Portnet a National Single Window for Maritime Reporting Formalities in Finland

1.10.2013
Main objective of Directive 2010/65/EU on reporting formalities is to reduce administrative burden of the shipping industry by simplifying the administrative procedures in ports.

Electronic NSW-systems should be in place no later than 1.6.2015.

Data exchanged via NSW’s can be divided into three Categories:
- First category being information stemming from EU legislation
  - General declaration
  - ISPS-notification
  - Hazmat-notification
  - Waste notification
- Second category being information stemming from International Conventions (IMO/FAL and IHR)
  - IMO/FAL forms 1-7 and maritime declaration of health
- Third category is information stemming from national legislation and requirements for taxation and national security reasons.
Single window concept on European level
Notifications to be exchanged via Finnish NSW 2015

- 24 hour pre-arrival/departure notifications
- 72 hour pre-arrival notification for ship's eligible to extended inspection
- ATA notification -> Complementary information to pre-arrival notification
- ATD notification -> Complementary information to pre-arrival notification
- Schengen Border Control
  - Information on passengers/crew in unofficial border crossing sites
  - Passenger lists for passenger ferries coming from third countries
- Dangerous cargo notification
- Cargo information for Maritime statistics
- Security notification
- Waste notification
- Maritime Declaration of Health
- ENS/EXS (Entry/Exit Summary Declaration) for third country cargo

Red colour code stands for data sets that are not implemented yet
Legal Framework for reporting formalities in Finland 1/2

Port Call

- VTS act 623/2005
- Customs Decicin 65/010/12
- General Declaration IMO/FAL1
- IMO/FAL 3
- IMO/FAL 4
- IMO/FAL 5
- IMO/FAL 6

- Fairway Dues act 1122/2005
- Security Notification 725/2004
- Waste Notification 2000/59 EC

- DPG Cargo 2002/59 EC
- MDH
- Cargo for statistics 2009/42/EC
- Single market Act II

NSW-platform
Legal framework for NSW in Finland 2/2

International legislation
(maritime, customs etc.)

National E-commerce and paperless trade enabling legislation

PortNet

National Data privacy and data protection legislation

National PortNet specific legislation
Present situation NSW vs. VTS/MRS-systems

- Maritime authorities and other stakeholders collect, store, exchange and analyze maritime traffic information with various systems. Portnet is legal SW-system for information collected according to RF-directive (2010/65/EU) in Finland.

- The collection of notifications prior to entry into port according to national VTS act have been obligatory in electronic format since May 2012. VTS_act.pdf

- Many of the information systems are operated by authorities to maintain a comprehensive real-time recognized maritime traffic situation picture (RMP) for their own activities related to safety and security. These are not incorporated to NSW.

- Availability and quality of the information have become more important.
Single window implementation on European level
NSW at national level; implementation in Finland

NSW – Service Platform; target architecture

- Port
- Coast Guard
- Traffic Agency
- Trafi
- Agent/Ship manager
- Customs

Service platform/-interface A
Service platform/-interface B
Service platform/-interface C
Service platform/-interface D
Service platform/-interface X

Other systems:
- Succes
- Vms
- Others
- Rott
- Vms
- Others
- Ship movement (IMO-MMSI)
- Ship register (ship_id)
- Port call info (ShipCall_id)
- Provide port call info (ShipCall_id)
Portnet as NSW for maritime reporting formalities

- Portnet is operating on the Internet http://www.portnet.fi
- Main actors in the system are:
  - Data providers -> ship master, ship manager or ship agent
  - Controlling of the reporting obligations -> Finnish customs
  - Receiving data -> Finnish ports, customs, maritime authorities
  - Browsing of timetable information -> public Internet portal
- Brief statistics of Portnet
  - Abt. 40,000 ship calls annually
  - Abt. 2,500 registered user accounts
  - Abt. 1,000 registered users daily
  - Abt. 80,000 messages exchanged daily
  - All the main Finnish ports receive traffic information electronically
  - Largest ship agencies are sending information electronically
- Portnet is operated by Finnish Transport Agency
NSW as a system for Ships’ clearance process with customs’ clearance to fulfil ”one stop shop” concept

Ships’ clearance process in Portnet (permission to enter/leave port):

- Information provided in advance
  - 72 h, 24 h ETA -> Fairway Dues, IMO/FAL, Security, Waste, MDH, DPG
  - Ship certificates
- Information provided when ship arrives
  - ATA, non-EU DPG, Cargo notification for statistics
- Information provided when ship departs
  - DPG, ATD
- Ships’ clearance approved by Finnish Customs

Customs clearance linked to Ships’ clearance in NSW (permission to discharge/load):

- Entry Summary Declaration (ENS) -> Portnet visit_id as reference number in (PN)
  - ATA received from Portnet (NSW)
  - Freight remaining on board (FROB) is not subject to Presentation notification (PN) and no Portnet visit_id is needed
- Customs clearance approved by Finnish Customs
NSW – Customs point of view (e-manifest)

- According to the present Community Customs Code 'cargo item' loses its Community Status when transported from one EU port to another
- Main intended objective in implementing a harmonised e-manifest by 1.6.2015 is to provide a simple Proof of Community Status 'PoCS' in the harmonised e-manifest
- Customs rules of the Community Status are going to be amended in 1.5.2016 due to the implementation of the new Union Customs Code (UCC) with the following results:
  - 'PoCS' needed only in rotations via a non-EU port
  - Transit procedure is needed for goods originating from a non-EU port and transshipped in an EU-port but which are finally customs cleared in another EU-port
  - No transit guarantee fees collected if ship is under "Simplified transit procedure" and using electronic document, (TBD by Customs -possibly the e-manifest), as transit document
Standards to be employed by NSW

- ISO 28005 - efficient exchange of electronic information between ships and shore
- UN recommendation nr. 33 – Recommendation and guidelines on establishing a Single Window
- UN recommendation nr. 18 – Facilitation Measures related to International Trade
- UN recommendation nr. 3 – Use of ISO Country code
- UN recommendation nr. 16 – Code for ports
- Use of common code lists when already defined in UN/CCL (Core Component Library)
- Message specifications are aligned with UN/EDIFACT -> UN/CEFACT Standards
  - CUSCAR, CUSREP, IFTDGN
  - Feasibility study should be carried out for the use of ‘Whole-of-Government Cross-Border Single Window -> GOVCBR message
- Use of WCO data model – Harmonised data requirements & standardised messaging
- E-Business possibilities for the facilitation of maritime traffic
WCO Data Model Components

- XML Schemas message guidelines
- Harmonised maximum data sets
- International code standards
- Information Models
- Business Process Models
- Message implementation guidelines
PortNet working principle

Ship’s agent

- Advance notice (CUSREP)
- DG cargo notice (IFTDGN)
- Cargo report (manifest or statistical (CUSCAR))

PortNet

- EDI
- XML
- WWW

- FMA
- Customs
- Ports
- Other

18.3.2011
PCS-systems -> interconnection to NSW

- The meaning of Maritime Single Window from point of view of Ports
  - Functional specifications of MSW stipulates as principal rule that
    - 'one data element should be only submitted once'
    - yet data collected in SW manner can be replicated to other systems such as PCS
    - PCS should be interconnected to MSW in order to avoid duplicate reporting from the point of view of the data provider

- Inclusion of PCS to MSW
  - Ship clearance in NSW-system should incorporate a near real-time link to PCS
  - Customs clearance should be linked to that extent what the directive applies
    - In practice this means ENS/EXS declaration for third county goods

- The relationship of MSW with WCO Data Model should be catered for case by case
  - WCO data model incorporates GOVCBR-message which is still not widely used

- Finnish Ports have following requirements towards MSW:
PDS_NSW_en.docx
PortNet vs. PCS-systems

- Voyage and ship related information
- Berth allocation
- ISPS security

- Cargo information
- invoicing, statistics

- DGP cargo information
- port safety
PSC-systems interconnected to Portnet

Portnet

Cargo control
- Cargo loaded/discharged
- Dangerous goods control
  - invoicing, statistics
- DGP cargo information
  - port safety

Vessel control
- Vessel arrival/ departure
- Berth management
- Vessel traffic control

Statistics
- Cargo loaded/discharged
- Vessel arrival/departure
- Passengers embarked/disembarked

Facility management
- Port facility control
- ISPS measures

Reports

PCS system reporting
- Shipping Agents
- Shipping lines
- Authorities

Cargo DB

Vessel DB

Billing
- Invoice information

Statistics DB

Facility DB

Information Compiled by Portnet

Web/XML

Portnet -> PCS-information
- Arrival/departure
- Loaded/discharged
- Embarked/disembarked
- IMO-cargo within port
- Cargo units
  - Trailers/Lorries
  - Wagons
  - Containers
  - Full/empty units

PCS

PCS-information to Portnet
- Voyage data
  - Berth allocation
  - ATA/ATD timetable info
- DPG cargo permissions
- Port services

Compiled by Portnet

Compiled by

Web/XML
National SafeSeaNet implementation in Finland

SSN/EIS

SSN-NCA.VTMIS.FI

SSN-NCA.VTMIS.FI

Firewall

VPN

Internet

FTP over 2-waySSL

SafeSeaNet proxy server/
FINLAND

SafeSeaNet index-server

messages are monitored by status code
1 = new message
2 = sent message
3 = acknowledged

LOG_table

LOG_DB

store of notifications for 18 months

SHIP_notifications plus All Maritime Incident reports

VTS

POLREP_alert

Requests to SSN

MRCC

Ship/AIS

AIS

GOFREP

LOG_DB

store of notifications for 18 months

LOG_table

GOFREP_DB

GOFREP

PORTPLUS:
port
-hazmat

Ship agent

Finnish Customs

Port Authorities

Requests to SSN

POLREP_alert

Requests to SSN

Finnish NAVY

Finnish Environment Institute

Requests to SSN

LOG_DB

PortNet DB

PORTNET

Monitoring

PORTPLUS:
port
-hazmat

Notify Port call Hazmat
NSW general IT-architecture overview

IT-systems associated to NSW-service platform

Portnet

Termis  MLT  SHIP

PCS  Ibnet  VTS

Data providers

Ship
Agent
Manager
Coast Guard
MSA
Others

NSW

SSN

EUROSTAT  SSN/EU  CISE

eCustoms

Customs
Border
Trafi
SYKE
Ministry
Others

Data exchange
On EU-level

NCA’s
# Roadmap of the Finnish NSW development 2012->2018

<table>
<thead>
<tr>
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<td>Phase 1 Administrative decisions</td>
<td>Phase 2 NSW-concept definition</td>
<td>Phase 3 Definition of processes and functionalities</td>
<td>Phase 4 NSW-Implementation Of Service platform</td>
<td>Phase 5 NSW-Service platform deployment</td>
<td>Phase 6 NSW-Service platform development</td>
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<td>2010/65/EU implementation</td>
<td>Message server to employ SFTP</td>
<td>Minor development towards NSW</td>
<td>Minor development towards NSW</td>
<td>Portnet as part of NSW-service</td>
<td></td>
<td></td>
<td>Multimodal-chain ‘eCustoms’ – concept as part of NSW-service</td>
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<td>MLT-Deployment</td>
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<td>Technical definitions version 3.0</td>
<td>Technical upgrade to version 3.0</td>
<td>Version 3.0 testing and deployment</td>
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Thank you
antti.arkima@liikennevirasto.fi