FONASBA MEMBERSHIP ENQUIRY

ENQUIRY RESPONSE FORM

ORIGINATING ASSOCIATION:	**ASBAC (Croatia)**
ENQUIRY DETAILS:	The Republic of Croatia has developed and implemented the Croatian Integrated Maritime Information System – CIMIS – as the national single window system and this became operational on 1st July 2013.
	As part of CIMIS we expect that electronic signatures will be fully implemented and all official documents and permissions will be e-signed.
	In relation to the incoming implementation of the e-signature, we would like to know whether the Port Authorities at ports in your Member State accept:
	1. Vessel's departure permit (Departure clearance) from previous port of call which was generated and signed using electronic signature only 2. Original Vessel's departure permit (Departure clearance) from previous port of call with original stamp and signature by the authorized officer 3. Printed copy of original Vessel's departure permit (Departure clearance) from previous port of call 4. All of the above mentioned
REPLY TO:	**admin@fonasba.com**
COPY REPLY TO:	
CLOSING DATE FOR REPLIES:	**20th January 2017**
RESPONDING ASSOCIATION:	

RESPONDING ASSOCIATION COMMENTS

Algeria	WE ARE ONLY CONCERNED BY ITEM N° 2
Argentina	In Argentina, a national single window system is currently being developed in stages, which would implement, among other data, the requirements of the Maritime Authority to apply the use of electronic signatures for entry clearance and vessels departures. Since this stage has not been implemented yet, a printed copy of the documentation is still used.
Australia	Australia does not currently have an operational single window.
Belgium	A departure clearance (or port clearance) from the previous port of call is never required by either the port Authorities or any other authority in Belgium.
Brazil	In Brazil there is a "Single Window" operational since 2011 related to the clearance of the vessels, which unifies the mainly Port Authorities. However, the system is in constantly developing to improve efficiency, growing gradually to cover the different stages of the process. In spite of that, the single window is available and operating in the main Brazilian ports only.

	Meaning that, in some ports/terminals the previous method of presenting Hard Copies of Documents by the Ship Agent is still functional. Although electronic signature is widely used in our country, in some cases, the physical presence, hard documents, stamps and hand written signatures, are still needed and should work together with electronic systems to complement each other in order to meet consenting bodies requirements. In brief, "Single window system" is operational in Public Ports only, working satisfactorily, nevertheless hard copies of cargo and ships documents are still required in some ports. E-signatures also required. Single window (Paperless port) not yet implemented in Private ports and terminals. Thus, the option number 4 is the one that better fits with our scenario.
Bulgaria	The Port Authorities in Bulgaria currently only accept either the original or a scanned/printed copy of the departure permit from the previous port of call. The use of electronic signatures is still quite far off, despite the single window system that is used in the country. It would take a while for a full implementation of "paper-less" services unfortunately.
Denmark	The Danish National Single Window (NSW) is called SafeSeaNet V3. All registrations in NSW, including the "actual arrival notification" and the "actual departure notification", are logged on an individual user log-in, which works as the eSignature. Users can look up historic port calls in NSW if documentation is required. A part of the data registration is the ISPS requirements, which require the registration of the last 10 port calls. The different port administrations around the country all have a "look up" user right to NSW, so that they can obtain ISPS requirements among other information they request, e.g. also crewing- and passenger lists. But according to our information it varies a lot how much the port administrations uses NSW to look up these data. In some cases and segments the port administrations asked to have such information provided bilaterally, despite the fact that they can look them up in NSW. In Denmark, the port administration do not require a formal departure clearance from the immediate past port, as suggested in the questions above. The organisation structure of Danish ports mean that they do not have a status as an Authority.
Dubai	1. Not Accepted 2. Accepted 3. Accepted
Finland	In Finland all vessels compulsory reporting formalities (as per EU directive) is done thru input into the national electronic Portnet (single window) information system by duly authorized Master of vessel or ships agent. All agents log in to the Portnet system with their own personal codes and this way all documents and information is practically signed by the agent by e-signature. However, we do not use or require any Departure declarations. The Portnet number works as one and if somebody demands a Declaration we just submit the Portnet front page.
France	Please be informed that in France the "Single window" does not actually exist since the "Cargo common system" which links all the professions and

	authorities as well as the "Portmasters systems" involving the ships calls have some differences even if at the end the information required by EC are provided by the states departments. The e-signature is not used, there is no project to use it as each user or operator has its own code.
Great Britain	E-Signatures are not recognised via our single windows (yes we seem to have 2 at present!). All uploads must be in Excel format (the authorities own excel sheets/workbooks). To combat the missing signatures the UK authorities have actually removed the need to submit any signed declarations - such as crew effects and stores lists. These documents no longer form part of the report and clearance of a vessel and instead are to be retained on board for presentation should the authorities wish to attend on board. Please also note that the person submitting the documents on the UK single windows has to log in with a user name and password and therefore there is an audit trail and that person accepts responsibility for anything they submit. Poorly presented, or not correctly formatted documents sent to the agent (or other submitting party) can be uploaded as supporting attachments if there is any uncertainty.
Greece	Generally: authorities do not request the departure clearance from previous call when vessel comes from abroad. Authorities request only original departure clearance for free pratique purposes when vessel comes from Greek port and going to Greek port.
Israel	The Israeli Shipping Community Centre prepared a National Electronic Single Window System. This system covers the Ships Data Transmission to the Navy, Ports (Operation and Security) the Ministry of Health, the Immigration Authorities and the Shipping Agencies. Presently about 80-85% of the Ships are using this system directly to all the above mentioned institutions. About 15 – 20 % are still transmitting the data to their respective agency by Fax or by Phone who further on transmits the data into the overall system. It is operative now about 4 years. The Ministry of Health joined the system about one year ago. The 15 - 20% are consisted of old Vessels which either does not have an Electronic Transmission System or due to the Captain's bad memory.
Italy	Bari: 1. Yes, the Bari Harbour Master grants the Departure clearance with electronic signature 2. No, the Bari Harbour Master not require original departure clearance with original signature and stamp. 3. A printed copy of the original departure clearance is not required. Genoa: The Harbour Master requires a printed copy of the original departure clearance.
Japan	Our single window system is called "NACCS". Customs office accept #3 above mentioned. Attached herewith copy of clearance notice for your easy reference.
Lebanon	In Lebanon, the single window system is not yet in place. As per current practice, provisions in points 1 and 3 are accepted.

Malta	Please note that in Malta, we do not yet have a functioning Single Window although, as you know, we are doing out utmost to arrive there, eventually.
Mexico	Point 4 applies.

Several international and Mexican ports have electronic platforms, because of this the captaincy of Mexican ports accept authorizations of exit from the previous port signed electronically.

All documents to request the Authorization of arrival are entered by PORT SYSTEMS so in case of the dispatches of the previous port are scanned and uploaded to this platforms or the electronic document issued by the corresponding authority in the previous port is uploaded signed electronically. |
| Montenegro | Please be advised that in our country Port Authorities accept Original Vessel's departure permit (Departure clearance) from previous port of call with original stamp and signature by the authorized officer. |
| Morocco | 1. Yes, the use of electronic signature only is accepted and to be sent to vessel's agent who will forward same to the local Port Authorities through the local port electronic system.

2. Yes, fully accepted by Port Authorities.

3. Yes, printed copy of Departure clearance is also accepted. |
| Netherlands | Part one of NSW has been implemented within the Netherlands last year. This means that all reporting related to the vessel must be provided by the local agent electronically. ATD reporting is done by Port Authority and will be send to the Customs. We only work electronically, so no printed copies and or originals will be allowed. |
| Portugal | According to our Members nowadays Port Authorities are no longer requiring the Departure clearance from the previous port. |
| Russia | 1. Not applicable
2. Not applicable
3. Not applicable
4. Not applicable |
| Slovenia | No one permit or signature is requested by our Harbourmaster |
| South Africa | Response from South African Revenue Services:

SARS does not operate a "Single Window" software application, but does exchange data electronically via secure message exchange protocols. SARS applies Public-Key Infrastructure (PKI) with all its trading partners.

Response from Transnet (National Port Authority):

In response to your request, my team have provided the following information. To the best of our knowledge there is no Single Window body or solution in ZA. Single Window solutions are usually put together by the Customs Authorities in the countries in which they operate. It was in our strategy to introduce a Port Community System. The concept of PCS was also raised at that Digital workshop we had. Where a PCS is more of a B2B /B2C solution for the port hub, the typical SWs have more of a country perspective – to control what comes into and leaves the country especially over land borders.

With regards to e-signatures, these can be accommodated in B2B exchange by using the secure protocols (protocols that support digital signatures, |

	encryption, and signed receipts) to exchange business documents over the Internet in a secure, reliable, **non-repudiatory** way.
Spain	As far as I know, Vessel's departure permit from previous port of call is not asked in Spain.
	Agent only has to declare pervious port and next port.
	Concerning ships' departure clearance from the 'working' port, the agent can get a copy (PDF) of the document from the Dueport system once the Maritime Authority send it to the system.
	National Single Window (DUEPORT)
	Puertos del Estado is the body designated in Spain to implement the provisions of Directive 2010/65/EU and to overseeing the setting up and operation of the National Single Window. The National Maritime Single Window is the single point where the reporting formalities, related to the call of a vessel in a Spanish port, are submitted once. Puertos del Estado made available the information to other national competent authorities, to other State members, and to EMSA.
	Port Authorities in each port acts as the local point of entry to the National Single Window. In order to have interoperable and compatible systems, Puertos del Estado defines the data model, the structured format, the harmonized messages for the electronic transmission of the information, and the applicable procedures and Business Rules.
	Ship agents, must send the information through this 'platform' based on a EDIFACT messages interchange.
USA	The U.S. Customs and Border Protection Agency (CBP) is conducting a pilot test of collecting e-signature on one of the entrance forms – Electronic Crew/Passenger Manifest.
	CBP is also in the process of automating a hard copy entry/clearance form to electronic. Once completed (no date provided), CBP will test e-signature once the entry/clearance form has been automated.
Venezuela	Ref the departure clearance from previous port: Option 01 and 02 are both acceptable.