

Meeting: 1st SSN / LRIT Group Meeting

Place and date: Lisbon, 17 May 2017

Agenda item: SSN / LRIT 1.5.2: Assessment on the implementation and data quality of the Mandatory Reporting System (MRS) messages in SSN.

Document number: SSN/LRIT 1.5.2

Submitted by EMSA

Summary	Presents the outcome of assessment on the implementation and data quality of the MRS messages in SSN and raises questions on how the situation could be improved.
Action to be taken	As per paragraph 7.
Related documents	SSN 9.9.1 – Mandatory Reporting Systems including WETREP, their use within SafeSeaNet SSN 10.3.2 – Improvements for exchange of Mandatory Reporting Systems information SSN 18.4.1 – Improving Ship (MRS) reporting in SSN SSN 21.3.4 – Guidelines for exchanging MRS notifications through SSN

1. Background

Ship reporting systems and reporting requirements are used to provide, gather or exchange information through radio reports. The information is used to provide data for many purposes including search and rescue, vessel traffic services, weather forecasting and prevention of marine pollution (as defined in IMO Resolution A.851 (20), 27 November 1997).

Currently, there are 16 IMO adopted MRSs in the European waters as shown on Figure A.1 in the Annex. In such areas, ships are required to report a set of data to a shore-based authority and such authority shall have the capability to interact with participating ships.

While the IMO legal instruments focus on the procedure and content for ship-to-shore reporting for ships passing through a ship reporting system, the VTMIS Directive regulates how to make MRS-related information available to other MSs via SSN.

Within the scope of SafeSeaNet (SSN) MRS data are a remarkable source of information for MSs for several reasons:

- ❖ They are the only source of information on Hazmat carried by ships transiting EU waters, but not calling at EU ports.
- ❖ They provide an early notice of Hazmat on board whenever the required Hazmat information in Port Plus messages is not notified or notified late by the port of call.
- ❖ They also provide an early notice to a port of call whenever the required ship call is not notified or notified late by the port of call.
- ❖ It is a reliable source of information, as it is provided directly from the ship to MS coastal authorities.

EMSA's MSS has carried out an assessment on the MRS reporting to SSN in order to present the global picture of the situation; highlight the deficiencies; propose actions to improve the operational use of the MRS data and to simplify the reporting obligations for shipping industry and MSs. This survey falls under the scope of the tasks presented to the SSN Group in 2007 for the MSS, which include the checks on data quality.

2. Current status of MRS Implementation in SSN

Table A.1 in the Annex lists the IMO adopted MRSs to which SSN is applicable and the number of notifications sent by each MS per MRS.

11 MSs (Belgium, Croatia, Denmark, Estonia, Finland, France, Iceland, Italy, Poland, Slovenia and Spain) are using the SSN V.3 XML messaging framework for Ship MRS Notifications. From the MSs providing MRS data to SSN only Portugal is providing Ship MRS Notifications in V.2 format. It should be 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.

No reports have been received so far for BAREP (Norway), CALDOVREP (United Kingdom) or WETREP (Ireland, Portugal and the United Kingdom). In addition the Portuguese National SSN system is down since 25 August 2016 and no MRS data is provided for COPREP system since that date.

3. Use of MRS data by Member States

The number of requests to SSN for MRS details (machine-to-machine or via the web textual interface) is very low. Only 181 requests for MRS details were sent to SSN in 2016. 72 of these requests were sent by Estonia for testing purposes while performing the Commissioning Tests. Therefore, only 109 were made for an operational use. Table A.2 in the Annex shows the number of requests by MS.

It should be noted that these statistics do not include request for MRS data via the simple display/visualisation of the SSN GI.

4. MRS data quality and availability

4.1 MRS coverage

The IMO Resolutions adopting Mandatory Ship Reporting Systems specify the geographical coverage of the systems and positions or reference points for submitting reports to the Coastal States.

In order to verify if the MRS reports provided to SSN by MSs are within the areas established in the IMO resolutions, the MSS has extracted all Ship MRS Notifications provided to SSN in the period between 15 December 2016 and 15 January 2017 and plotted the reported positions on the map. In case of Portugal the reported period is July 2016 due to the issue reported in section 2.

No issues have been found in regard to the MRS coverage. All MRS reports were submitted within the expected MRS area. Figure A.2 in the Annex shows the positions of MRS reports reported to SSN.

4.2 Reporting frequency

According to the SSN MRS guidelines at least one MRS notification per ship crossing the specific MRS shall be notified to SSN by the relevant MS.

It has been found that:

- ❖ ADRIREP (only Slovenia), COPREP (Portugal), GOFREP (only Estonia) and SOUNDREP (Denmark) provides at least 2 reports per vessel and passage;
- ❖ TRANSREP (Iceland) sends 5-6 reports per vessel and passage.

The added value of providing more than one report per passage is limited because the main update – the position of the vessel – is already provided via AIS.

4.3 Rejected MRS notifications

It was detected that 168 out of 32,320 Ship MRS notifications (0.5%) were rejected between 15 December 2016 and 15 January 2017. Table A.3 in the Annex includes the detailed results by MS.

The reasons for the rejection were as follows:

- ❖ Deactivated LOCODEs used as a Next Port of Call (156 rejections);
- ❖ ETA to port not reported (9 rejections);
- ❖ Invalid IMO number reported (3 rejections).

The number of rejections is relatively low. The MSS will continue to report on a monthly basis the rejected messages requesting affected MSs to take corrective actions.

4.4 MRS details

4.4.1 Methodology of the survey

Based on the current version of the XML RG (V3.05), MRS messages reported to SSN contain certain mandatory designators as part of the notification; while others are only available as “details” upon request.

The analysis of MRS data was done in two steps. Firstly the MSS checked the attributes that are available as a part of the notification (i.e. vessel identifiers, position and reporting time, port of destination and ETA, number of persons on board, indication whether or not the vessels is carrying Hazmat) and stored in SSN DB. All Ship MRS Notifications were extracted from the SSN DB for the period between 15 December 2016 and 15 January 2017¹ and analysed by the MSS. The results are presented in section 4.4.2 of the report.

Secondly, MSS checked the attributes that are only available as “details” upon request (i.e. Course, Speed, Cargo and, if dangerous goods present on board, quantity and IMO class, address for the communication of cargo information, navigational status and bunkers) MSS requested MRS details of 10 randomly selected Ship MRS notifications per MS and per MRS system. These checks could not be performed for Portugal (COPREP) and Spain (CANREP, FINREP, GATREP, GIBREP and WETREP) as the Request/Response mechanism is not working for these Member States. The results of this investigation are presented in section 4.4.3 of the report.

The content of the MRS details was verified by comparing the information provided with the data required in the appropriate IMO Resolution.

4.4.2 Analysis of MRS details available as a part of Ship MRS notification

The following attributes from the Ship MRS notifications have been analysed:

¹ For Portugal MRS notifications from July 2016 were analysed.

- a. **NextPortOfCall** – This attribute is mandatory in Ship MRS Notifications and identifies the port to which a vessel is heading to. This port is reported in a form of LOCODE. It can be any LOCODE listed in the UN/LOCODE list as a port or any LOCODE listed in SSN as a SSN Specific location. The LOCODE “ZZUKN” should be used whenever the next port of call is unknown.
- b. **ETA** – This attribute is mandatory in Ship MRS Notifications unless vessel's destination (NextPortOfCall) is a waypoint or unknown location. This attribute identifies date and time of the estimated time of arrival at Next Port of Call.
- c. **TotalPersonsOnBoard** – This attribute is mandatory in Ship MRS notifications and identifies total number of persons on board. The dummy value “99999” can be used if PoB is actually unknown.
- d. **AnyDG** – This attribute is mandatory in Ship MRS Notifications and identifies whether or not there are any dangerous or polluting goods (DPG) on board at the time of reporting. Possible values are “Y”: if the DPG is on board and “N” if there is no DPG.
- e. **ReportingDateAndTime** – This attribute is mandatory in Ship MRS Notifications and identifies date and time of reporting to MRS system. This time stamp corresponds also to the given in the report position.

By analysing the above mentioned attributes it was found that:

- 1,782 out of 34,776 Ship MRS Notifications (5.1%) reported that the Next Port of Call is unknown.
- 2,375 out of 34,776 Ship MRS Notifications (6.8%) reported that the TotalPersonsOnBoard is unknown.
- 6,921 out of 34,776 Ship MRS notifications (19.9%) reported ETA to next port of call by using incorrect value (more than 30 days in the future or in the past) or dummy value (e.g. 11/11/2111 10:11:11, 22/12/2333 00:00:00, etc.). In addition 810 Ship MRS Notifications reported ETA when quoting NextPortOfCall as unknown.
- For BELTREP system the ETA to next port of call is always equal to ReportingDateAndTime.
- Spain: CANREP and WETREP MRSs always report that the vessel participating in the system are not carrying DPG (AnyDG=N) even though these systems are for vessels carrying heavy crude oil, heavy fuel oils, bitumen or tar. The remaining Spanish MRS systems (FINREP, GATREP and GIBREP) also report that all vessels participating in these MRSs are not carrying DPG, which is not realistic.
- Some MSs (Estonia, Italy for ADRIREP only, Poland and Spain) sends MRS reports with the delay of more than hour in average. These values were obtained by comparing CreatedOn (time when message is recorded in SSN) with ReportingDateAndTime from Ship MRS Notifications.
- Some of the attributes although mandatory in SSN are not required for certain MRS systems by IMO:
 - ❖ NextPortOfCall and ETA (designator I) are not required in BONIFREP system.
 - ❖ Information about cargo and, if dangerous goods present on board, quantity and IMO class (designator P) is not required for TRANSREP system.
 - ❖ TotalPersonsOnBoard attribute (designator W) is not required for BONIFREP, FINREP, GATREP (not adopted by IMO) and TRANSREP systems.

Table A.5 in the Annex shows the detailed results per MS and per MRS system.

4.4.3 Analysis of MRS details available as a part of Ship MRS notification

The following attributes from the MS2SSN_Ship_Res message (response provided by a MS to the request for MRS details) have been analysed:

- a. **COG** – This attribute is mandatory in the MS2SSN_Ship_Res message and corresponds to Course Over Ground in 1/10°. Lower value: 0 correspond to 0° and upper value: 3600 corresponds to 360°.
- b. **SOG** – This attribute is mandatory in the MS2SSN_Ship_Res message and corresponds to Speed Over Ground in 1/10 knot steps. Lower value: 0 correspond to 0 knots and upper value: 1023 corresponds to 102.3 knots.
- c. **NavigationalStatus** – This attribute is mandatory in the MS2SSN_Ship_Res message and refers to one of the following possible values: 0 - under way using engine, 1 - at anchor, 2 - not under command, 3 - restricted manoeuvrability, 4 - constrained by her draught, 5 - moored, 6 - aground, 7 - engaged in fishing, 8 - under way sailing or 15 - not defined.
- d. **Bunker Chars** – This attribute is optional in the MS2SSN_Ship_Res message and refers to the characteristics of bunker (i.e. diesel oil, etc.). According to XML RG this attribute is mandatory for ships of more than 1000 gross tonnage.
- e. **Bunker Quantity** – This attribute is optional in the MS2SSN_Ship_Res message and refers to the estimated quantity of bunkers on board. According to XML RG this attribute is mandatory for ships of more than 1000 gross tonnage.
- f. **CargoType** – This attribute is mandatory in the MS2SSN_Ship_Res message and refers to type of cargo.
- g. **DG AOI** – This attribute is optional in the MS2SSN_Ship_Res message and should be used to provide detailed information about dangerous and polluting goods whenever the DGDDetails elements (see points “h” and “i” below) does not fit the reporting requirement (e.g. for reporting the oil cargo type, quantity, grades and density of heavy crude oil, heavy fuel oil, bitumen and tar as per WETREP requirements). This attribute can also be used for the other MRS to provide any other relevant information on dangerous and polluting goods.
- h. **DG IMO Class** – This attribute is mandatory in the MS2SSN_Ship_Res message whenever vessels declares that has DPG on board (AnyDG=Y) and refers to IMO Class of DPG.
- i. **DG Quantity** – This attribute is mandatory in the MS2SSN_Ship_Res message whenever vessels declares that has DPG on board (AnyDG=Y) and refers to DPG estimated quantity.
- j. **ContactDetails** – This attribute is optional in the MS2SSN_Ship_Res message and should be used to provide contact details for the communication of cargo information.

By analysing the above mentioned attributes it was found that:

- Request/Response mechanism is not working for Portugal (COPREP) and Spain (CANREP, FINREP, GATREP, GIBREP and WETREP). Therefore, it was not possible to verify data available upon request for these Member States.
- Course Over Ground (COG) is reported by Croatia (ADRIREP), Iceland (TRANSREP) and Italy (ADRIREP and BONIFREP) in a wrong format. In addition, Italy has the same problem with the Speed Over Ground (SOG).

- Navigational Status is always reported as “Not defined” by Denmark (BELTREP and SOUNDREP), Finland (GOFREP) and Poland (GDANREP)”, which is not realistic.
- Directive 2002/59/EC requires that information about bunkers is mandatory in MRS for ships of more than 1000 gross tonnage. This is not in line with the IMO Resolutions establishing the MRS which either require this information when bunker is over 5000 tons or do not require it at all.
- Information about bunkers is not provided by Estonia (GOFREP) and Poland (GDANREP).
- France (CALDOVREP, MANCHEREP, QUESSREP and WETREP) always reports bunkers although IMO Resolution requires bunkers to be reported if over than 5000. Italy (BONIFREP) reports bunkers even though it is not required by IMO Resolution establishing this system.
- Some MSs report bunker information using wrong fields: Belgium (WETREP) and France (CALDOVREP, MANCHEREP, QUESSREP and WETREP) report Bunker Quantity under Bunker Chars. Italy (ADRIREP and BONIFREP) does not report what is the unit of the Bunker Quantity (i.e. metric tons, m3, etc.).
- Cargo Type mandatory SSN attribute is rarely used by the MSs. Normally it is reported empty or with a dummy value. Only Croatia (ADRIREP), Denmark (BELTREP and SOUNDREP) and Italy (ADRIREP and BONIFREP) provide brief cargo description under this element.
- DG AOI attribute is only used by Croatia (ADRIREP). Croatia reports the details of DPG under DG AOI attributes instead of using DG IMO Class and DG Quantity attributes for this purpose.
- Poland (GDANREP) uses dummy value “unknown” for DG IMO Class and DG Quantity and Estonia (GOFREP) sometimes provides DG Quantity as “0” which seems to be a dummy value.
- Contact details (designator T) although mandatory for most of the MRSs is only reported on a consistent way by Poland (GDANREP). In addition Finland (GOFREP) provides this information but only for the vessels carrying DPG.
- Denmark (BELTREP, SOUNDREP) has an implementation issue with the responses generated to SSN requests. In most of the cases (18 out of 20) Denmark replied with MRS data not corresponding to the latest report but with the details from 2015 or early 2016.
- Some of the attributes although mandatory in SSN are not required for certain MRS systems by IMO:
 - ❖ Navigational Status (designator X) is not required in BONIFREP, FINREP and TRANSREP systems.
 - ❖ Information about cargo and, if dangerous goods present on board, quantity and IMO class (designator P) is not required for TRANSREP system.

Table A.6 in the Annex shows the detailed results per MS and per MRS system.

It should be reminded that the above listed findings were obtained based on samples (i.e. MSS requested MRS details of 10 randomly selected Ship MRS Notifications per MS and per MRS system).

5. Conclusions

This assessment has proved that although the implementation of MRS reports in SSN is ongoing for many years and several actions were already taken to improve reporting of this data (i.e. SSN MRS Guidelines, new XML framework) still there are some areas which require further work.

First of all the implementation of MRS reports in SSN is not yet completed by all MSs (Ireland, Norway, Portugal and the UK). The exchange of this information via SSN is a legal obligation and although MSs are recurrently reminded by EMSA no progress was noticed.

The second issue is the quality and availability of data provided to SSN. As reported in sections 4.4.2 and 4.4.3 there are several issues that need to be addressed with MSs. The most critical ones are the problems with the Request/Response mechanism causing unavailability of Hazmat and Bunker details and the provision of dummy or incorrect values.

Thirdly there are several differences or inconsistencies in the legal requirements between the IMO Resolutions establishing MRS systems and the Directive 2002/59. Some of the attributes although mandatory in SSN (i.e. required by the Directive) are not required for certain MRS systems by IMO [e.g. Navigational Status (designator X) is not required in BONIFREP, FINREP and TRANSREP systems, Information about cargo and, if dangerous goods present on board, quantity and IMO class (designator P) is not required for TRANSREP system, etc.]. In addition the Directive 2002/59/EC states that information about bunkers is mandatory in MRS for ships of more than 1000 gross tonnage while the IMO Resolutions establishing the MRS which either require this information when bunker is over 5000 tons or do not require it at all.

Last but not least once the quality and availability of data exchanged in SSN is improved the reporting obligations should be simplified. The shipping industry should report information once and then it should be reused for different purposes. This requires changes in the legal requirements as well as technical developments in the systems exchanging MRS data.

6. Proposals

Taking into consideration the results of this survey and the conclusions reached in section 5 the following actions are proposed:

- I. MSs facing delays and problems in implementing their MRS reporting obligations [BAREP (Norway), CALDOVREP (United Kingdom) and WETREP (Ireland, Portugal and the United Kingdom)] to consider requesting the assistance of EMSA in order to speed up their implementation.
- II. Portugal to implement the V.3 XML messaging framework for Ship MRS Notifications and to phase-out Ship MRS Notifications in the V2 format.
- III. MS listed in section 4.2 Reporting frequency are invited to verify if the number of reports per vessel and passage are in line with the applicable IMO MSC Resolution. In addition, the reporting frequency may be limited to a single notification per vessel and passage (if agreed, to be inserted in the SSN MRS Guidelines).
- IV. To consider to include all the details in the Ship MRS notification and store them at the Central SSN level. As we could see over the years there are always MSs having problems with the Request/Response mechanism which makes relevant part of information unavailable. In addition if the data is stored at the Central SSN level it would be possible to get the details of several MRS reports from one MRS system and not only the latest report.
- V. To promote the concept for the retrieval/re-use of information already available in SSN. Currently the same information (e.g. Hazmat, PoB, etc.) comes to SSN through different channels requiring shipping industry to provide it more than once on vessel's route. As a starting point to understand what could be simplified it

is proposed to prepare a questionnaire requesting MSs to share with EMSA information on how the MRS details are obtained from the vessels.

- VI. To propose an update of the XML RG for reporting the DPG (DG IMO Class, DG Quantity and DG AOI) and Bunker information (characteristics and quantity) in a XML structured element (i.e. the free text should be replaced by XML structured elements). It is proposed to use the simplified version of what is currently implemented for Hazmat element in the PortPlus notification.
- VII. To revise the XML RG in order to align it with the IMO Regulations. As previously reported (see section 4.4.2 and 4.4.3) there are some attributes which are mandatory in SSN (required by the Directive 2002/59) while they are not required by IMO regulations establishing MRS system (e.g. Navigational status, Next Port of Call and ETA, etc.).
- VIII. MSs to contact IMO in order to simplify the MRS systems along the EU coast by reducing the data requested. There are already some simplifications that could be common for all the systems in EU:
 - ❖ The use of correct and updated AIS information can accomplish the reporting requirements for designators A (vessel identification), B (date and time), C (vessel position), E (True course), F (Speed), I (Next Port and ETA), O (Draught) and W (PoB) (introduced in the BAREP system);
 - ❖ Any vessel may elect, for reasons of commercial confidentiality, to communicate the information regarding cargo (designator P of the report), by non-verbal means prior to entering the System – CALDOVREP, COPREP, FINREP, GDANREP, GIBREP, OUESSREP systems;
 - ❖ Information on dangerous cargo and contact details for the communication of cargo information (designator P and T of the reporting format) is only requested when such information has not been notified to the competent authority via SafeSeaNet in an European Union (EU) member State in accordance with the requirements of Article 13 (for ships leaving or entering an EU port) in Directive 2002/59/EC on establishing Community vessel traffic monitoring and information system and amended by Directive 2009/17/EC, prior to entering the operational - SOUNDREP area.

7. Actions required

Member States are invited to take note of the information.

Annex

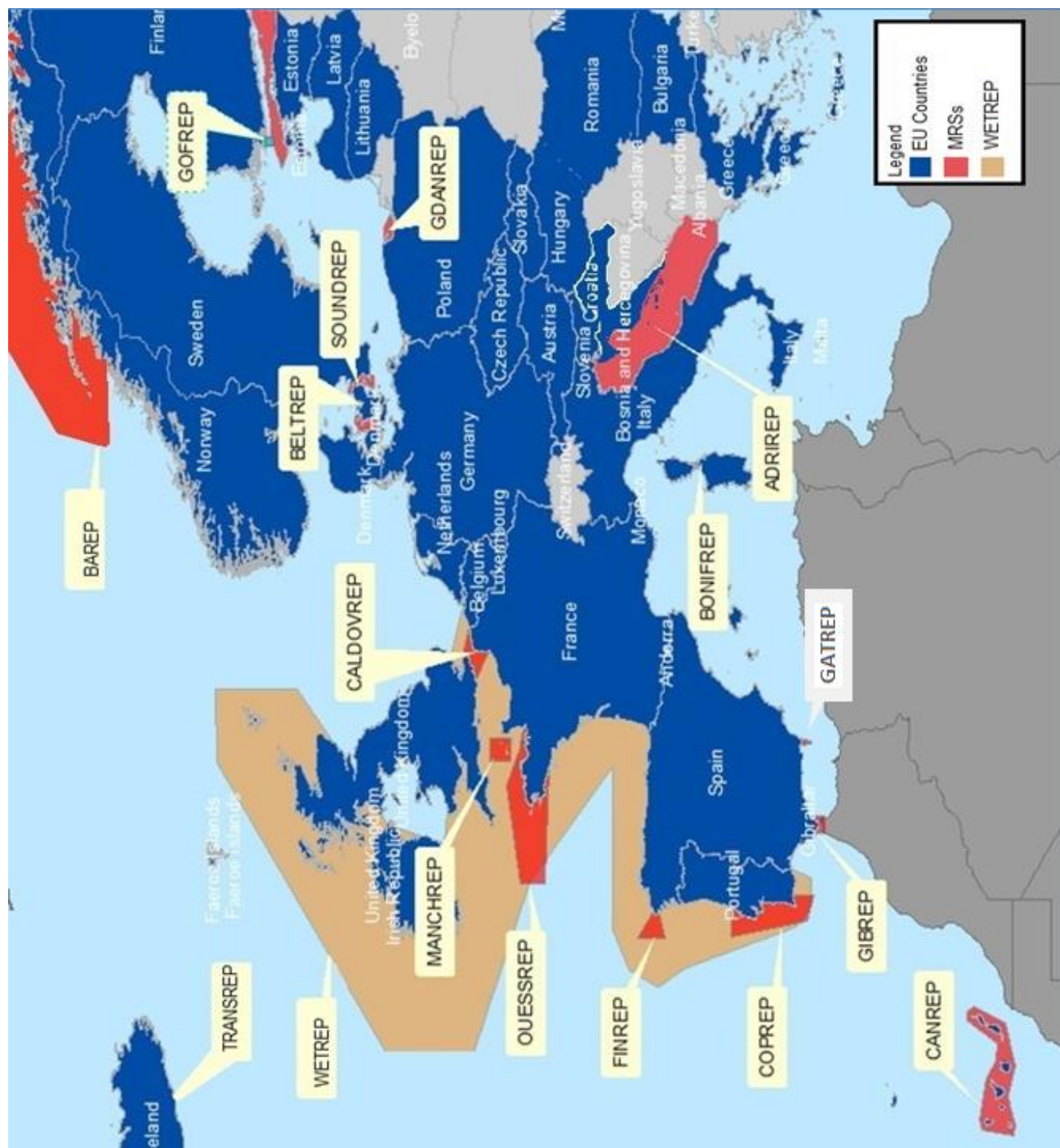


Figure A.1: MRSs under MSs jurisdiction.

Member State	MRS	Area	Ship MRS Notifications		
			SSN V2	SSN V3	TOTAL
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	53	53
Croatia	ADRIREP	Adriatic Sea	-	351	351
Denmark	BELTREP	Great Belt	-	1,625	5,492
	SOUNDREP	The Sound	-	3,867	
Estonia	GOFREP	Gulf of Finland	-	6,179	6,179
Finland	GOFREP	Gulf of Finland	-	3,140	3,140
France	BONIFREP	Strait of Bonifacio	-	226	11,436
	CALDOVREP	Dover Strait/ Pas de Calais		2,904	
	MANCHERE	Off Les Casquets/ La Manche		4,754	
	OUESSREP	Off Ouessant		3,536	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		16	
Iceland	TRANSREP	South & South West coast of Iceland	-	482	482
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	-	-
Italy	ADRIREP	Adriatic Sea	-	865	1,081
	BONIFREP	Strait of Bonifacio		216	
Norway	BAREP	Barents Sea	-	-	-
Poland	GDANREP	Gulf of Gdansk	-	940	940
Portugal	COPREP ⁽¹⁾	Coast of Portugal	-	-	-
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	-	-
Slovenia	ADRIREP	Adriatic Sea	-	156	156
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	-	62	2,842
	FINREP	Finisterre (NW Coast of Spain)		850	
	GATREP ⁽²⁾	Gulf of Almeria (Gata Cape)		930	
	GIBREP	Strait of Gibraltar		984	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)		16	
Sweden	SOUNDREP ⁽³⁾	The Sound	-	-	-
United Kingdom	CALDOVREP	Dover Strait/ Pas de Calais	-	-	-
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	-	
Total			-	32,152	32,152

(1) No data is provided for COPREP since 25 August 2016

(2) Voluntary Ship Reporting System

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

Table A.1: Number of MRS reports by Member State and SSN Protocol

Reporting period: 15 December 2016 to 15 January 2017

Those MRSs not yet providing information to SSN are highlighted in red (status on 03 February 2017)

Member State	No of Requests
Belgium	3
Bulgaria	-
Croatia	8
Cyprus	4
Denmark	25
Estonia	72
Finland	6
France	36
Germany	-
Gibraltar	-
Greece	1
Iceland	1
Ireland	-
Italy	6
Latvia	-
Lithuania	-
Malta	-
Netherlands	1
Norway	-
Poland	1
Portugal	2
Romania	-
Slovenia	10
Spain	-
Sweden	4
United Kingdom	1
Overall EU:	181

Table A.2: Number of requests for MRS details by Member State
Reporting period: 2016



Figure A.2: MRS reports provided to SSN in the period between 15 December 2016 and 15 January 2017.

Member State	OK	Rejected	Total	%OK	%Invalid Format
Belgium	53	-	53	100.0%	0.0%
Bulgaria	-	-	-	0.0%	0.0%
Croatia	351	-	351	100.0%	0.0%
Cyprus	-	-	-	0.0%	0.0%
Denmark	5,492	62	5,554	98.9%	1.1%
Estonia	6,179	87	6,266	98.6%	1.4%
Finland	3,140	18	3,158	99.4%	0.6%
France	11,436	1	11,437	100.0%	0.0%
Germany	-	-	-	0.0%	0.0%
Gibraltar	-	-	-	0.0%	0.0%
Greece	-	-	-	0.0%	0.0%
Iceland	482	-	482	100.0%	0.0%
Ireland	-	-	-	0.0%	0.0%
Italy	1,081	-	1,081	100.0%	0.0%
Latvia	-	-	-	0.0%	0.0%
Lithuania	-	-	-	0.0%	0.0%
Malta	-	-	-	0.0%	0.0%
Netherlands	-	-	-	0.0%	0.0%
Norway	-	-	-	0.0%	0.0%
Poland	940	-	940	100.0%	0.0%
Portugal	-	-	-	0.0%	0.0%
Romania	-	-	-	0.0%	0.0%
Slovenia	156	-	156	100.0%	0.0%
Spain	2,842	-	2,842	100.0%	0.0%
Sweden	-	-	-	0.0%	0.0%
United Kingdom	-	-	-	0.0%	0.0%
Overall EU:	32,152	168	32,320	99.5%	0.5%

Table A.3: Number of rejected Ship MRS notifications by Member State
Reporting period: 15 December 2016 – 15 January 2017

MS	MRS system	Unknown Next Port (ZZUKN)	%_Unknown Next Port	Dummy PoB (99999)	%_Dummy PoB	Hazmat = Yes	%_Hazmat = Yes	ETA to Next Port Not provided	ETA to Next Port Incorrect or Dummy	% ETA Dummy/Incorrect and Not Provided	Reported to MRS date vs Created in SSN date (average)	TOTAL
Belgium	WETREP	5	9.4%	4	7.5%	53	100.0%	4	2	11%	00:00:02	53
Croatia	ADRIREP	3	0.9%	236	67.2%	275	78.3%	0	4	1%	00:05:30	351
Denmark	BELTREP	5	0.3%	0	0.0%	587	36.1%	0	112	7%	00:00:06	1,625
	SOUNDREP	13	0.3%	0	0.0%	325	8.4%	0	3867	100%	00:00:49	3,867
Estonia	GOFREP	771	12.5%	742	12.0%	2386	38.6%	737	85	13%	05:09:11	6,179
Finland	GOFREP	230	7.3%	11	0.4%	575	18.3%	224	33	8%	00:00:34	3,140
France	BONIFREP	3	1.3%	0	0.0%	70	31.0%	0	0	0%	00:00:02	226
	CALDOVREP	64	2.2%	3	0.1%	1203	41.4%	0	28	1%	00:00:02	2,904
	MACHEREP	106	2.2%	1	0.0%	2100	44.2%	0	99	2%	00:00:02	4,754
	OUESSREP	97	2.7%	3	0.1%	1448	41.0%	0	65	2%	00:00:02	3,536
	WETREP	1	6.3%	1	6.3%	16	100.0%	0	0	0%	00:00:01	16
Iceland	TRANSREP	470	97.5%	482	100.0%	0	0.0%	0	482	100%	00:01:13	482
Italy	ADRIREP	1	0.1%	0	0.0%	651	75.3%	0	0	0%	01:12:09	865
	BONIFREP	0	0.0%	0	0.0%	62	28.7%	0	0	0%	00:40:12	216
Poland	GDANREP	9	1.0%	3	0.3%	305	32.4%	9	3	1%	02:39:09	940
Portugal	COPREP	4	0.2%	0	0.0%	-	-	0	46	2%	00:00:11	2,624
Slovenia	ADRIREP	0	0.0%	0	0.0%	134	85.9%	0	0	0%	00:00:46	156
Spain	CANREP	0	0.0%	7	11.3%	0	0.0%	0	5	8%	01:56:45	62
	FINREP	0	0.0%	34	4.0%	0	0.0%	0	706	83%	01:21:13	850
	GATREP	0	0.0%	811	87.2%	0	0.0%	0	538	58%	01:32:22	930
	GIBREP	0	0.0%	36	3.7%	0	0.0%	0	846	86%	01:21:41	984
	WETREP	0	0.0%	1	6.3%	0	0.0%	0	0	0%	02:22:15	16
Overall EU:		1782	5.1%	2375	6.8%	10190	29.3%	974	6921	23%	00:50:12	34,776

Table A.5: The results of analysis of MRS details available as a part of Ship MRS notification

Reporting period: 15 December 2016 – 15 January 2017²

² For Portugal the reporting period is the month of July 2016.

MS	MRS system	COG (M)	SOG (M)	Navigational Status (M)	Bunker Chars (O)	Bunker Quantity (O)	Cargo Type (M)	DG AOI (O)	DG IMO Class (M if DPG)	DG Quantity (M if DPG)	Contact Details (O)	Other issues
Belgium	WETREP	OK	OK	OK	not reported in 1 out of 10 checks	reported under Bunker Chars	not reported	not provided	missing in 1 out of 10 checks	missing in 1 out of 10 checks	missing in 4 out of 10 checks	
Croatia	ADRIREP	Wrong Format	OK	OK	reported under Bunker Quantity	N.A. but reported in 8 out of 10 checks	OK	used to report IMOCClass and Quantity	reported under DG AOI	reported under DG AOI	never reported	
Denmark	BELTREP	OK	OK	always reported as not defined	N.A.	N.A.	OK	not provided	missing in 8 out of 10 checks	missing in 8 out of 10 checks	missing in 8 out of 10 checks	In 9 out of 10 responses DK replied with MRS data not corresponding to the latest report (e.g. response contains MRS data from 2015 or early 2016)
	SOUNDREP	OK	OK	9 out of 10 reported as not defined	N.A. but reported in 1 out of 10 checks	N.A. but reported in 1 out of 10 checks	OK	not provided	missing in 9 out of 10 checks	missing in 9 out of 10 checks	missing in 9 out of 10 checks	In 9 out of 10 responses DK replied with MRS data not corresponding to the latest report (e.g. response contains MRS data from 2015 or early 2016)
Estonia	GOFREP	OK	OK	OK	never reported	not provided	dummy value reported	not provided	reported	sometimes quantity reported as 0	never reported	
Finland	GOFREP	OK	OK	always reported as not defined	reported in 1 out of 10 checks	reported in 1 out of 10 checks	always reported as Not Specified	not provided	OK	OK	reported when DPG = Yes	
France	BONIFREP	OK	OK	OK although not required by this MRS	N.A.	N.A.	not reported	not provided	OK	OK	N.A.	
	CALDOVREP	OK	OK	OK	reported even if less than 5000	reported under Bunker Chars	not reported	not provided	OK	OK	missing in 9 out of 10 checks	
	MANCHEREP	OK	OK	OK	reported even if less than 5000	reported under Bunker Chars	not reported	not provided	OK	OK	missing in 9 out of 10 checks	
	OUESSREP	OK	OK	OK	reported even if less than 5000	reported under Bunker Chars	not reported	not provided	OK	OK	never reported	
	WETREP	OK	OK	OK	reported even if less than 5000	reported under Bunker Chars	not reported	not provided	missing in 5 out of 10 checks	missing in 5 out of 10 checks	not reported or dummy values provided	one report sent with Hazmat = No which is wrong for WETREP
Iceland	TRANSREP	Wrong Format or Dummy Value	OK	OK although not required by this MRS	N.A.	N.A.	always reported as DG	not provided	N.A.	N.A.	N.A.	
Italy	ADRIREP	Wrong Format	Wrong Format	OK	OK	reported but no info if kg or m3 etc.	OK	not provided	OK	OK	missing in 7 out of 10 checks	
	BONIFREP	Wrong Format	Wrong Format	OK although not required by this MRS	N.A. but always reported	N.A. but always reported	OK	not provided	OK	OK	N.A.	
Poland	GDANREP	OK	OK	always reported as not defined	never reported	not provided	always reported as "no data available"	not provided	always unknown	always unknown	OK	
Portugal	COPREP	Request/Response mechanism is not working										
Slovenia	ADRIREP	OK	OK	OK	OK	OK	reported as regular cargo or IMO cargo when DPG on board	not provided	OK	OK	never reported	
Spain	CANREP	Request/Response mechanism is not working										
	FINREP	Request/Response mechanism is not working										
	GATREP	Request/Response mechanism is not working										
	GIBREP	Request/Response mechanism is not working										
	WETREP	Request/Response mechanism is not working										

Table A.6: The results of analysis of MRS details available as a part of MS2SSN_Ship_Res message

Reporting period: 15 December 2016 – 15 January 2017