



## **Key questions to EU Member States regarding the implementation of the Maritime Reporting Formalities Directive (RFD) 2010/65/EC**

Brussels, 22 May 2015

The organisations behind this questionnaire, representing cargo owners, freight forwarders, port authorities, terminal operators, ship agents and shipping companies, share the overall goals of the EU Reporting Formalities Directive and achieving an internal market for maritime transport without delay. We are in that respect concerned about the implementation of the Reporting Formalities directive. The hopes and expectations of stakeholders have not been met. However, we want to look with you at a way to make progress on this issue. Constructive cooperation amongst all concerned stakeholders and authorities at EU and national level will be needed.

With less than 10 days before the deadline of 1 June 2015 the organisations behind this questionnaire urgently wish to learn key missing information about national implementation, first to support their members in the immediate term and second to know from where we must move forward.

We therefore have compiled below list of questions which we would like to invite you to answer within the shortest possible deadline.

1. Please indicate or provide links to the full sets of data that may be demanded of maritime carriers calling ports within your Member State as required under parts A, B and C of the Directive.
2. Are these requirements harmonised across all ports on your territory?
3. Does your implemented National Single window allows the reporting of formalities through:
  - Web-based graphical user interface (Y/N)
  - Machine to machine interface (Y/N)
    - Allowing UN EDIFACT message formats to be used (Y/N)
    - Allowing XML message formats to be used (Y/N)
  - Third party systems (e.g. Port Community Systems, IT service providers) (Y/N)?
4. Does your national implementation of the Directive enable the submission of maritime formalities once only and to one place in such manner that the information submitted can, when required, be shared across all authorities on your national territory?
5. Is all cargo related information to be submitted to the National single window, including information for Customs purposes? If "no", please explain which arrangements are in place for exchanging and sharing cargo related information with Customs.
6. Is your national implementation of the directive based on a network of individual port based entry points or a single entry point at National level for reporting formalities?
7. Should there be more than one possible entry point for submitting reporting formalities in your Member State, are the functional and technical specifications and message implementing guidelines harmonised across all such entry points?
8. Will existing mechanisms for reporting formalities be maintained after 1 June 2015?
  - Yes, because they are already in compliance with the Directive?
  - Yes, as part of a transitional phase in the implementation of the Directive?
  - No, a new system will replace the existing mechanisms
9. If transitional measures are to be implemented after 1 June 2015 to complete the implementation of the directive please give details or indicate where such information can be obtained.

On the basis of the information received we will be able to inform our members as completely as possible in order to make sure they can prepare themselves in the best possible way.

By exchanging information and making sure everybody is well informed on the planned changes we believe stakeholders and Member States can jointly ensure that trade continues to run as smoothly as possible and that no disruptions take place following the implementation of the Directive.

We look forward to receiving your responses and cooperating further on the implementation of this Directive and in the interests of EU Commerce and the trade facilitation of the maritime sector more generally.

We would very much welcome receiving feedback on these questions by 8 June if possible. We thank you in advance for sending your replies to Mélissa Gléyo ([Melissa.Gleyo@ecsa.eu](mailto:Melissa.Gleyo@ecsa.eu)).

**CLECAT is the leading voice on freight forwarding and logistics in Europe.** Clecat represents and is supported by 25 member organisations working to promote a sound approach to transport and logistics across Europe, in support of the competitiveness of our industry. [www.clecat.org](http://www.clecat.org)

**ECASBA is the organisation representing the European ship agency and ship broking professions.** ECASBA has members in 22 EU/EEA Member and Applicant Member States. Its remit is to represent the views of the EU ship broking and ship agency professions to the European Union institutions. [www.fonasba.com](http://www.fonasba.com)

**ECSA, the European Community Shipowners' Associations, comprises the national shipowners' associations of the EU and Norway.** ECSA's aim is to promote the interests of European shipping so that the industry can best serve European and international trade and commerce to the benefit of shippers and consumers. [www.ecsa.eu](http://www.ecsa.eu)

**ESC, the European Shippers' Council, represents cargo owners i.e. freight transport interests** (import and export and intra-continental, by all modes of transport) of some 100,000 companies throughout Europe, whether manufacturers, retailers or wholesalers, which are collectively referred to as 'shippers'. [www.europeanshippers.eu](http://www.europeanshippers.eu)

**ESPO represents the port authorities, port associations and port administrations of the seaports of the Member States of the European Union and Norway.** ESPO has also observer members in several neighbouring countries to the EU. ESPO ensures that seaports have a clear voice in the EU. The organisation promotes the common interests of its members throughout Europe and is also engaged in dialogue with European stakeholders in the port and maritime sector. [www.espo.be](http://www.espo.be)

**FEPORT represents the interests of large, multinational terminal operators and stevedoring companies performing operations and carrying out activities in the seaports of the European Union.** FEPORT's aim is to promote the interests of its members and to maintain constant dialogue with all EU institutional and non-institutional stakeholders. [www.feport.eu](http://www.feport.eu)

**WSC, the World Shipping Council, is a non-profit trade association with offices in Brussels and Washington D.C representing the interests of the international liner shipping industry in public policy and regulatory matters.** WSC's member companies account for more than ninety percent of global liner shipping capacity. [www.worldshipping.org](http://www.worldshipping.org)