IPCSA

International Port Community Systems Association

“The Development of Port Community Systems (PCS) and integration with Single Window”

Richard Morton,
Secretary General, IPCSA

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Single Window and / or PCS

Multiple definitions of SW from UNECE Rec 33 to WCO and local variations/. IPCSA considers these electronic exchange platforms in simple and practical terms.

**Single Window:** Administrative processes for cross border trade including B2G and G2G

**Port (air, sea or land) Community Systems:** Logistical processes for the physical movement of goods across border including B2B, B2G, G2B, and in some cases G2G

Don’t focus on definitions focus on outcomes
The Need for a PCS - Air Cargo Stakeholders - Interactions

Estimated 118 copies, 258 signatures, 22 hours of key-punching during exports clearance process - Source: IATA
The Need for a PCS - Maritime Stakeholders - Interactions
The Port Community System – a typical example
The Interaction between PCS and SW

The IMO Guidelines – Maritime Single Window

Ref: Draft 23 09 2018 – IMO Revision of MSW Guidelines

IMO Revision of MSW Guidelines

The IMO Guidelines – Maritime Single Window

Ref: Draft 23 09 2018 – IMO Revision of MSW Guidelines
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.
Life cycle of the reporting process when calling at a port:

- **Vessel registration (Visit-ID)**: Before starting the reporting process.
- **Message for advanced audit (High Risk Ships)**: 72 hours in advance.
- **Arrival message (ATA)**: After arrival.
- **Departure message (ATD)**: After departure.

**Arrival**
- Dangerous goods arrival
- Persons on board

**Stay in the harbour**
- Arrival Traffic message (without POB, without ATA)
- Harbour message
- Waste declaration
- Maritime declaration of health
- Persons on board (crossing border)
- Security information

**Departure**
- Traffic message on departure (without ATD)
- Dangerous goods departure
The German Way

**Submitting Directly to MSW**

- No cost
- Submission either:
  - Manual via web-page
  - EDI-link
  - To qualify there is a certification process that has to be passed
  - An SLA needs to be signed
  - Re-certification for each SW update

**Submitting Via PCS to MSW**

- Contract / SLA with PCS
- Benefits that PCS translates from received format to format required for submission to SW.
General benefits of PCS

Port of Los Angeles, United States – Port Optimizer

“during the pilot phase, it was stated that productivity improved between 9 to 12%. The expectation is that productivity level improvements will be well above that once all shipping lines, and marine terminals’ data starts flowing into the Data Portal.

Portnet, Morocco (Trade Single Window)

“there are more than 41,000 daily messages exchanged and has led to a reduction of dwell time (related to administrative / logistics processes) : from 14 days to 7 days”

Port of Trieste, Italy – Sinfomar

“Since 2014 when the project started there are 30,000 messages daily being exchanged and has seen a decrease of at least 1 hour waiting time for vehicle entry and 50% reduction of dwell time for container trains”

Odessa, Ukraine - PPL 33-35

“Since the inception of the PCS in 2014 PPL33-35 has processed over 1m Containers and dwell time as measured through a WTO Time Release Study has gone from over 40hrs to 1 to 1.5hrs per container”
PortNet, a SW to integrate the complete foreign trade supply chain

Thanks to PortNet, this integration is gradually becoming reality due to the interconnection of all stakeholders around the electronic national single window.
Morocco improved its Doing Business 2017 ranking of 7 places from 75th to 68th place. This result was largely achieved thanks to the improved ranking in the "Cross-Border Trade" indicator where Morocco was able to gain 39 points from 101st to 63rd place.

"Morocco made trading across borders easier by further developing its single window system and thus reducing border compliance time for importing."

Source: WB DB 2017 report
Main stakeholders involved

Port of Trieste, Italy
Before and After PCS implementation
SEGUB, Benin, West Africa

Custom Revenue:
- 2011 – Euros 410 million
- 2012 – Euros 490 million

Dwell time:
- 2012 – 36 days
- 2014 – less than 8 days

TEU (Twenty-foot Equivalent Unit):
- 2012 – 155 337
- 2013 – 251 053

GAIN OF MONEY, GAIN OF TIME
for private and public sectors:
- Gains of productivity
- Gains in efficiency
- Gains in autonomy / flexibility

Rapid information exchange, coupled with accurate performance indicators has reduced dwell time from 5 weeks to less than 8 days as shown below.
FROM SINGLE PORT TO ALL SEA PORTS;
30 DAYS TO 1 Hr (Goods in containers)
From LOCAL TO NATIONAL AND REGIONAL

THE SYSTEM LINKS:
REGULATORY AND CONTROL BODIES;
PORT AUTHORITIES;
PORT OPERATORS;
AGENCY COMPANIES;
FORWARDING ORGANIZATIONS;
UKRAINIAN HAULIERS AND RAILWAYS.

More than 1 000 000 containers and 16000 vessels processed
9 DIFFERENT PROGRAMME MODULES
Time reduced to 1- 1.5 Hrs

Study on the readiness of Ukraine to implement WTO TFA provisions

WCO Time Release Study at Odessa Seaport
“Let Processes Drive Technology”

Key Principles and Processes

Port Community System

Business drives Processes

Processes drive Technology

Technology enables Business

Key Principles and Processes
Change Management

• Normally the focus of Change Management is on own organisation and structure.

• In case of Port Community System the focus is on change management within the customer / user/ the same is for SW

• Change from bilateral (individual level) to sharing information.

• From physical distribution to electronic data exchange.

• From used to be working outside to more inside office related work.

• Consider incentives
Use what you have learned in existing Pilots

a) **SILOGPORT**
   • interoperability of Valparaiso with SICEX – local SW

b) **SURLOG**
   • interoperability of BioBio Region with SICEX

Considerations

• Consider the legacy systems

• Who is a natural lead – which organisation

• Use of International Standards
So who is IPCSA?

• 38 members operating in over 40 Countries.
• 1 million + users – many small and medium sized organisations
• Estimated 30m plus electronic messages per day
• Members currently handle the exchange of information for over 150 air and sea ports, this equates to over 500m TEU and 10bn 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