

IPCSA

“Port Community Systems – Port authority perspectives, challenges and expectations”

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What is a Port Community System?

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.

A TRUSTED THIRD PARTY

A Wider Perspective

- IPCSA members exchange in excess of 10bn messages per annum
- Community Systems are not restricted to just sea port activities they cover all modes and nodes of transport:

SEA

AIR

RAIL

INLAND WATERWAY

Examples:

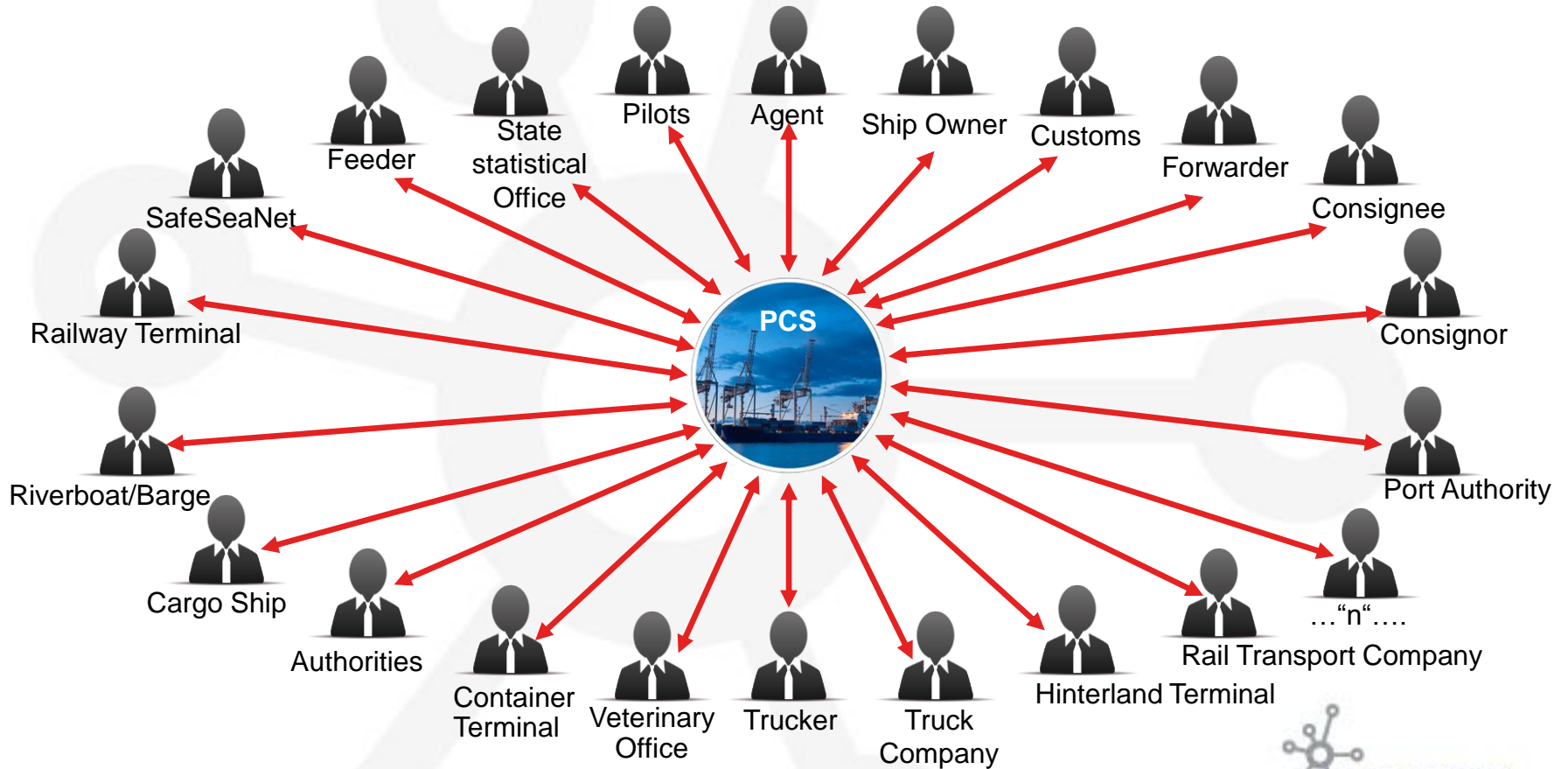
APCS, Antwerp – Sea Port, Rail and Inland Waterway

DAKOSY, Hamburg – Sea Port, Rail, Inland Waterway and Air (Frankfurt Airport)

Cargonaut – Amsterdam and Paris airports

- Community System Operators can be Public, Private, Public/Private and in general have:
 - Service level agreements with users (both public and private)
 - Community led board, stakeholder forum and /or steering committee made up of the private and public stakeholders.

The Port Community System – a typical example



Global drivers

- Exchange of electronic information is being driven by Trade Facilitation Reforms
- World Trade Organisation (WTO) Trade Facilitation Agreement concluded in 2013 in Bali states
 - Article 10.4 Single Window
 - 4.1 Members shall endeavour to establish or maintain a single window
 - 4.2 “single submission of information”
 - 4.4use information technology to support the single window
- Will automatically come into force when 2/3 membership (109 members) ratify
- Currently 92 members have ratified
- This is leading to a rise in Community Systems

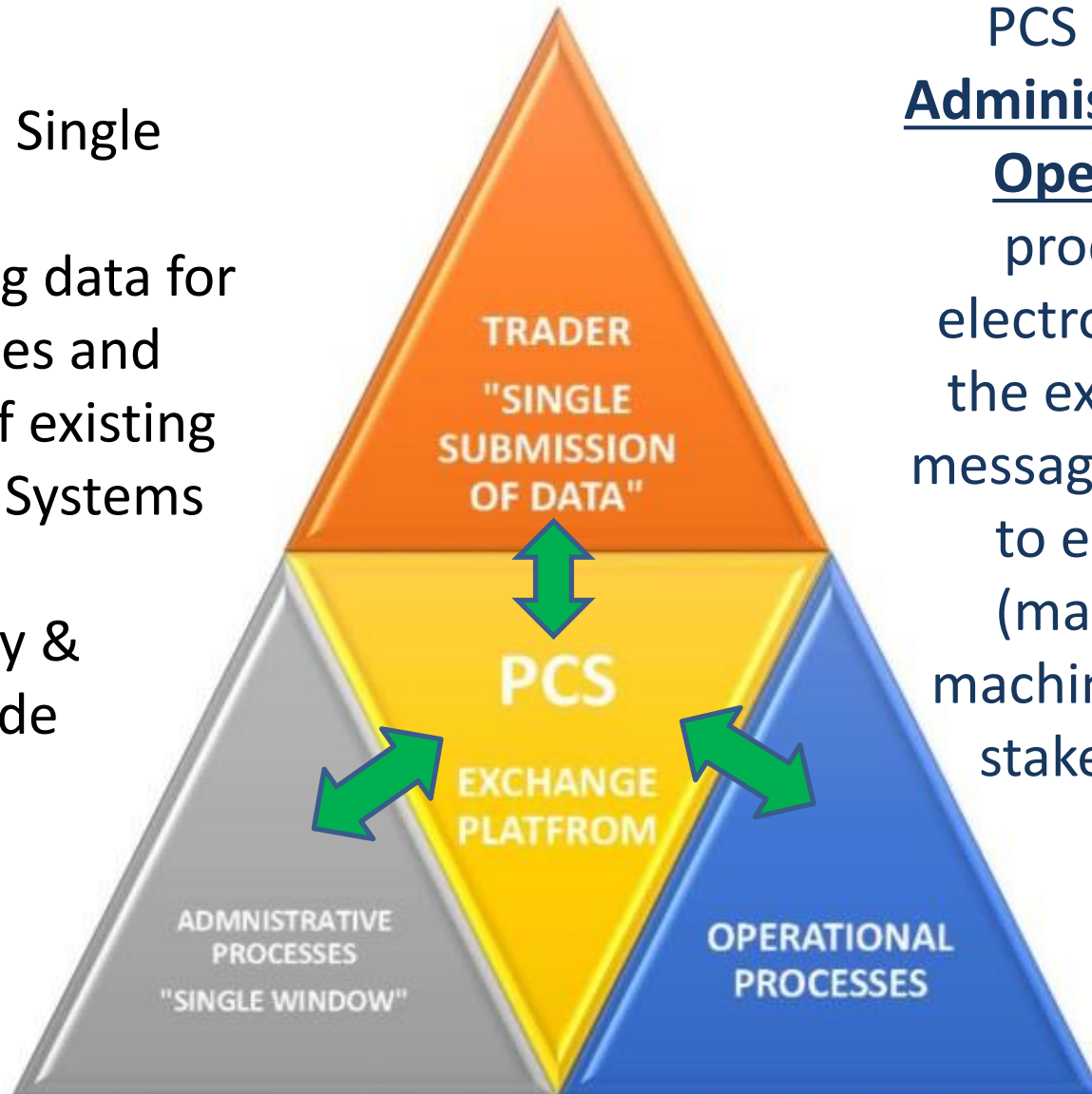
A rise of Community Systems

- Neutral Electronic Exchange platform
- Trusted Third party (stakeholders from the community)
- Re-uses existing IT infrastructures e.g TOS, Port systems
- Low cost solution for users
- Provides an interface between trade and administrative procedures
- Reduces interfaces required by public administrations as they can use PCS as main exchange platform
- A community solution created by Information technology
- Single Window environment
- Not a Software solution...but a community solution

PCS – Link Administrative and Operational

A PCS:

- Gateways to Single Window
- Thus re-using data for both purposes and the re-use of existing Information Systems
- Creating Transparency & reducing trade burdens



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

Role of Port Community Systems

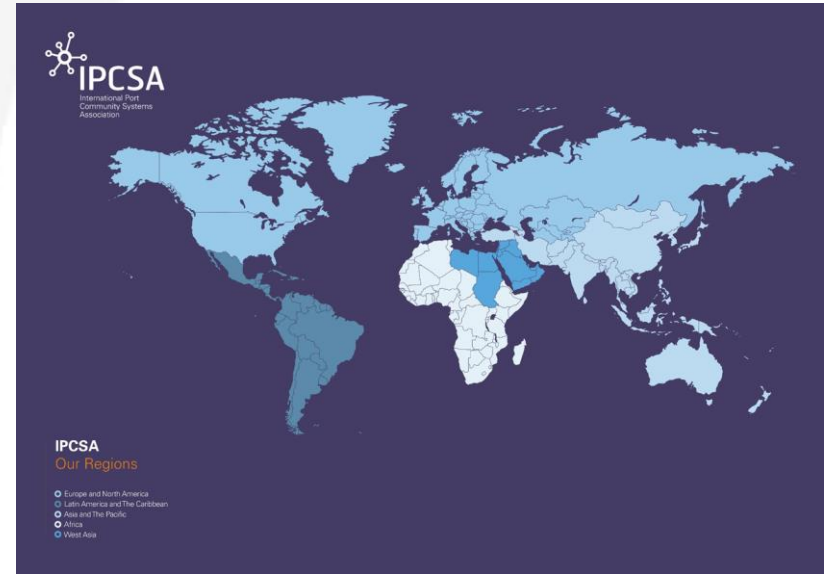
- *Gateways into Single Window(s) (EU Directive 201/65 Ships Reporting Formalities / IMO Single Window)*
 - PCS provide limited changes for operators
 - Reduce number of interfaces into government MSW or other agencies
 - Combines operations and administrative procedures
 - Trusted Third Party
- *Globalisation*
 - 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
- *Multimodal Logistics Chains*
 - PCS provide for seamless transmission of information between different parties in multimodal transport chain

Emerging Trends

- Confused Trade Facilitation measures in different countries – multiple players
 - UN including UN/CEFACT, WTO, WCO, etc...
- Multiple Single Windows (not UN Rec 33 concept) – particularly in EU
 - Customs Single Window
 - Maritime Single Window
 - Veterinary Single Window
- Trade Single Window with Port Community Systems (Africa)

Who is IPCSA ?

- Formed as EPCSA in 2011, became IPCSA in 2014
- Five Regions with members, which those of UN Regional Commissions
- Members operate in over 100 sea and air ports that handle in excess of 150m TEUs and 4 billion tonnes of cargo worldwide
- Estimate 10bn electronic messages per annum
- Membership open to PCS Operators & Port Authorities
- Associate members include Oceania Customs Organisations, FONASBA and INCU



IPCSA Priorities

IPCSA core priorities:

- Standardisation – message and B2G Interfaces
- Customs and other Government Agencies
- Single Window / Trade Facilitation
- Cybersecurity and data protections
- Community Systems Development

IPCSA Initiatives

- Track and Trace
- API Standards
- Cybersecurity

IPCSA Representation

IPCSA works together with a number of International and European NGOs and Inter Governmental Organisations to support them in their work including:

- International Maritime Organisation - Consultative Status
- APEC – Secretary General is an expert on their e-Commerce Council
- UN - including UNECE, UN/CEFACT, UNCTAD, UNESCAP etc.
- World Customs Organisation
- Oceania Customs Organisation
- European Commission (DG MOVE, DG TAXUD)
- European Maritime Safety Agency
- Inter America Development Bank
- Plus numerous other international and regional trade facilitation bodies and associations



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