

Meeting: 11th SSN / LRIT Group Meeting

Place and date: Lisbon, 24 May 2022

Agenda item: SSN Data Quality Report

Document number: SSN/LRIT 11.5.1

Submitted by EMSA

| | |
|---------------------------|---|
| Summary | This document presents SSN implementation at national level and the related data quality issues, including the interface with THETIS. |
| Action to be taken | As per paragraph 7. |
| Related documents | <ul style="list-style-type: none"> a. 10th SSN/LRIT Group Meeting Report b. SSN/LRIT 10.5.1 – SSN and LRIT Data Quality Report c. SSN/LRIT 11.3.2 – Revision of SSN Operational documentation d. SSN/LRIT 11.4.1 – SSN Roadmap |

1. INTRODUCTION

The purpose of the SSN Data Quality Report is to present the status of SSN implementation at national level and the related data quality issues, including the interface with THETIS. The report includes figures with the overall SSN performance and the particular behaviour of each national SSN system and focuses on issues to be resolved. In addition, this report presents the status of the commissioning tests and the implementation of SSN V5 by MSs.

2. SSN IMPLEMENTATION

SSN version 5.0 was deployed in the SSN Training environment on 20 July 2021. This release included only the changes to the system interface to allow MS to perform the commissioning tests of their national SSN systems. The following releases of SSN version 5 included upgrade of the web user interface and the mechanism for the SSN v5 transition. The full SSN v5 was deployed in Production on 12 January 2022. More details on SSN V5 implementation at EMSA and MS can be found in the section 2.1.

Portugal is not yet fully compliant with SSN v3 (request-response functionality and provision of Security and Bunkers information is not implemented). The completion of the commissioning tests by Portugal is not yet scheduled.

Regarding Bunkers information, it is already notified by Bulgaria, Croatia, Germany, Iceland, Italy, Lithuania, Malta, Norway, Poland, Romania, Slovenia and Sweden. Cyprus, Estonia, Greece and Latvia, though commissioned, are not yet reporting Bunkers information.

On 18 August 2021 two new sections were added to the SSN Data Quality monthly report that EMSA's MSS issues for Member States. These checks are related to the Ro-Ro passenger ships and high-speed passenger crafts in regular service falling within the scope of Directive (EU) 2017/2110. EMSA reports missing ship calls and missing ATA/ATD specifically for ships falling under this Directive.

On 27 January 2022, the most recent list of UNECE LOCODEs (i.e. version 2021-2, released on 13 December 2021) was uploaded in the Central Locations Database (CLD). On 19 January 2022 CLD version 1.5 and Central Organisations Database (COD) version 1.5 were deployed in Production.

The status of SSN implementation and notifications activity for each MS is shown in Annex I. Table 2 shows the implementation status by MS and Table 3 shows the number of notifications by MS and by type of notification.

2.1 SSN V5 status

On 12 January 2022, a new version of SSN V5 went live. The new version includes a mechanism for the SSN v4-v5 transition, allowing national SSN systems to continue reporting in both V4 and V5.

This section presents the status of the MSs commissioning tests and implementation of SSN V5. The information shown in the table below was prepared in week 16, so as the information is dynamic in nature, some may be outdated at the time of the 11th SSN/LRIT group meeting.

| Member State | Planned date for running CTs | Scope of the CTs | Planned date for entering in Production | Notes |
|--------------|------------------------------|--|---|--|
| Belgium | Completed | Updated PP+ for notifying waste related information, DPG details and exemptions plus S2S for: Reporting type of Incident reports and receiving distributed IRs requesting ISPS details and exemptions notifying waste exemptions | In Production since 16 February 2022 | 1 st phase – national SSN system to be technically ready to send all required v5 information 2 nd phase – From Feb till May 2022 goal is to comply with the operational implementation of the PRF Directive and with the IR guidelines. |
| | Before December 2023 (TBD) | PP+ for notifying PAX information | December 2023 (TBD) | |
| Bulgaria | 2 nd half 2022 | | End 2022- Beginning 2023 | |
| Croatia | Completed | Full scope | In Production since 27 January 2022 | |
| Cyprus | March 2022 | Full scope | April 2022 | |
| Denmark | TBD | Only waste related information | April 2022 | |
| Estonia | Completed | Full scope | ? | |
| Finland | September 2022 | All mandatory functionalities / Full scope | October 2022 | |
| France | May 2022 | TBD | September 2022 | |

| Member State | Planned date for running CTs | Scope of the CTs | Planned date for entering in Production | Notes |
|-----------------|-------------------------------|--|---|---|
| Germany | Completed | Full scope | In Production since 30 March 2022 | |
| Greece | TBD | TBD | TBD | Currently issuing a public procurement to upgrade to SSN v5. Thus, no planned date can yet be provided. |
| Iceland | April 2022 | All mandatory functionalities | September 2022 | |
| Ireland | Completed | Full scope | ? | |
| Italy | Completed | Full scope | ? | |
| Latvia | September 2022 | Full scope | End 2022 | |
| Lithuania | Completed | Full scope | ? | |
| Malta | Completed | Full scope | In Production since 01 February 2022 | |
| The Netherlands | Completed | without CrewAndPax | In Production since 09 February 2022 | |
| Norway | Completed | All mandatory functionalities | Pending (Q4 2022) | |
| Poland | 1 st semester 2022 | Only waste related information, All mandatory functionalities and Full scope | 1 st semester 2022 | Currently, the detailed scope of the contract is under process. |
| Portugal | December 2021 | TBD | TBD | |
| Romania | Completed | All mandatory functionalities | In Production since 13 March 2022 | |
| Slovenia | 2022 | | | Tender process on-going. |
| Spain | Completed | All mandatory functionalities | Planned April 2022 | |
| Sweden | April 2022 | All mandatory functionalities | Planned 18 May 2022 | |

Table 1 –Status of commissioning tests and implementation of SSN V5 by MSs (in week 16).

Recommendation 1: Member States are invited to note the above information, and to provide feedback should there be any changes in the information presented at the time of the meeting. It should be noted that the status of SSN V5 (i.e. Commissioning tests and entering in production) will be presented at the next HLSSG meeting.

2.2 PortPlus notifications

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

- The percentage of missing Port information from Montenegro and Portugal is high (more than 1% - see Table 9).
- The percentage of missing Hazmat information from Finland, France, Ireland, Italy, Malta, Norway, Portugal, Spain and Sweden is very high (more than 5%, see Table 10).
- The percentage of missing Waste information from Belgium, Croatia, France, Germany, Ireland, Italy, the Netherlands, Norway, Portugal, Spain and Sweden is high (more than 5%, see Table 2).
- The percentage of missing Security information from France, Germany, Greece and Sweden is high (more than 5%, see Table 2). Portugal has not yet implemented provision of Security information to SSN.
- The lack of availability of the detailed part of notifications (see Section 5.4) is still an issue for some MSs (i.e. Estonia for Ship MRS details; Norway for Ship MRS details and Portugal for Hazmat and MRS details).
- Rejections are still an issue for some countries (see Section 5.5), with over 0.2% of PortPlus notifications being rejected (Bulgaria, Cyprus, Denmark, Finland, Germany, Greece, Iceland, Ireland, Italy, Latvia, Montenegro, the Netherlands, Portugal, Romania, Spain and Sweden).
- Estonia, Finland, France, Germany, Greece, Latvia and Spain do not always provide the mandatory “PreArrival24HoursNotificationDetails” element (which includes POB information), and/or they use the “unknown” value (99999) to identify POB for a significant number of ship calls.
- Bulgaria, France, Greece, Lithuania, the Netherlands, Slovenia and Sweden report non-EU Departure Hazmat information for vessels coming from EU ports for a significant number of ship calls. It should be noted that, in these situations, the information provided overlaps with the information legitimately provided by departure ports and causes unnecessary data flows.
- The percentage of notifications lacking the ATA and/or the ATD from Bulgaria, Croatia, Denmark, Estonia, Finland, France, Germany, Greece, Italy, Latvia, Lithuania, Montenegro, the Netherlands, Norway, Portugal, Romania, Spain and Sweden is very high (over 1%, see Table 14).

Recommendation 2: The MSs mentioned in paragraphs 2.2 are invited to provide feedback.

2.3 Exemptions

For information provided in SSN, MSs can grant four types of exemptions:

- Port notifications (Article 15 of Directive 2002/59/EC),
- Hazmat notifications (Article 15 of Directive 2002/59/EC),
- Security notifications (Article 7 of Regulation (EC) No 725/2004) and
- Waste notifications (Article 9 of Directive 2019/883).

The central SSN system includes a functionality whereby MSs may report these exemptions. Since deployment of SSN version 5, Member States might also benefit from granting exemptions for the following notification requirements:

- “Exemption for Crew and Pax information” (Article 9 of Directive 98/41/EC) and
- “Derogation Crew and Pax” (Article 9 of Directive 98/41/EC).

On 04 April 2022, the number of exemptions registered in SSN was 7,701 (2,856 were active and 4,843 were expired and 2 were scheduled, see Table 4). Table 5 shows the number of ship calls that took place in March 2022 (i.e. ship calls with ATD in the reporting period), and the ways in which the detailed part of the notifications (24h Pre-Arrival, Hazmat, Waste and Security) was reported by MSs.

The figures show that 3 MSs (Latvia, Portugal and Spain) do not have exemptions registered in SSN while most of the exemptions granted to MS ports relate to Waste (77.5%). Pre-Arrival, Hazmat and Security exemptions account for 6%, 6.4% and 9.7% respectively. Some Member States do not report the granted exemptions in SSN, thereby giving the impression that due notifications are missing.

Recommendation 3: Member States are invited to register exemptions in SSN system and update the existing exemptions information in SSN, in particular the information regarding the Ports to which the Exemption is applicable, in order to allow SSN to associate the exemption information to the relevant voyage.

2.4 Ship MRS notifications

Table 7 shows the number of reporting systems that have been adopted by the IMO, and which should be reported to SSN. Ship MRS notification are provided for all EU MRS systems adopted by IMO but there are some issues affecting the quality of MRS information which are being handled bilaterally with the concerned Member States.

Recommendation 4: MSs facing data quality issues related to MRS notifications are invited to take appropriate measures and/or contact EMSA for support its resolution.

2.5 Incident Reports (IR)

The exchange of IR information between MSs has not been widely implemented (see Table 8). The content of IR is analysed and reported yearly to Member States in the “Implementation of SafeSeaNet and LRIT” report. The wrong classification of IR and information provided solely in national language has not yet been resolved.

Improvements to the Incident Report exchanged through SSN and a revised version of the [Incident Report Guidelines \(v2.2\)](#) were included in SSN version 5 following the proposal made by the Incident Report Working Group established by the HLSG 4th meeting (11 December 2018).

Recommendation 5: Member States are invited to report all Incident types in accordance with the SSN Incident Report Guidelines.

3. SSN COMMON OPERATIONAL PROCEDURES - COP

Among other things, the COP includes procedures for LOCODE management and steps to follow whenever the EMSA/MSS detects missing, inconsistent or erroneous data. MSs regularly receive short reports via email indicating missing ship calls or Hazmat information (whether the request/response mechanism is working); issues affecting LOCODES and rejected messages and; the provision of Waste, Security and ATAs and ATDs. For issues associated with LOCODES, monthly reports are also provided to national PSC administrators in order to provide guidance on possible corrective action to be taken in THETIS.

Recommendation 6: MSs are invited to acknowledge the receipt of these individual monthly reports, and to take corrective actions, including liaising with the National Authority for PSC.

4. SSN SYSTEM AVAILABILITY AND PERFORMANCE

4.1 System availability

The performance levels for 2021 were as follows:

- a) The central SSN system was down eleven times, with a total duration of 14 hours 32 minutes. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.83%.
- b) The SSN-THETIS interface was down seventy-four times, with a total duration of 26 hours 24 minutes. No information was lost (just delayed).
- c) No relevant full downtimes were detected in the national SSN systems.
- d) Significant partial downtimes were observed for some national SSN systems. These affected the delivery of PortPlus information and the service delivered by the THETIS system: Bulgaria (17h55m, 16h46m), Croatia (24h00m), Finland (14h02m), Greece (41h55m, 12h48m), Iceland (16h42m), Ireland (12h18m, 49h01m), Lithuania (21h08m, 18h19m), Malta (23h01m), Montenegro (176h52m), Portugal (37h34m, 18h19m) and Romania (17h27m).

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

4.2 Member State back-up procedures

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

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

The topic of data buffering is analysed and reported yearly to Member States in the “Implementation of SafeSeaNet and LRIT” report. On certain occasions, due to the low number of notifications provided by the MSs and/or the short downtime periods, no conclusions were reached.

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

5. SSN DATA QUALITY

The main data quality issues detected are listed below:

- a) Missing PortPlus notifications (see Section 5.1 and Table 9, Annex III)
- b) Missing Hazmat information (see Section 5.2 and Table 10, Annex III)
- c) Missing Waste and Security information (see Section 5.3 and Table 2, Annex I)
- d) Availability of the detailed part of notifications (see Section 5.4 and Table 11, Annex III)
- e) Rejected notifications (see Section 5.5 and Table 12 and Table 13, Annex III)

The reporting period was March 2022, but for missing Port and Hazmat information and Hazmat details, it was the second half of 2021. A summary of the findings is shown in Sections 5.1 - 5.5 below, and full details are available in Annex III.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 3,707 ships that visited EU ports in the second semester of 2021 and found that 10 of the due notifications were not sent to SSN (0.27% of ships). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

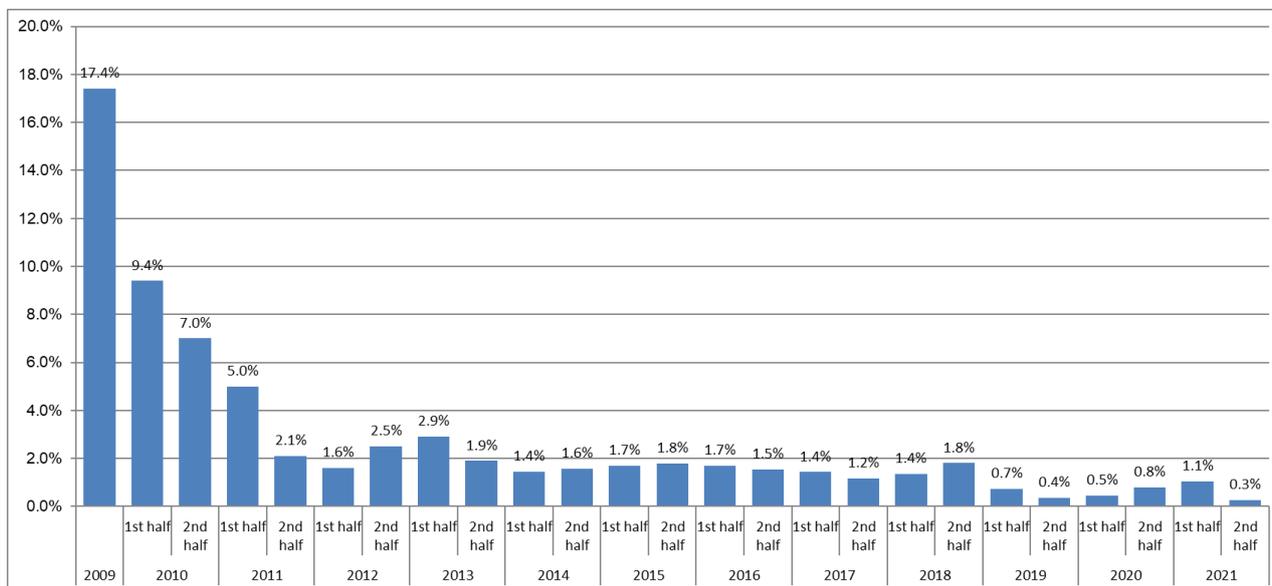


Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

Recommendation 9: MSs are reminded that all notifications have to be provided in compliance with the requirements of Article 4 of Directive 2002/59/EC (as amended) and Article 24 of Directive 2009/16 (as amended) and not doing so is a breach of the Directives.

5.2 Missing Hazmat information

6.7% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 160 out of 2,387 notifications for ships carrying dangerous or polluting goods). With respect to the percentage figures for vessels having departed from MS ports with Hazmat cargoes on board (Hazmat EU Departure), the percentage of missing notifications increased from 4.8% to 6.2% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications decreased from 8.5% to 7.5% (Figure 2 – green data).

Figure 2 shows the overall trend by comparing the percentage figures for the previous reporting periods. The situation improved in the second semester of 2021 for non-EU Departures Hazmat but slightly worsened for Hazmat EU Departure. MSs should continue to improve their procedures for reporting Hazmat information (e.g. Finland, France, Ireland, Italy, Malta, Norway, Portugal, Spain and Sweden), as they have still a significant percentage of the reported issues.

The checks are based on the data already available in the SSN database, as each MRS notification provided to SSN contains information, whether Hazmat is carried on board when passing through the MRS.

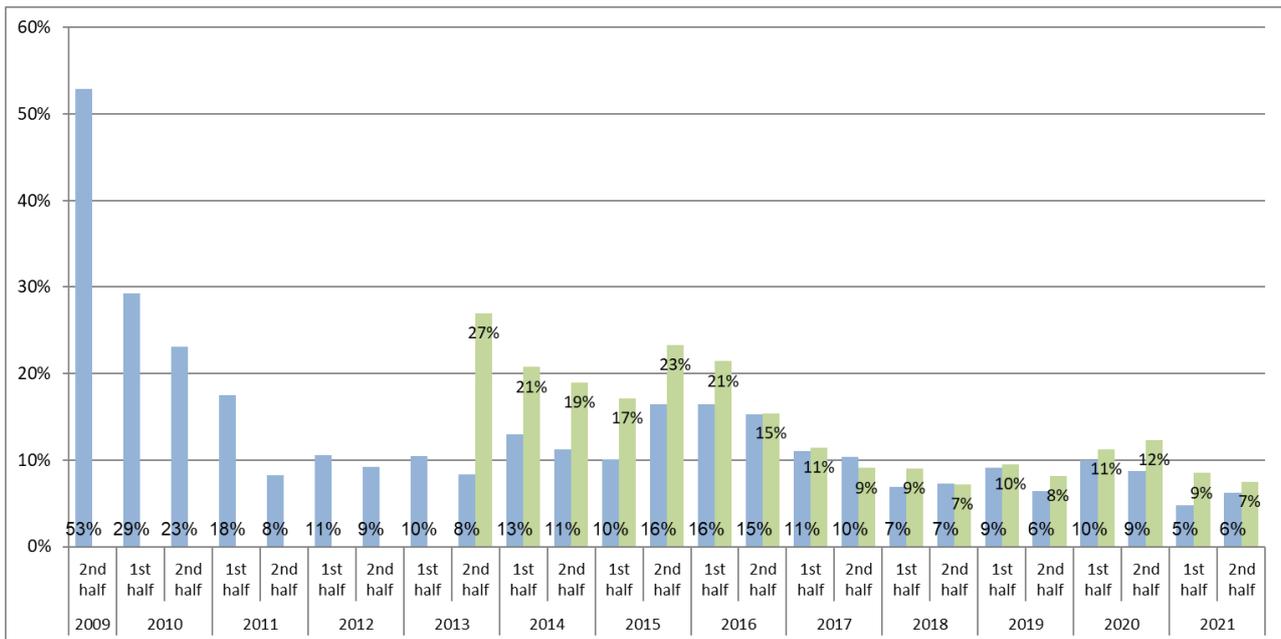


Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

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

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

5.3 Missing Waste and Security information

The percentage of missing Waste and Security notifications were 24.7% and 8.5% of ship calls respectively (see Table 2), as compared to 19% and 11.3% in the previous period. These numbers need to be further analysed to understand the difference between the numbers of ship calls and the associated Waste and Security notifications. When analysing the figures, exemptions registered in SSN system, ship type (regarding availability of Waste and Security information), gross tonnage and domestic voyages (regarding availability of Security information) were taken into account.

Figure 3 shows the overall trend by comparing the percentage figures for the previous reporting periods:

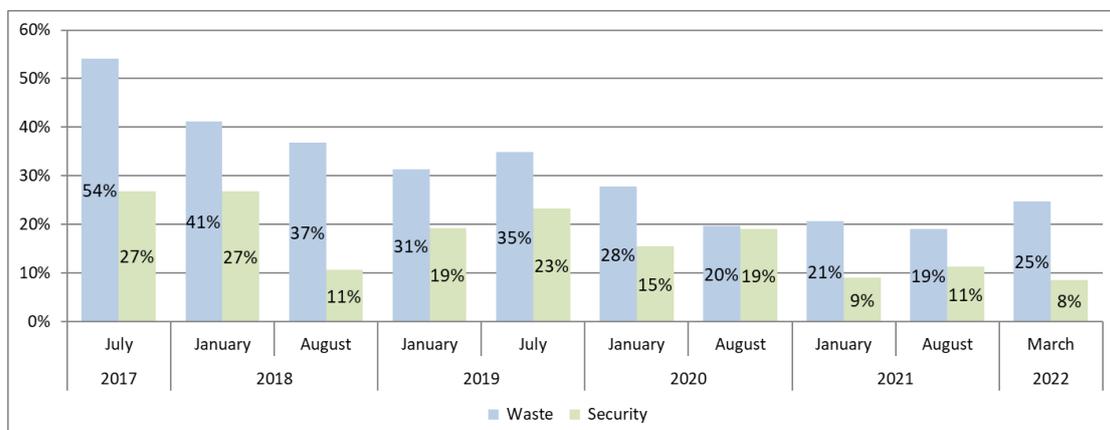


Figure 3 – Missing Waste (Blue) and Security (Green) information by reporting period

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

5.4 Availability of the detailed part of notifications

Since the detailed part of PortPlus notifications (Hazmat, Security and Bunkers details) is available to MSs via the machine-to-machine interface upon request, it must be ensured that the request-response mechanism is always operational. Should the request-response mechanism not be working, the contact details of the reporting authority should be provided to the requester. MSs should therefore ensure that these details are kept updated and available on a 24/7 basis as a back-up solution for the provision of the detailed part of notifications.

The status of the availability of the detailed part of notifications provided by MSs is shown in Table 11, Annex III. The table shows that the issues with request/response mechanism were found for the following Member States: Estonia (MRS details), Norway (MRS details and Portugal (Hazmat and Ship MRS details).

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

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

5.5 Rejected notifications

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

- The message identified by MSRefId [] has already been registered in SSN (Sent by []) (63.6%);
- A Port Plus notification must have ETAToNextPort subsequent to the ETDFromPortOfCall. ETAToNextPort greater than ETDFromPortOfCall (11.5%);
- LastPort Locode/PortOfCall Locode/NextPort Locode/ContactLocation Locode/PortDeliveryRemainingWaste Locode not technically correct or deactivated in SSN system (6%);
- No waste code corresponds to the specified code(s): ... (3.2%);
- A Port Plus notification with the specified shipCallId has already been registered in SSN (1.3%);
- A Port Plus notification must have ATAToPortOfCall prior to the actual departure time from port of call: ATAPortOfCall less than ATDPortOfCall (1.2%)
- The IMO number is not valid (1%).

The results can be found in Annex III (Tables 12 and 13). It should be noted that missing messages affect the proper implementation of both the VTMIS and PSC Directives.

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

6. SSN INTERFACE WITH THETIS

6.1 ATA and ATD not provided via PortPlus notifications

MSs have the responsibility to provide the actual times of arrival (ATA) and departure (ATD) for ships calling at their ports and anchorages¹ to the THETIS inspection database via SSN within a reasonable time (THETIS only recognises a ship call when the ATA has been provided). This section evaluates the availability of ATA/ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC.

37,709 of the ship calls created in SSN during March 2022 (via PortPlus) fell within the scope of these Directives (see Table 14, Annex IV). On average, 2.1% of ship call notifications lacked both the ATA and the ATD. In addition, a further 1.7% lacked only the ATD, despite the ships having already departed. The overall situation has worsened in comparison with last reporting period (August 2021) and further effort is required from Member States to improve it (see Figures 4 and 5 in Annex IV).

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

6.2 Timeliness of ATA and ATD reported in SSN

Article 24 of Directive 2009/16/EC on PSC requires that ATA and ATD information for all ships calling at MS ports or anchorages “is transferred within a reasonable time to the inspection database through SafeSeaNet, together with an identifier of the port concerned”. THETIS implemented a new rule in June 2012 in order to reject ATAs or ATDs which are provided more than 3 hours in advance of the system date and time.

EMSA compared the timeliness of ATA and ATD information with the date/time sent (the “SentAt” element in the notification), and Annex IV (Table 15) shows the results by MS. Croatia, Denmark, Finland, Montenegro and Norway are the mostly affected. ATAs and ATDs provided more than 3 hours in advance, and which were therefore rejected by THETIS, affect 0.13% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 12.1% and 11.8% of overall ship calls respectively. These notifications were not rejected by THETIS.

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

7. ACTIONS PROPOSED

Member States are invited to provide feedback on the reported issues.

¹ For THETIS, the ATA/ATD to anchorage shall be notified (through SSN) only when the anchorage is within the jurisdiction of the port and there is a ship-shore interface.

Annex I: SSN system implementation by Member State

| Member State | SSN Data Quality | | | | | SSN Interface with Thetis | | | | SSN Version | Relevant issues affecting Member State |
|-----------------|---------------------|--------|-------|----------|---------------------|---------------------------|-------------------|--|------------------------------|-------------|---|
| | Missing Information | | | | PortPlus Rejections | ATA / ATD Availability | | Timeliness of reporting | | | |
| | PortPlus | Hazmat | Waste | Security | | Only ATD missing | ATA & ATD missing | ATA / ATD more than 3h in advance (rejected by Thetis) | ATA / ATD more than 72h late | | |
| Belgium | 0.0% | 2.0% | 8.5% | 2.0% | 0.05% | 0.7% | 0.0% | 0.0% | 0.1% | v5 | - High number of missing Waste information (Mar 2022) |
| Bulgaria | 0.0% | 0.0% | 1.3% | 0.0% | 0.37% | 2.7% | 1.0% | 0.0% | 0.0% | v4 | - Hazmat nonEU departure reported for vessels coming from EU ports (Sep 2016) - High number of ship calls missing ATA and/or ATD (Aug 2020) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2021) - High number of rejected PortPlus notifications (Mar 2022) |
| Croatia | 0.0% | 0.0% | 40.9% | 0.0% | 0.00% | 1.1% | 0.0% | 0.0% | 7.3% | v5 | - High number of missing Waste information (Mar 2017) - High number of Waste and Security provided after ship arrival to the port (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2018) - High number of ship calls missing ATA and/or ATD (Mar 2022) - Hazmat and Bunkers details not available upon request (Mar 2022) |
| Cyprus | 0.0% | 0.0% | 0.0% | 3.8% | 0.66% | 0.0% | 0.4% | 0.8% | 0.3% | v4 | - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2019) - High number of rejected PortPlus notifications (Mar 2022) |
| Denmark | 0.0% | 4.4% | 3.8% | 0.7% | 1.52% | 2.6% | 0.5% | 0.0% | 1.8% | v4 | - High number of rejected PortPlus notifications (Mar 2019) - High number of ship calls missing ATA and/or ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020) |
| Estonia | 0.0% | 0.0% | 0.0% | 0.0% | 0.07% | 1.4% | 0.0% | 0.0% | 0.3% | v4 | - Ship MRS details not available upon request (Mar 2016) - Use of the dummy Persons on Board (POB) value (Sep 2016) - High number of ship calls missing ATA and/or ATD (Mar 2022) |
| Finland | 0.0% | 7.0% | 0.2% | 0.0% | 0.46% | 0.6% | 6.6% | 0.0% | 4.6% | v4 | - High number of missing Hazmat (Mar 2022) - High number of rejected PortPlus notifications (Mar 2018) - High number of ship calls missing ATA and/or ATD (Mar 2017) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Sep 2014) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2022) |
| France | 0.5% | 7.7% | 21.5% | 12.6% | 0.04% | 1.1% | 0.5% | 0.0% | 0.1% | v4 | - High number of missing Hazmat (May 2021), Waste (Mar 2017) and Security information (Mar 2017) - High number of Hazmat nonEU departure provided after ship arrival to the port (Mar 2020) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Jun 2009) - High number of ship calls missing ATA and/or ATD (Aug 2021) |
| Germany | 0.5% | 0.6% | 43.4% | 6.3% | 2.96% | 4.2% | 6.4% | 0.0% | 0.8% | v5 | - High number of missing Waste (Mar 2017) and Security information (Mar 2017) - High number of rejected PortPlus notifications (Sep 2016) - Use of the dummy Persons on Board (POB) value (Sep 2018) - High number of ship calls missing ATA and/or ATD (Sep 2020) |
| Greece | 0.0% | 3.7% | 1.16% | 18.73% | 0.90% | 0.9% | 0.8% | 0.0% | 0.7% | v4 | - High number of missing Security information (Mar 2020) - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2021) - High number of rejected PortPlus notifications (Mar 2022) - High number of ship calls missing ATA and/or ATD (Mar 2022) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Mar 2022) |

Table 2 – Implementation status by Member State on 07 April 2022

| Member State | SSN Data Quality | | | | | SSN Interface with Thetis | | | | SSN Version | Relevant issues affecting Member State |
|--------------|---------------------|--------|-------|----------|---------------------|---------------------------|-------------------|--|------------------------------|-------------|---|
| | Missing Information | | | | PortPlus Rejections | ATA / ATD Availability | | Timeliness of reporting | | | |
| | PortPlus | Hazmat | Waste | Security | | Only ATD missing | ATA & ATD missing | ATA / ATD more than 3h in advance (rejected by Thetis) | ATA / ATD more than 72h late | | |
| Iceland | 0.0% | 0.0% | 0.0% | 0.0% | 0.58% | 0.0% | 0.5% | 0.0% | 0.0% | v4 | - High number of rejected PortPlus notifications (Mar 2022) |
| Ireland | 0.0% | 15.5% | 26.2% | 0.0% | 0.84% | 0.4% | 0.5% | 6.2% | 2.5% | v4 | - High number of missing Hazmat (Mar 2017) and Waste (Mar 2022) information - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2021) and more than 72h late (Sep 2020) - High number of Waste provided after ship arrival to the port (Aug 2021) |
| Italy | 0.6% | 7.6% | 22.1% | 2.7% | 0.26% | 0.9% | 0.9% | 0.0% | 0.6% | v4 | - High number of missing Hazmat (May 2021) and Waste (Mar 2017) information - High number of Waste provided after ship arrival to the port (Mar 2020) - High number of ship calls missing ATA and/or ATD (Aug 2021) - High number of rejected PortPlus notifications (Mar 2022) |
| Latvia | 0.0% | 2.8% | 0.0% | 0.0% | 2.04% | 1.2% | 1.0% | 0.0% | 0.3% | v4 | - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls missing ATA and/or ATD (Aug 2021) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2021) - Use of the dummy Persons on Board (POB) value or missing to provide this value (Mar 2022) |
| Lithuania | 0.9% | 0.0% | 0.3% | 0.0% | 0.16% | 1.5% | 0.0% | 0.0% | 0.3% | v4 | - High number of ship calls missing ATA and/or ATD (Mar 2022) - Hazmat nonEU departure reported for vessels coming from EU ports (Mar 2022) |
| Malta | 0.0% | 8.7% | 0.2% | 0.0% | 0.13% | 0.9% | 0.0% | 0.0% | 0.1% | v5 | - High number of missing Hazmat information (Mar 2022) |
| Montenegro | 2.2% | n.a. | n.a. | n.a. | 0.61% | 1.9% | 1.9% | 0.0% | 6.6% | v4 | - High number of missing Port information (Aug 2021) - High number of ship calls missing ATA and/or ATD (Aug 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2019) - High number of rejected PortPlus notifications (Aug 2021) |
| Netherlands | 0.0% | 0.5% | 5.9% | 1.5% | 1.12% | 2.4% | 1.4% | 0.0% | 0.1% | v5 | - High number of missing Waste (Mar 2017) information - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - High number of ship calls missing ATA and/or ATD (Sep 2020) - High number of rejected PortPlus notifications (Mar 2022) |
| Norway | 0.0% | 11.8% | 7.7% | 3.3% | 0.02% | 3.9% | 4.9% | 0.0% | 28.3% | v4 | - High number of missing Hazmat (Aug 2019) and Waste (Mar 2017) information - High number of ship calls missing ATA / ATD (Sep 2015) - High number of Hazmat EU departure provided after ship departure from the port (Aug 2021) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2022) - High number of Waste and Security provided after ship arrival to the port (Mar 2022) - MRS details not available upon request (Mar 2022) |
| Poland | 0.0% | 0.0% | 2.0% | 1.5% | 0.03% | 0.2% | 0.0% | 0.0% | 0.9% | v4 | |

Table 2 – Implementation status by Member State on 07 April 2022 (cont.)

| Member State | SSN Data Quality | | | | | SSN Interface with Thetis | | | | SSN Version | Relevant issues affecting Member State |
|-----------------|---------------------|-------------|--------------|-------------|---------------------|---------------------------|-------------------|--|------------------------------|-------------|---|
| | Missing Information | | | | PortPlus Rejections | ATA / ATD Availability | | Timeliness of reporting | | | |
| | PortPlus | Hazmat | Waste | Security | | Only ATD missing | ATA & ATD missing | ATA / ATD more than 3h in advance (rejected by Thetis) | ATA / ATD more than 72h late | | |
| Portugal | 2.5% | 15.1% | 28.7% | 100.0% | 0.87% | 2.1% | 12.6% | 0.0% | 3.8% | v3 | <ul style="list-style-type: none"> - High number of missing Port (Mar 2020), Hazmat (May 2021) and Waste (Sep 2020) information - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls missing ATA and/or ATD (Sep 2018) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020) - High number of Waste (Sep 2020) provided after ship arrival to the port - SSN v4 not yet fully implemented - Request-Response mechanism not working - Provision of Security information not implemented - High number of Hazmat EU departure provided after ship departure from the port (Mar 2022) |
| Romania | 0.0% | 0.0% | 1.2% | 0.3% | 0.38% | 1.9% | 0.3% | 0.0% | 0.0% | v5 | <ul style="list-style-type: none"> - High number of ship calls missing ATA and/or ATD (Aug 2019) - High number of rejected PortPlus notifications (Mar 2022) |
| Slovenia | 0.0% | 0.0% | 0.0% | 0.0% | 0.00% | 0.8% | 0.0% | 0.0% | 0.0% | v4 | <ul style="list-style-type: none"> - Hazmat nonEu departure reported for vessels coming from EU ports (Sep 2016) |
| Spain | 0.5% | 25.3% | 75.9% | 2.2% | 1.28% | 1.1% | 1.4% | 0.0% | 2.0% | v4 | <ul style="list-style-type: none"> - High number of missing Hazmat (Sep 2016) and Waste (Mar 2017) information - High number of rejected PortPlus notifications (Aug 2019) - High number of ship calls missing ATA and/or ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2017) - Use of the dummy Persons on Board (POB) value (Jan 2009) - High number of Hazmat EU departure provided after ship departure from the port (Mar 2018) |
| Sweden | 0.0% | 10.1% | 28.4% | 34.8% | 12.57% | 1.1% | 0.6% | 0.0% | 1.9% | v4 | <ul style="list-style-type: none"> - High number of missing Hazmat (Mar 2017), Waste (Mar 2022) and Security (Mar 2017) information - High number of ship calls missing ATA and/or ATD (Sep 2020) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020) - High number of Hazmat EU departure provided after ship departure from the port (Aug 2019) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2021) - High number of rejected PortPlus notifications (Mar 2022) |
| Total | 0.3% | 6.7% | 24.7% | 8.5% | 1.64% | 1.7% | 2.1% | 0.13% | 2.5% | - | Updated: 07 April 2022 |

Table 2 – Implementation status by Member State on 07 April 2022 (cont.)

| Member State | Shipcalls | | | AIS ⁽¹⁾ | MRS | Incident Reports | Total |
|--------------|----------------|------------------|---------------|----------------------|----------------|------------------|----------------------|
| | New | Updates | Cancellations | | | | |
| Belgium | 26,385 | 349,816 | 757 | 111,774,004 | 859 | 27 | 112,151,848 |
| Bulgaria | 3,319 | 18,221 | 62 | 9,533,353 | - | 5 | 9,554,960 |
| Croatia | 8,814 | 31,297 | 47 | 32,459,355 | 8,102 | 97 | 32,507,712 |
| Cyprus | 3,062 | 37,795 | 77 | 16,999,041 | - | 3 | 17,039,978 |
| Denmark | 28,727 | 85,120 | 828 | 143,991,094 | 60,247 | 13 | 144,166,029 |
| Estonia | 10,802 | 58,535 | 126 | 71,844,598 | 80,098 | 11 | 71,994,170 |
| Finland | 31,782 | 166,766 | 882 | 52,319,529 | 39,776 | 183 | 52,558,918 |
| France | 54,924 | 350,633 | 4,319 | 89,998,244 | 138,153 | 538 | 90,546,811 |
| Germany | 55,663 | 239,641 | 660 | 270,704,715 | - | 31 | 271,000,710 |
| Greece | 212,993 | 623,583 | 2,931 | 75,645,486 | - | 100 | 76,485,093 |
| Iceland | 3,052 | 6,090 | 224 | 50,195,153 | 934 | - | 50,205,453 |
| Ireland | 13,888 | 55,384 | 89 | 22,247,075 | 200 | 10 | 22,316,646 |
| Italy | 67,397 | 412,556 | 1,714 | 115,327,220 | 22,868 | 602 | 115,832,357 |
| Latvia | 6,492 | 42,368 | 72 | 13,588,228 | - | 15 | 13,637,175 |
| Lithuania | 5,051 | 51,462 | 138 | 8,448,355 | - | 49 | 8,505,055 |
| Malta | 10,071 | 70,426 | 669 | 10,648,297 | - | 20 | 10,729,483 |
| Montenegro | 579 | 1,147 | 11 | 4,075,138 | - | - | 4,076,875 |
| Netherlands | 49,372 | 683,991 | 2,518 | 289,706,017 | - | 98 | 290,441,996 |
| Norway | 162,630 | 1,021,195 | 13,454 | 369,856,019 | 1,130 | 18 | 371,054,446 |
| Poland | 16,483 | 168,537 | 820 | 39,789,684 | 22,134 | 22 | 39,997,680 |
| Portugal | 11,668 | 74,639 | 953 | 30,216,099 | 5,588 | 16 | 30,308,963 |
| Romania | 5,264 | 33,156 | 186 | 23,100,528 | - | 2 | 23,139,136 |
| Slovenia | 3,070 | 15,638 | 79 | 4,284,496 | 1,553 | 3 | 4,304,839 |
| Spain | 151,114 | 1,114,553 | 14,662 | 157,854,742 | 107,620 | 128 | 159,242,819 |
| Sweden | 49,118 | 335,925 | 2,095 | 179,296,888 | - | 108 | 179,684,134 |
| Total | 991,720 | 6,048,474 | 48,373 | 2,193,903,358 | 489,262 | 2,099 | 2,201,483,286 |

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

Table 3 – Number of notifications by Member State and by type of notification

Reporting period: January – December 2021

| Member State | Expired exemptions | | | | | | Active exemptions | | | | | | Scheduled (upcoming) exemptions | | | | | | Total | |
|--------------|--------------------|-------------|--------------|------------|-------------|-----------------------|-------------------|-------------|--------------|------------|-------------|-----------------------|---------------------------------|-------------|----------|----------|-------------|-----------------------|----------|--------------|
| | Hazmat | Pre-Arrival | Waste | Security | Crew AndPax | CrewAndPax Derogation | Hazmat | Pre-Arrival | Waste | Security | Crew AndPax | CrewAndPax Derogation | Hazmat | Pre-Arrival | Waste | Security | Crew AndPax | CrewAndPax Derogation | | |
| Belgium | - | 3 | 509 | 42 | - | - | - | - | 120 | - | - | - | - | - | - | - | - | - | - | 674 |
| Bulgaria | - | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 2 |
| Croatia | - | 44 | - | - | - | - | - | 31 | - | - | - | - | - | - | - | - | - | - | - | 75 |
| Cyprus | - | - | 1 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 1 |
| Denmark | 4 | 11 | 1 | 2 | - | - | 42 | 34 | 106 | 38 | - | - | - | - | - | - | - | - | - | 238 |
| Estonia | 1 | - | 79 | 9 | - | - | - | - | 21 | 17 | - | - | - | - | 2 | - | - | - | - | 129 |
| Finland | 1 | 13 | 112 | 28 | - | - | - | - | 124 | 15 | - | - | - | - | - | - | - | - | - | 293 |
| France | 48 | 20 | 808 | 105 | - | - | 10 | - | 225 | 39 | - | - | - | - | - | - | - | - | - | 1,255 |
| Germany | - | - | 367 | 13 | - | - | - | - | 421 | 60 | - | - | - | - | - | - | - | - | - | 861 |
| Greece | - | 29 | 40 | 4 | - | - | - | 103 | 32 | 5 | - | - | - | - | - | - | - | - | - | 213 |
| Iceland | 2 | 4 | 4 | 3 | - | - | 3 | 6 | 21 | 3 | - | - | - | - | - | - | - | - | - | 46 |
| Ireland | - | - | 13 | 23 | - | - | - | - | 4 | 2 | - | - | - | - | - | - | - | - | - | 42 |
| Italy | 279 | 96 | 1,112 | 46 | - | - | 38 | 1 | 146 | 16 | - | - | - | - | - | - | - | - | - | 1,734 |
| Latvia | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Lithuania | - | - | 526 | 44 | - | - | - | - | 204 | 29 | - | - | - | - | - | - | - | - | - | 803 |
| Malta | - | - | - | - | - | - | - | - | 1 | - | - | - | - | - | - | - | - | - | - | 1 |
| Netherlands | - | - | 107 | 56 | - | - | - | - | 296 | 17 | - | - | - | - | - | - | - | - | - | 476 |
| Norway | - | - | - | - | - | - | 11 | 11 | 30 | 12 | 1 | - | - | - | - | - | - | - | - | 65 |
| Poland | - | - | 15 | 2 | - | - | - | 1 | 35 | 28 | - | - | - | - | - | - | - | - | - | 81 |
| Portugal | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Romania | 18 | 18 | 72 | 18 | - | - | 31 | 31 | 124 | 31 | 22 | 5 | - | - | - | - | - | - | - | 370 |
| Slovenia | - | - | 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | 4 |
| Spain | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Sweden | 2 | 1 | 80 | 2 | - | - | 4 | 5 | 208 | 36 | - | - | - | - | - | - | - | - | - | 338 |
| Total | 355 | 239 | 3,852 | 397 | - | - | 139 | 223 | 2,118 | 348 | 23 | 5 | - | - | 2 | - | - | - | - | 7,701 |

Table 4 – Number of exemptions by type of notification registered in SSN on 04 April 2022

| Member State | Shipcalls | | | | | | | | | | |
|--------------|---------------|----------------------|----------------------|-----------------------|--------------------|----------------------|----------------------|----------------------|---------------|----------------------|----------------------|
| | Total | With Pre-Arrival | | With Hazmat | | | With Waste | | With Security | | |
| | | Information Reported | Exemption Registered | Hazmat nonEu Reported | Hazmat Eu Reported | Exemption Registered | Information Reported | Exemption Registered | Domestic | Information Reported | Exemption Registered |
| Belgium | 2,258 | 2,258 | - | 498 | 1,227 | - | 1,776 | 217 | 209 | 1,914 | - |
| Bulgaria | 304 | 304 | - | 284 | 50 | - | 300 | - | 22 | 277 | - |
| Croatia | 521 | 483 | - | 22 | 153 | - | 250 | - | 154 | 199 | - |
| Cyprus | 323 | 323 | - | 37 | 59 | - | 320 | - | 21 | 253 | - |
| Denmark | 2,524 | 2,521 | - | 19 | 375 | - | 1,871 | 376 | 738 | 1,019 | 40 |
| Estonia | 875 | 875 | - | 44 | 499 | - | 778 | 92 | 38 | 356 | 471 |
| Finland | 2,404 | 2,402 | - | 20 | 756 | - | 810 | 1,577 | 735 | 1,648 | - |
| France | 4,120 | 3,867 | - | 549 | 1,992 | 951 | 1,476 | 1,725 | 803 | 2,642 | 157 |
| Germany | 4,344 | 4,344 | - | 139 | 1,811 | - | 1,966 | 494 | 24 | 1,985 | 1,966 |
| Greece | 9,878 | 9,329 | 212 | 252 | 1,454 | - | 9,526 | 178 | 7,042 | 1,228 | - |
| Iceland | 217 | 217 | - | 22 | 27 | - | 196 | 17 | 104 | 109 | - |
| Ireland | 1,200 | 1,200 | - | 369 | 341 | - | 864 | - | 87 | 1,034 | - |
| Italy | 4,776 | 4,776 | - | 435 | 1,552 | - | 3,444 | 247 | 2,481 | 2,101 | - |
| Latvia | 612 | 612 | - | 26 | 194 | - | 595 | - | 23 | 562 | - |
| Lithuania | 390 | 390 | - | 14 | 163 | - | 387 | - | 1 | 284 | 98 |
| Malta | 732 | 732 | - | 90 | 363 | - | 421 | - | 155 | 547 | - |
| Montenegro | 52 | 47 | - | - | - | - | - | - | - | - | - |
| Netherlands | 4,540 | 4,539 | - | 1,919 | 2,220 | - | 3,490 | 555 | 692 | 3,333 | 39 |
| Norway | 2,921 | 2,804 | - | 22 | 555 | 90 | 2,456 | 113 | 1,632 | 922 | 46 |
| Poland | 1,418 | 1,418 | - | 47 | 462 | - | 1,152 | 216 | 142 | 1,015 | 149 |
| Portugal | 898 | 898 | - | 48 | 309 | - | 638 | - | 396 | - | - |
| Romania | 430 | 429 | - | 84 | 51 | - | 425 | - | 32 | 394 | - |
| Slovenia | 133 | 133 | - | 70 | 73 | - | 133 | - | - | 133 | - |
| Spain | 11,593 | 11,593 | - | 404 | 1,233 | - | 2,489 | - | 6,105 | 3,540 | - |
| Sweden | 4,064 | 4,064 | - | 38 | 1,271 | - | 1,610 | 1,289 | 871 | 1,489 | 582 |
| Total | 61,527 | 60,558 | 212 | 5,452 | 17,190 | 1,041 | 37,373 | 7,096 | 22,507 | 26,984 | 3,548 |

Table 5 – Number of ship calls and how the detailed part of notifications is reported by Member States (reporting period: March 2022)

| Member State | Messaging Interface | Streaming Interface | |
|--------------|---------------------|---------------------|---|
| | Ship AIS | AIS Reports | Regional Server / Proxy |
| Belgium | - | 12,140,153 | North Sea |
| Bulgaria | - | 965,176 | MARES |
| Croatia | - | 3,077,021 | MARES |
| Cyprus | - | 1,150,900 | MARES |
| Denmark | - | 15,877,987 | HELCOM |
| Estonia | - | 8,350,997 | HELCOM |
| Finland | - | 5,308,257 | HELCOM |
| France | - | 9,827,161 | North Sea and MARES (Mediterranean Coast) |
| Germany | 749,751 | 31,251,191 | HELCOM |
| Greece | - | 8,762,144 | MARES |
| Iceland | - | 5,946,482 | North Atlantic |
| Ireland | - | 2,513,460 | North Sea |
| Italy | - | 10,744,006 | MARES |
| Latvia | - | 1,773,753 | HELCOM |
| Lithuania | - | 405,999 | HELCOM |
| Malta | - | 1,110,208 | MARES |
| Montenegro | - | 404,185 | MARES |
| Netherlands | - | 30,287,656 | North Sea |
| Norway | - | 43,670,562 | North Atlantic |
| Poland | - | 4,342,274 | HELCOM |
| Portugal | - | 3,259,173 | MARES |
| Romania | - | 2,570,264 | MARES |
| Slovenia | - | 707,154 | HELCOM |
| Spain | - | 15,704,556 | MARES |
| Sweden | - | 21,742,002 | HELCOM |
| Total | 749,751 | 241,892,721 | |

Table 6 – Number of AIS reports by Member State and Interface (reporting period: March 2022)

| Member State | MRS | Area | Ship MRS Notifications |
|--------------|-------------------------|--|------------------------|
| Belgium | WETREP | EU Atlantic Coast (only for ships carrying heavy grade oils) | 56 |
| Bulgaria | - | - | - |
| Croatia | ADRIREP | Adriatic Sea | 731 |
| Cyprus | - | - | - |
| Denmark | BELTREP | Great Belt | 2,181 |
| | SOUNDREP | The Sound | 2,968 |
| Estonia | GOFREP | Gulf of Finland | 6,406 |
| Finland | GOFREP | Gulf of Finland | 3,179 |
| France | BONIFREP | Strait of Bonifacio (only DPG) | 288 |
| | CALDOVREP | Dover Strait/ Pas de Calais | 3,184 |
| | MANCHREP | Off Les Casquets/ La Manche | 5,000 |
| | OUESSREP | Off Ouessant | 3,637 |
| | WETREP | EU Atlantic Coast (only for ships carrying heavy grade oils) | 14 |
| Germany | - | - | - |
| Greece | - | - | - |
| Iceland | TRANSREP | South & South West coast of Iceland | 75 |
| Ireland | WETREP | EU Atlantic Coast (only for ships carrying heavy grade oils) | 7 |
| Italy | ADRIREP | Adriatic Sea | 1,892 |
| | BONIFREP | Strait of Bonifacio (only DPG) | 260 |
| Latvia | - | - | - |
| Lithuania | - | - | - |
| Malta | - | - | - |
| Montenegro | - | - | - |
| Netherlands | - | - | - |
| Norway | BAREP | Barents Sea | 63 |
| Poland | GDANREP | Gulf of Gdansk | 2,186 |
| Portugal | COPREP | Coast of Portugal | 707 |
| | WETREP | EU Atlantic Coast (only for ships carrying heavy grade oils) | 9 |
| Romania | - | - | - |
| Slovenia | ADRIREP | Adriatic Sea | 136 |
| Spain | CANREP | Canary Islands (only for ships carrying heavy grade oils) | 17 |
| | FINREP | Finisterre (NW Coast of Spain) | 2,723 |
| | GATREP ⁽¹⁾ | Gulf of Almeria (Gata Cape) | 2,583 |
| | GIBREP | Strait of Gibraltar | 4,004 |
| | WETREP | EU Atlantic Coast (only for ships carrying heavy grade oils) | 36 |
| Sweden | SOUNDREP ⁽²⁾ | The Sound | - |
| Total | | | 42,342 |

(1) Voluntary Ship Reporting System

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

Table 7 – Number of MRS reports by Member State and SSN Protocol (reporting period: March 2022)

| Member State | Incident Type | | | | | | | | Protocol | | Total |
|--------------|---------------|------------|----------|----------------|---------------------|---------------------|------------------------|------------|------------|--------------|--------------|
| | SITREP | POLREP | WASTE | L&F Containers | Failed Notification | Pilot / Port Report | VTS Rules Infringement | Others | XML | WEB | |
| Belgium | 26 | 1 | - | - | - | - | - | - | 26 | 1 | 27 |
| Bulgaria | 1 | - | - | - | 1 | 3 | - | - | 5 | - | 5 |
| Croatia | 37 | 1 | - | - | 1 | - | - | 8 | 97 | - | 97 |
| Cyprus | - | - | - | - | - | - | - | - | - | 3 | 3 |
| Denmark | 12 | - | - | - | - | - | - | - | - | 13 | 13 |
| Estonia | 10 | - | - | - | - | - | - | - | 11 | - | 11 |
| Finland | 118 | - | - | - | 4 | - | - | 10 | 183 | - | 183 |
| France | 143 | 246 | 1 | 1 | 2 | 33 | - | 106 | 448 | 90 | 538 |
| Germany | 18 | - | 1 | - | - | 1 | - | 11 | - | 31 | 31 |
| Greece | 56 | 3 | 1 | - | 1 | - | - | 35 | - | 100 | 100 |
| Iceland | - | - | - | - | - | - | - | - | - | - | - |
| Ireland | 7 | 1 | - | - | - | - | - | 2 | - | 10 | 10 |
| Italy | 383 | - | - | - | 1 | 39 | - | 177 | - | 602 | 602 |
| Latvia | 10 | 2 | - | - | 1 | - | - | 2 | - | 15 | 15 |
| Lithuania | 27 | - | - | - | - | 2 | - | 20 | 49 | - | 49 |
| Malta | 8 | - | - | - | - | - | - | 9 | - | 20 | 20 |
| Netherlands | 77 | - | - | 1 | - | - | - | 20 | - | 98 | 98 |
| Norway | 17 | - | - | - | - | - | - | 1 | - | 18 | 18 |
| Poland | 11 | - | - | - | - | - | - | 7 | 21 | 1 | 22 |
| Portugal | 13 | - | - | - | - | - | - | 2 | - | 16 | 16 |
| Romania | 2 | - | - | - | - | - | - | - | - | 2 | 2 |
| Slovenia | - | - | - | - | - | 1 | - | - | 3 | - | 3 |
| Spain | 125 | - | - | - | - | - | - | 3 | 128 | - | 128 |
| Sweden | 16 | - | - | - | - | - | - | 11 | - | 108 | 108 |
| Total | 1,117 | 254 | 3 | 2 | 11 | 79 | - | 424 | 971 | 1,128 | 2,099 |

Table 8 – Number of Incident Reports by Member State and by Type (reporting period: January-December 2021)

Annex III: Data quality

| Member State | Second half 2021 (Jul 2021 - Dec 2021) | | | | | | | | | | | | | Evolution |
|--------------|---|-----------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|-----------|
| | Nr. Checks | Notifications Missing | 2016 | 2017 | | 2018 | | 2019 | | 2020 | | 2021 | | |
| | | | Jul-Dec | Jan-Jun | Jul-Dec | |
| Belgium | 180 | 0 | 0% | 0% | 0% | 1% | 1% | 1% | 0% | 0% | 1% | 1% | 0.00% | |
| Bulgaria | 112 | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0.00% | |
| Croatia | 130 | 0 | 0% | 0% | 0% | 0% | 4% | 0% | 1% | 0% | 0% | 1% | 0.00% | |
| Cyprus | 100 | 0 | 0% | 1% | 1% | 0% | 0% | 4% | 0% | 0% | 1% | 0% | 0.00% | |
| Denmark | 210 | 0 | 1% | 3% | 2% | 5% | 6% | 4% | 1% | 1% | 0% | 2% | 0.00% | |
| Estonia | 100 | 0 | 0% | 0% | 0% | 0% | 2% | 2% | 1% | 0% | 2% | 1% | 0.00% | |
| Finland | 195 | 0 | 0% | 0% | 3% | 0% | 1% | 1% | 0% | 1% | 2% | 3% | 0.00% | |
| France | 195 | 1 | 0% | 1% | 1% | 1% | 2% | 1% | 0% | 0% | 0% | 1% | 0.51% | |
| Germany | 195 | 1 | 1% | 3% | 2% | 2% | 2% | 0% | 0% | 1% | 1% | 2% | 0.51% | |
| Greece | 211 | 0 | 0% | 1% | 3% | 0% | 4% | 0% | 0% | 0% | 1% | 1% | 0.00% | |
| Iceland | 131 | 0 | 0% | 0% | 1% | 1% | 1% | 0% | 0% | 0% | 1% | 0% | 0.00% | |
| Ireland | 112 | 0 | 1% | 1% | 1% | 1% | 0% | 0% | 1% | 0% | 0% | 0% | 0.00% | |
| Italy | 163 | 1 | 0% | 1% | 2% | 4% | 2% | 1% | 0% | 0% | 3% | 1% | 0.61% | |
| Latvia | 110 | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0.00% | |
| Lithuania | 110 | 1 | 0% | 0% | 0% | 0% | 1% | 0% | 0% | 0% | 0% | 1% | 0.91% | |
| Malta | 60 | 0 | 9% | 12% | 1% | 3% | 5% | 0% | 0% | 0% | 0% | 3% | 0.00% | |
| Montenegro | 93 | 2 | - | - | - | - | 5% | 0% | 0% | 0% | 0% | 5% | 2.15% | |
| Netherlands | 195 | 0 | 1% | 1% | 0% | 0% | 0% | 1% | 0% | 0% | 1% | 0% | 0.00% | |
| Norway | 196 | 0 | 4% | 2% | 3% | 4% | 5% | 1% | 1% | 0% | 2% | 1% | 0.00% | |
| Poland | 130 | 0 | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0% | 0.00% | |
| Portugal | 118 | 3 | 7% | - | 1% | 3% | 1% | 1% | 5% | 9% | 2% | 5% | 2.54% | |
| Romania | 137 | 0 | 1% | 0% | 1% | 1% | 1% | 1% | 1% | 0% | 1% | 0% | 0.00% | |
| Slovenia | 131 | 0 | 0% | 1% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0% | 0.00% | |
| Spain | 182 | 1 | 2% | 0% | 1% | 0% | 1% | 0% | 0% | 0% | 1% | 2% | 0.55% | |
| Sweden | 211 | 0 | 10% | 3% | 0% | 1% | 1% | 0% | 0% | 0% | 0% | 0% | 0.00% | |
| Total | 3,707 | 10 | 1.5% | 1.4% | 1.2% | 1.4% | 1.8% | 0.7% | 0.4% | 0.5% | 0.8% | 1.1% | 0.27% | |

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

Values not complying with the IFCD are highlighted in red

| Member State | Hazmat EU Departure | | | | | | | | | | | | | Evolution | Member State | Hazmat non-EU Departure | | | | | | | | | | | | | Evolution |
|--------------|---|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|-------------|--------------|---|-----------------------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|-----------|-----------|
| | Second half 2021 (Jun 2021 - Dec 2021) | | 2017 | | 2018 | | 2019 | | 2020 | | 2021 | | Evolution | | | Second half 2021 (Jun 2021 - Dec 2021) | | 2017 | | 2018 | | 2019 | | 2020 | | 2021 | | Evolution | |
| | Nr. Checks | Notifications Missing | Jan-Jun | Jul-Dec | | | | Nr. Checks | Notifications Missing | Jan-Jun | Jul-Dec | | |
| Belgium | 95 | 0 | 1% | 2% | 2% | 1% | 2% | 1% | 0.9% | 1.0% | 0.9% | 0.0% | | Belgium | 101 | 4 | 7% | 3% | 2% | 5% | 1% | 3% | 3.0% | 11.3% | 4.6% | 4.0% | | | |
| Bulgaria | 2 | 0 | 0% | 11% | 8% | 29% | n.a. | n.a. | 0.0% | 0.0% | 0.0% | 0.0% | | Bulgaria | 0 | 0 | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | | | |
| Croatia | 45 | 0 | 2% | 3% | 0% | 1% | 2% | 0% | 0.0% | 0.0% | 1.3% | 0.0% | | Croatia | 30 | 0 | n.a. | 9% | 4% | 0% | 2% | 0% | 0.0% | 0.0% | 2.1% | 0.0% | | | |
| Cyprus | 4 | 0 | 23% | 15% | 19% | 15% | 4% | 0% | 0.0% | 0.0% | 0.0% | 0.0% | | Cyprus | 0 | 0 | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | | | |
| Denmark | 74 | 2 | 8% | 9% | 2% | 3% | 14% | 3% | 22.2% | 0.0% | 3.2% | 2.7% | | Denmark | 16 | 2 | 10% | 3% | 13% | 10% | 9% | 0% | 0.0% | 33.3% | 7.7% | 12.5% | | | |
| Estonia | 59 | 0 | 0% | 1% | 3% | 0% | 1% | 0% | 25.0% | 0.0% | 1.2% | 0.0% | | Estonia | 13 | 0 | n.a. | n.a. | n.a. | 2% | 2% | 0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Finland | 71 | 3 | 6% | 3% | 6% | 11% | 5% | 7% | 0.0% | 7.1% | 1.2% | 4.2% | | Finland | 15 | 3 | 4% | 5% | 6% | 6% | 13% | 0% | n.a. | n.a. | n.a. | n.a. | | | |
| France | 96 | 7 | 10% | 19% | 3% | 5% | 7% | 6% | 4.5% | 6.7% | 5.3% | 7.3% | | France | 86 | 7 | 24% | 17% | 15% | 17% | 12% | 7% | 6.3% | 6.9% | 18.9% | 8.1% | | | |
| Germany | 91 | 0 | 4% | 7% | 2% | 3% | 3% | 1% | 3.7% | 3.4% | 0.0% | 0.0% | | Germany | 76 | 1 | 4% | 6% | 6% | 4% | 5% | 2% | 0.0% | 0.0% | 2.2% | 1.3% | | | |
| Greece | 96 | 2 | 1% | 3% | 3% | 5% | 3% | 4% | 6.8% | 2.9% | 1.8% | 2.1% | | Greece | 13 | 2 | n.a. | 0% | 0% | 0% | 0% | 8% | 0.0% | 0.0% | 11.1% | 15.4% | | | |
| Iceland | 0 | 0 | n.a. | | Iceland | 2 | 0 | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | 0.0% | n.a. | n.a. | n.a. | | | |
| Ireland | 66 | 10 | 13% | 3% | 11% | 6% | 10% | 7% | 8.0% | 17.6% | 9.4% | 15.2% | | Ireland | 5 | 1 | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | 0.0% | 100.0% | 50.0% | 20.0% | | | |
| Italy | 97 | 7 | 6% | 10% | 7% | 4% | 11% | 4% | 6.1% | 8.4% | 7.1% | 7.2% | | Italy | 88 | 7 | 12% | 8% | 7% | 8% | 12% | 3% | 0.0% | 9.1% | 9.5% | 8.0% | | | |
| Latvia | 34 | 1 | 8% | 6% | 2% | 1% | 1% | 0% | 0.0% | 6.7% | 1.4% | 2.9% | | Latvia | 2 | 0 | n.a. | 0% | 0% | 0% | 6% | n.a. | n.a. | n.a. | n.a. | n.a. | | | |
| Lithuania | 45 | 0 | 0% | 3% | 0% | 2% | 1% | 0% | 0.0% | 14.3% | 1.8% | 0.0% | | Lithuania | 9 | 0 | n.a. | 0% | 0% | 5% | 0% | 0% | 25.0% | 0.0% | 0.0% | 0.0% | | | |
| Malta | 38 | 4 | 61% | 30% | 8% | 3% | 1% | 5% | 6.5% | 25.0% | 1.9% | 10.5% | | Malta | 8 | 0 | 36% | 6% | 6% | 6% | 0% | 13% | 0.0% | 100.0% | 15.4% | 0.0% | | | |
| Netherlands | 96 | 1 | 3% | 4% | 2% | 6% | 1% | 2% | 3.5% | 2.9% | 1.8% | 1.0% | | Netherlands | 104 | 0 | 3% | 2% | 1% | 1% | 2% | 3% | 5.5% | 1.0% | 0.0% | 0.0% | | | |
| Norway | 62 | 7 | 7% | 5% | 10% | 2% | 6% | 9% | 4.3% | 8.7% | 7.5% | 11.3% | | Norway | 14 | 2 | 25% | 6% | 7% | 0% | 31% | n.a. | 50.0% | 0.0% | 25.0% | 14.3% | | | |
| Poland | 77 | 0 | 1% | 1% | 0% | 1% | 2% | 0% | 0.0% | 0.0% | 1.0% | 0.0% | | Poland | 62 | 0 | 2% | 0% | 0% | 0% | 1% | 0% | 0.0% | 0.0% | 2.5% | 0.0% | | | |
| Portugal | 97 | 12 | n.a. | n.a. | n.a. | 8% | n.a. | 3% | 2.6% | 9.6% | 4.6% | 12.4% | | Portugal | 89 | 16 | n.a. | 4% | 1% | 1% | 3% | 3% | 1.9% | 19.5% | 9.3% | 18.0% | | | |
| Romania | 6 | 0 | 0% | 0% | 0% | 17% | n.a. | 0% | 12.5% | 0.0% | 0.0% | 0.0% | | Romania | 0 | 0 | n.a. | n.a. | n.a. | n.a. | n.a. | n.a. | 0.0% | n.a. | n.a. | n.a. | | | |
| Slovenia | 63 | 0 | 2% | 5% | 0% | 0% | 0% | 0% | 2.9% | 0.0% | 0.0% | 0.0% | | Slovenia | 53 | 0 | n.a. | 3% | 0% | 1% | 3% | 0% | 0.0% | 0.0% | 0.0% | 0.0% | | | |
| Spain | 103 | 28 | 33% | 32% | 36% | 32% | 42% | 22% | 34.2% | 27.9% | 23.0% | 27.2% | | Spain | 95 | 22 | 30% | 38% | 38% | 25% | 36% | 29% | 32.7% | 29.1% | 21.7% | 23.2% | | | |
| Sweden | 75 | 9 | 11% | 19% | 9% | 19% | 35% | 30% | 5.0% | 36.4% | 11.6% | 12.0% | | Sweden | 14 | 0 | 17% | 13% | 20% | 3% | 24% | 20% | 25.0% | 33.3% | 16.0% | 0.0% | | | |
| Total | 1,492 | 93 | 11.1% | 10.3% | 6.9% | 7.3% | 9.5% | 6.5% | 10.0% | 8.7% | 4.8% | 6.2% | | Total | 895 | 67 | 11.5% | 9.1% | 9.1% | 7.2% | 9.1% | 8.2% | 11.1% | 12.3% | 8.5% | 7.5% | | | |

Table 10 – Missing Hazmat EU Departure and non-EU Departure notifications by Member State and by reporting period²

Values not complying with the IFCD are highlighted in red

² Percentages are employed to allow MSs to verify their trends in a more user-friendly way. Percentages should be disregarded for those MSs with a low number of samples employed.

| Member State | Hazmat Details | MRS Details | Security Details | Bunkers Details |
|--------------|----------------|--------------------------|------------------|------------------|
| Belgium | Available | Available | Available | - |
| Bulgaria | Available | - | Available | Available |
| Croatia | Available | Available | Available | Available |
| Cyprus | Available | - | Available | - ⁽¹⁾ |
| Denmark | Available | Available | Available | - |
| Estonia | Available | Unavailable | Available | - ⁽¹⁾ |
| Finland | Available | Available | Available | - |
| France | Available | Available | Available | - |
| Germany | Available | - | Available | Available |
| Greece | Available | - | Available | - ⁽¹⁾ |
| Iceland | Available | Available | Available | Available |
| Ireland | Available | Available ⁽²⁾ | Available | - |
| Italy | Available | Available | Available | Available |
| Latvia | Available | - | Available | - ⁽¹⁾ |
| Lithuania | Available | - | Available | Available |
| Malta | Available | - | Available | Available |
| Montenegro | - | - | - | - |
| Netherlands | Available | - | Available | - |
| Norway | Available | Unavailable | Available | Available |
| Poland | Available | Available | Available | Available |
| Portugal | Unavailable | Unavailable | Not implemented | - |
| Romania | Available | - | Available | Available |
| Slovenia | Available | Available | Available | Available |
| Spain | Available | Available | Available | - |
| Sweden | Available | - | Available | Available |

(1) No data reported

(2) Data reported through the Web User Interface

Table 11 – Availability of the detailed part of the notifications (check on 07 April 2022)

| Member State | March 2022 | | | | | | | | | | | | | Evolution |
|--------------|-------------------------|--------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------|
| | Port Plus Notifications | Port Plus Rejected | January 2017 | July 2017 | January 2018 | August 2018 | January 2019 | July 2019 | January 2020 | August 2020 | January 2021 | August 2021 | March 2022 | |
| Belgium | 39,215 | 19 | 0.01% | 0.01% | 0.00% | 0.00% | 0.00% | 0.00% | 0.03% | 0.08% | 0.00% | 0.01% | 0.05% | |
| Bulgaria | 2,171 | 8 | 0.00% | 0.59% | 0.17% | 0.10% | 0.00% | 0.28% | 0.24% | 0.00% | 0.20% | 0.05% | 0.37% | |
| Croatia | 2,295 | - | 0.00% | 0.02% | 0.08% | 0.90% | 0.00% | 0.28% | 0.00% | 0.00% | 0.00% | 0.10% | 0.00% | |
| Cyprus | 4,383 | 29 | 1.09% | 0.00% | 0.34% | 0.16% | 0.08% | 0.00% | 4.84% | 0.95% | 0.17% | 0.00% | 0.66% | |
| Denmark | 10,606 | 161 | 6.61% | 1.10% | 0.38% | 0.42% | 0.60% | 0.74% | 1.02% | 0.57% | 0.58% | 0.47% | 1.52% | |
| Estonia | 5,801 | 4 | 19.03% | 0.04% | 0.11% | 0.08% | 0.02% | 0.04% | 1.91% | 0.06% | 0.08% | 0.05% | 0.07% | |
| Finland | 15,746 | 73 | 1.78% | 0.50% | 1.32% | 0.54% | 0.77% | 0.73% | 0.60% | 3.60% | 0.41% | 0.26% | 0.46% | |
| France | 33,509 | 13 | 0.16% | 0.33% | 0.16% | 0.12% | 0.03% | 0.01% | 0.05% | 0.64% | 0.01% | 0.01% | 0.04% | |
| Germany | 26,818 | 794 | 1.88% | 1.18% | 1.13% | 0.63% | 0.41% | 0.44% | 0.39% | 0.43% | 0.55% | 0.46% | 2.96% | |
| Greece | 44,142 | 397 | 0.75% | 0.48% | 0.56% | 0.51% | 0.59% | 0.41% | 9.52% | 0.76% | 0.55% | 0.16% | 0.90% | |
| Iceland | 687 | 4 | 0.00% | 0.06% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.58% | |
| Ireland | 6,211 | 52 | 0.68% | 0.21% | 0.64% | 0.40% | 0.68% | 0.35% | 0.84% | 52.72% | 0.70% | 0.37% | 0.84% | |
| Italy | 38,330 | 99 | 0.05% | 0.03% | 0.01% | 0.05% | 0.02% | 0.01% | 0.00% | 0.06% | 0.03% | 0.01% | 0.26% | |
| Latvia | 4,464 | 91 | 0.90% | 0.49% | 0.37% | 0.45% | 0.35% | 0.33% | 0.68% | 0.56% | 0.29% | 0.21% | 2.04% | |
| Lithuania | 4,424 | 7 | 0.06% | 0.22% | 0.05% | 0.07% | 0.00% | 0.04% | 0.02% | 0.00% | 0.00% | 0.02% | 0.16% | |
| Malta | 5,489 | 7 | 12.82% | 1.75% | 0.99% | 1.67% | 0.94% | 0.54% | 0.09% | 0.40% | 17.20% | 0.04% | 0.13% | |
| Montenegro | 165 | 1 | | | | 1.75% | 0.90% | 5.14% | 2.54% | 2.38% | 0.00% | 0.47% | 0.61% | |
| Netherlands | 75,671 | 849 | 8.30% | 9.94% | 1.41% | 0.19% | 0.17% | 8.91% | 0.53% | 3.25% | 0.81% | 0.11% | 1.12% | |
| Norway | 48,612 | 10 | 0.03% | 0.02% | 0.00% | 0.03% | 0.02% | 0.00% | 0.06% | 0.02% | 0.00% | 0.00% | 0.02% | |
| Poland | 18,640 | 5 | 0.04% | 0.16% | 0.03% | 0.18% | 0.00% | 0.00% | 0.00% | 0.00% | 0.01% | 0.01% | 0.03% | |
| Portugal | 9,086 | 79 | - | 0.93% | 1.49% | 0.58% | 0.33% | 9.67% | 1.32% | 3.21% | 1.08% | 0.80% | 0.87% | |
| Romania | 3,916 | 15 | 0.07% | 0.00% | 0.21% | 5.02% | 0.22% | 0.41% | 0.89% | 0.00% | 0.07% | 0.00% | 0.38% | |
| Slovenia | 1,202 | - | 1.58% | 0.81% | 0.21% | 0.08% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | |
| Spain | 117,645 | 1,503 | 1.00% | 0.86% | 1.05% | 0.47% | 0.68% | 0.46% | 0.93% | 0.48% | 1.25% | 1.06% | 1.28% | |
| Sweden | 39,232 | 4,930 | 0.92% | 0.10% | 0.08% | 0.03% | 0.04% | 0.01% | 0.10% | 1.70% | 0.04% | 0.00% | 12.57% | |
| Total | 558,460 | 9,150 | 1.91% | 1.40% | 0.60% | 0.29% | 0.27% | 1.42% | 0.42% | 1.25% | 0.66% | 0.29% | 1.64% | |

Table 12 – PortPlus notification rejections and evolution (reporting period: March 2022)

Values not complying with the IFCD are highlighted in red
(rejected notifications should be less than 0.1%, as indicated in Section 4.5 of the IFCD)

| Rule | Status message describing the reason for rejection (if more than one reason is quoted, all of them apply for the specific notification) | Rejections | Expected actions |
|---|---|------------|---|
| 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. | 1,055 | To be corrected by MSs |
| R02 | A Port Plus notification must have ETAToNextPort subsequent to the ATDFromPortOfCall: ETAToNextPort greater than ATDPortOfCall | - | To be corrected by MSs |
| R03 | A Port Plus notification must have ETAToPortOfCall prior to the ETDFromPortOfCall: ETAToPortOfCall less than ETDFromPortOfCall. | 11 | 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. | 111 | To be corrected by MSs |
| R05 | A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted. | 4 | To be corrected by MSs |
| R06 | An update Port Plus notification having ATAToPortOfCall 1 year prior to the time received which is different from ATAToPortOfCall recorded in the corresponding voyage could not be accepted. | 88 | To be corrected by MSs and in the Central SSN |
| Group 2: missing "mandatory" information | | | |
| R07 | A Port Plus notification must have ETDFromPortOfCall unless PortOfCall = "ZZCAN" or ATDFromPortOfCall is provided. | - | To be corrected by MSs and in the Central SSN |
| R08 | A Port Plus notification must have EtaToPortOfCall unless PortOfCall = "ZZCAN" or ATAToPortOfCall is provided. | 4 | To be corrected by MSs |
| R09 | A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have a NextPort. | 5 | To be corrected by MSs |
| R10 | A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have ETAToNextPort. | - | To be corrected by MSs |
| R11 | A Port Plus notification having PortOfCall = 'ZZCAN' can only be accepted if no ATAToPortOfCall/ ATDFromPortOfCall has been provided up to now. | 8 | To be corrected by MSs |
| R12 | A Port Plus notification including the PreArrival3DaysNotificationDetails element must have at least one of its attributes. | - | To be corrected by MSs |
| R13 | A Port Plus notification including the HazmatNotificationInfoNonEUDepartures must have quoted the POBVoyageTowardsPortOfCall. | 2 | To be corrected by MSs |
| R14 | ATAToPortOfCall should be provided when ATDFromPortOfCall is reported. | 45 | To be corrected by MSs |
| R15 | A Port Plus notification including the HazmatNotificationInfoEUDepartures element must have quoted the POBVoyageTowardsNextPort. | - | To be corrected by MSs |
| R16 | Arrival Notification Details once provided should be repeated in all update messages. | 91 | To be corrected by MSs |
| R17 | Departure Notification Details once provided should be repeated in all update messages. | 344 | To be corrected by MSs |
| R18 | ArrivalNotificationDetails is mandatory if DepartureNotificationDetails is provided unless CrewAndPaxNotificationOnDeparture is provided (and some other groups are not included), ATAToPortOfCall should be provided when ATDFromPortOfCall is reported. | 42 | To be corrected by MSs |
| R19 | ETDFromLastPort is mandatory if WasteNotification or CrewAndPaxNotificationOnArrival with CrewAndPaxYorN = Y is provided. | 389 | To be corrected by MSs |
| R20 | ETDFromPortOfCall is mandatory unless CrewAndPaxNotificationOnArrival is provided (and some other groups are not included). | 1 | To be corrected by MSs |
| R21 | NextPort is mandatory if WasteNotification or CrewAndPaxNotificationOnDeparture with CrewAndPaxYorN = Y is provided. | 4 | |
| R22 | LastPort is mandatory if WasteNotification or CrewAndPaxNotificationOnArrival with CrewAndPaxYorN = Y is provided | 4 | To be corrected by MSs |

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: March 2022)

| 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 3: invalid values or references (IMO, MMSIs, LOCODES, ShipCallIds, etc.) | | | |
| R23 | The message identified by MSReflD [] has already been registered in SSN (Sent by []) | 5,815 | To be corrected by MSs and in the Central SSN |
| R24 | [: A port plus notification with the specified shipCallId [] has already been registered in SSN by [] | 119 | To be corrected by MSs and in the Central SSN |
| R25 | LastPort Locode [] is not technically correct. PortOfCall Locode [] is not technically correct. NextPort Locode [] is not technically correct. Contact Location Locode [] is not technically correct. Port Delivery Remaining Waste Locode [] is not technically correct. | 550 | To be corrected by MSs |
| R26 | PortOfCall Locode [] is not permitted. Verify your access rights as Portplus Notifier. | - | To be corrected by MSs |
| R27 | The IMO number [] is not valid | 92 | To be corrected by MSs |
| R28 | The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [] is invalid because no voyage was found with the specified shipCallId. | 2 | To be corrected by MSs |
| R29 | PobVoyageTowardsPortOfCall has an invalid value | - | To be corrected by MSs |
| R30 | A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'. | 13 | To be corrected by MSs |
| R31 | The UpdateNotifications information is not compatible with the updateStatus [U]. | 4 | To be corrected by MSs |
| R32 | Incorrect MMSI number - MID [] does not identify any Flag according to the ITU list of MIDs. | 28 | To be corrected by MSs |
| R33 | Invalid message. A port plus notification with the specified shipCallId [] has already been registered with different Vessel [] - []. | 7 | To be corrected by MSs |
| R34 | At least one contact detail must be provided (Phone, Fax or Email) | 4 | To be corrected by MSs |
| R35 | The notification must have quoted at least one of IMO or MMSI numbers | - | To be corrected by MSs |
| R36 | The phone number must contain digits only. The fax number must contain digits only | - | To be corrected by MSs |
| R37 | The email [] is invalid | 6 | To be corrected by MSs |
| R38 | Test vessel only allows IMO 99999999 and MMSI 999999999 | - | To be corrected by MSs |
| R39 | The first name is invalid | - | To be corrected by MSs |
| R40 | The notification must have quoted at least one of CompanyName or IMOCompanyNr | 8 | To be corrected by MSs |
| R41 | A phone number must be defined | 5 | To be corrected by MSs |
| R42 | No waste code corresponds to the specified code(s): ... | 289 | To be corrected by MSs |

Table 13 – Number of rejections by cause and expected actions from Member States (reporting period: March 2022) (cont.)

Annex IV: SSN – THETIS interface

| Member State | Current reporting period - March 2022 | | | | | | | Previous reporting periods ATA & ATD missing [%] | | | | | | | | |
|-------------------|---------------------------------------|--------------------|----------------------------|------------------|------------------------|----------------------|-----------------------|---|--------------|-------------|--------------|-------------|--------------|-------------|--------------|-------------|
| | Shipcalls under PSC | Existing ATA & ATD | Existing ATA (missing ATD) | Missing ATA& ATD | ATA & ATD provided [%] | Only ATD missing [%] | ATA & ATD missing [%] | August 2021 | January 2021 | August 2020 | January 2020 | July 2019 | January 2019 | August 2018 | January 2018 | July 2017 |
| Belgium | 1,916 | 1,902 | 14 | - | 99.3% | 0.7% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Bulgaria | 295 | 284 | 8 | 3 | 96.3% | 2.7% | 1.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% |
| Croatia | 274 | 271 | 3 | - | 98.9% | 1.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Cyprus | 223 | 222 | - | 1 | 99.6% | 0.0% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 1.0% | 0.0% | 0.0% | 0.0% | 0.0% |
| Denmark | 1,937 | 1,878 | 50 | 9 | 97.0% | 2.6% | 0.5% | 0.4% | 0.1% | 0.5% | 0.3% | 0.4% | 0.2% | 0.0% | 0.3% | 1.2% |
| Estonia | 510 | 503 | 7 | - | 98.6% | 1.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.2% | 0.3% | 0.5% | 0.0% | 0.5% | 0.3% |
| Finland | 1,446 | 1,342 | 8 | 96 | 92.8% | 0.6% | 6.6% | 0.1% | 0.8% | 1.2% | 2.0% | 2.7% | 3.8% | 2.0% | 9.9% | 3.1% |
| France | 1,874 | 1,845 | 20 | 9 | 98.5% | 1.1% | 0.5% | 0.3% | 0.1% | 0.3% | 0.0% | 0.4% | 0.0% | 0.0% | 0.1% | 0.6% |
| Germany | 3,354 | 2,999 | 141 | 214 | 89.4% | 4.2% | 6.4% | 2.4% | 2.0% | 2.8% | 0.7% | 2.7% | 2.6% | 3.0% | 4.4% | 7.9% |
| Greece | 1,567 | 1,541 | 14 | 12 | 98.3% | 0.9% | 0.8% | 0.2% | 0.1% | 0.2% | 2.3% | 1.6% | 2.0% | 2.0% | 2.4% | 2.8% |
| Iceland | 210 | 209 | - | 1 | 99.5% | 0.0% | 0.5% | 3.9% | 2.8% | 2.5% | 8.1% | 3.8% | 3.0% | 3.0% | 5.1% | 7.5% |
| Ireland | 1,076 | 1,067 | 4 | 5 | 99.2% | 0.4% | 0.5% | 0.3% | 1.9% | 6.1% | 0.6% | 0.4% | 0.0% | 0.0% | 0.2% | 0.1% |
| Italy | 2,324 | 2,283 | 21 | 20 | 98.2% | 0.9% | 0.9% | 0.7% | 0.0% | 1.7% | 0.5% | 0.7% | 0.2% | 1.0% | 0.2% | 1.4% |
| Latvia | 584 | 571 | 7 | 6 | 97.8% | 1.2% | 1.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.2% | 0.0% | 0.0% | 0.2% |
| Lithuania | 324 | 319 | 5 | - | 98.5% | 1.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.3% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% |
| Malta | 230 | 228 | 2 | - | 99.1% | 0.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 6.0% |
| Montenegro | 52 | 50 | 1 | 1 | 96.2% | 1.9% | 1.9% | 1.4% | 0.0% | 0.0% | 2.6% | 4.5% | 0.0% | 8.0% | | |
| Netherlands | 2,932 | 2,822 | 70 | 40 | 96.2% | 2.4% | 1.4% | 0.3% | 0.3% | 0.1% | 0.8% | 0.8% | 0.6% | 0.0% | 0.3% | 0.6% |
| Norway | 2,933 | 2,673 | 115 | 145 | 91.1% | 3.9% | 4.9% | 3.1% | 2.4% | 3.4% | 4.9% | 5.0% | 8.3% | 8.0% | 8.0% | 9.0% |
| Poland | 1,277 | 1,275 | 2 | - | 99.8% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% |
| Portugal | 611 | 521 | 13 | 77 | 85.3% | 2.1% | 12.6% | 6.0% | 2.4% | 9.2% | 6.6% | 53.6% | 2.1% | 7.0% | 1.2% | 5.7% |
| Romania | 365 | 357 | 7 | 1 | 97.8% | 1.9% | 0.3% | 0.8% | 0.0% | 0.0% | 0.0% | 0.9% | 0.0% | 3.0% | 0.4% | 0.5% |
| Slovenia | 119 | 118 | 1 | - | 99.2% | 0.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.9% |
| Spain | 8,710 | 8,486 | 100 | 124 | 97.4% | 1.1% | 1.4% | 3.2% | 1.0% | 1.7% | 0.9% | 1.8% | 18.9% | 3.0% | 1.5% | 8.7% |
| Sweden | 2,566 | 2,523 | 27 | 16 | 98.3% | 1.1% | 0.6% | 0.3% | 0.2% | 2.1% | 2.6% | 0.7% | 1.1% | 1.0% | 2.2% | 1.5% |
| Total | 37,709 | 36,289 | 640 | 780 | 96.2% | 1.7% | 2.1% | 1.5% | 0.8% | 1.5% | 1.3% | 3.1% | 6.0% | 2.3% | 2.0% | 3.5% |
| TOTAL August2021 | 43,704 | 42,613 | 444 | 647 | 97.5% | 1.0% | 1.5% | | | | | | | | | |
| TOTAL January2021 | 35,712 | 35,049 | 377 | 286 | 98.1% | 1.1% | 0.8% | | | | | | | | | |
| TOTAL August2020 | 45,169 | 43,503 | 967 | 699 | 96.3% | 2.1% | 1.5% | | | | | | | | | |
| TOTAL January2020 | 48,429 | 47,349 | 427 | 653 | 97.8% | 0.9% | 1.3% | | | | | | | | | |
| TOTAL July2019 | 60,579 | 57,773 | 907 | 1,899 | 95.4% | 1.5% | 3.1% | | | | | | | | | |
| TOTAL January2019 | 49,443 | 45,843 | 613 | 2,987 | 92.7% | 1.2% | 6.0% | | | | | | | | | |
| TOTAL August2018 | 50,525 | 48,587 | 780 | 1,158 | 96.2% | 1.5% | 2.3% | | | | | | | | | |
| TOTAL January2018 | 39,162 | 37,890 | 480 | 792 | 96.8% | 1.2% | 2.0% | | | | | | | | | |
| TOTAL July2017 | 50,666 | 47,130 | 1,781 | 1,755 | 93.0% | 3.5% | 3.5% | | | | | | | | | |

Table 14 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC³ (reporting period: March 2022)

³ ATA is a key element of THETIS and ship calls missing this attribute are discarded (i.e. updates of new calls including ATD without ATA).

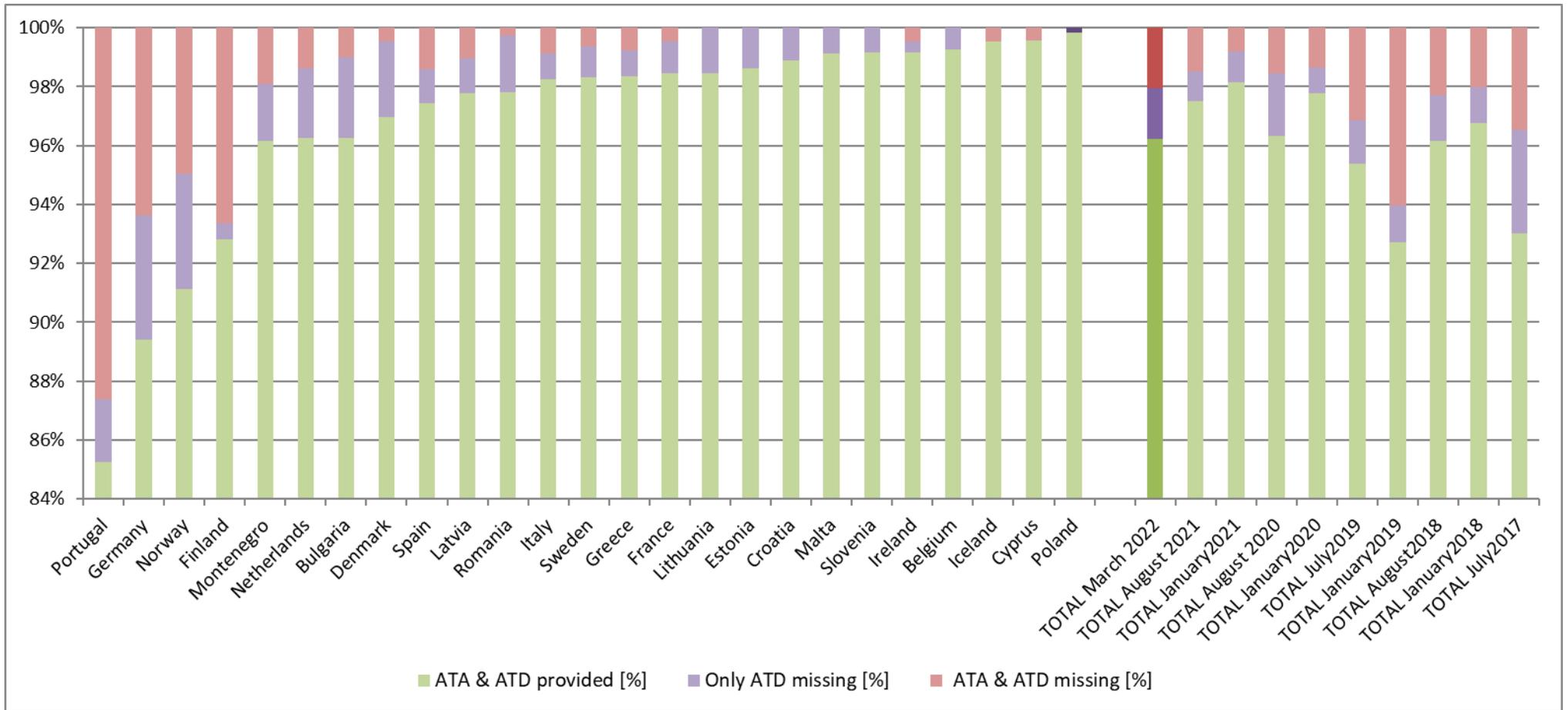


Figure 4 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC
 (corresponding to Table 15) (reporting period: March 2022)

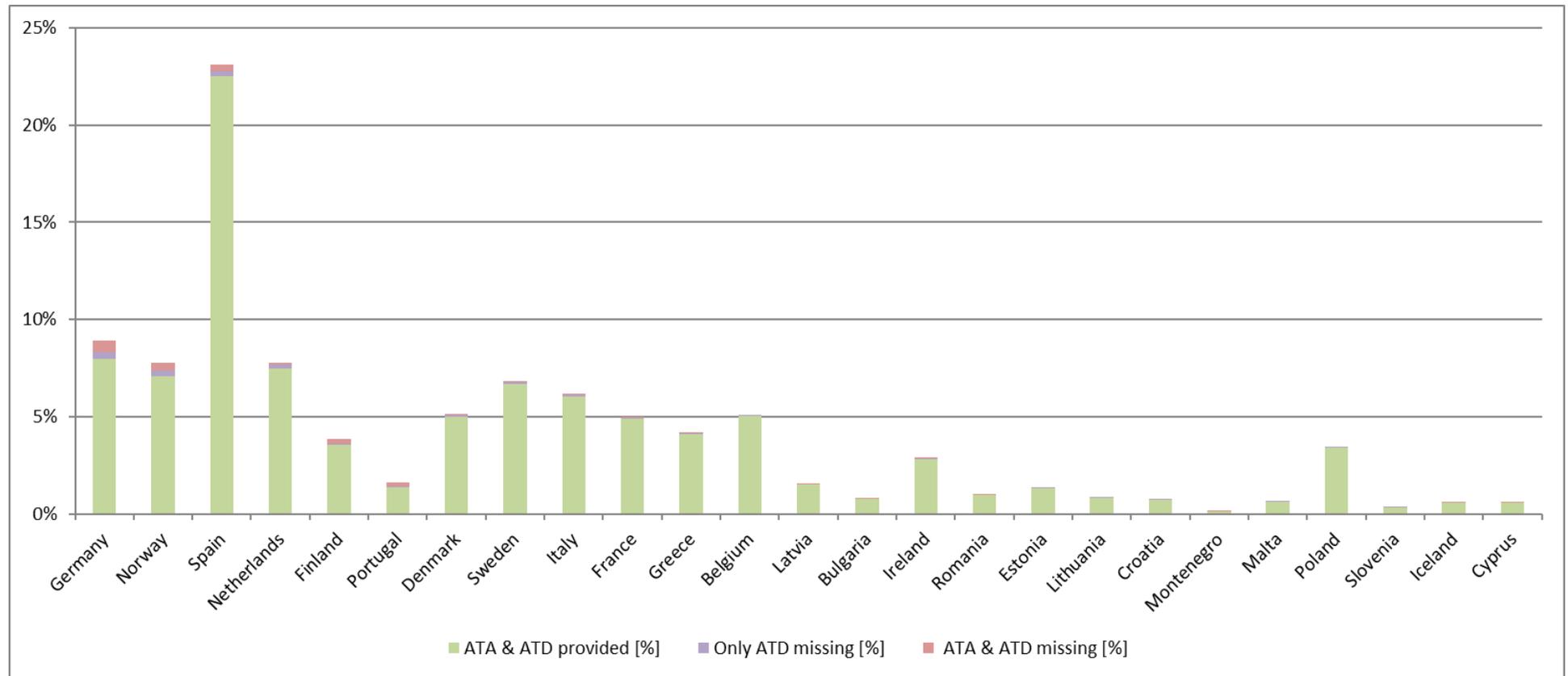


Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 1999/35/EC
 (corresponding to Table 15) – figures represent the percentage of overall EU ship calls (reporting period: March 2022)

| Member State | ACTUAL TIME OF ARRIVAL PROVIDED | | | |
|--------------|---------------------------------|-----------------------|------------------------------|--------------------------|
| | More than 3h in advance | Within 3 hours period | Between 3 and 72 hours after | More than 72 hours after |
| Belgium | 0.0% | 99.0% | 0.9% | 0.0% |
| Bulgaria | 0.0% | 98.7% | 1.3% | 0.0% |
| Croatia | 0.0% | 63.3% | 26.1% | 10.6% |
| Cyprus | 0.9% | 93.2% | 5.3% | 0.6% |
| Denmark | 0.0% | 68.8% | 29.5% | 1.7% |
| Estonia | 0.0% | 91.9% | 7.5% | 0.6% |
| Finland | 0.0% | 76.8% | 18.3% | 4.9% |
| France | 0.0% | 96.8% | 3.1% | 0.1% |
| Germany | 0.0% | 89.0% | 10.1% | 0.9% |
| Greece | 0.0% | 84.8% | 14.5% | 0.7% |
| Iceland | 0.0% | 98.6% | 1.4% | 0.0% |
| Ireland | 11.9% | 79.4% | 6.7% | 2.1% |
| Italy | 0.0% | 94.9% | 4.7% | 0.4% |
| Latvia | 0.0% | 97.5% | 2.1% | 0.3% |
| Lithuania | 0.0% | 98.7% | 1.0% | 0.3% |
| Malta | 0.0% | 97.5% | 2.5% | 0.0% |
| Montenegro | 0.0% | 20.8% | 73.6% | 5.7% |
| Netherlands | 0.0% | 99.1% | 0.8% | 0.1% |
| Norway | 0.0% | 57.1% | 14.8% | 28.1% |
| Poland | 0.0% | 96.0% | 2.7% | 1.3% |
| Portugal | 0.0% | 85.6% | 10.5% | 3.8% |
| Romania | 0.0% | 99.3% | 0.7% | 0.0% |
| Slovenia | 0.0% | 97.7% | 2.3% | 0.0% |
| Spain | 0.0% | 89.3% | 8.9% | 1.9% |
| Sweden | 0.0% | 87.2% | 11.0% | 1.8% |
| Total | 0.24% | 87.7% | 9.6% | 2.5% |

| ACTUAL TIME OF DEPARTURE PROVIDED | | | |
|-----------------------------------|-----------------------|------------------------------|--------------------------|
| More than 3h in advance | Within 3 hours period | Between 3 and 72 hours after | More than 72 hours after |
| 0.0% | 98.8% | 1.0% | 0.1% |
| 0.0% | 98.4% | 1.6% | 0.0% |
| 0.0% | 80.2% | 15.7% | 4.0% |
| 0.6% | 95.7% | 3.7% | 0.0% |
| 0.0% | 72.1% | 26.0% | 1.9% |
| 0.0% | 94.7% | 5.1% | 0.1% |
| 0.0% | 77.3% | 18.3% | 4.4% |
| 0.0% | 91.6% | 8.3% | 0.2% |
| 0.0% | 91.3% | 8.0% | 0.7% |
| 0.0% | 91.2% | 8.2% | 0.6% |
| 0.0% | 100.0% | 0.0% | 0.0% |
| 0.5% | 91.1% | 5.6% | 2.8% |
| 0.1% | 90.9% | 8.2% | 0.8% |
| 0.0% | 94.4% | 5.2% | 0.3% |
| 0.0% | 99.2% | 0.5% | 0.3% |
| 0.0% | 96.6% | 3.1% | 0.3% |
| 0.0% | 11.3% | 81.1% | 7.5% |
| 0.0% | 98.4% | 1.5% | 0.1% |
| 0.0% | 57.6% | 13.9% | 28.5% |
| 0.0% | 97.7% | 1.8% | 0.6% |
| 0.0% | 85.5% | 10.7% | 3.7% |
| 0.0% | 99.8% | 0.2% | 0.0% |
| 0.0% | 96.2% | 3.8% | 0.0% |
| 0.0% | 86.8% | 11.1% | 2.1% |
| 0.0% | 86.4% | 11.6% | 2.0% |
| 0.02% | 88.2% | 9.2% | 2.5% |

Table 15 –Timeliness of ATA and ATD reporting (reporting period: March 2022)