



ANNUAL MEETING CANCÚN 2018

**LINER & PORT AGENCY PLENARY MEETING
18th OCTOBER 2018**

E-MARITIME UPDATE

**JONATHAN C. WILLIAMS FICS
GENERAL MANAGER**

Scope:



Use of digital data transfer for:

- Exchange of information between the ship and the shore
- Exchange of data between and amongst shore-authorities, local, national, regional, international
- Reduction of the administrative burden on ship crews and agents



What is FONASBA's position?



- Establish firm foundations
- Start small – establish effective and comprehensive national single windows
- Use existing infrastructure
- Ensure all statutory agencies are on board
- Review and reduce the amount of information required



What needed to be done?

- Reduce the number of competing projects
- Achieve coordination and agreement
- Stop political infighting
- Choose a technological standard and stick to it
- Encourage investment, use existing systems
- Establish firm foundations



Overview 2018:

- Where are we now?
- What progress has been made?
- What obstacles need to be overcome?
- So what has changed?

Where are we now?



- Revised Reporting Formalities Regulation Proposal (2018/0139) issued by DG-MOVE in May 2018
 - Brings together the knowledge and experience gained from the other projects and provides a basis for future development of European Maritime Single Window environment (EMSWe)
- IMO FAL Single Window Concept
 - Ongoing work to develop international guidelines and procedures



What progress has been made?

- Revised Reporting Formalities Regulation Proposal (2018/0139)
 - Is a Regulation, not a Directive so must be applied consistently across all EU Member States
 - Agrees on the need for one harmonised dataset
 - Supports use of existing user interfaces (PCS, NSW's)
 - Proposes the use of a single harmonised data entry format
 - Includes “report only once” facility
 - Use of ship and hazardous materials databases to aid information entry

What obstacles need to be overcome?



- Revised Reporting Formalities Regulation Proposal (2018/0139)
 - Determine the data set to be used, EU or international
 - Avoid or minimise national variations
 - Allow “reporting only once” per voyage, not country
 - Raise concerns over cost of implementing harmonised data entry formats
 - Include all reporting formalities, customs, health etc.,
 - Support the deletion of all unnecessary and obsolete data
 - Ensure data entry methods used are secure



What progress has been made?

- IMO Application of a Single Window Concept (FAL 42)
 - Based on FAL Convention requirements
 - User driven, secure, technology neutral
 - Harmonised global dataset
 - Authorities should limit the information collected to that required under the FAL Convention
 - Include “report only once” facility
 - Encourage and support less developed countries in implementing Single Windows

What obstacles need to be overcome?



- IMO Application of a Single Window Concept (FAL 42)
 - Determine the data set to be used, probably IMO/WCO – ICS, IPCSA, WSC and FONASBA arguing strongly for this as firm foundation for all other development work
 - Secure agreement on only collecting data listed in FAL Convention
 - Collect data and analyse from MS on best practice in single windows
 - Continue work on revising FAL.5/Circ.36 “Guidelines for Setting Up Single Window Systems in Maritime Transport” (now “Guidelines for Setting Up a Maritime Single Window”) to report to FAL 43, April 2019. FONASBA is a member of the correspondence group

So what has changed ?



- Regulation 2018/0139 is a reasonable basis to continue development of European single window project, albeit with a number of issues to be resolved
- IMO has tentatively agreed that agreement on the dataset is a vital first step, from which all other developments will flow, also requires additional detailed work AND international consensus!
- Existing national single windows/Port Community Systems have been recognised as being a vital component of the future development of the project

So, in summary:



I MAY NOT BE THERE YET
BUT I'M CLOSER
THAN I WAS YESTERDAY





Thank you.