

# Integrating single windows for fishing operations

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## The central proposal

I propose functionally integrating the Maritime Single Window (VUM) with the Mexican Foreign Trade Single Window (VUCEM) and incorporating the procedures applicable to the operations of small fishing vessels. The aim is to share information lawfully and securely, avoid duplication and facilitate compliance from vessel operations through to product marketing, where applicable.

## A digital file for each vessel

Integration should allow valid data and documents to be reused, with accessible acknowledgments, responses and expiry dates. Its design would cover registration, applicable permits and authorizations; representation; crew documents and experience; dispensations; inspections, certificates, notices and clearances, according to each vessel and operation. Catch and marketing information would support traceability. The VUCEM connection would address foreign trade cases, without making it a general requirement for going fishing.

## Benefits to be demonstrated

Submitting reusable data once would help reduce repeated data entry, travel and avoidable requests to remedy incomplete applications, while enabling each procedure to be tracked. The expected benefit is less compliance time and cost, with greater documentary certainty. It must be measured using actual files; digitizing forms without reviewing procedures may reproduce the same burdens.

## Coordination with clear responsibilities

Interoperability requires agreements among maritime, fisheries and foreign trade authorities on data, validation, access and follow-up. Each authority would retain its powers and responsibility for decisions. Safety of life at sea, applicable checks and lawful fishing must be preserved. Integration would not grant exemptions or automatic authorizations. It requires data protection, cybersecurity, activity logs and clearly identified human responsibility.

## Start in Progreso and evaluate

I propose a limited digital-file pilot, prioritizing representation, dispensations and records of sea service. Requirements would need to be defined, administrative improvements distinguished from necessary legal reforms, and times, errors and duplication measured. The design must address connectivity and provide assistance where needed. CANAINPESCA could facilitate dialogue and overall evaluation; each business would retain its files. This is a proposal to be developed with the competent authorities.

## Mexico is a maritime nation

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