Implementation of the Maritime Single Window (MSW) in The Netherlands

PROTECT workshop; Antwerp Oct. 1 and 2, 2013
Basic questions

1. Do we know the meaning of MSW for us as ports?
2. Will it apply to NATIONAL reporting or also to LOCAL reporting?
3. Has the PCS been included?
4. What is the relationship with the WCO data model?
Do we know the meaning of MSW for us as ports?

- In NL, the term MSW is introduced as representing the “single electronic platform” of EU Dir. 2010/65;
  - MSW is introduced as a national facility, under responsibility of Min.I&M;
  - MSW is developed by Min.I&M and Min.Finance (read: Customs);
  - The scope of MSW is defined by EU Dir. 2010/65, and not by national law;
  - MSW consists of a Mailbox and a Post Office, in which the incoming messages (declarations and response messages) will be stored in a RWS-database. RWS however is only competent for SSN.
Will it apply to National reporting or also to Local reporting?

- MSW is to be a national facility, supporting local reporting;
  - Reports to 26 ports are handled by 8 local competent authorities (port authorities);
  - It seems that port authority systems are not connected to MSW;
  - PCS of Portbase – recognised as a port system - will be connected to MSW;
- All reporting formalities can be done via port systems as long as the respective port system supports the reporting formality;
  - The port notifications NOA, NOD, ATA, ATD, HZA, HZD, WAS and SEC are only allowed to be reported via a port system.
  - The custom notifications ENS and SDT are allowed to be reported directly to MSW
Has the PCS been included?

- PCS as such is not defined and is seen as a port system;
  - a system which are designated by the port authorities to report formalities for the port authorities (ref. RWS);
- Port systems which will be connected to the MSW will be:
  - PCS of Portbase for Port of Rotterdam, Port of Amsterdam, and 13 smaller ports
  - PCS NHIS of Groningen Seaports
  - Portal of Port of Den Helder
  - PortXcs for: Zeeland Seaports and Westerscheldt
What is the relationship with the WCO data model?

• The introduction of MSW is used by Dutch Customs to push the WCO data model;
  • By introducing the lead principle: *All messages that are processed and sent by the MSW are based upon the message structure of the WCO Data Model*, most reporting processes are affected, and impact on the business has not been estimated yet.
  • Hence, MSW will introduce a new type of message: B2MSW, and as from June 2015, the current messages (CUSREP, CUSCAR, CUSRES, LCA2NCA2, LOGBOOK, IFTDGN, IFTMCS, WASDIS, BERMAN) are no longer supported/processed. The B2MSW is based on the GOVCBR message.
• In-house rederijsystemen
• Douaneaangiftesystemen
• Systemen aan boord van schip

MSW Verwerking “Postkamer”

Havensysteem

Digipoort (“Brievenbus”)

Niet-haven systeem

Kapiteins, Reders, Agenten

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• PCS van Portbase (R’dam, A’dam, Scheveningen, Harlingen)
• PCS NHIS (GSP)
• Portaal (Den Helder)
• PortXcs (ZSP, RHM Westerschelde)

Systeem NCA SSN (SPOC NL)
Systeem EMSA (SafeSeaNet)
Systeem ILT (THETIS)
Systeem douane (DMF)
Systeem KMAR/ Zeehavenp (API3)
Systemen GGD’s (Email)
Systemen Havenautoriteiten (HaMIS, etc.)

Postbus

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