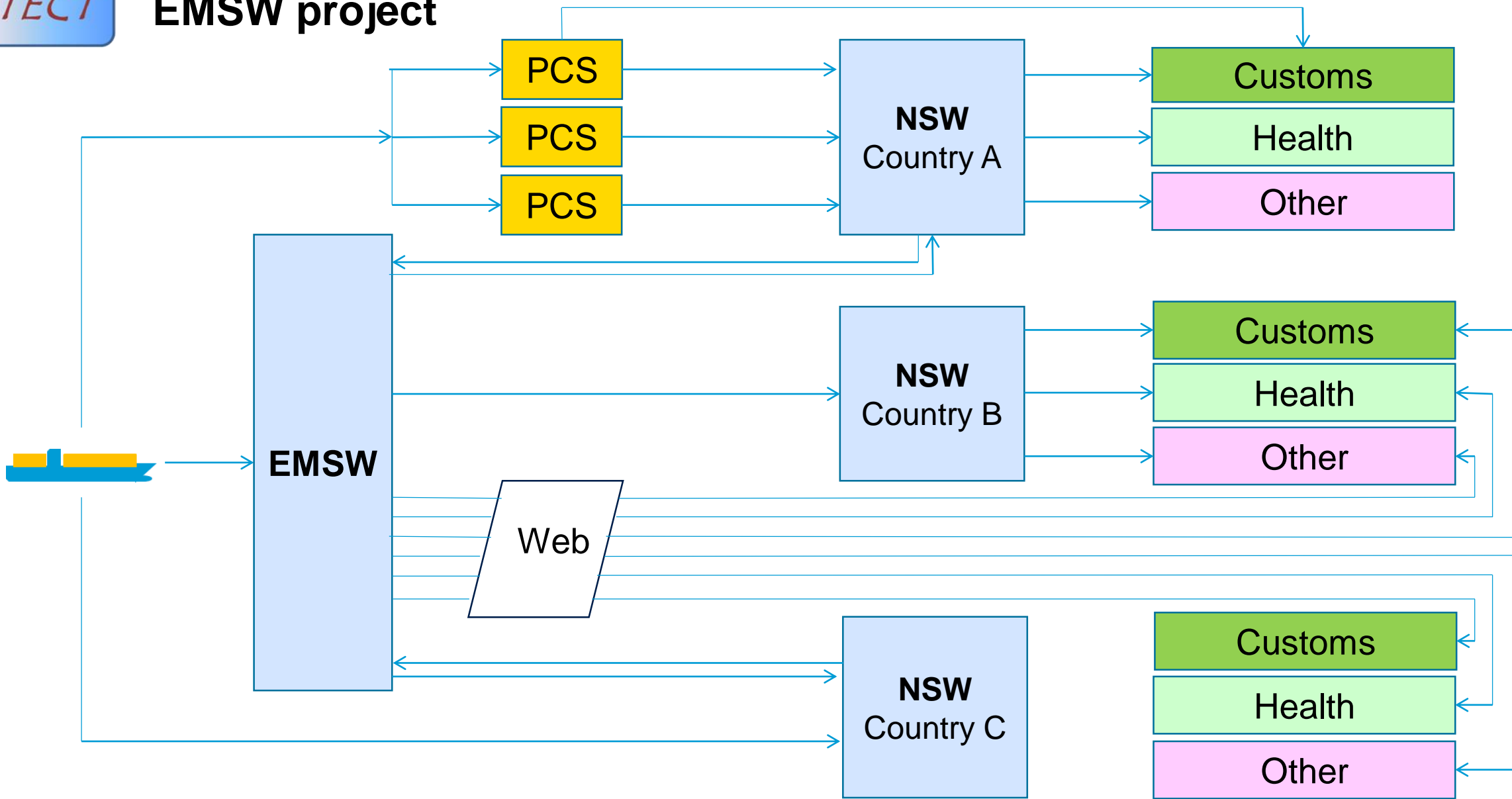


EMSWe Regulation

Compromise text 12 February

Rotterdam, 26 March 2019

EMSW project



EMSWe Proposal, final (May 2018)

1. Repealing Directive 2010/65;
2. New Regulation and empowerment for additional implementing acts;
3. Harmonization of interfaces, technical specifications, standards and procedures;
4. Single Windows share data through SafeSeaNet;
5. Introduction of an EMSWe data set and digital spreadsheets;
6. 'Reporting once principle' further applied;
7. Some Customs formalities included

Positions of the industry

ESCA and
WSC



In favour of:

1. One EMSW;
2. One harmonized interface;
3. A single EU data set;

‘Watering down the proposal is not acceptable’

The industry is divided:

CLECAT
ECASBA
EMPA
ESC
ESPO
FEPORT
IPCSA



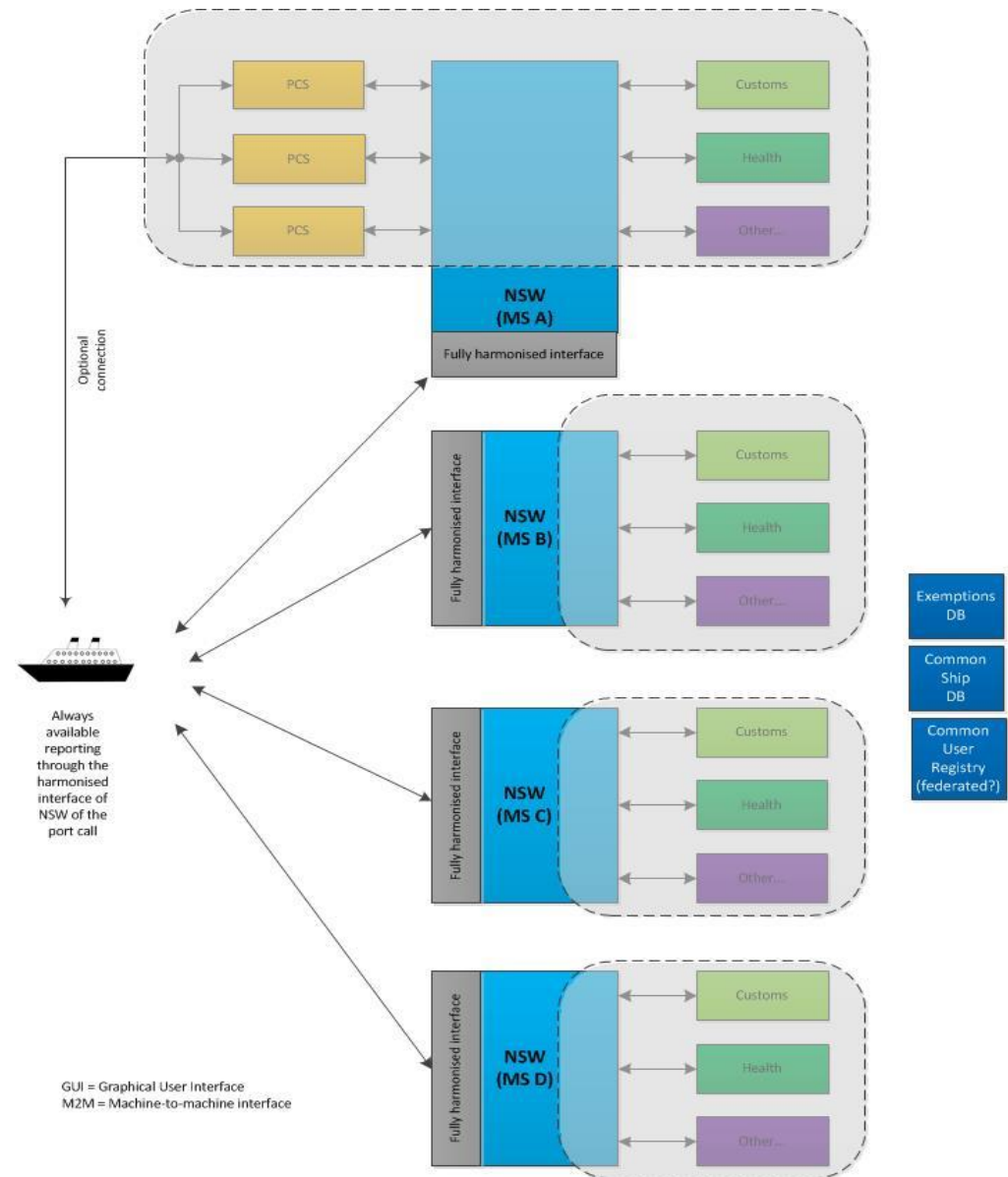
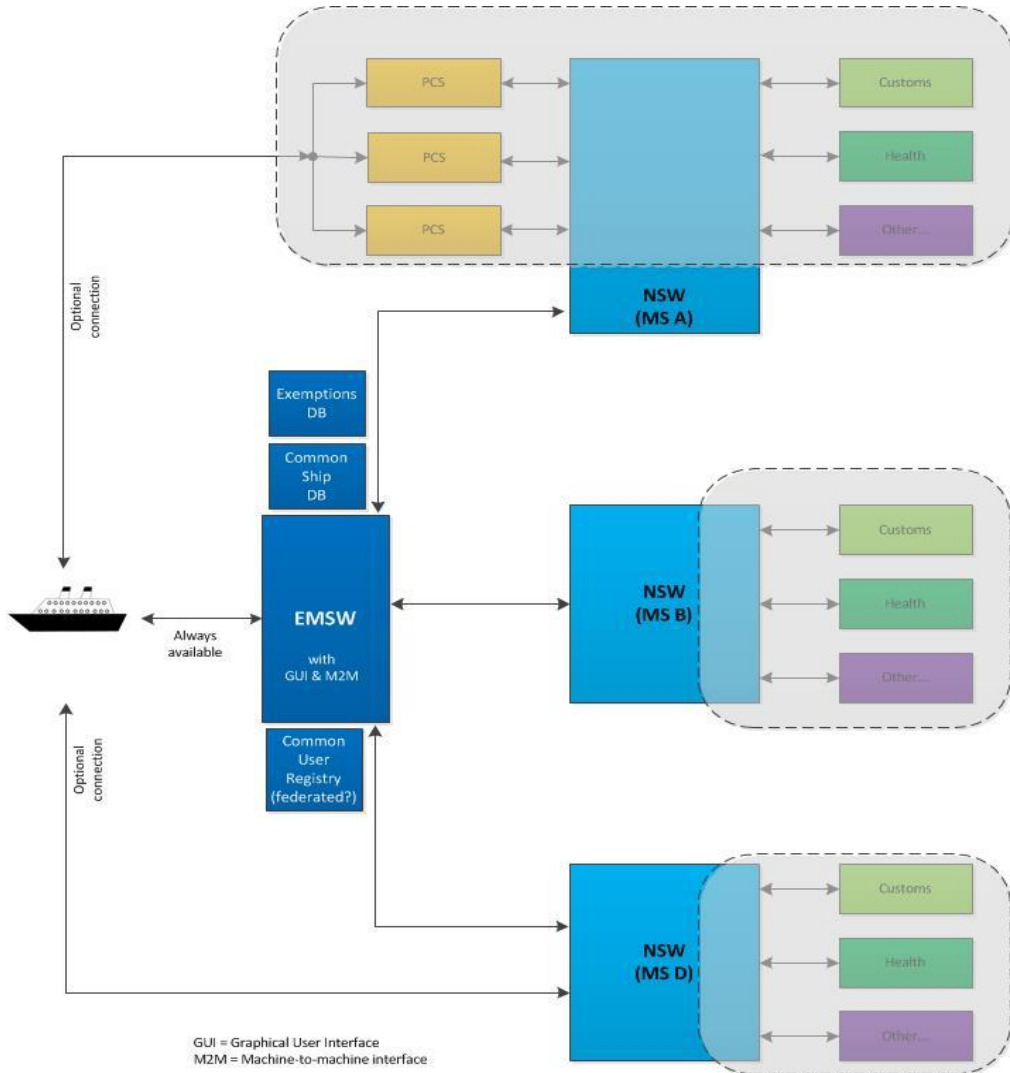
In favour of:

1. Interoperability;
2. Harmonized data set, based on IMO independent reference data model;
3. Harmonized interfaces;
4. integrated approach to EU SW by DG TAXUD and DG MOVE.

Update EMSWe vision paper

27 April 2017

Approach 1



Approach 2

- Exemptions DB
- Common Ship DB
- Common User Registry (federated?)

Compromise text EMSWe Regulation (1)

1. Existing NSW's to be maintained as basis for EMSW environment
2. Expect to apply in the EU from spring 2025
3. Technological neutral
4. Harmonised reporting module
5. Governance dimension
6. Common addressing service
7. English language
8. Consultation of stakeholders

Compromise text EMSWe Regulation (2)

9. Public availability arrival/departure times based on declarations, except..
10. User friendly Graphical User Interface
11. Sharing of data with port service providers
12. No EU access point interface
13. UK maintains a parliamentary scrutiny reservation

Scope of the EMSWe Regulation: Part A (EU)

1. Notification for ships **arriving** in and **departing** from ports of the Member States (2002/59)
2. Border checks on **persons** (2016/399 - Schengen)
3. Notification of **dangerous or polluting goods** carried on board (2002/59)
4. Notification of **waste and residues** (2000/59)
5. Notification of **security information** (725/2004)
6. Information on **persons on board** (98/41 – Search and Rescue)
7. Customs formalities (952/2013)
 - a) Arrival formalities:
 - Notification of **arrival** (art.133)
 - **Presentation of goods** to customs (art.139)
 - **Temporary storage declaration** of goods (art.145)
 - Customs **status of goods** (art.153-155)
 - **Electronic transport documents** used for transit (Art.233-4e)
 - b) Departure formalities:
 - Customs **status of goods** (art.153-155)
 - **Electronic transport documents** used for transit (art.233-4e)
 - **Exit** notification (art.269-2)
 - **Exit summary declaration** (art.271-272)
 - **Re-export** notification (art.274-275)
8. Safe loading and unloading of **bulk carriers** (2001/96)
9. Port **State control** (2009/16)
10. Maritime transport **statistics** (2009/42)

Black: same as 2010/65

Light blue: new re. 2010/65 but available in NSW NL

Red: new re. 2010/65 and new for NSW NL

Scope of the EMSWe Regulation: Part B (IMO)

1. FAL 1: General Declaration
2. FAL 2: Cargo Declaration
3. FAL 3: Ship's Stores Declaration
4. FAL 4: Crew's Effects Declaration
5. FAL 5: Crew List
6. FAL 6: Passenger List
7. FAL 7: Dangerous Goods
8. Maritime Declaration of Health

Scope of the EMSWe Regulation: Part C (MS)

Reporting obligations stemming from **national legislation and requirements**

Article 2, definitions:

Reporting obligation

means the information required by the Union and international legal acts listed, as well as national legislation and requirements referred to, in the Annex, which has to be provided in connection with a port call

Port call

means the arrival, stay of a ship in and departure from a maritime port in a Member State

Part C must be identified by the Member States (MS)

Relevant remaining issues for PROTECT

- 1) EMSWe data set – submitting data for efficiency purposes
- 2) Commercial sensitivity re. reuse and sharing of data
- 3) Integration of Harmonised Reporting Interface into NSW
- 4) Dependency of SafeSeaNet
- 5) Reporting only once per port call
- 6) Role of the EMSA's EMSWe ship- and other databases
- 7) GUI and use of spreadsheets