“Port Community Systems - Global Trends”

Richard Morton
Secretary General
International Port Community Systems Association

8th September 2017
IX Meeting, IADB Network of SW & Foreign Trade
Montevideo, Uruguay
“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.
“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”
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.
Maritime SW and PCS - Netherlands

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

MSW Post office

Public post-box

P/O box

NCA system
SafeSeaNet

Customs system

Immigrations system

Health authority systems

Port authority systems

Image Copyright Portbase © 2017
Airport SW and PCS - Netherlands

B2B processes are not included in the Single Window for Trade and Transport
Government, industry and Amsterdam Airport invest in Single Window Schiphol to enable end-to-end hub solutions.
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.
PortNet: A tool to facilitate the complete integration of the foreign trade for importers and exporters.

Thanks to PortNet, this integration is gradually becoming reality due to the interconnection of all stakeholders around the electronic national single window.
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 putting the competitiveness of importers and exporters at the center of interest of the administration, public and private service providers.
Moroccan Continuous improvement of the performance chain

- **Average Import Title turnaround time**
  - 2010: 8h
  - 2016: 4h

- **Advanced Manifest deposit**
  - 2010: 31h
  - 2016: 30h

- **Average dwell time of container**
  - 2010: 75h
  - 2016: 64h

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

- **Inspection and goods control**
  - 2010: 10d
  - 2016: 3d

- **Coordinated inspection time from customs declaration deposit**
  - 2010: 2.7d
  - 2016: 3d

- **Average exit time of port containers after freehand**
  - 2010: 35h
  - 2016: 30h
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
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.
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 its own for exchanging information
  – Relatively easy to implement

• Standards
  – Use of international standards
Current Situation

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

Diagram: Two systems labeled PCS A and PCS B with connections labeled UI MSG.
• PCS as Service or Cloud Services
• Global Services
• Federation

• Microservices
• Distributed Database
• API

VISION: Network of Trusted Networks
Action Plan – Maritime and Air

Status:

- **Maritime Network**
  - Launch
  - Technical Definition
  - API
  - IT Development
  - Pilots
  - Evaluation / Amendments
  - Roll Out
  - Status: completed

- **Mode Neutral Development**
  - Operating Model Definition
  - PC/CCSS Agreement
  - Status: ongoing

- **Air Network**
  - Launch
  - Technical Definition
  - API
  - IT Development
  - Pilots
  - Evaluation / Amendments
  - Roll Out

Technical Development – Maritime Network

Objectives

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

To Do

- Wider piloting
  - Antwerp, Barcelona, Abu Dhabi, Southampton, China
- Updating and maintenance of API
- Expand to NEAL-NET (North East Asia Logistics Network)
# Technical Development – Air Network

## Objectives

<table>
<thead>
<tr>
<th>Technical Definition</th>
<th>API</th>
<th>IT Development</th>
<th>Pilots</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Survey data Sets for Public and Trusted Data</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| • Define Minimum Data Set | • Develop API | • Define IT Development | • Pilot Test.  
|  |  |  | • Communication and Dissemination. |

## 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
# Operating Model Development

## Objectives

<table>
<thead>
<tr>
<th>Operating Model Principles</th>
<th>Operating Model Definition</th>
<th>Agreement Development</th>
<th>Roll Out</th>
</tr>
</thead>
</table>
| • Agree Principles of Operating Model  
  • Scope  
  • Business Integrity | • Assess Operating Model options  
  • Propose Operating Model  
  • Agree Operating Model | • Elaboration of Service Level Agreement Templates.  
  • Members Confirmation | • 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
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.
Richard Morton, IPCSA, Secretary General
E: richard.morton@ipcsa.international

IPCSA 2017 Annual Conference
“Globally Connected Logistics”
23rd November 2017, Brussels, Belgium