

MNSW, CERS 3 and ABP

The Maritime National Single Window (MNSW) is still in its pilot phase and the Consolidated European Reporting System (CERS) has recently completed development, but now both systems are ready to fulfil the reporting obligations required by European Directives. What does this mean for you as a ships agent?

The Reporting Formalities Directive dictates that all reported information from vessels arriving at member state ports should be in a specific electronic format and that, as far as possible, it should be reported through one place, with no duplication. The reporting formalities are divided into FAL forms (and some additional reporting requirements), as follows;

- FAL 1: General Declaration – Submitted to MNSW
- FAL 2: Cargo Declaration – Submitted to ports (government doesn't collect)
- FAL 3: Ship's Stores Declaration – Retained on-board
- FAL 4: Crew's Effects Declaration – Retained on-board
- FAL 5: Crew List – Submitted to MNSW
- FAL 6: Passenger List – Submitted to MNSW
- FAL 7: Dangerous Goods – Completed in CERS Workbook
- Health Declaration – Submitted to MNSW (TBC)
- Waste Declaration – Completed in CERS Workbook
- Security Notification – Completed in CERS Workbook

The CERS system has been running for several years and is the UK's main conduit of information into SafeSeaNet (SSN) Europe's central information system. The previous information reported into CERS is described as the 'PortPlus' notification, and consists of basic vessel information, estimated and actual times of arrival and departure, last and next port of calls, number of people on-board, and information on any Dangerous and Polluting Goods (DPG) that the vessel is carrying. Going forward, CERS will also need information on Port Waste and Security.

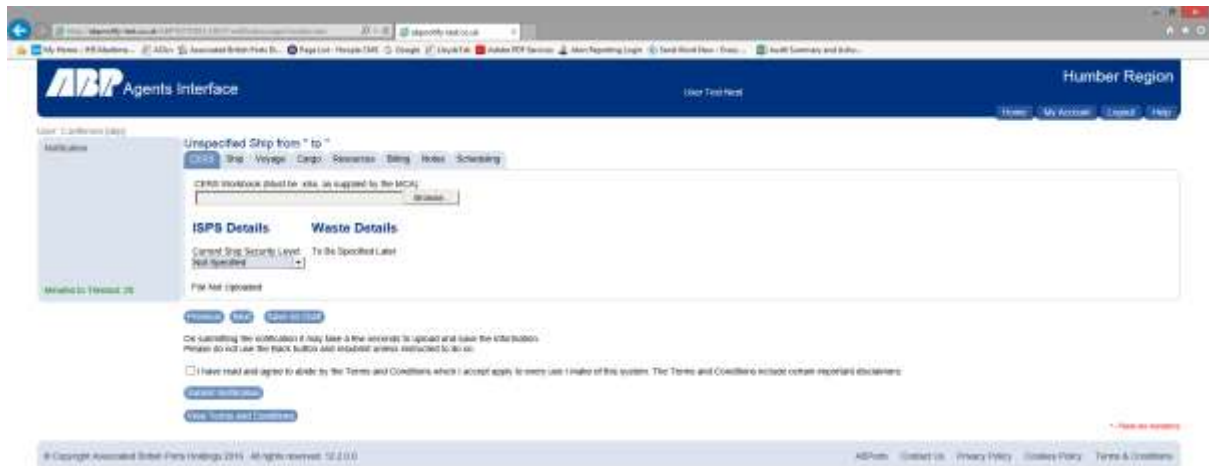
ABP are trying to ensure that the swap over for the reporting system goes as smoothly as possible, so this document is meant to provide some background on the system; how ABP are intending to implement the new system; what effect this will have on you as the end user of Agents Online; and any additional requirements being made of you by the MCA in order to comply.

How ABP intend to implement the new reporting requirements

We are working hard to try and make the process of vessel notification and reporting easier for the Agents by using the new .xlsx form (Excel Spreadsheet) that the MCA have generated to prepopulate and preload much of the information you would historically have entered through AOLn.

How this will affect you as the user of Agents Online



When loading a new voyage you will be faced with a different landing page to the previous version, as shown below:



Here you can upload your completed MCA .xlsx Workbook. Providing you as the agent have completed **all the information in the relevant boxes appropriately**, the website will immediately update the CERS information through to the AOLn notification.

Once the work book is uploaded you will be given some feedback to explain what information has and has not been defaulted from the file.

CERS Workbook (Must be .xlsx, as supplied by the MCA):

CERS3_Workbook_v1.1.4 - for Roger.xlsx  

ISPS Details

Waste Details

Current Ship Security Level: Supplied
  Ignore Waste Details

Workbook uploaded: **version 1.1.4 found.**

Workbook sections processed:
Vessel, Voyage, Waste

Details updated from Workbook:
Vessel - Port Of Registry - (New Value 'Select port of registry from cell above...')

Details from workbook which are mismatched and not updated:
Vessel - Call Sign - (Notification = 'V2KP' - Workbook = 'eruz')
Vessel - MMSI Number - (Notification = '304010225' - Workbook = '214182126')

Upload Feedback

ISPS Details

The Current Ship Security Level is read from the workbook. If for any reason this is not present or the website has failed to read it from the workbook then the user will be able to manually set this. If the security level is anything other than 'Not Specified' The user will be required to upload the file.

Waste Details

Similarly to the ISPS details, the Waste details are also read from the workbook. If the website finds waste details in the uploaded file it will show this by setting the waste details status to 'Supplied'. Once waste has been supplied the user will be allowed to force the website to ignore these details (in the case that the waste details for in this workbook are for not the destination of notification).

Other Details

As you can see from the previous screen shot, the sections of the workbook which have been found to contain data are listed in the 'Workbook sections processed:' section. In this case the Vessel, Voyage and Waste details have been found and read from the uploaded workbook.

Details which have been altered on the notification will be listed in the 'Details updated from Workbook' section.

Any details which do not match those on AOLn will not be updated by default and will be listed in the 'Details from workbook which are mismatched and not updated:' However, the user may choose to update these details manually before submitting the notification.

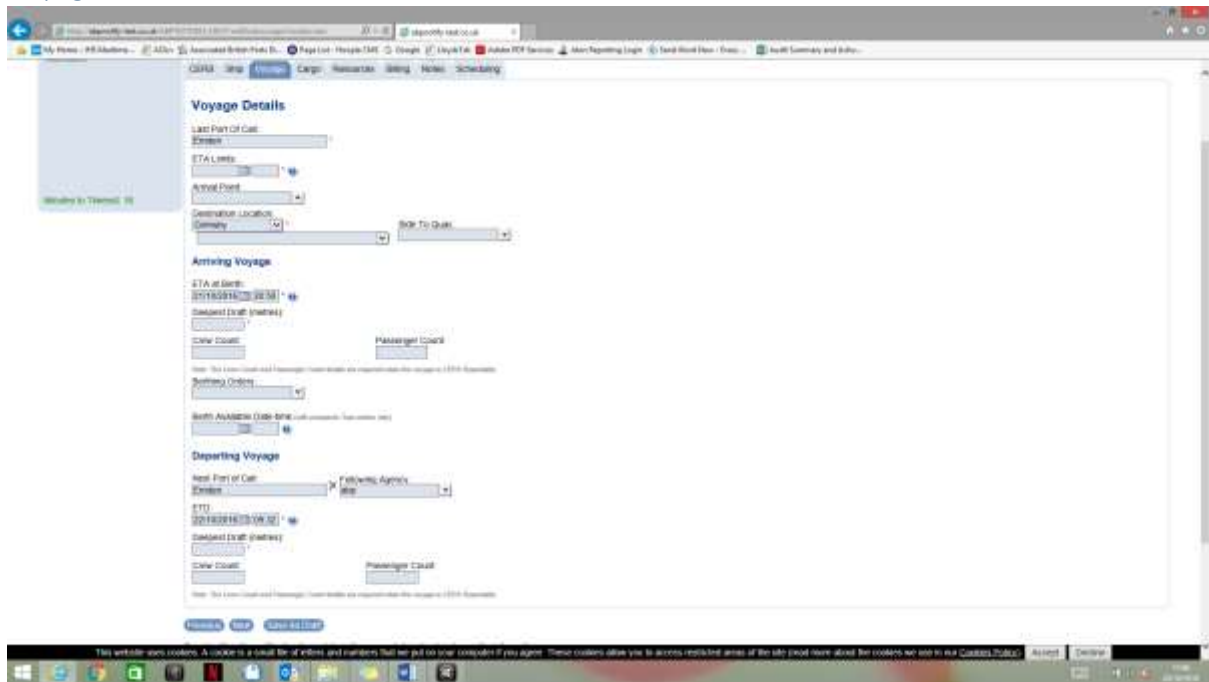
Additional Notification Completion Requirements Required By Agents

Despite the thorough completion of the form by Agents, there will be a number of sections that cannot be transferred to the notification via AOLn and will require Agents to add their details manually.

Ship Tab

Provided all the information has been correctly input on the worksheet, there should be no requirement to add information on this tab, additionally, this pulls information through which ABP already holds on its records.

Voyage Tab



Further information is required to be input within this section by the agent, giving more detail which the Port/Harbour Authority requires. As on previous versions of AOLn, the * indicates mandatory information.

Cargo Tab

Further information is required to be input within this section by the agent, giving more detail which the Port/Harbour Authority requires. As on previous versions of AOLn, the * indicates mandatory information.

Resources Tab

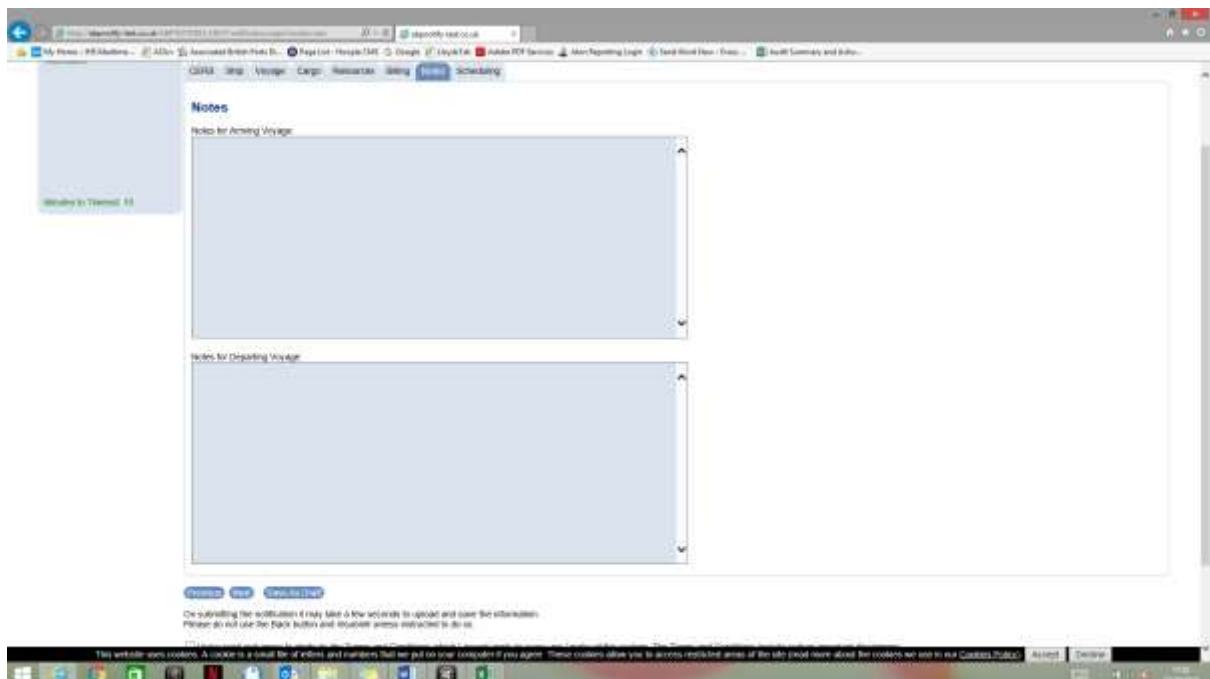
Further information can be supplied as required by agent.

Billing Tab



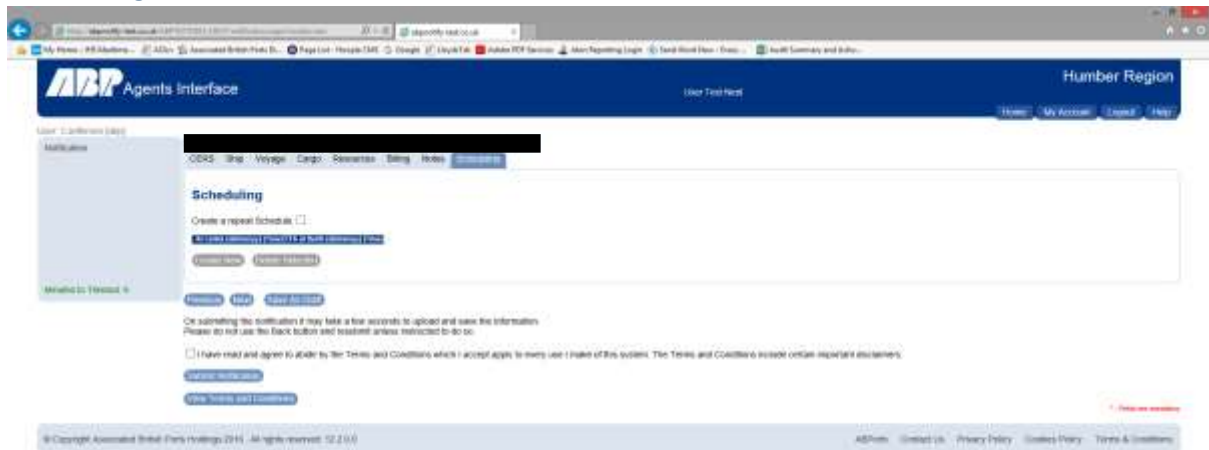
Auto completed as in previous versions of AOLN, so please check and ensure the billing agent has been correctly allocated.

Notes Tab



Further information can be supplied if required.

Scheduling Tab



If required the by agent scheduling details can be provided by the agent.

On completion of the notification, as in previous versions of AOLn, the agent ensures they have ticked the requirement to agree to the Terms and Conditions before submitting the notification. At this point, as in the past, any issues or incomplete sections will stop the notification being progressed and will require correcting.

On successful submission, the remainder of the process from an agent's perspective is unchanged.

Information No Longer Required To Be Submitted Through AOLn

FAL 5: Crew List and FAL 6: Passenger List

These are no longer attached to the AOLn notification, and will require the agent to submit them separately using the MNSW.