



Virtual Partner Meeting 02/2021

February 25th 2021, Online

Minutes

Meeting Item	Meeting Topic	Agreed responsibilities
1	Good Practice example "Paperless Port with Dakosy"	Presentation held by Mrs. Evelyn Eggers, Director Business Development, DAKOSY Datenkommunikationssystem AG
2	Internal discussion Pilot Actions and Action Plans	Presentation on "Pilot Actions" by LP
3	Internal discussion on local Action Plans	"Share your challenge" – PPs discussing identified challenges in the development of local action plans

Mrs. Katrin Witthoff welcomed everyone to the virtual meeting and greeted the guest speaker and stakeholders especially. With a total of about 30 people, the stakeholder groups from all partners were represented quite well.

It was briefly pointed out to the stakeholders what has been achieved so far in the project partnership. That is, the 5 status quo studies and 10 good practices. Then it was highlighted that the first part will be a presentation by Dakosy, and the second part more internal discussions, but stakeholders could stay if they wished. After that, Mrs Witthoff introduced the guest speaker, Mrs. Evelyn Eggers.

Mrs. Eggers then held a very interesting presentation on a well-established Port Community System (PCS) that has been around for about 30 years. First, the company was briefly introduced, then it was highlighted that the PCS connects more than 2800 stakeholders from the logistics- and supply chain. The PCS is also integrating the National Single Window (2010/65/EU) into the supply chain data exchange. It was highlighted that the software solution is downward compatible – that is, even software standards introduced in the early 1980s when the company started, are still supported.



Mrs. Eggers then illustrated the functions of the so called TRUCKGATE service. For an impression of the complexity and variety of stakeholders connected, please refer to figure 1 below.

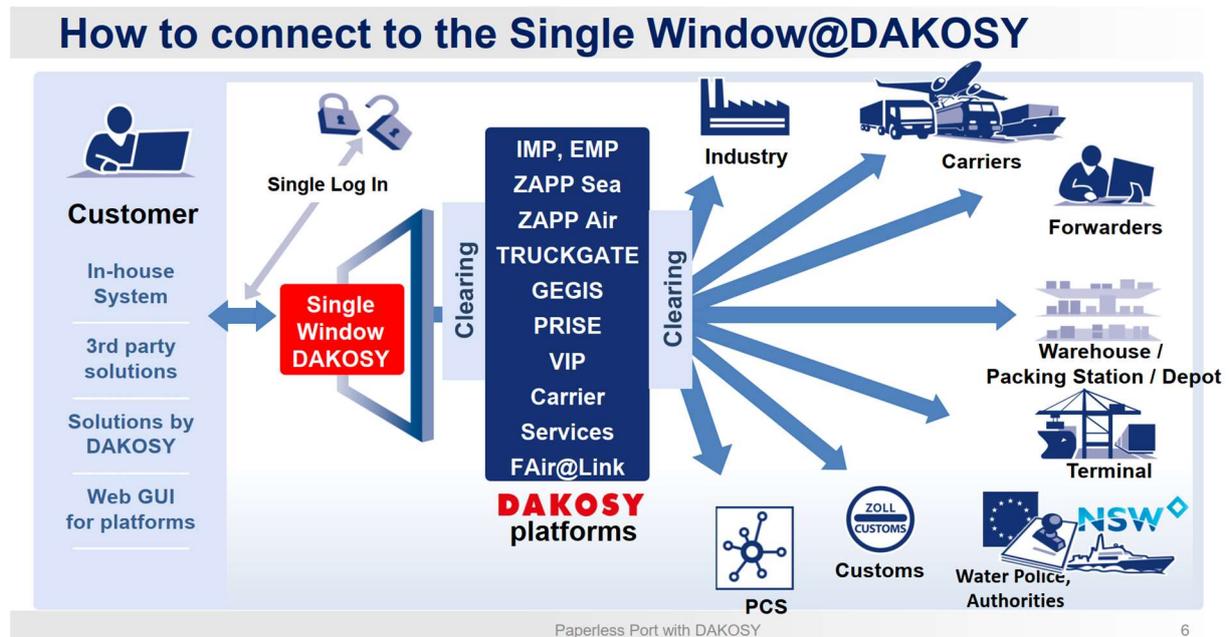


Figure 1 - Dakosy Presentation, Truckgate, 25/02/2021

Dakosy is also part of the International Port Community Systems Association. A short introduction of this service and why this is useful was provided too.

Mrs. Eggers then went on to the integrated platforms of the software solution. Differentiating between the Export Management Platform and the Import Management Platform. EMP and IMP respectively. The presentation touched on the efficiency gains of such a solution and illustrated the various stakeholders and data / information shared. In general, stakeholders from ocean carriers; terminals; container freight stations; forwarders; exporters or importers; consignees; hinterland transport stakeholders; authorities, customs offices from Germany and EU; authorities such as port authorities or statistical Bureau of Research and Water Police; and other PCS providers are connected through these platforms. In addition to the Import and Export Platforms, the PCS also provides a customs platform through which stakeholders can communicate with EU- and German customs authorities. Furthermore, the PCS also offers a dangerous goods platform (GEGIS), the Port River Information System Elbe (PRISE) and has



the previously mentioned TRUCKGATE integrated. An illustration of the interconnected service offerings can be found in figure 2 below.

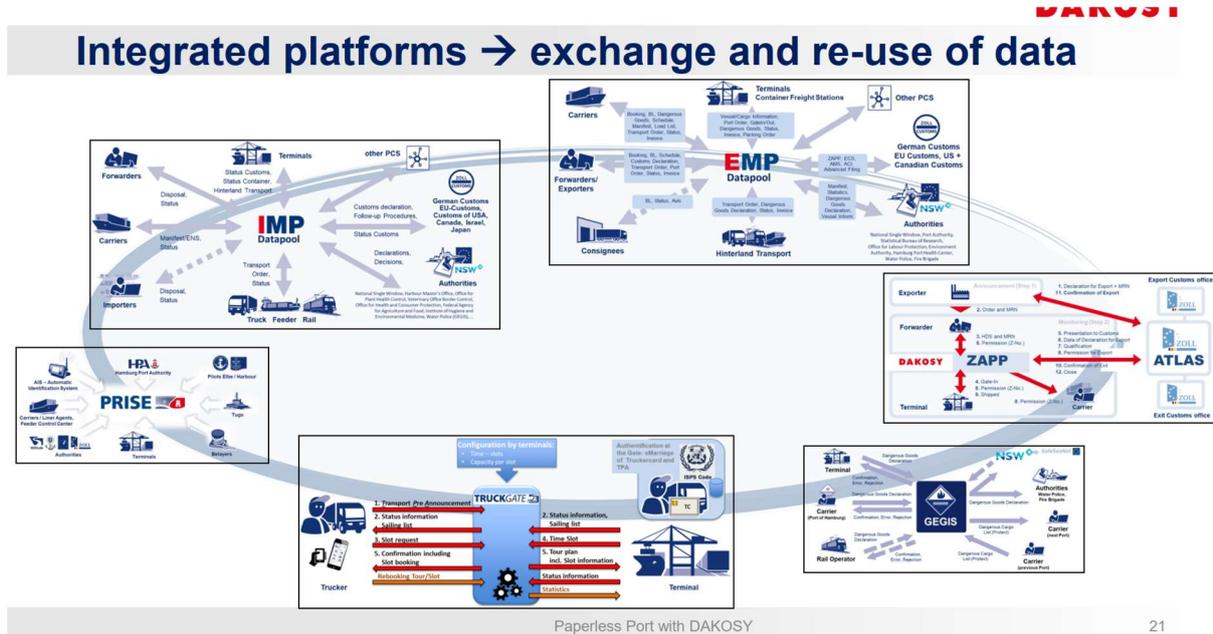


Figure 2 - Presentation, Dakosy, 25/02/2021

The Port of Hamburg is in the heart of the city. Therefore, it requires pre-planning at the terminals, a minimisation of traffic jams and a better management of truck movements. To achieve that, a pre-announcement of trucks to terminals and slot-booking was considered. Talks on this solution have started as early as 1994. However, due to the various business cases, a lot of discussion had to be held to convince all stakeholders to participate through the neutral platform offered by Dakosy. Only in 2016 the trucker announcement and slot booking was made mandatory. It allows everyone for better planning of resources and increases productivity for the stakeholders involved. Ideally the slot booking is carried out 24 hours a day, 6 days a week, but not all customers warehouses are open 24/7 and landside the terminal gates close Saturday's lunch time til Monday early morning. Mr. Schrader from the German Customs then added that the platform will soon see a valuable addition, through the participation of the customs to better coordinate the container scanning. This will further decrease waiting times, congestions on roads and with that reduce the CO₂ emissions.

To achieve the wide acceptance of such a solution, the independence of the operator and the free of charge availability of the tool is vital. Therefore, the app is available in English and free of charge on multiple platforms. Dakosy, as a company with ocean carriers, forwarders, and



terminal operators as their shareholders, turned out to be perfectly placed for that. Important is the application of their Rulebook:

- Non-discriminatory access for anyone and any activity considers the business cases of its shareholders, no matter how big a shareholder may be. This way, everyone feels taken care of and is willing to cooperate.
- Trusted third party DAKOSY
- Create a large community of stakeholders to speed up the port and increase the exchange of information, and with that:
- Transparency in regard to rules, standards, interfaces and modes

The complexity of Truckgate and positive effects on planning for all stakeholders involved can be seen in the following figure:

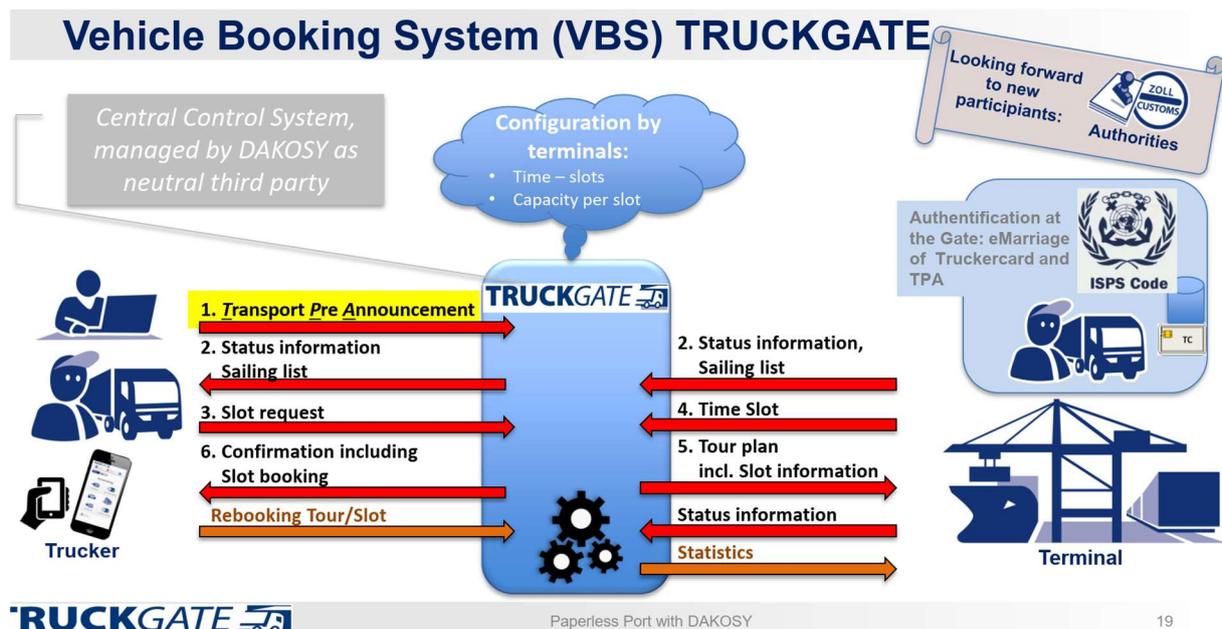


Figure 3 - Presentation, Dakosy, 25/02/21

The PCS is on its way from a normal PCS to a Single Window Ecosystem. Building a chain of information to support the transport chain through the usage of existing, old and future techniques. Achieved through the syntax of inhouse formats, standard interfaces and canals, and equipment such as geofences and Optical Character Recognition, etc.

The presentation was finished by providing an overview of the future perspective with “EMP 4.0”, which has just extended its actions in targeting an architecture, focus on processes and



information targeted at stakeholders of industry, hinterland transport actors, port, sea and port of destination actors. Stakeholders in mind here are such as the exporter, importer, depot, truck-, rail-, feeder-, barge-, terminal operators, ocean carriers and authorities. If you would like to know more details, please refer to the presentation and the project website library.

The presentation was followed by questions from an interested crowd. During the Q & A, Mrs. Eggers pointed out that there is cooperation amongst big ports in the North- and Baltic Sea, and French and Italian stakeholders indicated that they would get in touch with Mrs. Eggers to deepen the discussion and exchange of experience. Finally, it was once more pointed out that the exchange of information mind set was a difficult task to accomplish. It took years, if not a decade to get all stakeholders convinced that the amount of data now shared will not harm their business and be of advantage for all parties involved. Dr. Bettina Gerulat from the Veterinary authority also pointed out, that their slot booking system is also connected to the Dakosy platform. Only through such a “one-stop-shop” platform, the acceptance for the usage of the slot booking system would be accepted widely. One of the Italian stakeholders asked whether C-ITS would play a role in the future. The answer provided by Mrs. Eggers was, that the Hamburg Port Authority has many initiatives within their smartPORT activities that fall into that category. Examples provided were the vehicle parking slots, and that it is always evaluated what features could be added to the TRUCKGATE app. Currently it is under discussion, whether it is possible to add notices such as “ready for inspection”. It is also imaginable that an updated time slot will be calculated if the truck is delayed due to traffic jam).

The second half of the meeting was then started thereafter. Mrs. Witthoff presented some information on pilot actions, chances and application procedures following her participation in a recent webinar by Interreg Europe. She gave an overview on these actions and it was discussed whether any partner foresees an application for such pilot actions. From the Lead Partner and project application point of view, for now no such pilot action is anticipated. The discussion then went on to the action plans. Not so much on the topic of the progress each partner made since the last meeting, but rather to do some brainstorming of possible common issues, or whether their current ideas for actions fit into the project activities and rules provided by the Interreg Europe programme. For more details see presentations of project partners.

Minutes drafted by: Johannes Betz on 9 March 2021