



e-Maritime

Reporting Formalities Blue Belt

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**Jukka Savo
European Commission
Maritime Transport – Policy officer**

Directorate-General
for Mobility
and Transport



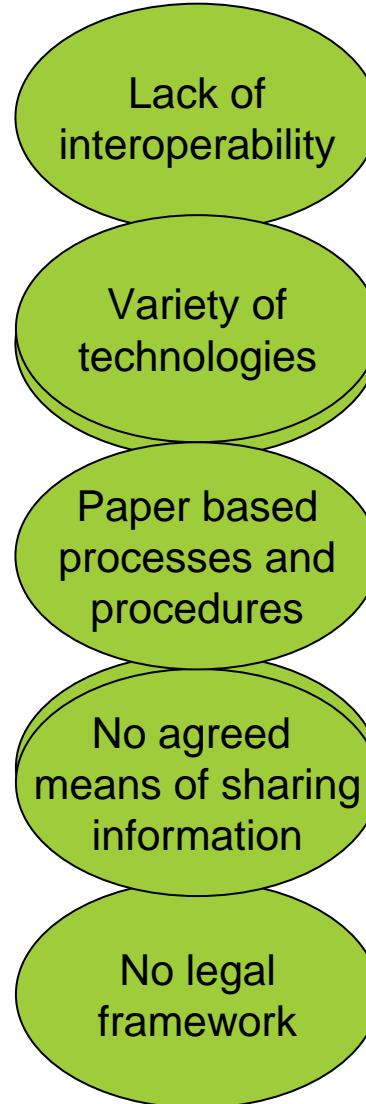
The EU e-Maritime initiative

Use of electronic information
for improving efficiency and
reducing administrative burden

Current situation

Lack of Intelligent use of data
Lack of logistic chain data exchange
Re-entering data
Difficulties with software development
Using paper Frustration
Need to learn many systems
Complex procedures and processes
Data entry errors due to excessive reporting

Drivers



Consequences



Consequences

Drivers

Administrative burden

Variety of technologies

Reduced Competitiveness

Paper based processes and procedures

No agreed means of sharing information

Reduced safety

Actions

Reporting Formalities directive

Measures to support stakeholders in implementation of the necessary e-Maritime ICT infrastructure

Support R&D in Intelligent use of data and in port traffic monitoring systems

Guidance and information

Optimisation of procedures and processes for electronic information

Standards

10 most wanted services based on e-Maritime public consultation 2010

Services	Domain
1) Single Windows , including common reporting interface and dynamic integration with existing ones	Admin
2) Establishing co-operative transport networks and integration of short-sea-shipping into logistics	Transport
3) Support for compliance to and enforcement of regulations	Admin
4) Improved interoperable maritime surveillance/monitoring systems for traffic, ship and cargo facilitating EU and national administrations to collaborate in safety, security and environmental risk management in support of proactive or remedial operations	Admin
5) Integrated systems for monitoring, evaluating and managing situations including improved risk assessment and decision support systems	Admin
6) Improved automation in ship reporting	Ship
7) Solutions for more effective and coordinated controls and inspections	Admin
8) Fleet and ship routing and scheduling	Ship
9) Integration of Port Single Windows with national and international web portals	Port / Terminal
10) Delivering an EU system for statistical data on maritime transport	Admin

First step
Directive 2010/65/EU
on Reporting formalities

*establishing
National Single Windows*

Adopted on 20 October 2010

Directive on reporting formalities

Article 1 - Subject matter and scope

The purpose:

to **simplify and harmonise** the administrative procedures **by making the electronic transmission of information standard** and **by rationalising reporting procedures.**

ANNEX - List of reporting formalities

A. resulting from EU legal acts

- Notification for ships arriving in and departing from EU ports - Article 4 of 2002/59/EC
- Border checks on persons - Article 7 of Reg. No 562/2006
- Notification of dangerous goods carried on board - Article 13 of 2002/59/EC
- Notification of waste and residues - Article 6 of 2000/59/EC
- Notification of security information - Article 6 of Reg. 725/2004 (Appendix – SOLAS security form used until adopt. of harmonised for on international level)
- Entry summary declaration - Article 36a Reg. No 2913/92

B. FAL forms resulting from international legal instruments

- FAL form 1: General Declaration
- FAL form 2: Cargo Declaration
- FAL form 3: Ship's Stores Declaration
- FAL form 4: Crew's Effects Declaration
- FAL form 5: Crew List
- FAL form 6: Passenger List
- FAL form 7: Dangerous Goods
- Maritime Declaration of Health

C. National legal requirement can be also added

Directive on reporting formalities

Article 5 - Electronic transmission of data

- The EU Member States shall accept **electronic reports** via a SW **no later than 1 June 2015**
- This SW, **linking SSN, e-Customs and other electronic systems**, shall be the place where all information is **reported once and made available to various competent authorities and Member States.**

Directive on reporting formalities

Article 6 - Exchange of data

- MS shall ensure that the received **information is made available in their SSN system** and shall make relevant parts of such information available **to other MS via SSN**
- MS shall ensure that the **information is made available, upon request, to the relevant national authorities**
- National SW **must be compatible with SSN**, in accordance with Article 22a of Directive 2002/59/EC
- MS may provide relevant **access** to the information referred to reporting formalities **either through a NSW or through the national SafeSeaNet system.**

Commission coordination (Art. 3.2)

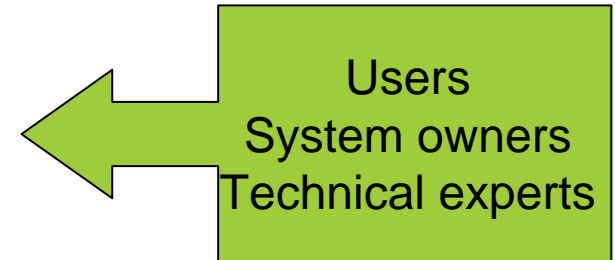
eMS expert group

1. National Single Windows
 - receiving the data
 - storing the data
 - making the data available
2. SafeSeaNet
 - exchanging the data
3. Link to custom or other relevant EU systems

Phases for realisation

1. Preparation phase

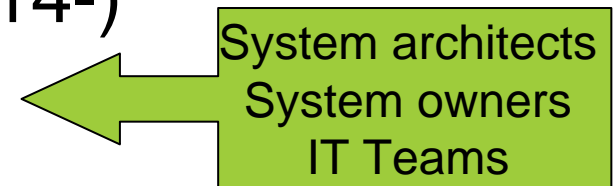
- Data mapping
- Business Rules
- Technical specifications



=> **Single Window implementation guidelines**

2. Implementation phase (2014-)

- Technical implementation
- Information dissemination
- Business alignment
- Change management



e-Maritime Guidance and information

- eMaritime.eu -website for raising awareness among the wider public and in order to provide information to the specialised stakeholder communities on analyses and studies about innovations in ICT applications and services.
- Organisation of conferences and working groups' meetings

**Measures to support take-up of
e-Maritime ICT infrastructure**

Support take-up of ICT hardware, software and skills for exchanging maritime transport data.

Support R&D in Intelligent use of data and in port traffic monitoring systems

Measures to encourage research and pilot projects on intelligent use of data, supporting further exploitation of port community systems for optimisation of daily operations such as in ports.

Further research and pilot actions on hardware and systems facilitating intermodal logistic chain, such as real time monitoring, management and optimisation of traffic in and around ports, will be encouraged.

Blue Belt

concept according to which ships can operate freely within the EU internal market with a minimum of administrative burden and in which safety, security and environmental protection as well as customs and tax revenues are ensured by an optimal use of existing capabilities to monitor maritime transport and the cargo concerned

BACKGROUND

2010: **Blue Belt concept** put forward by Belgian EU Presidency

May 2011 – November 2011: **Blue Belt pilot project**

May 2012: Evaluation and possible follow-up actions in **Commission Staff Working document**

June 2012: **TTE Council** => continue implementation and development of Blue Belt concept

BACKGROUND

03/10/2012: **Single Market Act II** => Blue Belt =
Key action 2

Between November 2012 - now: several **joined meetings** between **customs and maritime authorities and stakeholders**

June 2013: publication of **Blue Belt Communication**, creating a policy framework for the future Blue Belt environment

Future Blue Belt environment

1. Regular Shipping Service enhancements
2. Blue Belt with vessels calling also at 3rd country ports + eManifest

RSS enhancement

What?

- Existing measure for vessels that call on a regular basis in EU ports
- Subject to authorisation
- Presumption of EU status is granted
- Transport of non-Union goods under customs supervision (transit procedure)

Facilitation: shortening the deadlines for the consultation period from 45 to 15 days + a more flexible procedure for adding new ports/Member States to the RSS

Blue Belt including visits to 3rd country ports

What?

- Vessels that do intra-EU transport, but call also at 3rd country ports
- Transport of Union and non-Union goods
- Status of goods indicated in the eManifest, an harmonised electronic cargo manifest

Facilitation: upon re-entry for EU goods which status is proven via the eManifest, no customs supervision is needed

eManifest

Blue Belt: eManifest = key for implementing the 2nd measure, objective = proof of status of the goods

Implementation of Directive 2010/65/EU: see discussions in Customs Sub-group

- ❑ A cargo manifest is commonly used instead of the FAL2 – cargo declaration
- ❑ Preference for the harmonisation of an electronic cargo manifest: efficiency and elimination of duplicative and redundant requirements
- ❑ Customs Sub-group on 14/2/2013: initiate the work towards an harmonised electronic cargo manifest

eManifest

Indication of the goods' status to be endorsed by

- A "trusted operator" (= operator which is authorised to self-certify)

Matters to be clarified:

- Safety and security risk assessment
- Involvement of 3rd country administrations
- Export procedure

'Extended eManifest': possibility of extending the use of the eManifest to other custom requirements and /or to be used as a transit declaration by all modes of transport

Blue Belt - Next steps

June 2013: publication Communication + proposal for a modification of the Customs Code Implementing Provisions (CCIP) on RSS enhancements

December 2013: proposal for a modification of the Customs Code Implementing Provisions (CCIP) on Blue Belt 3rd country ports + development of eManifest

June 2015: eManifest ready to be applied (cf. Reporting Formalities Directive)

e-Maritime Forum

The purpose of the Forum is to gather maritime transport experts from different fields in order to identify issues within the scope of e-Maritime and to establish a prioritised action list with short, medium and long term actions for the Commission consideration with aim of improving the competitiveness and efficiency of maritime transport sector and reducing administrative burden.

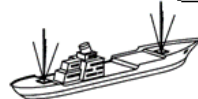
E-Maritime Vision

TODAY

Multiple reports from vessels to multiple authorities

- ship stores declaration
- crew effects declaration
- crew and passenger lists
- cargo declaration etc.

- ship stores declaration
- crew effects declaration
- crew and passenger lists
- cargo declaration etc.



Port 2
- Port authority
- Maritime authority
- Customs etc

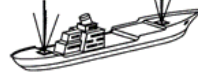
Port 1
- Port authority
- Maritime authority
- Customs etc

1 June 2015 with REPORTING FORMALITIES DIRECTIVE

Vessel reports transmitted electronically to all authorities once per port call

- ship stores declaration
- crew effects declaration
- crew and passenger lists
- cargo declaration etc.

- ship stores declaration
- crew effects declaration
- crew and passenger lists
- cargo declaration etc.



Port 2
- All authorities

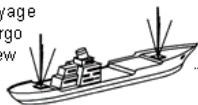
Port 1
- All authorities

e-MARITIME
Maritime transport related data and updates to all relevant administrations and authorised operators

Port 2
- All operators

Port 1
- All operators

- Sending updates on
- voyage
 - cargo
 - crew etc



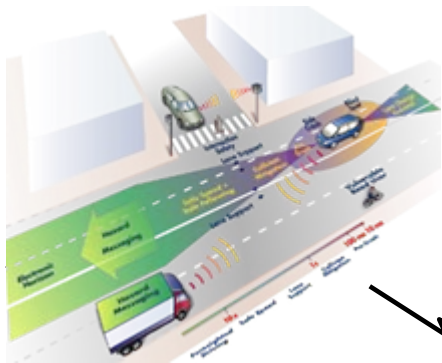
e-Maritime data exchange mechanism

- all ship related data
- all cargo related data
- inter-modality links

↔ eFreight



Common Reference Framework: Reference Model e-Freight



Transportation Network Management (Co-operative Systems)

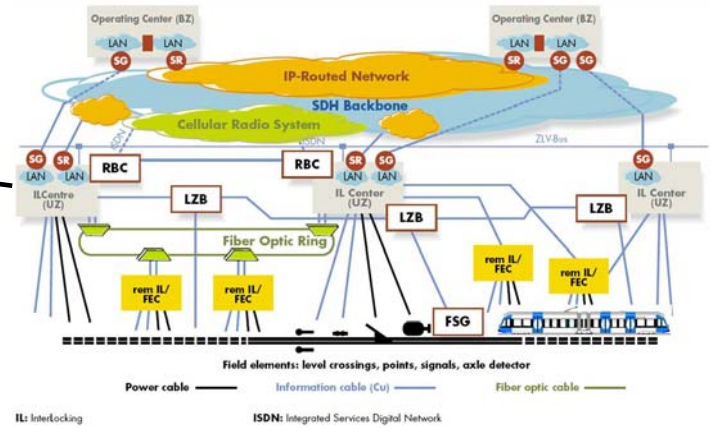
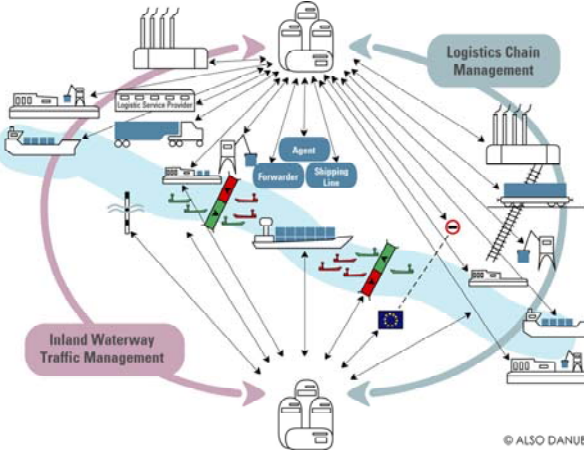
Transport Demand

Supply chain security and Compliance

Transport Supply

ITS
TAF/TSI
RIS
eMaritime

Corridor Management



e-Maritime - benefits

- » Reduced administrative burden for vessels
- » Availability of data for value added services
- » Economise in scale from standardisation
- » Improved efficiency in ports
- » Increased attractiveness on maritime transport through better predictability on cargo flow
- » Maritime pillar for multimodal transport chain (eFreight link)
- » Integration to global logistic chains (with eFreight)
- » Reporting formalities: 23 harmonised systems

Thank you for your attention

Jukka Savo – Policy officer
European Commission, DG MOVE
Maritime Transport and Logistics

Jukka.Savo@ec.europa.eu

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