

Update Quick scan of implementation EU Directive 2010/65

Introduction

In the beginning of 2014, PROTECT-group members shared their experiences and views on the implementation of the European Reporting Formalities Directive 2010/65. This resulted in a quick scan, intending to picture the approaches in the implementation in Belgium, France, Spain, Italy, Sweden, UK, Finland, Germany and The Netherlands.

This update is again based on sharing recent experiences and documentation, and meant to see if – in the approach of de deadline (June 2015) – the promise of reduction of administrative burdens for shipping companies, has become visible.

Conclusions

- Use of current systems and procedures, where necessary extended for the purpose of this Directive, proves to be the basis for implementation for most of the PROTECT-group members;
- The “Maritime Single Window” concept – as developed by the EU AnNa project – has been used as a reference in several countries, but did not (yet) prove to be a feasible option for the countries addressed in this update of PROTECT’s quick scan.
- Application of the WCO data model for B2SW and SW2B messages in the (National) Single Window, is considered in the Netherlands, France, Sweden and in Finland (only on a case-by-case basis).

Intended implementations

Belgium [1]

The Belgium Government and Belgium ports have chosen for a pragmatic approach. Current systems are used, and the Single Window functionality comes from (new) arrangements for information exchange between stakeholders concerned, and from (new) interfaces between their systems. In fact, the current “Central Broker System” acts as a National Single Window. A new Single Window on federal level for this purpose is not considered. The new B2MSW message, based on the WCO data model, will not be used.

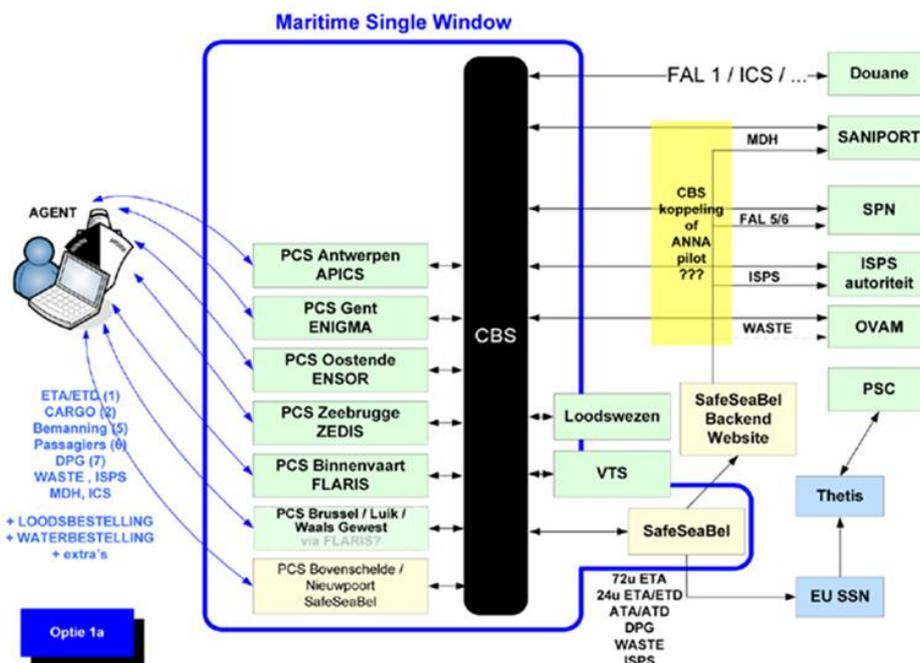


Fig 1: The Belgium solution

France [2]

The French national single window (in purple) is divided into two specific modules: a portal web site and a message routing system known as Traffic 2000.

The module called National Single Window helps to identify which port is to be addressed, provides numerous file templates (EDI, XML, XLS...) and delivers a session ID, for direct connection to multiple French PCSs. The NSW module is complemented by the Trafic2000 system which comprises the database of the National Single Window.

Once securely connected through the NSW to the chosen PCS, agents will be able to fulfil FAL Forms directly into PCSs.

This might be useful for smaller ports without IT abilities.

DE 2010/65
French Maritime Single Window
General architecture of the system

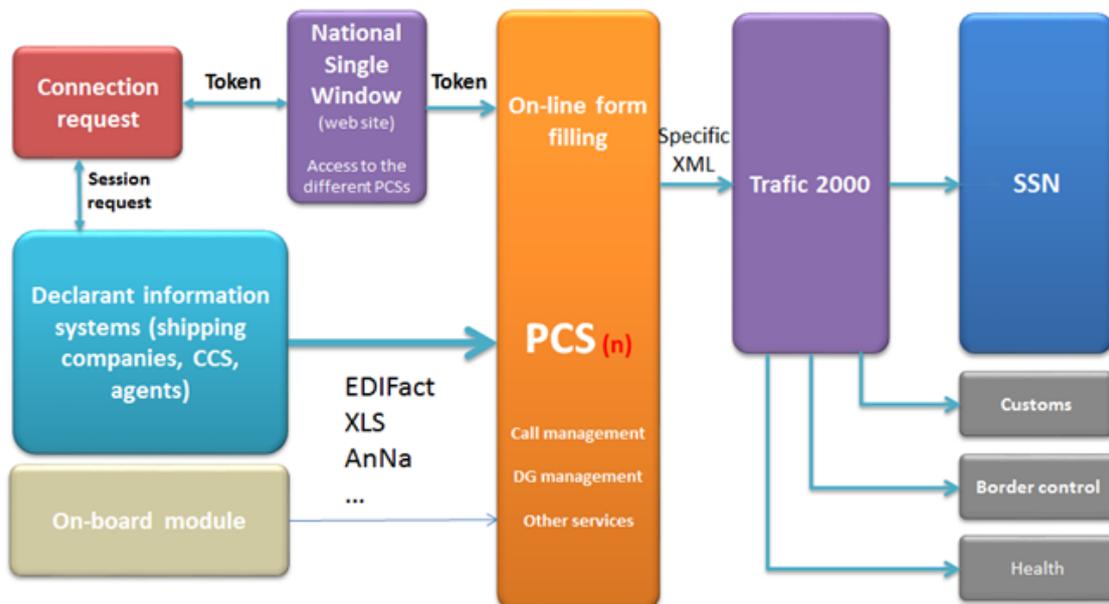


Fig. 2: The French solution

The actual B2A exchanges will remain the most supported way to declare to major ports. This is represented by the light blue square where one can find the shipping companies systems or agents systems used to process EDI messages and EDIFACT data formats. Some vessels might choose to use the optional On-board module (once registered through the portal) to fulfil FAL requirements and transmit it to the PCS via satellite connections.

PCSs will remain the central data collecting point for the agents and will apply high level controls validations on data quality. This data will be used for operational purposes and transmitted in real time to Trafic2000. Trafic2000 will be able to deliver the PortPlus message to EMSA (SSN), and to the other competent authorities concerned.

It is anticipated that a French specific message format (from the AnNa project) is introduced by the Ministry of Transport, intended to harmonize all the French ports' declarations. This is stated in a Quality charter between the Ports and the Ministry.

The French Maritime Single Window will be implemented in time regarding the expected date of the directive 2010/65. A prototype phase is going to be launched from March 2015 to May 2015 to check and control the overall workflow.

Spain [3]

In Spain the implementation is more or less similar as in France. Also the existing PCS's in the ports generate the messages for the Spanish National Single Window, and this Single Window facilitates the connection with the SafeSeaNet system. This includes vessel monitoring data from Coastguard to EMSA (SSN).

Spain's National Single Window will be governed by Puertos del Estados, the Spanish Government Agency for all the ports under the Ministry of Transport, and is operated by Portel, a private company, with public and private shareholders¹.

Remarkable is that in Spanish ports, the information position of the Harbourmaster will be separated from that of the port authority.

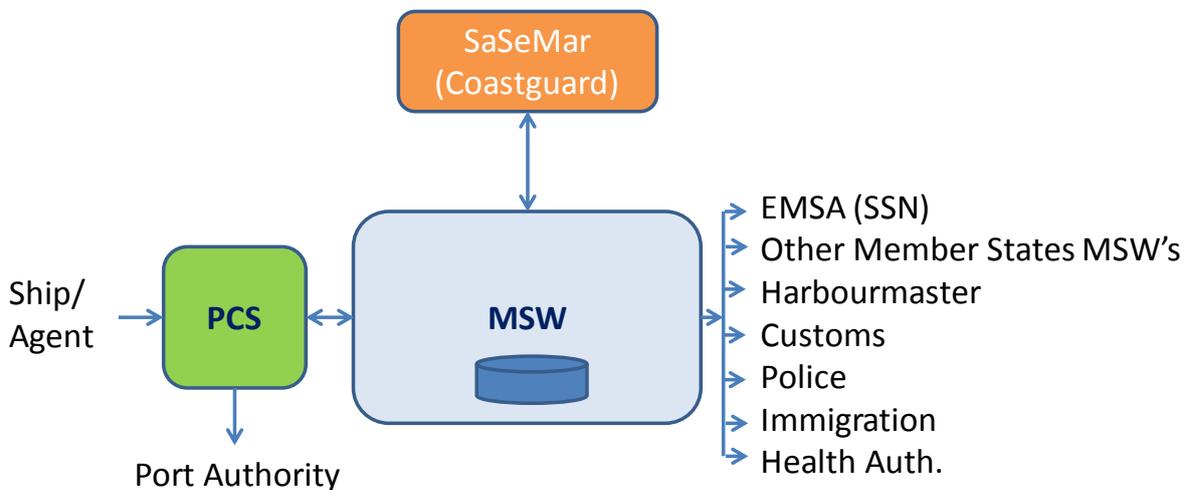


Fig. 3: The Spanish solution.

The Spanish MSW will process current type of messages (Berman, Wasdis, Hazmat, Paxlst etc.), some of which amended as required by the RFD. The Berman message will include the additional security information.

Italy [4]

The implementation of Directive 2010/65 in Italy was prepared by the EU project MIELE (Multimodal Interoperability E-services for Logistics and Environment sustainability), aiming to establish a Single Point of Contact for the authorities involved. This "Italian SPOC" should distribute all mandatory reports from the shipping sector to the authorities concerned. The reports for SafeSeaNet are then relayed to the VTMS system of the Italian Coastguard, and the other reports to systems of Customs, Border Control, Health and Port Authorities.

The MIELE project ended in December 2013. Since then, Italy participates in several other projects (MEDNET, B2MoS, IMP project of EMSA, AnNa, ITS Adriatic multi-port gateway project a.o.).

At this moment, the Port Management Information System (PMIS) has been designated to become the Italian National Single Window for ship related messages, as defined by Directive 2010/65.

¹ In 2012 GTD acquired the 49% of the company. The rest (51%) is still belonging to Puertos Del Estados - Ministry of Economic Development

The challenge of the Italian Coastguard – owner of PMIS – is now to upgrade PMIS for this purpose, and define the interfaces between PMIS and other connected systems, as SafeSeaNet, Customs Information System, Port Community Systems and other National Competent Authorities systems (Health, Border Control, etc).

In addition, the upgraded PMIS should also provide for a web-interface, for ships and agents in smaller ports, which do not have/make use of a PCS.

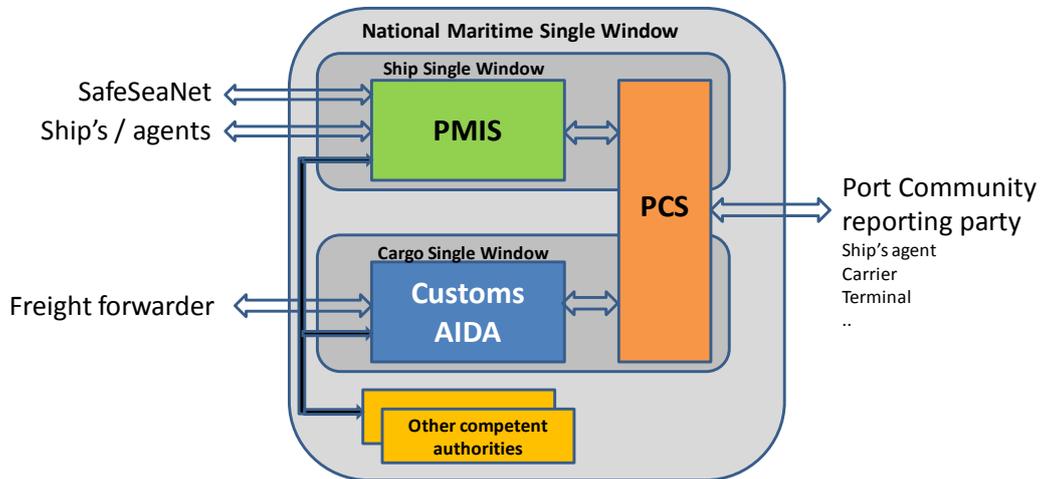


Fig. 4: The Italian solution

Sweden [5]

The Swedish maritime administration, Swedish customs, Swedish transport agency and The Swedish coast guard are establishing a mutual internet-based reporting portal for maritime traffic – a Single Window. The goal is to streamline and simplify information-exchange for the maritime industry as well as authorities.

The Swedish Maritime Single Window project has adopted the harmonized message format developed by the AnNa Consortium, and created a SW web-based and system-to-system interface to which agents and brokers can connect.

However, this message format appear to contain flaws, and the project informed stakeholders in November 2014 that further implementation of the SW is put on hold, pending more information and technical specifications from the AnNa project.

United Kingdom [6]

In the UK established Port Community Systems already act as gateways to Customs and Other Government Agencies. The Department for Transport (DfT) is the lead agency for the UK implementation of Directive 2010/65/EU and they have publicly acknowledged that existing reporting systems, such as the PCSs, are working well and their use would avoid significant additional stakeholder costs and overheads.

Having engaged with external consultants to work on policy and with operational and technical leads in affected government departments, the DfT have since held a number of 'gateway' reviews and it is anticipated a decision on the preferred technical solution for the UK will be made by the end of January 2014.

Destin8 – Principal Message Flows - Notification of Arrival and Presentation, Summary Declaration and Customs Declaration

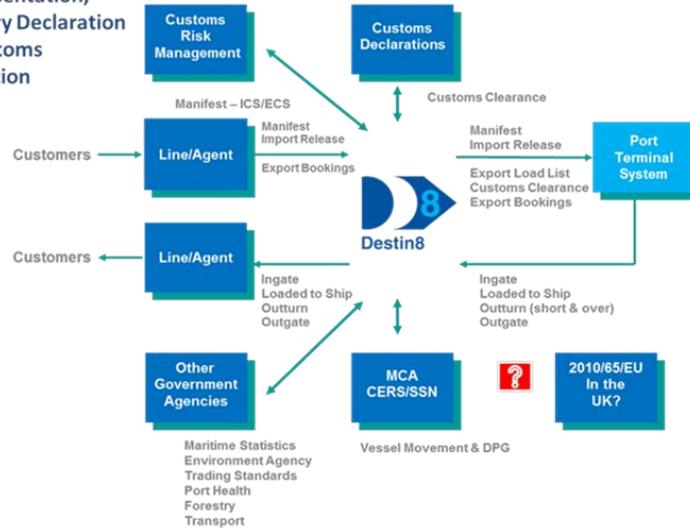


Fig.5: A UK solution

The above represents the principal message flows of one of the UK's Port Community Systems where operational business to business data is re-used for a range of reporting requirements e.g. the Maritime Statistics (Directive 2009/42/EC), Port Waste (Directive 2000/59/EC), Vessel Traffic Monitoring (Directive 2002/59/EC + 2009/17 and 2011/15/EU), Summary Declaration (Directive 2913/92/EEC) and the EU wide Import Control System (ICS) and Export Control System (ECS).

It is anticipated by DfT that this configuration could also be used to satisfy the requirements of the RFD (Directive 2010/65).

Finland [7]

The Finnish ports do not have a local competent authority. This is the reason why Portnet is made responsible for processing the reporting formalities in Finnish ports. Consequently, Portnet has also been made responsible for the implementation of Directive 2010/65. Its approach is to set up a service platform, for the distribution of the messages to the authorities concerned, and to position this platform as a National Single Window (NSW).

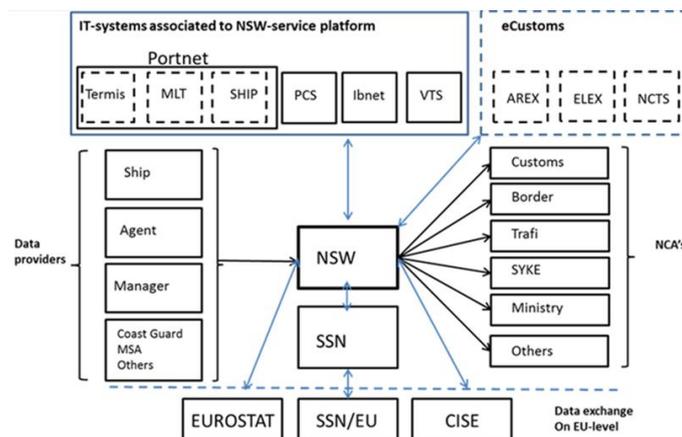


Fig. 6: The Finnish solution

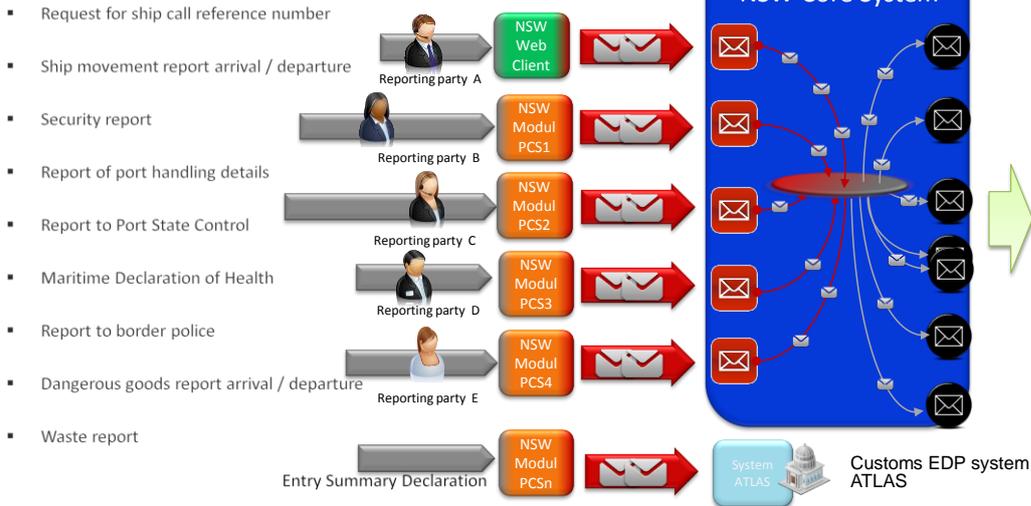
Application of the WCO datamodel in this Single Window is considered on a case-by-case, as its GOVCBR-message is not yet applied in generally.

Structure NSW Germany (1)

The NSW Core System receives messages from various notifying parties. There is no duplication of information elements in those messages. All messages have to be submitted under a unique port call reference number. Reporting parties may use different PCS (for manual input or file transfer) or the NSW Web Client (for manual input only). Messages to customs are not relayed to the Core System. They are sent by any PSC directly to the customs system and need no call reference number.

§§ Directive 2010/65/EC

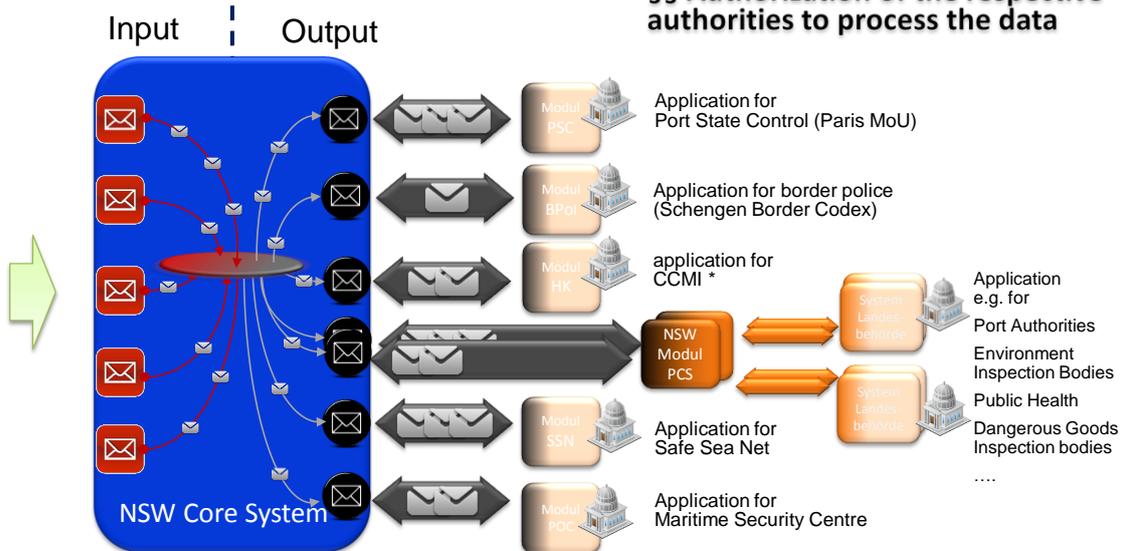
§§ national and local reporting requirements



Structure NSW Germany (2)

All messages related to one call reference number are consolidated by the core system. Information elements needed similarly by different authorities are copied by the core system and made available for each competent authority. Authorities may be connected to the core system either directly or via a PCS.

§§ Authorization of the respective authorities to process the data



* CCMI = Central Command for Maritime Incidents

Fig

Cargo declaration to customs

There are hardly any common data elements in the cargo declarations to be sent to customs in comparison with the other notifications required from a ship for a port call. Therefore, declarations to be sent to customs are submitted by the reporting party via a PCS directly to the customs system, without involvement of the NSW Core System.

The Netherlands [9]

The Dutch Government has chosen to use current port systems (PCS, port management systems) for reporting to port authorities, and to introduce a new Single Window for reporting to the other authorities concerned. This new Single Window is called Maritime Single Window (MSW), and is connected to the national Single Point of Contact for the SafeSeaNet system, the gateway to the European SafeSeaNet system of EMSA.

The messages from non-port systems and from port systems to MSW (front-end), and those from MSW to the connected authorities need to conform to a new message structure (B2MSW and MSW2G), derived from the GOVCBR-message (based on WCO data model version 3.5), as developed by the AnNa project. Same standard is used for response messages from MSW to the reporting parties (MSW2B).

In providing their mandatory reports to the authorities concerned, Vessels, Carriers and Agents are free to choose between using non-port systems or port systems (PCS), as long as their messages to the public post-box for MSW comply with the B2MSW message standard requirements.

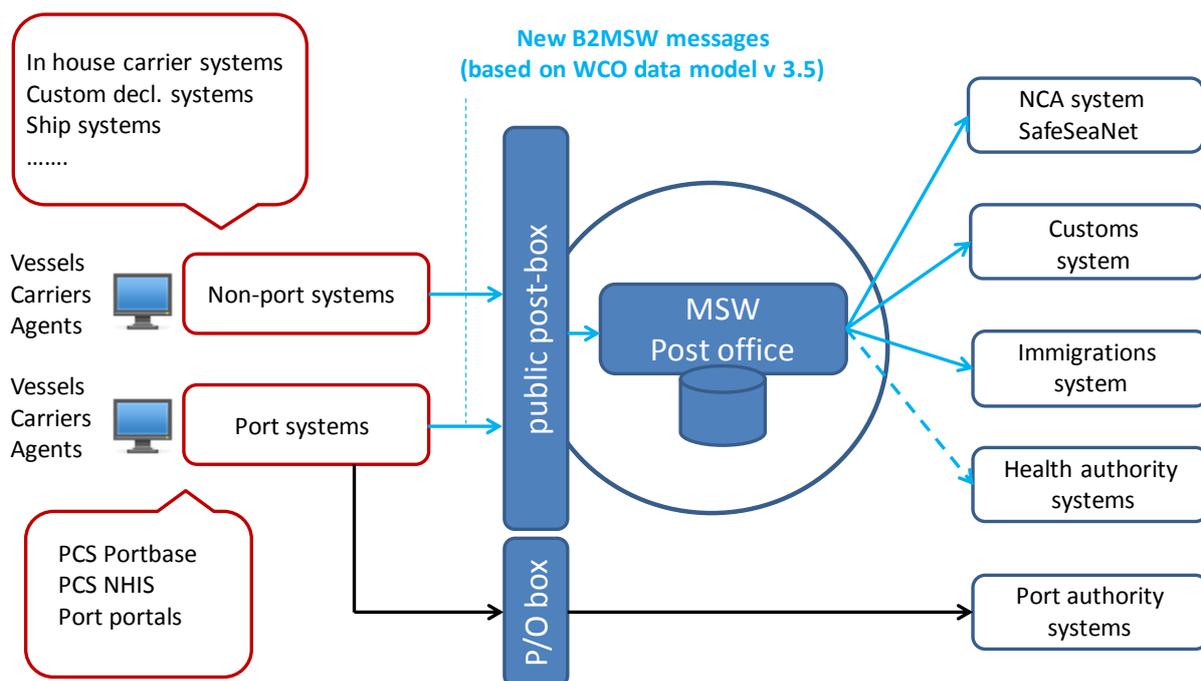


Fig. 8: The Dutch solution

Although it was the intention of the project to connect Health Authority systems to MSW, recently this decision has been reversed. The current reporting process of Maritime Declarations of Health is maintained, leaving the Port Health Authorities out of the MSW project.

The legal framework of the Dutch MSW:

- MSW does not provide community services, as in the PCSs;
- PCSs are, but Port Authority systems are not connected to MSW. ;
- Information from the port authorities to NCA SSN is routed via PCS;

- There is no exchange of data between connected authorities in the MSW post office;
 - Each Authority receives what he already receives;
 - The Authorities do not intend to use data from other Authorities;
- Data in MSW is only validated on syntax. Other validations are carried out in the systems before or behind MSW.
- No new legal entity is introduced; The Authorities concerned hold their “legal say” in the processing of “their” data in MSW;
 - The Authority concerned remains the body determining the purpose of processing “its” data;
 - Data management in MSW is carried out under instructions from the Authorities concerned;
 - As soon as data flows into MSW, the data processing is under the responsibility of the Authority to whom this data is intended for.

Extension of MSW for Customs

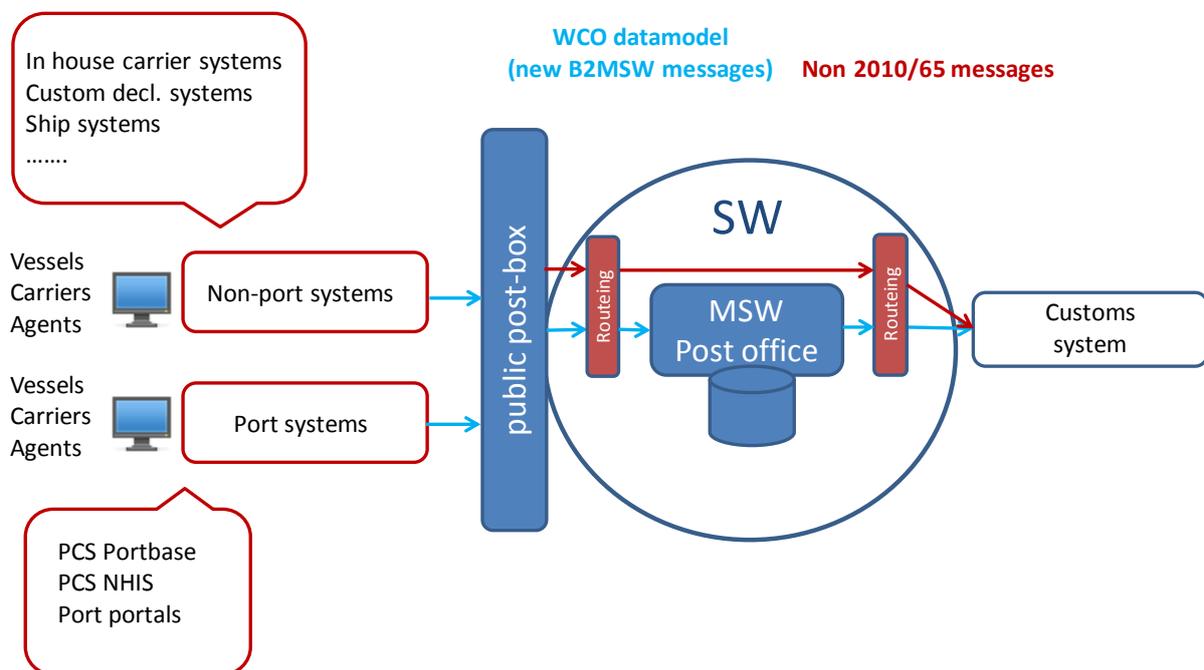


Fig. 9: The scope of the MSW project has been extended, as to facilitate additional messages for Customs.

Customs has requested to extend the scope of the MSW project, to facilitate more Custom’s declarations from other EU Directives, and from aviation. Due to the latter, the MSW is considered to be part of a “broader” SW Trade&Transport.

The message Implementation Guides (MIGs) for the SW and for the new B2MSW message will be made available from the 2nd of February 2015, giving the reporting parties time to prepare the connection of their non-port or port systems to the Dutch SW.

The implementation of the Dutch SW is planned from 1st December 2015 (connect to NCA SSN and to Immigration) till June 2016 (connect to Customs).

However, at this moment, it is still uncertain if Immigration is committed to this planning.

References

- [1] Port of Antwerp news; Sept. 2, 2014
 - [2] Quick scan update vf; Jerome Besancenot (Port of Le Havre Authority); Dec. 5, 2014
 - [3] Spanish Maritime Single Window; Javier Gallardo (Portic Barcelona); Oct. 29, 2014
 - [4] ITS Adriatic multi-port gateway project; Piero Pellizzari (Italian Coastguards); Nov. 26, 2014
 - [5] Swedish Maritime Single Window Project; Linda Carlen-Hallstrom (Sjofartsverket); Nov. 12, 2014
 - [6] B2MoS UK Maritime Single Window; Ole Krebs (MCP plc); Oct. 3, 2013
 - [7] Portnet a NSW for Maritime Reporting Formalities in Finland; Antti Arkima (Finnish Transport Agency); Oct. 1, 2013
 - [8] Implementation of the National Single Window Concept in Germany; Uwe Kraft (Bremen Port Authority); Nov. 26, 2014
 - [9] Dutch Maritime Single Window Project; Ronald van den Heuvel (Rijkswaterstaat); Jan 2014 – Jan 2015
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