

# 2014 Conference Report Summary



## INTELLIGENT EXCHANGE

DATA EXCHANGE FOR SMOOTH MARITIME AND LOGISTICS PROCESSES

Wednesday 4th June 2014, Civitavecchia, Port of Rome, Italy

## **EPCSA Annual Conference 2014, June 4th 2014, Civitevecchia, Italy**

### **Intelligent Exchange: Data Exchange for Smooth Maritime & Logistics Processes**

The vital role that data exchange plays in efficient, effective maritime transport is an issue at the top of the agenda for both industry professionals and policymakers, as the European Union seeks to ‘level the playing field’ for all transport modes.

The annual conference of the European Port Community Systems Association (EPCSA) provided a platform for explaining and discussing the latest policy and operational issues relating to the efficient exchange of information within the maritime and logistics supply chain.

The conference, entitled ‘Intelligent Exchange: Data Exchange for Smooth Maritime & Logistics Processes’, took place in Civitavecchia, Italy and was hosted by one of EPCSA’s newest members, the Port Authority of Civitavecchia/Port of Rome.



The choice of venue was particularly fitting, as the conference took place shortly before the start of Italy’s six-month presidency of the EU.

“The presentations and discussions considered a broad range of issues and challenges from the policy, trade and project perspectives,” said Alan Long, Chairman of EPCSA. “This was an important conference for EPCSA, which is continuing to expand rapidly and has become established as a source of knowledge and expert opinion on developments within the sector. “We now have 21 members, with other new members due to join soon.

“Our members operate in ports that handle in excess of 80 million teu and 2 billion tonnes of cargo annually – that is more than 60% of all EU seaport throughput. In addition, we continue to extend our global reach, with members from Ukraine, Israel and Australia, and other members operating in ports outside Europe.”

### CONFERENCE LOCATION

#### Port Authority of Civitavecchia, Fiumicino and Gaeta



The Port Authority of Civitavecchia, Fiumicino and Gaeta is at the core of the logistics system linking Rome and central Italy to the rest of Europe and the Mediterranean. The network represents a reference point for other regions with their markets, such as Campania, Umbria, Tuscany and Marche, and for access to the most popular Italian tourist destinations and the most captivating cruise routes of the Mediterranean.



The premier example in Italy of a regional port system, the network aims to rationalise and integrate each single sea port's resources and encourage sea transport and traffic growth, thanks to the specialisation of each port and the collective offering.

This framework provides national and international clients with a wealth of opportunities in different sectors: from passenger and cruise traffic to shortsea shipping trades and commercial traffic of every kind, including dry and liquid bulk, vehicles, agribusiness and containers.

The ports of Rome and Lazio are in the centre of Italy, serving the country's second largest market and the fifth largest market in Europe. They are located in the most important consumer and production base and linked to the Italian and European logistics network via rapid road, train and air links.

The Port Authority of Civitavecchia is the port of the Italian capital and is the leading European port for cruise traffic.

The new Port Authority office block forms the logistics and administrative hub of a port in the midst of a dynamic expansion, in local and economic terms. The building, located in a strategic position between the historical port of Civitavecchia and the new areas dedicated to commercial traffic, has recently been doubled in size through the inclusion of the former Border Police offices, and completely renovated with a modern and elegant design, the inside of which recalls a ship. The centre of gravity for all the busy sectors of port life, it has a conference hall with more than 250 seats – the only facility in Alto Lazio, apart from Rome, that is able to host congresses at a national and international level, with simultaneous translating and multimedia devices.



For more information, visit [www.portidiroma.it](http://www.portidiroma.it) or contact Luca Lupi, [Lupi@portidiroma.it](mailto:Lupi@portidiroma.it).

### CONFERENCE MANAGEMENT

EPCSA would like to thank Dock&Discover for the superb conference management, including organising all the airport transfers for the 120 participants and transfers to and from the hotels and the conference location at the Port of Civitavecchia.



Dock&Discover was founded as a destination management company in 1999. Since then the company has continuously grown, and it expanded into port agency in 2012.



“We specialise in organise sightseeing tours for cruise passengers and also offer boutique tours, weekend breaks, gourmet experiences and cultural insights! Our clients are mostly groups, charters and rewards travel but we also organise selected excursions and educational programmes for families, students and small groups travelling in our country.

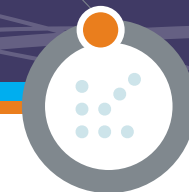
“We plan and operate private tours and group visits from the cruise ships in Civitavecchia, our ‘home port’, and from many other Italian ports, including Sicily and Sardinia.

“We feel privileged to be able to provide some rare opportunities and special experiences for choirs to perform in memorable places all around Italy and Europe. Also, we are proud to be an ‘on location’ partner for tour operators. We are very attentive to all our guests and we always select the best suppliers, trying to offer that personal touch that makes the difference. In a word, we work hard to understand our clients’ needs and do our best to satisfy their requirements!”



For more information, please contact Dock&Discover di CEMAR BC SRL – Via Prato del Turco/Loc. Darsena Romana Uff. 4 – 00053 Civitavecchia (Italy) TEL +39.0766.366.580 - FAX +39.0766.366.579 - [www.dockdiscover.com](http://www.dockdiscover.com) - email: [info@dockdiscover.com](mailto:info@dockdiscover.com)





### 09.00 Registration and Coffee

#### 09.30 'Intelligent Exchange' – Official opening

Alan Long, Chairman, EPCSA

##### Welcome Address

Maurizio Ievolella, Secretary General of Civitavecchia Port Authority.

### Italian Intelligent Data Exchange

#### 09.45 'The future of Intelligent Exchange of Information in Italy'

Mr Enrico Pujia, General Director, Italian Transport Ministry for Maritime Transports

#### 10.05 'Italian eCustoms and a vision for the future'

Ms Teresa Alvaro, Director of Innovative Technologies, Italian Customs

#### 10.25 'Data Exchange for the Italian Maritime Sector'

Admiral Piero Pellizzari, Italian Coast Guard

#### 10.45 Panel Session – Questions and Answers

Chaired by Uwe Liebschner, dbh

#### 11.00 Networking Coffee Break

### Policy – Vision and Challenges

#### 11.30 'eCustoms – A European Vision'

Frank Janssens, DG TAXUD

#### 11.50 'eMaritime – The Next Steps'

Jukka Savo, DG MOVE

#### 12.10 'Collaboration in a Single Window Environment'

Markus Pikart, UNECE

#### 12.30 'EPCSA – Track and Trace Initiative'

Javier Gallardo, Portic, Barcelona

#### 12.45 'PROTECT – Message Standards'

Holger Hubner, dbh, Bremen

#### 13.00 Panel Session – Questions and Answers

Chaired by Hans Rook, Portbase

### 13.15 Networking Buffet Lunch

Hosted by Port Authority of Civitavecchia

### The Trade Perspective

#### 14.15 'Container Traffic Outlook'

##### Trends, Analysis and Future Changes

Chris Rowlands, Director, MDS Transmodal

#### 14.40 'The Ship Agent's Role in eMaritime'

Jonathan Williams, ECASBA

#### 15.00 'B2MoS – From the Ground Up'

Eva Perez, Project Manager B2MoS,  
Valenciaport Fundacion

#### 15.30 'Vehicle Booking Systems in the Supply Chain'

Michael Bouari, Managing Director, 1-Stop, Australia

#### 15.50 Panel Session – Questions and Answers

Chaired by José García de la Guía, Valencia Port Authority

#### 16.00 Networking Coffee Break

### Intelligent Exchange Projects

#### 16.15 'AnNa Project – Maritime Single Windows in the EU'

Roeland van Bockel, Project Manager, AnNa

#### 16.35 'FutureMed – Interoperable Port Management Systems'

Dr Andrea Campagna (PhD), Coordinator, FutureMed

#### 16.55 'Italian Implementation of AnNa'

Mario Dogliani, Head of Project Financing,  
RINA Services S.p.a.

#### 17.20 Panel Discussion – Questions and Answers

Chaired by Evelyn Eggers, DAKOSY

#### 17.30 Closing Remarks

Alan Long, Chairman

### **Opening Address**

The conference was opened with a welcoming address by Maurizio Ievolella, Secretary General of Civitavecchia Port Authority.



Efficient data exchange is not only an important subject for Italy and its economy but also important on a European level, he said, and he welcomed the participation of European Commission representatives at the conference. “We are very much focusing on this issue with the view of harmonising the systems that exist.”

Implementing Port Community Systems will drastically cut red tape and also allow the swifter movement of freight and goods through ports and across entire countries, said Mr Ievolella. “This may trigger a revolution for the entire sector.”



### **Session 1: Italian Intelligent Data Exchange - Chaired by: Uwe Liebschner, dbh Bremen**

**The Future of Intelligent Exchange of Information in Italy: Enrico Pujia, general director, Italian Transport Ministry for Maritime Transports**



A key priority for Italian ministers is to increase the efficiency of the country’s ports and logistics chain, and that includes the simplification of administrative issues and bureaucracy by using a digital platform, said Enrico Pujia. “Of course, Port Community Systems play an important role in data exchange.”

A holistic approach that brings together all parties is vital in simplifying processes, said Mr Pujia. “This process must become a way to simplify practices and boost the maritime economy of the entire country.”

### Italian eCustoms and a Vision for the Future: Teresa Alvaro, Director of Innovative Technologies, Italian Customs



Italy has long been a champion of eCustoms and the move away from paper-based processes, said Ms Alvaro. However, lack of harmonisation remains a problem.

“Because there are no harmonised procedures within the 28 EU Member States, each Member State develops its Customs procedures depending on its starting level.”

She explained the Italian model in which Customs declarations are processed through a red, yellow and green traffic light system; this automated system has drastically cut the time taken to clear goods in the port.

Ms Alvaro also outlined the concept of ‘clearance at sea’, where data is provided in advance of the port call, and expanding the technology boundaries to enable e-tracking.

Through its Single Window model, Italy had drastically reduced the time and cost for business and public administrations and eliminated a mountain of paper, she added.

Looking ahead, she said: “We need alliances between technology innovation and process innovation. We must integrate existing platforms – for example, road and rail, where there is fragmentation. We cannot waste time or resources any more. At a European level, we must simplify to grow. Sharing processes has to take place at national and Community level.”

She concluded: “During the Italian Presidency of the European Council, the Italian Customs will commit to foster the Customs Single Window methodology to contribute to cutting red tape and catalysing innovation.”

### Data Exchange for the Italian Maritime Sector: Admiral Piero Pellizzari, Italian Coast Guard

Admiral Piero Pellizzari explained Italy’s Port Management Information System (PMIS), which was introduced in 2005 (before Directive 2010/65/EU), and the importance of PMIS’s interoperability with SeaSeaNet, Port Community Systems, Customs and other authorities.



PMIS was originally designed to manage 29 ports, but it needs to be expanded to cover more ports – and the Italian Coast Guard is involved in several activities to implement into the PMIS all the functionalities required for a Single Window as defined in the EU Directive 2010/65, said Admiral Pellizzari.

A range of issues need to be agreed at national and EU level in order to meet the Single Window goal, he added – harmonised messaging being the key. Above all, he said: “The implementation deadline must not be an obstruction to what should be achieved – simplification and harmonisation.”

### **Session 2: Policy – Vision and Challenges, Chaired by: Hans Rook, Portbase, Rotterdam**

#### **eCustoms – a European Vision: Frank Janssens, head of unit, DG TAXUD**

The importance of a European Community-minded approach was highlighted by Frank Janssens, who discussed the EU’s Multi Annual Strategic Plan (MASP), the Union Customs Code (UCC) work programme and the tools for UCC implementation, which has a May 2016 deadline.

The purpose of MASP, which was set up on the basis of the eCustoms initiative, is to work towards a coherent and interoperable Customs environment for the Community and to create a common understanding of EU projects related to electronic Customs, said Mr Janssens.



#### **eMaritime – The Next Steps: Jukka Savo, Policy Officer, eMaritime, DG MOVE**



The European Union is seeking to move as much cargo and as many passengers as possible on ships and away from roads and rail – and simplifying procedures and reducing the administrative burden is vital in order to facilitate maritime transport, said Jukka Savo.

The EU is, of course, highly dependent on maritime transport for trade within Europe and with the rest of the world, he said. “Compared with other modes, the sea leg offers a big benefit, being environmentally friendly if the ship runs fully loaded, being cheaper to use, and keeping our roads less congested, so it is very important.”



However, he said, much still needs to be improved to encourage sea freight – which could be significantly increased as a proportion of overall cargo movements in Europe.

“What do we want to achieve? We have some very ambitious targets which aim to ensure that we can leave the same standard of living for our children and grandchildren, while reducing the use of fossil fuels. Luckily, we are improving. Our aim, of course, is to optimise maritime transport processes – as they can, at present, affect the competitiveness of maritime transport.

“But we have some challenges ahead – not only 2015 (the deadline for National Single Windows), but looking to the future. We know that [European] sea traffic is expected to increase to roughly 1.9 million port calls by 2025, while now it is 1.5 million. Volumes of containers are expected to increase from 85m teu in 2007 to 145m teu in 2025. Another challenge is the increasing size of ships.”

We have to make sure ports do not become bottlenecks, which could push freight back to other modes, said Mr Savo. Top priorities include port service optimisation, better integration of sea transport with the multimodal chain, and the reduction of the regulatory burden, with barriers within Europe eliminated.

“eMaritime doesn’t have one clear objective – rather, it aims to create the road map and environment.” Europe should be ‘forerunners rather than followers’ in the global context, and the role that ICT plays in improving maritime transport is crucial, said Mr Savo.

### **Collaboration in a Single Window Environment: Markus Pikart, trade division, United Nations Economic Commission for Europe (UNECE)**



The United Nations’ recommendation on Single Windows highlights the importance of simplifying and automating procedures for import and export, said Markus Pikart. “And the cornerstone to simplification is the cooperation of government and private sector, standardisation of data, one-time submission of data, and sharing of information.”

However, he said: “Everybody will say ‘great stuff and it should be done’ but it is implementation that is really hard. It isn’t just a question of saying it is good but a question of how to do it.”

Many countries around the world have implemented their version of the Single Window, said Mr Pikart. “They all follow a Single Window but it is different. We have one name but we have a lot of very different ideas, concepts and technical platforms under this one name.”

One reason for this is that Single Windows have often emerged in an evolutionary process, starting with elements already in place: “Each country has a different history and level of development and orientation in trade, hence we are seeing very different systems developing under the Single Window flag.

“We also found when looking into countries that don’t have a Single Window, they were the highly advanced trading nations in the world with electronic information exchange between stakeholders already in place.”

Indeed, the more economically developed a country is, the more small multi-stakeholder platforms, or Inter-Organisational Information Systems (IOS), it is likely to have, with stakeholders strongly supporting these, said Mr Pikart. Hence some Single Windows are likely to emerge from a network of IOSs. The UN suggests that governments consider a framework to encourage collaboration between IOSs.

### **EPCSA – Track and Trace Initiative: Javier Gallardo, Managing Director, Portic Barcelona**



A new Track & Trace initiative will offer visibility to make supply chains flexible, responsive and agile, said Javier Gallardo. Outlining the project, which is the result of very intensive discussions within EPCSA, he said: “Everybody is looking for information – the right information must flow to the right people at the right time. But the situation is highly complicated; information is fragmented. Shippers want fewer systems but more from each system.”

He added: “Supply chain visibility has become top priority for shippers. They have different sources of information but [still] it is very difficult to find out where your container is. We believe Port Community Systems can play a very important role and address this lack of visibility.”

PCSs offer neutrality, state-of-the-art technology, a single point of access, real-time notification, quality of service, confidentiality and, crucially, links to other port communities, with PCSs connecting under the EPCSA umbrella, said Mr Gallardo.

“The idea of Track & Trace is quite simple; to follow the export process by identifying the shipment with container number and booking number.” A model will be developed between now and September, and a pilot project is planned for October-November. The idea is to create a collaborative model in which the PCSs would define and implement their own subscription-based service model for their client bases.

### **PROTECT – Message Standards: Holger Hübner, Project Manager, dbh**



PROTECT is an association that works in the interests of port authorities by using standard and harmonised messages in electronic information exchange between business and port authorities. Established in 1992 by six major northwest European ports as an EU-based project, it is now seen as a globally important association, said Holger Hübner.

Today’s PROTECT EU group members include ten port authorities and seven Port Community Systems.

Mr Hübner outlined the achievements of PROTECT in establishing a globally recognised standard set of EDI messages and acting as the major expert group to define UN/CEFACT certified messages.

“Many port authorities all over the world use Port Community Systems as their gateway to and from the harbour management system,” he said. “Because of the mutual interest in enhancing the logistics information exchange, PROTECT and EPCSA work very closely together. Close cooperation between PROTECT and EPCSA leads to a balanced support towards the EU.”

Members of PROTECT and EPCSA together provided input into the data cross-reference list, as requested by EMSA.

### **Session 3: The Trade Perspective - Chaired by: José García de la Guía, Valencia Port Authority, Spain**

#### **Container Traffic Outlook – Trends, Analysis and Future Changes: Chris Rowlands, Director, MDS Transmodal**

There have been some radical changes in the deepsea shipping sector in recent years but the economics haven’t changed at all, said Chris Rowlands. Comparing container shipping in pre-recession 2006 with the industry in 2013, he said: “In 2006, we still had the conference system, where shipping lines could talk to each other about how much they could charge customers. Bunkers were \$350 per ton, ships averaged 5,600 teu and they raced around at 20 knots. The conference system ended in 2008 just as the recession hit; and apart from this, in 2013 bunkers were at \$600 per ton, mean shipping capacity on the Europe-Far East trades was 10,100 teu, and the average speed was 16 knots.

“As for profit and loss, the figures are all over the place – there is no consistency.”



Containerised trade has shown steady growth since 2010 and growth is forecast at 13% overall between 2013 and 2015, said Mr Rowlands – this growth being driven by increased wealth, trade liberation and the continued availability of cheap container shipping.

“Demand has increased, but capacity has increased faster, and the average utilisation is continuing to fall. Although the world has changed, the average cost per teu and revenue per teu were roughly the same in 2013 as in 2006. The unit cost is down because bigger ships give economies of scale. Bunker prices have increased massively but the proportion of the unit cost of bunkers hasn’t come up that much because of slow steaming. This is how the shipping lines are managing to keep costs down – introducing bigger ships and steaming slower.”

He warned: the rate of newbuilding means that the increase in capacity far exceeds forecast demand growth. “Excess supply can only further decrease rates. The global shipping industry needs to control its capacity.”

The proposed (but since cancelled) P3 alliance of Maersk Line, Mediterranean Shipping Co and CMA CGM was a move towards consolidation, he added. “What we are seeing is a shipping industry responding to try to have sustainable level of profitability for the future by developing alliances which allows them to control capacity.”

As for the outlook for ports, said Mr Rowlands, the emphasis will be on delivering containers on time. “There may be fewer port calls but bigger vessels, so more containers and you have to load and unload in roughly the same time.

“Port Community Systems are going to have to cope with his sudden arrival of blocks of volume. There will be pressure on hinterland logistics, especially rail and feeder services. That means ever more efficient processing of data, because if ICT holds up the containers, all the other work comes to nothing.”

### **The Ship Agent’s Role in eMaritime: Jonathan Williams, General Manager, ECASBA**

There are those who have suggested that when the Single Window is implemented, ship agents will no longer be needed, said Jonathan Williams. “Yes – until something goes wrong! Because the ship agent is your man on the port who knows the local language, he is there to make sure your ship gets discharged and loaded as appropriate and he deals with everything else, from stowaways to collecting payments.





“Every single port call is different; even the same ship calling at the same port on its next rotation will be different, and that is why you need someone who knows the port and systems and people involved. Because this is still a people business – we still have to talk to people every day.”

What would ship agents like to see from eMaritime? Most of all, recognition of the emphasis on ‘as agents only’, said Mr Williams. “We don’t come up with the information – we only transmit it. We don’t have the right to question whether it is accurate. We don’t have the opportunity or right to independently verify what is in the port; the line tells us and we tell the authorities.”

He also put down a challenge to national authorities over the amount of information that is required and collected. “Ask yourselves, what do you do with the data you ask from us? Because if you don’t know what you are going to do with it, we certainly don’t – so why bother to ask for it? Unless we have this exercise of looking at what we are asking for and making sure it is valid, then all eMaritime will do is move the same volume of data around, just faster than before. This is an excellent opportunity to look at these things and decide whether we actually need them or not.”

### **B2MoS – From the Ground Up: Eva Perez, Project Manager, B2MoS and Valenciaport Fundacion**

The mission of the EU project MOS4MOS – Monitoring and Operation Services for Motorways of the Sea – was to make Motorways of the Sea simpler, safer and more efficient, developing true multimodal and environmentally friendly door-to-door solutions, said Eva Perez. This was based on improved use of information, knowledge creation, business facilitation and collaboration, cost reductions, simple regulation compliance and more interoperable solutions.

The strategic lines of the project included: converting ports into efficient gateways; increasing shortsea capacities; fostering intermodal transport solutions; and achieving green freight corridors.

Following on from MOS4MOS, the project B2MoS (Business to Motorways of the Sea) is focusing on pilot actions aimed at preparing and adapting business communities and port authorities’ systems to efficiently comply with the requirements of the EU Directive 2010/65; improving and piloting interoperability of electronic messages and systems for the exchange of



crucial transport documents such as the electronic manifest, sea waybill, rail consignment note and commercial invoice; improving the exchange of information of public and private organisations and promoting their operational cooperation to increase the efficiency of MoS; boosting the development of a TEN-T MoS network connecting North and South Europe and East and West regions in the Mediterranean area; and improving European cohesion.

### Vehicle Booking Systems in the Supply Chain: Michael Bouari, Chief Executive Officer, 1-Stop, Australia



How do we maximise the infrastructure in our ports – how do we do more with what we have? “It is what you do with the information that creates efficiency for the port community – today’s challenges are information flow and maximising port infrastructure,” said Michael Bouari.

“Stakeholders in ports all want to get more from the investments they have made.” It is about balance, he said – balancing the needs of imports and exports, maximising the output of cranes and other investments, minimising congestion, and balancing labour to maximise throughput.

Trucks often wait at a terminal with no certainty as to when they will receive the container they have come to pick up – the predictability isn’t there, said Mr Bouari. Whether automated, semi-automated or manual, gate operations are always a challenge.

“Most terminal operating systems (TOS) have an appointment system which is only a notification that ‘we (the road hauler) are coming’ but there is no certainty of service levels and no consideration for port congestion and, in most cases, there are many terminals in the one port. In other words, the truck driver knows he is arriving at 1pm but is not sure when he will leave and if he can do another job that day. He also has to deal with random queuing and too many appointment systems in the same port.”

When 1-Stop started building its Vehicle Booking System (VBS) ten years ago, the team recognised that a more sophisticated approach was needed to maximise the billion dollar investments that are made in our ports, said Mr Bouari. The foundations of the system focused on the ‘Plan + Manage = Grow’ principles, which effectively meant that if all stakeholders in the port had a collaboration tool that allowed them to plan better, they would be able to manage their work better and all stakeholders would be able to grow their business by doing more with less. The VBS is more than a booking

system but rather a ‘single window’ approach for the community to achieve predictability of truck turnround times and service levels when entering the port and the terminal(s), to be able to manage the capacity of the port by matching supply and demand and ordering just the right labour as required. “If the haulier is able to plan better, he is able to get more out of his trucks. The stevedoring company will order the exact level of labour required for that shift and, if ahead of schedule, can call in more trucks. The port authority can manage issues based on anticipated booking numbers and delay port expansion plans.

“Plan and manage well and effectively our ports and stakeholders grow their investments. It’s a win/win for all.”

### **Session 4: Intelligent Exchange Projects - Chaired by: Evelyn Eggers, DAKOSY, Hamburg**

#### **AnNa Project – Maritime Single Windows in the EU – Roeland van Bockel, Project Manager, AnNa**

The implementation of successful National Single Windows is dependent on communication between people who are not used to working together, said Roeland van Bockel. “And it can be very difficult to get stakeholders from a negative approach to a positive approach.”

The AnNa (Advanced National Networks for Administrations) project was created in response to the frustration of EU Member States that they didn’t have the clarity they needed in connection with Directive 2010/65 – starting out as a working group, it was then established as a project co-financed by the EU to support implementation of the Directive.

Mr van Bockel said: “When you build something, you have to know how to build it, and on the European perspective it has to be harmonised as much as possible.”

AnNa’s members have identified no fewer than 72 national pilot projects connected with the Directive and the move towards Single Window. These include seven countries working with Port Community Systems and ten working with graphical user interfaces, amongst others.



### FutureMed – Interoperable Port Management Systems: Dr Andrea Campagna, Coordinator, FutureMed



FutureMed stands for **F**reight and passengers **s**upporting infomobili**Ty** systems for a **s**ustainable imp**R**ov**E**ment of the competitiveness of port-hinterland systems of the **MED** area. Andrea Campagna, representing Lazio Region, explained the project's work towards ICT-supported port-hinterland integration and outlined the activities and benefits of two pilot cases.

“FutureMed is about what will be the future of the Mediterranean and what strategies and actions can Mediterranean ports have to remove bottlenecks and at the same time improve their accessibility and competitiveness,” he said. Among the activities of FutureMed:

- SPHIIS (Spanish Port Hinterland Intermodal Information System) is being established in Valencia to improve the efficiency and visibility of intermodal seaport-hinterland containerised transport corridors on transnational maritime door-to-door transport chains, to develop interoperable solutions and standards, and to integrate port systems with inland logistics infrastructures. This pilot project has involved integration of dryports, railway operators and railway undertakings in the Port Community System, development of PCS services according to their needs and to meet flexibility and facilitation criteria, and setting up new services to create train loading/unloading lists based on notices for container release/pre-announcement.
- The Civitavecchia-Orte Customs Corridor (Italy) pilot project is being set up to demonstrate an info-mobility system for freight flows – to dynamically integrate information in real time and provide it to hinterland operators and to increase information accessibility and, consequently, the quality of services. This involved creating a ‘virtual corridor’ based on the UIRnet national telematics platform, connecting the port with a freight village in its hinterland.

### Italian Implementation of AnNa: Mario Dogliani, Head of Project Financing, RINA Services



Mario Dogliani, of Italian classification society RINA, considered the AnNa project from the Italian point of view. The aims, he said, were to implement the National Maritime Single Window, facilitate the use of NMSWs by shipowners, facilitate an intelligent A2A exchange, promote an intelligent exchange of (re-used) data by the trade, and foster the development of e-maritime services interoperable with the NMSW.

He also looked ‘beyond AnNa’, and outlined ideas for NMSW worldwide, e-certificates, e-log books onboard, e-classification, e-administration and e-maritime. “We strongly believe in eMaritime,” he said. But, he emphasised, there will be no single winner. “Either we all win, or we all lose. Either we all jump or it will not work.”



### Immaculate service and organisation

“A fantastic welcome and immaculate organisation from start to finish” – huge thanks were due to the Port Authority of Civitavecchia/Port of Rome for hosting such a successful conference, said EPCSA secretary general Richard Morton.



“All of those speaking and attending the conference were incredibly well looked after,” he said. “We would like to express our thanks to all involved.”

In particular, there were thanks due to Barbara Carabetti and her team from Dock&Discover. This family-run cruise services and excursions company, which is based in Civitavecchia, worked tirelessly and efficiently to deliver a smoothly run conference, including catering and the official dinner, as well as looking after delegates from the moment they landed in Italy to the moment they departed, with airport transfers, accommodation and other transport all expertly organised. At the close of the conference, Richard Morton presented the Dock&Discover team with flowers, as a small token of EPCSA’s appreciation.



**Panel Chairmen** – EPCSA wishes to express its thanks to each of the following who chaired the meeting and panels:



Alan Long,  
EPCSA Chairman &  
CEO of MCP



Hans Rook, Portbase



Evelyn Eggers, DAKOSY



Uwe Libschner, dbh



José García de la Guía  
Valenciaport

### About EPCSA

EPCSA was formed in June 2011 by six of the leading European Port Community Systems Operators to represent the interests of the Port Community Systems Operators in Europe. It was formed by SOGET, Le Havre, France; MCP, Felixstowe, UK; Portic, Barcelona, Spain; Portbase, Rotterdam and Amsterdam, Netherlands; dbh, Bremen, Germany; and DAKOSY, Germany.

Members of EPCSA now operate in ports that handle in excess of 80m TEU and 2bn tonnes of cargo annually. This represents more than 60% of all EU sea port throughput.

EPCSA now has 21 members – 18 from within the EU and one each from Ukraine, Israel and Australia. Although a European association, EPCSA has an increasingly global reach, with many of its members operating in ports outside Europe, including Indonesia and Morocco as just two examples.



Membership of EPCSA is open to Port Community System Operators and Port Authorities.

### Further Information

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