

# TRANSITION TO IMO'S MARITIME SINGLE WINDOW BY 01/01/2024 AND DIGITAL ENABLEMENT

## 1. Date of Constitution of subgroup:

Feb 2023

## 2. Members of the subgroup:

- Shri. Rajiv Jalota, Chairman IPA - Convener
- Shri Ashish Kumar Bose, MD IPA
- Capt Nitin Mukesh, Dy NA DG Shipping
- Shri Anil Devli, CEO INSA
- Dy Chairman of all Major Ports
- Member from CUSTOMS
- Shri Shantanu Bhadkamkar—AMTOI
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## 3. Terms of reference for each subgroup:

To prepare roadmap for IMO's Single Maritime Window by 01/01/2024.

## 4. Dates of meetings of subgroup:

- Meeting held with Ministry, Directorate General Shipping and India Ports Association w.r.t M.S.W. 2.0 dated 11.06.2025

### Action Item:

- A steering committee will be constituted under the leadership of the MoPSW Secretary, Customs representatives, DGS and representatives from other relevant organizations. This committee will be responsible for conducting periodic reviews of MSW mandates and implementation progress issued by the International Maritime Organization (IMO).
- The committee will ensure that MSW 2.0 remains aligned with evolving international regulations and standards.
- 54 Weekly Meetings and 10 Monthly Meetings have been conducted by DGS with stakeholders with regular updates and challenges faced by the stakeholders and their resolutions.

## 5. Gist of discussions in each subgroup meeting date wise:

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## **6. Roadmap of implementation of each of the recommendation under the subheading:**

The implementation of the Maritime Single Window (MSW) is a strategic initiative under the national maritime digitization agenda aimed at streamlining statutory clearances, enhancing data transparency, and improving port call efficiency. In compliance with the IMO FAL Convention and domestic regulatory mandates, MSW integrates multiple stakeholder systems, including those of Customs, Immigration, PHO, and Port Authorities. Maritime Single window came into force from 01.01.2024

### **Meeting held with Ministry, Directorate General Shipping and India Ports Association w.r.t M.S.W. 2.0 dated 11.06.2025**

The Directorate General of Shipping (DGS) and Indian Ports Association (IPA) jointly presented the implementation roadmap, emphasizing that over 90% of the required data is already available on the National Logistics Portal (NLP-Marine), which will serve as the central integration platform.

#### **Key decisions included:**

- Finalizing the BRD and SRS for MSW 2.0, appointing DGS for legal implementation, and assigning IPA for technical execution.
- A follow-up meeting will be held within 15 days to refine the legal and operational framework. It was decided that data from multiple stakeholder systems including Customs (via ICEGATE), Immigration, PHO, and Ports will be digitally validated through the MSW platform. IPA was directed to resolve the locator code duplication issues and consider renaming NLP to MSW for clarity.
- A comparative study between SCMTR and MSW data structures was recommended, and the integration of the Pre-Arrival Notification System (PANS) within MSW was endorsed to align with SOLAS security standards. The Ministry will issue a formal mandate to enforce MSW compliance nationwide, accompanied by a penalty system for non-compliance.
- A steering committee led by MoPSW will oversee MSW governance, with CDAC being considered as a potential implementation partner. Future steps include development of the PANS module, immigration integration, system validation mechanisms, and full port-wide implementation, ensuring India's alignment with global maritime digital standards.

#### **Current Activities in MSW:**

- 54 Weekly Meetings and 10 Monthly Meetings have been conducted by DGS with stakeholders with regular updates and challenges faced by the stakeholders and their resolutions.

- In June 2025 monthly report, 87% vessel calling India has reported on the MSW system
- 85 Ports have been successfully on-boarded to the Maritime Single Window system.
- Meeting conducted with Ministry on 11th June 2025 regarding all the shortcomings and Ministry has provided instructions on how to proceed further with MSW 1.0.
- The integration of Dashboard has been developed for monitoring KPIs.
- The Directorate remains actively engaged with ports and Mercantile Marine Departments (MMDs) to facilitate the onboarding of the remaining ports.
- Meeting facilitated with Immigration and Portall team for API Integration of MSW and Immigration
- DO Letters sent to all the pending ports and MMD's for onboarding on MSW Portal.
- Upgrade of the existing MSW Portal (Version 1.0) to Version 2.0 is planned, subject to Ministry approval. Additionally, confirmation is awaited from the Ministry regarding the Designated Authority to oversee the implementation of MSW 2.0."
- Immigration & Custom status: has not been integrated to the MSW Platform
- A letter has been sent to the Ministry highlighting the shortcomings of the existing MSW portal and integration issues concerning Customs and Immigration authorities

#### **Challenges:**

- Customs and Immigration have not been integrated to the MSW Platform and API Integrations remain pending, defeating the purpose of MSW platform.
- There is no validation for the FAL forms submitted on the system as there are no approvers and supervisors in the current system.
- Mandatory Arrival/Departure forms in MSW which is mandated by IMO has no supervision for the submissions.
- On boarded ports have dropped to low levels of compliance with document submissions due to delayed integration of Customs and Immigration
- Difficulty onboarding Non-Major EXIM ports due to duplicate port codes (locator codes) For e.g.: 03 Ports in Kakinada share similar Port Code (INKAK), 03 Ports in Sikka share similar Port Code (INSIK). 08 ports in Magdalla share similar Port code. Unique UN/LOCODE is required for each individual port. A provision needs to be made in the system to accommodate for this persisting issue.
- There is no System Integrator in DG Shipping dedicated for technical support on MSW.
- There is no person to liaise with for the continuous challenges being faced with the existing MSW System. DGS Team is constantly being asked to take approvals from IPA by the teams (EY and Portal) working on MSW for smallest of processes which is leading to delayed issue resolution by weeks and months at times.\

- PHO forms are required to be filled in multiple times in multiple places. A provision needs to be made so that once the form is filled the data can electronically exchange between systems.
- Customs must at least have a pullback system between ICEGATE and MSW portal.
- PANS and MSW portal should be able to electronically exchange and fetch data.
- A lot of ports are still using different system for reporting which defeating the propose of IMO Mandated centralized MSW System

#### **Way Forward:**

- Integration with Customs and Immigration
- Resolution for Duplicate Locator Codes for multiple ports
- The current MSW system is managed by a private vendor, causing reluctance among ports to go onboard due to concerns over data security and operational control.
- DGS should get directives from Ministry to evaluate and study the current MSW system and present all the shortcomings in existing system which may further be resolved in the upgraded MSW 2.0 portal as per Ministry's Approval
- MSW System has the provision and capacity to serve as a broader Logistics Portal for Shipping in India if adopted properly across the nation
- PANS and MSW portal should be able to have the provision to electronically exchange and fetch data.

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