"Port Community Systems Role in Enhancing the Efficiency of European Ports"

Alan Long – Chairman of IPCSA and CEO of MCP Plc

ESPO Conference 2106
Dublin, Ireland, 1-2 June

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Association
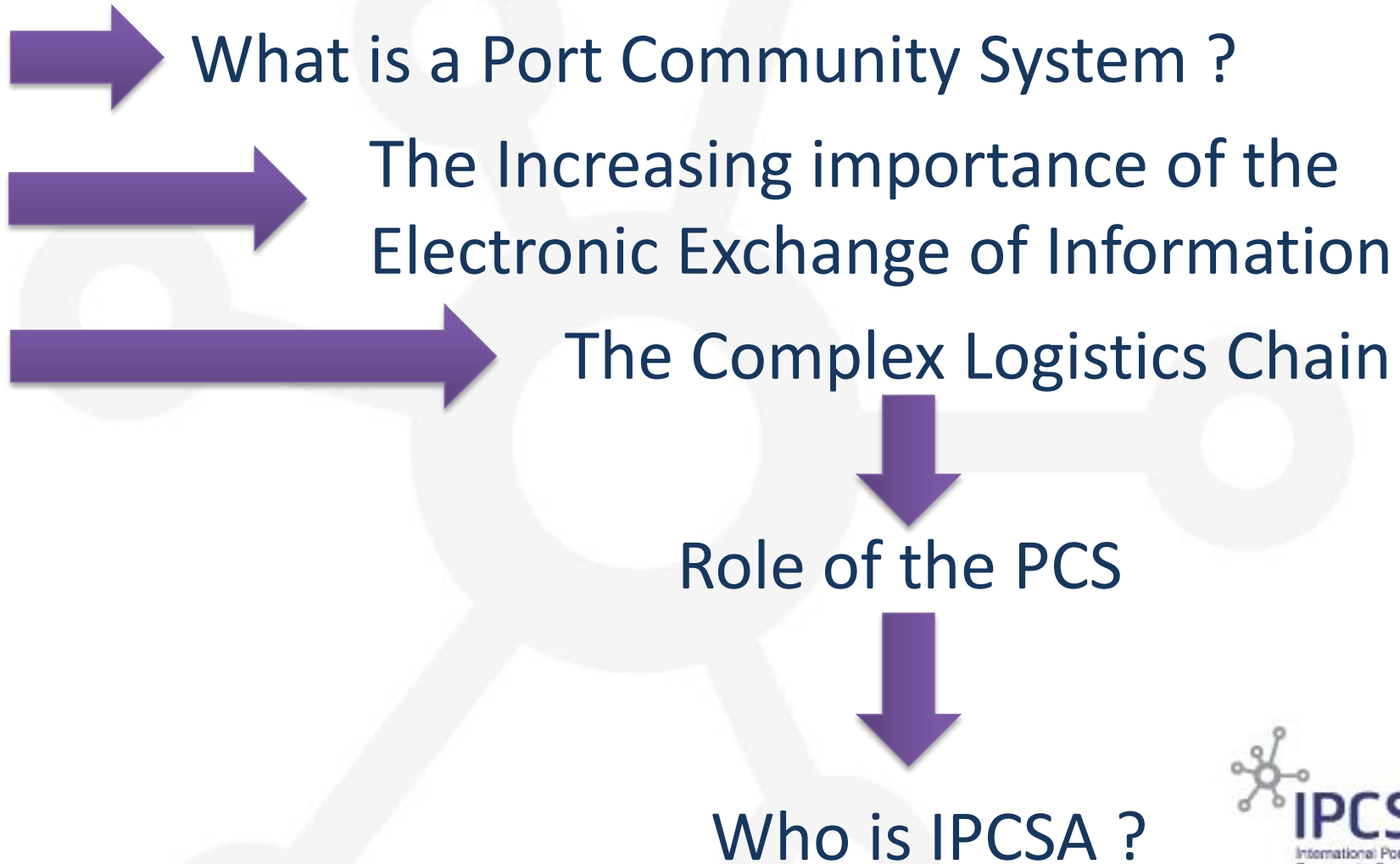
What is a Port Community System ?

"A Port Community System is not an IT project, but a change management project."

Javier Gallardo, Portic (IPCSA), Red VUCE meeting,

4th December, Cusco, Peru

A Port Community System is:

- a neutral and open electronic platform enabling intelligent and secure exchange of information between public and private stakeholders in order to improve the competitive position of the sea and air ports' communities.
- optimises, manages and automates port and logistics efficient processes through a single submission of data and connecting transport and logistics chains.

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WTO Trade Facilitation Agreement

- In December 2013, WTO members concluded negotiations on a Trade Facilitation Agreement

- The TFA will enter into force once two-thirds of members have completed their domestic ratification process.

- Currently ratified by 77 of it's 162 members.

- The TFA contains provisions for expediting the movement, release and clearance of goods, including goods in transit.

- It also sets out measures for effective cooperation between customs and other appropriate authorities on trade facilitation and customs compliance issues.

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TFA Links to Single Window

Article 10.4 Single Window

4.1 Members shall endeavour to establish or maintain a single window

4.2 "single submission of information"

4.4 ….use information technology to support the single window.

Section III - contains provisions that establish a permanent committee on trade facilitation at the WTO, require members to have a national committee to facilitate domestic coordination and implementation of the provisions of the Agreement

Single Window UNECE
Recommendation 33

Recommends Governments to establish Single Window for Cross Border Trade

Defines features:

- … **one time submission**

- ..of **standardized information and documents**

- **sharing of information** amongst government agencies;

- **coordinated controls and inspections** of the various governmental authorities;

- Allow **payment** of duties and other charges;

- Be a **source** of trade related **government information**.

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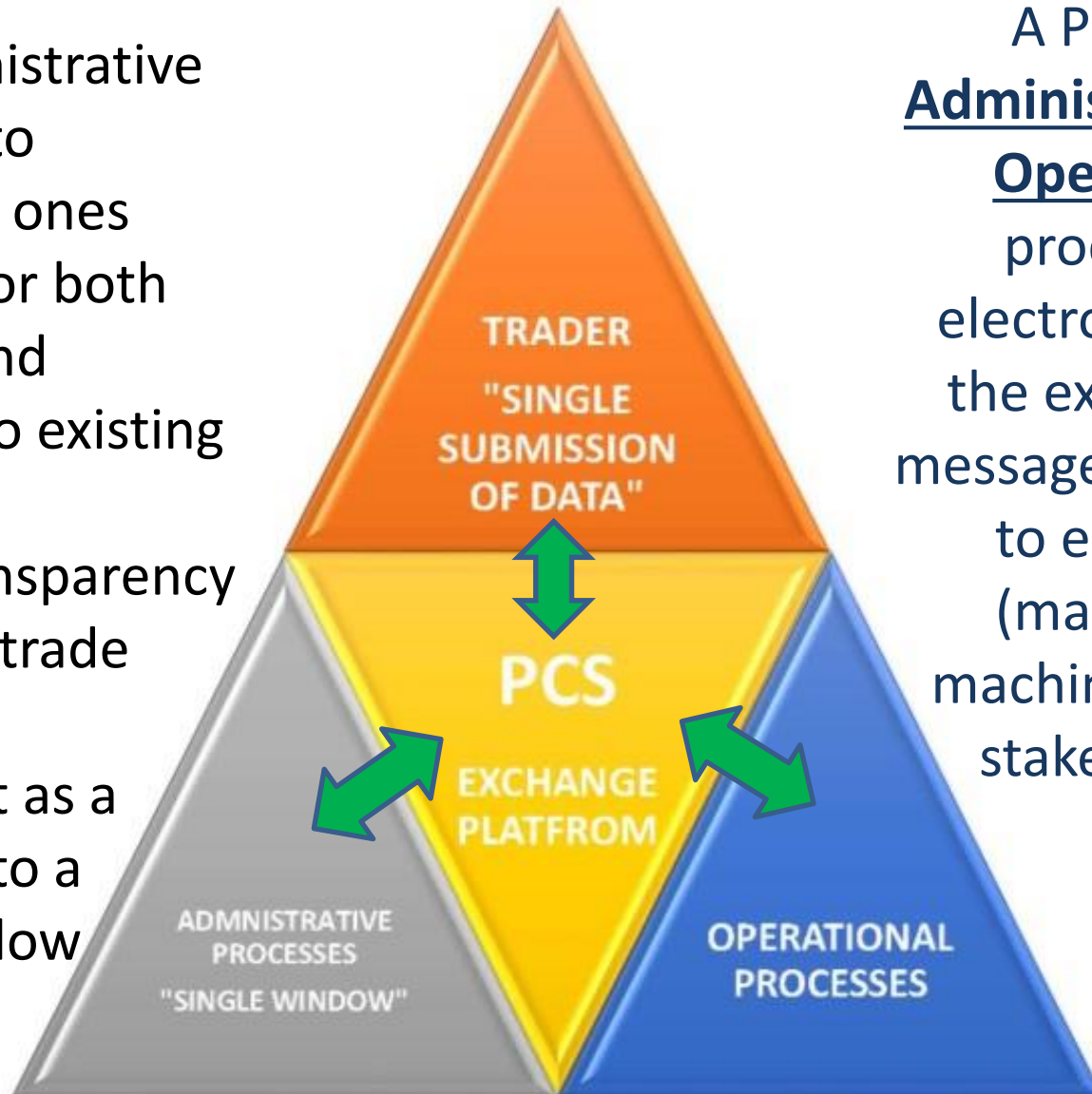Community Systems
Association

The Complex Logistics Chain

- Multiple parties sending information - traditionally paper, but now increasingly electronically - between each other, both for Administrative purposes such as Customs and for operational purposes

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# PCS – A Trade Facilitation Tool

A PCS:

- Links administrative processes to operational ones
- Uses data for both purposes and interfaces to existing IT Systems
- Creates transparency & reducing trade burdens
- Can also act as a Gateway into a Single Window

A PCS links **Administrative** and **Operational** procedures electronically via the exchange of messages on an end to end basis (machine to machine) with all stakeholders.

TRADER
"SINGLE SUBMISSION OF DATA"

PCS
EXCHANGE PLATFROM

ADMNISTRATIVE PROCESSES
"SINGLE WINDOW"

OPERATIONAL PROCESSES

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The Port Community System sits neatly between the port and its customers, handling all data transfer between the two and between other sectors of the Port Community that is; it provides a platform for integrating all stakeholders be they small, medium or large!
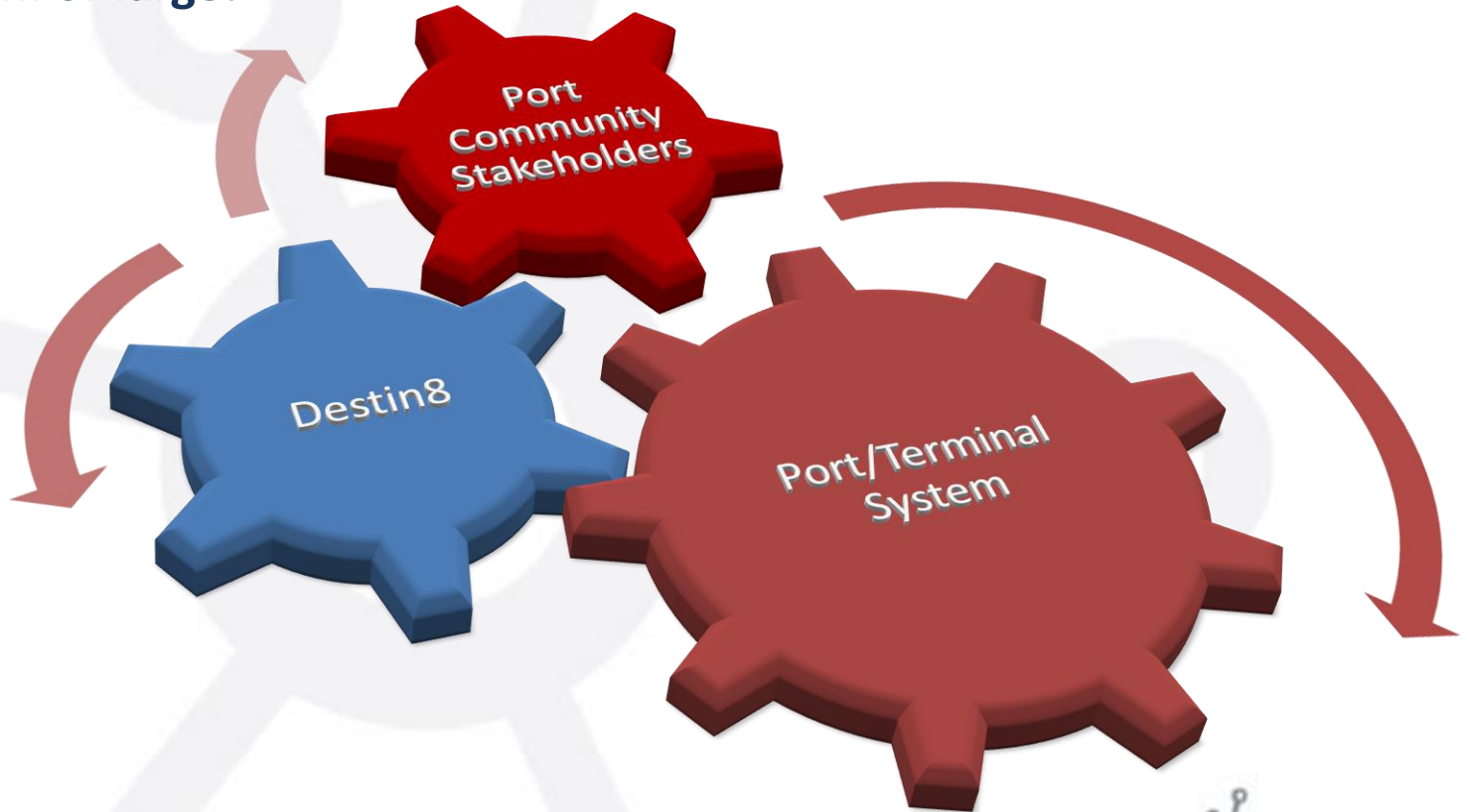
PCS Key Stakeholders:

- **Port Authorities/Terminal Operators**

- **Customs (Local and Headquarters)**

- **Freight Forwarders/Logistics Providers**

- **Shipping Lines/Agents**

- **Warehouse Operators (CFS/ ICDs)**

- **Road and Rail Operators**

- **Other Government Agencies (Port Health/Defra/Forestry/DfT/MCA**

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The Port Community System – a typical example
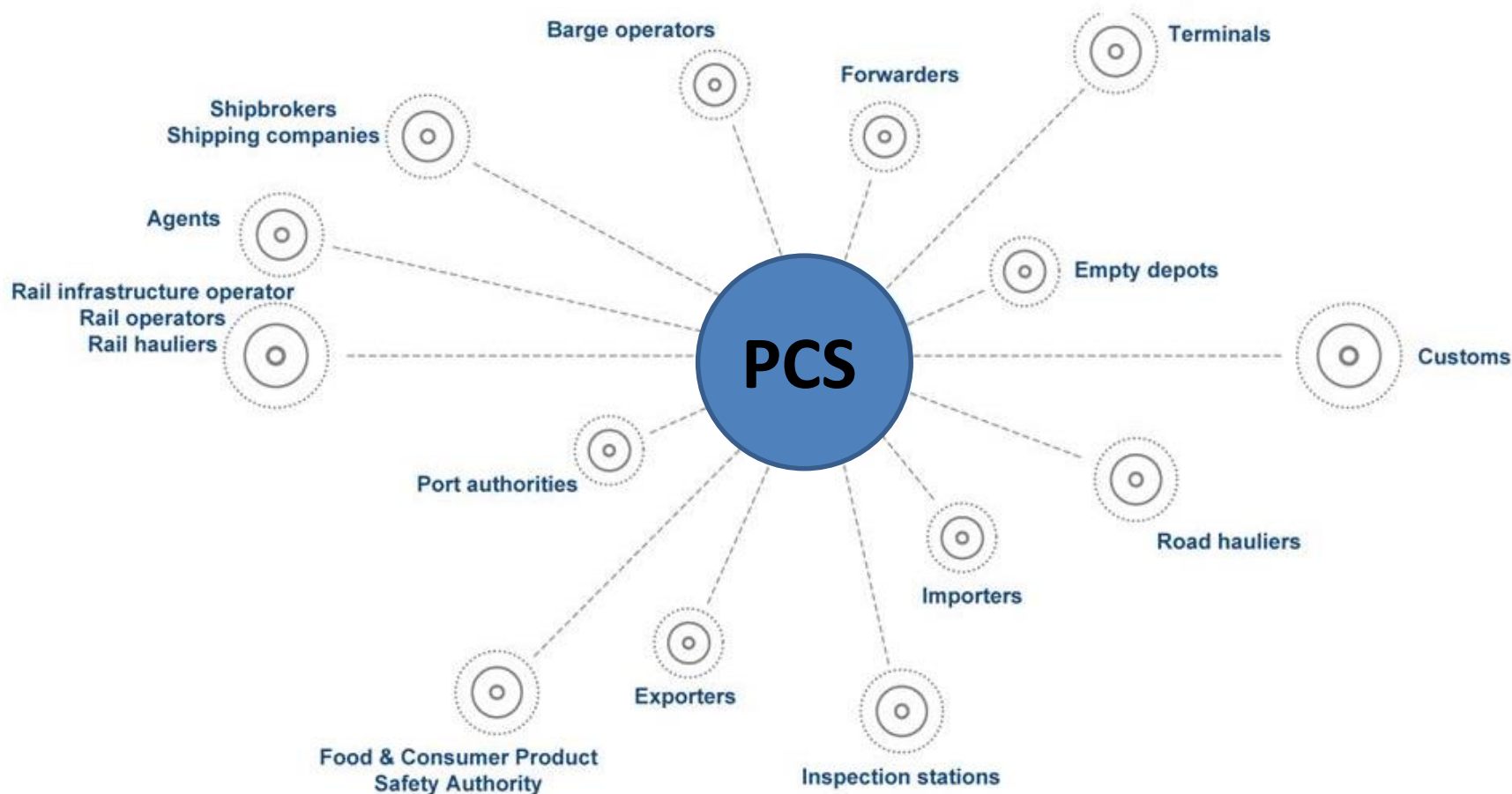
PCS Core Functional areas:

- **Vessel/Voyage processing**

- **Customs Declarations**

- **Imports**

- **Exports (incl. check listing)**

- **Transhipments**

- **Road/Rail Transportation**

- **Inland Clearance (CFS incl. devan/unstuffing)**

- **Dangerous and Polluting Goods (VTMD)**

- **Maritime Statistics (DfT Eurostat)**

- **Waste Reporting (EU Waste Directive)**

- **Public domain tracking facilities**

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Summary of the Role of a PCS

- Multimodal Logistics Chains
  - A PCS provides the means for seamless transmission of information between different parties in multimodal transport chain

- Gateways into Government (e.g. MSW EU Directive 2010/65)
  - Limited changes for operators
  - Reduce number of interfaces into govt SW and to other agencies
  - Combines operational and administrative procedures and processes
  - Trusted Third Party

- Globalisation
  - Ports are global players
  - PCS are linking (through the IPCSA Track and Trace Initiative) ports across the world
  - Sharing data on vessels and consignments/containers

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Who is IPCSA ?

- Formed as EPCSA in 2011, became IPCSA in 2014

- Five Regions with members, with regions matching those of UN Regional Commissions

- Members operate in ports that handle in excess of 140m TEUs and 4 billion tonnes of cargo worldwide

- Operating in over 100 ports worldwide Members handle tens of millions of electronic messages every day.

- Membership open to PCS Operators & Port Authorities

- Associate members include Oceania Customs Organisations, FONASBA and INCU

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Five Membership regions
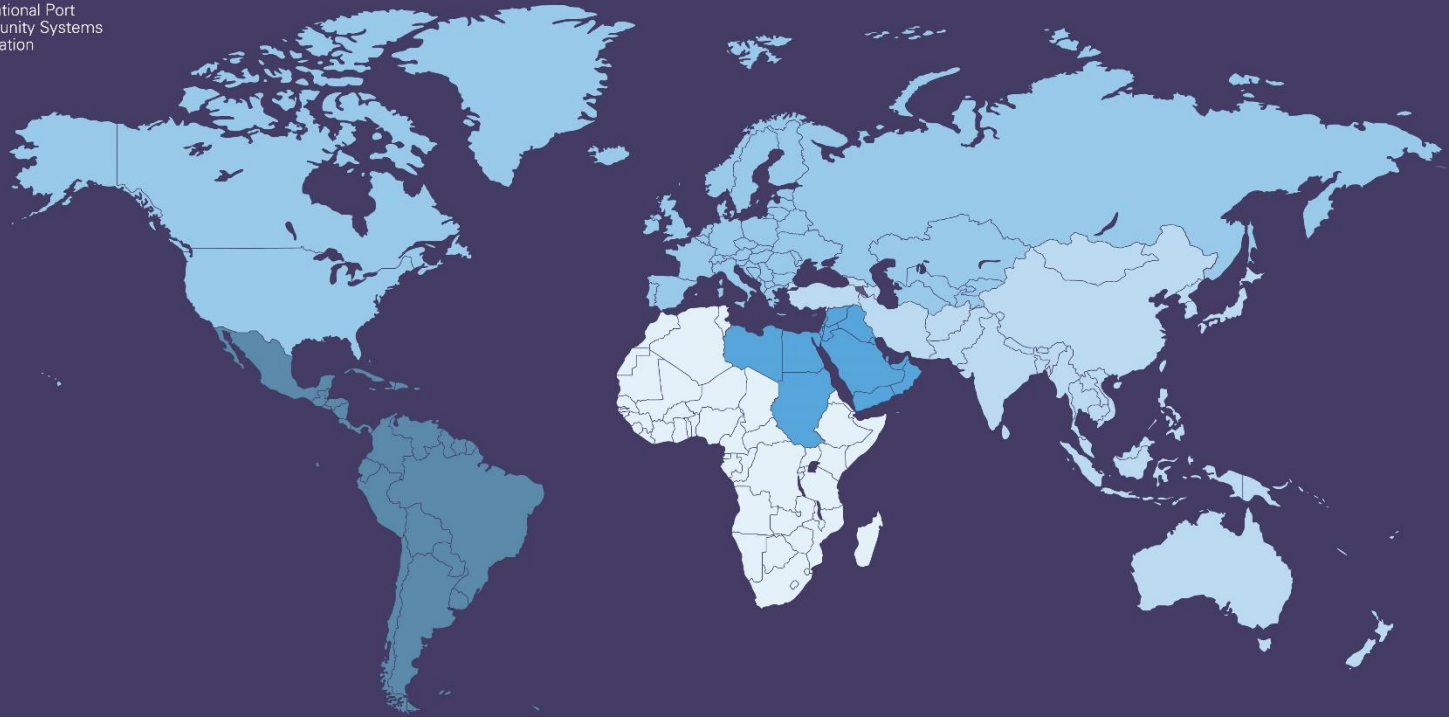
IPCSA currently has 28 members and is growing

SOGET, France	MCP, United Kingdom
Portic, Spain	Dakosy, Germany
dbh, Germany	Portbase, Netherlands
APCS, Belgium	Freeport of Riga, Latvia
Valenciaport, Spain	Port of Ravenna, Italy
ePuertobilbo, Spain	Portel, Madrid
Port de Tarragona, Spain	DubaiTrade, U.A.E
Portnet, Morocco	Port Authority of Hamburg
PPL 33-35, Ukraine	1-Stop, Australia
IPCS, Israel	SEGUB, Benin
ILCS, Indonesia	Port of Sines, Portugal
Abu Dhabi Ports Company, U.A.E	CNS, UK
SEGUCE, Togo	MGI, Marseille, France
PENTANT Ltd, UK	Saudi Ports Authority, Saudi Arabia

Also Associate members

FONASBA – Federation of Ship Agents
INCU – International Network of Customs Universities
OCO – Oceania Customs Organisation

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For more information on IPCSA
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