"I HAVE TO CHANGE TO STAY THE SAME"

Willem de Kooning

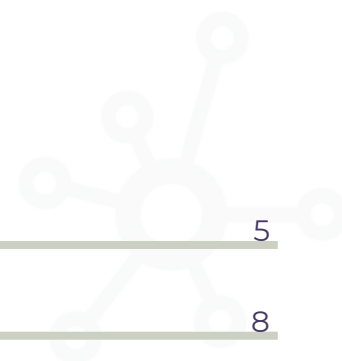## IPCSA

International Port
Community Systems
Association
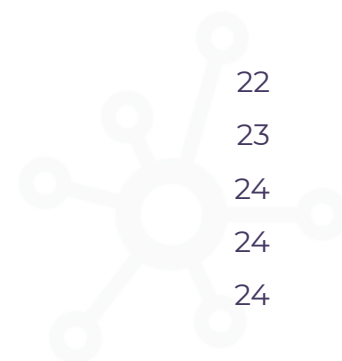
2022

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FAREWELL TO OUR RICHARD

Richard Morton 07/10/1971–09/09/2022

By Felicity Landon, Maritime Freelance journalist

Friends and colleagues from across the global maritime industry have been paying heartfelt tribute to Richard Morton, Secretary General of the International Port Community Systems Association (IPCSA), who has passed away at the age of 50 in September 2022.

Despite battling with illness for many months, Richard remained positive and enthusiastic to the end, his drive undiminished as he continued to support IPCSA members and make ambitious plans for IPCSA's future.

Born in Suffolk in the UK, Richard spent his early career working in European road, sea and air freight operations. He then joined the private-public sector Haven Gateway Partnership, where as a project director he secured and led the Partnership's participation in European Interreg projects including Portnet, Port Integration, Dryport and Cruise Gateway North Sea.

The European Port Community Systems Association (EPCSA) was created with six founder members in 2011, as a direct outcome of the Dryport project, and Richard was appointed Secretary General. Port Community System operators, along with Cargo (air) Cargo Community and Single Window operators, provide the vital electronic data interchange which is at the heart of smooth cargo flows on sea, land and air, and yet they had never before had a collective voice.

Thanks to Richard's dedication, determination and enthusiasm, EPCSA grew rapidly, in terms of membership numbers, reputation and influence. In 2014, the association was renamed IPCSA, the international organisation that today has more than 50 members from all regions of the world.

Richard ensured that IPCSA had a voice at the highest levels, from the International Maritime Organization (IMO) to the European Union.

He worked to support international organisations on Trade Facilitation and digitalisation, including the United Nations, World Customs Organization, World Trade Organization, European Commission and IMO, and the International Civil Aviation Organization, International Air Transport Association and TIACA, The International Air Cargo Association.

Richard was also an expert for UNCEFACT and APEC eCommerce Business Alliance Expert Council, as well as supporting organisations around the world with guidance on developing Port Community Systems and Single Windows.

Richard will be remembered by IPCSA members for his ability to bring people together, encouraging the sharing of experience and expertise for the greater good – and for creating the "IPCSA family" in which members also became friends.

As IPCSA celebrated its tenth anniversary in 2021, Richard reflected: "When we had our first conference, in Brussels, and formally launched what was then EPCSA, it was to support and provide a voice for PCSs related to Europe's Maritime Single Window proposals. Very quickly, we were joined by new members from Belgium, Spain, Israel and then Ukraine. The association broadened out and it became more like a family than an association."

He was determined that IPCSA's success should be based on a foundation of trust and sharing. "We are proud to be a neutral community engaging with global, regional and national logistics communities and relevant public bodies, acting in the common interest of all of our members," he said last year.

The last major gathering of IPCSA members and partners before the arrival of Covid-19 had been a two-day meeting – hosted by the World Economic Forum in Geneva – to discuss The Future of Cross Border Digital Trade.

But next, Richard did not let the pandemic hold back IPCSA's activities – rather the reverse. During 2020 he ensured that IPCSA excelled itself in reaching out to members, pushing forward with new

technologies and innovations, and helping members get to know each other even better. Regular community 'e-coffee' gatherings via Zoom were incredibly popular, enabling members to meet informally, share experiences and support each other through the challenges of Covid-19 as true friends and colleagues.

Among many milestones, IPCSA launched its Network of Trusted Networks (NoTN) a secure port-to-port and cross-border data exchange solution which provides predictability, visibility and certainty within the supply chain; developed and piloted a Blockchain Bill of Lading, in a project led by Israel Ports Company, operator of the Israeli Ports Community System (IPCS); was one of the leading signatories to the International Maritime Organization's 'Call to Action' to accelerate the pace of digitalisation to cope with a post Covid-19 new normal; and integrated the standards specialist group PROTECT into IPCSA, a significant step forward in the drive for global standards in electronic messaging at ports.

Richard met his wife, Inga, at a Portnet workshop meeting; they settled at Saulkrasti, on the Latvian coast, with daughter Aleksandra. The entire IPCSA family sends its deepest sympathy and condolences to Inga and Aleksandra for their very great loss.

Hans Rook, chairman of IPCSA, said: "Devastated and deeply saddened, but with an indelible memory of a life marked by huge involvement, cordiality and commitment, we have had to say goodbye to Richard Morton, our dearest friend and Secretary General of IPCSA. We will miss him immensely. We wish Inga and Aleksandra a lot of strength to bear this enormous loss."

Paco Saucedo, of the Port Authority of Algeciras, said: "We consider us lucky to have met Richard, he was a true team builder and facilitator, always trying to build bridges between very different people."

"Richard was a good friend, a great person to be with and a tireless advocate for Port Community Systems. He was my 'go to' person on the subject and never failed to respond fully and in great detail," said Jonathan Williams, general manager of FONASBA. "We in FONASBA will miss his wise counsel and his friendship."

Andrea Minardi, of Ravenna Port Authority, described Richard's great competence and professionalism, "but first of all, his smile". He added: "That informal and open way of his that really made everyone feel welcomed and important. He has made IPSCA grow into much more than an association, a friendship."

Jerome Besancenot, of HAROPA Port, said: "Richard is a friend, a very sympathetic person, and such a talented professional, who knew how to create an international port community and make it progress. We are now orphans."

IPCSA BACKGROUND

By Javier Gallardo, IPCSA Vice Chairman/Portic

Since its official launch on 15 June 2011, IPCSA has achieved rapid growth in membership, while establishing its reputation and influence as an expert authority and adviser on the electronic exchange of information and digitalization to smooth the flow of cargo and documentation.

Today IPCSA has nearly 50 members, including Port Community System (PCS) and Cargo Community System operators, Single Window operators, and Seaport and Airport Authorities, drawn from all regions of the world. It is also a recognized NGO with consultative status at UNECOSOC and IMO.

Association traces its roots back to Dryport, an Interreg IVB North Sea Region which ran from 2009 to 2012. A Dryport workshop covering IT and Security in November 2009 included a presentation by Portbase, the Dutch Port Community System, on 'Track and Trace', and a presentation by Maritime Cargo Processing (MCP), a British PCS, on 'Port Community IT Systems – how they can be adapted for Dryports'.

Two years later, both Portbase and MCP were among the six founding members of IPCSA, originally launched as the European Port Community Systems Association (EPCSA) with support from Dryport.

For the first time, Port Community Systems operators, through EPCSA, had a united, strong lobbying position at the European Union level. The other four founding members were SOGET (France), dbh (Germany), Portic (Spain) and DAKOSY (Germany). Three years later, after a steady flow of new members, the association officially became international, as IPCSA, in 2014.

IPCSA soon began working with standards organizations such as UN/CEFACT, the World Customs Organization and ISO. Towards the end of 2019, the standards specialist group PROTECT was integrated into IPCSA as a working group – enabling IPCSA to accelerate its work in supporting international standards, including in the delivery of Just-In-Time [ship arrival] APIs and data through international standards bodies.

IPCSA focuses on legal and practical support related to PCS and SW platforms and innovations for its members and their users, and promoting the use of international data standards in sea and airports, at border crossings and via Single Window systems around the world. IPCSA is a recognized NGO with consultative status at UNECOSOC and IMO.

IPCSA Representation, Collaborations and working relationships

IPCSA APPROACH

IPCSA
International Port
Community Systems
Association

Why?
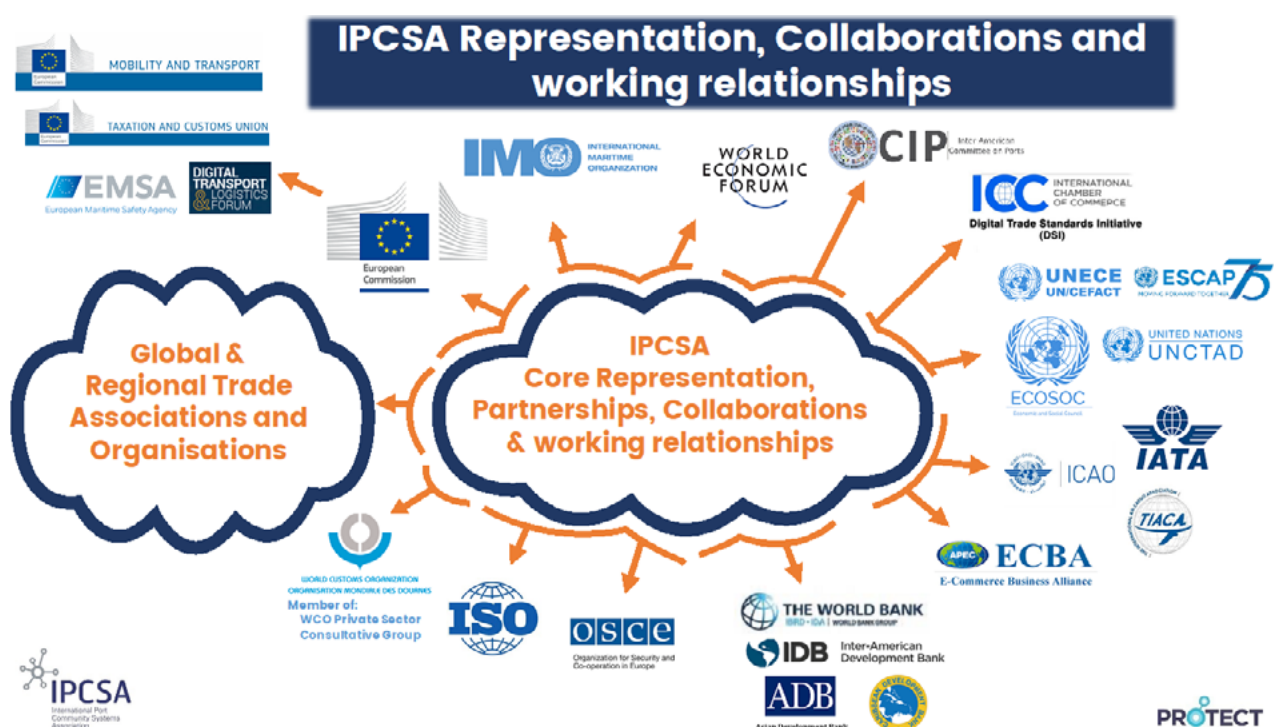
IPCSA VISION
- To act in the common interest of IPCSA members
- to influence public policy at the international level
- to promote the electronic exchange of information to enable seamless and efficient trade logistics processes

What&How?

IPCSA VISION
- through lobbying
- practical initiatives and projects
- engagement with the global, regional and national logistics communities and relevant public bodies

2021 **2022** **Future**

Who?

- ExCO&IPCSA Secretariat
- IPCSA Members Leads of areas of responsibility
- IPCSA Members

WHAT WE ACHIEVED AND WHAT IS COMING NEXT?

IPCSA
International Port
Community Systems
Association

2021

IPCSA Business Plan "Goals for 2022 "
- Complete Reset of PROTECT
- Finalise and Publish Global PCS Study
- Successful exchanges on NoTN
- At least 6 members webinars
- At least 6 public webinars

2022
- Complete Reset of PROTECT +
- Finalise and Publish Global PCS Study – will be achieved by the end of 2022
- Successful exchanges on NoTN +
- At least 6 members webinars +
- At least 6 public webinars +

Key focus areas:
- Members engagement
- Regional and Global Strategy
- Foresight /Policy
- Promotions and Partnerships
- Education
- Leadership / Succession

Next

PCS Global Study

Agenda

PCS Global Study content

IPCSA
International Port
Community Systems
Association

INTRODUCTION
Framework, scope and
objectives of the project

PCS SERVICES
The different services
offered by PCSs are
analyzed

PCS GOVERNANCE & BUSINESS MODEL
PCS Governance and Business
Models, as well as PCS
Organizational Structure are analyzed

PCS

CHANGE MANAGEMENT
Change Management during
PCS implementation and
operation is analyzed

LAWS & REGULATIONS
How laws and regulations
affect PCS is analyzed

TECHNOLOGY
Different aspects as
Standards, Cybersecurity and
Digital Platforms are covered

CONCLUSIONS
The main findings of the PCS
Global Study, as well as
lessons learned, are presented

2022 AT A GLANCE

NETWORK OF TRUSTED NETWORKS | Connecting and sharing data globally between ports and cross border

PROTECT Port Message Design Group

IPCSA PROFILE

- Granted Observer Status at UNCITRAL
- Appointed as a Member of ICC DSI Legal reform Board
- Collaboration Agreement with PMAC
- Media Partnership with TOC Worldwide
- 23 analytical and informative publications

IPCSA International Port Community Systems Association

MEMBERS AND CORE AREAS OF ACTIVITIES

- 2 Members meetings
- Welcoming 2 new Members – Barbados and Eastern Ligurian Sea Port Authority
- 5 Discussion forums featuring Standards, Customs, PCS Development and Maritime Single Window
- A New Focus PROTECT
- PROTECT Survey on knowledge and use of standards
- Members Satisfaction Survey
- First Real time Transactions on NoTN
- Successful in country visit in Nigeria (PCS development)
- Draft IMO Guidelines on PCS

NEW INITIATIVES

- FORESIGHT and FUTURE THINKING – What is the GOAL of the exercise?
- Maritime Single Window Guidelines, sponsored by Kale Logistics
- Cloud Computing Guidelines
- DIUET's Project

INTERNATIONAL PORT COMMUNITY SYSTEMS ASSOCIATION: EXPANDING THE TEAM FOR A NEW DECADE

IPCSA celebrated its tenth anniversary in 2021. It's an achievement to be proud of but, at the same time, a 'milestone' should be seen as just that – a marker on the road as the journey continues.

As IPCSA embarks on its second decade, we will be building on the successes, initiatives, reputation and relationships achieved over the past ten years. We will continue to represent and work in the common interest of our members – to promote, support, encourage and advise on the electronic exchange of information that enables the seamless and efficient flow of cargo, trade and logistics processes. Our membership, meanwhile, continues to grow in numbers and geographical spread.

With all of this in mind, we are delighted to be bringing in additional expert support for IPCSA.

Mees van der Wiel of Portbase, Rotterdam, will be providing support to drive forward the IPCSA PROTECT group and assist ports in the journey towards standardisation. In this, he will be building on the PROTECT Message Guide, including the IFTDGN, BERMAN and WASDIS messages that have been widely used across Europe since they were developed.

EU and international law expert Inga Mortona will provide administrative support and expertise relating to policy matters. Inga Mortona is based in Riga, Latvia.

In February 2022 PCSA Secretary General Richard Morton said: "We have recognised that as IPCSA continues to grow and develop, we need additional capacity to support our work. We are excited about the new steps for IPCSA and look forward to working closely with our members with global, regional and national logistics communities, and with public bodies and policymakers at all levels, to advance and expand the implementation of Port Community Systems, Cargo Community Systems and Single Windows around the world."

STRATEGIC PARTNERSHIPS & TRADE ASSOCIATION RELATIONSHIPS

IPCSA has been granted an observer status at UNICTRAL
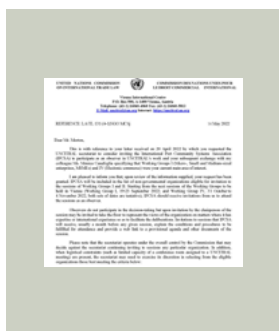
IPCSA will be included in the list of non-governmental organizations eligible for invitation to the sessions of Working Group I (Micro-, Small and Medium-sized enterprises, MSMEs) and Working Group IV (Electronic commerce).

Observer status at UNCTRAL will enable IPCSA's to provide practical information on the challenges and successes Port Community & Single Windows operators are facing while implementing digital solutions across the logistics chain in different national jurisdictions, in particular in relation to use of cloud computing solutions, implementation of digitally transferrable records etc.

We would also promote the work of UNICTRAL on digital processes and standards through our stakeholder and wider partnerships with international standard organisations, on the one hand, including but not exclusive to, UNCEFCACT, GS1, WCO, SMDG, UN, IMO, DCSA, ISO, and on the other our other partnerships with WEF, EU, IMO, ICAO for example.

This is an opportunity to gain wider recognition of the role of Port Community Systems and Single Window within trade facilitation. It is also important for IPCSA Members to understand the constantly changing legal environment they operate in.

The main representative for IPCSA at UNICTRAL is General Manager, Inga Morton. We are really looking forward to a successful mutual cooperation.

IPCSA General Manager Inga Morton appointed as an ICC Digital Standards Initiative Legal Reform Advisory Board (LRAB) Member

The ICC Digital Standards Initiative Legal Reform Advisory Board (LRAB) has a cross-regional and cross-industry representation, bringing together leaders with diverse backgrounds and experiences who share the belief that a globally harmonised, enabling legal environment is foundational to making digitalised trade a reality.

The Legal Reform Advisory Board seeks to scale up legal reform worldwide and works alongside the DSI Industry Advisory Board, which advocates for adoption of harmonised digital standards across international supply chains. IPCSA has been as an Industry Advisory Board member of the ICC Digital Standards Initiative since August 2021.

In 2022 there are 2 Legal Reform Advisory Board meetings, the one was held in June 28th and there will be a second meeting on November 24th discussing opportunities for a globally harmonised legal environment for digitalised trade.

New collaboration for trade facilitation with the Port Management Association of the Caribbean

A unique new collaboration agreement has been signed between IPCSA and the Port Management Association of the Caribbean (PMAC) to work together in the cause of trade facilitation in the Caribbean region. The two associations signed a virtual Memorandum of Understanding at PMAC's 25th Annual General Meeting, taking place on 14–15 September.

IPCSA Chairman Hans Rook gave a presentation on 'The Critical Role of Port Community Systems (PCS) in Trade Facilitation' at a Strategic Session for PMAC members, as part of the AGM programme.

"The general objective of PMAC is to improve the proficiency of member ports and the quality of service they offer to users," said Glenn Roach, Executive Secretary of PMAC. "We consider whatever we do within our ports to be a key part of national, regional and global industry, and we focus on this through the facilitation of relevant training to maximise human resources and meet the needs and challenges of the global environment."

IPCSA already has two members in the region – Port St Maarten, which joined in 2019, and Barbados Port Inc, which joined in 2022. IPCSA Chairman Hans Rook said: "Our aim is to support ports in the Caribbean region as much as possible in the development of Port Community Systems and Single Windows, and support those that already have such a system in place.

PMAC membership consists of 21-member ports in 20 Caribbean territories, including air and seaport authorities. The imbalance of trade in the region, with an average 90% imports/10% exports, the high level of feeder traffic between islands, and a lack of visibility together present particular challenges to trade facilitation and port efficiency in the region, said Professor Fritz Pinnock, Maritime & Logistics Consultant, and Consultant to PMAC.

IPCSA and PMAC have a great deal to gain by working together and sharing experience, said IPCSA Secretary General Richard Morton. "It is great to see the evolvement of trade facilitation in the Caribbean ports industry," he said. "It is good to collaborate as much as possible."

IPCSA is planning to strengthen the Caribbean relationship even more and in 2023 together with Inter- American Committee on Ports (CIP) organise joint webinar on IMO eMSW mandatory for contracting governments to the FAL convention on 1 January 2024" in combination with our NoTN approach.

ICAO – Air Cargo Collaboration Group

In the cause of this year IPCSA has become more and more involved in the air logistic industry in attending the monthly Air Cargo Collaboration Group meeting organised by ICAO (International Civil Aviation Organisation). The focus is streamlining the air cargo processes by more standardisation and harmonisation of the processes not to forget the collaboration between the various stakeholders in the airfreight.

ICAO's 41 assembly was held in Montreal end September / begin October for which we are invited. We are very much pleased that Kale Logistics has offered to represent us during this conference.

In June/July 2022 at the request of ICAO, IPCSA had several meetings with government officials from the administration of Aruba on the matter of establishing digital cargo corridors as pilot implementations of new, digital transport and trade standards and technologies (e.g., verifiable credentials, electronic documents).

In the meetings with administration of Aruba IPCSA Secretary General Richard Morton shared knowledge and experience of Cargo Community Systems (CCS) and other trade facilitation aspects. General Manager Inga Morton provided necessary information on legal aspects of the establishment of digital cargo corridors and their potential influence on national legislative framework. IPCSA Member Kale Logistics demonstrated insight of practical CCS development and operation aspects.

MEMBERS MEETINGS & EXTERNAL EVENTS

The year 2022 was rich with events, seminars, conferences in the field of digital data exchange. Many of them were organized by IPCSA or jointly with other IPCSA strategic partners such as Port Technology International, The Inter-American Committee on Ports (CIP), TOC Worldwide and others.

IPCSA representatives participated as key speakers/moderators of the sessions in multiple international events that are significant for a growth of the industry, thus contributing towards knowledge and experience dissemination on electronic information exchange, as well as direct engagement with the global, regional and national logistics communities and relevant public bodies.

IPCSA Members meeting, May 5th (online)

IPCSA was holding its first full members meeting on 5th May in a 3-hour webinar. The meeting was providing an opportunity to share and exchange information on current matters relating to PCS and SW and topics including:

- Update on IPCSA Activities in 2022
- Introduction of the Port Authority of the East Ligurian Sea – IPCSA's latest new member
- IPCSA members "Discussion Forums" – A new format for Member and Concept
- PROTECT – Port Message Design Group
- Ukraine and Cross Border Exchange of information
- Network of Trusted Networks – an update on status
- IPCSA PCS Global Study – A strategic approach
- Review and short "How To" on the IPCSA Community
- Policy& Legal matters affecting PCS

IPCSA Members meeting "Bringing the IPCSA community together", November 8th and 9th, Riga

IPCSA has decided to have its first Physical meeting of its members in the latter half of 2022, to allow for the effects of COVID to, hopefully, subside, and thus allow all members from around the globe to attend.

The meeting will be held in Riga, Latvia (Riga, Latvia) and include discussions on the following topics:

- Introduction of the new IPCSA representatives
- Overview of IPCSA Activities in 2022
- IPCSA Members Satisfaction Survey
- Insight into ExCo Event: IPCSA next 10 years
- DUET's project
- Open discussion on IPCSA future
- PROTECT Questionnaire

- IPCSA Port Community Systems Study
- New initiative "Foresight and Future Thinking – What is the GOAL of the exercise"
- IPCSA "showroom meeting"
- Change in Temporary Summary Declaration procedure into G3/G4 messages
- IPCSA Cloud Computing Guidelines
- Update on DFTL work, eFTI Regulation
- Use of Network of Trusted Networks
- Members feedback

IPCSA ExCo Meetings

Up to November 2022, the IPCSA ExCo met three times to discuss the organization's strategic direction and performance of the Association.

The most important ExCo meeting was on the 6th and 7th September 2022 where ExCo Members met to consider the next 10 years of IPCSA.

The aims of this meeting were to:

- Review IPCSA's current and future activities to make sure that it is fit for purpose.
- Create greater transparency and involvement for Members in IPCSA activities while maintaining a dynamic decision-making process.
- Provide concise information on new ideas as well as existing initiatives suggested by the IPCSA Secretariat to include in future activities.

A number of themes kept emerging throughout the meeting. These were collected and presented to the group as key focus areas for the future of IPCSA. IPCSA objectives were discussed.

ExCo members were asked to take the lead in developing a draft, high level strategy for each focus area. These are to be presented at the next ExCo meeting in January.

The SWOT always revealed 6 key focus areas, central to the future of IPCSA. These are shown below. ExCo members volunteered to investigate each focus area and present their initial thoughts at the next ExCo meeting in January.

Key Focus Areas:

- Member engagement
- Regional and Global Strategy
- Our Offering Foresight
- Promotions and Partnerships
- Education
- Leadership/ Succession

Detailed information and notes for this are available on IPCSA Community at: https://ipcsa.community.

"WCO-WTO Webinar on the role of advanced technologies in cross-border trade: a custom perspective" March 29th

This webinar focused on Customs Administrations' use of advanced technologies to facilitate trade and enhance safety, security, and fair revenue collection.

The global use of advanced technologies such as blockchain, the internet of things, data analytics, and artificial intelligence will be shared through a presentation of the findings of a survey of Customs use of these technologies as set out in a joint WCO/WTO publication titled: *The Role of Advanced Technologies in Cross-border Trade: A Customs Perspective.*

The webinar featured presentations by Brazil, Nigeria, Singapore, and the Inter-American Development Bank on opportunities and challenges faced by Customs in deploying technologies.

Singapore Maritime Week April 4th – 9th

"The Singapore Maritime Week (SMW) is an annual gathering of the international maritime community to advance key industry issues and exchange ideas to bring the sector forward. Driven by the Maritime and Port Authority (MPA), in collaboration with industry stakeholders and research and educational institutions, SMW brings together key opinion leaders and industry leaders through conferences, dialogues and forums.

Themed "Transformation for Growth", SMW 2022 expands on the momentum built up by the industry in taking key steps towards digitalisation, while tackling the urgent issue of climate change[1]".

IPCSA was invited to moderate a session about Overcoming challenges in Data sharing and Just in Time initiatives. Optimisation of the port call has a high priority on the list of enhancing the logistic procedures in and around the port.

IPCSA Chairman Hans Rook moderated this session where Mr. Andre Simha (MSC), Bruce Mills (Wartsila), Geert de Wilde (Nxtport International) and Michael Lind (Rise) were discussing optimum performance of port players, Networks to establish communication about vessel voyage information and port to port information.

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1   https://www.smw.sg

Port of the Future – Houston, TEXAS, APRIL 5th–7th

IPCSA is a proud Supporting Partner of the 3rd Annual Port of the Future Conference, being held in Houston, TX and live-streamed to a global audience. This conference focused on creating and revitalizing our Nation's ports, infrastructure, and processes – across maritime and cyber domains.

The 2022 Port of the Future conference addressed the urgent and immediate issues facing ports of entry, regulators and associated industries.

These leaders came together in Houston, and virtually, to network and learn – bringing their vast accumulated knowledge and experience to work together to formulate solutions and best practice to the industry's most pressing challenges.

WCO - 63rd Data Model Project Group, may 9th – 13th

The 63rd Meeting of the World Customs Organization (WCO) Data Model Projects Team (DMPT) was held from 9 to 13 May 2022 in a hybrid mode, in English and French. The main discussion topics were Data Maintenance Request (DMR), Maritime API/PNR Dataset, WCO DM support for new datasets of the IMO Compendium.

IMO Facilitation Committee (FAL 46), May 9th–13th

IMO's Facilitation Committee has adopted amendments to the Facilitation (FAL) Convention which will make the single window for data exchange mandatory in ports around the world, marking a significant step in the acceleration of digitalization in shipping.

Within FAL 46 IPCSA also was presenting its paper on proposal a new FAL Output for "IMO Guidelines for Port Community Systems". Proposal has been prepared by IPCSA and submitted by Morocco, Djibouti, FONASBA, IPCSA.

The detailed information on FAL 46 is available within Section "Single Window& Trade Facilitation".

Nico de Cauwer, IPCSA Lead of Standards/Port of Antwerp was representing IPCSA at FAL 46.

Canada BC Visit in Rotterdam, May 4th–5th

Mrs. Gerrie Sinclair, Information Commissioner for the Province of British Columbia was visiting Rotterdam. IPCSA Chairman Hans Rook helped organize the visit and discussed future collaboration opportunities. The focus was on two "test beds" looking at digitization and decarbonization: one at the Port of Prince Rupert (IPCSA member) and the other Project at the Vancouver International Airport. Commissioner recently finished a workshop with the port stakeholders (terminal operators, logistics providers, trucking, BCOs) and one common theme that came up was data sharing.

In that respect Gerrie was asked to look into Port Community Systems models.

With thanks to Portbase Rotterdam, we had the opportunity to explain the PCS as part of the port's logistic infrastructure. Port Community Systems became an eye opener for her. She is looking forward to meeting us in Canada for exploring development of PCS / SW.

Her overall vision of her visit: 'I have such great memories of our time with you in Rotterdam, thank you so much'

Smart Digital Ports of the Future, May 11th – 12th, Rotterdam

This year's event showcased the technologies that are transforming the way ports do business – from discussions about standardisation and data sharing, to technical case studies from the most advanced ports, on how they are unpacking the potential of emerging technologies such as AI, Digital Twin and IoT applications and many more.

Hans Rook, IPCSA Chairman was Chairing the two-day event and a number of IPCSA members were attending and speaking.

In total 12 panel sessions of which 9 where either moderated by IPCSA members or represented as a panelist.

Nico de Cauwer Port of Antwerp, Moderator about data standards and harmonisation.

Andrea Minardi CIO Port of Ravenna, Digital twin.

Rommel Edwards – Barbados ports, Autonomous technology.

José Luis Cárcel– Fundación Valenciaport, Smarter, more efficient Port operations.

Karl Branch – Barbados ports, The role of artificial intelligence.

Mees van der Wiel moderator – Portbase / PROTECT, Real value of big data.

Panelists: José Luis Cárcel– Fundación Valencia port and Jerome Besancenot Haropa Port

Thanks go to all of them.

Not to forget IPCSA long time collaboration partner freelance journalist Felicity Landon who supported Hans (chairman of the conference) during these 2 days by summarizing the main outputs.

IPCSA was also a media partner for this event.

Visit by Barbados delegation to a number of PCS operators in Europe

A delegation of 16 people visited a number of our PCS members. During their visit in Rotterdam on May 10th IPCSA informed the delegation about the scope of IPCSA and our activities.

Good to see that the delegation was a composite of all major stakeholders in Barbados seeking a common view on their PCS / SW developments.

After the meeting we handed over the membership plaque to Mr. Peter Odle – chairman Barbados Ports Inc. We look forward to a close cooperation with Barbados Ports Inc. being our second member in the Caribbean
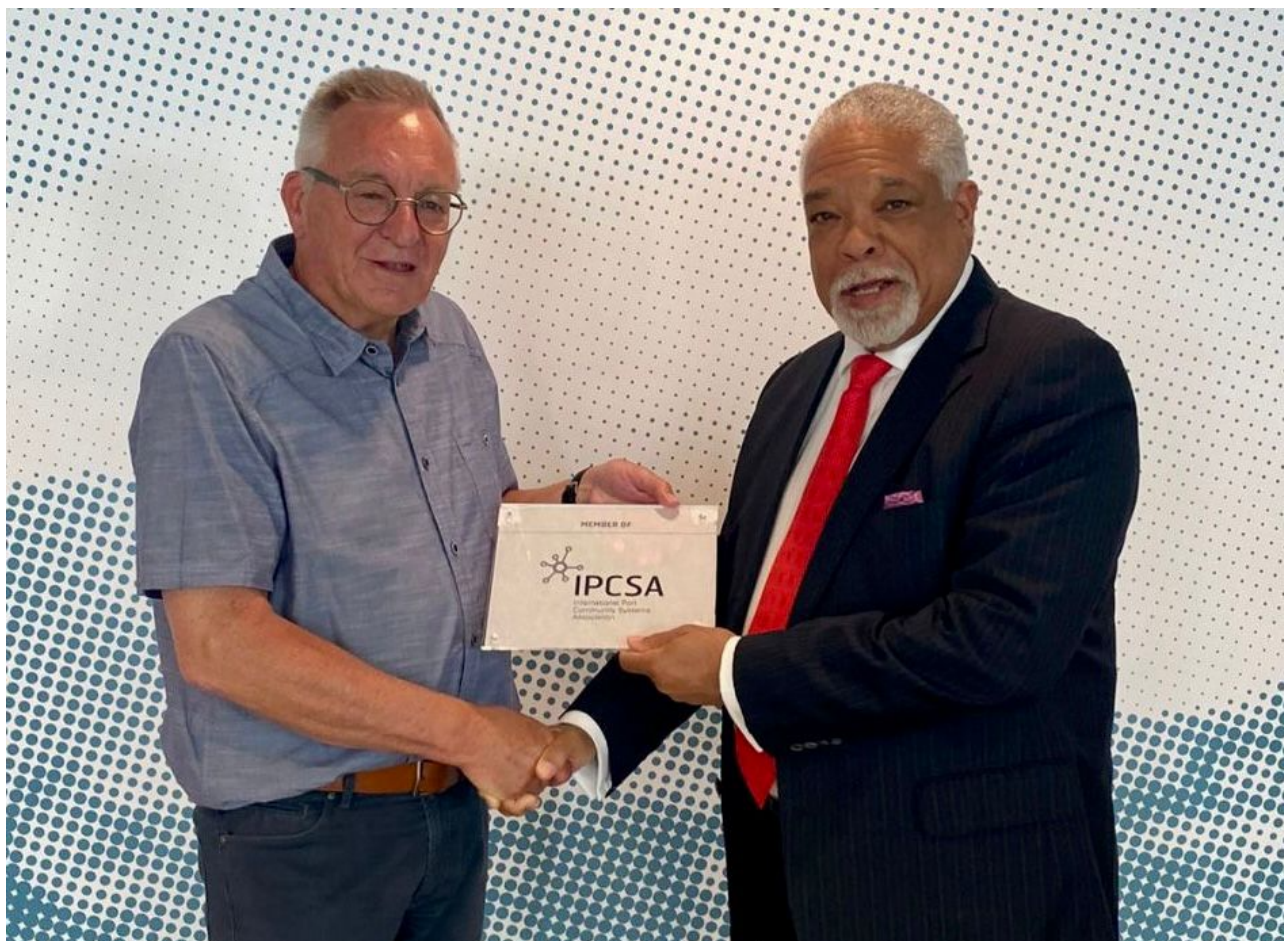
IMO FAL Electronic Group on Data Harmonisation, May 16th–20th

IPCSA lead of Standards, Nico de Cauwer attended the IMO EGDH working Group meeting. Detailed information on this meeting is available on Standards / Technology / Protect section.

IPCSA Event – "Women leading the way – PCS and SW", May 18th

IPCSA supporting the IMO's International Day for Women in Maritime.

Maritime is historically a male-dominated industry, but there is a concerted effort across the sector to help it progress and support women, to achieve a representation more aligned with 21st Century expectations.

The International Port Community Systems Association (IPCSA) is a strong supporter of equality in the workplace and its membership, representing Port Community Systems (PCS) and Single Window Operators (SW) have demonstrated that women can lead the way in the electronic exchange of information and in trade facilitation related to the maritime sector.

Panelist in this webinar were:

- Mona Swoboda, Program Manager, Inter-American Committee on Ports (CIP),
- Evelyn Eggers, DAKOSY, Director Business Development & IPCSA Founding Member,
- Federica Montares, Head of Special Projects, Innovation and Institutional Relations, Eastern Ligurian Sea Port Authority, Italy (IPCSA Member)
- and Felicity Landon, Freelance Maritime Journalist (IPCSA Collaboration Partner).

TOC Europe June 14th–16th, Ahoy Rotterdam

TOC EUROPE main event is the exhibition with focus on terminals both, from technical infrastructure point of view as well from logistics.

IPCSA was represented by Chairman Hans Rook and PROTRECT Manager/Portbase Mees van der Wiel.

During the session of Business intelligence, IPCSA presented their views on port infrastructure and interoperability with special focus on system-to-system communication not only within the local port area but also focus on global / cross border interoperability where we focused on the use of NoTN.

Mees van der Wiel presented our views on Harmonizing Digital & Automation standards.

IPCSA Standards Discussion Forum, June 21th

In June IPCSA organized a first discussion forum led by IPCSA Lead for Standards and technology/ Port of Antwerp Nico De Cauwer. The discussion forum is a new format in order to help facilitate and enable discussion and share information. It is set to start at 15 minutes past the hour to allow those joining to have a few minutes between their meetings which usually start and finish on the hour It was focusing down on three specific topics with the area of Standards:

Data Models, Technical Standards for PCS and PROTECT Group.

Cybersecurity for Ports & Terminals Conference, June 22nd

Port Technology International launched its first ever Cybersecurity for Ports & Terminals Conference on 22nd June 2022.

With stakeholders around the world reporting a significant increase in cyber-threats and attacks. The time to hold an event that addresses the specific issues faced by Ports & Terminals is now.

The event was providing the perfect stage for learning and knowledge sharing, to create a more cyber-resilient industry. Sessions included discussions about cyber-awareness and training, policy and standards, emerging risk factors for ports and terminals, and many more.

Inga Morton the IPCSA General manager was speaking about Cloud Computing and managing the risk and contracts for it.

IPCSA is a supporting partner for this event

Air Cargo Digitalization in COVID-19 Times: Perspectives on Legal Frameworks and Solution implementation, June 28th

The webinar "Air Cargo Digitalization in COVID-19 Times: Perspectives on Legal Frameworks and Implementation" is part of a series on digitalization through which ICAO and partner UN agencies are promoting the concept of air cargo digitalization and raising awareness among States' civil aviation administrations, customs authorities, economic regulators, and industry stakeholders of the fundamental role of air cargo transportation system as part of the broader supply chain that will drive global economic recovery expansion.

Tailored to the States in the ICAO North America, Central America, South America and Caribbean region, this webinar focused on legal frameworks that enable implementation of digital transport and trade solutions: What are the latest developments and plans to advance digitalization? What are some of the legal challenges States must address before they implement these latest standards and architectures and how? What are some of the successes and challenges implementers would like to share?

IPCSA Secretary General, Richard Morton was invited as a panelist for the first session "Linking Air Cargo to the Broader Supply Chain Through Digitalization" where he shared IPCSA knowledge and experience of cargo community systems (CCS) and other trade facilitation aspects.

IPCSA Customs Discussion Forum, July 6th

In July IPCSA was organising a second discussion forum led by Uwe Liebschner, IPCSA Lead on Customs / dbh Consulting.

Topics covered:

Customs Single Window

- What is a Customs Single Window?
- General introduction
- Purpose of a Customs SW
- Difference to other SW´s

MEDports forum 2022, July 7th–8th Civitavecchia, Italy

The MEDPorts Forum 2022 was organized by MEDports Association, which today gathers 23 major Mediterranean ports, representing more than 70% of the total traffic in the Mediterranean.

It is a place of gathering and exchange of opinions, ideas and best practices among the representatives of the international institutions, experts of maritime transport and port activities and leading port members in order to assist Mediterranean ports in building a resilient, progressive and vibrant maritime sector through the use of digitalization.

IPCSA was invited to take part in a roundtable session to discuss 'drivers and challenges' in the logistics between the MEDports and was represented by Chairman Hans Rook We have introduced our Network of Trusted Networks to enable the ports to exchange data in a standardized and harmonized way that makes interoperability not only possible but also in an easy way instead of many bilateral communication procedures.

"During the 2 days forum it was a pleasure to meet Federica Montaresi representing the Port Authority of the Eastern Ligurian Sea and surrender her our IPCSA membership plaque."

"How to Develop a PCS" – Joint event by IPCSA/CIP, July 19th

IPCSA and the Committee Inter-American Ports have joined forces again in 2022 and was holding two Webinars one on "How to Develop a PCS" to be held on 19th July 2022 and the other a follow up to our join webinar on Ports and Customs – "Ports and Customs: Part 2" that was held on 16th August 2022.

"Customs and Ports: Part 2" – Joint Event IPCSA/CIP, August 16th

This brings the total number of webinars to 4 in 2 years' time organised by CIP and IPCSA. From feedback we note that the content is very much appreciated by the attendees. As an average we had 100 attendees online during each session.

Our thanks go to the perfect organised webinar by CIP and to the speakers who were willing to give their professional views about the subjects.

IPCSA EMSWe Discussion Forum – European Maritime Single Window, October 14th

In October IPCSA was organising a third discussion forum led by Mees van der Wiel, PROTECT Manager/Portbase and EMSWe representative on the current state of play with the EMSWe.

This forum focus was down on three specific topics with the area of the EMSWe:

- How can IPCSA help you?
- Describing different options for PCS integration in the Single Window environment
- EMSWe Dataset Data Model – 15 minutes presentation follow by 15 minutes Discussion/ Questions

The recording is available on IPCSA Community at: https://www.ipcsa.community/calendar_ events/354

EU Customs SW Workgroup – B2G part- meeting, October 18th

IPCSA represented in this event by Uwe Liebschner, IPCSA Lead on Customs/ DBH Consulting.

Webinar "2024 – Window of opportunities for shipping", October 24th

IMO's Facilitation Committee has adopted amendments to the Facilitation (FAL) Convention which will make the single window for data exchange mandatory in ports around the world, marking a significant step in the acceleration of digitalization in shipping.

The webinar was highlighting the benefits and opportunities for maritime trade arising from the application of the maritime single window (MSW) to electronic ship clearance processes in ports which will become mandatory for Contracting Governments to the FAL Convention on 1 January 2024.

International High-Level Conference On Digital Transformation Of Information Exchange In Supply Chains Using United Nations Standards, October 31th , Baku

The High-Level Conference was organized by the Ministry of Digital Development and Transport of the Republic of Azerbaijan and UNECE bringing trade stakeholders of the Caspian region together.

IPCSA Chairman Hans Rook gave a presentation at this conference "Port Community Systems, Trusted Network of Networks, opportunities for the Caspian region", promoting opportunities of the use of IPCSA NoTN.

8th Port Automation Summit 2022, November 14th–17th

The following topics will be covered:

- Success Stories & Blueprint Roadmaps
- Case Studies
- Planning for Automation in Greenfield and Brownfield Ports
- Choosing What to Automate First and How to Automate
- From Innovation and Business Case to GOING LIVE
- Handling and Integrating Automation Technology Ma
- maintaining Data Security
- Improve Economical & Technical Feasibility of Your Port Automation Projects

IPCSA is a supporting partner for this event.

Port Digitalisation Conference, Budapest, December 7th

IPCSA has been invited to co-operate and to provide your experience to present results, developments, and projects and to raise awareness on PCS systems in Europe in Ports Digitalisation Conference in Budapest. IPCSA Lead on Standards / Port of Antwerp Nico de Cauwer and Uwe Liebschner, IPCSA Lead on Customs / dbh will be attending this Conference and sharing their extensive knowledge and expertise in the fields of standartisation and customs.

IPCSA is a supporting partner for this event.

MEDIA
PARTNERSHIP

IPCSA has a cooperation agreement with several media partners, such as TOC Europe, Port Technology International a.o. We do maintain an active IPCSA LinkedIn profile and also use our internal social network – IPCSA Community to keep our members updated.

IPCSA also employs Media Support Cooperation Agreements to increase publicity at international events and conferences.

However, the best example of our work towards raising awareness of the importance and role of Port Community Systems and Single Windows within supply chain is a direct participation of our representatives in various international events as session leaders, moderators, panelists, and opinion presenters.

IPCSA cooperation with Port Technology International –
an opportunity to tell the world more about your PCS

During 2021 we had a partnership with Port Technology International to contribute to their Electronic Journal. In 2022 we were continuing that cooperation.

The way it works is that IPCSA writes an article for the PTI Journal which highlights key areas from each of the two to three IPCSA members, this is written by Felicity Landon, our freelance journalist who is arranging a call to interview IPCSA Member for it. The articles are written by Felicity, on behalf of IPCSA and are focusing on selected topic area.

Publications 2022

- "IPCSA'S NETWORK OF TRUSTED NETWORKS: DELIVERING PREDICTABILITY, VISIBILITY AND CERTAINTY WITHIN THE SUPPLY CHAIN", IPCSA General Manager Inga Morton, May 2022
- "YOU WANT SMART INNOVATION? GET THE COMMUNITY INVOLVED!", IPCSA Secretary General, Richard Morton (featuring Tanger Med and Antwerp Port Authority), May 2022
- "MAJOR CHANGES AND (SOMETIMES) MOVING GOALPOSTS: DESTIN8'S PROACTIVE!", IPCSA Secretary General, Richard Morton (featuring MCP), June 2022
- "SHORT, MEDIUM AND LONG TERM: PORT COMMUNITY SYSTEMS TAKE THE PROACTIVE APPROACH" IPCSA General Manager Inga Morton (featuring PPL 33-35, DUET's, MGI), August 2022
- "GUEST FOREWORD: FAREWELL TO OUR RICHARD", November 2022 (pending). Courtesy of Felicity Landon, Freelance Journalist, and very Dear friend of Richard Morton
- "PROTECT: the way forward" Mees van der Wiel, General Manager, PROTECT Group, IPCSA, December 2022 (pending)

Other Publications and Press Releases

- "PROCOMEX – collaboration for mutual benefit of the port community", February 2022
- Algeciras – Collaboration for mutual benefit of the port community, February 2022
- "IPCSA statement on current humanitarian crisis", March 2022
- "International Port Community Systems Association: Expanding the team for a new decade", March 2022
- "Ukrainian Government measures to ensure logistics routes", April 2022
- "LOGINK signs up to IPCSA's Network of Trusted Networks", April 2022
- "IPCSA welcomes the Eastern Ligurian Sea Port Authority as its newest member", April 2022
- "IPCSA-BIC agreement will deliver clarity in supply chain", April 2022
- "Lockdowns and war create China-Europe cargo bottlenecks" – Hans Rook, Chairman, IPCSA, April 2022
- "Barbados Port Inc. (BPI) joins International Port Community Systems Association (IPCSA)", May 2022
- "Woman in PCS and SW", May 2022
- "IPCSA welcomes FAL Committee decision to mandate Single Window systems", May 2022
- "Thank you for PROTECTing us" – Thanks Jérôme Besancenot for his work as Chairman of IPCSA's PROTECT Group", June 2022
- "Richard Morton 07/10/71 – 09/09/22", September 2022. Courtesy of Felicity Landon, Freelance Journalist, and very Dear friend of Richard Morton
- "Data-driven Ukraine Europe Transport solutions (DUETs): an IPCSA-led initiative", October 2022
- "MGI looks to the horizon," November 2022 (pending)
- "New collaboration for trade facilitation: International Port Community System Association and Port Management Association of the Caribbean (update)", November 2022 (pending)
- "PROTECT: the way forward", December 2022 (pending)
- PROTECT Info leaflet, December 2022 (pending)

NETWORK
OF TRUSTED
NETWORKS

Overview

IPCSA's primary focus remains firmly on its members. IPCSA is often praised for its openness and the 'family' feel of the organisation, with members willing to share and exchange their knowledge and experience on how they solved issues. We have a unique openness within IPCSA – our members like each other and trust each other.

Our focus is always on the common interest of our members to influence public policy at the international level – engaging with global, regional and national logistics communities and public bodies. We are also proud of our reputation for providing ports and regions with the support, advice and practical guidance they need in the development of a Port Community System.

IPCSA's Network of Trusted Networks (NoTN) is the perfect example. In embarking on this project, IPCSA was responding to the requirements of consumers and logistics companies for end-to-end information on their shipments. The NoTN is a unique governance platform, enabling a secure port-to-port and cross-border data exchange solution for supply chains. Via this platform, Port Community System operators, representing the interests of their users, can exchange data relating to vessel/voyage information, and track and trace cargo globally.

The purpose of the NoTN is to provide predictability, visibility and certainty within the supply chain. Others have tried to deliver a concept like this, but the key stumbling block has always been 'trust'. The direct users of the NoTN will be trusted, neutral platforms such as Port Community Systems, Cargo Community Systems and Single Window operators – it is a 'trusted network' because these platforms are the only users with access and they will only share data that they are allowed to share by their users. Thus, the NoTN maintains the principle of commercial confidentiality, which is the cornerstone of Port Community System and Single Window operators.

The IPCSA network of Trusted networks (NoTN) was formally launched on the 1st July 2020 and was based on agreed IPCSA Business Plan 2020 and NoTN Project plan 2020. The NoTN was initially a 2-year project, in order to allow for it to develop and test the principles and to focus on Port to Port and Cross Border Exchange of data. It has been proposed to extend to mind 2023

The NoTN aims to:

- Simplify contractual agreements between parties
- Provide standard APIs for the exchange of Port to Port and Cross Border Exchange of data
- Develop new APIs for sea, air, road and rail as agreed by the NoTN Advisory Group

Current Participants – October 2022

Current Status of NoTN

Five important APIs are already operational on the NoTN platform: Port Call (covering vessel time of arrival and departure); Cargo Status (status and details of the container in port – clearance, in/out of gate, origin and destination); UN/LOCODE (covering regulatory information for reporting, automatically updated); ISPS Code (International Ship and Port Facility Security Code, providing security information on previous and following ports, helping validation and avoiding duplication); and BIC Codes (Bureau International des Containers Location Codes, which eliminate confusion and ensure standardisation of references).

IPCSA is proud to announce that despite external business-disrupting conditions such as the Covid-19 pandemic that made IPCSA members focus on the COVID-19 activities of their organisation rather than new projects or initiatives, in 2022 we had first real time transaction on NoTN between Port of Antwerp (Belgium) and Logink (China).

IPCSA and some of its members have responded to crisis in Ukraine with a project called Data-driven Ukraine Europe Transport solutions (DUETs – *an IPCSA-led initiative*).

DUETs has been created to ease the exports of grain via alternative overland routes, including ultimately to the Romanian port of Constanta.

The project is coordinated by IPCSA and brings together:

- The Odesa-based Port Community System PPL 33-35 (project leader);
- Polski Port Community System;
- CNS, a UK-based Port Community System;
- Other members and stakeholders.

The further successful progress of the project requires the support of NoTN. This would require to open up NoTN for non IPCSA Members, initially at least for this one project, driven by humanitarian considerations.

Future Governance and Considerations for NoTN

It was agreed at the 6th Advisory Group meeting of NoTN in Mid 2021 that until actual exchange have taken place it is not feasible to consider governance of the network. The first real time data exchanges were happening in 2022; there is a by humanitarian reasons justified request to allow to use NoTN for non IPCSA Members for DUET's project. Although these are only the first steps for the active use of the network, it indicates the need to discuss the NoTN future governance model in 2023.

As the NoTN develops there will be opportunities and challenges, these include how and if to incorporate external API publishers into the NoTN and how these can provide greater visibility for the NoTN members and their users. Consideration will be given to:

- Implement APIs published by other parties such as DCSA or any other API
- Extending the model.
  - The PCS2PCS model may be consider by some members as not enough and it is very restricted.
  - Study the model GlobalPlatfromst2PCS. The global traders like carriers, shippers (amazon, Alibaba), MasterCard might be Data User consuming data from different PCS using the same API. Each PCS could freely negotiate its contract through the NoTN.

Proposed Actions for 2023 for NoTN participants to take

It is important to prove the Network of Trusted Networks and therefore it is also the responsibility of not just IPCSA, buts its members of the NoTN to take an active role in its development and taking advantage of the opportunities it provides to their users. Each member needs to consider:

- Allocate resources to implement the NoTN APIs
- Promote NoTN to their users
- Promote & Publish the API "Participants" once they achieve the production state.
- Consider some form of demonstration mechanism that shows the capabilities of of NoTN and provides an easy way to encourage use
- Promote the use of APIs on the PCS member application.

PCS STUDY

IPCSA is as an association that focuses on supporting and facilitating systems, as well as promoting the use of international data standards in sea and air ports, has promoted since their inception the development and evolution of Port Community Systems (PCS).

In this framework, with the aim of promoting the development and implementation of both Port Community Systems and Single Windows around the World, the IPCSA has launched the project *Port Community Systems and Trade Single Windows: A Strategic Approach to Development and Implementation.*

The PCS Global Study is one of the components of this project, the aim of which is to characterize the situation of IPCSA members in the main areas of interest of the PCSs and how they are currently operating. To this end, **37 members of the IPCSA have been surveyed** including different types of entities such as PCS Operators, Port Authorities and other NGO.

The responses of these members have been collected and analyzed according to the different areas that **cover all topics necessary for the implementation and operation of Port Community Systems:**

- PCS Services
- PCS Governance & Business Model
- Change Management
- Laws & Regulations
- Technology

Firstly, for each area of interest included in the survey, the PCS Global Study report will present a brief definition of their main concepts through an **aggregated summary of the most relevant statistical results**. Secondly, based on the survey results, the international experts will present their **insights on each one of the different topics** covered by the study, which will serve as input for other components of the project *Port Community Systems and Trade Single Windows: A Strategic Approach to Development and Implementation.*

IDOM, as a company with an important background in the PCS sector, has carried out the study with the collaboration of other sector experts.

International Expert	Area of Expertise
IDOM (as a company)	PCS Services
Javier Gallardo	PCS Governance & Business Model
Will Sambrook	Change Management
Inga Morton	Laws & Regulations
Nico de Cauwer	Technology – Technology
Gadi Benmoshe	Technology – Cybersecurity
Mees van der Wiel	Technology – Digital Platforms

IDOM

Public safety is the priority of IDOM.
We are overcoming all obstacles, delivering the usual high quality and service.
Wherever you are, we are just one call (phone/video) away!

We are really exited and proud to announce that initial results of the Study will be presented in IPCSA Members meeting in Riga on November 8th and 9th.

STANDARDS / TECHNOLOGIES / PROTECT

As the digital exchange of data continues to grow exponentially in the ports, shipping and logistics world and across many other facets of international trade, we are used to hearing claims that there is a lack of standards. We are also used to knocking down that argument. The maritime industry has been developing, refining, and using international standards for many years.

Richard Morton, Secretary General, IPCSA and Nico De Cauwer, *Business Architect Digitalisation & Port Community Projects, Port of Antwerp, and IPCSA Lead on Standardisation and Technology* are providing insight into the Standards and Technology and its relevance to IPCSA work.

Full Article is available on IPCSA Community at: https://www.ipcsa.community/thoughts/666

Setting the Scene / Standards

There are three main generators of standardised data models. Most of the industry is using United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT)-based messaging as well as linking into World Customs Organization (WCO) data models. The third player is the International Standards Organization (ISO), which has multiple sets of internationally recognised standards. And there are others, too. The International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA), for example, has standards used for navigation, shipping, and cargo. Also, there are some commercial standards for logistic purposes – for instance GS1, which develops and maintains global standards for business communication. Another player is PROTECT. Set up in 1992 by major European ports to harmonise and optimise electronic information exchange by means of standardised messages legally required in ports. In 2019, PROTECT was integrated into the IPCSA, to combine two organizations with an unrivalled level of knowledge and experience in standardised and harmonised electronic information exchange.

Where Are We Now? / Standards

The IMO set in motion some very specific work in collaboration with the WCO, UN/CEFACT and the ISO, in developing its own data reference model, or compendium, to define all the elements of the electronic FAL forms across WCO, UN/CEFACT and ISO. In April 2019, the FAL Committee approved a revised and updated IMO Compendium on Facilitation and Electronic Business, to support harmonisation and standardisation of electronic messages. The Compendium will be used as the basis for automated and digital systems for exchange of information when ships arrive at and depart from ports. The information data set supports mandatory reporting formalities for ships, cargo and persons on board and can also be extended to support commercial businesses in international shipping. The IMO defines it thus: "The IMO Compendium is a tool for software developers that design the systems needed to support transmission, receipt, and response via electronic data exchange of information required for the arrival, stay, and departure of the ship, persons, and cargo to a port. By harmonizing the data elements required during a port call and by standardizing electronic messages, the IMO Compendium facilitates the exchange of information ship to shore and the interoperability of single windows, reducing the administrative burden for ships linked to formalities in ports." The IPCSA was one of the members of the working group which developed the Compendium, alongside members from Belgium, France, India, the Netherlands, New Zealand, Norway, Sweden, Ukraine, Uruguay, United Arab Emirates and the United States, as well as the IMO Secretariat, the European Maritime Safety Agency (EMSA) and BIMCO.

In its next step, the IMO FAL Committee established an IMO Expert Group on Data Harmonisation (EGDH) – to meet twice a year and take care of the further development of the IMO Compendium, working towards harmonisation. The EGDH, which met for the first time in November 2019, is responsible for the technical maintenance of the IMO Compendium and for further expanding its data set and data model to areas beyond

the FAL Committee, including exchange of logistics and operational port and shipping data. This is one of the first examples of international organizations tackling the considerable challenge of harmonising standards, and IPCSA is honoured and proud to be playing a key role in its work.

There were 2 EGDH meetings in 2022:

○ May 16th – 20th

- IMO Data set related to VGM (verified gross mass
- IMO Data set related to waste delivery receipt
- Additional IMO data elements JIT use case sub-model
- Some new IMO Code Lists defined
- discussions on Industry definitions for port, port section, terminal, berth, berth position
- discussion also in relation to the next to regular "message/model standards". These standards to become attention for "data standards", like e.g. un/locode child codes (extension beyond the current ones, due to use in a.o. JIT-concepts). Industry definitions for port, port section, terminal, berth, berth position".

○ October 24th – 28th

The update on discussions will be available at IPCSA Community soon.

Continued Development / Standards

As well as working to harmonise the IMO data reference model across WCO, UN/CEFACT and ISO, the EGDH's work also means continually adding suitable new data standards – for example, relating to dangerous goods or stowaways – that can be agreed at international level. A macabre example is this. If you have 100 persons 'remaining on board' but one dies, how many do you then have – 100 or 99? In some declarations and documentation, a deceased person is considered 'goods'.

The ultimate prize is this: when a vessel arrives at a port in Asia, the master gets asked for the same information as in a port in Europe or Africa – regardless of which standards body is being used, because the information can be mapped across.

Is it standardisation or harmonisation that we need? IPCSA is clear on that question. There are standards but they are not harmonised. If they were harmonised, it would be easier for organizations across the world to implement them.

IPCSA has, from the start, been pushing for more trade organizations and more member states to be involved in this important work, because it is the basis for all electronic exchange of information. The EGDH was formed in 2019. It will take time, but its work is already delivering results.

Support for Supply Chain Standards in the USA

IPCSA has taken contact with different organisations and associations to offer their knowledge and expertise in the domain of supply chain standards; the same problems and issues come to the surface as we all know them since several years now (no harmonisation, no technical conformity, etc.)

In 2022 Nico de Cauwer was supporting the following initiatives in US:

- Federal Maritime Commission (FMC) – Maritime Transportation Data Initiative via Commissioner Carl W. Bentzel who is leading the initiative to set Supply Chain standards and rules initiated by the White House
- Global Supply Chain Ministerial (State Department - Breakout session on Transportation & Logistics
- ASTM with support of Port of LA (IPCSA Member) a few initial calls have taken place to get to know each other and to see how IPCSA can contribute in the process of standardization within the US.

ICC DSI, fifth Industry Advisory Board meeting October 14ᵀᴴ, Amsterdam / STANDARDS

In August 2021 Richard Morton, IPCSA Secretary General has been appointed as an Industry Advisory Board member of the ICC Digital Standards Initiative. ICC has launched the Digital Trade Standards Initiative (DSI) – a collaborative cross-industry effort to enable the standardisation of digital trade. IPCSA joined other global associations and was chosen out of over 200 organisations to represent the industry.

The ICC DSI is unique among trade digitisation initiatives due to its collective nature. Too often, digitisation is enacted through bilateral agreements between institutions that require members to run on the same platform. This has resulted in siloed data and bespoke trade and trade finance processes. It will build on work done by various likeminded initiatives, many of which aim to digitise trade, notably through the development of open trade and technology standards to promote interoperability.

"*The ICC DSI seeks to coordinate all parties in the standardisation of data formats and processes, rather than duplicate existing efforts. In turn, membership will be open to all organisations across industries and geographies supporting the project's core mandate, including existing industry associations and initiatives,*" explained Steven Beck, Head of Trade Finance at the Asian Development Bank.

Nico de Cauwer reflection on the fifths Advisory Board meeting:

"I think it was a very insightful event. Must admit I was a bit reserved or hesitant before start of the event. But once again, – at least towards me now – Richard has proven his right to be at the right place at the right moment when the Advisory Board of the ICC DSI was constituted. It is a real nice and good mix of powerful companies and associations who really have strong ambitions and willingness to "digitilise trade"– ultimately to every single step in trade."

The combination of financial companies (swift, jpmorgan, …) and supply chain companies and associations (CMA CGM, DCSA, IPCSA) and also the standardisation bodies (ISO, WCO, UNECE) gives the discussions a nice symbiosis to work together to this same goal and initiate actions and efforts."

The update on discussions will be available at IPCSA Community soon.

Get Involved / Standards

Standards don't just happen; organizations must support them. Logistics organizations and others that say there are no international standards need to recognise that there are standards bodies and there are bodies developing standards and working on harmonisation. How many of these logistics organizations decide they are not interested in taking part in the process because (they think) 'it's someone else's job'?

It is up to everybody to get involved. That means finding out who your Member State's contact is at the IMO and being proactive. We are back to that word 'community'.

An excellent example is the work that the Digital Container Shipping Association (DCSA) is doing on standardised carrier information – work that includes mapping this to UN/CEFACT. Another point is this. We tend to think mainly about business-to-business standards while forgetting about business-to-government. Many governments use their own standards or those of the WCO. Shipping lines use their own standards. If there isn't harmonisation, the costs of mapping from one standard to another could be as high as if you were implementing a whole new message in the first place. An example we have used before is 'port of arrival' or 'actual time of arrival' (ATA). What does that actually mean? For a port authority, it's usually when the vessel enters port territory. For customs, it is when the vessel is actually alongside the quay. Not the same thing at all, and there's a significant time difference between the two. Inevitably, there will be costs involved in such discrepancies.

We need to mean what we say: and we need to all know what exactly that is.

The PROTECT Group explained

Created: 1992

Part of IPCSA: since 2019

General Manager: Mees van der Wiel

PROTECT
Port Message Design Group

In 2022 IPCSA announced that Mees van der Wiel of Portbase, Rotterdam, will be providing support to drive forward the IPCSA PROTECT group and assist ports in the journey towards standardisation. In this, he will be building on the PROTECT Message Guide, including the IFTDGN, BERMAN and WASDIS messages that have been widely used across Europe since they were developed.

Mees supports Nico De Cauwer of the Port of Antwerp-Bruges, the lead for IPCSA Standards and Technology activities who will be overseeing the work of PROTECT and coordinating it's activities with other standards bodies

The PROTECT Group develops and supports the electronic reporting required by port and other authorities from vessels entering or leaving a port or port area. It maintains and develops EDI through the PROTECT Guide.

PROTECT was set up as a standards specialist group by six major ports in Europe in 1992. The vision: to harmonise and optimise electronic information exchange by means of standardised messages legally required in ports. Over the years, PROTECT attracted many more participants, including port authorities and Port Community System operators.

Close cooperation and collaboration with the International Port Community Systems Association (IPCSA) ultimately led to PROTECT becoming a working group within IPCSA in 2019. Since the beginning of 2021, PROTECT has been an integral part of IPCSA.

Over the past few years, PROTECT has gone from strength to strength:

- Adding XML messaging to the EDIFACT standard in response to European Directive 2010/65
- Building links with UN/CEFACT
- Gaining recognition from the IMO FAL committee for message maintenance
- Working with UN CEFACT and the International Maritime Organization on data modelling
- Collaborating with the European Maritime Safety Agency (EMSA)
- Strengthening links with ESPO (European Sea Ports Organisation)
- Working closely with IPCSA before joining the association

A new focus / PROTECT

The full integration of PROTECT into IPCSA represented a pivotal development in the field of standardised and harmonised electronic information exchange."

During the Port Technology International Smart Digital Ports Conference held in May 2022, IPCSA chairman Hans Rook made a special presentation to Jérôme, in recognition of his work as chairman of the PROTECT group since 2015.

The integration of PROTECT into IPCSA has consolidated, within one organisation, an unrivalled level of knowledge and experience in standardised and harmonised electronic information exchange; this renewed strength and focus is helping to accelerate innovations and advances in the sector.

The organisational structure of PROTECT has been revised and a new vision is being created.

Although it started as an EU project, PROTECT is now recognised globally. It has responsibility for (amongst many) the development and maintenance of the IFTDGN dangerous goods notification message, the WASDIS waste disposal information message and the BERMAN berth services request message.

PROTECT's members consider and provide guidance on standards issues to international and regional bodies such as the European Commission; as part of the IPCSA family, PROTECT now also has a voice at the IMO.

Through IPCSA's delegation at the IMO, PROTECT is now supporting the IMO in its Correspondence Groups and Working Groups on matters of electronic messaging.

IPCSA and PROTECT are together accelerating their work in supporting international standards, including in the delivery of Just-In-Time (ship arrival) APIs and data through international standards bodies.

PROTECT Group mission

The mission of PROTECT is to support the continuous improvement of port performance and trade facilitation by providing the expertise and support necessary to maintain and develop globally recognised message standards.

Our aim at all times is to support digital message standardisation and integration throughout the port community and supply chain.

Current State / PROTECT

After the integration of PROTECT into IPCSA, a new leadership has been formed with Nico De Cauwer as Lead, Jerome Besançenot as Vice-Lead and Mees van der Wiel as General Manager and primary contact. Key results in 2022 have been:

- PROTECT meeting on 13 April 2022 under the new leadership
- Formalization of the first Business Plan for PROTECT by the IPCSA ExCo on 13 May 2022
- PROTECT survey on knowledge and use of standards in July 2022. Results will be analysed in August and September
- Refresh of the PROTECT marketing materials including new website texts and new logo.
- Participation on the Standards Round Table at the TOC Europe event on 16 June 2022
- Several meetings with other standards organisations (DCSA, ISO TC/8, UN/CEFACT) on behalf of PROTECT

PROTECT also faces some challenges. Although enthusiasm and effort put into PROTECT by both Lead and General Manager is high, PROTECT has suffered from low visibility in the past years and a limited number of active participants. Active participants with the right knowledge level are hard to find and possibly even harder to activate since they have goals set at their own organisations and limited time available. An example where this is visible is the update of the IFTDGN message where work is reliant on one or two persons who don't have a fixed time set for working on this initiative.

Also we see that there is an ever increasing focus on maritime standards and with that an increasing possibility for competition between standards setting bodies such as DCSA, ISO TC/8, IHO, etcetera. For PROTECT it is important to stay in-line with initiatives from these bodies and not to create confusion or, even worse, duplicate work.

Business plan / PROTECT

Activities in the upcoming 2022/2023 period are:

1. Create a PROTECT Information sheet for publication and share with International Standards bodies, Port Authorities and Port Associations to create recognition amongst stakeholders.

   In 2021 a video was published. All PROTECT information should be updated on the PROTECT section on the IPCSA website. This information can also be used to create an information sheet to share with other organisations.

2. Create a series of IFTDGN Videos covering:

   ○ Overview (2 minutes) → Completed in 2021
   ○ The Standard (5 minutes) → In Draft – to be updated with updated IFTDGN
   ○ The Implementation (10 minutes) → To be made after IFTDGN updated

3. Create a group of PROTECT members to focus on Self Assessment model for stakeholders

   Results from survey form the basis for this group. The goals of this group is to Group lead to design a model to be used by Port Authorities and Port Community Systems to self-validate their implementation of PROTECT standards. Group lead be defined.

4. Create a group of PROTECT members to focus on updating existing PROTECT Standards to new formats, also assessing the alignment to these new technologies – XML, API etc.

   Results from survey form the basis for this group. The group will also develop an implementation guide / guidance for PROTECT standards to enable Port Authorities and Port Community Systems to effectively implement PROTECT standards.

5. Create a group of PROTECT members to focus on Digital Port Process and which ones that currently are not digitalised which could be to benefit all.

   Results from survey form the basis for this group. The goal of the group will be to ensure standards are available on the issues that are most relevant to our stakeholders and to increase the number of stakeholders using PROTECT standards.

Other, on-going, PROTECT ACTIVITIES are:

○ Map and promote expertise of PROTECT members

○ Set up a workshop specifically for non-EU IPCSA members to get acquainted with the PROTECT work and to learn from their experiences

○ Monitor website usage and the number of times standards are downloaded.

○ PROTECT members to use PROTECT as part of their email signature

○ Articles on recent activity: eg. update on IFTDGN

○ Gather feedback from stakeholders for constant evolution of message standards.

○ Organize members meetings twice per year

CUSTOMS & OTHER GOVERNMENT AGENCIES

IPCSA Lead on Customs, Uwe LIEBSCHNER, is providing insight into the Customs and its relevance to IPCSA work.

What has happened in last few years around the topic of Customs and IPCSA?

The activities of the IPCSA from 2011 to the present day in the field of customs and other government institutions may, with all modesty, be classified as remarkable.

The intensive work supported by the commitment of our members led to the fact that the recognition of IPCSA worldwide as a reliable partner, knowledge pool and constructive provider of ideas is also not in question for this area of interest.

The great reputation of IPCSA has been achieved in particular through the very active participation in various bodies that are connected with the topic of customs in the most diverse ways and intensity. IPCSA supports the developments and endeavors in various working groups at EU level, as well as at international level (e.g., the WCO), to an extent that should not be underestimated. The said bodies and institutions, as well as countless stakeholders and governments, value the work and input of IPCSA in an outstanding manner. Without being too exaggerated, we – the IPCSA and its members – can be proud of the fact that we have matured into a brand in important areas, including the customs environment.

Despite the somewhat difficult circumstances surrounding Covid 19 over the past two years, there was not much sign of a "calm sea". This shows very clearly that IPCSA's expertise is more in demand than ever and that even in the very specific area of customs activities, IPCSA's opinion is gladly taken into consideration.

This standing is a credit to all of us and this success story should and will be enthusiastically continued in the years to come.

EU Commission DG TAXUD (Customs and Taxes)

Now, to add a little more tangibility to the general, the following list should help to show the dimension of the joint work (the most of that activities are planned for several years and are in a constant state of flux):

- Working group AES2 / NCTS2 (export and transit) = active member in the design of business processes and specifications around the upcoming version on export processing and transit procedure.
- Working group ICS2 (risk management) = active member in the implementation of the Import Control System 2 for phase 2 and 3 (Air Cargo and Maritime, Rail, Road).

- Working Group CCI (EU centralized customs declaration and clearance soluition) = active member in the implementation of Centralised Clearance Import (CCI).
- Working group "EU Customs Single Window Environment" = active member in the preparation of the legal framework and the requirements profile for the EU Customs SW + support in the technical implementation; in 2022 the EU Customs SW group is in the phase of the "B2G" part.
- Alongside, permanent member of the Trade Contact Group (representation of the business community at DG TAXUD) + support of the work in the area of "Union status" of goods movements in the maritime transport sector + sporadic participation in working groups dealing with the assessment and reorientation of the legal framework (e.g. simplifications in customs law; etc.).
- IPCSA is also invited and participates regularly in the meetings of the ECCG (Electronic Customs Coordination Group) = purpose of the group is the exchange of information and the work around all electronic projects and initiatives of EU Customs + the respective national administrations and partner countries (CH; NO; IS; Balkan-States ...).

EU Customs Union – Wise Person Group – Update March 2022

What future for EU Customs in 2040?

Whatever the future holds, EU Customs must be ready to adapt.

The role of the group is defined like described on the webpage of the EU –

"The primary role of the Group will be to reflect on the development of innovative ideas and concepts and deliver a report that contributes to a general inter-institutional debate on the future of the Customs Union."

We, as IPCSA, took part in a survey which this group has launched last year and which was open for comments until the 31st of January 2022. Now, after the huge number of comments and findings have been collected and assessed, the WPG published their landmark report.

Their conclusion is that EU Customs need an urgent structural change which, building on the reforms of the last decade, take European customs to the next level and prepare them to address modern challenges, such as new trade models and growing trade volumes, technological developments, the green transition, the new geopolitical context and security risks.

The WPG created a list of recommendations:

- A strong Customs Union with a protective "**one external border**" is essential to the solidity of the EU's trade might and single market and thus to Europe's strategic autonomy and to Europe's security.
- EU Customs that play their role in **promoting the EU way of life**, by making sure that sustainability, safety, human rights, health, and security concerns are upheld in all customs transactions with better cooperation between customs, market surveillance authorities and law enforcement bodies.
- EU Customs that strengthens their capacity **to ensure proper collection of customs duties and taxes at the border** to contribute to much needed public spending capacities. An annual estimate of the Customs Revenue Gap should be introduced.
- **Greening of customs** so that they play their role in the green transition, starting by making its own operations more sustainable, EU Customs should also make green customs a priority at global level in the World Customs organisation.
- EU Customs must have a **new approach to responsibility and trust** with simpler procedures for economic operators in exchange for the assumption of greater responsibilities on their side, including for e-commerce platforms; it should be centred on a new vision for data gathering, sharing and use for EU-risk management; and with a reformed authorised economic operator scheme to better facilitate trade with trust.

We can therefore look forward to seeing to what extent the findings of this work will now be incorporated into the future strategy for the further modernisation of the Customs Union. Let us not forget that resources, budget and a change in the mindset are always necessary.

Customs and "Single Window" activities / Union Customs Code

Digitisation projects are gaining more and more importance and attention worldwide. The prioritization towards this topic is clearly visible. Customs administrations, as one of the most important players in the global supply chain, are not unaffected by this (not to mention the increase in effectiveness and efficiency). This is not limited to economically more solvent countries.

Due to the partly very dramatic situations resulting from the COVID-19 pandemic and the understanding that a more contactless data exchange is helpful, digitization initiatives are getting tailwind. Various activities around the world are putting the Single Window approach at the center of their efforts.

It must be emphasised that it is not always a matter of "starting over" per se in the sense of a completely new system landscape. Ultimately, the example from the EU shows that the linking of various systems and their interoperability is the component for significantly improving process flows in the majority of cases.

In order to let the magic of the moment work on us and to gain more wisdom by answering the question of the how and what, let us look at the subject of Single Window approaches in a bit more detail.

Why now again the EU as an example? Well, the situation in the EU requires a somewhat special approach due to the national sovereign rights and thus national authorities, i.e. not a single EU customs administration. Even though there is harmonised EU customs legislation, countless requirements and other areas of law are regulated in the national environment.

Thus, the EU legislator provides the framework and designs basic components for, in particular, the exchange of data and the additional steps necessary for customs clearance, which must be carried out by customs administrations on behalf of other authorities involved in the process (e.g. veterinarians, health authorities, etc.). These clearance requirements are not fully harmonised at EU level. This is then also the reason why there are Single Window implementations by the customs administrations at national level, which contribute greatly to trade facilitation. Ultimately, these national solutions are in turn linked to the overarching instrument of the EU Customs Single Window.

To put it in a nutshell again = EU framework with a harmonised approach and a clear uniform structure for the exchange of EU-wide valid requirements accompanying customs clearance from the area of the responsibility of other authorities + a national implementation of the Single Window approach in order to be able to map the respective EU and national requirements in the best possible way.

Last but not least, it should be mentioned that interoperability is also the motto in cooperation with other players at EU level (e.g. the transport sector). Thus, the Maritime Single Window will not replace the respective customs landscape or abolish PCS connections to customs. It is rather a further possibility to handle a very limited area of customs processes (specifically the arrival process in seaports) and therefore to relieve the transport industry. This is particularly interesting for those EU countries that have not yet decided to introduce a PCS due to their comparably lower volume of logistical movements via ports.

The EU Single Window Environment for Customs has a central component called the EU Customs Single Window Certificates Exchange (EU CSW-CERTEX), developed by the Commission to link Member State customs systems to EU systems or databases managing non-customs requirements, such as TRACES . The proposed digital solution will enable customs authorities to automatically verify the respective non-customs formalities. This will allow the authorities in charge of these formalities to monitor and control the imported or exported quantities of authorised goods at EU level. It will also make the information received from traders through the national single window environments for customs available to partner competent authorities.

Union Customs Code (UCC) – the regulation establishes the Union Customs Code (UCC), setting out the general rules and procedures applicable to goods brought into or taken out of the customs territory of the European Union, adapted to modern trade models and communication tools.

On behalf of IPCSA, Uwe Liebschner on September 14th submitted to the EU COM feedback in relation to the Revision of the Union Customs Code.

"IPCSA would like to thank EU COM for the opportunity to provide the views and further comments and ideas of our industry through this public consultation. We have done this in good conscience. Our members see themselves as a reliable partner in the future of the Customs Union for the upcoming tasks around digitalisation of the supply chain. Our industry hopes that further modernisation of the Customs Union will lead to even closer cooperation with the authorities in the future and, in certain parts of customs legislation, as well as the organisational design of processes, to a fundamental rethink and reassessment under the angle of modern possibilities. More important than the text of the feedback is the connected survey which has been completed on behalf of IPCSA. "

Details on IPCSA feedback and Survey are available at IPCSA Community at: https://www.ipcsa.community/thoughts/1551

The current status is as follows:

- The Commission came forward with the proposal establishing the EU single window environment for customs and amending regulation (EU) No 952/2013 on 29 October 2020.
- The Council agreed its negotiating mandate on 15 December 2021. Negotiations between the co-legislators ended in a provisional agreement on 19 May 2022.
- Adoption of the final text means that this regulation can now be signed at the European Parliament's November II plenary and then be published in the Official Journal of the European Union.

The single window environment will allow customs and other authorities to automatically verify that the goods in question comply with EU requirements and that the necessary formalities have been completed.

The new rules are expected to boost the smooth flow of cross-border trade and will **help reduce the administrative burden for traders, particularly by saving time and making clearance simpler and more automated.**

Activities of IPCSA as a part of the PSCG (Private Sector Consultative Group) at the WCO

For some time now, we as IPCSA have been involved in the discussions on global customs issues as a member of the PSCG (Private Sector Consultative Group) at the WCO (World Customs Organization). As a fairly new member of this group, we initially only participated in regular meetings. IPCSA is now taking the next step and will actively contribute our joint experience and views to two working groups and help shape the fate of the WCO.

The two working groups are:

- preparing a survey on the implementation and current status of the AEO programme in the WCO member countries (customs authorities).
- developing a currently valid definition for "trade facilitation"

What is the purpose of our participation in that groups?

First and foremost, it is about the right perception of our industry and consolidating our position as a reliable partner for customs services around the globe.

Furthermore, we as IPCSA will use this forum to further maintain and expand the worldwide network.

Last but not least, our professional input should contribute to the fact that our position is being appreciated in the worldwide "customs jungle" and being correctly classified by the customs services.

COMMUNITY SYSTEMS DEVELOPMENT

From time-to-time various development banks, national governments, and port authorities' approach IPCSA with a request to help with initial consultations for the development and establishment of a PCS in a particular region. This usually involves necessary steps for "PCS Awareness Raising and Key Aspects for PCS Development", assistance for tender procedures in relation to the development of the Technical and Functional Specifications, help with assessment criteria development and assessment and evaluation of the Tender Proposals.

These requests are usually based on IPCSA's outstanding reputation in the digital data exchange industry, its neutrality, and its ability to attract PCS experts from several, often competing PCSOs at the same time, providing tender organizers an opportunity to analyze the experience of development and operation of PCS in different countries, from several points of view, and decide on most suitable solution for a local situation from an impartial and neutral perspective.

In 2022, IPCSA helped multiple projects related to the creation and development of PCS across the world:

- Support for British Columbia Transport Canada on development of PCS West Coast Canada
- Discussion with Pakistan Single Window about future collaboration
- Supporting IMO for developing PCS for Nigeria (IPCSA experts in country visit organised)
- Review of Sri Lanka PCS development report (Asian Development Bank)

Below we will provide a slightly more detailed insight into 2 of these projects, which will be particularly relevant in 2023.

Nigerian Project

The International Maritime Authority (IMO) has been requested by the Government of the Federal Republic of Nigeria for Technical Assistance to support in the development of a Port Community System (PCS) for Nigerian Ports. Following this request The Nigerian Ports Authority (NPA) supplied further information as requested by IMO including:

- Ports of Nigeria – Background and details of each port
- Information with regards to the Nigerian National Maritime Facilitation Committee
- List of relevant stakeholders considered by NPA to be included in the PCS development.

The IMO has approached consultants and the International Port Community Systems Association to support with the technical assistance and to consider the best options of creating awareness and development of a PCS for Nigeria.

- PHASE 1 – PCS Awareness Raising and Key Aspects (IPCSA Experts)
- PHASE 2 – Needs Assessment Mission (IPCSA Experts)

After the first 2 Phases a third and fourth Phase would be required to be carried out directly by NPA as would require procurement in alignment with national rules. These Phases would be:

- PHASE 3 – Technical and Functional Specification (Tender by NPA)
- PHASE 4 – Technical and Governance implementation (Tender by NPA)

At the end of Phase 4 NPA should have a functioning PCS.

Phase I and Phase II are completed. Currently, Phase 3 is under the procurement.

IPCSA experts for this Project: Richard Morton, Gadi Benmoshe, Uwe Liebschner, Nico de Cauwer.

DUET's Project

For months, millions of tonnes of grain have been stuck in silos in Odesa and elsewhere in Ukraine, with no possibility to export by sea due to the Russian invasion.

Normally about 90% of Ukraine's grain exports are shipped out of its ports and naturally, the associated logistics networks have been shaped around these routes.

However, with ports blockaded and closed, sea routes fraught with danger due to mines and the threat of attack, bridges and roads destroyed, a shortage of resources and huge challenges around cashflow, it has been impossible to ship grain out.

Meanwhile, many countries that are highly dependent on grain exported from Ukraine are facing serious shortages, and the cost of grain and other foodstuffs has escalated globally.

The International Port Community Systems Association (IPCSA) and some of its members have responded to this crisis with a project called **Data-driven Ukraine Europe Transport solutions (DUETs)**.

DUETs has been created to ease the exports of grain via alternative overland routes, including ultimately to the Romanian port of Constanta.

The project is coordinated by IPCSA and brings together:

- The Odesa-based Port Community System PPL 33-35 (project leader);
- Polski Port Community System;
- CNS, a UK-based Port Community System;
- Other members and stakeholders.

While it would seem obvious to move grain out of Ukraine via Poland and Romania, there are bureaucratic hurdles to overcome, particularly at the borders between Ukraine and the European Union. The uncertainties around regulation, border transits, guarantees, insurance, Customs issues and other issues have led to huge delays, with trucks waiting as long as a week to ten days to cross the border.

The partners in DUETs are working together to provide trade facilitation through data exchange in advance, which can reduce paperwork, speed up border crossings and go some way to clearing the bottlenecks.

Work has been carried out to:

- Establish clearly the requirements from the various authorities, including the legal aspects to be covered to make the solution acceptable and carrying out risk management;
- Secure the approval of the Governments of Romania, Poland and Ukraine and their trust in the solution.
- Investigate rail, road and inland waterway routes via which grain can be exported.

What is required:

- Securing funding for implementation of the project, including to cover insurance. With Ukraine's ports blocked, PPL 33-35 Port Community System's income stream has dried up, so financial backing from the EU and/or elsewhere is needed.
- Harmonisation between the countries and authorities involved to ensure that the transfer of information is seamless.

What happens next:

- DUETs will provide a solution to reduce paperwork, speed up border transit times and smooth cargo flows out of Ukraine via road, rail and inland waterway (the Danube). DUETs is not about creating new systems – rather, it is combining systems in order to enable the electronic exchange of information that is required.
- The outstanding issues can be resolved quickly. DUETs has been designed with the short, medium and long-term in mind, bearing in mind Ukraine's huge ongoing importance as an exporter of grain to vulnerable and highly dependent countries.

The benefits of DUETs:

- Enhances and speeds up the exchange of vital information, underpinning the swift and efficient movement of exports.
- Brings together experts and trusted neutral parties to integrated, secure solutions that are already proven.
- Uses recognised UN/CEFACT standards and meets EU requirements, for a harmonised, interoperable, viable and sustainable solution.

SINGLE WINDOW & TRADE FACILITATION

The European Maritime Single Window Environment is a European regulation (2019/1239) which will be fully implemented at 15 August 2025. The main aim of this Regulation is to lay down harmonised rules for the provision of the information that is required for port calls, in particular by ensuring that the same data sets can be reported to each maritime National Single Window in the same way. This Regulation also aims to facilitate the transmission of information between declarants, relevant authorities and the providers of port services in the port of call, and other Member States, where it is envisioned that the existing maritime National Single Window in each Member State should be maintained as the basis for a technologically neutral and interoperable European Maritime Single Window environment ('EMSWe').

This regulation is a next step in European harmonization of ship reporting after the implementation of directive 2010/65 which has led to the setup of Maritime National Single Windows in Europe. For Port Authorities and Port Community Systems operating in European ports, this regulation could bring a huge impact to the set-up and interoperability between Port Community Systems, Port Management Systems and the processes they support for the entire port community. This is why IPCSA has been involved in the discussions around Maritime Single Windows since its formation in 2011.

Current State

IPCSA has been involved in the EMSWe project since the first discussions and the formal start of the project at the European Commission with the first meetings in 2019. Since then, IPCSA has attended about 40 meetings in the EMSWe subgroup, Interface Thematic Team, Data Thematic Team and specialized meetings for specific workpackages on the Reporting Interface Module (RIM). Main participants of the meetings on behalf of IPCSA are (or have been) Mees van der Wiel (Portbase), Nico De Cauwer (Port of Antwerp-Bruges), Ivano Di Santo (previously Port of Trieste) and Olivier Jean-Degauchy (Soget). There is a close cooperation between IPCSA and other associations regarding this project. We have closest ties with ESPO, but also discuss regularly with FEPORT, ECSA, WSC and ECASBA. Next to that we try to link with member states where The Netherlands, Germany, Sweden and Spain are the most prominent ones. IPCSA has worked with a number of statements together with several of these parties where we tried to influence the project towards a solution that helps port authorities and port community systems.

IPCSA has established mainly successes, where the most important one is that Port Community Systems have been mentioned in the regulation itself and we have been able to add Article 7 (Other means of reporting) where Port Community Systems in some member states benefit from. Also, we have had important input for the European Commission in drafting the Message Implementation Guide and specifications for the Reporting Interface Module. We helped creating more flexibility in solutions which helps our members.

For 2022 and 2023 we foresee several more meetings with the European Commission which is finalizing the first implementing acts and the delegated act. EMSWe will then change its nature from a policy project to an implementing project where we expect many more discussions to follow. The European Commission will need expertise on port processes, but also on standards, data and interfaces for the rest of the implementing period until (and probably after) August 2025. We will continue to seek cooperation with other associations and members states involved in the EMSWe implementation. We therefor need to keep expertise from IPCSA side involved and thus will keep

reaching out to our members to help in this expertise and to participate in working groups or proof of concepts. Our main challenge will be to get these resources available from our members.

Draft IMO Guidelines on PCS (submitted for review in IMO FAL meeting in May)

Within FAL 46 IPCSA was presenting its paper on proposal a new FAL Output for "IMO Guidelines for Port Community Systems". Proposal has been prepared by IPCSA and submitted by Morocco, Djibouti, FONASBA, IPCSA.

This proposal addresses a compelling need to optimize the maritime supply chain through the creation of a holistic approach to trade facilitation. In current pandemic time across the world it is critical to have more digital information exchanges to reduce the face to face meetings in order to provide sufficient level of safety and security for maritime and port workers.

At this critical junction it is equally important to have a full transparency in a maritime supply chain to ensure that all goods, in particular essential goods such as supplies for health systems e.g. PPE, in particular. PCSs have been a critical element in keeping these supply chains open. The proposed output would emphasize that PCSs are part of a critical infrastructure of the maritime supply chain and this action should be taken at the earliest convenience.

There is a lack of consistency of understanding on what a PCS is and how to develop a PCS. The only current available guidance is IPCSA's high level guide "How to develop a PCS" and UNECE Recommendation 37 "Single submission portal". Neither of these documents provide the detail that is required by maritime states in order to assess whether the PCS will benefit the trade facilitation measures they are implementing.

This new output provides an opportunity for IMO to facilitate further the work set up within IMO Guidelines for setting up a maritime single window and within revised FAL Convention, accordingly supporting a need to reduce administrative burdens on shipping even on a more practical level.

Proposal is available on IPCSA Community at: https://www.ipcsa.community/calendar_events/313

Next steps:

- To submit a document to FAL 47 containing an index of the Guidelines, and short paragraphs under each title of the Index. Then we will suggest establishing a correspondence group between FAL 47 and FAL 48 with the aim to present a finalised Guidelines to FAL 48.
- Document should be submitted before Friday, 6 January 2023 to IMO, and by mid-December to Permanent Representative Of the Kingdom of Morocco to the IMO
- IPCSA will establish internal working group for development of the Guidelines. To be announced at the Members meeting in Riga on November 8th and 9th. All information in relation to this output will be available on IPCSA Community.

MSW Workshop in Oslo: October 3rd

Nico De Cauwer, Business Architect Digitalisation & Port Community Projects, Port of Antwerp, and IPCSA Lead on Standardisation and Technology provides an insight into the Oslo workshop:

The workshop was one in a series called "The Future of the Maritime Digital Landscape", organised by the EU-project AEGIS2 and the Research Council of Norway project ISTS3. Presentations were made by several international projects that are aiming at developing or have already developed solutions for maritime single windows (MSW), as well as from some of the international stakeholders, such as the ports and the ship owners.

The workshop was arranged to discuss some of the challenges and issues related to the deadline of January 1st, 2024 for implementation of the electronic MSW.

List of Recommendations:

- Consider the role of the ships in reporting to ports and shore authorities
- Support automated machine to machine (M2M) communication Contribute to the development of robust international standards
- Be compliant with the IMO Compendium
- Limit the functional scope if necessary – focus on international scope
- Reach out to ship software providers
- Establish a mechanism for handling national deviations from FAL Convention
- Provide examples of MSW implementations.

The detailed Summary of Oslo workshop Recommendations will be available on IPCSA Community. IPCSA along with other international organisations such as BIMCO, DCSA, IALA, IAPH, IHO, ISO, UNECE, WCO will be endorsing Oslo Workshop Recommendations.

New initiative: "IPCSA Maritime Single Window" guidelines, sponsored by Kale Logistics

Sumith John (Kale Logistics) at the ExCo meeting in Riga on September 6th and 7th presented new initiative draft: "IPCSA Maritime Single Window" guidelines highlighting that this guidance papers could increase IPCSA attractiveness, providing an opportunity to increase in new members who will accordingly start to represent and work in the best interests of existing members by promoting, supporting, and encouraging electronic information exchange.

Participants discuss the cohesion between commercial interests and IPCSA neutrality. This initiative could support Knowledge base / recognition of knowledge / increasing awareness of IPCSA one global stage, add an additional value for existing and new / potential members.

Next steps – IPCSA together with Kale Logistics will work on possibilities to move forward this initiative taking into consideration neutrality aspect.

The presentation on proposal is available on IPCSA Community at: https://www.ipcsa.community/thoughts/1590

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2   EU's Horizon 2020 R&I programme, grant agreement 859992 (AEGIS). https://aegis.autonomous-ship.org/
3   Research Council of Norway grant 326679 (ISTS). http://ists.mits-forum.org/

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