Circle
Touch your ideas

Integration, interoperability and automation:
Concrete opportunities of terminal optimization
and building International Fast Trade Lanes

log sea
Logistics and @ Maritime Solutions

Jeddah, October 26th
12° Trans Middle East - 2016

Agenda

Dir 2010/65 & European UCC

Experiences and ongoing projects

Concrete Opportunities

Starting point

Need of **simplification and harmonization** of processes are supported by:

➢ *Strong ongoing automation roadmap*

➢ *European **Maritime Single Window** for all ships arriving from or going to Europe (from 1st June 2015)*

➢ New *European **Union Customs Code** (from 1st May 2016)*

➢ Upcoming *"**Dematerialization**" processes*

Specific steps forward are needed on **Customs and Maritime procedures between Middle East countries vs EU** and there are **big opportunities of process optimization**

EU and Middle East market

EU Dir 2010/65
&
European Union Customs Code

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**.

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

Shipowners / Agents / Ports are **adapting their systems.**
During 2016 - first months 2017 all digital services will be available
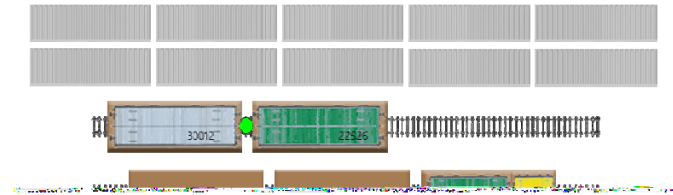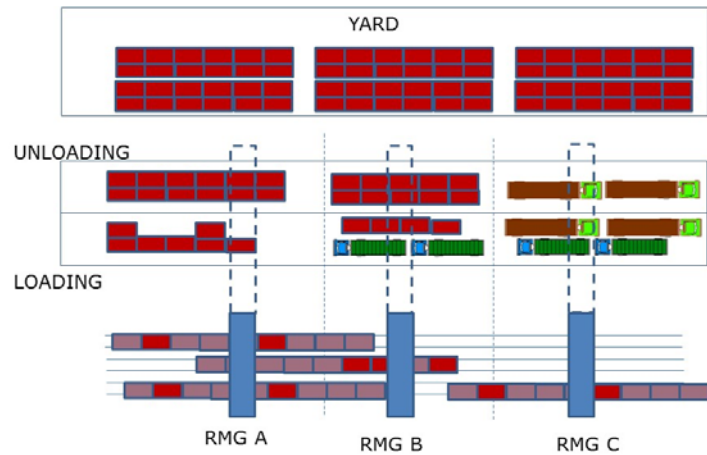
New EU Customs code

The new Union Customs Code is applied from **1st 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

- *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**)
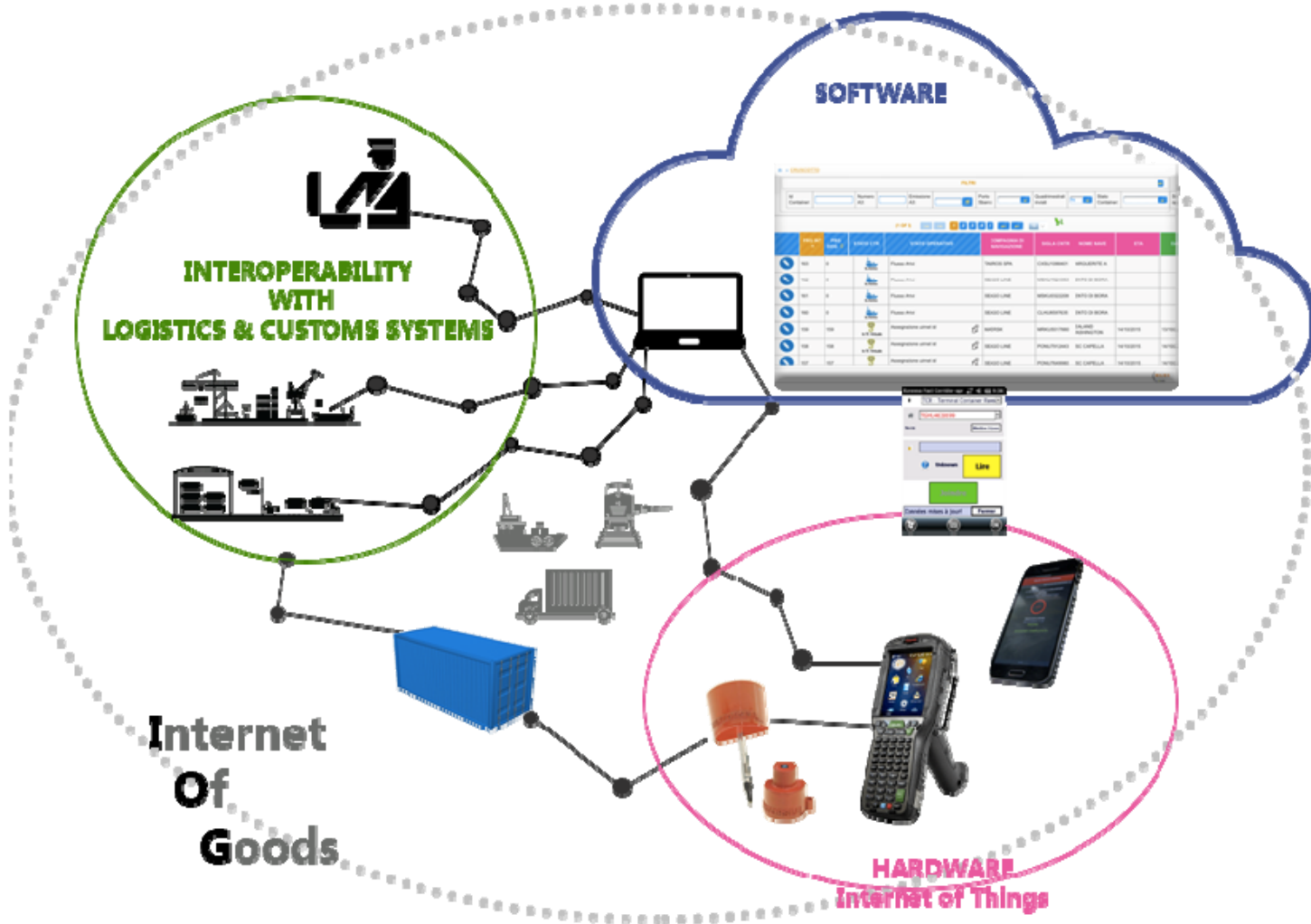
Automation + Digitalization

Internet of Things approach

Middle East Opportunity

Why is important for the Middle East and MED 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

Experiences and ongoing projects

Maritime & logistics solutions

SEA

PORTS

INLAND

Some Shipping 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 roro 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 roro 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

Shipper, terminal & Corridor references

Terminal Management

14 Port &/or Inland Terminals

Port Authorities

8 Port Community Systems integrated

MTO / rail companies

8 Multimodal Trasnport Operators / RailCompanies / Shunting Companies

Public Authorities

9 Public Authorities / Customs / Minister

Lots of innovative *intermodal fast corridor* procedures and *international trade lanes* were launched

Concrete Opportunities

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 od data / message and storage
- Translation of messages between different format
- Redirection of messages to relvant actors

A lot of Mediterranean Ports are implementing our software of interoperability solutions

Terminal Automation and Corridor management

Our modular IT solutions meet needs of several actors of the logistc chain:

Port Authorities

➢ Automate port **gate operations** and improve *port security* (using *RFID* and *OCR* technologies);

➢ Digitalize *Customs* procedures;

➢ Interoperate with other actors if the supply chain within a *corridor* approach.

Terminal Operators

➢ Automate *gate*, *crane* and *weighing* operations;

➢ Digitalize *Customs* procedures;

➢ Manage and optimize *rail* operations;

➢ Interoperate with other actors of the supply chain within a *corridor* approach;

Shippers

By using specific connectors it allows shippers:

➢ integrating with *National Logistic Platforms*;

➢ digitalizing and automating both *Logistic and Customs procedures.*

Corridor management platform

Dry Port

Port

Rail & Truck Transport

Inland

Ports

**Terminals**

Starting from EU project pilots experience…

The European Union funded project aimed to provide a suitable array of measures in order to facilitate the development of *TEN-T Motorways of the Sea network connecting Europe*.

Two innovative procedures were tested in cooperation with partner:

- *Pre-clearing* in a *Ro-Ro* international freight transport using *passive eSeals* from Africa to Leghorn.

- *International Fast Corridor model* (and RoRo preclearing) using *active* (and passive) *eSeals*.

International Fast Corridor model
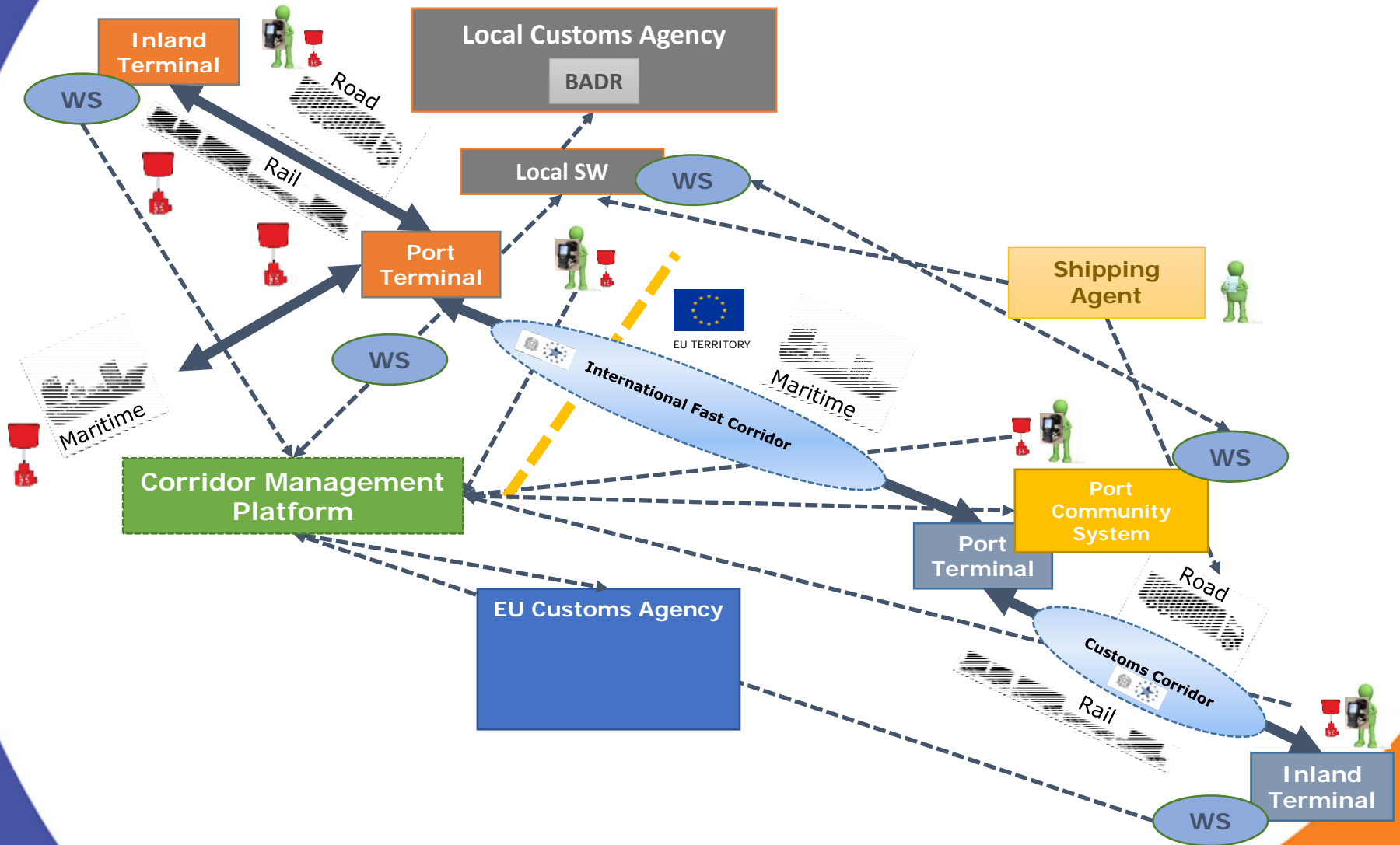
Call 4 Stakeholders

Within the next few months the *international fast trade lane model and the usage of active and passive RFID eseals (IOT)* are further used and tested in ongoing EU projects

The *Italian Customs Agency* is project partner;
More than 20 international actors of the Door-to-Door logistic Chain have already signed an Expression of Interest :

Concrete opportunities for *Middle East ports and logistic actors.*

Deadline for joining as stakeholder *30.11.2016*

Contact us at abatello@circletouch.eu   **Or**

visit us @ booth 29

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