The Port Community System (PCS) in the port of Odessa has implemented the following processes:

- creation of an order in the system by a freight forwarder (with all the enclosed documents: Bill of Lading, invoice);
- approval of an order by a marine agent;
- customs control (with the marks on necessary control forms);
- issue of an electronic badge by the port, for entering a transport facility to handle the container with the goods;
- permit marks of Customs and Frontier Services to leave a transport facility with a container picked up at the port.

This business case has a positive impact on the port-to-door transport costs and transit time for containerised imports routed via the Ukrainian sea ports. It improves the competitiveness of the companies involved in the transport chain. There are also societal benefits. In all, it helps to integrate Ukrainian economy into European and global trade, resulting in an anticipated producer and consumer surplus due to the more efficient allocation of both human and financial resources.

The solution allows all parties involved in the transport process and state regulatory authorities to send and receive information from a single source (single information system), in a single format, on the basis of one-time submitted data (i.e. there is no re-keying of information). The solution makes it possible to stamp permit marks in electronic documents and data. Another success factor is the high degree of integrateability. If it is necessary, there is the ability to integrate with other systems.

In general, in the Ukraine customs clearance efficiency has been poor. The most intensive process is the import of containerised goods with the customs clearance at the point of destination. Regarding this process, cargo owners complained that decisions on the permit to load goods into containers for the further exit from the territory of the port for delivery to the address of consignees in Ukraine were delayed or refused. Furthermore, there were cases of unauthorised removal of goods from the port with documents with fictitious Customs permit marks for the so-called executed cargo.

The entire document workflow in the Ukrainian ports as well as the planning of the workflow for import goods in the ports was carried out paper-based.

With the help of an improved transport-related communication increased productivity of the Ukrainian logistics sector should be achieved both on the micro and on the macro level, leading to a stimulation of foreign trade and market integration.

The implementation of the “Single Window – local solution” occurs through the development of the Port Community Single information system (Port Community System) in the ports of Odessa Region.
Case Description (Cont.):

The implementation of the “Single Window – local solution” occurs through the development of the Port Community Single information system (Port Community System) in the ports of Odessa Region. Starting in October 2012 with 6 forwarders several related processes have been implemented and tested. In May 2013 already more than 300 freight forwarders has been involved. In the end, there will be an exchange of information on shipped and accepted goods through the PCS between consignors and consignees, ports of departure and ports of destination (regional single window).

The implementation of the “Single Window – local solution” in the Port Community System is thought to be used for the development of a national “Single Window” for the Ukraine.

Case Description (Cont.):

For the Single Window Odessa, the process chain for containerised imports via the port of Odessa was divided into specific stages:
1) The preliminary information from the agent of the cargo;
2) Permit for commencement of commercial operations (“Free Practice”);
3) Information on the stevedoring company about the actual unloading;
4) Warehouse operations with the container (PCS – TOS);
5) The design of an electronic outfit (implemented at first stage);
6) Departure of the vehicle with a container from the stevedore’s area;
7) Exit from the territory of the checkpoint (port).

More information:

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Transport mode or supply chain elements:

• relevant transport modes: road, rail and maritime transport
• Transfer points: Terminals, ports; supply chain elements: transhipment, unloading, warehousing, handling, Loading, transport

Main actors involved:
Single Window Odessa is introduced by the Interagency Working Group on the implementation of the “Single Window -local solution” concept. The working group consists of Ukrainian National Committee of the International Chamber of Commerce (ICC Ukraine), National Institute of Strategic Studies, State Customs Service of Ukraine, Frontier Service, Ukrainian Sea Ports Authority. The Single Window Odessa is managed by the Ukrainian company PPL33-35 (software development and support). Customers are all stakeholders in the port of Odessa.