



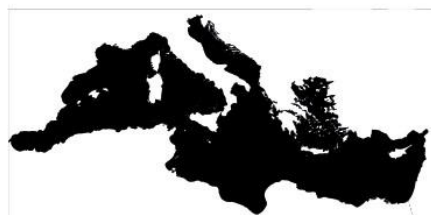
27<sup>th</sup> Session  
Working Party on Transport Trends and Economics  
Inland Transport Committee



# Ports hinterland connections and customs procedures: The case of the EU program MEDNET



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*ICT Director*



**MEDNET**  
SEAMLESS LOGISTICS



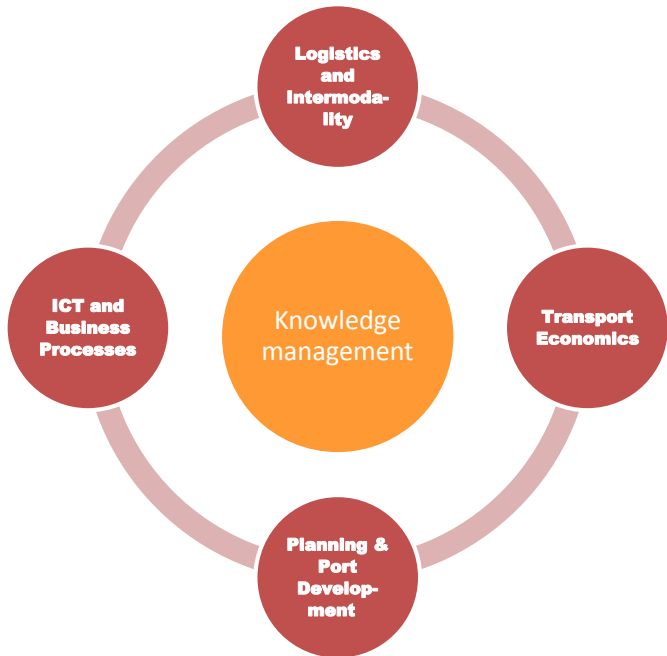
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Project cofinanced by the  
European Regional Development Fund

# Valenciaport Foundation in one slide

Valenciaport Foundation is a private non-profit research centre of excellence created to carry out academic research as well as to serve as a tool at the service of all agents involved in the transport and logistics chain and particularly within the logistics, port and maritime domains.



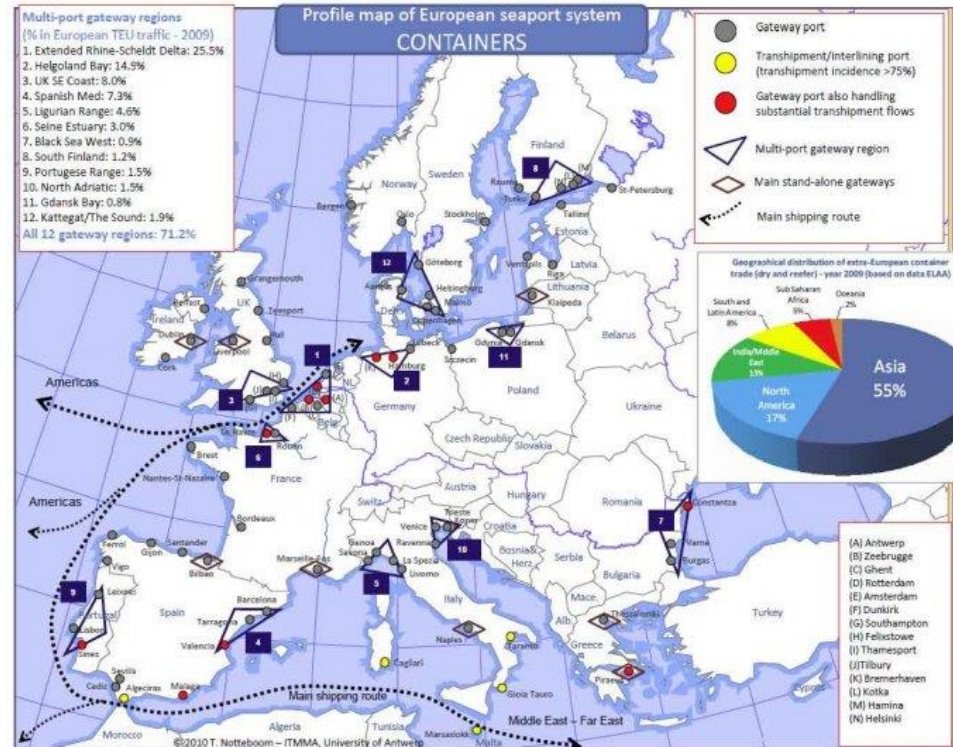
- Develop **research projects** in the logistics and ports sectors
- Reinforce the **competitiveness of the transport chain**, in light of its increasing internationalisation and globalisation
- **Promote knowledge management** and ensure suitable training for human resources in port communities, thus providing them with the most appropriate tools
- **Cooperation** with different ports, with special interest in those located in areas of strategic geographic interest (Latin America, Eastern Europe, Mediterranean and the Black Sea and the Far East and **Australia**)





# Border controls in Europe and in the Mediterranean

Ports are main borders in the EU and the main gateways for international freight flows. Border control in ports jointly with airports and oriental land border posts shall combine trade and transport facilitation measures but guarantee safety and security.



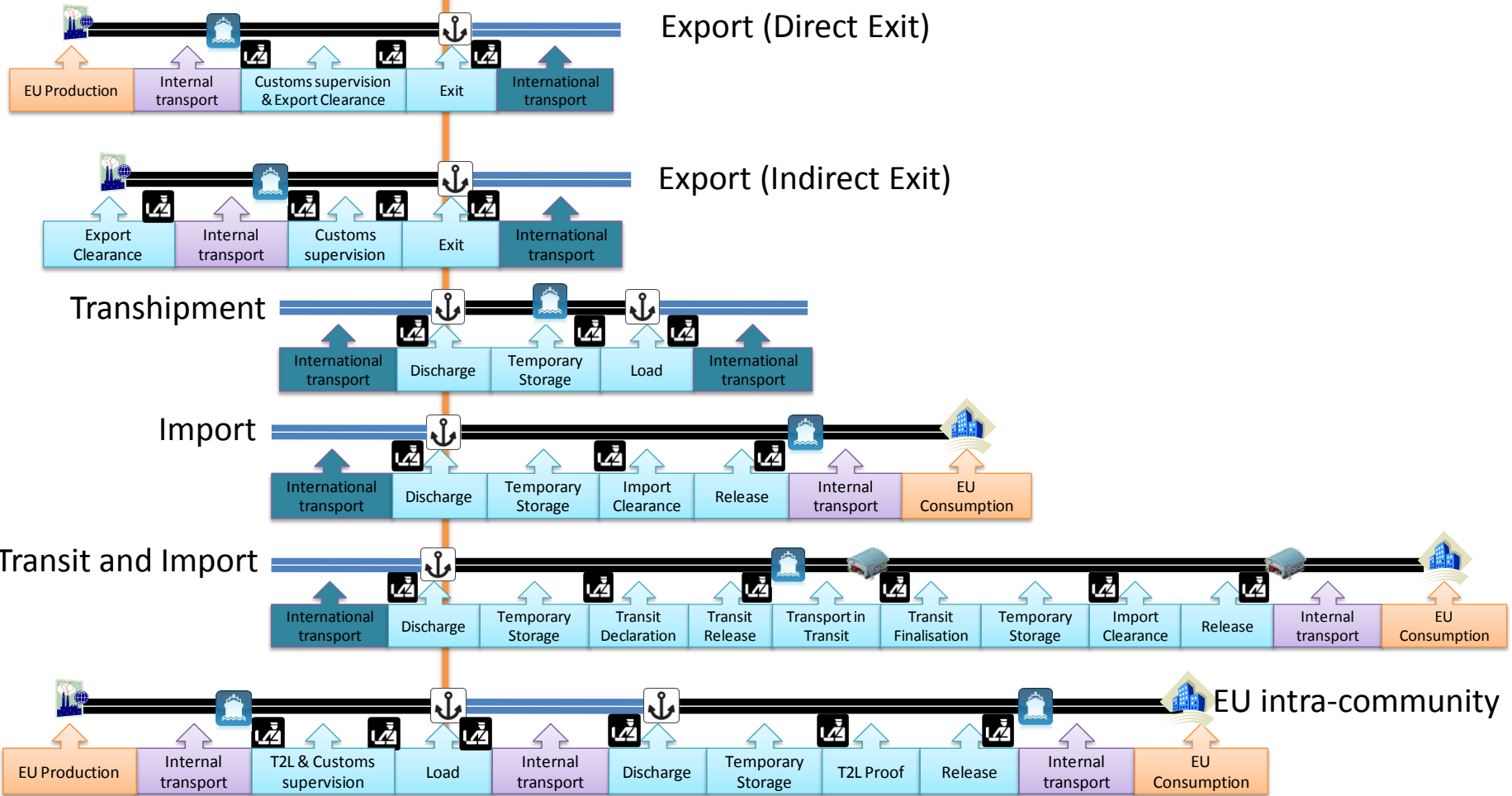
Fuente: European Sea Ports Association (ESPO)

Source: Union for the Mediterranean

Although during the exposition the use cases are concentrated in ports, many of the presented concepts and results can be applicable and extensible to other kind of borders (i.e. land border posts).



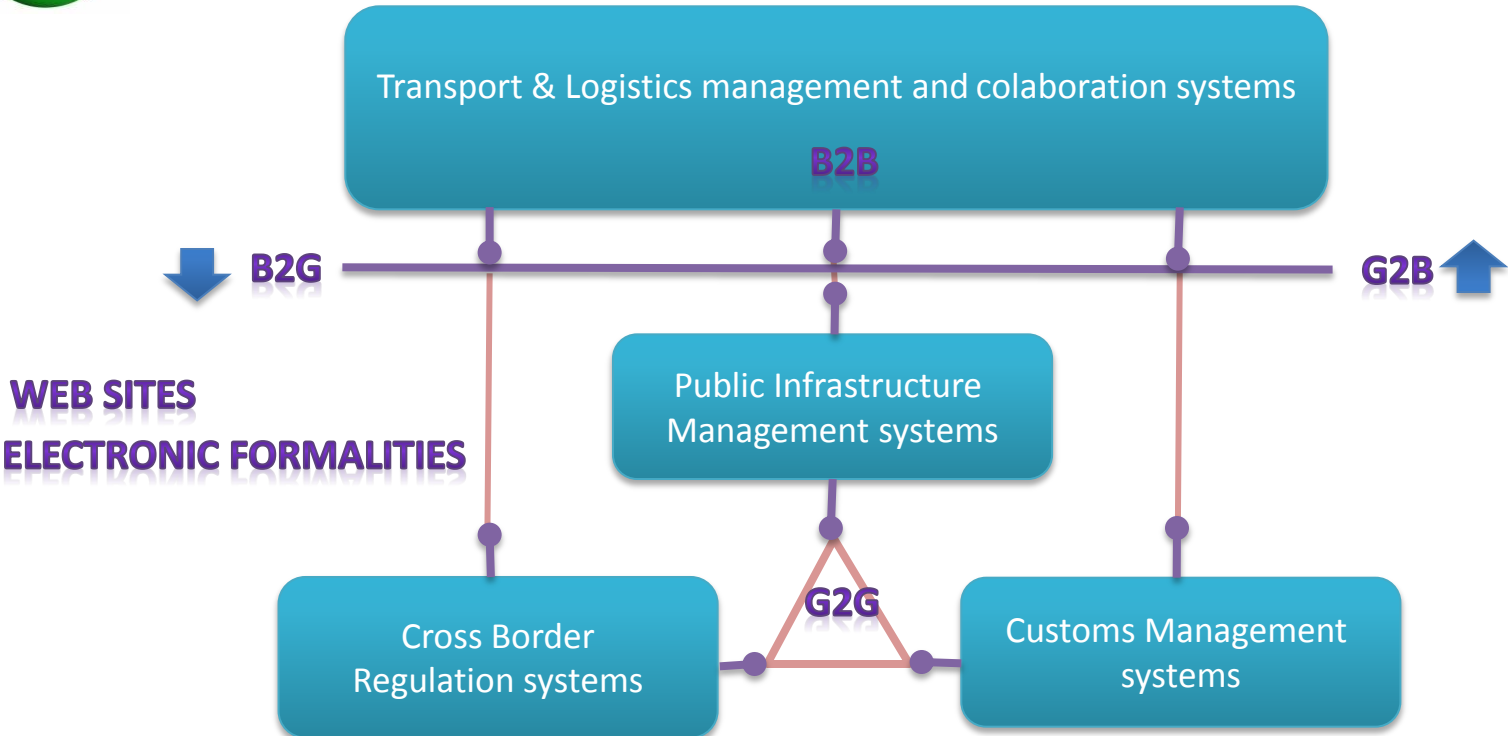
# The complexity of the transport chain



Source: Valenciaport Foundation



# Towards a Single Window Environment



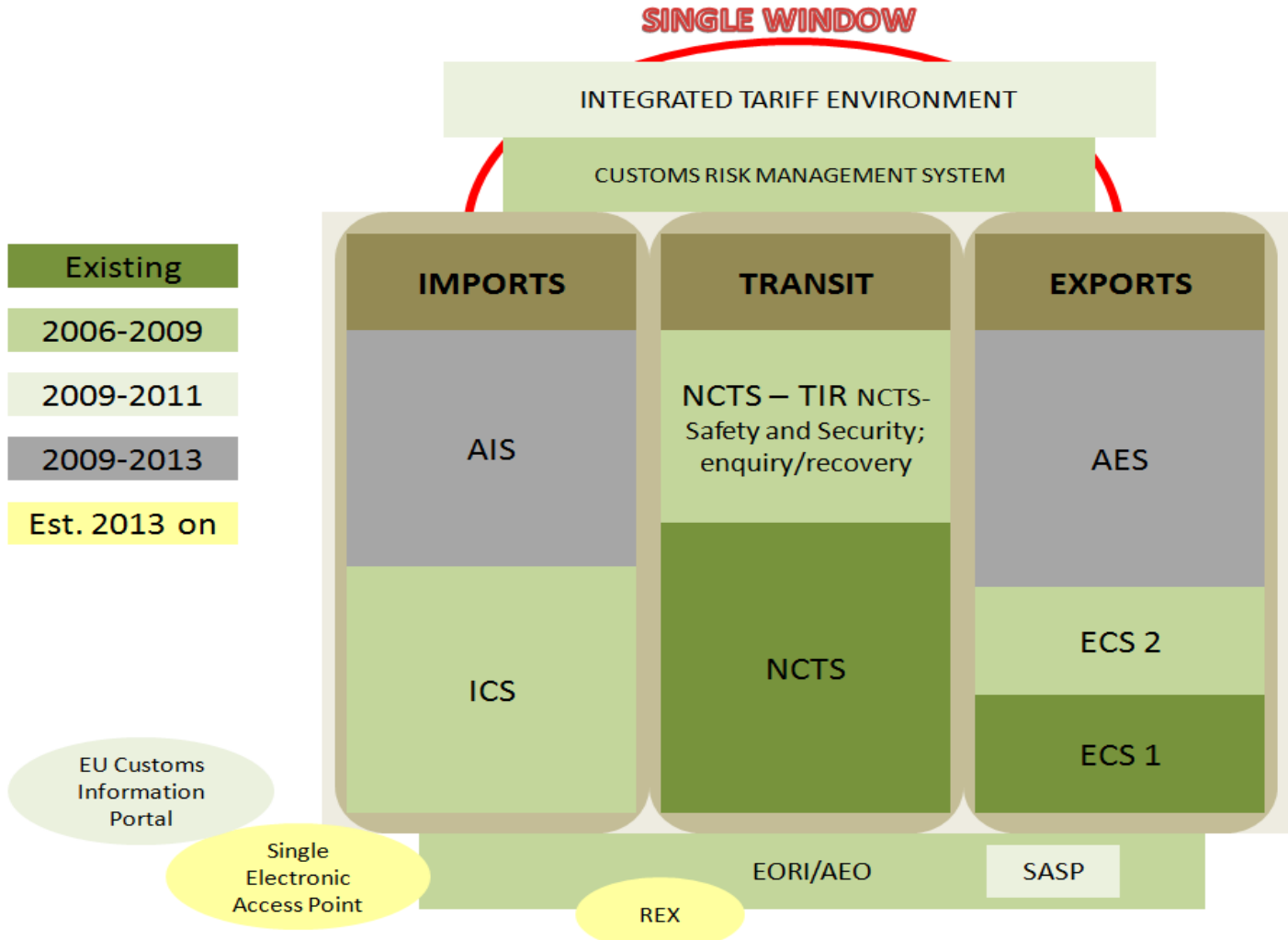
AN INTERNATIONAL TRADE SINGLE WINDOW ENVIRONMENT SHALL CONSIDER THE INTEROPERABILITY OF CUSTOMS MANAGEMENT SYSTEMS, CROSS BORDER REGULATION SYSTEMS AND PUBLIC INFRASTRUCTURE MANAGEMENT SYSTEMS.

ADDITIONALLY, AN INTERNATIONAL TRADE SINGLE WINDOW ENVIRONMENT SHALL AIM TO COMMUNICATE WITH TRANSPORT & LOGISTICS MANAGEMENT AND COLLABORATION SYSTEMS. SINGLE WINDOW INTEROPERABILITY IS KEY FOR THESE PURPOSES.



# Towards a European Customs Single Window

Multi-annual strategic plan for the electronic Customs (e-Customs)

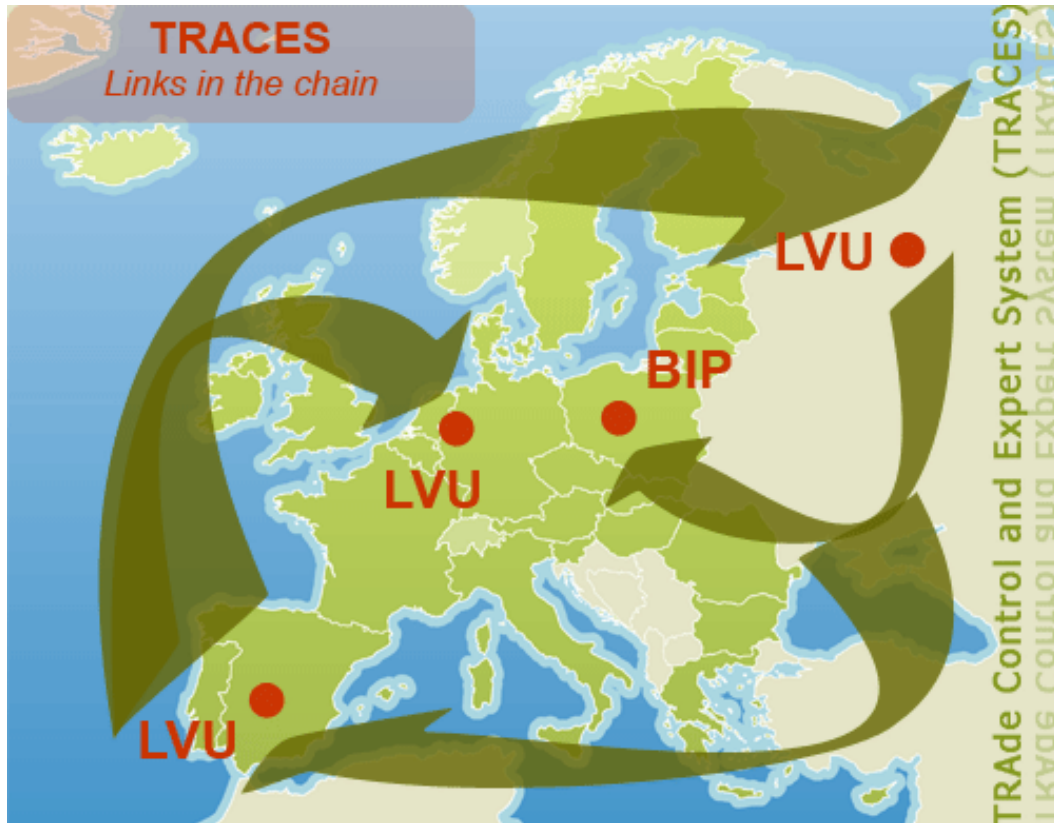


Source: European Commission – Directorate General Taxation and Customs Union



# TRACES: Towards a European Sanitary Single Window

## Trade Control and Expert System



- Economic operator (Consignor) at the place of origin
- Competent authority in the non EU country (local and central competent authority)
- Competent authorities in the EU, EFTA/EEA countries (border inspection post, local competent authority, regional and central authority)
- Economic operator (Consignee) at the place of destination

Source: European Commission – Directorate General Health and Consumers

**TRACES**  
Trade Control and Expert System

TRACES/veterinary Documents/Intra-Trade Animal Health Certificate

12716-220: References: Official veterinarian. An official private veterinarian may be selected under: 'Competent Authority' in the tab 'References'.

**Details of Consignment Presented: Traders**

I.1. Consignor		I.2. Consignee	
Name:		Name:	
Address:		Address:	
Postal Code / Region:	75008 Paris Ville	Postal Code / Region:	06-540 Radzanów N. Wkrq
Country:	FR France	Country:	PL Poland
<input type="button" value="Assign"/> <input type="button" value="Clear"/> <input type="button" value="Select"/>		<input type="button" value="Assign"/> <input type="button" value="Clear"/> <input type="button" value="Select"/>	

I.1.1. Place of origin/Place of harvest		I.2. Country of origin	
Name:		I.2. Country of origin:	FR France
Type:	Poultry farm (EX)	I.2. Region of origin:	<input type="button" value="Clear"/> <input type="button" value="Select"/>
Approval number:			
Address:			
Postal Code / Region:	75008 Paris Ville		
<input type="button" value="Assign"/> <input type="button" value="Clear"/> <input type="button" value="Select"/>			

I.1.2. Place of destination		I.2. Country of destination	
Name:		I.2. Country of destination:	PL Poland
Type:	Poultry farm (EX)	I.2.1. Region of destination:	<input type="button" value="Clear"/> <input type="button" value="Select"/>
Approval number:			
Address:			
Postal Code / Region:	06-540 Radzanów N. Wkrq		
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**I.7. Dealer**

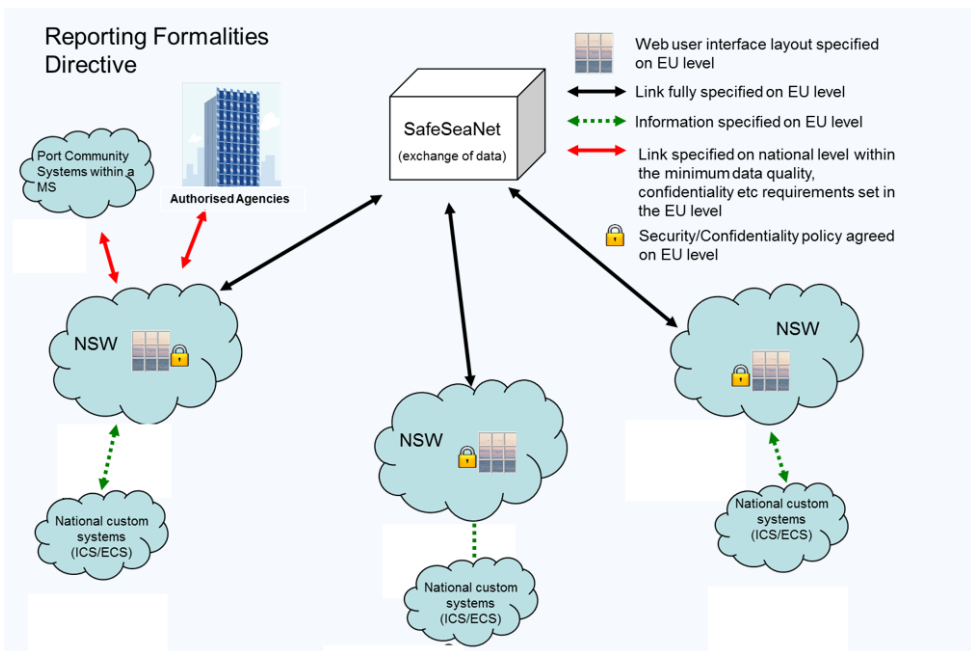
Name:

Approval number:



# Towards a Maritime Single Window

Directive 2010/65/EU: Simplification and harmonization of the administrative procedures applied to maritime transport by making the electronic transmission of information standard and by rationalizing reporting formalities.



Source: eMS subgroup Single Window Definition 2012



Source: AnNa project







# How to interoperate and get value from Single Windows?



A good orchestration of operations, processes and infrastructures



# MEDNET Partners' geographic coverage



-  Lacio - Italy  
RAM
-  Ática - Greece  
NTUA
-  Ipeiros - Greece  
IGOUMENTISA PORT AUTHORITY
-  Dytiki Ellada - Greece  
PATRAS PORT AUTHORITY
-  Marche - Italy  
ANCONA PORT AUTHORITY
-  Puglia - Italy  
TARANTO PORT AUTHORITY
-  Malta - Malta  
TRANSPORT MALTA
-  Cataluña - Spain  
CENT
-  Comunidad Valenciana - Spain  
VALENCIAPORT FOUNDATION
-  Kypros - Cyprus  
CYPRUS UNIVERSITY OF TECHNOLOGY
-  Kypros - Cyprus  
MARITIME INSTITUTE OF EASTERN MEDITERRANEAN
-  PACA, France  
CHAMBER OF COMMERCE AND INDUSTRY OF MARSEIL PROVENCE
-  Slovenija - Eslovenia  
PROMETNI INSTITUT LJUBJANA
-  Lisboa - PORTUGAL  
TIS CONSULTORES EN TECNOLOGIA, INNOVAÇÃO E SISTEMAS
-  Croatie - Croatia  
KIP INTERMODAL TRANSPORT CLUSTER
-  Kroatie - Kroatia  
PORT OF RIJEKA AUTHORITY
-  Kroatie - Kroatia  
ZADAR PORT AUTHORITY
-  Albania - Albania  
AIT - ALBANIA INSTITUTE OF TRANSPORT



Source: Google Maps

# MEDNET's Work Plan

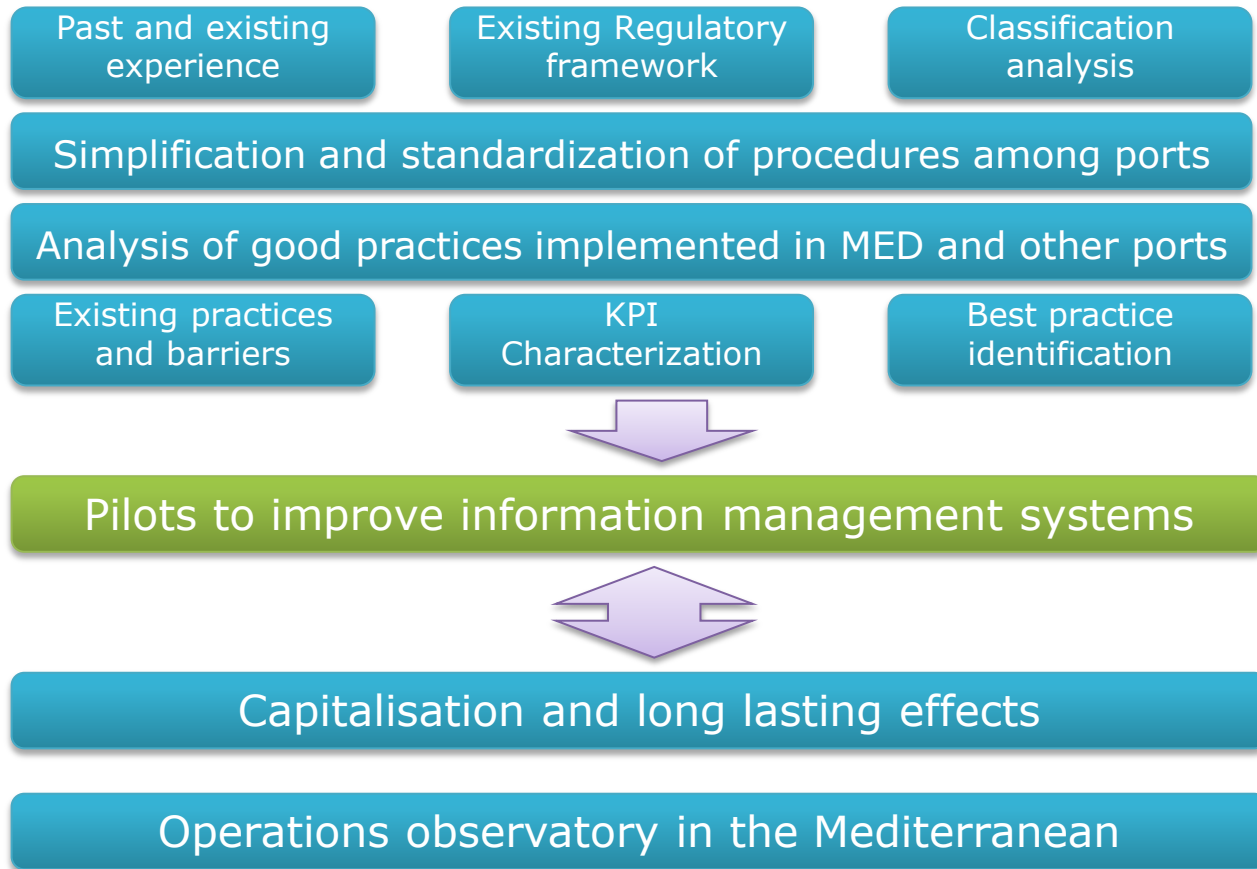


P R O J E C T



Project cofinanced by the European Regional Development Fund

- **MEDNET aims to establish and operate a network of port authorities and transport experts of the Mediterranean focusing on the exchange of experiences concerning port and customs procedures and the simplification of clearance of vessels and cargoes.**



# Port Competitiveness

- **Infrastructures**
- **Competitive costs**
- **Foreland**
- **Hinterland connections**



# MEDNET

SEAMLESS LOGISTICS



P R O J E C T

ONE COMMON GOAL:  
SIMPLIFY AND HARMONIZE  
PORT OPERATIONS AND CUSTOMS PROCEDURES



**European and national  
requirements on port operations  
and Customs procedures**

- **Ship Reporting Formalities Directive (2010/65/EU)**

Reporting formalities for ships arriving in and/or departing from ports

- **RD 1977/1999, Decision 2007/275/EC, Decision 2011/215/EC**

Regulations in force relating to sanitary and veterinary controls

- **Decision of the Customs Administration of the Republic of Slovenia nr. 4240-39/2007-11**

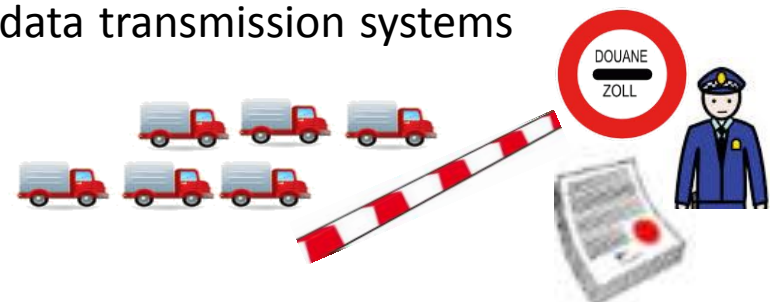
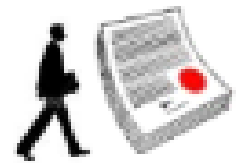
The Port of Koper has a status of control type 1 free zone

**Bottlenecks  
in ports**

**Local  
weaknesses**



- **Manually processing the information** is a waste of resources and a source of errors which have a negative effect on safety, security and performance.
- **Lack of standards** and uncoordinated planning result in an inefficient use of resources and increased costs in logistics and in the chain of operations
- **Lack of interoperable** information systems for ship and cargo
- Small ports may not be equipped with electronic data transmission systems at all



**European and national requirements on port operations and Customs procedures**

**Bottlenecks in ports**

**Local weaknesses**



**MEDNET**

SEAMLESS LOGISTICS



P R O J E C T



# 21 initiatives proposed



Facilitation of Customs procedures



Simplification of port procedures



Sharing information



## Facilitation of Customs procedures

**SIMPLIFICATION OF CUSTOMS PROCEDURES: ENS , EXS , SDTS AND IMPORT/EXPORT SAD**

**PROMOTION OF THE SINGLE MARKET: SUPPORT TO THE ELECTRONIC PROOF OF UNION STATUS SYSTEM TO JUSTIFY THE COMMUNITY STATUS OF GOODS**

**IMPROVEMENT OF SANITARY, PHYTOSANITARY AND VETERINARY CONTROLS: INTRODUCTION OF ELECTRONIC TOOLS**



## Simplification of port procedures

**IMPROVEMENT OF RO-RO TRAFFIC: PARKING MANAGEMENT AND CUSTOMS PROCEDURES**

**IMPROVEMENT OF RO-RO AND CRUISE SHIP CALLS: SHIP SUPPLIES AND BERTH ALLOCATION**

**FACILITATING THE IMPLEMENTATION OF SINGLE WINDOWS AND PORT COMMUNITY SYSTEMS**



## Sharing information

**PORT OPERATIONS OBSERVATORY IN THE MEDITERRANEAN**

# Public and private stakeholders



## Master Plan of Malta to set up a national maritime Single Window

# Directive 2010/65/EC

### EUROPEAN/NATIONAL REQUIREMENTS



Directive 2010/65/EU on reporting formalities for ships arriving in and/or departing from ports of Member States was adopted in October 2010.

### LOCAL WEAKNESS



Currently, all entities in Malta have their own systems and procedures related to reporting formalities for ships arriving in and/or departing from ports of Member States.

# Berth allocation system for ro-ro and cruise traffic at port of Igoumenitsa



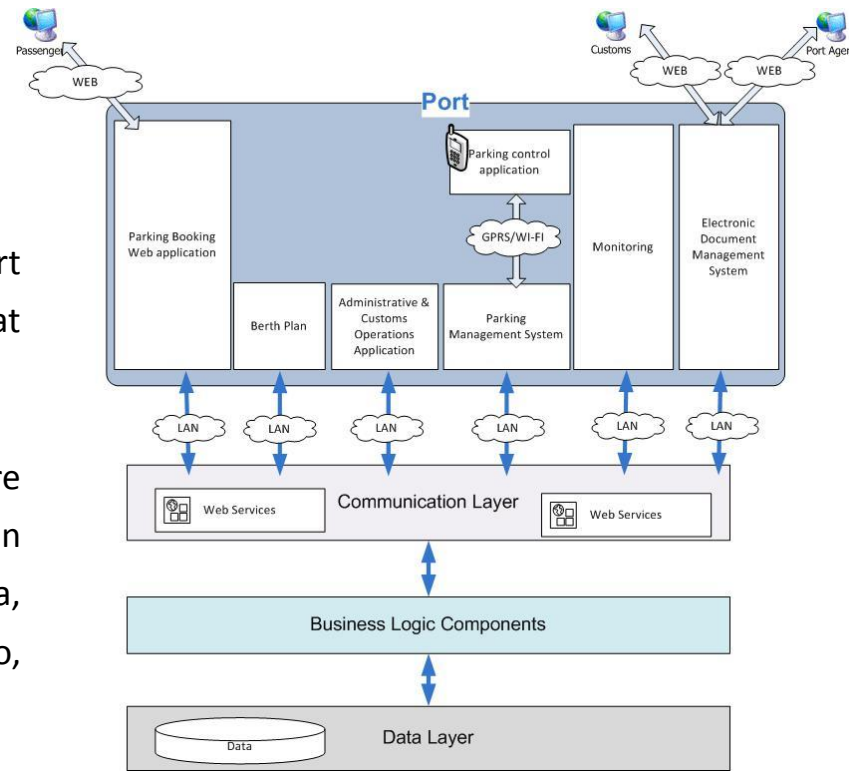
## EUROPEAN/NATIONAL REQUIREMENTS

Regarding the regulations in force relating to the Directive 2010/65/EU and the development of National Single Windows, the development of different modules for a Port Community System (PCS) is crucial since PCS is pivotal in the Single Window concept and will reduce duplication of data input through efficient electronic exchange of information.

## LOCAL WEAKNESS

The existing Berth Management System (part of Igoumenitsa Port Authority PCS) is an integrated GIS information system that supports in real time the entire process of vessel berthing.

However the system does not provide the functionality for future planning. To that extend the port cannot minimize the impact on the traffic flows, in the port area and in the surrounding area, through the proper management of berthing / mooring of ro-ro, ro-pax and cruise ships.



# Introduction of electronic monitoring mechanisms for sanitary, phytosanitary and veterinary controls for transhipped containers at Valenciaport



## EUROPEAN/NATIONAL REQUIREMENTS

Regarding the **regulations in force relating to sanitary and veterinary controls**, products arriving from third countries being transhipped that are included in the list of products that need to be controlled and stay in the port for more than 14 days, need to be checked at a Border Inspection Post.

RD 1977/1999, Decision 2007/275/EC, Decision 2011/215/EC

## LOCAL WEAKNESS

Currently, inspectors have **manually to compile all information** regarding containers and their goods, and analyse this information to know if the products have to be checked manually.

## GOODS CONTROL



Control Date 2/13/2014	B/L B/L Number	Container Container	Product Type <input type="text"/>
Vessel / Berth / Summary Summary	Compliance dates calculation criteria (Start date and end date) Vessel Arrival Date Vessel Departure Date	Operation (Declared Destination) Transhipment	
Goods Item # Goods Item #	Declaring Agent Cif Name	Destination EU countries	
Compliance dates <input checked="" type="checkbox"/> Less than 7 days <input type="checkbox"/> 7 — 14 days <input type="checkbox"/> 15 — 20 days <input type="checkbox"/> More than 20 days		Rows per page 10	
<input type="button" value="Search"/> <input type="button" value="Export"/> <input type="button" value="Reset"/>			

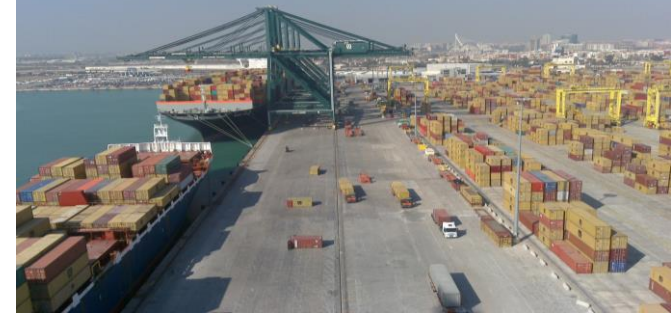
Search on 13/02/2014 16:26:23. Input date: Vessel Arrival Date. Control Date: 13/02/2014.  
The search criteria is: Less than 7 days, Operation (Declared Destination) = Transhipment, Destination = EU countries.

23 records found.

2 / 3

Stay	Container	Summary	Goods Item #	NC	Controlled	Origin	Destination	Declaring Agent	Declaring Agent CIF	B/L
3	MEDUJXXXX	46114500753	00083	2005	✘	Morocco	Denmark	M.S.C. ESPAÑA, SLU	B98261944	MSCUC
3	TCKU2XXXX	46114500753	00095	1604	✘	Morocco	United Kingdom	M.S.C. ESPAÑA, SLU	B98261944	MSCUC
3	MSCU4XXXX	46114500753	00123	2005	✘	Morocco	Sweden	M.S.C. ESPAÑA, SLU	B98261944	MSCUC
3	MSCU6XXXX	46114500753	00124	1212	✘	Morocco	Italy	M.S.C. ESPAÑA, SLU	B98261944	MSCUC
3	MEDUJXXXX	46114500753	00125	1212	✘	Morocco	Italy	M.S.C. ESPAÑA, SLU	B98261944	MSCUC
2	MRKUJXXXX	46114500270	02991	3001	✘	Taiwan, Province of China	Spain	MAERSK SPAIN, S.LU.	B85173821	5620967
2	CRLU1XXXX	46114500517	00056	0304	✘	Argentina	Spain	M.S.C. ESPAÑA, SLU	B98261944	MSCUD
2	MEDU5XXXX	46114500517	00057	0307	✘	Argentina	Spain	M.S.C. ESPAÑA, SLU	B98261944	MSCUD
1	MRKU5XXXX	46114500637	00092	1702	✘	Israel	Germany	MAERSK SPAIN, S.LU.	B85173821	3000633
0	TCLU1XXXX	46114500428	08033	0307	✘	India	Spain	M.S.C. ESPAÑA, SLU	B98261944	MSCUI0

# Notification to Customs of full container entries and their subsequent departures from Valenciaport container terminals

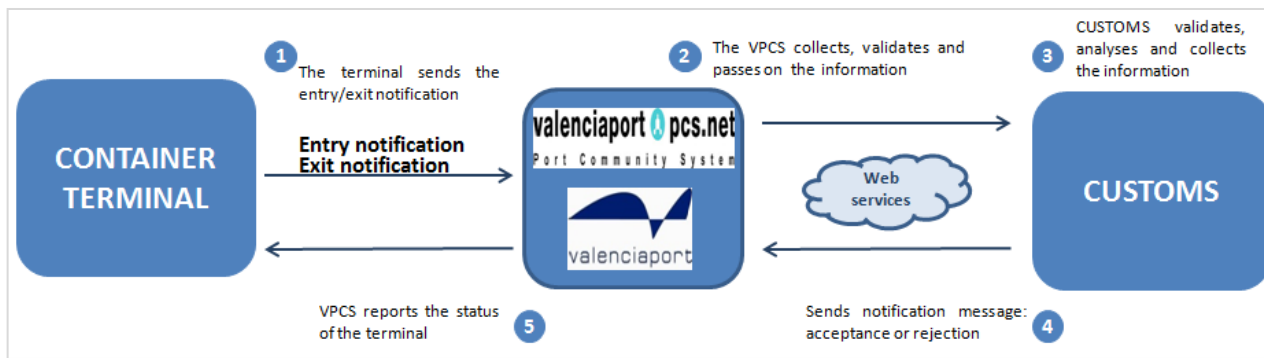


## EUROPEAN/NATIONAL REQUIREMENTS

The **Spanish Tax Agency proposes a new electronic procedure** for notifying container entries and exits at all Spanish port terminals via Web services. The proposed initiative aims to compile information regarding the notifications of entry of full containers into port container terminal and their subsequent exit notifications departure whether by land (rail or road) or by sea.

## LOCAL WEAKNESS

Currently, port terminals collect operational information about container entries and exits at their access gates. **This information is not transferred to Customs authorities**, it is simply shared among agents taking part in the port community system of Valenciaport.





## Automatic exit of trucks from port areas at port of Koper



### EUROPEAN/NATIONAL REQUIREMENTS

The Port of Koper has a status of control type 1 free zone. Based on the **Decision of the Customs Administration of the Republic of Slovenia nr. 4240-39/2007-11**, the Customs Administration authorized the use of the information system TinO to keep official records of the status of the cargo inside the port area.

### LOCAL WEAKNESS

Since exits of cargo are not automatized, **customs officers must check manually the documentation that is accompanying the cargo loaded onto trucks** and validating if the cargo can leave the port, which is a time consuming process.

