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REPORT

From: General Secretariat of the Council
To: Council

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Subject: Proposal for a Regulation of the European Parliament and of the Council establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU
– *General approach*

CONTEXT AND CONTENT OF THE PROPOSAL

1. On 17 May 2018, the Commission transmitted the above-mentioned proposal to the European Parliament and to the Council.
2. The Commission proposes to repeal Directive 2010/65/EU of the European Parliament and of the Council¹ and to replace it with the proposed Regulation.

¹ 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 (OJ L 283, 29.10.2010, p. 1).

3. Each time a ship arrives in or leaves a port, it is confronted with numerous reporting obligations. Those are not harmonised between or even within Member States, resulting in a heavy administrative burden on ship operators. They also result in a competitive disadvantage for shipping as opposed to other transport modes within the EU.
4. The purpose of the proposal is to address those non-harmonised reporting obligations for ships. The proposed new European Maritime Single Window environment ('EMSWe') aims at bringing together, in a coordinated and harmonised way, all reporting formalities associated with a port call. There are also provisions for improving interoperability and interconnection between various systems, making it possible to share and reuse data to a larger extent. However, the purpose is not to replace the maritime National Single Windows, but rather to link them.
5. To that end, the Commission proposes, *inter alia*:
 - to establish an EMSWe data set covering all reporting obligations set out in Union, international and national legislation;
 - to develop a harmonised reporting interface module for the maritime National Single Windows;
 - to confirm the once-only principle (i.e. that reporting should be done only once per port call and that the same information should be reused for subsequent port calls within the EU);
 - to establish a number of common services (a common user and access management system and common databases);
 - to coordinate the activities related to the EMSWe at Union and national level.
6. The initiative is part of the Third "Europe on the Move" Package ("the Third Mobility Package"), which delivers on the new industrial policy strategy and is designed to complete the process of enabling Europe to reap the full benefits of the modernisation of mobility.

WORK WITHIN THE COUNCIL

7. The Shipping Working Party examined the proposal at numerous meetings during the second semester of 2018.
8. There is no doubt that Member States support the objective of the Commission proposal of reducing the administrative burden for ship operators. However, delegations also feel that there is a need to clarify the Commission proposal in many respects. The amendments made to the Commission proposal go in that direction. For example, several definitions have been modified or added; the responsibility for the accurateness of information has been clarified; the respective responsibilities of Member States and Commission within the functioning of the EMSWe have been specified; the confidentiality and protection of sensitive personal and commercial data have been strengthened; provisions have been made for additional national reporting obligations in exceptional circumstances. Finally, it should be mentioned that Member States without maritime ports are exempted from the obligation to develop, establish, operate and make available a maritime National Single Window.
9. As regards changes of a procedural nature, the delegation of powers to the Commission has been limited to three years (as opposed to five years proposed by the Commission) and the date of application of the Regulation has been postponed to six years after entry into force (as opposed to four years proposed by the Commission). Concerning this last point, one of the perceived problems with the Commission proposal is that so many issues are left to be specified in delegated acts after entry into force, making it difficult for Member States to see the full impact and consequences of the Regulation, particularly in terms of costs for the Member States. For this reason specifically delegations decided to introduce a deadline of two years for delegated and implementing acts, and a deadline of three years for the development of the harmonised reporting interface module.
10. At its meeting on 28 November 2018, the Permanent Representatives Committee examined the latest Presidency compromise proposal and approved it without changes.

11. The proposal was accompanied by an impact assessment¹. That impact assessment was presented and thoroughly examined at two working party meetings. The comments made related mostly to the choice between various policy options and to how the costs for Member States had been calculated.

WORK WITHIN THE EUROPEAN PARLIAMENT

12. The European Parliament Committee for Transport and Tourism (TRAN) appointed Ms Deirdre Clune (EPP-Ireland) as rapporteur on 5 July 2018. The draft report was issued on 15 October 2018.

OTHER ISSUES

13. Denmark maintains a parliamentary scrutiny reservation on the proposal.

COMMISSION POSITION

14. The Commission maintains at this stage of the procedure a general reservation on any changes to its proposal, pending the European Parliament position at first reading.
15. Moreover, the Commission has three specific concerns. As regards Article 5(6), the Commission regrets that the Council general approach allows, but does not require, maritime National Single Windows to share predefined operational data with port services providers, which might force declarants to report twice the same information during the same port call. The Commission also regrets the inclusion of Article 12a on the common ship sanitation database. It considers that this Regulation is not the right place for this database and it was not included in the impact assessment. Furthermore, the Commission does not agree with the limitation of the delegation of powers to three years; since the Commission will have to report on the delegation of power not later than nine months before the end of that period, this would give the Commission too short a time to evaluate the delegation and draw any useful conclusions.

¹ Doc. 9051/18 ADD 2.

CONCLUSION

The Council is invited to examine the text, as set out in the Annex to this report, with a view to adopting a general approach.

Proposal for a

REGULATION OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL

establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 100(2) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee¹,

After consulting the Committee of the Regions,

Acting in accordance with the ordinary legislative procedure,

¹ OJ C , , p. .

Whereas:

- (1) Directive 2010/65/EU of the European Parliament and the Council² requires Member States to accept the fulfilment of reporting obligations for ships arriving in and departing from Union ports in electronic format and to ensure their transmission via a single window in order to facilitate maritime transport.
- (2) Maritime transport is the backbone of trade and communications within and beyond the single market. For the facilitation of maritime transport, and in order to further reduce the administrative burden for shipping companies, the information procedures for fulfilment of reporting obligations imposed on shipping companies by legal acts of the Union, by international legal acts and by national law of Member States should be further simplified and harmonised and should be technology-neutral, promoting future-proof reporting solutions.
- (3) This Regulation is aimed at facilitating the transmission of information. The application of this Regulation should not alter the time frames for or substance of reporting obligations, and should not affect subsequent storage and processing of information at Union level or at national level.
- (4) The existing maritime National Single Window in each Member State should be maintained as the basis for the European Maritime Single Window environment ('EMSWe'). The maritime National Single Window should constitute a comprehensive reporting entry point for maritime transport operators, performing the functionalities of data collection from the declarants and data distribution to all relevant competent authorities and port services providers.
- (4a) In order to enhance the efficiency of the maritime National Single Windows and to prepare for future developments, it should be possible to maintain present or establish new arrangements in Member States to use the maritime National Single Window for the reporting of similar information for other transport modalities.

² Directive 2010/65/EU of the European Parliament and 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 (OJ L 283, 29.10.2010, p. 1).

- (5) The front-end interfaces of those maritime National Single Windows, on the side of the declarants, should be harmonised at Union level, in order to facilitate reporting and further reduce administrative burden. This harmonisation should be achieved by the application in every maritime National Single Window of a common interface software for system-to-system exchange of information developed at Union level. The Member States should bear the responsibility for integrating and managing this interface module and for updating the software regularly and timely when new versions are provided by the Commission. The Commission should develop the module and provide updates when needed.
- (5a) In order not to impose a disproportionate administrative burden on landlocked Member States which do not have maritime ports, such Member States should be exempted from the obligation to develop, establish, operate and make available a maritime National Single Window. This means that, as long as they make use of this exemption, such Member States are not obliged to fulfil the obligations that are linked to the development, establishment, operation and making available of a maritime National Single Window.
- (5b) A graphical user interface should be part of the maritime National Single Windows for manual reporting by declarants. Member States should offer the graphical user interface for manual entry of data by declarants also by way of uploading the harmonised digital spreadsheets.
- (6) Emerging new digital technologies present ever-growing opportunities to increase the efficiency of the maritime transport sector and to reduce administrative burden. In order for the benefits of such new technologies to accrue as early as possible, the Commission should be empowered to amend, by means of implementing acts, the technical specifications, standards and procedures of the harmonised reporting environment. New technologies should also be taken into account when this Regulation is reviewed.
- (7) Adequate support and information on the processes and technical requirements related to the use of maritime National Single Windows should be provided to declarants via easily accessible and user-friendly national websites with common ‘look and feel’ standards.

- (8) The Convention on Facilitation of International Maritime Traffic (‘the FAL Convention’)³ provides that the public authorities should in all cases require only essential reporting information and keep the number of items to a minimum. However, local conditions may require specific information to ensure safety of navigation.
- (9) In order to enable the functioning of the EMSWe, it is necessary to establish a comprehensive EMSWe data set which should cover all information elements that might be requested by national authorities or port operators for administrative or operational purposes, when a ship makes a port call. Since the scope of reporting obligations varies from one Member State to another, a maritime National Single Window in a given Member State should be designed to accept the EMSWe data set without any modification, and disregard any information not relevant for that Member State.
- (9a) In exceptional circumstances a Member State should be able to request additional data elements from declarants. Such exceptional circumstances may arise, for example, when there is an urgent need to protect internal order and security or to address a serious threat against human or animal health or against the environment.
- (10) The relevant reporting obligations contained in the Union and international legal acts should be listed in the Annex to this Regulation. Those reporting obligations should provide the basis for establishment of the comprehensive EMSWe data set. The Annex should also refer to the relevant categories of reporting obligations at the national level, and the Member States should be able to request the Commission to amend the EMSWe data set on the basis of reporting obligations contained in their national legislation and requirements. The Union legal act which amends the EMSWe data set on the basis of a reporting obligation contained in the national legislation and requirements should include explicit reference to that national legislation and requirements.
- (11) Whenever the information from the maritime National Single Windows is distributed to the competent authorities, the transmission must comply with the common data requirements, formats and codes for the reporting obligations and formalities provided for in the Union

³ International Maritime Organisation (IMO) Convention on Facilitation of International Maritime Traffic (the ‘FAL Convention’), adopted on 9 April 1965 and amended on 8 April 2016, Standard 1.1.

legislation listed in the Annex and must be made through the IT systems established therein, such as the electronic data-processing techniques referred to in Article 6(1) of Regulation (EU) No 952/2013 of the European Parliament and of the Council⁴.

- (12) The implementation of this Regulation should take into account the SafeSeaNet systems established at national and Union level, which should continue to facilitate the exchange and distribution of information received through the maritime National Single Window between the Member States in accordance with Directive 2002/59 of the European Parliament and of the Council⁵.
- (13) Ports are not the final destination of goods. The efficiency of the ship port calls have an impact on the entire logistics chain related to the transport of goods and passengers to and from the ports. In order to ensure interoperability, multimodality, and smooth integration of maritime transport with the overall logistics chain and in order to facilitate other transport modes, the maritime National Single Windows should allow for the possibility to exchange relevant information, such as arrival and departure times, with similar frameworks developed for other transport modes.
- (14) In order to improve the efficiency of maritime transport and to limit the duplication of information which must be provided for operational purposes when a ship makes a port call, the information provided by the declarant to a maritime National Single Window should be also shared with certain other entities, such as port or terminal operators. This Regulation aims to improve the handling of data following the once-only principle when fulfilling the reporting obligations.

⁴ Regulation (EU) No 952/2013 of the European Parliament and of the Council of 9 October 2013 laying down the Union Customs Code (OJ L 269, 10.10.2013, p. 1).

⁵ Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC (OJ L 208, 5.8.2002, p. 10).

- (15) Regulation (EU) No 952/2013 provides that goods which are brought into the customs territory of the Union shall be covered by an entry summary declaration that must be submitted to the customs authorities electronically. Given the importance of the entry summary declaration information for the management of security and financial risks, a specific electronic system is currently being developed for the submission and management of the entry summary declarations in the Union customs territory. It will not, therefore, be possible to lodge an entry summary declaration through the harmonised reporting interface module. However, considering that some of the data elements submitted with the entry summary declaration are also required for the fulfilment of other customs and maritime reporting formalities when a ship calls in a port of the Union, the European Maritime Single Window environment for maritime transport should be able to process the data elements of the entry summary declaration. The possibility that the maritime National Single Windows could retrieve relevant information already submitted through the entry summary declaration should also be envisaged.
- (16) In order to enable the reuse of the information provided through the maritime National Single Windows and facilitate the submission of information by the declarant, it is necessary to provide for common databases. A EMSWe ship database should include a reference list of ship particulars and their reporting exemptions, as reported to the respective maritime National Single Windows. To facilitate the submission of information by a declarant a Common Location Database (CLD) should hold a reference list is of location codes which include United Nations Code for Trade and Transport Locations (UN/LOCODE), SafeSeaNet-specific codes as well as port facility codes as registered in the Global Integrated Shipping Information System (GISIS) of the International Maritime Organization. Furthermore, a Common Hazmat Database should incorporate a list of dangerous and polluting goods that have to be notified to the maritime National Single Windows in accordance with Directive 2002/59/EC, as amended, and IMO FAL Form 7, taking into consideration the relevant data elements from the IMO Conventions and Codes.

- (17) Processing of personal data within the framework of this Regulation by competent authorities should comply with Regulation (EU) 2016/679 of the European Parliament and of the Council⁶. Processing of personal data by the Commission within the framework of this Regulation, should comply with the provisions of Regulation [new Regulation replacing Regulation 45/2001 on processing of personal data by the Community institutions].
- (18) The EMSWe and the maritime National Single Windows should not provide any other grounds for any processing of personal data than what is required for their functioning and should not be used to grant any new access rights to personal data.
- (19) The power to adopt acts in accordance with Article 290 of the Treaty on the Functioning of the European Union should be delegated to the Commission in order to supplement this Regulation by establishing the EMSWe data set and by determining definitions, categories and data specifications for the data elements. The same power should be delegated to the Commission in order to amend the Annex to incorporate reporting obligations existing at the national level as well to take into account any new reporting obligations adopted in the Union legal acts. The Commission should ensure that the common data requirements, formats and codes established in the Union and international legal acts listed in the Annex are respected. It is also of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level, and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the Council receive all documents at the same time as Member States' experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.

⁶ Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data, and repealing Directive 95/46/EC (General Data Protection Regulation) (OJ L 119, 4.5.2016, p. 1).

- (20) In order to ensure uniform conditions for the implementation of this Regulation, implementing powers should be conferred on the Commission. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council⁷.
- (21) In particular, implementing powers should be conferred on the Commission to adopt and, subsequently, to amend the EMSWe data set, as well as to adopt the functional and technical specifications, quality control mechanisms and procedures for deploying, maintaining and employing the harmonised interface module and the related harmonised elements of the maritime National Single Windows. Implementing powers should be conferred on the Commission to adopt the technical specifications, standards and procedures for common services of the EMSWe.
- (22) This Regulation should build on Regulation (EU) No 910/2014 of the European Parliament and of the Council⁸ which lays down conditions under which Member States recognise certain means of electronic identification means for natural and legal persons falling under a notified electronic identification scheme of another Member State. Regulation (EU) No 910/2014 provides the conditions for users to be able to use their electronic identification and authentication means in order to access online public services in cross-border situations.
- (23) The Commission should carry out an evaluation of this Regulation. Information should be collected in order to inform that evaluation and allow the assessment of the performance of the legislation against the objectives it pursues.

⁷ Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by the Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13).

⁸ Regulation (EU) No 910/2014 of the European Parliament and of the Council of 23 July 2014 on electronic identification and trust services for electronic transactions in the internal market and repealing Directive 1999/93/EC (OJ L 257, 28.8.2014, p. 73).

- (24) Directive 2010/65/EU should therefore be repealed, with effect from the date of the application of this Regulation.
- (25) The European Data Protection Supervisor was consulted in accordance with Article 28(2) of Regulation (EC) No 45/2001 of the European Parliament and of the Council⁹.

HAVE ADOPTED THIS REGULATION:

⁹ Regulation (EC) No 45/2001 of the European Parliament and of the Council of 18 December 2000 on the protection of individuals with regard to the processing of personal data by the Community institutions and bodies and on the free movement of such data (OJ L 8, 12.1.2001, p. 1).

Chapter I

General provisions

Article 1

Subject matter and scope

This Regulation establishes a framework for a harmonised and interoperable European Maritime Single Window environment ('EMSWe') in order to facilitate electronic transmission of information in relation to reporting obligations for ships arriving and staying in and departing from a Union port.

Article 2

Definitions

For the purposes of this Regulation, the following definitions apply:

- (1) 'European Maritime Single Window environment' ('EMSWe') means the legal and technical framework for electronic transmission of information in relation to reporting obligations for port calls in the Union, which consists of a network of maritime National Single Windows with harmonised reporting interfaces and includes data exchange via SafeSeaNet and other relevant systems as well as common services for user and access management, ship identification, locations codes and information on dangerous and polluting goods;
- (1a) 'Maritime National Single Window' means a nationally established and operated technical platform for receiving, exchanging and forwarding electronically information to fulfil reporting obligations and which includes a harmonised reporting interface module and a graphical user interface for the communication with the declarants as well as links with the relevant authorities' systems and databases at national and at Union level; the maritime National Single Window may also allow, where applicable, for the connection with other reporting means;

- (1b) ‘harmonised reporting interface module’ means a middleware component in the maritime National Single Window through which information can be exchanged between the information system used by the declarant and the relevant maritime National Single Window;
- (2) ‘reporting obligation’ means the information required by the Union and international legal acts listed, as well as national legislation and requirements referred to, in the Annex, which has to be provided in connection with a port call;
- (2a) ‘port call’ means the arrival, stay of a ship in and departure from a maritime port in a Member State;
- (3) ‘data element’ means the smallest unit of information which has a unique definition and precise technical characteristics such as format, length and character type;
- (3a) ‘EMSWe data set’ means the complete list of data elements stemming from reporting obligations;
- (4) [...]
- (5) ‘declarant’ means any natural or legal person subject to the reporting obligations or any duly authorised natural or legal person acting on its behalf within the limits of the relevant reporting obligation;
- (6) ‘data service provider’ means a natural or legal person which provides information and communication technology services to a declarant in relation to the reporting obligations;
- (6a) ‘electronic transmission of information’ means the process of transmitting information that has been encoded digitally, using a revisable structured format which can be used directly for data storage and processing by computers;
- (6b) [...]

- (6c) ‘ship’ means any vessel or craft subject to a particular reporting obligation listed in the Annex;
- (6d) ‘port services provider’ means any natural or legal person providing one or more categories of the port services established in Article 1(2) of Regulation (EU) 2017/352 of the European Parliament and of the Council¹⁰.

¹⁰ Regulation (EU) 2017/352 of the European Parliament and of the Council of 15 February 2017 establishing a framework for the provision of port services and common rules on the financial transparency of ports (OJ L 57, 3.3.2017, p. 1).

Chapter II

EMSWe data set

Article 3

Establishment of the EMSWe data set

1. The Commission shall lay down the EMSWe data set.
2. By six months from the entry into force of this Regulation at the latest, the Member States shall notify the Commission of reporting obligations stemming from national legislation and requirements, containing the data elements to be included in the EMSWe data set. They shall precisely identify those data elements.
3. The Commission shall be empowered to adopt [within two years after entry into force of this Regulation] delegated acts in accordance with the procedure referred to in Article 18 in order to amend the Annex to this Regulation for the purposes of introducing, deleting or adapting a reference to a Union, international or national legal act, and establish and amend the EMSWe data set.

A Member State may request the Commission to introduce data elements in the EMSWe data set, in accordance with the reporting obligations contained in the national legislation and requirements. The Commission shall take into account safety concerns as well as the principles of the FAL Convention, namely to require only essential reporting information and to keep the number of items to a minimum, when assessing whether data elements shall be included in the EMSWe data set. The delegated act which inserts or modifies a data element in the EMSWe data set, in accordance with a reporting obligation contained in the national legislation and requirements, shall include explicit reference to those national legislation and requirements. The Commission shall decide, within three months after the request, whether to introduce the data elements in the EMSWe data set or not and justify its decision.

In case the Commission decides not to introduce the requested data element, the Commission shall give substantiated grounds for its refusal, with reference to safety of navigation and the principles of the FAL Convention.

4. [...]

Article 4

Amendments to the EMSWe data set

1. Where a Member State intends to amend a reporting obligation under its national legislation and requirements, which would involve the provision of information other than that included in the EMSWe data set, that Member State shall immediately notify the Commission. In this notification, the Member State shall precisely identify the information not covered by the EMSWe data set and indicate the intended time period of application of the reporting obligation in question.
 - 1a. A Member State shall not introduce new reporting obligations unless this has been approved by the Commission through the procedure in Article 3 and the corresponding information has been incorporated in the EMSWe data set and applied in the harmonised reporting interfaces.
2. The Commission shall assess the necessity of amending the EMSWe data set in accordance with Article 3(3). Amendments to the EMSWe data set shall only be introduced once a year, except in duly justified cases.
 - 2a. In exceptional circumstances, a Member State may ask for additional data elements from declarants, for a period of less than three months without the approval of the Commission. The Member State shall without delay notify those data elements to the Commission. The Commission may agree to prolong the request of data for two further periods of three months if the exceptional circumstances persist.

Not later than one month before the end of the last three-month period the Member State may request to the Commission that the additional data elements become part of the EMSWe data set, according to Article 3(3); the Member State may continue to ask the additional data elements from declarants until a decision by the Commission has been taken, and in case of a positive decision, until the EMSWe data set has been implemented.

Chapter III

Provision of information

Article 5

Maritime National Single Window

1. Each Member State shall establish a maritime National Single Window where, in accordance with this Regulation and without prejudice to Article 6, all information necessary for the fulfilment of reporting obligations shall be provided once, by means of and in compliance with the EMSWe data set, and using the harmonised reporting interface module and the graphical user interface as set out in Article 5a and, where applicable, other reporting means as set out in Article 6, for the purpose of this information being made available to the relevant authorities of the Member States to the extent required to perform their respective functions.

Member States shall be responsible for the operation of their maritime National Single Window.

- 1a. Member States which do not have maritime ports are exempted from the obligation to develop, establish, operate and make available a maritime National Single Window which is set out in the first paragraph.
2. [...]
3. The Member States shall ensure:
 - (a) the compatibility of the maritime National Single Window with the harmonised reporting interfaces;
 - (b) the timely integration of the harmonised reporting interfaces in accordance with the implementation dates set in the implementing act referred to in Article 5a and any subsequent updates in accordance with the dates agreed in the multi-annual implementation plan (MIP);

- (c) a connection with the relevant systems of competent authorities, to enable the transfer of data to be reported to those authorities, through the maritime National Single Window and to these systems, in accordance with the Union and national legislation and requirements, and in compliance with the technical specifications of these systems;
 - (d) the provision of a an online support website for their maritime National Single Window.
4. [...]
 5. Member States shall ensure that the required information reaches the authorities in charge of the application of the legislation in question, and is limited to the needs of each of those authorities. In doing so, Member States shall ensure compliance with the legal requirements related to the transmission of information, provided for in the Union legal acts listed in the Annex and, where applicable, use the electronic data-processing techniques referred to in Article 6(1) of Regulation (EU) No 952/2013. They shall also ensure interoperability with the information systems used by those authorities.
 6. The maritime National Single Window may provide for technical possibility for declarants to make available a pre-defined subset of data elements, separately, to destination port services providers.
 7. Where a Member State does not require all of the elements of the EMSWe data set for the fulfilment of reporting obligations, the maritime National Single Window shall accept submissions that are limited to the data elements required by that Member State. It shall also accept submissions by the declarant including additional data elements of the EMSWe data set; however, it does not need to process and store this information.
 8. A Member State shall store the information submitted to its maritime National Single Window only for the period of time necessary to ensure fulfilment of the requirements set out in this Regulation and to provide compliance with the Union, international and national legal acts listed in the Annex. They shall immediately delete it afterwards.

9. The maritime National Single Windows may make publicly available arrival and departure times of ships, estimated and actual, in the electronic format harmonised at the Union level.
10. The maritime National Single Windows shall have a uniform internet address.
- 10a. The Commission shall adopt [within two years after entry into force of this Regulation], by means of an implementing act, uniform format for internet addresses and harmonised structure of the support website, referred to in paragraph 3d and 10.
11. [...]
 - (a) [...]
 - (b) [...]
 - (c) [...]
 - (d) [...]

[...]

[...]

Article 5a

Harmonised Reporting Interfaces

1. The Commission shall, in close cooperation with the Member States, establish [within two years after entry into force of this Regulation], by means of implementing acts the functional and technical specifications for the harmonised reporting interface module for the maritime National Single Windows.

- 1a. The Commission shall, in close cooperation with the Member States, develop [within three years after entry into force of this Regulation] and update the harmonised reporting interface module for the maritime National Single Windows in conformity with the specifications referred to in paragraphs 1 and 4.
- 1b. The Commission shall provide the Member States with the harmonised reporting interface module and all relevant information for the integration into their maritime National Single Windows.
2. The graphical user interface shall allow declarants to enter data elements manually, including by way of digital spreadsheets, and shall include the function of extracting reporting data elements from those spreadsheets. The Commission shall adopt [within two years after entry into force of this Regulation] implementing acts to lay down the common functionalities of the graphical user interface and the templates of the harmonised digital spreadsheets.
3. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 19(2).
4. The Commission shall adjust, by means of implementing acts, the technical specifications, standards and procedures, in order to take into account the availability of new technologies.

Article 6

Other reporting means

1. Member States may allow declarants to provide the information through other reporting channels provided that those channels are voluntary for the declarants. In this case, Member States shall ensure that those other channels make available the relevant information to the maritime National Single Window.
2. [...]
3. [...]

- 3a. Member States may use alternative means for the provision of information in the event of a temporary failure of any of the electronic systems referred to in Article 5, and in Articles 9 to 12.

Article 7

Once-only principle

1. Without prejudice to Article 8b(1) and unless otherwise required by Union legislation, Member States shall ensure that the declarant is requested to provide the information pursuant to this Regulation only once per port call and that the relevant data elements of the EMSWe data set is made available and reused in accordance with paragraph 2a.
 2. The Commission shall ensure that the ship identification information, particulars and exemptions provided through the maritime National Single Window are recorded in the EMSWe ship database referred to in Article 10 and are made available for any subsequent port calls within the Union.
 - (a) [...]
 - (b) [...]
 - (c) [...]
 - (d) [...]
- 2a. Member States shall ensure that data elements of the EMSWe data set, provided at departure from a port in the Union, are made available to the declarants for the purpose of fulfilling the reporting obligations at arrival to the next port in the Union, provided that the ship has not called to a port outside of the Union during the voyage. This point shall not apply to information received pursuant to Regulation (EU) No 952/2013, unless such possibility is provided for in that Regulation.

- 2b. Any relevant data elements of the EMSWe data set received in accordance with this Regulation are made available to other maritime National Single Windows via the SafeSeaNet.
- 2c. The Commission shall adopt, by means of implementing acts, the list of relevant information referred to in paragraphs 2a and 2b. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 19(2).
3. [...]
4. [...]

Article 7a

Responsibility for the information communicated

The declarant shall be responsible for ensuring submission of data elements, in compliance with the applicable legal and technical requirements. The declarant shall remain responsible for the data and for updating any information that has changed after the submission to the maritime National Single Window.

Article 8

[...]

Article 8a

Data protection and confidentiality

1. The processing of personal data within the framework of this Regulation by competent authorities shall comply with Regulation (EU) 2016/679.
2. The processing of personal data by the Commission within the framework of this Regulation shall comply with the provisions of Regulation (EU) 2018/XXX [new Regulation replacing Regulation 45/2001 on processing of personal data by the Community institutions].

3. Member States and the Commission shall, in accordance with the applicable Union or national legislation, take the necessary measures to ensure the confidentiality of commercial and other sensitive information exchanged in accordance with this Regulation.

Article 8b

Additional provisions for customs

1. This Regulation shall not prevent exchange of information between customs authorities of the Member States or between customs authorities and economic operators using the electronic data-processing techniques referred to in Article 6(1) of Regulation (EU) 952/2013.
2. The relevant information of the Entry Summary Declaration referred to in Article 127 of Regulation (EU) No 952/2013 shall, where compatible with Union customs law, be made available to the National Single Windows for reference and, where appropriate, reused for other reporting obligations listed in the Annex.
3. The Commission shall adopt, by means of implementing acts, the list of relevant information data elements referred to in paragraph 2. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 19(2) [within two years after entry into force of this Regulation].

Chapter IV Common services

Article 9

EMSWe user registry and access management system

1. The Commission shall establish and ensure the availability of a common user registry and access management system for declarants and data service providers using the maritime National Single Window, as well as for national authorities accessing the maritime National Single Window, for cases where an authentication is required. The system shall provide for a single user registration by means of an existing Union registry with Union level recognition, federated user management and Union level user monitoring.
2. Each Member State shall designate a national authority to be responsible for the identification and registration of new users, and the modification and termination of existing accounts through the system referred to in paragraph 1.
3. For the purpose of access to the maritime National Single Window in different Member States, a declarant or data service provider registered in the EMSWe user registry and access management system shall be considered registered to the National Single Window in all Member States and shall operate within the limits of the access rights granted by each Member State according to national rules.
4. The Commission shall adopt [within two years after entry into force of this Regulation], by means of implementing acts, the technical specifications, standards and procedures for setting up the system referred to in paragraph 1, including the functionalities referred to in paragraph 2. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 19(2).

Article 10
EMSWe Ship Database

1. In accordance with point (a) of Article 7(2), the Commission shall establish a EMSWe ship database containing a list of ship identification information and particulars as well as records on ship reporting exemptions.
2. Member States shall ensure the provision of the data referred to in paragraph 1 to the EMSWe ship database on the basis of the data submitted by declarants to the maritime National Single Window.
 - 2a. The Commission shall ensure the availability of the ship database data to the maritime National Single Windows for facilitation of ship reporting.
3. The Commission shall adopt [within two years after entry into force of this Regulation], by means of implementing acts, the technical specifications, standards and procedures for setting up of the database referred to in paragraph 1 for collecting, storing, updating and provision of the ship identification information and particulars as well as records on ship reporting exemptions. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 19(2).

Article 11
Common Location Database

1. The Commission shall establish a common location database containing a reference list of location codes¹¹ and port facility codes as registered in the IMO database GISIS.
 - 1a. The Commission shall ensure the availability of the location database to the maritime National Single Windows for facilitation of ship reporting.
2. Member States shall make information from the location database available at national level through the National Single Windows.

¹¹ "United Nations Code for Trade and Transport Locations".

3. The Commission shall adopt [within two years after entry into force of this Regulation], by means of implementing acts, the technical specifications, standards and procedures for setting up of the common location database referred to in paragraph 1 for collecting, storing, updating and provision of the location and port facility codes. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 19(2).

Article 12

Common Hazmat Database

1. The Commission shall establish a common hazmat database containing a list of dangerous and polluting goods which have to be notified in accordance with Directive 2002/59/EC¹² and IMO FAL Form 7, taking into consideration the relevant data elements from the IMO Conventions and Codes.
 - 1a. The Commission shall ensure the availability of the common hazmat database to the maritime National Single Windows for facilitation of ship reporting.
2. The database shall be linked to the relevant entries in the MAR-CIS database as developed by European Maritime Safety Agency for information on associated hazards and risks of dangerous and polluting goods.
3. The database shall be used both as a reference and a verification tool, at national and Union level, during the reporting process through the National Single Windows.
4. Member States shall make information from the common hazmat database available at national level through National Single Windows.
5. The Commission shall adopt [within two years after entry into force of this Regulation], by means of implementing acts, the technical specifications, standards and procedures for setting up of the common hazmat database referred to in paragraph 1 for collecting, storing and provision of the hazmat reference information. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 19(2).

¹² OJ L 208, 5.8.2002, p. 10.

Article 12a
Common Ship Sanitation Database

1. The Commission shall make available a common ship sanitation database.
2. In particular the data related to the Maritime Declarations of Health under Article 37 of the International Health Regulations 2005 (IHR) may be received and processed by the database; personal data on ill persons on board shall not be processed.

In addition, the database is to permit direct communication between the competent health authorities of the Member States.

3. The Member States using the ship sanitation database shall make known to the Commission their national authority in charge of user management, including the registration of new users as well as the modification and closure of accounts.
4. The Commission shall adopt, by means of implementing acts, the technical specifications, standards and procedures for setting up of the database referred to in paragraph 1. Those implementing acts shall be adopted in accordance with the advisory procedure referred to in Article 19(2).

Chapter V

Coordination of the EMSWe activities

Article 13

National coordinators

Each Member State shall designate a competent national authority to act as a national coordinator for the EMSWe. The national coordinator shall:

- (a) act as the national contact point for users and the Commission for all matters relating to the implementation of this Regulation;
- (b) coordinate the application of this Regulation by the competent national authorities within a Member State and their cooperation;
- (c) coordinate the activities aiming at ensuring the connection with the relevant systems of competent authorities as referred in Article 5(3)(c).
- (d) [...]

Article 14

Multi-annual Implementation Plan

In order to facilitate the timely implementation of this Regulation and to provide quality control mechanisms and procedures for deploying, maintaining and updating the harmonised interface module and the related harmonised elements of the EMSWe, the Commission shall adopt, following appropriate consultations of Member States' experts, a MIP revised on a yearly basis which shall provide:

- (a) a plan for the development and updating of the harmonised reporting interfaces and the related harmonised elements of the EMSWe foreseen within the following 18 months;
- (b) indicative deadlines for the Members States for subsequent integration of the harmonised reporting interfaces to the National Single Windows;

- (c) testing periods for the Member States and declarants to test their connection with any new versions of the harmonised reporting interfaces;
- (d) indicative phasing out deadlines for the older versions of the harmonised reporting interfaces for the Member States and declarants.

Chapter VI

Final provisions

Article 15

Costs

The general budget of the European Union shall cover the costs for:

- (a) the development and maintenance of the ICT tools supporting the implementation of this Regulation at Union level;
- (b) the promotion of the EMSWe at Union level.

Article 16

Cooperation with other trade and transport facilitation systems or services

Where trade and transport facilitation systems or services have been created by other Union legal acts, the Commission shall coordinate the activities related to those systems or services with the view to achieving synergies and avoiding duplication.

Article 17

Review and report

1. Member States shall monitor the application of the EMSWe, and report their findings to the Commission. The report shall include the following indicators:
 - (a) [...]
 - (b) use of the harmonised reporting interface module;
 - (ba) use of the graphical user interface;
 - (c) use of other reporting means as referred to in Article 6.
 - (d) [...]

Member States shall supply that information to the Commission on an annual basis, based on a template to be provided by the Commission.

By eight years after the entry into force of this Regulation, the Commission shall review the application of this Regulation and submit to the European Parliament and the Council an assessment report on the functioning of the EMSWe on the basis of the data and statistics collected. The assessment report shall include, where necessary, an evaluation of emerging technologies, which could lead to changes to or replacement of the harmonised reporting interface module.

Article 18

Exercise of the delegation

1. The power to adopt delegated acts is conferred on the Commission subject to the conditions laid down in this Article.
2. The power to adopt delegated acts referred to in Article 3 shall be conferred on the Commission for a period of three years from the entry into force of this Regulation. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the three-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.
3. The delegation of power referred to in Article 3 may be revoked at any time by the European Parliament or the Council. A decision to revoke shall put an end to the delegation of the power specified in that decision. It shall take effect the day following the publication of the decision in the Official Journal of the European Union or at a later date specified therein. It shall not affect the validity of any delegated acts already in force.
4. Before adopting a delegated act, the Commission shall consult national experts nominated by the Member States in accordance with the principles laid down in the Interinstitutional Agreement on Better Law-Making of 13 April 2016.

5. When adopting a delegated act, the Commission shall notify it simultaneously to the European Parliament and to the Council.
6. A delegated act adopted pursuant to Articles 3 shall enter into force only if no objection has been expressed either by the European Parliament or the Council within two months of notification of that act to the European Parliament and the Council or if, before the expiry of that period, the European Parliament and the Council have both informed the Commission that they will not object. That period shall be extended by two months at the initiative of the European Parliament or of the Council.

Article 19

Committee procedure

1. The Commission shall be assisted by the Digital Transport and Trade Facilitation Committee. That Committee shall be a committee within the meaning of Regulation (EU) No 182/2011¹³.
2. Where reference is made to this paragraph, Article 4 of Regulation (EU) No 182/2011 shall apply.
3. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.

Article 20

Repeal of Directive 2010/65/EU

Directive 2010/65/EU shall be repealed from the date of application of this Regulation.

References to Directive 2010/65/EU shall be construed as references to this Regulation.

¹³ OJ L 55, 28.2.2011, p. 13.

Article 21

Entry into force

1. This Regulation shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.
2. It shall apply from [OP- insert six years after entry into force of this Regulation].
3. The functionalities referred to in Article 8b(2) and those related to the customs reporting obligations specified in point 7 of Part A of the Annex shall become effective when the electronic systems referred to in Article 6(1) of Regulation (EU) No 952/2013 which are necessary for the application of those reporting obligations are operational, in accordance with the work programme established by the Commission pursuant to Articles 280 and 281 of Regulation (EU) No 952/2013.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels,

For the European Parliament

The President

For the Council

The President

Reporting obligations

A. Reporting obligations stemming from legal acts of the Union

This category of reporting obligations includes the information which is to be provided in accordance with the following provisions:

1. Notification for ships arriving in and departing from ports of the Member States

Article 4 of Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system (OJ L 208, 5.8.2002, p.10).

2. Border checks on persons

Article 8 of Regulation (EU) 2016/399 of the European Parliament and of the Council of 9 March 2016 on a Union Code on the rules governing the movement of persons across borders (Schengen Borders Code) (OJ L 77, 23.3.2016, p. 1).

3. Notification of dangerous or polluting goods carried on board

Article 13 of Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system (OJ L 208, 5.8.2002, p.10).

4. Notification of waste and residues

Article 6 of Directive 2000/59/EC of the European Parliament and of the Council of 27 November 2000 on port reception facilities for ship-generated waste and cargo residues (OJ L 332, 28.12.2000, p.81).

[New proposal repealing 2000/59/EC:

4. Notification of waste from ships, including residues

Articles 6 and 7 of Directive 201X/XX/EU of the European Parliament and the Council]

5. Notification of security information

Article 6 of Regulation (EC) No 725/2004 of the European Parliament and of the Council of 31 March 2004 on enhancing ship and port facility security (OJ L 129, 29.4.2004, p. 6).

The form set out in the Appendix to this Annex shall be used for identifying the data elements required under Article 6 of Regulation (EC) No 725/2004.

6. Information on persons on board

Articles 4(2) and 5(2) of Council Directive 98/41/EC of 18 June 1998 on the registration of persons sailing on board passenger ships operating to or from ports of the Member States of the Community (OJ L 188, 2.7.1998, p. 35).

7. Customs formalities

(a) Arrival formalities:

- Notification of arrival (Article 133 of Regulation (EU) No 952/2013¹);
- Presentation of goods to customs (Article 139 of Regulation (EU) No 952/2013);

¹ Regulation (EU) No 952/2013 of the European Parliament and of the Council of 9 October laying down the Union Customs Code (OJ L 269, 10.10.2013, p.1).

- Temporary storage declaration of goods (Article 145 of Regulation (EU) No 952/2013);
- Customs status of goods (Articles 153 to 155 of Regulation (EU) No 952/2013);
- Electronic transport documents used for transit (Article 233(4)(e) of Regulation (EU) No 952/2013).

(b) Departure formalities:

- Customs status of goods (Articles 153 to 155 of Regulation (EU) No 952/2013);
- Electronic transport documents used for transit (Article 233(4)(e) of Regulation (EU) No 952/2013);
- Exit notification (Article 269(2) of Regulation (EU) 952/2013);
- Exit summary declaration (Articles 271 and 272 of Regulation (EU) No 952/2013);
- Re-export notification (Articles 274 and 275 of Regulation (EU) No 952/2013);

8. Safe loading and unloading of bulk carriers

Article 7 of Directive 2001/96/EC of the European Parliament and of the Council of 4 December 2001 establishing harmonised requirements and procedures for the safe loading and unloading of bulk carriers;

9. Port State control

Article 9 and Article 24(2) of Directive 2009/16/EC of the European Parliament and of the Council of 23 April 2009 on port State control.

10. Maritime transport statistics

Article 3 of the Directive 2009/42/EC of the European Parliament and of the Council on statistical returns in respect of carriage of goods and passengers by sea.

B. FAL documents and reporting obligations stemming from international legal instruments

This category of reporting obligations includes the information which is to be provided in accordance with the FAL Convention and other relevant international legal instruments.

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

C. Reporting obligations stemming from national legislation and requirements

APPENDIX²

SHIP PRE-ARRIVAL SECURITY INFORMATION FORM
FOR ALL SHIPS PRIOR TO ENTRY INTO THE PORT OF AN EU MEMBER STATE

(1974 International Convention for the Safety of Life at Sea (SOLAS) REGULATION 9 of
Chapter XI-2 AND ARTICLE 6(3) OF REGULATION (EC) No 725/2004)

Particulars of the ship and contact details			
IMO number		Name of ship	
Port of registry		Flag State	
Type of ship		Call Sign	
Gross Tonnage		Inmarsat call numbers (if available)	
Name of Company and company identification number		CSO name & 24 hour contact details	
Port of arrival		Port facility of arrival (if known)	
Port and port facility information			
Expected date and time of arrival of the ship in port (ETA)			
Primary purpose of call			

² *To be turned into a list.*

Information required by SOLAS Regulation 9.2.1 of Chapter XI-2							
Does the ship have a valid International Ship Security Certificate (ISSC)?	YES	ISSC	NO - why not?			Issued by (name of Administration or RSO)	Expiry date (dd/mm/yyyy)
Does the ship have an approved SSP on board?	YES	NO	Security Level at which the ship is currently operating?	Security Level 1	Security Level 2	Security Level 3	
Location of ship at the time this report is made							
List the last ten calls at port facilities in chronological order (most recent call first):							
No.	Date from (dd/mm/yyyy)	Date to (dd/mm/yyyy)	Port	Country	UN/LOCODE (if available)	Port facility	Security Level
1							SL =
2							SL =
3							SL =
4							SL =
5							SL =
6							SL =
7							SL =
8							SL =
9							SL =
10							SL =

Did the ship take any special or additional security measures, beyond those in the approved SSP?		YES	NO
If the answer is YES, indicate below the special or additional security measures taken by the ship.			
No. (as above)	Special or additional security measures taken by the ship		
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
List the ship-to-ship activities, in chronological order (most recent first), which were carried out during the last ten calls at port facilities listed above. Expand table below or continue on separate page if necessary – insert total number of ship-to-ship activities:			

Were the ship security procedures specified in the approved SSP maintained during each of these ship-to-ship activities?					YES	NO	
If NO, provide details of the security measures applied in lieu in the final column below.							
No.	Date from (dd/mm/yyyy)	Date to (dd/mm/yyyy)	Location or Longitude and Latitude	Ship-to-ship activity	Security measures applied in lieu		
1							
2							
3							
4							
5							
6							
7							
8							
9							
10							
General description of the cargo aboard the ship							
Is the ship carrying any dangerous substances as cargo covered by any of Classes 1, 2.1, 2.3, 3, 4.1, 5.1, 6.1, 6.2, 7 or 8 of the IMDG Code?				YES	NO	If YES, confirm Dangerous Goods Manifest (or relevant extract) is attached	
Confirm a copy of ship's crew list is attached				YES	Confirm a copy of the ship's passenger list is attached		YES

Other security related information			
Is there any security-related matter you wish to report?	YES	Provide details:	NO
Agent of ship at intended port of arrival			
Name:		Contact details (Tel. no.):	
Identification of person providing the information			
Title or Position (delete as appropriate): Master / SSO / CSO / Ship's agent (as above)	Name:	Signature:	
Date/Time/Place of completion of report			
