

Meeting: 18th SSN / LRIT Group Meeting

Place and date: Lisbon, 28 October 2025

Agenda item: SSN Data Quality Report

Document number: SSN/LRIT 18.5.1

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	<ol style="list-style-type: none">a. 17th SSN/LRIT Group Meeting Reportb. SSN/LRIT 17.5.1 – SSN and LRIT Data Quality Reportc. SSN/LRIT 18.3.3 – Proposal for revision of the SSN Common Operational Proceduresd. SSN/LRIT 18.4.1 – SSN Roadmape. SSN/LRIT 18.3.4 – Incident Report WG 3 - final report and revision of Incident Report Guidelinesf. SSN/LRIT 18.5.2 – Revision of the SSN Data Quality checks

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 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. 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.

On 11 February 2025, the most recent list of UNECE LOCODEs (i.e. version 2024-2, released on 15 January 2025) was uploaded in the Central Locations Database (CLD). On 06 August 2024 CLD version 1.13 and Central Organisations Database (COD) version 1.13 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

The version SSN V5 includes a mechanism for the SSN v4-v5 transition, allowing national SSN systems to continue reporting in both V4 and V5. At the 14th HLSG meeting the group agreed that SSN V4 will be decommissioned by August 2025.

On 16 September 2025 EMSA extracted a list of notifications reported via the SSN V4 protocol between 01 August and 15 September. The analysis identified that Finland is reporting Ship MRS notifications and Incident Reports in V4 and France is sending PortPlus notifications for Saint Tropez and Sanary-sur-Mer ports using SSN V4.

Recommendation 1: Member States are invited to note the above information. **Finland** and **France** are invited to inform EMSA about their plans for phasing out V4 protocol.

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:

- Greece and Portugal, though commissioned, are not yet reporting Bunkers information.
- The percentage of missing Hazmat information for France, Ireland, Italy, Spain and Sweden is high (more than 5%, see Table 9).
- The percentage of missing Advance Waste Notifications for France, Ireland, Malta, Spain and Sweden is high (more than 5%, see Table 10).
- The percentage of not reported Waste Receipts for Finland, France, Germany, Ireland, Italy, the Netherlands, Norway and Sweden, is very high (more than 10%, see Table 11). In addition, Iceland although already connected to SSN V5 does not provide yet Waste Receipts.
- The percentage of missing Security information for Greece, Spain and Sweden is high (more than 5%, see Table 12).
- The percentage of missing Crew and Pax information for Finland, Germany, Greece, the Netherlands, Portugal and Spain, is very high (more than 20%, see Table 13). In addition, Denmark although already connected to SSN V5 does not provide yet Crew and Pax information.
- The lack of availability of the detailed part of notifications (see Section 5.6) is still an issue for some MSs (i.e. Greece and Portugal).
- Rejections are still an issue for some countries (see Section 5.7), with over 0.2% of PortPlus notifications being rejected (Denmark, Finland, Germany, Ireland, Latvia, Malta, Montenegro and Spain).
- Estonia, France, Germany 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.
- France, Greece, Lithuania, the Netherlands 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 Germany, Iceland, Italy, Montenegro, the Netherlands, Norway, Portugal, Spain and Sweden is high (over 1%, see Table 17).

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

2.3 Exemptions

For information provided in SSN, MSs can grant eight types of exemptions for ships:

- 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),

- Waste notifications, Waste fees and Waste delivery (Article 9 of Directive 2019/883),
- 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).

In addition, there is a possibility to grant exemptions on ports under PRF Directive:

- Exemption for small non-commercial ports (Article 5(5) of Directive (EU) 2019/883);
- Exemption for small ports with unmanned facilities or that are remotely located (Article 7(2) of Directive (EU) 2019/883).

The central SSN system includes a functionality whereby MSs may report these exemptions.

On 02 September 2025, the number of vessel related exemptions registered in SSN was 16,077 (3,771 were active, 12,301 expired and 5 scheduled, see Table 3). Table 4 shows the number of ship calls that took place in August 2025 (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 2 MSs (Bulgaria and Cyprus) do not have any active exemptions registered in SSN while most of the active exemptions granted to MS ports relate to Waste (74.6%). Pre-Arrival, Hazmat, Security and CrewAndPax exemptions account for 7.6%, 3.5%, 12.5% and 1.8% respectively. Some Member States do not report the granted exemptions in SSN, thereby giving the impression that due notifications are missing.

Additionally, Belgium, Croatia, Denmark, France, Germany, Italy, Malta, the Netherlands, Norway and Slovenia have exemptions registered in SSN for ports under PRF Directive.

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 6 shows the number of reporting systems that have been adopted by the IMO, and which should be reported to SSN. Ship MRS notifications 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 7). 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).

The work of the SSN Working Group on Incident Reports (IRWG) was reactivated to work on other types of IR without standard templates, analyse the proposal to implement a new Incident type for reporting AIS spoofing/jamming cases and to continue work on the Incident Reporting Guidelines. More details can be found in the document *SSN/LRIT 18.3.4 – Incident Report WG 3 - final report and revision of Incident Report Guidelines*.

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.

The proposal for revision of the SSN Common Operational Procedures was submitted in the document 18.3.3 – *Proposal for revision of the SSN Common Operational Procedures*.

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 during first semester of 2025 were as follows:

- a) The central SSN system was down six times, with a total duration of 9 hours and 41 minutes. All downtimes were EMSA planned interventions. The maximum permissible period of continuous interruption was not exceeded, and the availability of the central SSN system was 99.78%.
- b) The SSN-THETIS interface was down twice, with a total duration of 1 hour and 15 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 (22h26m), Croatia (13h50m), Greece (69h33m and 22h06m), Iceland (12h58m, 29h34m and 13h08m), Ireland (57h39m and 17h39m), Norway (18h43m and 16:31) and Portugal (13h33m, 14h04m, 37h12m, 18h54m and 23h02m).

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. On certain occasions, due to the low number of notifications provided by the MSs and/or the short downtime periods, no conclusions could be reached.

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

5. SSN Data Quality

The main data quality issues detected are listed below:

- a) Missing PortPlus notifications (see Section 5.1 and Table 8, Annex III);
- b) Missing Hazmat information (see Section 5.2 and Table 9, Annex III);
- c) Missing Advance Waste Notifications and not reported Waste Receipts (see Section 5.3 and Tables 10 and 11, Annex III);
- d) Missing Security information (see Section 5.4 and Table 12, Annex III);
- e) Missing Crew and Pax information (see Section 5.5 and Table 13, Annex III);
- f) Availability of the detailed part of notifications (see Section 5.6 and Table 14, Annex III);
- g) Rejected notifications (see Section 5.7 and Table 15 and Table 16, Annex III).

The reporting period was August 2025, but for missing Port and Hazmat information, it was the first half of 2025. A summary of the findings is shown in Sections 5.1 - 5.7 and full details in Annex III.

5.1 Missing PortPlus notifications (ship calls)

EMSA checked 3,740 ships that visited EU ports in the first semester of 2025 and found that 2 of the due notifications were not sent to SSN (0.05% of ships calls). Figure 1 shows the overall trend by comparing the percentage figures for the previous reporting periods:

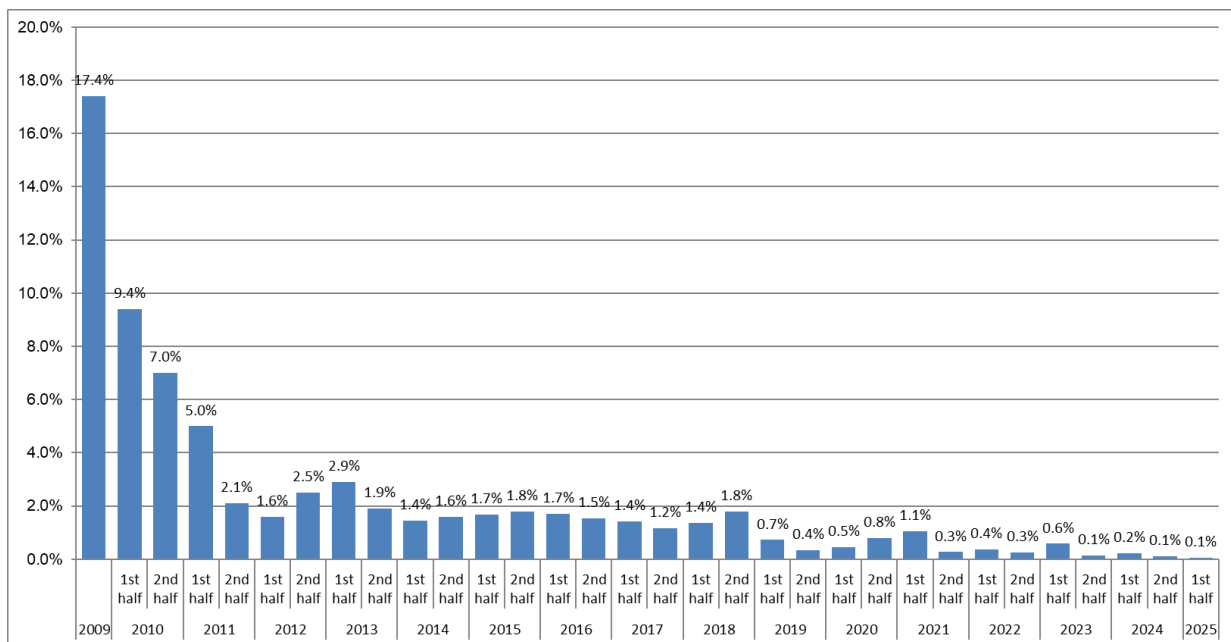


Figure 1 – Missing PortPlus notifications (ship calls) by reporting period

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

5.7% of the due Hazmat EU and Hazmat non-EU Departure notifications were not sent to SSN (i.e. 156 out of 2,747 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 5% to 5.3% (Figure 2 – blue data). For Hazmat non-EU Departures, the percentage of missing notifications increased from 4.9% to 6.2% (Figure 2 – green data).

Figure 2 shows the overall trend by comparing the percentage figures for the previous reporting periods. The situation has slightly worsened in comparison to the one in the second semester of 2024.

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.

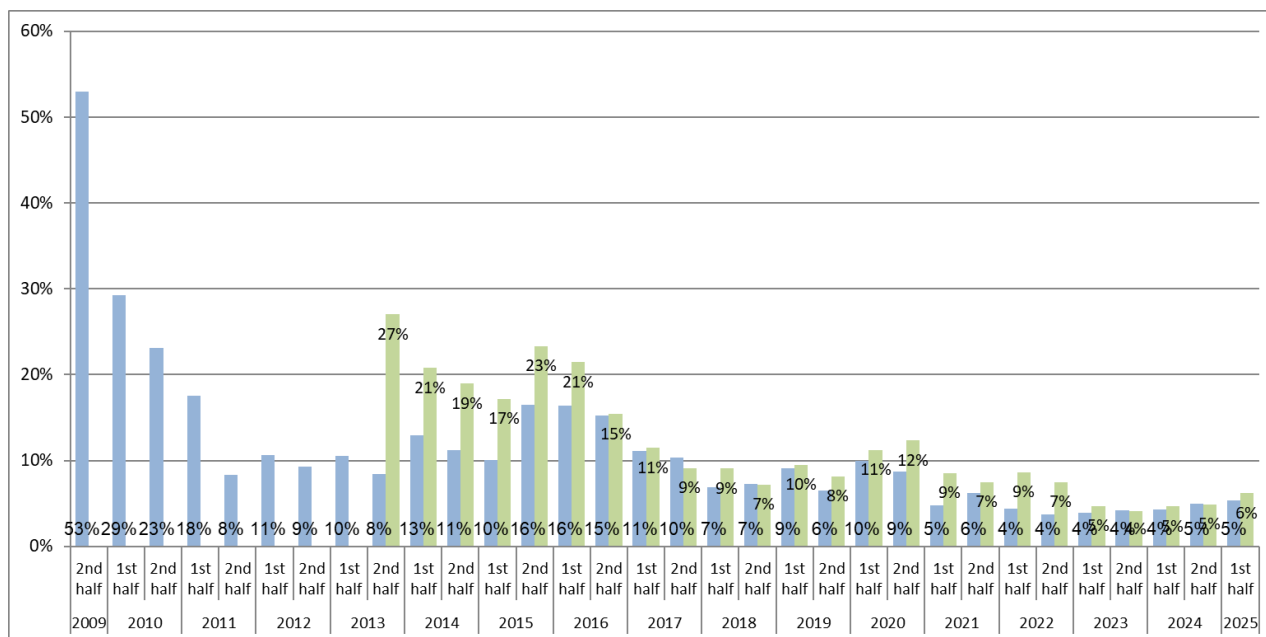


Figure 2 – Missing Hazmat information by reporting period (Hazmat EU Departure – Blue; and Hazmat non-EU Departure – Green)

Table 9, 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 Advance Waste Notifications and not reported Waste Receipts

EMSA monitors the percentage of missing Advance Waste Notification (AWN) and not reported Waste Receipts that should be provided in accordance with the Directive 2019/883. The percentage of missing AWN was 11% (see Table 10), as compared to 11.1% in the previous reporting period. When analysing the figures, exemptions registered in SSN system and ship types were taken into account.

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

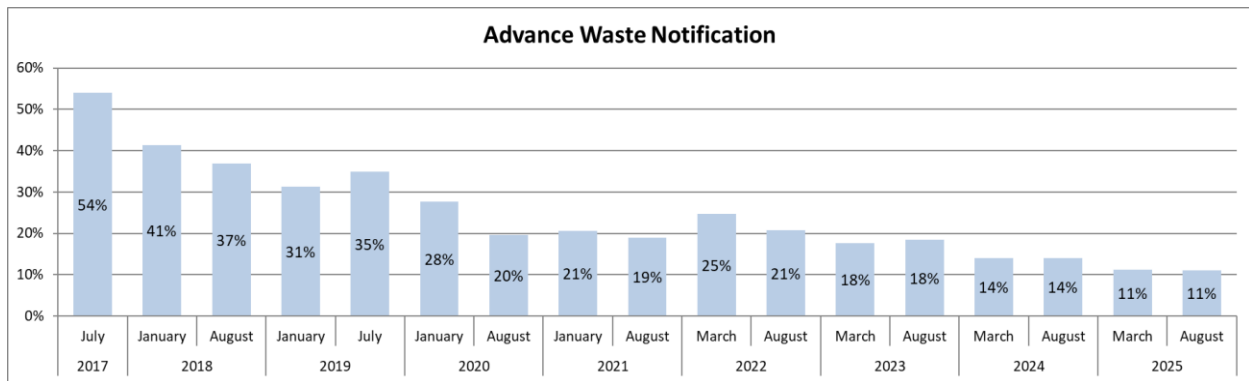


Figure 3 – Missing Waste Advance Notification by reporting period

Regarding provision of Waste Receipts, the percentage of not reported data in August 2025 was 8.8% (see Table 11), as compared to 13.4% in the previous reporting period (March 2025). Iceland although connected to SSN V5 is not yet sending Waste Receipts.

Table 10 and 11, Annex III include the detailed results by MS.

Recommendation 11: Member States are invited to ensure that all notifications are provided in compliance with the requirements of Directive (EU) 2019/883, and to analyse the difference between the numbers of ship calls and the relevant Waste related data.

5.4 Missing Security information

EMSA checked that the percentage of missing Security notifications was 3.7% of ship calls (see Table 12), as compared to 3% in the previous period. When analysing the figures, exemptions registered in SSN system, ship type, gross tonnage and domestic voyages were taken into account.

Figure 4 shows the overall trend by comparing the percentage figures for the previous reporting periods:

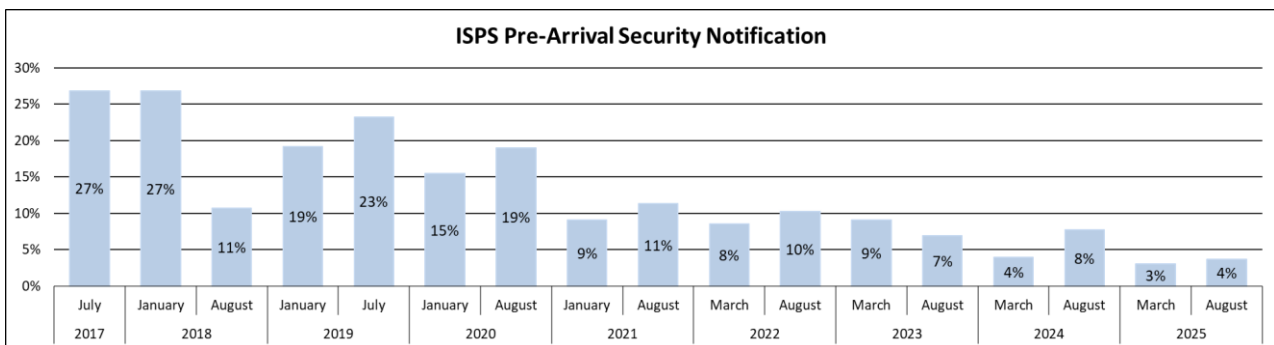


Figure 4 – Missing ISPS Pre-Arrival Security information by reporting period

Recommendation 12: 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 Security notifications.

5.5 Missing Crew and Pax information

This section provides information on the availability of the Persons on Board information for passenger ships as required by Articles 4(2) and 5(2) of Council Directive 98/41/EC as amended. Persons on Board

information was not reported in 16,247 out of 67,521 (24.1%) ship calls for passenger ships within the scope of Directive 98/41/EC with ATD reported for the specific reporting period, as compared to 30.9% in the previous period. The information was verified for ship calls for passenger ships based on Ship Type Level 5, without active exemptions or derogations for crew and passenger information. Denmark although connected to SSN V5 is not yet sending Crew and Pax information.

Recommendation 13: Member States are invited to ensure that all notifications are provided in compliance with the requirements of Articles 4(2) and 5(2) of Council Directive 98/41/EC as amended, and to analyse the difference between the numbers of ship calls and the relevant Crew and Pax information.

5.6 Availability of the detailed part of notifications

Since the detailed part of PortPlus notifications (Hazmat, Security, Bunkers and Crew and Pax 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 14, Annex III. The table shows that the issues with request/response mechanism were found for Greece and Portugal.

Recommendation 14: Greece 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 15: 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.

5.7 Rejected notifications

EMSA checked that the percentage of rejected PortPlus notifications in August 2025 was 0.12% (see Table 15), as compared to 0.79% in March 2025. The most frequent causes for the rejection of PortPlus notifications were as follows:

- Departure Notification Details once provided should be repeated in all update messages (30.5%);
- ArrivalNotificationDetails is mandatory if ATDFromPortOfCall is provided unless CrewAndPaxNotificationOnDeparture is provided (and some other groups are not included) (8.7%);
- A Port Plus notification must have ATAToPortOfCall prior to the actual departure time from port of call: ATAPortOfCall less than ATDPortOfCall (8.1%);
- The IMO number [] is not valid (7.9%);
- 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. LastPortDelivered Locode [] is not technically correct. Port Delivery Remaining Waste Locode [] is not technically correct (7.3%);
- The message identified by MSRefId [] has already been registered in SSN (Sent by []) (6.4%).

The results can be found in Annex III (Tables 15 and 16). It should be noted that missing messages affect the proper implementation of both the VTMS and PSC Directives.

Recommendation 16: 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 2017/2110/EC.

44,541 of the ship calls created in SSN during August 2025 (via PortPlus) fell within the scope of these Directives (see Table 17, Annex IV). On average, 1.2% of ship call notifications lacked both the ATA and the ATD. In addition, a further 1.1% lacked only the ATD, despite the ships having already departed. The overall situation has slightly worsened in comparison with last reporting period (March 2025) and further effort is required from Member States to reduce further number of missing data (see Figures 5 and 6 in Annex IV).

Recommendation 17: 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 18) shows the results by MS. ATAs and ATDs provided more than 3 hours in advance, and which were therefore rejected by THETIS, affect 0.02% of overall ship calls. ATA and ATD information provided more than 3 hours late affected 27.4% and 14.6% of overall ship calls respectively. These notifications were not rejected by THETIS. Croatia, Denmark, Greece, Montenegro, Portugal and Spain are mostly affected.

Recommendation 18: 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/Not Reported Information						PortPlus Rejections	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat	Waste (AWN)	Waste Receipt	Security	Crew And Pax		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%	1.1%	0.5%	9.7%	2.0%	0.0%	0.01%	0.2%	0.0%	0.0%	0.0%	v5	
Bulgaria	0.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.00%	0.8%	0.0%	0.0%	0.2%	v5	
Croatia	0.0%	0.0%	2.4%	0.7%	0.3%	0.0%	0.06%	0.4%	0.2%	0.0%	2.5%	v5	<ul style="list-style-type: none"> - 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 Hazmat EU departure provided more than 3 hours after ship departure from the port (Mar 2025)
Cyprus	0.0%	0.0%	0.0%	4.9%	0.0%	0.0%	0.00%	0.4%	0.4%	1.6%	0.9%	v5	<ul style="list-style-type: none"> - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2025)
Denmark	0.0%	0.0%	0.1%	0.0%	1.0%	100.0%	1.44%	0.7%	0.2%	0.0%	1.4%	v5	<ul style="list-style-type: none"> - High number of rejected PortPlus notifications (Mar 2019) - High number of ship calls reporting ATA and/or ATD more than 72h late (Sep 2020) - High number of Hazmat EU departure provided more than 3 hours after ship departure from the port (Aug 2022) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2022) - Crew and Pax reporting not implemented (Dec 2023) - Use of the dummy Persons on Board (POB) value (Sep 2016)
Estonia	0.0%	0.0%	0.3%	3.1%	0.0%	0.0%	0.10%	0.6%	0.0%	0.0%	0.1%	v5	<ul style="list-style-type: none"> - High number of rejected PortPlus notifications (Mar 2023)
Finland	0.0%	3.3%	0.4%	15.0%	0.0%	35.7%	0.29%	0.5%	0.3%	0.0%	0.1%	v4/v5	<ul style="list-style-type: none"> - High number of not reported Waste Receipts (Aug 2024) - High number of missing Crew and Pax information (Aug 2025) - SSN v5 not yet implemented for Ship MRS and Incident Reports
France	0.0%	7.5%	11.3%	15.3%	4.3%	0.3%	0.03%	0.3%	0.2%	0.0%	0.5%	v4/v5	<ul style="list-style-type: none"> - High number of missing Waste Advance Notifications (Mar 2017), Hazmat (Mar 2024) and not reported Waste Receipts (Aug 2024) - 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) - SSN v5 not yet implemented for all ports
Germany	0.0%	0.9%	0.9%	33.6%	0.4%	85.8%	0.32%	1.1%	2.0%	0.0%	1.6%	v5	<ul style="list-style-type: none"> - 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) - High number of not reported Waste Receipts (Aug 2024) - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2023) - High number of missing Crew and Pax information (Mar 2025)
Greece	0.4%	3.0%	0.4%	0.3%	6.4%	26.9%	0.14%	0.2%	0.2%	0.0%	2.2%	v5	<ul style="list-style-type: none"> - Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2021) - High number of Waste (Mar 2024) and Security (Aug 2025) provided after ship arrival to the port - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2025) - High number of missing Crew and Pax information (Mar 2025) - High number of missing Security information (Aug 2025) - High number of Hazmat nonEU departure provided after ship arrival to the port (Aug 2025)

Table 1 – Implementation status by Member State on 16 September 2025

Member State	SSN Data Quality							SSN Interface with Thetis				SSN Version	Relevant issues affecting Member State
	Missing/Not Reported Information						PortPlus Rejections	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat	Waste (AWN)	Waste Receipt	Security	Crew And Pax		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%	33.3%	0.0%	0.0%	0.00%	0.4%	4.0%	0.0%	0.0%	v5	- High number of ship calls missing ATA and/or ATD (Aug 2022) - Waste Receipts not implemented (Aug 2024)
Ireland	0.7%	27.3%	6.7%	19.6%	0.0%	2.2%	0.55%	0.1%	0.0%	0.2%	4.8%	v5	- High number of missing Hazmat (Mar 2017), Waste Advance Notifications (Mar 2024) and not reported Waste Receipt (Aug 2024) - 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 Hazmat EU departure provided more than 3 hours after ship departure from the port (Aug 2023)
Italy	0.0%	6.0%	2.3%	28.6%	2.1%	10.3%	0.02%	0.6%	0.8%	0.1%	0.6%	v5	- High number of Waste provided after ship arrival to the port (Mar 2020) - High number of not reported Waste Receipts (Aug 2024) and missing Hazmat (Aug 2025) - High number of ship calls reporting ATA and/or ATD more than 3h in advance (Aug 2024) - High number of ship calls missing ATA and/or ATD (Aug 2024)
Latvia	0.0%	0.0%	0.0%	8.7%	0.0%	0.0%	0.58%	0.0%	0.0%	0.0%	0.2%	v5	- High number of rejected PortPlus notifications (Aug 2019)
Lithuania	0.0%	3.9%	0.1%	0.0%	0.0%	2.0%	0.00%	0.0%	0.0%	0.0%	0.0%	v5	
Malta	0.0%	3.8%	5.4%	6.7%	0.0%	0.0%	0.33%	0.4%	0.0%	0.0%	0.0%	v5	- High number of missing Waste Advance Notifications (Aug 2025) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2024)
Montenegro	0.0%	n.a.	n.a.	n.a.	n.a.	n.a.	1.73%	1.3%	1.3%	0.0%	25.3%	v5	- High number of ship calls missing ATA and/or ATD (Mar 2024) - High number of ship calls reporting ATA and/or ATD more than 72h late (Mar 2025) - High number of rejected PortPlus notifications (Aug 2025)
Netherlands	0.0%	1.3%	0.9%	13.5%	0.8%	40.9%	0.12%	0.9%	0.6%	0.0%	0.1%	v5	- Hazmat nonEU departure reported for vessels coming from EU ports (Aug 2017) - High number of ship calls missing ATA and/or ATD (Mar 2025) - High number of missing Crew and Pax information (Mar 2025) and not reported Waste Receipts (Aug 2025)
Norway	0.0%	3.6%	1.1%	47.0%	1.5%	0.0%	0.00%	4.0%	9.1%	0.0%	0.4%	v5	- High number of ship calls missing ATA / ATD (Sep 2015) - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Mar 2024) - High number of not reported Waste Receipts (Aug 2024)
Poland	0.0%	0.6%	0.1%	5.1%	0.6%	0.6%	0.00%	0.0%	0.0%	0.0%	0.1%	v5	

Table 1 – Implementation status by Member State on 16 September 2025 (cont.)

Member State	SSN Data Quality							SSN Interface with Thetis				SSN Version	Relevant issues affecting Member State
	Missing/Not Reported Information						PortPlus Rejections	ATA / ATD Availability		Timeliness of reporting			
	PortPlus	Hazmat	Waste (AWN)	Waste Receipt	Security	Crew And Pax		Only ATD missing	ATA & ATD missing	ATA / ATD more than 3h in advance (rejected by Thetis)	ATA / ATD more than 72h late		
Portugal	0.0%	4.6%	0.8%	3.1%	0.3%	47.9%	0.10%	26.0%	6.8%	0.0%	4.0%	v5	<ul style="list-style-type: none"> - High number of ship calls missing ATA and/or ATD (Sep 2018) - High number of Waste (Sep 2020) and Security (Aug 2023) provided after ship arrival to the port - Request-Response mechanism not working (Aug 2025) - High number of ship calls reporting ATA and/or ATD more than 72h late (Aug 2023) - High number of Hazmat nonEU departure provided after ship arrival to the port (Mar 2024) - High number of missing Crew and Pax information (Mar 2025)
Romania	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.12%	0.0%	0.6%	0.0%	0.1%	v5	<ul style="list-style-type: none"> - Use of the 'unknown ZZUKN' Next Port of Call value in Hazmat EU departure (Aug 2022)
Slovenia	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.00%	0.0%	0.0%	0.0%	0.0%	v5	
Spain	0.0%	23.1%	95.1%	0.0%	13.7%	28.1%	0.26%	0.7%	0.3%	0.0%	1.3%	v5	<ul style="list-style-type: none"> - High number of missing Hazmat (Sep 2016), Waste Advance Notifications (Mar 2017) and Security (Mar 2024) - 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 more than 3 hours after ship departure from the port (Mar 2018) - High number of Hazmat nonEU departure provided after ship arrival to the port (Mar 2024) - High number of missing Crew and Pax information (Mar 2025)
Sweden	0.0%	13.2%	15.9%	39.1%	5.9%	0.0%	0.00%	0.8%	0.3%	0.0%	0.6%	v5	<ul style="list-style-type: none"> - High number of missing Hazmat (Aug 2024), Waste Advance Notifications (Mar 2022), Security (Mar 2017) and not reported Waste Receipts (Aug 2024) - Non-EU Departure Hazmat reported for vessels coming from EU ports (Aug 2021) - High number of ship calls missing ATA and/or ATD (Aug 2025)
Total	0.1%	5.7%	11.0%	8.8%	3.7%	24.1%	0.12%	1.1%	1.2%	0.02%	1.6%	-	Updated: 16 September 2025

Table 1 – Implementation status by Member State on 16 September 2025 (cont.)

Member State	Shipcalls			AIS ⁽¹⁾	MRS	Incident Reports	Total
	New	Updates	Cancelations				
Belgium	12,505	635,816	425	42,487,723	221	147	43,136,837
Bulgaria	1,600	18,836	38	13,006,220	-	1	13,026,695
Croatia	4,608	15,573	14	33,730,085	3,971	36	33,754,287
Cyprus	2,137	35,328	68	20,867,915	-	-	20,905,448
Denmark	14,378	42,611	527	92,179,335	30,796	365	92,268,012
Estonia	4,634	25,665	47	33,720,517	29,684	3	33,780,550
Finland	26,514	110,251	472	32,597,839	18,186	52	32,753,314
France	28,059	343,806	2,227	126,107,049	73,096	408	126,554,645
Germany	26,385	128,125	323	109,483,474	-	8	109,638,315
Greece	233,294	939,539	8,195	226,739,436	-	22	227,920,486
Iceland	1,622	3,221	187	31,328,166	465	-	31,333,661
Ireland	6,870	28,076	81	11,909,140	13	3	11,944,183
Italy	32,459	298,173	790	115,004,379	11,139	267	115,347,207
Latvia	2,741	17,733	33	7,697,461	-	4	7,717,972
Lithuania	2,256	22,318	55	4,018,797	-	5	4,043,431
Malta	6,065	45,648	862	18,022,354	-	15	18,074,944
Montenegro	692	3,610	47	5,284,087	-	-	5,288,436
Netherlands	25,516	385,084	1,384	68,530,461	-	52	68,942,497
Norway	391,514	1,057,595	7,738	227,360,540	571	8	228,817,966
Poland	8,312	75,246	212	21,106,729	9,850	1	21,200,350
Portugal	6,227	38,656	481	33,949,432	3,964	33	33,998,793
Romania	3,119	23,100	141	27,667,720	-	-	27,694,080
Slovenia	1,765	11,757	40	6,290,011	829	16	6,304,418
Spain	106,300	598,880	7,313	166,708,445	62,818	120	167,483,876
Sweden	22,786	180,539	1,722	109,224,219	-	48	109,429,314
Total	972,358	5,085,186	33,422	1,585,021,534	245,603	1,614	1,591,359,717

(1) AIS information transmitted through streaming mechanism

Table 2 – Number of notifications by Member State and by type of notification (Reporting period: January – June 2025)

Member State	Expired exemptions								Active exemptions							
	Hazmat	Pre-Arrival	Waste Notification	Waste Delivery	Waste Fees	Security	Crew AndPax	CrewAndPax Derogation	Hazmat	Pre-Arrival	Waste Notification	Waste Delivery	Waste Fees	Security	CrewAndPax	CrewAndPax Derogation
Belgium	-	2	359	280	273	44	-	-	-	-	119	119	119	-	-	-
Bulgaria	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
Croatia	-	79	-	-	-	-	-	-	-	55	-	-	-	-	-	-
Cyprus	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-
Denmark	-	-	4	3	-	2	-	-	44	39	138	17	-	49	-	-
Estonia	1	1	93	-	1	18	-	-	-	-	14	-	-	13	-	-
Finland	1	13	54	-	-	21	-	-	-	-	88	12	-	39	-	-
France	79	20	692	509	394	129	-	-	10	-	97	104	56	45	-	-
Germany	-	-	575	506	601	34	-	-	-	-	153	150	179	61	1	-
Greece	-	122	71	11	-	19	-	-	-	86	61	18	-	8	-	-
Iceland	5	26	18	1	-	7	1	-	1	7	17	7	-	1	-	-
Ireland	-	-	4	4	3	24	-	-	-	2	35	31	28	2	-	-
Italy	540	197	1,778	2,748	2	29	1	-	12	16	175	157	2	37	5	-
Latvia	-	-	-	-	-	2	-	-	-	-	2	2	2	6	-	-
Lithuania	-	-	11	296	538	131	-	-	-	-	-	15	15	22	-	-
Malta	-	-	1	1	1	-	-	-	-	-	2	2	2	-	-	-
Netherlands	-	-	135	11	127	65	-	-	-	-	101	6	101	15	-	-
Norway	-	-	-	-	-	-	-	-	14	23	16	8	-	14	1	-
Poland	-	1	45	36	20	7	-	-	-	-	36	36	34	32	-	-
Portugal	-	-	-	19	19	-	-	-	-	-	1	17	16	-	-	-
Romania	2	3	2	2	2	2	1	1	48	52	48	48	48	48	48	12
Slovenia	-	-	10	9	4	-	-	-	-	-	1	1	1	-	-	-
Spain	-	-	133	132	-	-	-	-	-	-	40	39	-	-	-	-
Sweden	2	2	76	27	2	22	-	-	4	5	105	109	63	81	-	-
Total	630	466	4,061	4,595	1,989	556	3	1	133	285	1,249	898	666	473	55	12

Table 3 – Number of exemptions by type of notification registered in SSN on 02 September 2025

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	2,019	2,019	-	400	1,158	-	1,681	255	184	1,724	-
Bulgaria	263	263	-	153	48	-	263	-	29	231	-
Croatia	4,014	4,014	-	18	283	-	3,574	-	494	334	-
Cyprus	376	376	-	40	84	-	371	-	30	264	-
Denmark	2,350	2,350	-	46	376	-	1,689	246	697	974	35
Estonia	775	775	-	-	294	-	669	99	17	228	511
Finland	2,409	2,409	-	5	691	-	833	1,539	756	653	927
France	5,387	5,387	-	689	2,218	-	1,855	2,529	1,161	3,375	416
Germany	4,721	4,721	-	163	1,940	-	2,261	2,337	596	1,775	2,144
Greece	40,449	34,034	404	250	2,000	-	31,324	1,901	23,450	1,464	-
Iceland	500	500	-	4	83	-	493	4	333	162	-
Ireland	1,230	1,230	-	406	448	-	935	146	113	1,029	-
Italy	7,055	7,055	-	384	1,480	8	4,429	2,291	3,822	2,573	-
Latvia	462	462	-	7	140	-	459	-	26	360	63
Lithuania	399	399	-	10	163	-	398	-	6	295	95
Malta	1,060	1,060	-	105	404	-	481	11	219	810	-
Montenegro	152	152	-	-	-	-	-	-	-	-	-
Netherlands	4,400	4,399	-	1,774	2,060	-	3,275	653	526	3,083	147
Norway	3,233	3,230	-	39	552	4	3,009	46	1,758	992	159
Poland	1,544	1,544	-	49	540	-	1,196	312	229	1,056	134
Portugal	788	788	-	51	310	-	759	-	353	394	-
Romania	529	529	-	103	74	-	528	-	44	483	-
Slovenia	185	185	-	27	78	-	175	10	-	143	-
Spain	19,581	19,580	-	414	1,158	-	7	783	9,189	4,388	-
Sweden	3,883	3,883	-	33	991	-	1,260	1,762	865	1,336	1,447
Total	107,764	101,344	404	5,170	17,573	12	61,924	14,924	44,897	28,126	6,078

Table 4 – Number of ship calls and how the detailed part of notifications is reported by Member States (reporting period: August 2025)

Member State	Messaging Interface	Streaming Interface	
	Ship AIS	AIS Reports	Regional Server / Proxy
Belgium	-	8,340,043	North Sea
Bulgaria	-	2,906,730	MARES
Croatia	-	9,526,574	MARES
Cyprus	-	5,665,087	MARES
Denmark	-	23,566,730	HELCOM
Estonia	-	6,981,856	HELCOM
Finland	-	7,666,110	HELCOM
France	-	32,246,272	North Sea and MARES (Mediterranean Coast)
Germany	-	26,155,527	HELCOM and North Sea
Greece	-	32,461,735	MARES
Iceland	-	5,609,171	North Atlantic
Ireland	-	2,227,191	North Sea
Italy	-	26,176,367	MARES
Latvia	-	1,602,895	HELCOM
Lithuania	-	313,768	HELCOM
Malta	-	4,307,321	MARES
Montenegro	-	1,582,970	MARES
Netherlands	-	16,199,441	North Sea
Norway	-	42,097,906	North Atlantic
Poland	-	4,383,587	HELCOM
Portugal	-	6,735,772	MARES
Romania	-	4,681,404	MARES
Slovenia	-	1,358,126	HELCOM
Spain	-	36,232,371	MARES
Sweden	-	24,297,518	HELCOM
Total	-	333,322,472	

Table 5 – Number of AIS reports by Member State and Interface (reporting period: August 2025)

Member State	MRS	Area	Ship MRS Notifications
Belgium	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	42
Bulgaria	-	-	-
Croatia	ADRIREP	Adriatic Sea	730
Cyprus	-	-	-
Denmark	BELTREP	Great Belt	2,051
	SOUNDREP	The Sound	3,291
Estonia	GOFREP	Gulf of Finland	2,997
Finland	GOFREP	Gulf of Finland	3,056
France	BONIFREP	Strait of Bonifacio (only DPG)	306
	CALDOVREP	Dover Strait/ Pas de Calais	3,094
	MANCHREP	Off Les Casquets/ La Manche	5,273
	OUESSREP	Off Ouessant	3,666
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	39
Germany	-	-	-
Greece	-	-	-
Iceland	TRANSREP	South & South West coast of Iceland	112
Ireland	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	1
Italy	ADRIREP	Adriatic Sea	1,572
	BONIFREP	Strait of Bonifacio (only DPG)	274
Latvia	-	-	-
Lithuania	-	-	-
Malta	-	-	-
Montenegro	-	-	-
Netherlands	-	-	-
Norway	BAREP	Barents Sea	88
Poland	GDANREP	Gulf of Gdansk	2,021
Portugal	COPREP	Coast of Portugal	675
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	335
Romania	-	-	-
Slovenia	ADRIREP	Adriatic Sea	134
Spain	CANREP	Canary Islands (only for ships carrying heavy grade oils)	49
	FINREP	Finisterre (NW Coast of Spain)	2,781
	GATREP ⁽¹⁾	Gulf of Almeria (Gata Cape)	3,273
	GIBREP	Strait of Gibraltar	4,280
	WETREP	EU Atlantic Coast (only for ships carrying heavy grade oils)	19
Sweden	SOUNDREP ⁽²⁾	The Sound	-
Total			40,159

(1) Voluntary Ship Reporting System

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

Table 6 – Number of MRS reports by Member State and SSN Protocol (reporting period: August 2025)

Member State	Incident Type								Protocol		Total
	SITREP	POLREP	WASTE	L&F Containers	Failed Notification	Pilot / Port Report	VTS Rules Infringement	Others	XML	WEB	
Belgium	12	-	-	-	-	135	-	-	145	2	147
Bulgaria	-	-	-	-	-	-	1	-	1	-	1
Croatia	15	-	-	-	-	-	21	-	36	-	36
Cyprus	-	-	-	-	-	-	-	-	-	-	-
Denmark	15	-	-	-	-	-	-	350	-	365	365
Estonia	2	-	-	-	-	-	1	-	3	-	3
Finland	31	-	-	-	1	-	15	5	52	-	52
France	62	6	318	1	1	15	-	5	401	7	408
Germany	5	-	1	-	-	1	-	1	-	8	8
Greece	18	-	-	-	-	-	-	4	-	22	22
Iceland	-	-	-	-	-	-	-	-	-	-	-
Ireland	2	1	-	-	-	-	-	-	-	3	3
Italy	171	-	-	-	-	18	-	78	-	267	267
Latvia	3	-	-	-	-	-	-	1	-	4	4
Lithuania	1	-	-	-	-	4	-	-	5	-	5
Malta	9	-	-	-	-	-	-	6	-	15	15
Netherlands	41	-	-	1	-	-	-	10	-	52	52
Norway	7	-	-	-	-	-	-	1	5	3	8
Poland	1	-	-	-	-	-	-	-	1	-	1
Portugal	24	-	-	3	1	-	5	-	-	33	33
Romania	-	-	-	-	-	-	-	-	-	-	-
Slovenia	12	2	-	-	-	-	2	-	16	-	16
Spain	89	-	-	1	24	-	-	6	94	26	120
Sweden	8	2	-	1	-	4	32	1	-	48	48
Total	528	11	319	7	27	177	77	468	759	855	1,614

Table 7 – Number of Incident Reports by Member State and by Type (reporting period: January – June 2025)

Annex III: Data quality

Member State	First half 2025 (Jan 2025 - Jun 2025)													Evolution	
	Nr. Checks	Notifications Missing	2020		2021		2022		2023		2024		2025		
			Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun		
Belgium	180	0	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Bulgaria	120	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Croatia	130	0	0%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0.00%		
Cyprus	120	0	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Denmark	180	0	1%	0%	2%	0%	0%	0%	2%	0%	1%	1%	0.00%		
Estonia	119	0	0%	2%	1%	0%	0%	0%	4%	0%	1%	1%	0.00%		
Finland	195	0	1%	2%	3%	0%	1%	1%	1%	0%	0%	0%	0.00%		
France	165	0	0%	0%	1%	1%	0%	0%	1%	0%	1%	0%	0.00%		
Germany	176	0	1%	1%	2%	1%	1%	0%	0%	0%	0%	0%	0.00%		
Greece	226	1	0%	1%	1%	0%	0%	1%	2%	1%	1%	0%	0.44%		
Iceland	130	0	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0.00%	
Ireland	141	1	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0.71%	
Italy	181	0	0%	3%	1%	1%	0%	0%	2%	0%	0%	0%	0%	0.00%	
Latvia	130	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Lithuania	130	0	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Malta	130	0	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Montenegro	87	0	0%	0%	5%	2%	0%	2%	4%	0%	0%	0%	0%	0.00%	
Netherlands	179	0	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Norway	180	0	0%	2%	1%	0%	2%	2%	0%	0%	0%	0%	0%	0.00%	
Poland	130	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Portugal	110	0	9%	2%	5%	3%	5%	2%	1%	0%	0%	0%	0%	0.00%	
Romania	131	0	0%	1%	0%	0%	0%	0%	1%	2%	3%	1%	0%	0.00%	
Slovenia	110	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Spain	180	0	0%	1%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Sweden	180	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0.00%	
Total	3,740	2	0.5%	0.8%	1.1%	0.3%	0.4%	0.3%	0.6%	0.1%	0.2%	0.1%	0.05%		

Table 8 – Missing Port notifications by MS 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
	First half 2025 (Jan 2025 - Jun 2025)															First half 2025 (Jan 2025 - Jun 2025)													
	Nr. Checks	Notifications Missing	2020	2021		2022		2023		2024		2025	Nr. Checks			Notifications Missing	2020	2021		2022		2023		2024		2025			
		Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun			Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun	Jul-Dec	Jan-Jun						
Belgium	145	0	1%	1%	0%	0%	2%	0%	2.3%	0.0%	0.9%	0.0%	Belgium	139	3	11%	5%	4%	0%	6%	0%	2.3%	1.2%	0.0%	2.2%				
Bulgaria	17	0	0%	0%	0%	0%	8%	11%	n.a.	n.a.	16.7%	10.0%	Bulgaria	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Croatia	63	0	0%	1%	0%	0%	0%	0%	0.0%	0.0%	0.0%	0.0%	Croatia	28	0	0%	2%	0%	0%	0%	0%	0.0%	3.7%	4.5%	0.0%				
Cyprus	5	0	0%	0%	0%	0%	0%	0%	16.7%	0.0%	100.0%	0.0%	Cyprus	0	0	n.a.	n.a.	n.a.	0%	0%	0%	0.0%	0.0%	0.0%	n.a.				
Denmark	34	0	0%	3%	3%	4%	0%	0%	0.0%	1.8%	0.0%	0.0%	Denmark	15	0	33%	8%	13%	22%	0%	0%	0.0%	0.0%	9.1%	0.0%				
Estonia	10	0	0%	1%	0%	0%	0%	0%	0.0%	0.0%	8.3%	0.0%	Estonia	4	0	0%	0%	0%	0%	0%	0%	0.0%	n.a.	n.a.	n.a.				
Finland	28	1	7%	1%	4%	2%	6%	4%	0.0%	0.0%	2.0%	3.6%	Finland	2	0	n.a.	n.a.	n.a.	25%	50%	0%	8.3%	12.5%	44.4%	0.0%				
France	159	3	7%	5%	7%	5%	3%	4%	2.2%	4.7%	7.9%	1.9%	France	121	18	7%	19%	8%	11%	8%	3%	8.4%	7.1%	3.2%	14.9%				
Germany	140	2	3%	0%	0%	3%	4%	1%	2.3%	0.0%	1.0%	1.4%	Germany	74	0	0%	2%	1%	4%	0%	0%	0.0%	1.9%	4.3%	0.0%				
Greece	92	2	3%	2%	2%	1%	0%	0%	0.0%	9.6%	4.5%	2.2%	Greece	7	1	0%	11%	15%	13%	9%	0%	25.0%	0.0%	20.0%	14.3%				
Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	Iceland	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Ireland	25	9	18%	9%	15%	11%	17%	8%	10.3%	12.0%	9.1%	36.0%	Ireland	8	0	100%	50%	20%	7%	0%	0%	0.0%	9.1%	7.7%	0.0%				
Italy	162	13	8%	7%	7%	4%	6%	3%	4.3%	3.6%	4.2%	8.0%	Italy	119	4	9%	10%	8%	0%	8%	4%	4.7%	2.4%	3.8%	3.4%				
Latvia	18	0	7%	1%	3%	2%	0%	0%	7.1%	5.6%	0.0%	0.0%	Latvia	2	0	n.a.	n.a.	n.a.	14%	25%	0%	100.0%	0.0%	n.a.	n.a.				
Lithuania	34	1	14%	2%	0%	0%	0%	1%	6.5%	0.0%	0.0%	2.9%	Lithuania	17	1	0%	0%	0%	0%	0%	0%	0.0%	0.0%	0.0%	5.9%				
Malta	49	1	25%	2%	11%	2%	5%	0%	0.0%	5.7%	2.9%	2.0%	Malta	4	1	100%	15%	0%	0%	22%	0%	0.0%	0.0%	0.0%	25.0%				
Netherlands	158	2	3%	2%	1%	0%	0%	1%	1.1%	1.2%	0.8%	1.3%	Netherlands	158	2	1%	0%	0%	0%	0%	1%	1.1%	0.0%	0.0%	1.3%				
Norway	44	2	9%	8%	11%	6%	0%	2%	1.5%	1.5%	2.5%	4.5%	Norway	11	0	0%	25%	14%	19%	0%	0%	0.0%	0.0%	0.0%	0.0%				
Poland	61	0	0%	1%	0%	0%	0%	0%	1.3%	1.3%	0.0%	0.0%	Poland	96	1	0%	3%	0%	0%	5%	0%	0.0%	0.0%	0.0%	1.0%				
Portugal	146	8	10%	5%	12%	12%	5%	14%	11.6%	7.1%	7.4%	5.5%	Portugal	48	1	20%	9%	18%	30%	26%	21%	9.4%	11.5%	2.0%	2.1%				
Romania	5	0	0%	0%	0%	0%	0%	0%	12.5%	0.0%	0.0%	0.0%	Romania	0	0	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.	n.a.				
Slovenia	45	0	0%	0%	0%	0%	0%	0%	0.0%	0.0%	0.0%	0.0%	Slovenia	85	0	0%	0%	0%	0%	0%	0%	1.9%	0.0%	0.0%	0.0%				
Spain	164	38	28%	23%	27%	16%	14%	23%	20.5%	18.4%	19.8%	23.2%	Spain	152	35	29%	22%	23%	22%	14%	23%	10.6%	15.1%	19.8%	23.0%				
Sweden	41	6	36%	12%	12%	13%	4%	5%	4.7%	6.2%	7.1%	14.6%	Sweden	12	1	33%	16%	0%	47%	9%	5%	0.0%	20.0%	25.0%	8.3%				
Total	1,645	88	8.7%	4.8%	6.2%	4.4%	3.7%	3.9%	4.2%	4.3%	5.0%	5.3%	Total	1,102	68	12.3%	8.5%	7.5%	8.6%	7.5%	4.7%	4.1%	4.7%	4.9%	6.2%				

Table 9 – Missing Hazmat EU Departure and non-EU Departure notifications by MS 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	Advance Waste Notification													Evolution
	2019	2020		2021		2022		2023		2024		2025		
	July	January	August	January	August	March	August	March	August	March	August	March	August	
Belgium	6.7%	1.6%	1.1%	1.9%	2.48%	8.49%	0.97%	0.80%	0.72%	0.65%	0.75%	0.39%	0.47%	
Bulgaria	0.6%	0.0%	0.3%	0.0%	0.32%	1.32%	0.00%	0.83%	0.34%	0.00%	0.73%	0.00%	0.00%	
Croatia	38.8%	16.4%	25.7%	24.8%	54.80%	40.90%	81.74%	50.86%	88.56%	25.14%	6.21%	10.41%	2.41%	
Cyprus	0.0%	1.2%	0.0%	0.5%	0.47%	0.00%	0.00%	0.78%	0.00%	0.00%	0.00%	0.45%	0.00%	
Denmark	5.5%	1.4%	5.1%	1.4%	1.59%	3.77%	2.60%	1.86%	2.02%	1.78%	1.04%	0.13%	0.09%	
Estonia	6.1%	2.7%	4.2%	0.4%	0.10%	0.00%	0.33%	0.87%	0.25%	0.00%	0.63%	0.22%	0.33%	
Finland	3.5%	6.6%	5.9%	8.0%	4.86%	0.17%	0.41%	1.01%	0.51%	0.93%	1.68%	0.51%	0.41%	
France	14.8%	24.9%	17.5%	28.5%	19.62%	21.53%	23.52%	15.85%	18.86%	22.20%	14.38%	13.07%	11.26%	
Germany	41.6%	44.1%	36.9%	55.3%	16.74%	43.36%	4.28%	35.01%	5.64%	15.09%	5.14%	0.91%	0.95%	
Greece	-	72.1%	2.1%	4.1%	1.28%	1.16%	0.39%	0.22%	0.32%	0.59%	1.87%	0.06%	0.45%	
Iceland	0.0%	4.1%	3.8%	8.0%	0.00%	0.00%	0.40%	4.29%	0.16%	1.03%	0.00%	0.00%	0.00%	
Ireland	0.1%	0.0%	0.0%	0.0%	0.00%	26.17%	20.44%	3.96%	4.84%	8.84%	16.37%	10.13%	6.72%	
Italy	20.9%	22.6%	28.2%	29.9%	38.65%	22.07%	11.34%	4.03%	6.55%	3.97%	3.15%	2.80%	2.27%	
Latvia	0.0%	0.2%	0.0%	0.0%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Lithuania	0.0%	0.2%	0.0%	0.0%	0.00%	0.26%	0.26%	0.77%	0.27%	0.00%	0.48%	0.00%	0.12%	
Malta	1.2%	1.7%	1.2%	4.0%	0.88%	0.24%	0.00%	0.00%	0.00%	2.02%	0.00%	0.33%	5.39%	
Netherlands	9.4%	7.3%	9.6%	5.1%	11.22%	5.86%	4.97%	2.02%	2.72%	3.73%	2.89%	1.23%	0.87%	
Norway	7.0%	8.2%	6.6%	6.9%	6.84%	7.74%	2.70%	6.91%	6.52%	3.91%	2.68%	1.55%	1.07%	
Poland	6.2%	0.2%	0.4%	0.5%	0.62%	1.98%	0.49%	2.99%	0.00%	0.24%	0.14%	0.26%	0.05%	
Portugal	-	-	37.5%	19.0%	7.27%	28.70%	20.00%	9.48%	7.39%	11.81%	1.00%	0.67%	0.80%	
Romania	0.2%	0.3%	0.0%	0.0%	0.25%	1.17%	0.71%	1.52%	0.65%	1.18%	0.48%	0.50%	0.17%	
Slovenia	0.0%	0.0%	0.0%	0.0%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Spain	64.8%	57.4%	62.3%	52.9%	63.02%	75.94%	71.55%	58.49%	67.95%	47.91%	61.70%	76.01%	95.08%	
Sweden	0.0%	0.0%	0.0%	0.0%	0.00%	28.42%	28.30%	26.78%	32.18%	22.69%	21.55%	15.86%	15.92%	
Total	34.9%	27.7%	19.6%	20.6%	19.0%	24.7%	20.8%	17.6%	18.5%	14.0%	14.0%	11.1%	11.0%	

Table 10 – Missing Advance Waste Notification (AWN) by Member State and by reporting period (data for August 2025 extracted on 12 September 2025)

Member State	Current reporting period - August 2025						Previous reporting periods Waste Receipt not reported [%]				
	Shipcalls under PRF	Existing Waste Receipt	No Waste to deliver	Exemption	Waste Receipt not reported	Waste Receipt not reported [%]	March 2025	August 2024	March 2024	August 2023	April 2023
Belgium	1,705	1,067	472	-	166	9.7%	8.1%	9.0%	10.4%	11.2%	9.8%
Bulgaria	271	264	5	-	2	0.7%	6.2%	18.8%	n.a.	n.a.	n.a.
Croatia	3,029	715	2,292	-	22	0.7%	2.9%	2.2%	0.0%	11.3%	50.6%
Cyprus	345	150	178	-	17	4.9%	1.7%	1.0%	1.8%	2.7%	0.4%
Denmark	1,717	1,716	1	-	-	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%
Estonia	671	306	344	-	21	3.1%	13.1%	45.9%	46.7%	43.9%	41.7%
Finland	794	343	332	-	119	15.0%	19.0%	19.1%	21.8%	20.8%	21.4%
France	1,866	961	616	3	286	15.3%	18.8%	21.3%	27.2%	n.a.	n.a.
Germany	2,183	931	518	-	734	33.6%	37.5%	37.6%	34.8%	42.7%	44.9%
Greece	30,556	4,298	26,179	4	79	0.3%	2.9%	23.5%	17.7%	n.a.	n.a.
Iceland	481	-	321	-	160	33.3%	40.9%	32.4%	29.7%	42.1%	35.8%
Ireland	693	134	405	18	136	19.6%	21.7%	20.6%	17.0%	24.1%	24.8%
Italy	3,861	1,968	744	43	1,106	28.6%	37.5%	40.0%	51.4%	45.9%	50.8%
Latvia	450	330	81	-	39	8.7%	9.5%	17.5%	53.9%	n.a.	n.a.
Lithuania	397	187	100	110	-	0.0%	1.2%	3.4%	3.9%	6.5%	3.7%
Malta	436	333	74	-	29	6.7%	8.0%	8.9%	7.1%	9.7%	13.7%
Netherlands	3,037	2,121	505	-	411	13.5%	9.4%	6.7%	6.8%	7.9%	8.8%
Norway	2,830	34	1,465	-	1,331	47.0%	46.9%	43.9%	40.6%	n.a.	n.a.
Poland	950	607	295	-	48	5.1%	3.4%	2.7%	3.4%	13.0%	13.2%
Portugal	775	425	255	71	24	3.1%	3.2%	3.1%	4.4%	11.3%	n.a.
Romania	539	512	27	-	-	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Slovenia	137	137	-	-	-	0.0%	0.0%	0.0%	0.0%	66.2%	n.a.
Spain	10	1	9	-	-	0.0%	4.9%	6.3%	9.4%	10.8%	7.6%
Sweden	1,250	605	156	-	489	39.1%	33.1%	29.3%	29.3%	29.3%	86.8%
Total	58,983	18,145	35,374	249	5,219	8.8%	13.4%	20.7%	20.2%	21.2%	24.7%
TOTAL March2025	39,547	15,152	18,973	121	5,304	13.4%					
TOTAL August2024	61,121	14,644	33,667	137	12,673	20.7%					
TOTAL March2024	39,644	11,416	20,106	116	8,006	20.2%					
TOTAL August2023	23,410	9,624	8,579	234	4,973	21.2%					
TOTAL April2023	21,578	7,998	8,114	137	5,329	24.7%					

Table 11 – Not reported Waste Receipts by Member State and by reporting period (data for August 2025 extracted on 15 September 2025)

Member State	ISPS Pre-Arrival Security Notification													Evolution
	2019	2020		2021		2022		2023		2024		2025		
	July	January	August	January	August	March	August	March	August	March	August	March	August	
Belgium	3.4%	3.3%	0.6%	1.3%	1.0%	2.0%	2.1%	2.2%	1.7%	1.0%	1.3%	1.7%	2.0%	
Bulgaria	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Croatia	0.3%	0.0%	0.0%	1.8%	0.9%	0.0%	2.0%	0.0%	0.0%	1.9%	0.0%	0.0%	0.3%	
Cyprus	3.8%	1.3%	0.4%	1.1%	2.3%	3.8%	1.9%	2.6%	1.7%	1.6%	2.3%	2.1%	0.0%	
Denmark	3.3%	0.4%	0.4%	1.0%	0.9%	0.7%	0.6%	0.3%	0.8%	0.4%	0.6%	0.3%	1.0%	
Estonia	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Finland	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	0.2%	0.0%	0.1%	0.1%	0.1%	0.0%	
France	20.1%	23.6%	6.4%	6.0%	14.7%	12.6%	15.5%	16.4%	8.3%	4.1%	11.0%	6.1%	4.3%	
Germany	15.7%	15.4%	13.6%	6.7%	6.8%	6.3%	2.0%	1.1%	1.0%	1.4%	34.2%	0.8%	0.4%	
Greece	-	75.0%	77.8%	19.3%	39.5%	18.7%	24.0%	29.1%	5.7%	0.5%	5.9%	0.7%	6.4%	
Iceland	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Ireland	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Italy	3.4%	3.1%	5.5%	2.2%	5.9%	2.7%	7.3%	2.3%	7.8%	2.2%	2.3%	1.3%	2.1%	
Latvia	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Lithuania	0.7%	2.5%	0.0%	1.3%	0.0%	0.0%	0.3%	0.3%	0.3%	0.0%	0.3%	0.0%	0.0%	
Malta	1.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Netherlands	8.1%	9.4%	3.1%	4.0%	7.3%	1.5%	1.6%	1.5%	1.0%	1.3%	1.5%	0.9%	0.8%	
Norway	0.8%	0.4%	0.4%	2.5%	4.8%	3.3%	8.8%	4.3%	9.9%	1.1%	1.5%	1.0%	1.5%	
Poland	0.2%	0.5%	0.2%	0.1%	0.2%	1.5%	0.7%	0.0%	0.4%	0.2%	0.6%	0.3%	0.6%	
Portugal	-	-	-	-	-	100.0%	100.0%	100.0%	41.5%	21.9%	20.2%	1.2%	0.3%	
Romania	0.2%	0.3%	0.0%	0.0%	0.3%	0.3%	0.3%	0.2%	0.0%	0.3%	0.3%	0.0%	0.0%	
Slovenia	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Spain	3.8%	2.9%	2.9%	2.3%	2.5%	2.2%	4.6%	4.4%	4.5%	5.4%	5.1%	7.6%	13.7%	
Sweden	24.6%	21.0%	22.6%	45.7%	36.4%	34.8%	39.2%	32.5%	33.1%	19.2%	10.4%	10.1%	5.9%	
Total	23%	15%	19%	9%	11.3%	8.5%	10.2%	9.1%	6.9%	4.0%	7.7%	3.0%	3.7%	

Table 12 – Missing Security information by Member State and by reporting period (data for August 2025 extracted on 12 September 2025)

Member State	Current reporting period - August 2025					Previous reporting periods Crew and Pax not reported [%]
	Shipcalls under Crew and Pax	Existing Crew and Pax	Exemption	Crew and Pax not reported	Crew and Pax not reported [%]	Mar-25
Belgium	35	35	-	-	0.0%	0.0%
Bulgaria	9	9	-	-	0.0%	0.0%
Croatia	3,606	3,606	-	-	0.0%	0.0%
Cyprus	19	19	-	-	0.0%	0.0%
Denmark	192	-	-	192	100.0%	100.0%
Estonia	534	534	-	-	0.0%	0.0%
Finland	1,352	870	-	482	35.7%	100.0%
France	3,209	3,200	-	9	0.3%	13.6%
Germany	2,435	346	-	2,089	85.8%	85.8%
Greece	32,695	23,914	-	8,781	26.9%	30.5%
Iceland	269	269	-	-	0.0%	0.0%
Ireland	691	676	-	15	2.2%	1.0%
Italy	3,774	3,306	79	389	10.3%	16.9%
Latvia	78	78	-	-	0.0%	0.0%
Lithuania	99	97	-	2	2.0%	1.1%
Malta	165	165	-	-	0.0%	0.0%
Netherlands	328	194	-	134	40.9%	24.5%
Norway	690	623	-	-	0.0%	0.0%
Poland	517	514	-	3	0.6%	0.5%
Portugal	73	38	-	35	47.9%	29.7%
Romania	6	6	-	-	0.0%	0.0%
Slovenia	57	57	-	-	0.0%	16.7%
Spain	14,638	10,522	-	4,116	28.1%	30.0%
Sweden	2,050	2,050	-	-	0.0%	0.0%
Total	67,521	51,128	79	16,247	24.1%	30.9%
TOTAL March2025	32,829	22,660	33	10,136	30.9%	

Table 13 – Missing Crew and Pax information by Member State and by reporting period (data for August 2025 extracted on 12 September 2025)

Member State	Hazmat Details	MRS Details	Security Details	Bunkers Details	Crew & Pax Details
Belgium	Available	Available	Available	-	Available
Bulgaria	Available	-	Available	Available	Available
Croatia	Available	Available	Available	Available	Available
Cyprus	Available	-	Available	Available	Available
Denmark	Available	Available	Available	-	- ⁽¹⁾
Estonia	Available	Available	Available	Available	Available
Finland	Available	Available	Available	-	- ⁽¹⁾
France	Available	Available	Available	-	Available
Germany	Available	-	Available	Available	Available
Greece	Unavailable	-	Unavailable	- ⁽¹⁾	Unavailable
Iceland	Available	Available	Available	Available	Available
Ireland	Available	Available ⁽²⁾	Available	-	-
Italy	Available	Available	Available	Available	Available
Latvia	Available	-	Available	Available	Available
Lithuania	Available	-	Available	Available	Available
Malta	Available	-	Available	Available	Available
Montenegro	-	-	-	-	-
Netherlands	Available	-	Available	-	Available
Norway	Available	Available	Available	Available	Available
Poland	Available	Available	Available	Available	Available
Portugal	Unavailable	Unavailable	Unavailable	- ⁽¹⁾	Unavailable
Romania	Available	-	Available	Available	Available
Slovenia	Available	Available	Available	Available	Available
Spain	Available	Available	Available	Available	Available
Sweden	Available	-	Available	Available	Available

(1) No data reported

(2) Data reported through the Web User Interface

Table 14 – Availability of the detailed part of the notifications (checks on 04, 05 and 08 September 2025)

Member State	August 2025													Evolution
	Port Plus Notifications	Port Plus Rejected	August 2020	January 2021	August 2021	March 2022	August 2022	March 2023	August 2023	March 2024	August 2024	March 2025	August 2025	
Belgium	30,550	2	0.08%	0.00%	0.01%	0.05%	0.10%	0.00%	0.00%	0.06%	0.00%	0.00%	0.01%	
Bulgaria	3,656	-	0.00%	0.20%	0.05%	0.37%	0.11%	0.32%	1.20%	1.72%	0.11%	0.34%	0.00%	
Croatia	9,313	6	0.00%	0.00%	0.10%	0.00%	2.27%	0.00%	0.00%	0.15%	0.00%	0.00%	0.06%	
Cyprus	6,419	-	0.95%	0.17%	0.00%	0.66%	0.08%	0.02%	0.02%	0.37%	0.02%	0.00%	0.00%	
Denmark	10,194	147	0.57%	0.58%	0.47%	1.52%	0.44%	1.81%	1.79%	1.98%	1.41%	1.27%	1.44%	
Estonia	5,012	5	0.06%	0.08%	0.05%	0.07%	0.02%	0.08%	0.06%	0.38%	0.08%	0.16%	0.10%	
Finland	17,114	49	3.60%	0.41%	0.26%	0.46%	0.11%	0.54%	0.72%	0.51%	0.25%	0.51%	0.29%	
France	68,261	19	0.64%	0.01%	0.01%	0.04%	0.30%	0.03%	0.16%	0.10%	0.10%	0.03%	0.03%	
Germany	27,944	90	0.43%	0.55%	0.46%	2.96%	0.64%	0.36%	0.38%	0.40%	0.33%	0.48%	0.32%	
Greece	159,315	218	0.76%	0.55%	0.16%	0.90%	0.17%	0.17%	0.53%	0.70%	0.68%	0.26%	0.14%	
Iceland	1,622	-	0.00%	0.00%	0.00%	0.58%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	
Ireland	6,357	35	52.72%	0.70%	0.37%	0.84%	0.24%	0.66%	0.63%	5.85%	0.39%	0.62%	0.55%	
Italy	70,839	17	0.06%	0.03%	0.01%	0.26%	0.08%	0.00%	0.02%	0.16%	0.00%	0.00%	0.02%	
Latvia	3,462	20	0.56%	0.29%	0.21%	2.04%	1.15%	0.53%	0.34%	1.10%	0.31%	0.45%	0.58%	
Lithuania	4,528	-	0.00%	0.00%	0.02%	0.16%	0.02%	0.00%	0.14%	0.12%	0.00%	0.02%	0.00%	
Malta	9,839	32	0.40%	17.20%	0.04%	0.13%	0.04%	0.00%	0.74%	4.88%	0.00%	0.01%	0.33%	
Montenegro	867	15	2.38%	0.00%	0.47%	0.61%	0.00%	0.00%	1.11%	0.00%	0.20%	0.00%	1.73%	
Netherlands	70,081	86	3.25%	0.81%	0.11%	1.12%	5.50%	0.05%	3.96%	16.31%	0.05%	0.11%	0.12%	
Norway	186,193	-	0.02%	0.00%	0.00%	0.02%	0.07%	0.00%	0.01%	0.01%	0.00%	0.03%	0.00%	
Poland	15,820	-	0.00%	0.01%	0.01%	0.03%	0.00%	0.01%	0.10%	0.50%	0.10%	0.00%	0.00%	
Portugal	7,729	8	3.21%	1.08%	0.80%	0.87%	1.36%	1.10%	0.07%	0.50%	0.30%	0.05%	0.10%	
Romania	4,952	6	0.00%	0.07%	0.00%	0.38%	0.05%	0.66%	0.04%	0.07%	0.02%	0.00%	0.12%	
Slovenia	1,788	-	0.00%	0.00%	0.00%	0.00%	3.27%	1.07%	2.09%	0.07%	0.00%	37.26%	0.00%	
Spain	114,353	294	0.48%	1.25%	1.06%	1.28%	1.33%	0.89%	0.71%	0.63%	0.84%	3.77%	0.26%	
Sweden	33,924	-	1.70%	0.04%	0.00%	12.57%	0.26%	0.07%	0.01%	0.01%	0.00%	0.00%	0.00%	
Total	870,132	1,049	1.25%	0.66%	0.29%	1.64%	1.03%	0.31%	0.76%	2.46%	0.26%	0.79%	0.12%	

Table 15 – PortPlus notification rejections and evolution (reporting period: August 2025)

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.	48	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.	13	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.	85	To be corrected by MSs
R05	A new Port Plus notification having ATAToPortOfCall 1 year prior to the time received could not be accepted.	1	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.	19	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 or CrewAndPaxNotificationOnDeparture is provided(and some other groups are not included).	-	To be corrected by MSs
R09	A Port Plus notification with hazmat EUDeparture or bunkers towards NextPort must have a NextPort.	-	To be corrected by MSs
R10	A Port Plus notification with known next port that also contains hazmat EUDeparture, bunkers towards NextPort or crewpax departure must have ETAToNextPort.	15	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.	15	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.	10	To be corrected by MSs
R14	ATAToPortOfCall should be provided when ATDFromPortOfCall is reported.	-	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.	44	To be corrected by MSs
R17	Departure Notification Details once provided should be repeated in all update messages.	320	To be corrected by MSs
R18	ArrivalNotificationDetails is mandatory if ATDFromPortOfCall is provided unless CrewAndPaxNotificationOnDeparture is provided(and some other groups are not included).	91	To be corrected by MSs
R19	ETDFromLastPort is mandatory if WasteNotification or CrewAndPaxNotificationOnArrival with CrewAndPaxYorN = Y is provided.	4	To be corrected by MSs
R20	ETDFromPortOfCall is mandatory unless CrewAndPaxNotificationOnArrival is provided(and some other groups are not included).	18	To be corrected by MSs
R21	A Port Plus notification with waste notification, hazmat EUDeparture, bunkers towards NextPort or crewpax departure must have a NextPort	23	To be corrected by MSs
R22	LastPort is mandatory if WasteNotification or CrewAndPaxNotificationOnArrival with CrewAndPaxYorN = Y is provided	-	To be corrected by MSs
R23	WasteDetails should always contain at least one Wasteltem.	-	To be corrected by MSs

Table 16 – Number of rejections by cause and expected actions from Member States (reporting period: August 2025)

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.)			
R24	The message identified by MSRefId [] has already been registered in SSN (Sent by [])	67	To be corrected by MSs and in the Central SSN
R25	[]): A port plus notification with the specified shipCallId [] has already been registered in SSN by []	41	To be corrected by MSs and in the Central SSN
R26	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. LastPortDelivered Locode [] is not technically correct. Port Delivery Remaining Waste Locode [] is not technically correct.	77	To be corrected by MSs
R27	PortOfCall Locode [] is not permitted. Verify your access rights as Portplus Notifier.	-	To be corrected by MSs
R28	The IMO number [] is not valid	83	To be corrected by MSs
R29	The Port Plus notification having PortOfCall = 'ZZCAN' and shipCallId [] is invalid because no voyage was found with the specified shipCallId.	1	To be corrected by MSs
R30	PobVoyageTowardsPortOfCall has an invalid value	-	To be corrected by MSs
R31	A Port Plus notification having PortOfCall equal to 'ZZCAN' must have UpdateStatus='U'.	9	To be corrected by MSs
R32	The UpdateNotifications information is not compatible with the updateStatus [U].	22	To be corrected by MSs
R33	Incorrect MMSI number - MID [] does not identify any Flag according to the ITU list of MIDs.	-	To be corrected by MSs
R34	Invalid message. A port plus notification with the specified shipCallId [] has already been registered with different Vessel [] - [].	2	To be corrected by MSs
R35	At least one contact detail must be provided (Phone, Fax or Email)	14	To be corrected by MSs
R36	The notification must have quoted at least one of IMO or MMSI numbers	-	To be corrected by MSs
R37	The phone number must contain digits only. The fax number must contain digits only	24	To be corrected by MSs
R38	The email [] is invalid	-	To be corrected by MSs
R39	Test vessel only allows IMO 9999999 and MMSI 999999999	-	To be corrected by MSs
R40	The first name is invalid	-	To be corrected by MSs
R41	The notification must have quoted at least one of CompanyName or IMOCompanyNr	-	To be corrected by MSs
R42	A phone number must be defined	-	To be corrected by MSs
R43	No waste code corresponds to the specified code(s): ...	3	To be corrected by MSs
R44	No ShipType UN corresponds to the specified code: ...	-	To be corrected by MSs

Table 16 – Number of rejections by cause and expected actions from Member States (reporting period: August 2025) (cont.)

Annex IV: SSN – THETIS interface

Member State	Current reporting period - August 2025							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 [%]	March 2025	August 2024	March 2024	August 2023	March 2023	August 2022	March 2022	August 2021	January 2021
Belgium	1,777	1,773	4	-	99.8%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%
Bulgaria	237	235	2	-	99.2%	0.8%	0.0%	0.0%	0.0%	4.5%	0.4%	0.0%	0.0%	1.0%	0.4%	0.0%
Croatia	552	549	2	1	99.5%	0.4%	0.2%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%
Cyprus	228	226	1	1	99.1%	0.4%	0.4%	0.0%	0.0%	3.5%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%
Denmark	1,416	1,403	10	3	99.1%	0.7%	0.2%	0.4%	0.1%	0.6%	1.0%	0.5%	0.3%	0.5%	0.4%	0.1%
Estonia	512	509	3	-	99.4%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Finland	1,106	1,097	6	3	99.2%	0.5%	0.3%	0.6%	0.1%	0.1%	0.0%	0.1%	0.4%	5.7%	6.6%	0.1%
France	3,276	3,257	11	8	99.4%	0.3%	0.2%	0.2%	0.6%	1.2%	0.5%	0.2%	0.1%	0.5%	0.3%	0.1%
Germany	3,382	3,276	37	69	96.9%	1.1%	2.0%	1.3%	1.2%	2.0%	1.5%	2.6%	3.3%	6.4%	2.4%	2.0%
Greece	8,664	8,624	21	19	99.5%	0.2%	0.2%	0.1%	0.3%	0.1%	0.4%	0.0%	4.1%	0.8%	0.2%	0.1%
Iceland	505	483	2	20	95.6%	0.4%	4.0%	1.7%	6.9%	2.5%	5.2%	4.3%	8.4%	0.5%	3.9%	2.8%
Ireland	1,126	1,125	1	-	99.9%	0.1%	0.0%	0.4%	0.2%	0.2%	0.0%	0.9%	0.1%	0.5%	0.3%	1.9%
Italy	2,991	2,948	19	24	98.6%	0.6%	0.8%	0.8%	0.9%	0.5%	1.9%	0.2%	0.5%	0.9%	0.7%	0.0%
Latvia	423	423	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.2%
Lithuania	357	357	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Malta	278	277	1	-	99.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%
Montenegro	150	146	2	2	97.3%	1.3%	1.3%	2.4%	0.6%	2.6%	0.0%	0.0%	1.9%	1.4%	0.0%	0.0%
Netherlands	2,873	2,831	25	17	98.5%	0.9%	0.6%	1.2%	0.3%	0.5%	0.4%	0.5%	1.4%	0.3%	0.3%	0.3%
Norway	3,283	2,854	131	298	86.9%	4.0%	9.1%	6.3%	7.4%	8.2%	9.0%	8.8%	8.1%	4.9%	3.1%	2.4%
Poland	1,407	1,407	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Portugal	516	347	134	35	67.2%	26.0%	6.8%	2.5%	0.9%	1.1%	15.9%	13.7%	10.4%	12.6%	6.0%	2.4%
Romania	485	482	-	3	99.4%	0.0%	0.6%	0.4%	0.7%	0.0%	0.2%	0.2%	1.4%	0.3%	0.8%	0.0%
Slovenia	174	174	-	-	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.8%	0.0%	0.0%	0.0%	0.0%
Spain	6,572	6,506	47	19	99.0%	0.7%	0.3%	0.6%	7.2%	9.8%	2.0%	2.8%	2.5%	1.4%	3.2%	1.0%
Sweden	2,251	2,225	19	7	98.8%	0.8%	0.3%	0.0%	0.3%	0.2%	0.8%	0.2%	0.5%	0.6%	0.3%	0.2%
Total	44,541	43,534	478	529	97.7%	1.1%	1.2%	1.0%	2.9%	3.9%	1.8%	2.0%	2.4%	2.1%	1.5%	0.8%
TOTAL March 2025	33,182	32,454	381	347	97.8%	1.1%	1.0%									
TOTAL August2024	53,442	51,555	332	1,555	96.5%	0.6%	2.9%									
TOTAL March2024	40,498	38,284	654	1,560	94.5%	1.6%	3.9%									
TOTAL August2023	52,507	50,812	751	944	96.8%	1.4%	1.8%									
TOTAL March2023	41,499	40,263	422	814	97.0%	1.0%	2.0%									
TOTAL August2022	51,161	49,456	458	1,247	96.7%	0.9%	2.4%									
TOTAL March2022	37,709	36,289	640	780	96.2%	1.7%	2.1%									
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%									

Table 17 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 2017/2110/EC³ (reporting period: August 2025, table created based on data extracted on 12 September 2025)

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).

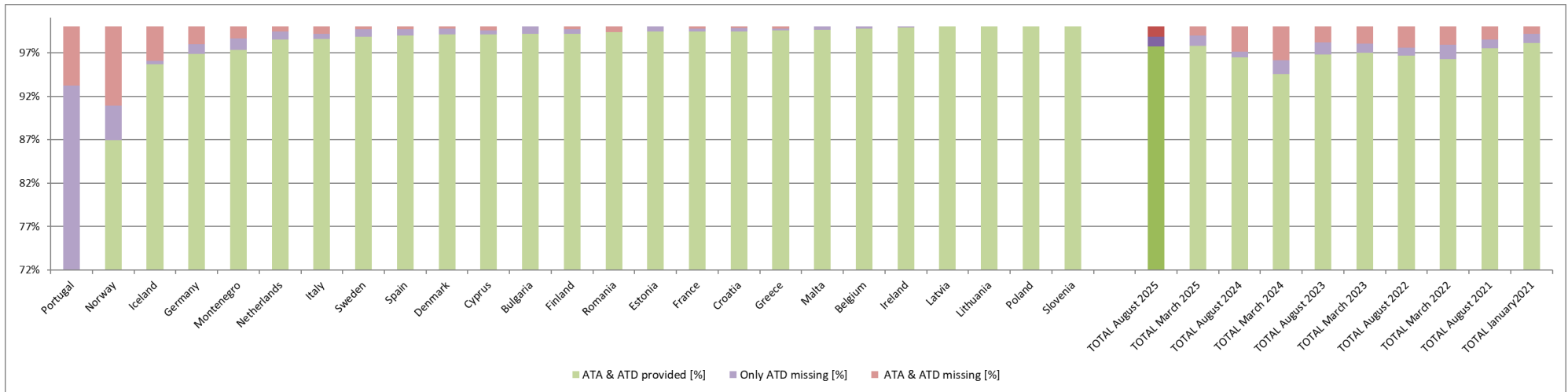


Figure 5 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 2017/2110/EC
 (corresponding to Table 17) (reporting period: August 2025, figure created based on data extracted on 12 September 2025)

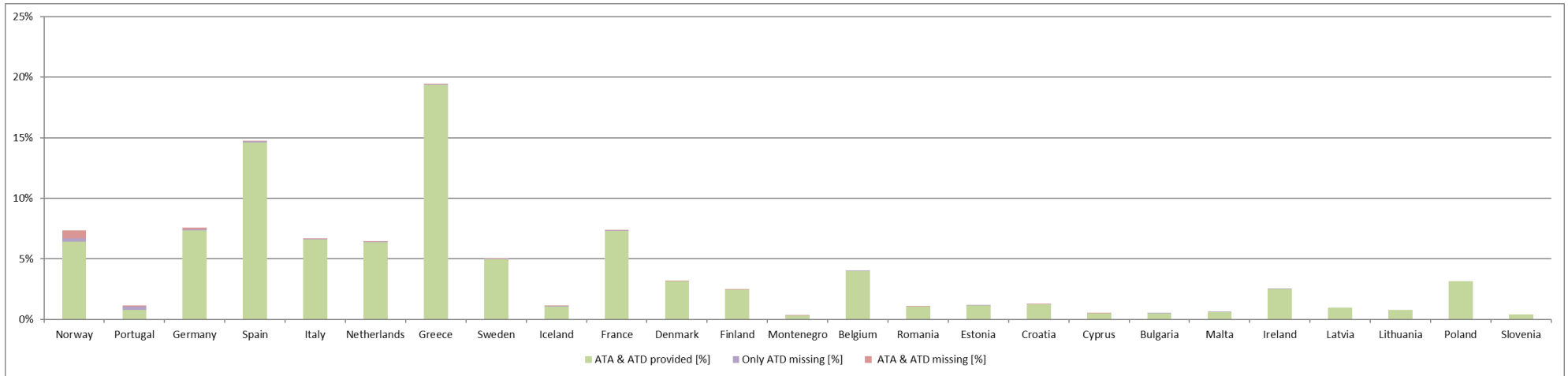


Figure 6 – Availability of ATA and ATD information in SSN for vessels falling within the scope of Directives 2009/16/EC and 2017/2110/EC

(corresponding to Table 17) – figures represent the percentage of overall EU ship calls (reporting period: August 2025, figure created based on data extracted on 12 September 2025)

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%	99.6%	0.3%	0.0%
Bulgaria	0.0%	98.5%	1.1%	0.4%
Croatia	0.0%	29.0%	67.9%	3.1%
Cyprus	2.4%	87.3%	9.8%	0.5%
Denmark	0.0%	68.5%	30.2%	1.3%
Estonia	0.0%	95.7%	4.1%	0.1%
Finland	0.1%	87.1%	12.8%	0.0%
France	0.0%	94.6%	5.0%	0.4%
Germany	0.0%	86.9%	11.5%	1.5%
Greece	0.0%	59.8%	37.6%	2.6%
Iceland	0.0%	99.2%	0.8%	0.0%
Ireland	0.1%	85.1%	10.9%	3.9%
Italy	0.0%	94.6%	5.1%	0.4%
Latvia	0.0%	99.4%	0.2%	0.4%
Lithuania	0.0%	99.3%	0.8%	0.0%
Malta	0.0%	98.6%	1.4%	0.0%
Montenegro	0.0%	42.3%	32.7%	25.0%
Netherlands	0.0%	99.0%	0.9%	0.1%
Norway	0.0%	90.0%	9.5%	0.5%
Poland	0.0%	98.9%	1.0%	0.1%
Portugal	0.0%	66.2%	30.8%	3.0%
Romania	0.0%	99.8%	0.0%	0.2%
Slovenia	0.0%	99.5%	0.5%	0.0%
Spain	0.0%	82.3%	16.5%	1.2%
Sweden	0.0%	91.7%	7.8%	0.5%
Total	0.01%	72.6%	25.6%	1.8%

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%	99.6%	0.4%	0.0%
0.0%	100.0%	0.0%	0.0%
0.0%	76.0%	22.1%	1.9%
0.8%	84.9%	13.0%	1.3%
0.0%	69.5%	29.1%	1.5%
0.0%	96.3%	3.6%	0.1%
0.0%	88.3%	11.5%	0.2%
0.0%	92.9%	6.5%	0.6%
0.0%	88.6%	9.7%	1.7%
0.0%	82.9%	15.3%	1.8%
0.0%	100.0%	0.0%	0.0%
0.3%	88.2%	5.8%	5.7%
0.2%	90.6%	8.4%	0.8%
0.0%	98.3%	1.7%	0.0%
0.0%	99.3%	0.8%	0.0%
0.0%	98.9%	1.1%	0.0%
0.0%	40.4%	34.0%	25.6%
0.1%	99.1%	0.7%	0.1%
0.0%	91.6%	8.0%	0.4%
0.0%	97.6%	2.2%	0.2%
0.0%	84.0%	11.1%	4.9%
0.0%	100.0%	0.0%	0.0%
0.0%	100.0%	0.0%	0.0%
0.0%	81.5%	17.2%	1.3%
0.0%	93.3%	6.1%	0.7%
0.02%	85.3%	13.2%	1.5%

Table 18 –Timeliness of ATA and ATD reporting (reporting period: August 2025, table created based on data extracted on 11 September 2025)

