Maritime Single Window and PCS PoR

Protect meeting
Amsterdam, October 18, 2012

Raymond Seignette

Port of Rotterdam Authority

.......MSW......

1. EU Directive 2010-65

2. eMaritime context

3. eCustoms and eFreight

4. Re-use of PSI

5. Development of PCSs

6. SafeSeaNet

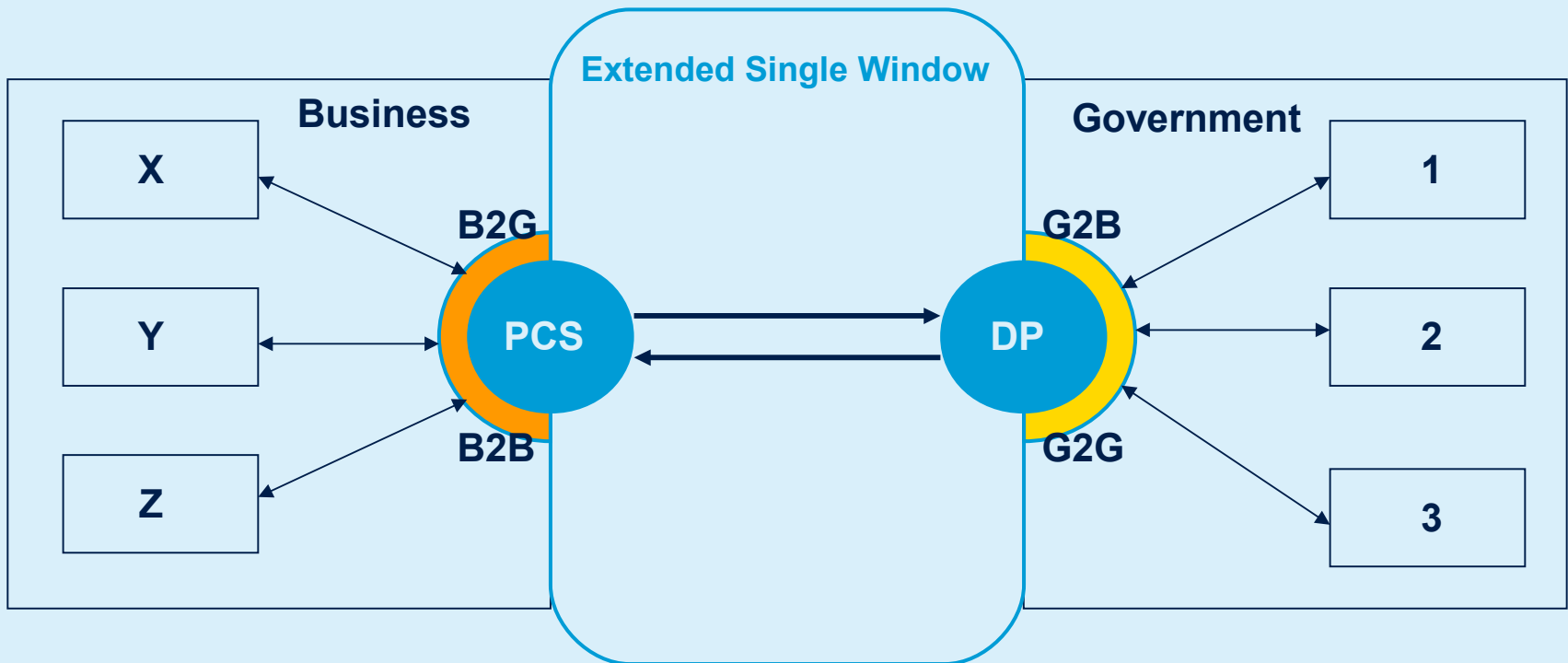7. National Single Window NL

National Single Window NL

"Single Window" is <u>internationally defined and accepted as</u>:

"**a facility** that allows parties involved in trade and transport to lodge standardized information and documents with a single entry point <u>to fulfil all import, export, and transit-related regulatory requirements</u>. If information is electronic, then individual data elements should only be submitted once".
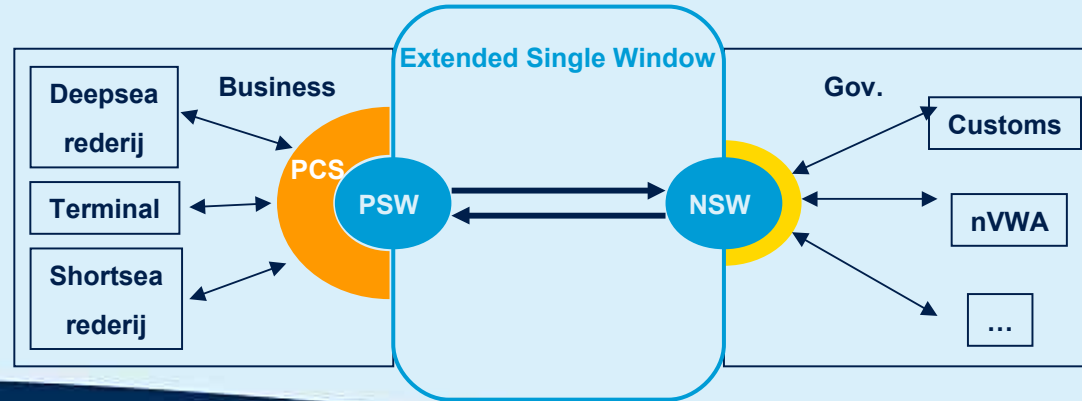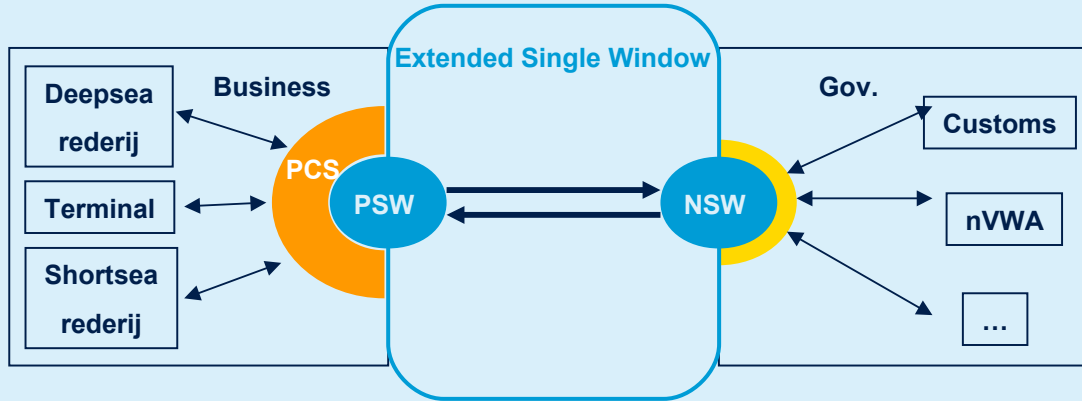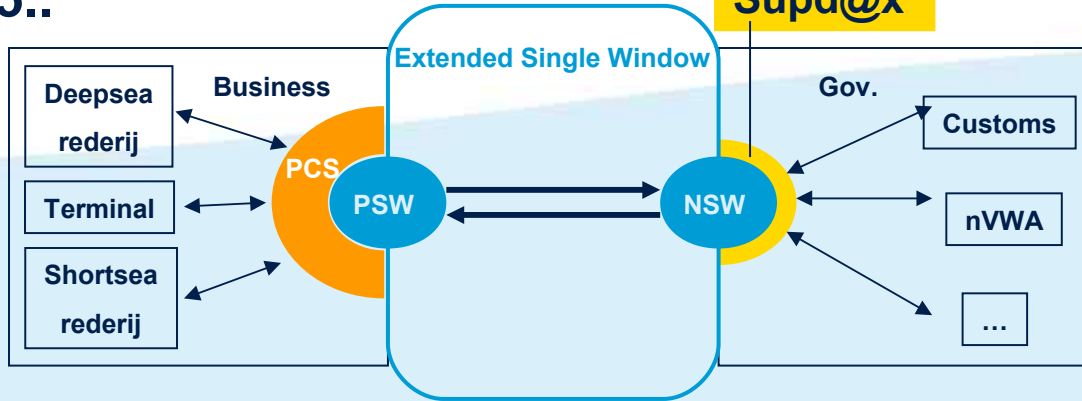
National Single Window NL = NL version of the SW, made intelligent and further dressed to facilitate trade and transport.

NSW NL

- NSW not optional: European regulation to realize a MSW before June 1, 2015, to facilitate electronic reporting of ship related notifications to the public authorities.

- Additional effort by RWS to realize an SW for inland shipping (RIS), to be aligned with the MSW

- National policy:

  - 1 Single Window for Government.

  - Connect with running initiatives.

  - Shared vision by Government and the Business.
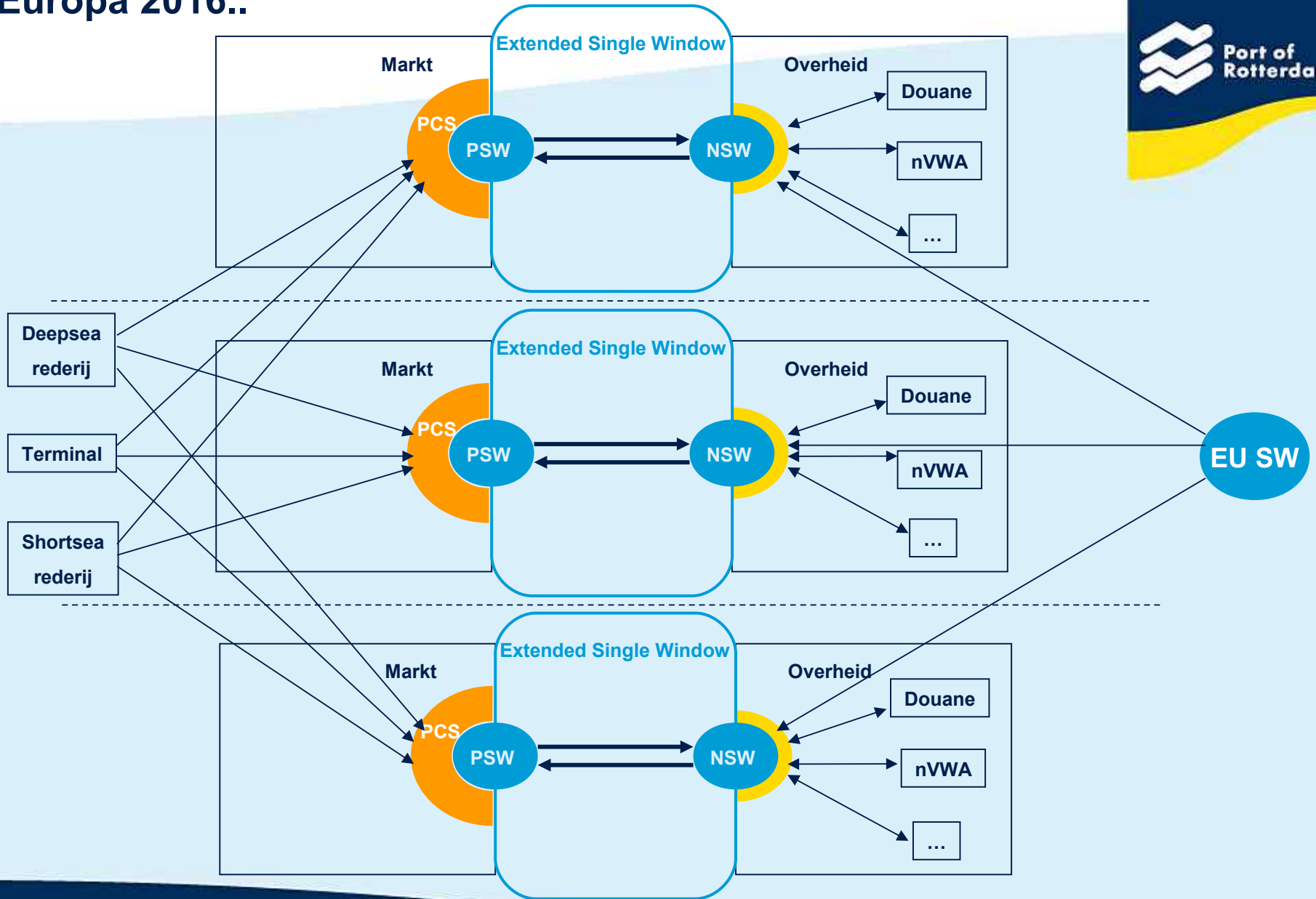
  - National Coordination.

National SW(Government): Digipoort (Logius)
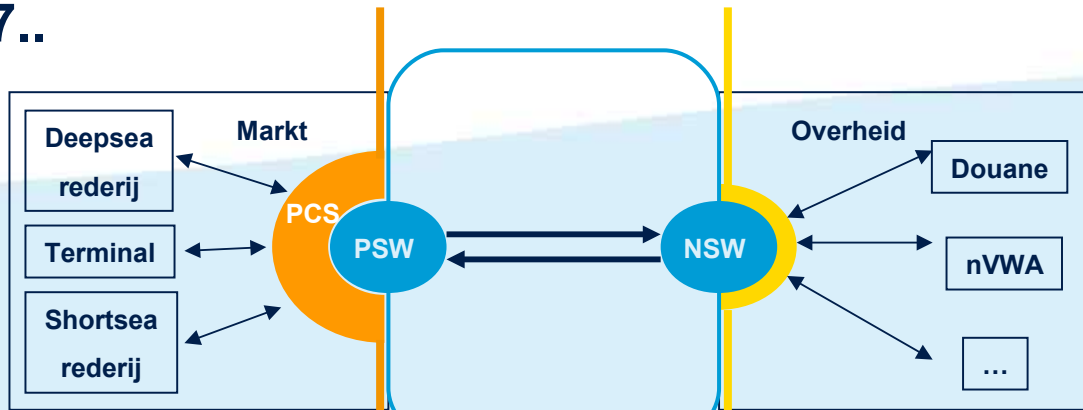# Port SW: PCS (Portbase)

Extended Single Window

Business

X

Y

Z

B2G

B2B

PCS

DP

Government

1

2

3

G2B

G2G

View from the Port of Rotterdam Authority

Europa 2015..

Supd@x

Extended Single Window

Country 1

Business — PCS — PSW — NSW — Gov.

Deepsea rederij — Terminal — Shortsea rederij

Customs — nVWA — …

Country 2

Business — PCS — PSW — NSW — Gov.

Deepsea rederij — Terminal — Shortsea rederij

Customs — nVWA — …

Country 3

Business — PCS — PSW — NSW — Gov.

Deepsea rederij — Terminal — Shortsea rederij

Customs — nVWA — …

Port of Rotterdam

Europa 2016..

Europa 2017..
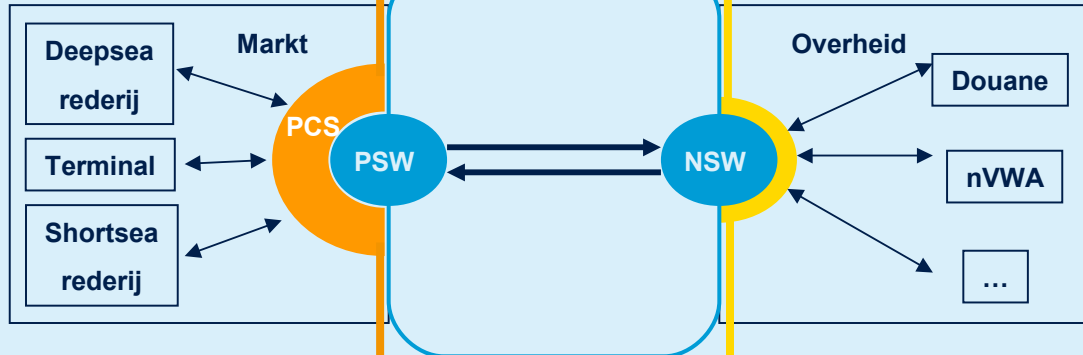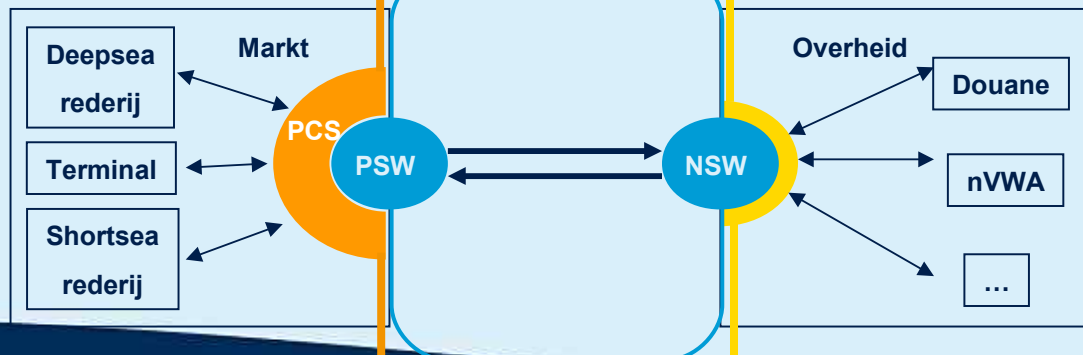
PoR interest in MSW

- NSW is globally in all large seaport;

- European Directive and Dutch legislation

    - Min.I&M is leading;

- For PoR, the relation with Customs is important;

- To secure the investment in Portbase

- To protect the business relation with the main carriers;

- To capture the B2G transactions for potential re-use data in the port community.

Harbourmaster interest in MSW

In addition to the interest of PoR:

- "Post-box HM" (at this moment on PCS) could be placed within the NSW;

- The information processes of the division HM becomes dependent on the functioning of the MSW;

- The information processes of the division HM becomes dependent on the functioning of the other public community services.
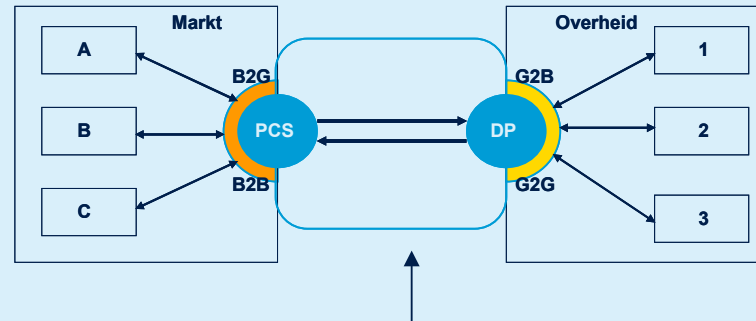
Interest Portbase in NSW
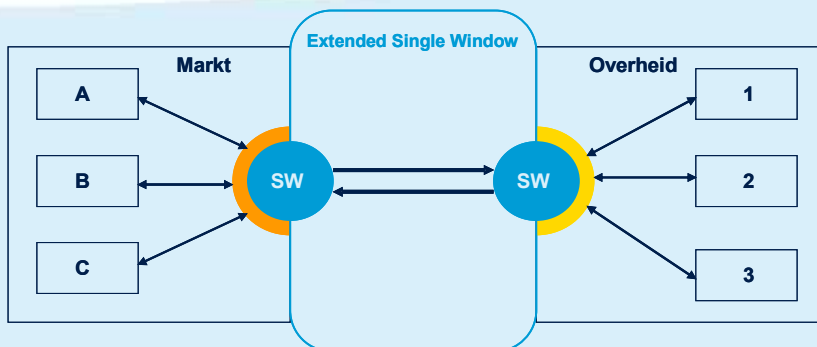
Positioned in SW environment

For B2G services

Portbase as national platform for the exchange of information between Business and Government
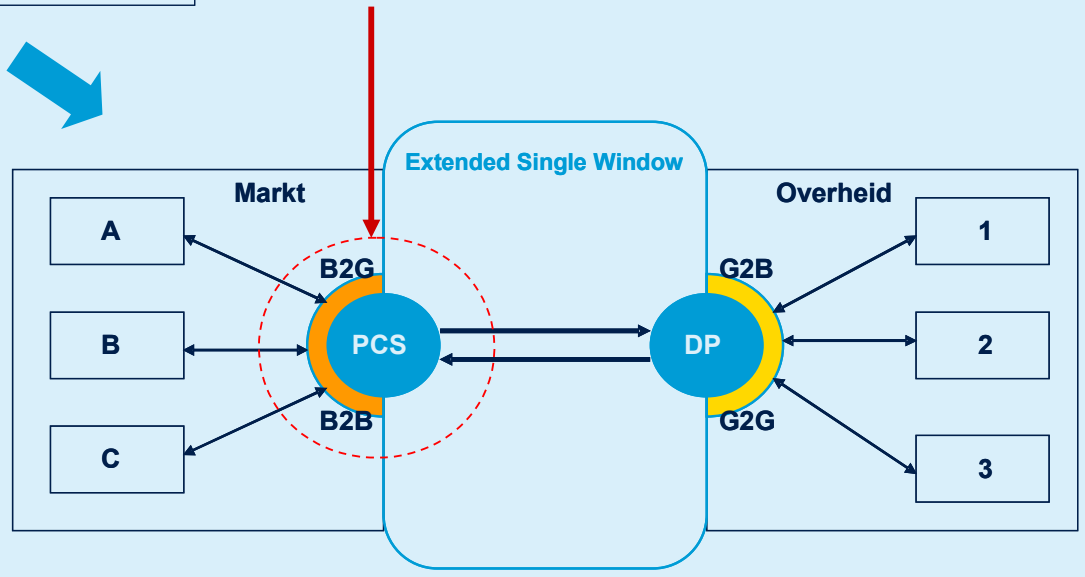
Current Policy PoR

- Since 2004, the strategy of PoR and HM has been to position PCS in the SW environment.

- However, Government does not support an exclusive relation with PCS.

- Lobby of PoR and PoA to make PCS available for establishing a MSW.

- Investment from PoR and PoA to absorb the costs of B2G transactions

- Post-box for mandatory reporting to HM on PCS

Current (preliminary) solution
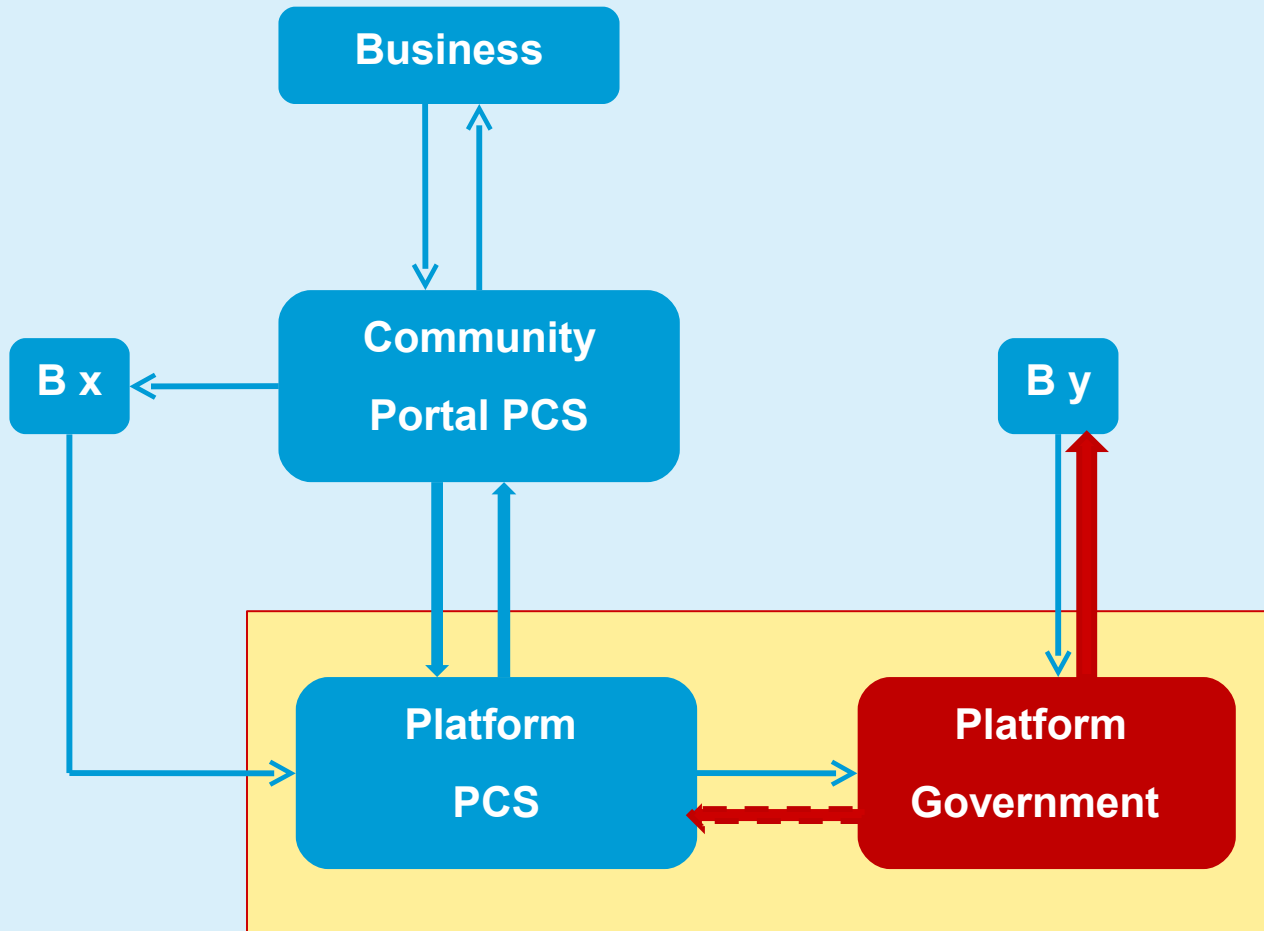
Status Quo

- Government wish to use PCS, but does not finance the B2G transactions through PCS;

- The Ports of Rotterdam and Amsterdam offered to deal with these costs, under the condition that PCS is included in the MSW

- Not all ports work with PCS at this moment

- Government's opinion is that business should be able to report to Government platform directly, if they wish, costs covered by Government