



European Maritime Single Window Environment

Jukka Savo
European Commission



@Transport_EU

Mobility and
Transport

CONNECTING
EUROPE

Digitalisation of maritime transport

- 1970's - Port Community Systems;
- 1980's - GPS
- 1990's - First national PCSs or SWs
- 2000 - Port flow optimisation tools (linked to PCSs), AIS/maritime traffic monitoring, Internet adopted.
- 2010 - National Single Windows; centralised agencies
- 2020 - ?



Legal basis National Single Windows in EU Reporting Formalities Directive (RFD) 2010/65/EU

- The Reporting Formalities Directive (RFD) is a horizontal facilitation legislation for shipping (maritime, customs, border control, environment and health).
- It aims at reducing administrative burden deriving from other existing international and EU legal obligations by a) simplifying information requirements and b) replacing paper submissions with harmonised digital submissions through National Single Windows (NSW).
- The received information shall be shared between different authorities within a country and relevant information between EU Member States.
- No EU solution imposed.

Reporting Formalities Directive (RFD) 2010/65/EU

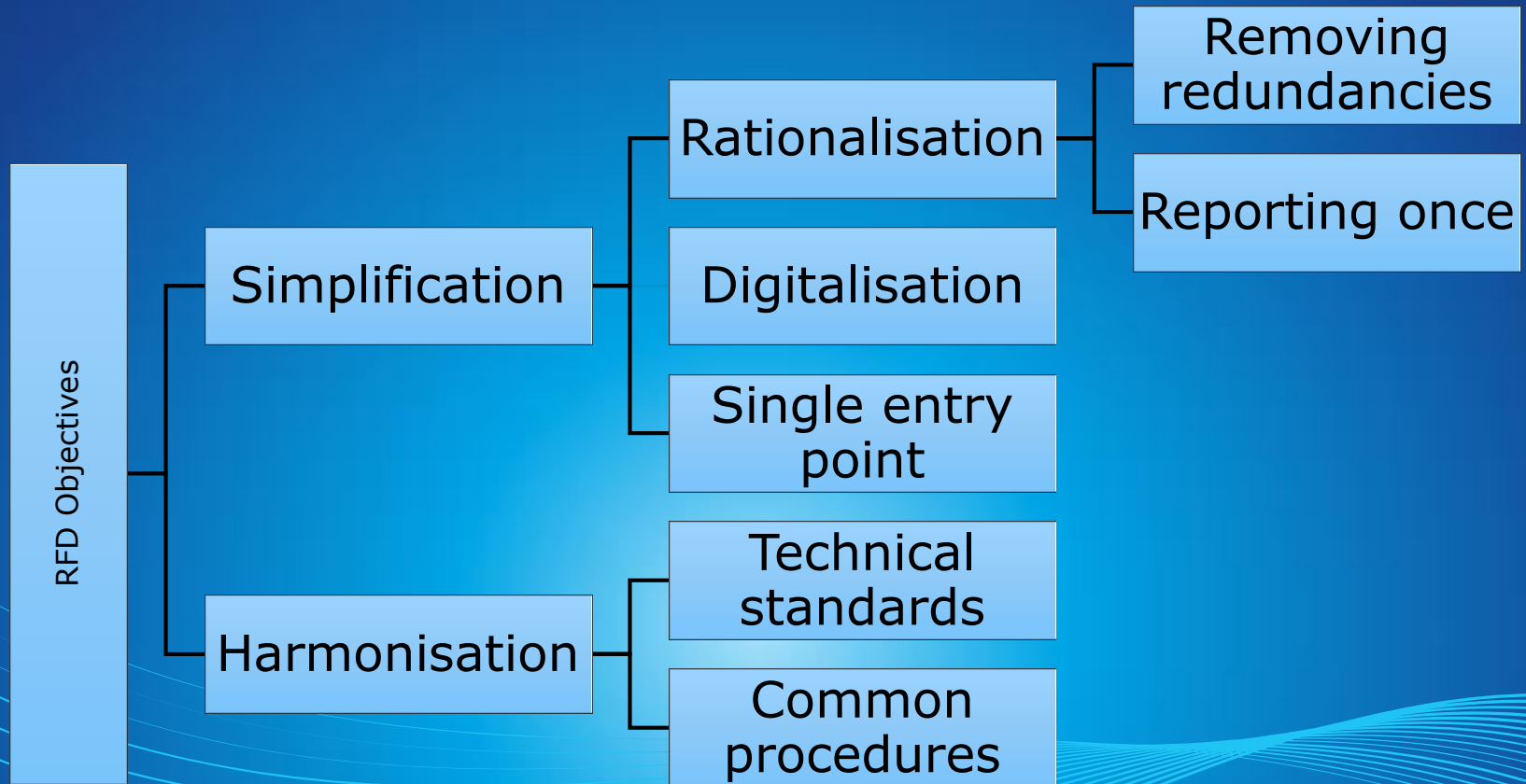
In other words,

The objective is that the captain of a ship, or his representative onboard or on shore, can send all reporting information same way on each port call within a EU country and only once.

Preferably, submission should be harmonised for all EU port calls.



Reporting Formalities Directive (RFD) 2010/65/EU



Evaluation of the directive is ongoing

- Functioning of the directive, including National Single Windows
- About 350 contributions administrations, shipping companies, seafarers, agents, port authorities and their associations
- 40 Port survey
- 3 port call case study
- Study ready in May
- Commission report summer 2017
- Will continue with an evaluation of options (proposal summer 2018)



RFD evaluation

Summary of preliminary observations

- Paper is still used in some extent in more than 50% of ports, often as a duplication;
- The reporting is fully harmonised only in a few Member States;
- There is no harmonisation at the EU level;
- True single window submit only-once reporting is available only in very few ports and Member States;
- The information is seldomly shared and re-used;
- The positive impact of the National Single Windows is small, or even negative, for the shipping industry

Note: Indicative findings, need to be used with caution!



RFD evaluation

What could be the reasons (note: formal analysis is still ongoing)?

- Old habits, processes, systems => local authority does not want to change but keeps also their old ways of requesting information
- Turf war – Local, regional or sectoral authorities, or operators, do not want to give up their control on the information flows, databases, registries, etc.
- Lack of binding technical standards imposed
- Unclear definitions in the RFD but also in other legal acts
- Sometimes contradicting legal requirements (e.g. old vs new laws, data protection requirements, but linked also to definitions and turf war)
- Lack of will or realisation on what is the objective and what is required to achieve this, International perspective is missing.

RFD evaluation

On a positive note

- Nearly in all EU countries the cooperation between all actors have significantly improved.
- National Single Window data mapping report (about 230 information elements aligned with WCO/EU CDM, ISO, UNCEFACT data definitions)
- Common recognition nearly by all stakeholders than the situation has to be corrected



Digitalisation of maritime transport

- 1970's - Port Community Systems;
- 1980's - GPS
- 1990's - First national PCSs or SWs
- 2000 - Port flow optimisation tools (linked to PCSs), AIS/maritime traffic monitoring, Internet
- 2010 - National Single Windows; centralised agencies
- 2020 - Regional Single Windows, interoperability (e.g. European Maritime SW environment), Tracking and Tracing, multimodal flow optimisation, clouds and distributed databases ?



CNECT Once Only Principle Activities

**European Commission
DG CONNECT H4, eGovernment & Trust Unit**

CUSTOMS 2020 PROJECT GROUP, 9 March 2017

OOP – The EU policy context

- Digital Single Market Strategy (Communication)
 - "Called for improved cooperation among national systems to ensure that businesses and individuals only have to communicate their data once to public administrations"
- eGovernment Action Plan 2016 - 2020
 - "Public administrations should ensure that citizens and businesses supply the same information only once to a public administration"

Once Only Principle - OOP

"Public administrations should ensure that citizens and businesses supply the same information only once to public administrations. Public administration offices take action if permitted internally re-use this data, in due respect of data protection rules, so that no additional burden falls on citizens and businesses"

EU funded projects/studies

- Study (2014) Reduction of administrative burden
- Study (2016) EU-wide digital Once-Only Principle for citizens and businesses
- TOOP (The Once Only Principle Project) – Federated architecture for Realisation of the Once-Only principle (2017 – 2019) for Businesses
- SCOOP4C Stakeholder Community for Once-Only Principle - reducing administrative burden for Citizens

TOOP – AIM

- Explore and demonstrate the “once-only” principle (OOP)
- Cross-border data exchange
- Reduce administrative burden
- Focus on businesses and public administrations:
 - Cross-border e-services for Business Mobility
 - Updating connected company data
 - Online Ship and Crew Certificates

21 BENEFICIARIES FROM 21 COUNTRIES, 50+ PARTNERS
30 Months, 1 January 2017 – 30 June 2019

TOOP – Expected outcomes

- Demonstrate the feasibility of OOP
- Re-use of existing building blocks (eID, eSignature, eDelivery)
- Based on:
 - Analysis legal landscape
 - Identification of drivers & barriers
 - Cost-benefit analysis
 - Evaluation of pilots
- Propose a **federated architecture for EU wide OOP**

More information?

[jukka.savo\(at\)ec.europa.eu](mailto:jukka.savo(at)ec.europa.eu)

Jukka Savo

European Commission

DG for Transport and Mobility

Maritime Transport and Logistics -unit



@Transport_EU

Mobility and
Transport

CONNECTING
EUROPE