10/04/2025

Feasibility Study for the development of a Maritime National Sigle Window in non-EU countries

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Overview

This study was commissioned by EMSA, the European Maritime Safety Agency.

The contract included two reports covering two distinct geographical areas:

- **Eastern Countries**: Georgia, Moldova, Türkiye, Ukraine
- **Southern Countries**: Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine, Tunisia

Objective: assessing the feasibility of establishing a **Regional Maritime Single Window** (RMSW) or supporting the development of **National Maritime Single Windows** (NMSW) in these countries, ensuring alignment with **EU standards (EMSWe).**

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1

ENP EAST (BCSEA) Countries

EMSA
European Maritime Safety Agency

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ENP EAST Countries

Research approach:

- Questionnaire with shipping agents and competent authorities (feedback from all countries, supported by FONASBA)
- Interviews
- Desk research

Main findings – countries are in different stages such as:

- finalizing an MSW but open to aligne it with EU requirements.
- no active MSW but with interest in aligning with EU standards.
- MSW aligned with FAL requirements with interest in further European integration.

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ENP EAST Countries – Outcomes

All four countries studied expressed interest in joining a Regional Maritime Single Window (RMSW) for non-EU nations bordering the Black Sea.

Different options has been proposed:

OPTION 1 – No Intervention

OPTION 2 - MNSW support

OPTION 3 - MNSW provided by EMSA “as a service” to 2 countries

OPTION 4 - MNSW provided by EMSA “as a service” to 2 countries, RIM provided to other 2 countries a

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OPTION 1 and 2

Option 1 – *No Intervention*: the four countries will continue to operate with the situation that is described in the phase 1 Report, and they won't have support from EMSA to develop their MNSW.

Option 2 – *MNSW support*: under this option, EMSA provides technical assistance through a variety of tools to each beneficiary country to set-up or update its own MNSW.

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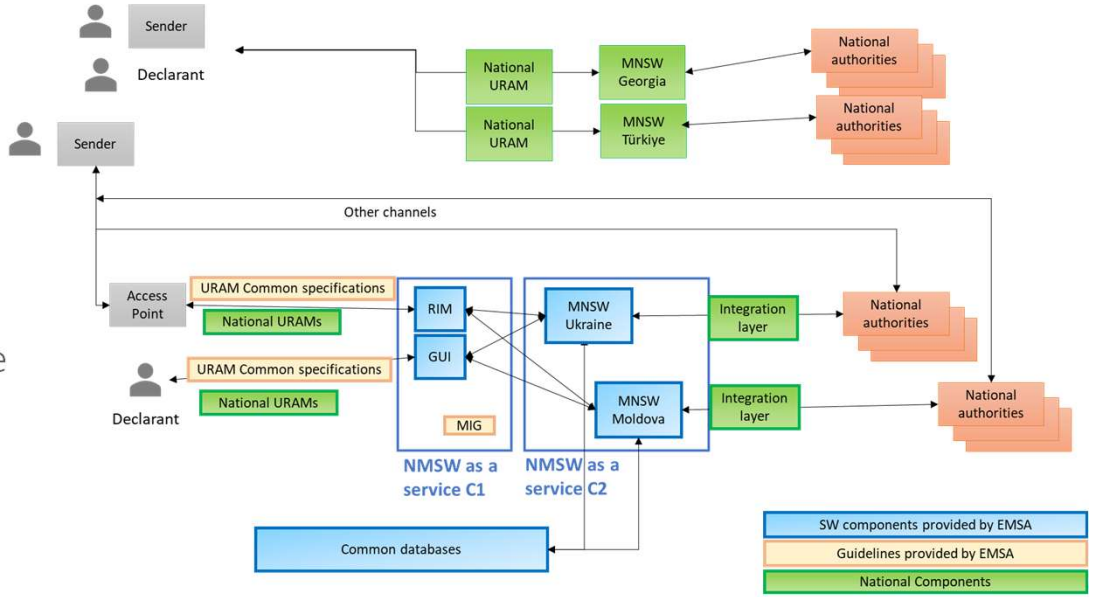
OPTION 3 - MNSW provided by EMSA “as a service” to Ukraine and Moldova

Under Option 3, EMSA provides a Maritime National Single Window (MNSW) system as a service to Ukraine and Moldova, hosted by EMSA or in the cloud. This system streamlines maritime reporting and compliance, ensuring better coordination with the EU.

It includes components such as:

- Reporting Interface Module (RIM),
- Graphical User Interface (GUI), and
- Standardised messaging guidelines.

While Ukraine and Moldova integrate the MNSW within their national frameworks, Türkiye and Georgia continue using their own systems.



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OPTION 4 - MNSW provided by EMSA “as a service” to Ukraine and Moldova, RIM provided to Türkiye and Georgia

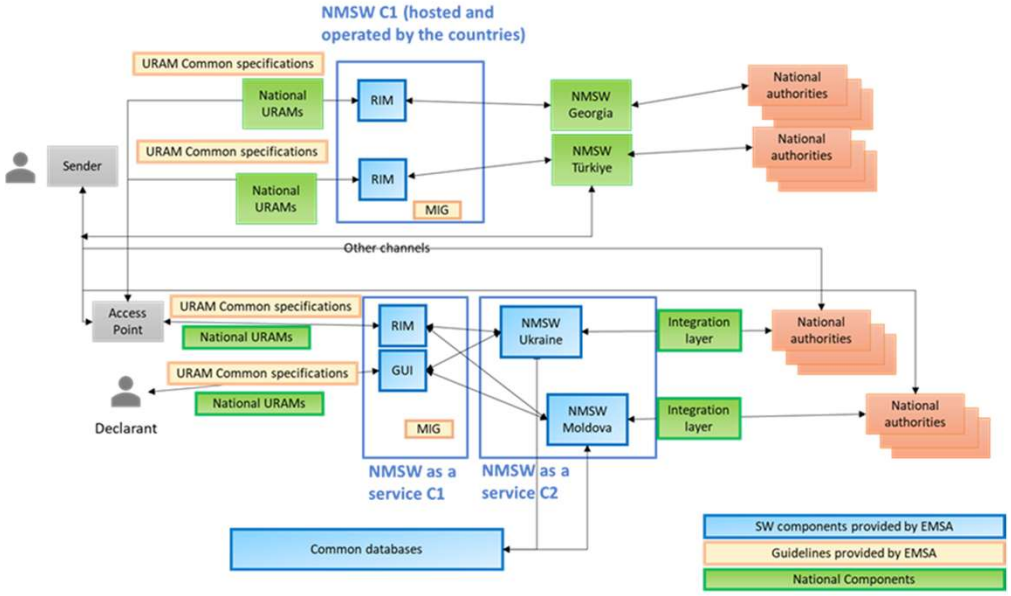
Option 4 builds on Option 3 by:

- extending the Reporting Interface Module (RIM) to Türkiye and Georgia, which will host and operate it.

However, a Graphical User Interface (GUI) is not provided due to integration challenges.

Türkiye and Georgia must adapt their User Registry and Access Management (URAM) systems and MNSW to comply with EMSWe standards for message exchange with the RIM.

Ukraine and Moldova continue to receive the full MNSW service from EMSA.



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2

ENP SOUTH (SAFEMED) Countries

EMSA
European Maritime Safety Agency

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ENP SOUTH Countries

Research approach:

- Questionnaire with shipping agents and competent authorities (feedback from all countries, supported by FONASBA)
- Interviews
- Desk research

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ENP SOUTH proposed options

Different options has been proposed:

- OPTION 1 – No Intervention
- OPTION 2 – Targeted technical assistance to support establishment of MNSWs
- OPTION 3 - MNSW provided by EMSA “as a service” to countries without an existing system
- OPTION 4 - RIM provided to countries with an existing system
- OPTION 5: Combination of MNSWs “as a service” and RIM provided to countries with existing systems
- OPTION 6: Combination of targeted technical assistance and RIM provided to countries with existing systems

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OPTION 1 and 2

Option 1 – *No Intervention*: The eight countries will continue to operate with the situation that is described in the phase 1 Report, and they won't have support from EMSA to develop their MNSW.

Option 2 – *MNSW support*: Under this option, EMSA provides technical assistance through a variety of tools to each beneficiary country to set-up or update its own MNSW.

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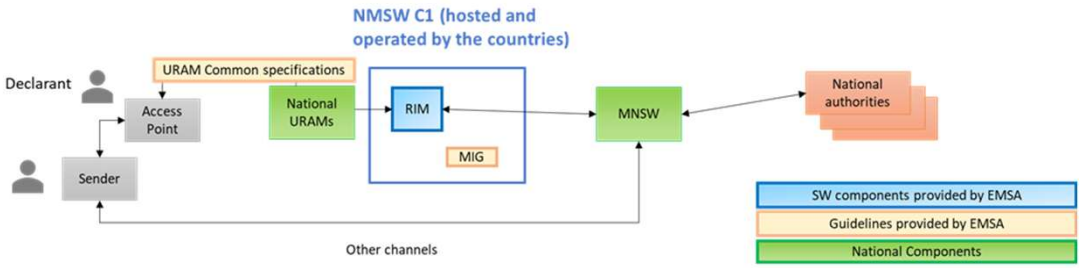
OPTION 3 - MNSW provided by EMSA “as a service” to countries without an existing system.

Under Option 3, EMSA provides a Maritime National Single Window (MNSW) system **as a service** to countries without an existing system, **hosted either by EMSA or in the cloud**.

The system facilitates maritime reporting and compliance, ensuring alignment with EU standards.
It includes components like:

- **Reporting Interface Module** (RIM),
- **Graphical User Interface** (GUI),
- **Standardised messaging guidelines**.

Each country maintains its own **User Registry and Access Management** (URAM) and integrates the MNSW with national authorities for regulatory compliance.



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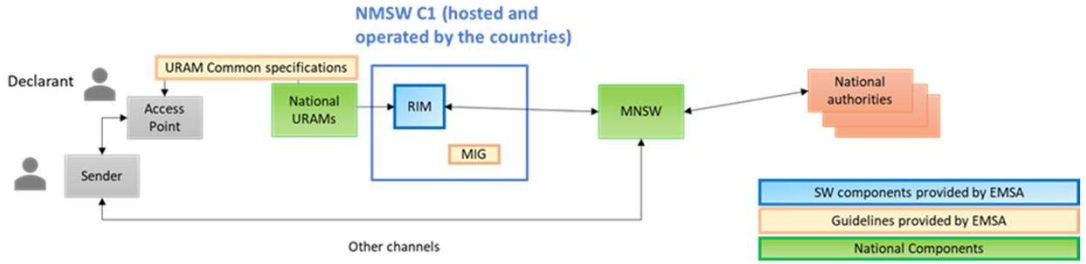
OPTION 4 - RIM provided to countries with an existing system

Under this option:

- EMSA provides the **Reporting Interface Module** (RIM) to countries with an existing Maritime Single Window (MSW) system, which will host and operate it.
- A **Graphical User Interface** (GUI) is not included due to integration challenges.
- Countries must adapt their **User Registry and Access Management** (URAM) and MNSW systems to comply with EMSWe standards for message exchange.

Some technical assistance will be required for implementation.



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OPTION 5 and 6

Option 5 – *Combination of MNSWs "as a service" and RIM provided to countries with existing systems*: combines the implementation of both Option 3 (MNSW as a service) and Option 4 (RIM for existing systems), offering a comprehensive EU intervention for all ENP SOUTH countries. It enhances trade facilitation and economies of scale but comes with high financial and political costs due to necessary national and regional agreements.

Option 6 – *Combination of targeted technical assistance and RIM provided to countries with existing systems*: takes a more flexible approach by providing targeted technical assistance to Tunisia, Libya, Jordan, and Lebanon while delivering the RIM module to Morocco, Algeria, Egypt, and Israel. This balances support for countries without a system while promoting EMSWe harmonization where feasible.

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