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

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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)
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.

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
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

Source: Google Maps
MEDNET’s Work Plan

- 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.

- Simplification and standardization of procedures among ports

- Analysis of good practices implemented in MED and other ports

- Existing practices and barriers

- KPI Characterization

- Best practice identification

- Pilots to improve information management systems

- Capitalisation and long lasting effects

- Operations observatory in the Mediterranean
Port Competitiveness

- Infrastructures
- Competitive costs
- Foreland
- Hinterland connections
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

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

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.
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.


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

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**Compliance dates calculation criteria:**  
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- **Destination:** EU countries  
**Rows per page:** 10  

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**Compliance dates:**  
- Less than 7 days  
- 7 — 14 days  
- 15 — 20 days  
- More than 20 days
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.

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.