

# IMO Maritime Single Window

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Valencia, March 2016



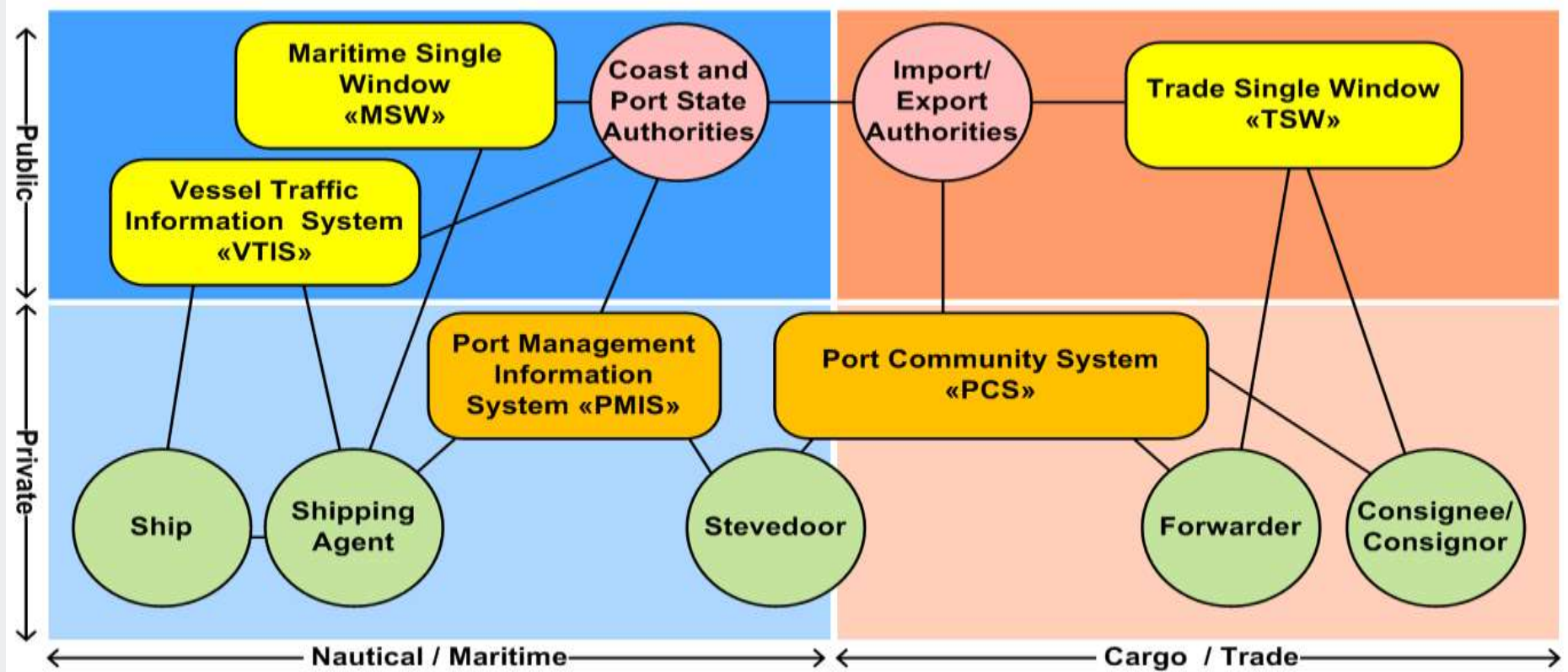
The purpose of the two first phases of this project is to develop requirements and selection criteria for a maritime single window (MSW) and to estimate costs of implementing one.

The Norwegian Marine Technology Research Institute (MARINTEK) was contracted to accomplish the first two phases of the project

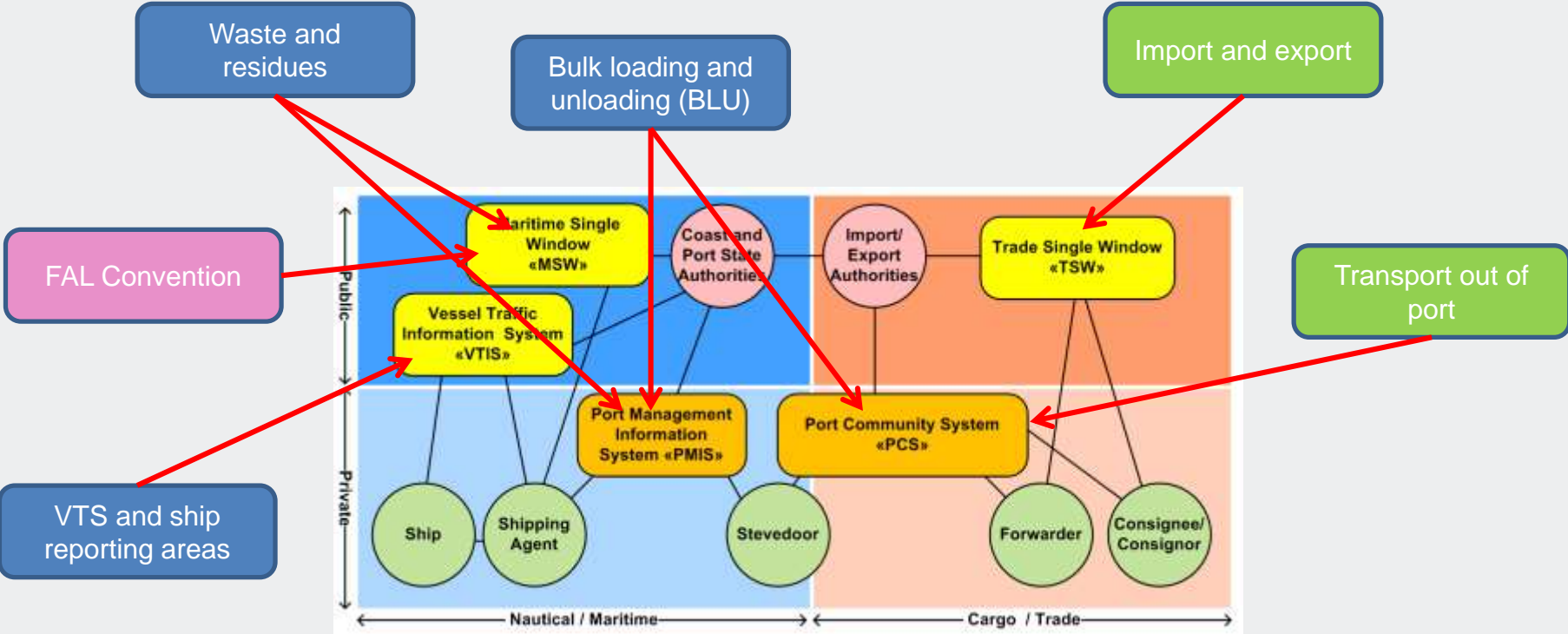
**Disclaimer:** This presentation is based on current information and in no way provides the official view of the IMO and is provided just for information. More information can be obtained direct from the IMO.

# Background and purpose of the Project

Normally not one single window,  
but a single window environment!



# Different types of reporting



# Schedule of the project

The project will be delivered in four phases;

i. First Phase: survey

The countries invited to participate were: Angola, Antigua and Barbuda, Bahrain, Cambodia, Chile, the Congo, Costa Rica, Egypt, Kenya, Malaysia, Myanmar, Peru and Turkey.

ii. Second Phase: assessment of the user requirements

selection criteria of the prototype

iii. Third Phase: to be developed

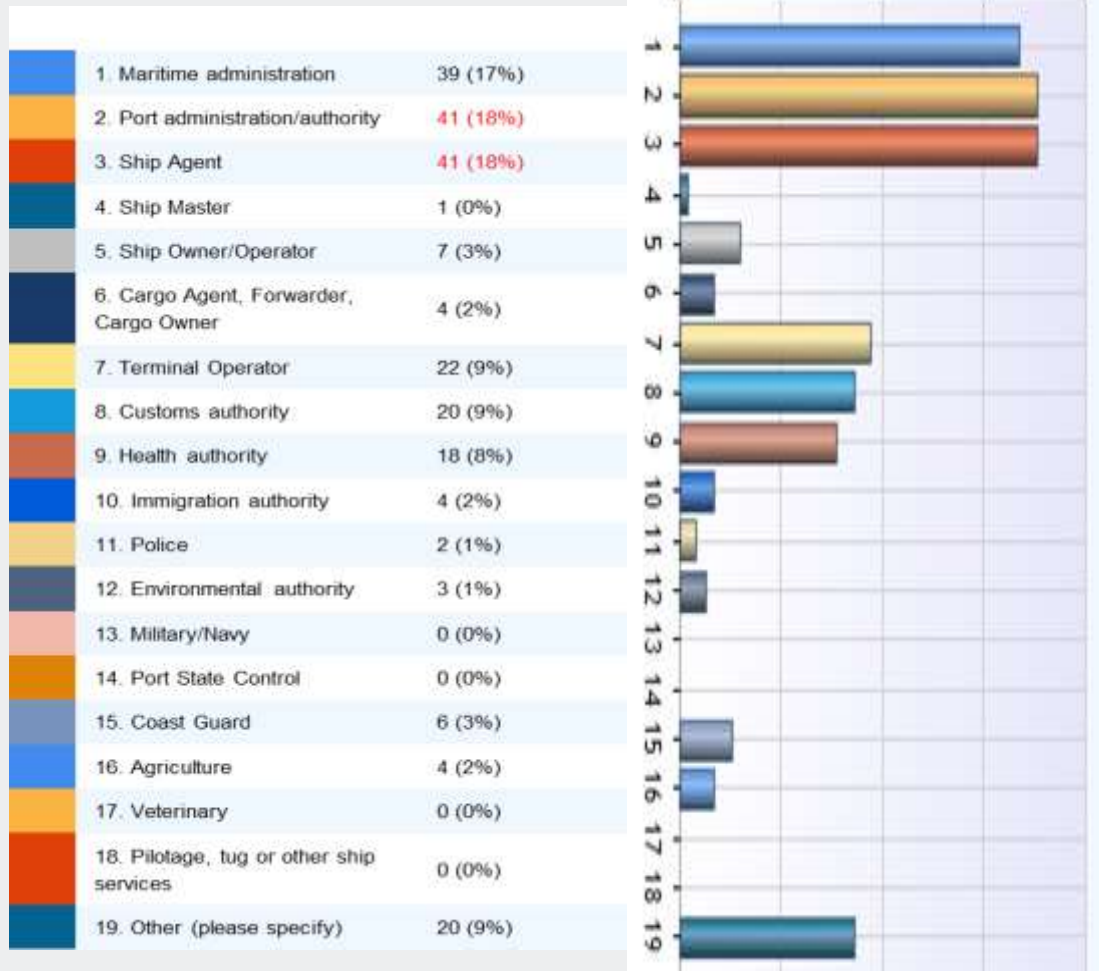
iv. Fourth Phase: implementation

## Participants

<b>Angola</b>
<b>Antigua and Barbuda</b>
<b>Bahrain</b>
<b>Cambodia</b>
<b>Chile</b>
<b>Congo</b>
<b>Costa Rica</b>
<b>Kenya</b>
<b>Malaysia</b>
<b>Myanmar</b>
<b>Peru</b>
<b>Turkey</b>

# Schedule of the Project

## Participants



- Good selection of different parties.
- A certain tendency towards authorities,
- but a large number of ship agents and terminal operators.

# User requirement and design criteria

## Some high level requirements

- The premise that we need an MSW as additional clearance function for nautical safety and security has been confirmed.
  - Integration with other systems is necessary.
- Assumption: We want a fully electronic system where all information about port calls is stored.
  - No alternate paper based storage: Save administration costs.
  - Full electronic history is available for statistical analysis.
- It should support fully automated reporting and clearance
  - Machine to machine with standard protocols where possible
  - Also include electronic certificates for port state control
  - Support also for local data formats
  - Must provide manual routines as backup
- Proper authentication and control of access rights are important

## Suggested selection criteria

- Step 1 - Determine capabilities and price: All proposed systems
  - State what requirements they will satisfy, all "Must" requirements shall be included
  - State prices for one implementation plus maintenance and consultancy availability
- Step 2 – Alignment: Based on all "Must" and all "Should" that at least one proposed system satisfies, give all proposers a chance to modify offers:
  - State what additional requirements one will satisfy and how
  - State modified price
- Step 3: Selection
  - By the IMO secretariat or by donor nations?



# Selection criteria

## Outcome of TC 65

- TC 65 agreed to include the project in the 2016-2017 ITCP
- Expressed thanks to Norway for funding the first two phases of the proposed project
- Norway, Chile and the European Commission have offered in kind support for the development of the project.
- Norway and the European Commission have offered freely their open source software
- The Secretariat has to provide to TC 66 a clear project outline on the development of the single window concept together with the relating budget estimates for the initial and annually recurring costs
- Urged Member States and shipping industry stakeholders to make voluntary contributions, either financial or in-kind, for the progression of the proposed project.



# Summary

- It is important to investigate the development of an IMO Maritime Single Window software!
- Need to be careful so that costs and complexity can be controlled. IMO has no resources to maintain or support the software.
- Needs to be easy to deploy and commission while still retaining enough functionality to support the future single window environment.
- Must support future automation and fully electronic clearance of ships.
- Possible future integration between trade single window and MSW is essentially expected.

## More Information at (type heading into browser):

- [TC 65-3\(b\)-1](#)
- [TC 65-INF.6](#)
- [TC 65 –INF.6-Add.1](#)
- [TC 65-WP.1](#)

# 4- Electronic information exchange

- FAL 39 approved the amendments
- to be adopted by FAL 40 in the Spring of 2016
- According to the new Standard 1.3bis, Public authorities shall take all necessary measures for the establishment of systems for the electronic exchange of information within a period of three years after the adoption of the amendments.
- FAL 39 agreed that electronic certificates should be treated as equivalent to traditional paper certificates

[\(FAL.5/Circ.39/Rev.1\)](#)