

ANNEX 2

RESOLUTION FAL.16(47)

Adopted on 17 March 2023

RECOMMENDED ACTIONS TO ACCELERATE THE IMPLEMENTATION OF A MARITIME SINGLE WINDOW

THE FACILITATION COMMITTEE,

RECALLING article VII(2)(a) of the Convention on Facilitation of International Maritime Traffic, 1965, as amended, hereinafter referred to as "the Convention", concerning the procedure for amending the annex to the Convention,

RECALLING ALSO the functions which the Convention confers upon the Facilitation Committee for the consideration and adoption of amendments to the Convention,

RECALLING FURTHER that the Committee, at its forty-sixth session (FAL 46), adopted resolution FAL.14(46) on amendments to the annex to the FAL Convention in accordance with article VII(2)(a) of the Convention, and the decision that it enter into force in accordance with article VII(2)(b) on 1 January 2024,

RECALLING the decision of FAL 45 to implement a Global Integrated Shipping Information System (GISIS) module to provide updated information on maritime single windows and other related single windows implemented by Member States,

RECALLING ALSO the call for international collaboration to drive the acceleration of digitalization of maritime trade and logistics as in the circular letter *Accelerating digitalization of maritime trade and logistics* (Circular Letter No.4204/Add.20),

RECOGNIZING that public authorities are required to establish systems for the electronic exchange of information to assist ship and port clearance processes and to introduce arrangements to enable the provision of all the information required to a "single window",

RECOGNIZING ALSO that public authorities are required to combine or coordinate the electronic submission of data to ensure that information is provided only once by ship reporting parties and reused to the maximum extent possible,

RECOGNIZING FURTHER that the electronic submission of data in a single window environment is an effective way of delivering the requirements of the Convention and reducing the overall administrative burdens and associated compliance costs on shipping,

RECOGNIZING the potential to raise awareness of the maritime single window concept through practical IMO initiatives supported by industry, such as developing proof of concept and guidelines for Contracting Governments to the FAL Convention, that holistically identify key stakeholders, comprehend the required process flows and essential modules, and recognize the advantages of maritime single windows,

APPRECIATING the ongoing development of the IMO Compendium on Facilitation and Electronic Business as a common information model for creating and harmonizing the systems needed to support electronic exchange of information required for the arrival, stay and departure of ships, persons and cargo,

APPRECIATING ALSO past submissions by Member States related to the application of the single window concept, which provide insights to the experiences, progress and lessons learned from the implementation of a maritime single window,

APPRECIATING FURTHER the benefits of complementary initiatives and activities being undertaken voluntarily by Member States that seek to optimize maritime efficiency, safety, sustainability and the facilitation of world trade, such as the application of just-in-time operations, development of port community systems and establishment of green and digital corridors,

NOTING the work of the Committee in the *Guidelines for setting up a maritime single window* as might be amended providing guidance on developing a maritime single window,

NOTING ALSO the decision of FAL 46 to include the Port Call Process within the scope of maritime single window systems, with regard to the exchange of nautical, administrative and operational data, as contained in the *Guidelines for setting up a maritime single window*, as might be amended,

NOTING FURTHER the work of the Committee in the *Guidelines on authentication, integrity and confidentiality of information exchanges via maritime single windows and related services*, as might be amended ensuring the quality of information exchanges related to the ship, its passage through international and national waters and its port calls,

NOTING the efforts of IMO to establish strategic partnerships with Member States and donors to develop generic maritime single window solutions for interested Member States, such as the IMO project by Norway and Antigua and Barbuda establishing a maritime single window in Antigua and Barbuda, the IMO-Singapore Single Window for Facilitation of Trade (SWiFT) pilot project to implement a digital ship clearance system in the Port of Lobito, Angola, and the IMO-World Bank maritime single window project in Fiji,

NOTING ALSO the decision by Norway in 2019 to make the source code developed for the maritime single window system established in Antigua and Barbuda available to other interested Member States, for use as a generic source code for developing national maritime single window systems, which is available on the Web-based hosting service GitHub,*

BEING AWARE of the challenges to the effective application of the single window concept to ship and port clearance processes,

STRESSING the benefits of the implementation of single windows in the ports of Member States,

1 URGES Governments to adopt, implement and effectively apply the maritime single window concept to ship and port clearance processes;

2 INVITES Governments advanced in their maritime single window implementation to share know-how and experiences with States seeking assistance in developing their own maritime single window;

* <https://github.com/Kystverket/IMO-Maritime-Single-Window>

3 CALLS ON Governments to share the lessons learned and build on the benefits of implementing maritime single windows, such as improving safety and efficiency of maritime operations, strengthening supply chain resilience and reducing emissions;

4 ENCOURAGES Governments to utilize the IMO Compendium on Facilitation and Electronic Business when developing electronic information exchange systems as far as practically possible to ensure harmonization and interoperability across systems and stakeholders;

5 INVITES Governments to provide detailed information on their implementation of the single window concept in GISIS to facilitate access to best practices by interested Member States/parties.
