

National Single Window prototype and eManifest pilot project

ECASBA: 2016 European Seminar

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Objective:

Developed as part of an Integrated Maritime Policy project to demonstrate how to set up a NSW in accordance with Directive 2010/65/EU and exchange information via the Union Maritime Information and Exchange System (SafeSeaNet)

Design and implementation:

- Lead by EMSA with support of six Member States, including local ship agents
- Harmonised data and functionalities based on work of eMS and SafeSeaNet groups
- All Member States could have access to the prototype

EU legal acts

Port pre-arrival, Arrival and Departure
Border checks on persons
Dangerous or polluting goods
Waste and residues
Security information
Entry summary declaration

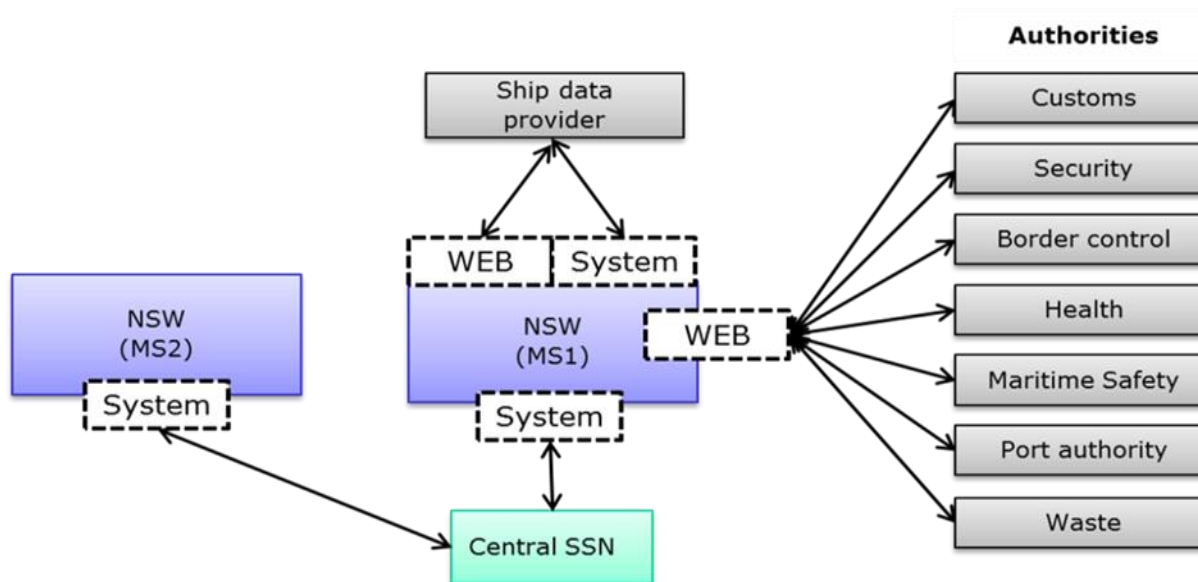
International legislation

FAL 1: General Declaration
FAL 2: Cargo Declaration
FAL 3: Ship's Stores Declaration
FAL 4: Crew's Effects Declaration
FAL 5: Crew List
FAL 6: Passenger List
FAL 7: Dangerous Goods
Maritime Declaration of Health

National legislation

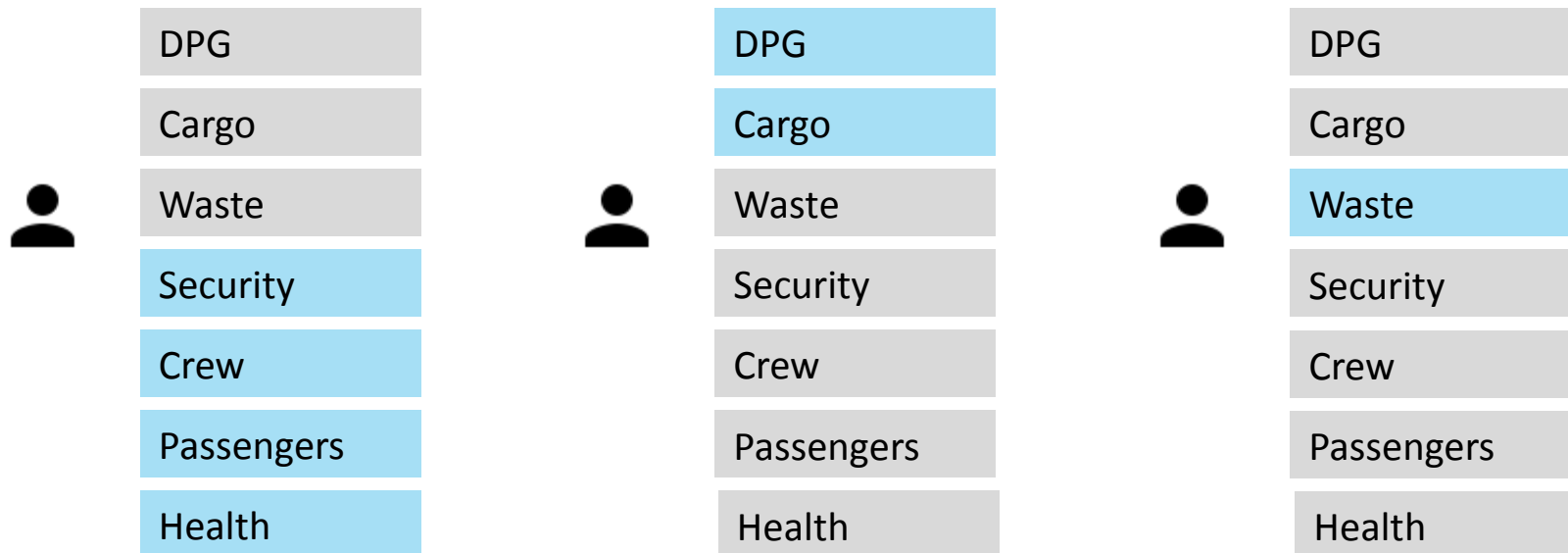
Waste delivery receipt
Bunkers on board
Certificates

- **Ship data providers submit the information via:**
 - System-to-System (XML ISO Standard 28005) or Web user (incl Spreadsheet files) Interfaces
- **Relevant information is distributed to authorities**
- **Decisions and comments from authorities provided back to ship data providers via same interfaces**

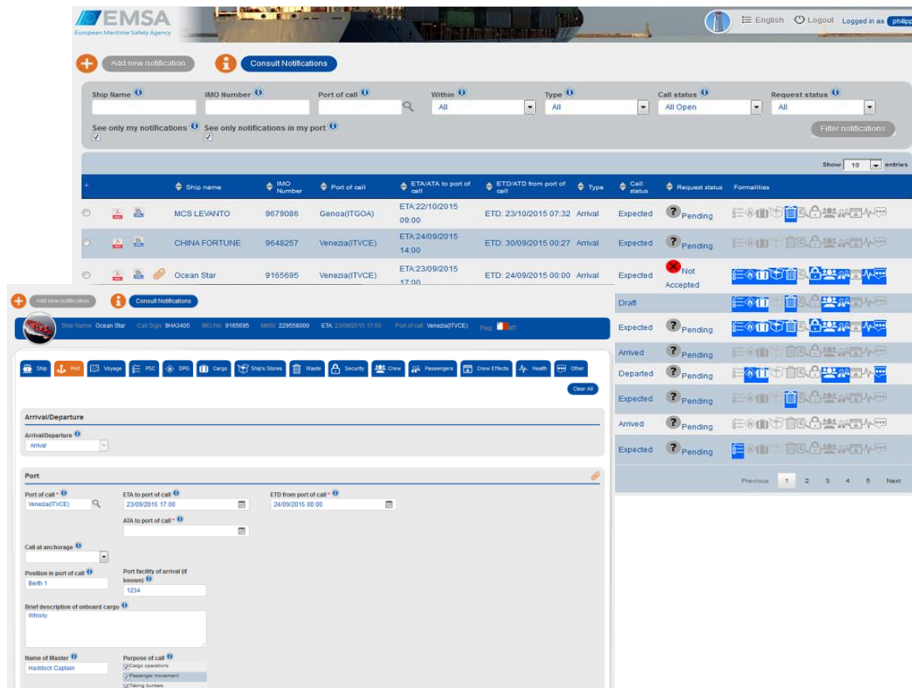


Prototype offers configuration options to adapt to national requirements

- Individual data elements may be deactivated when not required at national level
- Ship data providers can be allowed to submit all or parts of the notification
- Data distribution and decision rules can be defined for each authority



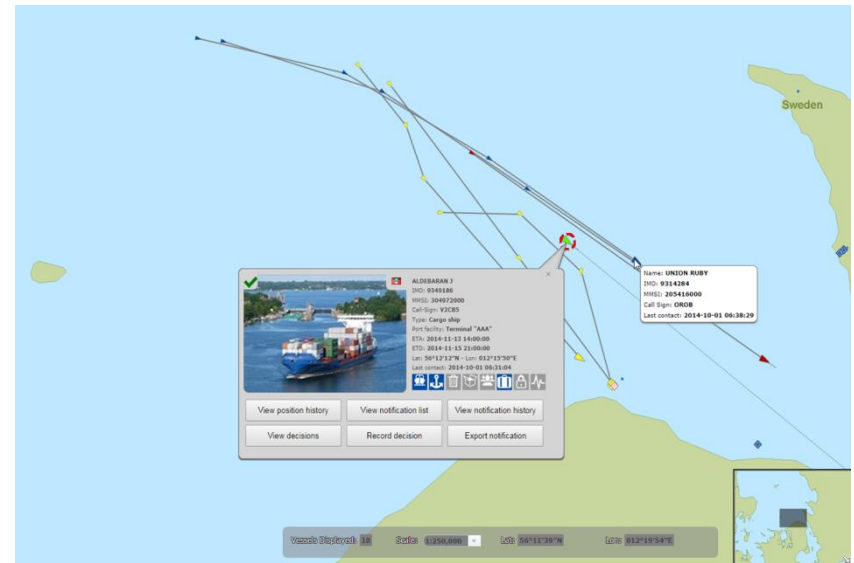
User interface



The screenshot displays the EMSA User Interface. At the top, there's a navigation bar with the EMSA logo and user information. Below it, a search and filter section allows users to refine notifications by ship name, IMO number, port of call, and other criteria. A table lists several ships with their respective schedules and statuses. A detailed form for 'Arrival/Departure' is shown, containing fields for port of call, ETA, ETD, and other vessel-related data.

Ship name	IMO Number	Port of call	ETA to port of call	ETD from port of call	Type	Call status	Request status	Formstatus
MCS LEVANTO	9679086	Genoa(ITGOA)	ETA:22/10/2015 09:00	ETD: 23/10/2015 07:32	Arrival	Expected	Pending	
CHINA FORTUNE	9648257	Venezia(TVCE)	ETA:24/09/2015 14:00	ETD: 30/09/2015 00:27	Arrival	Expected	Pending	
Ocean Star	9165695	Venezia(TVCE)	ETA:23/09/2015 17:00	ETD: 24/09/2015 00:00	Arrival	Expected	Not Accepted	

Graphical interface



The screenshot shows the EMSA Graphical Interface, which is a map-based visualization of vessel movements. A blue vessel is shown on a map of the Mediterranean Sea, with its track and various data points. A detailed popup window provides information for the vessel 'UNION RUBY', including its IMO number, call sign, and contact details. The interface also includes a search bar and a legend for vessel types.

Vessel Information:

- Name: UNION RUBY
- IMO: 9314384
- IMO: 201616000
- Call Sign: OROB
- Last contact: 2014-10-01 06:38:29

Documentation: <http://www.emsa.europa.eu/nsw.html>

Access: <https://nsw-pilot.emsa.europa.eu:4650/imp-login/login.jsp>

eManifest pilot project

Background – Long outstanding issue

- 2009 Communication and action plan with a view to establishing a European maritime transport space without barriers'
- 2010 Blue Belt concept discussed at Informal Transport Ministers meeting
- 2010 Reporting Formalities Directive - included FAL Form 2 (Cargo Declaration)
- 2011 Blue Belt pilot project by EMSA
- 2012 Single Market Act II - Together for new growth. Key action 2 - establish a true single market for maritime transport by no longer subjecting EU goods transported between EU seaports to administrative and customs formalities that apply to goods arriving from overseas ports
- 2013 Communication on Blue Belt, a Single Transport Area for Shipping



Primary

- a) A harmonised eManifest encompassing cargo formalities required by both maritime and customs authorities
- b) Reduce the administrative burden of the shipping industry by applying the reporting once principle
- c) Test processes which will increase the efficiency of the maritime transport

Additional

- a) Allow Member State authorities to exchange cargo information via SafeSeaNet
- b) Assess whether exchange of eManifest can minimise the reporting obligations
- c) Assess how the tracking of the position of the ship on a map could be supplemented with the cargo information

1. Scope of eManifest – arrival cargo formalities and processes to be included in the project
2. Submission of eManifest – electronically using the EMSW prototype, together with other formalities
3. Link with authorities – distribution of data to authorities and reporting of feedback
4. Exchange of eManifest data – via SafeSeaNet
5. Content of the eManifest – use of international message standards

Formalities related to arrival notifications, including:

- FAL form 1: General Declaration
- Arrival Notification,
- Presentation Notification,
- Declaration for Temporary Storage,
- Transit by sea (simplified transit)
- Proof of Union (PoU) status:
 - MRN obtained from a proof of union system, or
 - Customs Good Manifest (CGM)
- FAL form 2: Cargo Declaration

Other cargo related formalities

- FAL form 7: Dangerous Goods
- Notification of dangerous or polluting goods (VTMIS Directive)

Based on Union Customs Code data requirements

Only one prototype will be developed but accessible by different Member States serving as a European Maritime Single Window

Success of the pilot project depends on active participation by Commission, Member States authorities and industry stakeholders:

Activities – First phase	Target date
Definition of project scope, business rules, process and data model	January/March 2016
Definition of project specifications	April/May 2016
Design and development of prototype	June/September 2016
Operational Testing – all stakeholders	September/December 2016
Evaluation – conclusions and recommendations	January/February 2017

Consultations will be conducted through meetings and correspondence

The second phase will be developed to continue on the results and evaluation of first phase

- Agents should be involved as ship data providers to test the prototype functionalities, and provide the necessary feedback
 - Member States, together with industry representatives, should decide which ports, ships, authorities and ship data providers to involve in project, only a representative sample is required.
 - Present operations will not be affected and should continue in parallel to testing of project prototype
 - Use of historical cargo data is possible but new data has to be simulated
- Next meeting 7 June 2016 (Brussels)
- 14 Member States and 3 industry organisations (no feedback from ECASBA) confirmed their participating in the project



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