



European Maritime Single Windows and
Customs trade lanes linking
Europe to non EU med countries





Need of **simplification and harmonization** of processes (also for new upcoming European Maritime Single Window for all ships arriving from or going to Europe)

Specific steps forward are needed on **Customs procedures between Maghreb countries on EU Customs**



EU and MED market



**EU Dir 2010/65
NEW
European Maritime
Single Window**



**Customs trade lanes
EU Customs Code**



**Concrete
experiences and
ongoing projects**



Our support



EU Dir 2010/65



UNION EUROPÉENNE

**DIRECTIVE 2010/65/EU
OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 20 October 2010**

on reporting formalities for ships arriving in and/or departing from ports of the Member States
and repealing Directive 2002/6/EC

Article 5 Electronic transmission of data

1. Member States shall accept the fulfillment of reporting formalities in electronic format and their transmission **via a single window** as soon as possible and in any case no later than 1 June 2015.

... omissis ...

Article 7 Information in FAL forms

Member States shall accept FAL forms for the fulfillment of reporting formalities. Member States may accept that information required in accordance with a legal act of the Union is provided **in a paper format until 1 June 2015 only**.

Why is it important for the MED area? To Interconnect administrations and business. Data exchange within an EU Member State and with non-EU countries.

Vessels departing from MED NON EU countries should fulfill DIR. 65 formalities dealing with new processes and new IT systems to be interfaced with the National EU Maritime Single Windows

Shipowners / Agents / Ports/Portnet (National Maritime Single Window) should **adapt their systems**



Customs trade lanes EU Customs Code

New EU Customs Code (2016)

E-manifest initiative

In some members states (eg. Italy):

- Preclearing (advanced clearing at sea before arrival)
- Customs monitored corridors to inland terminals or to final destinations (using AEO certification or RFID eSeal)
 - By ship
 - On truck
 - On train

Why is this important for the MED area:

- Possibilities of building Fast Logistic and Customs corridors between EU and NON EU countries
 - **Providing services** to the actor of the chain (Tracking and tracing, proof of delivery)
 - **Reducing administrative burdens**
 - **Saving time and costs** on the full door to door chain



Concrete Experiences



An aerial view of a busy port. A large container ship is docked at a pier, with several yellow gantry cranes positioned along the quay. The ship's deck is filled with colorful shipping containers. The surrounding area is a vast yard filled with stacks of containers in various colors (blue, red, green, orange). The water is visible in the foreground, and the sky is clear.

Maritime & logistics solutions

SEA

PORTS

INLAND

Automatic acquisition of data through the direct connection to navigation systems plus manual data entry of all data required but not present in automation

Handle reporting needs / Ship Formalities



InfoSHIP® ELB

- Ship Reporting & Inspection**
Voyage & Fuel Reporting:
Nautical Journal, Daily Noon Report
Others: IMO MARPOL, SMS - Safety Management System, IMO SOLAS, IMO SCA95
- Ship Formalities**
IMO FAL COMMITTEE37/2011 compliant
DIRECTIVE EU 2010/65 compliant
- Ship Owner Single Window**
Automatic Data Interchange, Workflow & Authorities Redirect

A Solution for Ship Formalities Submission

Interoperability module between

- Shipowners / agents
- Port Community Systems (and related actors)
- National Maritime Single Windows
- National Customs Single Windows

Main functionalities

- Validation of data / message and storage
- Messages Translation into different format
- Redirection of messages to relevant actors

A lot of Italian Ports are implementing our interoperability software solutions

Some references



InfoSHIP ELB installations

Costa Crociere – starting on the entire fleet, ORB, GN part III, Garbage Record Book, Waste Delivery, Injury, GN Part II

3 roro cargo Grimaldi Napoli – MIELE research project activities

1 ferry GNV – SIS-TEMA research project activities
V&F for 3 ferries GNV + other 7 in progress

InfoSHIP EGO installations

14 Costa Crociere and ex Ibero (Data Collector module only)

1 tanker d'Amico + 1 bulk carrier + 14 in progress

1 ferry Grimaldi Napoli + 1 roro cargo + 5 in progress

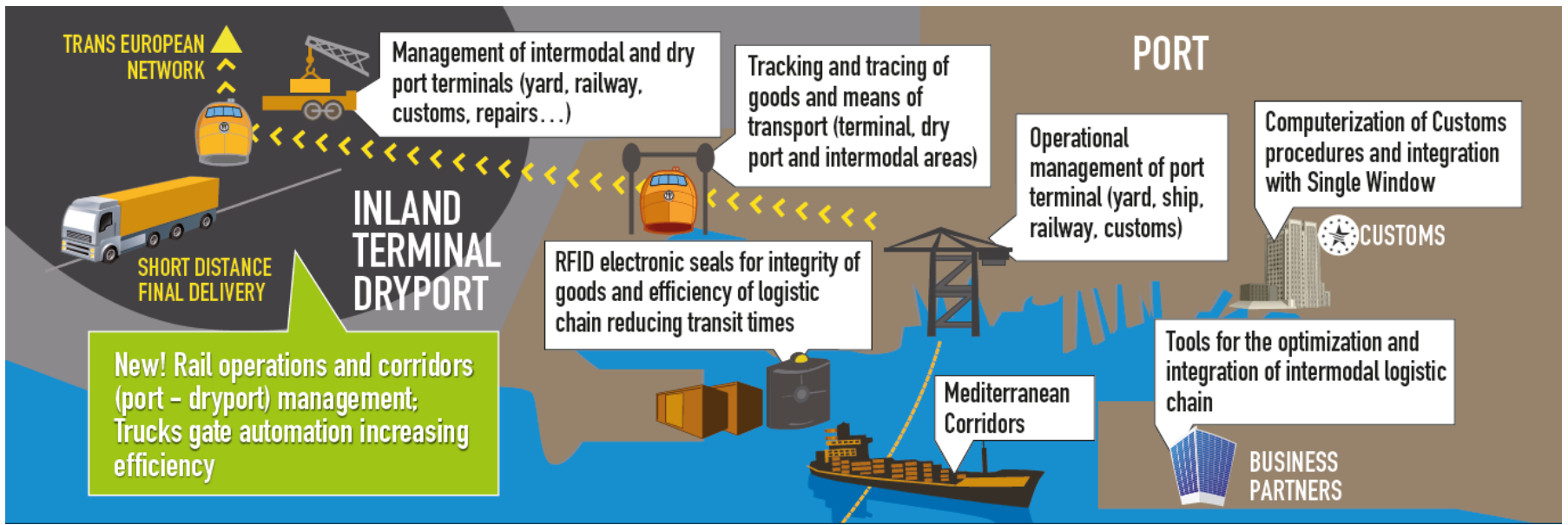
3 ferries GNV + 4 in progress

1 container ship MSC + 120 in progress

1 ferry Moby in progress



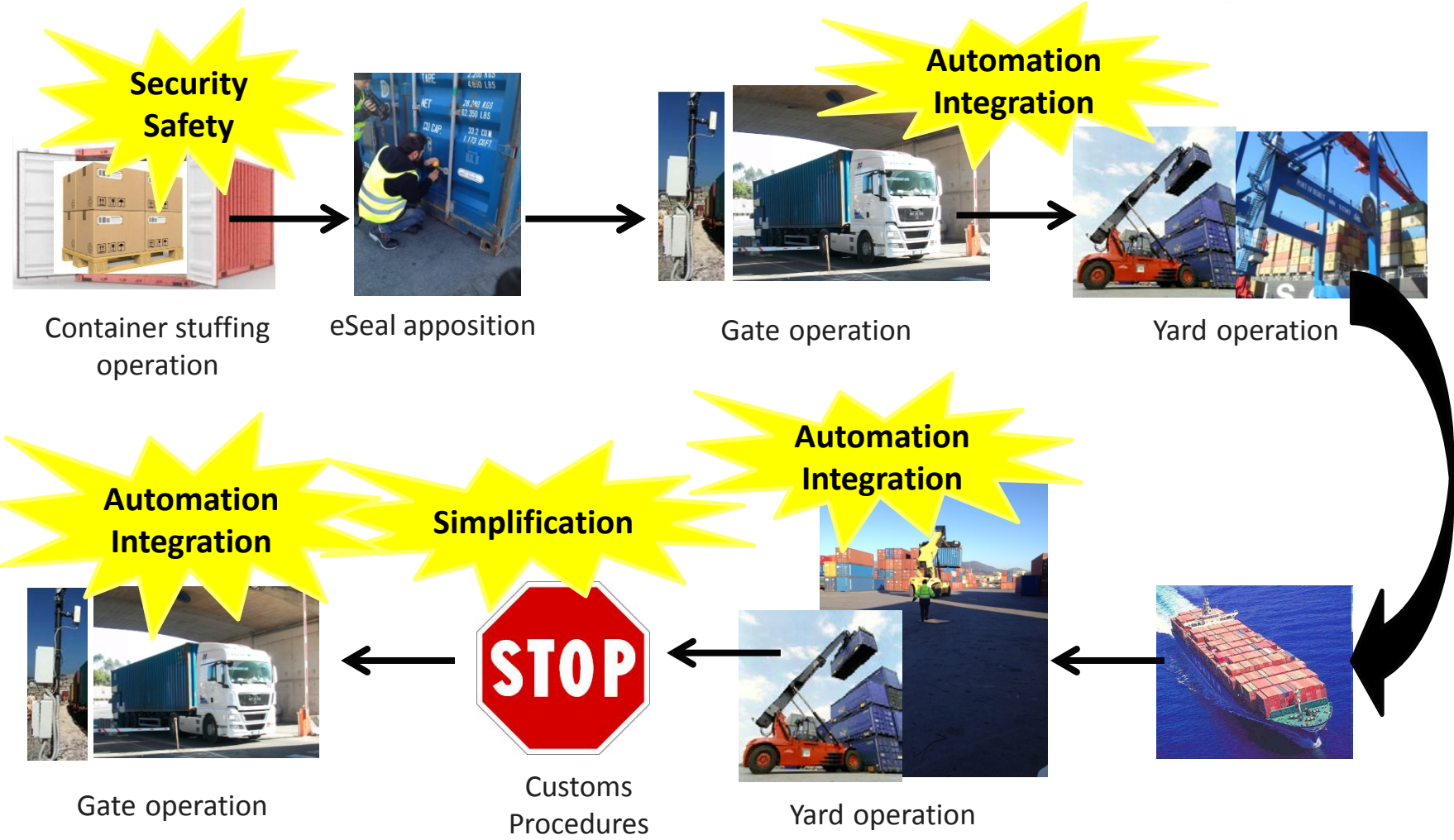
Logistic Single Windows Corridor Management Platforms



MILOS Making Intermodal Logistics Optimization Simple

A layer allowing interoperability among different systems across the door-to-door logistic chain

Using MILOS to speed up Logistics and Customs corridors



Corridor references



Terminal Management

11 Port &/or Inland Terminals



Port Authorities

7 Port Community Systems integrated



MTO / rail companies

8 Multimodal Transport Operators / Rail Companies / Shunting Companies



Public Authorities

9 Public Authorities / Customs / Minister



First final client / importer starting with new procedure - **March 31th**





Our Support

Evaluate export/import business opportunities

Provide interoperable and integrated solutions all over maritime and logistic corridors

Support companies in EU funding raising in order to develop specific cooperation projects within the mediterranean area

Support

- Projects– matching your needs with EU funding
- Funding scouting – looking for the best programmes
- Consortium building
- Proposal writing
- Negotiation process
- Project Management
- Dissemination activities



EU funding expertise

MIELE

Interoperability among IT systems on the logistic chain

ANNA

15 Member States working on Dir. 2010/65

B2MoS

Interfacing ports with business actors

WiderMos

Corridor Management Platform

Tiger and Tiger Demo

E-seal / tracking & tracing and customs simplifications among corridor

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