

Reportal

The Swedish Maritime Single Window

User manual

Version 1.46



SJÖFARTSVERKET



TRANSPORT
STYRELSEN



Tullverket



KUSTBEVAKNINGEN
SWEDISH COAST GUARD

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Contact details

MSW Support

MSW Support is available around the clock and can answer questions about the reporting in the MSW Reportal.

Telephone +46 771 40 00 50

E-mail: support@mswreportal.se.

For authority-specific issues, please contact the specific authority.

For specific questions to an authority, please contact respective authority.

Swedish Coast Guard

The Swedish Coast Guard manages questions linked to notifications in advance for border control and maritime security.

Telephone: +46 10 643 66 00 (Swedish Coast Guard Maritime Clearance)

E-mail: sweden24@kustbevakningen.se

The Swedish Maritime Administration

Maritime Administration manages questions related to vessel application, pilotage and fairway declaration.

Telephone: +46 10 478 58 00

E-mail: portcall@sjofartsverket.se

Swedish Customs Service

Customs Service manages questions related to the time limits that apply and the information which must be provided.

Telephone: +46 771 520 520 (TullSvar daytime)

Telephone: +46 8 456 65 61 (Fartygsklarering daytime)

Telephone: +46 8 456 65 60 (Klarering evening/night)

E-mail: fartygsklarering@tullverket.se

The Swedish Transport Agency

Swedish Transport Agency manages questions related to regulations.

Telephone: +46 771 503 503

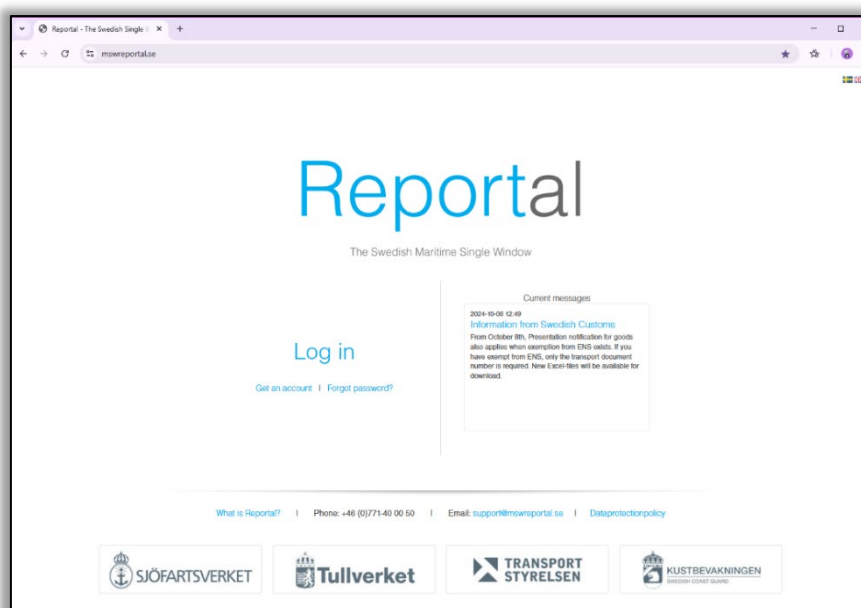
E-mail: kontakt@transportstyrelsen.se

MSW Reportal

The MSW Reportal is used for reporting information regarding vessel's port calls to Sweden. The portal, which is managed by the Swedish Maritime Administration, is a collaboration between Swedish Coast Guard, Swedish Customs, the Swedish Maritime Administration and the Swedish Transport Agency.

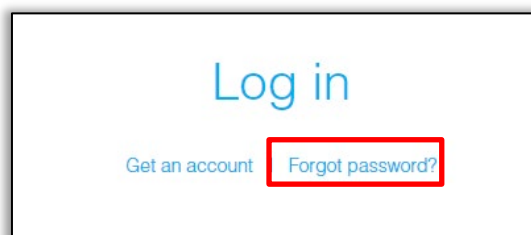
Login to MSW Reportal

Go to the starting page of MSW Reportal, <https://mswreportal.se/> to login - press "Log in".



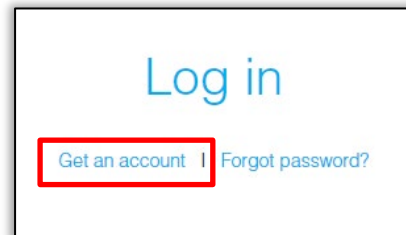
There are two types of login solutions to access MSW Reportal. The primary login solution is to use a certificate, read more in the section [Certificate – Primary login solution](#) and the secondary login solution is to use a one-time password, read more in the section [One-time password – Secondary login solution](#).

If you have forgotten your password, you need to press "Forgot password?" on this page.



Apply for access

The Maritime Single Window-Reportal require special authorization, therefore you need to apply for access to The MSW Reportal. Press “[Get an account](#)” or follow the link [Application for permission to e-services](#) for more information regarding the application and the certificate on the home page of the Swedish Maritime Administration.

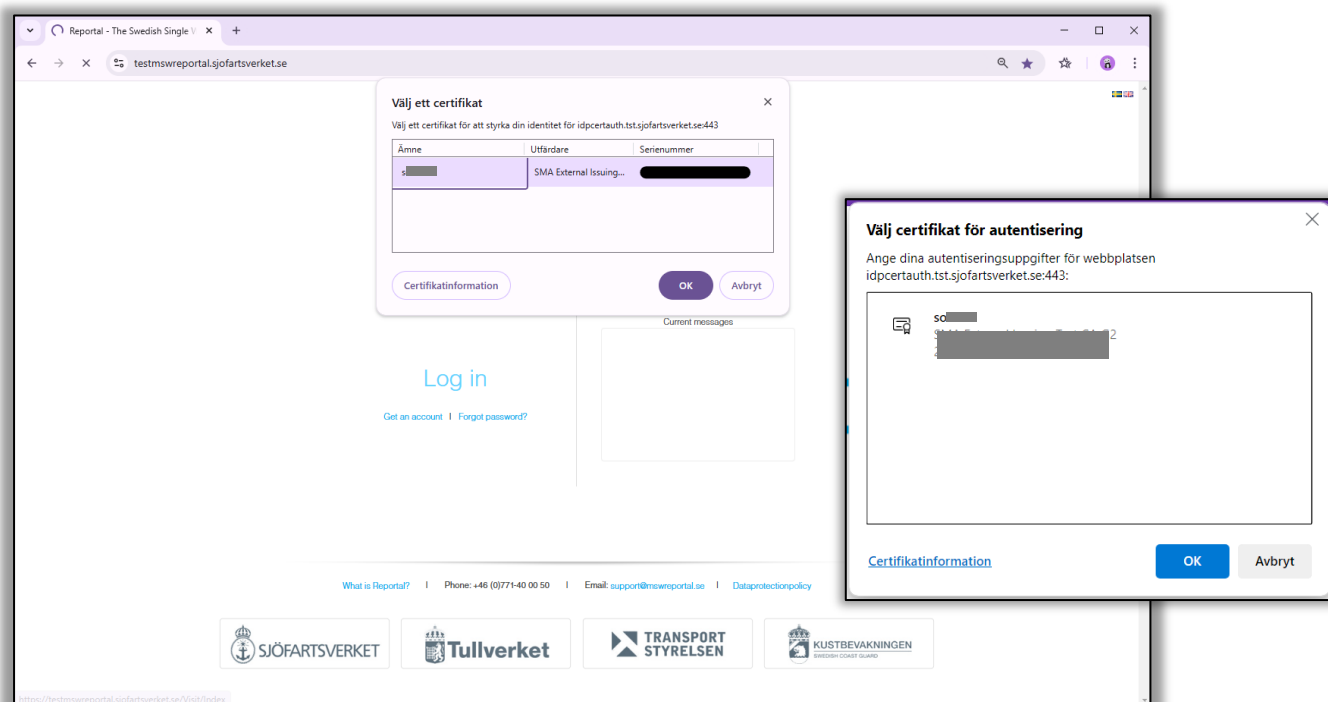


An approved application includes user credentials and a certificate.

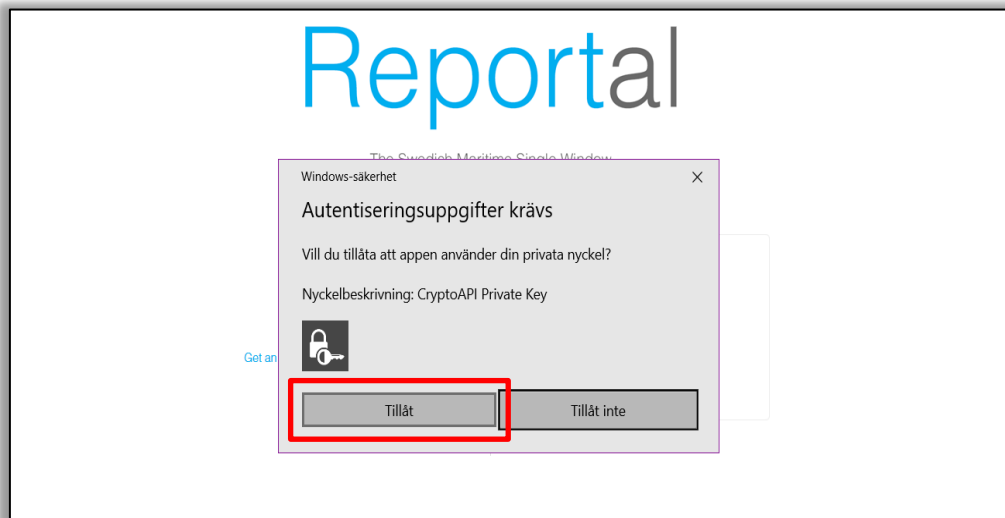
The certificate is valid for two years, and needs to be updated before it expires to keep on having access to MSW Reportal. You will receive a reminder email with instructions before the expiration date.

Certificate – Primary login solution

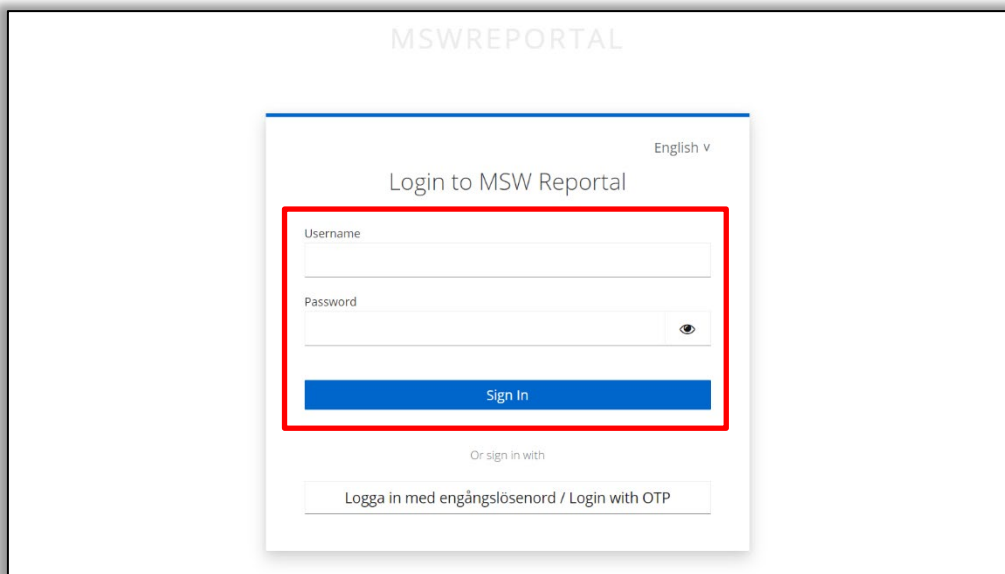
To login through using the certificate, chose your personal certificate that will pop-up in the web browser, then press “OK”. The bigger window shows how it looks like in Google Chrome and the smaller picture shows it in Edge.



A pop-up window will appear regarding the authenticator credentials. You need to press “Tillåt” to proceed with the login procedure.

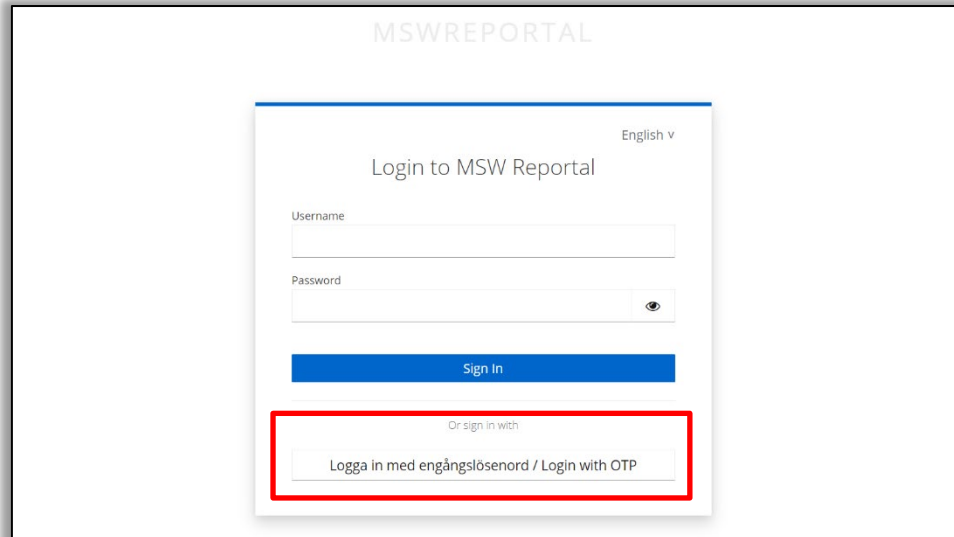


Type in the username and password and press “Sign in” to access MSW Reportal.



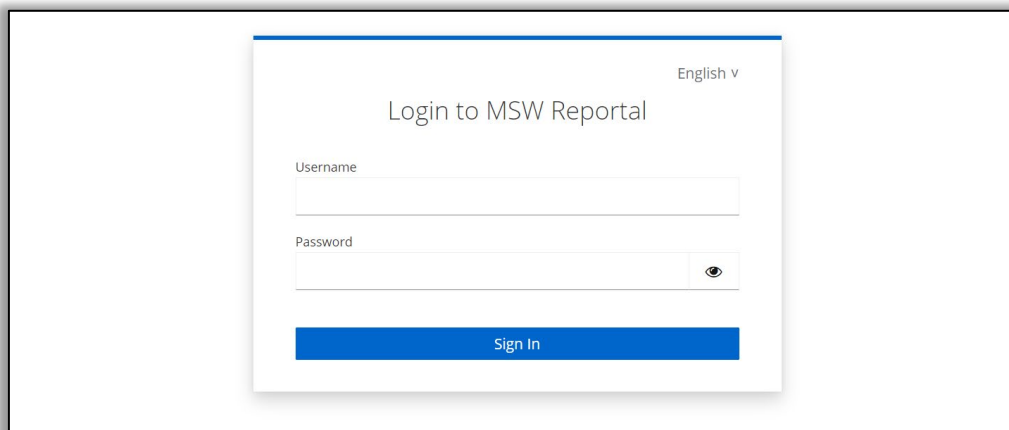
One-time password – Secondary login solution

To login in with a one-time password, press the button "Logga in med engångslösenord / Login with OTP". "OTP" is short for One-Time Password.



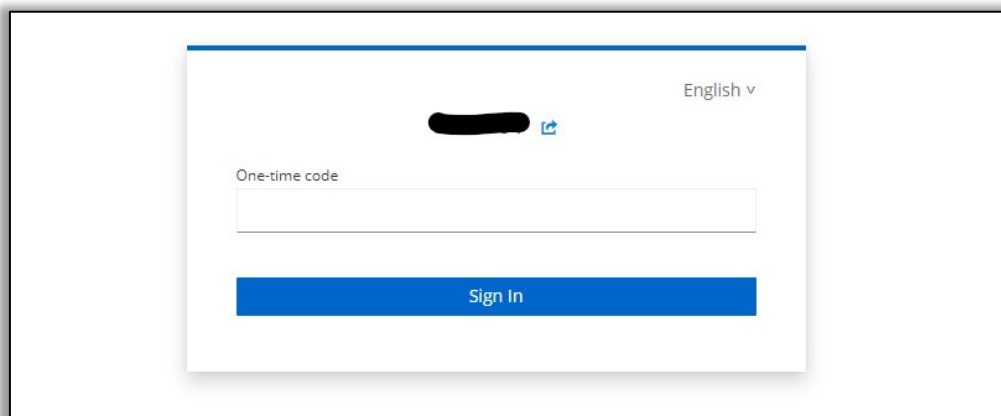
The screenshot shows the MSWREPORTAL login interface. At the top, the text "MSWREPORTAL" is displayed. Below it, a login form is centered. The form has a title "Login to MSW Reportal" and a language selector "English v". It contains two input fields: "Username" and "Password". Below the password field is a blue "Sign In" button. Underneath the "Sign In" button, there is a link "Or sign in with" and a button "Logga in med engångslösenord / Login with OTP", which is highlighted with a red rectangular box.

Type your Username and Password and press "Sign in".



This screenshot shows the same login form as the previous one, but the "Logga in med engångslösenord / Login with OTP" button is no longer visible. The "Sign In" button is now the primary action button at the bottom of the form.

Use your authenticator application to receive the on-time password. Enter the one-time password in the field below.



This screenshot shows the login form after the user has selected the one-time password option. The "One-time code" input field is now the primary field for entering the password. The "Sign In" button remains at the bottom of the form.

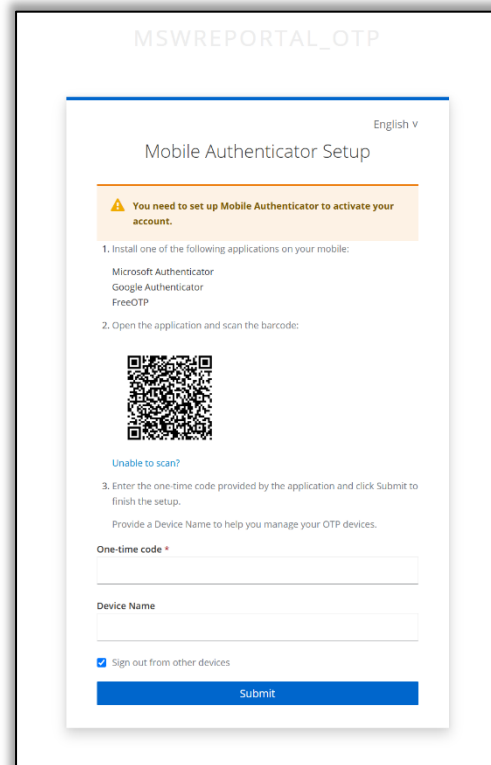
Configuration of the login solution one-time password

The first time that you will use the login via one-time password, you need to configure your secondary login together with a mobile device. This is done by using a valid authentication application.

The Swedish Maritime Administration recommends the following authentication applications:

- Google Authenticator
- Microsoft Authenticator
- FreeOTP

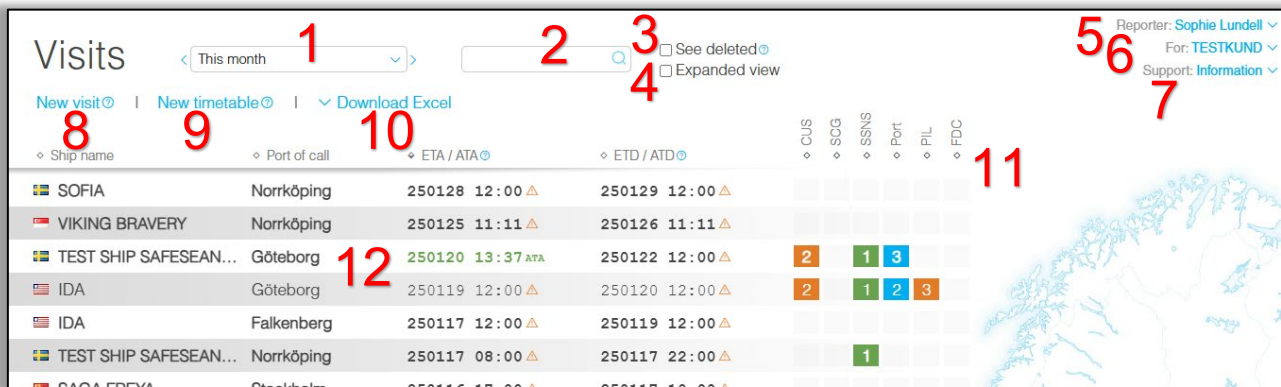
The instruction on how to do the configuration will appear in the web browser, as shown in the picture below, when you sign in for the first time:



The screenshot shows a web browser window displaying the 'MSWREPORTAL_OTP' Mobile Authenticator Setup page. The page is titled 'Mobile Authenticator Setup' and includes a language selector 'English V'. A yellow warning box states: 'You need to set up Mobile Authenticator to activate your account.' Below this, instructions are provided: 1. Install one of the following applications on your mobile: Microsoft Authenticator, Google Authenticator, FreeOTP. 2. Open the application and scan the barcode: A QR code is displayed. A link 'Unable to scan?' is provided. 3. Enter the one-time code provided by the application and click Submit to finish the setup. A field for 'One-time code *' is shown. Below it, a field for 'Device Name' is shown with the instruction 'Provide a Device Name to help you manage your OTP devices.' A checkbox 'Sign out from other devices' is checked. A blue 'Submit' button is at the bottom.

The Visits page in MSW Reportal

When you've sign into MSW Reportal the first page you'll see is the visits page. Here you'll see all your registered port calls in the form of visits.



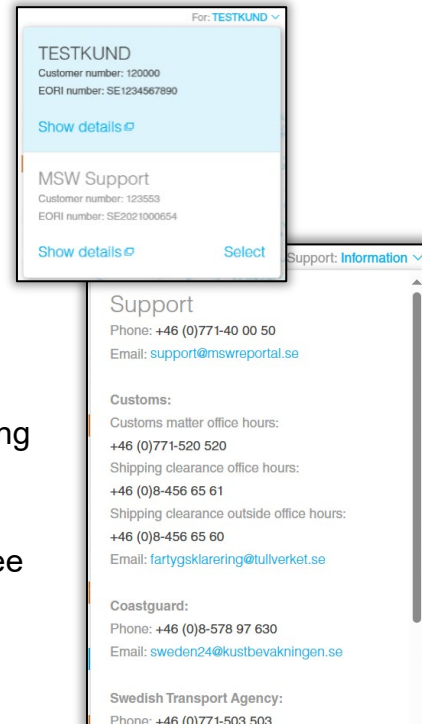
1. **Date setting:** Choose a date range, to delimit or expand the visits that will be shown in the Visits list.
2. **Search field:** Search for e.g. port, vessel or Visit ID among your visits.
3. **See deleted:** Tick this box if you want to see your deleted visits. They will be shown in red in the visits list.
4. **Expanded view:** Tick this box to get more information for each visit regarding e.g. respective visits Declaration and Pilotage status.
5. **Reporter:** The name of the signed in reporter. Click on name to:
 - a. Choose **Language** – Swedish or English.
 - b. Choose the **RSS-flow** – When you tick the box you'll be able to access the same information, that is published on the sign in page under "Current messages", when you are signed in. It will be shown as a blue banner at the bottom of the Visits page or within a specific visit.

Ship name	Port of call	ETA / ATA	ETD / ATD	CUS	SCG	SSVS	Port	PIL	FDC
PREVAIL STAR	Göteborg	250716 12:00	250718 12:00	2	1	1	1	1	1
DALSLAND	Strå	250709 12:00	250710 12:00			1		2	
TEST SHIP SAFESEAN...	Norrköping	250704 12:00	250705 12:00			2			1
TESSA DC	Norrköping	250703 01:00	250703 01:00			1		2	



TEST SHIP SAFESEAN...	Göteborg	241010 12:00	241010 23:00	1	1	1	2	26	
TEST SHIP SAFESEAN...	Göteborg	240928 12:00	240929 23:00					28	

6. **For:** Shows the signed in Customer. Click on it to:
 - a. [Show details](#) regarding the customer.
 - b. [Select](#) another customer to do the reporting for.
7. **Support:** Click on it to access contact information to MSW Support and all the authorities.
8. **New Visit:** Select this to create a new Vessel reporting för a specific port call.
9. **New timetable:** Select this to create a new vessel reporting regarding a vessel that is on a timetable.
10. **Download Excel:** Select this to download one of our three Excel Templates that can be used for reporting.
11. This shows each visits all validation messages. The validation messages are divided into the respective authorities.
12. **Visit list:** Each visit gets its own row in the visit list, by clicking on the respective visit you will be redirected to the specific visit page.
 - a. Hover over a specific visit in the visit list to get more information such as Visit ID and UN/LOCODE.



Vessel Reporting

Overview

The picture below shows the page you will access when you have selected a [New visit](#) and started to create a vessel reporting. This area is called the Overview, all the fields that are marked with **orange** are required fields.

Under each question mark icons (?), you can get more information about what to specify.

Under the envelope, next to the field belonging to “Ship”, you can switch the search mode to be able to search for the IMO number of the ship instead. Once you have selected a ship the envelope turns blue and shows more information about the ship e.g. previous visits, environmental class report and port call information.

✓ Sign/Send (?) Discard (?) Share (?) Log

▼ Overview

Purpose of call (?) +Add

Ship (?)

Arriving port city (?)

Custom reference (?)

Obligated to report to

Customs (?) ☐ Yes ☐ No

☐ This visit is a part of a RSS time table (?)

Coast guard (?) ☐ Yes ☐ No

At arrival

ETA (dock/anchorage) (?) yyyy-mm-dd hh:mm

Pilotage status

First point in port

Draught on arrival (?) m

Height on arrival (?) m

Any arriving cargo? ☐ Yes ☐ No

☐ Arriving voyage safely completed

At departure

ETD (dock/anchorage) (?) yyyy-mm-dd hh:mm

Pilotage status

Last point in port

Draught on departure (?) m

Height on departure (?) m

Any departing cargo? ☐ Yes ☐ No

☐ Departing voyage safely completed

Previous port city

ETD (previous port) yyyy-mm-dd hh:mm

Next port city

ETA (next port) yyyy-mm-dd hh:mm

▼ Advanced

When all the mandatory fields are filled in a Visit ID (SE000XXXXXX) is generated, and will be displayed in the top right corner. The next step of the reporting, with specific sections, will also be available in the interface.

Purpose of call

It's important to choose the correct *Purpose of call*.

The screenshot shows the 'Purpose of call' dropdown menu. The menu is open, displaying a list of options. A red arrow points to the 'Purpose of call' field. The options are organized into three columns:

Cargo operations	Crew and passengers	Repairs and maintenance
Cargo operations	Changing crew	Bunker vessel operation
Lightering	Crew movement	Cargo tank cleaning
Loading, domestic goods	Cruise, leisure and recreation	De-gassing
Loading, foreign goods	Cruise, turnaround	Repair
Taking supplies	Passenger movement	Repair in dry dock
Unloading, domestic goods		Repair in wet dock
Unloading, foreign goods		Taking bunkers
		Waste disposal
Special	Port	Others
Goodwill visit	Offshore mobilization operations	Awaiting orders

Goods to declare - Customs

When you report, it is important that you select the correct "purpose of call".

The most common intentions of calls that are related to customs are "Unloading, foreign goods", "Loading foreign goods" and "Taking supplies".

Unloading cargo

If the vessel arrives with cargo that doesn't need customs clearance (only domestic cargo), select **"Unloading, domestic goods"** for "Purpose of call". You click "Yes" for reporting to Customs. Then you should not report anything under the tab "Goods to declare". Supporting documents will be added under the "Documentation" tab.

Crew's Effect and Ship Stores shall always be reported if you are required to report to Customs.

If the vessel arrives with cargo that does need customs clearance, select **"Unloading, foreign goods"** for "Purpose of call".

You click "Yes" for report to Customs. Then you need to report the "total weight of all cargo to unload" under the tab "Goods to declare" and the cargos status, etc. (according to the user guide). Supporting documents will be added under the "Documentation" tab. Crew's Effect and Ship Stores should always be reported if reporting is required Customs.

Loading cargo

If the vessel departs with cargo that doesn't need customs clearance (only domestic cargo), select **"Loading, domestic goods"** for "Purpose of call". You

click "Yes" for reporting to Customs. Then you should not report anything under the tab "Goods to declare", supporting documents will be added under the "Documentation" tab. Crew's Effect and Ship Stores should always be reported if reported to the Customs.

If the vessel departs with cargo that does need customs clearance, select **"Loading, foreign goods"** for "Purpose of call." You click "Yes" for reporting to the Customs, supporting documents will be added under the "Documentation" tab. Crew's Effect and Ship Stores should always be reported if reported to Customs.

Purpose Bunker

There are two purposes to use for bunker. The red arrows indicate the two options when you report a bunker operation:

"Bunker vessel operation" and "Taking bunkers".

The screenshot shows the 'Overview' screen of the Reportal system. A dropdown menu is open for the 'Purpose of call' field. The menu lists the following options:

- Cargo operations
- Cargo operations
- Lightering
- Loading, domestic goods
- Loading, foreign goods
- Taking supplies
- Unloading, domestic goods
- Unloading, foreign goods
- Special
- Goodwill visit
- Means of transport to declare
- Quarantine inspection
- Under government order
- Crew and passengers
- Changing crew
- Crew movement
- Cruise, leisure and recreation
- Cruise, turnaround
- Passenger movement
- Port
- Offshore mobilization operations
- Repairs and maintenance
- Bunker vessel operation
- Cargo tank cleaning
- De-gassing
- Repair
- Repair in dry dock
- Repair in wet dock
- Taking bunkers
- Waste disposal
- Others
- Awaiting orders
- Laid-up
- Miscellaneous
- Pass through
- Refuge

Two red arrows point to 'Bunker vessel operation' and 'Taking bunkers' in the dropdown menu. The 'Done' button is visible at the bottom right of the menu.

Find a ship

To find a vessel you can search for "Ship name", "Call sign", "IMO-number" or "MMSI-number". If the system doesn't find the vessel, press "[Toggle search mode](#)".

The screenshot shows the 'New visit' form with a search dropdown menu open. The dropdown menu lists search criteria: Ship name, Callsign, IMO, and MMSI. A red arrow points to the 'Toggle search mode' link in the top right corner of the dropdown menu.

Ship name	Callsign	IMO	MMSI
TEST SHIP SAFESEANET FOR MS	SSNTEST	9999999	999999999
DALSLAND	P3DH9	9226774	212491000
PREVAIL STAR	3FQH8	9693769	370918000
TESSA PG	MJBU6	9268265	235009020
SAGA FREYA	C6IA2	9502336	311001615
REBECCA	C6DY5	9195896	311000818

Here you write the vessel's IMO number and press "[Click here to search](#)". Then the vessel is retrieved automatically.

The screenshot shows the search dropdown menu with 'Search by IMO' selected. A red arrow points to the 'Click here to search' link. The dropdown menu lists search criteria: Ship name, Callsign, IMO, and MMSI. A red arrow points to the 'Click here to search' link in the top left corner of the dropdown menu.

Ship name	Callsign	IMO	MMSI
TEST SHIP SAFESEANET FOR MS	SSNTEST	9999999	999999999
DALSLAND	P3DH9	9226774	212491000
PREVAIL STAR	3FQH8	9693769	370918000
TESSA PG	MJBU6	9268265	235009020
SAGA FREYA	C6IA2	9502336	311001615
REBECCA	C6DY5	9195896	311000818

Obligated to report to the Swedish Maritime Administration

Pilotage status

The pilot order is based on your vessel report. To order a pilot, enter "Required to employ pilot" or "Not required to employ pilot" in the overview. Enter the "First point in port". That place will automatically end up in the field "Last point in port". This field you can correct but a pilot order or a movement inside the port must then be reported.

At arrival		At departure	
ETA (dock/anchorage)	2023-12-06 12:00	ETD (dock/anchorage)	2023-12-10 18:00
Pilotage status	Required to employ pilot	Pilotage status	Required to employ pilot
First point in port	750 Arendal - Göteborg	Last point in port	750 Arendal - Göteborg

The selection of pilot status will control which fields are displayed in the pilot order. Movements inside the port are always shown.

Pilotage exemption

Select pilotage status "Pilot exemption certificate (PEC)" in the Overview. Enter the Pilot exemption certificate for the call, according to the format 00-000 or 00-0000. Alternatively, select a valid certificate in the list. If necessary, it is possible to specify several pilot exemptions for both arrival and departure. Please note when you enter an incorrect pilot exemption certificate, a warning will be displayed.

At arrival		At departure					
ETA (dock/anchorage)	2023-12-06 12:00	ETD (dock/anchorage)	2023-12-10 18:00				
Pilotage status	Pilot exemption certificate (PI)	Pilotage status	Pilot exemption certificate (PI)				
Pilot exemption certificate	12-345	Pilot exemption certificate					
	Pilot exemption certificate		+Add pilot exemption certificate				
	<table border="1"> <thead> <tr> <th>certificate</th> <th>Name</th> </tr> </thead> <tbody> <tr> <td>12-345</td> <td>Peter Petersson</td> </tr> </tbody> </table>	certificate	Name	12-345	Peter Petersson		
certificate	Name						
12-345	Peter Petersson						
Draught on arrival							
Height on arrival							

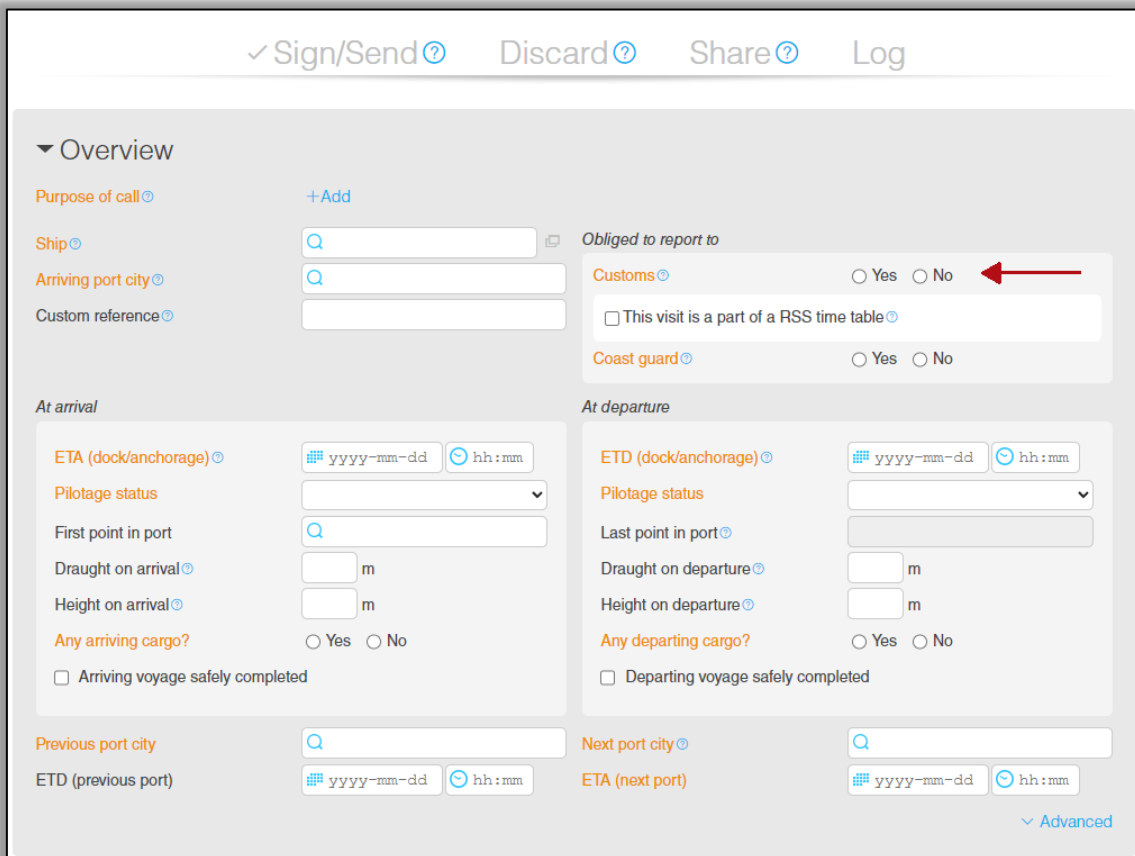
The field for Master under the tab "Crew" will be pre-populated with the name of the Master who has the specified pilot exemption.

Crew		
	5 arriving 5 departing	
	At arrival	At departure
Crew members	5	5
Master	John Johnson	Peter Peterson
	Report crew members manually	
Crew's effects	+Report crew's effects	

Read more about Pilot exemption certificate at the [home page of The Swedish Transport Agency](#).

Obligated to report to Swedish Customs

You are obliged to report to Customs if there are EU goods or non-EU goods on board, if there are ship stores or if the crew has belongings to report. Check the box "Yes" for reporting to Customs, select the purpose of call and report Crew's Effect and Ship Stores.



The screenshot shows the 'Overview' section of the Reportal application. At the top, there are navigation links: 'Sign/Send', 'Discard', 'Share', and 'Log'. Below this is the 'Overview' section with a '+Add' button. The form is divided into several sections:

- Purpose of call:** A dropdown menu with a search icon.
- Ship:** A text input field with a search icon.
- Arriving port city:** A text input field with a search icon.
- Custom reference:** A text input field.
- Obligated to report to:** A section with two radio buttons: 'Customs' (selected) and 'Coast guard'. A red arrow points to the 'Customs' radio button. Below this is a checkbox for 'This visit is a part of a RSS time table'.
- At arrival:** A section with fields for 'ETA (dock/anchorage)', 'Pilotage status', 'First point in port', 'Draught on arrival', 'Height on arrival', 'Any arriving cargo?', and 'Arriving voyage safely completed'.
- At departure:** A section with fields for 'ETD (dock/anchorage)', 'Pilotage status', 'Last point in port', 'Draught on departure', 'Height on departure', 'Any departing cargo?', and 'Departing voyage safely completed'.
- Previous port city:** A text input field with a search icon.
- ETD (previous port):** A text input field with a search icon.
- Next port city:** A text input field with a search icon.
- ETA (next port):** A text input field with a search icon.

At the bottom right, there is a 'Advanced' link.

Regardless of the purpose of call you should always report Crew's Effect and Ship Stores when you are obliged to report to Customs.

To conclude if you are dispensated from customs reporting, see 4 chap. 6-10 §§ Tullordning (TFS 2016:2). You can read more at the website of [Swedish Customs](#).

If you are required to report to the Coast Guard, select the option "Yes" for "Obligated to report to Coast Guard".

Which type(s) of advance notification you need to provide depends on the purpose of call, type of vessel, and if there are any special permits or exemptions.

If ATA/ATD (for some reason) is not set automatically by the vessel's AIS, you are required to enter it manually. To get the field for ATA, press "[Show the ATA field](#)". The procedure is the same for ATD under the question mark (?) for ETD.

Note that ATA is required to obtain discharge consent from the Customs.

The screenshot shows the MSW Reportal form with a tooltip explaining ATA/ATD. The tooltip text is as follows:

ETA means your estimated time for arrival to dock or anchorage.

ETA is NOT estimated start of pilotage, even if you have ordered a pilot.

ATA is normally entered automatically by the vessel's AIS and cannot be changed.

Should ATA for some reason still not be entered, you, as the rapporteur and acting on behalf of the master, are responsible for setting ATA manually.

ONCE YOU SET ATA AND SIGN THE VISIT YOU CAN NEVER CHANGE IT AGAIN!

[Show the ATA field](#)

Should ATA for some reason still not be entered, you, as the rapporteur and acting on behalf of the master, are responsible for setting ATA manually.

The screenshot shows the MSW Reportal form with the following fields:

At arrival

- ETA (dock)
- ATA (dock)
- Pilotage status

At departure

- ETD (dock)
- ATD (dock)
- Pilotage status

For ATA/ATD to be set automatically, ETA must be updated in MSW Reportal at an earlier or delayed arrival. If ETA does not comply with ATA within a 15-hours interval, ATA will not be set automatically and ATA/ATD must be registered manually.

The screenshot shows the MSW Reportal form with the following fields:

At arrival

- ETA (dock/anchorage)
- ATA (dock/anchorage)

At departure

- ETD (dock/anchorage)
- ATD (dock/anchorage)

ETA has passed. Please enter ATA or update your ETA.

ETD has passed. Please enter ATD or update your ETD.

If ATA/ATD hasn't been set automatically there will be an orange text message that indicate that ATA/ATD haven't been updated.

New visit?		New timetable?	
Ship name	Port of call	ETA / ATA	ETD / ATD
TEST SHIP SAFESEANE... Åhus		161013 22:01	161015 13:00

The first page/visit page, also show an orange warning triangle that ATA/ATD is not set.

ETA (dock/anchorage)
 2020-03-05
 12:00

Warning! Nearby visits detected:

2020-03-05 10:00 SESLI - Slite
 SE000233709

If there is a nearby visit, a yellow message appears "Warning! Nearby visits detected" and shows, which port of call and visit ID.

Note that ATA is required to obtain discharge consent from the Customs.

Report the total weight of cargo to unload and write a short description about the arriving cargo.

Any arriving cargo?
 Yes
 No

Total weight of cargo to unload
 ton

Short description of all cargo onboard on arrival

Report and write a "Short description of all cargo onboard on departure"

Any departing cargo?
 Yes
 No

Short description of all cargo onboard on departure

Regular shipping service authorisation

EU RSS (regular shipping services) status is dependent on authorisation. All goods aboard an RSS ship must have EU goods status or be the object of a transit procedure. A comparison is usually drawn with a bridge (e.g. the Öresund Bridge).

An RSS ship carrying only EU goods is exempted from reporting to Swedish Customs via MSW Reportal.

If there are **non-EU goods** aboard, these must be the object of a transit procedure as per art. 295 b of Commission Implementing Regulation (EU) 2015/2447. This must be either the normal procedure under the new computerised transit system (NCTS) or a simplified transit procedure such as when using an electronic transport document.

Exemption from reporting to Swedish Customs does not apply to an RSS ship with an ETD issued under § 6, chap. 4 of the Customs Proclamation (tullordningen). In this case, full ship reporting is required in MSW Reportal.

RSS may not traffic free zones or make calls outside the EU.

Where there is no obligation to report to Swedish Customs (RSS ship carrying only EU goods and/or carrying non-EU goods that are being transited under the normal procedure, NCTS), complete as follows:

- “Obligated to report to Customs” = No.
- Tick the box “This visit is part of a RSS time table” (no “authorization number” is needed – no field is shown).

The screenshot shows the 'Overview' section of the MSW Reportal form. On the left, there are input fields for 'Purpose of call', 'Ship', 'Arriving port city', and 'Custom reference', each with a search icon and a '+Add' button. On the right, under 'Obligated to report to', the 'Customs' radio button is set to 'No'. Below this, the checkbox 'This visit is a part of a RSS time table' is checked. A yellow warning box states: 'You have indicated that you are not obliged to report to Swedish Customs and this call is a part of an RSS timetable. This is only a valid option if the ship has a valid EURSS permit and any non-Union goods are transited under the normal procedure.' At the bottom, the 'Coast guard' radio button is set to 'No'.

Where there is an obligation to report to Swedish Customs, complete as follows:

- “Obligated to report to Customs” = Yes.
- Tick the box “This visit is part of a RSS time table”.
- An “authorization number” must be entered (the field RSS authorization number is shown when this combination is used).

The screenshot shows the 'Overview' section of the MSW Reportal form. On the left, there are input fields for 'Purpose of call', 'Ship', 'Arriving port city', and 'Custom reference', each with a search icon and a '+Add' button. On the right, under 'Obligated to report to', the 'Customs' radio button is set to 'Yes'. Below this, the checkbox 'This visit is a part of a RSS time table' is checked. The 'Coast guard' radio button is set to 'Yes'.

Obligated to report to The Swedish Transport Agency

Reporting of voyage safely completed

When you are obliged to report according to The Swedish Transport Agency's regulation, on the Registration of Persons on board Passenger Ships, you have to state that the arriving voyage has been safely completed. To do so, check the box "Arriving voyage safely completed" in the Overview. When the voyage to the next port city has been safely completed, check the box "Departing voyage safely completed". Then [Sign/Send](#) your changes in MSW Reportal.

The screenshot displays the MSW Reportal form with two main sections: 'At arrival' and 'At departure'.

At arrival section:

- ETA (dock/anchorage): 2024-10-09 12:00
- Pilotage status: Required to employ pilot
- First point in port: Arendal, hamn - Göteborg
- Draught on arrival: m
- Height on arrival: m
- Any arriving cargo? ☐ Yes ☒ No
- ☐ Arriving voyage safely completed (indicated by a red arrow)
- Previous port city: SENRK - Norrköping
- ETD (previous port): yyyy-mm-dd hh:mm

At departure section:

- ETD (dock/anchorage): 2024-10-12 12:00
- Pilotage status: Required to employ pilot
- Last point in port: Arendal, hamn - Göteborg
- Draught on departure: m
- Height on departure: m
- Any departing cargo? ☐ Yes ☒ No
- ☐ Departing voyage safely completed (indicated by a red arrow)
- Next port city: LVRIX - Riga
- ETA (next port): 2024-10-14 12:00

Read more about mandatory vessel reporting at the [website of the Swedish Transport Agency](#).

Obligated to report to the Swedish Coast Guard

ISPS notification

The rules regarding maritime security aim to protect the maritime sector. The regulations require vessels certified for international voyages (with an ISSC – International Ship Security Certificate) that intend to call at a Swedish port to provide information pertaining to maritime security.

ISPS (International Ship and Port Facility Security Code) contains regulations adopted by IMO, International Maritime Organization. This means that the regulations we apply in Sweden apply to ports all over the world. The aim is to create secure transport between ports for vessels and their crews, passengers and cargo. The Swedish Coast Guard takes care of advance notification clearance in relation to maritime security on behalf of the Swedish Transport Agency.

Schengen

The rules regarding border control are the same for all EU and Schengen countries. The rules are found in EU legislation (Schengen Borders Code). The Code specifies specific provisions for marine traffic including the individuals who work on the vessel or who are passengers.

Vessels that arrive from or that on the way to a foreign location are obligated to submit information on the vessel and the individuals who are on board to the Swedish Coast Guard. Find more information [on their website](#).

Previous port city

The port city that has been filled out in “Previous port city” in the Overview will automatically become (and override) the 1:st most recent port in the section “Route” in the block “Security”. This is mandatory when you have ticked in “Yes” for *Obligated to report to Coast guard* in the overview.

☐ Arriving voyage safely completed		☐ Departing voyage safely completed	
Previous port city	<input type="text"/>	Next port city	<input type="text"/>
ETD (previous port)	yyyy-mm-dd hh:mm	ETA (next port)	yyyy-mm-dd hh:mm
Advanced			

Vessel reporting – Timetable

Select "New timetable" for a vessel notification for a vessel on a timetable.

Visits

< This week >

☐ See deleted

☐ Expanded view

[New visit](#) | [New timetable](#) | [Download Excel](#)

◇ Ship name	◇ Port of call	◇ ETA / ATA	◇ ETD / ATD	◇ CUS	◇ SCG	◇ SSNS	◇ Port	◇ PIL	◇ FDC
TEST SHIP SAFESEAN...	Göteborg	201122 12:00	201123 23:00						
CAT BIEN	Norrköping	201121 20:00	201129 23:00						
JONATHAN ACE	Norrköping	201120 22:00	201122 22:00			2			4
TEST SHIP SAFESEAN...	Norrköping	201119 23:00	201120 23:00			3		1	5
CAT BIEN	Malmö	201119 23:00	201129 23:00						

A timetable might be useful if you need to report recurring visits. A timetable will create a series of visits that you can customize in detail and sign individually.

All fields marked with orange are required, it is also mandatory to state if you will report a fairway declaration or not.

New time table

[Generate visits](#) [Cancel](#)

Overview

Purpose of call [+ Add](#)

Ship

Port of call

Custom reference

Obligated to report to

Customs ☐ Yes ☐ No

☐ This visit is a part of a RSS time table

Coast guard ☐ Yes ☐ No

At arrival

Pilotage status

First point in port

Draught on arrival m

Height on arrival m

Any arriving cargo? ☐ Yes ☐ No

Crew and passengers

	At arrival	At departure
Master	<input type="text"/>	<input type="text"/>
Crew members	<input type="text"/>	<input type="text"/>

At departure

Pilotage status

Last point in port

Draught on departure m

Height on departure m

Any departing cargo? ☐ Yes ☐ No

Waste

Intends to submit a waste notification ☐ Yes ☐ No

Fairway declaration

I will report a fairway declaration ☒ Yes ☐ No

[Advanced](#)

It is possible to make a timetable per day, per week or per month. If you have more departures on the same day you need to add more visits.

When you have made your timetable, you can see how it looks down in the preview. If the time and date look okay, you send it to the authorities by clicking on "[Generate visits](#)".

A security box will pop up. Here you press "[Generate visits](#)".

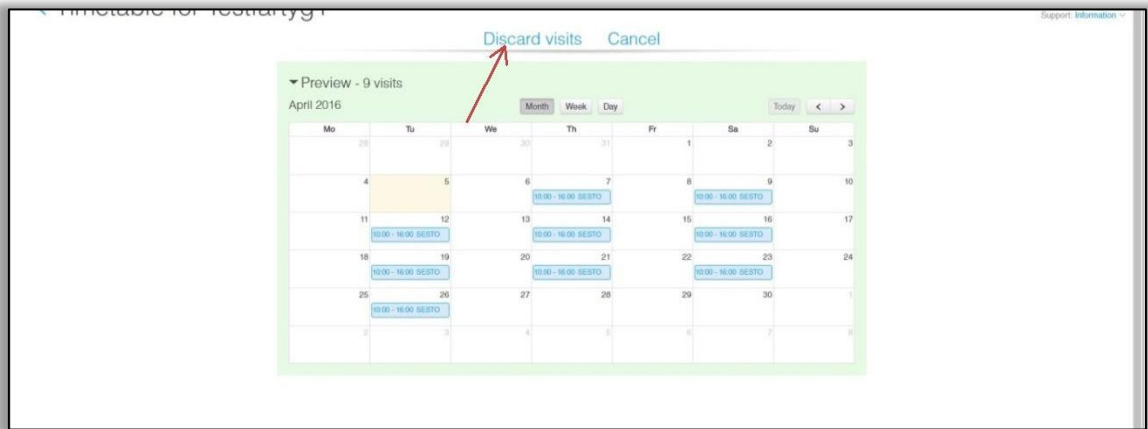
To view the timetable in the Visits list, you have to choose which time period you want to see, for example "Next month".

Ship name	Port of call	ETA / ATA	ETD / ATD	CUS	SCG	SSNS	Port	PIL	FDC
TEST SHIP SAFESEAN...	Göteborg	240928 12:00	240929 23:00						317
TEST SHIP SAFESEAN...	Norrköping	Timetable - Review timetable							
	SE000819998	250908 09:15	250908 17:15			1			
		Edit ETA and sign	Edit ETD and sign						
	SE000819997	250907 09:15	250907 17:15			1			
	SE000819996	250906 09:15	250906 17:15			1			

From this view, you can also "[Review timetable](#)" and see which visits that belong to the specific timetable. You can also from this view "[Edit the ETA/ETD and sign](#)" each visit.

If you want to delete one visit in a timetable you have to go into the specific visit and click "[Discard](#)."

To delete an entire timetable, including all visits, press "[Review timetable](#)" in the Visits list, and then choose "[Discard visits](#)".



Barge and tugboat

[✓ Sign/Send ?](#) [Discard ?](#) [Share ?](#) [Log](#)

▼ Overview

Purpose of call ?

+Add

Ship ?

Arriving port city ?

Custom reference ?

At barge visit

Tugboat at arrival ?

- Make a separate vessel report on the tug/tugs, if any.
- Make pilot orders on this vessel report when the tugs are designated. If the tug and barge port call consists of more than 1 tug or more than 1 barge, contact the pilot ordering center.
- Fairway declaration should only be submitted for the barge, provided that the tug does not have its own cargo.
- The field for crew members and master must not be left empty. Please enter the tugboat's crew members and master on this vessel report.
- Since the barge is a cargo carrier, you must report the port call to Swedish Customs (provisioning and untaxed provisions must be reported on the tugs vessel report).
- Note! that ATA/ATD must be entered manually for the barge.

At arrival

ETA (dock/anchorage) ?

Pilotage status

First point in port

Draught on arrival ? m

Height on arrival ? m

Any arriving cargo? ☐ Yes ☒ No

☐ Arriving voyage safely completed

Previous port city

ETD (previous port)

Obligated to report to

Customs ? ☐ Yes ☒ No

☐ This visit is a part of a RSS time table ?

Coast guard ? ☐ Yes ☒ No

Tugboat at departure ?

At departure

ETD (dock/anchorage) ?

Pilotage status

Last point in port ?

Draught on departure ? m

Height on departure ? m

Any departing cargo? ☐ Yes ☒ No

☐ Departing voyage safely completed

Next port city ?

ETA (next port)

[Advanced](#)

When a barge arrives at a Swedish port together with a tug, one ship notification shall be made for the barge and one for the tug. You start by making a notification for the barge and when this is complete, you create a new call for the tug.

When you make the call for the barge, mandatory fields will appear under the name of the barge. In these fields, you fill in the name of the tug to be used in connection with the barge.

Because the barge is the cargo carrier, the reporting is due to Customs regulations. On this call, you must report the cargo and check the box "nothing to declare" for Ship Stores and Crew's Effect. Under the crew tab, you have to manually fill in the number of crew members and the master's name. This refers to the tug and must be done in order for the call to be accepted by the system.

Note that ATA/ATD have to be manually reported for the barge.

Ordering of pilot as well as **a fairway dues declaration** shall be reported on the call for the barge. This way, the invoices will be collected on one and same call. On the call for the barge, you must fill in pilotage status "Mandatory pilotage – Pilotage request, if this is the case.

When using a pilot exemption, enter the Pilot exemption certificate on the call for the tugboat.

Should the call cover more than one barge, they should be reported separately. ATA/ATD is set manually for each barge.

Barges are not obliged to perform reporting formalities to the Swedish Coast Guard, which means that you should tick "No" in that field.

As regards Swedish Customs, tugs are subject to reporting formalities if they carry untaxed provisions (Ship Stores/Crew's Effect) or other untaxed goods. Therefore, a separate ship notification must be made for the tug. In order for tugs to be allowed to load ship stores, there must be a visit-ID. Ship stores cannot be loaded for barges.

Tug – Purpose of call – Cargo operations (Unless other untaxed goods (Ship Stores/Crew's Effect) are reported. If this is the case, enter Unloading/Loading, foreign goods.)

Tugs are always subject to reporting formalities to the Swedish Coast Guard (the one exception being domestic travel, except for change of crew), and therefore a separate ship notification must be made for the tug.

At the call for the tug you do not have to order a pilot, and thus as pilotage status you can put "Not required to employ pilot".

NOTE! A call with a barge and a tug, will generate two visit-ID, i.e. two ship notification.

When the Overview is filled out

When all the **required** fields in the Overview are filled out, the information will automatically be saved and the next part of the reporting will be opened. In the next part, different sections will be available in the interface. Depending on what you have reported in the Overview different sections will appear and be available, e.g. purpose of call, port and vessel type.

NOTE! Saved information does not mean that it is sent to the authorities.

▶ Pilotage/movement No pilotage No movements	▶ Tanker Tank status not reported
▶ Crew 0 arriving 0 departing	▶ Goods to declare No declaration reported 0 vehicles
▶ Passengers 0 arriving 0 departing	▶ Ship's store No report
▶ Documentation No documents	▶ Dangerous cargo None arriving None departing
▶ Security No report	▶ Bunker No report on arrival No report on departure
▶ Health No report	▶ Waste No report Will not report waste receipt
	▶ Port Cargo Port services
	▶ Expanded inspection Inspection: Not reported
	▶ Fairway declaration No declaration
	▶ Cruise route Cruise route: Not reported

Each section represents the area that should or could be reported to the different authorities, on the picture above you'll see all the sections in MSW Reportal. On the picture below you will see which authority that will receive the respective sections reported information.



Pilotage and movements

Under the section "Pilotage/movement" is where you add any pilotage or movement within the visit.

▼ Pilotage/movement No pilotage
No movements

① The master is always, even during pilotage, ultimately responsible for the vessel and its navigation. The master cannot delegate any part of the master's responsibility to a pilot, only to a member of the crew. The pilot's duties include, when this serves the best interests of maritime safety, having an active role that may involve maneuvering the vessel. This takes place with the master's approval, and the master retains full responsibility for the vessel during the pilotage. The document **Clarification regarding the pilot's responsibilities** shall be forwarded to the vessel's master.

① Pilot orders created via MSW Reportal are automatically published on the Public Pilot Information website. Pilot orders containing confidential information must therefore only be reported to the Pilot Area Manager.

Arriving pilot orders ⓘ

+ Add arriving pilotage

Pilot orders and movements within Karlshamn ⓘ

+ Add pilotage

Departing pilot orders ⓘ

+ Add departure pilotage

^ Advanced

+ Report standalone pilotage ⓘ

You can add the following types of pilot order:

- **Arriving pilotage** to the selected port of arrival,
- **Pilotage and movements** within the port
- **Departing pilotage**
- **Standalone pilotage**, such as pilot order that occur prior to arrival and not in connection to the first point in port and pilot order that occur after departure and not in connection to the last point in port. You'll find this type under "[Advanced](#)".

Which type of pilot that will be mandatory depends on what you have selected under "Pilot Status" under the Overview.

If you have chosen a dispensation or intend to not order a pilot in the vessel application, only "pilotage and movements will be shown".

Arriving pilotage

The arriving pilot order needs to be reported as "Preliminary" or "Final".

Note that when you submit a final pilot order, the responsible authority starts to schedule a pilot for you. Therefore, it is important that the data in a final pilot order are correct.

When you submit the visit via, "Sign/Send", with a final pilot order, you will not be able to change any information.

If a pilot order has received the "Actual status" as "Final" it is not possible to remove it from MSW Reportal. You need to contact the pilotage planning if you still need to remove it.

It is mandatory, for each pilot order, to answer the question "Will the bridge manning be according to STCW-code during the entire pilotage?".

If the answer is "No" a "Reason" needs to be added.

It is mandatory, for each pilot order, to answer the question "Are there any defects on the ship?".

If the answer is "Yes" at least one ship defect needs to be added "+Add new item".

Choose a ship defect from the predefined list that is shown in the field “Type”.

If the type “Other” is chosen, you need to add a Description.

Specify where the pilotage shall begin, example a boarding point, in the field “Pilotage from”.

When you have selected “pilotage from”, the *Route Information* will be shown. If you want to use the recommended start time, click on “Use time”.

If no route exists in the system, you must select the desired start time for yourself.

Draught and height are linked to the fields in the Overview (vessel notification) of the visit. Whether editing is done here or in the Overview, the numbers will be the same.

For arrival to ports with height obstacles, the Actual height is mandatory to report!

After entering all the data for the arriving pilot order, it may look as shown above.

Under “Advanced” you can add information regarding the following:

- Side to wharf
- Pilot boarding side
- Has pilot elevator
- Tug boats
- Message

For cruise traffic this needs to be stated, if possible.

You can send a message to the pilot planner, however no answer will be sent within MSW Reportal.

Once you have submitted your preliminary/final arriving pilot order it can look like below.

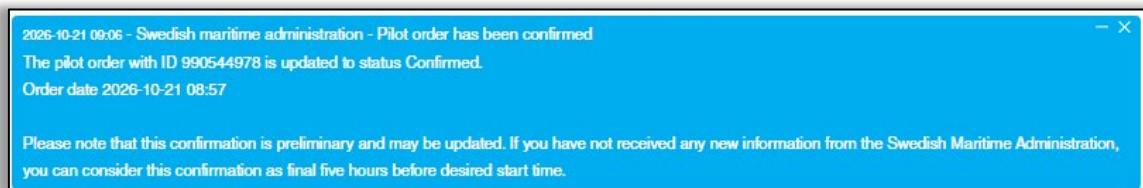
You are expected to make a preliminary pilot order 18 hours ahead of the desired pilotage starting time and a definitive pilot order no later than 5 hours ahead of the desired starting time to avoid order-related fees.

Dedicated deep-sea pilot orders are to be made to the pilotage center in Malmö, 24 hours before the pilotage starts and 8 hours for any changes.

When you have submitted the visit that includes a preliminary or a final pilot order, you will receive a response message from the Swedish Maritime Administration with the status received and it will also include the pilot order ID.



When you have sent your pilot order as final and it's confirmed by the Swedish Maritime Administration, you will get a response message with status confirmed.



Once the pilotage is completed you will receive a link to an invoice copy within the visit.



Once you get feedback from the Swedish Maritime Administration's pilot planner, you will receive a letter in the tab "Pilotage/movement". The feedback may include, for example, a pilot order's start time, start point, end point, the current draught, current height, etc.

Desired start time 2016-11-25 21:00

Actual draught 8 m
Registered draught is 10 m Use

Actual height 9 m
Registered ship height is 20 m Use

Advanced

+Add departure pilotage

Reverse arrival pilotage Advanced

The letter symbolizing feedback/information from the Swedish Maritime Administration's pilot planner is also visible in the specific pilot order.

In this case the pilot planner has changed the values for actual draught and actual height.

It's up to you whether you want to see both values or if you want to sync the information by pressing "Use".

Pilot orders and movements

A movement within the port can sometimes require pilotage.

To add a movement choose “+Add pilotage” under the section “*Pilot order and movement within *port**”.

▼ Pilotage/movement

1 pilotage
No movements

① *The master is always, even during pilotage, ultimately responsible for the vessel and its navigation. The master cannot delegate any part of the master's responsibility to a pilot, only to a member of the crew. The pilot's duties include, when this serves the best interests of maritime safety, having an active role that may involve maneuvering the vessel. This takes place with the master's approval, and the master retains full responsibility for the vessel during the pilotage. The document **Clarification regarding the pilot's responsibilities** shall be forwarded to the vessel's master.*

① *Pilot orders created via MSW Reportal are automatically published on the Public Pilot Information website. Pilot orders containing confidential information must therefore only be reported to the Pilot Area Manager.*

Arriving pilot orders ☺

Trubaduren syd (no1) ⇒ 104 Frihamnen - Göteborg
25/10 09:40 : Preliminary
Edit

+ Add arriving pilotage

Pilot orders and movements within Göteborg ☺

+ Add pilotage

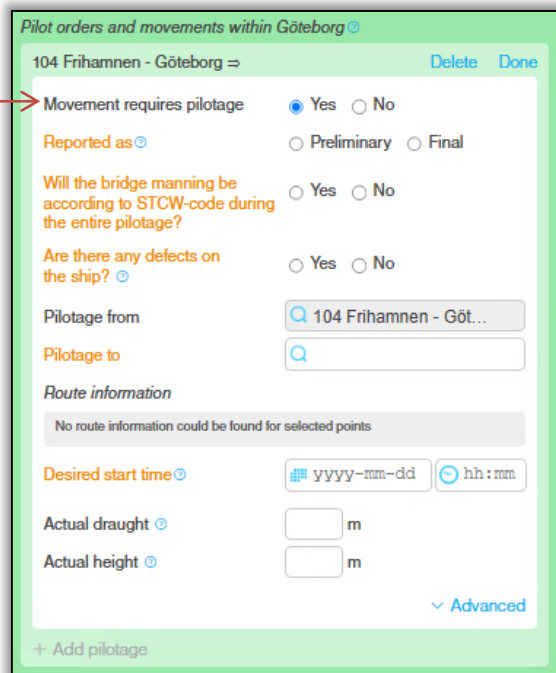
Departing pilot orders ☺

+ Add departure pilotage

🔄 Reverse arrival

⌵ Advanced

Movement that requires pilotage



Pilot orders and movements within Göteborg

104 Frihamnen - Göteborg ⇒ Delete Done

Movement requires pilotage ☒ Yes ☐ No

Reported as ☐ Preliminary ☐ Final

Will the bridge manning be according to STCW-code during the entire pilotage? ☐ Yes ☐ No

Are there any defects on the ship? ☐ Yes ☐ No

Pilotage from 104 Frihamnen - Göt...

Pilotage to

Route information

No route information could be found for selected points

Desired start time

Actual draught m

Actual height m

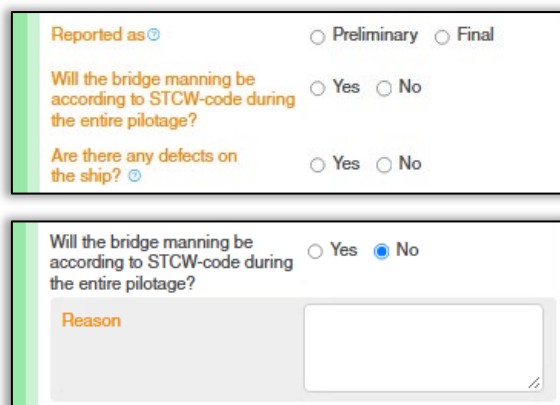
Advanced

+ Add pilotage

If the movement requires pilotage then “Yes” needs to be chosen. Specify whether the pilot order is reported as *preliminary* or *final*.

When you submit a final pilot order, note that the order will be sent to a pilot planner for scheduling. Therefore it is important that the data in a final pilot order is correct. When you click on “**Sign/Send**” you will not be able to change your information.

A pilotage within the port should be reported the same way as an arriving/departure pilotage.



Reported as ☐ Preliminary ☐ Final

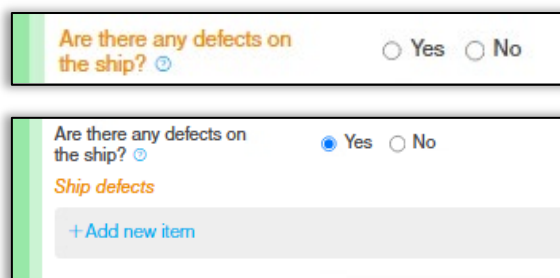
Will the bridge manning be according to STCW-code during the entire pilotage? ☐ Yes ☐ No

Are there any defects on the ship? ☐ Yes ☐ No

Reason

It is mandatory, for each pilot order, to answer the question “**Will the bridge manning be according to STCW-code during the entire pilotage?**”.

If the answer is “No” a “**Reason**” needs to be added.



Are there any defects on the ship? ☒ Yes ☐ No

Ship defects

+ Add new item

It is mandatory, for each pilot order, to answer the question “**Are there any defects on the ship?**”.

If the answer is “Yes” at least one ship defect needs to be added “**+Add new item**”.

Choose a ship defect from the predefined list that is shown in the field “Type”.

If the type “Other” is chosen, it is mandatory to add a description.

Movement without pilotage

For movements that doesn't require pilotage choose “No” on *Movement requires pilotage*.

You need to specify the location “movement to”.

Specify when the movement starts and ends.

You also need to specify the vessel's actual draught and height.

After entering all the data, it may look as shown to the left.

Note that you do not get a response message from the Swedish Maritime Administration's if the movement is done without a pilot.

Departure pilotage

There are two ways to add information regarding a departure pilotage:

1. Click on "+ Add departure pilotage" and then you need to fill in the data manually, some information will be retrieved from the Overview of the visit.

2. Click on "Reverse arrival", to use some of the information that is based on the reversed arriving pilotage and ETD from the Overview of the visit.

- The departure pilot order will be set to as preliminary.
- You need to verify that the pre-filled data is correct.
- You need to make sure that any missing information is added before the pilot order is sent in.

To fill in the departing pilot order. Choose whether the departure pilot order should be reported as "Preliminary" or "Final".

Note that when you submit a final pilot order, the responsible authority will start to schedule a pilot for the visit. Therefore, it is important that the data in a final pilot order are correct.

When you click on "Sign/Send" for the visit you will not be able to change any information in the pilot order.

It is mandatory, for each pilot order, to answer the question “Will the bridge manning be according to STCW-code during the entire pilotage?”.

If the answer is “No” a “Reason” needs to be added.

It is mandatory, for each pilotage, to answer the question “Are there any defects on the ship?”.

If the answer is “Yes” at least one ship defect needs to be added “+Add new item”.

Choose a ship defect from the predefined list that is shown in the field “Type”.

If the type “Other” is chosen, it is mandatory to add a description.

When a value has been added for “Pilotage to”, the *Route Information* will be shown. If you want to use the recommended start time, click “Use time”.

If no route exists in the system, you must select the desired start time for yourself.

Draught and height are linked to the vessel notification. Whether editing is done here or in vessel application, the numbers will be the same.

For arrival to ports with height obstacles, the *Actual height* is mandatory to report!

Under “**Advanced**” in the departing pilotage order, you have the opportunity to enter the following:

- Side to wharf
- Pilot boarding side
- Has pilot elevator
- Tug boats
- Message

For cruise traffic this (if possible) should be stated.

You can send a message to the pilot planner, however, no answer will be sent within MSW Reportal.

If you get feedback from the Swedish Maritime Administration's pilot planner, you will receive a letter in the tab "Pilotage/movement". The feedback may include, for example, a pilot order's start time, start point, end point, the current draught, current height, etc.



The letter symbolizing feedback/information from the Swedish Maritime Administration's pilot planner is also visible in the specific pilot order.

In this case the pilot planner has changed the values for actual draught and actual height.

It's up to you whether you want to see both values or to sync the information by pressing “**Use**”.

Once you have submitted your preliminary/final arriving pilot order it will look like below.

You are expected to make a preliminary pilot order 18 hours ahead of the desired pilotage starting time and a final pilot order no later than 5 hours ahead of the desired starting time to avoid order-related fees.

Dedicated deep-sea pilot orders are to be made to the pilotage center in Malmö, 24 hours before the pilotage starts and 8 hours for any changes.

You will receive a response message from the Swedish Maritime Administration stating that your pilot order is received. The pilot order will get a specific ID number, so called reference number.

2026-10-22 11:09 - Swedish maritime administration - Pilot order received
Your preliminary arrival pilot order with ID 990544978 is registered.

When you have sent your pilot order as final and it's confirmed by the Swedish Maritime Administration, you will get a response message with status confirmed.

2026-10-22 11:14 - Swedish maritime administration - Pilot order has been confirmed
The pilot order with ID 990544978 is updated to status Confirmed.
Order date 2026-10-22 11:11

Please note that this confirmation is preliminary and may be updated. If you have not received any new information from the Swedish Maritime Administration, you can consider this confirmation as final five hours before desired start time.

Once the departing pilotage is completed you will receive a link to an invoice copy within the visit in MSW Reportal.

Standalone pilotage

▼ Pilotage/movement

1 pilotage
No movements

① The master is always, even during pilotage, ultimately responsible for the vessel and its navigation. The master cannot delegate any part of the master's responsibility to a pilot, only to a member of the crew. The pilot's duties include, when this serves the best interests of maritime safety, having an active role that may involve maneuvering the vessel. This takes place with the master's approval, and the master retains full responsibility for the vessel during the pilotage. The document **Clarification regarding the pilot's responsibilities** shall be forwarded to the vessel's master.

① Pilot orders created via MSW Reportal are automatically published on the Public Pilot Information website. Pilot orders containing confidential information must therefore only be reported to the Pilot Area Manager.

Arriving pilot orders ⓘ

Trubaduren syd (no1) ⇒ 104 Frihamnen - Göteborg
25/10 09:40 : Confirmed
Edit

+ Add arriving pilotage

Pilot orders and movements within Göteborg ⓘ

+ Add pilotage

Departing pilot orders ⓘ

+ Add departure pilotage

↺ Reverse arrival

^ Advanced

+ Report standalone pilotage ⓘ

Under "[Advanced](#)", you can report standalone pilotage via "[+Report standalone pilotage](#)".

A standalone pilot order is for example a pilotage that occur prior to arrival and not in connection to the first point in port and pilot order that occur after departure and not in connection to the last point in port.

Choose if the standalone pilotage is a [Free arrival pilot order](#) or a [Post departure pilot order](#).

▼ Pilotage/movement

No standalone pilotage 2 pilotages No movements

Pre arrival pilot order ⓘ

+ Add arriving pilotage

Post departure pilot order ⓘ

+ Add departure pilotage

— Do not report standalone pilotages

▼ Pilotage/movement

1 Standalone pilotage 2 pilotages No movements

Pre arrival pilot order ⓘ

⇒ Delete Done

Reported as ⓘ ☐ Preliminary ☐ Final

Will the bridge manning be according to STCW-code during the entire pilotage? ☐ Yes ☐ No

Are there any defects on the ship? ⓘ ☐ Yes ☐ No

Port city ⓘ

Pilotage from

Port city ⓘ

Pilotage to

Route information

No route information could be found for selected points

Desired start time ⓘ

Actual draught ⓘ m

Actual height ⓘ m

✓ Advanced

+ Add arriving pilotage

Post departure pilot order ⓘ

+ Add departure pilotage

— Do not report standalone pilotages

Choose whether the standalone pilot order should be “**Reported as**” "Preliminary" or "Final".

Note that when you submit a final pilot order, the authority starts to schedule a pilot for the visit. Therefore, it is important that the data in a final pilot order are correct.

When you submit and click on "**Sign/Send**" for the visit, you will not be able to change any information within the pilot order.

Reported as ⓘ ☐ Preliminary ☐ Final

Will the bridge manning be according to STCW-code during the entire pilotage? ☐ Yes ☒ No

Reason

It is mandatory, for each pilot order, to answer the question “**Will the bridge manning be according to STCW-code during the entire pilotage?**”.

If the answer is “No” a “Reason” needs to be added.

Are there any defects on the ship? ☐ Yes ☐ No

Are there any defects on the ship? ☒ Yes ☐ No

Ship defects

+Add new item

1. ... Delete Done

Type

Description

+Add new item

Pilotage from

Port city

Bow thruster

Cargo handling

Cargo lashing ropes/equipment

Controllable pitch propeller

Electrical power supply

Engine reliability

Engine response

It is mandatory, for each pilot order, to answer the question “Are there any defects on the ship?”.

If the answer is “Yes” at least one ship defect needs to be added via “+Add new item”.

Choose a ship defect from the predefined list that is shown in the field “Type”.

If the type “Other” is chosen, it is mandatory to add a description.

Are there any defects on the ship? ☐ Yes ☐ No

Port city

Pilotage from

Port city

Pilotage to

Route information

No route information could be found for selected points

Desired start time

Actual draught m

Actual height m

+Add arriving pilotage

Select/verify the port city. Select the boarding point where you want the pilotage to start, via “Pilotage from”.

Select the port city. Select the end point where you want the pilotage to stop, via “Pilotage to”.

Select the “Desired start time”.

For arrival to ports with height obstacles, the actual height is mandatory to report!

Under “Advanced” you have the opportunity to enter the following:

^ Advanced

Side to wharf Unknown

Pilot boarding side Unknown

Has pilot elevator Unknown

Tug boats

+ Add tug boat

Message

+ Add arriving pilotage

- Side to wharf
- Boarding side
- Has pilot elevator
- Tug boats
- Message

For cruise traffic this (if possible) should be stated.

You can send a message to the pilot planner, however, no answer will be sent within MSW Reportal.

Ordering of tugs

When you have filled in the information in the pilot order you have the option to order tugs. To access this, you need to click on “[Advanced](#)” within the pilot order.

When you press “[Advanced](#)” you will see the option called “[+Add tug boat](#)”.

Here you can search for a tug boat or add one by free text.

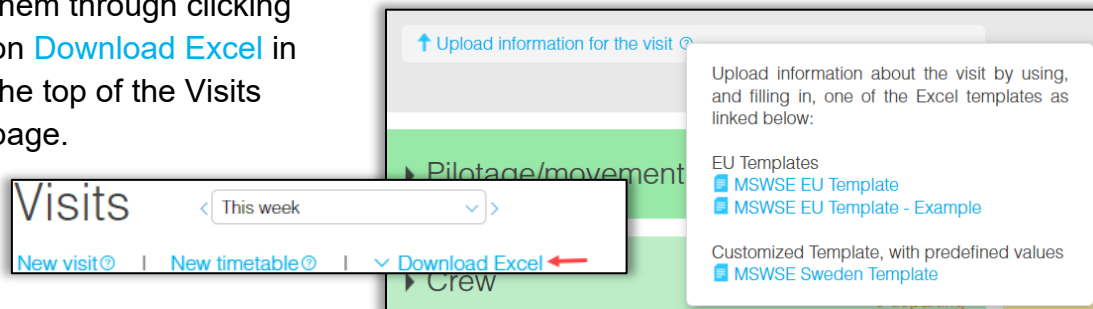
You can choose if the tug boat will be going as an escort and if not ordering tugs you can choose a tractor if that option is available at that port.

If you want to change something with you ordered tug boat you can press “[Edit](#)” on the specific order.

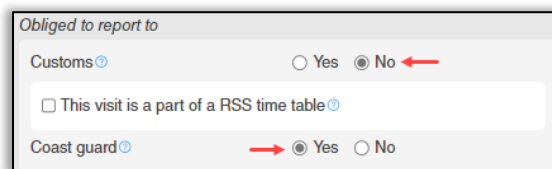
To submit the order, please make sure to submit the entire visit, via, “[Send/Sign](#)”.

Upload the Excel Template with information for the visit

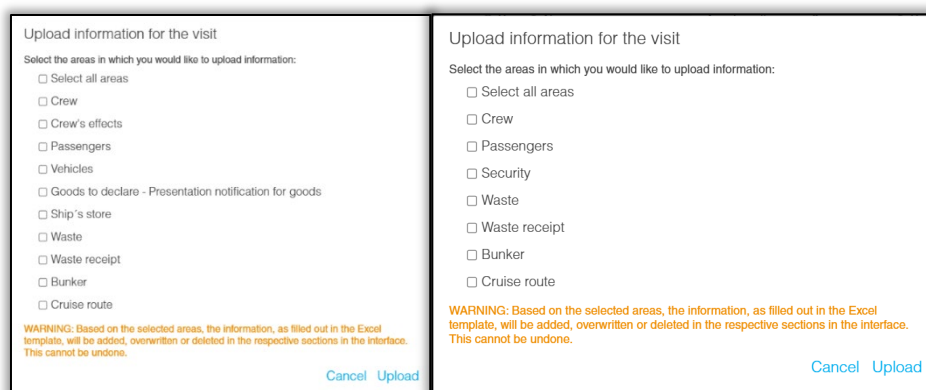
If you want to use a filled out Excel Template to upload information into the specific visit in MSW Reportal, click on “[Upload information for the visit](#)” in the Overview. Make sure that you have the latest version of the templates by downloading them via the question mark (?) in the Overview or by downloading them through clicking on [Download Excel](#) in the top of the Visits page.



When you have chosen the filled out excel template to upload, a pop-up will appear and show a list of areas that you can select to upload. Which areas you can choose between depends on what you have chosen in the Overview regarding where you are “Obligated to report to”.



None of the areas are selected by default. Each area represents the information that you have added into each tab in the Excel Template. You need to choose which areas you want upload information into the interface by ticking the boxes. Only the selected areas information will be uploaded.



WARNING - Based on the selected areas, the information, as filled out in the Excel template, will be added, overwritten or deleted in the respective sections in the interface. This cannot be undone.

Please read about how to fill out the excel template via the *User guide for Excel MSWSE EU Template* and *User guide for Excel MSWSE Sweden template*, you will find them on the home page [User guide and technical information](#).

Crew

▼ Crew

0 arriving
0 departing

Crew at Göteborg

+ Add crew member

↑ Upload list

Waive from reporting crew manually

Crew's effects

+ Report crew's effects

Reporting crew is mandatory. You need to report the crew members and Crew's effects. Click on "+Add crew member".

▼ Crew

1 arriving
1 departing

Crew at Göteborg

1. Delete Done

Boarding

Rank or rating

Given name

Family name

Nationality

Birth date

Place of birth

Gender

ID type

ID number

+ Add crew member

— Clear list

↑ Upload list

Masters at TEST SHIP SAFESEANET FOR MS

Arriving master

Departing master

Waive from reporting crew manually

Crew's effects

+ Report crew's effects

Here you can choose to fill in the crew manually or upload a completed Excel Template under "Upload list".

When reporting only the number of crew on board, select "Waive from reporting crew manually" and add the number of crew members that are arriving and departing as well as the master.

▼ Crew

0 arriving
0 departing

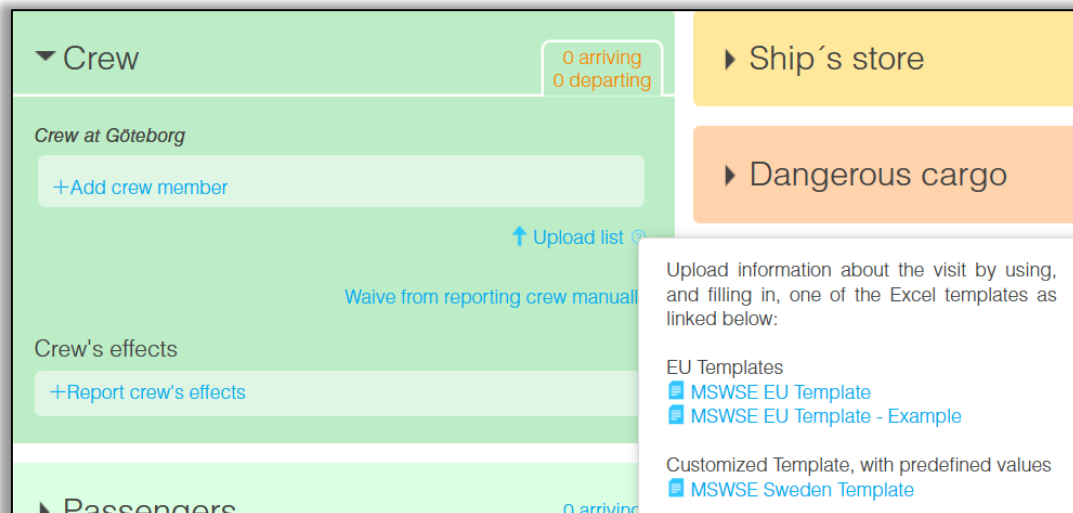
At arrival

At departure

Crew members

Master

Report crew members manually



You can choose to upload information about crew by uploading a completed Excel template. Make sure you have the latest version of the template by clicking on the question mark (?), right next to “[Upload list](#)” to download the Excel template. You can download the following templates:

- *MSWSE EU Template* (EU Templates)
- *MSWSE EU Template – Example* (EU Templates with example data)
- *MSWSE Sweden Template* (Customized Template, with drop downs)

To read more about how to fill out the excel template please see the User Guides *User guide for Excel MSWESW EU Template* and *User guide for Excel MSWSE Sweden template*, you will find the latest version on the home page [User guide and technical information](#).

Crew change

▼ Crew 1 arriving 1 departing

Crew at Göteborg

1. Delete Done

Boarding Transit

Rank or rating

Given name

Family name

Nationality

Birth date yyyy-mm-dd

Place of birth

Gender -

ID type -

ID number

+Add crew member

-Clear list Upload list

To report a Crew change in MSW Reportal, you open the field "Boarding".

For each crew member you have to choose if they are "Transit", "Embarking" or "Disembarking".

You can choose to upload information about crew change through an filled out excel template. To read more about how to fill out the excel template please see the User Guides *User guide for Excel MSWESW EU Template* and *User guide for Excel MSWSE Sweden template*, you will find the latest version on the home page [User guide and technical information](#).

Crew's Effect

Crew's effect (equivalent FAL form 4) shall be reported for each crew member via "+Add crew" in the section "Crew's effects".

To report crew's effects in the interface use "+Add Crew".

You need to fill in

- "Rank or rating"
- "Given name"
- "Family name"
- "Type" of belongings
- "Quantity"

If you choose the type "Miscellaneous" the field "Description" will also be required.

The types of articles that are available to choose from are the following:

Type of article

- Alcoholic Spirits
- Other AlcoholicSpirits
- Wine
- Cigarettes
- Cigars
- Tobacco
- Fuels
- Lubricants
- Drugs
- Flesh and flesh products
- Firearms
- Ammunition
- Animals
- Fortified wine
- Light wine
- Beer
- Miscellaneous

Quantity

- liters
- liters
- liters
- number of article
- number of article
- kilogram
- liters
- liters
- kilogram
- kilogram
- number of article
- number of article
- number of article
- liters
- liters
- liters
- number of article

Crew's effects

Crew's effects arriving at Otterbäcken.

1. 2 - Maria Johansson	Edit
2. Erik Andersson	Edit
3. Anna Karlsson	Edit
4. Lars Nilsson	Edit
5. 2 - Margareta Eriksson	Edit
6. Karl Larsson	Edit
7. 2 - Elisabeth Olsson	Edit
8. Anders Persson	Edit
9. 2 - Johan Svensson	Edit
10. Kim Gustafsson	Edit

[+Add crew](#)

Crew members with articles to declare are highlighted in the list with black text, while those who have nothing to declare are highlighted in grey text.

Crew's effects arriving at Göteborg.

1. Erik Andersson [Delete](#) [Done](#)

Rank or rating:

Given name:

Family name:

Effects

[+Add effect](#)

☒ Nothing to declare

[+Add crew](#)

If a member of the crew has no belongings you must fill in:

- "Rank or rating"
- "Given name"
- "Family name"
- Tick the box "Nothing to declare".

If you choose to upload Crews Effects via a completed excel template, use "[Upload list](#)"-button. You can read more about how to fill out the excel template in the User Guides *User guide for Excel MSWESW EU Template* and *User guide for Excel MSWSE Sweden template*, you will find the latest version on the home page [User guide and technical information](#).

Crew's effects

Crew's effects arriving at Göteborg.

[+Add crew](#)

[↑ Upload list](#)

[—Don't report crew's effect](#)

Passengers

Under the section “Passengers”, information must be provided about the passengers staying on board. Select “+Add passenger” to continue.

The following information must be entered for each passenger:

- Boarding (Mandatory)
- Given name (Mandatory)
- Family name (Mandatory)
- Nationality (Mandatory)
- Birth date (Mandatory)
- Place of birth
- Gender (Mandatory)
- ID-type
- ID-number
- Require special care

You can choose to fill in passengers manually, or report passengers by uploading a completed Excel file under “Upload list”.

When reporting transit passengers, enter “Transit” under “Boarding”.

If you need to report stowaways, tick the checkbox “Stowaway”. Pre-populated choices will then be filled in the mandatory fields.

When reporting only the amount of passengers staying on board, select [“Waive from reporting passengers manually”](#).

Continue to enter the amount of passengers on board at arrival and at departure.

You can choose to upload information about passengers by uploading a completed Excel template. Make sure you have the latest version of the template by clicking on the question mark (?), right next to [“Upload list”](#) to download the Excel template. You can download the following templates:

- MSWSE EU Template (EU Templates)
- MSWSE EU Template – Example (EU Templates with example data)
- MSWSE Sweden Template (Customized Template, with drop downs)

Please read more about how to fill out the excel template in the User Guides, *User guide for Excel MSWESW EU Template* and *User guide for Excel MSWSE Sweden template*, you will find the latest version on the home page [User guide and technical information](#).

Documentation

▼ Documentation 1 document

Documents valid at time of arrival.

1. Delete Done

Type of document

Document number

Expiration date

Issuing date

Issuer

Issuer type

Status

Issuing place (Free text)

Issuing place (UN/LOCODE)

↑ Upload document (max 4 MB) ⓘ

Drag and drop document here

+ Add new item

If you need to attach documents to any authority, this is done under the section "Documentation".

There are six fields marked with **orange** text that are mandatory.

Accepted file formats are pdf, txt, rtf, doc, docx, xls, xlsx, jpg, png and tif.

The maximum size of the file is 4Mb.

You can upload the following documents:

Cargo at arrival

- Cargo manifest (785)
- Customs authorisation (CAN)
- External community transit declaration T1(821)
- House bill of lading (714)
- Internal community transit declaration T2 (822)
- Internal community transit declaration (T2F)
- Manifest – level 2 (LE2)
- Manifest – RSS mixed goods (RS2)
- Manifest with EU-status (KOD)
- Master bill of lading (714)
- Proof of Union status for fishery products (T2M)
- T2L document that proves EU-status (825)

Cargo at departure

- Cargo Declaration at Departure (CDD)

Victualling

- Application for victualling (PRO)
- Request for victualling (BUP)

Other custom documents

- Other custom documents (ZZZ)

Other

- Bunker certificate
- Certificate of registry (COR)
- Oil damage certificate

Provisions: Provisioning must be notified only when applying for victualling for a specific occasion or at request for victualling. If you have general provisioning authorization this shall be dealt with on the basis of the conditions contained in the authorization and should not be reported in MSW.

Oil damage certificate/Bunker certificate: does not need to be reported. However, it should be presented if the authorities request it for control purposes.

T2L: a commodity customs status is determined by whether it is a union or non - union. A union commodity is to be a product originating in, or imported into, the EU. Under certain circumstances, goods status needs to be verified. A common way to prove union status is through T2L.

NOTE! The following is important to remember when you attach documents.

When you choose to attach the document, it is important that you also perform the step "[Upload document](#)". If this step is not performed, the relevant authorities only to get an indication that the document exists and that it will be sent later. To ensure that the right document is attached at the right time, the

Customs recommend that you attach documents at the same time as you report other information.

Deletions of document - In this dialog, you can also "[Delete](#)" a document. The Swedish Customs saves all documents that have been submitted. If you choose

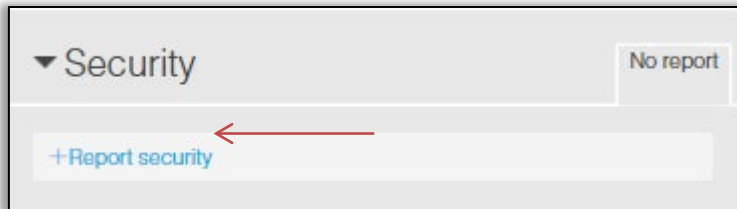
"Remove" the document it will be disabled at the Swedish Customs.

If the Swedish Customs has made a decision on an attached document, the Customs does not allow the attached document to be removed. Any attempt to remove the document after a decision will be rejected with an error message.

Should such situation arise, it is important that you have the reference number of the document and the document to restore the information in MSW Reportal.

Security

To report maritime security you do so in the section “Security” and use “+Report security”.



Under “Security” it’s necessary to state “Security level (ISPS)”, “Port Facility Security Code”, “Valid ISSC document on board”, “The last 10 calls” and “Ship-to-ship activities”.

A screenshot of the 'Security' form. At the top, there's a 'Security' header with a dropdown arrow and a red 'Report created' notification. Below the header is a blue link 'Upload security' with a question mark icon. A red arrow points from this link to a tooltip. The tooltip text says: 'Upload information about the visit by using, and filling in, one of the Excel templates as linked below:'. Below this, it lists 'EU Templates' with links for 'MSWSE EU Template' and 'MSWSE EU Template - Example', and a 'Customized Template, with predefined values' with a link for 'MSWSE Sweden Template'. The form itself contains fields for 'Security level (ISPS)' (set to '1 - Normal'), 'Port facility security code' (SEGOT -), and 'Valid ISSC document is onboard' (radio buttons for Yes/No). Below these is a section for 'Route' with a list of port calls: 'Current port of call - 2024-09-03 - Göteborg', '1. - Sydney' (with an 'Edit' link), and a red bar saying 'ATA is required'. There's a '+Add missing port of call' link and an 'Upload list' button. At the bottom, there's a 'Ship-to-ship activities' section with a '+Add an activity' link and another 'Upload list' button. A '-Don't report security' link is at the very bottom.

You can choose to enter information into the interface manually or upload information about security by uploading a completed Excel template. Make sure you have the latest version of the template by clicking on the question mark (?), right next to “Upload list” to download the Excel template. You can download the following templates:

- MSWSE EU Template (EU Templates)
- MSWSE EU Template – Example (EU Templates with example data)
- MSWSE Sweden Template (Customized Template, with drop downs)

The tab with Security in the Excel EU template appears as the picture below, with or without example data. The tab contains the "Security level (ISPS)", "Port Facility Security Code," "ISSC document", "Last 10 ports" and "Ship-to-ship activities".

	A	B	C	D	E	F	G	H
5	SECURITY							
7	*Valid ISSC MANDATORY	(*)ISSC Issuer (MANDATORY if Government or RSO is filled out)	*ISSC – Type of document MANDATORY	(*)Issuer Type (MANDATORY if ISSC Issuer is filled out)	ISSC Expiration date	(*)Comments (MANDATORY if Valid ISSC is NO)	*ISSC document number MANDATORY	ISSC Issuing Date
8	Yes	Lloyd's Register	International Ship Security Certificate	RSO	2023-08-15		123456789	2022-06-01
10	Security level (ISPS)	SSP onboard	SSO Family Name	SSO Given Name	SSO Phone (24/7)	SSO E-mail	SSO Fax	Port facility security code (GISIS)
11	2		Larsson	Lars	+46123456789	lars.larsson@mail.com	123456789	0123
12	Route - Last 10 ports							
14	*Date of arrival MANDATORY	*Date of departure MANDATORY	*Port (UN/LOCODE) MANDATORY	*Port facility code (GISIS) MANDATORY	Security level	Special or additional security measures taken by the ship		
15	2023-01-01	2023-01-04	SESTO	0001	1			
16	2023-01-05	2023-01-08	NOOSL	0023	2			
17	2023-01-09	2023-01-12	FIHEL	0045	3			
18	2023-01-13	2023-01-16	GBLON	0067	1			
19	2023-01-17	2023-01-20	NLAMS	0089	2			
20	2023-01-21	2023-01-24	USNYC	0111	3			
21	2023-01-25	2023-01-28	HKHKG	2233	1			
22	2023-01-29	2023-02-01	BRRIQ	0155	2			
23	2023-02-02	2023-02-05	ARBUE	0177	3			
24	2023-02-06	2023-02-09	AUSYD	1199	1			
25	Ship to ship activities							
27	*Start date MANDATORY	*End date MANDATORY	(*)Location (MANDATORY if Longitude/Latitude is not filled out)	(*)Latitude (MANDATORY if Longitude is filled out, also if Location is not filled out)	(*)Longitude (MANDATORY if Latitude is filled out, also if Location is not filled out)	*Ship to-ship activity MANDATORY		
28	2023-01-01	2023-01-02		-90	-180	PassengerMovement		
29	2023-01-03	2023-01-04	SEGOT			TakingBunkers		
30	2023-01-05	2023-01-06		-62.24	-122.46	ChangingCrew		
31	2023-01-07	2023-01-08		-48.36	-93.69	TakingSupplies		
32	2023-01-09	2023-01-10		-34.48	-64.92	repair		
33	2023-01-13	2023-01-14	Norrköping			CrewMovement		
34	2023-01-15	2023-01-16		7.16	21.39	QuarantineInspection		
35	2023-01-17	2023-01-18		21.04	50.16	UnloadingCargo		
36	2023-01-19	2023-01-20		34.92	78.93	LoadingCargo		

Route – 10 most recent port of calls (Route - 10 last ports)

- Dates should be entered (Accepted formats of date in the Excel MSWSE EU Template are YYYY-MM-DD or YYYY/MM/DD or YYYY.MM.DD or DD-MM-YYYY or DD/MM/YYYY or DD.MM.YYYY).
- Port must be given to UN/LOCODE example: SEGOT
- Port facility security code is a code with four digits for example: 1234
- Security level shall be indicated by a number (1,2 or 3) ex 3

“Port facility security code” you can find by signing up for a free account at the following website: [IMO Web Accounts](https://www.imo.org/Public/ISPS/Download.aspx)

When logged in to GISIS, you can click on "Maritime Security" and then "Download" to download the lists in CSV-format (compatible with Excel) with all countries approved port facility security codes.

<https://gisis.imo.org/Public/ISPS/Download.aspx>

- Port facility security code for unknown port: 9999
- Port facility security code for anchorage area: 8888

TIP! Hold the cursor on the part of the text to get information about what to enter and what format it should be written in.

A	B	C	D	E	
SECURITY					
*Valid ISSC MANDATORY	(*ISSC Issuer (MANDATORY if Government or RSO is filled out)	*ISSC – Type of document MANDATORY	(*ISSC Issuer Type (MANDATORY if ISSC Issuer is filled out)	Choose Issuer Type RSO (Regional Security Office) GVT (Government)	
Yes	Lloyd's Register	ISSC	RSO		
Security level (ISPS)	The security levels according to the ISPS code: 1, 2 or 3		SSO Given Name	SSO Phone (24/7)	SSO E
2			Lars	+46123456789	lars.
Route - Last 10 ports					
*Date of arrival MANDATORY	*Date of departure MANDATORY	*Port (UNLOCODE) MANDATORY	*Port facility code (GISIS) MANDATORY	Security level	Spect
2023-01-01	2023-01-04	SESTO	0001	1	
2023-01-05	2023-01-08	NOOSL	0023	2	
2023-01-09	2023-01-12	FIHEL	0045	3	
2023-01-13	2023-01-16	GBLON	0067	1	
2023-01-17	2023-01-20	NLAMS	0089	2	
2023-01-21	2023-01-24	USNYC			

Security

Report created

Upload security

Security level (ISPS)

2 - Heightened

Port facility security code

SEGOT - 0123

Valid ISSC document is onboard

☒ Yes ☐ No

International Ship Security Certificate (ISSC)

Edit

Advanced

Route

The next and 10 most recent port of calls for VICTORIA.

Current port of call - 2024-11-28 - Göteborg

1. 2023-02-06 - Sydney

Edit

2. 2023-02-02 - Buenos Aires

Edit

3. 2023-01-29 - Rio de Janeiro

Edit

4. 2023-01-25 - Hong Kong

Edit

5. 2023-01-21 - New York

Edit

6. 2023-01-17 - Amsterdam

Edit

7. 2023-01-13 - London

Edit

8. 2023-01-09 - Helsingfors (Helsinki)

Edit

9. 2023-01-05 - Oslo

Edit

10. 2023-01-01 - Stockholm

Edit

Clear list

Upload list

Ship-to-ship activities

Any activities before arrival.

1. 2023-01-01 - Passenger movement

Edit

2. 2023-01-03 - Taking bunkers

Edit

3. 2023-01-05 - Changing crew

Edit

4. 2023-01-07 - Taking supplies

Edit

5. 2023-01-09 - Repair

Edit

6. 2023-01-13 - Crew movement

Edit

7. 2023-01-15 - Quarantine inspection

Edit

8. 2023-01-17 - Unloading cargo

Edit

9. 2023-01-19 - Loading cargo

Edit

10. 2023-01-21 - Cargo tank cleaning

Edit

11. 2023-01-23 - De-gassing

Edit

12. 2023-01-25 - Waste disposal

Edit

13. 2023-01-27 - Lightering

Edit

Add an activity

Clear list

Upload list

Don't report security

When you upload the Excel template, it looks as described above. The information in the template is automatically positioned in the right place.

Would you rather enter all data manually in the interface, you will fill in the "Port Facility Security Code".

If valid ISSC document is onboard choose "Yes".

"Type of document" and "Document number" are mandatory to fill out.

You can find the "Port facility security code" by signing up for a free account at the following website: [IMO Web Accounts](#)

For the 10 most recent port of calls it is mandatory to fill in "Port", "Port facility security code" and "Date of arrival/departure" for each call.

Note - the chosen "Port" will automatically update "Previous port city" in the "Overview".

Route

The next and 10 most recent port of calls for TESTFARTYG1.

Current port of call - 2016-04-24 - Karlshamn

1st prev. port of call - Riga	Edit
2:nd prev. port of call - Stockholm	Edit
3:rd prev. port of call - Pärnu	Edit
4:th prev. port of call - Hargshamn	Edit
5:th prev. port of call - Pärnu	Edit
6:th prev. port of call - Avedøreværkets Havn	Edit
7:th prev. port of call - Pärnu	Edit
8:th prev. port of call - Avedøreværkets Havn	Edit
9:th prev. port of call - Pärnu	Edit
10:th prev. port of call - Avedøreværkets Havn	Edit

— Clear list ↑ Upload list

Ship-to-ship activities

Any activities before arrival.

+ Add an activity

↑ Upload list

— Don't report security

This is how it looks like when you have chosen to report the 10 most recent port of calls manually.

— Clear list ↑ Upload list

Ship-to-ship activities

Any activities before arrival.

1. - Delete Done

Activity

Start date

End date

Location

Latitude / Longitude /

+ Add an activity

↑ Upload list

— Don't report security

Activities such as bunkering and lightering (prior to arrival) should be reported under “Ship-to-ship activities”.

Fill in “Activity”, “Start/End date”, “Location” and “Latitude/Longitude”. Press “Done”.

Read more about maritime security at the [website of Swedish Coast Guard](#).
Read more about Maritime and port security at the [website of the Swedish Transport Agency](#).

Sanitary Certificate (SAN)" and "Declaration of health"

Under the section for Health you report "Sanitary Certificate (SAN)" and "Declaration of health". Click in the box "A valid sanitary certificate exists onboard".



▼ Health No report

☐ A valid sanitary certificate exists onboard

Declaration of health should only be reported when ⓘ

☐ Infectious substances onboard ⓘ

☐ The ship or anyone onboard has visited infected areas ⓘ

☐ Infectious disease onboard ⓘ

[+Report declaration of health ⓘ](#)

Declaration of health may be reported if the ship arrives to a Swedish port from a foreign port and must be submitted at the latest on arrival.



▼ Health No report

☒ A valid sanitary certificate exists onboard

[+Add information regarding sanitary certificate ⓘ](#)

Declaration of health should only be reported when ⓘ

☐ Infectious substances onboard ⓘ

☐ The ship or anyone onboard has visited infected areas ⓘ

☐ Infectious disease onboard ⓘ

[+Report declaration of health ⓘ](#) ←

Declaration of health is mandatory if:

- **Infectious substances onboard**
- **The ship or anyone onboard has visited infected areas**
- **Infectious disease onboard** (According to Law (2006:1570) protection against international threats to health)

Is there none of this, your reporting on "Health" is completed and you can proceed.

▼ Health Report created

☒ A valid sanitary certificate exists onboard

[+Add information regarding sanitary certificate ?](#)

☐ Infectious substances onboard ?

☐ The ship or anyone onboard has visited infected areas ?

☐ Infectious disease onboard ?

☐ Ill persons greater than expected ?

☐ Ill animals onboard ?

☐ Medical personel consulted ?

☐ Someone died onboard

☐ Stowaways have been found onboard

Specific persons ?

[+Add person](#)

Sanitary measures

[+Add new item](#)

☐ Re-inspection required

[—Don't report declaration of health](#)

Goods to declare

▼ Goods to declare No declaration reported **All cargo at arrival** 0 vehicles

[+Report cargo declaration for unloading of foreign goods](#)

Here you report cargo to be unloaded.

Here are three tabs: "No declaration reported" and "Vehicle". Depending on whether the previous port is outside EU, also "All cargo at arrival". This is the part of MSW Reportal where you report cargo to be cleared through customs.

▼ Goods to declare **All cargo at arrival** Cargo to unload Cargo to load 0 vehicles

Presentation notification for goods ⓘ

[+Add presentation notification for goods](#)

[↑ Upload list](#) ⓘ

Goods to be unloaded ⓘ

[+Add goods](#)

[-Remove cargo declaration. No foreign goods to unload.](#)

If you choose to report cargo declaration under "No declaration reported", you will see the tabs "Cargo to unload" and "Cargo to load". Depending on whether the previous port city is outside EU you will see "All cargo on arrival".

Note that when you click on "+Report cargo declaration for unloading of foreign goods", it becomes mandatory to continue this reporting.

Any arriving cargo? ☒ Yes ☐ No

Total weight of cargo to unload ⓘ ton ←

Short description of all cargo onboard on arrival

Note that the total weight of all cargo to unload should be stated in the "Overview".

All cargo at arrival

All cargo at arrival – **only when the previous port is outside the EU.**

Pre-arrival information regarding goods entering the European Union shall be submitted to a customs office. The entry summary declaration must be submitted in the common EU Import Control System (ICS2) before the goods enter the EU.

Read more about [Information to submit when importing by sea](#)

When the first office of entry in the EU is located in Sweden, a reference to the entry summary declaration (ENS) for all goods on board at arrival should be reported in MSW Reportal.

The reference to use is the Entry Key information (IMO + Estimated Date of Arrival registered in the ENS). It is also possible to complement the Entry Key with ENS MRN.

If you have arriving cargo and previous port is outside the EU you will see the tab **All cargo at arrival** in the panel Goods to declare.

▼ Goods to declare

All cargo at arrival | Cargo to unload | 0 vehicles

When the previous port is outside the EU and you have cargo on board, a reference to your summary entry declarations (ENS) must be provided for all cargo on board.

+References to ENS for all incoming cargo

When you have access to ENS references for the arriving goods select **“+References to ENS for all incoming cargo”**

Note! This must be done before the ATA is set in order for the unloading decision to be made on arrival.

▼ Goods to declare

All cargo at arrival | Cargo to unload | 0 vehicles

When the previous port is outside the EU and you have cargo onboard, a reference to your summary entry declaration (ENS) must be provided for all cargo.

If you have an exempt from declaring ENS, no reference is needed instead please state the exception below.

Entry key information declared in pre-lodged ENS

Estimated arrival date in ENS: 2025-05-27

MRN, reference to pre-lodged ENS

MRN-numbers of all cargo at arrival

+Add new item

☐ Exempt from declaring Entry Summary Declarations (ENS)

—Remove reference to ENS for arriving cargo

When reporting “All cargo at arrival” the Entry Key is mandatory

Enter the **“Estimated arrival date in ENS”**. Note that this may differ from the ships ETA/ATA.

▼ Goods to declare All cargo at arrival Cargo to unload 0 vehicles

When the previous port is outside the EU and you have cargo onboard, a reference to your summary entry declaration (ENS) must be provided for all cargo.

If you have an exempt from declaring ENS, no reference is needed instead please state the exception below.

Entry key information declared in pre-lodged ENS

Estimated arrival date in ENS 2025-05-27

MRN, reference to pre-lodged ENS

MRN-numbers of all cargo at arrival

[+Add new item](#)

☐ Exempt from declaring Entry Summary Declarations (ENS)

[-Remove reference to ENS for arriving cargo](#)

If you wish to add ENS-MRN select “[+Add new item](#)” under “MRN-number of all cargo at arrival”.

▼ Goods to declare All cargo at arrival Cargo to unload 0 vehicles

When the previous port is outside the EU and you have cargo onboard, a reference to your summary entry declaration (ENS) must be provided for all cargo.

If you have an exempt from declaring ENS, no reference is needed instead please state the exception below.

Entry key information declared in pre-lodged ENS

Estimated arrival date in ENS 2025-05-27

MRN, reference to pre-lodged ENS

MRN-numbers of all cargo at arrival

1. 25SEHC6BNNT2CGOAT5 Delete Done

ENS MRN 25SEHC6BNNT2CGOAT5

[+Add new item](#)

[-Clear list](#)

☐ Exempt from declaring Entry Summary Declarations (ENS)

[-Remove reference to ENS for arriving cargo](#)

Add **ENS-MRN** (master consignment level)

▼ Goods to declare All cargo at arrival Cargo to unload 0 vehicles

When the previous port is outside the EU and you have cargo onboard, a reference to your summary entry declaration (ENS) must be provided for all cargo.

If you have an exempt from declaring ENS, no reference is needed instead please state the exception below.

Entry key information declared in pre-lodged ENS

Estimated arrival date in ENS 2025-05-28

MRN, reference to pre-lodged ENS

MRN-numbers of all cargo at arrival

[+Add new item](#)

☐ Exempt from declaring Entry Summary Declarations (ENS)

[-Remove reference to ENS for arriving cargo](#)

Exemption from entry summary declaration

If there is an exception to leave a pre-notification, please state this.

Tick the box “Exempt from declaring Entry Summary Declarations (ENS)”

▼ Goods to declare

All cargo at arrival

Cargo to unload

0 vehicles

When the previous port is outside the EU and you have cargo onboard, a reference to your summary entry declaration (ENS) must be provided for all cargo.

If you have an exempt from declaring ENS, no reference is needed instead please state the exception below.

Entry key information declared in pre-lodged ENS

Estimated arrival date in ENS

MRN, reference to pre-lodged ENS

MRN-numbers of all cargo at arrival

[+Add new item](#)

☐ Exempt from declaring Entry Summary Declarations (ENS)

[-Remove reference to ENS for arriving cargo](#)

If you need to remove the information "All cargo on arrival", you can select

["-Remove reference to ENS for arriving cargo"](#)

Keep in mind that the information must be in place before the ATA is set in order for unloading decisions to be made on arrival.

Cargo to unload

Presentation notification for goods entering the customs territory of the Union should always be given to the customs authority. The requirement to present goods to customs applies to goods that are unloaded in Sweden.

If non-EU goods have been transhipped to a new means of transport in a previous EU port and the manifest constitutes the declaration for temporary storage, i.e. when a Temporary storage declaration (TSD) hasn't been submitted directly to the Customs Authority, the presentation notification does not need to be submitted when unloading at the Swedish port. However information about the port of loading, weight and type of cargo must be provided, as well as references to the subsequent customs procedure. Read more under the heading "Goods to be unloaded".

For permission to unload at arrival and to get the cargo declaration approved, all relevant information about the cargo to be unloaded needs to be in place latest at ATA.

▼ Goods to declare

All cargo at arrival Cargo to unload Cargo to load vehicles 0

Presentation notification for goods ⓘ

+Add presentation notification for goods

↑ Upload list ⓘ

Goods to be unloaded ⓘ

+Add goods

—Remove cargo declaration. No foreign goods to unload.

For **Presentation notification** you need to report at least one of

- reference to declaration for temporary storage submitted to the Customs (Non-EU goods)
- reference to ENS (entry summary declaration) (Non-EU goods) goods.
- reference to the Proof of Union Status e.g. PoUS MRN (EU goods)

Note! The ENS-MRN and transport **document** number that you present must be found on the **same ENS** and at the same level, i.e. **master** or **house**. If you wish to present the goods at container level, the container number must be at master level. When referring to ENS of Type F10 or F13 the presentation must be submitted at master level.

The format of the transport document number must be exactly the same as stated in the summary import declaration (ENS) and the declaration for temporary storage (TSD).

- The format for the container should always be without any separators, and you cannot use the letters Å, Ä, or Ö.
- Contact the agent who provided the information if you are unsure about which details need to be submitted and at what level they should be indicated.

You can read more about Presentation notification for goods and temporary storage declarations [here](#).

For **goods to be unloaded** you need to report

- port of loading
- origin of the goods
- weight
- type of goods and commodity code
- If the goods to be unloaded are non-EU goods a reference to the subsequent customs procedure must be stated.

Read more about [Ship's report and customs clearance](#) and [Information to submit when importing by sea](#)

Report through an Excel template

If you choose to use the Excel template, enter the information about the presentation notification for goods on the tab "Unloading goods".

To upload the information about presentation notification choose “[Upload list](#)” or drag and drop the file into Goods to declare.

If there already is information in "*Presentation notification for goods*" when you upload the Excel template, the existing information will be overwritten with what you upload.

▼ Goods to declare All cargo at arrival Cargo to unload Cargo to load 0 vehicles

Presentation notification for goods ⓘ

1. Non-EU goods - House	Edit
Previous document ENS (N355) - 25SE0000IUH84NUQT7	
Transport document no. (N705) - HCCdok20251003g	
2. Non-EU goods - House	Edit
Previous document TSD (N337) - 25SE0000IUH84XCTU6	
Exempt from referring to ENS	
Transport document no. (N705) - HC1_Transportdok	
3. Non-EU goods - House	Edit
Previous document TSD (N337) - 25SE0000IUH8407OU1	
Previous document ENS (N355) - 25SEXW8LB8H7LGCAT0	
Transport document no. (N705) - SIM18SOF75	
4. Non-EU goods - Master	Edit
Previous document ENS (N355) - 25SEL3916FCYOA3AT0	
Transport document no. (N704) - SIM1B9SO173	
5. Non-EU goods - Master	Edit
Previous document ENS (N355) - 25SE0000IUH8407ET2	
Transport document no. (N704) - TrpDokMasterDJ20251006b	
6. Non-EU goods - Master	Edit
Previous document TSD (N337) - 25SE0000IUH84Z34U0	
Exempt from referring to ENS	
Transport document no. (N704) - MC_Transportdok	
7. Non-EU goods - Master	Edit
Previous document TSD (N337) - 25SE0000IUH83ZU5U7	
Exempt from referring to ENS	
Transport document no. (N704) - MC_11-223344	
8. EU goods	Edit
Proof of Union Status - Supportingdok1	
9. EU goods	Edit
Proof of Union Status - 25SE0A40IGH12NSOP0	
10. Add presentation notification for goods	<< < 2 / 2 > >>

Example of reported Presentation notification for goods

By using “[+Add presentation notification for goods](#)” information can be added or edited after uploading the Excel Template.

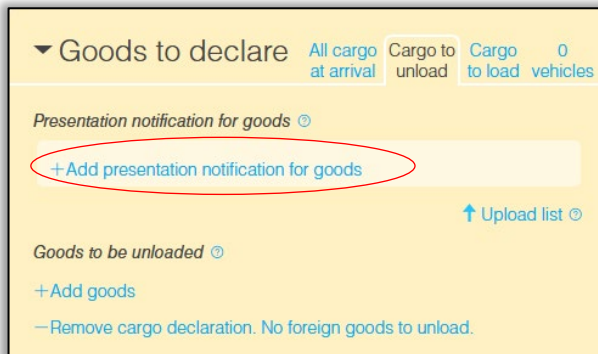
Filling in the Excel Template for “Presentation notification of goods”

The presentation notification of goods can be submitted by uploading a filled out Excel Template in MSW Reportal. Go to the "Goods to declare" section in the "Cargo to unload" panel.

To report the presentation notification of goods via the Excel template, start by downloading the Excel Template. You can download it from MSW Reportal, via “[Download Excel](#)” or download it from home page of [the Swedish Maritime Administration](#). From the home page you will also find User Guides to help while filling out the Excel Template, they are called “*User guide for Excel MSWSE EU Template*” and “*User guide for Excel MSWSE Sweden Template*”.

Report manually in MSW Reportal

You can report the information of the goods manually in the interface of MSW Reportal.



▼ Goods to declare All cargo at arrival Cargo to unload Cargo to load 0 vehicles

Presentation notification for goods ⓘ

+Add presentation notification for goods

↑ Upload list ⓘ

Goods to be unloaded ⓘ

+Add goods

—Remove cargo declaration. No foreign goods to unload.

Go to the tab “Cargo to unload”.

Choose “+Add presentation notification for goods”.



▼ Goods to declare All cargo at arrival Cargo to unload Cargo to load 0 vehicles

Presentation notification for goods ⓘ

1. Delete Done

Origin of the goods ⓘ ☒ EU ☐ Non-EU

+Add presentation notification for goods

—Clear list

↑ Upload list ⓘ

Goods to be unloaded ⓘ

+Add goods

—Remove cargo declaration. No foreign goods to unload.

Choose the **Origin of the goods**.

Origin of the goods = EU

When unloading union goods you need to provide proof of status. This can be done by referring to a PoUS MRN or by referring to supporting documents. If using supporting documents enter for example “SUPPORTINGDOCUMENT” in the field and then upload the document in MSW Reportal.

If the total value of the goods does not exceed EUR 15000, you can still use invoices and transport document as Proof of Union Status.

Enter **EU** for the *Origin of the goods*.

As *Proof of Union Status* enter:
PoUS MRN
or **“SUPPORTINGDOCUMENT”**

Add one new row per reference
“**+Add presentation notification of goods**”.

When using a supporting document, you also need to upload a goods manifest under the section “Documentation” in MSW Reportal.

Non-Union goods

Notification of the arrival of goods must be submitted for foreign goods unloaded in Sweden. There is an exception when it's non-union goods that have been transshipped in a previous EU port and there no TSD (Temporary Storage Declaration) submitted to the Swedish Customs in advance.

In cases where the goods being unloaded are covered by a TSD submitted to the Swedish Customs in advance, the TSD MRN should be provided along with a reference to Sid (summary import declaration).

In cases where the FAL2 constitutes the temporary storage declaration, you should only refer to Sid.

Enter the *Origin of the goods* to **Non-EU**.

Specify whether a

TSD has been submitted to the Swedish Customs in advance
(see pages below)
or if there is
Exempt from ENS (see pages below)

Present goods and refer to a ENS on master level

Presentation notification for goods ⓘ

1. Non-EU goods - Master Delete Done

Origin of the goods ⓘ ☐ EU ☒ Non-EU

☐ TSD declared to Swedish Customs ⓘ

☐ Exempt from referring to ENS ⓘ

Consignment level ⓘ Master

Previous document ENS (N355) ⓘ 24SE0000IUGRABF2U1

Transport document no. (N704) ⓘ MC-TransportDocB2

Container number

Receptacle

[+Add presentation notification for goods](#)

Enter *consignment* to “**Master**”

Enter the *ENS MRN* and the associated transport document number on master level.

The ENS MRN and transport document number must be found on the same ENS at master level.

Presentation notification for goods ⓘ

1. Non-EU goods - Master Delete Done

Origin of the goods ⓘ ☐ EU ☒ Non-EU

☐ TSD declared to Swedish Customs ⓘ

☒ Exempt from referring to ENS ⓘ

Consignment level ⓘ Master

Previous document ENS (N355) ⓘ

Transport document no. (N704) ⓘ MC-TransportDocB2

Container number

Receptacle

[+Add presentation notification for goods](#)

If you have exempt from ENS you only need to provide the Transport document number tick the checkbox “**Exempt from ENS**”.

To add a new consignment use “[+Add presentation notification for goods](#)”.

When all goods are presented press “[Done](#)”.

Present goods and refer to a ENS on container level

Presentation notification for goods ⓘ

1. Non-EU goods - Master Delete Done

Origin of the goods ⓘ ☐ EU ☒ Non-EU

☐ TSD declared to Swedish Customs ⓘ

☐ Exempt from referring to ENS ⓘ

Consignment level ⓘ Master

Previous document ENS (N355) ⓘ 24SEQY5O5OHFMTNAT

Transport document no. (N704) ⓘ MC-TransportDocD7

Container number CONTAINER123123

Receptacle

[+Add presentation notification for goods](#)

[-Clear list](#) [Upload list](#) ⓘ

Enter *consignment* “**Master**”.

Enter the *ENS MRN* and the associated transport document number on master level.

ENS MRN, transport document number and container number (or receptacle) must all be found on the same ENS at the master level.

Presentation notification for goods

1. Non-EU goods - Master

Origin of the goods ☐ EU ☒ Non-EU

☐ TSD declared to Swedish Customs

☒ Exempt from referring to ENS

Consignment level: Master

Previous document ENS (N355):

Transport document no. (N704): MC-TransportDocD7

Container number: CONTAINER123123

Receptacle:

+ Add presentation notification for goods

- Clear list

+ Upload list

If you have exempt from ENS tick the checkbox **“Exempt from ENS”**.

Enter the Transport document number and the *container number* or the *receptacle*.

The ENS-MRN, transport document number and container number must be found on the same ENS and on master consignment level.

To add a new consignment use **“+Add presentation notification for goods”**.
When all goods are presented press **“Done”**.

Present on goods and refer to ENS on house level

▼ Goods to declare

All cargo at arrival | Cargo to unload | 0 vehicles

Presentation notification for goods

1. HC - 24SE3EXAJIRJSNSA... SIMYPBH1563

Origin of the goods ☐ EU ☒ Non-EU

Consignment: House

☐ Exempt from ENS

ENS MRN: 24SE3EXAJIRJSNSAT9

Transport document no.: SIMYPBH1563

+ Add presentation notification for goods

- Clear list

+ Upload list

Goods to be unloaded

+ Add goods

- Remove cargo declaration. No foreign goods to unload.

Enter *consignment* **“House”**

Enter the *ENS MRN* and the associated transport document number on house level.

The ENS MRN and transport document number must be found on the same ENS at House level.

Presentation notification for goods

1. Non-EU goods - House Delete Done

Origin of the goods ☐ EU ☒ Non-EU

☐ TSD declared to Swedish Customs

☒ Exempt from referring to ENS

Consignment level

Previous document ENS (N355)

Transport document no. (N705)

[+Add presentation notification for goods](#)

[-Clear list](#) [Upload list](#)

If you have exempt from ENS you only need to provide the Transport document number and tick the checkbox **“Exempt from ENS”**.

You can report multiple house belonging to the same master or to different masters.

To add a new consignment use **“+Add presentation notification for goods”**. When all goods are presented press **“Done”**

Present on goods covered by a TSD and refer to ENS on master level

Presentation notification for goods

1. Non-EU goods - Master Delete Done

Origin of the goods ☐ EU ☒ Non-EU

☒ TSD declared to Swedish Customs

Previous document TSD (N337)

☐ Exempt from referring to ENS

Consignment level

Previous document ENS (N355)

Transport document no. (N704)

Container number

Receptacle

[+Add presentation notification for goods](#)

Tick the checkbox **“TSD declared to Swedish Customs”**

Enter **TSD-MRN**

Enter *consignment* **“Master”**.

Enter **ENS-MRN**

Enter **Transport document no.**

All ENS references must be found at the Master level on the declaration for temporary storage (TSD)

Anmälan av varors ankomst

1. Ikke EU-gods - Master Ta bort Klar

Godsets tullstatus ☐ EU ☒ Ikke EU

☒ DTL lämnad till Tullverket

Tidigare dokument DTL (N337)

☒ Undantag från att referera till Sid

Försändelsenivå

Tidigare dokument Sid (N355)

Transportdokumentnr. (N704)

Containernummer

Behållare

[+Lägg till anmälan av varors ankomst](#)

[-Rensa lista](#) [Ladda upp lista](#)

If you have exempt from ENS tick the checkbox **“Exempt from ENS”**. You only need to provide the **TSD-MRN** and the **Transport document number**.

Present on goods covered by a TSD and refer to Containers

Presentation notification for goods ⓘ

1. Non-EU goods - Master Delete Done

Origin of the goods ⓘ ☐ EU ☒ Non-EU

☒ TSD declared to Swedish Customs ⓘ

Previous document TSD (N337) ⓘ 24SE0000IUGJV1F8U9

☐ Exempt from referring to ENS ⓘ

Consignment level ⓘ Master ▼

Previous document ENS (N355) ⓘ 24SEQY5O5OHFMTNAT

Transport document no. (N704) ⓘ MC-TransportDocB3

Container number ⓘ CONTAINER123

Receptacle ⓘ

+Add presentation notification for goods

Tick the checkbox **“TSD declared to Swedish Customs”**

Enter **TSD-MRN**

Enter *consignment* **“Master”**.

Enter **ENS-MRN**

Enter **Transport document no.**

Enter the **container** number

All ENS references must be found at the Master level on the declaration for temporary storage (TSD).

Presentation notification for goods ⓘ

1. Non-EU goods - Master Delete Done

Origin of the goods ⓘ ☐ EU ☒ Non-EU

☒ TSD declared to Swedish Customs ⓘ

Previous document TSD (N337) ⓘ 24SE0000IUGJV1F8U9

☒ Exempt from referring to ENS ⓘ

Consignment level ⓘ Master ▼

Previous document ENS (N355) ⓘ

Transport document no. (N704) ⓘ MC-TransportDocB3

Container number ⓘ CONTAINER123

Receptacle ⓘ

+Add presentation notification for goods

If you have exempt from ENS tick the checkbox **“Exempt from ENS”**. You only need to provide the **TSD-MRN**, the **Transport document number** and container number

The transport document number must be found at the Master level on the declaration for temporary storage (TSD).

Present on goods covered by a TSD and refer to ENS on house level

Presentation notification for goods ⓘ

1. Non-EU goods - House Delete Done

Origin of the goods ⓘ ☐ EU ☒ Non-EU

☒ TSD declared to Swedish Customs ⓘ

Previous document TSD (N337) ⓘ 24SE00BA45OPJN78U3

☐ Exempt from referring to ENS ⓘ

Consignment level ⓘ House ▼

Previous document ENS (N355) ⓘ 24SE0089ZR43VQ2AT9

Transport document no. (N705) ⓘ HC-TransportDocB1

+Add presentation notification for goods

—Clear list ↑ Upload list ⓘ

Tick the checkbox “**TSD declared to Swedish Customs**”

Enter **TSD-MRN**

Enter *consignment* “**House**”.

Enter **ENS-MRN**

Enter **Transport document no.**

All ENS references must be found at the House level on the declaration for temporary storage (TSD).

Presentation notification for goods ⓘ

1. Non-EU goods - House Delete Done

Origin of the goods ⓘ ☐ EU ☒ Non-EU

☒ TSD declared to Swedish Customs ⓘ

Previous document TSD (N337) ⓘ 24SE00BA45OPJN78U3

☒ Exempt from referring to ENS ⓘ

Consignment level ⓘ House ▼

Previous document ENS (N355) ⓘ

Transport document no. (N705) ⓘ HC-TransportDocB1

+Add presentation notification for goods

—Clear list ↑ Upload list ⓘ

If you have exempt from ENS tick the checkbox “**Exempt from ENS**”. You only need to provide the **TSD-MR** and the Transport document number

The transport document number must be found at the House level on the declaration for temporary storage (TSD).

Goods to be unloaded

If you are unloading foreign goods at least one row with information about the goods needs to be reported in the interface. If you are about to unload both Union goods and non-Union goods you need to report at least one row for the EU goods and one for the non-EU goods.

You must specify the port of loading and for non-EU goods the subsequent customs procedure must be stated. You need to report one line per port of loading, and if there are different subsequent customs procedures, one row per customs procedure must be entered.

As the subsequent customs procedure you must state at least one of the following:

- A location of goods code (IG code) to indicate the temporary storage facilities or other place of unloading to which the goods are brought when unloaded.
- Enter “TSD” in cases there is a declaration for temporary storage submitted directly to the Customs Authority in advance. (The DTL-MRN should be reported in the Arrival Notification of goods.)
- Information about the following customs procedure, customs ID for a pre-lodged import or customs warehouse declaration
- NCTS MRN (transit number)

You also need to upload a cargo manifest under the section “Documentation”.

To add row, select “+Add goods” under “Goods to be unloaded”.

Reporting Union goods (C-status)

Enter the “*Port of loading*”.

Choose the “*Origin of the goods*” - “EU” for Union goods.

After reporting the status of the goods you need to report the type of goods, see “Type of goods” below.

Reporting non-Union goods (N-status)

▼ Goods to declare

Cargo to unload 0 vehicles

Presentation notification for goods ⓘ

+Add presentation notification for goods

↑ Upload list ⓘ

Goods to be unloaded ⓘ

1. Boston ⇒ Stockholm Delete Done

Port of loading USBOS - Boston

Origin of the goods ⓘ ☐ EU ☒ Non-EU

Reference to subsequent customs procedure ⓘ

DGZ-0-1111

+Add goods
-Clear list
-Remove cargo declaration. No foreign goods to unload.

Enter the “*Port of loading*”.
Choose the “*Origin of the goods*” - **Non-EU** (non-Union).

Reference to subsequent customs procedure. The reference can be reported as one of three things.

- Customs Id (Pre-lodged customs declaration ID)
- Goods storage (Location code of temporary storage facility (also known as DGZ, or DGT)
- NCTS MRN (Transit number)

After reporting the status of the goods you need to report the type of goods, see “*Type of goods*” below.

Type of goods

▼ Goods to declare

Cargo to unload 0 vehicles

Presentation notification for goods ⓘ

+Add presentation notification for goods

↑ Upload list ⓘ

Goods to be unloaded ⓘ

1. Boston ⇒ Stockholm Edit

Goods

1. Delete

Goods

Net

Total

+Add goods item

+Add goods
-Clear list
-Remove cargo declaration. No foreign goods to unload.

Enter the **type of goods** (Goods) and the **weight** (Net and Total).

The type of goods can be entered by searching by **name** or HS/KN8-number.

1. Delete Done

Goods

Show groups Show recently reported

Code	Description
01	+ LIVE ANIMALS
02	+ MEAT AND EDIBLE MEAT OFFAL
03	+ FISH AND CRUSTACEANS, MOLLUSCS AND OTHER AQUATIC INVERTEBRATES

Report crew members manually

1. Delete Done

Goods - Groups

Show tree structure Show recently reported

Minerals	Gas and Petroleum products	Goods carrier
Iron ore	Bitumen (Asphalt)	Empty containers
Granit, gneiss and sand	Crude Oil	Other empty carrier

▼ Goods to declare Cargo to unload 0 vehicles

Presentation notification for goods ⓘ

+Add presentation notification for goods

↑ Upload list ⓘ

Goods to be unloaded ⓘ

1. Boston ⇒ Stockholm Edit

Goods

1. 1000 t - Iron ores and concentrates, in... Delete Done

Goods

Code

Net t ▼

Total t

+Add goods item

+Add goods

—Clear list

—Remove cargo declaration. No foreign goods to unload.

To add a new goods item use “+Add goods item”.

When all the goods are presented press “Done”.

—Clear list ↑ Upload list ⓘ

Goods to be unloaded ⓘ

1. New York ⇒ Göteborg Edit

Goods

1. 200 t - Non-agglomerated iron ores a... Edit

+Add goods item

+Add goods

—Clear list

—Remove cargo declaration. No foreign goods to unload.

You need to report at least one row with “*Goods to be unloaded*” when unloading foreign goods.

In cases where presentation notifications are to be made, at least one row must also be included here.

Goods to be unloaded ⓘ

1. Boston ⇒ Stockholm Edit

Goods

1. 1000 t - Iron ores and concentrates, in... Edit

2. 2000 t - Granite, porphyry, basalt, san... Edit

+Add goods item

2. Amsterdam ⇒ Stockholm Edit

Goods

1. 3000 t - Salts, incl. table salt and dena... Edit

+Add goods item

3. Amsterdam ⇒ Stockholm Delete Done

Port of loading

Origin of the goods ⓘ ☒ EU ☐ Non-EU

+Add goods

—Clear list

—Remove cargo declaration. No foreign goods to unload.

Example with multiple rows.

Unloading cargo that are under the Customs supervision - Vehicles

▼ Goods to declare All cargo at arrival Cargo to unload Cargo to load 1 vehicles

All vehicles ⓘ

1. ... Delete Done

Registration number

Non-EU cargo ☐

[+Add new item](#)

[-Clear list](#) [↑ Upload list ⓘ](#)

Here you report the registration number of the vehicle that accompanies the vessel.

Restrictions:

- One vehicle per row.
- A maximum of 35 characters per row.

If it is known, you should also check the box “Non-EU cargo” if the vehicle brings goods from a non-EU country.

You can choose to enter all vehicles manually in the interface, or by upload an Excel template via “[Upload list](#)”.

	A	B
5	VEHICLES	
7	*Registration number	Non EU Cargo
	MANDATORY	
8	ABC123	Yes
9	DEF456	No
10	GHI789	No
11	JKL012	No
12	MNO345	Yes
13	PQR678	No
14	STU901	No
15	VUX234	No
16		

If you choose to report via the Excel template, use the tab "Vehicles".

Enter vehicle registration number and if the vehicle brings goods from a non-EU country.

If you need to upload manifest, do so under the section "Documentation".

Loading cargo that are under the Customs supervision

When you report cargo to be loaded, this should be described by upload manifest under the section "Documentation".

To add a document, select "+Add new item".

Select "**Cargo Declaration at Departure**" under "*Type of document*".

Then fill in the required information (in orange) - *Document number* and the *Issuing date* - when the document is issued.

The other information is optional (not mandatory).

The document in question is attached by selecting "**Upload document**" or "**Drag and Drop document here**".

NOTE! The following is important to remember when you attach documents.

When you choose to attach the document, it is important that you also perform the step "**Upload document**". If this step is not performed, the relevant authorities only to get an indication that the document exists and that it will be sent later. To ensure that the right document is attached at the right time, the

Customs recommend that you attach documents at the same time as you report other information.

Deletions of document - In this dialog, you can also "[Delete](#)" a document. The Swedish Customs saves all documents that have been submitted. If you choose "[Delete](#)" the document will be disabled at the Swedish Customs.

If the Swedish Customs has made a decision on an attached document, the Customs does not allow the attached document to be removed. Any attempt to remove the document after a decision will be rejected with an error message.

Should such situation arise, it is important that you have the reference number of the document and the document to restore the information in MSW Reportal.

[Empty containers](#)

Empty containers must be included on a ship's manifest on arrival and departure.

If the ship arrives from a country outside the EU customs security area (which includes all EU member states as well as Norway and Switzerland) an Entry summary declaration (ENS) or an Exit summary declaration (EXS) respectively should be provided when another shipping company's empty container is unloaded or loaded during a transport arrangement.

For the shipping company's own empty containers that are unloaded and loaded respectively, neither an ENS nor an EXS needs to be provided. If this is the case, tick the box "Exempt from declaring Entry Summary Declaration (ENS)" in the "[All cargo at arrival](#)" tab, and enter the reason for the exemption in the "Additional information" field.

If the containers are supposed to be loaded with goods and then re-exported, temporary admission with relief from duties will be granted for these empty containers upon arrival.

Ships Store

Vessels arriving to a Swedish port should report the contents of the Ships Store (equivalent FAL 3). Click on [+Report ship's store](#) to start reporting.

▼ Ship's store No report

[+Report ship's store](#)

☐ Nothing to declare ☺

When register the items of ships store in the interface, press “[+Add ship's store item](#)”.

▼ Ship's store Report created

Ship's store items arriving at Norrköping

[+Add ship's store item](#)

[↑ Upload list ☺](#)

[—Don't report ship's store](#)

Add each item by filling out the mandatory fields, see picture below.

▼ Ship's store Report created

Ship's store items arriving at Norrköping

1. Delete Done

Type

Quantity

[+Add ship's store item](#)

[↑ Upload list ☺](#)

[—Don't report ship's store](#)

▼ Ships store Report created

Ships store items arriving at Otterbäcken

1. 10 liters - Alcoholic spirits	Edit
2. 2 liters - Other alcoholic spirits	Edit
3. 3 liters - Wine	Edit
4. 4 pieces - Cigarettes	Edit

[+Add ships store item](#)

[—Clear list](#) [↑ Upload list ☺](#)

[—Don't report ships store](#)

If there are no ship's stores to declare you choose to check the box "Nothing to declare".

▼ Ships store Nothing to declare

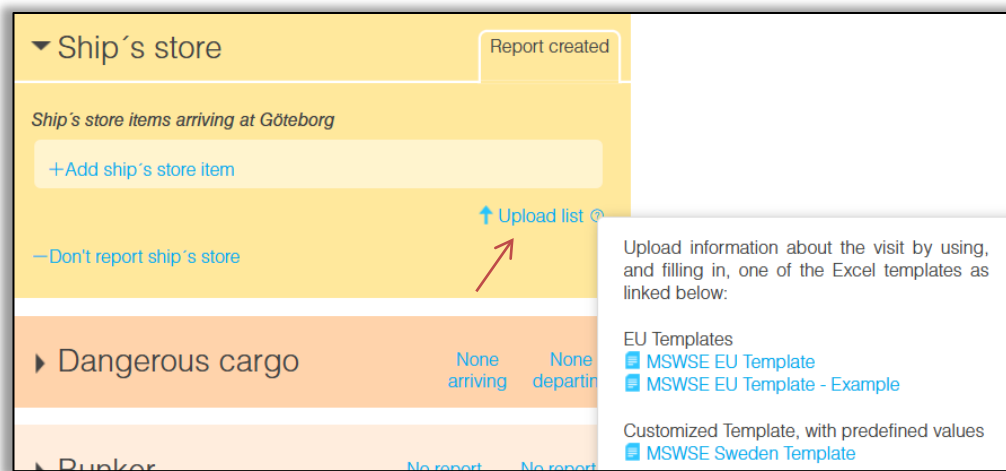
[+Report ships store](#)

☒ Nothing to declare ☺

You can also choose to upload a completed Excel template containing all required parts.

Make sure you have the latest version of the template by clicking on the question mark (?), right next to “Upload list” to download the Excel template. You can download the following templates:

- MSWSE EU Template (EU Templates)
- MSWSE EU Template – Example (EU Templates with example data)
- MSWSE Sweden Template (Customized Template, with drop downs)



Please read more about how to fill out the excel template in the User Guides, *User guide for Excel MSWESW EU Template* and *User guide for Excel MSWSE Sweden template*, you will find the latest version on the home page [User guide and technical information](#).

Dangerous and polluting goods

All ships, irrespective of size and departing from a Swedish port or anchorage with dangerous or polluting goods on board, shall make a Hazmat notification. This notification applies regardless of whether the ship sails in national or international traffic.

▼ Dangerous cargo

None arriving None departing

Dangerous and polluting goods arriving at Göteborg.

+Add arriving goods

Furthermore, ships, irrespective of size and coming from a port located outside the EU and bound for a Swedish port or anchorage with dangerous or polluting goods on board, shall make a Hazmat notification.

When must the Hazmat notification be submitted?

- When leaving a Swedish port:
 - at the latest at the moment of departure.
- Coming from a port located outside the EU:
 - at the latest upon departure from the loading port outside EU; or
 - as soon as the port of destination or the location of the anchorage

What is considered as dangerous or polluting goods?

The following is categorized as dangerous goods:

- Dangerous goods in packaged form (e.g. drums, jerricans, boxes, bags, gas cylinders) loaded in CTUs (e.g. vehicles or containers) in accordance with the International Maritime Dangerous Goods Code (**IMDG Code**).
- Solid dangerous goods loaded directly into a dry cargo ship in accordance with the International Maritime Solid Bulk Cargoes Code (**IMSBC Code**).
- Liquid dangerous goods or hazardous chemicals loaded directly into a chemical ship in accordance with the International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk (**IBC Code**)).
- Liquefied dangerous goods or dangerous goods in gaseous form loaded directly into a gas tanker in accordance with the International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (**IGC Code**).
- Irradiated nuclear fuel, plutonium and high-level radioactive wastes in packaged form loaded into a dry cargo ship in accordance with the International

Code for the Safe Carriage of Packaged Irradiated Nuclear Fuel, Plutonium and High-Level Radioactive Wastes on board Ships (**INF Code**).

The following are categorized as polluting goods / substances in accordance with the International Convention for the Prevention of Pollution from Ships, 1973 as modified by the Protocol of 1978 (**MARPOL Convention**):

- Oils in bulk in accordance with **MARPOL Annex I**, loaded directly into an oil tanker.
- Noxious liquid substances carried in bulk in accordance with **MARPOL Annex II** loaded directly into a chemical tanker.
- Harmful substances carried in packaged form in accordance with **MARPOL Annex III** loaded in CTUs (e.g. vehicles or containers).

You enter arriving dangerous goods (when coming from a port outside EU) and/or departing dangerous goods (when leaving a Swedish port with dangerous goods).

– In which port was the Hazmat loaded?

– In which port will the Hazmat be unloaded?

– Name and telephone number of the person responsible for the Hazmat

and can provide detailed information about the dangerous or polluting goods and its location on board (this contact information is important in the event of an accident).

– Indicate whether there is a loading plan on board or not and from which link (URL) the loading plan is accessible. Also specify the file format.

▼ Dangerous cargo 1 arriving None departing

Dangerous and polluting goods arriving at Göteborg.

📍 Göteborg ⇒ 📍 Norrköping Edit

Dangerous goods

1. Delete Done

Goods ⓘ

Net t

Total t Advanced

[+Add goods item](#)

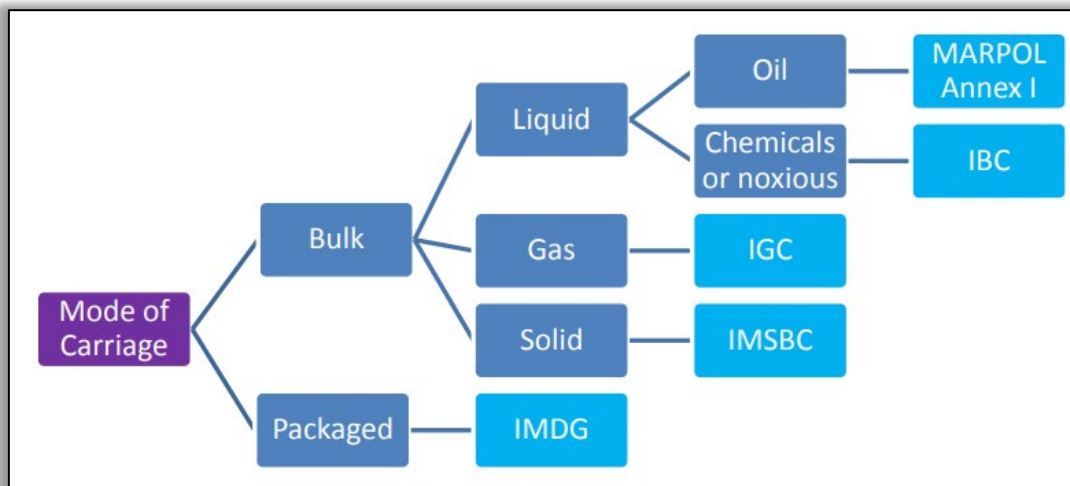
[+Add arriving goods](#)

[—Clear list](#)

In the box "goods", you search for the product you want to report by enter the UN-number or transport name. Now comes a list of different products in different regulations and codes. Note that the same product can be found in several regulations and codes.

For example: oil is specified in MARPOL Annex I for oil tankers but also in packaged form as UN 3082 in the IMDG Code.

Enter "weight or amount" of the goods.



For an overview of what to report, see the Hazmat decision tree above.

Any type of dangerous or polluting goods connected to the regulations can be found in this searchable database.

If the departing dangerous or polluting goods are the same as for arriving you can choose to copy this by choosing "[Copy arriving goods](#)".

▼ Dangerous cargo None arriving None departing

Dangerous and polluting goods departing from Göteborg.

[+Add departing goods](#)

[Copy arriving goods](#) ←

Bunker

Bunker reporting is for the time being optional in Sweden. Other requirements may apply in other EU Member States. The information is however important in case of an event leading to possible risk of discharge of polluting products into the sea and therefore the Swedish Transport Agency recommends that bunker is reported by vessels over 1000 GT at departure from a Swedish port (or anchorage) and at arrival from a non-EU port.

▼ Bunker

No report on arrival No report on departure

Bunker onboard at arrival to Karlskrona

+Add new item

↑ Upload list ?

To report bunker in the interface of MSW Reportal, you do so by choosing arrival or departure. To add a specific bunker press “+Add new item”. Fill out all the mandatory fields for each bunker type.

▼ Bunker

No report on arrival No report on departure

Bunker onboard at arrival to Norrköping

1. m³ - Marine Diesel Oil Delete Done

Type: Marine Diesel Oil

Quantity: m³

Description:

+Add new item

↑ Upload list ?

You can also upload information about bunker by uploading a completed Excel template. Make sure you have the latest version of the template by clicking on the question mark (?), right next to “Upload list”. You can download the following templates:

- MSWSE EU Template (EU Templates)
- MSWSE EU Template – Example (EU Templates with example data)
- MSWSE Sweden Template (Customized Template, with drop downs)

Please read more about how to fill out the excel template in the User Guides, *User guide for Excel MSWESW EU Template* and *User guide for Excel MSWSE Sweden template*, you will find the latest version on the home page [User guide and technical information](#).

Waste

All waste on board and information corresponding to the waste receipt must be reported under the section “Waste”.



Advance waste notification

It is mandatory to submit a waste notification for all vessels with a gross tonnage over 300. The operator, agent, or master shall report information regarding waste onboard, including cargo residues (oily tank washings and noxious liquid substances from tank cleaning) prior to arrival.

The waste notification is mandatory regardless of whether the waste will be delivered to a reception facility or retained on board. Note that dirty ballast water and exhaust gas cleaning residues (scrubber waste) are also subject to the reporting requirement. Please read further here [Delivery of waste from ships - obligations of the ship - Transportstyrelsen](#).

The waste notification shall be submitted in the Waste section in the first tab through “Intends to submit a waste notification” and “Yes”.



Advance waste notification shall be reported at least 24 hours prior to arrival, or at the latest upon departure from the previous port, if the duration of the voyage is less than 24 hours.

In case information about the next port of call is available less than 24 hours prior to arrival, the waste notification should be reported as soon as the port of call is known.

To fill out a waste notification choose “+Create waste notification”.

Register waste

All waste on board, including cargo residues, shall be reported in the waste notification. This means that vessels which assess that they have sufficient dedicated storage capacity must still report all waste types and quantities on board.

For the calculation of sufficient dedicated storage capacity, see Commission Implementing Regulation (EU) 2022/89. Please read more [Delivery of waste from ships - obligations of the ship - Transportstyrelsen](#).

All the mandatory information, in **orange**, needs to be filled out, when information regarding the waste notification is registered in the interface of MSW Reportal.

To register waste types including information on board to the waste notification choose “+Add waste”.

For each waste type it is mandatory to fill out additional information, where the fields are **orange**.

Explanatory guidance can be found under “(?)” icons for each data field.

Save the registered information by choosing “**Done**”.

If the entire list of registered waste types needs to be deleted “**-Clear list**” can be used. This action cannot be undone.

If the entire waste notification needs to be deleted “**-Delete waste notification**” can be used. This action cannot be undone.

When the entire waste notification is registered, remember to report it through “**Sign/Send**” the visit in MSW Reportal.

The waste can also be added through uploading a filled out MSW excel template. Make sure you have the latest version of the template by clicking on the question mark (?), right next to “**Upload list**” to download the Excel template.

Please read more about how to fill out the excel template in the User Guides, *User guide for Excel MSWESW EU Template* and *User guide for Excel MSWSE Sweden template*, you will find the latest version on the home page [User guide and technical information](#).

Remember to register and report information regarding the delivered waste, including cargo residues, from the **waste receipt** in the tab “Waste receipt”. Read more in the next chapter.

Exemption from reporting notification of waste

Vessels that have been granted an exemption by the Swedish Transport Agency and only carry waste types covered by the exemption shall select this option and are thereby finished with the waste notification.

Waste

Exemption issued by the Swedish Transport Agency No waste receipt

① It is mandatory to submit a waste notification. Notification shall be done regardless of whether the waste will be retained on board or delivered. ⓘ

Intends to submit a waste notification ⓘ ☐ Yes ☒ No

Only vessels with gross tonnage under 300 may choose not to submit a waste notification. If the vessel has an exemption please declare below.

Has an exemption issued by the STA ⓘ ☒ Yes ☐ No

Vessels that have been granted an exemption by the Swedish Transport Agency and only carry waste types covered by the exemption shall select this option and are thereby finished with the waste notification.

If the ship has waste types on board that are not included in the exemption, these must be reported. Examples include **cargo residues** (oily tank washings and noxious liquid substances from tank cleaning), **dirty ballast water** and **exhaust gas cleaning residues** (scrubber waste).

Vessels with a gross tonnage under 300 shall not submit a waste notification. Thereby select “No” for “Intends to submit a waste notification” and “No” for “Has an exemption issued by the STA” (STA = Swedish Transport Agency).

Waste

Will not report waste notification No waste receipt

① It is mandatory to submit a waste notification. Notification shall be done regardless of whether the waste will be retained on board or delivered. ⓘ

Intends to submit a waste notification ⓘ ☐ Yes ☒ No

Only vessels with gross tonnage under 300 may choose not to submit a waste notification. If the vessel has an exemption please declare below.

Has an exemption issued by the STA ⓘ ☐ Yes ☒ No

Waste receipt

When a waste receipt has been received, information about the delivered waste, including cargo residues, shall be registered and reported, in MSW Reportal, for the visit corresponding to the waste receipt. Please read more on the page [Waste delivery receipt - Transportstyrelsen](#).

It shall be reported under the section “Waste” and the second tab “Waste receipt”. On the question “Intends to submit waste receipt” select “Yes” to start submitting a waste receipt.

▼ Waste Notification created No waste receipt

③ When a receipt has been received, information on delivered waste, including cargo residues, shall be reported for the port call corresponding to the waste receipt.

Intends to submit waste receipt ☐ Yes ☐ No

Remember to report information from the waste delivery receipt. The information must be reported for the port call corresponding to the waste receipt.

Select “+Create waste receipt” to register and report a waste receipt.

▼ Waste Notification created No waste receipt

③ When a receipt has been received, information on delivered waste, including cargo residues, shall be reported for the port call corresponding to the waste receipt.

Intends to submit waste receipt ☒ Yes ☐ No

Waste, including cargo residues, delivered in Göteborg

+Create waste receipt Upload list

Remember to report information from the waste delivery receipt. The information must be reported for the port call corresponding to the waste receipt.

Register a waste receipt

While registering the information of a waste receipt in the interface, the mandatory fields in **orange** needs to be field out.

▼ Waste

Notification created Waste receipt created

① When a receipt has been received, information on delivered waste, including cargo residues, shall be reported for the port call corresponding to the waste receipt.

Waste, including cargo residues, delivered in Göteborg

Delete Done

Receipt number

Waste delivery period (from date) yyyy-mm-dd

Waste delivery period (to date) yyyy-mm-dd

Port reception facility provider

Treatment facility provider

+ Create waste receipt - Delete receipts Upload list

Remember to report information from the waste delivery receipt. The information must be reported for the port call corresponding to the waste receipt.

Remember that the date of the waste receipt and waste delivery needs to correspond to the visit.

To save the registered information select “Done”. In the next step the waste type and information shall be registered for each waste receipt.

”+Create waste receipt” can be used to add additional waste receipts.

“-Delete receipts” can be used to delete all registered waste receipts. **Note** this action cannot be undone.

Add waste to waste receipt

To add waste types to the waste receipt, select “+Add waste”.

▼ Waste

Notification created Waste receipt created

① When a receipt has been received, information on delivered waste, including cargo residues, shall be reported for the port call corresponding to the waste receipt.

Waste, including cargo residues, delivered in Göteborg

12345 Edit

+ Add waste

+ Create waste receipt - Delete receipts Upload list

Remember to report information from the waste delivery receipt. The information must be reported for the port call corresponding to the waste receipt.

At least one (1) waste type needs to be added to a waste receipt.

The receipt number is shown for each waste receipt above the registered list of waste types.

Waste is added per waste type. Several waste types can be added to the same waste receipt and will be shown as the example to the left. Use “+Add waste” to add additional waste types.

NOTE! "Waste description" is mandatory for some waste types.

Save your registered waste type by selecting “Done”.

When the waste receipts are registered and done, please remember to “Sign/Send” the visit to finalize the reporting.

The information regarding the waste receipt can be registered through uploading a completed Excel template through “Upload list”.

Make sure you have the latest version of the template by clicking on the question mark (?), right next to “Upload list” to download the Excel template. You can download the following templates:

Please read more about how to fill out the excel template in the User Guides, *User guide for Excel MSWESW EU Template* and *User guide for Excel MSWSE Sweden template*, you will find the latest version on the home page [User guide and technical information](#).

Port

NOTE: Port services and cargo are viewed and controlled by the ports which are connected to MSW Reportal. For the moment this section is only applicable for the ports of Gävle and Gothenburg.

Cargo

When a vessel arrives to Gothenburg or Gävle, there is a tab which is called "Port".



Under "Cargo" all goods that will be loaded or discharged shall be reported by clicking [+Add goods item](#).



You have the possibility to copy info from the fairway declaration which save you some time, by clicking [Add goods item from fairway declaration](#).

Goods	Transport type	Goods	Net	Total
1.				

+Add goods item

Add goods item from fairway declaration

Port services

For Gothenburg you can order fresh water or unloading of slop under the tab "Port services".

▼ Port

Cargo

Port services

+Order loading of fresh water

+Order unloading of slop ⓘ

▼ Port

Cargo

Port services

Load fresh water

Delete

Done

Volume

m³

Time of loading

+Order unloading of slop ⓘ

▼ Port

Cargo

Port services

Load fresh water

Edit

Unload Slop

Delete

Done

Volume

m³

Time of unloading

Slop has FP < 30°C ⓘ

☐ Yes

☐ No

Slop from other ship ⓘ

☐ Yes

☐ No

Expanded inspection

If a foreign vessel is eligible for an expanded inspection and bound for a Swedish port or anchorage, this shall be reported 72 hours in advance or at the latest, at the time the ship leaves the previous port, if the voyage time is less than 24 hours under the tab for expanded inspection. This applies to, for example, foreign ships with a high-risk profile, passenger ships, oil tankers, gas carriers, chemical tankers and bulk carriers. If not, you can ignore this tab.

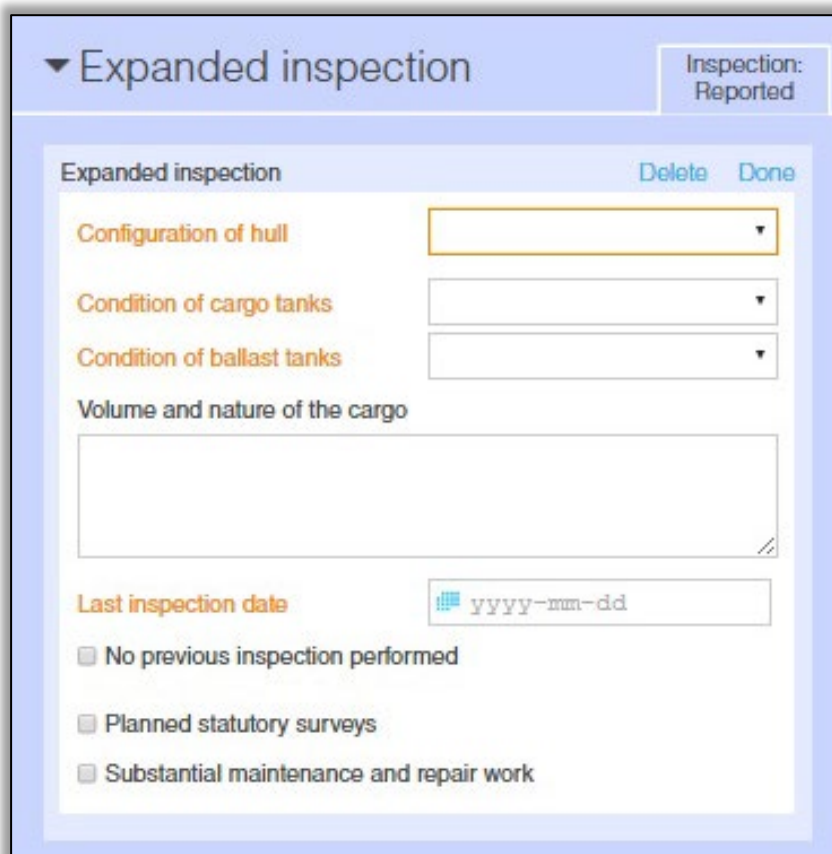


▼ Expanded inspection

Inspection: Not reported

+ Report expanded inspection ←

Enter information in all fields marked in orange then press “Done”.



▼ Expanded inspection

Inspection: Reported

Expanded inspection Delete Done

Configuration of hull

Condition of cargo tanks

Condition of ballast tanks

Volume and nature of the cargo

Last inspection date

☐ No previous inspection performed

☐ Planned statutory surveys

☐ Substantial maintenance and repair work

Fairway declaration

Vessels with the purpose to load or unload cargo or passengers should report a fairway declaration. To submit a declaration fairway, you must have a credit agreement signed with the Swedish Maritime Administration. Read more at the [home page](#).

▼ Fairway declaration No declaration

I will report a fairway declaration ⓘ ☐ Yes ☐ No

If no goods will be loaded/unloaded and no passengers will disembark/embark you are not obligated to report a fairway declaration for this visit.

If you don't intend to report a fairway declaration, state "No". Then specify the reason for this according to the alternatives in the picture.

▼ Fairway declaration Nothing to declare

I will report a fairway declaration ⓘ ☐ Yes ⓘ ☒ No ⓘ

Reason

- Bunkering or loading/unloading within the same port area
- Crew change
- Damaged cargo
- No loading/unloading cargo or passengers
- Research/training vessel
- Ship supplies
- Shipyard/dock/repairing
- Towage
- Working vessel
- Other reason

If you intend to report a fairway declaration, state "Yes" and then you can continue with your reporting. A fairway declaration must be reported no later than 7 days after departure.

Select "+Create fairway declaration" to start filling out the fairway declaration.

▼ Fairway declaration No declaration

I will report a fairway declaration ⓘ ☒ Yes ☐ No

[+Create fairway declaration](#)

Fairway declaration
Declaration

Reported as
Preliminary
Final

First Swedish port
Yes
No
Domestic

Show shipinfo

Arrival time
2022-01-01
00:00

Departure time
2022-01-01
12:00

Use times from overview

Cargo
Add goods

Passengers

Disembarking
Embarking

Domestic
Foreign

Private vehicles

To unload
To load

Domestic
Foreign

Delete fairway declaration

You report your fairway declaration as “Preliminary” or “Final”.

When you submit a final fairway declaration the authorities will handle it and generate an invoice.

Therefore, it is important that the data in a final order is correct.

After clicking “[Sign/Send](#)” you will not be able to change some of the data.

First Swedish port

Reported as
Preliminary
Final

First Swedish port
Domestic
No
Yes

Show shipinfo

Arrival time
2024-11-27
12:00

Departure time
2024-11-29
12:00

Use times from overview

The automatic value that is set for “First Swedish port” depends on which “Transport type” and the Previous port city:

- Domestic** – if the declaration has goods that will be loaded/unloaded domestic (LoD/UnD)
- No** – if the previous port is Swedish (can be changed)
- Yes** – if the previous port is foreign (cannot be changed)

These rules are applied in order from 1 to 3 and will affect the fees for the fairway declaration.

You can use the Arrival time and Departure time from the Overview, via “[Use times from overview](#)”.

Cargo

To report the cargo, press "+Add goods".

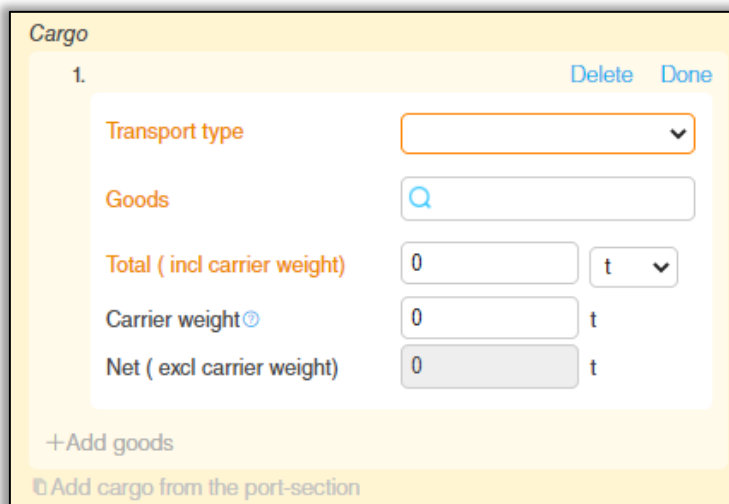


Cargo

+Add goods

+Add cargo from the port-section

Users with port calls to Gothenburg or Gävle can choose to copy the cargo from the port-section, via "Add cargo from the port-section".



Cargo

1. Delete Done

Transport type

Goods

Total (incl carrier weight) t

Carrier weight t

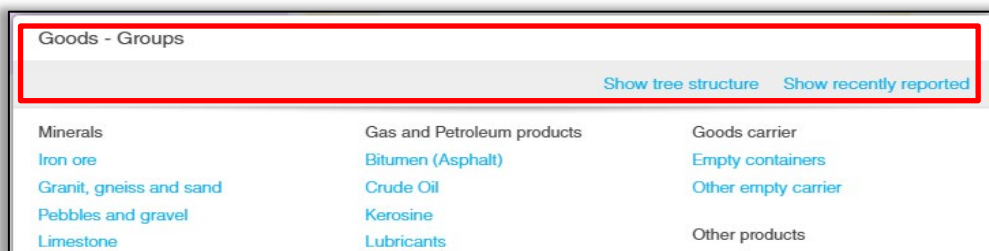
Net (excl carrier weight) t

+Add goods

+Add cargo from the port-section

It is mandatory to enter the "Transport type", "Goods" (selected in the specified list) and "Total (incl carrier weight)".

When reporting Goods, you can find the goods from two different views either "Groups" or "Tree structure".



Goods - Groups

Show tree structure Show recently reported

Minerals	Gas and Petroleum products	Goods carrier
Iron ore	Bitumen (Asphalt)	Empty containers
Granit, gneiss and sand	Crude Oil	Other empty carrier
Pebbles and gravel	Kerosine	
Limestone	Lubricants	Other products

Goods are reported by the 8, 6 or 4-digit commodity code (KN8, KN6, KN4) or freight description.

In the view - "**Goods - Groups**", the goods are categorized in different categories. The categories are:

Goods - Groups	
← Gasoil Show tree structure Show recently reported	
Code	Description
27101931	Gas oils of petroleum or bituminous minerals for undergoing a specific process as defined in Ad...
27101935	Gas oils of petroleum or bituminous minerals, for undergoing chemical transformation (excl. spe...
27101943	Gas oils of petroleum or bituminous minerals, with a sulphur content of ≤ 0.001% by weight (ex...
27101946	Gas oils of petroleum or bituminous minerals, with a sulphur content of > 0.001% but ≤ 0.002% ...
27101947	Gas oils of petroleum or bituminous minerals, with a sulphur content of > 0.002% but ≤ 0.1% by...
27101948	Gas oils of petroleum or bituminous minerals, with a sulphur content of > 0.1% by weight (excl. c...
27102090	Gas oils of ≥ 70% of petroleum or bituminous minerals, with a sulphur content of ≤ 0.001% by...
27102011	Gas oils of ≥ 70% of petroleum or bituminous minerals, with a sulphur content of > 0.001% but ...
27102015	Gas oils of ≥ 70% of petroleum or bituminous minerals, with a sulphur content of > 0.002% but ...
27102017	Gas oils of ≥ 70% of petroleum or bituminous minerals, with a sulphur content of > 0.1% by wei...
27102019	Oils of ≥ 70% of petroleum or bituminous minerals, containing biodiesel (excl. gas oils and fuel ...

- Minerals
- Solid mineral fuels
- Chemical products
- Gas and Petroleum products
- Forest industry products
- Goods carrier
- Other products
- Low value goods

Under each category we have tried to specify the most common types of goods, in some cases with a collective name. If you choose, for example, "Gasoil", you then have to choose which specific type of gasoil is shipped.

However, specific choices do not exist under all categories. In most categories there is one code that represents the category.

For the low value goods, you can see with the symbol "envelope" at which transport type the goods are counted as low-value.

Goods - Groups	
← Plastics and articles thereof Show tree structure Show recently reported	
Code	Description
39159080	✉ Waste, parings and scrap, of plastics (excl. that of polymers of ethylene, styrene, vinyl chlorid...
✉ KN8 39159080 is 2021 considered by SMA as low value goods within Sweden (Loaded domestic goods).	
✉ KN8 39159080 is 2021 considered by SMA as low value goods when loaded domestically.	
✉ KN8 39159080 is 2021 considered by SMA as low value goods when imported (Unloaded foreign goods).	

Via "**Tree structure**" you can look for the goods by locating KN2-code and description. You also have the possibility to search for a specific type of goods in cases where you know exactly which KN8 code applies.

Goods	
Show groups Show recently reported	
Code	Description
01	+LIVE ANIMALS
02	+MEAT AND EDIBLE MEAT OFFAL
03	+FISH AND CRUSTACEANS, MOLLUSCS AND OTHER AQUATIC INVERTEBRATES
04	+DAIRY PRODUCE; BIRDS' EGGS; NATURAL HONEY; EDIBLE PRODUCTS OF ANIMAL ORIGI...
05	+PRODUCTS OF ANIMAL ORIGIN, NOT ELSEWHERE SPECIFIED OR INCLUDED
06	+LIVE TREES AND OTHER PLANTS; BULBS, ROOTS AND THE LIKE; CUT FLOWERS AND OR...
07	+EDIBLE VEGETABLES AND CERTAIN ROOTS AND TUBERS
08	+EDIBLE FRUIT AND NUTS; PEEL OF CITRUS FRUIT OR MELONS
09	+COFFEE, TEA, MATÉ AND SPICES

Reminder to report a fairway declaration

If you have not reported a fairway declaration, you will receive a reminder in MSW Reportal. The fairway declaration will be in the top of the Visits list, under “Attention!”, with an orange background and warning triangle. This section will display which visits that has incomplete fairway declarations.

Ship name	Port of call	ETA / ATA	ETD / ATD	CUS	SCG	SSVS	Port	PIL	FDC
Attention!									
CHRISTIAN RADICH	Marstrand	180821 10:00	180821 22:00	2	1				82
TEST SHIP SAFESEAN...	Oskarshamn	181128 12:00	181130 03:00		1	2			
KAREN	Oxelösund	181127 00:30	181128 16:00	3	2	1			
KIL STRAUM	Malmö	181125 14:11	181126 07:35	2	3	4			5

You need to manage the fairway declaration in the specific visit accordingly, for the reminder and warning to disappear. You will need to navigate to the “Fairway Declaration”-section, in the specific visit, and either report a fairway declaration or decline to report, which includes a reason for declining.

When the fairway declaration is completed, click “[Sign/Send](#)” to send the fairway declaration to the Swedish Maritime Administration.

✓ [Sign/Send](#) Discard Share Log

There are changes to sign Not reported

▼ Fairway declaration Preliminary declaration

Reported as ☒ Preliminary ☐ Final

First Swedish port ☐ Domestic ☐ No ☒ Yes

[Show shipinfo](#)

Arrival time 2025-02-01 12:00

Check that you get a response message from the Swedish Maritime Administration and that the fairway declaration has been received. Under the link “Show fees” in the response message you will find a copy of your proforma invoice.

2021-12-01 15:20 - Swedish maritime administration - Fairway declaration received at Swedish Maritime Administration
Your fairway declaration with ID no. 304691 has been updated.
[Show fees](#)

You will also find a link “[Show fees](#)” to the proforma invoice copy in the Fairway declaration.

▼ Fairway declaration

Preliminary declaration

Reported as ⓘ
☒ Preliminary ☐ Final

First Swedish port ⓘ
☐ Domestic ☐ No ☒ Yes

Show report

Show shipinfo

Arrival time
2025-02-01 12:00

Departure time
2025-02-03 12:00

Use times from overview

Response information from the Swedish Maritime Administration

Actual status
Reference number ⓘ
Fees

Preliminary
470237

Show fees

Cargo

1. UnF - 500 t - Other non-low-value goods (h...
+Add goods

Edit

Passenger ferries and transport of passengers

When you are reporting the numbers of passengers it is important to type a value in all of the boxes, use the value “0” if no activity occurs. The example below shows how it can look like when there are domestic passengers that are disembarking.

Passengers ⓘ		
	Disembarking	Embarking
Domestic	230	0
Foreign	0	0

If you leave any of these boxes empty, the text will turn orange in the boxes who are left out and no fairway declaration can be made.

Cruise with Turn around, TA

When you are reporting a cruise where it will be a Turn around you need to start with “Purpose of call” and there “+Add”, “Cruise, turn around”.

Overview

Purpose of call ⓘ +Add

Ship ⓘ

Arriving port city ⓘ

Custom reference ⓘ

Cargo operations

Cargo operations

Lightering

Loading foreign goods

Loading, domestic goods

Crew and passengers

Changing crew

Crew movement

Cruise, leisure and recreation

Cruise, turn around

When you choose this option an automatic checkbox will be filled in the fairway declaration. If you press the question mark marked in blue (?) you can see more information about what a cruise with a Turnaround means.

Change the purpose of call if the option for Turnaround is incorrect.

Passengers ⓘ

	Disembarking	Embarking
Domestic	230	0
Foreign	0	0

☒ Ship operates as cruise ship ⓘ

☒ Turnaround ⓘ

Private vehicles ⓘ

	To unload	To load
Domestic		
Foreign		

Periodic fairway declaration

For the vessels that have the right to report periodic fairway declarations, (travels on a fixed timetable, and has received a grant from the Swedish Maritime Administration) it looks a little different in the interface



Only the owner/creator of the call can see/do a periodic fairway declaration.

A periodic declaration is specific on:

1. Month
2. Port city
3. Ship
4. Organisation

The link is inactivated if:

1. visit is not connected to a periodic fairway declaration
2. the user declines to report a fairway declaration
3. the periodic fairway declaration is connected to another vessel
4. the visit is shared to another organization and the other organization has created a non-periodic fairway declaration

Press "[Go to periodic fairway declaration](#)".

▼ Fairway declaration

Periodic declaration

TEST SHIP SAFESEANET FOR MS have the rights the report periodic fairway declaration and this visit has automatically been added to this month's declaration.

[Go to periodic fairway declaration](#)

Choose to manually report a single fairway declaration for this visit.

[+Create fairway declaration](#)

Choose if you for this visit declines from reporting a fairway declaration. This visit will not be included in the periodic fairway declaration.

☐ Decline from reporting fairway declaration for visit

Would you rather create a single declaration for the actual visit, you must remove the periodic fairway declaration? Then press the "[Create fairway declaration](#)".

The periodic fairway declaration has its separate page.

A reminder will be sent to you if the final date passed with 7 days to report your final periodic fairway declaration.

You can see the reminder through an orange message on the separate page for the periodic fairway declaration.

You can also see the reminder on the Visits-page, with an orange square under "FDC".

Under "Visits" you can see the port calls that are connected to the periodic fairway declaration.

Number of visits (Delete visits excluded).

Choose if the fairway declaration shall be reported as *Preliminary* or *Final*.

Note! It is important that the data in a final declaration is correct. When a final declaration is submitted, no changes can be made and authorities will handle it.

Submit the periodic fairway declaration through "[Sign/Send](#)".

To report cargo, press "[+Add new item](#)".

It is mandatory to enter:

"**Transport type**",

"**Goods**" (selected in the specified list) and

"**Total (incl carrier weight)**".

To report additional cargo, press "[+Add new item](#)".

Note that the periodic fairway declaration is on a separate page and should therefore be signed separately.

When the periodic fairway declaration is signed you can see the report "[Show report](#)" and the link to your proforma invoice copy "[Show fees](#)".

When you have clicked on "Show report" you will see a summary of the fairway declaration, similar to the picture to the left.

Deklaration					
Ref. nr.	Typ	Status	Fakturer.	Fakturerad	
114127	V656	Definitiv			
Kommentar					
FARTYGG		KUND		RESEUPPGIFTER	
Signal	29464	Name	TESTKUND	Från svenska ort	Träsk
Namn	STENA BALTICA	Kundnummer	120000	Namn	SENRK
IMO	9364978	Address	XXXXXXYY	Ankomst	
MMSI	235102029		601 78 NORRÅPÖING	Avgång	
Nation	GB	Org. nr.	1294567890	Avgångsart	
Brutto	22308	Kontakt	Nej	Destination	
SST	71 - passagerarfartyg och barge	Kontaktperson	Åsa Lockner	Period	201609
		E-post	joshen.herrikson@spjefar.se		
		Telefon	01123457		
GODS / ÖVRIGT					
Kodtyp	Lastkod	Kvant. gods	Containervikt	Användande namn	Frizon
LOJ	11 - Övrigt ej lagervärdigt gods	200.00	0.00		Nej
LOJ	11 - Övrigt ej lagervärdigt gods	300.00	0.00		Nej
Tillägsuppgifter för passagerarfartyg och järnvägsfartyg			Bilhusvagn (personligt bruk)		
Lastat utrikes	Lastbilsgods (ton)	Järnvägs gods (ton)	Antal passagerare	Lastat utrikes	Antal bilhusvagnar
0	0	0	0	0	0
Lastat utrikes	0	0	Från Sverige	0	Lastat utrikes
0	0	0	Inom Sverige	0	Lastat utrikes
0	0	0	Antal turor	0	Lastat utrikes
DEBITERING					
Radr.	Avgränsad	Antal	Pris	Totalt	
1	A1 - FÄRDIGSAVSEFT (BRUTTOKRAVET)	111540	2.25	250965.00	
2	45 - FÄRVS, LASTAT UTRIKES ÖVR GODS	200	2.75	550.00	
3	46 - FÄRVS, LASTAT UTRIKES ÖVR GODS	300	2.75	825.00	
				252340.00	

The periodic fairway declarations, you can find them the Visits list, at the bottom of the page.

Visits

< 2016-10-01 > 2016-10-31 >

Q

See deleted

New visit

New timetable

Ship name

Port of call

PIL / ETA / ATA

PIL / ETD / ATD

CUS

SCG

SSNS

Port

PIL

FDC

ORTVIKEN ZZ

Malmö

161001 12:00

161001 15:00

FICARIA SEAWAYS

Luleå

161001 09:00

161001 15:00

VIKING GRACE

Göteborg

Timetable - Review timetable

62

62

63

GROGG AF STOCKHO...

Malmö

Timetable - Review timetable

3

3

3

ORTVIKEN ZZ

Malmö

October - Periodic fairway declaration

VIKING GRACE

Göteborg

October - Periodic fairway declaration

VIKING GRACE

Norrköping

October - Periodic fairway declaration

FICARIA SEAWAYS

Luleå

October - Periodic fairway declaration

1

Cruise Route

The Swedish Maritime Administration needs information about a cruise to decide if the fairway declaration should be created and if it is duty-free or not.

If you choose the purpose of call "Cruise, leisure and recreation" or "Cruise, turnaround" a new section will be shown, called "Cruise Route".

▼ Overview

Purpose of call ⓘ

Ship ⓘ

Arriving port city ⓘ

Custom reference ⓘ

At arrival

ETA (dock/anchorage) ⓘ

Pilotage status

First point in port

Draught on arrival ⓘ

Height on arrival ⓘ

Any arriving cargo?

☐ Arriving voyage safely completed

Previous port city

ETD (previous port)

Cruise, leisure and recreation X Cruise, turnaround X +Add

Cargo operations	Crew and passengers	Repairs and maintenance
Cargo operations	Changing crew	Bunker vessel operation
Lightering	Crew movement	Cargo tank cleaning
Loading, domestic goods	✓ Cruise, leisure and recreation	De-gassing
Loading, foreign goods	✓ Cruise, turnaround	Repair
Taking supplies	Passenger movement	Repair in dry dock
Unloading, domestic goods		Repair in wet dock
Unloading, foreign goods		Taking bunkers
		Waste disposal
Special	Port	Others
Goodwill visit	Offshore mobilization operations	Awaiting orders
Means of transport to declare		Laid-up
Quarantine inspection		Miscellaneous
Under government order		Pass through
		Refuge

Done

▼ Advanced

The section "Cruise Route" is shown below the section "Fairway declaration".

► Waste Will not give waste notification

► Port Cargo Port services

► Expanded inspection Inspection: Not reported

► Fairway declaration No declaration

► Cruise Route Cruise route: Not reported

All ports which are included in the cruise route must be added also including the port which the port call is for.

Start with the port where the cruise started. Add ETA, date and time.

Add all the ports that are included in the cruise route.

The first and the last port will be marked as a "Turn around".

If the port call which the cruise is added is a "Turn around", i.e. the cruise starts and/or ends in the same port the as which the cruise was initiated.

You can register the ports of the Cruise by filling out and uploading the Excel template through "Upload list".

Make sure you have the latest version of the template by clicking on the question mark (?), right next to "Upload list" and then download the Excel template.

Please read more about how to fill out the excel template in the User Guides, *User guide for Excel MSWESW EU Template* and *User guide for Excel MSWSE Sweden template*, you will find the latest version on the home page [User guide and technical information](#).

Manage the visit in the MSW Reportal

Sign and send

When all the required fields are filled in the button "Sign/Send" will turn blue.

The screenshot shows the 'TEST SHIP SAFESEANET FOR MS → Oxelösund' form. The 'Sign/Send' button is highlighted in blue. A tooltip explains that signing sends information to authorities and that users can correct errors before signing. The form includes sections for 'Overview', 'Ship', 'Arrival', and 'Departure', with fields for dates, times, and pilotage status. A warning message is displayed: 'You have reported that this vessel is exempted from compulsory pilotage, please check that this is correct, as the dimensions of the vessel exceeds the dimensions determining compulsory pilotage (Swedish Transport Agency's Regulations TSFS 2022:94)'.

When you sign the report, the information will be sent to the authorities who begin to handle the case. It can take a while before you get any response; positive or negative. Despite the fact that you have signed the report you can still make changes/additions and sign again.

The screenshot shows the same form as before, but the 'Sign/Send' button is now orange. A modal dialog box is open, titled 'Sending to concerning authorities ...'. It displays the logos of four Swedish authorities: SJÖFARTSVERKET, Tullverket, TRANSPORT STYRELSEN, and KUSTBEVAKNINGEN. The dialog also includes a progress bar and the text 'Please wait, sending the information to the concerning authorities.'

When you choose to leave the report and have unsigned changes, the "Sign/Send" button turns orange.

In the visits list, you can see the visits that have updates that have not been signed. These visits are highlighted in bold.

Visits

< This year >

☐ See deleted

☐ Expanded view

New visit

New timetable

Download Excel

Ship name	Port of call	ETA / ATA	ETD / ATD	CUS	SCG	SSNS	Port	PL	FDC
 TEST SHIP SAFESEAN...	Oxelösund	250902 11:11	250907 11:11			1			
 TEST SHIP SAFESEAN...	Göteborg	250719 12:00	250721 12:00	2	1	1	3		
 PREVAIL STAR	Göteborg	250716 12:00	250718 12:00	2	1	1	1		1
 DALSLAND	Strå	250709 12:00 ⚠	250710 12:00 ⚠			1		2	
 TESSA PG	Norrköping	250702 21:00 ⚠	250703 21:00 ⚠			1		3	
 TESTFARTYG1	Oxelösund	250625 11:11 ⚠	250626 11:11 ⚠						
 SAGA FREYA	Göteborg	250624 23:00 ⚠	250625 12:00 ⚠			1	1	11	
 TEST SHIP SAFESEAN...	Oxelösund	250614 12:00 ⚠	250614 22:00 ⚠	1	1	1			
 TEST SHIP SAFESEAN...	Oxelösund	250613 12:00 ⚠	250614 12:00 ⚠	3	1	1			
 TEST SHIP SAFESEAN...	Göteborg	250603 18:00 ⚠	250604 18:00 ⚠			1	1	3	

NOTE! All updates/changes must be signed so the information reaches the authorities. Especially important due to that the automatic ATA/ATD shall be set correctly.

Validation messages from authorities

The authorities will communicate feedback and information in the form of validation messages within each visit. It is important to check these messages to detect if something is wrong or if you need to add additional information to the visit.

The validation messages will be shown in the Visits list for each visit, via green, blue and orange boxes. They are divided per authority:

CUS (Swedish Customs), SCG (Swedish Coast Guard), SSNS (SafeSeaNet Sweden), Port (Ports of Gothenburg and Gävle), PL (Pilotage, Swedish Maritime Administration) and FDC (Fairway Declaration, Swedish Maritime Administration).

To see the messages from each authority, you can click on the boxes.

Visits

< This year >

See deleted

Expanded view

New visit

New timetable

Download Excel

Ship name	Port of call	ETA / ATA	ETD / ATD	CUS	SCG	SSNS	Port	PIL	FDC
TEST SHIP SAFESEAN...	Oxelösund	250902 11:11	250907 11:11			1			
TEST SHIP SAFESEAN...	Göteborg	250719 12:00	250721 12:00	2	1	1	3		
PREVAIL STAR	Göteborg	250716 12:00	250718 12:00	2	1	1	1		
DALSLAND	Strå	250709 12:00	250710 12:00			1			
TESSA PG	Norrköping	250702 21:00	250703 21:00			1	3		

10/7 14:29 Port authority - Visit information received, not confirmed.

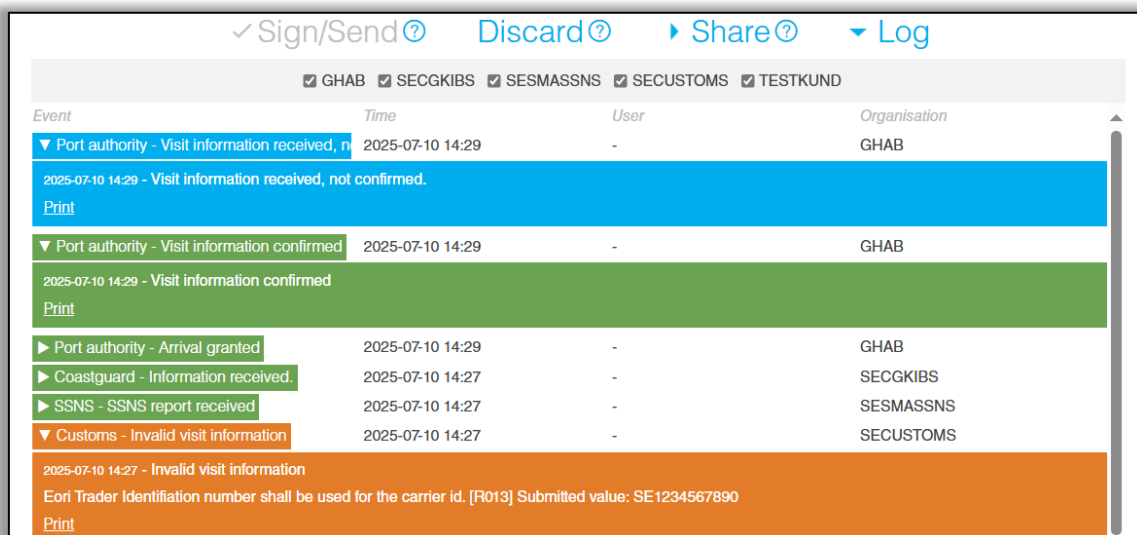
10/7 14:29 Port authority - Visit information confirmed

10/7 14:29 Port authority - Arrival granted

You can also see the validation messages from the authorities within the visit. The current validation messages will be shown in the top of the visit, above the "Overview".



Under the tab [Log](#), within the visit, you can open all the validation messages that the visit has received. When you open each message you will see more detailed information regarding each message.



- **Green validation messages** mean that the information is confirmed OK.
- **Blue validation messages** mean that the information is not confirmed, or that the authority require additions.
- **Orange validation message** means that something is wrong and the information is not received. In the statement it says what needs to be changed.

Validation messages from Swedish Coast Guard (example)

2016-06-13 14:10 - Kustbevakningen - Information received.
Please wait for further notice.

The information is received. Please wait for an approval or completion.

2026-03-04 10:30 - Coastguard - Information received.

The information is received and processed. This notice is given as OK on arrivals within Sweden (domestic arrivals will not receive an official approval from Swedish Coast Guard).

2026-03-05 09:58 - Coastguard - Notification approved.

Notification in advance (Schengen and ISPS) is approved.

2016-06-11 10:02 - Coastguard - Please update with the following:
"Passport or seaman's book no. / Pass- eller sjömansboknr. (ID-nr. och ID-typ) Issuing authority and expire date of ISSC / Utfärdare och utgångsdatum för ISSC
Saneringsintyg / Sanitary certificate "

The visit information needs to be complemented with passport or seaman's book number, Issuing authority and expire date of ISSC.

2016-07-06 18:16 - Coastguard - Please update with the following:
"Issuing authority of ISSC has to be an organization or a governmental authority / Utfärdare av ISSC måste vara en organisation eller myndighet"

The visit information needs to be complemented with a correct Issuing authority of ISSC.

2016-06-09 12:25 - Kustbevakningen - Please update with the following:
"Maritime Security / Sjöfartsskydd "

The visit information needs to be complemented with maritime security (security level, ISSC and 10 most recent port of calls).

NOTE! Please note that Swedish Coast Guard may have other types of validation messages.

Validation messages from the Swedish Maritime Administration (example)

2026-03-04 10:30 - SSNS - SSNS report received

The information regarding vessel notification is received and approved.

2026-03-04 10:30 - Swedish maritime administration - Pilot order received

Your preliminary arrival pilot order is registered and has been given the ID 990535218.

Information regarding the preliminary arrival pilot.

2016-06-09 11:28 - SSNS - Besöksinformation mottagen/validerad OK
"Hazmat_Not_A:The message processed successfully"

The information regarding the dangerous goods is received and approved.

2016-06-10 21:03 - SSNS - Besöksinformation mottagen/validerad OK
"Waste_Not:The message processed successfully"

The information regarding waste disposal is received and approved.

2016-06-09 08:06 - SSNS - Besöksinformation ej mottagen/validerad OK
"Port_Not:Given last locode is unknown."

The information concerning vessels notification is not received. "Previous Port" is unknown and does not exist in the database. Please contact MSW Support.

2026-03-18 06:30 - Swedish maritime administration - Important message regarding fairway declaration
Report final fairway declaration immediately, the due 7 days after departure have passed. If the call is exempted from fee, please use the checkbox "I decline reporting a fairway declaration" and report the reason.

Information and reminder that the fairway declaration needs to be submitted.

NOTE! Please note that the Swedish Maritime Administration may have other types of validation messages.

Validation messages Swedish Customs (example)

2026-03-04 10:30 - Customs - Visit information recieved

Customs report received. Please wait for possible request for compliment and customs decisions

The information is received. Please wait for Swedish Customs decisions.

2016-06-29 10:59 - Customs - Arrival granted

"Ankomst medges Datum: 2016-06-29 Beslutsfattare: Tullverket, 0771 - 520 520"

"Arrival granted Date: 2016-06-29 Decision making officer: Swedish Customs, +46 (0)771 - 520 520"

Arrival granted.

2016-07-03 04:30 - Customs - Unloading granted

Unloading granted Date: 2016-07-03 Decision making officer: Swedish Customs, +46 (0)771 - 520 520

Unloading granted.

2016-07-03 04:30 - Customs - Departure granted

Departure granted Date: 2016-07-03 Decision making officer: Swedish Customs, +46 (0)771 - 520 520

Departure granted.

2016-06-20 13:54 - Customs - Victualling granted

Provisioning granted as applied for Date: 2016-06-20 Decision making officer: Högberg Susanne

Victualling/provisioning granted.

2016-06-20 13:43 - Customs - Cargo declaration received

Cargo declaration received 'SE000141447_SE5560089392'

Cargo declaration received.

2016-07-03 06:03 - Customs - Cargo declaration approved

Cargo declaration approved 'LRNSE000143840_SE5565013876' Date: 2016-07-03 Decision making officer: Andersson Jan J

Cargo declaration approved.

2026-03-05 20:11 - Customs - Visit information needs to be complemented

Request for supplementary information: please send Cargo Declaration at departure. Document code: CDD Deadline: 2026-03-05 21:11:33.71694

The visit information needs to be complemented with an outbound cargo manifest (CDD).

2016-07-08 20:40 - Customs - Visit information needs to be complemented

Request for supplement to cargo declaration: please send proof of Union status, e.g. T2L, T2F. Apply to declarant: SE5560089392 Deadline: 2016-07-12T20:39:20.000+0200

The visit information needs to be complemented with a proof of the goods Union status, e.g. T2L or T2F.

2026-03-04 10:30 - Customs - Visit information needs to be complemented

Information regarding Ships store (FAL3) has to be submitted to Swedish customs in order to start processing the Visit.

The visit information needs to be complemented with information regarding Ship Stores (FAL 3) in order for the Swedish customs to start processing the visit.

2026-03-04 10:30 - Customs - Visit information needs to be complemented

Information regarding Crews effects (FAL4) has to be submitted to Swedish customs in order to start processing the Visit.

The visit information needs to be complemented with information regarding Crew's Effect (FAL 4) in order for the Swedish customs to start processing the visit.

2016-06-22 15:11 - Customs - Invalid visit information

"Date must be in the future. [R020] Submitted value: 2016-06-18"

Invalid visit information. Expiration date/Issuing date on uploaded documents need to be in the future.

2016-06-10 08:33 - Tullverket - Besöksinformation ej mottagen/validerad OK

"For each document TypeCode the ID must be unique within one ECD. [R049]"

Invalid visit information. For each uploaded document with the same type code the ID must be unique.

NOTE! Please note that Swedish Customs may have other types of validation messages.

The Swedish Customs' decision

The Swedish Customs' decisions will come in several rounds. These decisions you will get in MSW Reportal. Below you can find a summary of the decisions that may occur and what is required to get them.

- **Arrival at port:** To get the arrival to port granted, a prior notification must have been submitted by the deadlines specified. You get an electronic message that the arrival is granted. Once you have received the consent you are free to enter the port.
- **Permission to unload:** When you have arrived at the port, you will receive permission to unload. To receive such permission, you must have lodged Entry Summary Declarations for all goods carried on board. Also you must have an authorised place for handling the goods, or at least one import declaration must be submitted in advance. The permission to unload does not mean that you are allowed to remove the goods from the unloading area, the cargo declaration must be approved first.
- **Cargo declaration approved:** For the cargo declaration to be approved, all goods must have been presented to Customs. In addition to the ENS mentioned above, you must provide a reference to the subsequent treatment of the goods (e.g. goods location code or customs ID). You must also state the Customs status of all goods, and provide a reference (MRN) for PoUS for any Union goods to be unloaded or prove that the Union goods value has a value of less than 15,000 Euro
- **Provisioning:** If you have applied for victualling you get will get an approval of this in MSW. The same applies if you have requested for victualling from the ship's stores.
- **Permission to depart:** Approval given through MSW and means that the vessel may leave the port.

It is important that you wait for and check the response messages from the Customs. If any information is missing, the Customs can't make a decision and will then send a request for a supplement. You will then have the option to add the missing information.

Copy visit

If you have a vessel that has the "next port" in Sweden (forthcoming domestic voyage), it is possible to copy the information in the current visit to the next port of call by pressing the "Next visit".

The screenshot shows the 'INESSA → Norrköping' form. At the top right, there is a 'Next visit' button. A red arrow points to it. Below the button, a dialog box appears with the text: 'There are no visits with ETA later than this for this vessel. You can create a new visit based on the information you have reported on this one. You will be able to choose what information you wish to copy. Create next visit...'. The form itself contains fields for 'Arriving port city' (SENRK - Norrköping), 'Custom reference', 'At arrival' (ETA, Pilotage status, First point in port, Draught on arrival, Height on arrival, Any arriving cargo), 'At departure' (ETD, Pilotage status, Last point in port, Draught on departure, Height on departure, Any departing cargo), 'Previous port city' (AUSYD - Sydney), 'ETD (previous port)', 'Next port city' (SEMMA - Malmö), and 'ETA (next port)'.

Note - The ETD (previous port) in the overview will be mandatory to fill out, to be able to copy the visit and create a new.

The screenshot shows a dialog box titled 'Create the next visit for TEST SHIP SAFESEANET FOR MS'. It asks the user to 'Select the information you wish to base the next visit on:'. The options are:

- ☒ Basics: Use the basic visit information.
- ☐ Crew: Copy information regarding the crew members to the new visit.
- ☐ Passengers: Copy information regarding the passengers to the new visit.
- ☐ Documents: Copy your documents from this visit to the new visit. Please note that attached customs documents will not be copied to the new visit.
- ☐ Dangerous cargo: Copy departing dangerous goods from this visit to arriving dangerous goods on the new visit.
- ☐ Bunker: Copy information regarding bunker to the new visit.
- ☐ Waste: I use the waste notification on this visit to calculate waste for the new visit.

 At the bottom, it says 'You can review the new visit before signing.' and has 'Cancel' and 'Create' buttons. A red arrow points to the 'Create' button.

Before creating the next visit, you get the option to choose which information you will copy. You do this by checking the boxes for each category. When finished, press "Create".

You have now created a new port call with the copied information from previous call. Continue to fill in the required information and the information you chose not to copy. Finish by pressing "Sign/Send".

< AIDA → Varberg

[Previous visit ▾](#)

[✓ Sign/Send ⓘ](#)
 [Discard ⓘ](#)
 [▶ Share ⓘ](#)
 [▶ Log](#)

There are changes to sign

Visit ID: SE000157389

Overview

Purpose of call ⓘ	Loading cargo, customs clearance × + Add	
Ship ⓘ	<input type="text" value="Q AIDA"/>	Obliged to report to:
Arriving port city ⓘ	<input type="text" value="Q 🇸🇪 SEVAG - Varberg"/>	Customs ⓘ ☐ Yes ☐ No
Custom reference ⓘ	<input type="text"/>	Coast guard ⓘ ☐ Yes ☐ No

At arrival		At departure	
ETA (dock) ⓘ	<input type="text" value="2016-10-..."/> <input type="text" value="12:00"/>	ETD (dock) ⓘ	<input type="text" value="yyyy-mm-..."/> <input type="text" value="hh:mm"/>
Pilotage status	<input type="text"/>	Pilotage status	<input type="text"/>
First point in port	<input type="text"/>	Last point in port ⓘ	<input type="text"/>
Draught on arrival ⓘ	<input type="text" value=""/> m	Draught on departure ⓘ	<input type="text" value=""/> m
Height on arrival ⓘ	<input type="text" value=""/> m	Height on departure ⓘ	<input type="text" value=""/> m
Any arriving cargo? ☒ Yes ☐ No		Any departing cargo? ☐ Yes ☒ No	
Describe arriving cargo ⓘ	<input type="text" value=""/> ton	Next port city	<input type="text"/>
	<input type="text"/>	ETA (next port)	<input type="text" value="yyyy-mm-..."/> <input type="text" value="hh:mm"/>

Previous port city

[Advanced](#)

Discard visit

To delete a visit, press "**Discard**". Note that you can't discard a visit where ATA or ATD have been registered.

TEST SHIP SAFESEANET FOR MS → Göteborg

Previous visit | Sign/Send | **Discard** | Share | Log

Visit ID: SE000807103

Overview

Purpose of call: Loading, domestic goods

Ship: TEST SHIP SAFESEANET FOR MS

Arriving port city: SEGOT - Göteborg

Custom reference: [empty]

At arrival: ETA (dock/anchorage): 2025-07-19 12:00

Pilotage status: Not required to employ pilot

At departure: ETD (dock/anchorage): 2025-07-21 12:00

Pilotage status: Not required to employ pilot

Obliged to report to Customs: Yes (selected) / No

This visit is a part of a RSS time table: [empty]

Coast guard: Yes (selected) / No

You have reported that this vessel is exempted from compulsory [empty]

A security box pops up. Are you sure you want to discard the visit, press "**Discard visit**".

Discard Visit?

Are you sure you want to discard the visit TESTFARTYG1 → Stockholm, Visit ID: 105293?

Cancel Discard visit

When you delete a visit by clicking on "**Discard**" all authorities will be notified and the visit will be filtered away from the main visits list.

The visit and the information is stored so you can access it again if necessary. On the Visits page, tick the box "See deleted" if you want to see all of your deleted visits, these will appear highlighted in red in the visits list.

Visits

< This year > [Search]

☒ See deleted ☐ Expanded view

New visit | New timetable | Download Excel

Ship name	Port of call	ETA / ATA	ETD / ATD	
TEST SHIP SAFESEAN...	Oxelösund	250902 11:11	250907 11:11	
TEST SHIP SAFESEAN...	Göteborg	250719 12:00	250721 12:00	2 1 1 3
PREVAIL STAR	Göteborg	250716 12:00	250718 12:00	2 1 1 1 1
DALSLAND	Strå	250709 12:00	250710 12:00	1 2
TEST SHIP SAFESEAN...	Norrköping	250704 12:00	250705 12:00	2 1

When you delete a visit all authorities will be notified and the visit is hidden in the list below. For your convenience the visit information is stored so that you can access it later. Check this box to make your deleted visits appear in the list below.

Share visit with MSW Support

If you need assistants with your visit in MSW Reportal you can reach out to MSW Support.

Under "Support - Information" you will find contact information to MSW Support. By clicking on **"+Share visit to support"** you can share your visit with them, this is to prefer while in need of support so they can provide a better support of your specific case.

Reportal: Sophie Lundell
For: TESTKUND
Support: Information

Support
Phone: +46 (0)771-40 00 50
Email: support@mswreportal.se
+Share visit to support

Customs:
Customs matter office hours:
+46 (0)771-520 520
Shipping clearance office hours:
+46 (0)8-456 65 61
Shipping clearance outside office hours:
+46 (0)8-456 65 60
Email: fartygsklarening@tulverket.se

Coastguard:
Phone: +46 (0)8-578 97 630
Email: sweden24@kustbevakningen.se
Swedish Transport Agency:
Phone: +46 (0)771-503 503

You can also share your visit through the tab **"Share(?)"**, type "MSW" in the search field that appears, choose "MSW SUPPORT 123553" and press **"+Share"**.

Organisation Added Invited by Privileges

Organisation	Added	Invited by	Privileges
TESTKUND (120000)	2025-07-10 14:23	sjofarttdmz/solu001	Administrator (owner)
MSW Support (123553)	2025-07-11 14:49	sjofarttdmz/solu001	Support

Reader
Writer
Administrator
Support

2025-07-10 14:29 - Port authority - Visit information received, not confirmed.

Your share with MSW Support will per auto be set to "Support" which gives the MSW Support access to read only in your visit.

Your share will be valid for 7 days.

Change log

Version 1.39

Addition:

- *MSW Reportal* - new chapter for introduction (pages 1-6)
 - Which includes the chapters: *Intro*, *Login to MSW Reportal* and *The first page in MSW Reportal*.
- *Manage the visit* - new chapter, (pages 99-112)
 - Which includes the chapters: *Sign and validation*, *Copy visit*, *Discard visit* and *Share visit with MSW Support*.

Changes:

- *Login to MSW Reportal* has been updated including information regarding the new login solution OTP (pages 1-5)
 - *Language* and *RSS-flow* has moved to page 6.
 - *Vessel reporting - Timetable* has moved to page 16.
 - *Reminder to report a fairway declaration*, text has been updated (page 89)
 - Updates regarding pictures, text and references throughout the document.
-

Version 1.40

Changes:

- *Vessel Reporting*
 - Updated the paragraph (page 11)
 - Updated the order of text sections, added new headings (page 11-16)
 - Updated pictures and text regarding the sections in MSW (page 22)
 - *Upload the Excel Template for the entire visit*
 - Updated the text and picture (page 36)
 - *Goods to declare*
 - Updated the entire chapter with text and pictures (page 56-71)
 - *Fairway declaration*
 - Added a link to The Swedish Maritime Administrations home page (page 86)
 - Updates regarding pictures, text and references throughout the document.
-

Version 1.41

Changes:

- *The visits page in MSW Reportal* (page 6-7)
 - Updated subchapter name. New and updated information and pictures.
 - Removed subchapters, same information under this subchapter.
- *Vessel reporting* (page 8-24)
 - *Overview* (page 8)
 - New subchapter & new and updated information.
 - *Purpose of call* (Page 9-10)
 - New subchapter name, same information.
 - New subsubchapter *Goods to declare - Customs*, same information.
 - New subsubchapter *Purpose bunker*, same information.
 - *Find a vessel* (page 11)

- New Subchapter, same information.
 - *Obligated to report to the Swedish Maritime Administration* (page 12)
 - New Subchapter, same information.
 - The subsubchapters *Pilotage status* and *Pilotage exemption* has been moved to here.
 - *Obligated to report to Swedish Customs* (page 13)
 - Subchapter name updated.
 - *Obligated to report to the Swedish Coast Guard* (page 18)
 - Subchapter name updated.
 - *When the Vessel report is filled out* (page 24)
 - New Subchapter & new and updated information and picture.
 - *Ordering of thugs* (page 36)
 - Subchapter has been moved to under subchapter *Pilotage and movement*, same information.
 - *Upload the Excel Template with information for the visit* (page 37)
 - Updated Chapter name.
 - New and updated information and pictures in the entire chapter due to changed features in the MSW Reportal.
 - *Manage the visit in the MSW Reportal* (page 102-113)
 - Chapter name updated.
 - Information and pictures updated throughout the chapter.
 - Subchapter *Validation message* is new, information updated (page 103-109).
 - Updates of information regarding the excel template throughout the entire document.
 - Updates of pictures; content and format; throughout the entire document.
 - Updates of words and formats throughout the entire document.
-

Version 1.42

Changes:

- *Contact details*
 - The phone number to Swedish Coast Guard has been updated.
-

Version 1.43

Changes:

- *Goods to declare* has been changed
 - *Cargo to unload* has been updated och changed with new information (page 63-75).
- *Waste* has been updated
 - *Advanced waste notification* has been updated with new information and new chapter (page 87-91).
 - *Waste receipt* has been updated with new information and is placed under *Waste* (page 92-94).
- *Fairway declaration* has been updated
 - The name of the alternative for reason on why not to report a fairway declaration has been updated (page 98).
 - *Periodic fairway declaration* has been updated regarding the final date has been updated from 10 to 7 days (page 105).
- *Manage the visit in the MSW Reportal* has been updated
 - *Validation messages form authorities* has been updated (page 112-113).

- *Change log* has been updated, historic changes have been removed (you can find it in previous versions) (page 123)
 - Pictures and texts have been updated throughout the entire document.
-

Version 1.44

Changes:

- *Waste* including *Advanced waste notification* and *Waste Receipt* several updates throughout the p. 80-86

Adjusted:

- *Upload the excel template with information for the visit* - Added link and information to the user guides p. 37
- *Ships store* - Added missing pictures from interface p.74-75
- *Validation messages* - Updated pictures p. 105-110
- Pictures, words and formats has been updated throughout the document.

Added link to the website of respective authority:

- *Pilotage exemption* to the Swedish Transport Agency p. 12.
- *Reporting of voyage safely completed* to the Swedish Transport Agency p. 13
- *Security* to Swedish Coast Guard p. 51
- *Advance waste notification* p. 80
- *Waste Receipt* p. 84

Moved information about how to fill out the excel template to the separate guide, and added a link the user guides:

- *Crew* p. 39
 - *Crew change* p. 40
 - *Crew's effect* p. 42
 - *Passengers* p. 44
 - *Security* p. 51
 - *Ships store* p. 75
 - *Bunker* p. 79
 - *Advanced waste notification* p. 82
 - *Waste Receipt* p. 86
 - *Cruise Route* p. 102
-

Version 1.45

Updates:

- *Obligated to report to the Swedish Coast Guard – ISPS notification* updates regarding ISPS/ISSC p. 19
-

Version 1.46

Changes:

- *Pilotage and movements* – New mandatory fields in the entire chapter p. 25-41

Updates:

- *Pilotage and movements* – Updated information and pictures in the entire chapter p. 25-41

- *Arriving pilotage*
 - *Pilot orders and movements*
 - *Departure pilotage*
 - *Standalone pilotage*
 - *Ordering of tugs*
 - *Periodic fairway declaration* – Updated information and pictures p. 103
-