>	47,672	41,659	1,994	4,019	87.4%	4.2%	8.4%				
<i>TOTAL January 2014</i>	38,666	33,621	1,617	3,426	87.0%	4.2%	8.9%				
<i>TOTAL July 2013</i>	44,630	38,248	1,923	4,036	85.7%	4.3%	9.0%				

Table 12 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC <sup>5</sup>

Reporting period: July 2015

<sup>5</sup> 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).



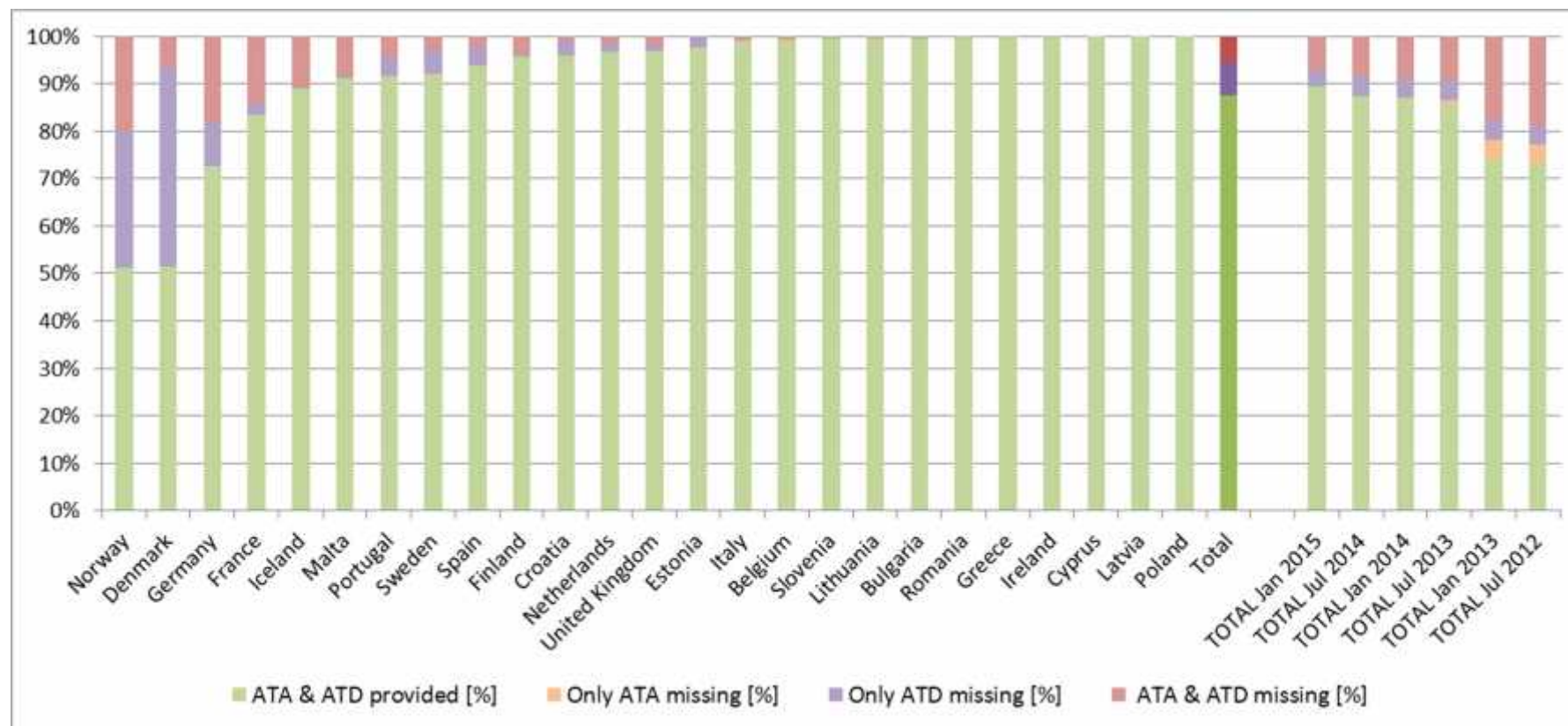


Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 13)  
Reporting period: July 2015

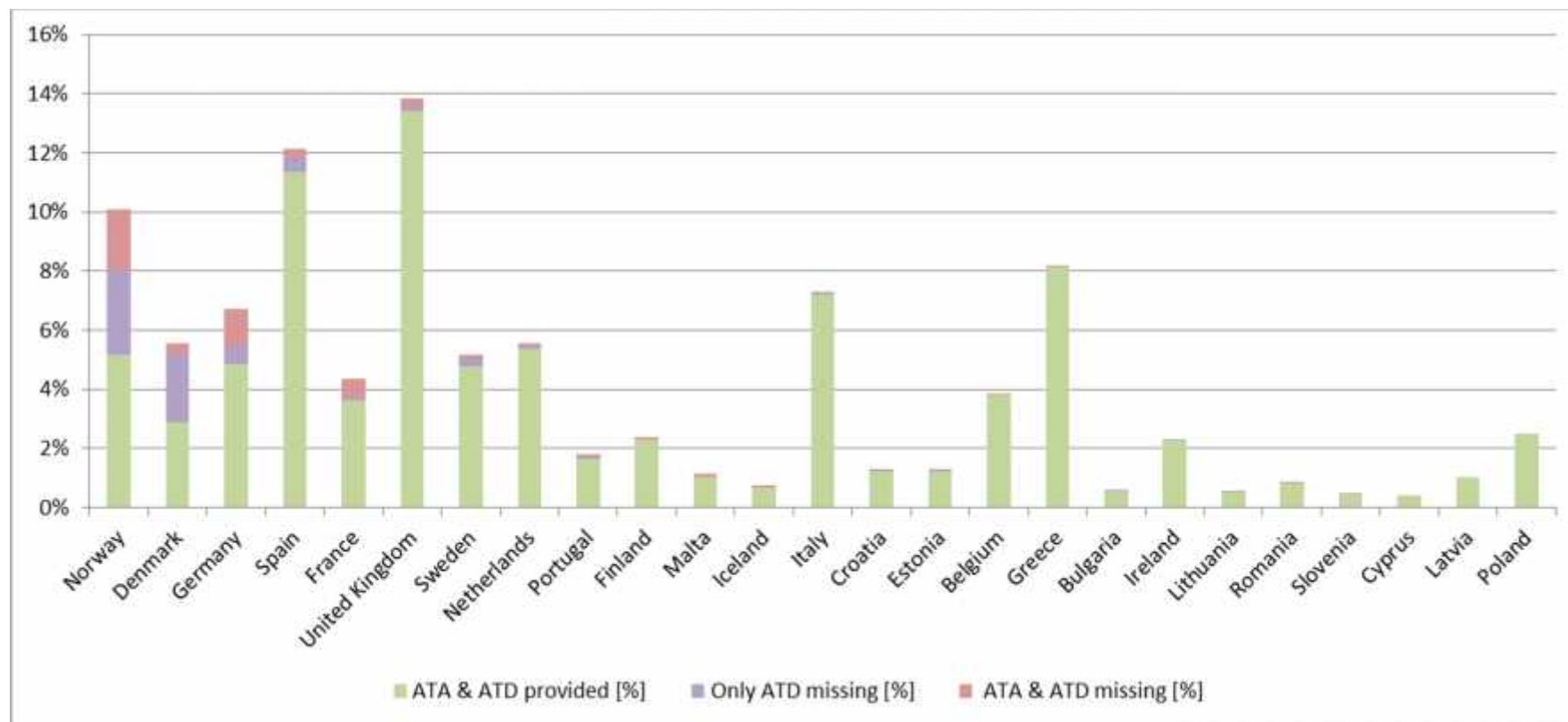


Figure 6 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 13) – figures represent the percentage of overall EU ship calls  
Reporting period: July 2015

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%	99%	1%	0%
Bulgaria	0%	95%	4%	1%
Croatia	0%	47%	49%	4%
Cyprus	0%	83%	16%	0%
Denmark	1%	36%	51%	12%
Estonia	0%	94%	5%	0%
Finland	0%	84%	16%	0%
France	0%	84%	15%	1%
Germany	3%	78%	17%	2%
Greece	0%	82%	15%	2%
Iceland	0%	99%	1%	0%
Ireland	0%	98%	2%	0%
Italy	0%	89%	10%	0%
Latvia	0%	96%	4%	0%
Lithuania	0%	98%	2%	0%
Malta	0%	97%	2%	0%
Netherlands	0%	87%	13%	0%
Norway	0%	83%	17%	0%
Poland	0%	83%	15%	2%
Portugal	1%	89%	10%	1%
Romania	0%	99%	1%	0%
Slovenia	0%	98%	2%	0%
Spain	0%	58%	15%	27%
Sweden	0%	98%	1%	0%
United Kingdom	0%	90%	9%	1%
Total	0.2%	81.2%	13.0%	5.6%

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%	99%	1%	0%
1%	98%	1%	0%
0%	63%	32%	5%
0%	83%	16%	0%
6%	57%	30%	7%
0%	96%	4%	0%
0%	88%	11%	0%
2%	86%	12%	0%
3%	84%	12%	2%
0%	84%	13%	3%
0%	100%	0%	0%
0%	97%	1%	1%
0%	90%	10%	1%
0%	96%	4%	1%
0%	97%	3%	0%
0%	98%	2%	0%
0%	90%	10%	0%
0%	89%	11%	0%
0%	84%	13%	3%
0%	91%	9%	1%
1%	99%	0%	0%
0%	97%	3%	0%
0%	55%	18%	27%
0%	98%	1%	0%
0%	92%	7%	1%
0.4%	82.7%	11.4%	5.5%

Table 13 –Timeliness of ATA and ATD reporting  
Reporting period: July 2015