"Port Community Systems - Global Trends"

Richard Morton

Secretary General

International Port Community Systems Association

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"TRADE" Facilitation

Is Trade the forgotten element of Trade Facilitation ?

- Single Window can sometimes be implemented in such a way whereby the simplifications benefit administrations more than trade !!!!
- Standards can be different to those used by trade.
- Trade is Global, SW can be local creating multiple different environments
- Does Single Window create more burdens ?
- Focuses on Administrative processes and operational processes can be forgotten.

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"TRADE" Facilitation

However:

- Trade can adapt quicker than administrations to changes in the trade environment.

  Technology, Processes, Regulation

- Small and medium sized companies may be less able to adapt and change and use third parties.

- Trade is conservative – doesn't like change

- Brings together operational and administrative processes.

  "Community Systems bring these different environments together"

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Global Trends

- Need for greater transparency
  - Port and Airports or border points can be black holes due to a lack of communication and integration
    - Trade
    - Government Agencies
- Regional Considerations
  - EU, EAEU, ASEAN
  - Customs Unions
- Different environments but an increasing trend of Community Systems first steps towards a Trade Single Window.

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Maritime SW and PCS - Netherlands

**New B2MSW messages
(based on WCO data model v 3.5)**

public post-box

P/O box

MSW
Post office

NCA system
SafeSeaNet

Customs
system

Immigrations
system

Health authority
systems

Port authority
systems

MSW
Connection
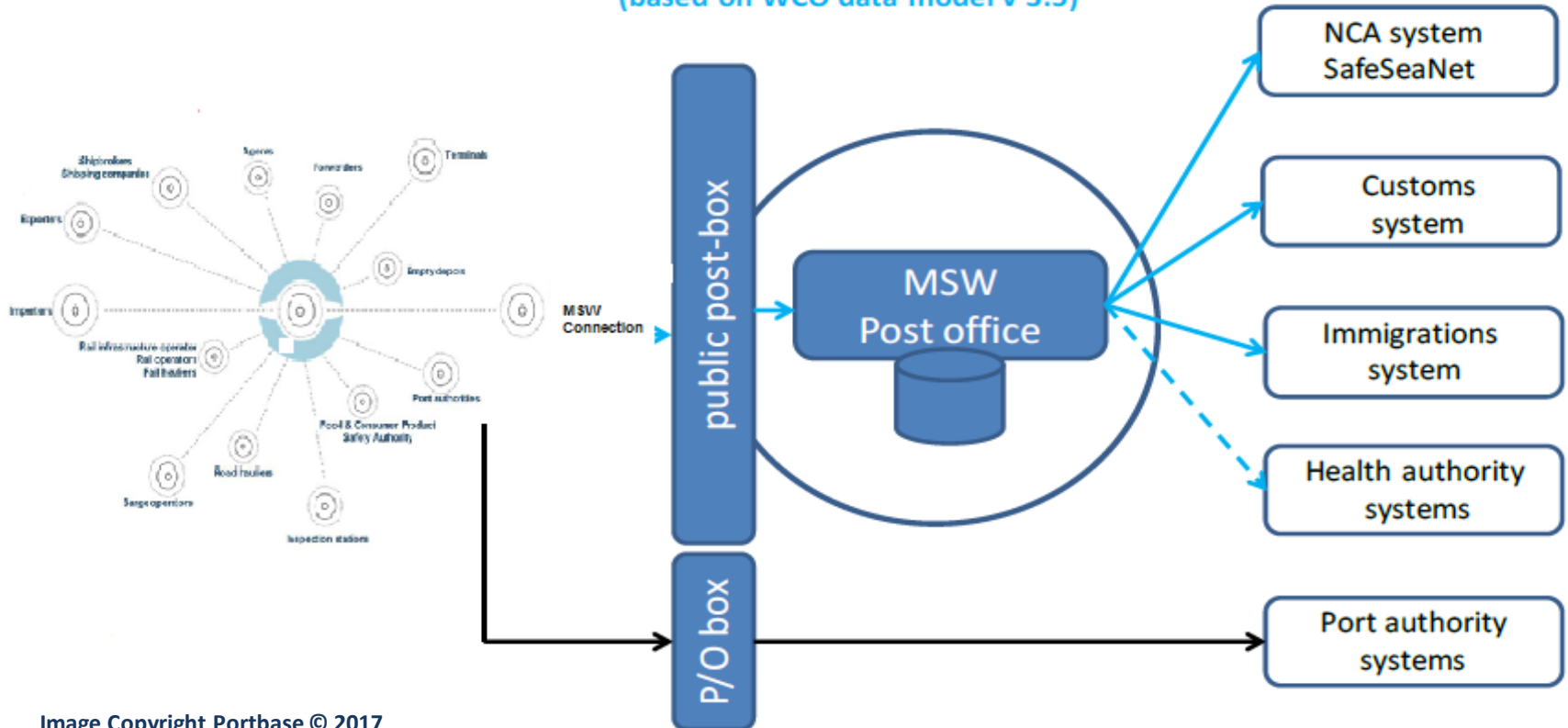
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Airport SW and PCS - Netherlands

Air Single Window

EU

DG TAXUD | DG MOVE | DG SANCO

Richtlijn 2010/65 Maritiem SW

Single window for Trade and Transport	Government	System
Maritime	Infrastructure & Environment	SPOC NL
Air	Security & Justice	API 3
Rail	Customs	Customs Manifest
Inland navigation	Vetinary	Veterinary Goods Control
Road Transport	HEALTH	eMAIL
Pipeline		
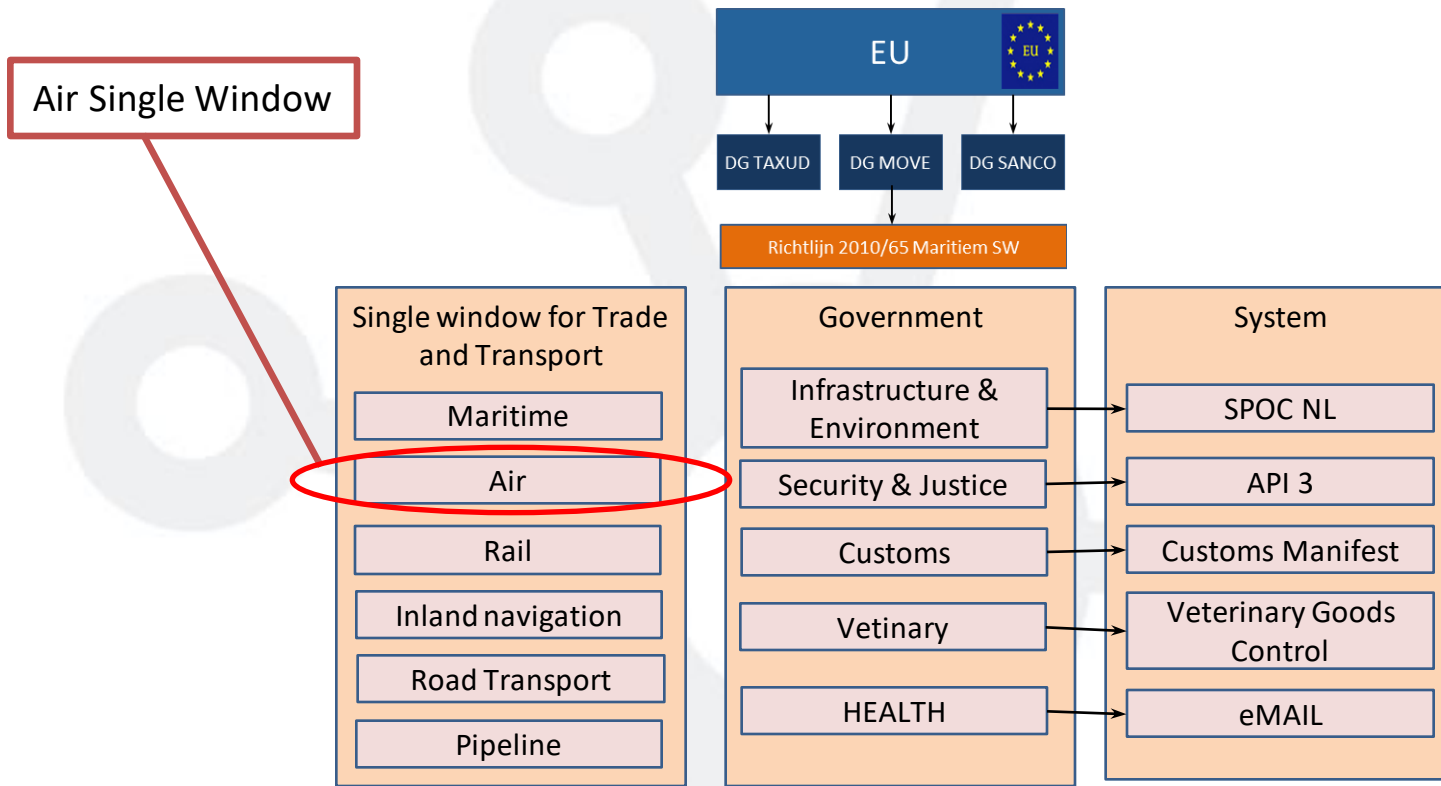
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B2B processes are not included in the Single Window for Trade and Transport

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Government, industry and Amsterdam Airport invest in Single Window Schiphol to enable end-to-end hub solutions

Single Window Schiphol

Information Chain

Single window for trade and transport

| Martime |
| Air |
| Rail |
| Inland navigation |
| Road Transport |
| Pipeline |
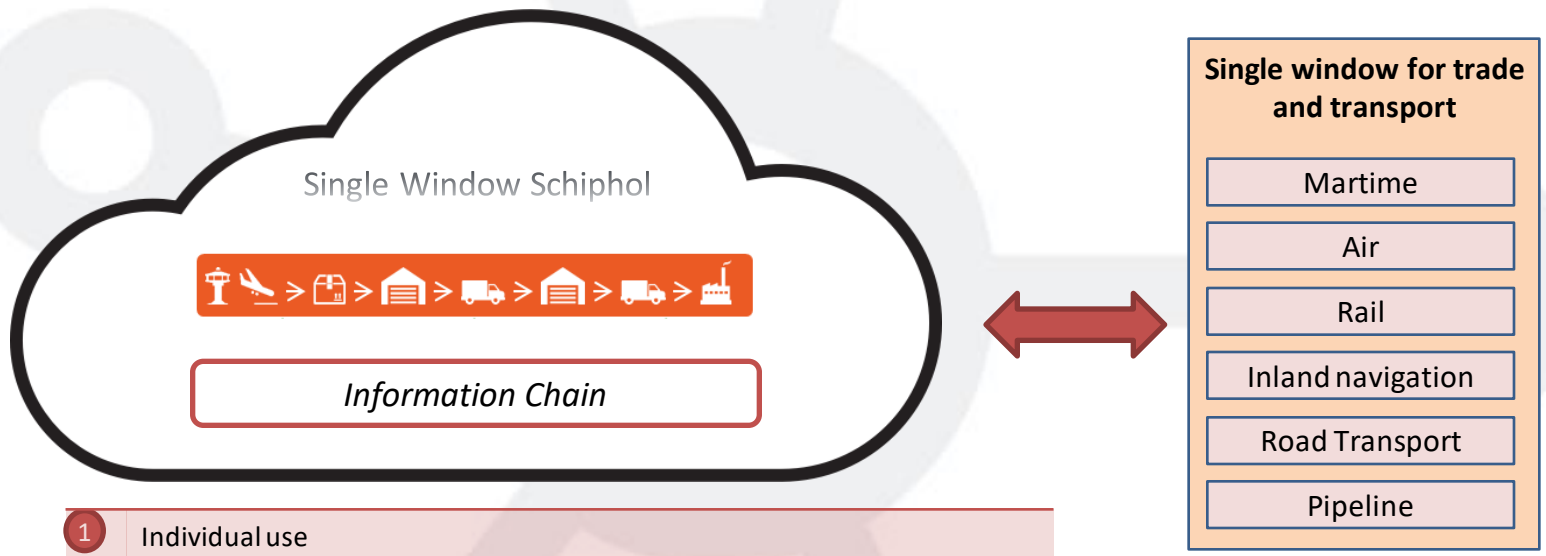
1. Individual use
2. Community Process Use (e.g tbv RFC, eLink, DGVS)
3. Legal Use (e.g ICS, ECS)
4. Directives (e.g for Schiphol, customs / government, industry organizations)

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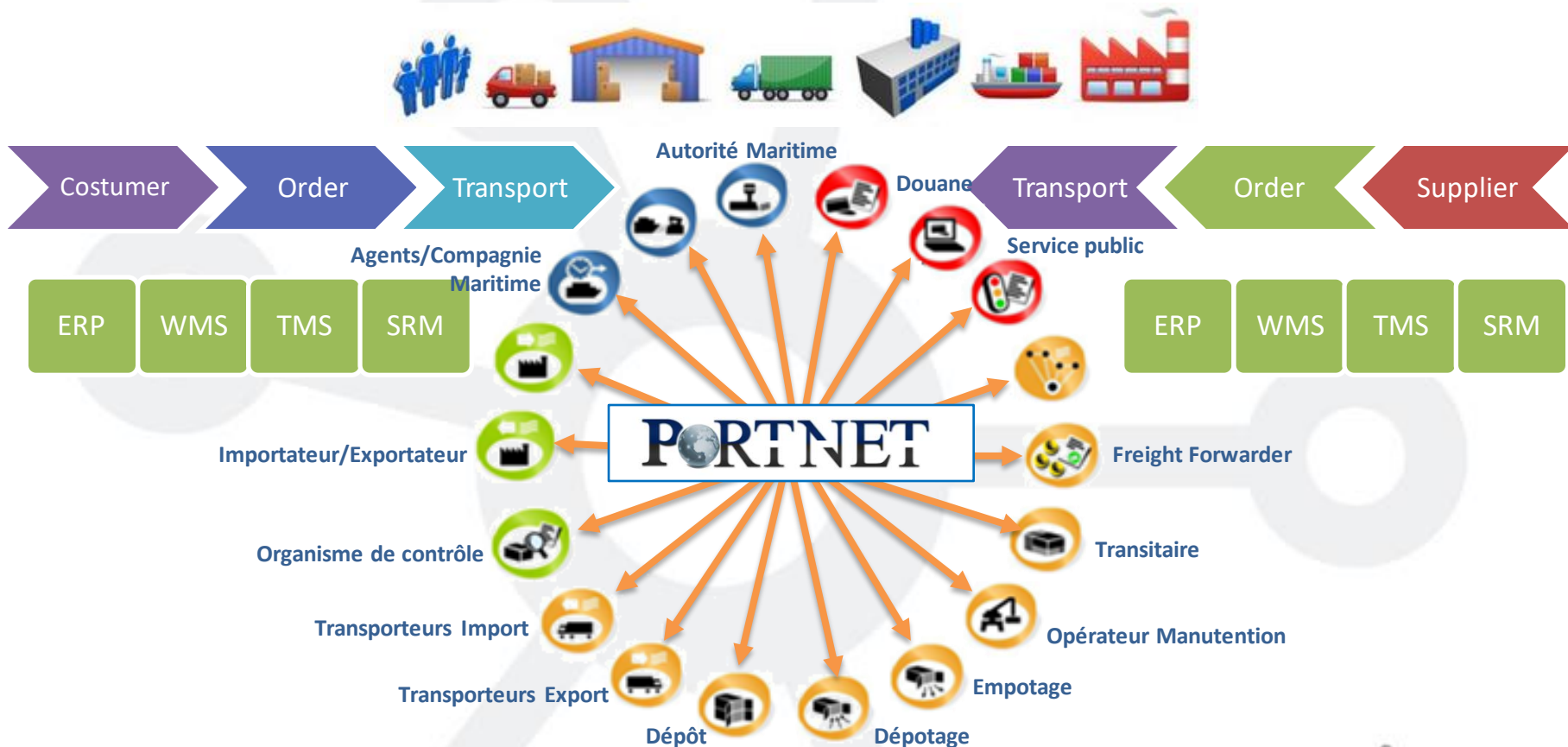# Morocco from PCS to Trade SW

Complexity of integration of international supply chain
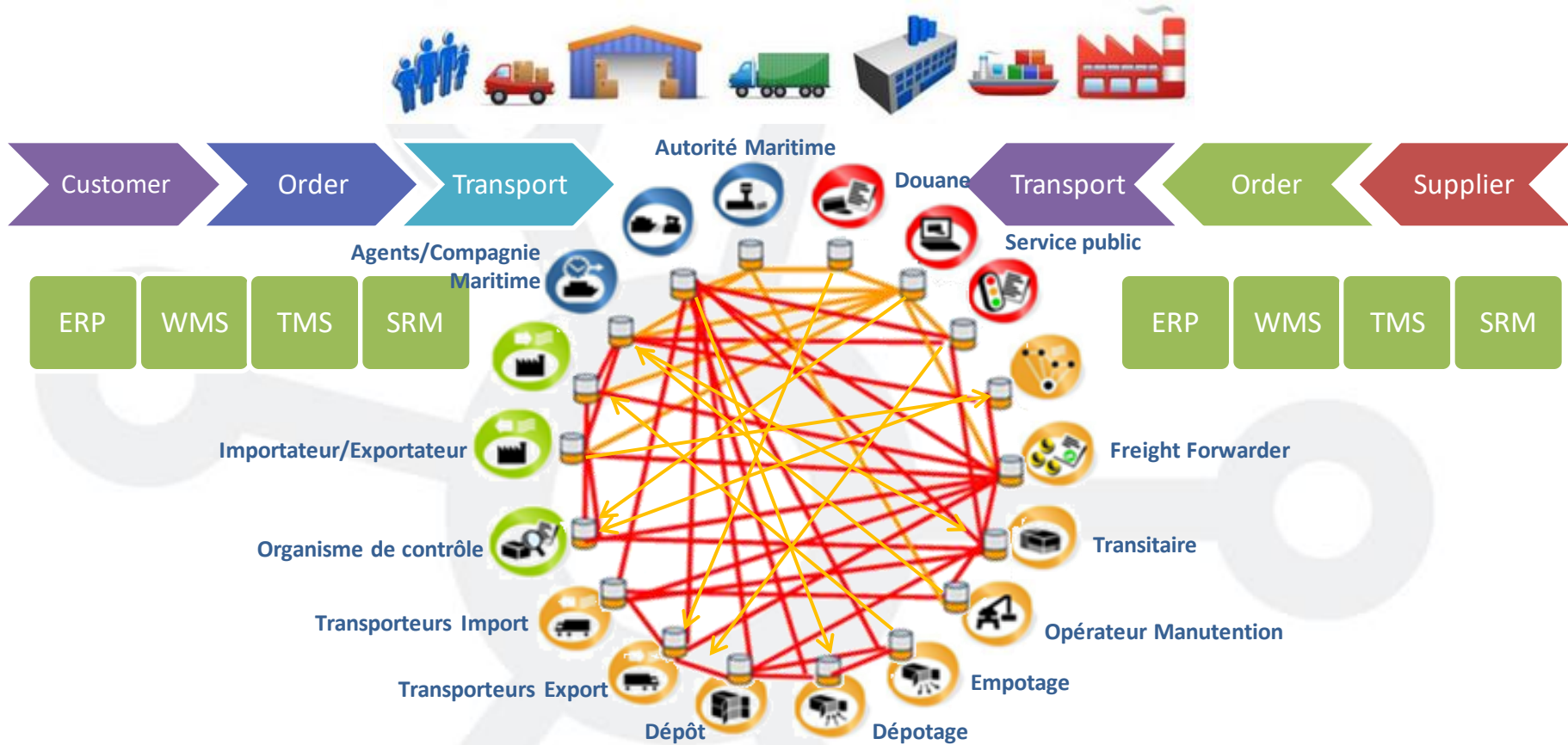
In practical terms , it is almost impossible for SME's to achieve the full integration of their supply chain due to the complexity of external environment.

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Morocco from PCS to Trade SW

PortNet : A tool to facilitate the complete integration of the foreign trade for importers and exporters

Costumer | Order | Transport | Transport | Order | Supplier

ERP | WMS | TMS | SRM

ERP | WMS | TMS | SRM

Autorité Maritime

Douane

Service public

Agents/Compagnie Maritime

Importateur/Exportateur

Freight Forwarder

Organisme de contrôle

Transitaire

Transporteurs Import

Opérateur Manutention

Transporteurs Export

Empotage

Dépôt

Dépotage

Thanks to PortNet , this integration is gradually becoming reality due to the interconnection of all stakeholders around the electronic national single window.

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Morocco from PCS to Trade SW

## PortNet : SW system oriented around importers and exporters

The implementation of PortNet is the fruit of years of hard work of the foreign trade community stakeholders puting the competitivity of importers and exporters at the center of interest of the administration, public and private service providers.
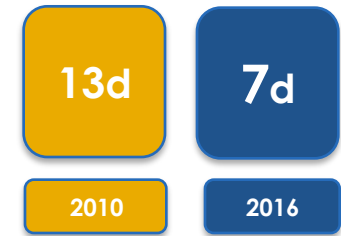

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Moroccan Continuous improvement of the performance chain

1 Week	4h
2010	2016
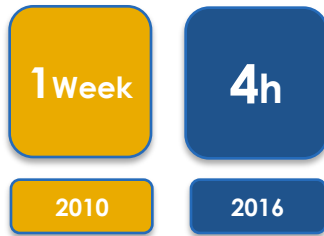
Domiciliation time of an importation licence

10d	3d
2010	2016
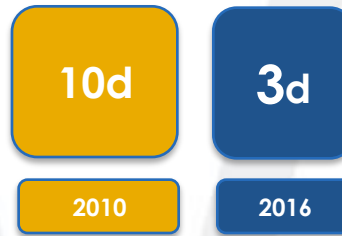
Inspection and goods control

13d	7d
2010	2016

Average dwell time of container

8h	4h
2015	2016
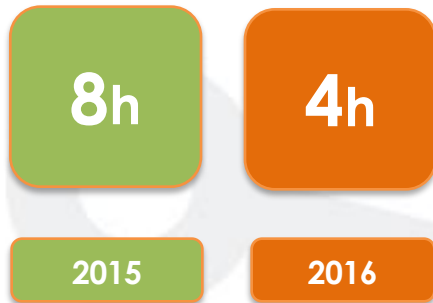
Average Import Title turnaround time

31h	30h
2015	2016
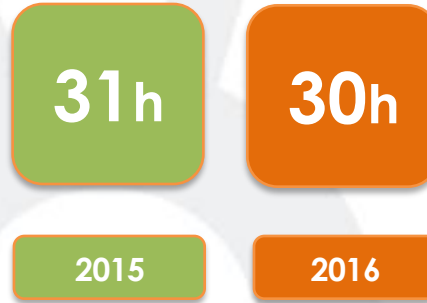
Advanced Manifest deposit

75h	64h
2015	2016
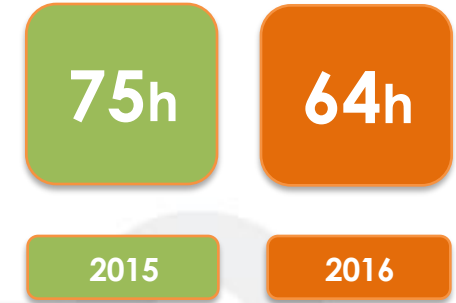
Average time between containers discharge and customs declaration deposit

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2.7d	3d
2015	2016
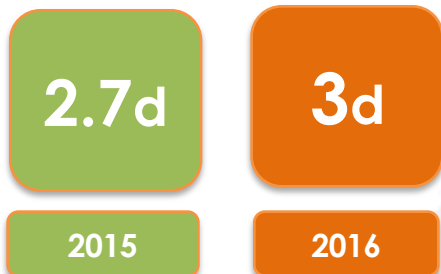
Coordinated inspection time from customs declaration deposit

35h	30h
2015	2016
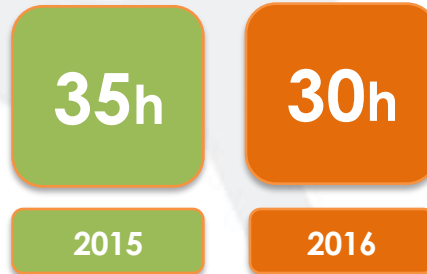
Average exit time of port containers after freehand

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Network of Trusted Networks

Globally Connected Logistics

Vision:

- A neutral and trusted network

- Globally Connecting Logistics

- Use of existing IT Infrastructures not new ones

- APIs to connect Community Systems

- IPCSA to develop standard APIs ?

- Simplified User Authorization

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Visibility and lack of it

- Visibility is a critical competitive asset in the supply chain. The information must flow among the actors. However, the quality of the information is a challenge. The information is disseminated and fragmented in several points of the chain. Finding the most suitable and precise source of information is not an easy task in a global supply chain.

- The Ports (sea and air) play an important role in the supply chain acting in the first place as a transportation hub, but also as an information hub. PCS are informed about the physical and documentary events that happen in their area. However, the shippers and the logistics operator need to be aware of the events in other ports to obtain visibility of traffic flows "end-to-end".

- The PCS interconnectivity can be an instrument to address these challenges in an effective way.

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What and How to Exchange

- **Public versus Private Data**
  - Survey or participants
    - Vessel Status
    - Container Status
- **APIs (Application Program Interface)**
  - No current standards for API, IPCSA has developed it's own for exchanging information
  - Relatively easy to implement
- **Standards**
  - Use of international standards

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Current Situation
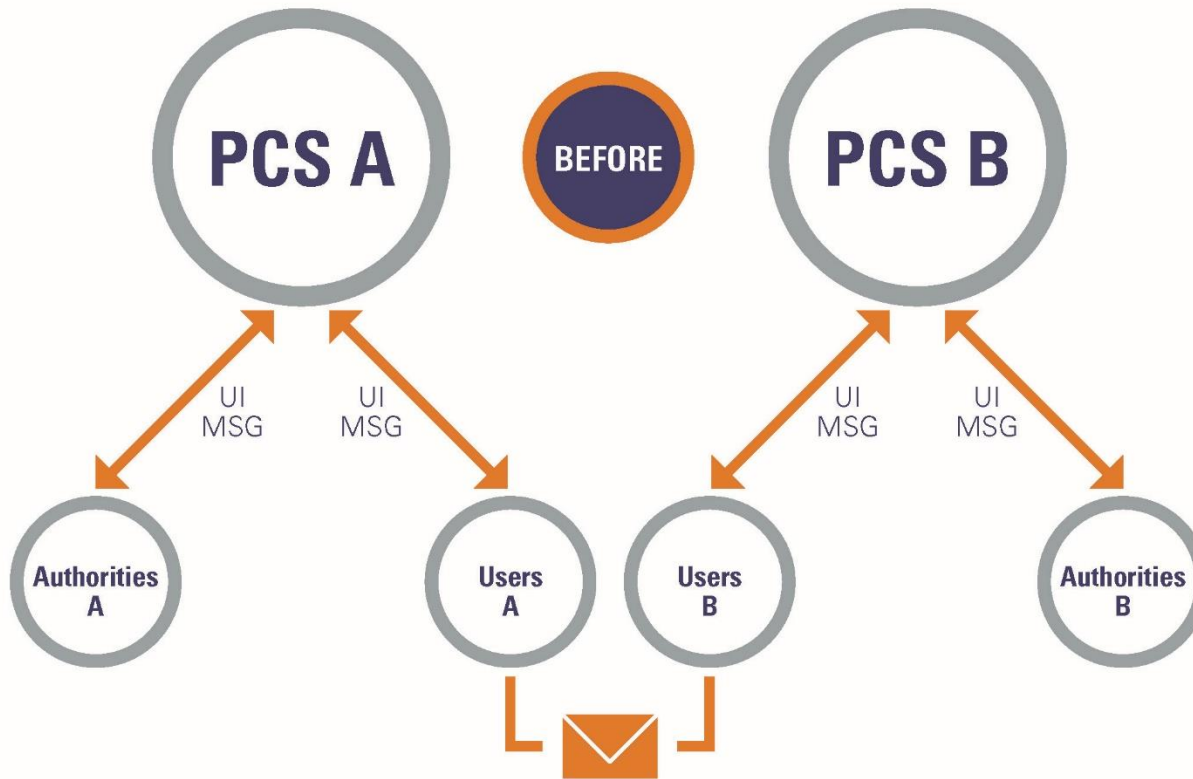
- Hub & Spoke
- Port Centric
- Monolithic
- Central Database
- Message System

VISION: Network of Trusted Networks
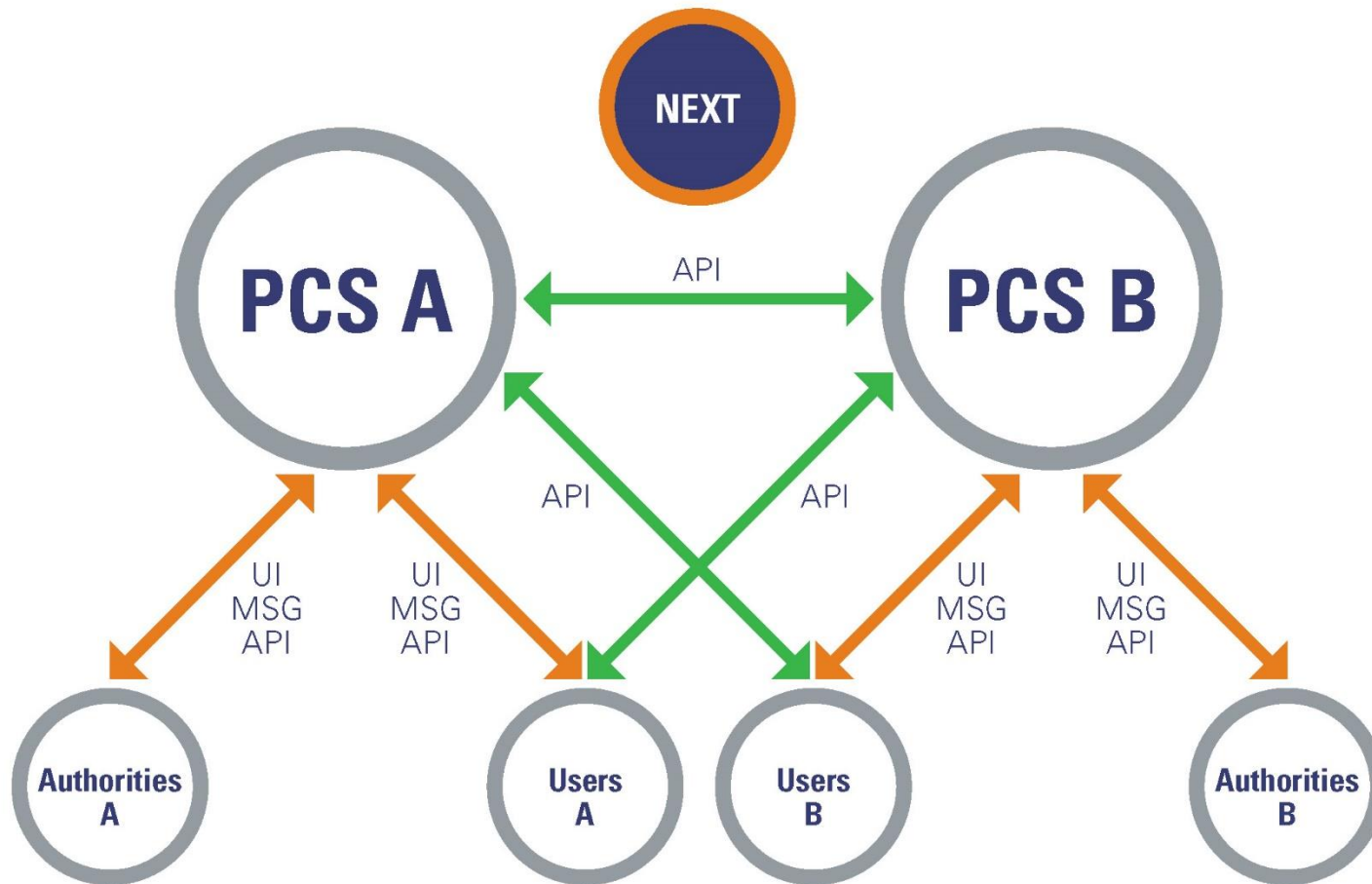
- PCS as Service or Cloud Services
- Global Services
- Federation
- Microservices
- Distributed Database
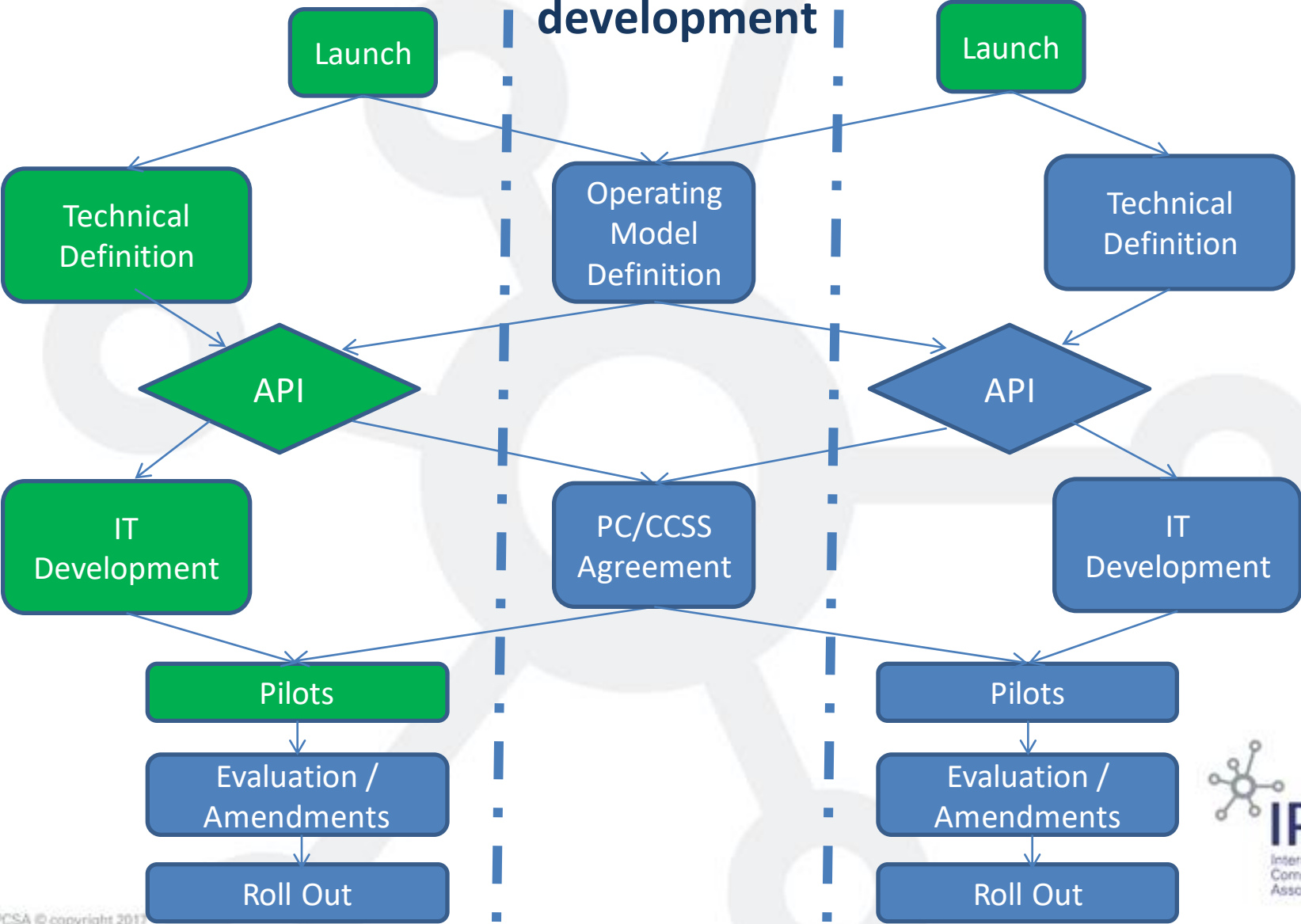- API

Action Plan – Maritime and Air

STATUS: completed
STATUS: ongoing

Maritime Network

Mode neutral development

Air Network

Launch

Operating Model Definition

Launch

Technical Definition

Technical Definition

API

API

IT Development

PC/CCSS Agreement

IT Development

Pilots

Pilots

Evaluation / Amendments

Evaluation / Amendments

Roll Out

Roll Out

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Technical Development – Maritime Network

Technical Definition	API	IT Development	Pilots
• Survey data Sets for Public and Trusted Data • Define Minimum Data Set	• Develop API	• Define IT Development	• Pilot Test. • Communication and Dissemination.

Objectives

To Do
- Wider piloting
  - ✓ Antwerp, Barcelona, Abu Dhabi, Southampton, China
- Updating and maintenance of API
- Expand to NEAL-NET (North East Asia Logistics Network

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Technical Development – Air Network

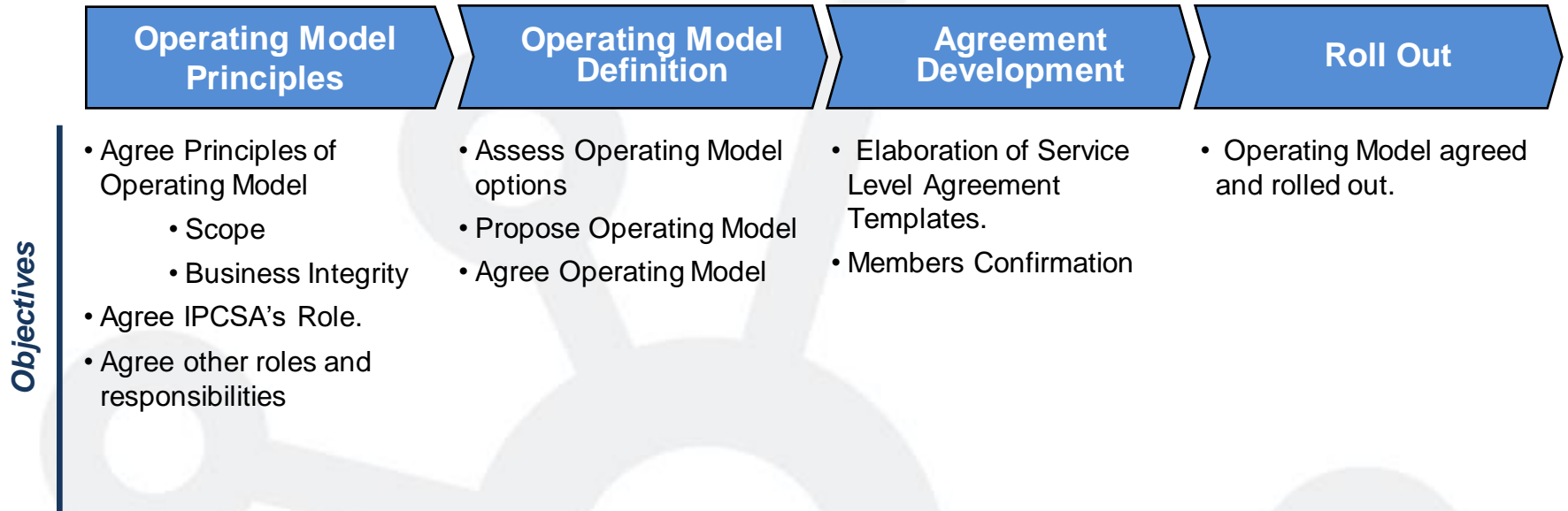| Technical Definition	API	IT Development	Pilots
• Survey data Sets for Public and Trusted Data • Define Minimum Data Set	• Develop API	• Define IT Development	• Pilot Test. • Communication and Dissemination.

Objectives

To Do

- Identification for lead for Air – DAKOSY – Frankfurt Airport
- Initial Survey and define Minimum Data Set
- Increase number of Air-PCS/CCS participants
- Develop appropriate API

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Operating Model Development

Operating Model Principles	Operating Model Definition	Agreement Development	Roll Out

Objectives

Operating Model Principles
- Agree Principles of Operating Model
  - Scope
  - Business Integrity
- Agree IPCSA's Role.
- Agree other roles and responsibilities

Operating Model Definition
- Assess Operating Model options
- Propose Operating Model
- Agree Operating Model

Agreement Development
- Elaboration of Service Level Agreement Templates.
- Members Confirmation

Roll Out
- Operating Model agreed and rolled out.

To Do
- Agree Principles of Operating Model Scope
- Business Integrity of Community Systems
- Agree IPCSA's Role.
- Agree other roles and responsibilities

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About IPCSA

- 32 members operating in 32 Countries.

- Members currently handle the exchange of information for over 100 air and sea ports, this equates to over 250m TEU and 7bn tonnes of cargo

- IPCSA membership is open to:
  - ✓Air and Sea Port Community System Operators
  - ✓Air and Sea Port Authorities
  - ✓Single Window Operators
  - ✓International and Regional Organisations / Associations

- UN ECOSOC & IMO Consultative Status

- Participate at EU, WCO, WO, IATA, TIACA etc.

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Richard Morton, IPCSA, Secretary General
E: richard.morton@ipcsa.international

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