

# Meeting: 2<sup>nd</sup> SSN / LRIT Group Meeting

**Place and date: Lisbon, 18 October 2017**

**Agenda item: SSN and LRIT Data Quality Report**

**Document number: SSN/LRIT 2.5.1**

**Submitted by EMSA**

<b>Summary</b>	<p>This document presents:</p> <ul style="list-style-type: none"> <li>- SSN implementation at national level and the related data quality issues, including the interface with THETIS.</li> <li>- LRIT services performance and use of the system, including the IMSO annual audit results.</li> </ul>
<b>Action to be taken</b>	As per paragraph 11.
<b>Related documents</b>	<ul style="list-style-type: none"> <li>a. 1<sup>st</sup> SSN/LRIT Group Meeting Report</li> <li>b. SSN/LRIT 1.5.1 SSN and LRIT Data Quality Report</li> </ul>

## 1. INTRODUCTION

The purpose of the SSN and LRIT Data Quality Report is to present the status of SSN implementation at national level and the related data quality issues, including the interface with THETIS. The report includes figures which can be used to analyse overall SSN performance and the particular behaviour of each national SSN system, and focuses on issues to be resolved. The report also presents the status of LRIT applications maintained by EMSA.

## 2. SSN IMPLEMENTATION

The status of SSN implementation and notifications activity for each MS is shown in Annex I. Table 1 shows the implementation status by MS report summary and table 2 shows the number of notifications by MS and by type of notification.

Since the last reporting period, Portugal resumed its provision of PortPlus and Ship MRS notifications to SSN on 19 July 2017 (in V2 format) and Denmark and Spain resolved their problems with the request/response mechanism. Greece has switched to SSN V3, but was still in the transition phase using both V2 and V3 formats at the time of issue of this document, and Portugal is not yet commissioned for the SSN V.3 format.

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

### 2.1 PortPlus notifications

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

- 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 has an impact on the accessibility of Hazmat, Waste and Security information by other SSN users, as well as on the quality of data delivered to the Port State Control (PSC) system

(THETIS), and also causes unnecessary data flows which negatively affect the performance of the central SSN system.

- The percentage of missing Hazmat information from Cyprus, Denmark, France, Ireland, Italy, Latvia, Malta, Norway, Spain, Sweden and the United Kingdom is very high (more than 7%, see Table 10).
- Waste and Security notifications were not provided for 54% and 27% of ship calls respectively (see Table 1).
- The lack of availability of the detailed part of notifications (see Section 5.3) is still an issue for some MSs (i.e. Malta and Portugal).
- Germany and Ireland do not always provide complete information in the detailed part of Hazmat notifications (i.e. quantity, IMO class, shipping name), while Ireland, Italy, Norway and Spain do not always provide complete information in the detailed part of Waste notifications (i.e. they do not identify the waste type or quantity) and Italy does not always identify the last 10 ports in Security notifications.
- Rejections are still an issue for some MSs (see Section 5.4), with over 1% of PortPlus notifications being rejected (Denmark, Germany, Malta and the Netherlands).
- Denmark, Estonia, Finland, France, Greece, Spain and the United Kingdom do not always provide the mandatory “PreArrival24HoursNotificationDetails” element (which includes POB information), and/or they use the “unknown” value (99999) to identify POB for a significant number of ship calls.
- Bulgaria, France, the Netherlands, Portugal, Sweden and the United Kingdom (mainly the port of Gibraltar) report non-EU Departure Hazmat information for vessels coming from EU ports for a significant number of ship calls. It should be noted that, in these situations, the information provided overlaps with the information legitimately provided by departure ports.
- The percentage of notifications lacking the ATA and/or the ATD from Denmark, Finland, Germany, Greece, Iceland, Malta, Norway, Portugal, Romania, Slovenia, Spain and Sweden is very high (over 3%, see Table 14).

In order to enhance the quality and accuracy of reported information in accordance with legal requirements and formats, nominated experts from MSs and industry developed guidelines for the reporting of pre-arrival, arrival/departure, waste, security and exemption information. These guidelines on reporting PortPlus and exemptions in SafeSeaNet were approved by the HLSG on 20 June 2016 and are available on the EMSA website at: (<http://emsa.europa.eu/ssn-main/documents/item/3050-guidelines-on-reporting-portplus-and-exemptions-in-ssn-v1-00.html>).

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

## 2.2 Exemptions

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

The central SSN system includes a functionality whereby MSs may report these exemptions. In the case of Waste exemptions, MSs still have the option to report directly to the Commission. On 4 August 2017, the number of exemptions registered in SSN was 4,187 (3,256 were active, 925 were expired and 6 were scheduled, see Table 3). Table 4 shows the number of ship calls that took place in July 2017 (i.e. ship calls with ATD in the reporting period), and the ways in which the detailed part of the notifications (24h Pre Arrival, Hazmat, Waste and Security) was reported by MSs.

The figures show that:

- 15 MSs (Belgium, Croatia, Denmark, Estonia, Finland, France, Greece, Iceland, Italy, Lithuania, Netherlands, Norway, Poland, Sweden and United Kingdom) have exemptions registered in SSN. It should also be noted that the table may identify exemptions for MSs that never issued exemptions in SSN. This may happen because each exemption refers to a route that may include ports in another MS.
- Most of the exemptions granted to MS ports relate to Pre-Arrival (34%) and Hazmat notifications (29%). Waste and Security exemptions account for 20% and 17% respectively.

The low number of exemptions shows that the majority of MSs either: do not benefit from the exemption possibilities offered by the existing legal framework, so they do not reduce the reporting burden for their shipping industry or; grant exemptions, but do not report them in SSN, thereby giving the impression that due notifications are missing.

The HLSG 15 (Brussels 6-7 June 2016) invited EMSA to develop guidelines for the management of exemptions in the SSN system in order to incorporate them in the PortPlus Guidelines. The above mentioned guidelines were approved by the HLSG on 20 June 2016 and are available on the EMSA website.

The SSN Group highlighted several issues relating to the exemptions reporting in the SSN system, and these will be addressed in SSN v4.0.

**Recommendation 2:** Member States are invited to provide feedback on the problems encountered in relation to granting exemptions and registering them in SSN.

## 2.3 Ship MRS notifications

Table 6 shows the number of reports that have been adopted by the IMO for each MRS, and which should be reported to SSN. In 7 June 2017, the United Kingdom began providing MRS reports for the WETREP system, but no reports have been received for BAREP (Norway), CALDOVREP (United Kingdom) or WETREP (Ireland and Portugal).

Portugal is still commissioned for the Ship MRS V.2 format, while all other MSs are using the SSN V.3 XML messaging framework for Ship MRS notifications. 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 (i.e. Hazmat, bunkers, COG, SOG and navigational status) cannot be retrieved by those MSs using the SSN V.3 XML MRS interface.

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

**Recommendation 4:** Portugal is invited to implement the V.3 XML messaging framework for Ship MRS notifications, and to phase-out the notifications in the V2 format. It was agreed at the last SSN/LRIT group meeting ("SSN/LRIT 1.4.5" document) that v3 messages would be phased out in SSN v4.0.

## 2.4 Incident Reports (IR)

The exchange of IR information between MSs has not yet been widely implemented (see Table 7). Denmark, Latvia and the United Kingdom successfully completed the commissioning tests, but are not yet using this functionality. Iceland, Lithuania and Slovenia use the old framework Alert notifications, while the remaining MSs use the SSN Textual Interface to send Incident Reports.

**Recommendation 5:** Member States are invited to use the new IR framework (either through XML/SOAP or the SSN Textual Interface), and to phase-out the previous Alert notifications. At the last SSN/LRIT group meeting (“SSN/LRIT 1.4.5” document), it was agreed that Alert notifications would be phased out in SSN v4.0.

### 3. SSN COMMON OPERATIONAL PROCEDURES

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

**Recommendation 6:** MSs are invited to acknowledge the receipt of these individual monthly reports, and to take corrective actions, including liaising with the National Authority for PSC in order to avoid differences between supporting systems.

### 4. SSN SYSTEM AVAILABILITY AND PERFORMANCE

#### 4.1 System availability

The performance levels for the first half of 2017 were as follows:

- a) The central SSN system was down twice, with a total duration of 2 hours 35 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.94%.
- b) The SSN-THETIS interface was down once, with a total duration of 1 hour. No information was lost (just delayed).
- c) No relevant full downtimes were detected in the national SSN systems.
- d) Significant partial downtimes were observed for some national SSN systems. These affected the delivery of PortPlus information and the service delivered by the THETIS system: Cyprus (14h 47m), Finland (14h 58m, 21h 28m and 15h 3m), France (13h 40m), Ireland (19h 51m), Italy (18h 15), Lithuania (20h10m), Malta (12h 39m), Romania (21h 19m) and Sweden (4d 16h 52m).
- e) Portugal experienced a major failure in its national SSN system that prevented the delivery of PortPlus and MRS notifications to SSN between 25 August 2016 and 19 July 2017.

**Recommendation 7:** MSs are invited to take appropriate measures to reduce downtimes as far as possible.

#### 4.2 Member State back-up procedures

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

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

This section shows which MSs are making use of back-up procedures, and the ways in which their systems behave during national downtimes (section 4.2.1) and central SSN system downtimes (section 4.2.2). On certain occasions, due to the low number of notifications provided and/or the short downtime, no conclusions were reached.

### 4.2.1 Central SSN downtime

The information was analysed for the period following the deployment of SSN version 3.4, which took place on 27 July 2017, and the results observed by MS and type of notification were as follows:

- a) 16 MSs (Belgium, Estonia, France, Germany, Greece, Iceland, Ireland, Italy, Lithuania, Netherlands, Norway, Poland, Romania, Spain, Sweden and the United Kingdom) are carrying out PortPlus data buffering. The results were not conclusive for Bulgaria, Cyprus, Denmark, Port of Gibraltar, Latvia, Malta, Portugal and Slovenia.
- b) 6 MSs (Denmark, Estonia, Finland, France, Italy and Poland) are carrying out MRS data buffering (not conclusive for Belgium, Iceland, Portugal, Slovenia and Spain).
- c) 3 MSs are not carrying out data buffering (Croatia for PortPlus and MRS notifications, Finland for PortPlus notifications and Spain for Ship MRS notifications).

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

## 5. SSN DATA QUALITY

The main data quality issues detected are listed below:

- a) Missing PortPlus notifications (see Section 5.1 and Table 9, Annex III)
- b) Missing Hazmat information (see Section 5.2 and Table 10, Annex III)
- c) Missing Waste and Security information (see Section 5.3 and Table 1, Annex I)
- d) Availability of the detailed part of notifications (see Section 5.4 and Table 11, Annex III)
- e) Rejected notifications (see Section 5.5 and Table 12 and Table 13, Annex III)

In most cases, the reporting period was July 2017, but for missing Port and Hazmat information and Hazmat details, it was the first half of 2017. A summary of the findings is shown in Sections 5.1 - 5.4 below, and full details are available in Annex III.

### 5.1 Missing PortPlus notifications (ship calls)

EMSA checked 4,469 ships that visited EU ports, and found that 64 of the due notifications were not sent to SSN (1.4% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

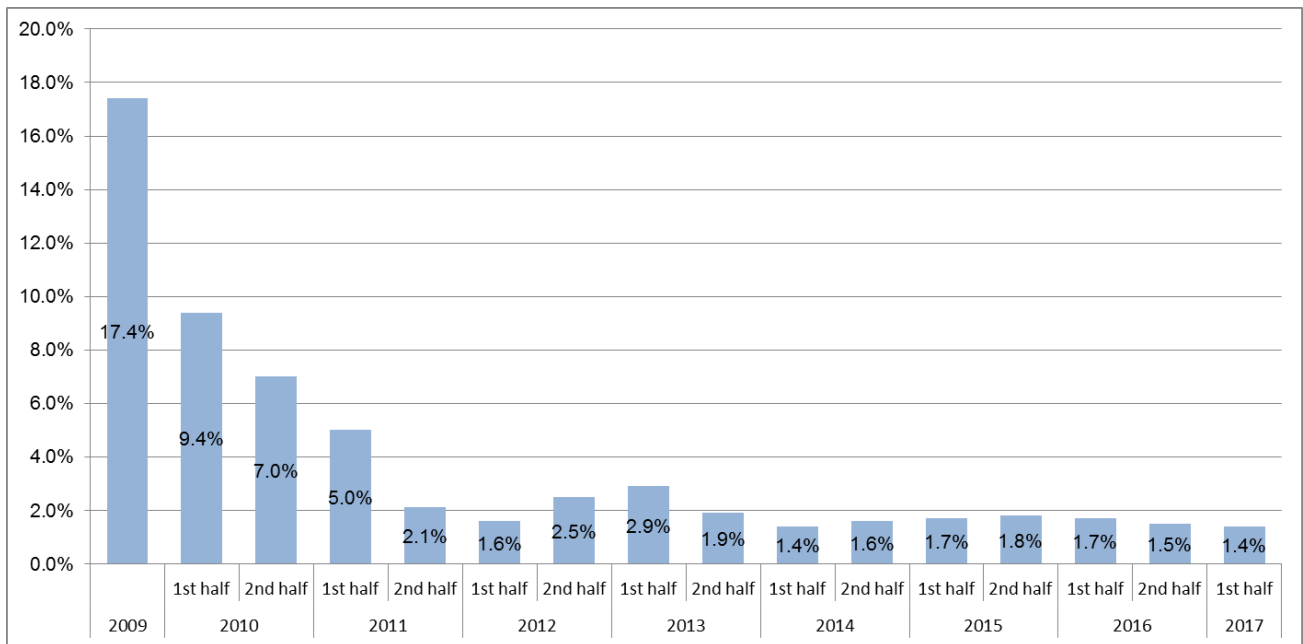


Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

**Recommendation 9:** MSs are invited to ensure that all notifications are provided in compliance with the requirements of Article 4 of Directive 2002/59/EC (as amended) and Article 24 of Directive 2009/16 (as amended).

## 5.2 Missing Hazmat information

11.2% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 356 out of 3,167 notifications for ships carrying dangerous or polluting goods).

With respect to the percentage figures for vessels having departed from MS ports with Hazmat cargoes on board (Hazmat EU Departure), the percentage of missing notifications decreased from 15.3% to 11.1% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications decreased from 15.4% to 11.5% (Figure 2 – green data).

Figure 2 shows the overall trend by comparing the percentage figures for the previous reporting periods, and it can be seen that, although the initial implementation of SSN V3 worsened the figures, the situation is improving now. Some MSs should revise their internal procedures for reporting Hazmat information (e.g. Cyprus, Denmark, France, Ireland, Italy, Latvia, Malta, Norway, Spain, Sweden and the United Kingdom), as they are the source of a significant percentage of the reported issues.

The checks are based on the data already available in the SSN database, as each MRS notification provided to SSN contains information, whether or not Hazmat is carried on board when passing through the MRS.

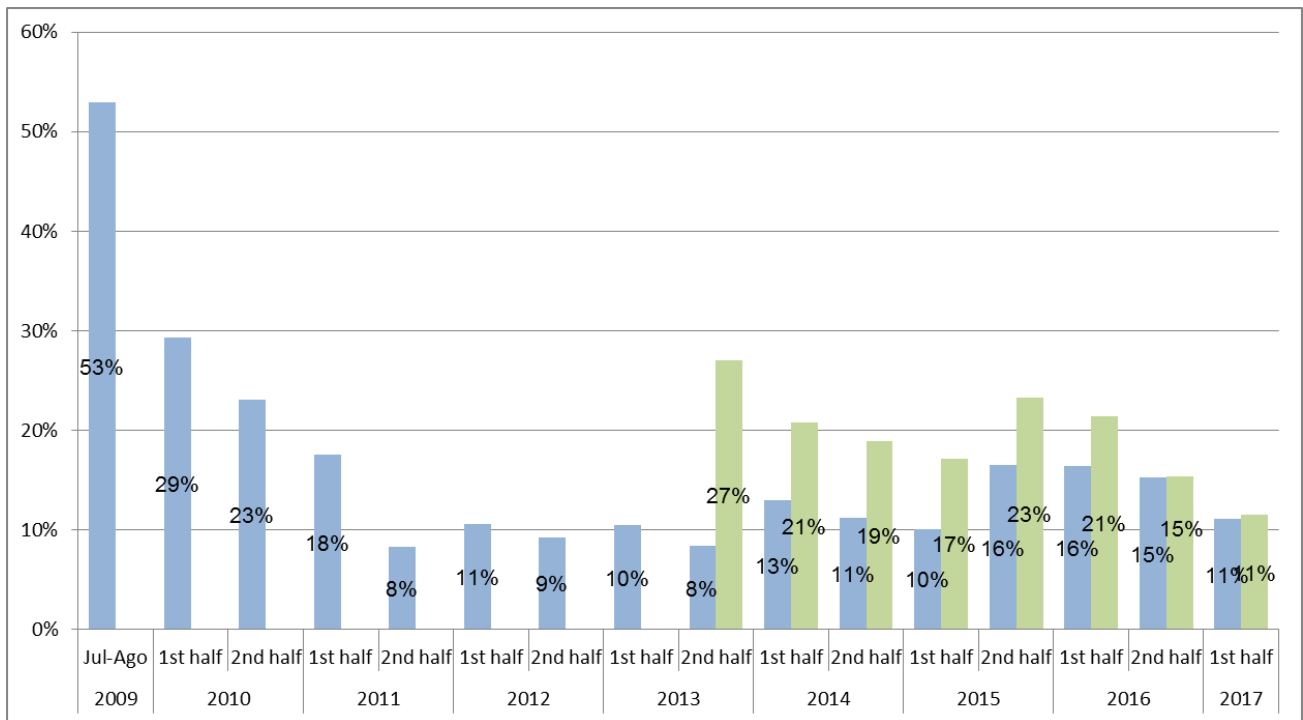


Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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

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

### 5.3 Missing Waste and Security information

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

The percentage of missing Waste and Security notifications were 54% and 27% of ship calls respectively (see Table 1), as compared to 56% and 48% in the previous period. These numbers need to be further analysed in order to understand the difference between the numbers of ship calls and the associated Waste and Security notifications (NB exemptions registered in the SSN system were taken into account when analysing the missing Waste and Security information). When analysing the missing Security information, domestic voyages (i.e. ship calls identifying the ‘LastPort’ as belonging to the reporting MS) were also taken into account.

**Recommendation 11:** Member States are invited to ensure that all notifications are provided in compliance with the requirements of Directives 2002/59/EC (as amended) and 2010/65/EU, and to analyse the difference between the numbers of ship calls and the relevant Waste and Security notifications.

## 5.4 Availability of the detailed part of notifications

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

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

The status of the availability of the detailed part of notifications provided by MSs is shown in Table 11, Annex III. The table shows that Malta and Portugal do not provide responses (MS2SSN\_ShipCall\_Res) to the SSN system because the request/response mechanism is not working. In addition, it was found that Estonia does provide responses to Security requests, and that Germany, Ireland, Italy, Norway and Spain do not always provide the complete information in the detailed part of notifications. For example, Hazmat information does not include the quantity or IMO Class, Waste notifications do not include the waste type and quantities per waste type, and Security notifications do not include information on the last 10 calls at port facilities.

**Recommendation 12:** Malta and Portugal are invited to ensure that the detailed part of the relevant notifications is made available to MS data requesters in electronic format.

**Recommendation 13:** MSs are invited to ensure that their contact details are kept updated and made available to MS data requesters on a 24/7 basis as a back-up solution for the provision of the detailed part of notifications.

## 5.5 Rejected notifications

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

- Messages identified by MSRefId [MSREFID] already registered in SSN (Sent by [SENDER]) (71%);
- Port Plus notifications not having ETAToNextPort subsequent to the ETDFromPortOfCall. ETAToNextPort greater than ETDFromPortOfCall. (9%);
- At least one contact detail must be provided (Phone, Fax or Email) (5%);
- [SENDER]: Port Plus notifications with the specified shipCallId [SHIPCALLID] already registered in SSN by [SENDER] (2%);
- ATAToPortOfCall should be provided when ATDFromPortOfCall is reported (2%).

The results can be found in Annex III (Tables 12 and 13). It should be noted that missing messages affect the proper implementation of both the VTMIS and PSC Directives. In comparison with the previous reporting period, the overall percentage of rejected PortPlus notifications has improved from 1.91% to 1.40%. Most of the rejected messages (71%) relate mainly to the re-use of the same MsRefID, and the issue is being investigated by EMSA and affected MSs.

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

**Recommendation 14:** MSs are invited to rectify the reported quality problems in order to ensure that rejected messages are eliminated, in particular by implementing checking rules in order to minimise inconsistent data in national SSN systems.



## 6. SSN INTERFACE WITH THETIS

### 6.1 ATA and ATD not provided via PortPlus notifications

MSs have the responsibility for providing the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages<sup>1</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.

50,666 of the ship calls created in SSN during July 2017 (via PortPlus) fell within the scope of these Directives (see Table 14, Annex IV). On average, 3.5% of ship call notifications lacked both the ATA and the ATD. In addition, a further 3.5% lacked only the ATD, despite the ships having already departed. The overall situation has worsened since the last reporting period (January 2017) and requires further effort from Member States (see Figures 3 and 4 in Annex IV).

**Recommendation 15:** MSs are invited to ensure that correct ATA and ATD information is always provided in compliance with the requirements of Article 24 of Directive 2009/16/EC (as amended).

### 6.2 Timeliness of ATA and ATD reported in SSN

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

THETIS implemented a new rule in June 2012 in order to reject ATAs or ATDs which are provided more than 3 hours in advance of the system date and time.

EMSA compared the timeliness of ATA and ATD information with the date/time sent (the “SentAt” element in the notification), and Annex IV (Table 15) shows the results by MS. Croatia, Cyprus, Denmark, Finland, Germany, Greece, Portugal, Spain and the United Kingdom are the MSs mostly affected. ATAs provided more than 3 hours in advance, and which were therefore rejected by THETIS, affect 0.08% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 13.5% and 12.5% of overall ship calls respectively. These notifications were not rejected by THETIS.

**Recommendation 16:** MSs are invited to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages via SSN within a reasonable time in compliance with the requirements of Article 24 of Directive 2009/16/EC (as amended).

## 7. LRIT IMPLEMENTATION

The second modification to the LRIT system went into production on 18 April for all LRIT components, as set out by the Sub-Committee on Navigation, Communications and Search and Rescue (NCSR) in its fourth session.

Release v3.0 of the EU LRIT DC was deployed in production on 18 April 2017, as agreed during IMO NCSR 4 (6-10 March 2017), and implements: the use of SURPIC for coastal users; additional filtering possibilities (flag and ship type) and; the possibility to upload Coastal State Standing Orders directly from the EU LRIT CDC to the DDP Server. A new release (v2.1) of the EU LRIT SHIP Database is currently being developed by the contractor. It is expected that it will be deployed in the production environment during Q4 2017, and it will mainly involve small improvements and bug corrections. The first release candidate was planned for delivery for testing by 20 September 2017.

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<sup>1</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 there is a ship-shore interface.

Release v3.0 of the LCT was developed in order to take into account the modification to the billing rules introduced by release v3.0 of the EU LRIT CDC. Release v3.0 of the IDE, implementing the second modification of the LRIT system as directed by IMO, was deployed in production on 18 April 2017.

A new release (v3.1) of the LRIT IDE software is being tested, and will be deployed in the production environment in Q4. This new release addresses findings identified in a previous audit, as well as including additional IMO and IMSO requirements.

## 8. LRIT AVAILABILITY AND PERFORMANCE

The availability of the EU LRIT CDC was 99.82% from 4 June 2016 to 3 June, according to IMSO audit n°8 (on-going), and the availability of its User Web Interface was 99.78%. The availability of the EU LRIT Ship Database User web Interface during Q2 2017 was 99.97%.

During the period 18 May - 31 July 2017, the availability of LRIT IDE PRODUCTION was 100%, with no continuous downtime experienced, and the LRIT IDE processed 99.96% of the messages in less than 30 seconds in accordance with the IMO performance standard.

## 9. USE OF THE LRIT SERVICES

### 9.1 EU LRIT CDC

The following table illustrates the user activity in the UWI of the EU CDC during Q2 2017:

	April	May	June
Number of users	762	766	719
Number of user connections	1699	1823	1928

The EU CDC XML interface is based on Web Services (SOAP v. 1.2), and allows external systems (ES) to request and receive LRIT Information in an automatic way via a system-to-system interface. Currently, eight XML interfaces are in operation with the EU CDC participating countries:

- The LRIT2ES interface allows EU CDC participating countries to receive LRIT information from the EU CDC (typically the 6h mandatory position reports and position reports resulting from activated Coastal Standing Orders).
- The ES2LRIT interface allows EU CDC participating countries to receive the above information, and also to request LRIT information, including making specific requests. Belgium, Italy, Montenegro, and Poland implemented this type of interface.

The table below shows the countries that are using XML interfaces, the information received and the number of requests made through ES2LRIT interfaces during Q2 2017.

Country	Mandatory and polled position reports	Position requests	Ship particulars requests
BELGIUM-ES	42823	0	0
DENMARK-ES	137161	N/A	N/A

Country	Mandatory and polled position reports	Position requests	Ship particulars requests
GREENLAND-ES	4973	N/A	N/A
IRELAND-ES	45429	N/A	N/A
ITALY-ES	212252	1339	0
MONTENEGRO-ES	1203	0	0
NORWAY-ES	230566	N/A	N/A
POLAND-ES	7288	0	2496

## 9.2 LRIT IDE

During the period from 18 May - 31 July 2017, LRIT IDE production processed 3.547.810 messages, and the number of position reports was 3.552.628 (of all types).

## 10. LRIT DATA QUALITY

This section deals with data that is processed by the EU LRIT CDC or contained in the EU LRIT Ship Database.

The “SSN status report,” which is sent to MSs once per year by EMSA and highlights SSN-related topics that need to be improved, has also included a section on the status of LRIT since the beginning of 2017. The report refers to issues linked with possibly invalid flags, and with ships that are not integrated or not reporting properly.

### 10.1 EU LRIT CDC

This section refers to the EU CDC Quality of Service (QoS), which assesses whether messages were properly delivered. According to the MSC Res. 263(84) §13 document, the IMO definition of QoS is:

$$\text{QoS} = \frac{\text{Number of delivered LRIT reports meeting latency requirements}}{\text{Total number of LRIT information requests}} \times 100\%$$

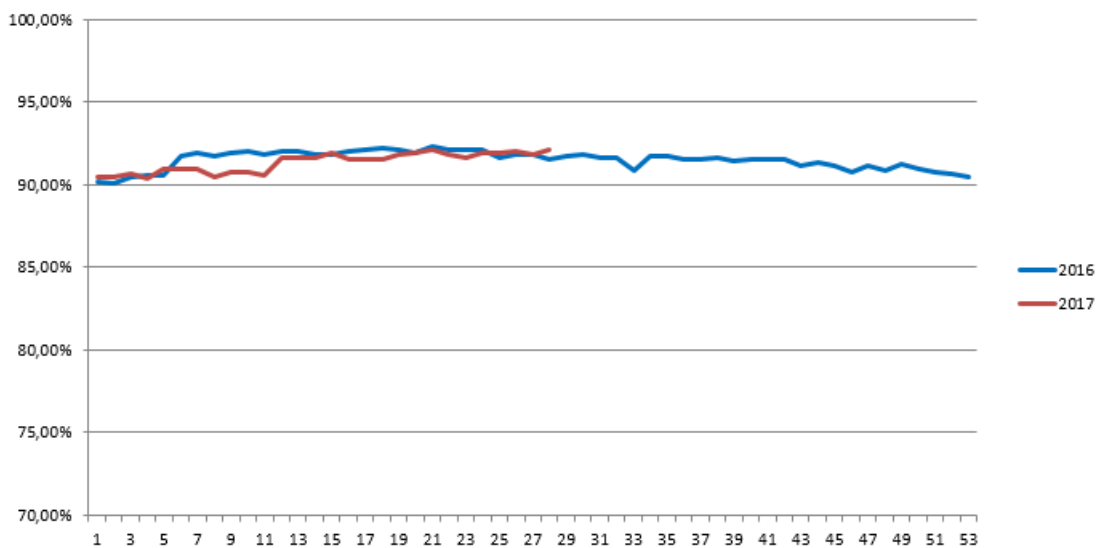
The QoS refers to Periodic (Type 1), Poll (Type 2) and SAR (Type 3) position reports which were delivered by the EU LRIT CDC in accordance with the IMO requirements. The target QoS is 95% over any 24-hour period (24h QoS) and 99% over any 1 month (30d QoS).

The table below presents the monthly QoS covering both the periodic and polled messages:

	April	May	June
<b>Monthly IMO-30d QoS (target 99%)</b>	99.70%	99.84%	99.67%

<b>Number of delivered reports that did not meet the IMO requirements</b>	2,739	1,503	2,991
<b>Percentage of delivered reports that did not meet the IMO requirements</b>	0.30%	0.16%	0.33%
<b>Total number of reports sent by EU CDC</b>	905,705	935,786	904,067

The graph below shows the percentage of ships reporting properly in the EU LRIT CDC for 2016 and the beginning of 2017. During the second quarter of 2017, the reporting was stable and maintained the good percentage achieved as a result of the ASP campaign in February.



**Recommendation 17:** LRIT Operational Contact points are invited to regularly check the reporting status of their ships in the EU LRIT CDC, and to take the appropriate actions listed there in order to ensure high reporting rates for their fleets.

## 10.2 EU LRIT SHIP Database

Since 2016, the EMSA MSS has been checking the flags of ships registered in the EU LRIT Ship Database by cross-checking with external sources. This information is now included in the SSN/LRIT yearly status report.

With respect to the data entered by national LRIT Ship Database managers, it appears that 1.4% of the terminals uploaded have at least one invalid entry. Therefore, these terminals cannot be integrated in the EU LRIT CDC until corrections have been made.

**Recommendation 18:** LRIT Ship Database managers are invited to thoroughly check data entered in the EU LRIT Ship Database in to avoid delays related to the integration or non-reporting of ships in the EU LRIT CDC. Also, changes of flag should be reflected as soon as possible in the EU LRIT Ship Database in order to ensure that the correct vessels are tracked.

## 11. ACTIONS PROPOSED

MSs are invited to provide feedback on the reported issues.

## Annex I: SSN system implementation by Member State

Member State	SSN Data Quality					SSN Interface with Thetis				SSN Version	Relevant issues affecting Member State
	Missing Information				PortPlus Rejections	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat	Waste	Security		Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
<b>Belgium</b>	0.5%	3.9%	23.3%	6.3%	0.01%	0.4%	0.0%	0.0%	0.0%	v3	- High number of missing Waste and Security information (Mar 2017)
<b>Bulgaria</b>	0.0%	0.0%	0.9%	0.0%	0.59%	2.7%	0.0%	0.2%	0.3%	v3	- Non-EU Departure Hazmat reported for vessels coming from EU ports (Sep 2016)
<b>Croatia</b>	0.0%	1.0%	62.1%	0.1%	0.02%	0.2%	0.0%	0.0%	5.4%	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) - High number of missing Waste information (Mar 2017)
<b>Cyprus</b>	1.3%	21.4%	7.2%	4.1%	0.00%	0.0%	0.0%	0.2%	0.7%	v3	- High number of missing Hazmat and Waste information (Aug 2017)
<b>Denmark</b>	2.7%	8.6%	27.3%	19.5%	1.10%	12.4%	1.2%	0.9%	2.7%	v3	- Missing to provide Persons on Board (POB) information (Apr 2009) - Double reporting of ship calls for Danish ports after switching to SSN V3 (Jun 2015) - High number of ship calls missing ATD (Jun 2015) - Abnormal high number of rejected PortPlus notifications (Mar 2016) - High number of missing PortPlus (Aug 2017), Hazmat (Sep 2016), Waste and Security information (Mar 2017) - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2016)
<b>Estonia</b>	0.0%	0.0%	38.6%	48.7%	0.04%	0.0%	0.3%	0.0%	0.1%	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 (Sep 2016) - High number of missing Waste and Security information (Mar 2017)
<b>Finland</b>	0.4%	4.8%	34.2%	0.0%	0.50%	1.7%	3.1%	0.0%	0.4%	v3	- Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014) - High number of missing Hazmat (Sep 2016) and Waste information (Mar 2017) - High number of ship calls missing ATA / ATD (Mar 2017)
<b>France</b>	1.3%	16.8%	81.7%	36.2%	0.33%	0.9%	0.6%	0.0%	0.2%	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) - High number of missing Hazmat (Sep 2016), Waste and Security information (Mar 2017) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2017)
<b>Germany</b>	3.3%	4.1%	54.1%	53.3%	1.18%	2.2%	7.9%	0.0%	2.3%	v3	- Abnormal high number of rejected PortPlus notifications (Sep 2016) - Missing to provide Persons on Board (POB) information (Mar 2017) - High number of missing Waste and Security information (Mar 2017) - High number of ship calls missing ATA / ATD (Mar 2017) - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2017)
<b>Greece</b>	0.5%	0.9%	not yet provided	not yet provided	0.48%	5.4%	2.8%	0.3%	0.7%	v2 / v3	- Use of the dummy Persons on Board (POB) value (Apr 2009) - Remaining gaps in AIS coverage in Greek waters (Apr 2009) - SSN version 3 not yet fully implemented - some data still in V2 and no Waste and Security information reported (Mar 2017) - High number of ship calls missing ATD (Mar 2017)
<b>Iceland</b>	0.0%	no data	1.5%	0.0%	0.06%	0.2%	7.5%	0.0%	0.0%	v3	- High number of ship calls missing ATA and/or ATD (Sep 2015)
<b>Ireland</b>	0.7%	14.6%	0.0%	0.0%	0.21%	0.1%	0.1%	0.1%	0.5%	v3	- Missing MRS reports from WETREP (Jan 2009) - High number of missing Hazmat information (Mar 2017)
<b>Italy</b>	1.0%	8.6%	35.3%	12.3%	0.03%	0.8%	1.4%	0.0%	0.4%	v3	- High number of missing Hazmat information (Sep 2016) - High number of missing Waste and Security information (Mar 2017)

**Table 1 – Implementation status by Member State on 17 August 2017**

Member State	SSN Data Quality					SSN Interface with Thetis				SSN Version	Relevant issues affecting Member State
	Missing Information				PortPlus Rejections	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat	Waste	Security		Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Latvia	0.0%	7.6%	2.9%	0.0%	0.49%	0.4%	0.2%	0.0%	0.2%	v3	- High number of missing Hazmat information (Aug 2017)
Lithuania	0.0%	0.0%	0.3%	2.6%	0.22%	0.3%	0.0%	0.0%	0.0%	v3	
Malta	12.1%	58.5%	no data	no data	1.75%	94.0%	6.0%	no data	no data	v3	- High number of missing Port information (Sep 2016), Hazmat, Waste and Security information (Mar 2017) - Abnormal high number of rejected PortPlus notifications (Mar 2017) - High number of ship calls missing ATA / ATD (Mar 2017) - Hazmat, Waste and Security details (XML) not available upon request (Oct 2016)
Netherlands	0.9%	3.3%	29.9%	15.4%	9.94%	2.1%	0.6%	0.0%	0.2%	v3	- High number of missing Waste and Security information (Mar 2017) - Abnormal high number of rejected PortPlus notifications (Mar 2017) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2017) - High number of ship call updates repeating previously sent information (Aug 2017)
Norway	1.8%	7.7%	25.9%	8.1%	0.02%	8.5%	16.3%	0.0%	0.0%	v3	- Missing MRS reports from BAREP (Aug 2013) - High number of ship calls missing ATA and/or ATD (Sep 2015) - High number of missing PortPlus (Aug 201), Hazmat, Waste and Security information (Mar 2017)
Poland	0.0%	1.5%	7.6%	2.7%	0.16%	0.1%	0.1%	0.1%	0.8%	v3	- High number of ship call updates repeating previously sent information (Mar 2016) - High number of missing Waste information (Aug 2017)
Portugal	n.a.	no data	not yet provided	not yet provided	0.93%	1.0%	5.7%	0.0%	16.1%	v2	- Missing MRS reports from WETREP (Jan 2009) - SSN version 3 not yet implemented - Hazmat and Ship MRS details (XML) not available upon request (Aug 2016) - High number of ship calls missing ATA and/or ATD (Aug 2017) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2017) - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2017)
Romania	0.0%	0.0%	1.9%	0.5%	0.00%	5.4%	0.5%	0.0%	0.1%	v3	- High number of ship calls missing ATA and/or ATD (Aug 2017)
Slovenia	0.7%	0.9%	0.0%	0.0%	0.81%	29.6%	0.9%	0.0%	0.0%	v3	- High number of ship calls missing ATA and/or ATD (Aug 2017)
Spain	0.4%	31.4%	61.1%	2.1%	0.86%	2.9%	8.7%	0.0%	3.6%	v3	- Use of the dummy Persons on Board (POB) value or missing to provide this value (Jan 2009) - High number of missing Hazmat (Sep 2016) and Waste Information (Mar 2017) - High number of ship calls reporting late Hazmat, ATA and/or ATD information (Mar 2017) - High number of ship calls missing ATA and/or ATD (Aug 2017)
Sweden	2.8%	14.0%	66.4%	33.2%	0.10%	2.3%	1.5%	0.2%	0.5%	v3	- High number of ship calls missing ATA and/or ATD (Sep 2015) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Sep 2016) - High number of missing Port, Hazmat, Waste and Security Information (Mar 2017)
United Kingdom	2.6%	18.4%	62.8%	33.2%	0.02%	2.2%	1.7%	0.0%	1.2%	v3	- Missing MRS reports from CALDOVREP (Jan 2009) - Use of the dummy Persons on Board (POB) value (Jan 2009) - Waste and Security reports are not yet provided by Gibraltar system although already in production for SSN V3 (Feb 2016) - Hazmat details (XML) not available upon request for port of Gibraltar (Mar 2016) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Sep 2016) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2016) - High number of missing PortPlus (Aug 2017), Hazmat, Waste and Security information (Mar 2017) - High number of ship calls missing ATA and/or ATD (Aug 2017)
<b>Total</b>	<b>1.4%</b>	<b>11.2%</b>	<b>54.1%</b>	<b>26.9%</b>	<b>1.40%</b>	<b>3.5%</b>	<b>4.2%</b>	<b>0.1%</b>	<b>1.4%</b>	<b>-</b>	<b>Updated: 17 August 2017</b>

Table 1 – Implementation status by Member State on 17 August 2017 (cont.)

Member State	Shipcalls			AIS <sup>(1)</sup>	MRS	Incident Reports <sup>(2)</sup>	Total
	New	Updates	Cancelations				
Belgium	13,639	143,053	327	114,076,432	326	6	114,233,783
Bulgaria	1,730	9,829	28	11,199,508	-	1	11,211,096
Croatia	4,315	22,554	100	15,242,330	2,901	44	15,272,244
Cyprus	1,904	16,929	92	20,265,482	-	-	20,284,407
Denmark	11,816	29,267	266	120,980,145	37,592	27	121,059,113
Estonia	5,869	31,127	82	20,008,736	42,172	13	20,087,999
Finland	17,790	173,096	30	3,418,326	21,072	68	3,630,382
France	29,789	144,640	1,472	54,998,875	69,899	193	55,244,868
Germany	30,086	139,890	318	161,561,496	-	10	161,731,800
Greece	34,801	80,045	990	42,431,275	-	67	42,547,178
Iceland	1,351	2,693	97	54,146,105	3,639	1	54,153,886
Ireland	6,725	25,727	69	29,506,319	-	12	29,538,852
Italy	38,224	232,539	893	142,176,514	8,702	281	142,457,153
Latvia	3,629	25,223	65	11,047,131	-	10	11,076,058
Lithuania	2,170	18,553	51	5,994,653	-	11	6,015,438
Malta	5,345	34,604	352	9,021,346	-	12	9,061,659
Netherlands	25,104	284,978	1,079	190,755,973	-	69	191,067,203
Norway	48,857	257,557	2,918	299,378,540	-	18	299,687,890
Poland	7,828	108,742	875	28,384,351	6,031	3	28,507,830
Portugal <sup>(1)</sup>	-	-	-	29,464,812	-	15	29,464,827
Romania	2,475	8,769	109	27,597,501	-	4	27,608,858
Slovenia	1,050	7,782	26	6,482,552	848	5	6,492,263
Spain	79,035	536,809	8,268	170,827,645	13,185	56	171,464,998
Sweden	25,652	134,759	868	5,815,060	-	42	5,976,381
United Kingdom	65,211	263,808	4,350	18,508,729	111	83	18,842,292
<b>Total</b>	<b>464,395</b>	<b>2,732,973</b>	<b>23,725</b>	<b>1,593,289,836</b>	<b>206,478</b>	<b>1,051</b>	<b>1,596,718,458</b>

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

(2) Includes Alert notifications and Incident reports

(3) Due to a technical problem Portugal was not sending PortPlus and Ship MRS notifications between 25 August 2016 and 19 July 2017

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

Reporting period: January – June 2017

Member State	Expired exemptions				Valid exemptions				Scheduled (upcoming) exemptions				Total
	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	Hazmat	Pre-Arrival	Waste	Security	
Belgium	-	-	-	145	-	-	-	59	-	-	-	2	206
Bulgaria	-	-	-	-	-	-	-	-	-	-	-	-	-
Croatia	-	43	-	-	-	108	-	-	-	-	-	-	151
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	2	-	-	-	81	41	-	-	-	-	-	-	124
Estonia	4	-	16	2	-	-	-	14	-	-	-	-	36
Finland	-	-	68	5	7	20	330	83	-	-	-	-	513
France	2	-	2	2	18	6	4	35	-	-	-	-	69
Germany	-	-	-	-	-	-	-	-	-	-	-	-	-
Greece	-	33	-	-	-	181	-	-	-	-	-	-	214
Iceland	-	-	-	-	-	9	-	-	-	-	-	-	9
Ireland	-	-	-	-	-	-	-	-	-	-	-	-	-
Italy	74	58	41	-	645	617	315	149	-	-	4	-	1,903
Latvia	-	-	-	-	-	-	-	-	-	-	-	-	-
Lithuania	-	-	-	2	-	-	-	16	-	-	-	-	18
Malta	-	-	-	-	-	-	-	-	-	-	-	-	-
Netherlands	-	-	-	6	-	-	-	170	-	-	-	-	176
Norway	4	-	-	-	-	-	-	-	-	-	-	-	4
Poland	-	-	10	-	-	2	35	40	-	-	-	-	87
Portugal	-	-	-	-	-	-	-	-	-	-	-	-	-
Romania	-	-	-	-	-	-	-	-	-	-	-	-	-
Slovenia	-	-	-	-	-	-	-	-	-	-	-	-	-
Spain	-	-	-	-	-	-	-	-	-	-	-	-	-
Sweden	-	-	-	-	8	8	-	-	-	-	-	-	16
United Kingdom	193	213	-	-	178	77	-	-	-	-	-	-	661
<b>Total</b>	<b>279</b>	<b>347</b>	<b>137</b>	<b>162</b>	<b>937</b>	<b>1,069</b>	<b>684</b>	<b>566</b>	<b>-</b>	<b>-</b>	<b>4</b>	<b>2</b>	<b>4,187</b>

Table 3 – Number of exemptions by type of notification registered in SSN on 4 August 2017  
(Exemptions registered previous to SSN V3 deployment were migrated on 12 September 2016 and are already 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	Domestic	Information Reported	Exemption Registered
Belgium	2,237	2,237	-	135	1,307	18	1,713	3	236	1,795	64
Bulgaria	331	331	-	61	69	-	328	-	40	291	-
Croatia	2,160	2,160	-	10	67	-	818	-	1,683	474	-
Cyprus	291	291	-	37	47	-	270	-	45	234	-
Denmark	1,803	1,548	-	31	357	8	1,309	1	447	1,004	1
Estonia	1,190	1,185	-	37	393	-	635	96	23	402	185
Finland	3,216	3,159	-	51	690	-	956	1,160	921	2,295	-
France	5,847	5,446	352	477	2,403	541	897	171	1,288	910	1,530
Germany	5,080	5,080	-	119	1,779	1,748	2,304	30	-	2,344	28
Greece	8,820	8,799	-	336	1,128	-	-	138	260	-	-
Iceland	460	460	-	6	52	-	453	-	309	151	-
Ireland	1,206	1,206	-	18	449	-	1,206	-	105	1,101	-
Italy	8,660	8,660	-	373	2,086	452	4,128	1,476	4,718	2,854	19
Latvia	561	561	-	15	169	-	545	-	25	536	-
Lithuania	385	385	-	14	105	-	384	-	2	300	73
Malta <sup>(1)</sup>	-	-	-	-	-	-	-	-	-	-	-
Netherlands	4,500	4,499	-	1,766	1,720	18	2,954	201	901	2,699	205
Norway	3,904	3,888	-	29	620	40	2,891	-	2,465	1,123	-
Poland	1,347	1,339	-	20	374	-	1,000	245	148	979	183
Portugal	646	619	-	46	246	-	-	-	292	-	4
Romania	420	418	-	72	63	-	412	-	41	377	-
Slovenia	160	160	-	34	91	-	160	-	2	158	-
Spain	14,475	14,474	-	236	1,102	-	5,626	3	9,700	4,474	-
Sweden	3,609	3,609	-	61	699	13	899	313	527	1,475	409
United Kingdom	11,032	10,776	33	464	1,914	314	4,062	46	4,586	2,304	476
<b>Total</b>	<b>82,340</b>	<b>81,290</b>	<b>385</b>	<b>4,448</b>	<b>17,930</b>	<b>3,152</b>	<b>33,950</b>	<b>3,883</b>	<b>28,764</b>	<b>28,280</b>	<b>3,177</b>

Table 4 – Number of ship calls and how the detailed part of notifications is reported by Member States

Reporting period: July 2017

(1) Malta did not send any ATD for their ship calls in July (see Table 14) so there are no "closed" ship calls to be analysed.

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	23,880,353	North Sea
Bulgaria	-	2,970,563	MARES
Croatia	-	4,107,082	MARES
Cyprus	5,470	6,764,775	MARES
Denmark	-	31,527,409	HELCOM
Estonia	-	4,346,224	HELCOM
Finland	-	11,642,794	HELCOM
France	-	16,669,757	North Sea and MARES (Mediterranean Coast)
Germany	730,365	30,904,466	SSN SI Germany
Greece	-	10,214,574	MARES
Iceland	-	11,972,588	North Atlantic
Ireland	-	5,588,969	North Sea
Italy	-	37,788,290	MARES
Latvia	-	2,271,275	HELCOM
Lithuania	-	1,374,367	HELCOM
Malta	-	1,837,460	MARES
Netherlands	-	36,125,671	North Sea
Norway	-	57,531,804	North Atlantic
Poland	-	6,146,802	HELCOM
Portugal	-	6,011,323	MARES
Romania	-	5,803,519	MARES
Slovenia	-	1,260,504	HELCOM
Spain	-	42,067,200	MARES
Sweden	-	36,118,195	HELCOM
United Kingdom	-	27,198,284	North Sea and MARES (Gibraltar)
<b>Total</b>	<b>735,835</b>	<b>422,124,248</b>	

**Table 5 – Number of AIS reports by Member State and Interface**  
**Reporting period: July 2017**

Note: Cyprus sent Ship AIS notifications using the XML interface on 14 July 2017 due to a temporary technical problem that was resolved on the same day.

Member State	MRS	Area	Ship MRS Notifications		
			SSN V2	SSN V3	TOTAL
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	45	45
Bulgaria	-	-	-	-	-
Croatia	ADRIREP	Adriatic Sea	-	530	530
Cyprus	-	-	-	-	-
Denmark	BELTREP	Great Belt	-	2,176	5,130
	SOUNDREP	The Sound	-	2,954	
Estonia	GOFREP	Gulf of Finland	-	7,242	7,242
Finland	GOFREP	Gulf of Finland	-	4,100	4,100
France	BONIFREP	Strait of Bonifacio (only DPG )	-	329	12,119
	CALDOVREP	Dover Strait/ Pas de Calais	-	3,088	
	MANCHREP	Off Les Casquets/ La Manche	-	4,970	
	OUESSREP	Off Ouessant	-	3,725	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	7	
Germany	-	-	-	-	-
Greece	-	-	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	-	180	180
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	-	-
Italy	ADRIREP	Adriatic Sea	-	1,346	1,665
	BONIFREP	Strait of Bonifacio (only DPG )	-	319	
Latvia	-	-	-	-	-
Lithuania	-	-	-	-	-
Malta	-	-	-	-	-
Netherlands	-	-	-	-	-
Norway	BAREP	Barents Sea	-	-	-
Poland	GDANREP	Gulf of Gdansk	-	1,322	1,322
Portugal	COPREP	Coast of Portugal	704	-	704
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	-	
Romania	-	-	-	-	-
Slovenia	ADRIREP	Adriatic Sea	-	85	85
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	-	40	1,563
	FINREP	Finisterre (NW Coast of Spain)	-	497	
	GATREP <sup>(1)</sup>	Gulf of Almeria (Gata Cape)	-	389	
	GIBREP	Strait of Gibraltar	-	626	
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	11	
Sweden	SOUNDREP <sup>(2)</sup>	The Sound	-	-	-
United Kingdom	CALDOVREP	Dover Strait/ Pas de Calais	-	-	52
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	-	52	
<b>Total</b>			<b>704</b>	<b>34,034</b>	<b>34,738</b>

(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: July 2017**

*Those MRSs not yet providing information to SSN are highlighted in red (status on 9 August 2017)*

Member State	Alert Notifications		Incident Reports								Alert Notifications	Sub-Total Incident Reports		Total
	SITREP	Others	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others		XML	WEB	
Belgium	-	-	6	-	-	-	-	-	-	-	-	6	-	6
Bulgaria	-	-	-	-	-	-	-	1	-	-	-	-	1	1
Croatia	-	-	24	2	-	-	-	-	16	2	-	44	-	44
Cyprus	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	-	20	7	-	-	-	-	-	-	-	-	27	27
Estonia	-	-	12	-	-	-	-	-	1	-	-	13	-	13
Finland	-	-	37	-	-	-	14	1	-	16	-	-	68	68
France	-	-	152	1	-	2	3	5	1	29	-	191	2	193
Germany	-	-	5	1	-	-	-	-	-	4	-	-	10	10
Greece	-	-	53	1	-	-	-	-	2	11	-	-	67	67
Iceland	1	-	-	-	-	-	-	-	-	-	1	-	-	1
Ireland	-	-	10	2	-	-	-	-	-	-	-	-	12	12
Italy	-	-	194	1	-	-	4	6	5	71	-	-	281	281
Latvia	-	-	9	-	-	-	-	-	-	1	-	-	10	10
Lithuania	8	-	1	-	-	-	-	-	2	-	8	3	-	11
Malta	-	-	8	-	-	-	-	-	1	3	-	-	12	12
Netherlands	-	-	50	1	1	1	-	-	-	16	-	-	69	69
Norway	-	-	13	-	-	2	-	-	-	3	-	-	18	18
Poland	-	-	3	-	-	-	-	-	-	-	-	3	-	3
Portugal	-	-	11	-	-	-	-	3	-	1	-	-	15	15
Romania	-	-	4	-	-	-	-	-	-	-	-	-	4	4
Slovenia	5	-	-	-	-	-	-	-	-	-	5	-	-	5
Spain	-	-	32	1	-	-	-	-	1	22	-	54	2	56
Sweden	-	-	1	-	-	-	-	-	-	41	-	-	42	42
United Kingdom	-	-	71	1	-	-	-	-	9	2	-	-	83	83
<b>Total</b>	<b>14</b>	<b>0</b>	<b>716</b>	<b>18</b>	<b>1</b>	<b>5</b>	<b>21</b>	<b>16</b>	<b>38</b>	<b>222</b>	<b>14</b>	<b>314</b>	<b>723</b>	<b>1,051</b>

Table 7 – Number of Alert Notifications and Incident Reports by Member State and by Type  
Reporting period: January – June 2017

## Annex II: Operational status by Member State

Member State	Requests		Total
	Shipcall	Ship (AIS/MRS)	
Belgium	3	2,012 <sup>(1)</sup>	2,015
Bulgaria	2	-	2
Croatia	16	-	16
Cyprus	13	4	17
Denmark	34	20	54
Estonia	250,660 <sup>(2)</sup>	-	-
Finland	3	5	8
France	11	1	12
Germany	3	-	3
Greece	34	-	34
Iceland	-	-	-
Ireland	-	-	-
Italy	41	-	41
Latvia	-	-	-
Lithuania	2,969	-	2,969
Malta	-	-	-
Netherlands	59	-	59
Norway	411,261 <sup>(3)</sup>	-	411,261
Poland	10	1	11
Portugal	-	-	-
Romania	-	-	-
Slovenia	428	-	428
Spain	4	-	4
Sweden	1	-	1
United Kingdom	1	-	1
<b>Total</b>	<b>665,553</b>	<b>2,043</b>	<b>667,596</b>

(1) Periodic requests for checking availability of central SSN

(2) RecentAndCurrentShipCallsOfSelectedShip and GetActiveHazmatForSelectedShip requests in order fill in missing data in the Estonian National Single Window

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

**Table 8 – Number of requests by Member State and by type of notification**  
Reporting period: January-June 2017

### Annex III: Data quality

Member State	First half 2017 (Jan 2017 - Jun 2017)		2017									Evolution
	Nr. Checks	Notifications Missing	2013	2014		2015		2016		2017		
			Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun		
Belgium	209	1	2%	2%	2%	1%	1%	0%	0%	0.48%		
Bulgaria	150	0	0%	0%	0%	0%	0%	0%	0%	0.00%		
Croatia	139	0	-	-	-	5%	2%	0%	0%	0.00%		
Cyprus	150	2	1%	0%	0%	0%	0%	1%	0%	1.33%		
Denmark	225	6	7%	7%	4%	3%	8%	6%	1%	2.67%		
Estonia	150	0	1%	0%	5%	4%	0%	0%	0%	0.00%		
Finland	224	1	2%	0%	1%	2%	0%	1%	0%	0.45%		
France	225	3	2%	0%	4%	2%	1%	1%	0%	1.33%		
Germany	210	7	7%	5%	4%	5%	11%	3%	1%	3.33%		
Greece	196	1	3%	0%	0%	0%	0%	0%	0%	0.51%		
Iceland	140	0	0%	0%	0%	0%	0%	0%	0%	0.00%		
Ireland	142	1	1%	1%	1%	1%	1%	0%	1%	0.70%		
Italy	209	2	1%	1%	0%	0%	1%	3%	0%	0.96%		
Latvia	142	0	0%	0%	0%	1%	0%	0%	0%	0.00%		
Lithuania	141	0	1%	0%	0%	0%	0%	0%	0%	0.00%		
Malta	140	17	5%	3%	4%	6%	5%	6%	9%	12.14%		
Netherlands	212	2	0%	0%	0%	1%	0%	1%	1%	0.94%		
Norway	225	4	1%	2%	3%	1%	2%	0%	4%	1.78%		
Poland	140	0	0%	0%	0%	1%	1%	1%	0%	0.00%		
Portugal	0	0	1%	2%	2%	4%	3%	6%	7%	n.a.		
Romania	144	0	1%	0%	1%	0%	0%	1%	1%	0.00%		
Slovenia	150	1	0%	1%	0%	0%	0%	0%	0%	0.67%		
Spain	244	1	5%	2%	1%	2%	2%	4%	2%	0.41%		
Sweden	211	6	1%	2%	0%	1%	0%	1%	10%	2.84%		
United Kingdom	351	9	1%	2%	3%	2%	2%	3%	1%	2.56%		
<b>Total</b>	<b>4,469</b>	<b>64</b>	<b>1.9%</b>	<b>1.4%</b>	<b>1.6%</b>	<b>1.7%</b>	<b>1.8%</b>	<b>1.7%</b>	<b>1.5%</b>	<b>1.4%</b>		

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

Highlighting those values not complying with the IFCD

Member State	Hazmat EU Departure											
	First half 2017 (Jan 2017 - Jun 2017)		Previous and Current Reporting Periods Notifications Missing (%)									Evolution
	Nr. Checks	Notifications Missing	2013	2014		2015		2016		2017		
Jul-Dec			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun			
Belgium	118	1	1%	1%	5%	5%	5%	0%	2%	0.85%		
Bulgaria	12	0	0%	17%	14%	0%	0%	17%	18%	0.00%		
Croatia	66	1	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	1.52%		
Cyprus	13	3	50%	60%	50%	0%	33%	n.a.	n.a.	23.08%		
Denmark	37	3	14%	19%	10%	13%	54%	44%	58%	8.11%		
Estonia	75	0	3%	0%	3%	0%	4%	0%	13%	0.00%		
Finland	69	4	20%	42%	27%	18%	14%	11%	11%	5.80%		
France	121	12	6%	17%	17%	18%	21%	20%	7%	9.92%		
Germany	112	5	5%	2%	6%	4%	11%	10%	11%	4.46%		
Greece	102	1	0%	10%	10%	3%	0%	6%	6%	0.98%		
Iceland	0	0	n.a.	0%	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.		
Ireland	80	10	0%	100%	50%	50%	50%	0%	42%	12.50%		
Italy	133	8	8%	8%	7%	7%	11%	15%	5%	6.02%		
Latvia	73	6	0%	0%	0%	0%	5%	15%	5%	8.22%		
Lithuania	49	0	5%	11%	6%	5%	0%	0%	0%	0.00%		
Malta	83	51	6%	2%	16%	14%	0%	5%	34%	61.45%		
Netherlands	120	4	10%	8%	8%	3%	8%	11%	6%	3.33%		
Norway	87	6	13%	16%	9%	14%	22%	6%	16%	6.90%		
Poland	73	1	7%	7%	1%	2%	2%	10%	14%	1.37%		
Portugal	0	0	7%	10%	8%	6%	7%	3%	31%	n.a.		
Romania	17	0	0%	0%	0%	0%	11%	13%	0%	0.00%		
Slovenia	60	1	n.a.	0%	0%	0%	n.a.	n.a.	n.a.	1.67%		
Spain	122	40	11%	23%	32%	46%	53%	61%	45%	32.79%		
Sweden	70	8	24%	24%	17%	12%	14%	12%	14%	11.43%		
United Kingdom	238	49	7%	19%	16%	14%	15%	10%	12%	20.59%		
<b>Total</b>	<b>1,930</b>	<b>214</b>	<b>8.4%</b>	<b>12.9%</b>	<b>11.2%</b>	<b>10.0%</b>	<b>16.5%</b>	<b>16.4%</b>	<b>15.27%</b>	<b>11.09%</b>		

Member State	Hazmat non-EU Departure											
	First half 2017 (Jan 2017 - Jun 2017)		Previous and Current Reporting Periods Notifications Missing (%)									Evolution
	Nr. Checks	Notifications Missing	2014	2015		2016		2017				
Jul-Dec			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun					
Belgium	111	8	8%	7%	3%	9%	0%	7.2%				
Bulgaria	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Croatia	34	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Cyprus	1	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Denmark	21	2	91%	86%	89%	0%	0%	9.5%				
Estonia	51	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Finland	56	2	67%	56%	67%	#DIV/0!	0%	3.6%				
France	111	27	16%	25%	47%	46%	37%	24.3%				
Germany	83	3	1%	11%	13%	7%	14%	3.6%				
Greece	6	0	33%	0%	n.a.	n.a.	n.a.	n.a.				
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Ireland	2	2	100%	100%	50%	100%	n.a.	n.a.				
Italy	99	12	23%	16%	25%	32%	14%	12.1%				
Latvia	6	0	0%	33%	n.a.	n.a.	n.a.	n.a.				
Lithuania	31	0	100%	0%	n.a.	n.a.	n.a.	n.a.				
Malta	11	4	0%	0%	0%	0%	20%	36.4%				
Netherlands	121	4	24%	4%	8%	7%	9%	3.3%				
Norway	4	1	0%	0%	7%	0%	0%	25.0%				
Poland	57	1	3%	0%	0%	0%	0%	1.8%				
Portugal	0	0	15%	3%	5%	3%	12%	#DIV/0!				
Romania	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Slovenia	56	0	0%	0%	n.a.	n.a.	n.a.	n.a.				
Spain	114	34	50%	47%	53%	59%	35%	29.8%				
Sweden	59	10	16%	16%	7%	13%	17%	16.9%				
United Kingdom	203	32	10%	12%	16%	5%	7%	15.8%				
<b>Total</b>	<b>1237</b>	<b>142</b>	<b>19.0%</b>	<b>17.2%</b>	<b>23.3%</b>	<b>21.4%</b>	<b>15.4%</b>	<b>11.5%</b>				

Table 10 – Missing Hazmat EU Departure and non-EU Departure notifications by Member State and by reporting period<sup>2</sup>

Highlighting those values not complying with the IFCD

<sup>2</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.

Member State	Hazmat Details	MRS Details	Waste Details	Security Details
Belgium	Available	Available	Available	Available
Bulgaria	Available	-	Available	Available
Croatia	Available	Available	Available	Available
Cyprus	Available	-	Available	Available
Denmark	Available	Available	Available	Available
Estonia	Available	Available	Available	Unavailable
Finland	Available	Available	Available	Available
France	Available	Available	Available	Available
Germany	Available <sup>(2)</sup>	-	Available	Available
Greece	Available	-	Not implemented	Not implemented
Iceland	Available	Available	Available	Available
Ireland	Available <sup>(2)</sup>	Not implemented	Available <sup>(2)</sup>	Available
Italy	Available	Available	Available <sup>(2)</sup>	Available <sup>(2)</sup>
Latvia	Available	-	Available	Available
Lithuania	Available	-	Available	Available
Malta	Unavailable	-	Unavailable	Unavailable
Netherlands	Available	-	Available	Available
Norway	Available	Not implemented	Available <sup>(2)</sup>	Available
Poland	Available	Available	Available	Available
Portugal <sup>(1)</sup>	Unavailable	Unavailable	Not implemented	Not implemented
Romania	Available		Available	Available
Slovenia	Available	Available	Available	Available
Spain	Available	Available	Available <sup>(2)</sup>	Available
Sweden	Available	-	Available	Available
United Kingdom	Available <sup>(3)</sup>	Available	Available <sup>(3)</sup>	Available <sup>(3)</sup>

- (1) Data provided in V2 format  
(2) Response information incomplete  
(3) Not available for the system of port of Gibraltar

Table 11 – Availability of the detailed part of the notifications on 16 August 2017



Member State	July 2017		Previous and Current Reporting Periods - Notifications Rejected (%)									
	Port Plus Notifications	Port Plus Rejected	August 2013	January 2014	July 2014	January 2015	July 2015	January 2016	July 2016	January 2017	July 2017	Evolution
Belgium	25,343	2	0.02%	0.02%	0.04%	0.00%	0.14%	0.09%	0.42%	0.01%	0.01%	
Bulgaria	2,380	14	0.09%	0.77%	0.59%	0.11%	0.48%	0.58%	0.14%	0.00%	0.59%	
Croatia	5,469	1	0.00%	-	-	0	0.80%	0.55%	0.07%	0.00%	0.02%	
Cyprus	3,108	-	0.55%	1.24%	0.48%	0.55%	0.47%	0.20%	1.60%	1.09%	0.00%	
Denmark	7,610	84	0.71%	0.55%	0.64%	0.88%	15.46%	5.07%	15.04%	6.61%	1.10%	
Estonia	7,074	3	2.16%	0.38%	0.15%	0.40%	1.67%	0.19%	0.03%	19.03%	0.04%	
Finland	33,440	168	0.66%	1.82%	2.65%	4.71%	8.39%	6.69%	2.86%	1.78%	0.50%	
France	30,745	100	1.20%	0.70%	3.22%	1.81%	1.42%	1.02%	0.15%	0.16%	0.33%	
Germany	29,031	344	0.02%	0.07%	0.18%	0.22%	6.51%	3.69%	2.15%	1.88%	1.18%	
Greece	47,398	228	0.18%	0.09%	0.11%	0.04%	0.04%	0.04%	0.05%	0.75%	0.48%	
Iceland	1,584	1	0.00%	0.00%	0.63%	0.00%	17.31%	0.00%	0.00%	0.00%	0.06%	
Ireland	5,730	12	0.27%	0.54%	0.20%	0.68%	0.18%	0.28%	0.70%	0.68%	0.21%	
Italy	54,407	15	0.11%	0.11%	0.10%	0.16%	0.08%	0.19%	0.02%	0.05%	0.03%	
Latvia	4,271	21	0.36%	0.23%	0.73%	0.00%	0.35%	1.18%	0.35%	0.90%	0.49%	
Lithuania	3,634	8	0.76%	2.20%	0.00%	0.00%	0.00%	0.17%	0.00%	0.06%	0.22%	
Malta	6,746	118	3.63%	1.80%	1.07%	0.86%	0.26%	0.80%	0.68%	12.82%	1.75%	
Netherlands	64,409	6,404	0.57%	0.46%	0.47%	0.15%	1.71%	0.09%	0.70%	8.30%	9.94%	
Norway	57,584	13	4.16%	0.00%	0.06%	0.01%	0.13%	0.05%	0.39%	0.03%	0.02%	
Poland	14,562	23	1.52%	0.47%	0.00%	0.10%	0.14%	0.29%	0.01%	0.04%	0.16%	
Portugal	7,214	67	0.15%	0.29%	0.22%	0.29%	0.45%	0.45%	2.41%	-	0.93%	
Romania	2,236	-	1.02%	13.66%	1.19%	0.46%	0.05%	1.02%	1.00%	0.07%	0.00%	
Slovenia	1,114	9	0.43%	0.15%	0.23%	0.82%	0.83%	1.06%	1.56%	1.58%	0.81%	
Spain	117,827	1,011	0.01%	0.20%	0.02%	0.03%	9.15%	0.98%	0.67%	1.00%	0.86%	
Sweden	31,274	30	0.14%	2.13%	0.63%	0.15%	0.07%	0.07%	0.62%	0.92%	0.10%	
United Kingdom	56,952	12	0.05%	0.17%	0.12%	0.04%	0.13%	0.12%	0.15%	0.03%	0.02%	
<b>Total</b>	<b>621,142</b>	<b>8,688</b>	<b>0.66%</b>	<b>0.72%</b>	<b>0.55%</b>	<b>0.56%</b>	<b>3.31%</b>	<b>1.17%</b>	<b>0.90%</b>	<b>1.91%</b>	<b>1.40%</b>	

Table 12 – PortPlus notification 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.	768	To be corrected by MSs
R02	A Port Plus notification must have ETAtoNextPort subsequent to the ATDFromPortOfCall: ETAtoNextPort greater than ATDPortOfCall	-	To be corrected by MSs
R03	A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall.	56	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.	235	To be corrected by MSs
R05	A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	3	To be corrected by MSs
R06	An update Port Plus notification having ATAToPortOfCall 1 year prior to the time received which is different from ATAToPortOfCall recorded in the corresponding voyage could not be accepted.	8	To be corrected by MSs and in the Central SSN
<b>Group 2: missing "mandatory" information</b>			
R07	A Port Plus notification must have ETDFromPortOfCall unless PortOfCall = "ZZCAN" or ATDFromPortOfCall is provided.	3	To be corrected by MSs and in the Central SSN
R08	A Port Plus notification must have EtaToPortOfCall unless PortOfCall = "ZZCAN" or ATAToPortOfCall is provided.	70	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture must have a NextPort.	10	To be corrected by MSs
R10	A Port Plus notification with hazmat EUDeparture must have ETAToNextPort.	2	To be corrected by MSs
R11	A Port Plus notification having PortOfCall = 'ZZCAN' can only be accepted if no ATAToPortOfCall/ ATDFromPortOfCall has been provided up to now.	96	To be corrected by MSs
R12	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	-	To be corrected by MSs
R13	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	7	To be corrected by MSs
R14	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	189	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort.	15	To be corrected by MSs
R16	Arrival Notification Details once provided should be repeated in all update messages.	97	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	143	To be corrected by MSs

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

Reporting period: July 2017

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>			
R18	The message identified by MSRefId [MSREFID] has already been registered in SSN (Sent by [SENDER])	6,171	To be corrected by MSs and in the Central SSN
R19	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	185	To be corrected by MSs and in the Central SSN
R20	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.	92	To be corrected by MSs
R21	PortOfCall Locode [LOCODE] is not permitted. Verify your access rights as Portplus Notifier.	4	To be corrected by MSs
R22	The IMO number [IMONumber] is not valid	34	To be corrected by MSs
R23	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [SHIPCALLID] is invalid because no voyage was found with the specified shipCallId.	22	To be corrected by MSs
R24	PobVoyageTowardsPortOfCall has an invalid value	-	To be corrected by MSs
R25	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	8	To be corrected by MSs
R26	The UpdateNotifications information is not compatible with the updateStatus [U].	5	To be corrected by MSs
R27	MID [MID] does not identify any Flag according to the ITU list of MIDs.	4	To be corrected by MSs
R28	Invalid message. A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered with different Vessel [VESSEL1] - [VESSEL2].	25	To be corrected by MSs
R29	At least one contact detail must be provided (Phone, Fax or Email)	409	To be corrected by MSs
R30	The notification must have quoted at least one of IMO or MMSI numbers	16	To be corrected by MSs
R31	The phone number is invalid, The fax number is invalid	4	To be corrected by MSs
R32	The email [EMAIL] is invalid	11	To be corrected by MSs
R33	Test vessel only allows IMO 9999999 and MMSI 999999999	20	To be corrected by MSs
R34	The first name is invalid	1	To be corrected by MSs

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

Reporting period: July 2017

## Annex IV: SSN – THETIS interface

Member State	Current reporting period - July 2017							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 2017	July 2016	January 2016	July 2015	January 2015	July 2014
Belgium	1,848	1,840	8	-	99.6%	0.4%	0.0%	0.0%	0.1%	0.1%	0.6%	0.7%	0.2%
Bulgaria	293	285	8	-	97.3%	2.7%	0.0%	0.0%	0.0%	0.5%	0.0%	0.5%	0.8%
Croatia	606	605	1	-	99.8%	0.2%	0.0%	0.0%	0.0%	0.0%	0.9%	0.0%	-
Cyprus	205	205	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Denmark	1,535	1,326	190	19	86.4%	12.4%	1.2%	0.7%	1.6%	5.3%	6.7%	14.2%	16.0%
Estonia	678	676	-	2	99.7%	0.0%	0.3%	0.5%	0.8%	0.0%	0.2%	0.0%	0.0%
Finland	1,736	1,652	30	54	95.2%	1.7%	3.1%	5.4%	2.6%	4.4%	3.5%	3.6%	2.7%
France	4,142	4,080	39	23	98.5%	0.9%	0.6%	0.5%	0.5%	4.6%	14.2%	1.1%	2.3%
Germany	3,643	3,276	79	288	89.9%	2.2%	7.9%	5.8%	3.9%	6.2%	18.2%	28.9%	30.5%
Greece	4,325	3,971	234	120	91.8%	5.4%	2.8%	0.9%	0.4%	1.3%	0.1%	5.7%	7.4%
Iceland	492	454	1	37	92.3%	0.2%	7.5%	8.8%	7.9%	10.3%	10.7%	10.4%	11.0%
Ireland	1,118	1,116	1	1	99.8%	0.1%	0.1%	0.0%	0.5%	0.1%	0.0%	0.2%	0.0%
Italy	3,335	3,261	28	46	97.8%	0.8%	1.4%	0.3%	2.6%	0.3%	0.6%	0.1%	0.3%
Latvia	491	488	2	1	99.4%	0.4%	0.2%	0.0%	0.2%	0.0%	0.0%	0.2%	0.4%
Lithuania	290	289	1	-	99.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%
Malta	233	-	219	14	0.0%	94.0%	6.0%	5.8%	0.7%	7.0%	8.4%	11.1%	5.7%
Netherlands	2,919	2,839	62	18	97.3%	2.1%	0.6%	1.1%	0.7%	1.4%	1.7%	0.3%	0.8%
Norway	4,180	3,417	386	377	81.7%	9.2%	9.0%	8.6%	19.5%	16.5%	19.9%	20.8%	25.7%
Poland	1,186	1,184	1	1	99.8%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	6.3%	5.6%
Portugal	905	844	9	52	93.26%	0.99%	5.75%	-	3.5%	1.8%	4.5%	0.8%	1.3%
Romania	405	381	22	2	94.1%	5.4%	0.5%	0.7%	1.7%	1.2%	0.0%	0.9%	4.1%
Slovenia	213	148	63	2	69.5%	29.6%	0.9%	1.2%	1.4%	0.0%	0.0%	0.0%	0.0%
Spain	6,235	5,510	182	543	88.4%	2.9%	8.7%	0.5%	0.7%	1.2%	2.5%	2.2%	3.3%
Sweden	3,148	3,030	71	47	96.3%	2.3%	1.5%	1.8%	6.8%	4.1%	2.9%	2.5%	9.5%
United Kingdom	6,505	6,253	144	108	96.1%	2.2%	1.7%	0.9%	13.1%	1.7%	1.9%	2.2%	2.6%
<b>Total</b>	<b>50,666</b>	<b>47,130</b>	<b>1,781</b>	<b>1,755</b>	<b>93.0%</b>	<b>3.5%</b>	<b>3.5%</b>	<b>2.0%</b>	<b>4.9%</b>	<b>3.7%</b>	<b>5.5%</b>	<b>7.1%</b>	<b>8.4%</b>
TOTAL January 2017	43,269	41,429	963	877	95.7%	2.2%	2.0%						
TOTAL July 2016	54,744	50,063	1,975	2,706	91.4%	3.6%	4.9%						
TOTAL January 2016	33,417	30,585	1,596	1,236	91.5%	4.8%	3.7%						
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%						

Table 14 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC <sup>3</sup>

Reporting period: July 2017

<sup>3</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).

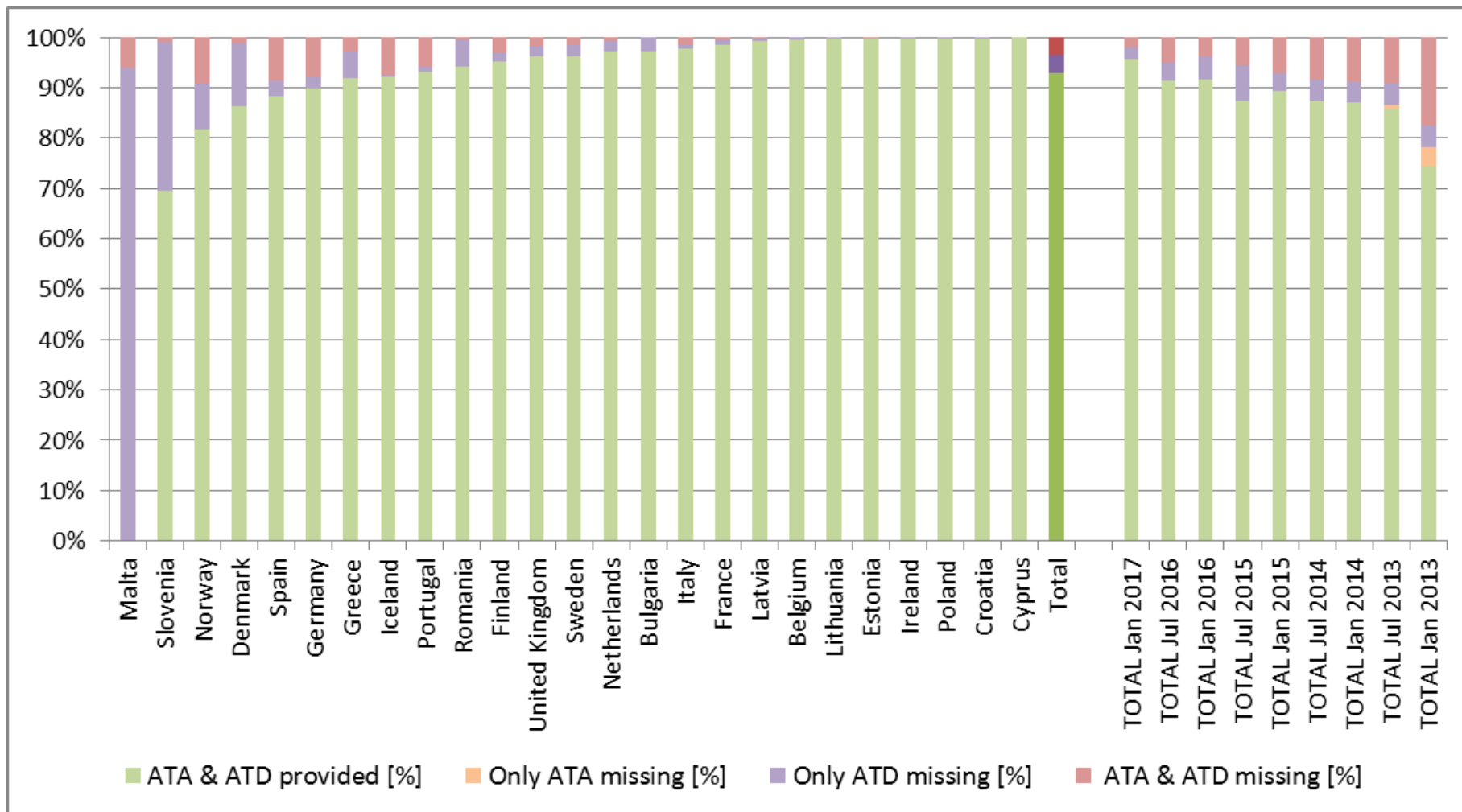


Figure 3 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15)

Reporting period: July 2017

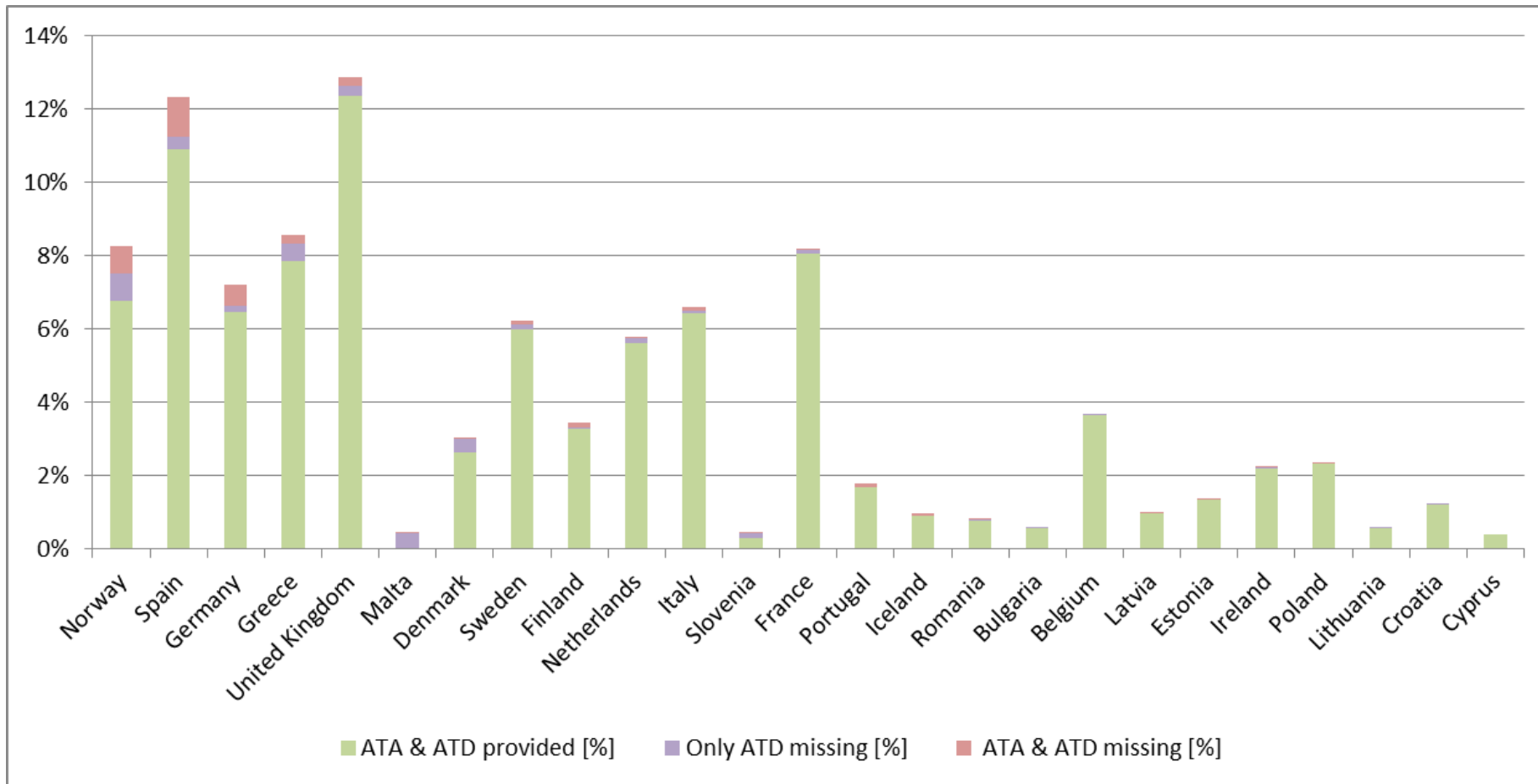


Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC (corresponding to Table 15) – figures represent the percentage of overall EU ship calls

Reporting period: July 2017

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%	98%	2%	0%
Bulgaria	0%	95%	4%	1%
Croatia	0%	46%	48%	6%
Cyprus	0%	86%	13%	1%
Denmark	2%	54%	41%	4%
Estonia	0%	94%	6%	0%
Finland	0%	83%	17%	0%
France	0%	96%	3%	0%
Germany	0%	86%	11%	2%
Greece	0%	79%	19%	1%
Iceland	0%	98%	2%	0%
Ireland	0%	98%	2%	1%
Italy	0%	92%	8%	0%
Latvia	0%	93%	6%	0%
Lithuania	0%	90%	10%	0%
Malta <sup>(1)</sup>	0%	0%	0%	0%
Netherlands	0%	90%	9%	0%
Norway	0%	91%	9%	0%
Poland	0%	90%	9%	1%
Portugal	0%	61%	21%	19%
Romania	0%	95%	5%	0%
Slovenia	0%	95%	5%	0%
Spain	0%	86%	10%	4%
Sweden	0%	91%	8%	0%
United Kingdom	0%	86%	13%	1%
<b>Total</b>	<b>0.0%</b>	<b>86.5%</b>	<b>12.0%</b>	<b>1.5%</b>

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%	97%	3%	0%
0%	94%	6%	0%
0%	69%	26%	5%
0%	81%	18%	1%
0%	68%	30%	2%
0%	97%	3%	0%
0%	85%	15%	0%
0%	92%	8%	0%
0%	88%	9%	2%
0%	83%	16%	1%
0%	94%	6%	0%
0%	98%	2%	0%
0%	90%	9%	1%
0%	94%	6%	0%
0%	90%	10%	0%
0%	91%	9%	0%
0%	90%	10%	0%
0%	92%	7%	1%
0%	72%	15%	13%
0%	99%	1%	0%
0%	91%	9%	0%
0%	85%	12%	4%
0%	93%	7%	1%
0%	89%	10%	1%
<b>0.0%</b>	<b>87.5%</b>	<b>11.1%</b>	<b>1.4%</b>

Table 15 –Timeliness of ATA and ATD reporting

Reporting period: July 2017

(1) Malta did not send any ATD for their ship calls in July (see Table 14) so there are no “closed” ship calls to be analysed.