FREIGHT

Next Generation National Single Windows for Trade and Transport

Tom Cane (BMT) & Takis Katsoulakos (ILS) – e-Freight Conference Munich, 10th May 2011

Overview

- **Background and Context**

- **Motivation and Requirements**

- **e-Freight Project Next Generation Single Window Concepts**

- **Latvia Pilot Solution**

Background and Context

- **UN Single Window Concept (Recommendation 33)**

- **Initiatives at International Level**

  - WCO, APEC, ASEAN

- **EU Level Initiatives**

  - e-Customs → Customs Single Windows (ICS/ECS) (Modernised Customs Code Programme)

  - SafeSeaNet → Maritime Transport Single Windows (VTM and Ship Formalities Directives)

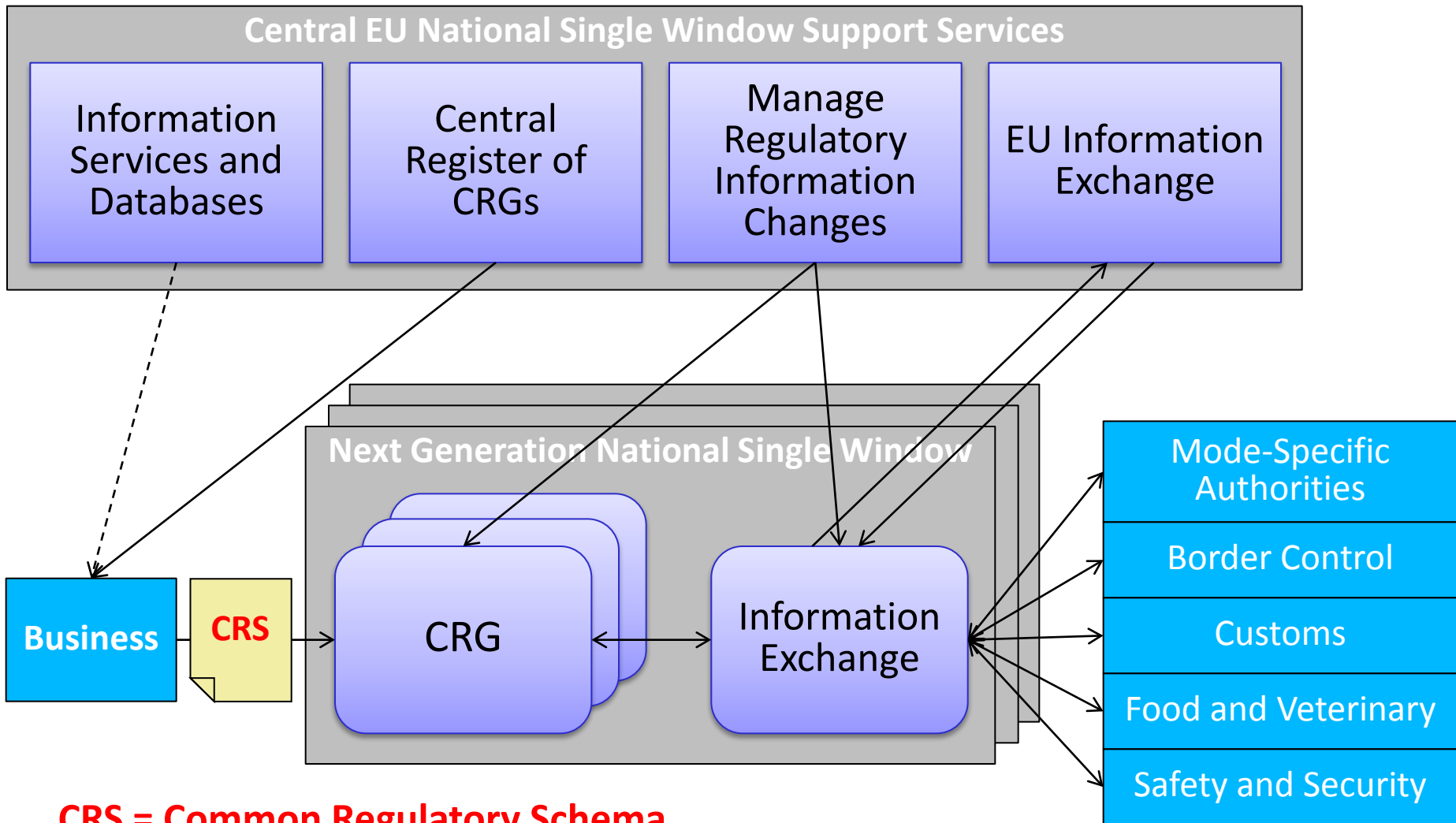 - e-Freight, e-Maritime, RIS, TAF/TSI, ITS…

Motivation

- **Regulation and transport formalities pose barriers to efficient trade**

- **Extensive range of agency-specific and country-specific requirements, systems and interfaces**

- **Little or no co-operation between parties or integration of systems**

- **Traders and transport operators faced with complex and duplicative reporting requirements**

- **Need to develop and manage interfaces with many systems**

- **Financial cost to all parties and costs associated with timeliness and accuracy of reporting data**
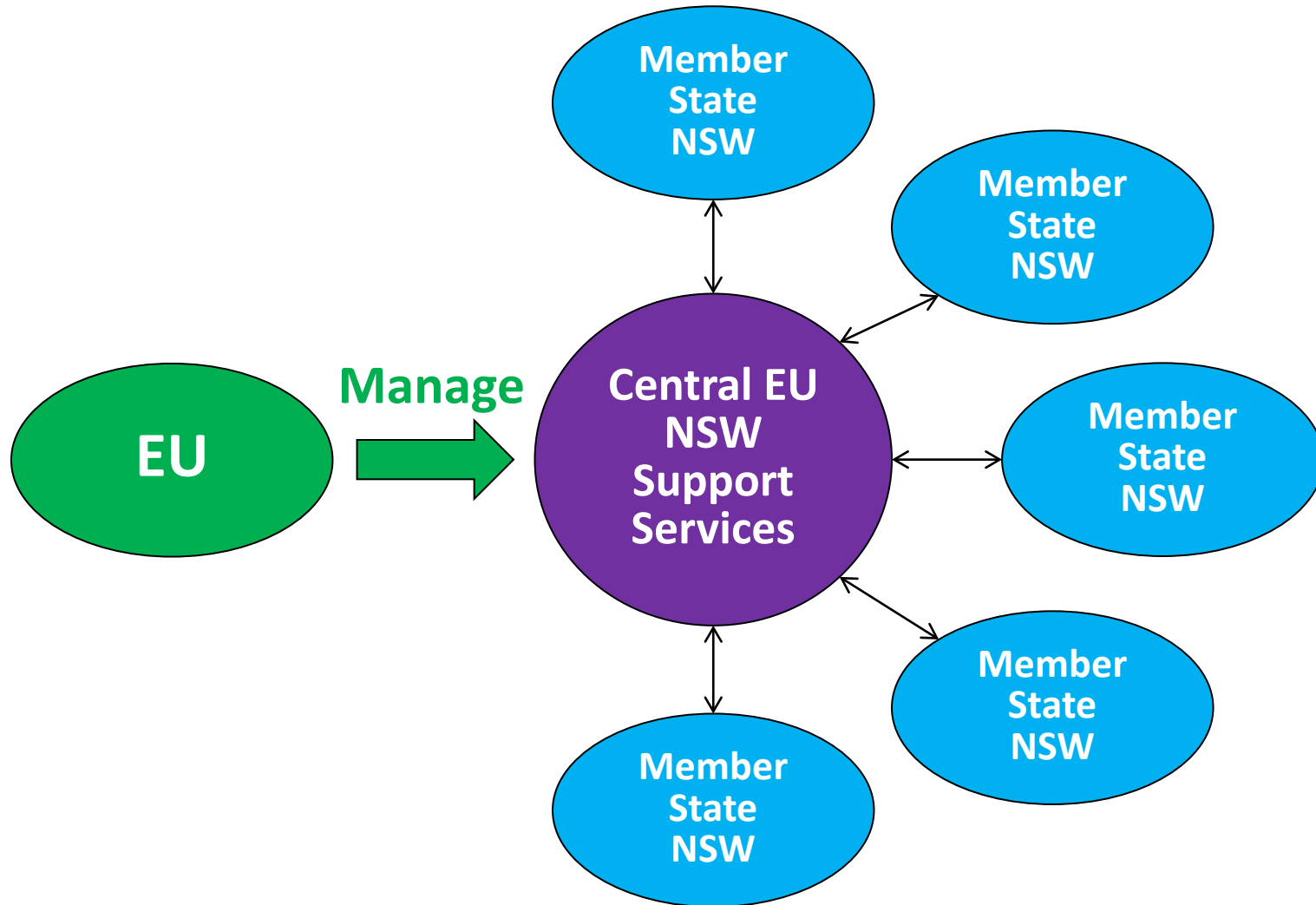
'Next Generation' Requirements

1. Support implementation of all related EU policies

2. Facilitate and support management of changes in regulatory requirements and associated support applications

3. Provide common, standardised interface for submission of all regulatory information, irrespective of mode or country

4. Facilitate exchange of regulatory information across modes and Authorities

5. Increase accessibility of statistics, such as transportation CO_2 footprint and other sustainability indicators

6. Harmonise and unify the many Single Window initiatives

Next Generation SW Concepts

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Central EU National Single Window Support Services

| Information Services and Databases | Central Register of CRGs | Manage Regulatory Information Changes | EU Information Exchange |

Next Generation National Single Window

Business

CRS

CRG

Information Exchange

Mode-Specific Authorities

Border Control

Customs

Food and Veterinary

Safety and Security

CRS = Common Regulatory Schema

Next Generation SW Concepts

Central EU NSW Support Services

Central EU National Single Window Support Services

| Information Services and Databases	Central Register of CRGs	Manage Regulatory Information Changes	EU Information Exchange

- Allows Authorities to exchange and share information with Authorities in other Member States
- Supports co-operation in safety, security and environmental risk management on an EU level
- Includes systems such as SafeSeaNet

# Common Reporting Gateway (CRG)
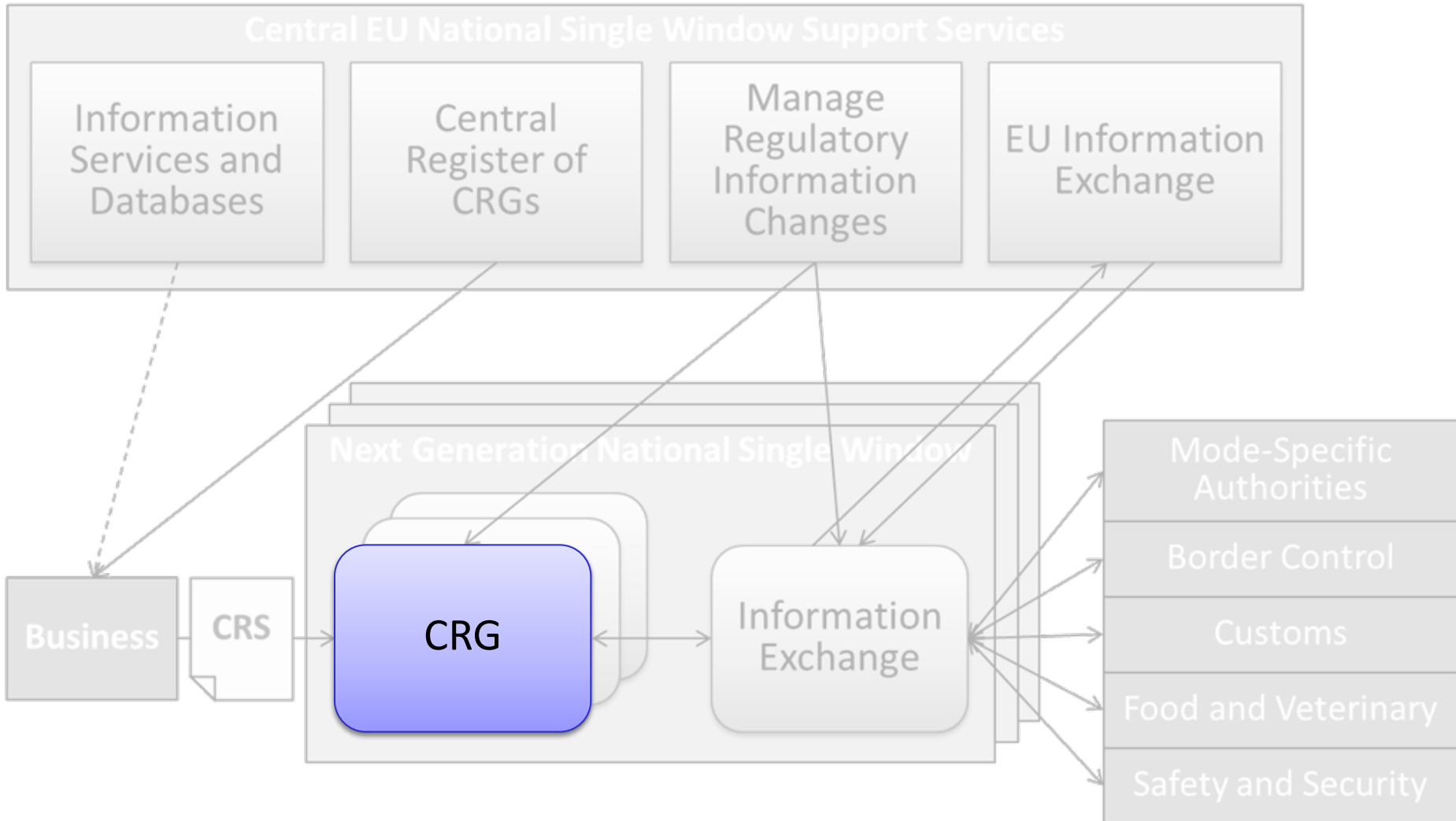
Common Reporting Gateway (CRG)

- **Capabilities:**

1. **Provides standardised, electronic reporting interface**
   - Information submitted in format defined by the Common Regulatory Schema (CRS)
   - One interface for transport formalities and customs declarations

2. **Automatically performs validation of submissions**

3. **Handles input from different parties and presents responses from Authorities**

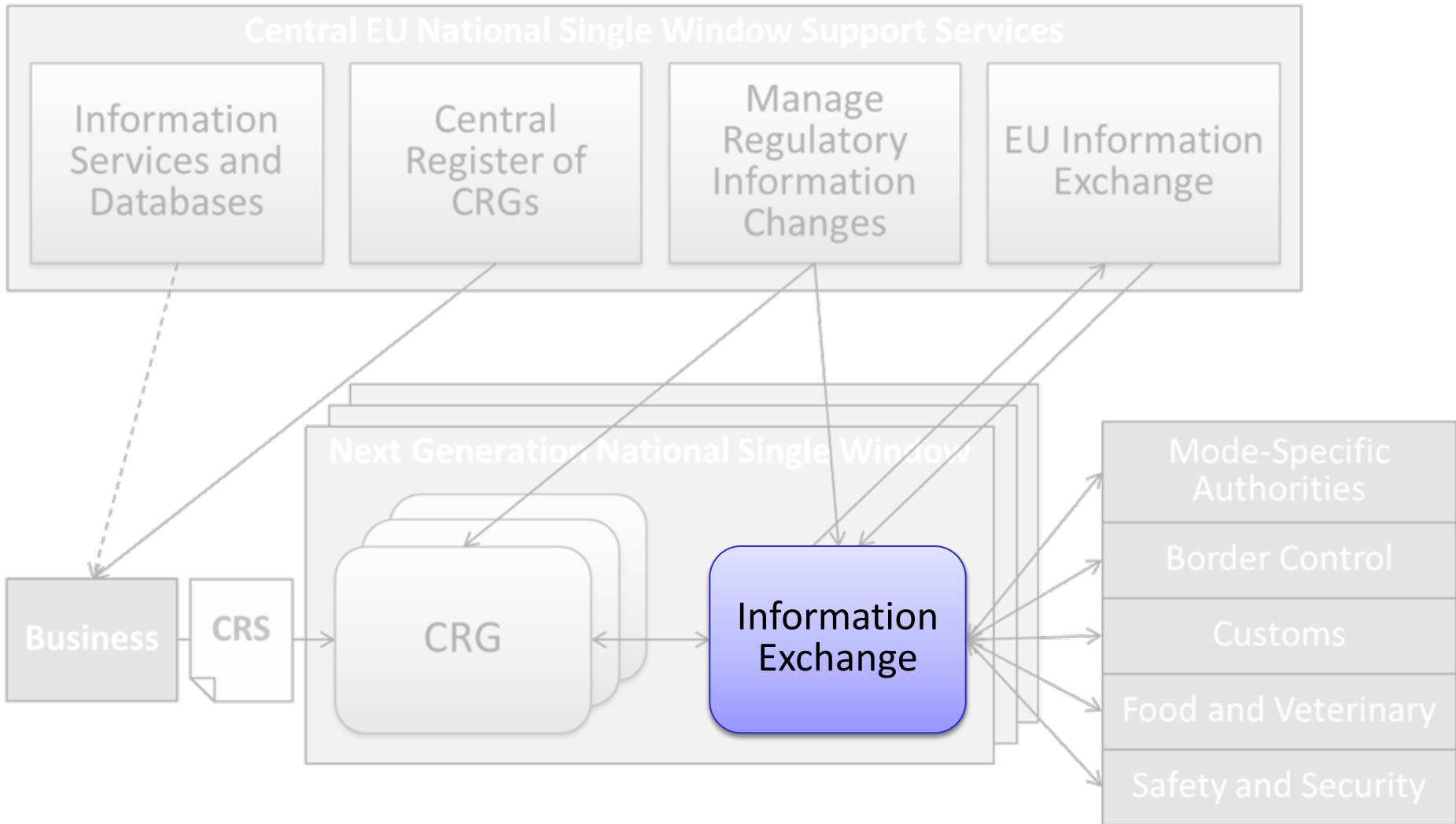4. **Can use distributed configuration within Member State (integration with local legacy systems)**

CRG Configurations
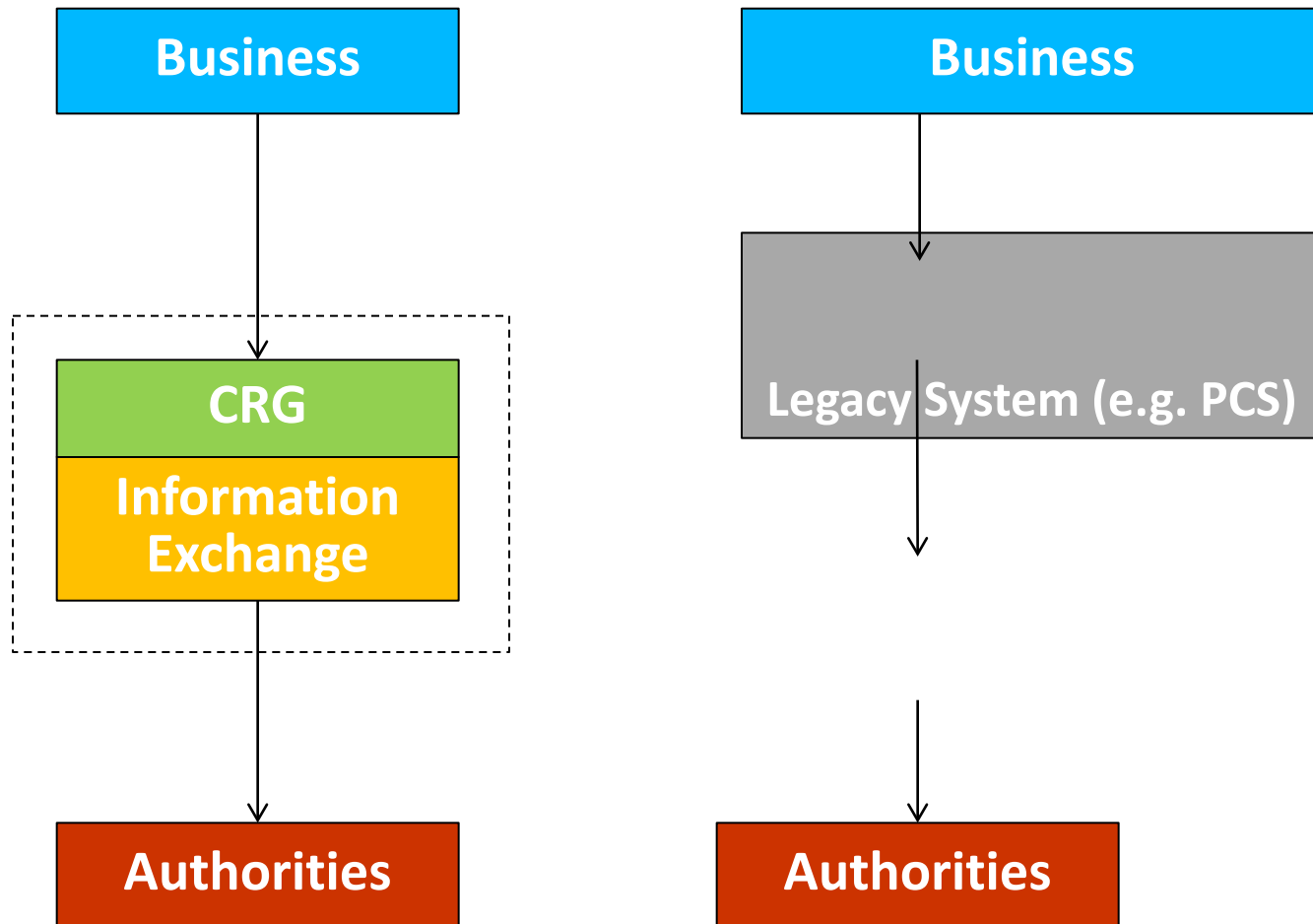
CRG Configurations
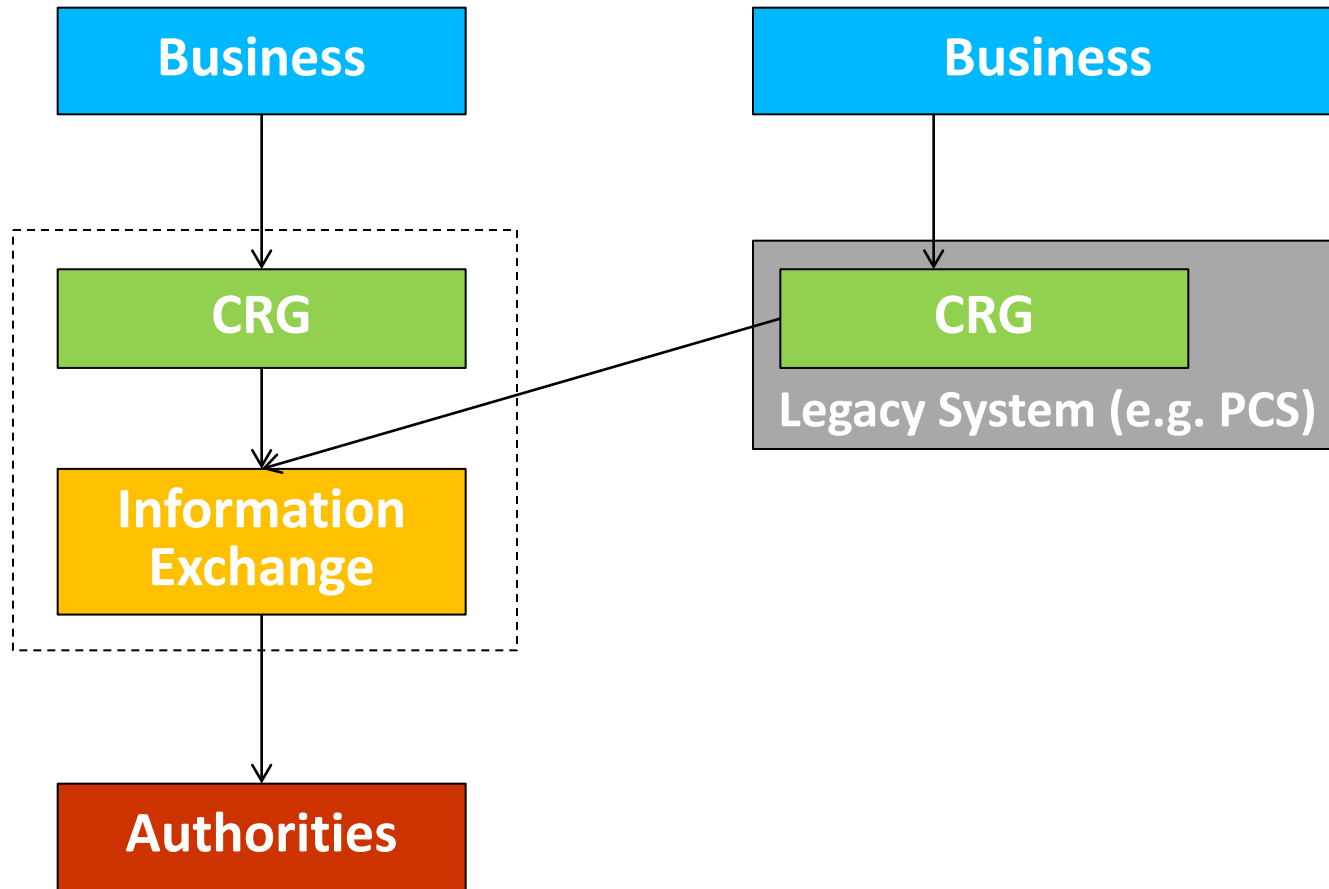
Information Exchange (IE)

Information Exchange

- **Capabilities:**

1. **Send submissions and integrate existing regulatory systems within Member State**

2. **Provide National Authorities with access to central database of all regulatory information in Member State**

3. **Exchange information between Authorities, with EU level systems and with neighbouring Member States**

4. **Fuse and analyse data to support risk management activities by providing statistical information and alerts**

Information Exchange
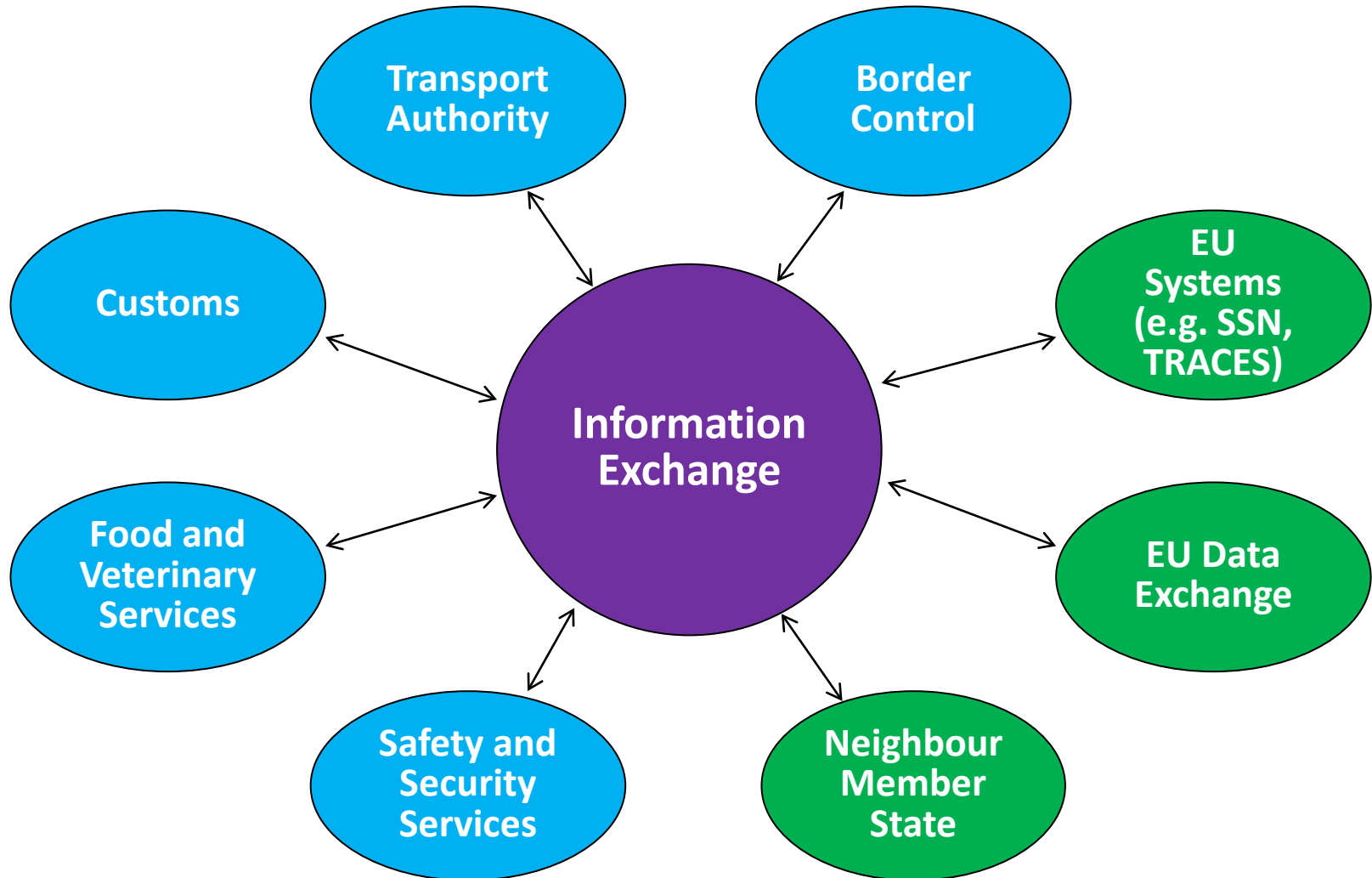
Latvia Pilot Solution
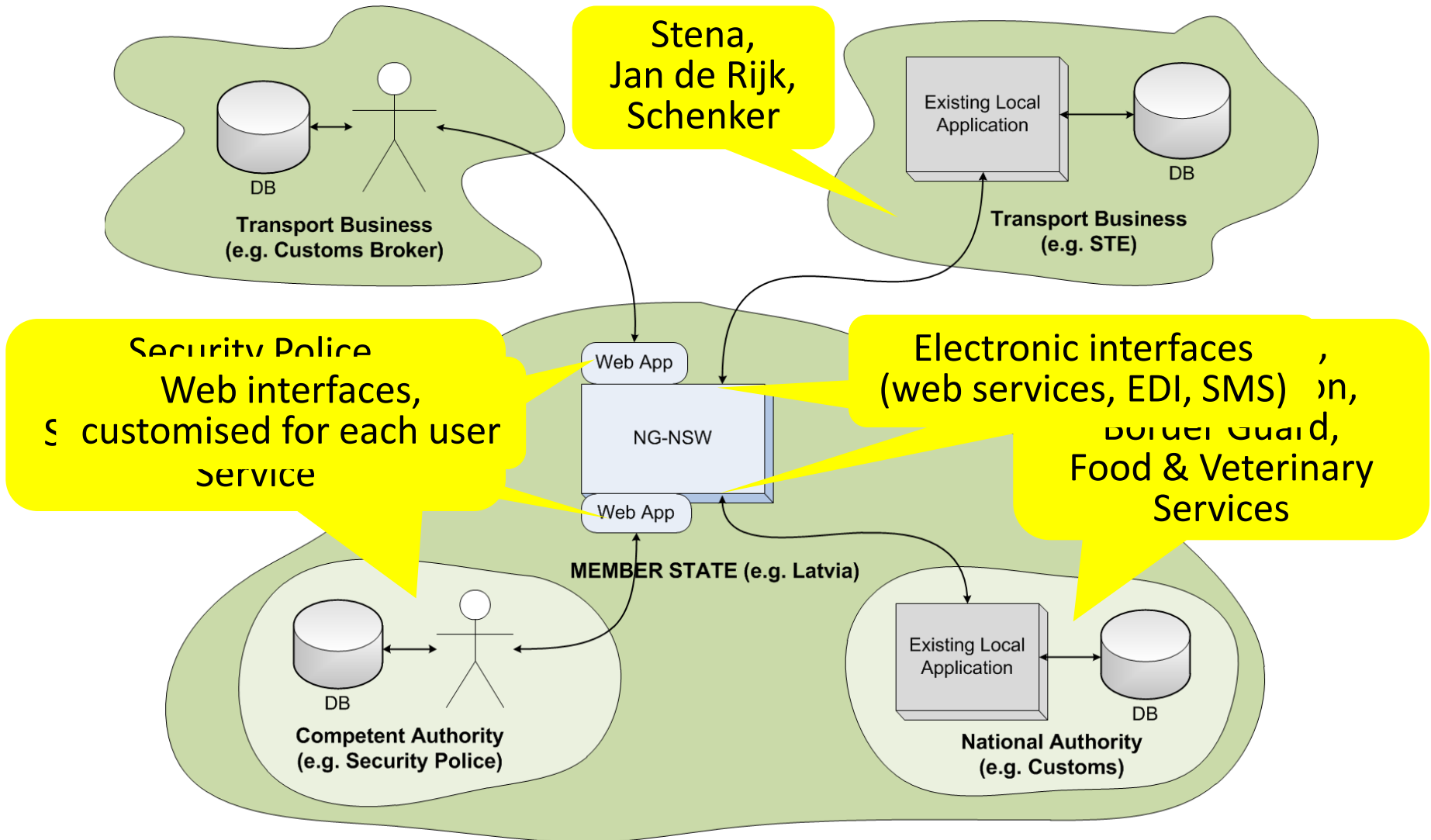
Thank You

Questions & Discussion

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EXTRA SLIDES

Background and Context

- **Reporting situation today:**

  - Regulation and transport formalities pose barriers to efficient trade

  - Extensive range of agency-specific and country-specific requirements and systems/interfaces

  - Little or no co-ordination or co-operation between systems and parties

  - Duplicative and redundant reporting requirements for traders and transport operators

  - Need to develop and manage interfaces with many systems

  - Financial cost to all parties and cost associated with timeliness and accuracy of reporting data

Single Window Initiatives

- **UN Single Window Concept (Recommendation 33)**

- **Initiatives at International Level**
  - WCO, APEC, ASEAN

- **Initiatives at National level (outside EU)**
  - **Canada:** Canada Border Services Agency (Customs, Immigration, Health, Food and Veterinary)
  - **Ghana:** *TRADENET + GCMS* (Trade, Customs)
  - **Indonesia:** *TradeNet + PortNet* → *INSW Portal* (Trade, Ports)
  - **Peru:** *Peruvian Single Window* (Trade, Customs)

Single Window Initiatives

- **EU level initiatives**

  – Customs Single Windows (ICS/ECS)
     (Modernised Customs Code Programme)

  – Single Administrative Document (SAD) and Entry Summary
     Declaration (ENS) to support e-Customs

  – Maritime Transport Single Windows
     (VTM and Ship Formalities Directives)

  – e-Freight, e-Maritime, RIS, TAF/TSI, ITS…

Single Window Initiatives

- **Different strategies and implementations at National level:**

  1. Maritime Transport Single Windows driven by SafeSeaNet requirements

  2. e-Customs driving National customs applications

  – **Finland:** combined Maritime + Customs system, motivated by efficiency gains

  – **Latvia:** Separate Customs system and SSN application (acting like Maritime Transport Single Window)

  – **France:** Dematerialised customs clearance system, leading to integration with banks, insurance firms, etc.

Stakeholder Requirements

- **Transport Business**

  - e.g. shippers, freight forwarders, transport operators

  - Report regulatory information in a standard format, irrespective of destination and mode

  - Submit information electronically, ideally extracted automatically from operational processes

  - Easily manage changes arising from new or updated regulations

Stakeholder Requirements

- **National Authorities**

  – e.g. Customs, Port State Control, Security, Health

  – Enforce regulations efficiently

  – Easily manage changes arising from new or updated regulations

  – Co-operate with Authorities in different countries

- **The EU**

  – Support the implementation of policy and therefore facilitate the above requirements

  – Manage changes to regulatory requirements easily and efficiently

Definitions

- **Next Generation <u>EU</u> Single Window**

  - Facility for sharing and exchange of information between Member States at an EU level

  - Centralised management of changes and updates to regulatory reporting specifications and requirements

  - Central registry of Next Generation National Single Windows

- **Next Generation <u>National</u> Single Window:**

  - Standardised interface and centralised storage for all reporting requirements (all modes and customs) within a Member State

  - Facility for the sharing and exchange of information between National Authorities within and across Member States
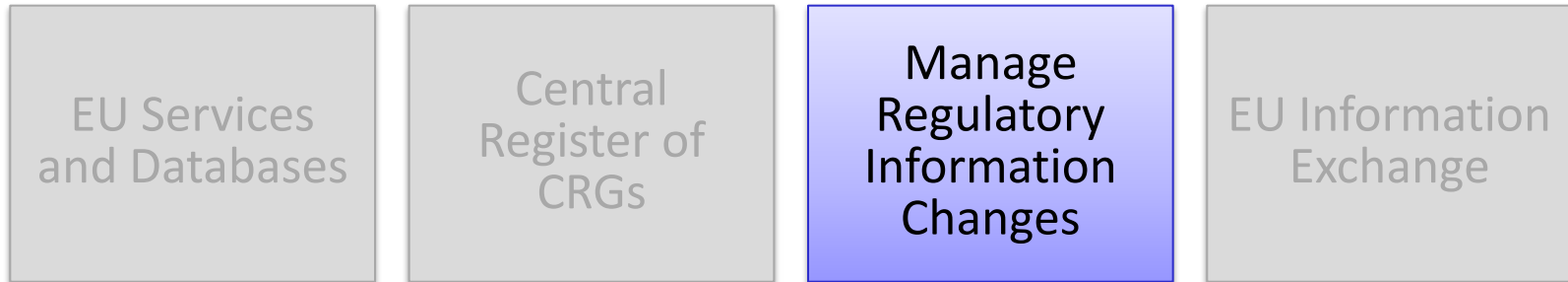
NG EU SW Capabilities

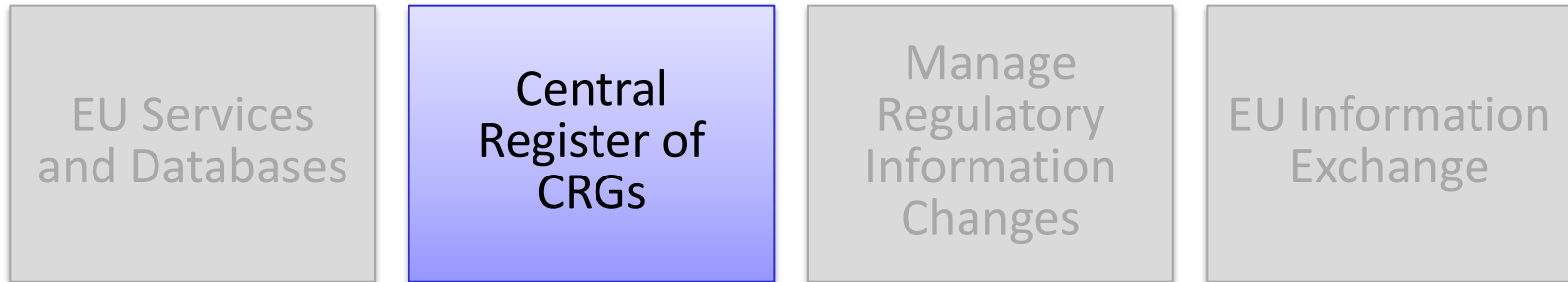| EU Services and Databases	Central Register of CRGs	Manage Regulatory Information Changes	EU Information Exchange

- **EU Information Exchange**
  - Allows Authorities to exchange and share information with Authorities in other Member States
  - Supports co-operation in safety, security and environmental risk management on an EU level
  - Includes systems such as SafeSeaNet

NG EU SW Capabilities

EU Services and Databases	Central Register of CRGs	Manage Regulatory Information Changes	EU Information Exchange

- **Manage Regulatory Information Changes**
  - Allows EU to lodge changes to reporting specifications in central location
  - All NSW applications across Member States are automatically updated

NG EU SW Capabilities

EU Services and Databases	Central Register of CRGs	Manage Regulatory Information Changes	EU Information Exchange

- **Central Register of CRGs**

  - Allows transport businesses to discover where to report ("Address Book" of CRGs)

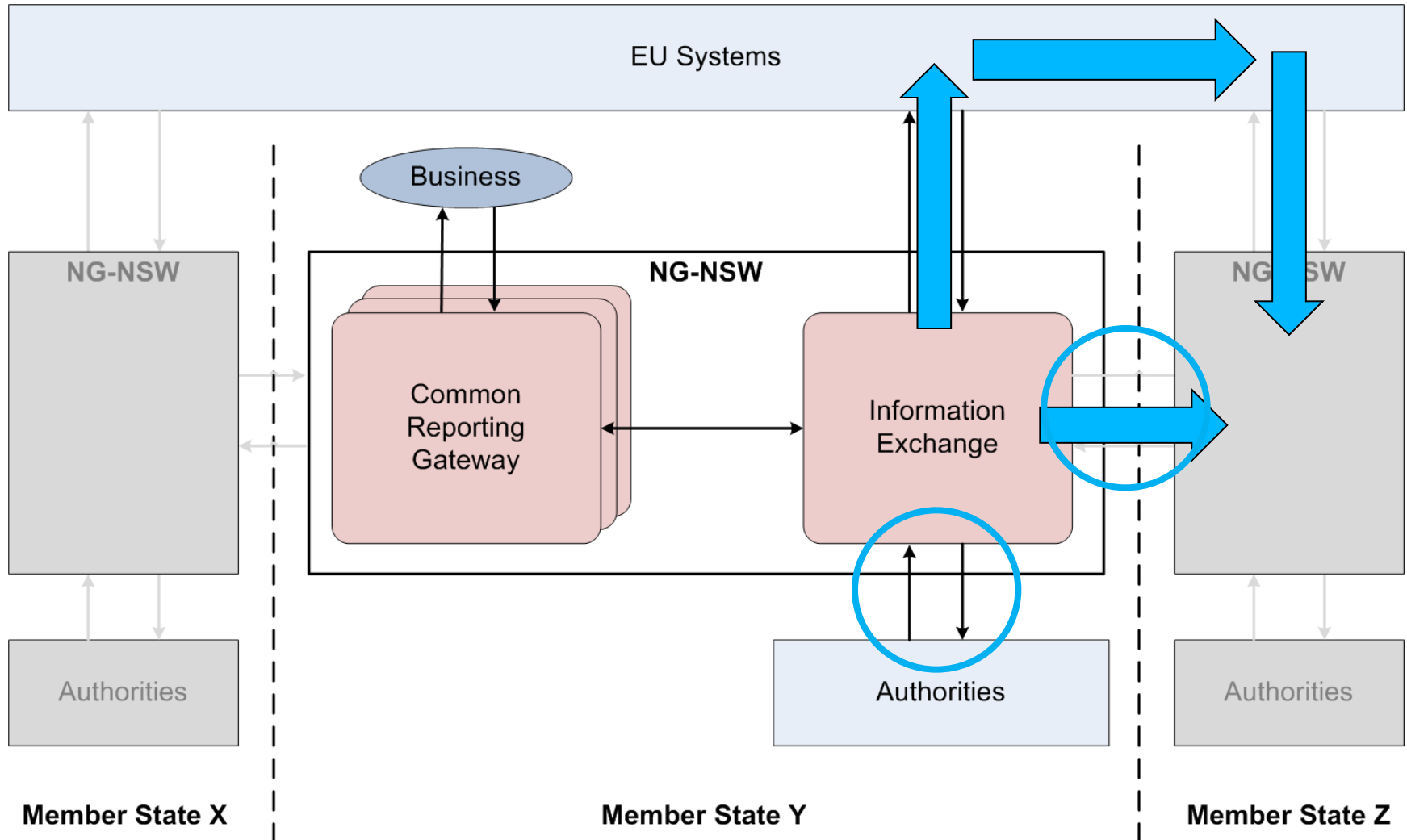 - Authorities in Member States register new NSW systems and manage updates to contact details

NG EU SW Capabilities

EU Services and Databases	Central Register of CRGs	Manage Regulatory Information Changes	EU Information Exchange

- **EU Services and Databases**
  - Inherent capability to provide additional services to transport business and Authorities
  - Statistical information (data mining)
  - Databases
    - EU ship/hull database
    - Database of registered operators
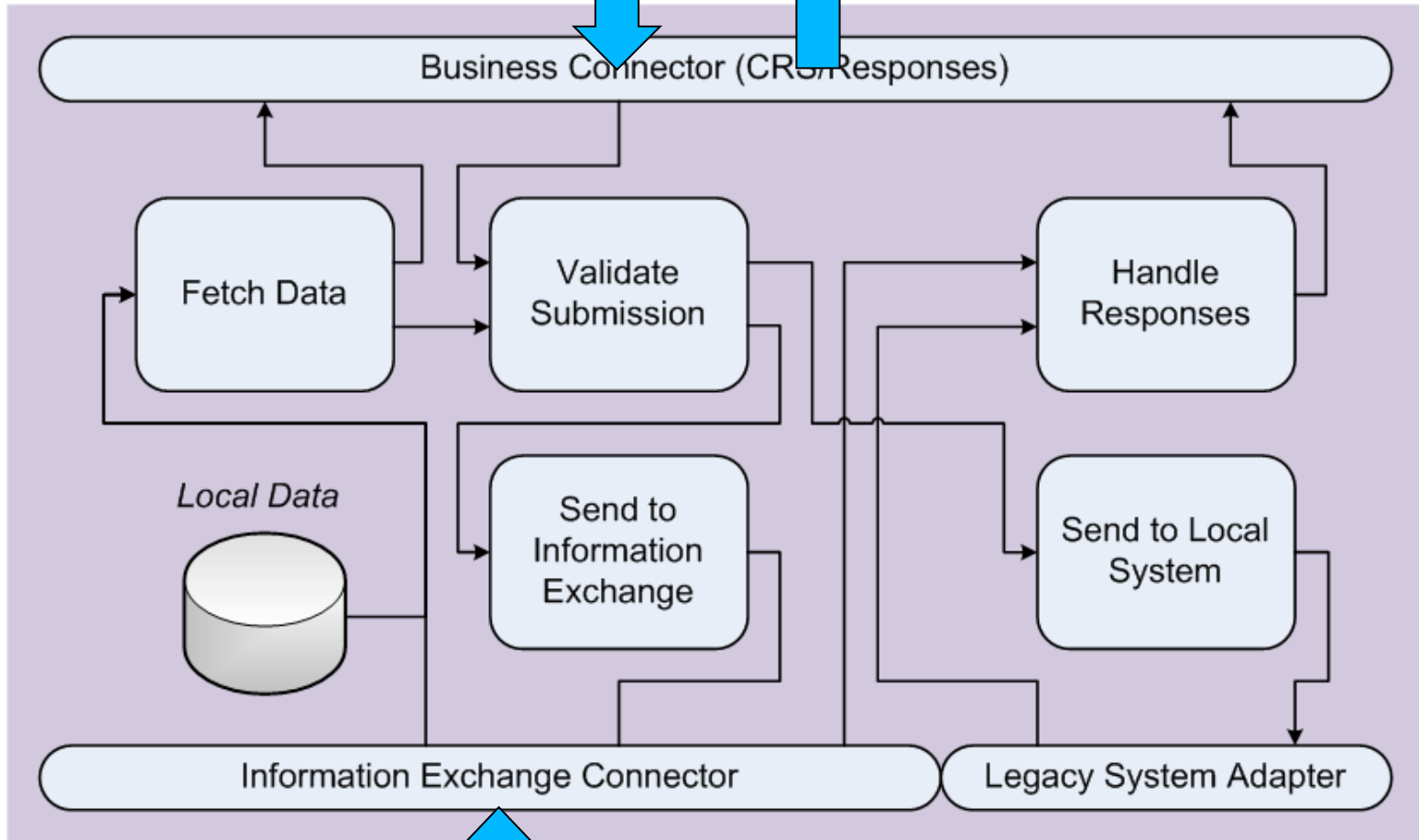
NG National Single Window

Common Reporting Gateway
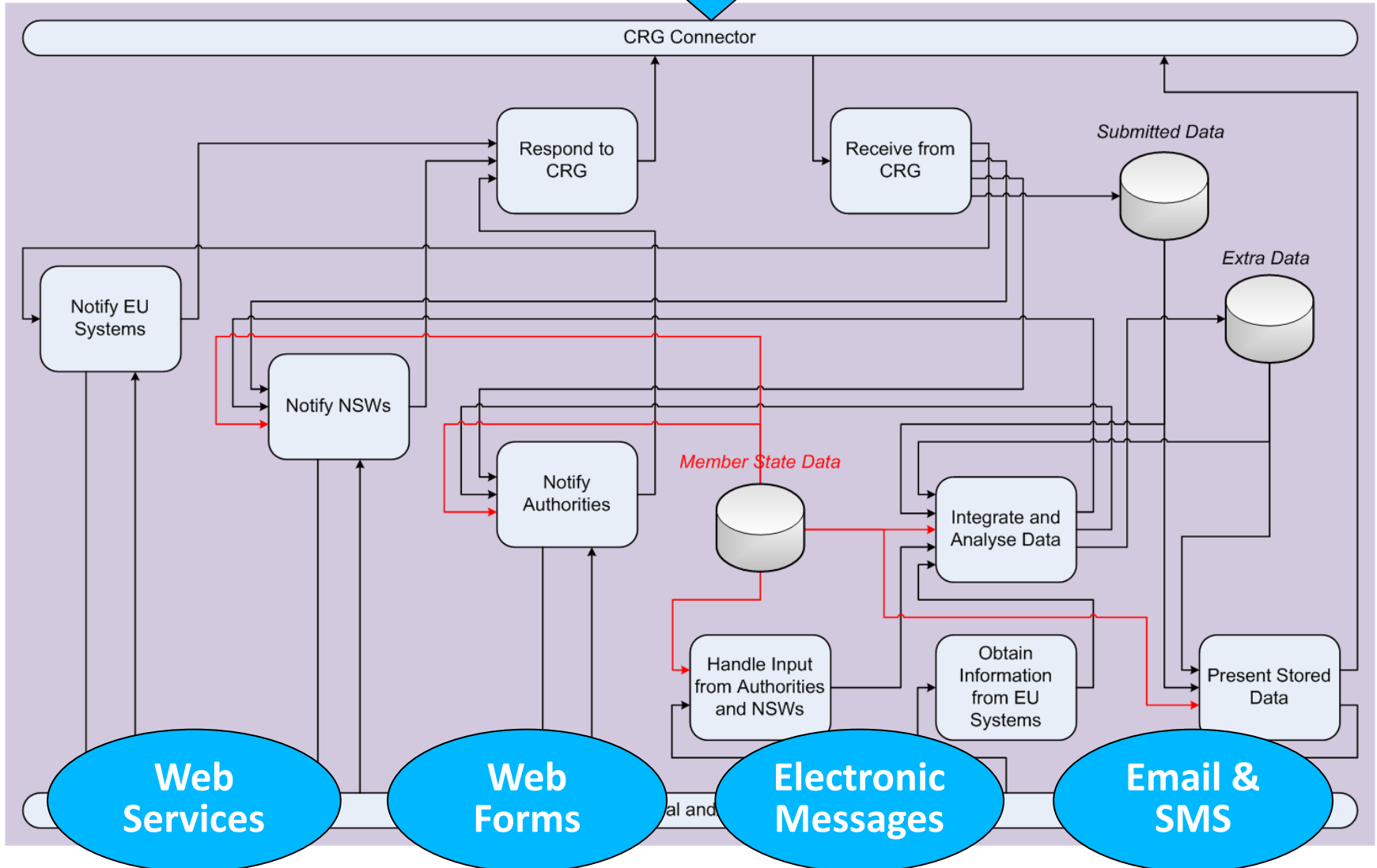

Shipper, Forwarder, Operator, etc…

CRS
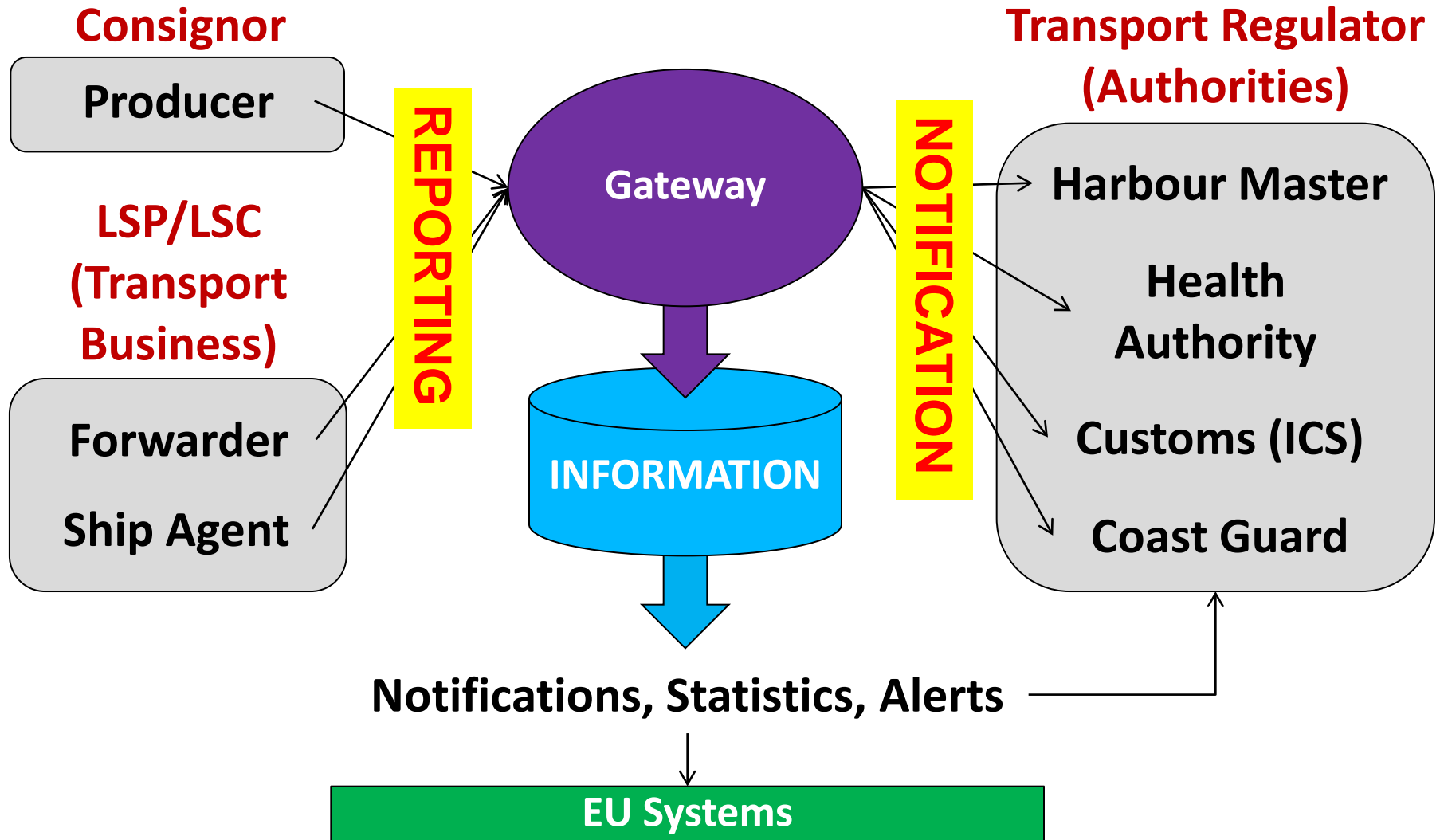
Response Messages

Business Connector (CRS/Responses)

Fetch Data

Validate Submission

Handle Responses

Local Data

Send to Information Exchange

Send to Local System

Information Exchange Connector

Legacy System Adapter

To Information Exchange

Information Exchange

To CRG(s)

Summary

FREIGHT

Consignor

Producer

LSP/LSC (Transport Business)

Forwarder

Ship Agent

REPORTING

Gateway

INFORMATION

NOTIFICATION

Transport Regulator (Authorities)

Harbour Master

Health Authority

Customs (ICS)

Coast Guard

Notifications, Statistics, Alerts

EU Systems

Summary

- **Transport Businesses:**

  - must only manage a single, standardised, electronic interface for all reporting requirements

  - information must only be reported once

- **Authorities:**

  - integration of existing systems

  - increase effectiveness of regulatory processes

- **Information can be exchanged on National and EU levels, and with neighbouring countries to enhance safety, security and environmental risk management**
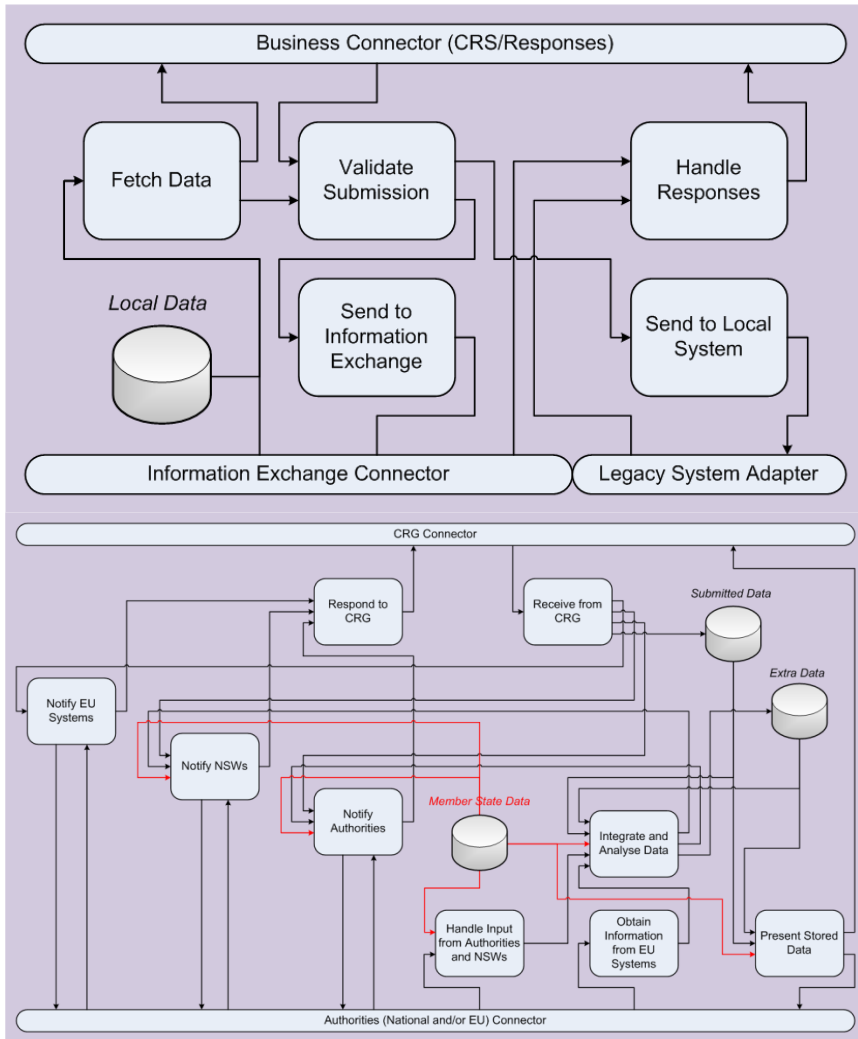
Summary

- **Support for management of changes to regulatory information requirements**
  - EU policies
  - e-Freight Framework standard messages
  - Sharing and co-operation agreements at National and EU levels
- **Capabilities for providing extra services**
  - EU databases
  - Statistical reporting

Latvia Pilot Solution
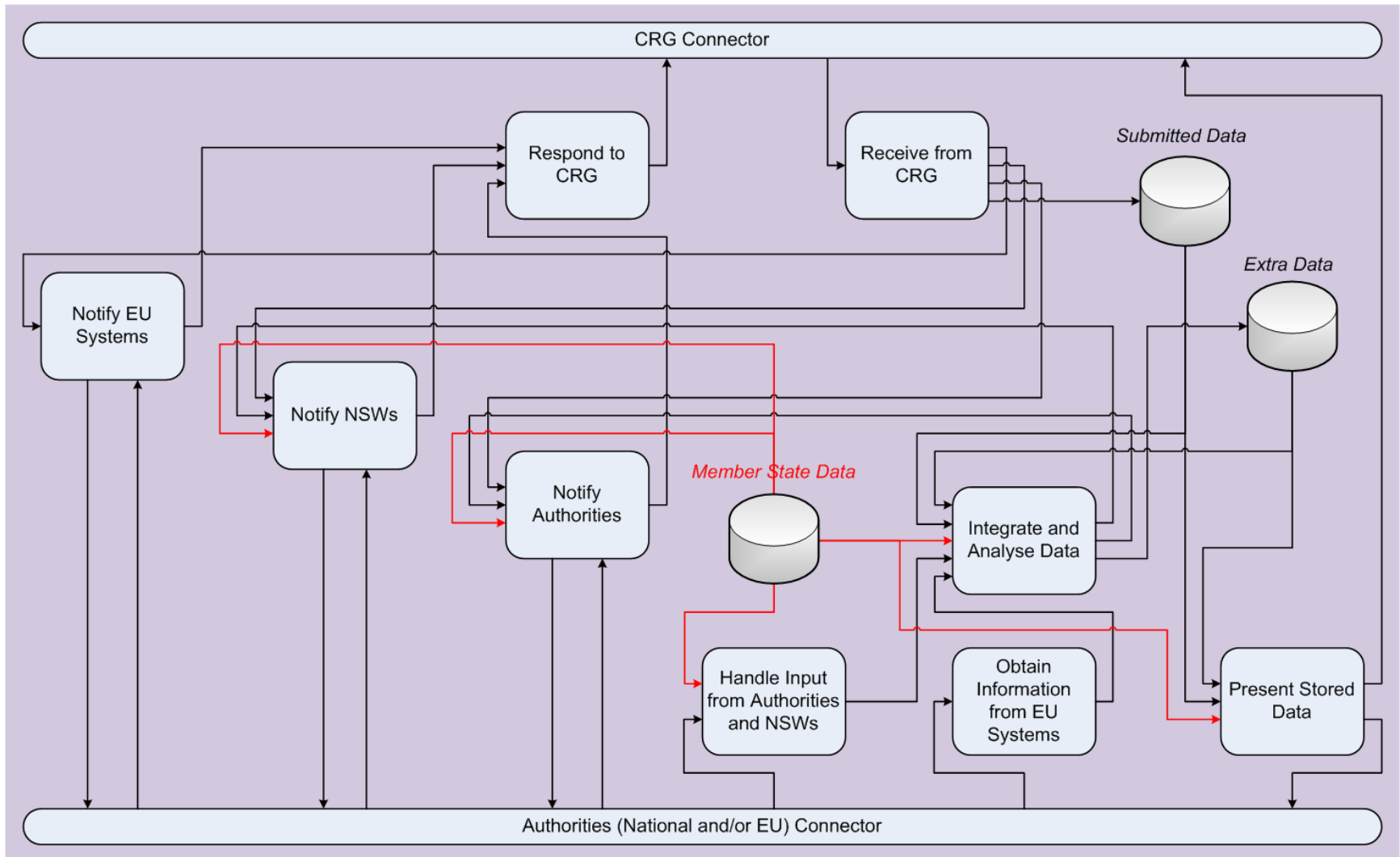
Latvia Pilot Solution

Latvia Pilot Solution

Consignor

Producer

**LSP/LSC
(Transport Business)**

Forwarder

Ship Agent