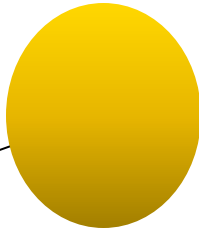


Présentation par Mme Sabine Bazajet du Cargo Community System pour la Communauté portuaire et maritime de la Guadeloupe (CEI.BA): « Partenariats public-privé pour améliorer l'efficacité portuaire ».



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



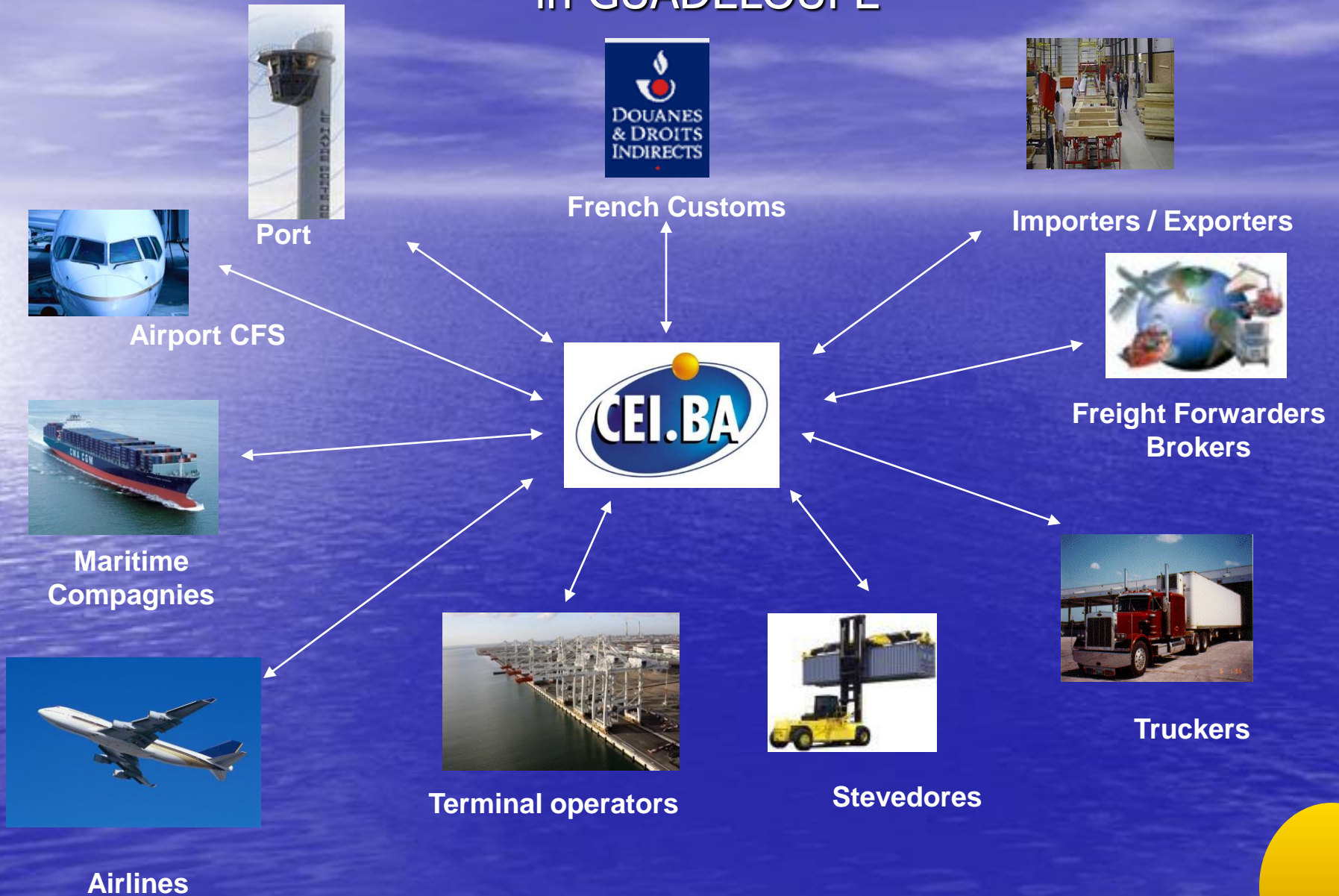
CARGO COMMUNITY SYSTEM

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

**Complete paperless system for trade
facilitation**



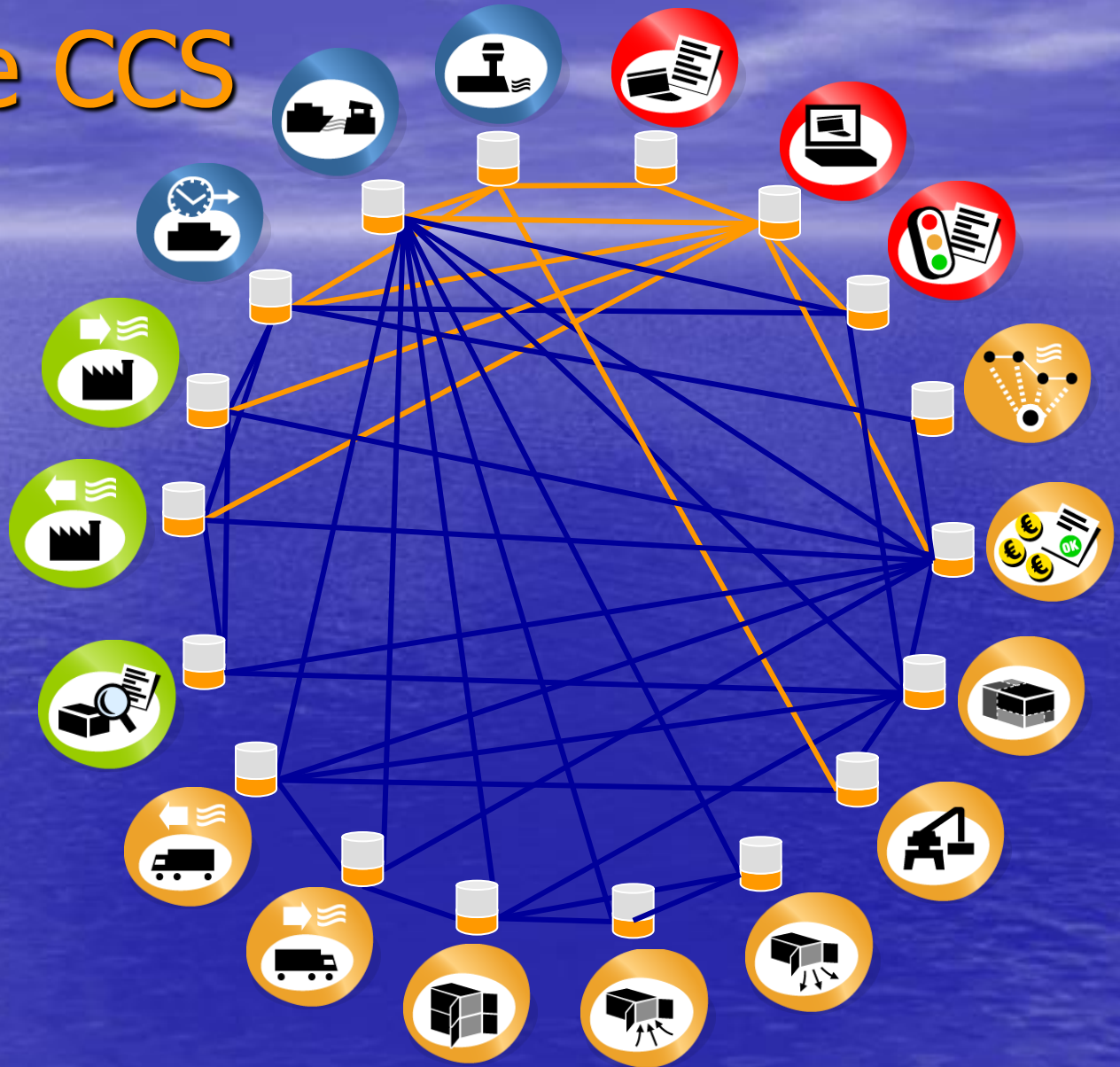
CARGO COMMUNITY SYSTEM in GUADELOUPE



Before the CCS

— Electronic Procedures

— Manual Procedures



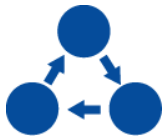
NOW



Key Features



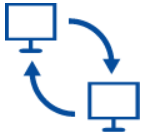
Paperless environment



Streamlined procedures



Tracking and tracing of the whole supply chain



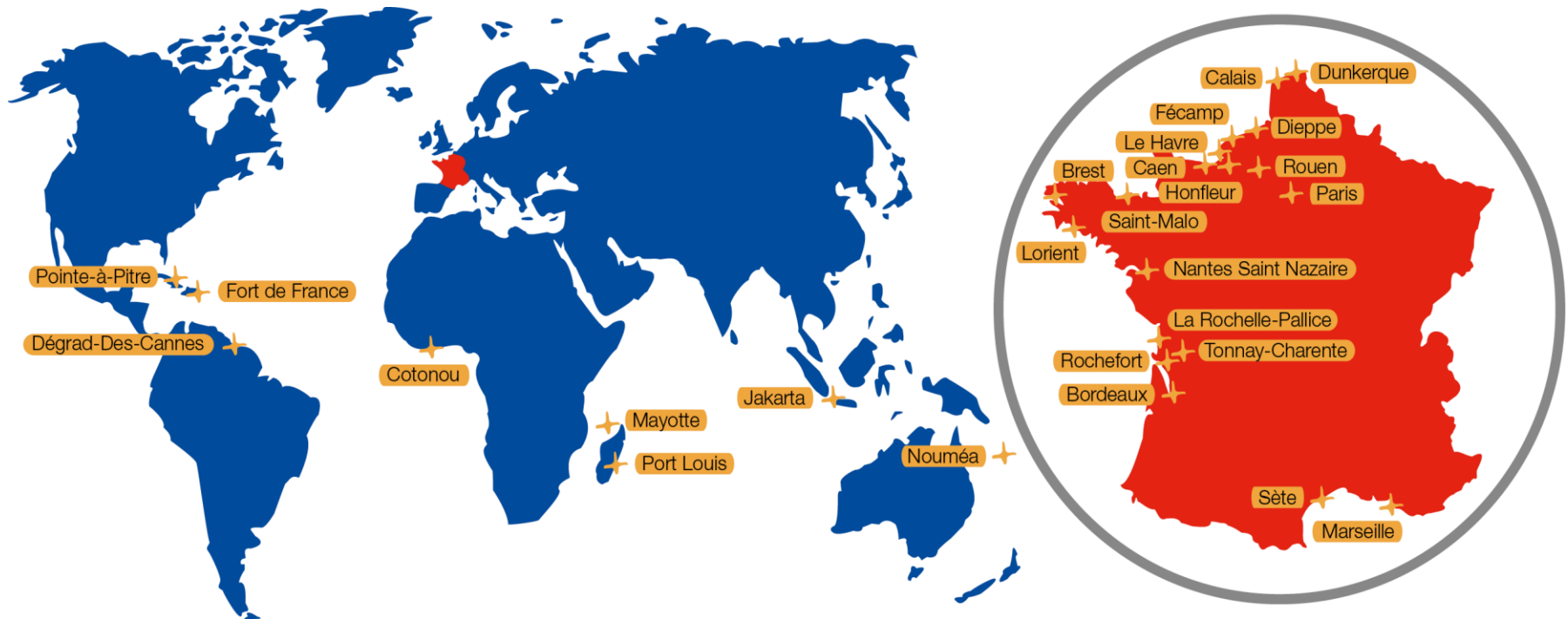
Information system interoperability with all stakeholders



Data protection and security



20 AP+ CCS in the world

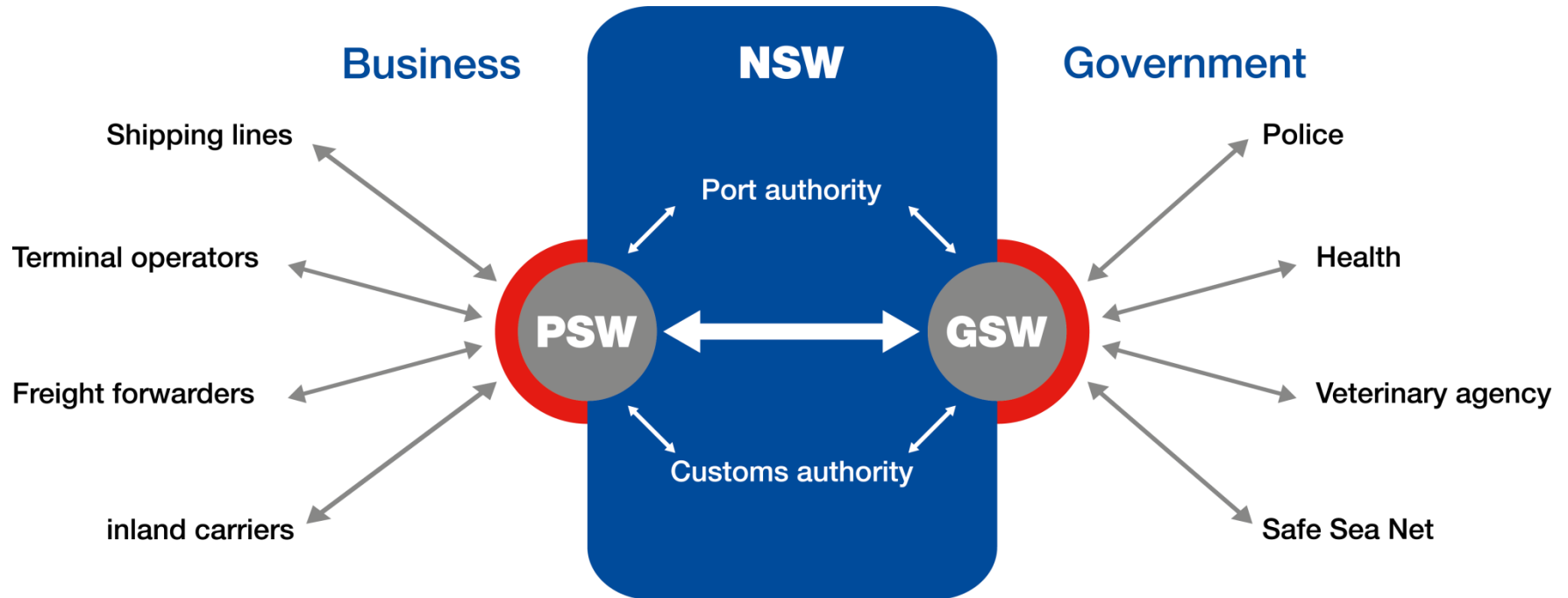


All Ways

- **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



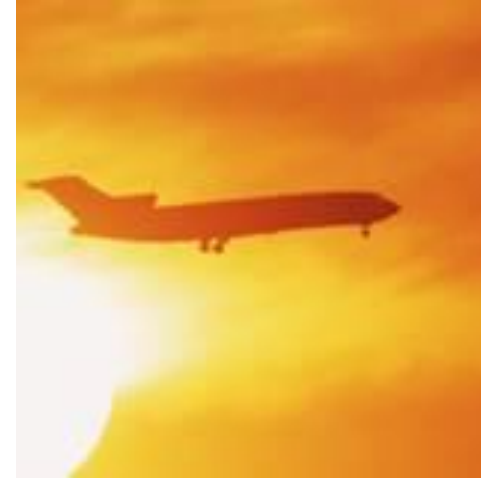
- Government:
 - Phytosanitary demand
 - Import and export licencing



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

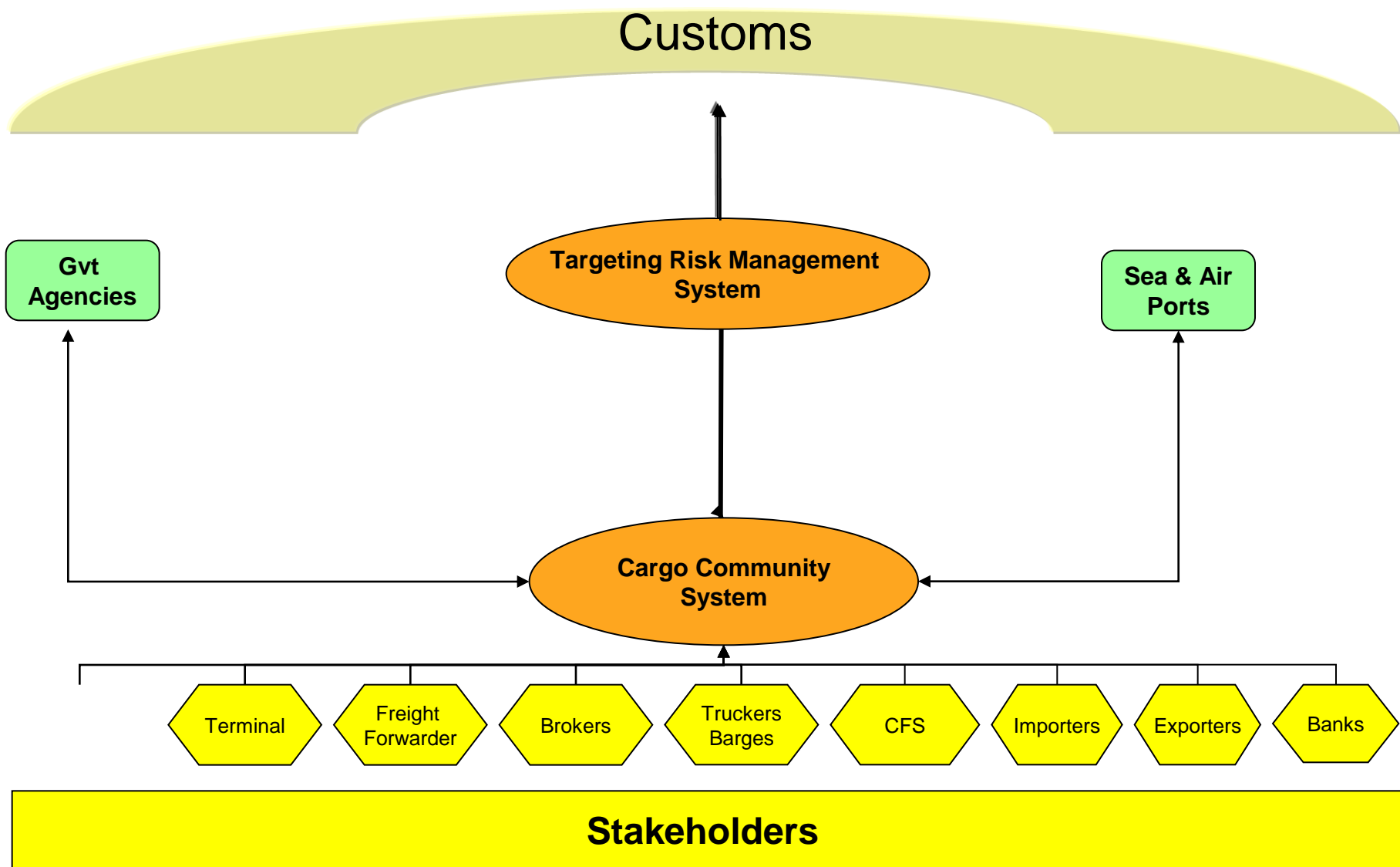


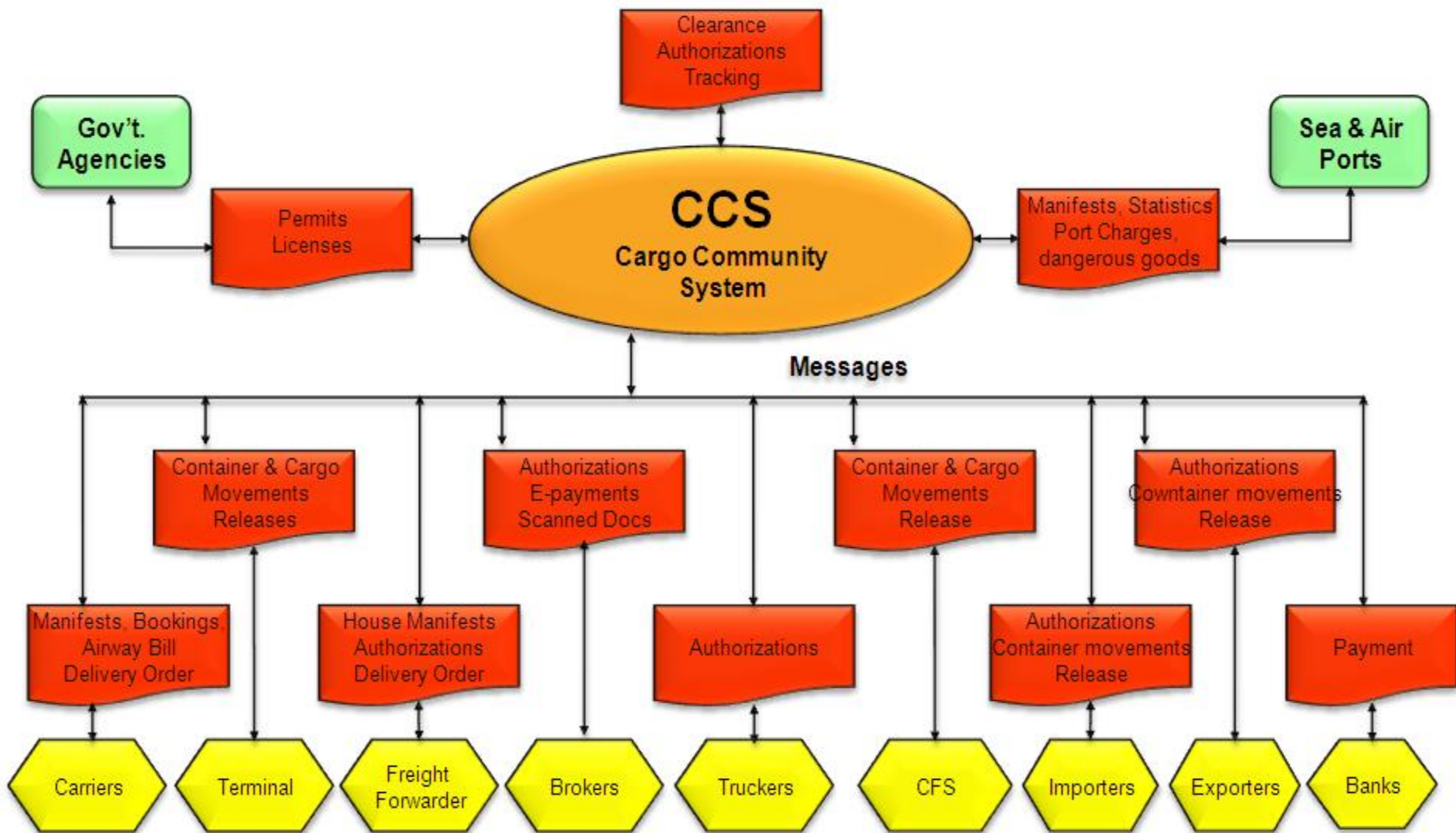
- Freight Forwarders and Brokers
 - Simplified Procedures
 - Time saving
 - Anticipation of procedures
 - HR Valorisation
 - Real time tracking

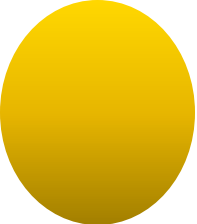


- Truckers
 - No waiting line in front at the Gate
 - Becoming a real player in the logistic chain
 - Paperless preocedures
- Importers / exporters
 - Time saving
 - Optimised logistic chain
 - Tracking possibilities









Thank you !

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