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National Single Window

- Maritime Information Hub

Hannu Kuikka
Head of Transport Information Services
Finnish Transport Agency

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Outline

- **Introducing the Directive on National Single Window**
 - EU eMaritime context
 - The main points of the directive
 - Timeframe

- **Implementing the Directive at national level**
 - Finland's implementation project
 - Key features
 - Benefits to maritime statistics

- **Summary**

EU Directive on National Single Window

EU eMaritime context

- The eMaritime is aimed at providing a strategic framework and capabilities to support business, operations and policy in a harmonized manner through networking and effective use of information.
- The first priority of the eMaritime should be the **single window** with the objective to simplify the shipping industries administrative reporting burden.
- The second priority would be measures related to applications supporting the intelligent use of data via common models produced and coordinated at EU level.
- Based on existing systems
 - EU Directives
 - International regulations that determine information exchange requirements between businesses and administrations

Content of the Directive 2010/65/EU

- Directive 2010/65/EU defines the reporting formalities for ships arriving in and/or departing from ports of the Member States
- The aim is to simplify and harmonize the administrative procedures by making the electronic transmission of information standard and by rationalizing reporting procedures
- Applies to ships arriving in and departing from ports situated in Member States
- Containing
 - 28 introductory paragraphs
 - 17 Articles
 - Annex lists the reporting formalities

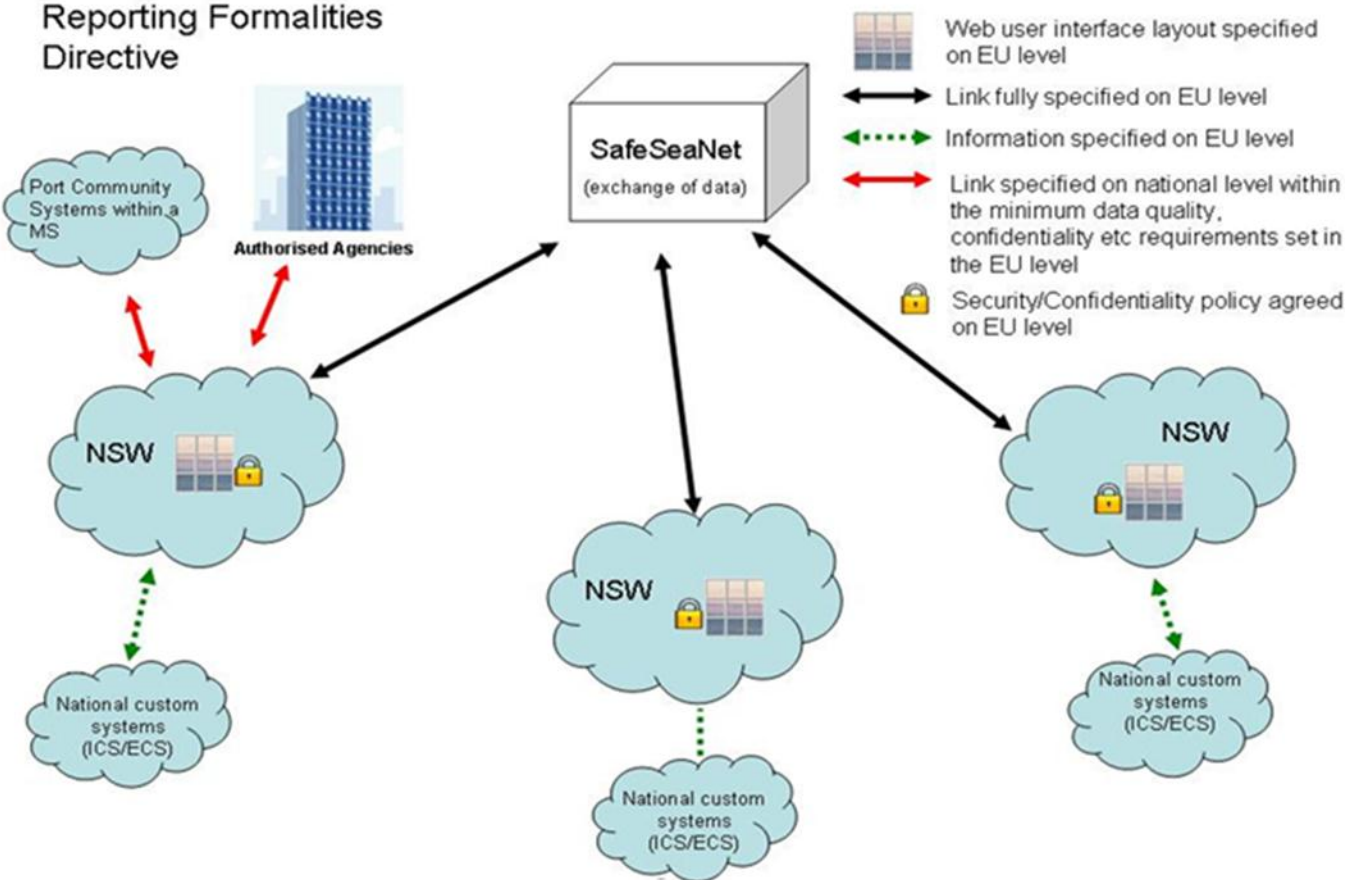
Article 5. Electronic transmission of data

- Member States shall accept electronic reports and their transmission via a **Single Window** by June 1st 2015
- All information shall be reported once through a **Single Window** that links SafeSeaNet, eCustoms and other electronic systems and shall be available to competent authorities and Member States
- **Single Window** must be interoperable, accessible and compatible with SafeSeaNet system and, where applicable, with the systems stipulated in Decision 70/2008 on a paperless environment for customs and trade

What is
SafeSeaNet?

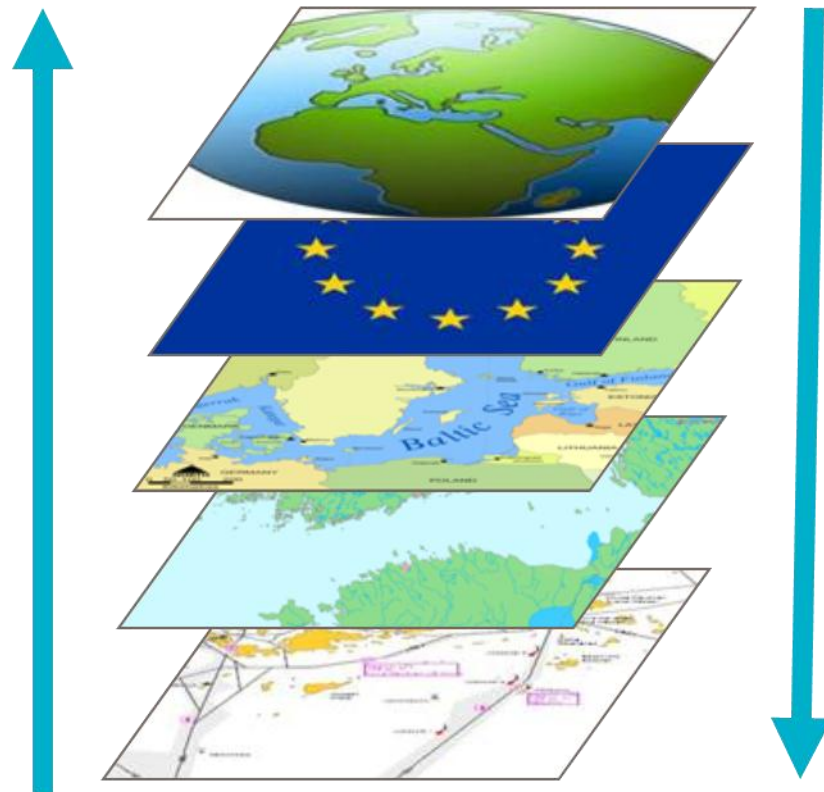
SafeSeaNet, a European Platform for Maritime Data Exchange between Member States' maritime authorities, is a network/Internet solution based on the concept of a distributed database.

Single Window implementation on EU level



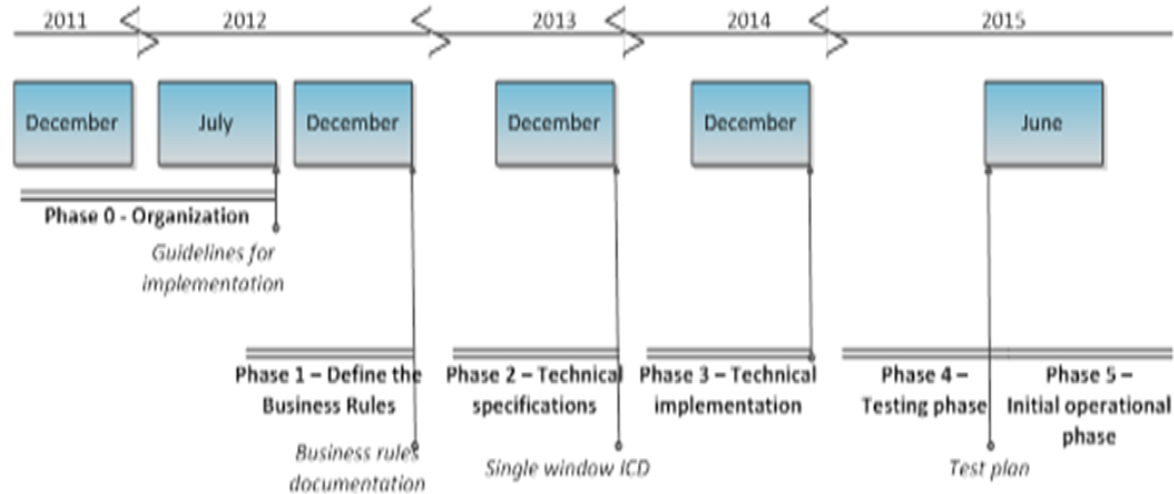
Information levels

1. Global
2. Europe
3. Regional (e.g. Baltic Sea, Mediterranean)
4. Neighbouring areas
5. Territorial sea /
Fairways /
Port and terminal
areas



Timeframe

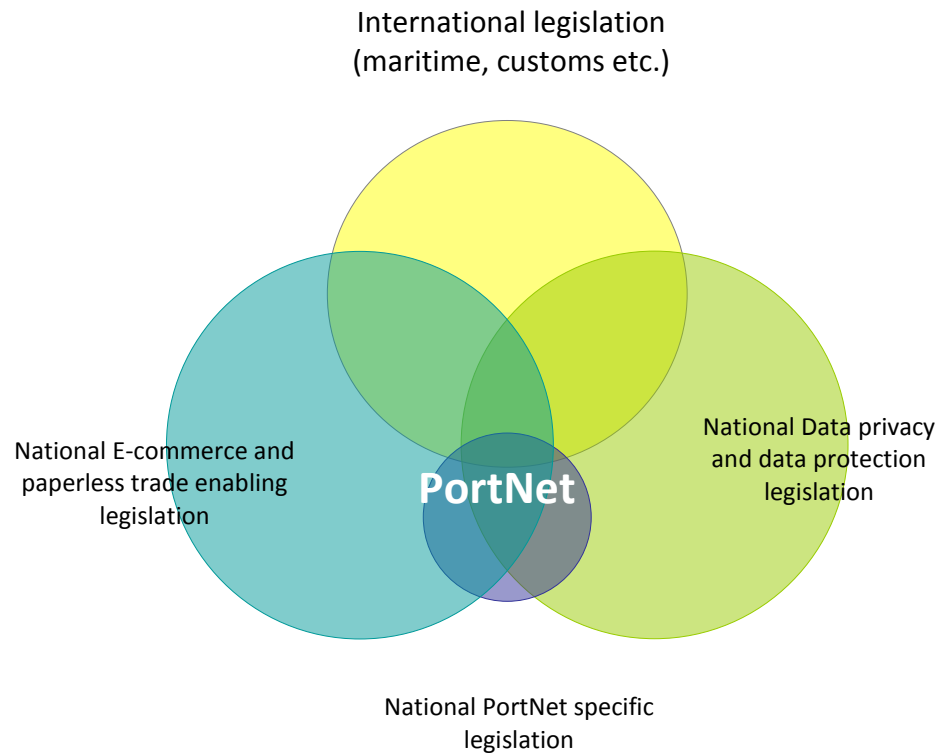
1st June 2015



- **2010** Formal adoption of the Directive
- **2012** Member States implemented their respective national law
- **2015** Member States shall accept electronic reports and their transmission via a **National Single Window** and cease to accept paper forms for the fulfillment of reporting formalities

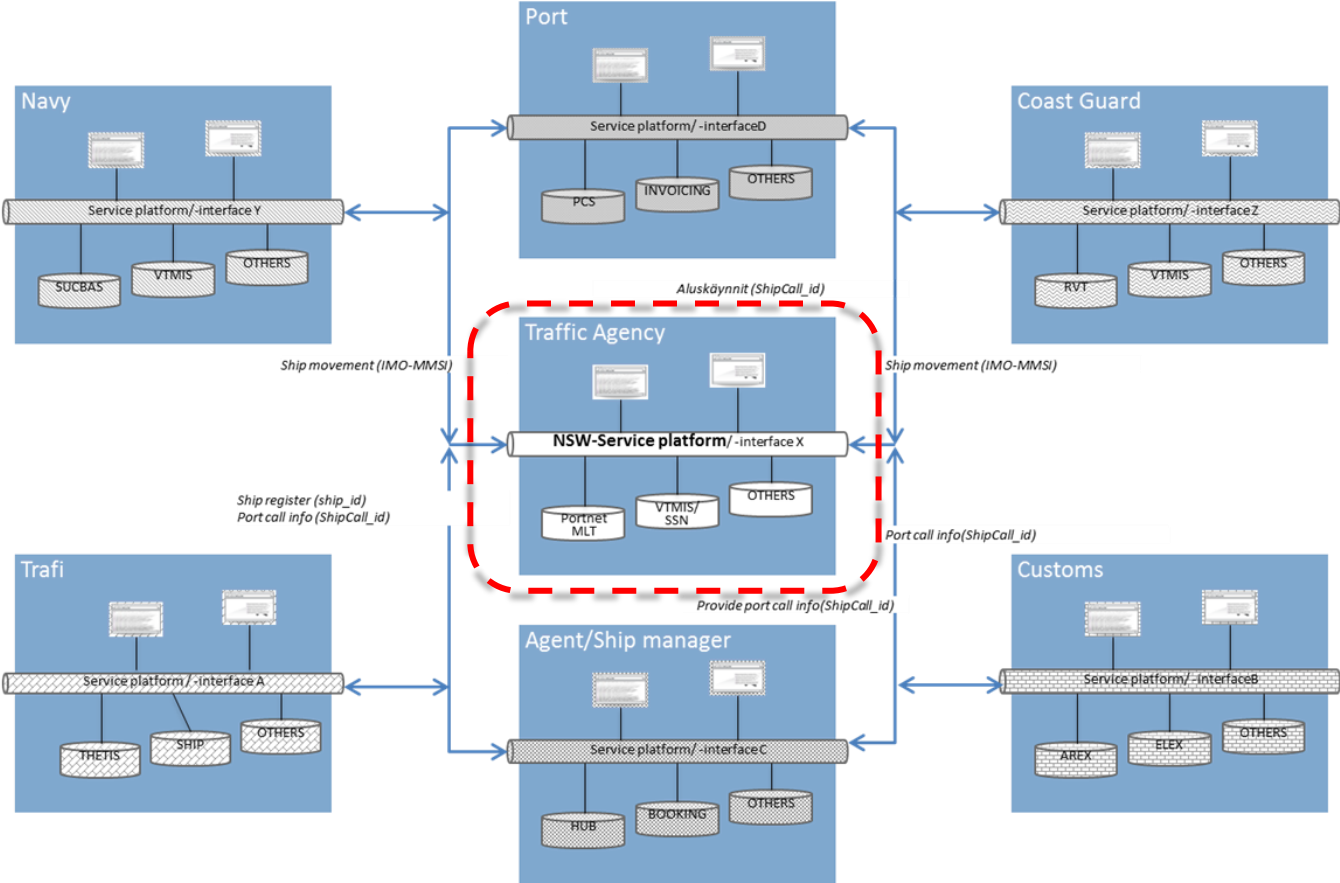
Implementation at national level

Legal framework for NSW in Finland



NSW implementation in Finland

NSW – Service Platform; target



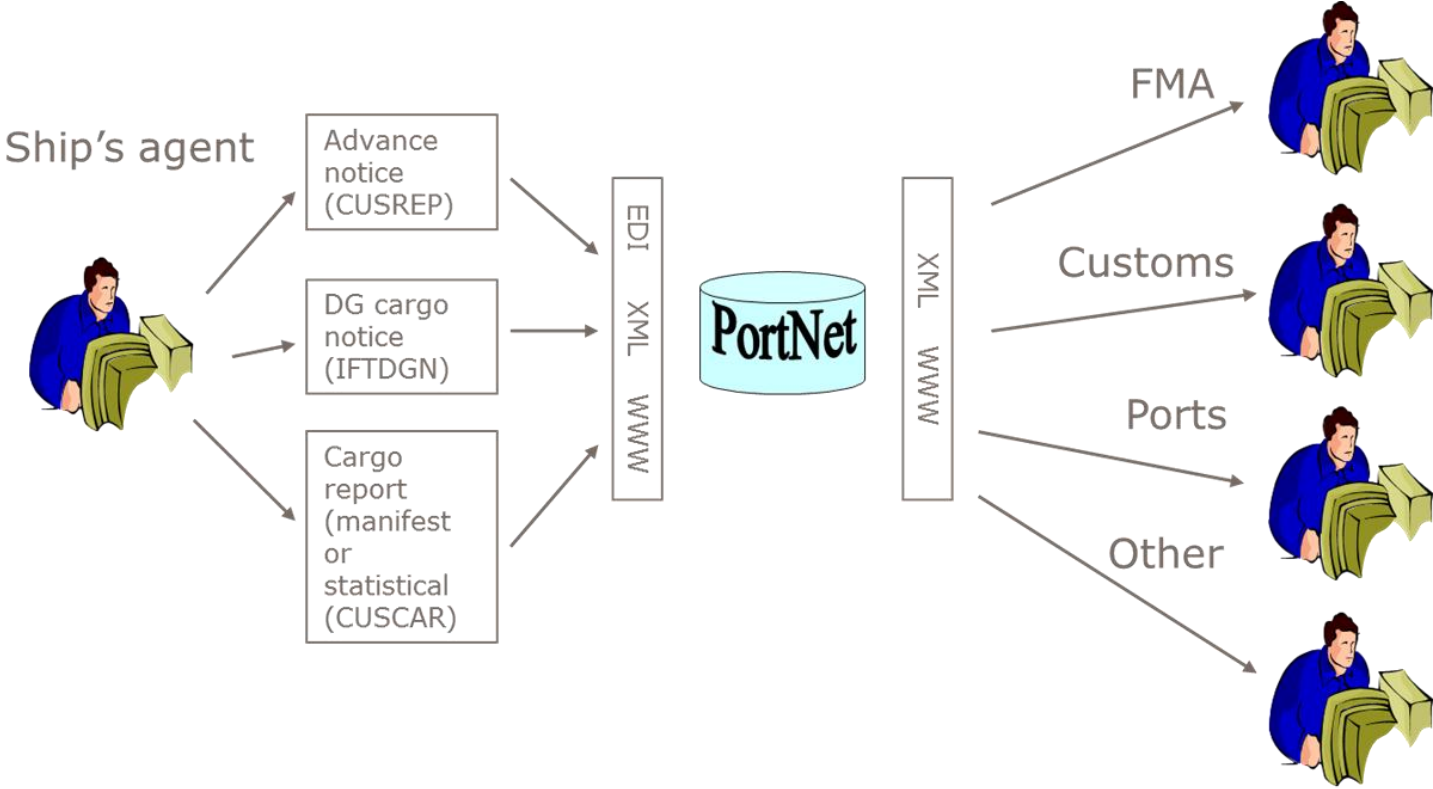
PortNet

- Key features of the PortNet
 - First version was build in 1994 and in 2000 the web based system was created
 - Over 40.000 port calls annually
 - Today the number of registered user has increased to 1.500 and daily users around 1.000
 - All the main ports in Finland receive their traffic data electronically
 - The large companies are transforming the data electronically where as the smaller operators use the web interface

What is
PortNet?

The idea was to create a comprehensive single window application for all authority notices required at ship departures and arrivals to/from all Finnish ports

PortNet working principle



PortNet as data management system for NSW

- Implementation of new EU Directive on Reporting Formalities 18.5.2012
 - PortNet is the electronic data management system for NSW
- Main stakeholders of the system can be divided into following user groups
 - **Data providers:** Ship agents
 - **Monitoring of reporting obligations:** Customs
 - **Surveillance of maritime traffic situation:** Maritime Authorities
 - **Utilizers of data:** Ports, Research Institutes, Statistics Office, etc.
 - **Browsers of public ship call information:** Logistics Companies

Benefits to maritime statistics

- The NSW improves the quality and efficiency of the statistical processes
- The delay time in statistics is only 4 weeks
- Maritime statistics can be compiled in different ways according to the user needs and the data is available in electronic form
- NSW users have different profiles and access to data depending on their status
- The official EU datasets are produced directly from the NSW
- The changes in the EU directives concerning maritime statistics are possible to implement by reprogramming the algorithm that produces the datasets from the NSW
- In the future NSW enables to combine different datasets from different organizations e.g.
 - Customs / Trade Statistics
 - Transport Agency / Transport Statistics

Summary

The NSW as common European objective

- NSW provides the possibility to the shipping industry to face the same window solution and to perform the entering of data in a similar manner in all EU Member States
- NSW and eMaritime are linked to EU Transport Policy (White Paper and its statistical implications and other policy initiatives with impact on maritime statistics)
- Eurostat and eMaritime: Eurostat welcomed DG MOVE's intention (decision to be taken) to set up an expert sub group on statistics to discuss and draft guidelines/specifications for harmonized data collection (Discussed at the Eurostat WG meeting 13-14 June 2012)
- The challenge is to coordinate all Member States and their NSW implementation projects

Thank you