Development of European Maritime Single Window

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Presentation overview

- RFD – principal objectives
- Role of EMSA
- RFD – Implementation
- Implementation feedback
- Efforts for harmonization
- EMSW
- Conclusions
**RFD is a horizontal facilitation Directive**

does not introduce new reporting obligations but aims to reduce reporting burden from the existing information requirements

**Two principal objectives:**

1. Simplification and harmonization of reporting formalities
   - Rationalisation of reporting formalities
   - Reporting data elements only once
   - Harmonised reporting

2. Electronic reporting through a **National Single Window (NSW)**
Founding Regulation

- use its expertise in electronic data transmission and in maritime information exchange systems to simplify reporting formalities for ships
- support Member States in implementing Directive 2010/65/EU, particularly in the development of single windows
- assist the Commission and Member States in exploring additional functionalities to SafeSeaNet to further simplify reporting by ships
Implementation

- EMSA developed a NSW prototype demonstrating how the Directive may be implemented in Member States
- The Agency provided technical assistance to Member States who requested assistance to implement the Directive (IT, MT, PT, RO, GR, PL, FI)
- DG MOVE launched evaluation of this Directive together with Directive 2002/59/EC
- Peer reviews are being carried out in volunteer Member States (SE, NL, IT, EE, DE, HR, ES)
Initial implementation feedback

1. No harmonisation of reporting formalities in MS ports, even for ports within the same country
2. Shipping industry is still faced with a multitude of systems, data requirements and messaging standards
3. Re-Use of legacy systems limited developments
4. Reporting formalities were not rationalised - in some cases new formalities were introduced
5. Procedures were not simplified as ships are being asked to report both electronically and physical forms
Efforts for harmonisation is ongoing

eManifest pilot project

- Develop a harmonised eManifest encompassing cargo formalities required by both maritime and customs authorities
- Reduce the administrative burden of the shipping industry by applying the reporting once principle at EU level by using a European Maritime Single Window (EMSW)
- Allow MS authorities to exchange cargo information via SafeSeaNet
- Examine how the exchange of eManifest can minimise the reporting obligations for ships trading between EU ports
- Assess how the tracking of the position of the ship could be supplemented with the cargo information, including portraying it on a graphical interface
Implementation of the eManifest project

- As a tool for the implementation of this pilot project, the NSW prototype is being enhanced to a EMSW.
- EMSA is also co-ordinating with the World Customs Organisation (WCO) and the UNCEFACT to define the EDIFACT version of the messages that would be used in the EMSW.
- The results of this project may be used for the revision of the Reporting Formalities Directive and relevant Customs legislation.
European Maritime Single Window

- All formalities, including eManifest, is submitted to the EMSW
- Data is distributed to relevant MSs authorities
- Authorities report decisions to ship data providers
- Cargo information is shared between MSs via SSN

Conclusion

- Initiatives to simplify and facilitate maritime transport need to continue to move closer to the goal of creating a European maritime transport space without barriers.

- A co-ordinated approach is required to move towards more integrated services.
Facilitation of maritime transport requires a combined approach