



Digitalising Maritime Trade
Standardisation & Harmonisation
A Must have

Hans Rook
Ambassador IPCSA
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Future proof



The future-proof supply chain is clear.



The aim is to create

Standardised &
harmonised quality data
Interoperability,
Predictability
and
Mature collaboration

But how?

Very enthusiastic people.

With creative ideas.

And a lot of spirit.

But most of them thinking how to use the solution / innovation they bear in mind.

Unfortunately they forget the basics.

Building a house does not start with the rooftop.

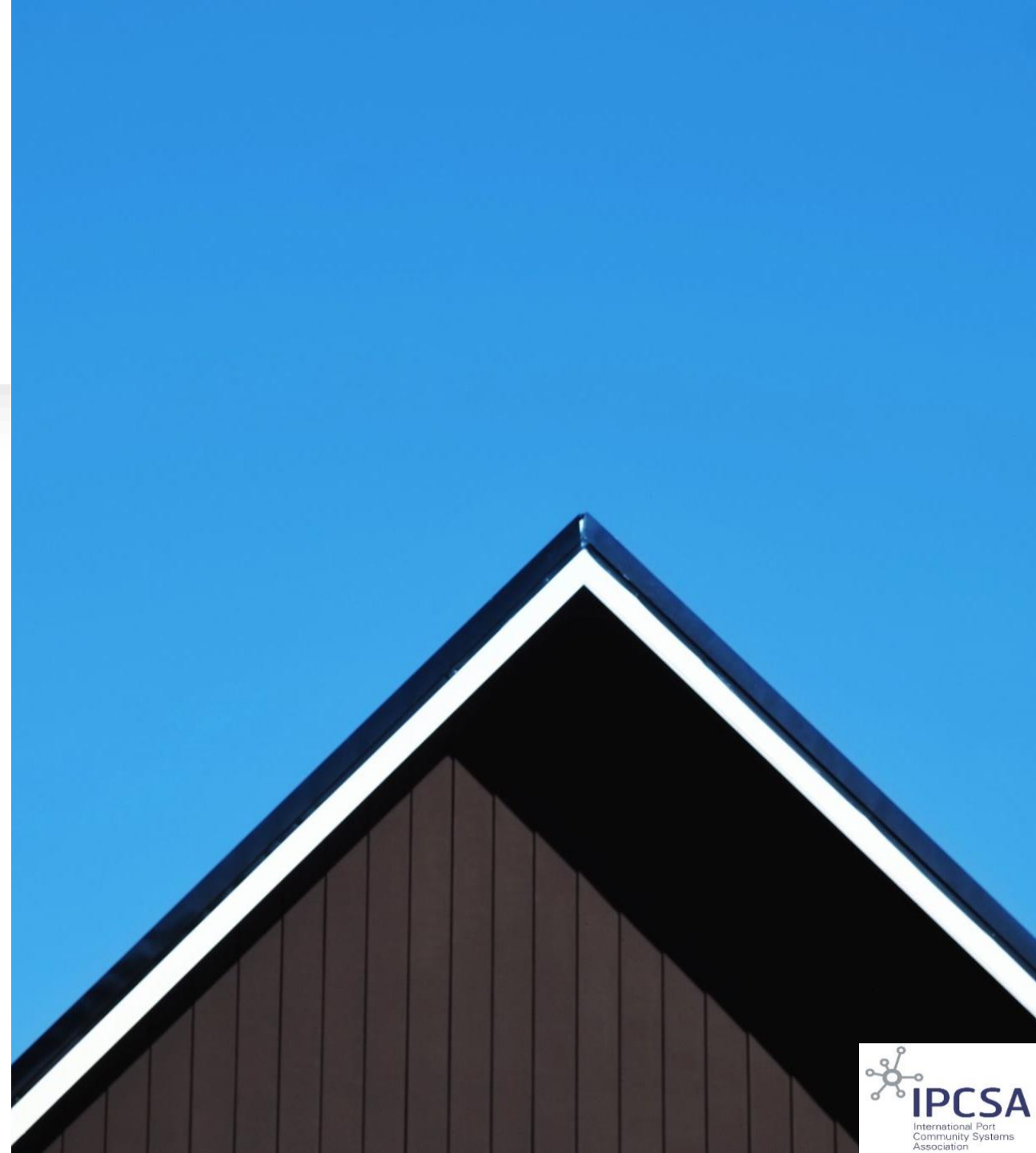
First design, then the fundament.

Collect the right ingredients for an optimal product

So also in IT

Topic today: Standardisation and Harmonisation

‘A Must Have’



Standardised and harmonised data exchange

- Harmonisation and standardisation of data is essential.
- Why is this not yet a common use globally?
- A lot of proprietary standards all over the world is still in use.
- This not because IT staff does not want to use global standards, but
 - Just because they are not aware.
 - And/or are forced to deviate from this due to demands from local authorities and business stakeholders

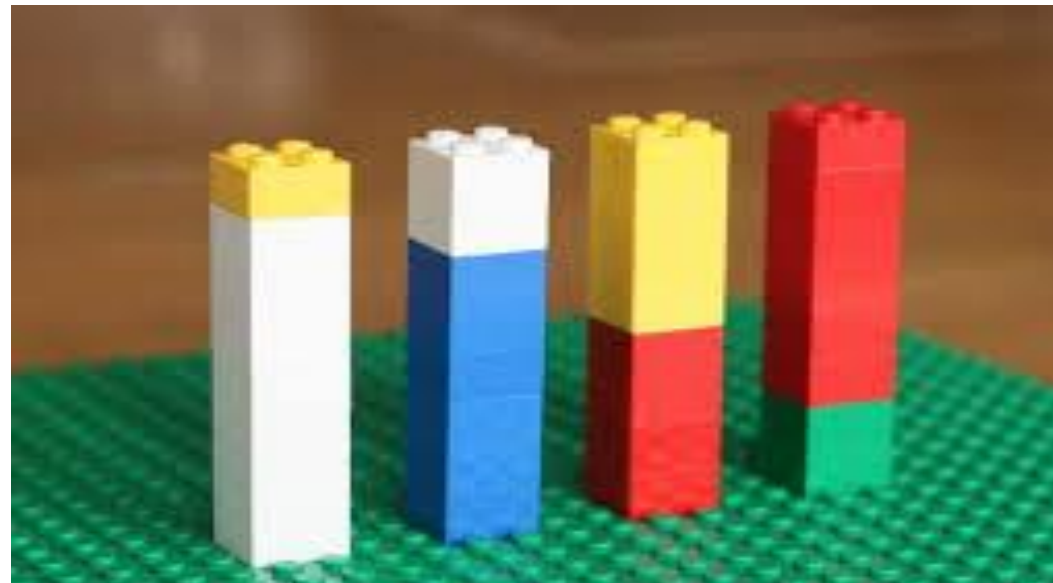
Why using data standards and harmonise

- Interoperability and quality assurance
 - System to System communication is becoming the standard
 - Less interaction manually.
 - The receiving system must understand the incoming data. Quality is key.
 - Not only the standard but most important the content. Harmonisation is essential.
- Example:
- **Date written as :** 120624
 - 12th of June 2024?
 - December 6th 2024?
 - June 24th 2012?
 -
- Need for open and interoperable standards
- They exist, but usage is lacking behind due to proprietary standards of technology providers and supply chain players.

Need for - Open and Interoperable Global Standards



1934 Lego still works with Lego made in 2024....this is the true meaning of standards.....





- Use of data standards and harmonisation of the data is essential for any future development

From paper document to data exchange

Example:

IMO FAL-1 paper form – Customs clearance of the ship on arrival and departure.

For years this form was used globally.

From the moment the paper form was substituted by data exchange, each and every port deviated from the standard.

IMO took the initiative to introduce a one-stop shop for all Maritime related obligations in 2 steps:

		<input type="checkbox"/> Arrival	<input type="checkbox"/> Departure
1.1 Name and type of ship		1.2 IMO number	
1.3 Call sign		1.4 Voyage number	
2. Port of arrival/departure		3. Date and time of arrival/departure	
4. Flag State of ship	5. Name of master	6. Last port of call/Next port of call	
7. Certificate of registry (Port; date; number)		8. Name and contact details of ship's agent	
9. Gross tonnage	10. Net tonnage		
11. Brief particulars of voyage (previous and subsequent ports of call; underline where remaining cargo will be discharged)			
12. Brief description of the cargo			
13. Number of crew	14. Number of passengers	15. Remarks	
Attached documents (indicate number of copies)			
16. Cargo Declaration	17. Ship's Stores Declaration		
18. Crew List	19. Passenger List	20. The ship's requirements in terms of waste and residue reception facilities	
21. Crew's Effects Declaration (only on arrival)	22. Maritime Declaration of Health (only on arrival)		
23. Date and signature by master, authorized agent or officer			

Step 1

April 9th 2019

A key date for Shipping and Ports

Why ?

- Revised FAL Convention came into force
- Within 12 months all IMO FAL Signatory Countries ports will have to accept, electronically, FAL Forms and some waste regulatory requirements
- IMO has created an IMO Data Reference Model which is being mapped to WCO, UN/CEFACT and ISO (To Standardise and Harmonise the data exchange between ship reporting and local government agencies)
- This focuses on the requirements of the FAL Convention
- **Are Ports, Shipping lines and terminals ready ?**



Step 2 Maritime Single Window

During the IMO-Fal convention in 2022, the decision was taken that

- All ports around the world must have a MSW as per Jan. 2024
- To streamline the port processes by using
- Standardised message exchange
- Between business partners and government agencies.

Ideally, of course, member states should have had their Single Window system in place from the beginning of this year.

Many do not.

Why has that not been achieved yet?

*Developing a MSW or PCS is
not an IT project but a
change management
project.*

Fundament first!





<https://ipcsa.international>
<https://notn.ipcsa.international>
<https://ipcsa.international/protect>

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

Nico de Cauwer
Secretary General
nico.decauwer@ipcsa.international
Tel 0032475484003

Inga Morton
General Manager, IPCSA
inga.Morton@ipcsa.international
Tel 0037129273218

Javier Gallardo
Chairman, IPCSA
Javier@ipcsa.international
Tel 0034696400624

Hans Rook
Ambassador, IPCSA
hr.chairman@ipcsa.international
Tel 0031622413098