

**UNCTAD Multiyear Expert Meeting on Transport,
Trade Logistics and Trade Facilitation**

21-23 November 2018, Geneva

**“Sustainable freight transport in support
of the 2030 Agenda for Sustainable
Development”**

Logistics Information Flow

by

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IPCSA

IPCSA
Globally Connected Logistics

UNCTAD
PCS Development workshop
Multi Expert meeting
Logistics information flows

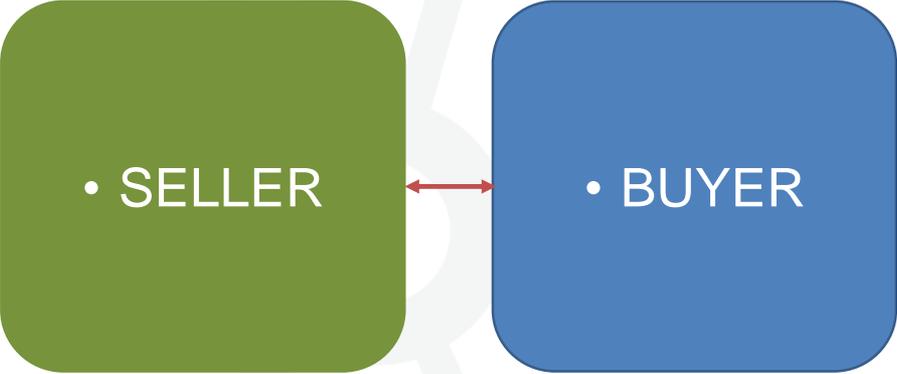
23/11/2018

Hans Rook, Chairman, IPCSA



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It looks so easy

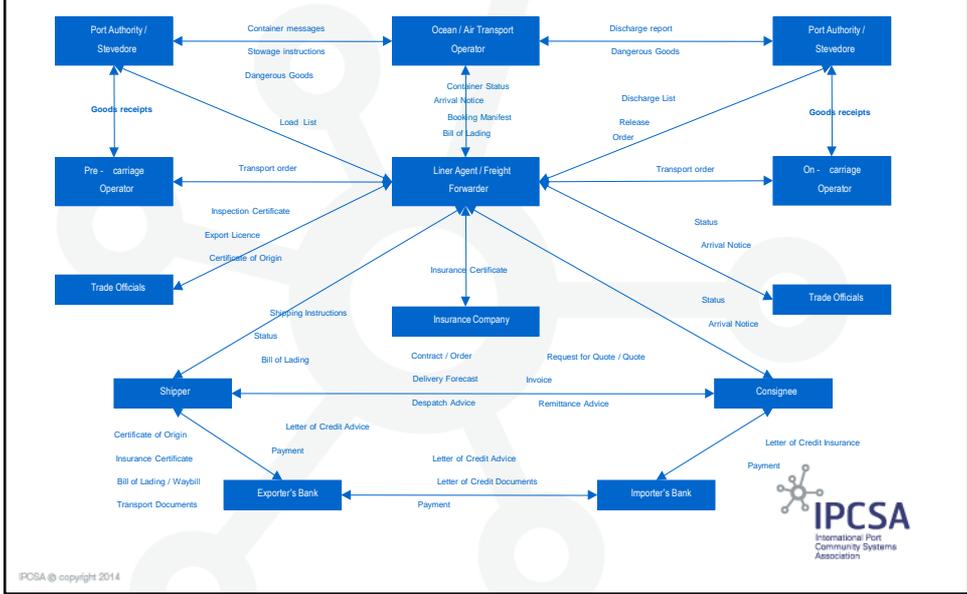


• SELLER ↔ **• BUYER**

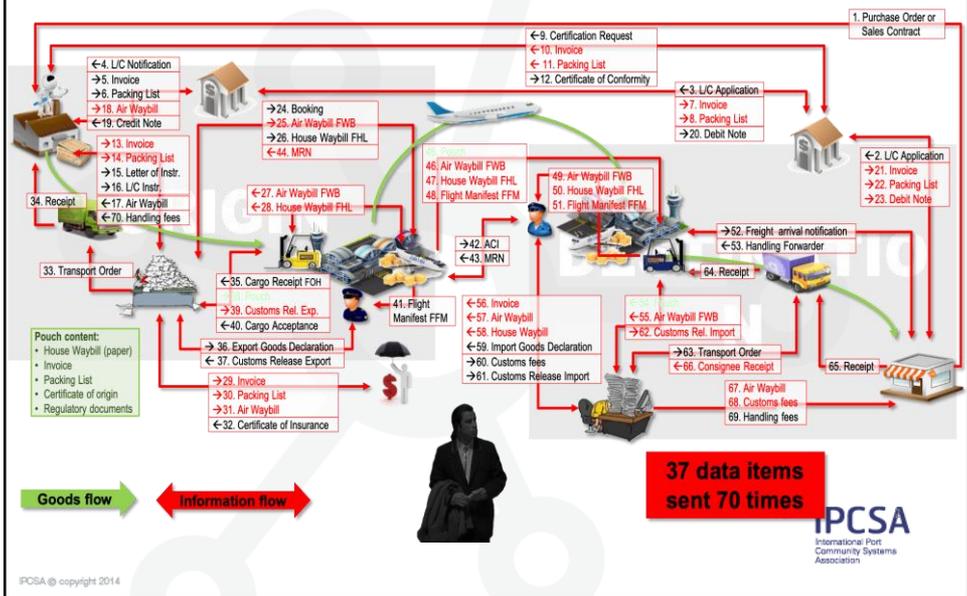


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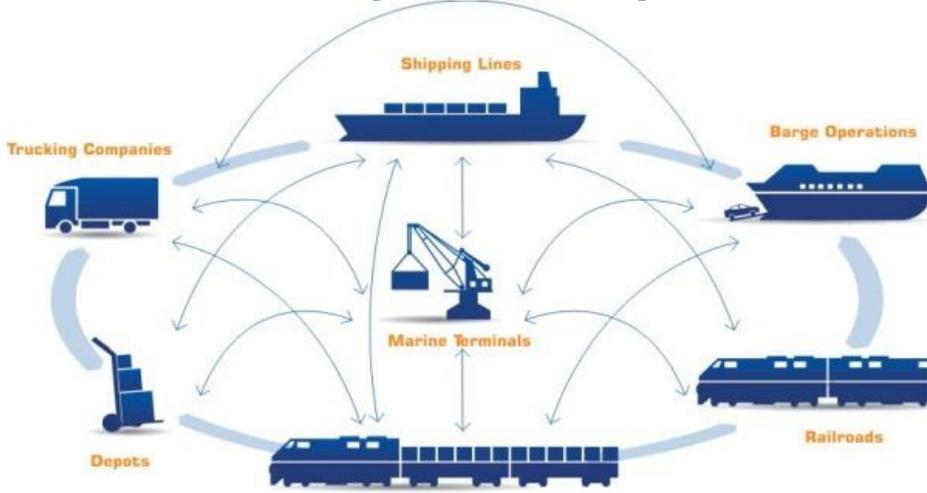
Logistic flow of information Seafreight



Airfreight In trade, paper and messaging (sequential)



Traditional operational processes

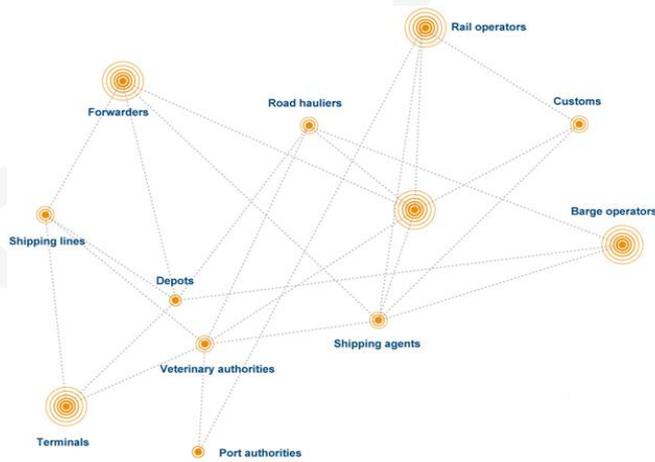


In addition to the administrative reporting process for B2B, B2G, Security and Safety and other administrative requirements



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Situation without PCS



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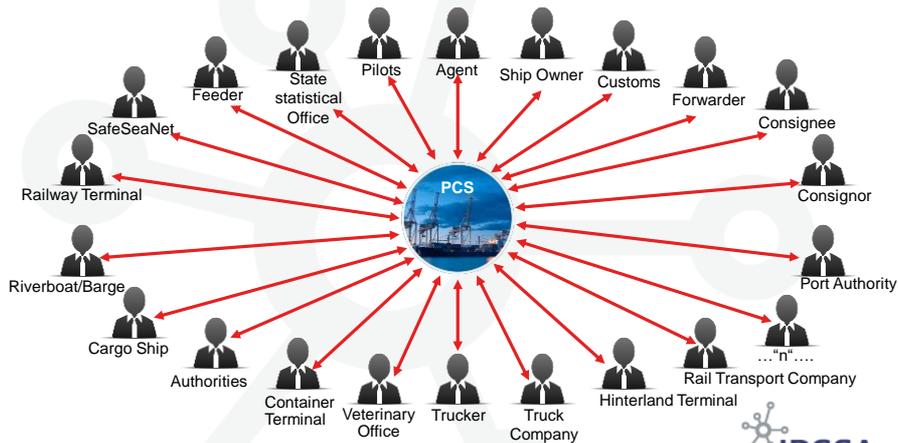
- From international reports it appeared that for each container discharged from an ocean vessel there were 150 contact moments
- As an average per port 2000 / 3000 TEUS are discharged per vessel call.

➔ Abt. 300K track & trace contact moments



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The Port Community System – One-stop shop



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Some figures

- Port of Rotterdam & Amsterdam
 - Added value amounting to Euro 1 million/day
- Dwelltime reduction Rotterdam
 - 4 hours – 23 minutes
- Dwelltime reduction Ukrain:
 - From 30 days to 1 hour
- Dwelltime reduction Benin
 - From 36 days to 8 days



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Main actors

- | | | |
|--------------|----------------|-----------------------|
| • Organizers | • Facilitators | • Supporting |
| • Carriers | • Terminals | • Pilots |
| • Agencies | • Depots | • Tugboats |
| • Forwarders | • Road | • Boatmen |
| • Shippers | • Rail | |
| • Consignee | • Barge | • Banks |
| | | • Insurance companies |
| | | • Government agencies |

In total abt. 40 players per port are active in the port related processes



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Main Logistics Areas

- 3 main areas
 - Port related
 - Cargo related
 - Hinterland related



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Port related Maritime Single Window processes

- Vessel operations (IMO-FAL 1)
 - ETA, ATA, ETD, ATD procedures
- Provisions on board (IMO-FAL 3)
- Passenger / Crew data (IMO-FAL 5, 6)
- Dangerous goods reporting (IMO-FAL 7)
- Waste disposal



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Cargo related

- Seaside operations
 - Incoming cargo
 - Discharge reporting
 - Storage reporting
 - Release reporting
 - Export cargo
 - Booking reporting
 - Arrival at terminal reporting
 - Load reporting
 - Export reporting



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Hinterland reporting

- Mode of transport
 - Road, Rail, Barge
- Planning data
 - Expected pickup / delivery
 - Terminals, empty depots, place of acceptance, place of delivery
- Track & Trace
- Actual delivery data



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Data sources

- Owners of the data
 - Organizers are in most of the cases the owner of the data.
 - Need their confirmation for
 - Re-use
 - Distribution

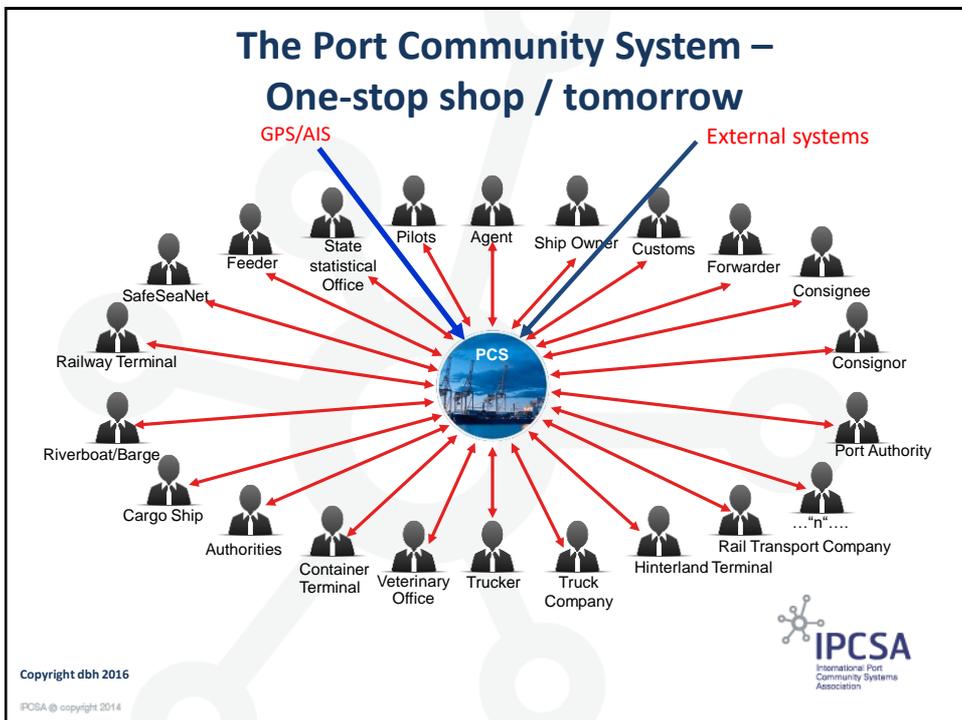
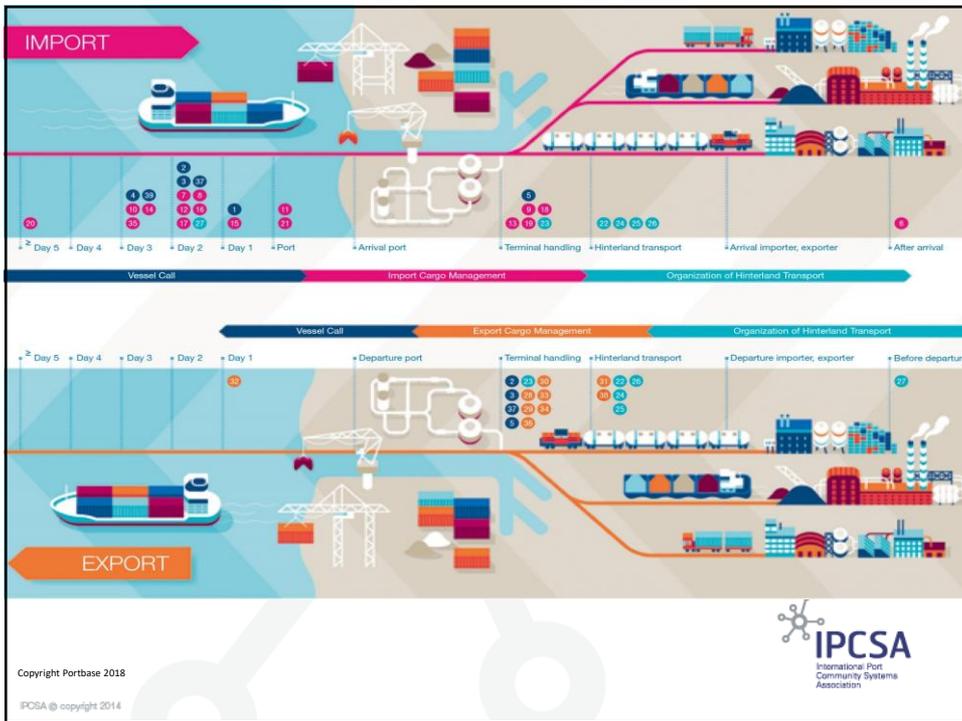


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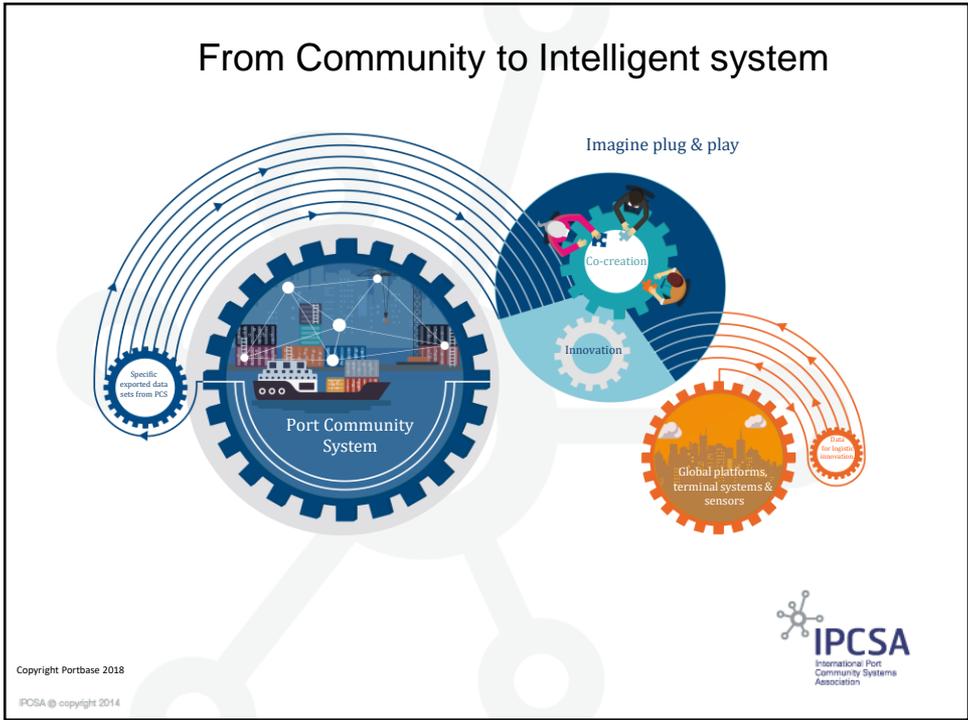
How to develop a Port Community System

The Twelve Actions

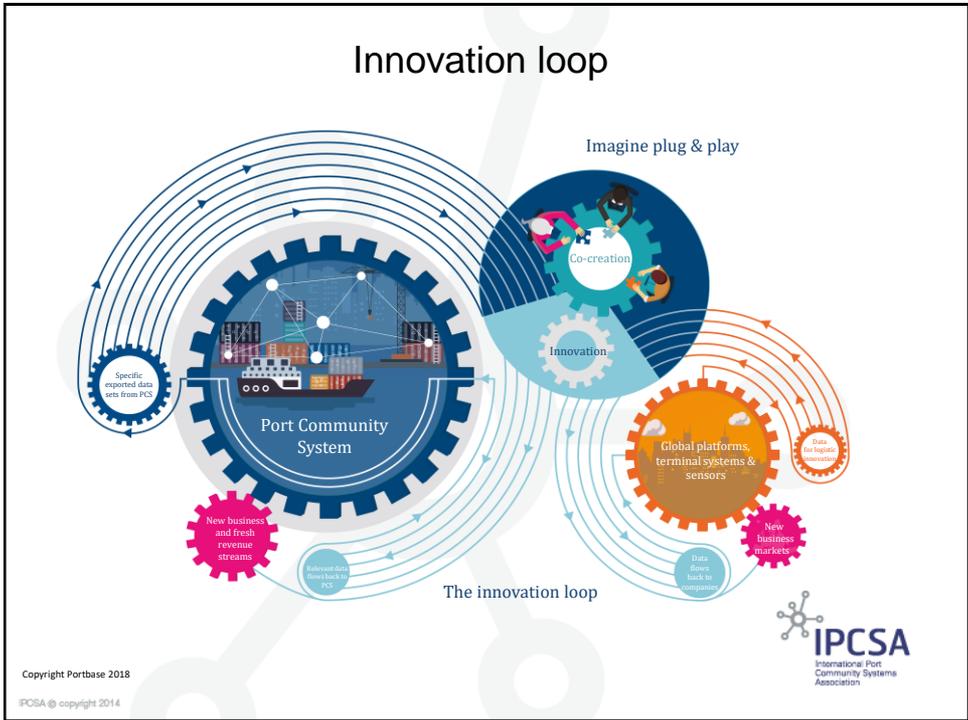




From Community to Intelligent system



Innovation loop



Evolution in Port Community From data exchange platforms to business intelligence systems

