

# Window of opportunities

## EXPLORING THE MARITIME SINGLE WINDOW SYSTEM



IMO – IAPH – BIMCO Maritime Single Window webinar 24 October 2022  
Patrick Verhoeven  
Managing Director  
International Association of Ports and Harbors

# 1. FAL 46 MSW to become mandatory

As of 1 January 2024, the mandatory requirement for public authorities to establish, maintain and use a maritime single window system will create genuine opportunities for the electronic exchange of information on the arrival, stay and departure of ships in ports.

The banner features a dark blue background with a white and blue circuit-like graphic. On the left, a white silhouette of a ship's hull is set against a dark blue cloud. The main title 'WINDOW OF OPPORTUNITIES' is in large, bold, blue capital letters. Below it, the subtitle 'Exploring the Maritime Single Window system' is in a smaller, blue font. The date 'WEBINAR • 24 OCTOBER 2022' is centered in white. At the bottom, three logos are displayed: the IMO (International Maritime Organization) logo, the iaph logo (with a blue compass rose icon), and the BIMCO logo.

**WINDOW OF OPPORTUNITIES**  
Exploring the Maritime Single Window system

WEBINAR • 24 OCTOBER 2022

**IMO** INTERNATIONAL MARITIME ORGANIZATION   **iaph**   **BIMCO**

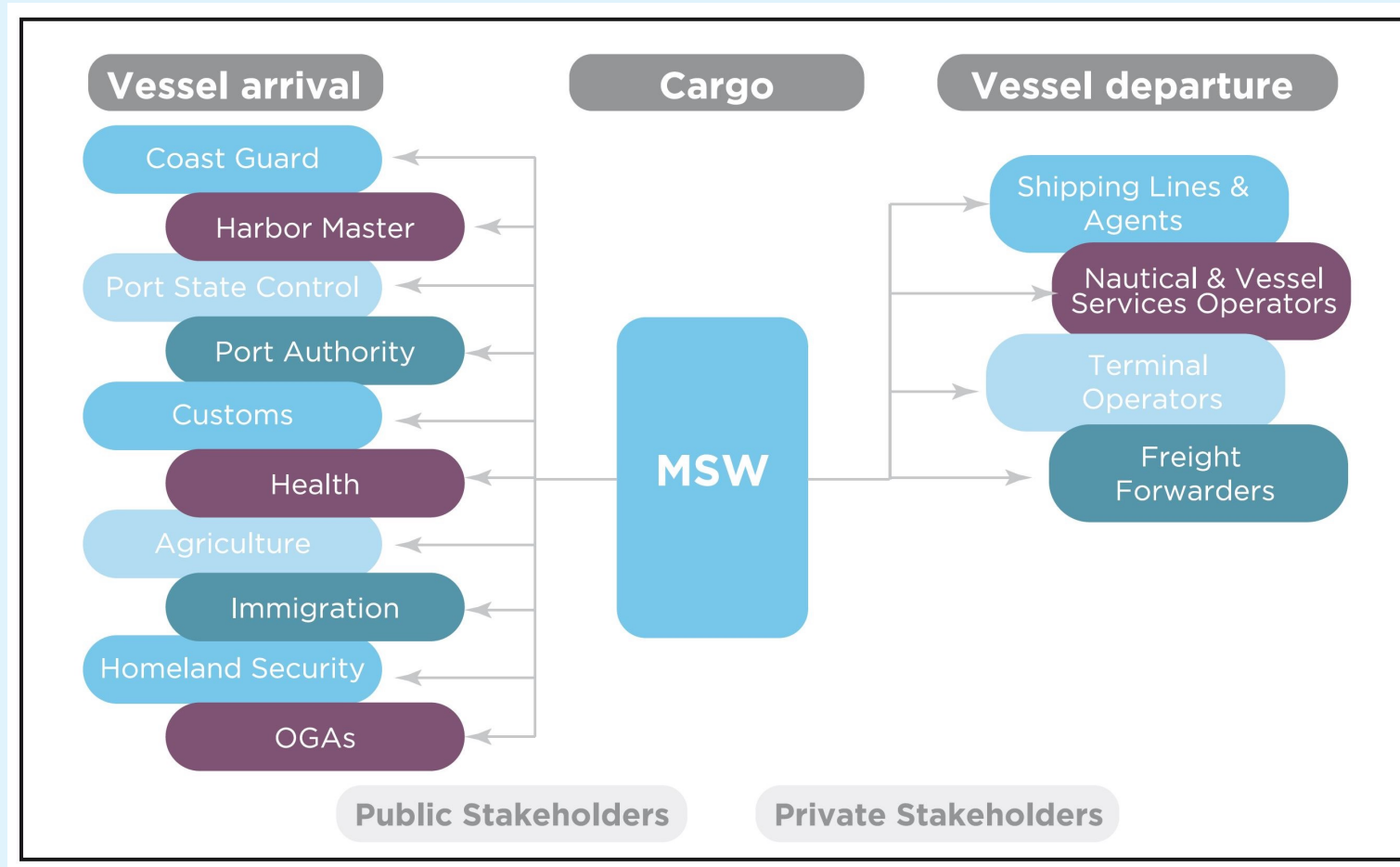
## 2. What is a Maritime Single Window (MSW) ?

A Maritime Single Window is:

- a public-private data collaboration platform
- enabling the orchestration and optimisation of business processes
- between parties involved in the arrival, stay and departure of ships in ports
- through a single 'one truth' submission of standardised and harmonised data



### 3. Which parties are involved in an MSW?



Source: World Bank / IAPH 2020

## 4. Which windows of opportunity exist for all parties ?

- ✓ Reduce vessel time at anchor and at berth, minimising emissions
- ✓ Reduce the vessel clearance process, speeding up departure
- ✓ Improve safety of a call thanks to data certainty and availability
- ✓ Reduce human ship-to- shore interaction - better health and safety
- ✓ Greater efficiency by allowing authorities and companies serving the vessel to synchronize their activities in tandem with vessel arrival and departure time
- ✓ Increase supply chain predictability thanks to advance vessel and cargo information, optimising processes and risk management

## 5. Which FAL ship-shore data needs to be exchanged?

- 1) General Declaration
- 2) Cargo Declaration or Manifest
- 3) Ship's Stores Declaration
- 4) Crew's Effects Declaration
- 5) Crew List
- 6) Passenger List
- 7) Dangerous Goods Manifest
- 8) Special Declaration for Postal Items
- 9) Maritime Declaration of Health
- 10) Ship Sanitation Control Certificate
- 11) Security-related Information
- 12) Advance Electronic Cargo Information
- 13) Advanced Notification for Waste Delivery

## 6. Why is this deadline such a window of opportunities?



FAL 46 Amendment FAL.5/Circ.42/Rev.2

“ WE HAVE A WINDOW OF OPPORTUNITY TO EVENTUALLY DIGITALIZE THE FULL PORT CALL PROCESS ”



Thank you!

Dr. Patrick Verhoeven

Managing Director, IAPH

[patrick.verhoeven@iaphworldports.org](mailto:patrick.verhoeven@iaphworldports.org)

