



OAS

More rights
for more people



IPCSA

International Port
Community Systems
Association



CIP

Inter-American
Committee on Ports

*A governance platform for Regional
Data Sharing: IPCSA's Network of
Trusted Networks (NoTN)*

*The benefits for Caribbean, Central
and Latin America ports*

Hans Rook

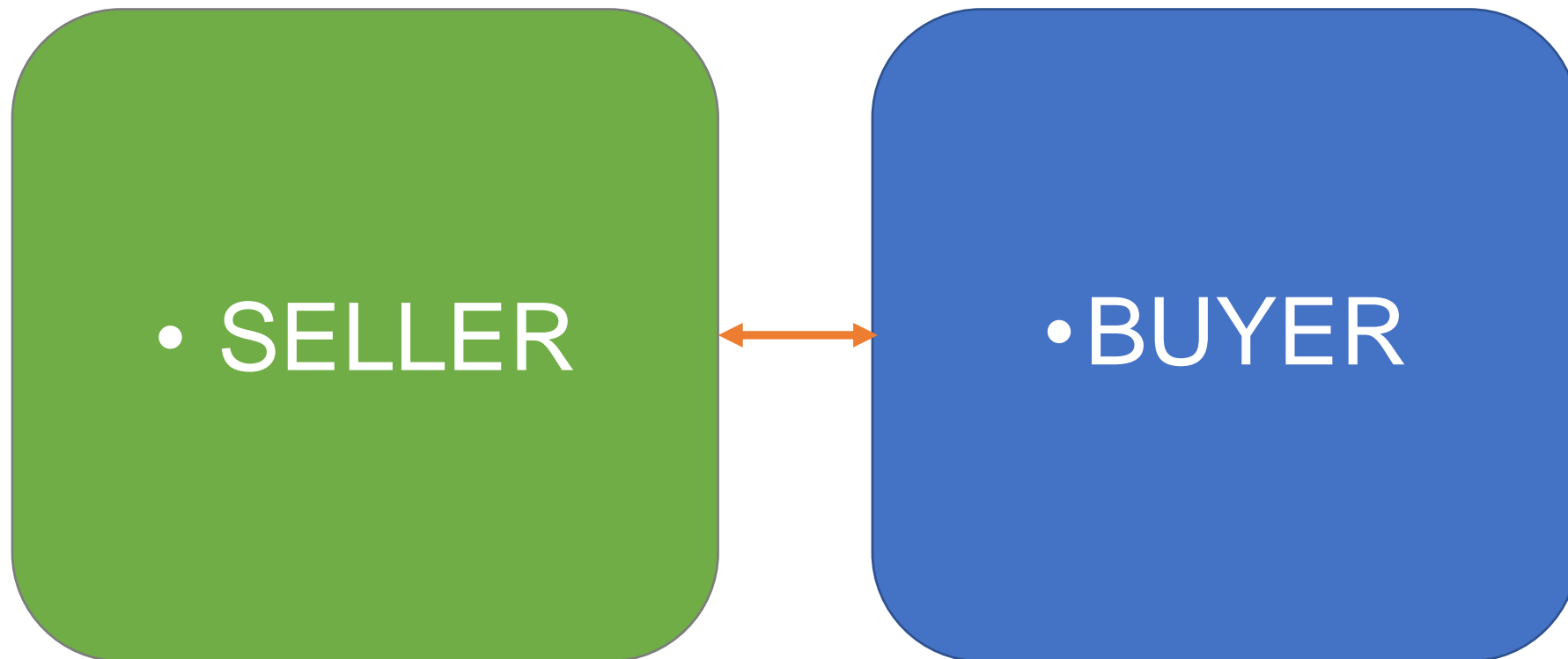
Ambasador IPCSA

August 31st 2023

ABOUT IPCSA - MISSION

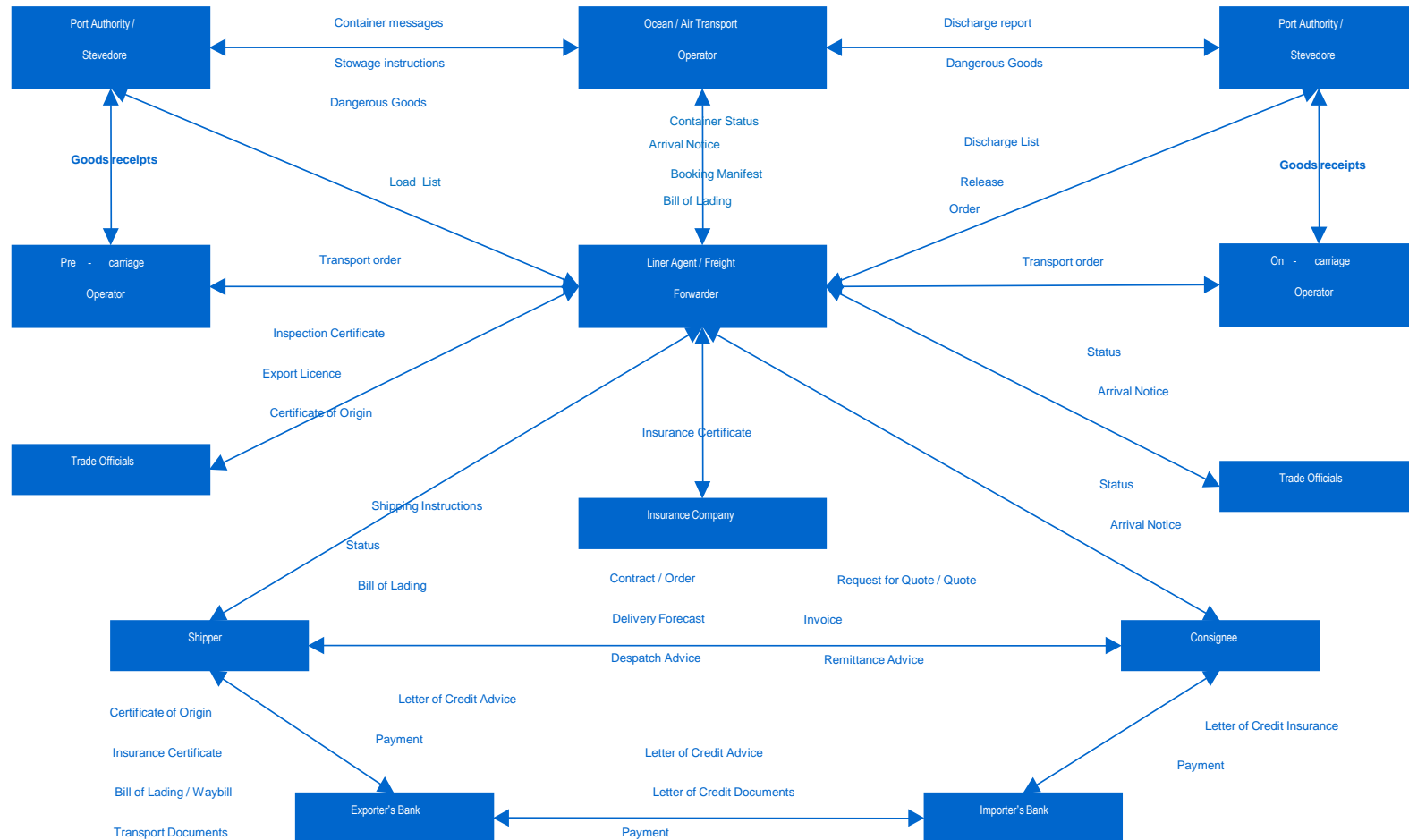
“TO PROMOTE THE ELECTRONIC
EXCHANGE OF INFORMATION TO
ENABLE SEAMLESS, EFFICIENT TRADE
LOGISTICS PROCESSES THROUGH A
SINGLE SUBMISSION OF DATA
CONNECTING TRANSPORT
LOGISTICS”.

It looks so easy



Part of Logistic flow of information

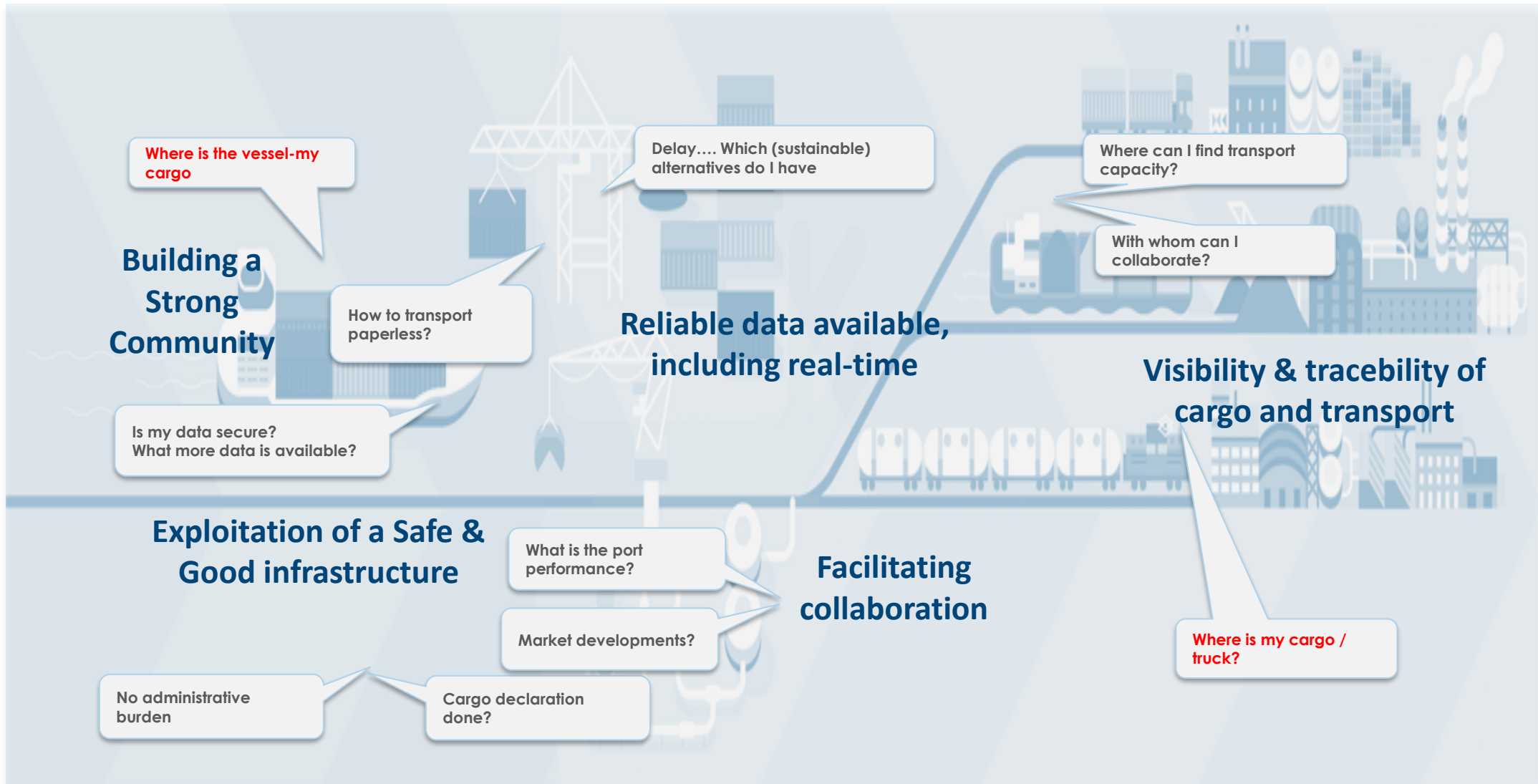
Seafreight





Apart from port centric use of Port Community Systems to enhance trade facilitation, how can Port Community Systems further enhance the visibility of voyage and cargo

How to increase the efficiency in the Caribbean, Central and Latin area.

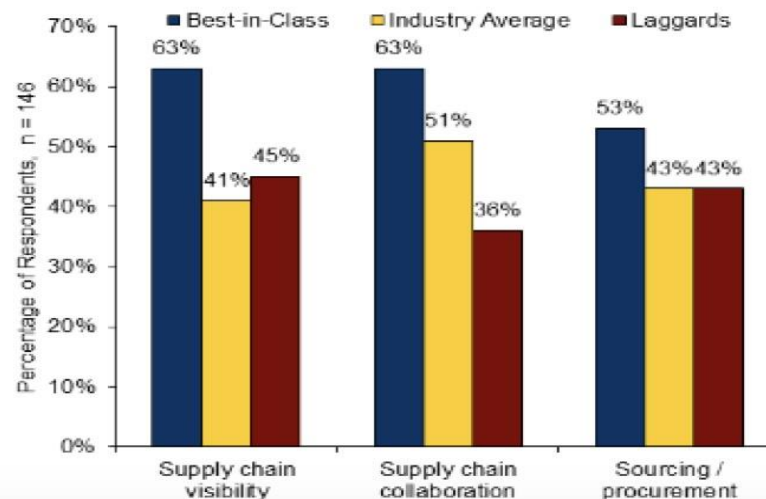


Supply Chain Visibility is becoming top priority for shippers

Figure 1: Top Areas of Concern for Global Supply Chain



Figure 5: Top Supply Chain Management Areas Targeted for Improvement in 2014



Source: Aberdeen Group, November 2013

How about supply chain process visibility



Our members using a Port Community System for the daily real time information insight, received requests from their customers about track and trace facilities along the supply chain.



Today they rely on data from a variety of web sites (loading ports, carriers, marine traffic, etc) to retrieve the whereabouts about their cargo and vessel-voyage.



Actually almost all this data is available on the pcs in the port loading and discharge.



For that reason IPCSA has taken the lead to enable a trusted network of Port Community Systems between our members.

The Challenges

For many shippers and logistics operators trying to plan cost-effective, time-efficient supply chains, the lack of visibility is a real obstacle. For example:

- There can be a dozen or more different vessel ETAs, depending on the source of the information.
- The information shippers need is fragmented and sourced from a variety of points in the supply chain.
- Visit the website of the relevant port, shipping line and forwarder and ask ‘Where is my ship?’ – usually all the answers will be different.
- Much of the information is based on estimates and predictions – or is simply out of date.
- Once a container is onboard, shippers have to rely on the shipping line’s tracking data. The ship could be diverted or delayed by two weeks but the official ETA isn’t changed. The result: a haulier planned transport on the wrong day and time, dwell time charges if a container has to sit on the quay waiting to be cleared and collected.

Why took IPCSA this initiative

- These days development of API's is quite simple
- Negotiations between shippers, sellers and other logistic parties that offer visibility on bilateral basis is of course an option.
- Ending in a variety of contracts and bilateral agreement about API standard to be used.
- Initially the simplest and fastest solution.
- However when it comes to updates that affects the API, you might end up in a heavy load of updates day in / day out.
- For me the slogan

'alone you go faster, but together you come further'
is key.



Key principles for the development were:



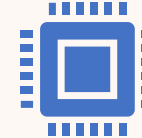
Neutrality is the heart of the Network



Central enabling technical node to allow for multiple connections and maintenance



Simple and Standardised API connection



Structured local authorisation and authentication setup by each PCS and/or Single Window.



Data fully encrypted and only visible to top parties involved.

Not about the critical role
on port level
but from
Port centric approach
to
Cross border



NETWORK
OF TRUSTED NETWORKS

Connecting and
sharing data globally
between ports and
cross border

- IPCSA created a unique cross-border data exchange platform globally.
- Between Port Community (PCS), Single Window operators (SW) and Port Authorities (PMS).
- Facilitate mechanisms for contractual and operational arrangements between these parties.
- It is not a Data Platform.

Enabling now:

- Vessel-voyage and cargo track & trace information.
- Easy and secure data exchange between trusted, neutral third-party platforms. (PCS, SW, PA)
- Increase of reliable and timely information along the supply chain.
- Pilot till mid 2023 between IPCSA members.

<https://notn.ipcsa.international>

API's

IPCSA will during the Proof of Concept define sets of collaborative use cases to standardise the communication between PCS. Initially focused on Maritime Port call information and Shipment information, though this will be extend to all modes of transport including Air and Land.

API Live



Portcall

Receive a real time overview of the time of arrival and departure of vessels from ports across the world in order to support your users planning of port operations and cargo movement.

Powered by IPCSA

API Live



Cargo status

The PCS client accesses this service in order to get track and trace data of an equipment loaded or discharged at a certain port (shipment).

Powered by IPCSA

API Pilot



BIC facility codes

Consult the BIC Facility Code Register

Powered by BIC

API Live



UN/Locode

Use the UN/LOCODE dataset with ease in your applications

Powered by NxtPort

API Pilot



ISPS data

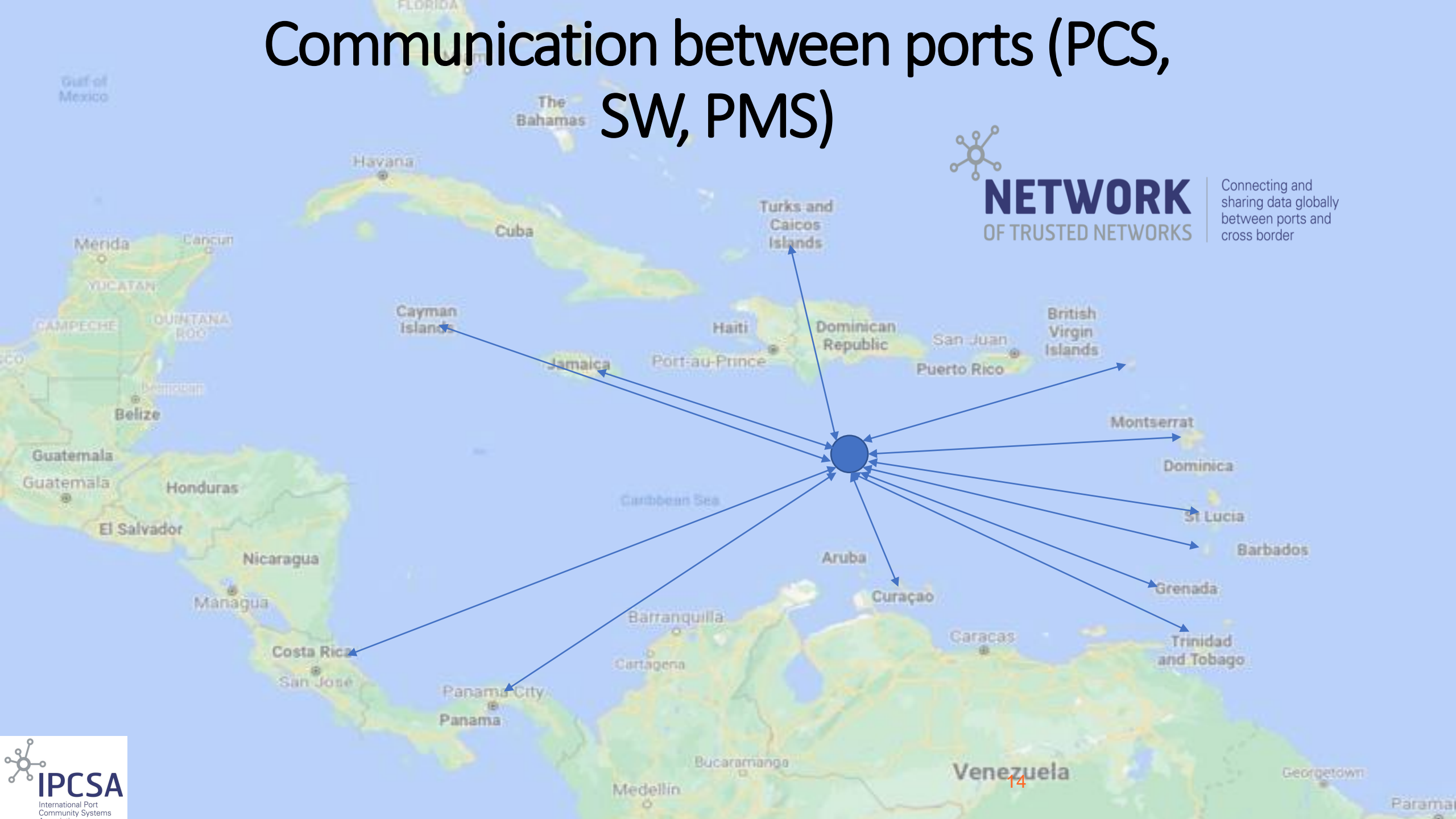
Get information from the ISPS declaration.
The PCS at origin requests for the ISPS information of a vessel

Communication between ports (PCS, SW, PMS)



NETWORK
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Increase efficiency

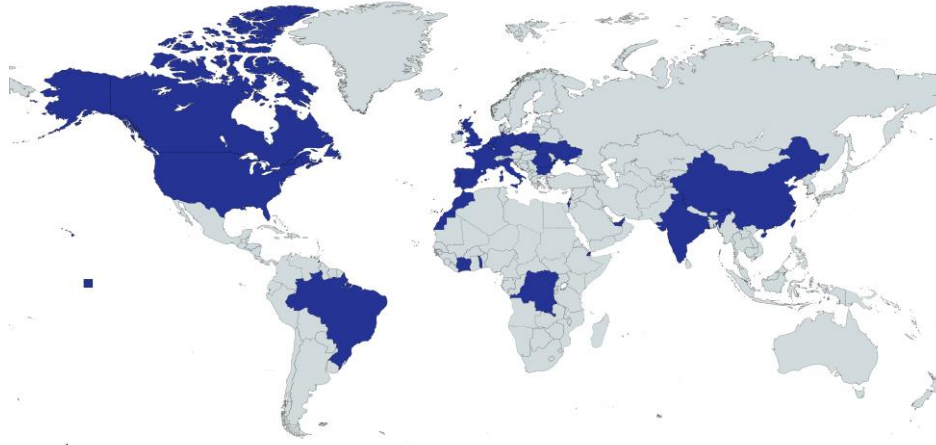
- Enable visibility realtime about status of voyage, cargo and cruise specific information.
- Data from the latest port of call is immediately available for the next port of call.
- Saves time for all parties involved in administration, distribution and control of the data.
- Especially efficient for vessel voyages that within 1 or 2 days sail from one port to another.
- Not only for cargo but also for cruise information.



DAKOSY



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Thank you for your attention



For further information on IPCSA, NoTN
and the PROTECT Group please contact:



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