



# NATIONAL SINGLE WINDOW PROTOTYPE

AN ELECTRONIC SOLUTION FOR  
SIMPLIFYING ADMINISTRATIVE  
PROCEDURES

## BACKGROUND

A longstanding problem in the shipping industry is the complexity and time involved in submitting reports when arriving in and departing from ports. Ship operators, masters, and agents are still burdened with having to fill in paper documents which include similar information and to distribute them to different government authorities, including port, maritime, safety, security, customs, border control, and health authorities. This increases costs and causes delays, reducing the competitiveness of maritime transport.

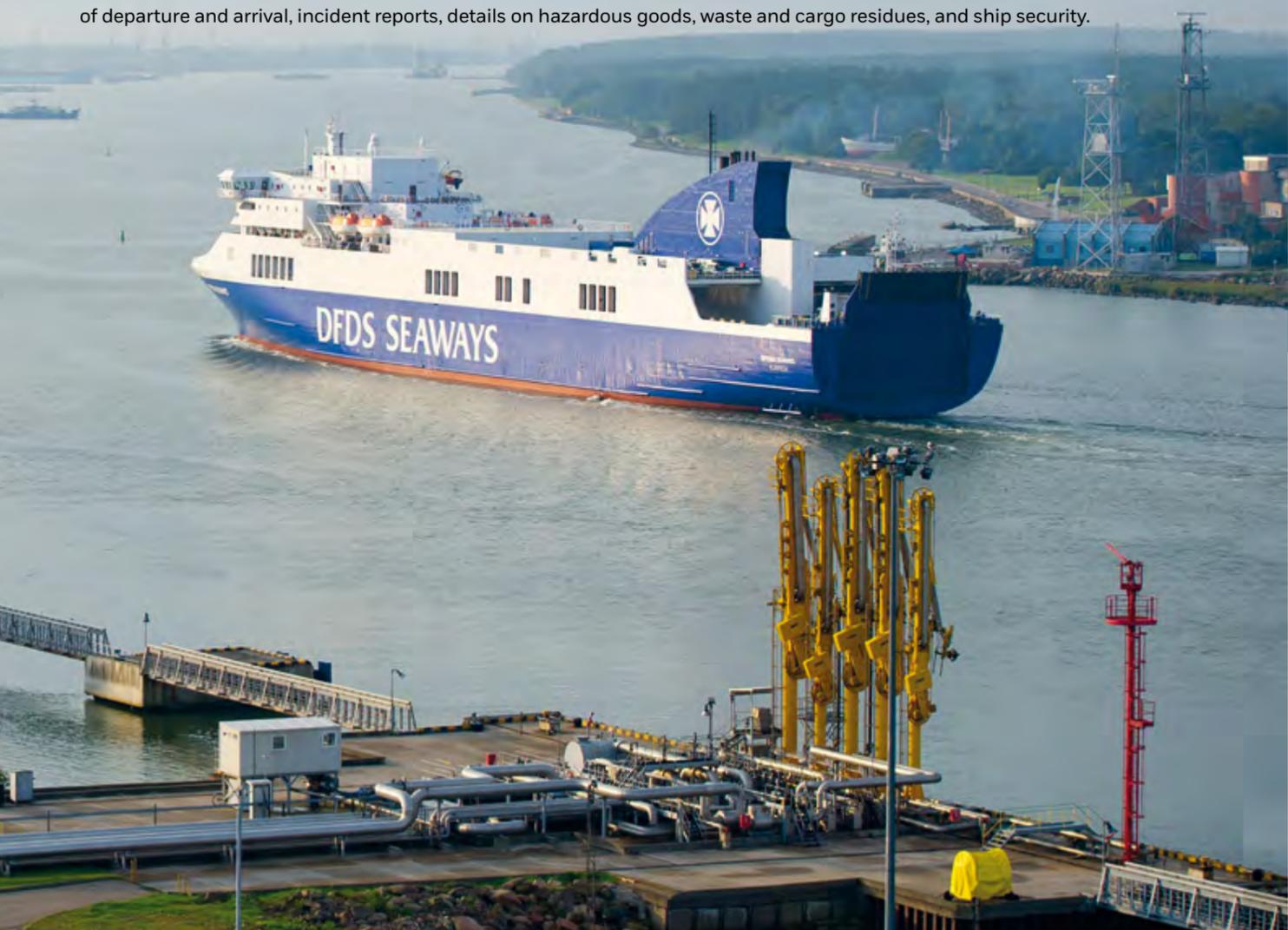
The National Single Window (NSW) aims to simplify this administrative burden by providing a place where all maritime information is reported once by ship data providers, at either national or port level, and made available to all relevant authorities. Certain parts will also be made available to other Member States via SafeSeaNet.

## SIMPLIFYING AND HARMONISING

The purpose of the Reporting Formalities Directive (2010/65/EU) is to simplify and harmonise the administrative procedures applied to maritime transport, by making the electronic transmission of information standard and by rationalising reporting formalities. To achieve this, Member States will develop their own NSW linked to SafeSeaNet, e-Customs and other electronic systems.

## SAFESEANET

SafeSeaNet is composed of a network of national SafeSeaNet systems in Member States linked together through the central SafeSeaNet. It provides information in near-real-time for around 17,000 vessels operating in and around EU waters on a daily basis. SafeSeaNet is used by Member States to exchange information on the identification, position and status of a ship, times of departure and arrival, incident reports, details on hazardous goods, waste and cargo residues, and ship security.



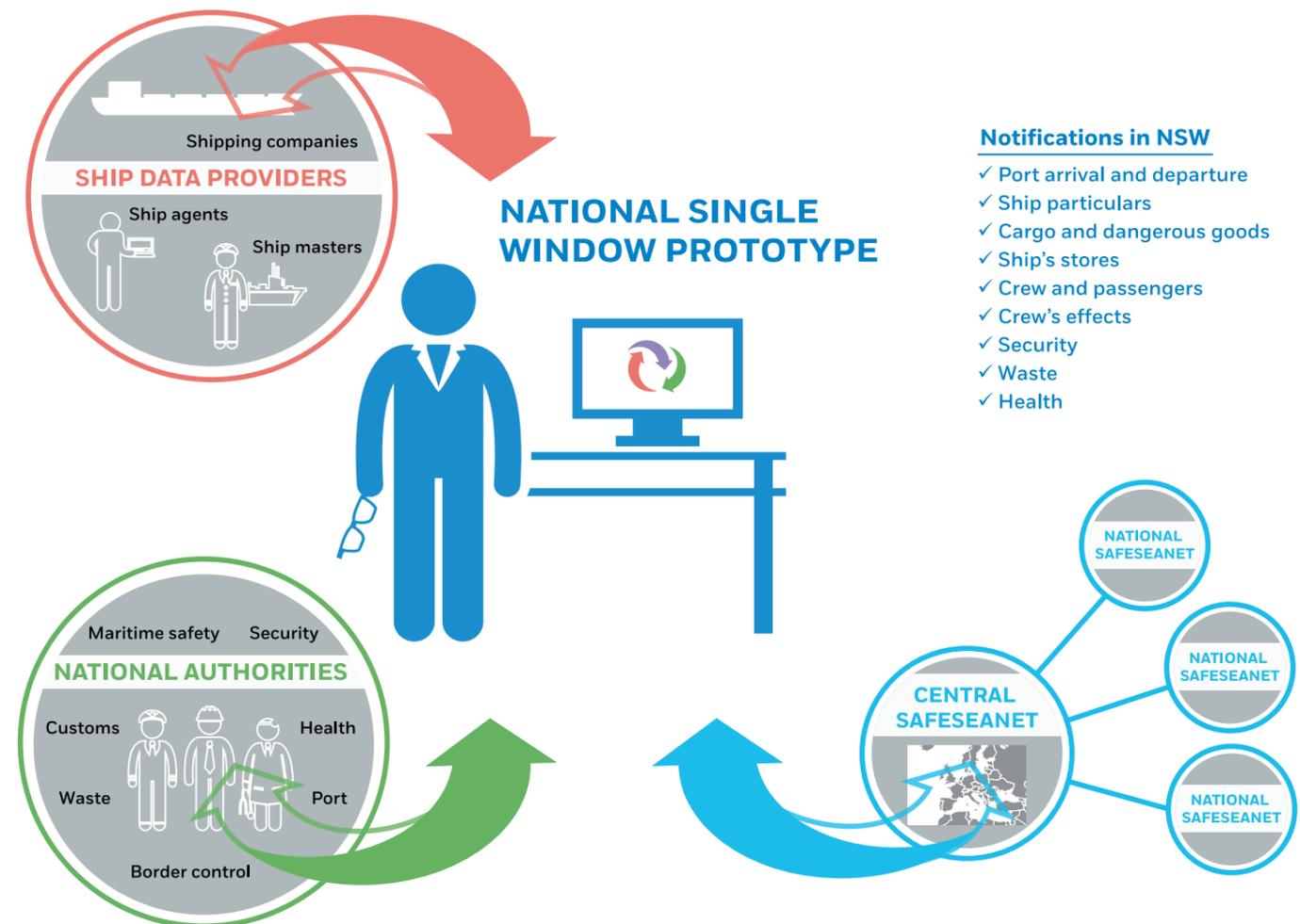
## NATIONAL SINGLE WINDOW PROTOTYPE

EMSA developed, together with six Member States, a NSW prototype to enable data flows between the shipping industry and authorities in a Member State, and between Member States, via SafeSeaNet.

This prototype:

- Allows reporting of all formalities required by Directive 2010/65/EU
- Enables Member States to use it as a complete NSW solution or to use any of its components to comply with the Directive requirements, including SafeSeaNet reporting obligations
- Is adaptable to different national administrative set-ups, procedures and legislation
- Is based on international standards and EU requirements
- Allows for both web user and system-to-system reporting
- Provides a bridge to other SafeSeaNet services (e.g. central ship database, locations database).

EMSA can make the NSW prototype software available to Member States on request.

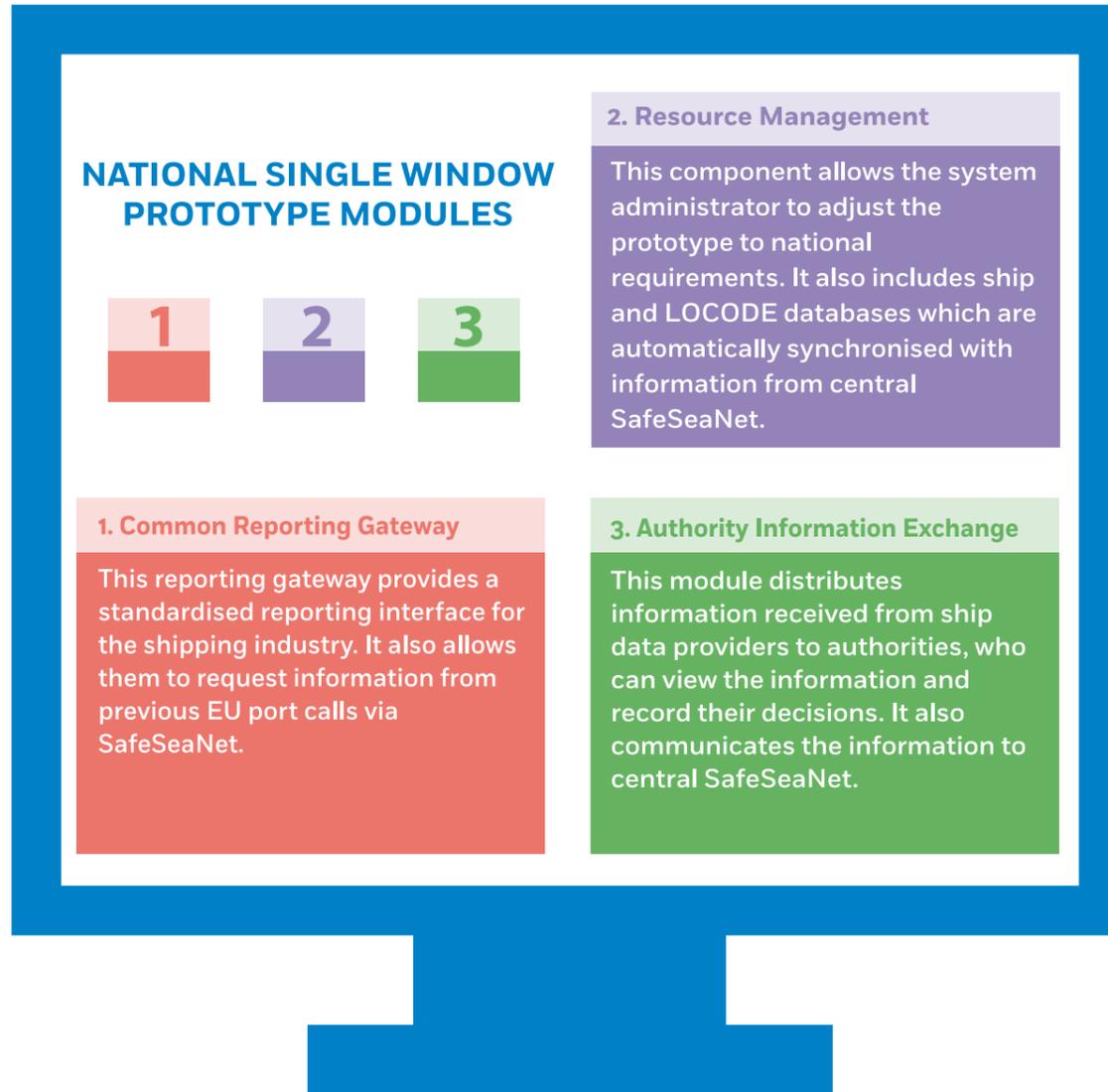




## ARCHITECTURE OF NSW PROTOTYPE

A modular approach has been applied to the architecture of the NSW prototype. Member States may either use the entire system, or some of its modules depending on their needs. Member States can choose from the following options:

- A complete NSW solution:** The complete National Single Window prototype can be re-used, either as it has been developed already or adapted to include specific national requirements. The solution is based on ISO standard 28005, Electronic Port Clearance, and can be adapted and interfaced with other national systems.
- A reporting gateway for the shipping industry:** The Common Reporting Gateway module offers a comprehensive and harmonised interface (PC, tablet, XML) for the fulfilment of reporting formalities. It may be linked with existing national back-end systems.



### NATIONAL SINGLE WINDOW PROTOTYPE MODULES



#### 1. Common Reporting Gateway

This reporting gateway provides a standardised reporting interface for the shipping industry. It also allows them to request information from previous EU port calls via SafeSeaNet.

#### 2. Resource Management

This component allows the system administrator to adjust the prototype to national requirements. It also includes ship and LOCODE databases which are automatically synchronised with information from central SafeSeaNet.

#### 3. Authority Information Exchange

This module distributes information received from ship data providers to authorities, who can view the information and record their decisions. It also communicates the information to central SafeSeaNet.



- An efficient link to authorities:** The Authority Information Exchange module can be linked to existing systems used for the receipt of information from the shipping industry. The information received can be distributed to the authorities, who can view it and record their decisions.
- A bridge to SafeSeaNet services:** The NSW prototype allows for the submission of messages which are compliant with the latest release of SafeSeaNet (version 3). In addition, it is designed to automatically receive ship details and location code updates from the central reference databases of SafeSeaNet.

By re-using the NSW prototype Member States may save development costs and time when complying with SafeSeaNet version 3 reporting obligations, and enhance data quality by ensuring accurate up-to-date ship and location details.

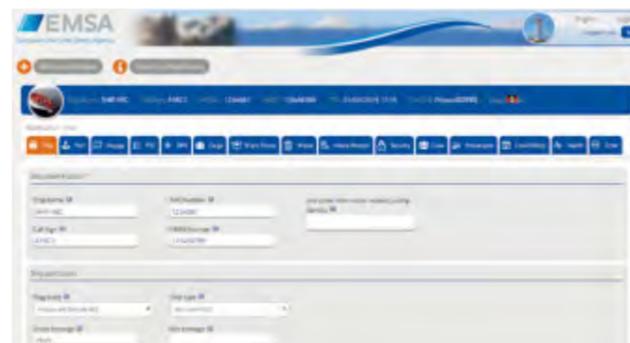
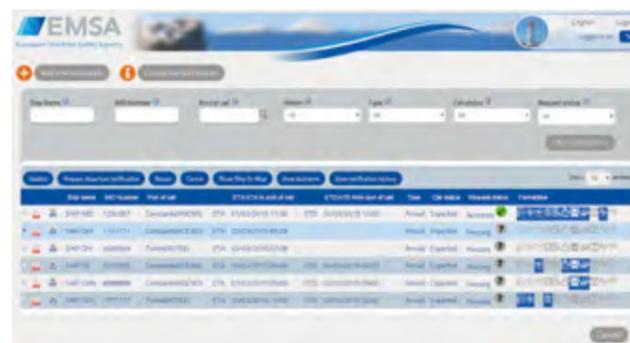




### BENEFITS OF THE NATIONAL SINGLE WINDOW PROTOTYPE

The development of the prototype has proven that it is possible to reduce administrative procedures through simplified and harmonised electronic reporting for the maritime sector, enabling a smooth and fast flow of data. The identified benefits include:

- For the shipping industry
  - ✓ User friendly and facilitates data input
  - ✓ Versatile: may be accessed via tablet and PC, or through an XML system-to-system interface
  - ✓ Easier and quicker distribution of notifications to authorities
  - ✓ Re-use of information submitted in previous calls
  - ✓ Easy-to-view decisions from authorities.
- For authorities
  - ✓ Better data quality from the shipping industry
  - ✓ Earlier receipt of reporting formalities
  - ✓ Ability to communicate with ship data providers, including regarding clearance decisions
  - ✓ Consolidation of information provided by different data providers for a single port call.



### TECHNICAL ASSISTANCE

EMSA offers technical assistance to a number of Member States in the implementation of the Directive. In particular, the agency provides support in the establishment of the NSW, including the re-use of the NSW prototype and in the review of associated administrative procedures. The EMSA Administrative Board has already mandated the agency to provide such assistance based on the specific requests of individual Member States.

Not all options for re-using the prototype are equally viable in different national systems, but EMSA can provide guidance on the possibilities available and on any necessary developments. Interested Member State authorities are invited to get in touch.

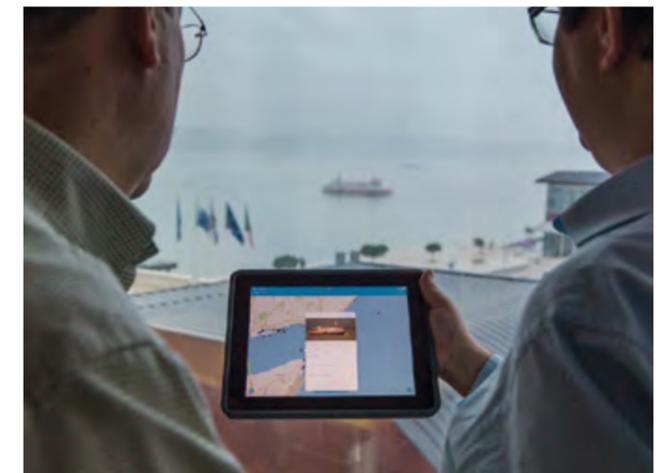


### FIND OUT MORE

**Member States are invited to use the NSW prototype. EMSA can provide full technical assistance and support.**

**For more information, please visit the EMSA website: [emsa.europa.eu/nsw.html](http://emsa.europa.eu/nsw.html)**

**Or contact: [nsw@emsa.europa.eu](mailto:nsw@emsa.europa.eu)**





## ABOUT THE EUROPEAN MARITIME SAFETY AGENCY

The European Maritime Safety Agency is one of the European Union's decentralised agencies. Based in Lisbon, the Agency's mission is to ensure a high level of maritime safety, maritime security, prevention of and response to pollution from ships, as well as response to marine pollution from oil and gas installations. The overall purpose is to promote a safe, clean and economically viable maritime sector in the EU.

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