



Integration, interoperability and automation along the supply chain:

concrete opportunities of building International Fast Trade Lanes coming from the new EU Customs Code and Shipping Market evolution



Constanta, 5° Black Sea Ports & Shipping, 2016

Agenda



**EU Dir 2010/65
&
European UCC**



**Concrete
experiences
and ongoing
projects**



**Concrete
Opportunities**



EU and Black Sea market

EU and Black Sea Scenario (1)

Main evolution impacting Black Sea and MED ports:

- customer evolution and requirements
 - strengthened shipping companies alliances;
 - increased ship dimensions.
- port competition
 - Initiatives undertaken at a global level (e.g. trade agreements like the Transatlantic Trade & Investment Partnership);
 - relative position in comparison to Black Sea and MED port concentrations.
- technological innovation
 - Increasing fragmentation coming from the information barriers between:
 - the various actors of port-centric supply chains;
 - more and less technologically developed port community members (e.g. small freight forwarders, road operators);
 - regulation compliance systems (e.g. National Single Window, National Customs System) and efficiency-oriented systems (e.g. PCS, TOS, etc.)

EU and Black Sea Scenario (2)

Main challenges:

- shifting competition strategies from port-based, to gateway region-based (clusters) and to ***port-centric corridor*** based
- aligning multi-actor performance along complete port-centric corridors regarding ***both inland and maritime side***
- improving ***efficiency, automation*** and ***optimization*** performance in order to meet customer requirements and satisfy ***security standards***
- ***technological innovation***
 - enhancing ***visibility and security*** of goods in order to offer better services to the port community and to its customers
 - ***interoperating*** with regulation compliant systems such as National Single Window and National Customs System

EU and Black Sea Scenario (3)

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

- European Maritime Single Window for all ships arriving from or going to Europe (from 1st June 2015)
- **New European Union Customs Code** came into force on 1 May 2016
- Specific steps forward are needed on **Customs procedures between Black Sea countries and EU Customs**



**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 **Black Sea 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 should have **adapted their systems**.
During 2016 all digital services will be available

New EU Customs code

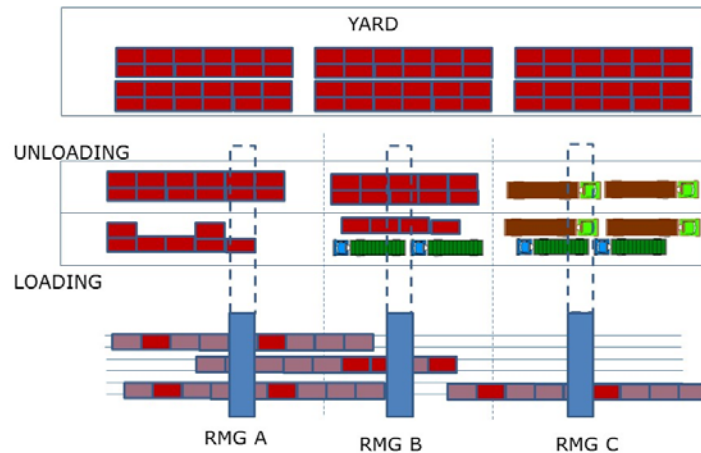
The new Union Customs Code came into force on **1 May 2016**

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
- ***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



Saizima Maritime

Clicca sulla regione

Generazione account

11 OF 20

PRELUBRIVIVI DE PISA INTERNA	PRELUBRIVIVI DE PISA DOSSIMALI	STATO CTR	COMPAGNIA DI NAVIGAZION	SIGLA CNTR	TIPO CNTR	PORTO DI SARCO	NOIME NAVE	FTA	DATA MMA	NUMERO MMA	COENCO UFFICIO EMMISSIONE
1	1		STAGIO EFE	—	CRKIC	REGDA	DANIEL A	04/09/2015	11/04/2015	76191	30110
2	2		STAGIO EFE	—	CRKIC	REGDA	DANIEL A	04/09/2015	11/04/2015	76191	30110
3	3		STAGIO EFE	—	CRKIC	REGDA	VINIO DI BORR	13/04/2015	11/04/2015	76191	30110
4	4		STAGIO EFE	—	CRKIC	REGDA	VINIO DI BORR	13/04/2015	11/04/2015	76191	30110
5	5		STAGIO EFE	—	CRKIC	REGDA	VINIO DI BORR	13/04/2015	11/04/2015	76191	30110



Black Sea Opportunity

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 supply 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

log sea
Logistics and Maritime Solutions



Maritime & logistics solutions

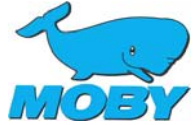


SEA

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

11 Port &/or Inland Terminals

Port Authorities

7 Port Community Systems integrated

MTO / rail companies

8 Multimodal Transport Operators / RailCompanies / Shunting Companies

Public Authorities

9 Public Authorities / Customs / Minister

Two innovative *intermodal fast corridor* procedures were launched *in March*





Concrete Opportunities

log sea
Logistics and  Maritime Solutions

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 Black Sea Ports are implementing our software of interoperability solutions

Logistic solutions

Terminal Automation and Corridor management

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

Port Authorities

- Automate port **gate operations** and improve **port security** (using **RFID** and **OCR** technologies);
- Digitalize **Customs** procedures;
- Interoperate with other actors of 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**, as in Morocco PortNet;
- digitalizing and automating both **Logistic and Customs procedures**.

Corridor management platform

Dry Port



Port



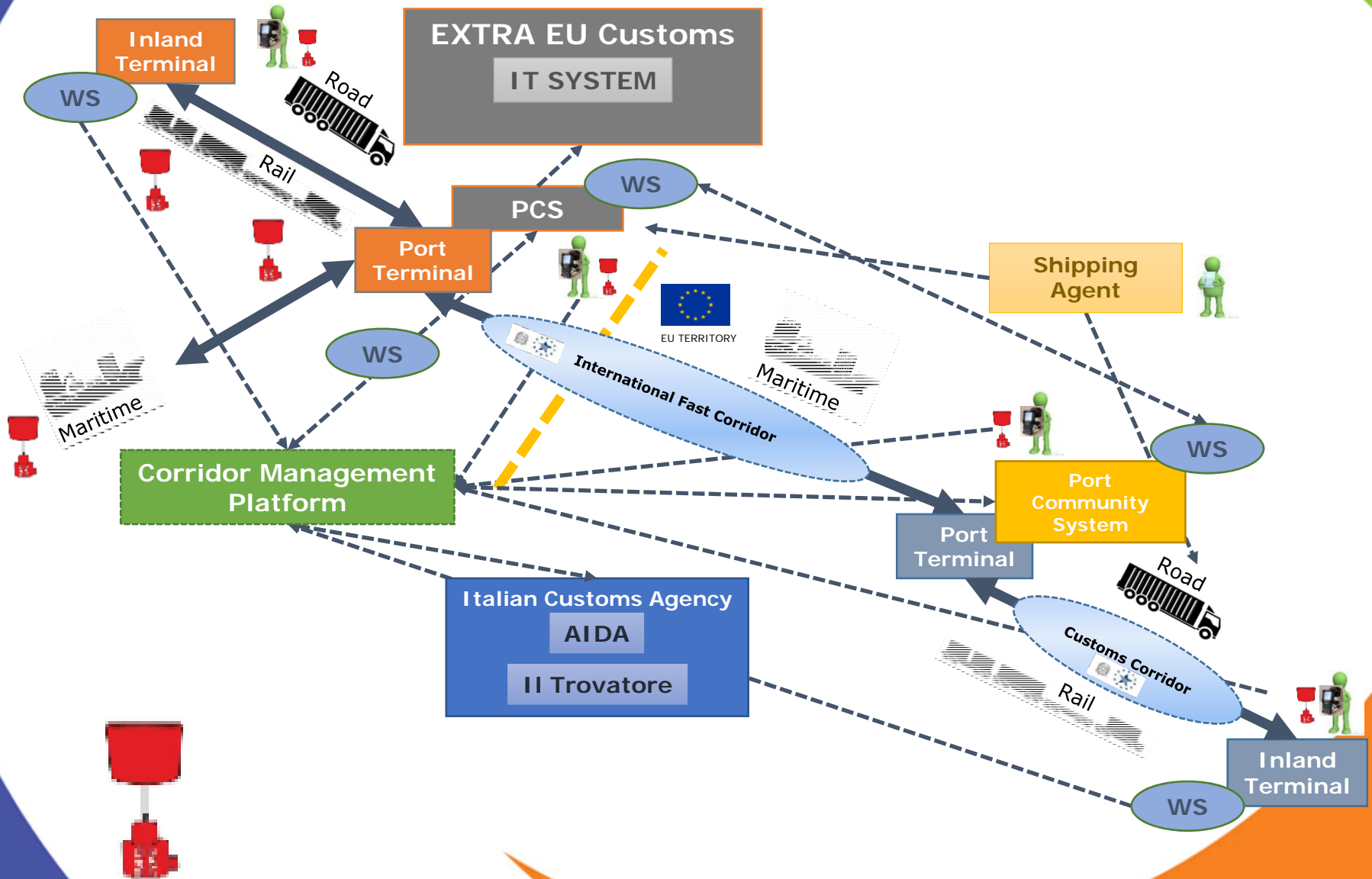
Rail & Truck Transport



Terminals



International Fast Corridor model



Call 4 Stakeholders

Within the next few months the **international fast corridor model** will be studied and tested in two EU funded projects.

Some **Customs Agencies** are our partner in both projects;

European and international actors of the Door-to-Door logistic Chain (multinational companies, port authorities, inland ports, port terminals, shipping lines, logistic operators, port of the Black sea area, etc.) have already signed an Expression of Interest to the project;

- Concrete opportunities are also for **Black Sea ports, terminals and operators.**

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