

**SafeSeaNet Workshop no. 16**  
**Agenda Item V**  
**Lisbon, 1 September 2011**

**SSN 16/5/2 (v1.0)**  
**18/19 October 2011**

## **SSN STATUS**

### **SSN DATA QUALITY REPORT**

#### **Submitted by EMSA**

<i>Summary</i>	The objectives of this document are to: <ul style="list-style-type: none"><li>• summarise the status of SSN implementation in MSs;</li><li>• highlight the data quality issues, and;</li><li>• introduce reporting on the SSN-THETIS interface.</li></ul>
<i>Action to be taken</i>	As per section 7
<i>Related documents</i>	<ul style="list-style-type: none"><li>• SSN 14.5.1 and previous SSN DQ reports presented to the SSN Group.</li><li>• First, second and third SSN Data Quality reports, distributed during 2009.</li><li>• Annual SSN Status Reports for MSs.</li></ul>

## **1. INTRODUCTION**

On 29 November, SSN version 2 (SSN V2) was deployed. The new version includes a new combined notification (Port Plus), which brings together Pre-arrival, Arrival, Departure and Hazmat information. It also provides relevant data to both SSN users and the Port State Control (PSC) community via THETIS.

Most MSs have implemented the new Port Plus message, and a preliminary report in the situation was presented at the 5<sup>th</sup> HLSG meeting (Brussels, 14 April 2011). The current report provides a wider analysis of the MS implementation, and of quality issues additional to those already reported.

## **2. SSN SYSTEM IMPLEMENTATION AND NOTIFICATIONS (BY MS)**

Significant progress was made during recent months, and the status of SSN implementation for each MS is shown in Annex I. It presents the system implementation report summary (Table 1) and the number of notifications per type (Table 2).

All MSs successfully passed the commissioning tests for implementing the new Port Plus related messages, although not all are yet using this notification (Table 3).

The list of Mandatory Reporting Systems (MRS) adopted by the IMO which should report to SSN is presented in Table 4 (no reports have yet been received relating to BELREP, CANREP or WETREP). A new MRS was implemented in the Sound (passage between Denmark and Sweden) on 1 September 2011.

The number of AIS messages transacted via the SSN GI was, on average, 4 million per day, and the number of AIS transmitting ships operating in and around EU waters is, on average, more than 17,000 per day. These figures remain unchanged.

### **3. OPERATIONAL USE – REQUESTS**

Remarkable progress has been achieved since 2009, and significant technical and operational implementation work has been carried out by the MSs and EMSA.

However, according to EMSA statistics, the level of requests to SSN (machine to machine or via the web textual interface) remains low for most MSs (see table 5, Annex II, detailing requests by MS and by type of notification). On the other hand, some MSs are systematically requesting data, mainly for ships passing their coastlines.

It should be noted that these statistics neither include requests for SSN information arriving via Thetis, nor information obtained due to monitoring or data visualisation using the SSN Graphical interface<sup>1</sup>.

### **4. SYSTEM AVAILABILITY**

EMSA continuously monitors SSN. This includes the connection status of SSN national systems and the exchange of notifications between these systems and the SSN EIS, as well as the interfaces between SSN and other EU systems (CSN, THETIS, LRIT). When a connection failure is detected, or when a country is found not to be providing the required notifications, the situation is recorded and reported to the respective country.

During the first half of 2011, no relevant downtimes were detected in MS systems, and the central SSN system (including the graphical interface) was available 99.44% of the time. The total duration of periods of unavailability was 24h 10m and the maximum downtime lasted 8h 15m.

### **5. DATA QUALITY**

EMSA Maritime Support Services (MSS) closely monitors the SSN system on a 24/7 basis, and as a result, has obtained specific information on the main problems within the SSN system. A detailed report on the situation in the following areas can be found in Annex III:

- a. Missing Port (or Port Plus) notifications (Table 6).
- b. Missing Hazmat information (Table 7).
- c. Hazmat notifications (by MS and by type of solution) providing the detailed part of the notification (XML, URL or phone/fax) (Table 8).
- d. Port Plus notifications reporting Hazmat data sent after a ship's departure (Table 9).

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<sup>1</sup> 167 users on 27 September 2011

- e. Port Plus notifications reporting Hazmat data sent after a ship's arrival (Table 10).
- f. Use of 'unknown' number of 'Persons on Board - POB' (Table 11).
- g. Identification of Next Port of Call in Port Plus notifications reporting Hazmat information (Table 12).
- h. Identification of last port of call in Port Plus notifications (Table 13).
- i. Timeliness of ATA and ATD reporting (Tables 14 and 15).

The reporting period was 1 May-30 June 2011, except in the case of missing Port and Hazmat information, where the reporting period was the first half of 2011.

A new section 5.10 has also been included on the SSN-THETIS interface.

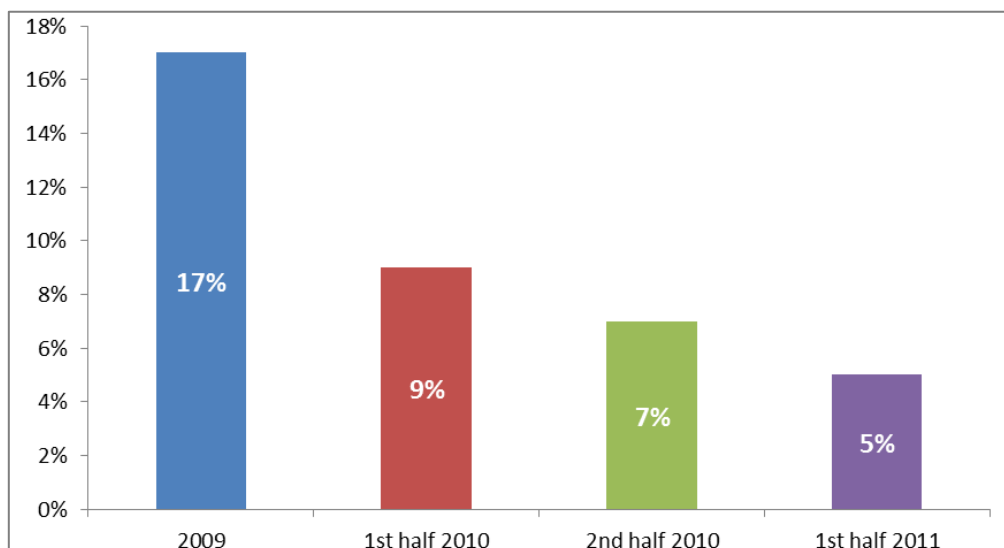
A summary of the findings is presented in sections 5.1 - 5.10 below, and full details are available in Annex III.

### 5.1. Missing Port (or Port Plus) notifications

In order to verify whether the required Port notifications are being provided, the MSS monitors data comprehensiveness and quality by comparing information in Port notifications sent to SSN with information available from other sources (AIS and Sea-web).

Within the exercise undertaken for this report, the MSS checked 3,558 ships that were known to have visited EU ports, and found that 177 of the due notifications had not been sent to SSN (i.e. 5% of ships calling at EU ports were not reported to SSN).

Figure 1 shows the overall positive trend by comparing the percentage figures for the previous reporting periods:



**Figure 1 – Missing Port notifications by reporting period**

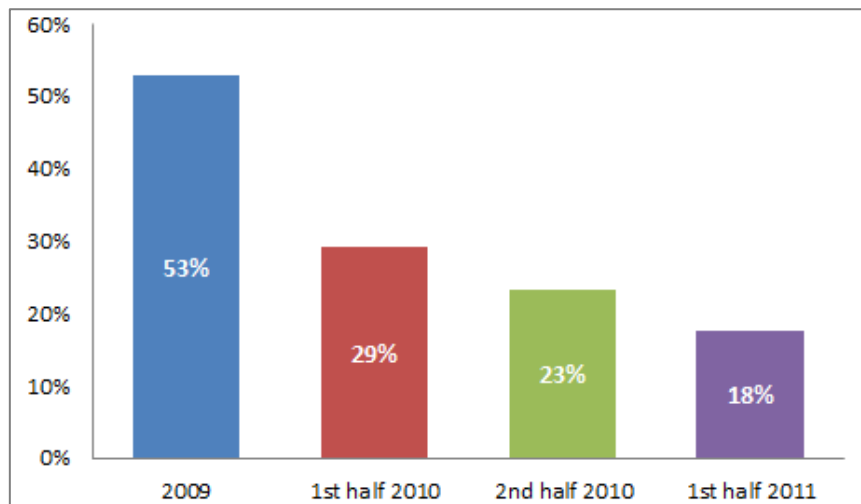
Table 6 in Annex III includes the detailed results per Member State.

### 5.2. Missing Hazmat information

The MSS monitors the Hazmat information provided by MSs, and crosschecks the results with MRS reports.

Within this exercise, the MSS checked 1,360 ships known to be carrying Hazmat cargoes, and found that 240 of the due notifications had not been sent to SSN (i.e. 18% of ships carrying Hazmat cargoes in the sample studied did not provide Hazmat notifications to SSN).

Although this figure remains high, the evolution is positive, as the initial checks found 53% missing Hazmat notifications in 2009, whereas these reduced to 29% and 23% for the first and second semesters of 2010 respectively.



**Figure 2 – Missing Hazmat information by reporting period**

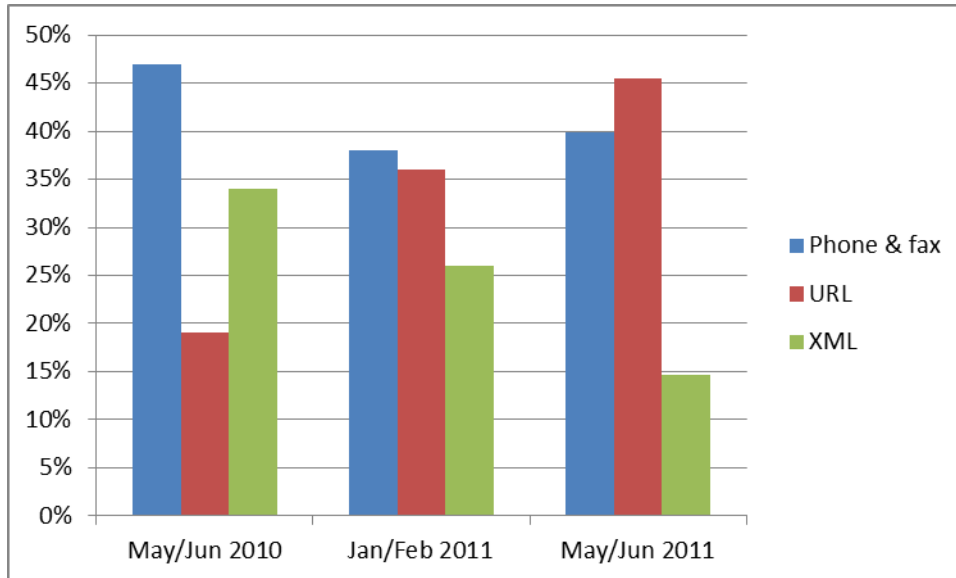
Table 7 in Annex III includes the detailed results by Member State.

### **5.3. Hazmat notifications sent by each MS (by solution) providing details notification (XML, URL or phone/fax)**

At the 4<sup>th</sup> High Level Steering Group (HLSG) meeting on 26 October 2010, EMSA presented the results of the survey carried out by the Maritime Support Services (MSS) with the aim of providing specific information on the main problems linked to Hazmat notifications.

Following the presentation, the HLSG agreed that certain actions were required to improve data quality, and that the **phone/fax solution should be phased out in all Member States by 1 January 2012.**

Figure 3 shows that 40% of Hazmat information received still uses the phone/fax solution (either provided using the "old" Hazmat notifications or the new Port Plus notification). The percentage remains very similar to the initial reporting period in May/June 2010 (47%). Furthermore, use of the XML solution has decreased steadily from 34% to 15% in favour of URL (downloadable document):



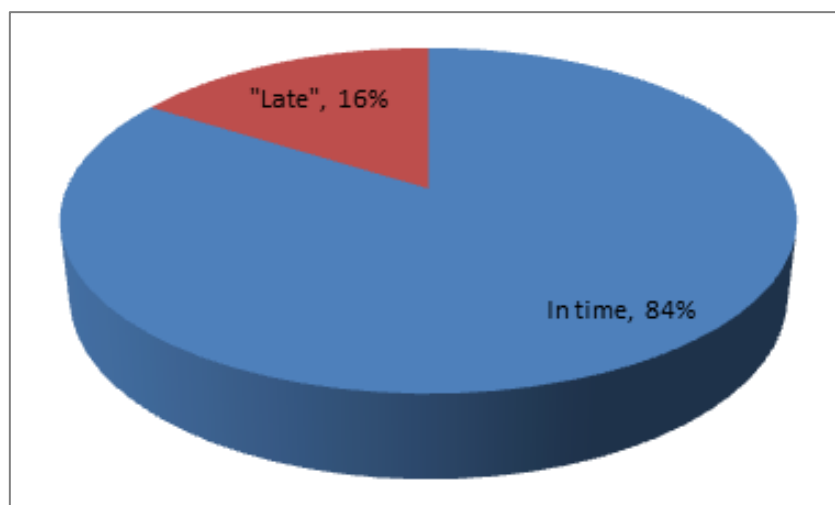
**Figure 3 – Hazmat details by type and by reporting period**

Table 8 in Annex III details the different solutions employed in each MS, together with the type of notification.

**5.4. Number of Port Plus notifications reporting Hazmat data sent after ships’ departure from EU ports**

The Port Plus notification includes the actual time of departure of a ship from the port of call. According to Art. 13 of Directive 2002/59/EC (as amended), Hazmat information must be notified “at the latest at the moment of departure” whenever a ship leaves a port with dangerous or polluting goods on board.

The percentage of Hazmat information embedded in Port Plus notifications sent after ships’ departure has decreased from 21.7% in January/February 2011 to 16% in May/June 2011.



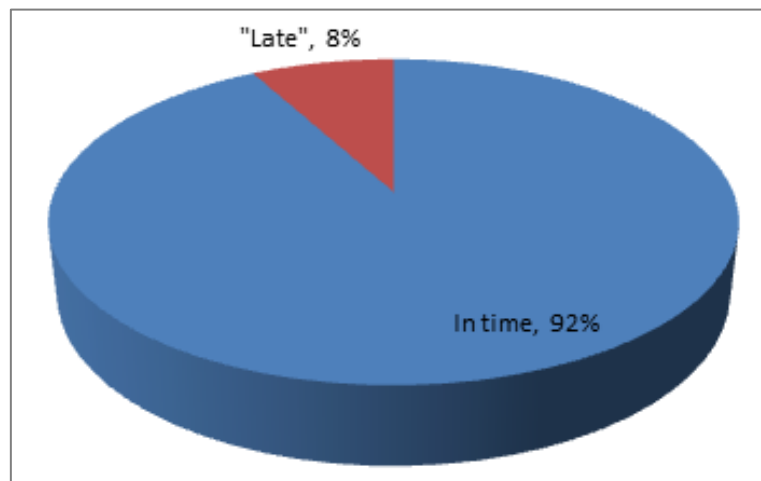
**Figure 4 – Port Plus notifications reporting Hazmat data sent after ships’ departure (“late”) May/June 2011**

A detailed report by MS can be seen in Table 9, Annex III. It distinguishes those notifications sent correctly (upon departure at the latest), from those sent "late" (i.e. in the two hours following a ship's departure) and those sent even later.

### 5.5. Number of Port Plus notifications reporting Hazmat data sent after ships' arrival (from non-EU)

The Port Plus notification includes the actual time of arrival of the ship at the port of call (ATA). According to Art. 13 of Directive 2002/59/EC (as amended). Hazmat information must be notified for ships loading Hazmat cargo at **non-EU ports**: "at the latest upon departure from the loading port, or; as soon as the port of destination or the location of the anchorage is known, if this information is unavailable at the moment of departure".

For non-EU port departures and port Plus notifications, the percentage of Hazmat information sent after ships' arrival has decreased from 15% in January/February 2011 to 8% in May/June 2011. Therefore, for these ships, Hazmat information was sent after the ship arrived at its port of call, so it was transiting EU waters without the information available.



**Figure 5 – Port Plus notifications reporting Hazmat data sent after ships' arrival ("late") May/June 2011**

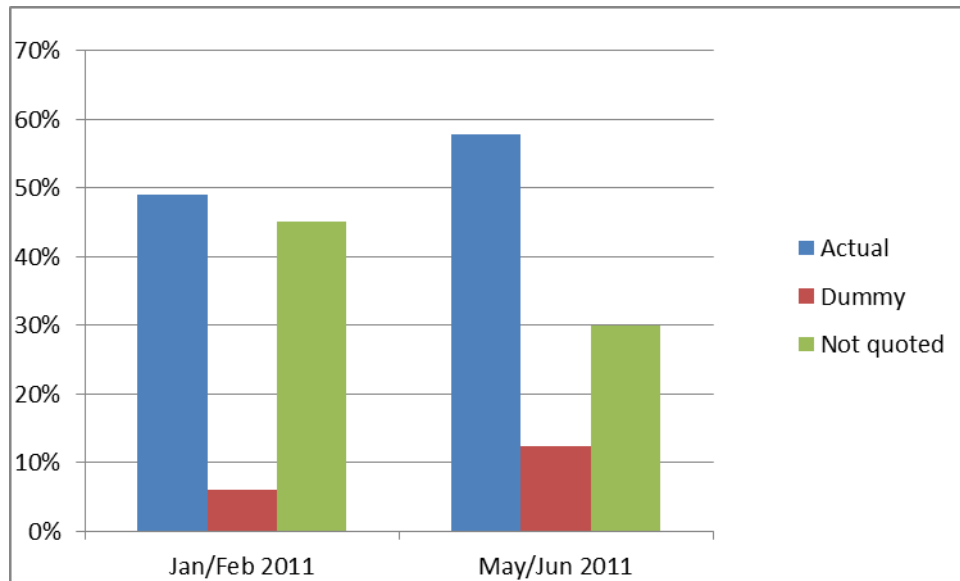
A detailed report by MS is presented in Table 10, Annex III.

### 5.6. Use of 'unknown' number of 'Persons on Board (POB)'

It is important that users have comprehensive, accurate information on the number of persons on board ships reported to SSN, because among other things, search and rescue authorities need this information in emergencies. However, in exceptional cases, the system accepts notifications sent by MSs with 'POB' unknown ('POB' = 99999). This is so that they can still be sent and accepted by the system when the full information is not available at the time, but part of the information (e.g. Hazmat details) can be supplied.

Table 11, Annex 3, details the percentage of Port Plus notifications supplied with actual POB data by MSs, distinguishing notifications at ships' arrival and when leaving an EU port with Hazmat.

In May and June 2011, the percentage of Port Plus notifications<sup>2</sup> received with actual **POB values, when reporting ships' arrival at their ports of call**, increased to 58%. Those still including a dummy value accounted for 12%.



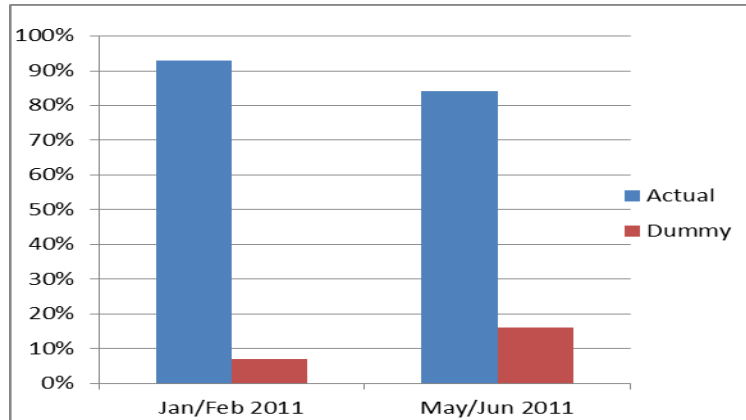
**Figure 6 – Use of the “unknown” number of POB when reporting ships' pre-arrival at Ports of Call**

In 30% of cases, the number of persons on board was still not declared in the latest Port Plus notification update checked. The reasons for this could be the following:

- The Port Plus notifications checked may have been provided for ATA and ATD only, with the POB information quoted in a separate V.1 Port or Hazmat message. This may occur in cases when MSs employ V1 Port, Hazmat and/or V.2 Port Plus notifications simultaneously (see Table 3 in Annex I);
- SSN users are not respecting the Port Plus business rules, in that the latest Port Plus update notified (i.e. the one checked by the MSS) did not quote an element in the previously sent Port Plus message (the POB element linked to the 24h pre-arrival notification).

Furthermore, the use of dummy **POBs within Port Plus notifications when reporting Hazmat EU Departures** has increased from 7% in January/February 2011 to 16% in May/June.

<sup>2</sup> The check is done on the latest Port Plus notification update per Ship Call ID

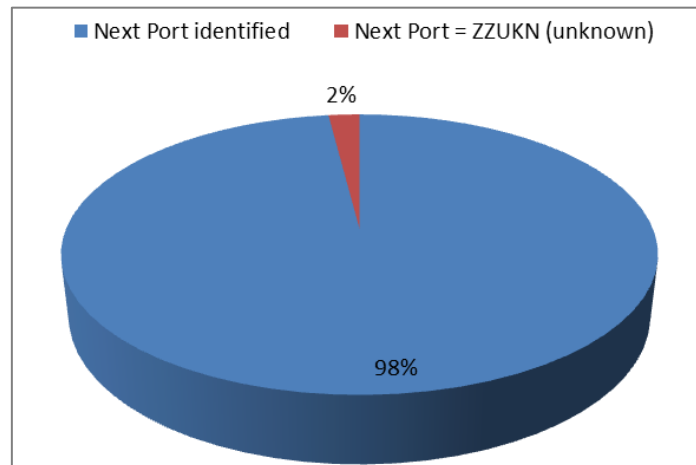


**Figure 7 – Use of “unknown” number of POB when reporting Hazmat EU departure**

**5.7. Identification of Next Port of Call in Port Plus notifications reporting Hazmat information**

The next port of call is mandatory piece of information to be provided when a ship leaves an EU port with dangerous or polluting goods on board. The SSN group agreed that a dummy value (LOCODE **ZZUKN**) can be provided whenever the destination is unknown at the time when a ship leaves port.

Figure 8 shows an excellent overall result, similar to that reported for the period January/February 2011.



**Figure 8 – Percentage of Port Plus notifications identifying the Next Port of Call May/June 2011**

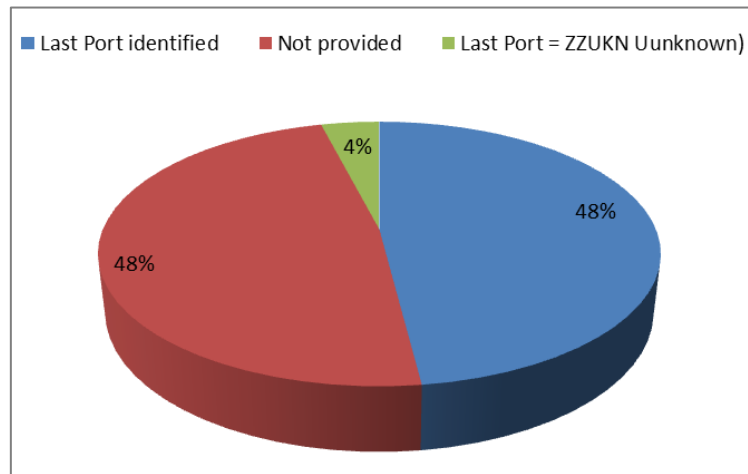
Table 12, Annex III, shows the percentage of Port Plus notifications identifying the next port of call (by MS).

**5.8. Identification of last port of call in Port Plus notifications**

The new Port Plus notification allows MSs to report the last port of call, although it is not mandatory information. MSs are invited to provide this data because: it increases the overall quality of the system; allows improved correlation of subsequent notifications and; in the case of accidents, the affected MSs can easily contact the departure port in order to obtain further critical information.



Figure 9 shows the percentage of Port Plus notifications quoting last port unknown (4%); quoting an actual port (48%) or; not including the information (48%). Again, the figures are similar to those reported for the period January/February 2011.



**Figure 9 – Percentage of notifications identifying the last port of call  
Reporting period May/June 2011**

Table 13, Annex III, details the results by Member State.

### 5.9. Timeliness of ATA and ATD reporting in SSN

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

Following the detection of abnormal differences between time of arrival information and the time of its provision (sometimes several days before or after), it was decided to compare the timeliness of ATA and ATD information with the date/time that it was sent (the "SentAt" element of the notification).

Tables 14 and 15 show when these elements are provided, and distinguish several time frames (24h, 12h, 2h before or after the time of arrival or departure).

During May and June, 2% of ATAs were provided 24h before arrival in port, and 4% after. 72% of notifications providing the ATA were sent up to 2h before or after the ATA.

The figures regarding ATD are similar.

### 5.10. SSN – THETIS state-of-play

Following a request at the last SSN Workshop, EMSA agreed to introduce a regular update on the SSN – THETIS interface. This is the first report, and as such, it should be improved and commented by SSN participants.

#### 5.10.1. Comparison of rejections by SSN and THETIS

On 6 September 2011 (for a 24h period), a total of 424 Port Plus notifications were rejected (155 from the MS2SSN interface and 269 from the SSN2THETIS interface). The causes of the rejections are listed in Table 16, Annex IV, and the main causes were as follows:

In SSN because:

- the ETD from the Port of Call was missing (mandatory in the 24h pre-arrival or when reporting Hazmat EU Departures), or;
- the identifier of the notification (the "MSRefID") had already been employed;

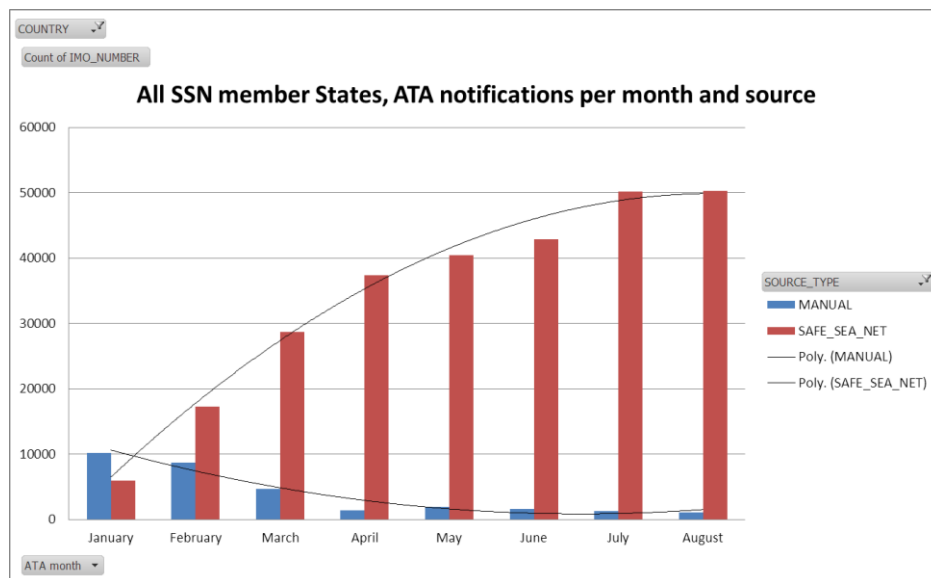
In THETIS because:

- the LOCODEs used by THETIS and SSN do not match, as the THETIS LOCODEs only relate to port state control (PSC), while the SSN LOCODEs are far more extensive and frequently cover locations where PSC does not take place (confirmed in feedback provided by MSs to the EMSA PSC section). Consequently, many of the LOCODEs used in notifications to SSN do not exist in the THETIS database and are rejected by THETIS. The full list of 190 LOCODEs which exist in SSN, but not in THETIS (by MS), can be seen in Table 17, Annex III.
- cancellations (ZZCAN) accepted by SSN were rejected by THETIS.

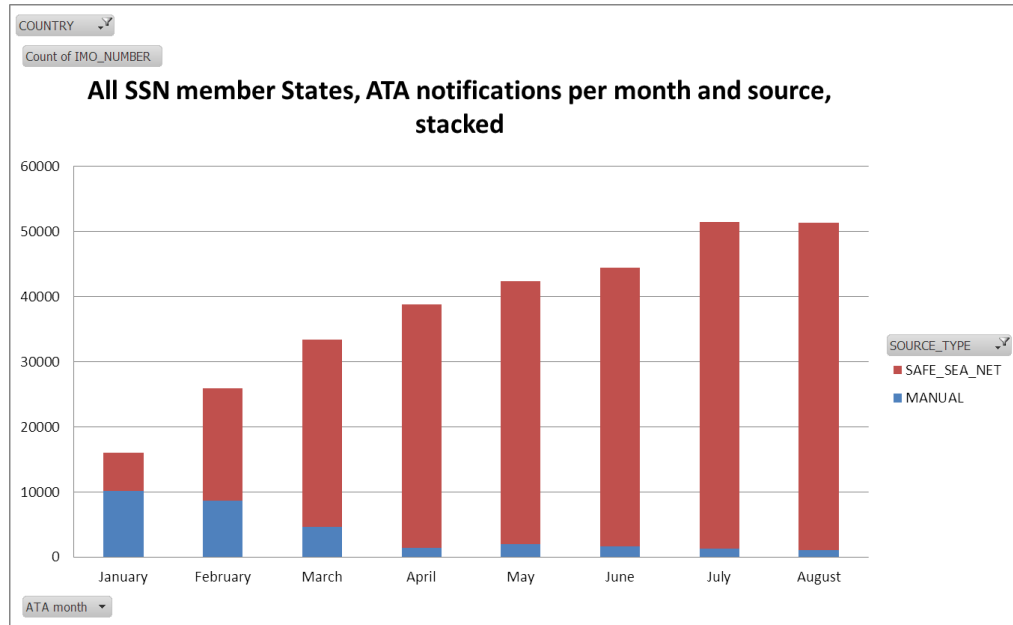
### 5.10.2. ATA provided using the THETIS interface (manual inputs by PSC Officers)

Figure 10 shows the trend indicating how ATAs have been provided to the THETIS system since January 2011:

- Directly by PSC officers via the THETIS interface (manually).
- Via the SafeSeaNet system.



**Figure 10 – SSN and manual (via THETIS) ATA notifications by month (All MSs)**



**Figure 12 –SSN and manual ATA notifications by month (all MSs)**

Since January, MSs progressively began using Port Plus notification more and more for ATA and ATD reporting. Currently, most of the ATA notifications are provided via SSN.

Conversely, manual inputs are decreasing, but will remain as a back-up solution, as it covers situations such as the following:

- Data not provided by an MS using SSN (missing data or provided late).
- Data not reaching THETIS for technical reasons (technical problems in SSN, THETIS or communication links).
- PSC Officers correcting data provided by the originator (Port/SSN national system).

MSs are reminded that the SSN Group agreed that the ATA (and the ATD) should be used by SSN for data correlation purposes (i.e., to link the Hazmat information provided by the departing port with the subsequent ship call).

### **5.10.3. Use of test ships in the SSN production environment**

The THETIS team has identified several cases where PortPlus notifications relating to test ships has been sent to SSN since January 2011. As a result, there are calls displayed in THETIS for ships with IMO number equal to: 9999999 or 0000000 or 1234567.

At SSN workshop 5, it was agreed that the “test” ship should be designated by IMO/MMSI: 9999999/999999999. However, now that the THETIS/SSN link is in place, the use of such ships for notifying PortPlus in production should be stopped in order to avoid generating fake calls in THETIS, and possibly causing confusion to Port State Control Officers.

MSs are invited to avoid using the test ships for PortPlus notifications in the production environment. The EMSA MSS will monitor the employment of such ships, and if seen to be necessary, a technical proposal may be submitted at SSN 17.

## 6. ANALYSIS OF THE FINDINGS

MSs are regularly updated on outstanding issues and problems in their respective areas, and on actions that need to be taken following daily checks carried out by EMSA Maritime Support Services staff. The main issues are then summarised in a formal annual report to each MS. These reports were temporarily suspended until the implementation of the new Port Plus message was stabilised, and reporting was resumed in April 2011.

The main conclusions of this review and the associated monitoring activities are as follows:

- MSs are clearly improving in all reported areas (e.g. POB, identification of the next port of call, LOCODE employment, etc.).
- A substantial proportion of Hazmat notifications (18%) are still not being provided by MSs, although in the great majority of cases, they have completed the necessary technical developments and are fully capable of sending them.
- 40% of Hazmat details are still provided using the phone/fax solution, although the decision has been taken to phase it out by 1 January 2012.
- MSs are simultaneously using the previous Port & Hazmat notifications and the new Port Plus notification, which was intended to substitute them. SSN V2 was built to be backward compatible in order to accept all types of notifications, but this situation is only considered to be a temporary solution. Also, the SSN 16/4/6 document contains a proposal for phasing out V1 Port and Hazmat messages.
- The rejection of Port Plus notifications, either by SSN or by THETIS, should be reduced to the minimum. It should be noted that several identified issues will be addressed within the implementation of the XML ref guide 2.06.

Actions proposed MSs should focus on:

- a. missing Hazmat notifications. Although useful, the checks performed by the EMSA MSS are considered to be insufficient, both because they are based on samples (1,360 for a six month period), and because of the lack of samples for some MSs (Cyprus, Iceland, Ireland, etc.). MSs are invited to:
    - set up monitoring systems to detect these cases (the MSS can provide support), and;
    - impose sanctions on ship masters, agents or operators (as foreseen in Article 25b of the Directive) whenever they do not provide Hazmat notifications, and send associated incident reports to SSN.
  - b. the employment of the Port Plus notification for all ship's pre-arrival, arrival, departure and hazmat information (and stop sending the "old" Port and Hazmat notifications by 1 January 2013);
  - c. phasing out the phone/fax solution for providing the details in Hazmat information by 1 January 2012 (as agreed), and;
  - d. analysing (and resolving when necessary) the causes when Port Plus notifications are rejected by SSN, either by using the regular information provided by the MSS, or the SSN receipts messages describing the causes of rejections (invalid format receipts).
-

With respect to SSN/THETIS reporting, MSs are invited: to support and suggest any possible verification or topic to be included; to check the LOCODES they use for SSN and those that their PSC counterpart agreed should be used in THETIS and; not to use test ships for notifying PortPlus messages in production.

### Annex I: SSN system implementation by MS (15 August 2011)

Member State	PortPlus	SSN Notifications					Incident	SSN GI (AIS)	Comments regarding specific issues
		Port	Hazmat	Ship					
				AIS	MRS				
AT Austria	no	no	no	no	no	no	no	Landlocked country	
BE Belgium	yes	phased out	phased out	yes	no	no	yes	Missing MRS: Wetrep; Incidents only for test ship '9999999'	
BU Bulgaria	yes	phased out	phased out	yes	n.a.	yes	yes		
CY Cyprus	yes	phased out	phased out	yes	n.a.	no	yes	No Incidents sent since 1 January 2011.	
CZ Czech Republic	no	no	no	no	no	no	no	Landlocked country	
DK Denmark	yes	phased out	phased out	no	no	yes	yes	Incidents sent only through Alert distribution tool; Missing MRS: Great Belt & Soundrep (from 1 September)	
EE Estonia	yes	phased out	yes	no	no	yes	yes	Not reporting MRS since 28 April	
FI Finland	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent only through Alert distribution tool	
FR France	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent only through XML interface; Missing MRS: Wetrep; missing AIS data in SSN GI for the Biscay Gulf	
DE Germany	yes	phased out	yes	yes	n.a.	no	yes	No Incidents sent from July 2010 up to January 2011.	
GR Greece	yes	yes	yes	yes	n.a.	yes	yes	Incidents sent through Alert distribution tool	
HU Hungary	no	no	no	no	no	no	no	Landlocked country	
IC Iceland	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent through Alert distribution tool	
IE Ireland	yes	phased out	phased out	yes	no	yes	yes	Missing MRS: Wetrep;	
IT Italy	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent through Alert distribution tool	
LV Latvia	yes	phased out	phased out	yes	n.a.	yes	yes	Incidents sent through Alert distribution tool	
LT Lithuania	yes	phased out	phased out	yes	n.a.	no	yes	No Incidents sent since 1 January 2011.	
LU Luxembourg	no	no	no	no	no	no	no	Landlocked country	
MT Malta	yes	phased out	yes	yes	n.a.	yes	yes	Incidents sent through Alert distribution tool; SSN V1 Hazmat notifications provided via web	
NL Netherlands	yes	yes	yes	yes	n.a.	yes	yes	Incidents sent through Alert distribution tool	
NO Norway	yes	phased out	phased out	no	n.a.	yes	yes	Incidents sent through Alert distribution tool	
PL Poland	yes	yes	yes	yes	yes	yes	yes	Incidents sent through Alert distribution tool	
PT Portugal	yes	yes	yes	no	yes	yes	yes	Incidents sent through Alert distribution tool; Some Port Plus notifications sent via web; Missing MRS: WETREP	
RO Romania	yes	phased out	phased out	yes	n.a.	yes	yes	Incidents sent only through XML interface	
SI Slovenia	yes	phased out	phased out	yes	yes	yes	yes	Incidents sent only through XML interface	
SK Slovak Republic	no	no	no	no	no	no	no	Landlocked country	
ES Spain	yes	phased out	phased out	no	yes	yes	yes	Incidents sent only through XML interface; Missing MRS: Canrep, Wetrep	
SE Sweden	yes	phased out	phased out	no	no	yes	yes	Incidents sent through Alert distribution tool; Missing MRS: Soundrep (from 1 September)	
GB United Kingdom	no	yes	yes	yes	no	yes	yes	Missing MRS: Caldovrep, Wetrep	

Updated: 15 August 2011

**Notes:**

Yes	Participating, sending notifications
phased out	Notifications not provided anymore and substituted by the new PortPlus message
Ready	Passing the "commissioning" tests that certify national compliance with SSN but not yet using the system
n.a.	Not applicable
No	No data provided to SSN

**Table 1 - Implementation status by MS and by type of notification  
15 August 2011**

Member State	PortPlus notifications					Port notifications	Hazmat notifications	Ship notifications		Incident reports
	Distinct ShipCalls	Updates	Cancelled	Including Hazmat Non EU Departure	Including Hazmat EU Departure			AIS	MRS	
Belgium	5,706	24,143	82	1,047	2,463	1	-	483,530	-	-
Bulgaria	695	1,414	-	90	136	-	-	63,327	-	3
Cyprus	584	1,927	14	87	100	-	-	526,873	-	-
Denmark	4,274	12,439	154	7	205	-	-	-	-	4
Estonia	1,203	1,830	28	80	207	-	187	80	196	-
Finland	2,320	5,775	1	11	529	8,212	1,285	238,253	212,381	-
France	7,650	25,641	117	11	1,343	999	-	183,260	32,652	1,201
Germany	6,368	27,520	100	-	-	3	4,560	428,353	-	-
Greece	5,375	14,077	64	273	292	26,127	1,693	296,086	-	69
Iceland	383	755	-	29	40	-	-	32,724	438	-
Ireland	2,063	6,528	12	20	453	-	-	184,697	-	-
Italy	25,476	44,673	411	544	2,479	3	1	916,548	3,015	33
Latvia	1,485	8,214	3	13	354	-	-	164,499	-	3
Lithuania	945	4,542	28	18	315	11	9	44,101	-	-
Malta	1,450	10,117	81	204	475	330	305	73,309	-	7
Netherlands	12,318	18,527	-	-	-	28,180	4,338	666,251	-	27
Norway	13,592	24,047	132	21	320	-	-	-	-	1
Poland	2,579	17,566	-	17	566	4,478	1,377	357,714	1,886	1
Portugal	848	2,284	21	36	242	3,249	606	-	10,150	60
Romania	995	3,034	30	145	133	-	-	77,062	-	2
Slovenia	362	1,142	46	50	160	-	-	8,052	605	2
Spain	20,059	30,608	157	-	2,417	20,216	5,157	-	14,234	43
Sweden	13,348	26,312	523	62	1,866	-	-	26,429	-	-
United Kingdom	3	2	-	-	-	69,891	18,330	2,176,213	-	23
<b>Total</b>	<b>130,081</b>	<b>313,117</b>	<b>2,004</b>	<b>2,765</b>	<b>15,095</b>	<b>161,700</b>	<b>37,848</b>	<b>6,947,361</b>	<b>275,557</b>	<b>1,479</b>

**Table 2 - Number of notifications by MS and by type of notification  
May/June 2011**

Member State	Port Plus implementation
Belgium	In production
Bulgaria	In production
Cyprus	In production
Denmark	In production
Estonia	In production
Finland	In production
France	In production
Germany	In production but still using simultaneously Hazmat notifications
Greece	In production but still using simultaneously Port and Hazmat notifications
Iceland	In production
Ireland	In production
Italy	In production
Latvia	In production
Lithuania	In production
Malta	In production but still using simultaneously Hazmat notifications
Netherlands	In production but still using simultaneously Port and Hazmat notifications
Norway	In production
Poland	In production but still using simultaneously Port and Hazmat notifications
Portugal	In production but still using simultaneously Port and Hazmat notifications
Romania	In production
Slovenia	In production
Spain	In production
Sweden	In production
United Kingdom	Commissioning tests passed (pending to enter in production)

**Table 3 - Port Plus notifications status  
15 August 2011<sup>3</sup>**

<sup>3</sup> The Netherlands is following a phased in approach. Amsterdam, Rotterdam and Scheveningen are already using the Port Plus notifications. According to the information provided, by the end of the year all ports will be reporting using the Port Plus notification, including HAZMAT data.



MRS	Area	Member State/ 3rd Country
ADRIREP	Adriatic Sea	Italy, Slovenia and Croatia
<b>BELTREP</b>	<b>Great Belt (Baltic)</b>	<b>Denmark</b>
BONIFREP	Strait of Bonifacio (only DPG )	France, Italy
CALDOVREP	Dover Strait/ Pas de Callas	France, <b>UK</b> (only FR providing)
<b>CANREP</b>	<b>Canary Islands (only for ships carrying heavy grade oils)</b>	<b>Spain</b>
COPREP	Coast of Portugal	Portugal
FINREP	Finisterre (NW Coast of Spain)	Spain
GDANREP	Gulf of Gdansk	Poland
GIBREP	Strait of Gibraltar	Spain
GOFREP	Gulf of Finland	Estonia, Finland and Russia
MANCHREP	Off Les Casquets/ La Manche	France
OUESSREP	Off Ouessant	France
SOUNDREP	The Sound	Denmark, Sweden
<i>In force from 01.09.2011</i>		
TRANSREP	South & South West coast of Iceland	Iceland
<b>WETREP</b>	<b>EU Atlantic Coast (only for ships carrying heavy grade oils)</b>	<b>Spain, Portugal, France, Belgium, Ireland and the UK</b>

**Table 4 - Mandatory Reporting Systems in EU waters.  
15 August 2011**

*Those MRS that are not yet being provided to SSN are highlighted in red*

## Annex II: Operational status

Member State	Requests					
	Shipcall	Port	Hazmat	Incident	Ship	TOTAL
Belgium	-	-	-	17	1,440	1,457
Bulgaria	-	4	-	85	15	104
Cyprus	102	6	-	39	2	149
Denmark	501,850	-	16	68	11	501,945
Estonia	-	-	60	12	-	72
Finland	-	588,940	2	21	8	588,971
France	1	-	34	74	2	111
Germany	-	-	7	63	-	70
Greece	1	-	14	185	9	209
Iceland	-	-	-	53	-	53
Ireland	-	-	-	53	-	53
Italy	10	-	-	66	10	86
Latvia	-	-	-	65	2	67
Lithuania	-	-	-	49	2	51
Malta	1	-	-	94	3	98
Netherlands	-	-	29	83	15	127
Norway	190,306	-	3	48	2	190,359
Poland	6	-	5	66	7	84
Portugal	-	5	-	36	3	44
Romania	9	-	6	32	2	49
Slovenia	-	-	-	31	1	32
Spain	-	-	17	48	16	81
Sweden	-	-	-	116	-	116
United Kingdom	-	8	4	117	10	139
<b>Total</b>	<b>692,286</b>	<b>588,963</b>	<b>197</b>	<b>1,521</b>	<b>1,560</b>	<b>1,284,527</b>

**Table 5 - Number of requests by MS and by type of notification.  
Reporting period  
May/June 2011**

### Annex III: Data quality

Member State	First half year 2011 (Jan 2011 - Jun 2011)			Previous Period (Jul 2010 - Dec 2010)	Previous Period (Jan 2010 - Jun 2010)	Previous Period (Jun 2009 - Aug 2009)
	Nr. Checks	Missing Notifications	Missing Notifications (%)	Missing Notifications (%)	Missing Notifications (%)	Missing Notifications (%)
Belgium	146	0	0%	0%	2%	0%
Bulgaria	150	1	1%	2%	8%	0%
Cyprus	149	12	8%	0%	1%	40%
Denmark	149	8	5%	4%	4%	0%
Estonia	149	44	30%	96%	*	*
Finland	140	4	3%	8%	4%	28%
France	150	20	13%	25%	26%	38%
Germany	140	11	8%	3%	2%	0%
Greece	140	15	11%	16%	21%	67%
Iceland	135	0	0%	1%	3%	7%
Ireland	140	4	3%	21%	37%	43%
Italy	139	8	6%	1%	6%	23%
Latvia	150	1	1%	0%	0%	0%
Lithuania	150	0	0%	3%	2%	3%
Malta	151	12	8%	6%	21%	77%
Netherlands	150	7	5%	4%	3%	6%
Norway	150	5	3%	3%	2%	5%
Poland	140	0	0%	3%	2%	0%
Portugal	160	12	8%	2%	14%	16%
Romania	160	2	1%	2%	0%	0%
Slovenia	160	1	1%	3%	1%	0%
Spain	160	4	3%	28%	35%	5%
Sweden	150	1	1%	1%	6%	18%
United Kingdom	150	5	3%	5%	14%	25%
<b>Total EU</b>	<b>3558</b>	<b>177</b>	<b>5%</b>	<b>7%</b>	<b>9%</b>	<b>17%</b>

\* Estonia not in production, therefore no checks were performed.

**Table 6 - Missing Port notifications by Member State and by reporting period**

Member State	First half year 2011 (Jan 2011 - Jun 2011)			Previous Period (Jul 2010 - Dec 2010)	Previous Period (Jan 2010 - Jun 2010)	Previous Period (Jul 2009 - Aug 2009)
	Nr. Checks	Missing Notifications	Missing Notifications (%)	Missing Notifications (%)	Missing Notifications (%)	Missing Notifications (%)
Belgium	115	2	2%	3%	2%	5%
Bulgaria	21	1	5%	0%	31%	n.a.
Cyprus	6	4	67%	75%	100%	100%
Denmark	26	7	27%	86%	88%	50%
Estonia	23	7	30%	67%	100%	100%
Finland	68	22	32%	17%	45%	n.a.
France	113	35	31%	49%	52%	61%
Germany	118	8	7%	15%	18%	16%
Greece	29	14	48%	47%	60%	67%
Iceland	0	0	n.a.	n.a.	n.a.	n.a.
Ireland	3	2	67%	100%	100%	n.a.
Italy	117	23	20%	8%	39%	40%
Latvia	52	3	6%	11%	26%	17%
Lithuania	18	0	0%	29%	36%	0%
Malta	68	13	19%	10%	16%	100%
Netherlands	109	8	7%	11%	11%	6%
Norway	18	3	17%	17%	7%	67%
Poland	35	1	3%	2%	10%	100%
Portugal	118	24	20%	17%	19%	25%
Romania	5	1	20%	0%	10%	25%
Slovenia	1	0	0%	0%	0%	n.a.
Spain	98	28	29%	73%	39%	100%
Sweden	90	15	17%	15%	27%	75%
United Kingdom	107	17	16%	28%	25%	n.a.
<b>Total EU</b>	<b>1358</b>	<b>238</b>	<b>18%</b>	<b>23%</b>	<b>29%</b>	<b>53%</b>

**Table 7 - Missing Hazmat notifications by Member State and by reporting period<sup>4</sup>**

<sup>4</sup> Percentages are employed to allow MSs to verify their trends in a more user friendly way. Percentages must be disregarded for those Mss with a low number of samples employed such as Bulgaria, Cyprus, Estonia, Iceland, Ireland, Norway, Romania and Slovenia.

Member State	Percentage of PortPlus notifications including Hazmat information: details provided using				Percentage of Hazmat notifications: details provided using			
	Phone & Fax	URL	XML	Total number of notifications	Phone & Fax	URL	XML	Total number of notifications
Belgium	100%	0%	0%	2794	0%	0%	0%	0
Bulgaria	75%	25%	0%	226	0%	0%	0%	0
Cyprus	0%	0%	100%	183	0%	0%	0%	0
Denmark	0%	0%	100%	209	0%	0%	0%	0
Estonia	84%	16%	0%	284	94%	6%	0%	187
Finland	0%	0%	100%	454	0%	0%	100%	1285
France	95%	5%	0%	1352	0%	0%	0%	0
Germany	0%	0%	0%	0	0%	100%	0%	4560
Greece	100%	0%	0%	565	84%	0%	16%	1693
Iceland	0%	100%	0%	45	0%	0%	0%	0
Ireland	17%	83%	0%	472	0%	0%	0%	0
Italy	9%	86%	5%	3020	0%	0%	100%	1
Latvia	0%	98%	2%	367	0%	0%	0%	0
Lithuania	0%	100%	0%	327	100%	0%	0%	9
Malta	8%	92%	0%	638	100%	0%	0%	305
Netherlands	0%	0%	0%	0	82%	0%	18%	4338
Norway	0%	0%	100%	383	0%	0%	0%	0
Poland	0%	0%	100%	579	0%	22%	78%	1377
Portugal	5%	95%	0%	277	61%	0%	39%	606
Romania	0%	100%	0%	276	0%	0%	0%	0
Slovenia	100%	0%	0%	208	0%	0%	0%	0
Spain	0%	0%	0%	0	0%	100%	0%	5157
Sweden	0%	100%	0%	1923	0%	0%	0%	0
United Kingdom	0%	0%	0%	0	51%	37%	11%	18330
<b>Total</b>	<b>39%</b>	<b>48%</b>	<b>13%</b>	<b>14582</b>	<b>40%</b>	<b>45%</b>	<b>15%</b>	<b>37848</b>

**Table 8 - Hazmat notifications (by MS and by type of solution) providing the detailed part of the notification (XML, URL or phone/fax) May/June 2011.**

Member State	Hz <= ATD	Hz > ATD & <= ATD+2	Hz > ATD+2	TOTAL	% Hz <= ATD	% Hz > ATD & <= ATD+2	%_Hz > ATD+2	MIN(Hz > ATD)	AVG(Hz > ATD)	MAX(Hz > ATD)
Belgium	2,163	200	100	2,463	88%	8%	4%	0:00:07	5:13:43	131:13:32
Bulgaria	130	4	2	136	96%	3%	1%	0:04:15	2:06:38	5:43:25
Cyprus	100	-	-	100	100%	0%	0%			
Denmark	142	53	10	205	69%	26%	5%	0:00:03	2:10:55	27:53:04
Estonia	207	-	-	207	100%	0%	0%			
Finland	498	18	13	529	94%	3%	2%	0:01:22	10:15:52	100:05:09
France	1,340	3	-	1,343	100%	0%	0%	0:00:01	0:01:38	0:04:41
Germany	-	-	-	-	0%	0%	0%			
Greece	292	-	-	292	100%	0%	0%			
Iceland	39	-	1	40	98%	0%	3%	19:39:13	19:39:13	19:39:13
Ireland	395	30	28	453	87%	7%	6%	0:02:26	7:54:29	42:29:58
Italy	2,357	99	23	2,479	95%	4%	1%	0:00:01	2:10:41	59:32:54
Latvia	331	15	8	354	94%	4%	2%	0:07:15	6:21:21	73:53:27
Lithuania	242	38	35	315	77%	12%	11%	0:02:03	5:04:49	56:02:18
Malta	475	-	-	475	100%	0%	0%			
Netherlands	-	-	-	-	0%	0%	0%			
Norway	319	-	1	320	100%	0%	0%	8:23:08	8:23:08	8:23:08
Poland	423	73	70	566	75%	13%	12%	0:00:11	52:44:13	971:15:46
Portugal	242	-	-	242	100%	0%	0%			
Romania	127	3	3	133	95%	2%	2%	0:09:44	4:41:27	12:59:40
Slovenia	160	-	-	160	100%	0%	0%			
Spain	1,677	100	640	2,417	69%	4%	26%	0:01:00	7:48:20	449:58:24
Sweden	982	401	483	1,866	53%	21%	26%	0:00:01	74:37:19	1206:45:32
United Kingdom	-	-	-	-	0%	0%	0%			
Total	12,641	1,037	1,417	15,095	84%	7%	9%	0:00:01	32:25:50	1206:45:32

**Table 9 - Port Plus notifications reporting Hazmat data sent after ships' departure from EU ports  
May/June 2011**

*In case of voyages from EU ports, the time line for Hazmat reporting is divided into:*

- *before or at the moment of departure (Hz<=ATD),*
- *between the departure time and 2 hours after it (Hz>ATD & <ATD+2), and*
- *2 hours after the ATD or later (Hz>ATD+2)*

Member State	Hz < ATA	Hz >= ATA	TOTAL	%_Hz < ATA	%_Hz >= ATA	MIN(Hz >= ATA)	AVG(Hz >= ATA)	MAX(Hz >= ATA)
Belgium	1,044	3	1,047	100%	0%	0:26:22	22:52:45	51:13:08
Bulgaria	69	21	90	77%	23%	0:00:00	4:16:49	68:17:39
Cyprus	30	57	87	34%	66%	0:00:00	1:16:38	33:35:24
Denmark	6	1	7	86%	14%	0:00:00	0:00:00	0:00:00
Estonia	66	14	80	83%	18%	0:00:00	6:23:47	38:03:34
Finland	10	1	11	91%	9%	0:00:00	0:00:00	0:00:00
France	10	1	11	91%	9%	0:00:00	0:00:00	0:00:00
Germany	-	-	-	0%	0%			
Greece	264	9	273	97%	3%	0:00:00	5:27:27	26:10:13
Iceland	27	2	29	93%	7%	0:00:00	6:34:06	13:08:11
Ireland	20	-	20	100%	0%			
Italy	520	24	544	96%	4%	0:00:00	7:56:30	58:28:50
Latvia	12	1	13	92%	8%	0:00:00	0:00:00	0:00:00
Lithuania	16	2	18	89%	11%	0:00:00	1:59:47	3:59:35
Malta	203	1	204	100%	0%	0:00:00	0:00:00	0:00:00
Netherlands	-	-	-	0%	0%			
Norway	20	1	21	95%	5%	0:00:00	0:00:00	0:00:00
Poland	14	3	17	82%	18%	0:33:47	13:15:38	32:57:08
Portugal	8	28	36	22%	78%	0:00:00	0:00:00	0:00:00
Romania	106	39	145	73%	27%	0:00:00	40:39:52	272:48:02
Slovenia	50	-	50	100%	0%			
Spain	-	-	-	0%	0%			
Sweden	54	8	62	87%	13%	0:00:00	24:49:45	141:34:00
United Kingdom	-	-	-	0%	0%			
Total	2,549	216	2,765	92%	8%			

**Table 10 - Port Plus notifications reporting Hazmat data sent after ships' arrival (from non EU)  
May/June 2011**

*In case of voyages from non EU ports, the time line for Hazmat reporting is divided into:*

- *before ship's arrival (Hz<ATA)*
- *after ship's arrival (Hz>=ATA).*

Member State	Port Plus notifications				
	% of Pre-arrival notifications with POB	% of Pre-arrival notifications with POB = 99999	% of Pre-arrival notifications without POB	% of Hazmat EU Departures with POB	% of Hazmat EU Departures with POB=99999
Belgium	96%	4%	0%	96%	4%
Bulgaria	100%	0%	0%	100%	0%
Cyprus	99%	0%	1%	100%	0%
Denmark	66%	34%	0%	100%	0%
Estonia	67%	33%	0%	97%	3%
Finland	69%	3%	28%	66%	34%
France	54%	31%	15%	8%	92%
Germany	78%	22%	0%	0%	0%
Greece	76%	24%	0%	97%	3%
Iceland	100%	0%	0%	0%	100%
Ireland	100%	0%	0%	100%	0%
Italy	68%	30%	3%	97%	3%
Latvia	100%	0%	0%	0%	100%
Lithuania	100%	0%	0%	100%	0%
Malta	17%	0%	83%	100%	0%
Netherlands	0%	0%	100%	0%	0%
Norway	100%	0%	0%	100%	0%
Poland	100%	0%	0%	100%	0%
Portugal	91%	8%	1%	100%	0%
Romania	100%	0%	0%	100%	0%
Slovenia	100%	0%	0%	100%	0%
Spain	0%	0%	100%	0%	0%
Sweden	98%	2%	0%	98%	2%
United Kingdom	0%	0%	0%	0%	0%
Total	58%	12%	30%	84%	16%

**Table 11 – POB reporting in Port Plus notifications on ships' arrival at or departure from an EU port with DPG May/June 2011.**



Member State	A									B	TOTAL (A+B)	%_KNOWN (%A)	%_UNKNOWN (%B)
	LOCODES registered (KNOWN)	A.1 Registered in UNECE	A.1.1 European port	A.1.2 Non European port	A.2 Registered in SSN (SSN specific)	A.2.1 Waypoint	A.2.2 Country	A.2.3 Others	A.3 Temporary				
Belgium	2,416	2,380	2,091	289	29	-	25	4	7	26	2442	99%	1%
Bulgaria	134	134	74	60	-	-	-	-	-	2	136	99%	1%
Cyprus	100	91	12	79	2	-	-	2	7	-	100	100%	0%
Denmark	196	183	181	2	13	4	7	2	-	7	203	97%	3%
Estonia	195	175	145	30	18	18	-	-	2	11	206	95%	5%
Finland	444	443	438	5	-	-	-	-	1	-	444	100%	0%
France	1,191	1,149	950	199	9	-	-	9	33	150	1341	89%	11%
Germany	-	-	-	-	-	-	-	-	-	-	0	0%	0%
Greece	291	260	173	87	2	-	-	2	29	-	291	100%	0%
Iceland	22	22	17	5	-	-	-	-	-	5	27	81%	19%
Ireland	453	453	453	-	-	-	-	-	-	-	453	100%	0%
Italy	2,475	2,340	1,917	423	130	-	76	54	5	3	2478	100%	0%
Latvia	353	352	316	36	1	-	-	1	-	1	354	100%	0%
Lithuania	315	266	266	-	49	-	48	1	-	-	315	100%	0%
Malta	441	374	206	168	65	-	-	65	2	-	441	100%	0%
Netherlands	-	-	-	-	-	-	-	-	-	-	0	0%	0%
Norway	318	243	238	5	75	54	-	21	-	-	318	100%	0%
Poland	561	556	531	25	5	-	1	4	-	-	561	100%	0%
Portugal	241	241	225	16	-	-	-	-	-	-	241	100%	0%
Romania	133	124	18	106	-	-	-	-	9	-	133	100%	0%
Slovenia	154	152	114	38	2	2	-	-	-	4	158	97%	3%
Spain	-	-	-	-	-	-	-	-	-	-	0	0%	0%
Sweden	1,843	1,837	1,817	20	6	-	-	6	-	17	1860	99%	1%
United Kingdom	-	-	-	-	-	-	-	-	-	-	0	0%	0%
<b>Total</b>	<b>12,276</b>	<b>11,775</b>	<b>10,182</b>	<b>1,593</b>	<b>406</b>	<b>78</b>	<b>157</b>	<b>171</b>	<b>95</b>	<b>226</b>	<b>12502</b>	<b>98%</b>	<b>2%</b>

**Table 12 – Identification of Next Port of Call in Port Plus notifications including HazmatEU Departure information May/June 2011.**

Member State	A									B	C	TOTAL (A+B+C)	%_KNOWN	%_UNKNOWN	%_Not provided
	LOCODES registered (KNOWN)	A.1 Registered in UNECE	A.1.1 European port	A.1.2 Non European port	A.2 Registered in SSN (SSN specific)	A.2.1 Waypoint	A.2.2 Country	A.2.3 Others	A.3 Temporary						
Belgium	4,825	4,539	4,010	529	258	-	94	164	28	-	159	4,984	97%	0%	3%
Bulgaria	475	472	131	341	3	-	-	3	-	20	178	673	71%	3%	26%
Cyprus	329	316	150	166	4	2	-	2	9	-	237	566	58%	0%	42%
Denmark	1,788	1,538	1,484	54	250	85	145	20	-	184	-	1,972	91%	9%	0%
Estonia	1,117	1,096	973	123	19	16	-	3	2	8	-	1,125	99%	1%	0%
Finland	1,854	1,812	1,676	136	2	-	-	2	40	89	-	1,943	95%	5%	0%
France	2,539	2,531	2,469	62	2	-	-	2	6	2,738	-	5,277	48%	52%	0%
Germany	-	-	-	-	-	-	-	-	-	-	5,770	5,770	0%	0%	100%
Greece	381	361	259	102	15	-	-	15	5	-	4,179	4,560	8%	0%	92%
Iceland	316	316	221	95	-	-	-	-	-	-	-	316	100%	0%	0%
Ireland	1,749	1,744	1,722	22	5	-	-	5	-	73	-	1,822	96%	4%	0%
Italy	10,980	10,592	9,103	1,489	381	3	166	212	7	-	7,962	18,942	58%	0%	42%
Latvia	1,386	1,375	1,303	72	11	-	2	9	-	7	18	1,411	98%	0%	1%
Lithuania	793	682	680	2	107	-	107	-	4	-	108	901	88%	0%	12%
Malta	1,161	1,092	605	487	53	-	-	53	16	-	39	1,200	97%	0%	3%
Netherlands	-	-	-	-	-	-	-	-	-	-	12,174	12,174	0%	0%	100%
Norway	2,526	2,212	2,196	16	314	100	3	211	-	-	141	2,667	95%	0%	5%
Poland	2,081	1,928	1,808	120	153	-	144	9	-	3	8	2,092	99%	0%	0%
Portugal	502	492	450	42	4	-	-	4	6	2	228	732	69%	0%	31%
Romania	472	446	106	340	7	-	-	7	19	-	490	962	49%	0%	51%
Slovenia	294	294	185	109	-	-	-	-	-	-	-	294	100%	0%	0%
Spain	-	-	-	-	-	-	-	-	-	-	11,932	11,932	0%	0%	100%
Sweden	7,655	7,618	7,467	151	37	-	-	37	-	23	-	7,678	100%	0%	0%
United Kingdom	2	2	-	2	-	-	-	-	-	-	1	3	67%	0%	33%
<b>Total</b>	<b>43,225</b>	<b>41,458</b>	<b>36,998</b>	<b>4,460</b>	<b>1,625</b>	<b>206</b>	<b>661</b>	<b>758</b>	<b>142</b>	<b>3,147</b>	<b>43,624</b>	<b>89,996</b>	<b>48%</b>	<b>3%</b>	<b>48%</b>

**Table 13 – Identification of last port of call in Port Plus notifications  
May/June 2011.**

Member State	sentAt < ATA - 24	ATA - 24 <= sentAt < ATA - 12	ATA - 12 <= sentAt < ATA - 2	ATA - 2 <= sentAt <= ATA + 2	ATA + 2 < sentAt <= ATA + 12	ATA + 12 < sentAt <= ATA + 24	ATA + 24 < sentAt	ATA null	Total	%_sentAt < ATA - 24	%_ATA - 24 <= sentAt < ATA - 12	%_ATA - 12 <= sentAt < ATA - 2	%_ATA - 2 <= sentAt <= ATA + 2	%_ATA + 2 < sentAt <= ATA + 12	%_ATA + 12 < sentAt <= ATA + 24	%_ATA + 24 < sentAt	%_ATA null
Belgium	-	-	-	4,830	133	10	10	-	4,983	0%	0%	0%	97%	3%	0%	0%	0%
Bulgaria	-	-	4	584	39	7	39	-	673	0%	0%	1%	87%	6%	1%	6%	0%
Cyprus	-	-	1	67	259	182	51	-	560	0%	0%	0%	12%	46%	33%	9%	0%
Denmark	6	1	9	830	419	214	495	-	1,974	0%	0%	0%	42%	21%	11%	25%	0%
Estonia	9	6	4	504	254	149	201	-	1,127	1%	1%	0%	45%	23%	13%	18%	0%
Finland	-	-	-	838	358	38	39	-	1,273	0%	0%	0%	66%	28%	3%	3%	0%
France	-	-	3	3,397	491	353	756	-	5,000	0%	0%	0%	68%	10%	7%	15%	0%
Germany	6	10	3	5,009	428	131	186	4	5,777	0%	0%	0%	87%	7%	2%	3%	0%
Greece	-	-	-	3,469	787	129	194	-	4,579	0%	0%	0%	76%	17%	3%	4%	0%
Iceland	-	-	-	316	-	-	-	-	316	0%	0%	0%	100%	0%	0%	0%	0%
Ireland	-	-	-	1,725	19	23	55	-	1,822	0%	0%	0%	95%	1%	1%	3%	0%
Italy	16	50	7	15,873	2,156	310	621	29	19,062	0%	0%	0%	83%	11%	2%	3%	0%
Latvia	-	1	-	1,210	112	23	42	-	1,388	0%	0%	0%	87%	8%	2%	3%	0%
Lithuania	-	-	-	323	572	-	6	-	901	0%	0%	0%	36%	63%	0%	1%	0%
Malta	-	-	-	1,153	39	4	3	-	1,199	0%	0%	0%	96%	3%	0%	0%	0%
Netherlands	-	-	-	11,855	217	52	61	-	12,185	0%	0%	0%	97%	2%	0%	1%	0%
Norway	-	-	-	1,483	443	159	1	-	2,086	0%	0%	0%	71%	21%	8%	0%	0%
Poland	-	-	-	1,512	282	42	59	-	1,895	0%	0%	0%	80%	15%	2%	3%	0%
Portugal	-	1	1	507	62	33	122	-	726	0%	0%	0%	70%	9%	5%	17%	0%
Romania	1	1	3	923	23	8	2	-	961	0%	0%	0%	96%	2%	1%	0%	0%
Slovenia	-	-	-	281	5	2	3	-	291	0%	0%	0%	97%	2%	1%	1%	0%
Spain	573	2,611	1,508	5,870	1,048	77	89	2,862	14,638	4%	18%	10%	40%	7%	1%	1%	20%
Sweden	990	372	144	1,825	1,736	602	771	-	6,440	15%	6%	2%	28%	27%	9%	12%	0%
United Kingdom	-	-	-	1	-	2	-	-	3	0%	0%	0%	33%	0%	67%	0%	0%
Total	1,601	3,053	1,687	64,385	9,882	2,550	3,806	2,895	89,859	2%	3%	2%	72%	11%	3%	4%	3%

**Table 14 – Timeliness of ATA reporting  
May/June 2011**

The time difference between sentAt of "Port Plus notification reporting the ATA" and the ATA is broken down into:

- ATA provided 24h before or more the time of arrival
- ATA provided between 24 and 12h before the time of arrival
- ATA provided between 12 and 2h before the time of arrival
- ATA provided between 2h before and 2h after the time of arrival
- ATA provided between 2 and 12h after the time of arrival
- ATA provided between 12 and 24h after the time of arrival
- ATA provided 24h or more after the time of arrival.

Member State	sentAt < ATD - 24	ATD - 24 <= sentAt < ATD - 12	ATD - 12 <= sentAt < ATD - 2	ATD - 2 <= sentAt <= ATD + 2	ATD + 2 < sentAt <= ATD + 12	ATD + 12 < sentAt <= ATD + 24	ATD + 24 < sentAt	Total	%_sentAt < ATD - 24	%_ATD - 24 <= sentAt < ATD - 12	%_ATD - 12 <= sentAt < ATD - 2	%_ATD - 2 <= sentAt <= ATD + 2	%_ATD + 2 < sentAt <= ATD + 12	%_ATD + 12 < sentAt <= ATD + 24	%_ATD + 24 < sentAt
Belgium	-	2	-	4,863	104	8	7	4,984	0%	0%	0%	98%	2%	0%	0%
Bulgaria	-	1	-	600	62	2	8	673	0%	0%	0%	89%	9%	0%	1%
Cyprus	-	-	-	387	31	70	78	566	0%	0%	0%	68%	5%	12%	14%
Denmark	32	10	13	900	297	213	509	1,974	2%	1%	1%	46%	15%	11%	26%
Estonia	6	3	17	656	204	106	136	1,128	1%	0%	2%	58%	18%	9%	12%
Finland	-	-	-	1,360	452	59	77	1,948	0%	0%	0%	70%	23%	3%	4%
France	1	3	11	3,520	648	407	687	5,277	0%	0%	0%	67%	12%	8%	13%
Germany	3	5	4	5,116	345	109	190	5,772	0%	0%	0%	89%	6%	2%	3%
Greece	-	-	-	3,700	587	92	198	4,577	0%	0%	0%	81%	13%	2%	4%
Iceland	-	-	-	314	-	-	2	316	0%	0%	0%	99%	0%	0%	1%
Ireland	-	-	5	1,697	4	4	112	1,822	0%	0%	0%	93%	0%	0%	6%
Italy	26	50	41	16,684	1,689	150	320	18,960	0%	0%	0%	88%	9%	1%	2%
Latvia	1	-	-	1,278	106	3	24	1,412	0%	0%	0%	91%	8%	0%	2%
Lithuania	-	-	-	717	182	-	2	901	0%	0%	0%	80%	20%	0%	0%
Malta	-	-	-	1,164	30	4	3	1,201	0%	0%	0%	97%	2%	0%	0%
Netherlands	-	-	-	11,092	955	54	75	12,176	0%	0%	0%	91%	8%	0%	1%
Norway	-	-	3	2,098	471	93	3	2,668	0%	0%	0%	79%	18%	3%	0%
Poland	-	2	-	1,787	215	43	45	2,092	0%	0%	0%	85%	10%	2%	2%
Portugal	-	-	1	537	61	55	78	732	0%	0%	0%	73%	8%	8%	11%
Romania	1	2	7	909	24	8	11	962	0%	0%	1%	94%	2%	1%	1%
Slovenia	-	-	-	291	2	-	1	294	0%	0%	0%	99%	1%	0%	0%
Spain	3,744	4,031	1,176	2,677	231	39	46	11,944	31%	34%	10%	22%	2%	0%	0%
Sweden	1,333	182	339	3,809	1,015	572	429	7,679	17%	2%	4%	50%	13%	7%	6%
United Kingdom	-	-	-	1	2	-	-	3	0%	0%	0%	33%	67%	0%	0%
Total	5,147	4,291	1,617	66,157	7,717	2,091	3,041	90,061	6%	5%	2%	73%	9%	2%	3%

**Table 15 – Timeliness of ATD reporting  
May/June 2011**

The time difference between sentAt of “Port Plus notification reporting the ATD” and the ATD is broken down into:

- ATD provided 24h before the time of departure or more ATD provided between 24 and 12h before the time of departure
- ATD provided between 12 and 2h before the time of departure
- **ATD provided between 2h before and 2h after the time of departure**
- ATD provided between 2 and 12h after the time of departure
- ATD provided between 12 and 24h after the time of departure
- ATD provided 24h after or more the time of departure.

Annex IV SSN-THETIS

Status message describing the reason for rejection (if more than one reason is quoted, means that all of them apply for the specific notification)	SSN rejections	Thetis rejections	Comment&Expected actions
<b>Group 1: the "Time" logic is not respected (relations between ETAs and ETDs, etc.)</b>			
The actual time of departure must be after the actual time of arrival (ATD > ATA).		19	This rule is applied in SSN for data within the same PortPlus. MSs have to repeat all the data previously sent to avoid these inconsistencies.
The estimated time of arrival to the next port must be after the actual time of departure from the port of call (ETAtNextPort > ATDFromPortOfCall).	3		To be corrected by MSs
ATA older than one year.		1	SSN accepted this information. The only rule applied in SSN defines the relation between ATA and ATD. Business rule harmonisation to be discussed between EMSA SSN and PSC teams.
The estimated time of arrival to the next port must be after the estimated time of departure from the port of call (ETAtNextPort > ETDFromPortOfCall).	1		To be corrected by MSs
Cancellation of a PortPlus notification only before the arrival of the ship.	2		To be corrected by MSs
<b>Group 2: missing "mandatory" information</b>			
Estimated Time of Departure (ETD) is missing (24h and Hazmat EU Departures elements).	35		To be corrected by MSs
Hazmat EU Departures must include the next port and the ETA to the next port.	15		XMLRG 2.06 will address the issue of ETA when quoting next port ZZUKN
Hazmat EU Departures must include the ETA to the next port.	9		XMLRG 2.06 will address the issue of the ETA when quoting next port ZZUKN
New call with ETA but without ATA.		9	Some Member States are sending New Ship Calls without ATA nor ETA. SSN accepts these notifications (in the case of 72h prearrival notification), THETIS not. Business rule harmonisation to be discussed between EMSA SSN and PSC teams
The CargoManifest is mandatory when declaring Hazmat information.	5		To be corrected by MSs
A ship notification for voyages initiated from a EU port with hazmat info must have a next port location.	4		To be corrected by MSs
New call with ATD without ATA.		4	Some Member States are sending New Ship Calls with ATD and no ATA. SSN accepts these notifications, THETIS not. Business rule harmonisation to be discussed between EMSA SSN and PSC teams
Hazmat EU Departures must include the next port and the ETA to the next port and the ETD from the port of call.	2		To be corrected by MSs
<b>Group 3: invalid values or references (IMO, MMSIs, LOCODES, ShipCallIds, etc.)</b>			
LOCODE [XXXX] does not exist in the THETIS database.		230	.PSC and SSN community in MSs to agree for an harmonisation of the LOCODES reported.
Not compliant LOCODE for SSN	6		To be corrected by MSs
A message identified with the [MSRefID=xx] has already been sent used.	32		To be corrected by MSs
Shipcall used in PortPlus older than 120 days (status message = Invalid ShipCallId).	14		To be taken into account by MSs. This rule is implemented in the SSN central system to avoid SSN querying for all the former data older than 120 days for updating (application performance issue).
Invalid Cancellation message. No voyage found with the specified shipCallId [xx].	13		To be corrected by MSs
A port plus notification with the specified shipCallId [xx] has already been registered; sent from [userid].	2		To be corrected by MSs. XML ref guide 2.06 specifies that the ShipCallID shall be unique at MS level.
A port plus notification with the specified shipCallId [xx] has already been registered with different Vessel [IMO number].	1		To be corrected by MSs (same remark as above)
The Next Port must be different from the Port of Call.	7		XMLRG 2.06 will address the issue
The IMO number [1212122] is not valid.	4		To be corrected by MSs
New call - MMSI number does not correspond to any ship in the database.		2	
ATD not considered because already reordred manually.		4	It is a manual input of ATD in THETIS which cause the rejection of the PortPlus ATD (MS operational management issue).
<b>Total EU</b>	<b>155</b>	<b>269</b>	

**Table 16 – Port Plus notifications rejected by SSN and Thetis, by cause, including the expected actions on 06.09.2011**

DENMARK - 2	IRELAND - 8	ITALY (cont.)	NORWAY (cont.)	NORWAY (cont.)	NORWAY (cont.)	SWEDEN (cont.)
DK888	IEACR	ITVDL	NOHYL	NORSE	NOZGA	SE104
DKKKR	IECBR	ITVSG	NOJOS	NORTL	NOZHA	SE105
<b>ESTONIA - 3</b>	IECDF	<b>MALTA - 3</b>	NOJOV	NORVY	NOZHF	SEHON
EEMRL	IEDIN	MTMSX	NOJOY	NOSAV	NOZOS	SEKAL
EEPET	IEDPP	MTOTW	NOKFJ	NOSAX	NOZRE	SEKMH
EESVI	IEGRE	MTWTW	NOKMV	NOSGA	NOZRO	SEOSB
<b>FINLAND - 1</b>	IEHAU	<b>NORWAY - 90</b>	NOKNV	NOSJN	NOZTA	SERBY
FITEI	IEWCQ	NO653	NOKON	NOSJV	NOZTR	SERNH
<b>FRANCE - 1</b>	<b>ITALY - 22</b>	NOBOX	NOKVL	NOSLH	NOZTS	SETOE
FRPBF	ITAMA	NOBOY	NOLEV	NOSNV	NOZVI	SEUKN
<b>GERMANY - 7</b>	ITCPA	NOBRT	NOLIT	NOSOJ	<b>POLAND - 1</b>	<b>UNITED KINGDOM - 18</b>
DEAGE	ITCVX	NOBSD	NOLVG	NOSOV	PLMD	GBCLJ
DEBEN	ITFAL	NODDY	NOMAL	NOSoy	<b>SLOVENIA - 2</b>	GBCLY
DEBMR	ITFOL	NODFJ	NOMAU	NOSRD	SIZO	GBGAT
DELBM	ITGIA	NODRG	NOMLT	NOSTI	SIPR	GBHOV
DELGO	ITIDG	NODYS	NOMOV	NOTBB	<b>SPAIN - 1</b>	GBHWZ
DENOE	ITISN	NOEDD	NOMSY	NOTOM	ESLLI	GBKBE
DEVRW	ITMMO	NOEDT	NOMVV	NOTRO	<b>SWEDEN - 21</b>	GBKIS
<b>GREECE - 5</b>	ITNTA	NOFFB	NONAN	NOTSX	SE007	GBLRZ
GRAGM	ITPAU	NOFJO	NONBB	NOUME	SE054	GBLSH
GRGLO	ITPNZ	NOGHV	NONOK	NOUSD	SE055	GBLYS
GRKLM	ITPRJ	NOHAB	NONOS	NOVAL	SE062	GBMLP
GRORE	ITPRW	NOHET	NONZC	NOVAV	SE063	GBMRB
GRSIK	ITPVT	NOHLB	NOOLV	NOVBB	SE072	GBPRT
<b>ICELAND - 4</b>	ITRMA	NOHOG	NOOMA	NOVIN	SE077	GBSCF
ISFLA	ITTAL	NOHSE	NOOMB	NOVNS	SE078	GBTFT
ISGRY	ITMTT	NOHSL	NORAM	NOZBJ	SE081	GBTOB
ISNJA	ITUST	NOHSV	NORBB	NOZFF	SE096	GBTSO
ISTEY	ITVDA	NOHSY	NORPP	NOZFO	SE103	GBULS

**Table 17 – LOCODES available in SSN and not in THETIS**