



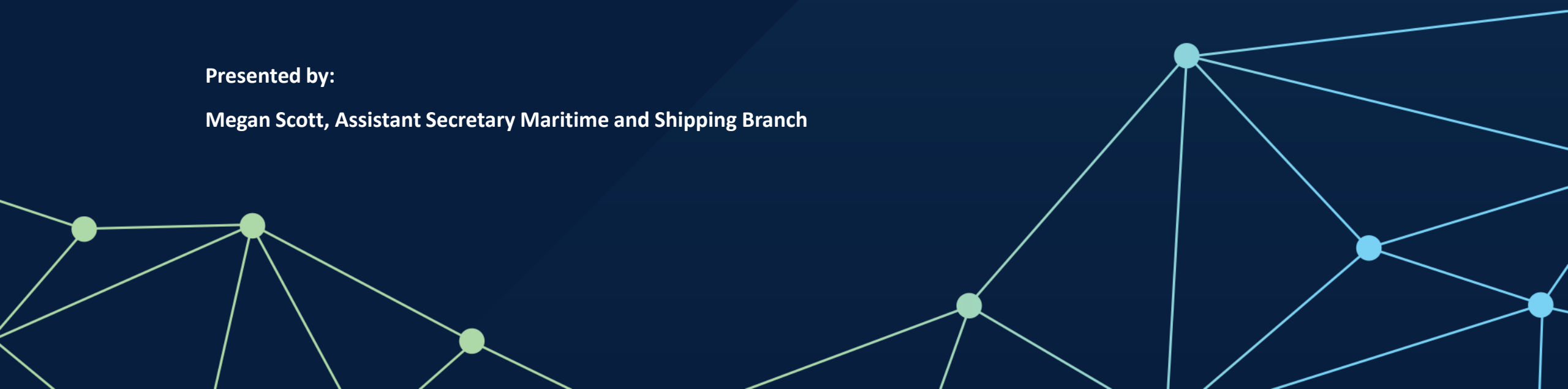
**Australian Government**

**Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts**

# Maritime Single Window

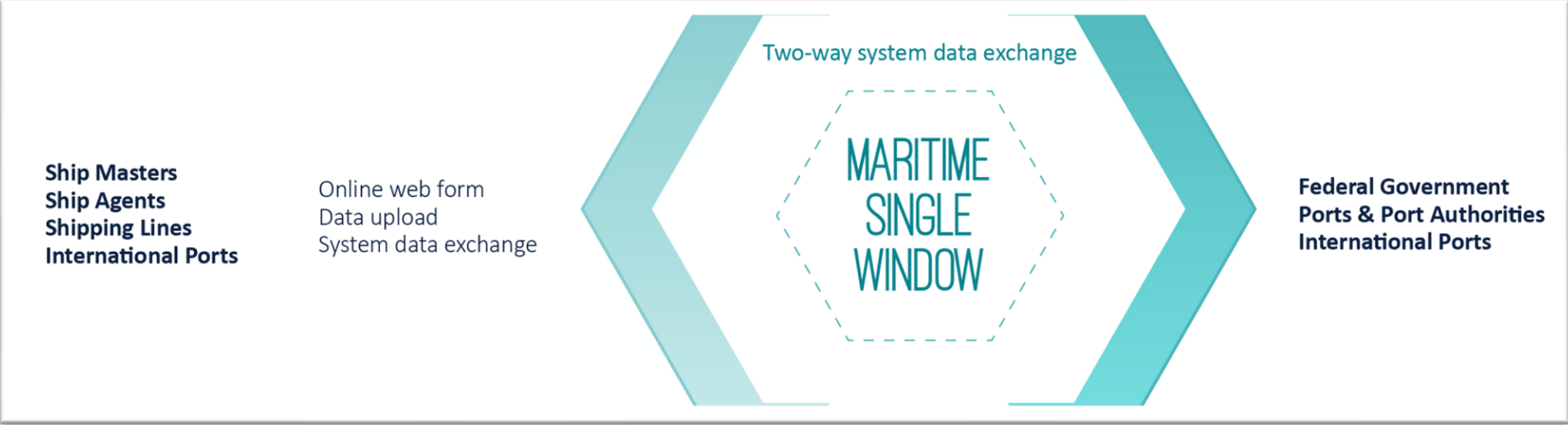
**Presented by:**

**Megan Scott, Assistant Secretary Maritime and Shipping Branch**



# What is an Australian Maritime Single Window?

Example of what a MSW could look like:



## Current Reporting Flows

Shipping companies regularly have to submit large volumes of information and documents to ports and governmental agencies, in order to comply with regulatory requirements. The information often has to be submitted through several different agencies, each with its own specific system, paper forms and inspections processes. These legislative requirements have created a significant duplication of effort. Combined with the associated compliance costs this constitutes a high burden on Government and business, and represents a barrier to Australia's international trade.

**17,602**

International voyages into Australia each year\*

Number of unique ships entering Australian waters every year\*:

**5,915**

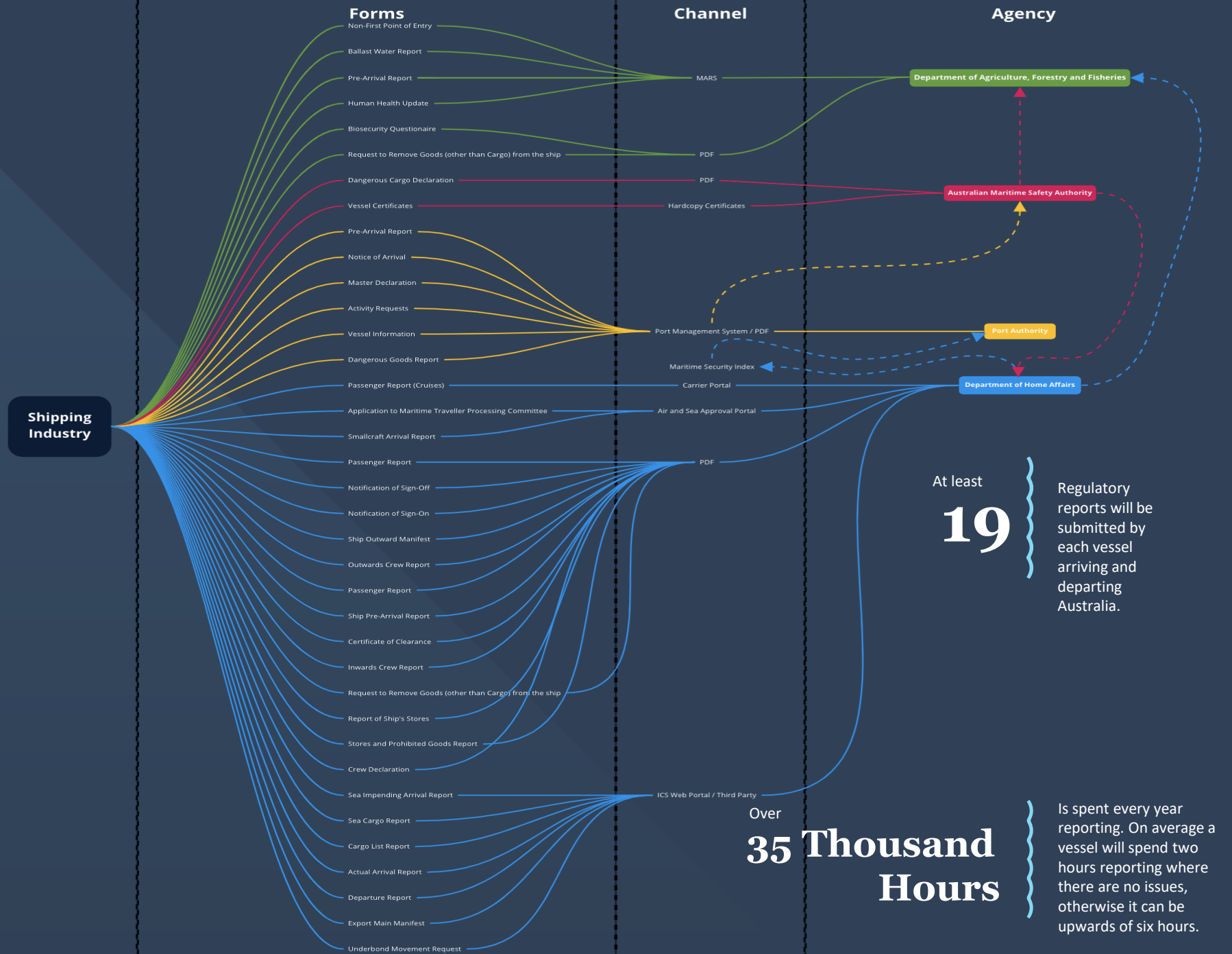
**5-8**

Ships are managed per ship agent every month

**317,869**

Travellers cross Australia's International Borders every year by sea\*\*

\*Vessel arrival statistics represent commercial shipping and are resourced from Australian Sea Freight, BITRE July 2021  
 \*\*Traveller Movement statistics represent cruise and leisure shipping arrivals and departures - resourced from ABS Overseas Arrivals and Departures 2018-2019



# What are the opportunities for Australia?



- Streamlined regulatory reporting by vessels entering and departing Australian ports



- The opportunity to facilitate the exchange of electronic shipping data



- Opportunity to progress and meet maritime emission targets



- Improved visibility of maritime activity



- Opportunity for Economic Growth

# Learnings from International Maritime Single Windows

## Singapore

- Saving an estimated 100,000 labour hours annually
- Exchange of e-certificates between China and Singapore via their MSWs demonstrated at the International Maritime Organization this year



## One way communication



- In most cases it appears that many international MSWs are one-way in terms of communication from ship to shore, and narrow in scope



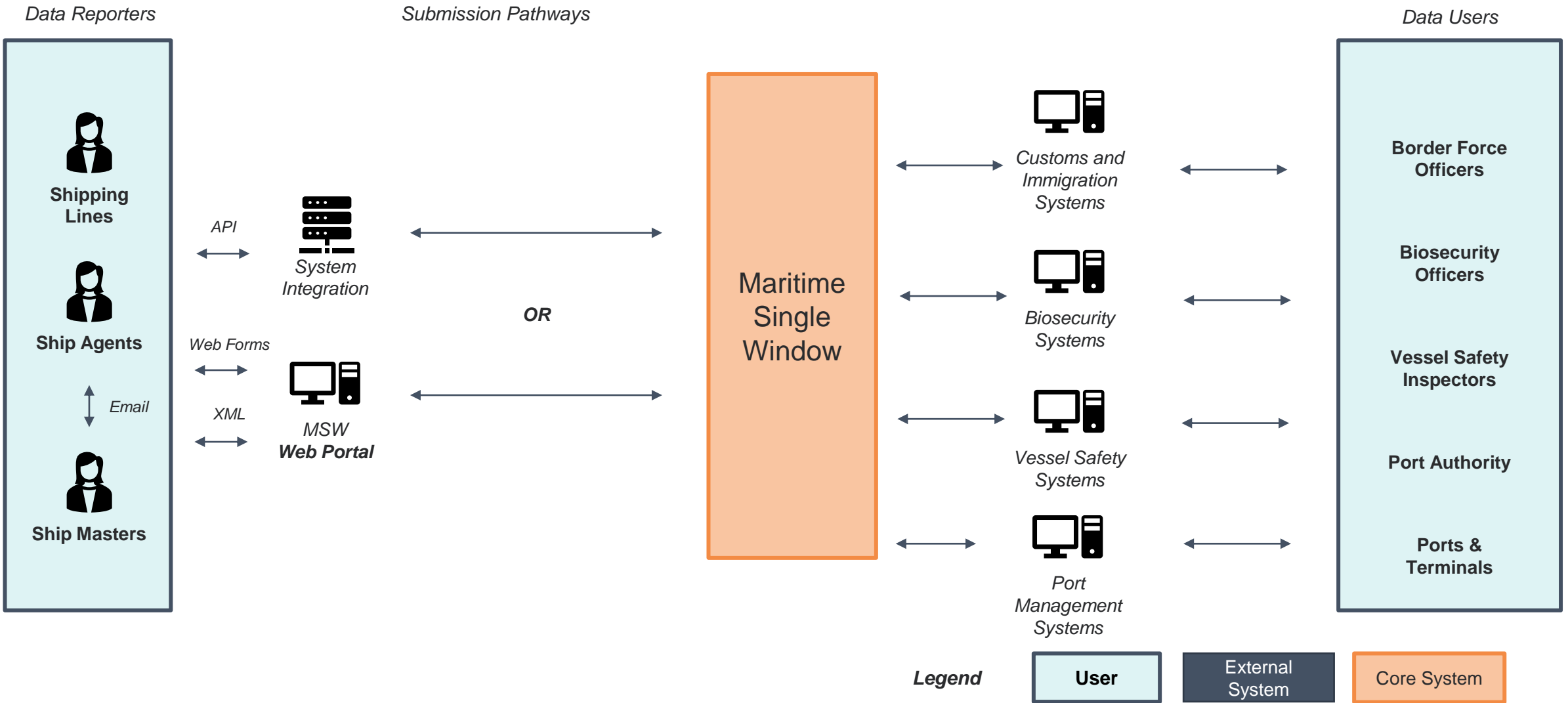
# Industry key findings



- System integration and reduce duplication
- Minimise data entry and errors
- The ability for maritime users to upload files directly into a system
- Vessel Traffic Services (VTS) Integration
- The system would be beneficial if it was two-way
- Data security and integrity
- Welcome potential efficiency gains - less time spent on government processes



# Target MSW Ecosystem



## Where to next?

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### **Scope Requirements with Industry**

Work with ports, port authorities, shipping operators and ship agencies to help scope design

### **Detailed Requirements and Design**


Develop detailed requirements and update costs to take to government

### **Advice to Government**

Provide options for the Government to consider

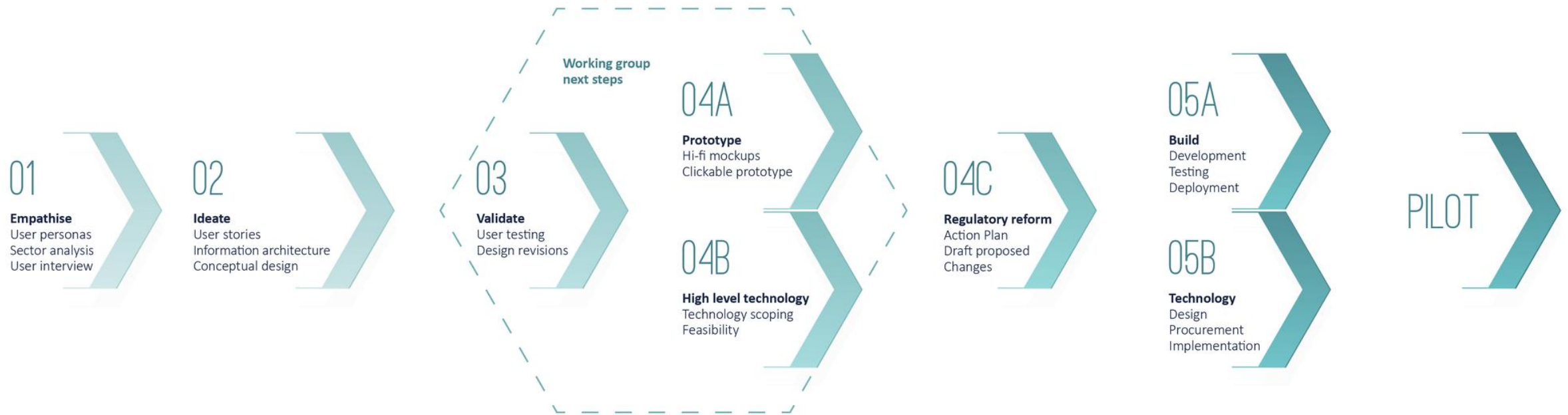
2023-2024

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# Future approach





**Australian Government**

**Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts**

**Questions?**

**[msw@infrastructure.gov.au](mailto:msw@infrastructure.gov.au)**



# FAL forms and Declarations

To meet the requirements of the FAL Convention, national governments are encouraged to use a maritime single window as the way to facilitate electronic data exchange of all information relevant to clearance without duplication.

FAL Forms and Declarations	
1. IMO General Declaration (FAL Form 1)	8. Security-related information as required under SOLAS regulation XI-2/9.2.2
2. Cargo Declaration (FAL Form 2)	9. Advance electronic cargo information for customs risk assessment purposes
3. Ship's Stores Declaration (FAL Form 3)	10. Advanced Notification Form for Waste Delivery to Port Reception Facilities
4. Crew's Effects Declaration (FAL Form 4)	11. Declarations under the Universal Postal Convention
5. Crew List (FAL Form 5)	12. Declarations under the International Health Regulation
6. Passenger List (FAL Form 6)	
7. Dangerous Goods Manifest (FAL Form 7)	