In the majority of European ports electronic procedures are currently well advanced, allowing extra-Community trade flows to be handled swiftly and with less administrative burden. In the case of Community goods, however, automatic procedures are far less common. In many cases it is necessary to physically present a hardcopy paper (T2L) to the relevant Customs offices for signing and stamping, confirming thereby the Community status of such goods and their fiscal and customs regime. The increased administrative complexity of maritime transport manifests a serious obstacle to the development of short-sea shipping (SSS) maritime transport lines and Motorways of the Sea (MoS). Within this context the electronic T2L represents a viable solution for accrediting the Community status of goods, using data electronic transmission systems of Customs instead of paper documents. The electronic T2L, developed as part of the MOS4MOS project, was one of 22 proposals included in the Agreement of 16 September 2011 of the Council of the European Union (EU), designed to reduce administrative burden affecting citizens and companies.

In most cases, as mentioned, the Community status of goods is accredited by presenting the T2L. This process entails presenting a hardcopy for signing and stamping to Customs in the country exporting the goods, which then has to be sent physically to the port of destination (normally in the vessel or by courier, although this can be done with other means in some cases). The document needs to be presented physically again in the port of destination and to its respective Customs office for the goods to be cleared for shipping. This process involves high costs in terms of personnel, office materials, courier services, errors and delays, resulting in a significant loss of transport competitiveness. This generalisation of procedures with hardcopy documentation complicates greatly the ability of Customs to control the maritime flows of intra-Community trade. Furthermore, the absence of an electronic registry or automatic validation mechanism between the Customs of exit and entry makes it difficult to detect fraudulent practices.

Within this context the Department of Customs and Special Taxes and the Tax IT Department of the Spanish Tax Agency, in close collaboration with the Customs Office of Valencia, are developing an ICT solution that will allow for the T2L document to be handled electronically at all Spanish ports, based on e-Customs systems already used in Europe.

The most important aspects related to this solution, for the case of shipping Spanish goods by maritime transport to any other country of the EU, are:

- The electronic T2L will be presented prior to the maritime exit of goods by electronic means in XML format with a digital signature. The technical solution adopted will be similar to the one for Exit Summary Declarations (EXS) and Entry Summary Declarations (ENS). Customs will acknowledge the correct registration of the transaction, assigning a Movement Reference Number (MRN) to the transaction, which will identify the electronic document presented anywhere in Europe.

- The electronic T2L will be accompanied by electronic copies of it and/or of the commercial documents accrediting the Community status of the goods.

- Once declared, the declaration will be evaluated to assess the risk, leading to the designation of a green, orange or red circuit. A physical signature and stamp is replaced by a verification code (CSV) that will confirm the authenticity of the document through the electronic headquarters of the Tax Agency of any European country.

The procedure for the import of Community goods from any European country to Spain by maritime means is:

- Community goods will be able to be presented by electronic means using the T2L or any equivalent document, whether generated by electronic means or on paper.

- A mechanism will be available that provides immediate authorisation for collecting goods from a port 24 hours a day 7 days a week, instead of only being able to obtain this authorisation during the office hours of the Customs Office.

The vast work carried out by the Customs Office consisted in:

- Creating an electronic declaration and T2L at origin (issued in Spain), and an electronic declaration and form for indirect certification of T2L issued in non-electronic format to be received in Spain.

- Establishing an electronic T2L declaration and form (JEC).

- Assigning filters (green, orange and red circuit) and clearance status for T2L and JEC declarations.

- Controlling the balance of the T2L by cross-checking the kilos figuring in the T2L and the number of cases and kilos figuring in the DSDT.

- Developing a national solution for the electronic T2L that is recognised by other Member States, technologically very advanced based on similar procedures in Belgium and Estonia. Incorporate electronic
signature and digital verification of documents to guarantee higher levels of security in transactions.

The conclusions drawn from the analyses of the Spanish Customs in collaboration with the Port Authority of Valencia (APV) and the Valenciaport Foundation have cleared exceeded initial expectations. The Spanish Customs will implement the initiative after the prototypes and trials that are taking place as part of the MOS4MOS project. Pilot trials are being carried out since 9 May 2012 with real operations in Arkas Spain, Grimaldi Logistica, MSC España, IFS and China Shipping Spain. This is expected to be extended to all operators as of 1 June 2012. The results of these trials lead us to hope that the system will be fully operational by the second semester of 2012. The new procedure can be reviewed on the website of the Spanish Tax Agency in the section of Customs within Customs Procedures.

The Valenciaport Foundation has also developed, within the framework of the TEN-T MOS4MOS project, a prototype for the presentation of the electronic T2L for Spanish operators interested in implementing this programme in their systems to facilitate automatic communication between their systems and those of Customs. This results in a management system compiling electronically all declarations, allowing for T2L electronic forms to be automatically completed and sent once only with the operational data already present in the databases of companies. This programme prevents operators from having to complete manually the form and obtain the electronic T2L in a matter of seconds. Consequently the programme will allow operators to save considerably in relation to fulfilling formalities when shipping Community goods by maritime transport, making the formalities when using the latter the same as for road transport.

In accordance with the estimations made by the Spanish government, implementing this system will save logistics operators and SSS and MoS users in Spain some 38.9 million Euros. This solution will result in substantial improvements for transporting Community goods by container between two EU countries, ro-ro transport not using regular community lines and also in the case of authorised regular lines that lose this status when there are changes in the rotation of the service. The estimations of the Valenciaport Foundation for the specific case of the Valencian port community shows that the non-vessel operating common carriers (NVOCCs) studied would obtain net benefits when implementing and using the prototype designed of the electronic T2L as of the first year. In the case of a medium-sized shipping agency with a certain volume of intra-Communitarian traffic, the pay-back period for the investment needed to adapt their systems and/or implement the designed prototype would be three years, this being an estimation based on conservative hypotheses.

To conclude, implementing the electronic T2L would bolster the development of SSS lines and MoS whilst contributing to the emergence of new and innovative solutions for intermodal transport in Europe. With this initiative the Spanish Customs reconfirm its leadership in new technologies in Europe and its willingness to innovate to contribute to improve the competitiveness of logistics operators and SSS users in Spain.

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**PROJECTS**

The Spanish State Ports Agency bolsters the coordination of R&D&I activities in the Spanish Port System with the IDISPE project

This past 9 May the Valenciaport Foundation presented the final report of the project *“R&D&I in the Spanish port system: Diagnostic and courses of action (IDISPE)”*. The project was led by the Spanish State Ports Agency (OPPE) and counted on the joint participation of port authorities. The meeting was attended by members of the R&D&I System Inter-port Committee.

The objective of the IDISPE project, driven by the Spanish State Ports Agency, is to bolster the coordination and promotion of R&D&I activities of common interest carried out in the Spanish port system, creating thereby a more stable collaboration framework pooling together knowledge and experience in this domain.

Arturo Monfort, the head of R&D&I of the Valenciaport Foundation and Ana Martín, a project manager of the same entity, presented a summary of the results obtained during the project. They made special emphasis on the SWOT analysis of the Spanish Port System (SPS) in terms of R&D&I, on priority courses of action, on the need to create an efficient coordination mechanism and on the proposed course of action in parallel to the future development of a Strategic R&D&I Plan for the SPS.

For his part Alvaro Rodríguez, the technical head of the OPPE, presented two courses of work that the OPPE will be leading in terms of R&D&I. The first consists of the launch of a R&D&I Programme for projects aligned with the interests of the SPS in this field, the second course relating to progress on the generation of knowledge in the various thematic R&D&I fields identified.

The content of the report and the next steps to take in the R&D&I domain will be presented by Ignacio Rodríguez, the sub-director of innovation and technological development of the OPPE and leader of the IDISPE project, at the “5th Innovation in the Port Cluster Workshop - Management and Innovation: Strategic Partners” in Santander on 28-29 June.
The Valenciaport Foundation collaborates with the Latin American division of Hutchison Port Holdings to deliver a training programme

This past 8 May commenced the in-class phase of the training programme being delivered to the Latin American division of Hutchison Port Holdings (HPH) through which the Valenciaport Foundation will train 73 employees of the various container terminals managed by this global operator in Latin America.

The programme has a duration of 28 weeks and is divided into an in-class and an online phase. The in-class phase is to be given to two groups in the cities of Mexicanas de Veracruz and Michoacán. Its content includes topics like foreign trade, maritime transport and the port community and port management.

The online phase, composed of 9 courses of 3 sessions each, will be delivered through the Virtual Campus platform of the Valenciaport Foundation. Topics to be covered include intermodality, strategic planning, capacity and performance, ICTs, simulation, automation and energy efficiency, all of these being applied to container terminals. The programme is delivered by a group, led by Rafael Sapiña, the head of shipping lines and operators of the Valenciaport Foundation and coordinated by the training department of the foundation, of professional experts in each of these fields.

This training comes as part of a Collaboration Agreement signed this past 19 March between the Valenciaport Foundation and the Latin American division of HPH. The underlying goal of the agreement is to establish a joint cooperation system of an innovative nature. Thanks to this collaboration the Valenciaport Foundation will be able to buttress its position and prestige in the international maritime and port world.

The Valenciaport Foundation participates in the INTERMODAL South America trade show in Sao Paulo

This past April the Valenciaport Foundation participated in the INTERMODAL South America 2010 - International Logistics, Transport and Foreign Trade show. The foundation was represented by Paula Vieira, a R&D&I project manager and delegate of the foundation in Brazil. The trade show took place on 10-12 April in Sao Paulo and is considered the second most important show of the sector in the world.

During the INTERMODAL trade show Paula Vieira contacted various directors and representatives of different Brazilian ports such as the Port of Vitoria, the Port of Rio Grande and the Port of Compañía Docas de Rio de Janeiro, as well as the head of the IVEX in Brazil, amongst others.

Paula Vieira also had the opportunity on 9-10 April to attend in parallel the INFRA PORTOS 2012 conferences entitled “Innovations, Solutions and Challenges from a political, technological, management and investment point of view”.

During the conference several presentations were made on topics including the problems of bureaucracy in port procedures and solutions for the interchange of information, increased efficiency in operations and their respective investments in information technologies, perspectives of the freight transport market within the global economic environment, tendencies in private and public ports, land-use guidelines for new port investments and the development of inland waterways in Brazil, etc... These conferences counted on the participation of representatives of Brazil’s Secretariat for Ports (SEP), the National Agency for Water Transport (ANTAQ), the National Federation of Maritime Agencies (FENAMAR), the Brazilian Association of Terminals and Customs Enclosures, Drewry Shipping Consultants and of various port authorities of Brazil, etc...
The international conference “EGNOS and GALILEO for Marine and Maritime Applications: Opportunities and Challenges for European Regions” took place this past 16-17 April in Venice (Italy). The conference was organised by the Network of European Regions Using Space Technologies (NEREU), in which the Valenciaport Foundation participated.

The objective of the conferences was to analyse the opportunities and barriers still existing for the use of the EGNOS and GALILEO location services in the maritime and port domain. Both systems are based on technologies of the Global Navigation Satellite System (GNSS), expected over the coming years to offer a great deal of applications in all sectors linked to transport.

José Andrés Giménez, a project manager of the Valenciaport Foundation, participated in the conference by presenting various problems currently present in port operations related to efficiency and security. To this effect he participated in the round table debating the possibility of integrating the EGNOS and GALILEO systems with technologies currently being employed in ports.

The Valenciaport Foundation participates in the final conference of the TERCONMED European project

The Valenciaport Foundation participated this past 19-20 April with two presentations, in the final conference of the TERCONMED European project - Container terminals as key elements in Short Sea Shipping in the Mediterranean, led by the Port Institute for Studies and Cooperation of the Valencia Region (Feports).

Arturo Monfort Mulinas, the head of R&D&I of the Valenciaport Foundation, gave the presentation “The keys of operational efficiency in container terminals” and Carolina Correche, a R&D&I project manager of the same entity, gave a presentation entitled “Improving the coordination and efficiency of mode interchanges with ICTs”.

TERCONMED:
The TERCONMED project, financed by the MED Programme of the European Union, strives to promote short-sea shipping (SSS) by adapting container terminals to the LO-LO system and by simplifying customs requirements.

Students of the Masters in Port Management and Intermodal Transport travel to London

The objective of the international study trip organised by the Valenciaport Foundation for the students of the Masters in Port Management and Intermodal Transport is to allow them to familiarise themselves with the principal international maritime organisations.

To this effect the students of the 20th edition of the masters visited on 18-19 April key entities including Lloyd’s Register, the International Maritime Organisation (OMI), the International Chamber of Shipping, the Baltic Exchange & Gibson Shipbrokers and Steamship Insurance Management Services Limited.