

# **IMP Meeting**

## **Agenda item 6**

### **Results of the Questionnaire**

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# Background

- **Objective of the Questionnaire**

- To collect feedback from the MS, in the IMP project, on their plans for NSW implementation,
- To gain information which is necessary to support the specifications of the NSW interfaces with national systems

- **Structure of the Questionnaire**

- a) Models adopted for the NSW
- b) Roles/types of authorities
- c) Formalities required by national legislation
- d) Existing national system for reporting formalities
- e) Existing port systems
- f) Types of interfaces with the shipping industry

## Question 2: National Single Window Models

Bulgaria	Greece	Italy	Romania	Malta
<b>Model 1b Centralized connected to national SSN</b>				<b>Not yet defined</b>
	May go to 1a (integrated with national SSN)	Interoperable with cargo SW. There is no "master plan" yet	Not yet decided	Study will be commissioned under MEDNET Project

## Question 3: Role/Types of Authorities

Bulgaria	Greece	Italy	Romania	Malta
<b>Mix of local (many) and national</b>	<b>All national authorities</b>	<b>All local authorities, except Custom</b>	<b>Mix of local (many) and national</b>	<b>All national authorities</b>
9 clearance authorities	No information	5 clearance authorities	8 clearance authorities	4 clearance authorities
Authorities systems				
<ul style="list-style-type: none"> <li>SSN</li> <li>ICS (Custom)</li> <li>Schengen system (Border)</li> </ul>	<ul style="list-style-type: none"> <li>SSN</li> <li>ICSNET (Custom)</li> <li>Schengen IS (Border)</li> <li>ShipSan (Health)</li> </ul>	<ul style="list-style-type: none"> <li>SSN (PMIS future SSN)</li> <li>AIDA (Custom)</li> <li>NSIS (Health)</li> </ul>	<ul style="list-style-type: none"> <li>SSN</li> <li>ICS (Customs)</li> </ul>	<ul style="list-style-type: none"> <li>SSN (Valetta VTS)</li> <li>Portnet</li> </ul> <p>Both owned by Maritime administration</p>

## Question 4: Formalities required by national legislation

Bulgaria	Greece	Italy	Romania	Malta
<b>72h, ATA, ATD</b>				
All				
<b>Other formalities</b>				
Waste decl. Veterinary Ballast water Many others...		long list...	Double hull Sulphurs Cargo Plan Sanitation cert. Veterinary phytosaniary	
ATA/ ATD not reported by Agents Still to decide if other Part C information will be received as data in NSW or uploaded as pdf	All will be included in NSW as a reporting formality from Agent	ATA/ ATD inputted by Coast Guard	Still to decided if other Part C information will be received as data in NSW or uploaded as pdf	ATA/ ATD inputted by VTS 72h reported by agents

## Question 5: Existing National system for Reporting Formalities (notifications)

Bulgaria	Greece	Italy	Romania	Malta
National Maritime SW	None	Maritime NSW (PMIS)	ICS (for ENS only)	Portnet
<ul style="list-style-type: none"> <li>Waste decl.</li> <li>Veterinary</li> <li>Ballast water</li> <li>Many others...</li> </ul> <p>*Still to decide if other Part C information will be received as data in NSW or uploaded as pdf</p>	<p>All SSN related information is received by e-mail or paper format from the ship agents and is included manually in the national SSN</p>	<ul style="list-style-type: none"> <li>All FAL, Security, Waste PSC, ATA/ATD, others</li> <li>FAL and Part C are reported with non-structured files (PDF)</li> </ul>	<p>All formalities are sent by the agent either in paper format or attach. to e-mails to the Port Admin.</p> <p>All SSN information is included manually in the national SSN</p>	<ul style="list-style-type: none"> <li>Part A – all excl. Border and ENS</li> <li>Part B – FAL 7 only</li> <li>Part C – ATA/ATD, 72h</li> </ul>

## Question 5: Existing National system for Reporting Formalities (interfaces)

Bulgaria	Greece	Italy	Romania	Malta
Interfaces				
Web interface Upload scanned pdf with digital signature	SSN related information received by e-mail or in paper format from the ship agents and is inputted manually in the NSSN	Web interface XML Attachments	Web interface	Web interface



## Question 5: Existing National system for Reporting Formalities (national systems and relationship to NSW implementation)

Bulgaria	Greece	Italy	Romania	Malta
<b>National Maritime SW</b>	<b>None</b>	<b>Maritime NSW</b> (PMIS)	<b>ICS</b> (for ENS only)	<b>Portnet</b>
<b>Future plans</b>				
Will be linked to central SSN Extension for ATA/ATD Web interface to authorities XLS upload	NSW will be distinct to SSN. Both will be interoperable	PMIS is the future national SSN system and probably NSW system	Most probably NSW at national level. It will provide information to the national SSN, and maybe to port system.	Still being studied but will be a national system



## Question 6: Existing port systems (link to NSW solutions)

Bulgaria	Greece	Italy	Romania	Malta
No port system. Plans for a national PCS	Individual and independent port systems	12 port systems, >100 ports PCS would be behind PMIS by law	1 port system for 3 ports (Constanta port system) + 4 ports without syst.	2 ports (PortNet system)
Future plans				
Ports will be connected to MNSW through a web interface.	Not connected to SSN PCSs will be interoperable with the NSW but still not decided if ship agents will transmit the information to the NSW	Not connected to SSN PMIS is already use in several ports and provides an interface to ship agents. Shipping industry wishes to continue reporting to the PCSs	Not connected to SSN The NMSW will provide information to the national SSN, and maybe the port system	Connected to SSN All ports are covered by PortNet

## Question 7: Interface with the Shipping Industry

Bulgaria	Greece	Italy	Romania	Malta
No interface to shipping industry	No information	XML and EDIFACT. Non exhaustive	No information	No information
<b>Future plans</b>				
		AIDA only system to provide unique interface.  Strong demand for data exchange services		

## Conclusions

- ❑ **Member States are still considering how to establish the NSW**
- ❑ **Co-ordination between all authorities is not easy as it also involves re-modelling work practices**
- ❑ **Authorities and Port systems are rarely interoperable and linked**
- ❑ **In the larger countries clearance decisions are taken at port level while in the smaller countries such decisions are taken at nation level**
- ❑ **There is little information on whether the shipping industry is ready to invest in system-to-system interfaces.**
- ❑ **Member States are willing to re-use the IMP project modules**