



IMO's perspective on Maritime Single Window

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*World Maritime Week
FUTUREPORT, 22 March 2023*

About Us

FAL Convention aims to establish international standards to facilitate shipping

- Simplifies and reduces to a minimum the formalities, documentary requirements and procedures on the arrival, stay and departure of ships in international voyages
- Contains standards and recommended practices and rules for simplifying formalities, documentary requirements and procedures on ships' arrival, stay and departure.

The Convention on Facilitation of International Maritime Traffic, 1965 (FAL Convention) entered into force in 1967.

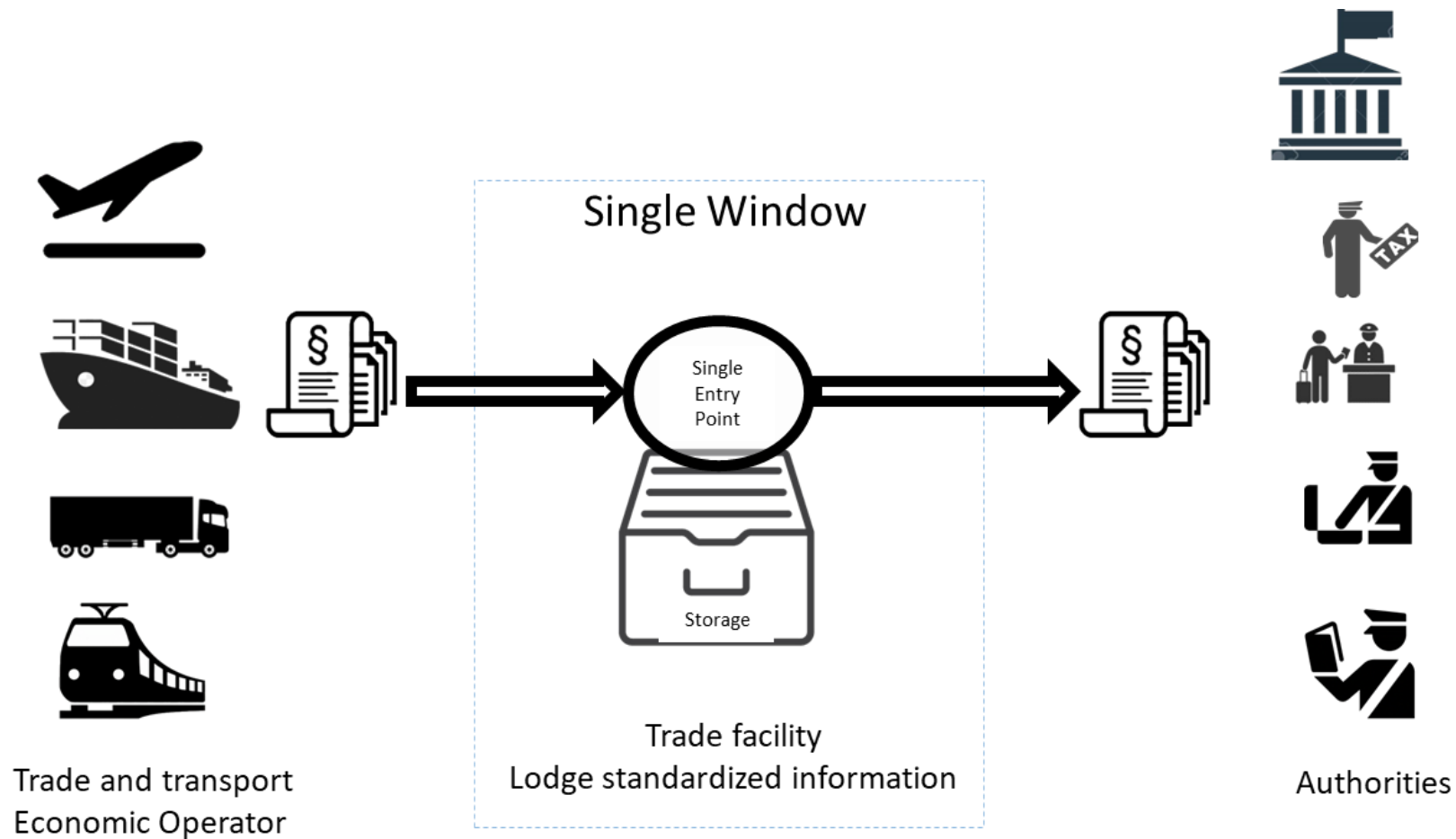


Maritime Single Window

Mandatory use of single window in data exchange for ports around the world enter into force on 01 January 2024.

- Under the FAL Convention, public authorities are to establish systems for electronic exchange of information to facilitate the sharing of information in ship and port clearance processes;
- Information should be submitted only once to a single-entry point and redistributed among relevant public authorities;
- Information should be reused to the maximum extent possible.

Maritime Single Window



Impact of maritime single window

Direct annual savings for companies in the Port Community of €450 million per year, compared to the expenses and investments allocated by companies to digitization, estimated at €52.6 million on average per year.

- Increases productivity
- Encourages decarbonization
- Generates value addedness

Decarbonization, Digitalization, Diversity: The 3Ds in shipping

by The Editorial Team — February 20, 2023 in Maritime Knowledge, Technology
PRESS RELEASE | JANUARY 21, 2021



Digitalizing the Maritime Sector Set To Boost the Competitiveness and Resilience of Global Trade



by the World Bank and IAPH to assist ports and maritime transport community digitalization and minimize ship-shore human interaction and COVID-19 risks.

TON, January 21, 2021—A new report launched today by the World Bank International Association of Ports and Harbors (IAPH) shows that better digital on between private and public entities across the maritime supply chain will significant efficiency gains, safer and more resilient supply chains, and lower

transport carries over 90% of global merchandise trade, totaling some 11

The Port of Barcelona analyses the impact of digitalisation in a pioneering study

Can the impact of digitalisation be quantified? The answer is yes. The study prepared by the Port of Barcelona's Market Analysis and Intelligence Department, in collaboration with the economic consultancy firm Ecoatenea, is the first to portray,

with specific figures, the consequences of digitization on the

Supporting Member States

Resources on implementing Maritime Single Window

- IMO Guidelines for setting up a maritime single window
- GISIS module on the implementation of single window concepts by Member States
- [Symposium - Maritime Single Window 2024](#)
- [Webinar “2024 - Window of opportunities for shipping”](#)
- E-learning course on implementation of Maritime Single Window in mid 2023
- Partnerships to support Member States to reduce digital divide.
 - Generic maritime single window system developed by Norway implemented in Antigua and Barbuda
 - Maritime Single Window in Fiji in partnership with World Bank Group as part of the national single window initiative
 - Maritime Single Window in a medium size port based on Singapore’s experience
- IMO [Data Set](#) and [Reference Data Model](#)
- IMO Guidelines on authentication, integrity and confidentiality information exchanges via maritime single windows and related services
- IMO Compendium: [Compendium on Facilitation and Electronic Business](#) *with UNECE, WCO and ISO, with a view to harmonize the most important standards for ship clearance and support electronic ship-port data exchanges.*



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