



European Maritime Single Window environment

Revision of the RFD / Impact Assessment

Jukka Savo
European Commission
Maritime Transport & Logistics

 @Transport_EU

Mobility and
Transport

CONNECTING
EUROPE

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.

RFD evaluation

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 some EU countries;
- All NSWs implemented are different - no EU level harmonisation;
- True single window submit only-once reporting is available only in some EU countries;
- The information is seldom shared and re-used, particularly between EU countries;
- The positive impact of National Single Windows to the shipping industry is small, sometimes even being negative.



RFD evaluation

What could be the reasons ?

- Old habits, processes, systems => local authorities not want to change but keep also their old ways of requesting information;
- Local, regional or sectorial 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 or in other legal acts requiring information;
- Sometimes contradicting legal requirements (e.g. old vs new laws, data protection vs sharing) ;
- Lack of will or realisation on what is the objective and what is required to achieve this - International perspective is missing.



Revision to EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT

Policy context

- President Juncker's 10 priorities
 - 1st Growth, including reduction administrative burden
 - 2nd Digital single Market, including eGovernance Action Plan
- Digitalisation of transport: improving efficiency and reducing emissions
- Valletta Declaration
- Commission Work Programme 2018





Revision to EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT

Objectives

The general objective of the initiative is to create a **harmonised and future-proof** digital European Maritime Single Window environment in order to reduce the **administrative burden** on ships and to **facilitate the use of digital information** with the aim of improving the efficiency, attractiveness and environmental sustainability of the maritime transport and **contribute to the integration of the sector to the digital multimodal logistic chain.**

Specific objectives are:

- (a) to establish EU harmonised reporting interfaces, data formats and semantics, processes and feedback mechanisms at EU level;
- (b) to establish maximum amount of data which can be requested by the administrations for port clearance;
- (c) to endorse and facilitate the re-use of data and information;





Revision to EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT

Measures may include:

Non-legislative measures

- (a) Facilitating the development and maintenance of the voluntary EU interface specifications and maximum data set in the Commission expert groups;
- (b) organising and supporting dedicated events (workshops, seminars, conferences) to maintain and share information on harmonised reporting, promote and collect feedback on the barriers impacting to the harmonised reporting, to promote and collect feedback on the guidelines and best practises for reporting and re-use of data and information;
- (c) providing financial support under relevant EU programmes for Member States and industry to facilitate the transition towards use of voluntary EU harmonised reporting interfaces and the maximum data set.





Revision to EUROPEAN MARITIME SINGLE WINDOW ENVIRONMENT

Measures may include:

Legislative measures

- (a) Establishing an EU harmonised reporting interface or interfaces through which the industry can provide information and receive feedback in a harmonised manner. This information is made available to the relevant local, national and EU level administrations and systems;
- (b) Introducing a maximum data set consist of all information required to complete a port clearance request;
- (c) providing detailed rights and rules on re-use of data, endorsing Once-Only Principle, for reduction of administrative burden and facilitation of maritime transport and logistics;
- (d) setting up the governance mechanism for developing and maintaining the technical specifications and governing the rights and rules on access and use of data.





Challenges of digitalisation

- Legacy or proprietary standards
- Process digitalisation and re-engineering
- Data ownership, data sharing, access to data, re-use of data
- Lack of trust/data confidentiality/data protection /cybersecurity
- Non-recognition of electronic information
- Governance
- Big data, added value creation
- Existing investments
- Will (local, national, global)





European Maritime Single Window environment

Planning

- Public consultation: 25 October to 18 January 2017
https://ec.europa.eu/info/consultations_en
- External IA study: November - February
- Targeted consultations: November - December 2017
- IA report ready in March
- Legislative proposal: April 2018

