STATUS AT NATIONAL LEVEL

SSN Data Quality Report

Submitted by EMSA

Summary	The document analyses SSN implementation at national and central level and the related data quality issues, including the interface with THETIS.
Action to be taken	As per Section 8
Related documents (most recent ones)	a. SSN 20 report and SSN 20/5/2 document on SSN data quality. b. HLSG 9 report and agenda item 3.1 SSN progress report.

1. INTRODUCTION

This document presents an analysis of the implementation of SafeSeaNet (SSN) at national and central level, the related data quality issues and an update on the interface with THETIS.

2. SUMMARY

Since the last SSN workshop, several improvements in the implementation of SSN and the associated data quality have taken place, including the following:

- SSN V1 Port and Hazmat requests were phased out in December 2013.

- The use of the phone/fax solution for Hazmat details is steadily decreasing.

- Portugal (Azores and Madeira) began sending AIS information through the MARES Regional Server in November 2013.

- The United Kingdom territory of Gibraltar entered into production in January 2014.

- Latvia, Lithuania and Poland completed, and Belgium and Denmark initiated, the commissioning tests to comply with the new XML messaging framework for Incident Reports.

- Mandatory Reporting System (MRS) messages are more widely reported. In particular, Spain began to provide ship MRS notifications for CANREP and WETREP, Denmark and Sweden for SOUNDREP and Iceland resumed transmitting data for TRANSREP.

- Some of the longstanding issues affecting individual MSs have been resolved or minimised, such as: the high number of "Waste" type Incident reports (France); the low number of ship calls reporting a Hazmat non-EU Departure (France), and; the

misalignment of the "Sent_At" which did not coincide with the actual time when notifications were sent (Spain).

However, other issues remain unresolved such as:

- the lack of Shipcall synchronisation for some German ports;

- the use of the dummy Persons on Board (POB) value (three MSs still quote this value in more than 20% of their Port Plus notifications);

- the abnormal number of "Updates" per "Shipcall" (some MSs update the same Shipcall more than 30 times);

- the lack of MRS notifications from Ireland (WETREP), Norway (BAREP), Portugal (WETREP) and the United Kingdom (CALDOVREP and WETREP), and;

- the AIS coverage problems in Greece.

In addition to the above issues, it was found that two Member States did not have the capability of ensuring that SSN messages are stored and then transmitted to the SSN Central system when communications and/or systems have recovered. The national and SSN Central systems should be able to re-send messages for up to 2 weeks (as required by the IFCD Section 4.4 Backup Procedures).

With respect to missing notifications and rejected messages, the overall situation is improving, but further effort from MSs is necessary in order to meet the agreed requirements (less than 0.1%, as indicated in Sections 4.3 and 4.5 of the Interface and Functionalities Control [IFCD] Document).

3. SSN IMPLEMENTATION

3.1. SSN Central system

SSN Central system was upgraded on 10 December 2013 in order to comply with SSN Reference Guide 2.07. The main changes related to:

- the phasing out of SSN Port and Hazmat version 1 notifications (SSN 16.4.6);

- the new XML messaging framework for Incident Reports (SSN 17.3.1);

- voyage correlation rules, and;

- the implementation of ATA/ATD business rules (SSN 18/5/2) and the subsidiary LOCODEs (SSN 18.3.6).

It is expected that the next SSN upgrade will be deployed in June 2014. The most relevant changes are the option not to quote the *CargoManifest* element when reporting Hazmat information, and the option not to quote the *ETA* in Ship AIS notifications (regardless the *NextPortOfCall*). This upgrade will also resolve the issue related to the Incident reports functionality (see the document SSN 21.4.5 SSN Roadmap).

In February 2014, the most recent LOCODEs update was published by UNECE (version 2013-2, released on 20 December 2013) and uploaded in SSN.

3.2. Port Plus notifications

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

Port Plus notifications are widely reported by all MSs. However, some still do not implement the Port Plus message in accordance with the agreed rules laid down in the XML Reference Guide for all ports.

It should also be noted that some MS need to correct their implementation and/or operational procedures at national level in the following areas:

- The number of Port Plus notifications reporting "Hazmat non-EU Departure" information is not realistic (i.e. for ships carrying dangerous or polluting goods that are inbound to their ports from non-EU countries - see Annex I, Table 2).

- Port Plus implementation is not yet harmonised for all ports. For example, Germany has acknowledged that, for many ports, Hazmat and ATA/ATD to PortOfCall information are not always provided in the same shipcall.

- The number of updates per shipcall is abnormal (in some cases the same shipcall is updated more than 30 times), in particular for Belgium, Cyprus, Finland, France, Germany, Malta, the Netherlands, Poland and Portugal (see Annex III, Table 9).

- Member States should always quote all previously provided elements when updating shipcall information (i.e. when updating a "New" Port Plus notification with subsequent "Updates"). The SSN XML Reference Guide 2.07 (pages 84-85) states that (within the business rules related to the "UpdateStatus" attribute) an update message should always include:
  - ✓ the elements including the attributes to be updated (these elements should be found among those included in the original message identified by the UpdateMSRefId);
  - ✓ additional optional elements (should there be operational reasons for their inclusion), and;
  - ✓ the elements previously provided in the former message that was being updated.

3.3. Ship AIS and Ship MRS notifications

Ship AIS notifications: Belgium, Denmark, Greece, the Netherlands, Norway, Portugal, Spain, Sweden and the United Kingdom (except the port of Gibraltar) provide AIS information via a data stream. The remaining MSs continue to use both the message-based and the streaming mechanisms to provide AIS information. Greece still has some gaps in its AIS coverage.

During 2013, Belgium stopped using the message-based interface for providing AIS information in June and Portugal began providing AIS information for the Azores and Madeira archipelagos in November.

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

Spain began sending MRS reports for WETREP in February 2013, and also Denmark and Sweden for SOUNDREP in September 2013. Iceland resumed the exchange of MRS reports for TRANSREP in August 2013.

3.4. Incident Reports (IR)

The exchange of information between MSs is not yet widely implemented (especially requests for further action, including visits to certain ships following an Incident Report). Table 4 shows a mixed picture.

The new XML messaging framework for IRs (version 2.07) that became available in December 2013 fulfils the operational requirements (i.e. identifying each type of IR, distributing via XML and not only using the web distribution tool, etc.).

Belgium and Denmark initiated the commissioning tests for the new XML messaging framework for Incident Reports. Latvia, Lithuania and Poland completed the tests and are already able to start using the functionality.

4.   OPERATIONAL USE OF SSN

There are 1,430 authorities or persons registered in SSN. Of these, 776 are registered as web users in the SSN Central system and 467 have access to the SSN Graphical Interface (SSN GI). Other registered users at national level access information via the national systems.

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

Denmark and Norway both ceased using automatic Shipcall requests for the full Hazmat details as requested at SSN HLSG 6. Finland stopped using automatic Port v1 requests in March 2014.

5.   SYSTEM AVAILABILITY AND PERFORMANCE

EMSA continuously monitors the availability and performance of SSN, including: the connection status of SSN national systems; the exchange of notifications between these systems and the SSN Central system, and; the interfaces between SSN Central and other EU systems (i.e. CSN, LRIT, THETIS). The performance levels for 2013 were as follows:

- The maximum SSN Central system downtime occurred in the fourth quarter 2013, and lasted 5 hours and 46 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the SSN Central system (including the SSN GI) was 99.78%[1]between 1 January and 31 December 2013.

- The SSN-THETIS interface was down three times, with a total duration of four hours. No information was lost (just delayed).

- No relevant full downtimes were detected for the SSN national systems.

- Significant partial downtimes were observed for some SSN national systems. The accumulated downtimes were: Cyprus (6d21h47m), Finland (10d6h20m), Italy (1d5h30m), Malta (7d4h15m0), the Netherlands (2d16h11m), Spain (17h55m) and Sweden (19d21h19m). These affected the delivery of Port Plus information and the service delivered by the THETIS system as, during those periods, no information on ship calls was available to support Port State Control activities.

6.   DATA QUALITY

The main data quality issues detected are listed below:

a. Missing Port Plus notifications (Section 6.1 and Annex III – Table 6)

b. Missing Hazmat information (Section 6.2 and Annex III – Table 7)

c. Hazmat details using phone/fax solution (Section 6.3 and Annex III – Table 8)

d. Number of updates per shipcall (Section 6.4 and Annex III – Table 9)

e. Rejected notifications (Section 6.5 and Annex III – Table 10 and Table 11)

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

The reporting period was January 2014, and for missing Port and Hazmat information and Hazmat details, it was the second half of 2013.

A summary of the findings is presented in Sections 6.1 - 6.5 below, and full details are available in Annex III. More detailed information on the situation relating to the following issues can be found in Annex IV

6.1. Missing Port Plus notifications (ship calls)

EMSA checked 4,114 ships that visited EU ports, and found that 78 of the due notifications had not been sent to SSN (i.e. 1.9% of ships calling at EU ports were not reported to SSN). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:
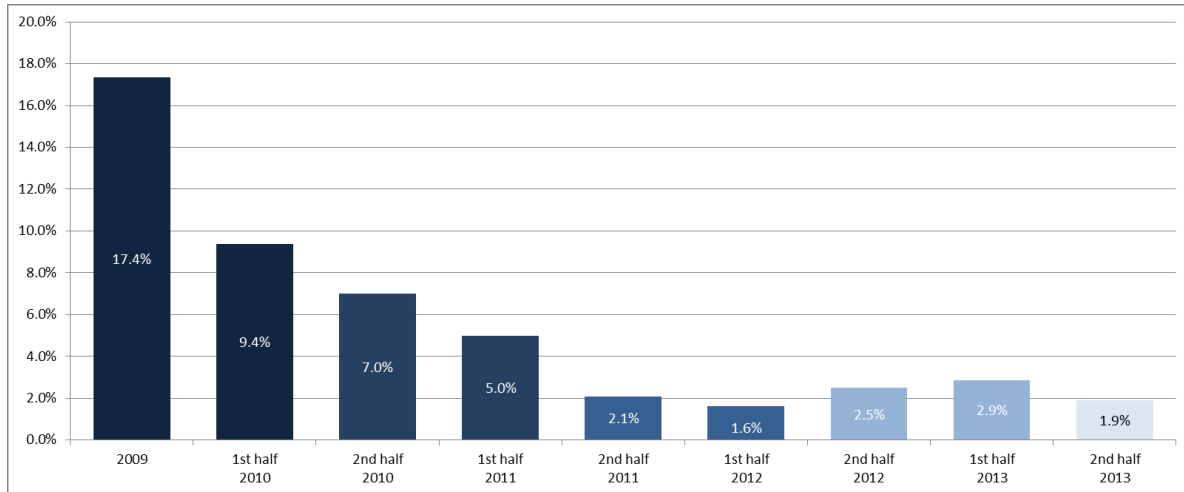

Figure 1 – Missing Port notifications by reporting period

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

6.2. Missing Hazmat information

EMSA analysed MRS reports and monitored ships carrying Hazmat cargoes by cross-checking the results with Hazmat information provided by MSs. To better assist MSs in the implementation of the Directive at national level, the MSS began monitoring ships that were inbound from ports located outside the Community, and en route to MS ports or anchorages located in MS territorial waters (Hazmat non-EU Departure). Lack of due Hazmat information, or Hazmat information provide after arrival in port, is reported as missing.

Within the exercise undertaken for this report, 11% of the due notifications (Hazmat EU and Hazmat non-EU Departure) had not been sent to SSN (i.e. 210 out of 1,865 notifications for ships carrying Hazmat cargoes were not sent to SSN).

When comparing the percentage figures for vessels having departed from MS ports and carrying Hazmat cargoes (Hazmat EU Departure), the situation improved from 10% to 8% (see Figure 2 – blue data). With respect to Hazmat non-EU Departure, the missing information reached 27%.

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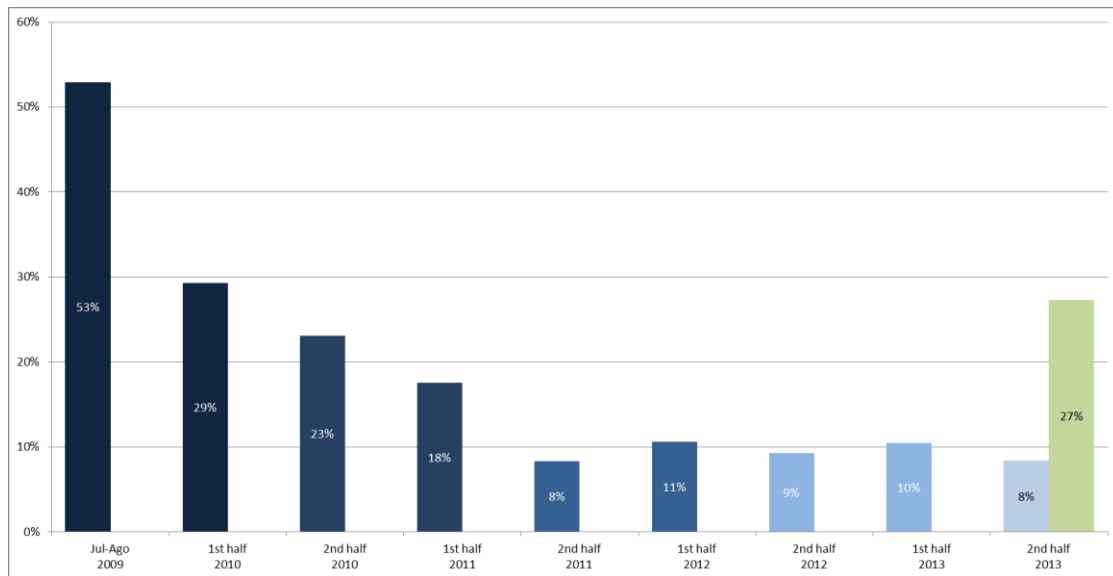
Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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

6.3. Hazmat details using phone/fax solution

At the 6th HLSG meeting (13 December 2011), it was agreed that MSs would endeavour to phase out the phone/fax solution for the provision of Hazmat details, and that this would continue to be available for Hazmat messages in emergency situations only. Although the figures remain high (8.5% of Hazmat details were sent using the phone/fax solution between December 2013 and January 2014), the evolution is positive (see Figure 3).

Member States are reminded that only the XML solution will be accepted for the provision of Hazmat details (as reflected in the XML Reference Guide v3).

Figure 3 – Hazmat details by type and by reporting period

Annex III, Table 8, details the different solutions employed in each MS.

6.4. Number of updates per shipcall

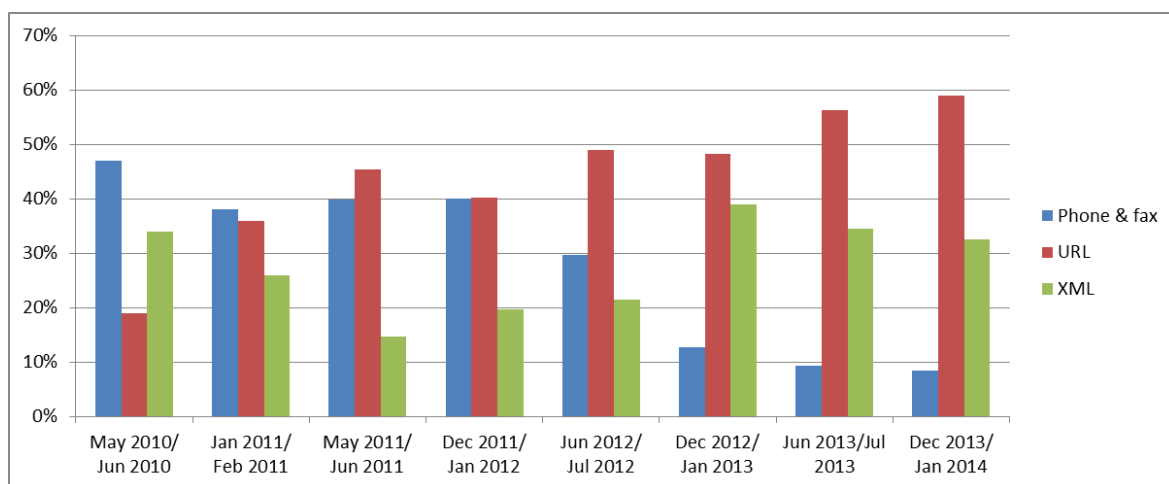In order to verify whether there were any issues relating to Port Plus implementation and/or operational procedures at national level, the MSS analysed the number of updates for individual shipcalls.

With respect to the provision of ATA and ATD, after initial notifications reporting the ETA, the minimum number of updates per shipcall was found to be two. When looking at updates relating to ETA, ETD and the provision of Hazmat EU/non-EU Departure information, a maximum of 10 updates per shipcall was seen to be acceptable.

Within the exercise undertaken for this report, the average number of updates for each shipcall was 3.2, and 6% of Shipcalls were updated more than 10 times. Furthermore, 9 MSs (Belgium, Cyprus, Finland, France, Germany, Malta, the Netherlands, Poland and Portugal) updated 10% or more of their shipcalls more than 10 times each.

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

6.5. Rejected notifications

The Business Rules (BR) defined in the XML Reference Guide (v.2.07) address the rejection of certain notifications implemented in SSN, and aim at keeping the system within acceptable levels of quality and consistency.

The latest version of SSN rejects Port Plus notifications having ATD but no ATA[2]. This is both to ensure data consistency (a ship cannot depart if it did not arrive), and to allow the SSN Central system to verify whether the ATD is after the ATA. SSN also implemented the THETIS business rule, whereby *ATAPortofCall* data cannot be submitted more than one year after the time that the original notification was received by the SSN Central system (XML Reference Guide v.2.07 page 86). In January 2014, these rules caused 22% and 9% of rejections respectively.

When comparing with the previous reporting period, the overall percentage of rejected Port Plus notifications deteriorated from 0.66% to 0.72%. This was mainly due to the implementation of the *ATA/ATD* business rule (as introduced in the paragraph above), the repetition of *ShicpallId* previously sent (15% of rejections) and the use of technically incorrect LOCODEs (14% of rejections). The results can be seen in Annex III (Tables 10 and 11). It should be noted that missing messages affect the proper implementation of both the VTMIS and PSC Directives.

According to the IFCD, invalid messages (i.e. those not compliant with the standards set in the SSN technical and operational documentation) should account for less than 0.1% of the total number of messages sent. Belgium, Germany, Greece, Iceland and Norway complied with this requirement in January 2014.

7. INTERFACE WITH THETIS

At SSN WS 17 and HLSG 7, EMSA was tasked with:

   a. ensuring that any new business rules created for THETIS were notified to the SSN group. Also, whenever there is no conflict between the underlying Directives, the business rules in THETIS and SSN shall be aligned. No new business rules were implemented during the reporting period (see Section 6.5 above).

   b. continuing to report at SSN workshops on:

   • mismatched LOCODEs;

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[2] Member States should always quote all previously provided elements when updating ship call information (i.e. when updating a "New" PortPlus notification with subsequent "Updates").

- ATAs and ATDs not provided via Port Plus notifications, and;
- the timeliness of ATAs and ATDs.

The following sections deal with these 3 issues.

7.1. Mismatched LOCODEs

EMSA compared the LOCODEs used in the "PortOfCall" attribute in Port Plus notifications (1 July 2013 - 1 January 2014) with THETIS LOCODEs (dated 3 March 2014). The outcome is that 31 of the LOCODEs (see Annex IV, Table 12) reported in this period are still not recognised by THETIS (13 are UNECE, while 18 are SSN Specific). At SSN WS 20, 40 LOCODEs were reported as being mismatched.

The number of distinct ship calls not created via SSN Port Plus notifications was 143 (186 reported at SSN WS 20). The initial conclusions are as follows:

- A significant number of LOCODEs from two MSs are still being rejected by THETIS. Sweden had 14 LOCODEs rejected, which resulted in 79 missing calls, and during the same period, United Kingdom had 5 LOCODEs rejected, which resulted in 13 missing calls.

- 15 MSs have their SSN and THETIS LOCODEs aligned. These are Belgium, Bulgaria, Cyprus, Estonia, France, Germany, Greece, Iceland, Lithuania, Latvia, the Netherlands, Poland, Portugal, Romania and Slovenia.

- SSN Specific LOCODEs are either not properly managed by the SSN community, or not supported by the relevant PSC Authority. MSs should ask UNECE to create the relevant LOCODEs (with Port function), and to notify the PSC Coordinator at MS level that this has been done.

Pursuant to the discussion during SSN WS 17, EMSA contacted the PSC authorities in the MSs, recalling the need to align the location identification between THETIS and SSN. This has already resulted in a number of adjustments, together with a list of confirmed differences. These differences mainly relate to locations that are not relevant to PSC, such as anchorages outside territorial waters and ports not receiving commercial ships. However, the alignment task is still ongoing.

Following the adoption of the "LOCODE management" procedure at SSN WS 18, EMSA took the initiative of sharing the same procedure with the PSC community. This ensures that future changes in the list of codes used in SSN will be relayed by EMSA for acknowledgement by the respective PSC entities shortly afterwards.

The following table provides the evolution of the mismatched LOCODEs, comparing SSN WS 21 with previous reporting periods.

Member State	Previous and Current Reporting Periods - LOCODEs rejected by THETIS									
	SSN17		SSN18		SSN19		SSN20		SSN21	
	UNECE	SSN Specific	UNECE	SSN Specific	UNECE	SSN Specific	UNECE	SSN Specific	UNECE	SSN Specific
Belgium	none	none	none	none	1	none	none	none	none	none
Cyprus	none	none	none	none	1	none	none	none	none	none
Denmark	1	1	1	1	1	none	none	none	1	none
Estonia	1	1	0	1	none	none	none	none	none	none
Finland	3	0	none	none	none	none	none	none	1	1
France	1	0	none	none	none	none	none	none	none	none
Germany	1	0	none	none	1	none	none	none	none	none
Greece	9	3	7	2	3	2	none	1	none	none
Ireland	2	1	none	none	1	2	1	1	none	2
Italy	18	2	16	0	none	none	1	none	1	none
Malta	2	0	2	0	2	2	3	none	3	none
Norway	36	131	34	99	5	5	none	9	1	1
Poland	none	none	1	0	none	1	none	none	none	none
Slovenia	2	0	none	none	none	none	none	none	none	none
Spain	none	none	none	none	1	none	3	none	1	none
Sweden	3	8	1	3	3	11	4	14	none	14
United Kingdom	5	1	2	1	none	none	3	none	5	none
TOTAL	232		171		42		40		31	

Figure 4 – Evolution of the mismatched LOCODEs

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

7.2. ATA and ATD not provided via Port Plus notifications

Within the context of the New Inspection Regime for Port State Control (established by Directive 2009/16/EC and supplemented by the RoRo Ferry Inspection Regime - Directive 1999/35/EC), MSs are required to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages to the THETIS inspection database via SSN within a reasonable time (Art. 24.2).

ATA is a key element of THETIS, and ship calls missing this attribute are discarded (i.e. updates or new calls including ATD without ATA). MSs are reminded that, for statistical and operational purposes, 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.

38,666 of the ship calls created in SSN during January 2014 (via Port Plus) fell within the scope of these Directives (see Annex IV, Table 13 and Figure 5).

Following the methodology introduced at SSN WS 17, the findings showed that, on average, 8.9% of ship call notifications lack both the ATA and the ATD. In addition, a further 4.2% lack only the ATD. The overall situation has improved since the last reporting period (July 2013).

Norway, Germany[3] and Sweden provide the largest number of notifications lacking ATA and ATD information (Annex IV – Figure 6). EMSA will continue to report on this issue at SSN workshops and relevant Paris MoU meetings, and in MS's individual status reports on a monthly basis.

7.3. Timeliness of ATA and ATD reported in SSN

Article 24 of Directive 2009/16/EC on Port State Control requires that ATA and ATD information for all ships calling at MS ports or anchorages "is transferred within a

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[3] This is due to the lack of Ship Call ID harmonisation for some German ports.

reasonable time to the inspection database through the Community maritime information exchange system SafeSeaNet, together with an identifier of the port concerned."

Following the detection of abnormal differences between time of arrival information and the time of its provision (which created operational and statistical issues), THETIS implemented a new rule in June 2012 (as announced at the relevant Paris MoU meeting and SSN WS 17) in order to reject ATAs or ATDs which are provided more than 3 hours in advance of the system date and time.

EMSA has compared the timeliness of ATA and ATD information with the date/time sent (the "SentAt" element in the notification), and Annex IV (Table 14) reports the results by MS. The "ATD without ATA" and "no ATA or ATD" problems are often caused because of the non-repetition of all previously sent information in Port Plus updates (as laid down in the XML Reference Guide).

8. PROPOSED ACTIONS

8.1. SSN implementation (Section 3) and operational use of SSN (Section 4):

* MSs to ensure that Port Plus messages are implemented in accordance with the agreed rules laid down in the XML Reference Guide (**action 1**).

* MSs to ensure that Ship MRS notifications are submitted in compliance with the reporting obligations of Directive 2002/59/EC, as amended (**action 2**).

* MSs to ensure that Incident Reports are submitted in compliance with the reporting obligations of Directive 2002/59/EC, and with the agreed SSN Incident Report Guidelines (**action 3**).

8.2. Data quality (Section 6):

* In relation to Sections 6.1 and 6.2, MSs to take the necessary measures to ensure that masters, agents and operators are fully aware of their Port and Hazmat reporting obligations (**action 4**).

* MSs should consider imposing sanctions whenever information is not provided in accordance with Directive 2002/59/EC (as amended), as foreseen for example in Art. 25b. That is, whenever ship masters, agents or operators do not provide Port or Hazmat notifications and send associated Incident Reports to SSN (**action 5**).

* With respect to Section 6.3, MSs to accelerate the phasing out of the phone/fax solution for the provision of details in Hazmat information (**action 6**).

* In relation to section 6.4, MSs to analyse the causes for the abnormal number of Shipcall updates, and to correct system implementation and/or operational procedures at national level (**action 7**).

* With respect to Section 6.5, MSs to analyse (and resolve when necessary) the causes of the rejection of Port Plus notifications, either by using the regular information provided by the MSS, or the SSN receipt messages describing the causes of rejections (invalid format receipts). MSs are invited to ensure that errors in notifications are minimised. Should they occur, the corrected information should be sent to SSN without delay (**action 8**).

8.3. LOCODEs (Section 7.1):

* SSN NCAs and PSC authorities to ensure that all relevant LOCODEs used by SSN (identifying an actual port) are recognised by THETIS (**action 9**).

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

8.4. ATAs and ATDs not provided via Port Plus notifications (Section 7.2):

- MSs to provide ATA and ATD information via SSN (**action 10**).

- EMSA to continue to report on the ATA/ATD issue at SSN workshops and relevant Paris MoU meetings, and in MS's individual status reports on a monthly basis. Where necessary, MSs will be contacted individually.

8.5. Timeliness of ATAs and ATDs (Section 7.3):

- MSs to provide ATAs and ATDs "within a reasonable time," avoiding their provision prior to arrival or departure (not more than 3h in advance - **action 11**).

- EMSA to continue to report on this issue at SSN workshops and relevant Paris MoU meetings, and in MS individual status reports.

List of Figures

List of Tables

Annex I: SSN system implementation by MS

Member State	SSN Data Quality					SSN Interface with Thetis					Relevant issues affecting Member State
	Missing Notifications		Hazmat Details Phone & Fax	Shipcalls with more than 10 updates	PortPlus Rejections	Rejected LOCODEs by Thetis	ATA / ATD Availability		Timeliness of reporting		
	PortPlus	Hazmat					Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late	
Belgium	1.9%	4.0%	0.0%	10.9%	0.02%	0	0.3%	0.2%	0.0%	0.4%	
Bulgaria	0.0%	0.0%	2.3%	0.0%	0.77%	0	0.5%	0.0%	0.0%	0.6%	
Cyprus	0.7%	50.0%	0.0%	11.6%	1.24%	0	0.0%	0.0%	0.0%	0.9%	
Denmark	7.1%	14.2%	0.0%	4.3%	0.55%	1	5.5%	19.0%	0.7%	10.2%	- Use of the dummy Persons on Board (POB) value (Apr 2009)
Estonia	0.7%	3.4%	0.0%	0.3%	0.38%	0	0.0%	0.0%	0.0%	0.2%	
Finland	1.7%	19.5%	0.0%	28.5%	1.82%	2	2.7%	0.8%	0.0%	0.4%	
France	2.4%	22.9%	96.5%	10.7%	0.70%	0	2.9%	4.2%	0.3%	0.8%	- Use of the dummy Persons on Board (POB) value (Jun 2009) - PreArrival information (ETA and POB) not provided in a significant number of Shipcalls (Jul 2012) - In the event of a failure or a scheduled interruption, notifications are not stored for being transmitted to the central SSN system when system recovers (Dec 2013)
Germany	6.7%	5.0%	0.1%	18.8%	0.07%	0	2.3%	29.9%	0.0%	5.2%	- Use of the dummy Persons on Board (POB) value (May 2009) - Shipcall synchronisation is not set for some German ports (Jun 2012)
Greece	3.3%	0.0%	0.1%	0.0%	0.09%	0	1.6%	8.9%	0.0%	1.3%	- Gaps reported in AIS coverage (Feb 2012)
Iceland	0.0%	n.a.	0.0%	0.0%	0.00%	0	1.3%	10.6%	0.0%	0.0%	
Ireland	0.8%	14.3%	32.6%	0.2%	0.54%	2	0.0%	0.2%	0.1%	1.5%	- Missing MRS reports from WETREP (Jan 2009)
Italy	1.0%	8.3%	0.1%	0.0%	0.11%	1	0.3%	0.1%	0.0%	0.4%	
Latvia	0.0%	0.0%	0.0%	2.6%	0.23%	0	0.0%	0.0%	0.0%	0.0%	
Lithuania	0.8%	4.5%	0.0%	1.2%	2.20%	0	1.6%	1.9%	0.1%	0.3%	
Malta	5.4%	6.1%	36.9%	31.9%	1.80%	3	4.3%	8.1%	0.0%	0.5%	- Missing to provide Persons on Board (POB) value (Feb 2009) - Missing to quote in Port Plus updates all elements previously provided (Jan 2014) - In the event of a failure or a scheduled interruption, notifications are not stored for being transmitted to the central SSN system when system recovers (Sep 2013)
Netherlands	0.0%	16.8%	0.0%	6.1%	0.46%	0	2.6%	0.9%	0.0%	0.5%	
Norway	0.5%	14.0%	0.0%	4.1%	0.00%	2	18.8%	21.3%	0.0%	0.0%	- Missing MRS reports from BAREP (Aug 2013)
Poland	0.0%	5.1%	0.0%	70.0%	0.47%	0	0.8%	6.1%	0.0%	1.5%	
Portugal	0.8%	6.7%	0.0%	12.5%	0.29%	0	1.6%	0.8%	0.1%	4.4%	- Missing MRS reports from WETREP (Jan 2009)
Romania	0.7%	0.0%	0.0%	0.5%	13.66%	0	0.3%	13.2%	0.5%	3.5%	
Slovenia	0.0%	n.a.	0.0%	0.0%	0.15%	0	0.0%	0.7%	0.0%	0.0%	
Spain	4.8%	21.9%	0.0%	0.8%	0.20%	1	0.9%	5.7%	0.6%	15.5%	- Use of the dummy Persons on Board (POB) value (Jan 2009) - Abnormal low number of Shipcalls reporting "Hazmat NonEuDeparture" (May 2013) - Missing to quote in Port Plus updates all elements previously provided (Jan 2014) - Abnormal high number of Shipcalls reporting the same information in Hazmat NonEuDeparture and EuDeparture (Jan 2014)
Sweden	1.0%	24.1%	0.0%	1.9%	2.13%	14	18.3%	10.6%	2.4%	0.7%	
United Kingdom	0.5%	6.8%	0.0%	4.7%	0.17%	5	1.1%	3.0%	0.0%	0.8%	- Missing MRS reports from CALDOVREP and WETREP (Jan 2009) - Use of the dummy Persons on Board (POB) value (Jan 2009) - Hazmat and Incident details not available due to SSN technical implementation not complying with SSN system requirement of IFCD and XML Reference Guide (Jan 2012)
Total	2.9%	11.3%	8.5%	6.0%	0.52%	31	4.2%	8.9%	0.3%	3.8%	

Updated: 01 March 2014

Table 1 – Implementation status by MS on 1 March 2014

Member State	PortPlus notifications					Ship notifications		Incident reports
	Distinct ShipCalls	ShipCall Updates	ShipCalls Cancelled	Including Hazmat Non EU Departure	Including Hazmat EU Departure	AIS	MRS	
Belgium	26,646	162,220	678	4,933	14,250	1,650,036	437	2
Bulgaria	4,014	8,278	34	518	822	380,690	0	9
Cyprus	3,372	19,733	65	461	644	2,603,438	0	3
Denmark	27,841	93,242	1,749	96	2,222	0	33,818	40
Estonia	10,737	31,605	90	297	3,296	10,479,115	124,621	2
Finland	35,259	183,309	370	416	8,318	129,604	48,810	41
France	49,048	207,920	1,221	774	12,945	1,129,026	142,651	4,087
Germany	80,164	453,644	880	3,507	12,860	3,241,993	0	29
Greece	184,646	178,038	1,382	2,440	4,465	10,233	0	120
Iceland	2,567	4,891	5	29	397	257,174	1,359	2
Ireland	12,498	42,618	156	244	4,084	1,441,368	0	23
Italy	113,508	260,620	1,941	4,043	19,822	2,741,076	11,877	454
Latvia	7,653	32,233	73	95	3,257	1,138,706	0	7
Lithuania	5,231	24,354	154	95	1,730	317,296	0	0
Malta	9,064	60,146	440	2,034	4,630	529,159	0	6
Netherlands	51,909	240,223	2,081	3,120	17,522	0	0	109
Norway	81,674	247,359	746	1,855	19,144	0	0	86
Poland	16,201	162,459	991	185	4,101	2,436,613	15,726	10
Portugal	14,936	85,632	562	2,658	5,407	0	58,693	128
Romania	5,798	18,184	202	753	908	444,861	0	2
Slovenia	2,275	6,938	76	312	865	41,722	2,113	14
Spain	134,481	285,837	20	1,257	18,854	0	92,108	169
Sweden	63,875	159,018	3,455	458	10,876	0	0	38
United Kingdom	144,039	612,662	4,335	5,189	33,746	1,392,618	0	59
Total	**1,087,436**	**3,581,163**	**21,706**	**35,769**	**205,165**	**30,364,728**	**532,213**	**5,440**

Table 2 – Number of notifications by MS and by type of notification

Reporting period: January – December 2013

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

Table 3 – **Mandatory Reporting Systems in EU waters on 1 March 2014**

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

Member State	SITREP	POLREP	WASTE	Lost&Found Containers	Others	TOTAL
Belgium	1	1	0	0	0	**2**
Bulgaria	9	0	0	0	0	**9**
Cyprus	2	0	0	0	1	**3**
Denmark	40	0	0	0	0	**40**
Estonia	2	0	0	0	0	**2**
Finland	28	0	0	0	13	**41**
France	286	209	3,579	9	4	**4,087**
Germany	28	1	0	0	0	**29**
Greece	80	15	1	0	24	**120**
Iceland	1	0	0	0	1	**2**
Ireland	14	8	0	0	1	**23**
Italy	348	5	0	2	99	**454**
Latvia	5	0	0	0	2	**7**
Lithuania	0	0	0	0	0	**0**
Malta	5	0	0	0	1	**6**
Netherlands	74	6	0	1	28	**109**
Norway	71	3	0	0	12	**86**
Poland	10	0	0	0	0	**10**
Portugal	122	0	1	0	5	**128**
Romania	1	1	0	0	0	**2**
Slovenia	5	2	0	0	7	**14**
Spain	142	1	0	0	26	**169**
Sweden	28	0	0	0	10	**38**
United Kingdom	56	0	3	0	0	**59**
Total	**1,358**	**252**	**3,584**	**12**	**234**	**5,440**

Table 4 – Number of Incident Reports by MS[4] and by type
Reporting period: January-December 2013

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[4] France has corrected the issue of the abnormal number of IR type "Waste".

Annex II: Operational status by MS

Member State	Requests					TOTAL
	Shipcall	Port	Hazmat	Incident	Ship	
Belgium	7	0	0	182	8,695	8,884
Bulgaria	5	0	0	131	10	146
Cyprus	24	3	0	173	2	202
Denmark	798,536	0	0	214	31	798,781
Estonia	185	0	0	66	1	252
Finland	43	1,944,790	0	379	25	1,945,237
France	110	17	0	794	163	1,084
Germany	2	6	10	335	4	357
Greece	139	0	0	333	31	503
Iceland	0	3	3	8	9	23
Ireland	0	0	3	52	0	55
Italy	45	3	0	316	18	382
Latvia	2	0	0	56	1	59
Lithuania	3	0	0	138	2	143
Malta	7	0	0	273	0	280
Netherlands	8	0	0	196	0	204
Norway	1,526,438	0	0	409	4	1,526,851
Poland	111	5	63	394	16	589
Portugal	43	15	9	180	17	264
Romania	28	1	2	26	6	63
Slovenia	1,168	0	0	20	0	1,188
Spain	50	0	0	138	40	228
Sweden	28	0	0	304	0	332
United Kingdom	14	0	0	340	12	366
Total	2,326,996	1,944,843	90	5,457	9,087	4,286,473

Table 5 – Number of requests by MS and by type of notification[5]

Reporting period: January-December 2013

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[5] Denmark resumed sending automatic requests for Hazmat details and Finland confirmed plan of phasing out the Port requests by December 2013.

Annex III: Data quality

Member State	Second half 2013 (Jul 2013 - Dez 2013)		Previous and current reporting periods - Notifications Missing (%)						
	Nr. Checks	Notifications Missing	Jan 2011 - Jun 2011	Jul 2011 - Dec 2011	Jan 2012 - Jun 2012	Jul 2012 - Dec 2012	Jan 2013 - Jun 2013	Jul 2013 - Dec 2013	Evolution
Belgium	210	4	0%	1%	0%	0%	1%	2%	
Bulgaria	150	0	1%	0%	1%	1%	0%	0%	
Cyprus	140	1	8%	0%	1%	0%	0%	1%	
Denmark	211	15	5%	1%	5%	9%	13%	7%	
Estonia	141	1	30%	0%	1%	2%	9%	1%	
Finland	231	4	3%	1%	0%	1%	2%	2%	
France	208	5	13%	11%	4%	2%	8%	2%	
Germany	210	14	8%	4%	2%	4%	3%	7%	
Greece	211	7	11%	4%	2%	5%	3%	3%	
Iceland	135	0	0%	1%	0%	1%	1%	0%	
Ireland	130	1	3%	0%	1%	0%	1%	1%	
Italy	194	2	6%	1%	0%	2%	3%	1%	
Latvia	141	0	1%	0%	0%	0%	0%	0%	
Lithuania	130	1	0%	0%	1%	1%	0%	1%	
Malta	130	7	8%	3%	1%	9%	8%	5%	
Netherlands	195	0	5%	0%	2%	2%	0%	0%	
Norway	195	1	3%	1%	1%	4%	5%	1%	
Poland	154	0	0%	0%	1%	1%	0%	0%	
Portugal	131	1	8%	8%	7%	4%	1%	1%	
Romania	142	1	1%	0%	0%	2%	2%	1%	
Slovenia	130	0	1%	1%	0%	0%	1%	0%	
Spain	210	10	3%	9%	1%	3%	1%	5%	
Sweden	193	2	1%	1%	1%	2%	1%	1%	
United Kingdom	192	1	3%	2%	4%	5%	2%	1%	
Total	**4114**	**78**	**5%**	**2%**	**2%**	**2%**	**3%**	**3%**	

Table 6 – Missing Port notifications by MS and by reporting period
Highlighting those values higher than total average of missing notifications

Hazmat EU Departure

Member State	Second half 2013 (Jul 2013 - Dec 2013)		Previous and Current Reporting Periods - Notifications Missing (%)						
	Nr. Checks	Notifications Missing	Jan 2011 - Jun 2011	Jul 2011 - Dec 2011	Jan 2012 - Jun 2012	Jul 2012 - Dec 2012	Jan 2013 - Jun 2013	Jul 2013 - Dec 2013	Evolution
Belgium	124	1	2%	3%	1%	1%	3%	1%	
Bulgaria	7	0	5%	0%	5%	11%	0%	0%	
Cyprus	2	1	67%	100%	83%	40%	50%	50%	
Denmark	102	14	27%	12%	9%	15%	29%	**14%**	
Estonia	59	2	30%	11%	6%	19%	22%	3%	
Finland	80	16	32%	5%	7%	23%	23%	**20%**	
France	113	7	31%	20%	12%	3%	3%	6%	
Germany	118	6	7%	4%	5%	7%	9%	5%	
Greece	30	0	48%	30%	30%	16%	26%	0%	
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	0%	n.a.	
Ireland	6	0	67%	100%	20%	11%	63%	0%	
Italy	119	10	20%	11%	5%	7%	5%	8%	
Latvia	98	0	6%	3%	10%	0%	0%	0%	
Lithuania	43	2	0%	11%	27%	20%	33%	5%	
Malta	32	2	19%	5%	4%	5%	0%	6%	
Netherlands	111	11	7%	8%	10%	1%	2%	**10%**	
Norway	40	5	17%	8%	13%	17%	7%	**13%**	
Poland	68	5	3%	0%	5%	2%	0%	7%	
Portugal	106	7	20%	13%	21%	20%	18%	7%	
Romania	5	0	20%	0%	40%	0%	22%	0%	
Slovenia	0	0	0%	0%	n.a.	n.a.	0%	n.a.	
Spain	111	12	29%	13%	13%	10%	14%	**11%**	
Sweden	104	25	17%	8%	15%	26%	23%	**24%**	
United Kingdom	105	7	16%	13%	11%	6%	10%	7%	
Total	**1583**	**133**	**18%**	**8%**	**11%**	**9%**	**10%**	**8%**	

Hazmat NonEU Departure

Member State	Second half 2013 (Jul 2013 - Dec 2013)		
	Nr. Checks	Notifications Missing	Notifications Missing (%)
Belgium	27	5	19%
Bulgaria	0	0	n.a.
Cyprus	0	0	n.a.
Denmark	4	1	25%
Estonia	0	0	n.a.
Finland	2	0	0%
France	31	26	**84%**
Germany	22	1	5%
Greece	1	0	0%
Iceland	0	0	n.a.
Ireland	1	1	100%
Italy	13	1	8%
Latvia	0	0	n.a.
Lithuania	1	0	0%
Malta	1	0	0%
Netherlands	44	15	**34%**
Norway	3	1	33%
Poland	31	0	0%
Portugal	13	1	8%
Romania	1	0	0%
Slovenia	0	0	n.a.
Spain	40	21	**53%**
Sweden	4	1	25%
United Kingdom	43	3	7%
Total	**282**	**77**	**27%**

Table 7 – Missing Hazmat EU Departure and non-EU Departure notifications by MS and by reporting period[6]

Highlighting those values higher than total average of missing notifications

[6] Percentages are employed to allow MSs to verify their trends in a more user friendly way. Percentages should be disregarded for those MSs with a low number of samples employed, such as Bulgaria, Cyprus, Iceland, Ireland, Romania and Slovenia.

Member State	Percentage of PortPLus notifications including Hazmat information: details provided using			Total number of notifications
	Phone & Fax	**URL**	**XML**	
Belgium	0%	0%	100%	2,980
Bulgaria	2%	98%	0%	214
Cyprus	0%	29%	71%	175
Denmark	0%	0%	100%	381
Estonia	0%	62%	38%	712
Finland	0%	0%	100%	1,293
France	96%	4%	0%	2,684
Germany	0%	100%	0%	2,722
Greece	0%	100%	0%	1,204
Iceland	0%	100%	0%	93
Ireland	33%	67%	0%	632
Italy	0%	100%	0%	3,875
Latvia	0%	86%	14%	582
Lithuania	0%	100%	0%	281
Malta	37%	63%	0%	1,500
Netherlands	0%	0%	100%	3,265
Norway	0%	0%	100%	3,306
Poland	0%	0%	100%	671
Portugal	0%	77%	23%	1,272
Romania	0%	100%	0%	248
Slovenia	0%	0%	100%	203
Spain	0%	100%	0%	3,880
Sweden	0%	100%	0%	1,418
United Kingdom	0%	100%	0%	6,048
Total	**8%**	**59%**	**32%**	**39,639**

Table 8 – Solution used for providing Hazmat details by MS

Reporting period: December 2013 – January 2014

Member State	NEW	UPDATE	ZZCAN	Total Number of Updates					Shipcalls with more than 10 updates (%)
				Less than 10	Between 10 and 30	Between 31 and 50	Between 51 and 100	More than 100	
Belgium	2,248	17,758	58	2,002	216	5	5	20	**10.9%**
Bulgaria	257	520	7	257	-	-	-	-	0.0%
Cyprus	276	1,648	14	244	32	-	-	-	**11.6%**
Denmark	2,558	6,796	139	2,448	110	-	-	-	4.3%
Estonia	869	3,061	17	866	3	-	-	-	0.3%
Finland	2,681	21,644	238	1,918	744	17	2	-	**28.5%**
France	3,529	17,613	121	3,153	338	35	3	-	**10.7%**
Germany	6,399	33,684	97	5,194	1,173	32	-	-	**18.8%**
Greece	17,287	11,405	119	17,287	-	-	-	-	0.0%
Iceland	180	307	-	180	-	-	-	-	0.0%
Ireland	997	3,448	12	995	2	-	-	-	0.2%
Italy	7,084	16,518	148	7,082	2	-	-	-	0.0%
Latvia	656	3,174	8	639	17	-	-	-	2.6%
Lithuania	409	1,949	11	404	5	-	-	-	1.2%
Malta	670	5,341	-	456	212	2	-	-	**31.9%**
Netherlands	4,293	19,788	181	4,031	260	2	-	-	6.1%
Norway	6,645	22,372	91	6,371	274	-	-	-	4.1%
Poland	1,234	13,489	42	370	863	1	-	-	**70.0%**
Portugal	1,140	6,747	63	998	142	-	-	-	**12.5%**
Romania	422	1,241	13	420	2	-	-	-	0.5%
Slovenia	164	506	3	164	-	-	-	-	0.0%
Spain	10,690	25,827	6	10,607	66	12	5	-	0.8%
Sweden	5,072	11,690	172	4,978	94	-	-	-	1.9%
United Kingdom	10,734	36,106	647	10,234	484	16	-	-	4.7%
TOTAL	**86,494**	**282,632**	**2,207**	**81,298**	**5,039**	**122**	**15**	**20**	**6.0%**

Table 9 – Number of shipcalls and updates per shipcall by MS

Reporting period: January 2014

Member State	January 2014 (SSN 21)		Previous and Current Reporting Periods - Notifications Rejected (%)					
	Port Plus Notifications	Port Plus Rejected	SSN 17	SSN 18	SSN 19	SSN 20	SSN 21	Evolution
Belgium	20,064	4	0.09%	0.03%	0.04%	0.02%	0.02%	
Bulgaria	784	6	1.46%	0.61%	0.00%	0.09%	0.77%	
Cyprus	1,938	24	0.16%	0.77%	0.54%	0.55%	1.24%	
Denmark	9,493	52	0.68%	0.66%	1.71%	0.71%	0.55%	
Estonia	3,947	15	0.49%	0.49%	0.14%	2.16%	0.38%	
Finland	24,563	448	16.64%	4.65%	2.73%	0.66%	1.82%	
France	21,263	149	4.87%	1.13%	0.40%	1.20%	0.70%	
Germany	40,180	29	0.13%	31.38%	0.05%	0.02%	0.07%	
Greece	28,811	27	2.22%	1.19%	0.80%	0.18%	0.09%	
Iceland	487	-	0.11%	0.00%	0.00%	0.00%	0.00%	
Ireland	4,457	24	0.44%	0.19%	0.18%	0.27%	0.54%	
Italy	23,750	25	0.46%	0.66%	0.26%	0.11%	0.11%	
Latvia	3,838	9	1.54%	0.69%	0.38%	0.36%	0.23%	
Lithuania	2,369	52	6.14%	2.04%	1.38%	0.76%	2.20%	
Malta	6,011	108	1.54%	1.54%	2.30%	3.63%	1.80%	
Netherlands	24,262	111	0.79%	1.19%	0.30%	0.57%	0.46%	
Norway	29,108	-	0.59%	0.06%	0.14%	4.16%	0.00%	
Poland	14,765	70	0.12%	0.63%	0.50%	1.52%	0.47%	
Portugal	7,950	23	2.60%	4.28%	0.28%	0.15%	0.29%	
Romania	1,676	229	0.05%	0.10%	0.43%	1.02%	13.66%	
Slovenia	673	1	1.86%	1.24%	0.91%	0.43%	0.15%	
Spain	36,523	72	0.07%	0.05%	0.04%	0.01%	0.20%	
Sweden	16,934	360	1.86%	4.35%	6.13%	0.14%	2.13%	
United Kingdom	48,048	83	n.a.	19.48%	0.77%	0.05%	0.17%	
Total	371,894	2,685	2.08%	4,62%	0.97%	0.66%	0.72%	

Table 10 – Port Plus notifications rejections and evolution

Highlighting those values higher than 1% of rejected notifications in red and those values complying with the IFCD in green

Rule	Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification)	Rejections	Expected actions
Group 1: the "Time" logic is not respected (relations between ETAs and ETDs, etc.)			
R01	A Port Plus notification must have ETAtoNextPort subsequent to the ETDFromPortOfCall.ETAtoNextPort greater than ETDFromPortOfCall.	122	To be corrected by MSs
R02	A Port Plus notification must have ETAtoNextPort subsequent to the ATDFromPortOfCall: ETAtoNextPort greater than ATDPortOfCall	23	To be corrected by MSs
R03	A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall.	69	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.	38	To be corrected by MSs
R05	A Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	182	To be corrected by MSs
Group 2: missing "mandatory" information			
R06	A Port Plus notification including the PreArrivalNotification24HoursDetails element or the HazmatNotificationInfoEUDepartures element must have ETDFromPortOfCall	6	To be corrected by MSs
R07	A Port Plus notification with hazmat EUDeparture must have a NextPort.	9	To be corrected by MSs
R08	A Port Plus notification with hazmat EUDeparture must have ETAToNextPort.	2	To be corrected by MSs
R09	ETAtoNextPort is Mandatory for notification messages including the NextPort information.	-	To be corrected by MSs
R10	The CargoManifest is mandatory when HazmatOnBoardYorN = Y	-	To be corrected by MSs
R11	A Port Plus notification with PortOfCall not equal to 'ZZCAN' must have EtaToPortOfCall (it is not optional).	172	To be corrected by MSs
R12	A Port Plus notification having PortOfCall = 'ZZCAN' can only be accepted if no ATAToPortOfCall/ ATDFromPortOfCall has been provided up to now.	18	To be corrected by MSs
R13	The notification must have quoted at least one of IMO or MMSI numbers	5	To be corrected by MSs
R14	A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes.	-	To be corrected by MSs
R15	A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall.	5	To be corrected by MSs
R16	[SENDER]: A port plus notification with the specified shipCallId [SHIPCALLID] has already been registered in SSN by [SENDER]	289	To be corrected by MSs
R17	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	430	To be corrected by MSs

Table 11 – Number of rejections by cause and expected actions from EMSA and MSs

Reporting period: January 2014

Annex IV: SSN – THETIS interface

LOCODE	Location Name	LOCODE Type	Number of Portplus notifications
DKMNS	Masnedsund	UNECE	1
ESCEL	Celeiro	UNECE	15
FIANK	Ankkurissa	SSN Specific	6
FIPUU	Puumala	UNECE	10
GBAOL	Abbotsley	UNECE	1
GBAOT	Abbotsbury	UNECE	1
GBBCH	Bruichladdich	UNECE	1
GBRAS	Clachan, Raasay	UNECE	1
GBTAR	Tarbert	UNECE	9
IELEA	Cork (LEAHILL JETTY)	SSN Specific	3
IERSV	ROSSAVEAL	SSN Specific	3
ITFDM	Forte dei Marmi	UNECE	2
MTBZE	Birzebbugia	UNECE	6
MTCKW	Cirkewwa	UNECE	1
MTMSX	Marsamxett	UNECE	1
NOSTO	Stokkvaagan	UNECE	2
NOZLN	Langøytangen Losbordingspunkt	SSN Specific	1
SE046	Sandhamn	SSN Specific	3
SE056	Gustaf Dalén (A)	SSN Specific	1
SE062	Visby redd	SSN Specific	11
SE068	Råå Redd	SSN Specific	1
SE070	Staffansbank	SSN Specific	18
SE071	Lundåkrabukten	SSN Specific	2
SE077	Karlshamns Redd A	SSN Specific	1
SE081	Karlskrona angöring A	SSN Specific	1
SE082	Karlskrona angöring B	SSN Specific	1
SE083	Kosterhamn	SSN Specific	1
SE096	Älgöfjärden C	SSN Specific	1
SE103	Charlie	SSN Specific	30
SE104	Danafjorden	SSN Specific	3
SE105	Rivöfjorden	SSN Specific	5

Table 12 – List of the LOCODEs mismatched between SSN and THETIS

Reporting period: July – December 2013

Member State	Number of Shipcalls (UNDER PSC)	Existing ATA & ATD	Existing ATD (missing ATA)	Existing ATA (missing ATD)	Missing ATA& ATD	ATA & ATD provided [%]	Only ATA missing [%]	Only ATD missing [%]	ATA & ATD missing [%]	ATA & ATD missing [%] Jul 2013	ATA & ATD missing [%] Jan 2013	ATA & ATD missing [%] Jul 2012	ATA & ATD missing [%] Dec 2011
Belgium	1,557	1,550	0	4	3	99.6%	0.0%	0.3%	0.2%	0.1%	0.6%	0.8%	1.0%
Bulgaria	194	193	0	1	0	99.5%	0.0%	0.5%	0.0%	0.8%	0.4%	1.4%	0.9%
Cyprus	194	194	0	0	0	100.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%
Denmark	1,135	857	0	62	216	75.5%	0.0%	5.5%	19.0%	20.1%	41.9%	38.7%	35.5%
Estonia	468	468	0	0	0	100.0%	0.0%	0.0%	0.0%	1.2%	3.4%	1.8%	1.9%
Finland	1,074	1,036	0	29	9	96.5%	0.0%	2.7%	0.8%	4.1%	4.2%	3.2%	4.5%
France	2,165	2,011	0	62	92	92.9%	0.0%	2.9%	4.2%	2.2%	2.7%	9.5%	5.0%
Germany	4,207	2,854	0	95	1,258	67.8%	0.0%	2.3%	29.9%	28.1%	38.6%	3.4%	5.0%
Greece	1,535	1,374	0	24	137	89.5%	0.0%	1.6%	8.9%	9.8%	13.3%	6.5%	10.3%
Iceland	160	141	0	2	17	88.1%	0.0%	1.3%	10.6%	9.3%	9.7%	9.7%	13.4%
Ireland	866	864	0	0	2	99.8%	0.0%	0.0%	0.2%	0.4%	0.0%	0.6%	3.3%
Italy	2,382	2,373	0	6	3	99.6%	0.0%	0.3%	0.1%	0.0%	0.4%	0.2%	1.1%
Latvia	492	492	0	0	0	100.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	1.4%
Lithuania	257	248	0	4	5	96.5%	0.0%	1.6%	1.9%	0.0%	1.1%	1.1%	1.9%
Malta	419	367	0	18	34	87.6%	0.0%	4.3%	8.1%	7.1%	7.3%	5.1%	9.5%
Netherlands	2,286	2,206	0	59	21	96.5%	0.0%	2.6%	0.9%	0.7%	2.5%	0.9%	2.3%
Norway	3,770	2,259	0	709	802	59.9%	0.0%	18.8%	21.3%	24.1%	48.2%	56.3%	54.4%
Poland	948	882	0	8	58	93.0%	0.0%	0.8%	6.1%	0.9%	5.4%	22.2%	7.2%
Portugal	616	601	0	10	5	97.6%	0.0%	1.6%	0.8%	1.2%	31.7%	44.3%	24.9%
Romania	296	256	0	1	39	86.5%	0.0%	0.3%	13.2%	14.4%	0.3%	0.2%	0.0%
Slovenia	134	133	0	0	1	99.3%	0.0%	0.0%	0.7%	0.4%	0.0%	1.5%	0.0%
Spain	5,689	5,314	0	53	322	93.4%	0.0%	0.9%	5.7%	3.7%	24.1%	29.6%	34.4%
Sweden	2,232	1,586	0	409	237	71.1%	0.0%	18.3%	10.6%	11.3%	16.8%	25.6%	12.2%
United Kingdom	5,590	5,362	2	61	165	95.9%	0.0%	1.1%	3.0%	4.0%	7.3%	28.5%	n.a.
Total	**38,666**	**33,621**	**2**	**1,617**	**3,426**	**87.0%**	**0.0%**	**4.2%**	**8.9%**	**9.0%**	**17.5%**	**18.7%**	**15.3%**
TOTAL Jul 2013	44,630	38,248	423	1,923	4,036	85.7%	0.9%	4.3%	9.0%				
TOTAL Jan 2013	40,365	29,980	1,582	1,749	7,054	74.3%	3.9%	4.3%	17.5%				
TOTAL Jul 2012	41,781	30,610	1,617	1,732	7,824	73.3%	3.9%	4.1%	18.7%				
TOTAL Dec 2011	33,449	25,176	1,273	1,878	5,122	75.3%	3.8%	5.6%	15.3%				

Table 13 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC [7] / [8]

Reporting period: January 2014

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[7] For most ports, Germany provides Hazmat information in a separate Shipcall from that reporting ETA/ETD to PortOfCall, therefore duplicating ship calls, but only providing one containing the ATA/ATD attributes.

[8] ATA is a key element of THETIS and ship calls missing this attribute are discarded (i.e. updates or new calls including ATD without ATA).

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

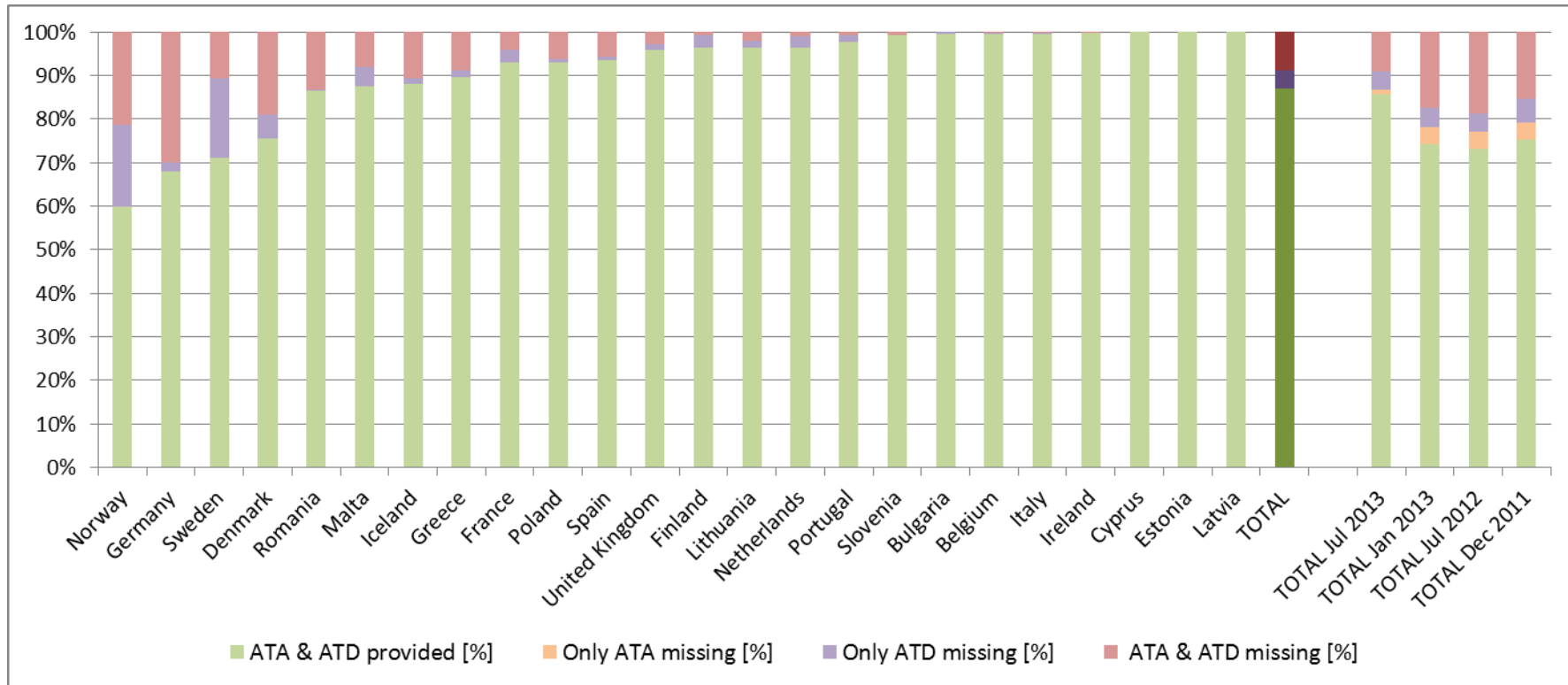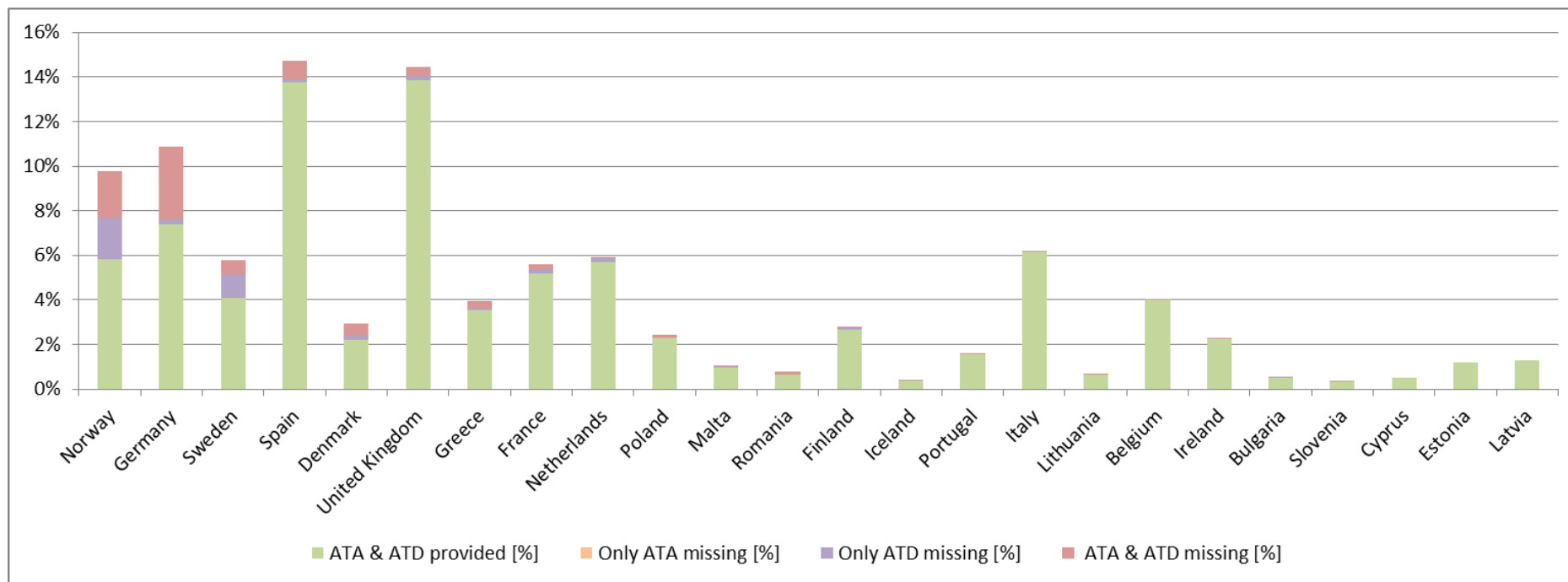**Reporting period: January 2014**

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

Reporting period: January 2014

Member State	ACTUAL TIME OF ARRIVAL PROVIDED				ACTUAL TIME OF DEPARTURE PROVIDED			
	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after	More than 3h in advance	Within 3 hours period	Between 3 and 72 hours after	More than 72 hours after
Belgium	0%	98%	1%	0%	0%	99%	1%	0%
Bulgaria	0%	95%	4%	1%	0%	98%	2%	0%
Cyprus	0%	88%	11%	1%	0%	88%	11%	1%
Denmark	1%	52%	38%	9%	1%	53%	35%	11%
Estonia	0%	96%	4%	0%	0%	96%	4%	0%
Finland	0%	76%	23%	0%	0%	79%	20%	1%
France	0%	86%	13%	1%	1%	91%	8%	0%
Germany	0%	84%	9%	6%	0%	87%	8%	5%
Greece	0%	85%	14%	1%	0%	87%	12%	1%
Iceland	0%	99%	1%	0%	0%	100%	0%	0%
Ireland	0%	96%	3%	1%	0%	96%	2%	2%
Italy	0%	90%	9%	0%	0%	91%	9%	1%
Latvia	0%	97%	3%	0%	0%	96%	4%	0%
Lithuania	0%	58%	41%	1%	0%	87%	13%	0%
Malta	0%	93%	7%	1%	0%	94%	6%	0%
Netherlands	0%	90%	9%	1%	0%	95%	4%	0%
Norway	0%	81%	19%	0%	0%	89%	11%	0%
Poland	0%	93%	6%	1%	0%	92%	6%	2%
Portugal	0%	83%	12%	5%	0%	84%	11%	4%
Romania	0%	92%	3%	5%	1%	94%	4%	2%
Slovenia	0%	98%	2%	0%	0%	99%	1%	0%
Spain	0%	63%	21%	16%	1%	59%	25%	15%
Sweden	4%	75%	20%	1%	1%	89%	10%	1%
United Kingdom	0%	88%	11%	1%	0%	91%	9%	1%

Table 14 – Timeliness of ATA and ATD reporting

Reporting period: January 2014