



# **ECASBA EUROPEAN SEMINAR**

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## **THE REPORTING FORMALITIES DIRECTIVE REVIEW – WHERE DO WE STAND?**

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# REPORTING FORMALITIES DIRECTIVE



- Directive 2010/65/EC, originally launched in 2009
- Designed to introduce harmonised, streamlined and consistent vessel reporting to national authorities, allow re-use of data and effect a reduction in the reporting burden with effect from 1<sup>st</sup> June 2015
- Unfortunately a number of factors, from an unwillingness to share data and a failure to agree common standards for data exchange, have prevented the project from achieving its stated aims
- So the Commission have recently undertaken two REFIT reviews in order to address those issues

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- The problem:
  - “Based on results of the implementation report of the RFD published in 2014 and the preliminary feedback from stakeholders, the RFD has failed to introduce the desired level of simplification and harmonisation which are the primary objectives of the Directive”.
- The solution:
  - “The European Commission has appointed a consortium... to carry out an evaluation of the Reporting Formalities Directive (RFD) and Directive on Vessel Traffic Monitoring and Information System (VTMIS). The general objective is to provide the Commission with qualitative and quantitative facts and figures.. (and)...point out problem areas with respect to meeting the objectives of the two Directives”

Commission review covering letter 7<sup>th</sup> November 2016

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- First Review – Targeted to Specific Ports
- The evaluation identified 40 European ports in 16 EU Member States (that have at least two ports) and “across all geographical ranges to enable the assessment of the homogeneity of formalities at EU level as well as within the same country but across different coastal ranges. Moreover, the selection presents ports with different levels of international traffic in order to assess the overall state of play of the reporting formalities, without focusing on the major ports only”.
- ECASBA can take some credit for the selection criteria, having regularly stated to DG-MOVE that any review must include ports of all sizes and covering all trades – bulk, passenger, liner, dry, liquid, short sea, private and public.
- ECASBA associations (and some of their member companies) in the countries concerned were contacted by the consultants and participated in the review.

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- The ports are:
- Belgium: Antwerp, Zeebrugge
- Denmark: Copenhagen, Esbjerg, Grenå
- France: Bayonne, Le Havre, Marseille
- Greece: Lavrio, Peiraias, Volos
- Italy: Civitavecchia, Genoa, Monfalcone
- Poland: Gdynia, Szczecin
- Romania: Constanta, Galati
- Sweden: Gothenburg, Södertälje
- Croatia: Rijeka, Split
- Finland: Pietarsaari, Rauma
- Germany: Cuxhaven, Hamburg, Kiel
- Ireland: Cork, Dublin
- Netherlands: Delfzijl, Rotterdam, Vlissingen
- Portugal: Lisbon, Sines
- Spain: Barcelona, Castellòn, Santander
- UK: Dundee, Liverpool, Tyne

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- The questionnaire covered the following areas:
  - In which ports could data be input to a national single window (NSW), a port community system (PCS) or other similar portal
  - To what extent can data be input digitally and which reports, if any, are still entered manually or as attachments.
  - Do vessels have direct access to the system
  - What data, if any, requires to be sent to authorities outside of the NSW
  - Are vessel clearances sent back via the NSW
  - Has the use of a NSW changed the reporting of safety issues such as hazmat
  - Have any new obligations arisen as a result of the introduction of the NSW
  - Has the introduction of the NSW generated any cost or time savings

# REPORTING FORMALITIES DIRECTIVE



- Second Review – Open to All Ports
  - Immediately before Christmas, ECASBA was contacted again by the same consultants, this time to circulate to members a second survey on the Directive, this one specifically designed, in our case, for individual ship agents, rather than ECASBA or the national associations
  - This time the questions were more detailed and directed towards ship agents Europe-wide with the aim of obtaining a large and more detailed set of responses on topics such as how long the data input task took to complete, which aspects took longest to input, how much time agents thought could be saved if electronic reporting was fully implemented.

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- Second Review – Open to All Ports
  - Closing date for the review was originally 23<sup>rd</sup> January 2017
  - By that date, replies had been received from 37 ship agents, which was considered a good result.
  - 16 respondents were in the Netherlands (!) and 21 elsewhere, with northern Europe predominating
  - The request to participate was reissued to ECASBA members in mid January with the closing date put back until 30<sup>th</sup> January
- The results of these two Reviews are awaited with interest



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- So what would ECASBA want to see from the review?
  - Step 1: fully functioning national single windows EU-wide, enabling agents in the Member State to input data to (initially) statutory authorities once only where possible and using standardised national datasets and formats, thus avoiding the need to repeat the information many times in varying formats
  - Step 2: Adding in functionality to allow other agencies, e.g. sanitary/plant health (TRACES), and then other reporting functions as may be beneficial
  - Step 3: Developing a European standard e-Manifest
  - Step 4: Once the national single windows are functioning, the task of linking them together and allowing for the seamless interchange of information at Member State level can begin

# REPORTING FORMALITIES DIRECTIVE



- e-Manifest Pilot Project
  - Running in parallel with the review of the existing Reporting Formalities and Vessel Traffic Monitoring and Information System Directives, DG-MOVE and DG-TAXUD continue to work on the latest version of the e-Manifest
  - ECASBA is represented on the pilot project team by Hilde Bruggeman, Marco Tak and Capt. Peter Langbein
  - After coffee (!) Peter will discuss this project, its aims, objectives and the issues that it faces in development.