2010 TEN-T Programme
Motorways of the Sea

“ITS Adriatic multi-port gateway” project

Implementing the EU Directive 2010/65:
preliminary study on the interoperability between
National Single Window PMIS and the Port
Community system

R. Adm (CP) Piero PELLIZZARI – Italian Coast Guards

TECHNICAL WORKSHOP
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The National Legal Framework (EU Dir. 2010/65)

The Single Window Concept is the main requirement for the implementation of the Directive 2010/65/EU.

It aims to meet the generic goals of simplification and harmonization of the administrative procedures applied to maritime transport by making the electronic transmission of information standard and by rationalizing reporting formalities.

The Italian National Law 221 dated 17/12/2012 art. 8 establishes the implementation of the Single Window Concept as defined by the Directive 2010/65/EU at national level through the PMIS developed and operated by the Italian Coast Guard – Ministry of Transport, and its SafeSeaNet interface (comma 10)
The National Legal Framework (EU Dir. 2010/65)

The Italian Legislative Decree n.196, 19/08/2005, Art. 14-bis (Comma 1) assigns to the PMIS the role of supporting the exchange of data and information relevant to the ship arrival/operation/departure administrative process among «data owners» (ship owners, agents, ship captains, etc.) and the maritime authority and other relevant authorities.

The law 221/2012 prescribes to the PMIS – NSW:

- the implementation of the SW frontend according to the Directive 2010/65 (components A and B)
- the achievement of full interoperability with the platforms of the other National Public Administrations involved in the maritime transport domain, and particularly the National Customs Administration (comma 13)
- the granting of full access to all other Authorities involved in the ship arrival/departure formalities at National level (comma 13)

• The achievement of full interoperability with the Port Community Systems (PCS) operated by the Port Authorities, in order to improve and support their steering and coordination role of the logistic nodes of pertinence (ref. Comma 13).
The PMIS deployment in the Italian NSW Concept

NSW

Maritime Authority

PMIS/NMSW

SafeSeaNet

National Border Police

Port Authorities

National Health Authority

ICS/CCN-CSI

Public and private stakeholders

SHIPPING

Customs

AIDA

ITS Adriatic Multiport Gateway

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PMIS+ (NSW) Interface Requirements

BY LAW the deployment of the PMIS as National Single Window (PMIS+/NSW) requires the implementation of the following four main interfaces:

1. definition of the interface between the PMIS and the “data providers” (Ship Bridge, Ship owner, Ship Agent) with reference to accomplishment of the declaratory formalities (component A, B, C) and guaranteeing the entry of data once only and in standard electronic format.

2. the definition of the interface between the PMIS and the Customs Single Window guaranteeing the synchronization, alignment and single data entry from Ship Bridge, Ship owner and Ship Agent on one side, and from the Shipping agent and operator on the other.

3. The definition of the access modalities to PMIS by the other National Authorities involved

4. The definition of a standard interface allowing interoperability among the PMIS and the Port Community Systems (PCS).
The implementation of the PMIS/PCS interoperability is a particularly important item due to the following factors:

- It implies the establishment on a national level of a harmonised process for the management of ship arrival/departure formalities, that is today missing.

- It supports the standardisation of the main Business To Administration (B2A) interactions within the Port Communities, also where PCS are not implemented.

(*) Applicable to those ports where local PCS is not implemented.
A Preliminary Interoperability Study was performed jointly by Italian Coast Guard and Venice Port Authority in the context of the EASY CONNECTING project.

**The study has identified the following interoperability subjects:**

- The functions relevant for the interoperability have been identified as those corresponding to the management of the Ship Formalities and Ship Identification Data at National level.

- The business processes implemented by the PMIS and the LOGIS have been analysed determining a harmonised model of the Ship formalities management process in the Venice Port, as well as defining the rules to be applied in order to harmonise the document management flows along the cited processes.

- The data models implemented by the PMIS and the LOGIS were compared in terms of data structures, type and format of the documents and modules pertaining to the Ship formalities, determining the rules to be applied for the harmonisation of the Authorisation States of the Ship Applications as well as for the sharing of single data elements among the two systems.
Methodology

**Business Level**

- Analysis of the processes implemented by PMIS
- Analysis of the processes implemented by LogIS
- Definition of the port Business Processes

**System Level**

- Definition of an Architecture for the interoperability LogIS-PMIS
- Definition of the requirements for the extension of the interoperability Architecture to a generic PCS

**BPMN Language**

**SysML Language**

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Business Process Harmonisation

An harmonized Business Process has been defined for the execution of the Ship Formalities in the Port of Venice ensuring coherence among operations, data and documents managed by PMIS and by LOGIS.
The proposed solution is based on the implementation of an open service oriented platform, independent of the PMIS and LOGIS, and able to interact with both systems through specific interoperability services.

The INTEROPERABILITY SERVICES shall feature:

- the synchronisation of the Ship Database
- the harmonization and coherence of the authorisation state of the documents
- the harmonisation of the data structures
- the coherence among the management flows of documents and modules exchanged
According to the methodology followed for the Venice Study Case, the Interoperability Platform can evolve as a structural interface of the PMIS/NSW towards:

- the other PCS
- the national administrations
- The customs single window

In case of PCS that are capable to directly offer services to ships pertaining to the Ship Formalities, a hosting capacity shall be foreseen in the Interoperability Platform in order to allow the reuse of existing functionalities.

(*) Applicable to those ports where local PCS is not implemented
Follow-Up/Parallel Activities

- Operation Validation of the Harmonised Business Process for the execution of Ship Formalities in Italian Ports at National Level (Component A, B and C)

- Integration Study of the external components provided by other parallel initiatives at EU level (IMP Demo, MIELE, ANNA project) as far as the SW frontend (Component A and B) are concerned

- PMIS/NSW Interface Requirements Specification and Integration/Validation Plan
A 9 months Implementation Plan has been devised for the realisation and operational validation of a first prototype of the interoperability platform in the Venice Port.
THANK YOU FOR YOUR ATTENTION