

II

(Non-legislative acts)

REGULATIONS

COMMISSION IMPLEMENTING REGULATION (EU) 2023/204

of 28 October 2022

laying down technical specifications, standards and procedures for the European Maritime Single Window environment pursuant to Regulation (EU) 2019/1239 of the European Parliament and of the Council

(Text with EEA relevance)

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU ⁽¹⁾, and in particular Articles 5(10), 6(4), 11(3), 14(4), 15(4) and 16(6) thereof,

After consulting the Digital Transport and Trade Facilitation Committee,

Whereas:

- (1) The maritime national single windows should provide declarants graphical user interfaces with all the functionalities needed to fulfil the reporting obligations listed in the Annex to Regulation (EU) 2019/1239. To ensure a similar user experience, a common list of functionalities should be defined and those functionalities should be available to declarants in all Member States. However, to minimise costs and ensure compatibility with existing interfaces, Member States can offer additional functionalities in their graphical user interface.
- (2) Digital spreadsheets are widely used in the maritime sector. They help declarants with the manual input of data and to fulfil their reporting obligations. To ensure declarants can reuse spreadsheet templates in different maritime national single windows, characteristics of spreadsheets should be harmonised, and the versions of spreadsheets should be managed centrally by the Commission. Moreover, when spreadsheet templates are compliant with the harmonised characteristics and the requirements of the EMSWe data set, they should be accepted by all graphical user interfaces, regardless of the language used.
- (3) Technical specifications to make arrival and departure times of ships available should cover both user-to-system and system-to-system communication. This will enable users along the logistics chain to benefit from arrival and departure times of ships (made public in an electronic format) and to guarantee harmonisation at EU level.
- (4) A common structure for the support websites should be defined, including its functionalities. This will ensure a similar user experience across all maritime national single windows. A common structure will also help provide the appropriate support and information on the processes and technical requirements for maritime national single windows and their interfaces.

⁽¹⁾ OJ L 198, 25.7.2019, p. 64.

- (5) The internet addresses of the maritime national single windows should use a common future-proof format of domains and subdomains to help users navigate, taking into account the existing internet addresses used in Member States. In order to facilitate the accessibility of the maritime national single windows, the Commission, in collaboration with the Member States, should establish and maintain a list of internet addresses.
- (6) To ensure a proper functioning and prompt availability of the EMSWe ship database, the common location database and the common hazmat database, system security measures and minimum system performance requirements should be set out.
- (7) To ensure that ship identification information and particulars can be collected, stored, updated, and made available quickly, the EMSWe ship database should be able to communicate with the maritime national single windows, using system-to-system and user-to-system communication. Any change in ship identification information and particulars, based on the data submitted by declarants to a maritime national single window, should be reflected in the EMSWe ship database.
- (8) Ship reporting exemptions are issued by the relevant authorities and are not requested from declarants during a port call. As this information is already available in the SafeSeaNet system ^(?), the EMSWe ship database should be able to connect to it, retrieve this information automatically, and make it available to the maritime national single windows.
- (9) To ensure location codes and port facility codes can be collected, stored, updated and made available quickly, the common location database should be able to send information to the maritime national single windows, using system-to-system and user-to-system communication. The common location database should be synchronised with other relevant sources of information.
- (10) To ensure hazmat reference information can be collected, stored, updated and made available quickly, the common hazmat database should be able to send information to the maritime national single windows, using system-to-system and user-to-system communication. The common hazmat database should be synchronised with other relevant sources of information, including the MAR-CIS database ^(?) developed by European Maritime Safety Agency (EMSA).
- (11) EMSA should assist the Commission set up the EMSWe ship database, the common location database and the common hazmat database, considering the synergies with the existing databases managed by EMSA and its objective to contribute to the overall efficiency of maritime transport as defined in Regulation (EC) No 1406/2002 of the European Parliament and of the Council ^(*).
- (12) The EMSWe Regulation empowers the Commission to adopt implementing acts to lay down a list of relevant information in the entry summary declaration referred to in Article 127 of Regulation (EU) No 952/2013 of the European Parliament and of the Council ^(?) to be made available to the maritime national single windows. As the EMSWe Regulation is specifically limited to the maritime domain, only the entry summary declarations defined in columns F10, F11, F12 and F13 of Annex B to Commission Delegated Regulation (EU) 2015/2446 ^(*) lodged by sea carriers or their representatives at declaration header and master consignment level, including master consignment goods item information, should be considered relevant. This means that entry summary declarations lodged by actors other than those mentioned above or information at house consignment level should not be considered relevant.

^(?) <https://www.emsa.europa.eu/ssn-main.html>.

^(?) <https://www.emsa.europa.eu/mar-ice-network/mar-cis-infosheets.html>.

^(*) Regulation (EC) No 1406/2002 of the European Parliament and of the Council of 27 June 2002 establishing a European Maritime Safety Agency (OJ L 208, 5.8.2002, p. 1).

^(?) 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).

^(*) Commission Delegated Regulation (EU) 2015/2446 of 28 July 2015 supplementing Regulation (EU) No 952/2013 of the European Parliament and of the Council as regards detailed rules concerning certain provisions of the Union Customs Code (OJ L 343, 29.12.2015, p. 1).

- (13) Information in the entry summary declaration to be made available to the maritime national single windows should only come from the commercial and transport documents, issued by the sea carrier, that may be requested in other reporting obligations in connection with that port call. In order to ensure the interoperability of the data exchanged, this information should be mapped to the data elements in the EMSWe data set provided for under Article 3(1) of Regulation (EU) 2019/1239.
- (14) Since Regulation (EU) 2019/1239 applies from 15 August 2025, this Regulation should apply from the same date,

HAS ADOPTED THIS REGULATION:

Article 1

Definitions

For the purpose of this Regulation, the definitions set out in Article 2 of Regulation (EU) 2019/1239 shall apply. The following definitions shall also apply:

- ‘formality’ means a coherent set of data elements to be reported by a declarant to the maritime national single window in order to fulfil one or more reporting obligations,
- ‘user desktop’ means an area in the graphical user interface of the maritime national single window that requires a natural person to perform authentication by entering login credentials,
- ‘spreadsheet’ means an electronic document in which data is arranged in rows and columns and that may be manipulated and used in calculations,
- ‘spreadsheet file’ means an electronic file that contains one or more spreadsheets,
- ‘data cell’ means an intersection of a row and a column in a spreadsheet with a unique address made up of its column letter and row number for the purpose of data input,
- ‘ship record’ means a collection of data elements about the same ship stored in the EMSWe ship database.

Article 2

Provisions for the harmonised interfaces

The common functionalities of the graphical user interface and the content of the harmonised digital spreadsheet templates referred to in Article 6(4) of Regulation (EU) 2019/1239 are set out in Annex I to this Regulation.

Article 3

Provisions for the maritime national single windows

The technical specifications for making arrival and departure times available referred to in Article 5(10) of Regulation (EU) 2019/1239 are set out in Annex II to this Regulation.

The harmonised structure for the support website referred to in Article 5(10) of Regulation (EU) 2019/1239 is set out in Annex III to this Regulation.

The uniform format for internet addresses referred to in Article 5(10) of Regulation (EU) 2019/1239 is set out in Annex IV to this Regulation.

Article 4

Other common services

The technical specifications, standards and procedures for setting up the EMSWe ship database referred to in Article 14(4) of Regulation (EU) 2019/1239 with respect to collecting, storing, updating and providing ship identification information and particulars, as well as records on ship reporting exemptions are set out in Annex V to this Regulation.

The technical specifications, standards and procedures for setting up the common location database referred to in Article 15(4) of Regulation (EU) 2019/1239 with respect to collecting, storing and providing location and port facility codes are set out in Annex VI to this Regulation.

The technical specifications, standards and procedures for setting up the common hazmat database referred to in Article 16(6) of Regulation (EU) 2019/1239 with respect to collecting, storing and providing hazmat reference information are set out in Annex VII to this Regulation.

Article 5

List of relevant information in the entry summary declaration

The information of the entry summary declaration listed in Annex VIII to this Regulation is limited to the entry summary declaration particulars defined in columns F10, F11, F12 and F13 of Annex B of Regulation (EU) 2015/2446 at declaration header and master consignment level, including master consignment goods item information, which are lodged directly by the sea carrier or its representative. The remaining information of the entry summary declaration shall not be made available to the maritime national single window.

The list of relevant information in the entry summary declaration referred to in Article 127 of Regulation (EU) No 952/2013 to be made available to the maritime national single window according to Article 11(3) of Regulation (EU) 2019/1239 is set out in Annex VIII to this Regulation.

Article 6

Entry into force and application

This Regulation shall enter into force on the day following that of its publication in the *Official Journal of the European Union*.

It shall apply as from 15 August 2025.

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

Done at Brussels, 28 October 2022.

For the Commission
The President
Ursula VON DER LEYEN

ANNEX I

**COMMON FUNCTIONALITIES OF THE GRAPHICAL USER INTERFACE AND CONTENT OF THE TEMPLATES
OF THE HARMONISED DIGITAL SPREADSHEETS**

The graphical user interface of the maritime National Single Window shall provide a 'landing page' and a 'user desktop'.

The 'landing' page shall be publicly available and shall contain:

- information about the maritime National Single Window;
- a link to the online support website and to the estimated and actual arrival and departure times of ships;
- a login section for user authentication to access the 'user desktop'.

After successful authentication, the 'user desktop' shall be made available to declarants with the following common functionalities:

List of ships

This functionality shall allow consultation of:

- a list of ships when creating a new port call;
- ship identification information and particulars, including ship reporting exemptions, to be made available from the EMSWe Ship Database, or alternatively from another relevant database.

A filter shall be provided to search the list by the following criteria:

- Ship IMO number,
- Ship call sign,
- MMSI number,
- Ship name.

List of port calls

The list of port calls shall be accessible for a certain period of time as specified in the national data retention rules. The following information shall at least be available: port of call, visit ID, identification of the ship, estimated and actual arrival and departure time of the ship. Using these criteria a filter shall be provided to search the list.

Port call overview

The selected port call shall contain the information of the status of formalities and responses from authorities related to that port call including the clearance model (systematic or silent) applied by the maritime National Single Window.

Creation of a port call

This functionality shall allow to create a port call by selecting a ship from the functionality 'list of ships' or by filling manually the ship's identification information and the port of call from the information retrieved by the maritime national single window from the Common Location Database. With a creation of the port call, a Visit ID linked to the selected ship and to the port of call shall be provided.

Provision of a new formality

This functionality shall allow declarants to provide a new formality for the port call selected from the list of port calls.

In the case a ship's identification information and particulars or records on ship reporting exemptions is required for the fulfilment of reporting obligations, the maritime National Single Window shall make available the relevant information from the EMSWe Ship Database, or alternatively from another relevant database in the graphical user interface by way of pre-filling the relevant fields.

In case a location or port facility code is required for the fulfilment of reporting obligations, the maritime National Single Window shall make available the relevant information from the Common Location Database in the graphical user interface.

In the case information on dangerous and polluting goods is required for the fulfilment of reporting obligations, the maritime National Single Window shall make available the relevant information from the Common Hazmat Database in graphical user interface by way of:

- prefilling the required information on dangerous and polluting goods on the basis of the UN number or the textual reference of a DPG item entered by the declarant;
- providing a list with dangerous and polluting goods on the basis of the mode of carriage and type of product entered by the declarant.

Uploading information from spreadsheets

When providing or updating one or more formalities, declarants shall be able to upload information from digital spreadsheets.

The maritime National Single Window shall ensure that the version of the spreadsheet template is compliant to the latest version available or, during a transition period where a new version of the templates is issued, to one of the two latest consecutive versions of the spreadsheet templates. As a consequence, a version of the templates is phased out at the end date of the transition period.

After uploading the spreadsheet file, the maritime National Single Window shall check that the format, cardinality and business rules of the data elements comply with those defined in the EMSWe data set.

If a spreadsheet is not compliant with the versioning rules or with the requirements of the EMSWe data set, the maritime National Single Window shall reject the spreadsheet information and shall provide an error message with a clear indication of the reasons of the check failure.

Following the successful passing of the maritime National Single Window checks, the data elements extracted from the spreadsheet shall replace previously filled-in data elements in the graphical user interface. Before submission, the graphical user interface shall provide the possibility to read, review and correct the information extracted from that spreadsheet.

Re-using existing formalities

When preparing new formalities for a port call, declarants shall be able to re-use the available content of formalities related to the same ship which they have previously submitted to the same maritime National Single Window.

Save draft formalities

Declarants shall be able to save draft formalities before submission.

Submission of formalities

Declarants shall be able to submit formalities to the maritime National Single Window. Following the submission of the information, the maritime national single window shall display the results of the semantic checks performed at Member State level.

Management of formalities

This functionality shall allow declarants to consult and update their previously submitted or draft formalities. When allowed, they shall be able to withdraw or invalidate their individual formalities.

All formalities that have been submitted using the harmonised reporting interface module shall be also available in the graphical user interface. The graphical user interface shall display information (date and time of submission) of all such formalities, including responses from authorities.

Cancellation of a port call

Declarants shall be able to cancel their previously created port call and withdraw or invalidate their previously submitted formalities associated to that port call.

Configuration of personal settings

Declarants shall be able to configure additional personal information set at national level that is not managed by the EMSWe user registry and access management system.

The graphical user interface of the maritime National Single Window shall allow declarants to switch the language version of the graphical user interface. English shall always be supported.

Member States may provide additional functionalities in their graphical user interface.

Content of spreadsheet templates

The Commission shall develop and make available the following types of spreadsheet templates:

- Pre-arrival notification,
- Pre-departure notification,
- Pre-arrival notification for ships subject to expanded inspection,
- Security notification,
- Waste notification,
- Waste delivery receipt,
- Crew list and crew's effects,
- Passenger list,
- Ship's stores,
- General cargo declaration,
- Dangerous and polluting goods,
- Maritime declaration of health,
- Itinerary of cruise ship,
- Bunker information.

The spreadsheet templates shall comply with names, formats and business rules of elements of the EMSWe data set.

The set of spreadsheet templates shall be made available together and shall be given a version number which shall be indicated in the spreadsheet. Each version of the set of spreadsheet templates corresponds to a version of the EMSWe data set.

Each data cell or group of data cells shall be associated to an element of the EMSWe data set and identified with a code, a format and a name (label) in the English language. Member States may translate the spreadsheet templates with labels in other languages than English. Values contained in the cells which are not designed for input shall not be altered.

The spreadsheet templates shall include basic data control on data cells' values. The spreadsheet template shall allow the possibility to copy and paste content from and into the data cells.

When the data cell requires a value from a code list, where relevant, the value shall be selectable from a drop-down list.

When data elements are to be reported in multiple records, the first column shall indicate the sequence number of each record.

Each spreadsheet template shall include the indication of its type.

The spreadsheet file format shall be encoded in Office Open XML file format ('XLSX' extension). The spreadsheet file shall only include features which are supported by the Office Open XML official specifications. The spreadsheet file shall not contain scripts or executable codes.

The graphical user interface of the maritime National Single Window shall offer the possibility to report all necessary spreadsheets in one spreadsheet file or to report an individual spreadsheet per spreadsheet file.

ANNEX II

TECHNICAL SPECIFICATIONS FOR MAKING ARRIVAL AND DEPARTURE TIMES PUBLICLY AVAILABLE

1. **Interface's requirements**

Member States shall make estimated and actual arrival and departure times of ships publicly available in a website accessible from the landing page of the graphical user interface of their maritime National Single Window in a readable format as well as in a system-to-system format.

2. **Data set to be made publicly available**

The arrival and departure times of ships shall include the following categories and minimum set of data elements:

Category	Information to provide
Vessel information	Ship IMO number Ship name
Voyage Information	Port of call, coded Date and time of arrival – estimated in local time Date and time of departure – estimated in local time
Arrival Notification details	Date and time of arrival – actual in local time
Departure Notification details	Date and time of departure – actual in local time
Port call status	Status of the port call (with values: Expected Arrival, Arrived, Departed, Cancelled)

Member States may provide additional information along the minimum set of data elements listed above

If an information is not yet available, the corresponding data field may be left blank.

Member States shall determine the period in which information on arrival and departure times of ships shall be publicly available.

Member States may add disclaimers to the published arrival and departure times to clarify the source, timeliness or purpose of the available estimated or actual times of ships.

According to Article 5(8) of Regulation (EU) 2019/1239, the provisions on the data set to be made publicly available do not apply to ships carrying sensitive cargo.

3. **Specifications for user to system interaction**

The website of arrival and departure times of ships include the data elements and provide the following functionalities:

3.1. *Search function*

A search engine shall be available and it shall include the following filters in order to narrow the results shown:

- Port of Call – to be selected either from a predefined list or entering the port of call in an input field;
- Date Time Range – to be selected between a range of date times;
- Ship Name – to be entered in an input field;
- Ship IMO number – to be entered in an input field;
- Port call status – to be chosen from a list of predefined values.

Member States may choose to include additional filters to the search engine.

3.2. *Column sorting*

For the arrival and departure lists a column sorting functionality shall be available per data element defined in point 2. For sorting, both alphabetical and date time in ascending and descending order shall be available. By default, lists shall be ordered by time of arrival or departure in ascending order (estimated or actual – whichever is the current one).

4. **System to system interaction**

The system to system interaction shall be based on a HTTP RESTful web API with a payload formatted in JSON format.

5. **Non-functional requirements**

5.1. *Web design*

Web pages of publicly available arrival and departure times shall adopt its layout and appearance to accommodate different screen sizes and viewports. 'Non-support' messages shall be displayed when a non-compatible browser is used.

5.2. *Languages*

Arrival and departure times of ships shall be made publicly available in the languages used by the graphical user interface of the maritime National Single Window.

ANNEX III

HARMONISED STRUCTURE FOR THE SUPPORT WEBSITE OF THE MARITIME NATIONAL SINGLE WINDOW**1. Common functionalities of the online support website**

The online support website of the maritime National Single Window shall include the following set of common functionalities:

1.1. Language selection

Users shall be able to switch the language on any page in the support website tree map. All content, except references to national and regional laws of reporting obligations and other information from external sources, shall be available to allow the user to choose the language.

1.2. Search function

The support website shall have a search function for the purpose of searching any relevant information available on the support website.

2. Information structure of the online support website

The support website of the maritime National Single Window shall provide information on the usage of the maritime National Single Window. That information shall be grouped according to the following structure:

Support website main page: it shall contain introductory information about the maritime National Single Window and a menu with the links to the following sections:

Guidance on MNSW usage: this section shall provide instructions and guidance on the available reporting channels for a port call, including the following usage guidance:

- Usage of Graphical User Interface, including usage conditions (information about the registration process), manuals and links to other relevant information sources and harmonised digital spreadsheets and explanation of their usage;
- Usage of Reporting Interface Module, including usage conditions (information about the registration process), non-sensitive information about required messages and, as minimum, information on where to get further details on processes for sending messages;
- Usage of other reporting channels – including guidance and information on other reporting channels, if any, the ports in which other reporting channels are available and links to the relevant information of such other reporting channels such port community systems.

Frequently Asked Questions: this section shall provide information for users on services, business information or to gain assistance in troubleshooting known issues. This section shall fulfil the following requirements:

- Questions shall be split by thematic areas;
- An answer shall be provided for each question;
- Where relevant, provided answers to questions shall also include links to other related questions, resources or files.

Contact details of authorities: this section shall provide the contact details of the authorities involved in the port call processes or gateways:

- Name of authority and brief description of its competences and responsibilities;
- Internet Site.

MNSW helpdesk contacts: This section shall provide contact information of the national helpdesk support point for any user to provide help, in form of email addresses, phone numbers or a web form.

Relevant national legislation: This section shall provide references to the relevant national and local legislation and other requirements establishing relation to the reporting obligations during port calls in the Member State.

3. **Accessibility**

The online support website of the maritime National Single Window shall be publicly accessible with its own internet address. The landing page of the graphical user interface of the maritime National Single Window shall provide the link to that internet address.

ANNEX IV

UNIFORM FORMAT FOR internet ADDRESSES

The internet address of each maritime National Single Window shall be composed of a country specific top-level domain (ccTLD), a second level nationally restricted domain {xyz} and a harmonised third level domain name 'mnsw' composing the following uniform format:

$$mnsw.\{xyz\}.\{ccTLD\}$$

Users may be redirected from $mnsw.\{xyz\}.\{ccTLD\}$ to other internet addresses of the maritime National Single Window using a different format than the one defined in this Annex.

Users accessing $mnsw.\{xyz\}.\{ccTLD\}$ via web browser shall be navigated to the Graphical User Interface landing page of that maritime National Single Window.

Each harmonised Reporting Interface Module of the maritime National Single Window shall use the following internet address format:

$$rim.mnsw.\{xyz\}.\{ccTLD\}$$

The online support website referred to in Annex III and the website for the arrival and departure times of ships referred to in Annex II shall follow the following internet address format:

Online support website: $mnsw.\{xyz\}.\{ccTLD\}/info$

Website for arrival departure times of ships: $mnsw.\{xyz\}.\{ccTLD\}/arrivals_departures$

ANNEX V

TECHNICAL SPECIFICATIONS, STANDARDS AND PROCEDURES FOR THE SETTING UP OF THE EMSWE SHIP DATABASE**1. EMSWe Ship Database overview**

The EMSWe Ship Database shall allow the collection, storing, updating and provision of the following:

- ship identification information and particulars, composed of elements of the EMSWe data set related to a ship that are static or subject to limited changes over time;
- information of ship reporting exemptions issued by Member States and reported in the Union Maritime Information and Exchange System (SafeSeaNet) referred to in Directive 2002/59/EC.

In order to ensure a proper functioning and availability of the information, the EMSWe Ship Database shall respect the minimum system performance requirements listed in points 4 and the minimum system security measures listed in point 5.

The Commission, with the assistance of the European Maritime Safety Agency, shall:

- ensure that the EMSWe Ship Database, its interfaces, services and the user management are set up;
- ensure that the maritime National Single Windows can establish the connection with the EMSWe Ship Database;
- coordinate the execution of the commissioning tests;
- ensure that the operational and technical documentation of the EMSWe Ship Database is made available to the National Coordinators and kept up to date.

2. Interfaces and services of the EMSWe Ship Database

In order to exchange ship identification information and particulars and ship reporting exemptions, the EMSWe Ship Database shall provide system to system interface and a web interface described in points 2.1 and 2.2.

The Commission, in consultation with the National Coordinators, shall issue a System Interface Guide (SIG) defining system to system messages, commissioning measures and procedures for establishing connection with the EMSWe Ship Database, including user access rights policies and user registration process.

2.1. System to System interface

- (1) The System to System interface shall be available to maritime National Single Windows for exchanging information in an automated way using a set of predefined messages. The system to system interface shall support the announcement service and the ship information notification service described in points 2.1.1 and 2.1.2.
- (2) Member States shall establish and maintain a system to system connection between the maritime National Single Window and the EMSWe Ship Database in compliance with the System Interface Guide.

2.1.1. Announcement service

The EMSWe Ship Database shall use the announcement service to distribute to the maritime National Single Windows, which have previously subscribed to the service, the latest details at each modification (creation, update or deletion) of ship identification information and particulars and ship reporting exemptions. The full list of ship identification information and particulars and ship reporting exemptions shall be distributed to the maritime National Single Window upon subscription to the service.

2.1.2. Ship Information Notification service

The Ship Information Notification service shall be used by the maritime National Single Windows to provide the EMSWe Ship Database with the ship identification information and particulars on the basis of the data submitted by declarants when fulfilling the reporting obligations.

Alternatively to the Ship Information Notification service, the ship identification information and particulars may be provided to the EMSWe Ship Database through SafeSeaNet, provided that SafeSeaNet allows for the exchange of such information.

2.2. Web interface

The Web interface shall be accessible to authorised users for:

- consulting the content of the EMSWe Ship Database;
- downloading ship information based on different criteria in different formats;

Access to the web interface of the EMSWe Ship Database shall be given to national coordinators upon request.

3. Procedures for updating the information of EMSWe Ship Database

The following procedures shall be followed:

Ship identification information and particulars

The EMSWe Ship Database shall check the compliance of the data received from the maritime National Single Windows according the definitions and rules of the EMSWe data set. Non-compliant data shall be rejected by the EMSWe Ship Database and a notification of the error shall be returned to the relevant maritime National Single Window.

When a ship record is accepted by the EMSWe Ship Database, the corresponding existing ship identification information and particulars shall be updated in the EMSWe Ship Database. If there is no corresponding ship record, the EMSWe Ship Database shall create a new ship record. The ship record shall use as identifier the Ship IMO number or, alternatively, the MMSI number and the call sign. If the identifiers are not provided, the EMSWe Ship Database shall ignore the information received and return an error message to the relevant maritime National Single Window.

The EMSWe Ship Database shall compare the received ship identification and particulars data elements with the existing data elements of the corresponding ship record in the EMSWe Ship Database. The EMSWe Ship Database shall update each data element which received value is different from the value in the EMSWe Ship Database. Ship identification and particulars data elements not received shall be kept unmodified in the EMSWe Ship Database.

A ship record may contain information coming from different declarants.

Ship reporting exemption information

The EMSWe Ship Database shall retrieve any updates of the ship reporting exemption information reported by the Member States from SafeSeaNet.

4. Minimum system performance requirements

Timeframes for Data Availability: The EMSWe Ship Database shall be supported by data communication links and networks that allow them to transfer information between the two systems within 1 minute.

Timeframes for Data Storage: The list of ship identification information and particulars and ship reporting exemptions shall be available in the EMSWe Ship Database without any time limitation.

System Availability Requirements: The EMSWe Ship Database shall be maintained in operation at a minimum of 99 % over a period of one year, with the maximum permissible period of interruption being 12 hours.

The information of the EMSWe Ship Database shall be recoverable to the fullest extent possible after a downtime period.

Member States shall be informed in the event of a failure or a scheduled interruption.

5. Minimum system security measures

Identification: A reliable identification mechanism shall be implemented to uniquely identify the users of the EMSWe Ship Database with a unique user ID.

Authentication: Authentication process for the system to system interface of the EMSWe Ship Database shall be based on recognised authentication methods by way of implementing 2-way SSL. For web user interface, users shall authenticate with a set of credentials.

Authorisation: Users shall be authorised by applying access control measures to access the interfaces of the EMSWe Ship Database. Each access shall be recorded. Authorisations shall be reviewed on a regular basis.

Traceability and accountability: The EMSWe Ship Database shall ensure the non-repudiation of actions performed by users through its interfaces. For this purpose, the EMSWe Ship Database shall keep track of any access, events and modifications of its data. The user identification, the time stamp and the action performed shall be recorded per each event.

Integrity: The EMSWe Ship Database shall perform system integrity checks that prevent malicious events that may compromise its functionalities.

ANNEX VI

TECHNICAL SPECIFICATIONS, STANDARDS AND PROCEDURES FOR THE SETTING UP OF THE COMMON LOCATION DATABASE**1. Common Location Database overview**

The Common Location Database shall allow the collection, storing, updating and provision of the following types of location and port facility codes:

- (a) United Nations Code for Trade and Transport Locations (UN/LOCODE) ⁽¹⁾;
- (b) IMO GISIS port facilities;
- (c) SafeSeaNet specific codes.

In order to ensure a proper functioning and availability of the information, the Common Location Database shall respect the minimum system performance requirements listed in point 4 and the minimum system security measures listed in point 5.

The Commission, with the assistance of the European Maritime Safety Agency, shall:

- ensure that the Common Location Database, its interfaces, services and the user management are set up;
- ensure that the maritime national single windows can establish the connection with the Common Location Database;
- coordinate the execution of the commissioning tests;
- ensure that the operational and technical documentation of the Common Location Database is made available to the National Coordinators and kept up to date.

2. Interfaces and services of the Common Location Database

The Common Location Database shall provide location and port facility codes through a system to system interface and a web interface described in points 2.1 and 2.2.

The Commission, in consultation with the National Coordinators, shall issue a System Interface Guide (SIG) defining system to system messages, commissioning measures and procedures for establishing connection with the Common Location Database, including user access rights policies and user registration process.

2.1. System to System interface

The System to System interface shall be available to maritime National Single Windows for the provision of information in an automated way using a set of predefined messages. The system to system interface shall support the announcement service described in point 2.1.1.

2.1.1. Announcement service

The Common Location Database shall use the announcement service to distribute to the maritime National Single Windows, which have previously subscribed to the service, the latest details at each modification (creation, update or deletion) of location or port facility information. The full list of location and port facility codes shall be distributed to the maritime National Single Window upon subscription to the service.

Web interface

The web interface shall be accessible to authorised users for:

- consulting the content of the Common Location Database;
- downloading the list of location and port facility codes based on different criteria in different formats.

Access to the web interface of the Common Location Database shall be given to national coordinators upon request.

⁽¹⁾ <https://unece.org/trade/cefact/unlocode-code-list-country-and-territory>

3. Procedures for updating the information of the Common Location Database

The Common Location Database shall be updated by way of synchronising it with the latest lists of location and port facility codes respecting the following procedures per type of code:

UN/LOCODE: the synchronisation of the Common Location Database with the UN/LOCODE shall be done at least twice a year. The updated list of LOCOCODES shall be made available to Member States in advance for consultation.

IMO GISIS port facilities: an automatic link between the Common Location Database and the IMO GISIS shall be established in line with the guidance for the electronic transfer of information to and from the Maritime Security module of GISIS. The Common Location Database shall request twice a day a list of changes in the IMO GISIS Maritime Security module and shall reflect them accordingly in the database.

SafeSeaNet specific codes: the update of SafeSeaNet specific codes shall be available in the Common Location Database immediately after any update in the SafeSeaNet Central Location Database.

4. Minimum system performance requirements

Timeframes for Data Availability: The Common Location Database shall be supported by data communication links and networks that allow them to transfer information between the two systems within 1 minute.

Timeframes for Data Storage: The active location and port facility codes shall be available in the Common Location Database without any time limitation. Deactivated location and port facility codes shall be archived in the Common Location Database for a minimum of 5 years.

System Availability Requirements: The Common Location Database shall be maintained in operation at a minimum of 99 % over a period of one year, with the maximum permissible period of interruption being 12 hours.

The information of the Common Location Database shall be recoverable to the fullest extent possible after a downtime period.

Member States shall be informed in the event of a failure or a scheduled interruption.

5. Minimum system security measures

Identification: A reliable identification mechanism shall be implemented to uniquely identify the users of the Common Location Database with a unique user ID.

Authentication: Authentication process for the system to system interface of the Common Location Database shall be based on recognised authentication methods by way of implementing 2-way SSL. For web user interface, users shall authenticate with a set of credentials.

Authorisation: Users shall be authorised by applying access control measures to access the interfaces of the Common Location Database. Each access shall be recorded. Authorisations shall be reviewed on a regular basis.

Traceability and accountability: The Common Location Database shall ensure the non-repudiation of actions performed by users through its interfaces. For this purpose, the Common Location Database shall keep track of any access, events and modifications of its data. The user identification, the time stamp and the action performed shall be recorded per each event.

Integrity: The Common Location Database shall perform system integrity checks that prevent malicious events that may compromise its functionalities.

ANNEX VII

TECHNICAL SPECIFICATIONS, STANDARDS AND PROCEDURES FOR THE SETTING UP OF THE COMMON HAZMAT DATABASE**1. Common Hazmat Database overview**

The Common Hazmat Database shall allow the collection, storing, updating and provision of information on dangerous and polluting goods stemming from the following conventions and agreements, including voluntary versions (where applicable):

- International Maritime Dangerous Goods (IMDG);
- International Maritime Solid Bulk Cargoes (IMSBC);
- International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC);
- International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk (IBC);
- International Convention for the Prevention of Pollution from Ships (MARPOL Annex I);
- Tripartite Agreements (MEPC.2/Circular).

In order to ensure a proper functioning and availability of the information, the Common Hazmat Database shall respect the minimum system performance requirements listed in point 4 and the minimum system security measures listed in point 5.

The Commission, with the assistance of the European Maritime Safety Agency, shall:

- ensure that the Common Hazmat Database, its interfaces, services and the user management are set up;
- ensure that the maritime national single windows can establish the connection with the Common Hazmat Database;
- coordinate the execution of the commissioning tests;
- ensure that the operational and technical documentation of the Common Hazmat Database is made available to the National Coordinators and kept up to date.

2. Interfaces of the Common Hazmat Database

The Common Hazmat Database shall provide information on the dangerous and polluting goods through a system to system interface and a web interface described in points 2.1 and 2.2.

The Commission, in consultation with the National Coordinators, shall issue a System Interface Guide (SIG) defining system to system messages, commissioning measures and procedures for establishing connection with the Common Hazmat Database, including user access rights policies and user registration process.

2.1. System to System interface

The System to System interface shall be available to Maritime National Single Windows for exchanging information in an automated way using a set of predefined messages. The system to system interface shall support the announcement service described in point 2.1.1.

2.1.1. Announcement service

The Common Hazmat Database shall use the announcement service to distribute to the Maritime National Single Windows, which have previously subscribed to the service, the latest details at each modification (creation, update or deletion) of the information on dangerous and polluting goods. The full list of information on dangerous and polluting goods shall be distributed to the Maritime National Single Window upon subscription to the service.

2.2. Web interface

The Web interface shall be accessible to authorised users for:

- consulting the list of dangerous and polluting goods;
- consulting information from the MAR-CIS database on associated hazards and risks of dangerous and polluting goods;
- downloading the list of dangerous and polluting goods based on different criteria in different formats.

Access to the web interface of the Common Hazmat Database shall be given to national coordinators upon request.

3. Procedures for updating the Common Hazmat Database

The Common Hazmat Database shall be updated by way of synchronising it with:

- the latest version of the IMO Codes and Conventions (IMDG, IMSBC, IGC, IBC, MARPOL Annex I) available in Rulecheck ⁽¹⁾;
- the latest published Tripartite Agreements list (MEPC.2/Circular), excluding Provisional Tripartite Agreements.

4. Minimum system performance requirements

Timeframes for Data Availability: The Common Hazmat Database shall be supported by data communication links and networks that allow them to transfer information between the two systems within 1 minute.

Timeframes for Data Storage: The information on dangerous and polluting goods shall be available in the Common Hazmat Database without any time limitation.

System Availability Requirements: The Common Hazmat Database shall be maintained in operation at a minimum of 99 % over a period of one year, with the maximum permissible period of interruption being 12 hours.

The information of the Common Hazmat Database shall be recoverable to the fullest extent possible after a downtime period.

Member States shall be informed in the event of a failure or a scheduled interruption.

5. Minimum system security measures

Identification: A reliable identification mechanism shall be implemented to uniquely identify the users of the Common Hazmat Database with a unique user ID.

Authentication: Authentication process for the system to system interface of the Common Hazmat Database shall be based on recognised authentication methods by way of implementing 2-way SSL. For web user interface, users shall authenticate with a set of credentials.

Authorisation: Users shall be authorised by applying access control measures to access the interfaces of the Common Hazmat Database. Each access shall be recorded. Authorisations shall be reviewed on a regular basis.

Traceability and accountability: The Common Hazmat Database shall ensure the non-repudiation of actions performed by users through its interfaces. For this purpose, the Common Hazmat Database shall keep track of any access, events and modifications of its data. The user identification, the time stamp and the action performed shall be recorded per each event.

Integrity: The Common Hazmat Database shall perform system integrity checks that prevent malicious events that may compromise its functionalities.

⁽¹⁾ <http://www.emsa.europa.eu/rulecheck.html>

ANNEX VIII

**INFORMATION IN THE ENTRY SUMMARY DECLARATION TO BE MADE AVAILABLE TO THE MARITIME
NATIONAL SINGLE WINDOW**

This Annex relates to the information contained in entry summary declarations defined in columns F10, F11, F12 and F13 of Annex B to Regulation (EU) 2015/2446 at declaration header and master consignment level including master consignment goods item information lodged by the maritime carrier or its representative only. The information of the entry summary declaration at house consignment level or lodged by other parties is not applicable for the application of Article 11(2) of Regulation (EU) 2019/1239.

To ensure that the declarant is requested to provide the information pursuant to Regulation (EU) 2019/1239 only once per port call, the information of the entry summary declaration lodged by the sea carrier or its representative and listed in this Annex shall be made available to the Maritime National Single Window only in the case that this information can be reused for other reporting obligations in connection with the same port call. Such information shall be shared with the relevant authorities in compliance with the Union Customs legislation and ensuring the confidentiality of commercial and other sensitive information exchanged.

UCC DE No	Data element/class name Data sub-element/sub-class name	EMSWe Data Set No
11 03 000 000	Goods item number	DE-048-01
12 02 008 000	Additional information, Code	DE-048-12
12 02 009 000	Additional information, Text	DE-048-13
12 03 001 000	Supporting document, Reference number	DE-048-14
12 03 002 000	Supporting document, Type	DE-048-15
12 05 001 000	Transport document, Reference number	DE-056-02
12 05 002 000	Transport document, Type	DE-056-03
12 08 000 000	Reference number/UCR	DE-047-14
13 02 016 000	Consignor, Name	DE-058-01
13 02 017 000	Consignor, Identification number	DE-058-02
13 02 028 000	Consignor, Type of person	DE-058-03
13 02 018 023	Consignor, Address, Street	DE-058-05
13 02 018 024	Consignor, Address, Street additional line	DE-058-06
13 02 018 025	Consignor, Address, Number	DE-058-07
13 02 018 026	Consignor, Address, P.O. Box	DE-058-08
13 02 018 027	Consignor, Address, Sub-division	DE-058-11
13 02 018 020	Consignor, Address, Country	DE-058-12
13 02 018 021	Consignor, Address, Postcode	DE-058-09
13 02 018 022	Consignor, Address, City	DE-058-10
13 02 029 015	Consignor, Communication, Identifier	DE-058-13
13 02 029 002	Consignor, Communication, Type	DE-058-14
13 03 016 000	Consignee, Name	DE-059-01
13 03 017 000	Consignee, Identification number	DE-059-02
13 03 028 000	Consignee, Type of person	DE-059-03

13 03 018 023	Consignee, Address, Street	DE-059-05
13 03 018 024	Consignee, Address, Street additional line	DE-059-06
13 03 018 025	Consignee, Address, Number	DE-059-07
13 03 018 026	Consignee, Address, P.O. Box	DE-059-08
13 03 018 027	Consignee, Address, Sub-division	DE-059-11
13 03 018 020	Consignee, Address, Country	DE-059-12
13 03 018 021	Consignee, Address, Postcode	DE-059-09
13 03 018 022	Consignee, Address, City	DE-059-10
13 03 029 015	Consignee, Communication, Identifier	DE-059-13
13 03 029 002	Consignee, Communication, Type	DE-059-14
13 13 016 000	Notify party, Name	DE-062-01
13 13 017 000	Notify party, Identification number	DE-062-02
13 13 028 000	Notify party, Type of person	DE-062-03
13 13 018 023	Notify party, Address, Street	DE-062-04
13 13 018 024	Notify party, Address, Street additional line	DE-062-05
13 13 018 025	Notify party, Address, Number	DE-062-06
13 13 018 026	Notify party, Address, P.O. box	DE-062-07
13 13 018 027	Notify party, Address, Sub-division	DE-062-10
13 13 018 020	Notify party, Address, Country	DE-062-11
13 13 018 021	Notify party, Address, Postcode	DE-062-08
13 13 018 022	Notify party, Address, City	DE-062-09
13 13 029 015	Notify party, Communication, Identifier	DE-062-12
13 13 029 002	Notify party, Communication, Type	DE-062-13
13 14 031 000	Additional supply chain actor, Role	DE-057-01
13 14 017 000	Additional supply chain actor, Identification number	DE-057-02
15 03 000 000	Estimated date and time of arrival ⁽¹⁾	DE-022-03
16 05 020 000	Place of delivery, Country	DE-047-08
16 05 037 000	Place of delivery, Location	DE-047-09
16 13 036 000	Place of loading, UN/LOCODE	DE-047-01
16 13 020 000	Place of loading, Country	DE-047-02
16 13 037 000	Place of loading, Location	DE-047-03
16 14 036 000	Place of unloading, UN/LOCODE	DE-047-04
16 14 020 000	Place of unloading, Country	DE-047-05
16 14 037 000	Place of unloading, Location	DE-047-06
16 16 037 000	Place of acceptance, Location	DE-047-11

18 03 000 000	Total gross mass	DE-047-16
18 04 000 000	Gross mass	DE-048-03
18 05 000 000	Description of goods	DE-048-04
18 06 003 000	Packaging, Type of packages	DE-048-10
18 06 004 000	Packaging, Number of packages	DE-048-09
18 06 054 000	Packaging, Shipping Marks	DE-048-08
18 07 055 000	Dangerous goods, UN number	DE-049-03
18 08 000 000	CUS code	DE-048-07
18 09 056 000	Commodity code, Harmonized System sub-heading code	DE-048-05
18 09 057 000	Commodity code, Combined nomenclature code	DE-048-06
19 01 000 000	Container indicator	DE-047-15
19 03 000 000	Mode of transport at the border	DE-014-03
19 07 063 000	Transport equipment, Container identification number	DE-051-01
19 07 064 000	Transport equipment, Container size and type identification	DE-051-13
19 07 065 000	Transport equipment, Container packed status	DE-051-03
19 08 017 000	Active border transport means, Identification number	DE-005-03
19 08 067 000	Active border transport means, Type of means of transport	DE-005-16
19 09 017 000	Passive border transport means, Identification number	DE-065-04
19 09 067 000	Passive border transport means, Type of means of transport	DE-048-11
19 10 068 000	Seal, Number of seals	DE-051-04
19 10 015 000	Seal, Identifier	DE-051-05

(¹) It can be reused only for notification of arrival (Article 133 of Regulation (EU) No 952/2013).