



European Maritime Single Windows and
Customs trade lanes linking
Europe to non EU med countries

Istanbul, 4^o Black Sea 2015





Need of **simplification and harmonization** of processes (also for new upcoming European Maritime Single Window for all ships arriving from or going to Europe)

Specific steps forward are needed on **Customs procedures between Turkey & Black countries on EU Customs**



**Black sea corridor opportunities for and from
EU countries;
Intermodal Corridor Management, Gate
Automation and Terminal efficiency.**

Automation and Terminal efficiency:
Intermodal Corridor Management, Gate
EU countries



**EU Dir 2010/65
NEW
European Maritime
Single Window**



**Customs trade lanes
EU Customs Code**



**Concrete
experiences and
ongoing projects**



Our support



EU Dir 2010/65

EU Directive 2010/65



**DIRECTIVE 2010/65/EU
OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 20 October 2010**

on reporting formalities for ships arriving in and/or departing from ports of the Member States
and repealing Directive 2002/6/EC

Article 5 **Electronic transmission of data**

1. Member States shall accept the fulfillment of reporting formalities in electronic format and their transmission via a single window as soon as possible and in any case no later than 1 June 2015.
... omissis ...

Article 7 **Information in FAL forms**

Member States shall accept FAL forms for the fulfillment of reporting formalities. Member States may accept that information required in accordance with a legal act of the Union is provided in a paper format until 1 June 2015 only.

EU Directive 65/2010

Why is it important for the Black sea area? To Interconnect administrations and business. Data exchange within an EU Member State and with non-EU countries.

Vessels departing from TURKEY countries should fulfill DIR. 65 formalities dealing with new processes and new IT systems to be interfaced with the National EU Maritime Single Windows

Shipowners / Agents / Ports should **adapt their systems**



Customs trade lanes EU Customs Code

Customs simplifications

New EU Customs Code

Blue Belt initiative

In some members states (eg. Italy)

- Preclearing
- Customs monitored corridors to inland terminal or to final destination (using AEO certification or RFID eSeal)
 - By ship
 - On truck
 - On train

Customs simplifications

Why is important for the Black Sea area:

- Possibilities of building Fast Logistic and Customs corridors between EU and NON EU countries
 - Providing services to the actor of the chain (Tracking and tracing, proof of delivery)
 - Reducing administrative burdens
 - Moving and concentrating Customs procedures
 - Reducing time and costs on the full door to door chain

New EU Customs code

The new Union Customs Code will apply only on **1 May 2016**;

The UCC is part of the modernisation of customs and will serve as the new framework Regulation on the rules and procedures for customs throughout the EU.

The UCC and the related delegated and implementing acts shall:

- streamline customs legislation and procedures
- offer greater legal certainty and uniformity to businesses
- increase clarity for customs officials throughout the EU
- **simplify customs rules and procedures and facilitate more efficient customs transactions in line with modern-day needs**
- **complete the shift by Customs to a paperless and fully electronic environment**
- reinforce swifter customs procedures for compliant and trustworthy economic operators (Authorised Economic Operators)



Concrete Experiences



An aerial photograph of a busy port. A large container ship is docked at a pier, with several yellow gantry cranes positioned over its deck. The ship's deck is filled with stacks of colorful shipping containers in shades of blue, red, green, and orange. The water is a deep blue, and the sky is a pale, hazy blue. The overall scene depicts a major hub of maritime trade and logistics.

Maritime & logistics solutions

SEA

PORTS

INLAND

Maritime solutions

Port Interoperability layer (Dir 65)

Interoperability module between

- Shipowners / agents
- Port Community Systems (and actors)
- National Maritime Single Windows
- National Customs Single Windows

Main functionalities

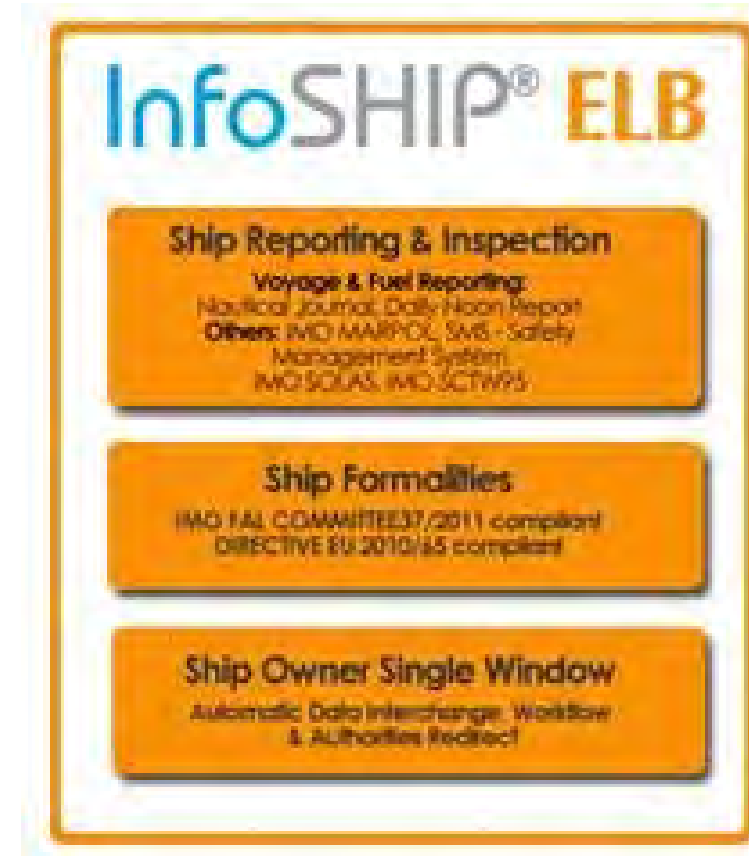
- Validation of data / message and storage
- Translation of messages between different format
- Redirection of messages to relevant actors

A lot of European Ports are implementing our software interoperability solutions

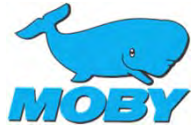
Electronic Log book (Dir. 65 compliant)

Automatic acquisition of data through the direct connection to navigation systems plus manual data entry of all data required but not present in automation

Handle reporting needs / Ship Formalities



Some references



InfoSHIP EGO installations

14 Costa Crociere and ex Ibero (Data Collector module only)

1 tanker d'Amico + 1 bulk carrier + 14 in progress

1 ferry Grimaldi Napoli + 1 ro-ro cargo + 5 in progress

3 ferries GNV + 4 in progress

1 container ship MSC + 120 in progress

1 ferry Moby in progress



InfoSHIP ELB installations

Costa – starting on the entire fleet, ORB, GN part III, Garbage Record Book, Waste Delivery, Injury, GN Part II

3 ro-ro cargo Grimaldi Napoli – MIELE research project activities

1 ferry GNV – SIS-TEMA research project activities

V&F for 3 ferries GNV + other 7 in progress



Logistic Single Windows Corridor Management Platforms

Customs Corridor

Corridor Management

MILOS
Making Intermodal Logistics Optimization Simple

Digitalization & Optimization

Gate Automation

Maritime & Intermodal Connected Flows

The **innovative software**
for **fast and efficient trade lanes**



Corridor references



Terminal Management

11 Port &/or Inland Terminals



Port Authorities

7 Port Community Systems integrated



MTO / rail companies

8 Multimodal Transport Operators / Rail Companies / Shunting Companies



Public Authorities

9 Public Authorities / Customs / Minister



First final client / importer starting with new procedure - **March 31th**



Concrete opportunities among corridors inside EU projects

Dry Port



Port



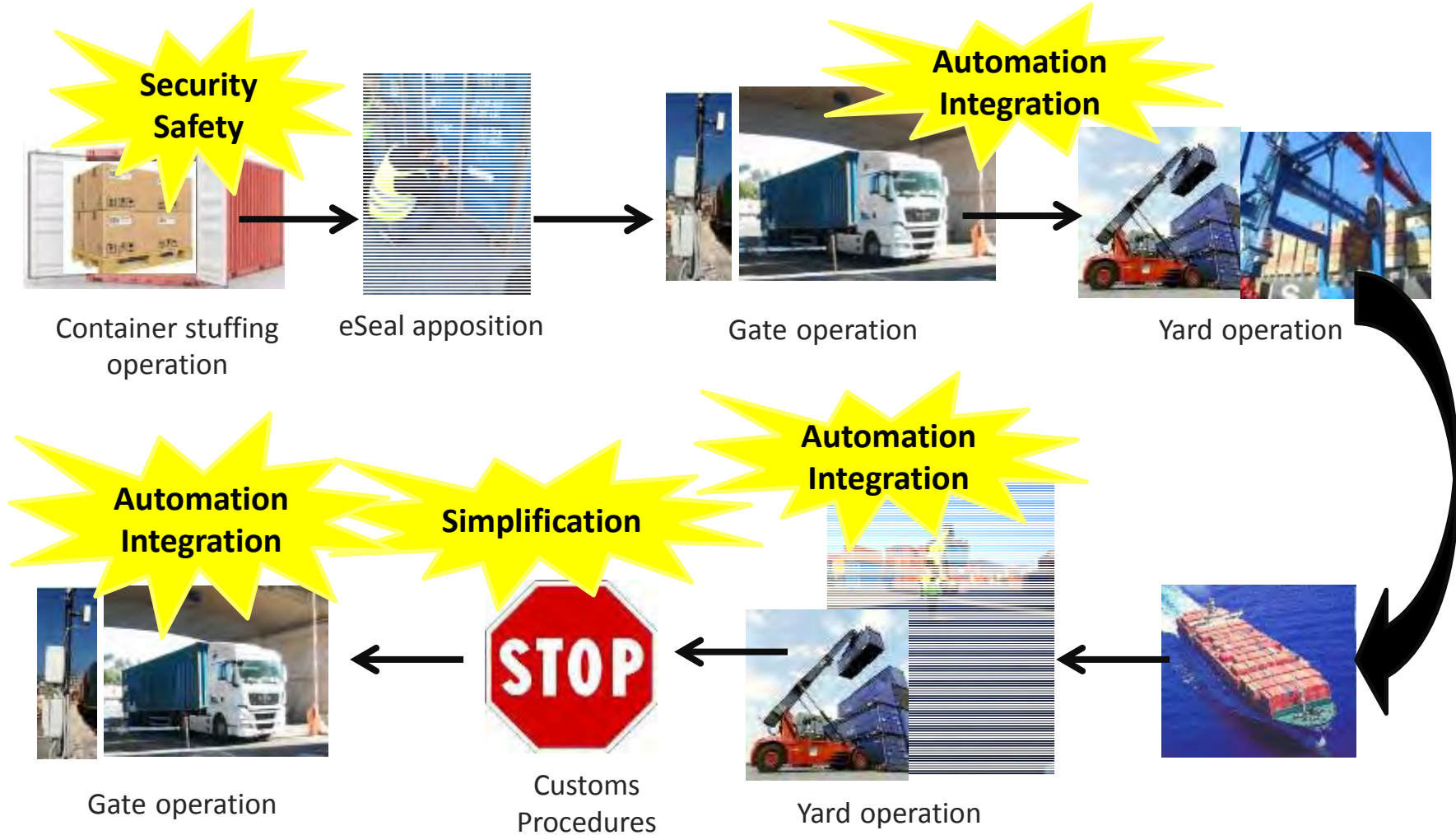
Rail Transport



Terminals



Speeding up Trade Lanes



Gate Automation experiences

GATE AUTOMATION



**Gate Automation technologies, developed by Aitek
natively integrated with MILOS:**

- cameras;
- OCR;
- optical barriers;
- inductive loops;
- RFID gates strategically located around the lanes.



Our Support

Support

Evaluate complimentary export/import business opportunities development

Interoperable and integrated solutions all over maritime corridors and logistic chain

EU funding expertise to support company in EU cofunded project among mediterranean area

- Project anticipation – matching your needs with EU funding
- Funding scouting – looking for the best programmes
- Consortium building
- Proposal writing
- Negotiation process
- Project Management
- Communication and dissemination activities



EU funding expertise (TEN-T)

EU funding expertise (TEN-T)

MIELE

interoperability between IT systems on the logistic chain

ANNA

15 Member States working on Dir 65/2010

B2MoS

Interfacing ports with business actors

WiderMos

Corridor Management Platform

Tiger and Tiger Demo

E-seal / tracking & tracing and customs simplifications among corridor

Black sea opportunities

IPA (Instruments for Pre Accession Assistance) EU cofinancing opportunity for

Connections between Turkish Transport Minister strategy / roadmpa related to Black Sea. Mediterranean and European (TENT) connections and corridors

Gate automation, integration and digitalisation instruments & software in order to speed up transit time streamline operations



IPA

XXX

PILOT potential STAKEHOLDERS

Shipping company
Intermodal operator
Freight forwarder
exporters

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