

IMP Demonstration Project

Design Workshop 2

Leading Principles

Rome | 11 November 2013

System Overview

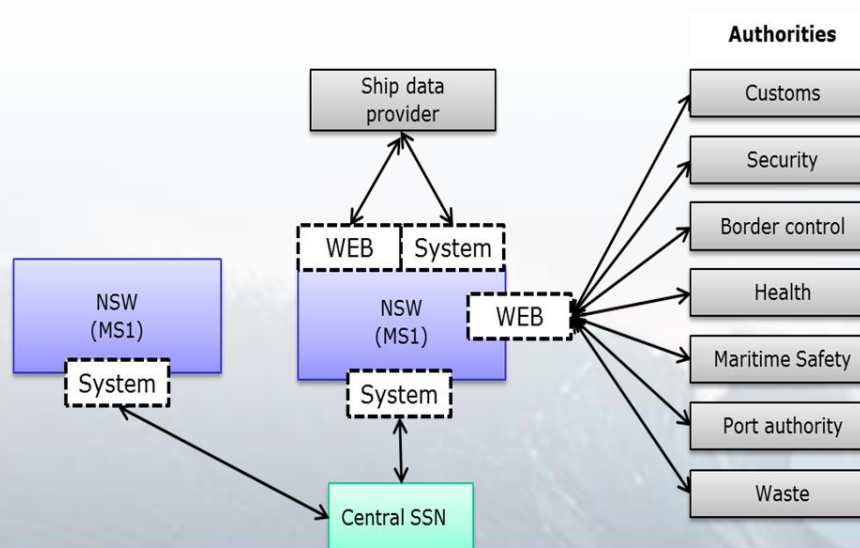
The National Single Window Prototype (NSW)

- ❑ Consists of a unique system which collects information from reporting formalities covered by Directive 2010/65/EU
- ❑ Distributes the information to the relevant national and local authorities
- ❑ Is interfaced directly with the central SSN system
 - It therefore simulates the national SSN system

System Overview

The NSW includes:

- A system-to-system and a web interface with ship data providers
- A web user interfaces with authorities
- A system-to-system interface with SSN



Ship Data Providers

- ❑ Information is reported by ship data providers
- ❑ The term “Ship data provider” is used for all parties/persons who have to report data based upon reporting formalities, regardless whether the formalities refer to the terms “declarations” or “notifications”

Reported Data

- ❑ 72h pre-arrival notice as required under article 9 of directive 2009/16/EC on Port State Control
- ❑ All formalities from Directive 2010/65/EU with the exception of the Entry Summary Declaration, the FAL 2 and formalities required by the national legislation (Part C)
- ❑ The arrival and departure notifications (ATA and ATD) as required under article 24 of directive 2009/16/EC – as information reported to the NSW by ship data providers

Data elements

- ❑ Information to be reported to the NSW is presented in Appendix A in the form of data elements
- ❑ All data elements are described using structured data in alpha-numeric characters
- ❑ The NSW handles all data elements or a sub-set
- ❑ The identification of the data elements which are supported by the NSW is done through configuration by the NSW national administrator

Notifications

- ❑ Information is reported to the NSW in notifications sent
 - ✓ Before arrival ("pre-arrival notifications")
 - ✓ Before departure ("pre-departure notifications")
- ❑ Notifications may be reported through a web interface or system interface
- ❑ Data elements can be reported in distinct notifications by one or several ship data providers
- ❑ Updates of previously provided information are accepted to update or correct parts of the information

Data elements in notifications

- ☐ All NSW accept the same common message structure
- ☐ When the NSW receives notification through the system interface, the data elements not handled by the NSW are ignored
- ☐ Elements not handled by the NSW do not appear in the web interface

Receipt message from the NSW

- ❑ For each received notification the NSW returns a technical receipt confirmation and a functional response with an acceptation or a rejection.
- ❑ An acceptance means that a message can be processed by the MSW.

No check on timeliness of notifications

- ☐ The NSW does not check whether notifications are reported in time.
- ☐ The notifications are processed anyway (regardless whether legislative constraints are met since no validation takes place) and the data is forwarded to the authorities.
- ☐ It is up to these authorities to take enforcement actions if necessary.



No check on completeness of notification for a ship (mod.)

- ❑ The NSW does not check:
 - If all reporting formalities are done for a specific ship
 - If reporting formalities are possibly wrongly done by a ship
- ❑ All reported data is processed and made available to the authorities.
- ❑ It is up to the authorities to take enforcement actions if ships do not report correctly.

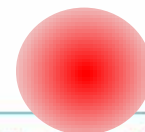


Cancellation of port call (new)

- ❑ Cancellation of vessel call is possible before the actual arrival of the ship (e.g. before ATA is reported).
- ❑ The result of cancelling the call is that all reported notifications with underlying data is marked as deleted and considered not being reported.
- ❑ Cancellation can only be done by the ship data provider who submitted the initial notification.

Ship Data Providers Configuration

- ☐ A ship data provider can only send notifications regarding calls in the ports that he/she covers.
- ☐ Notifications can only contain data elements which are allowed to the ship data provider
- ☐ Ship data providers are configured by the NSW national administrator



Ship Data Providers Configuration (new)

- ❑ The ship's company is updated with the company quoted in the notifications.
- ❑ Protected data groups: Ship data providers of the same agency can see and update
- ❑ Non-protected data groups: all ship data providers can see and update
- ❑ Protected data groups are: DPG, Crew, Passengers, Security if ship's ISPS level is 2 or 3.

Journal Number

- ❑ All notifications for a port call must be associated to an identifier of the port call, called the “journal number”
- ❑ The journal number must be unique for each call in the ports of the MS and guaranteed by the NSW
- ❑ The NSW provides the journal number of the port call in the receipt message sent at reception of the first notification
- ❑ Further notifications for that port call must quote the journal number of the port call

Alternative to journal number

- ❑ The NSW may consider the “voyage number” as provided by the ship data provider in the notification to link notifications regarding the same port call
- ❑ The voyage number is reported in the original notification and is considered by the NSW when receiving an update notification without a journal number
- ❑ As the voyage number is defined by the ship data provider, there is no guarantee that it is unique for each call in the ports of the MS
- ❑ The ship data provider has the responsibility to ensure that the voyage number in an update notification matches the voyage number of the original notification

Re-use of information for pre-arrival notifications – National level

- ❑ The NSW allows the ship data provider to re-use notifications previously submitted in the NSW for other calls of the same ship in order to prepare pre-arrival notifications
- ❑ The ship data provider may then submit the information as-is or update it

Re-use of information for pre-arrival notifications – SafeSeaNet (SSN) Level

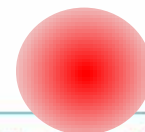
- ❑ The NSW also allows the ship data provider to re-use data from SSN for preparing pre-arrival notifications.
- ❑ The NSW requests information from SSN to populate the notifications. The ship data provider may then confirm the information as-is or update it
- ❑ Data elements to re-use from SSN are indicated in Appendix A.

Re-use of information for pre-departure notifications

- ❑ In order to prepare the pre-departure notification, the NSW allows the ship data provider to re-use information from the pre-arrival notification submitted for the same port call
- ❑ The ship data provider may then submit the information as-is or update it
- ❑ Data elements to re-use from the pre-arrival notification are indicated in Appendix A

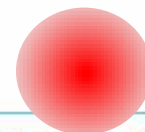
Consolidation of notifications

- ❑ The NSW consolidates the data elements received through notifications and distributes the consolidated information to all relevant authorities
- ❑ Consolidation is based on the journal number or voyage number - all notifications received with the same number are merged
- ❑ Information regarding the arrival is consolidated and stored separately from information regarding the departure



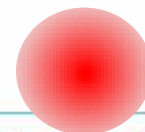
Distribution of information to authorities (mod.)

- ❑ Authorities specify the data groups they need to receive to perform their legal obligations.
- ❑ This selection is configured by the NSW national administrator.
- ❑ The recipient authority will receive all data elements per data group. There will be no configurable selection of data elements within a data group.
- ❑ Authorities receive information regarding calls in the ports they cover. An authority may cover all, several or one port of its country.



Clearance decisions (mod.)

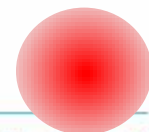
- ❑ Authorities may decide to accept or reject the notification
- ❑ Decisions may be recorded for each individual data group or for all data received.
- ❑ Authorities may record a textual comment as regards each decision they record.
- ❑ A notification is considered as accepted by an authority if the authority has accepted all the data group it has been provided with.
- ❑ A notification is considered as rejected by an authority as soon as the authority has rejected a data group.



Clearance decisions (mod.)

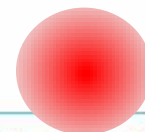
- ❑ When information from an update notification is received, previous decisions issued by the relevant authorities, which were based on the original information, have to be reconsidered and are therefore canceled.





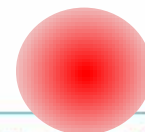
Acknowledgment messages (new)

- ❑ Decisions and comments are communicated to the ship data provider depending on the “clearance model” applied by the NSW.
- ❑ Communication is done through an acknowledgment message.
- ❑ All ship data providers who contributed to the notification (e.g. who submitted the initial notification or an update) are communicated with the acknowledgment message.



Clearance models (mod.)

- ❑ Three models are implemented regarding the clearance function:
 - ✓ **No clearance:** no acknowledgement messages - communication of the authorities' decisions is done outside of the NSW.
 - ✓ **Silent clearance:** acknowledgement messages are only communicated when the notification is rejected. The notification is considered by default as accepted once received by the NSW (with a positive receipt).
 - ✓ **Systematic clearance:** acknowledgment messages are always communicated to the ship data provider regardless of the decision taken by the authorities.
- ❑ The choice of the clearance model to be applied in the NSW is configured by the NSW national administrator



Communication of acknowledgment messages

- ❑ Ship data providers are informed as soon as an authority has rejected the notification.
- ❑ Ship data providers are informed that the notification is accepted once all relevant authorities have accepted the notification (This is only applicable if the clearance model is “systematic clearance”).