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Integration and interoperability along the global door to door logistic chain: building transport optimization on European corridors and international fast trade lanes.
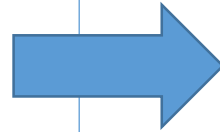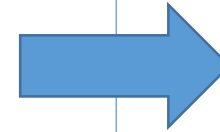
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POLICY
TECHNICAL
AND BUSINESS
SCENARIOS

POLICY
TECHNICAL AND BUSINESS SCENARIOS

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 calling EU ports should *fulfill DIR. 65 formalities* dealing with new processes and *new IT systems* to be interfaced with the National Maritime Single Windows

Shipowners / Agents / Ports should adapt their digital systems

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New EU Customs code

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)

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Digital disruption in logistics industry

Maersk's CEO has recently diclared «we are *embracing the age of digitalisation*... systems that offer the chance to reduce costs by up to 30% by better coordinating the interaction of ships and shore... collect more real time data.. Offer new services... predictive approach»

Several IT Platforms have been recently launched on the market with new business models and services. Nowadays, the most clear example of this process is the collaboration between IBM and Maersk with the Blockchain Technology.

Also Hapag Lloyd, MSC, CMA CGM have announced similar investments on Big Data and IoT solutions. "Digital Disruption is ongoing"

Automation + Digitalization
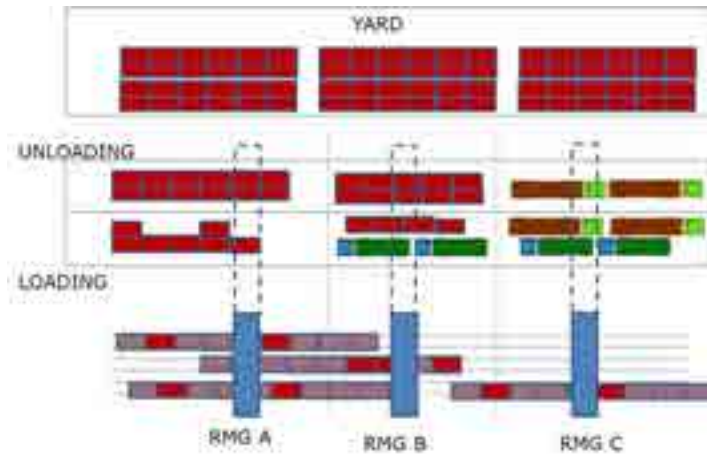
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TECHNICAL
AND **BUSINESS**
SENARIOS

Supply chain operators approach

To get aligned with ever-changing logistics scenario, the logistics operators along the supply chain need:

A clear vision of the entire supply chain in a Door To Door perspective – to have a complete picture up and down their supply chain at international level (MED area, etc.)

IOT opportunity exploitation – possibility to amplify the opportunities by implementing IoT solutions

A shared vision with Italian Customs:
Industry & Logistic 4.0

Interconnected Systems

Internet Of Things

Fully digital Integrated supply chain

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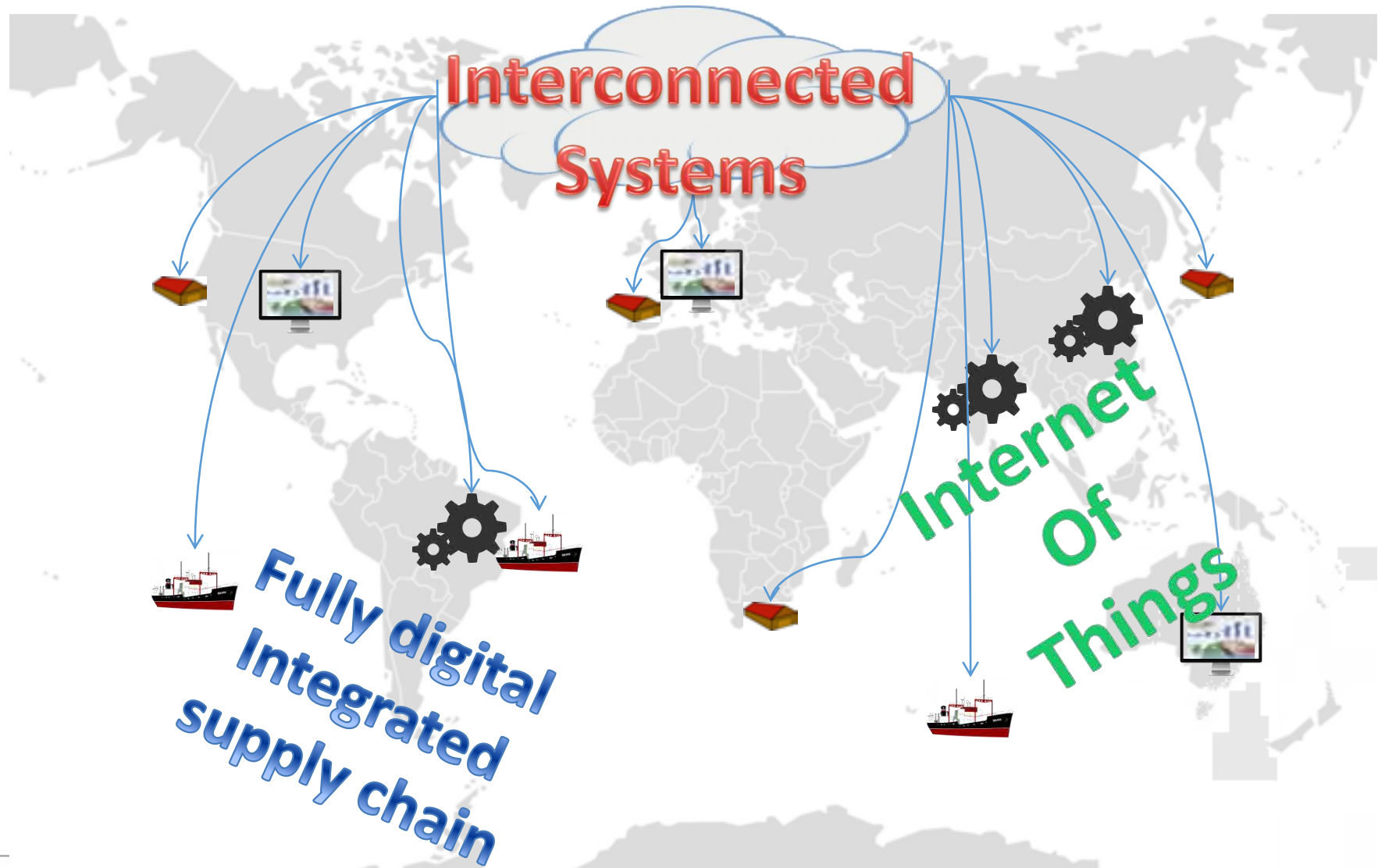
Maritime and Logistics solutions

The network's value

Log@sea network combines experiences and competences in:

- Streamlining and digitalising logistic and port processes
- Effective marine systems and services
- Innovative gate automation and D2D tracking and tracing platforms

Log@Sea integrated approach
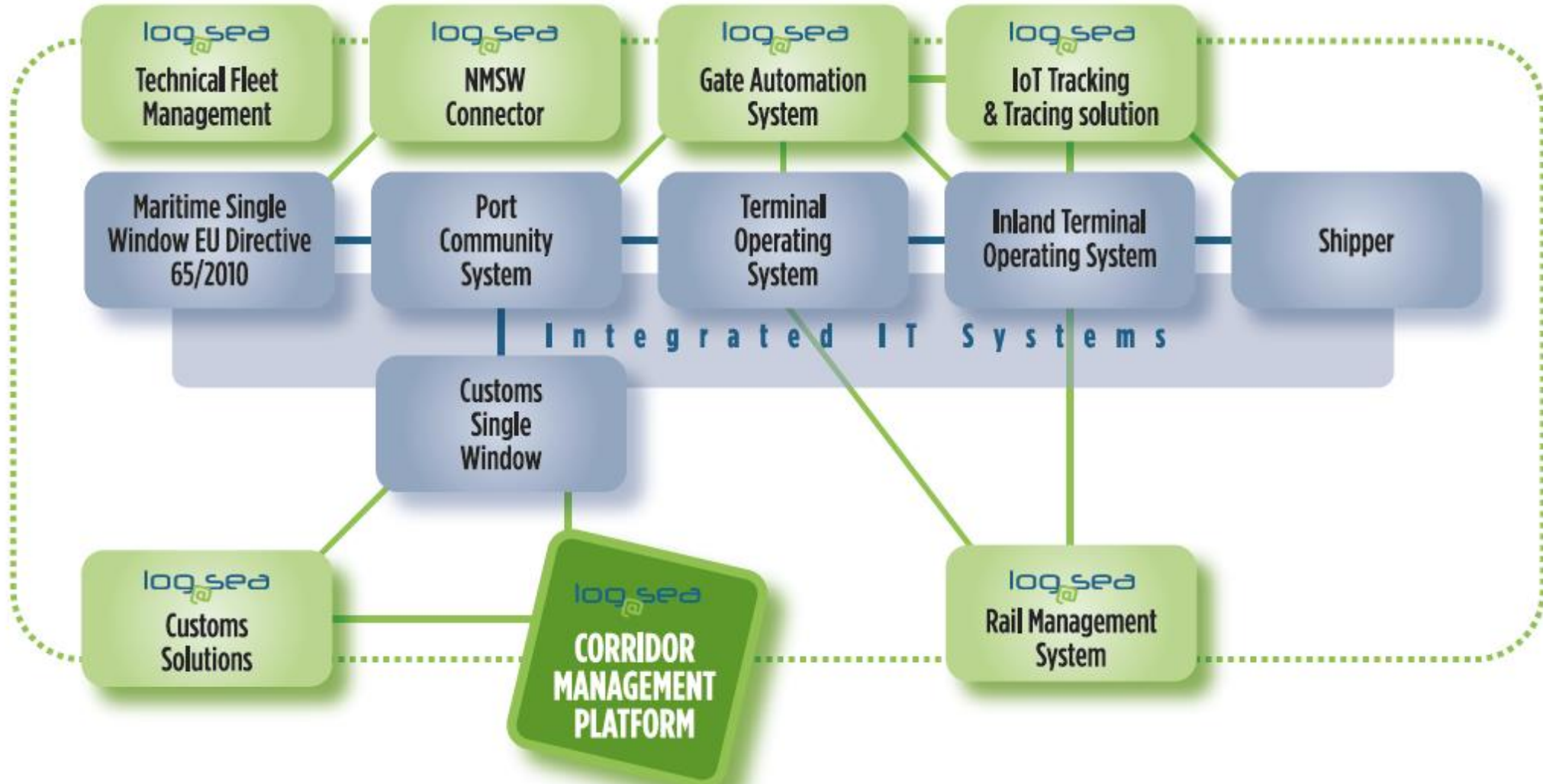
From the marine market

National Maritime Single Window Connector

Reporting Formalities simplification (Dir.65 compliant)
ICT tools to support shipowner during the Port Call procedures
Allowing digitalization processes

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Technical management software

on board and ashore system improving the asset life-cycle

- Maintenance & Operation

- Energy Efficiency

To the port community

- Port Community System

- Terminal Operating System

- Gate Automation & OCR

- Customs solutions

PORT

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With a corridor management approach

INLAND

- RFID & Seals

- IoT Tracking

- Tracing solutions

- Traffic monitoring

- Video security solutions

- Process automation

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Integrated and interoperable solutions examples

MILOS IoT Solution

MILOS IoT Standard connectors

Standard connectors with external systems (Customs Administration, Port Community Systems, etc.)

Corridor Management Platform

Platform which integrates information retrieved by MILOS IoT Mobile and other external platforms

Mobile Software which allows to interoperate with all IoT devices (read and write infos, check security status, etc.)

MILOS IoT Mobile

MILOS IoT Framework

MILOS IoT has a special focus on the integration of GPS, *RFID active and passive* technologies (tags and eSeals) into the full logistic chain business processes.

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International Fast Corridor model

Inland Terminal

Non EU Customs Agency

Road

Rail

Port Terminal

Maritime

Corridor Management Platform

International Fast Corridor

Maritime

Shipping Agent

Port Community System

Port Terminal

Italian Customs Agency

AIDA

Il Trovatore

Road

Customs Corridor

Rail

Inland Terminal

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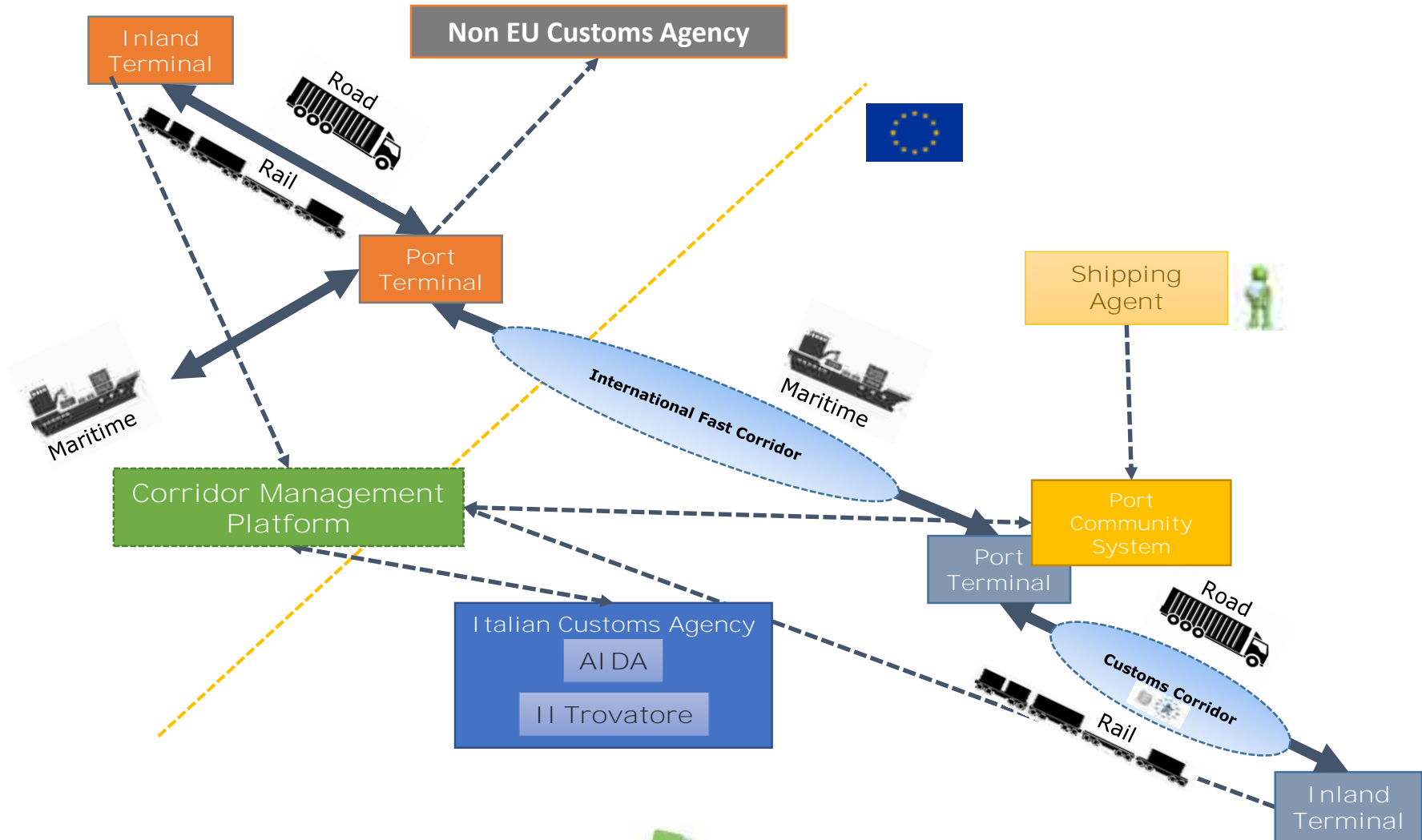
Successful IoT projects

B2MOS Project

RFID Passive eseal in a RO-RO transport from Rades (Tunisia) and Leghorn (Italy) with a Preclearing customs procedure

Automotive Project

Tag RFID in an car transport from the production plant to 2 ports with **the innovative "fast export procedure"** - ongoing

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B2MOS Project

The pilot involved an international **RoRo trasport** of trailers between the ports of Rades and Leghorn.
A **preclearing procedure** using passive **eSeals** and a **Corridor Management Platform** were tested for the first time, integrating logistics and Customs aspects.
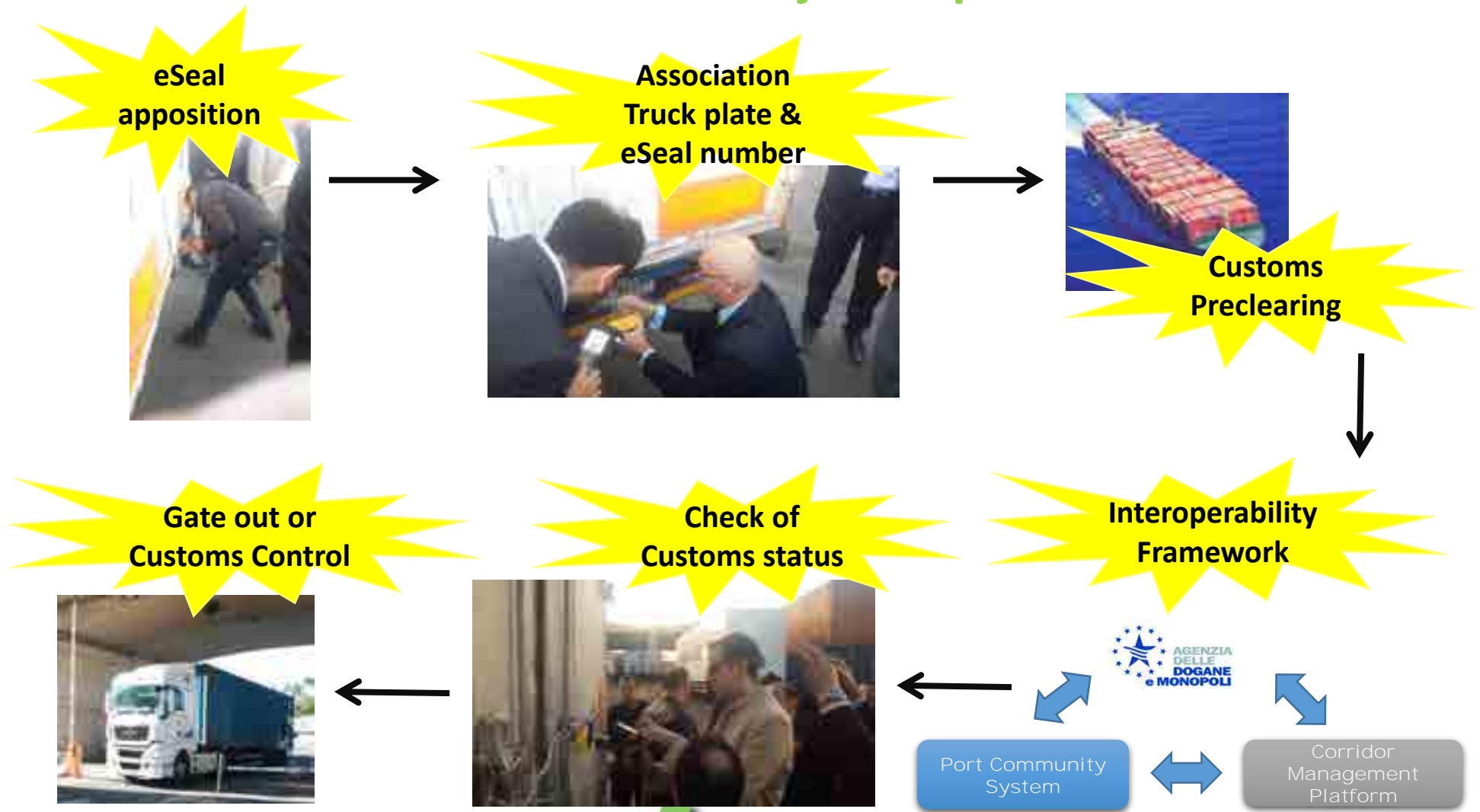
Private actors involved:

- Port Terminals of Leghorn and Rades;

- Importers;

- Exporters;

- Shipping Company - Cotunav;

- Shipping Agency - Austral;

- Freight Forwarders.

Public Institution involved:

- Leghorn and Rades Port Authority;

- Italian Port Captaincy;

- Italian Customs Agency.

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B2MOS Project: Operative flow

eSeal apposition → **Association Truck plate & eSeal number** → **Customs Preclearing**

Gate out or Customs Control ← **Check of Customs status** ← **Interoperability Framework**

AGENZIA DELLE DOGANE e MONOPOLI

Port Community System ↔ Corridor Management Platform

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Automotive industry Project

The project involved an international *export transport* of new vehicles between the production plant, 2 italian ports and the final destination in USA.

A *fast export procedure* using passive *RFID Tags* and a *Corridor Management Platform* were implemented, integrating logistics and Customs aspects.

Private actors involved:

- Automotive industry;
- Freight Forwarder;
- IT provider;
- Shipping line;
- Terminal operators;

Public Institution involved:

- Port Authorities;
- Italian Customs Agency.

Automotive Project

Installing of RFID tags inside the production plant

Anticipation of export procedure

Transportation by truck or rail of new vehicles to the port of departure

AGENZIA DELLE DOGANE e MONOPOLI

Outcome of Customs status of goods

Loading of the transported units on the board of ship

Automatic Gate-in inside the port area thanks to RFID antennas

Mediterranean Opportunity

Why is important for the MED area:

- Moving form the business scenario (e.g. **"Dematerialization" of export** documents in Morocco (2016))

- 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

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Call 4 Stakeholders

Within the next few months the *international fast corridor model and the usage of active and passive RFID eseals* will be further studied and tested in future EU initiatives

Concrete chance for *Med and north African ports and logistic actors to test the new processes.*

Deadline for joining as partner *30.11.2017*

Contact us at picco@circletouch.eu

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References

Some References

There is a difference between planning and achieving!

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Thank you