

José Carlos Simão

Port of Sines Authority



Supporting EU's Freight Transport Logistics Action Plan on Green Corridors Issues



New challenges of the sector: environment

- Maritime Transport and ports: complex activity;
- Large number of players involved;
- Large volumes of cargo and different types of cargo inside the containers;
- Safety and security delicate issues;
- Official Declarative Acts and commercial secrecy.

- Pressure from the logistic chains;
- Procedures' de-materialization
- Real time information;
- Global systems and standards;
- Fast technological development.



Project's Objective:





JUP

Customs Systems

Ships and cargoes electronic clearance

Single window in the port

Procedures simplification and easiness

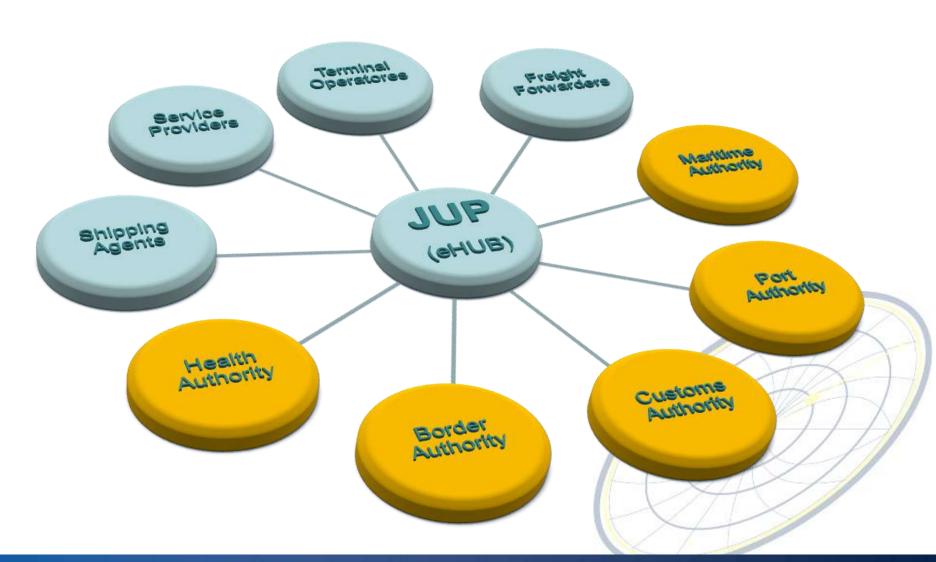


One Stop Shop Mission

To centralize on a technological platform all the information, documents and processes concerning the different players working at the ports, allowing the economic agents to present the information through a single channel, thus obtaining the needed clearances.



One Stop Shop Mission





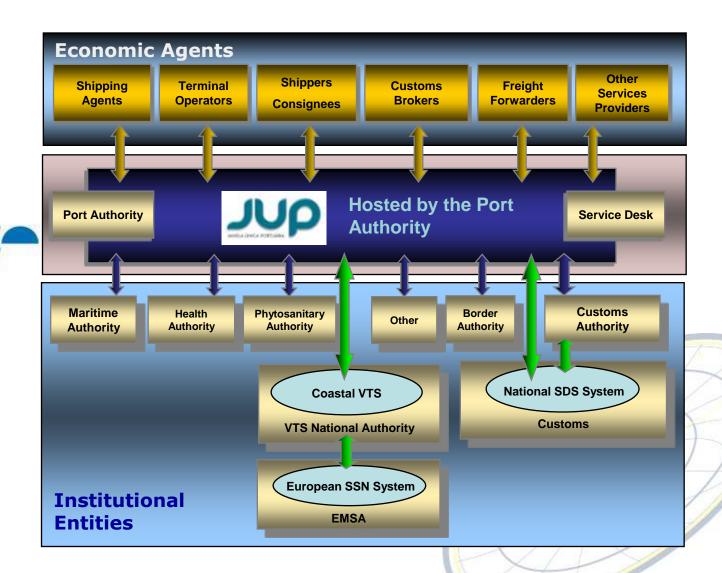
Main Development Phases of the JUP: Start Up Parallel Tests Developments Specificatio ns and customs protocol



Reception of the biggest container carriers in the world using the JUP

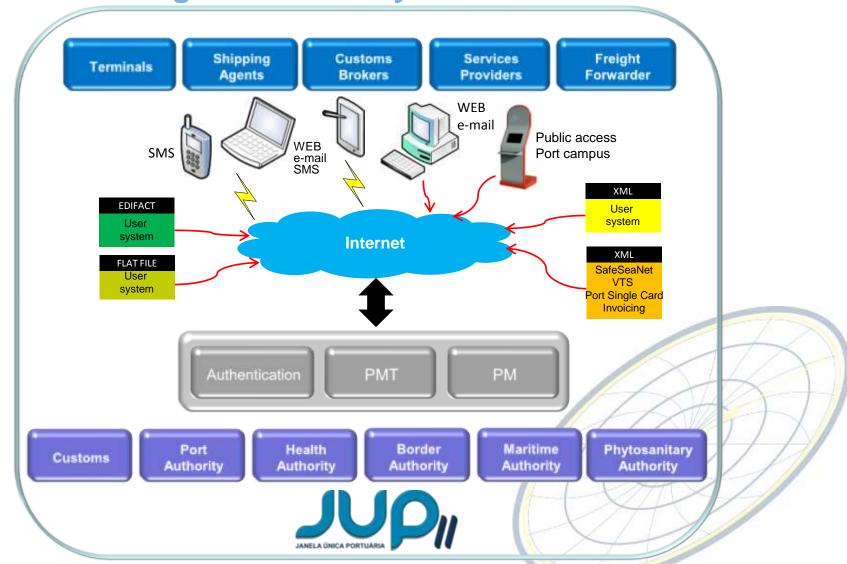








Multi-channel integration to every client





Shipping Agents and Customs Brokers- Authentication



The users under protocol with the DGAIEC must select the authorized access at the DGITA.

After the authentication, the user is redirected to the JUP home page, and transferring to his session an authorization issued by DGITA, which attests the accuracy of the information.

The access to the JUP does not require a new authentication. The Single Sign On concept is applied.





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Shipping Agents and Customs Brokers- Authentication

Should the authentication DGITA web page be unavailable, the JUP identifies the problem and allows local access.





Ship registry

Ship's notice of arrival

General Cargo Declaration

Import / Export Cargo Manifest

Crew / Passengers List

ISPS

Entrance Manoeuvre

Ships' points of notification

Operations' Clearance

Terminal handling lists

Ship's departure notice

Clearance to sail

Departure Manoeuvre

Customs Cargo Clearance

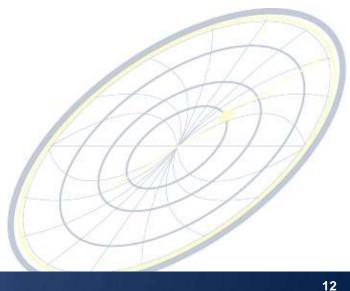
MSC CAMILLE

Capacity: 14.000 TEU

Length Overall: 365.52 m

Beam: 45.6 m

ETA: 08/03/2011





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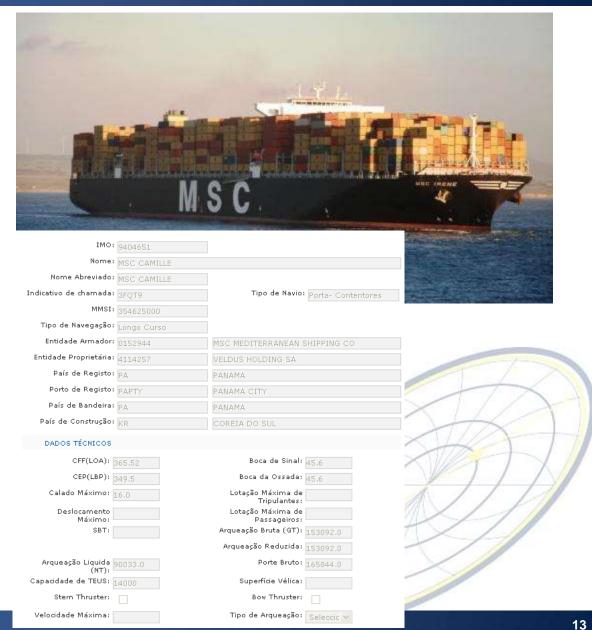
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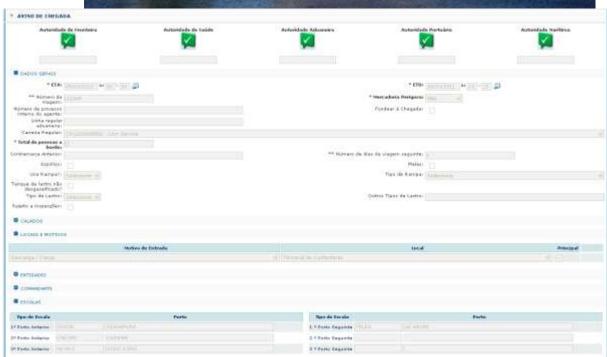
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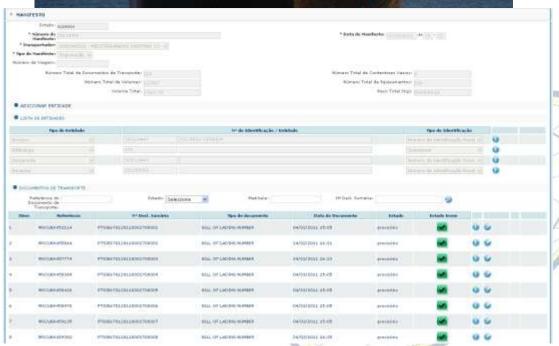
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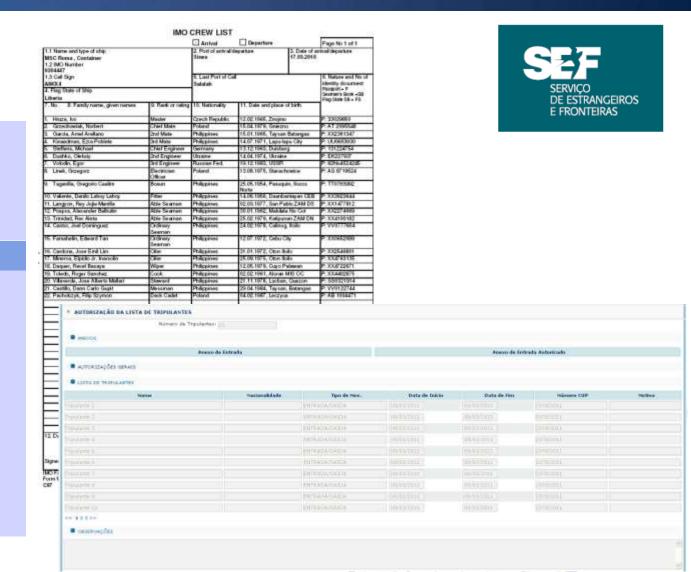
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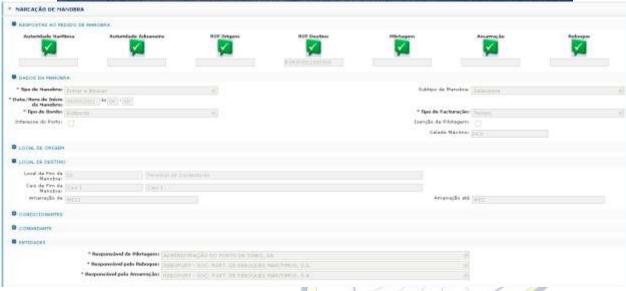
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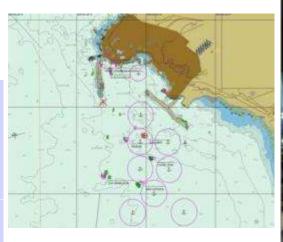
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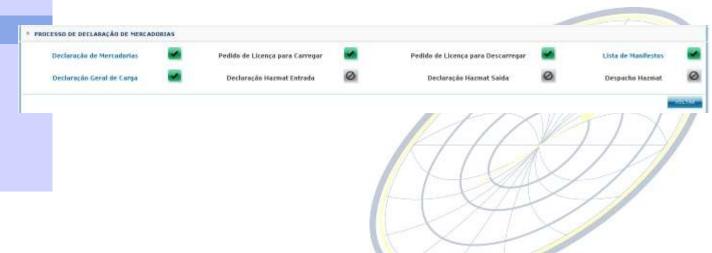
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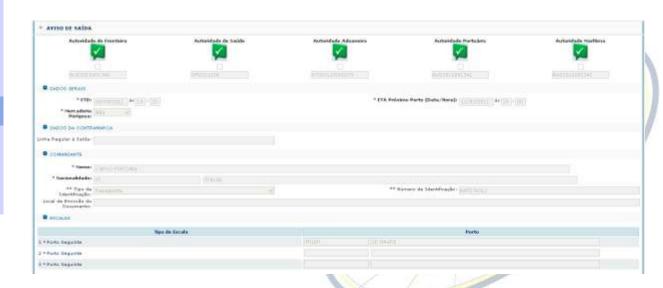
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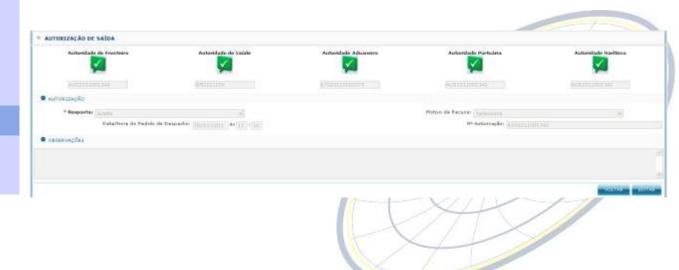














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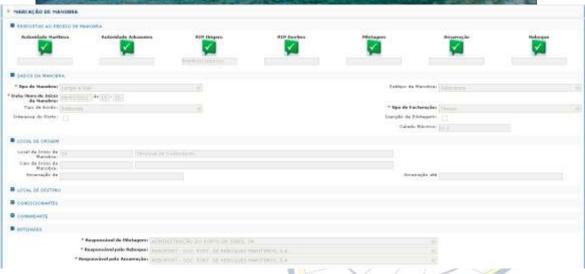
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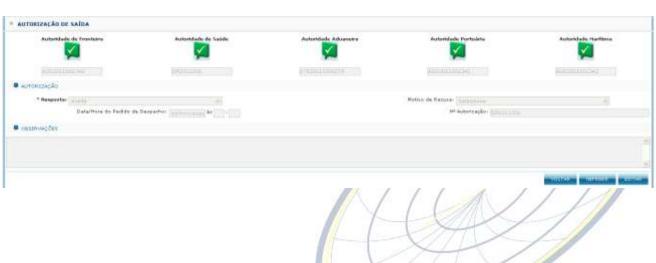
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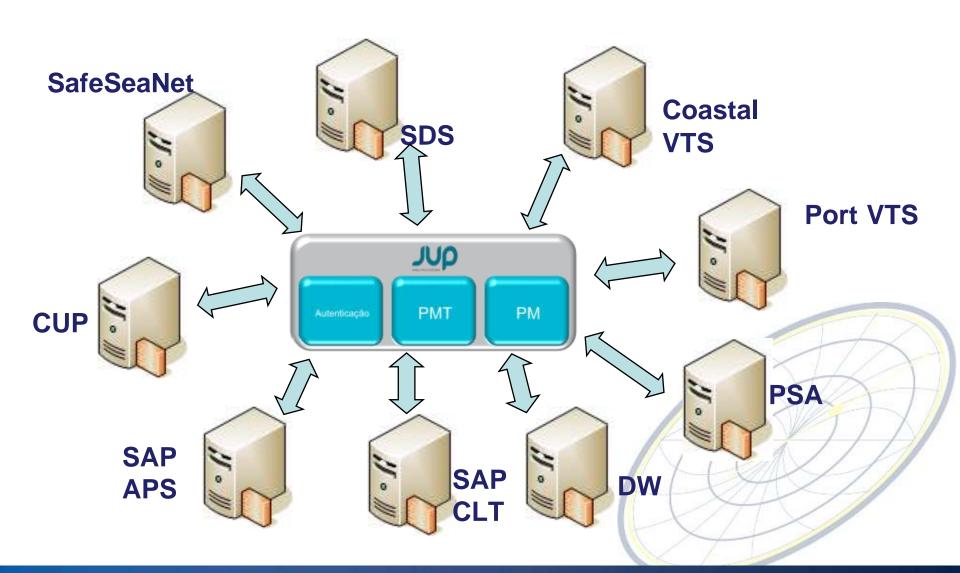
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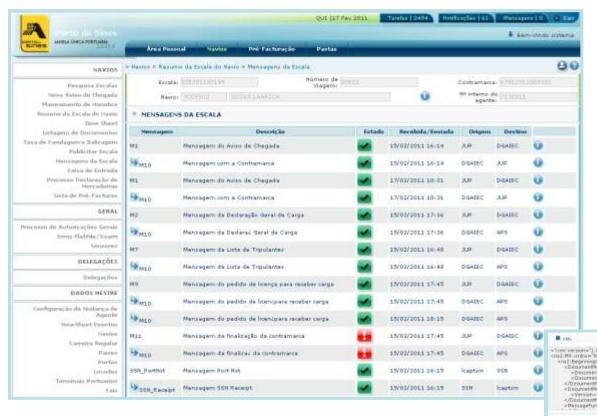
Inter-operability of the JUPII with external systems





JUP *II* – Integration with external services

The JUP II interacts with other systems through EDIFACT and XML messages. It is possible to monitor all the sent and received information for each call.

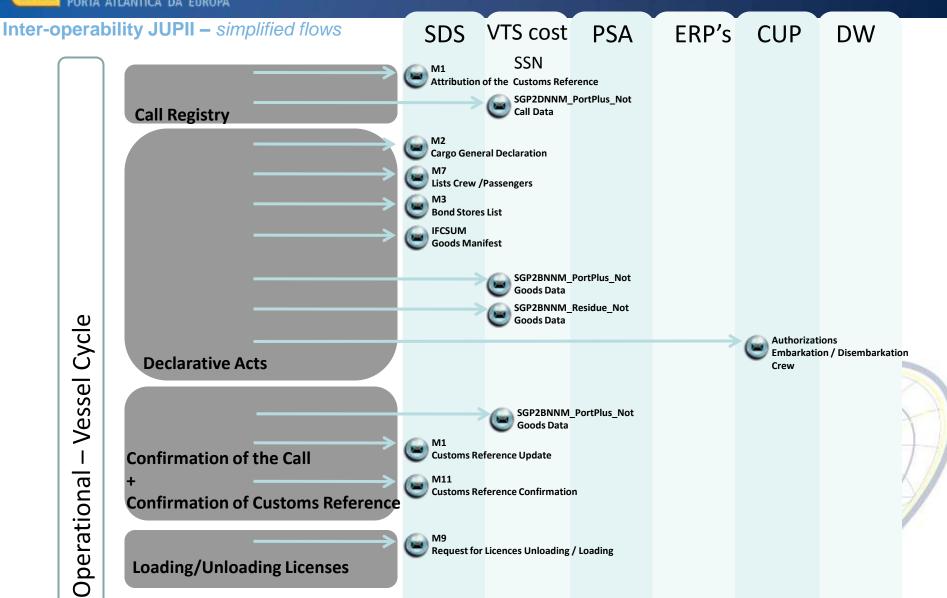


- Other systems of the Port:
 Port Single Card
 Invoicing (SAP)
- •Terminals' systems

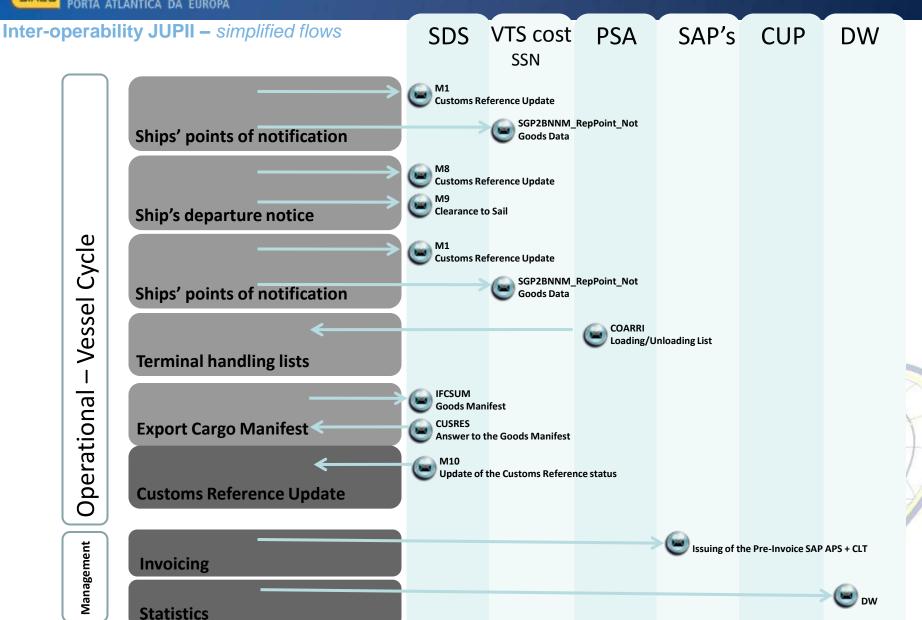
 CLT Invoicing (SAP)

 PSA (Cosmos)
- Shipping Agents' systems
- Authorities' systems
 DGAIEC (SDS)
 Coastal VTS SafeSeaNet









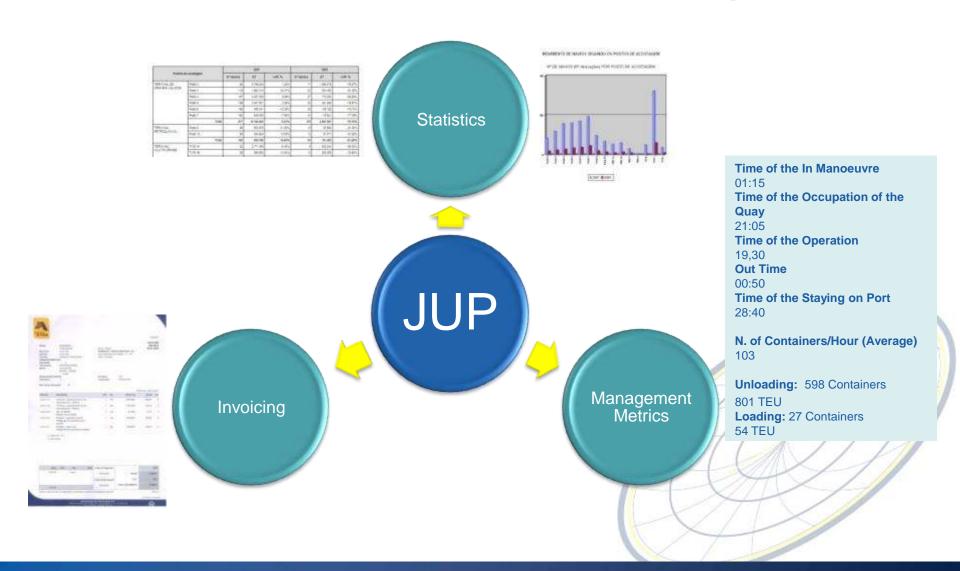


Increasing the port's competitiveness:

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Average antecipation time - Entrance (days):	3	
Average antecipation time – Departure (days):	0,5	
2010		
N. of vessels in commercial operation:	1.619]
N. of on board authorizations:	1.629)——
N. of authorizations for works on board:	316	
N. of authorizations for supplies:	554	
N. of general authorizations:	197	
N. of issued ship's departure notice:	1.619	
		170



Direct Outputs from the JUP to the port's management:









Thank You

APS - Administração do Porto de Sines, S.A.

Apartado 16 7520-953 Sines - Portugal

Tel. +351 269 860 600 | Fax +351 269 860 690

E-mail: geral@portodesines.pt

www.portodesines.pt











