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e-Freight Makes Compliance Easy For The Transport World

Reams of paperwork and the added cost of running different systems to manage compliance with different regulatory requirements will be a thing of the past once the Next Generation Single Window is deployed in Latvia, announces the Maritime Latvian Authority.

The European Commission has funded the **e-Freight** project (www.efreightproject.eu) with the mandate to streamline cargo information exchange between authorities and business stakeholders overcoming inefficiencies in mandatory reporting. In response, the e-Freight project has developed the Next Generation National Single Window, which creates interoperability between the many Single Windows that now exist or are presently under various stages of implementation at national, EU and international levels.

Historically, trade and transport-related authorities have established an extensive range of agency-specific and country-specific regulatory and operational requirements with little coordination amongst each other, on any of national, European, or international levels. As a result, traders and transport operators are faced with a complex set of duplicate and redundant reporting requirements and related systems (forms, data models, messages, computer applications, etc) many of them called 'Single' Windows. This adds costs to all parties, both in financial terms and in terms of the complexity entailed in managing timeliness and accuracy of reporting data. The problem has become more acute in the new security regime which places importance on advance information and risk analysis.

In the EU, two Single Window development streams, namely Single Windows for trade facilitation (mainly for customs) and transport Single Windows for monitoring vehicle and cargo movements (particularly by maritime authorities, for instance SafeSeaNet), have been developing more or less independently over the last twenty years.

First results from this initiative are reported already from the e-Freight Task Force. 'Benefits from the new system are remarkable', report Experts of Maritime Administration of Latvia and other involved authorities:



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- 1) Time savings, as regular information and documents will be submitted only once and automatically sent to all recipient authorities;
- 2) Reduced clearance time for ships and cargo on arrival and departure, as information will be available before ship at port arrival;
- 3) Time saved on different inspections as information about previous inspections will be available in due time;
- 4) Government and port organisations will gain from different statistics necessary to adjust legal acts in order to improve inspection operations at ports;
- 5) Law enforcement organisations will benefit from on-line information about ships and cargo for risk management purposes.

The 'Next Generation Single Window' will be highly beneficial both to governments and commercial organizations. For governmental institutions it can bring better risk management, improve levels of security and optimisation of resources. Commercial organizations will be able to plan human and financial resources and to reduce costs linked to duplicated reporting, increasing productivity and competitiveness.

Ends

Notes to Editors:

About e-Freight

e-Freight is an Integrated project within the EU's 7th Framework programme.

The e-Freight project (European e-Freight capabilities for Co-modal transport) started on 1st January 2010 bringing together 31 partners from 14 Member States and Norway for a program of work that will cover four years, addressing the development, validation and demonstration of innovative systems (called capabilities) for the European Transport and Logistics sector.

The objective of the e-FREIGHT project is to facilitate the use of different surface transport modes, on their own and in combination, to obtain an optimal and sustainable utilization of European freight transport and logistics resources.

The e-FREIGHT project provides a framework for interoperability of business processes across organisational boundaries and across transport modes, allowing the different organizations involved in a freight transport and logistics chain to plan, execute, track



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transport movements and complete the transport agreement seamlessly – as if the transport movements were being carried out within a single, highly efficient “extended enterprise.”

e-FREIGHT can achieve this degree of interoperability, regardless of the number of organisations and modes of transport involved and the size of the consignment, because it is based on an understanding of the essential business processes that are required and how organisations can exchange the information required by these business processes through standardised messages. The project presents this understanding using the **e-Freight Framework**.

Based on the e-Freight Framework, e-FREIGHT provides software applications, one of them being the Next Generation National Single Window, to demonstrate that paperless information exchange, among all stakeholders for freight transport and logistics in the European Community and, as far as possible internationally, adhering to EU policy on modality, is possible in practice.

The e-Freight project has also developed a mechanism for enabling globally addressable, secure and simple to implement one-to-many connectivity for the Transport and Logistics sector, called **e-Delivery**.

For further information and images, please contact:

Liz Churchman or Stephen Hooley

c/o Emmett & Smith

Tel: +44 (0)207 384 7110

E-mail: liz.churchman@emmettandsmith.com

stephen.hooley@emmettandsmith.com