



# Information sharing

In an IT legacy world

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- Maritime Single Window
  - Information sharing
  - Challenges
  - Solutions



# Who am I

- Head of IT strategy and Architecture
- Represents Sweden in digitalisation within EU
- National expert IMO, WCO, UNCEFACT



# Maritime SW

## ► Pilotage/movement

No pilotage  
No movements

## ► Crew

7 arriving  
7 departing

## ► Passengers

0 arriving  
0 departing

## ► Documentation

No documents

## ► Security

No report

## ► Health

No report

## ► Customs

No declaration  
reported

All cargo at  
arrival

0  
vehicles

## ► Ships store

No report

## ► Dangerous cargo

None  
arriving

None  
departing

## ► Waste

Nothing to  
discharge

## ► Port

Cargo

Port  
services

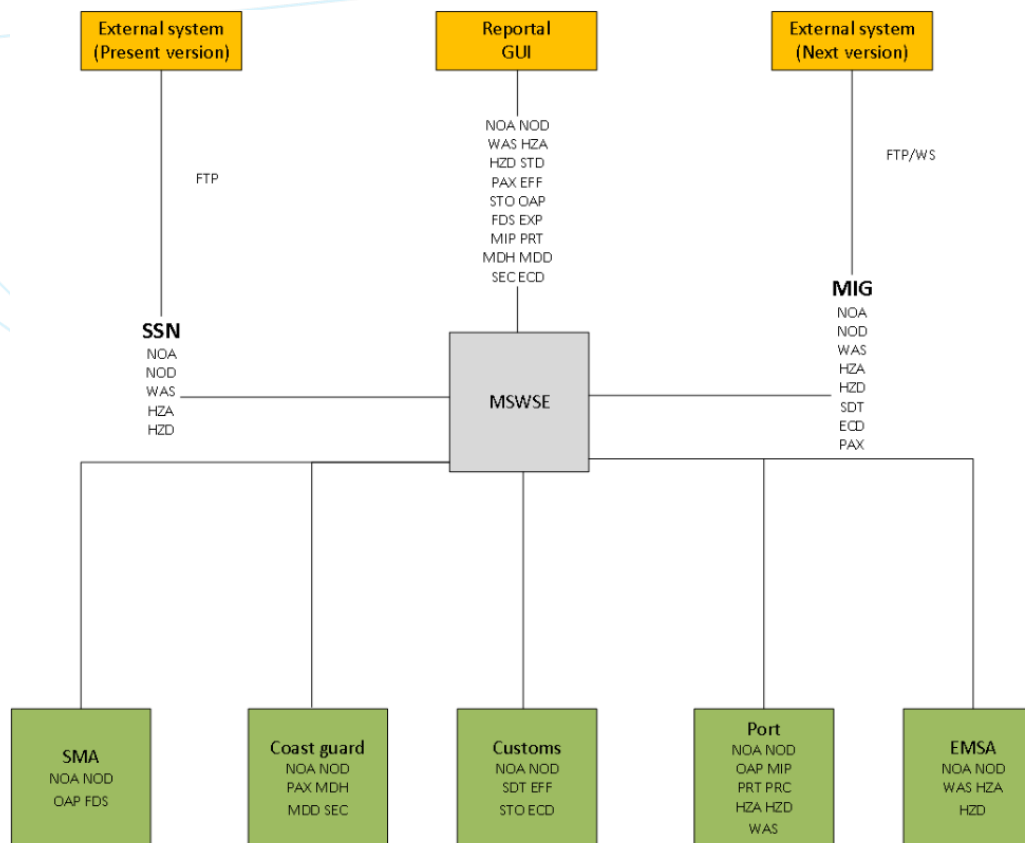
## ► Expanded inspection

Inspection:  
Not reported

## ► Fairway declaration

Periodic  
declaration

# The Swedish Way

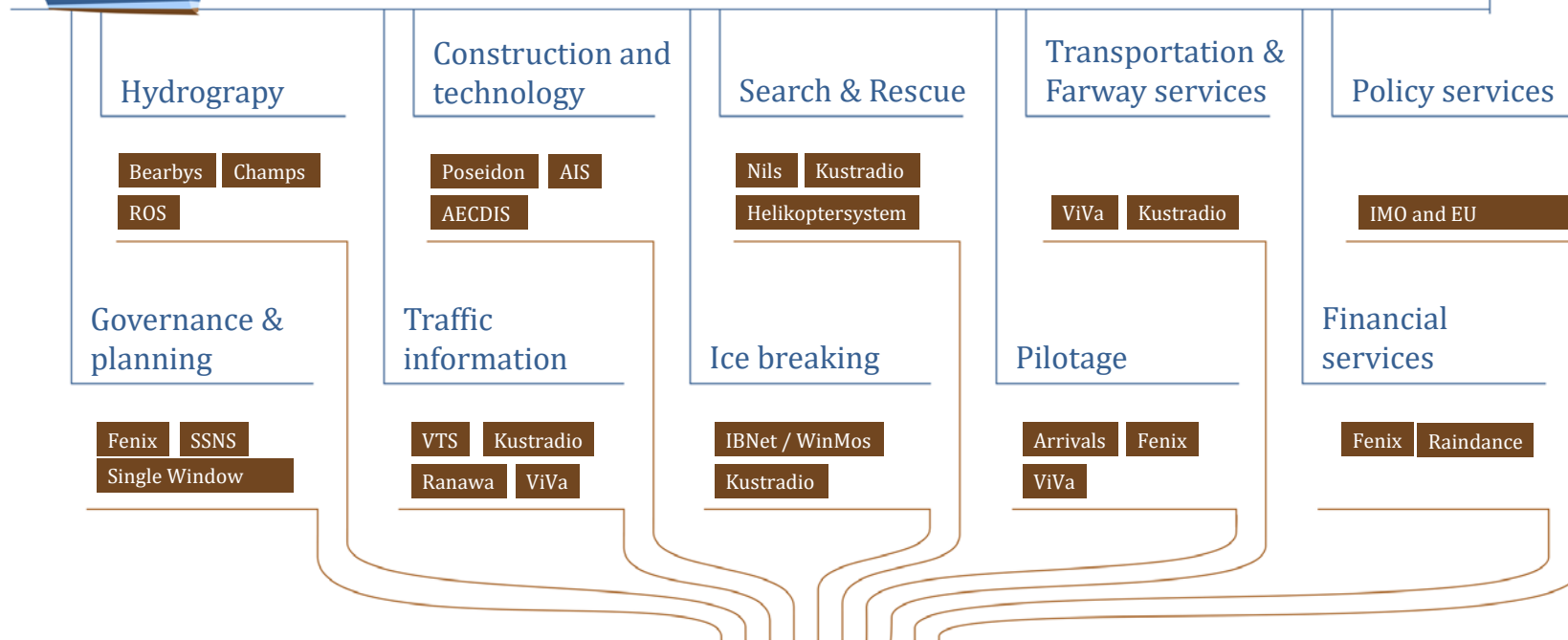
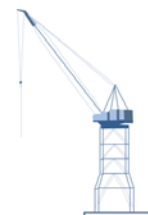


NOA – Notification of arrival  
 NOD – Notification of departure  
 WAS - Waste  
 HZA – Hazmat on arrival  
 HZD - Hazmat on departure  
 STD – Cargo (Customs clearance)  
 PAX – Passenger and crew  
 EFF – Crew's effects  
 STO – Ship store  
 OAP - Pilotage  
 FDS – Fairway declaration  
 EXP- Expanded inspection  
 MIP – Movements in port  
 PRT – Port specific information  
 MDH – Health declaration  
 MDD – Health declaration (persons)  
 SEC – Security (ISPS)  
 ECD - Documents



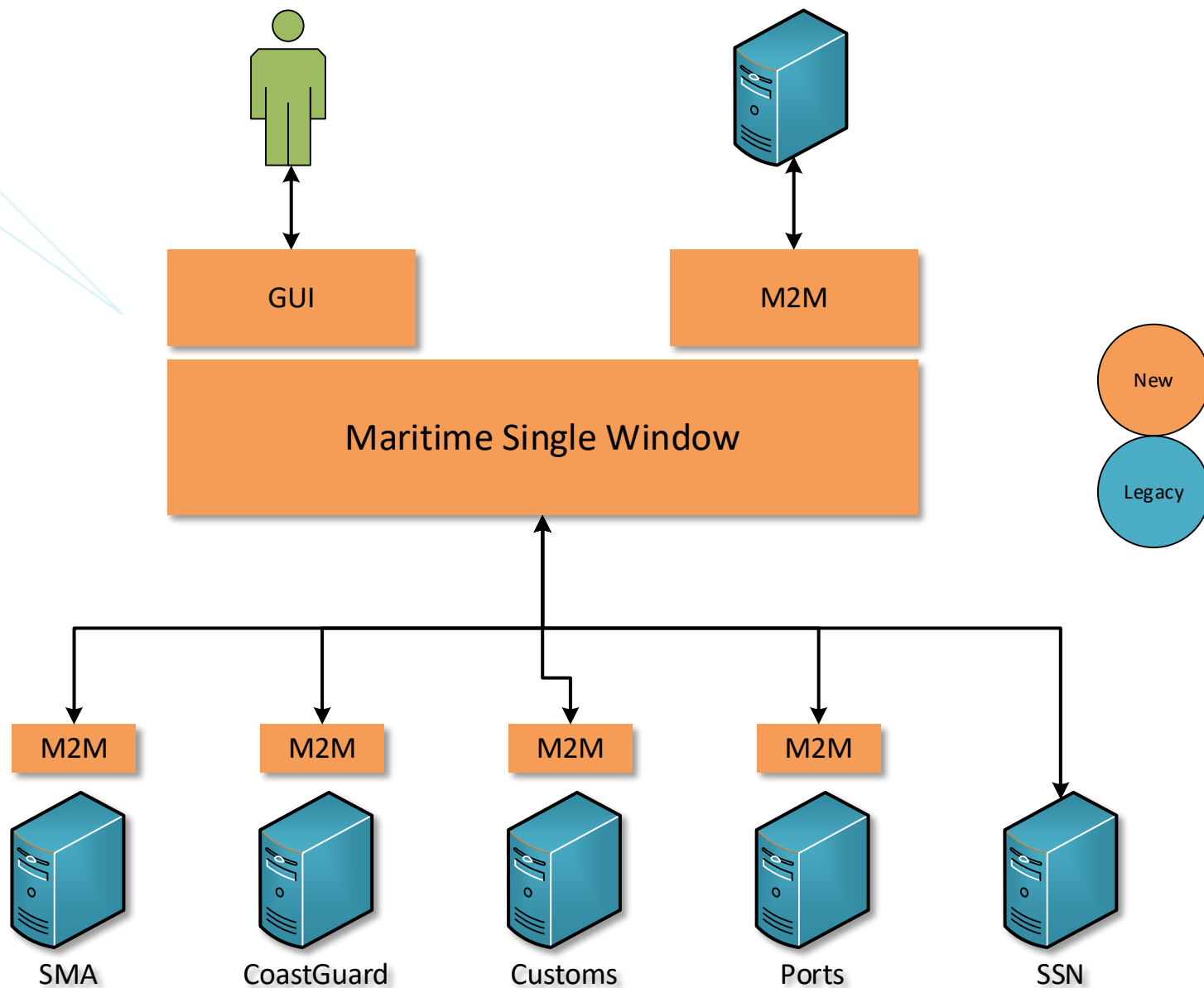
# Arrival or Departure

Our business from a ships perspective

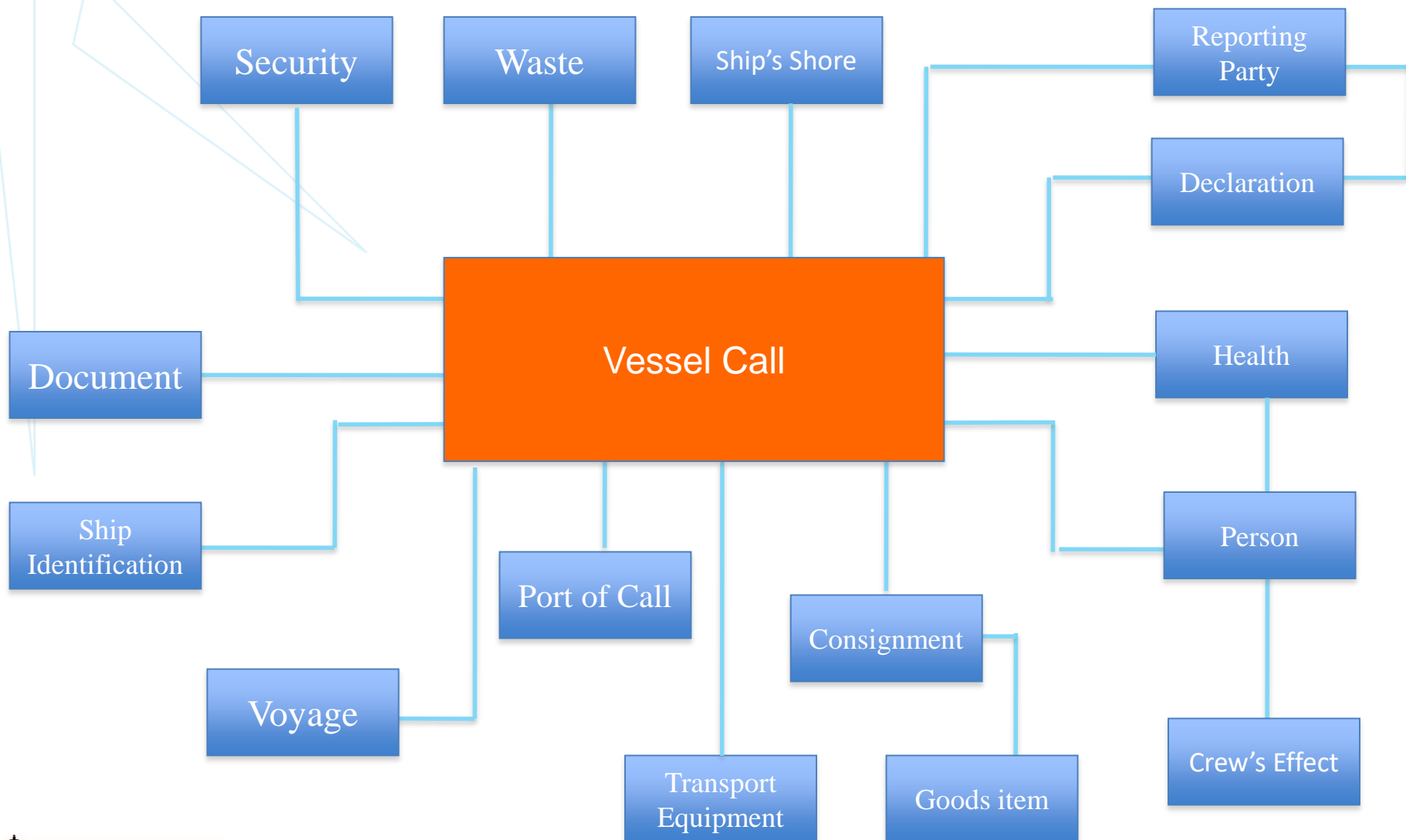


## Information sharing





# MSW Datamodel





# Lesson Learned

Do not do point to point

Do not invent proprietary integrations patterns

Do not invent proprietary formats

Let integration become top priority

Do NOT mix business logic with integrations

Use a datamodel for conceptual work

Use standards, but select with care!



THANK YOU!

