

The background of the slide is a high-resolution image of Earth as seen from space. The horizon of the planet is visible, with a bright blue glow from the sun or moon just below it. The landmasses are dark, but the cities and urban areas are illuminated with a dense network of yellow and white lights, creating a stark contrast with the dark blue of the oceans and the black of space.

DAKOSY

Paperless Port with DAKOSY

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Agenda

1. **DAKOSY**

- Company profile
- Port Community System (PCS)

2. **Integrated platforms**

3. **Development of new services - examples**

- EMP 4.0
- TRUCKGATE

4. **Conclusion**

Company profile

Facts and figures

Management Board: Dieter Spark, Ulrich Wrage

Employees: 180 employees

Capital: 1.53 mil. Euro

Founded: 1982

Shareholders: Seaport Industry of Hamburg

Turnover 2017: 30 mil. Euro

Service times: 24/7

Locations: Hamburg (head office), Bochum, Frankfurt and Freiburg

Subsidiary: CargoSoft Bremen, 80 employees

Shareholder structure



Productlines



Cargo Communication



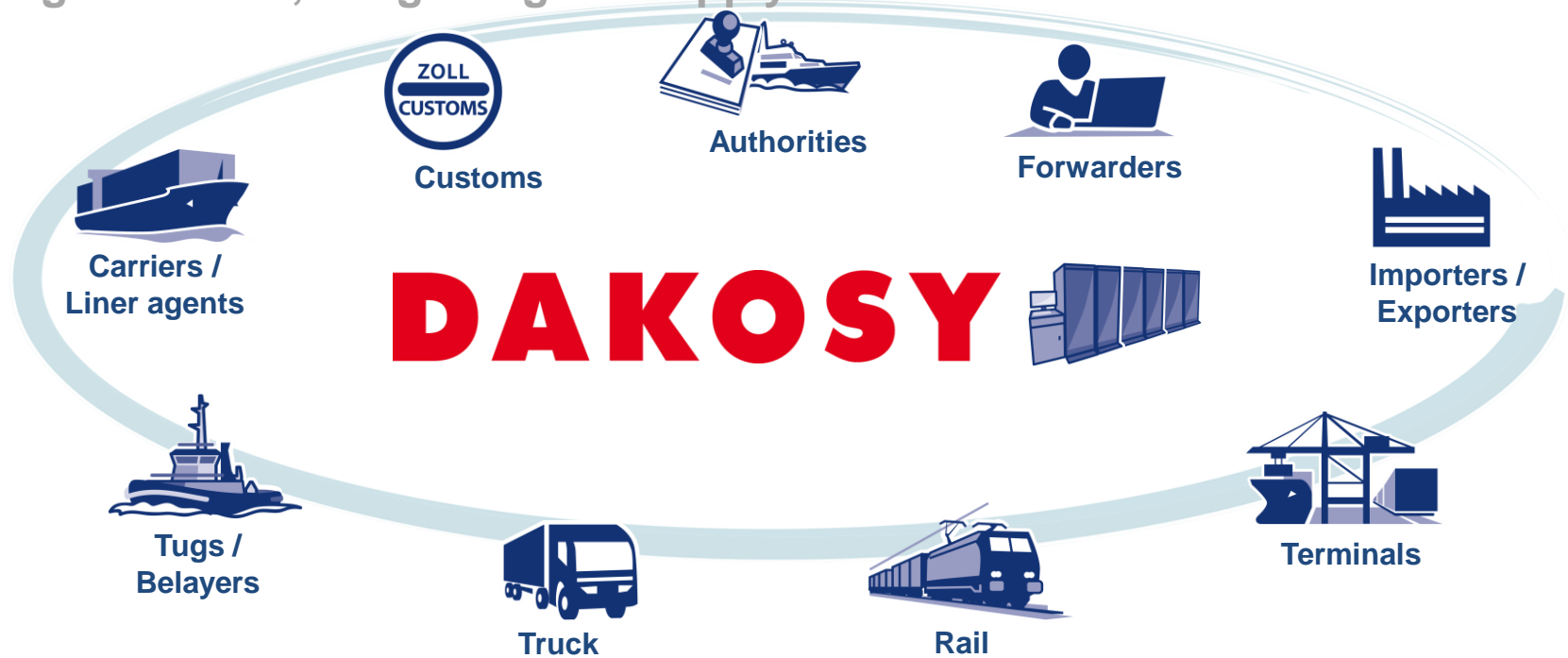
Customs



Logistics

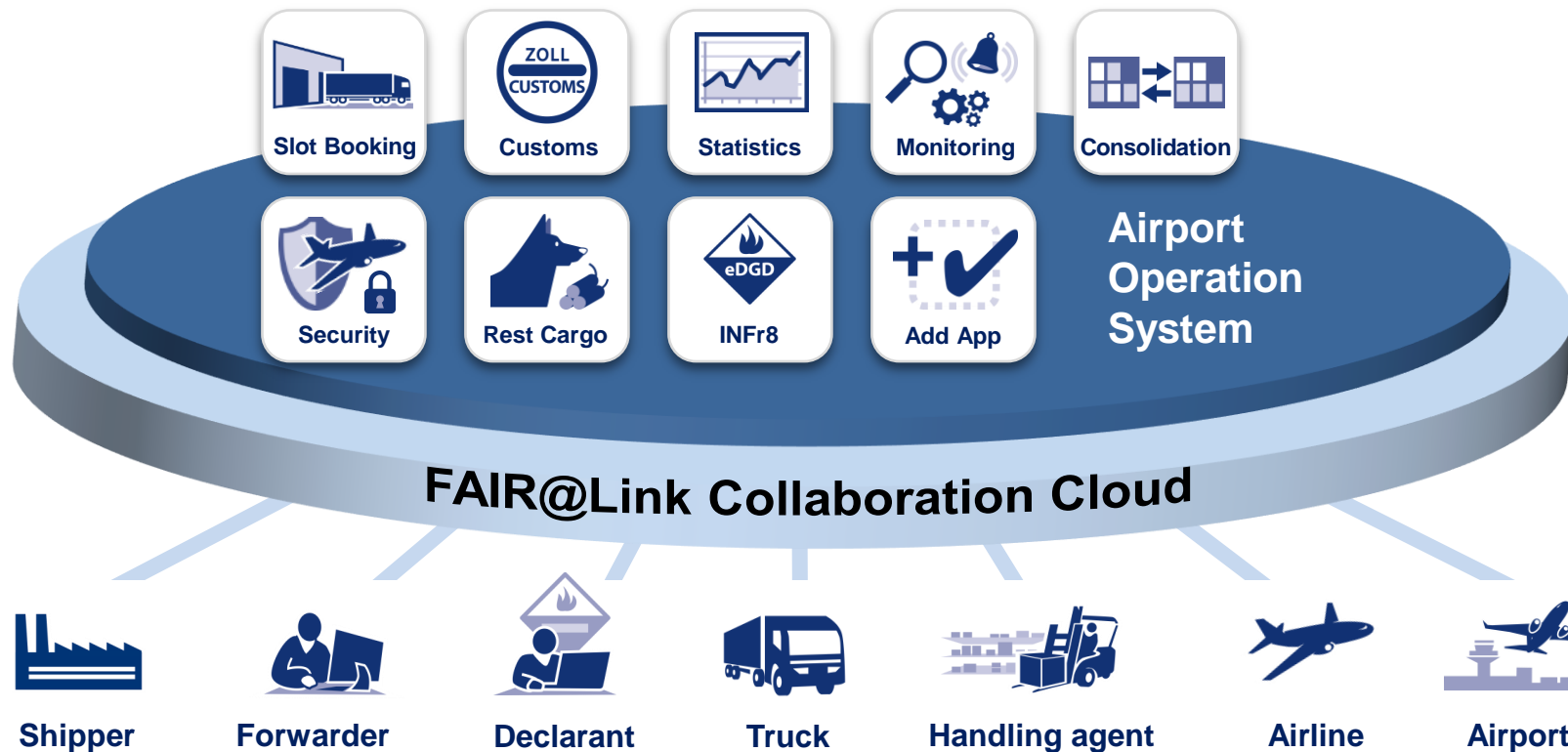
DAKOSY – Port Community System Hamburg

Single Window, integrating the supply chain



> 2,500 Companies

Port Community System Airport: FAIR@Link-Plattform



Cargo Community Systems



- ~15 to 20 of the world's largest seaports have a PCS
- 9 out of 10 of the largest seaports in the EU have a PCS,
7 of them state-owned / partially state-owned / under governmental control
- e – Quote Bill of Lading B/L worldwide ~ 55 %
Germany > 90 %



- 6 - 8 out of 20 of the world's largest cargo airports have a CCS (HKG, SGP, DXB, AMS, CDG, FRA)
- EU Schiphol - Cargonaut, partially state-owned
Paris – CIN, partially state-owned
Frankfurt – FAIR@Link, private sector
Hamburg – FAIR@Link, private sector
- under construction Brussels
Switzerland
- e – Quote AirWayBill worldwide approx. 50 % (IATA)
Frankfurt approx. 30 % (DVZ)

International Port Community Systems Association

- Formed in 2011 by 6 leading European PCS
- 45 members operating in 41 Countries
- More than 1 million user within our members around the world
- Estimated 20 bn + electronic messages a year (20m a day)
- Members currently handle the exchange of information
 - over 250 air and sea ports,
 - over 500m TEU and 8bn tonnes of cargo
 - Up to 50% world maritime trade going through members systems
- 5 Regions matching those of UN Regional Commissions
- IPCSA membership is open to:
 - ✓ Air and Sea Port Community System Operators
 - ✓ Air and Sea Port Authorities
 - ✓ Single Window Operators
 - ✓ International and Regional Organisations

The Single Window Principle

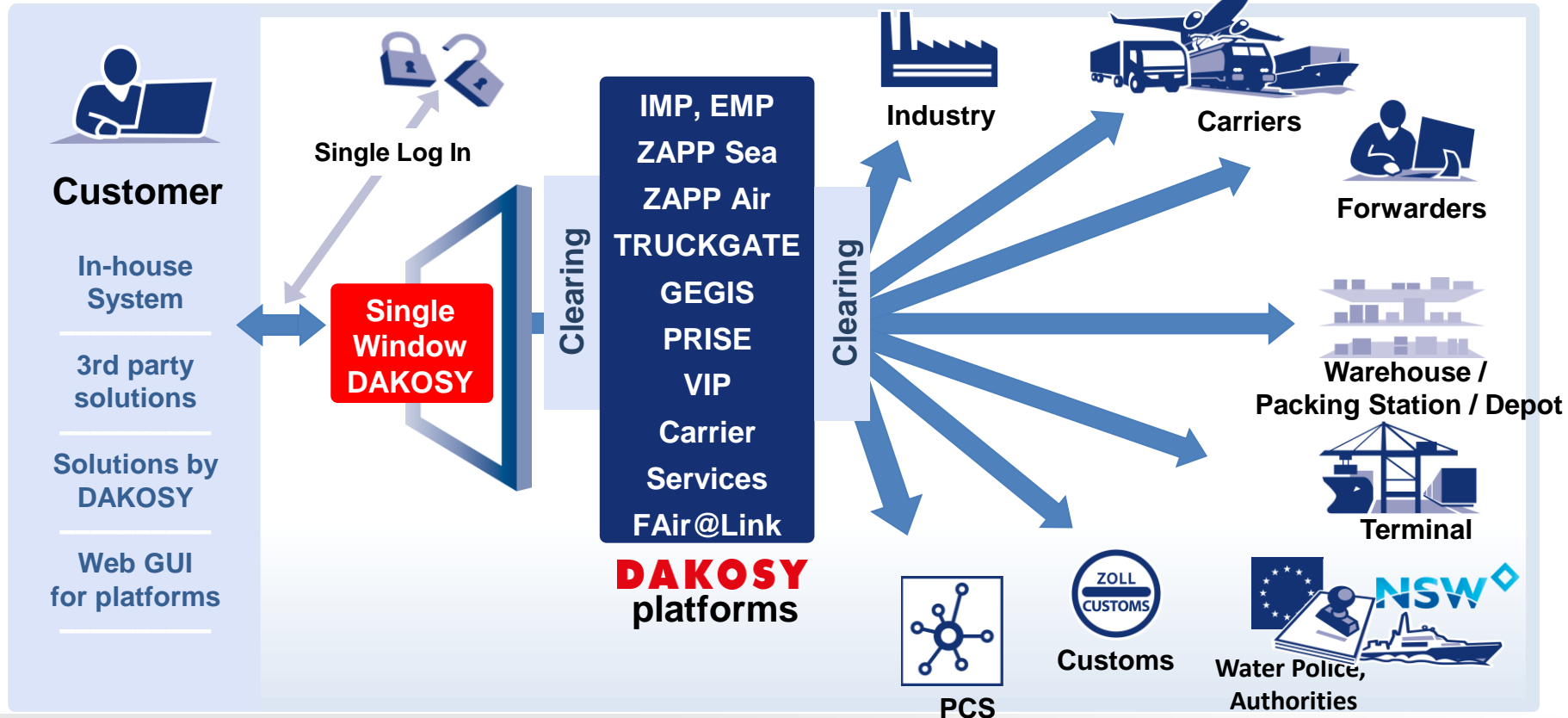
UN Recommendation No 33 (2005)

- „... a facility that allows parties involved in trade and transport to lodge **standardized information and documents** with a **single entry point** to fulfil all **import, export and transit-related regulatory requirements**. If information is electronic, then individual **data elements** should only be **submitted once**.,,

A Port Community System is a very special kind of Single Window, it...

- .. is a neutral and open electronic platform enabling intelligent and secure exchange of information between public and private stakeholders in order to improve the competitive position of the sea and air ports' communities;
- ...optimises, manages and automates port and logistics efficient processes through a single submission of data and connecting transport and logistics chains.
(Source: <http://ipcsa.international/pcs>)

How to connect to the Single Window@DAKOSY



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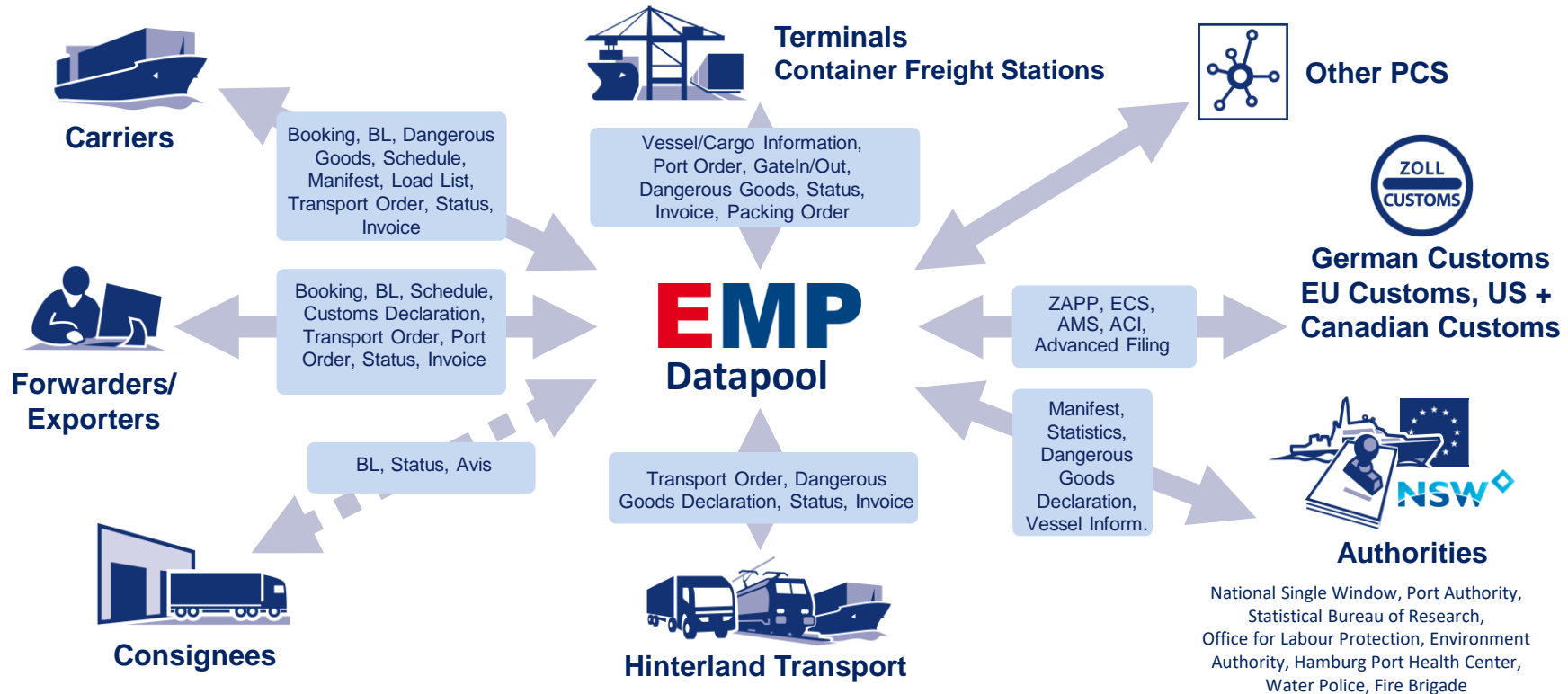
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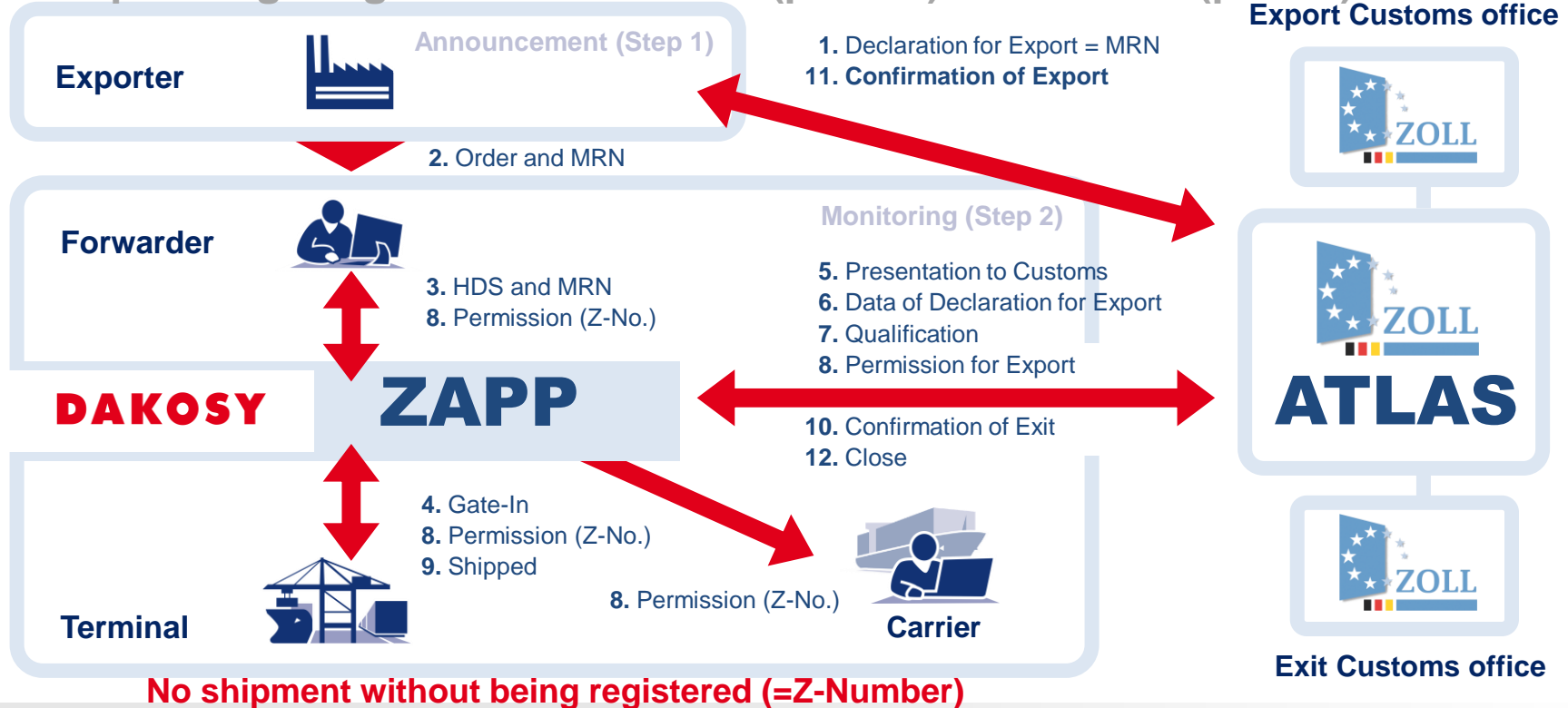
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Single Window – Export Management Platform

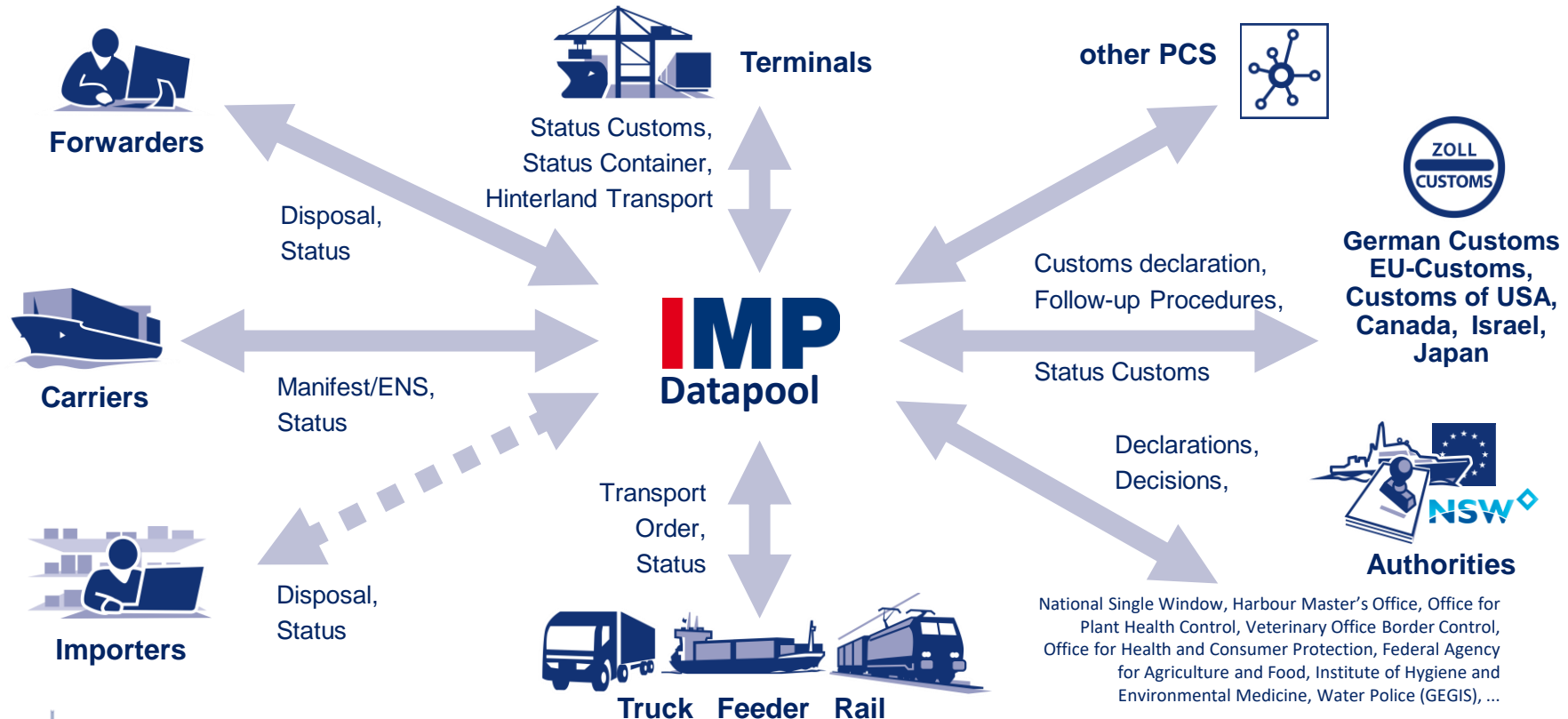


ZAPP – Sea and NSW Customs

Co-operating Single Windows: ZAPP(private) and ATLAS (public)

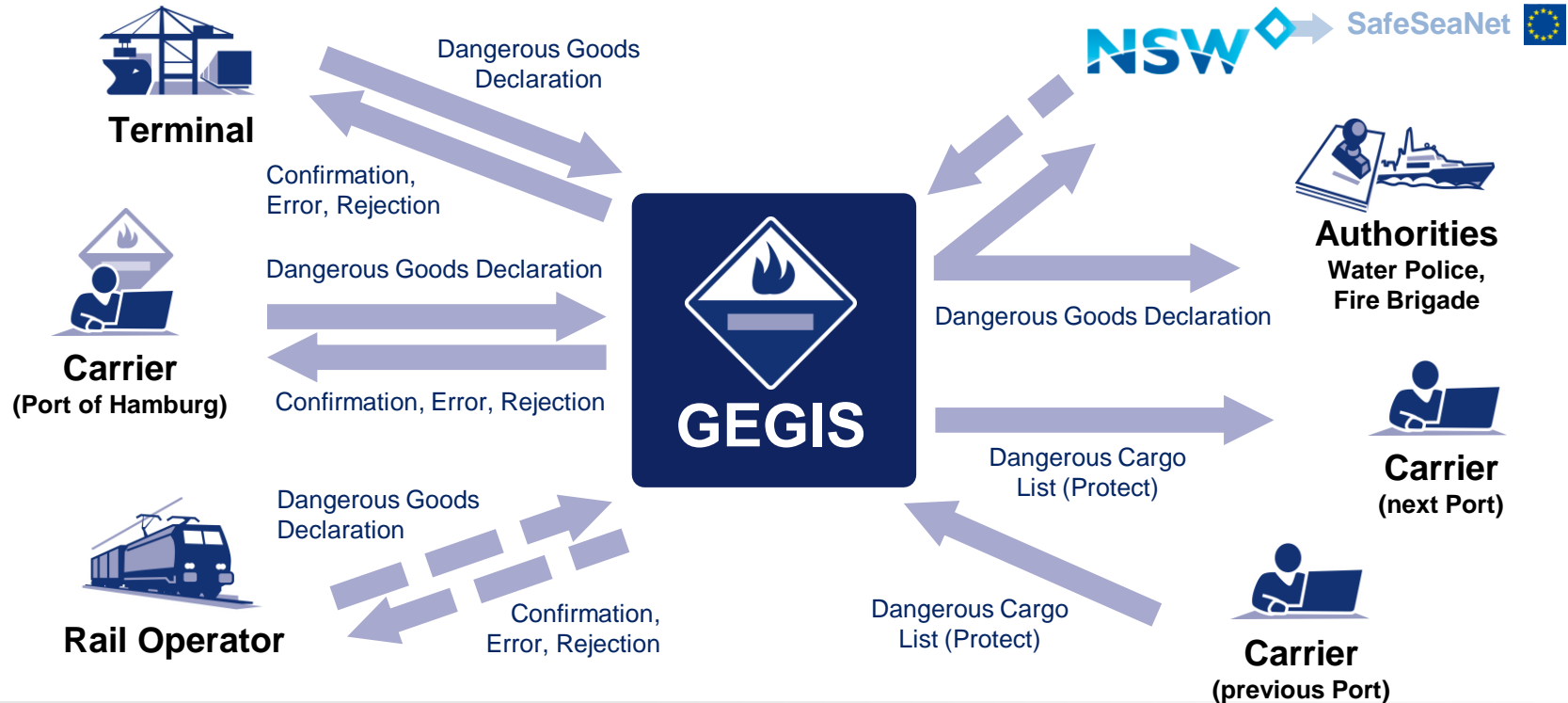


Single Window – Import Message Platform



GEGIS – Dangerous Goods Information System

Mandatory system covering all DG movements and storage within the harbour

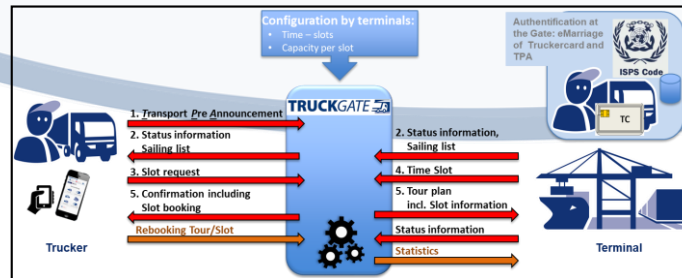
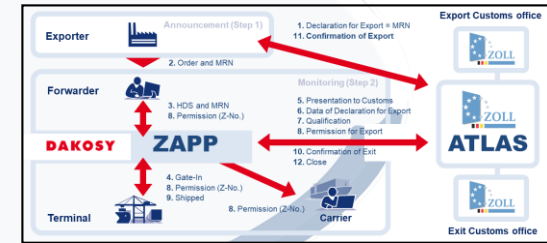
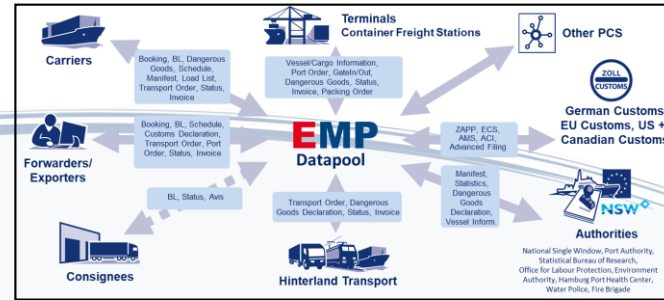
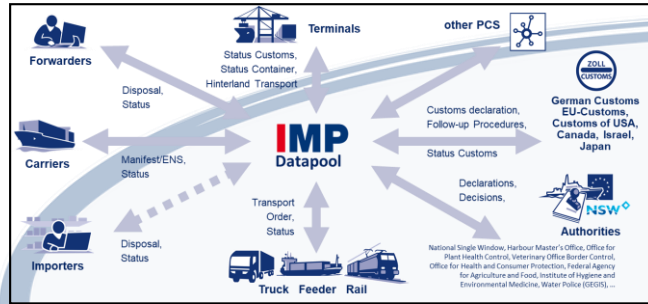


PRISE – Port River Information System Elbe

Platform in its own right; useful source of information for ship movements



Integrated platforms → exchange and re-use of data



Integrated platforms → exchange and re-use of data



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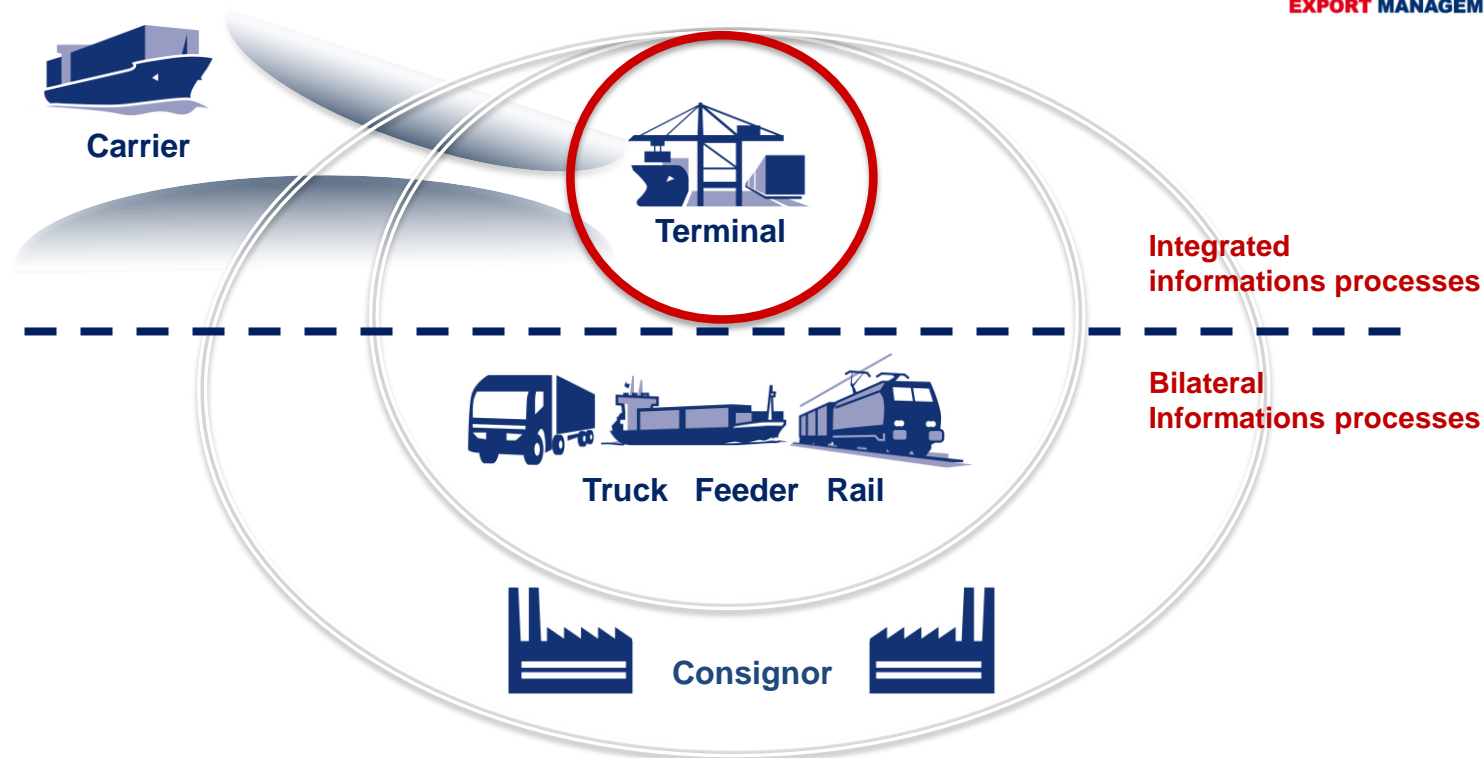
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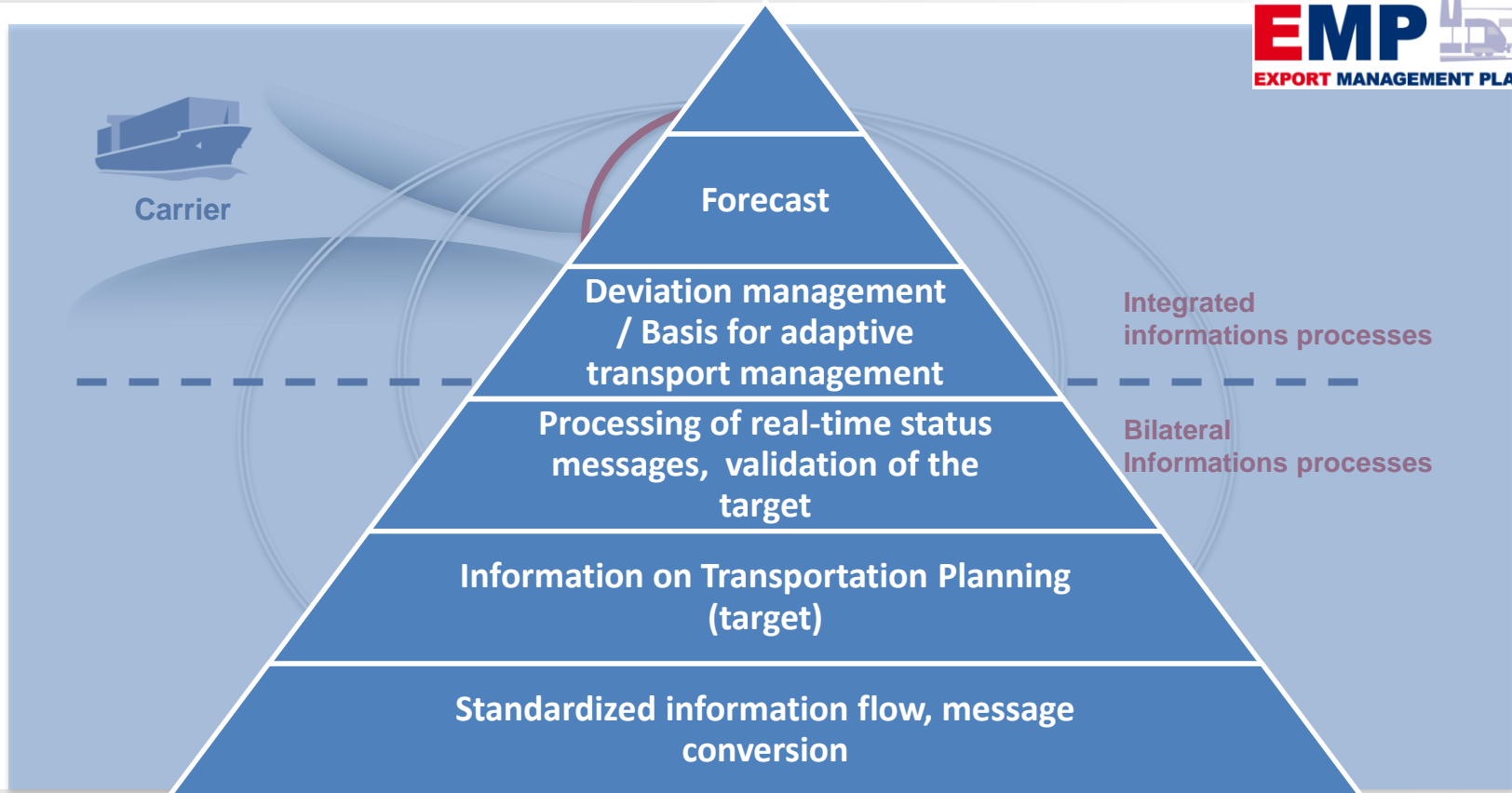
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EMP 4.0 – improving the existing and extending towards Hinterland

Ongoing project, 2017 - 2020



EMP 4.0 – targeted architecture



Focus on processes and informationflow



Industry



**Hinterland
transport**



Port



Sea



**Port of
Destination**



Exporter



Forwarder



Depot



Truck



Rail



Feeder
Barge



Terminal



Carrier



Authorities



A harbour in the middle of the city....

... is forced to grow in efficiency

❖ The challenge

- ✓ Better pre-planning at the terminals
- ✓ Minimising traffic jam
- ✓ Management of truck movements

❖ The remedy:

- ✓ Pre-announcement of Trucks at the terminals
- ✓ Mandatory Slot-booking

❖ The solution - TRUCKGATE:

- ✓ 1994 Start of phase 1:
 - ✓ Only Transport Pre-Announcement (TPA)
 - ✓ Voluntary participation of truckers
- ✓ 2016 Phase 2: TPA mandatory
- ✓ 2017 Phase 3: Slot request mandatory



Vehicle Booking System (VBS) TRUCKGATE

Central Control System,
managed by DAKOSY as
neutral third party

Configuration by
terminals:

- Time – slots
- Capacity per slot

Authentication at
the Gate: eMarriage
of Trucker and
TPA



TRUCKGATE

1. Transport Pre Announcement

2. Status information
Sailing list

3. Slot request

6. Confirmation including
Slot booking

Rebooking Tour/Slot

2. Status information,
Sailing list

4. Time Slot

5. Tour plan
incl. Slot information

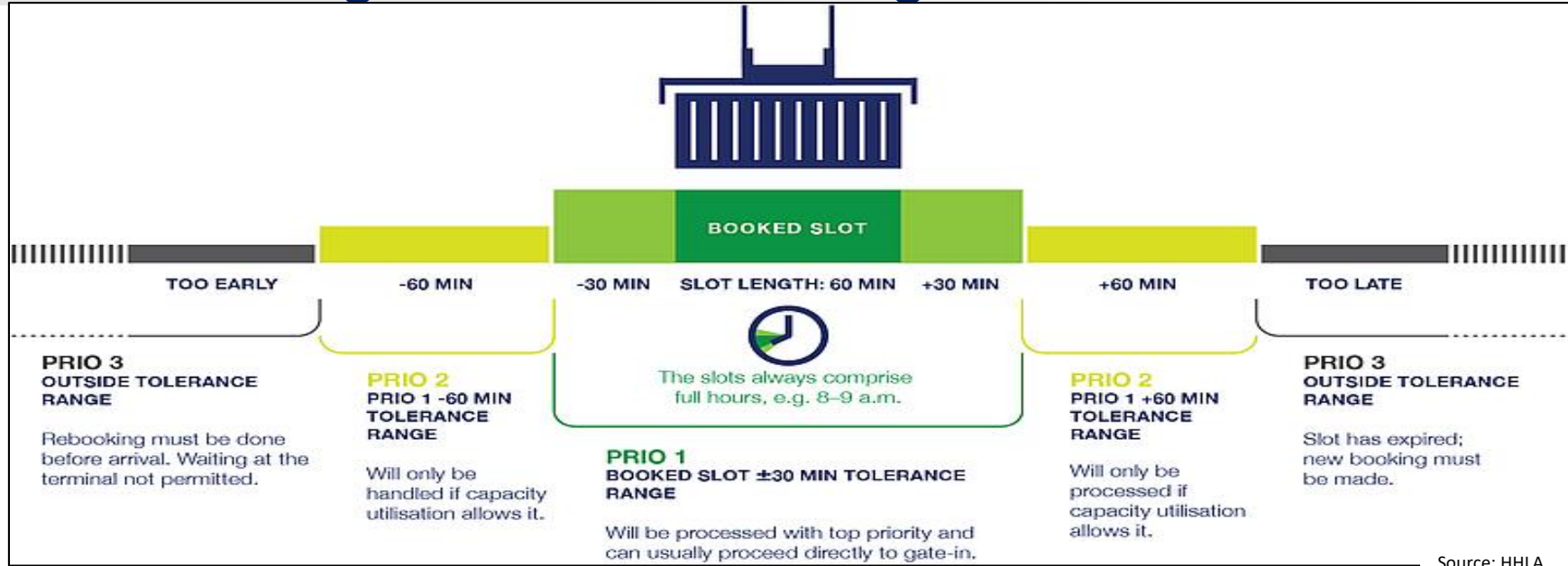
Status information

Statistics

Terminal

Trucker

Slot booking → the rules at the gate



Advantage for Truckers

- Avoids congestion and waiting at peak times
- If necessary, accelerated check-in

Advantage for Quay Operators

- More transparency with regard to anticipated truck traffic and the possibility of adapted resource planning
- Equipartition of tours throughout the 24 hour period

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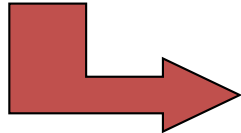
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Advantages for customers of the PCS

The Single Window DAKOSY...

- ✓ provides standardized interfaces and processes and guarantees a high reutilization of data
- ✓ provides excellent planning criteria for all involved parties (thanks to early available data, event-driven and process-controlled)
- ✓ offers optimized tracking & tracing services alongside the whole chain of transport
- ✓ opens a wide range of possible process automation



- shortened times of transport
- optimized usage of resources
- able to match the demands of a strong growth in transport



... makes the port transparent!!

Thank you for your attention

