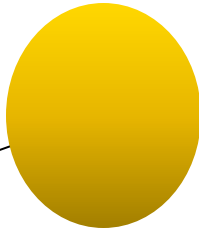


**Presentación por la Sra. Sabine Bazajet sobre el Sistema Comunitario de Carga para la Comunidad Portuaria y Marítima de Guadalupe (CEI.BA): "Asociaciones públicas-privadas para mejorar la eficiencia portuaria."**



First Cargo Community System in the Caribbean

# CEIBA

- Strategic Partnership with SOGET from Le Havre
- Projects Financed by the European Union
- Member of the Caribbean Shipping Association (CSA)
- Member of the Port and Maritime Association of Guadeloupe (UMEP)
- Member of the Promotion for Shortsea Shipping (BP2S)
- Member of PMAC (Port Management Association of the Caribbean)
- Member of the Chamber of Commerce and Industry Franco-Colombian
- CCLEC Partnership
- Member of the Maritime Cluster of Guadeloupe



# **CARGO COMMUNITY SYSTEM**

**Single Window which automise,  
optimise and orchestrate all port  
customs and logistics procedures and  
processes**

**Complete paperless system for trade  
facilitation**





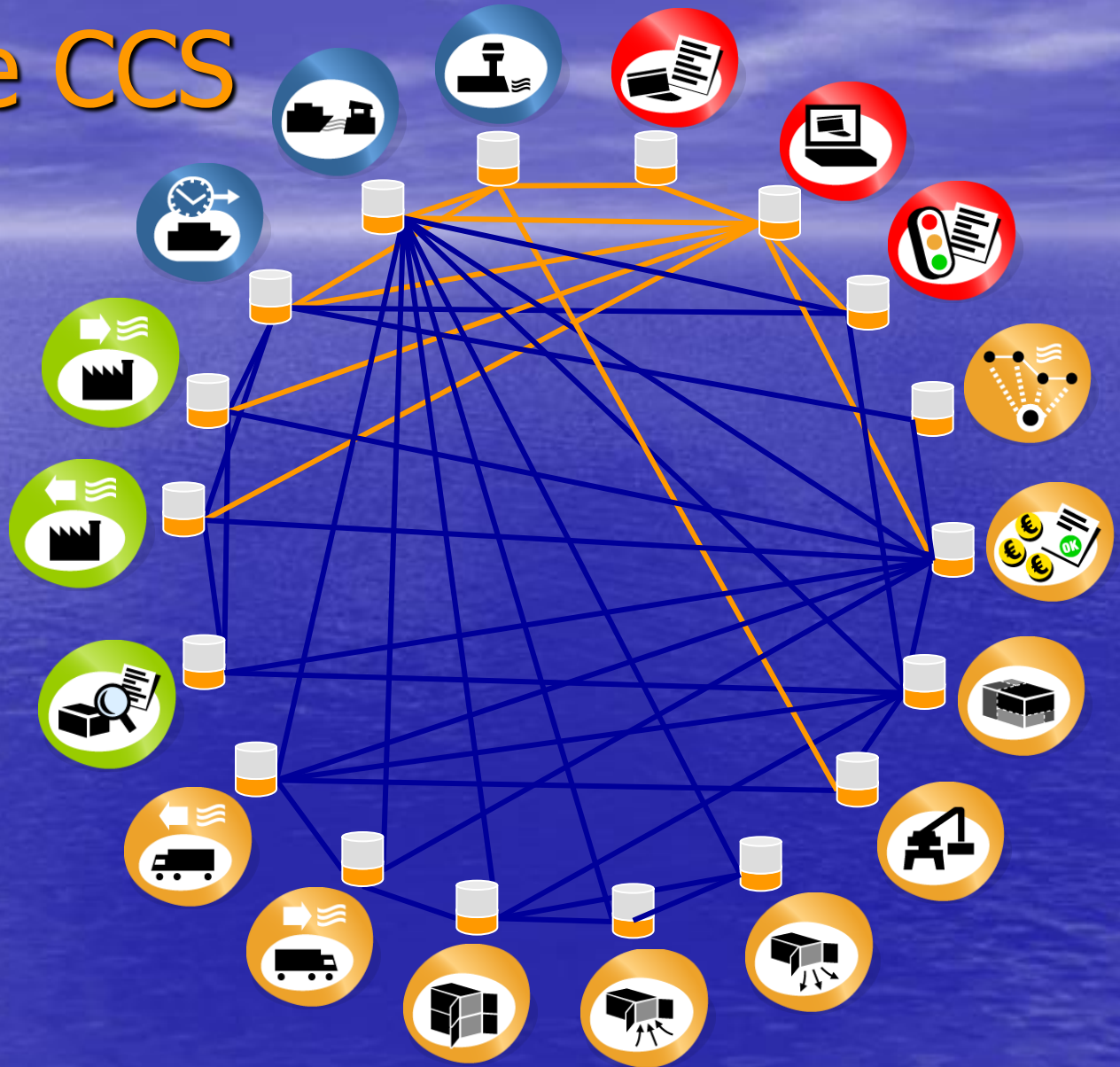
# CARGO COMMUNITY SYSTEM in GUADELOUPE



# Before the CCS

— Electronic Procedures

— Manual Procedures





# NOW



# Key Features



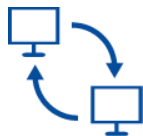
Paperless environment



Streamlined procedures



Tracking and tracing of the whole supply chain



Information system interoperability with all stakeholders

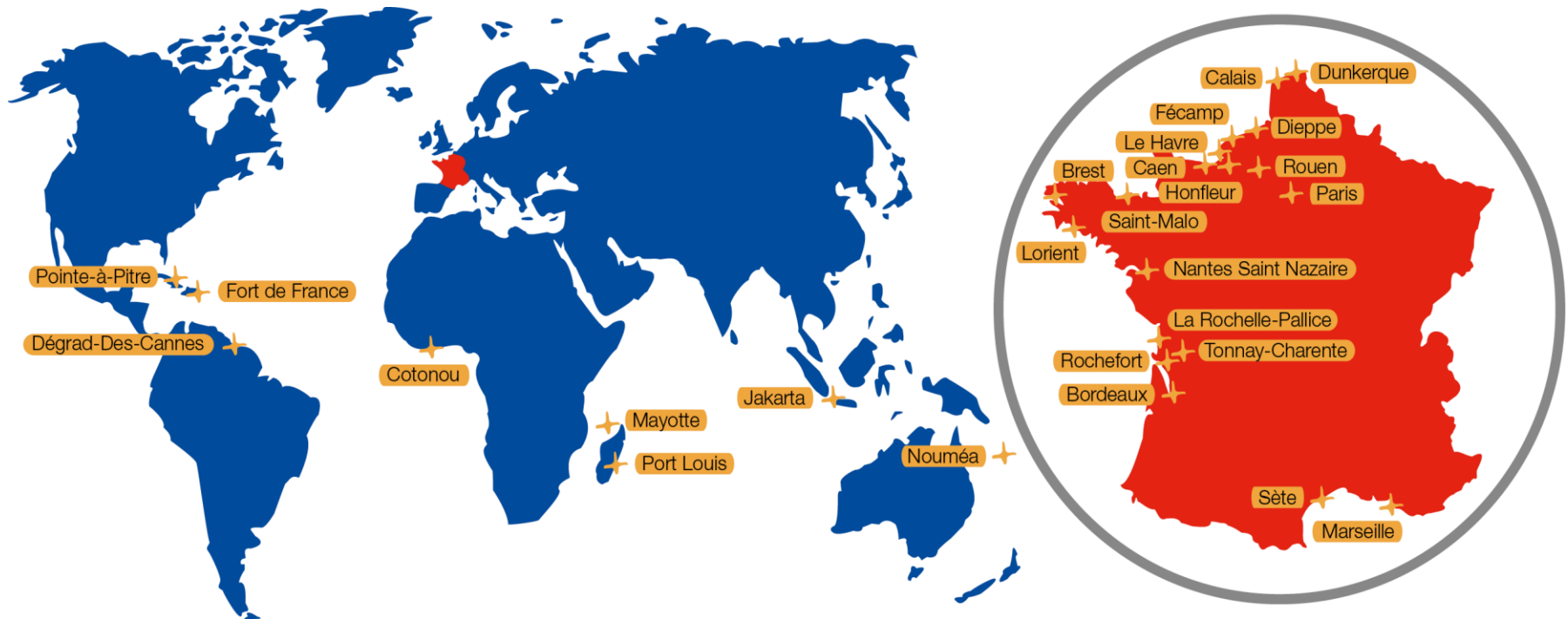


Data protection and security





# 20 AP+ CCS in the world

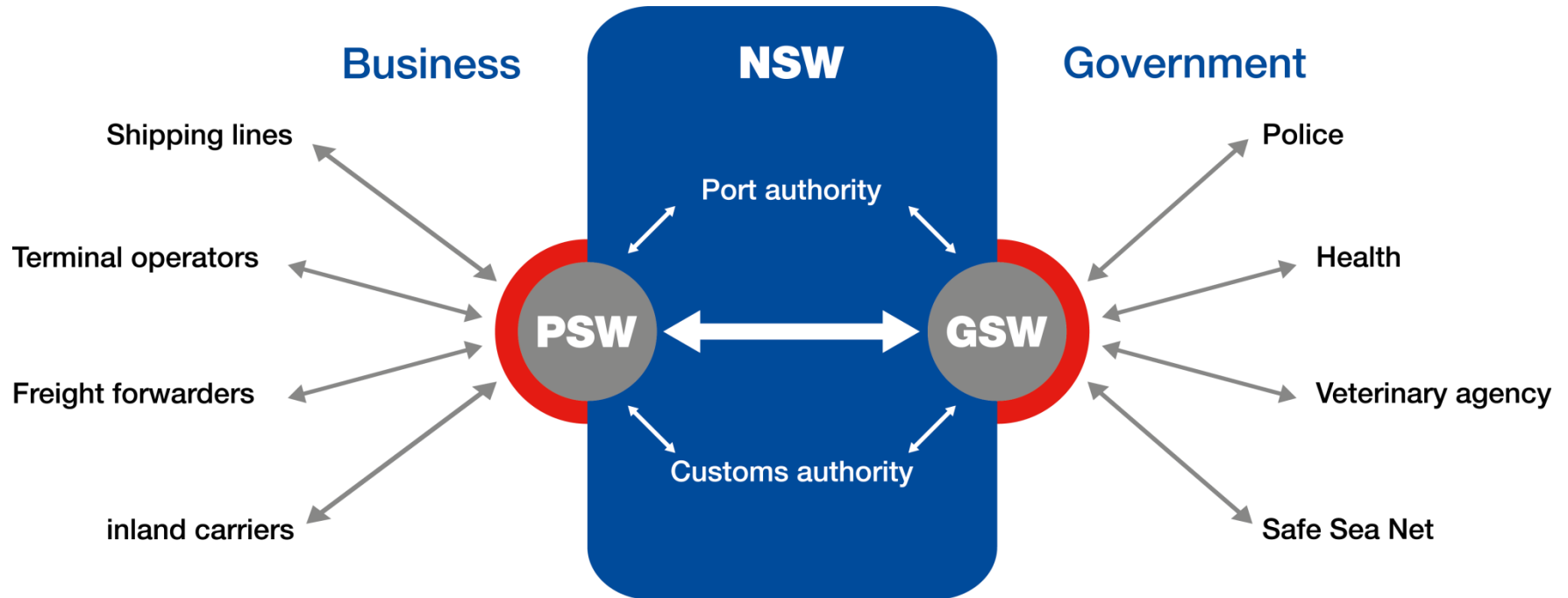


# All Ways

- **Trade:** Import, Export, Transshipment & Transit
- **Mode:** Maritime, River, Truck, Rail, Air, Land Borders
- **Traffic:** Bulk, Conventional, Roro, Container, Roro, Container, Cruise, Ferries



# Public and Private stakeholders (PPP)



# Private Public Partnership

- Objective: implement and operate the trade facilitation and supply chain security platform
- Equity partners:
  - Port Authority
  - Shipping Association / Shipping community
  - Freight forwarders / brokers association
  - Exporters associations / Chamber of Commerce
- Legal framework:
  - Shareholders agreement
  - Structured financing
  - Customs Regulations
  - Evidence act
- Business Model



# CCS

- Import
- Export
- Transshipment
- Other services

# IMPORT

- Manifest reception
  - Vessel arrival
  - CTU unloading
- Customs declaration
  - Transport order
- Trucker Identification
- Gate out autorisation
  - Gate Out



# EXPORT

- Booking confirmation
  - Empty CTU order
  - Empty CTU Gate out
- CTU reception by exporter
  - CTU Departure from the exporter
  - Custom declaration
- Authorisation to move the CTU





# Transshipment

- Transshipment Demand
- Transshipment Autorisation
- Notifications to the various stakeholders



# Other services

- Real time notifications to stakeholders
- Tracking
- Electronic Signature
- Electronic payment

# Why an country should implement a CCS

- To increase tax and duties revenue
- To increase security and safety
- Trade Facilitation
- To become a more attractive port and maritime community
- To the enhance logistic performance of the country

# Advantages for stakeholders

- Port:
  - Terminal Optimisation du terminal
  - Port Statistics
  - Port Tax and duties
- Douanes:
  - No manual
  - Base for 'risks targeting'
  - Increase duties and tax perception
  - Trade facilitation



- Government:
  - Phytosanitary demand
  - Import and export licencing

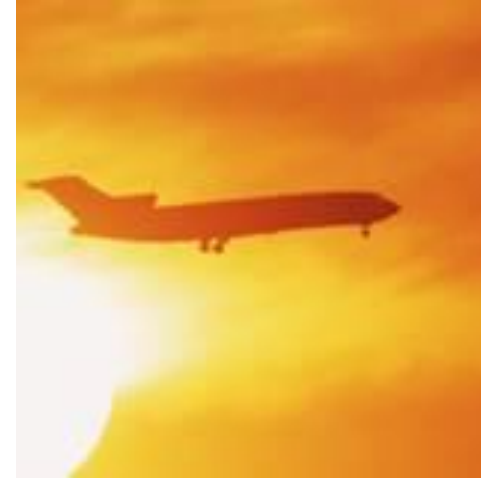


- Port Operators :
  - Procedures Optimisation
  - Increase Productivity
  - Reducing Waiting time
  - Tracking



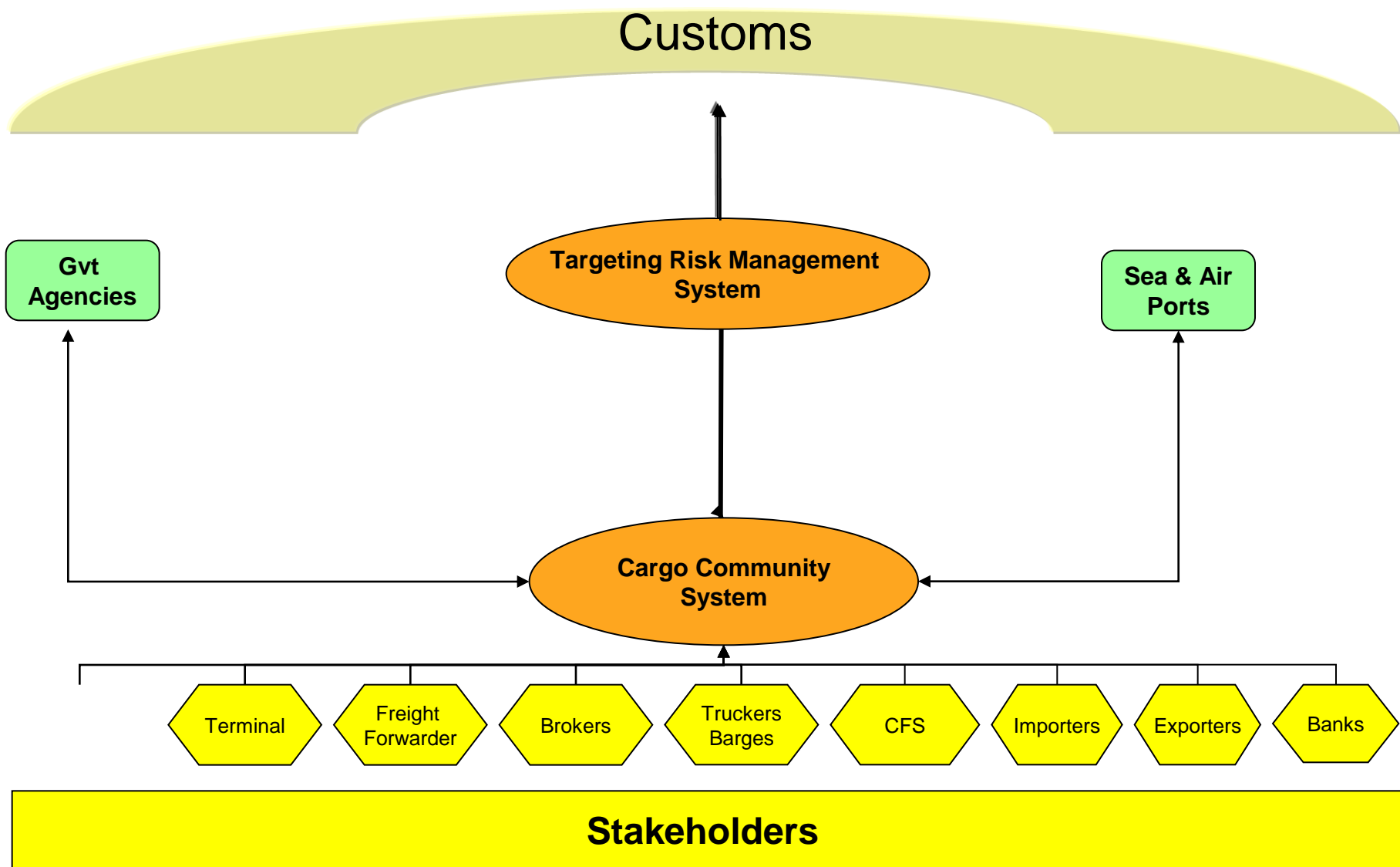


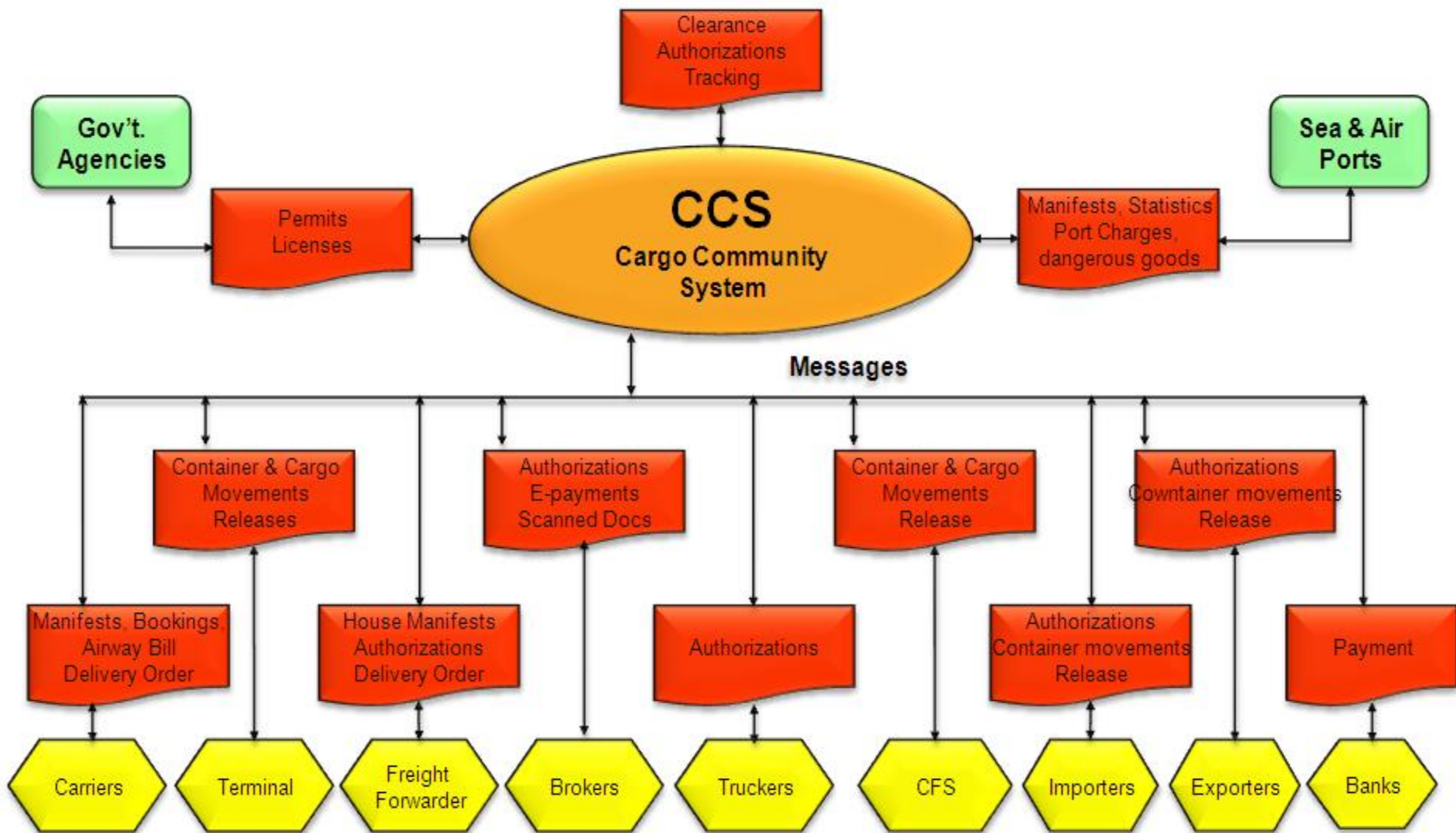
- Freight Forwarders and Brokers
  - Simplified Procedures
  - Time saving
  - Anticipation of procedures
  - HR Valorisation
  - Real time tracking



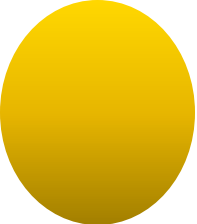
- Truckers
  - No waiting line in front at the Gate
  - Becoming a real player in the logistic chain
  - Paperless preocedures
- Importers / exporters
  - Time saving
  - Optimised logistic chain
  - Tracking possibilities











# Thank you !

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