



The Future of the Maritime Digital Landscape

How to get MSW implemented before Jan 1st 2024?

Oslo, 3rd October 2022 10:00-16:00





Ship Reporting Correspondence Group

[Group Objectives](#) [Ship Reporting ICT Tools](#) [Relevant Documents](#) [Supporting Organizations](#) [Contact](#)

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Agenda

- 1. The Original Problem**
- 2. IMO FAL Solution to the problem**
- 3. IMO FAL Solution Implementation Hurdles**
- 4. The Case for MSW Solution as a Service (MSW SaaS)**




1. The Original Problem

Documentation required:

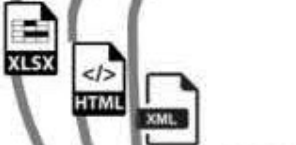
Document	Distribution (copies)						Total
	LA	IM	CH	QI	AP	HM	
1. General Declaration	-	1	1	1	1	1	5
2. Cargo Declaration	-	-	1	1	1	1	4
3. Ship's Stores Declaration	-	-	1	1	1	-	3
4. Crew's Effects Declaration	-	1	1	-	-	-	2
5. Crew List	1	2	1	1	1	1	7
6. Passenger List	-	2	1	1	1	1	6
7. Maritime Declaration of Health	-	-	-	1	-	-	1
8. Last Port Clearance	-	-	-	-	-	1	1
9. Ship's particulars	1	-	-	-	-	1	2
10. Crew's passports	-	All	-	-	-	-	All
11. Chinese Tonnage Dues Certificate	-	-	1	-	-	-	1
12. Cargo Manifest	1	-	2	-	-	-	3
13. Bills of Lading	1	-	-	-	-	-	1
14. Stowage Plan	1	-	-	-	-	-	1

Ship Report Types

Type Number	Type Name	Type Number	Type Name
1	Mandatory Ship Reporting System	13	Maritime Declaration of Health
2	Arrival/Departure Declaration / General Declaration	14	Ice Class
3	Ballast Water Log	15	Passenger List
4	Cargo Declaration	16	Port of Call List / Voyage Memo
5	Certificate of Disembarkation	17	Security Related Information
6	Certificates	18	Ship's Particulars
7	Crews' Effects Declaration	19	Ship's Repair
8	Crew Vaccination Record List	20	Ship's Stores Declaration
9	Crew List	21	Tank Condition
10	Dangerous Goods Manifest	22	Waste Notification
11	Foreign Currency List	23	Advance electronic cargo information for customs risk assessment purposes
12	General List / NIL List		

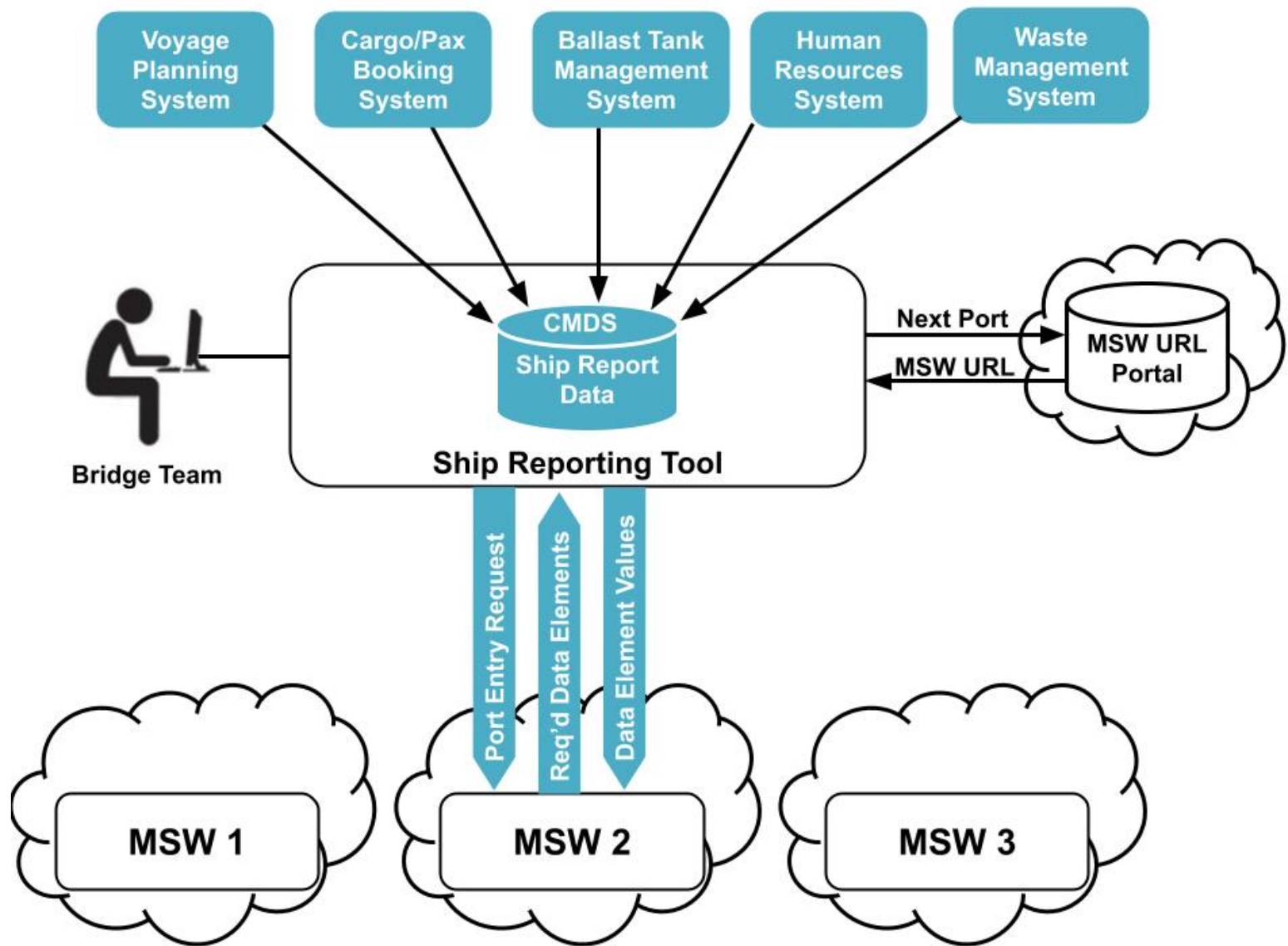


2. IMO FAL Solution to the problem



Maritime Single Window







3. IMO FAL Solution Implementation Hurdles

Current Automated Ship Reporting Status

Pre-requisites for automating ship reports using the IMO FAL Solution

1. IMO Compendium includes definitions for most relevant data structures and elements
2. Global implementation of MSW's by FAL Member States for all relevant ports
3. Ship Reporting ICT tools for are available to Bridge Teams and their shore-based representatives

Hurdles

1. IMO Compendium includes most relevant data structures and elements

- As of September 28th, 2022, 451 data elements have been defined or roughly one-third of all relevant data elements
- It is unlikely that all relevant data structures and elements that FAL Members require ships to submit will be defined in the IMO Compendium any time in the near future
- There currently is no accommodation for data structures and elements that FAL Members require from ships but that have not been defined in the IMO Compendium

Reporting obligations:

Part A:

Reporting obligations stemming from legal acts of the Union, including entry/exit customs formalities



EMSWe

Part B:

FAL documents and reporting obligations stemming from international legal instruments

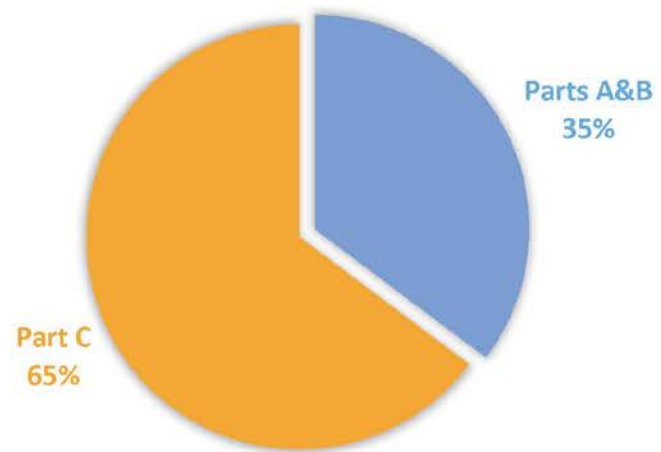
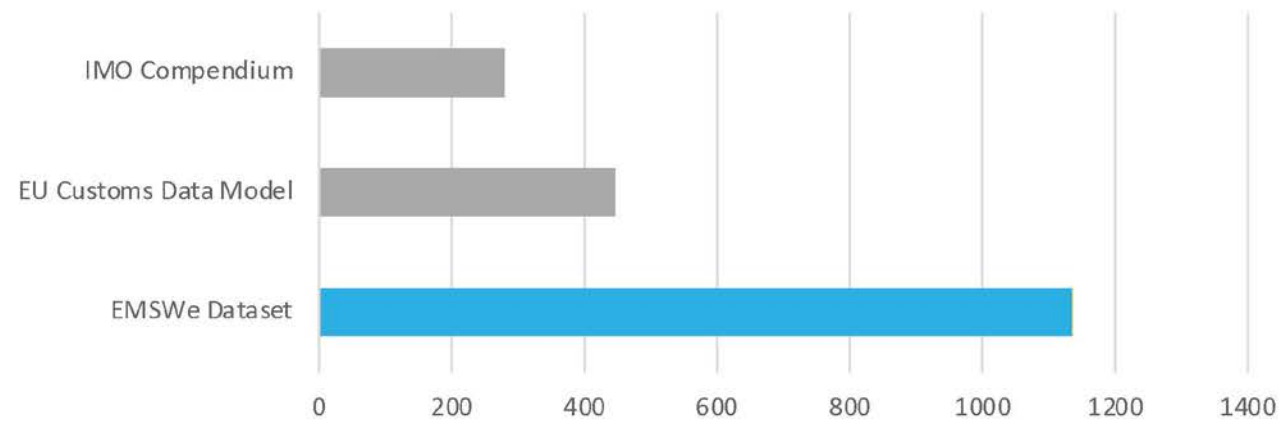


FAL
Forms

Part C:

Reporting obligations stemming from national legislation and requirements

Overall figures

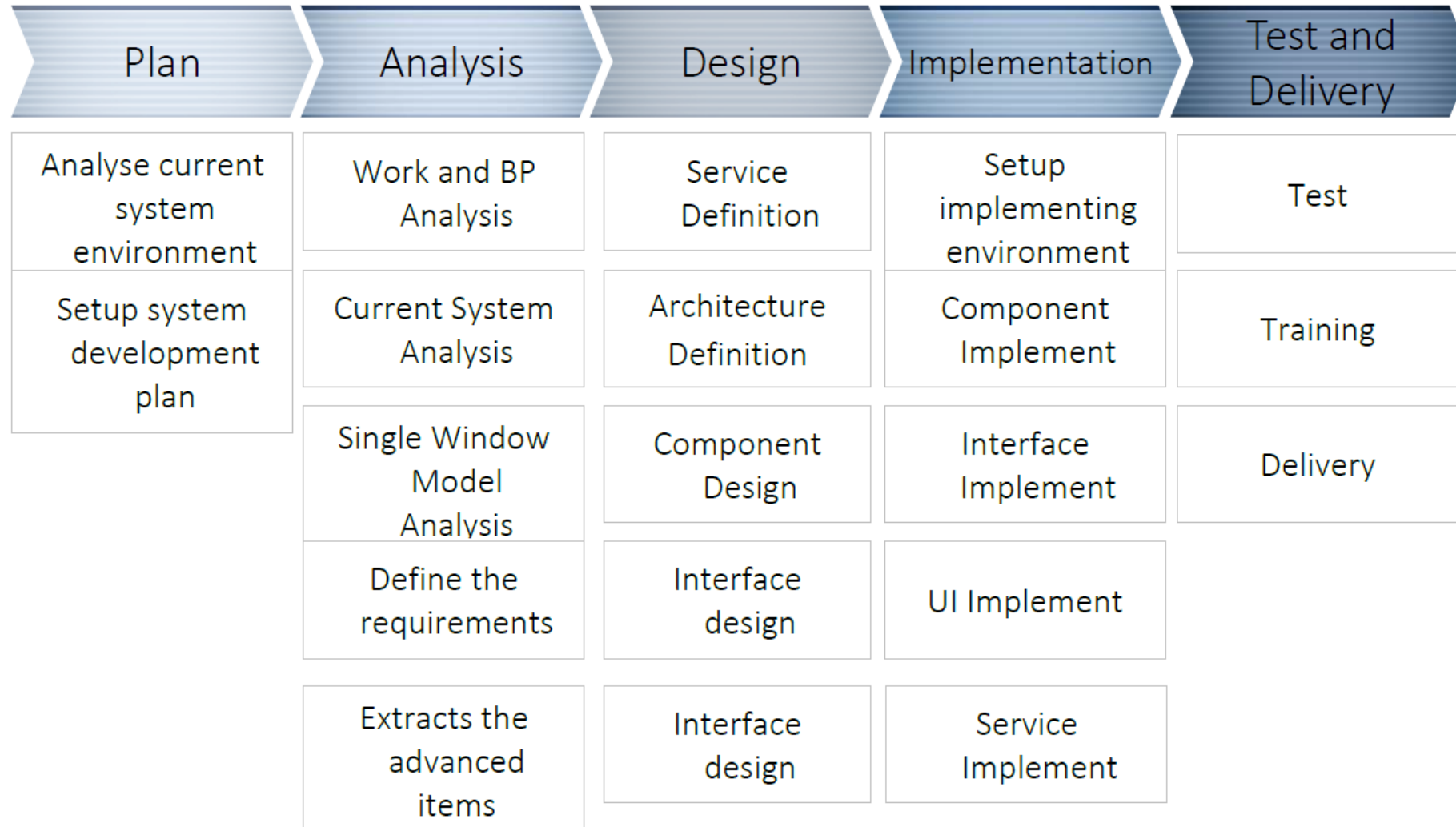


Hurdles (Cont'd)

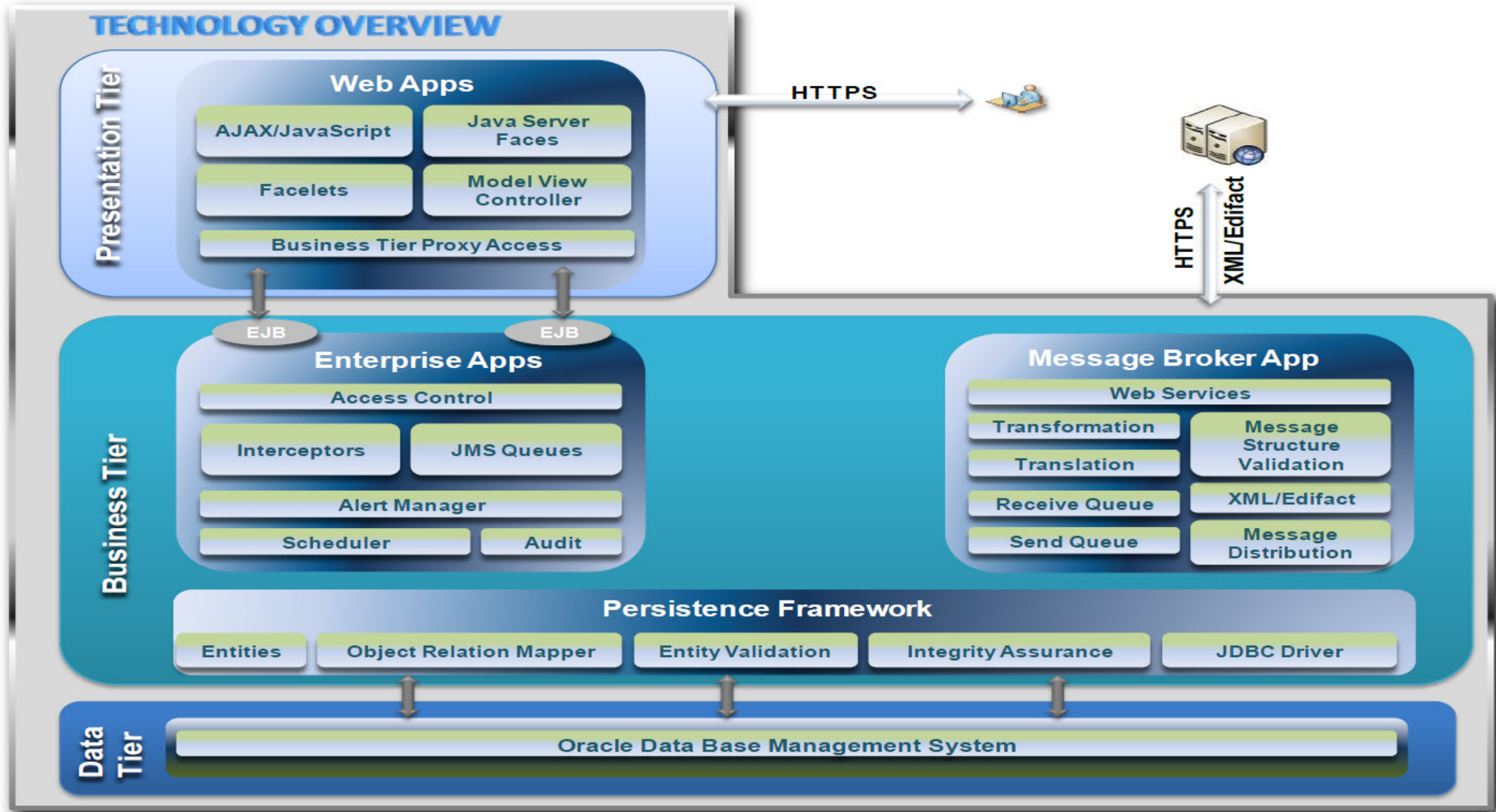
2. FAL Member States implement MSW for all relevant ports

- IMO FAL has published MSW minimum requirements including the API (SOAP/REST, XML/JSON)
- IMO FAL has made implementation of MSW's obligatory by January 1st 2024 in amendments to the Convention
- Developed countries especially in Europe are in the process of implementing MSWs
- Many other relevant ports are slow to implement a MSW

Figure 1 – Single window service development and implementation methodology



Spanish National Maritime Single Window Architecture



In the case study made for introduction of NMSW in Montenegro, the overall costs are estimated to **957 500 EUR**, having that NMSW life expectancy of 15 years is assumed.

On the other side, benefits are quantified on **259 000 EUR**. It must be noted that only the benefits for SOLAS ships have been quantified

Source:

Nexhat Kapidani, University of Montenegro

Edvard Tijan, University of Rijeka

Sasa Aksentijevic, Aksentijevic Forensics and Consulting

Enis Kocan, University of Montenegro

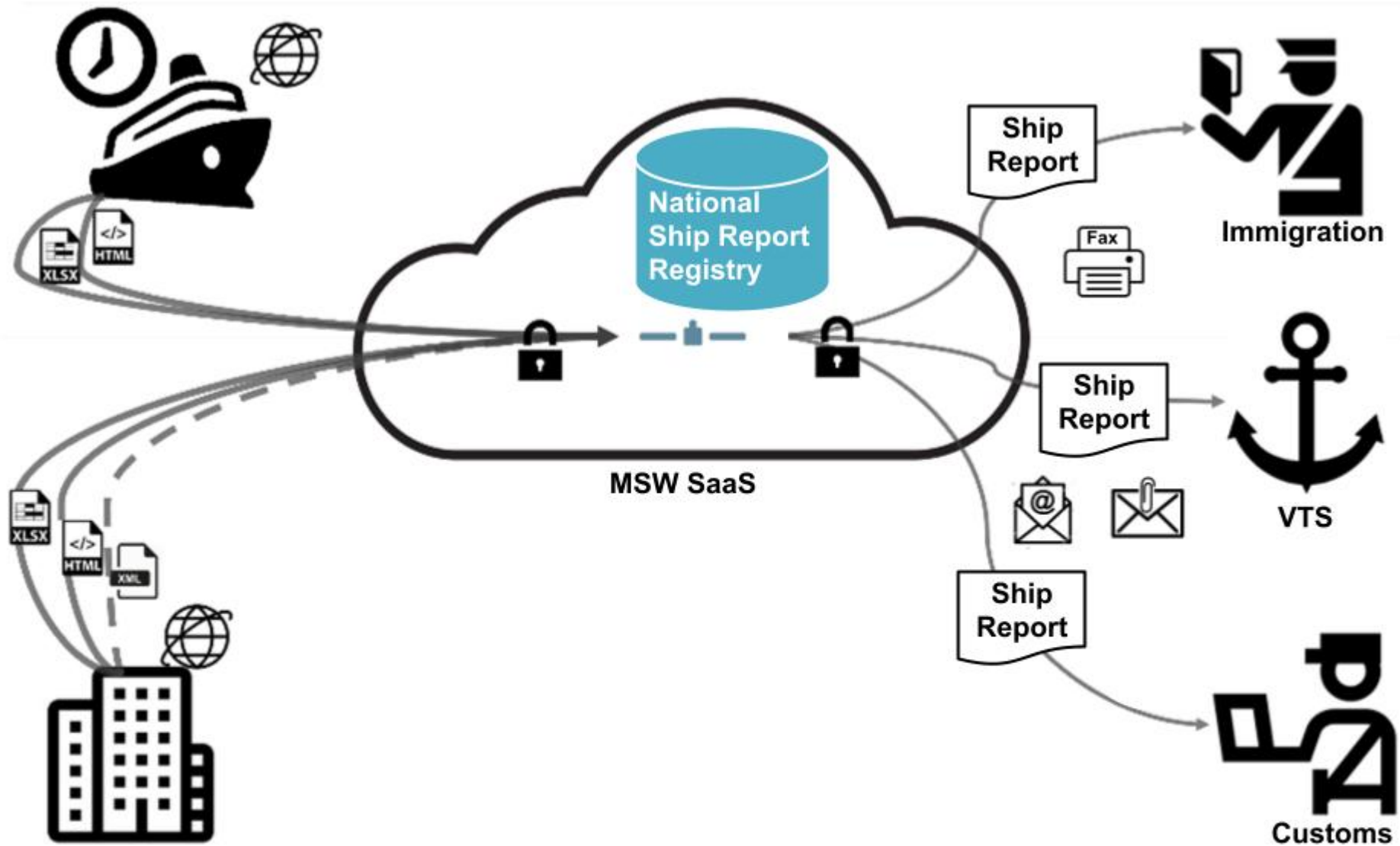
Hurdles (Cont'd)

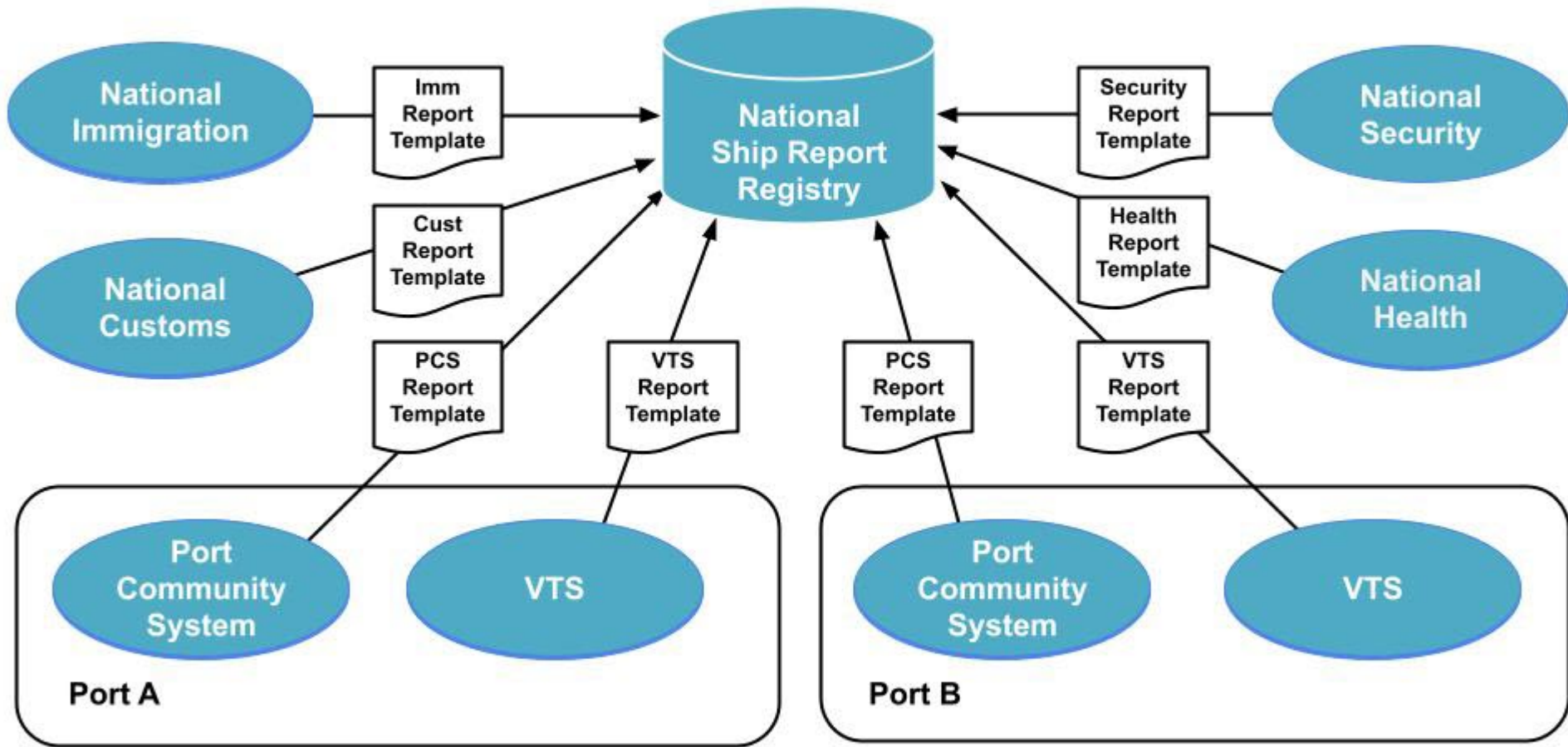
3. Ship Reporting ICT tools are available to Bridge Teams and their shore-based representatives

- Ship Owners/Operators are loath to invest in Ship Reporting ICT Tools unless all relevant Coastal States have implemented an MSW
- Vendors are loath to invest in development of Ship Reporting ICT Tools until there is a viable market for such tools.



4. The Case for MSW Solution as a Service MSW SaaS







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