

FONASBA MEMBERSHIP ENQUIRY



ENQUIRY RESPONSE FORM

ORIGINATING ASSOCIATION:	ECASBA
ENQUIRY DETAILS:	<i>With the Reporting Formalities Directive due for introduction on 1st June 2015, ECASBA associations are requested to update the secretariat on the current situation regarding implementation of the Directive in their Member State. Please also state whether the authorities will allow the current system to run in parallel with the new system for a specified period after 1st June.</i>
REPLY TO:	generalmanager@fonasba.com
COPY REPLY TO:	admin@fonasba.com
CLOSING DATE FOR REPLIES:	6th May 2015

ASSOCIATION	RESPONSE
BELGIUM	Meanwhile authorities will allow declarations/notifications to be done as before for as long as necessary. The delays are mainly due to the relevant authorities not being able to receive/deal with the declarations/notifications in electronic form yet.
BULGARIA	The Bulgarian national single window began operations on 1 st June. It presently covers all sea ports and allows data (except customs) to be input via a web-based system, although a machine to machine interface is currently being developed. Customs data is input via a separate electronic system. Also under development is the facility to allow authorities to share data. The old system is being retained in operation for the time being to ensure the new system is operating as expected".
CROATIA	Croatian NSW is fully operational from 1 July 2013. Its full name is "Croatian Integrated Maritime Information System" (CIMIS). Electronic exchange of information through CIMIS is normally done through the authorized ship agents using the web user interface and structured .xls forms (NOA/D, Crew, Passenger, Cargo, HAZMAT, Waste, ISPS, PSC MEI and Ballast) designed to make it easier for shipping to meet ship reporting demands. By the end of the year 2015 CIMIS will be upgraded to support electronic exchange of Maritime Declaration of Health (MDH) data,

	Ship's stores data, Crew's effects data, Itinerary of cruise ship, Bunker data and detailed HAZMAT classification.
DENMARK	<p>The association attended a recent meeting invited by the Danish authorities where the present co-ordinator for Safe Sea Net made a presentation of the Danish Single Window. There is not much open for discussion neither for our members to prepare the implementation.</p> <p>Both our organization and the Danish Ship Owners Organization have expressed the wishes that the present system could work along with the coming system at least for a period of time but no promises could be given. However, we met great understanding. The coming reporting system will be implemented by 1st of June and dates are set 11th May on Copenhagen and 13th in Aarhus for workshops for the relevant superusers. It does not leave much time to the industry to adapt but let us see how it will develop.</p> <p><i>Further update: 29th May 2015</i></p> <p>The Danish Maritime Authority has announced an additional one Month period after 01-06-2015 during which Reporting can take place into the existing solutions as well as the new National Single Window called SafeSeaNet V3. After 01-07-2015 only SafeSeaNet V3 is to be used.</p> <p>Members of Danish Shipbrokers Association have already been provided access code to SafeSeaNet V3 and they have commenced training. So far with no sincere remarks. Some of our members are most likely start using the system 01-06-2015, but the Authorities seems not ready yet to use the system from 01-06-2015.</p> <p><i>Further update 22nd June 2015</i></p> <p>Due to information from the Danish Maritime Administration (DMA) received today, we were notified that the Danish authorities on their side are ready for an implementation by 01-07-2015.</p> <p>At this moment, however, Danish Shipbrokers' Association lack of a number of clarifications, e.g. if the authorities' are able to use the system at their end and collect the data from this single point.</p> <p>We have emphasized the importance for the National Single Window to be the single point where data are inserted and collected. We are still pending feedback from the Danish National Police and SKAT (Danish Tax and Customs Authorities) whether they are ready to collect data from the National Single Window and that Actual Time of Arrival point in the National Single</p>

	<p>Window integrates with SKAT so called ICS system. Otherwise, this would be an example of double work to be conducted by agents, i.e. both to register ATA in the National Single Window and in the ICS system.</p>
<p>FINLAND</p>	<p>The Directive will be implemented in Finland as required June 1st 2015. In principle Directive requirements are already implemented here earlier thru inputs to the local NSW system named Portnet. However three input items will be modified/changed:</p> <ol style="list-style-type: none"> 1. Crew list and passenger list for customs smart forms/spread sheet templates) will be available from customs web pages which then can be uploaded to Portnet, in excel format in the same way as the IMO/FAL forms (pdf) now uploaded/linked to Portnet. 2. Ship-Generated Waste delivery. PDF copies of the form will no longer be accepted. The information will need to be manually entered into a template on the system. 3. 10 last ports of call input. On the ISPS info side seems we taking a step backwards as from June onwards you need to make the 10 last port input every time, instead of as now, when system automatically saves 10 ports and you thus just make a new port input and system updates it selves and no need to write all 10 ports anew. <p>But as of June 1st this info goes direct into the Safe Sea Net system I understand, and this system is not enough sophisticated to handle this simple procedure automatically so you need to write the 10 last ports every time.</p>
<p>FRANCE</p>	<p>The European directive DE 2010/65 concerns the reporting formalities applicable to the ships going in and out the ports of the EU members states;</p> <p>It imposes that the data constituting the formalities could be transmitted through computerized entries to a single national window at the latest on June 1st 2015</p> <p>The directive leans on the already existing/present formalities and doesn't require new info to be transmitted</p> <p>The directive doesn't require computerized data entries but imposes to put at the disposal of the declarants means and facilities to collect and transmit computerized data:</p> <ul style="list-style-type: none"> -either through Interaction Home Machine filled by the declarants -or through the import of files transmitted by the declarants

	<p>Although the authorities encourage the electronic data entries of the FAL forms in order to contribute to simplify the reporting formalities and to favour the sharing of information, however and in any cases the maritime safety/security prevails above all and the present flow of information (paper, fax, mails) must be kept in case of failure of the port IT systems</p> <p>Moreover the XML AnNa being presently not reliable and workable as it is the French authorities have invited the other members states to postpone the implementation pending a new stabilized/reliable format supported by the commission (AnNa or another one)</p> <p>On June 01 only the FAL forms 5 and 6 generated by the ship-owners or by their agents will be able to be imported into the ports IT systems</p> <p>After the 01 June 2015 the French authorities will allow the current system to continue to run (last meeting held with the authorities April 29 2015)</p>
GERMANY	<p>The National Single Window started on 1 June 2015. But de facto it is not fully operational. Due to a lack of legislation the local port authorities are not able to receive all data for the federal government.</p> <p>Additionally we face the problem that no all local governments have managed to build up a proper technical infrastructure and local legislation. With other words, in Bremerhaven it is mandatory to send a VISIT-ID but none of the local authorities can received this information. In contrast the authorities are able to handle the data electronically but it is not yet mandatory to send them via NSW. We still hope to fix this problems by the end of this year.</p> <p>The customs will not be a part of the National Single Window. To feed the NSW you have to use the federal portal (national-single-window.de, free of charge) or the software of commercial provider like DAKOSY (this service is subject to an additional fee). The port communications systems are not linked to the NSW and you can still use them.</p> <p>You can find further information https://www.national-single-window.de/info/#infos</p>
HUNGARY	We do not use it in Hungary.
ITALY	Currently the Italian Coast Guard is working for the implementation of the directive. There are not particularly problems to be highlighted and all the relevant aspects should be

	<p>solved by the end of the month. In the following weeks (probably on the 11th of May), there will be a meeting between Coast Guard and FEDERAGENTI in order to better define how to implement some of the most important issues of the directive.</p> <p>After the abovementioned meeting, it should be possible to provide to provide more detailed information regarding the implementation of the directive.</p>
MALTA	<p>On the 7th April, the Assoc, of the Ship Agents held a meeting with Transport Malta (Shipping Authority in Malta) regarding the FORMALITIES DIRECTIVE 20120/65/EU National Single Window and that we have been informed that as a Member State, TM will be giving a description of the state of the NSW implementation in Malta during May. Following the insistence of members to follow up this important issue, which is scheduled to be implemented on the 1st of June 2015, the ASA thought it advisable to meet TM officials to ensure that all the agents will be given sufficient pre-advice/training before the implementation of the new Directive.</p> <p>Capt. Bugeja advised that Directive 2010/65/EU NSW (National Single Window) is intended to incorporate all inputs, in accordance with the various authorities' requirements, in one presentation compiled by the Agents.</p> <p>MITA (the local IT arm of the Government departments) are being requested to coordinate the exigencies of the various govt. departments and this is the major issue of this exercise. The MITA representative advised that they are working close collaboration with the industry so as to obtain efficient and relatively prompt results.</p> <p>Both ECSA and TM have emphasized a request to the respective EU Commission regarding the importance of keeping open, beyond the 1st of June 2015, the existing mechanism for reporting formalities.</p>
NETHERLANDS	<p>Because of the implementation of the so called WCO Datamodel 3.5 within the Netherlands, for sure we will not be ready as from 01.06.15 The MIG's has just been released in February 2015 and government is working on a communication plan now, but so far they are lacking in proper communication and we have addressed this already a couple of times. We are waiting for their written statement, but as far as we know just a part will be implemented in December 2015 (mainly Port Authority related) and the next part in May/June 2016 (mainly Customs reporting).</p>

PORTUGAL	Since 2010, Portugal has operated a fully functional and comprehensive electronic reporting system, handling all vessel entry requirements including customs reporting.
POLAND	The local regulations establishing national Safe Sea Net and implementing reporting procedures came in force in December 2012. Since that time all the documents regarding vessels call (FAL docs, ISPS docs, pre=arrivals and disposal of wastes) can be delivered to the authorities electronically through the National Single Window web-based platform. Some may be still sent as the pdf, xls or word files to this data entry system called PHICS (manual data input). Data exchange system has also been established at the same time (SWIBZ) which should in future work with the European Safe Sea Net in respect of the reporting formalities as well. Cargo (customs) related documents can also be dealt electronically but through the separate system. At the very moment authorities work on the methods of “linking” of these systems, creating machine to machine interfaces for the reporting formalities and improving all the processes. Till the 30th of Oct 2015 the new enhanced tool should be operational AGW.
SPAIN	Our authorities have confirmed last week that they will not allow the current system to run in parallel with the new system after 1 st June. Only the new system will be used and there will be no option of using the former one.
SWEDEN	We were all in line for the new system, when the Swedish Maritime Administration decided NOT to launch the Single Window the 1st June. We haven't got any new dates yet, but I think it will be 1st October. The reason for the delay is problem to fully involve the customs in the process, and they didn't want to have two parallel systems. I think most members were happy with the decision, now we have more time to implement. A demo is already in place for practising. We have close dialogues with the Swedish Maritime administration.