



Development of European Maritime Single Window

Markku Mylly/ Executive Director

EfficienSea 2 Conference

Copenhagen 8th November 2016



- **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

eManifest pilot project

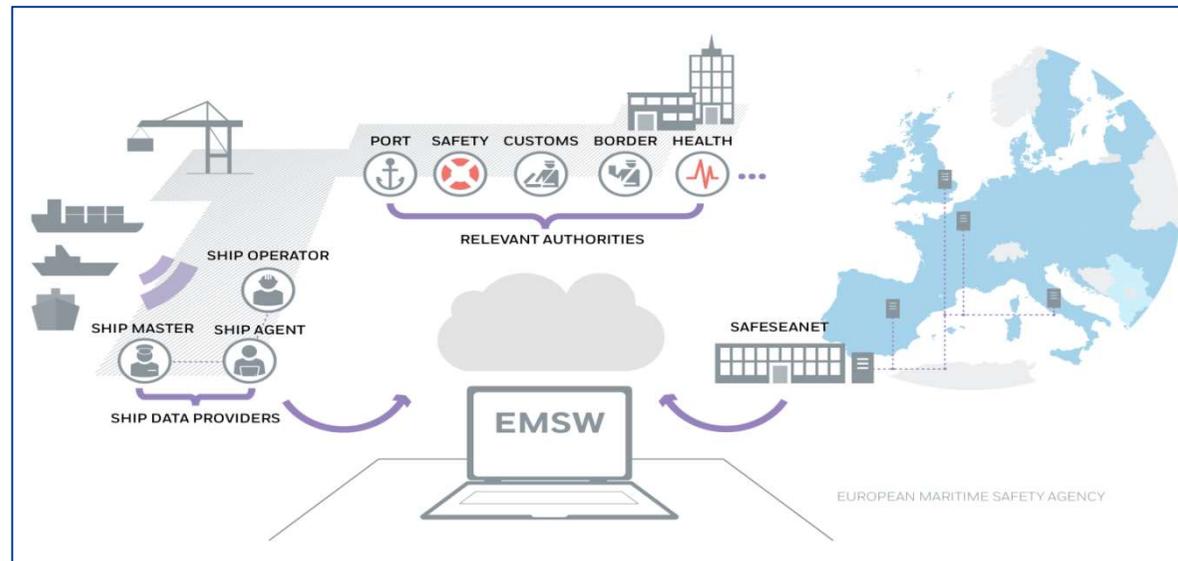
- Develop a harmonised eManifest encompassing cargo formalities required by both maritime and customs authorities
- Reduce the administrative burden of the shipping industry by applying the reporting once principle at EU level by using a European Maritime Single Window (EMSW)
- Allow MS authorities to 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



More information: www.emsa.europa.eu/related-projects/emsw.html

- 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

 twitter.com/emsa_lisbon

 facebook.com/emsa.lisbon

