World Bank Group Webinar
Accelerating Digitalization across the Maritime Chain
21 January 2021

Questions & Answers (last update 22.01.2021)
More questions and answers will be posted here soon

1. **From your perspectives what is the purpose of this World Bank report? What do you hope to achieve with it?**

- The World Development Report 2016: Digital Dividends underlined how digital technology creates opportunities to accelerate growth, generate jobs, and improve services;

- The digital revolution (the 4th Industrial Revolution) has emerged in the past decade as one of the main drivers of change in the port and maritime sector, promoting high levels of integration between devices, agents, and activities; and

- Together with increased connectivity between ports, it has created a new ecosystem — one where being on the outside presents a significant risk, in the form of slower economic growth, less jobs, and higher trade costs, for countries;

- The COVID-19 pandemic underlined the importance of digitization to ensure business continuity and improve the resilience of the maritime gateways and associated logistical chains;

- A number of global organizations, such as UNCTAD, UNECE, WCO, WTO, and IMO have been advocating the accelerated digitalization of cross-border processes and documentation;

- Unfortunately, as of November 2020, only 49 of the 174 member states of the International Maritime Organization (IMO) possess functioning port community systems (PCSs)—with higher income countries making up the majority of those that do;

- This report is a first step in trying to change that to raise awareness of the risks, build stakeholder commitment to address the issue, and where possible support the implementation of the agenda.

2. **How do you wish to go about raising awareness of best practices on the application of emerging technologies in ports? What Is the best way to do so?**

The report will be dissemination to global, regional and national partners and clients to raise awareness of the risks, and build stakeholder commitment to address the issue. This is a first stage to engaging on the need to change, prior to undertaking the necessary due diligence by country/by port, to design an appropriate solution. The sharing of best practice is a key part of that exchange.

3. **The press release mentions necessary policy reform is vital – what policy reform is being recommended? Where is it most needed?**

The introduction of a digital ecosystem in a port, will necessitate changes to the institutional framework for the port, and the public agencies involved in clearance, the establishment and host of a port community system can involve different organizational and institutional modalities, the choice of which will need to be reflected in the relevant legislation.

4. **FAL Convention – how can the industry overcome the issue of non-compliance? What are the issues with non-compliance? As an independent body what does IAPH advise as the next steps?**

Harmonization and Standardization are important to the maritime industry but implementation of standards are even more paramount. The major barriers to the implementation of FAL new requirements has been (i) multi-stakeholder collaboration with siloed interests in port communities (ii) the legal framework frequently depend on competing and/or overlapping public administrations and governmental agencies.

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- The IAPH has a major role to lead the development a policy framework for public private data collaboration at Ports as a key action within the institutional framework mentioned by Martin. A Holistic approach should be required to establish public-private data collaboration in order to break the ice between siloed public and private sectors by removing barriers such as lack of trust, technology, operational and governance issues, to create in a first instance a common understanding of data collaboration by balancing the value and risk dimensions of data collaboration and strengthening trust in a second instance.

5. **What do you believe will take the private-public stakeholders to collaborate if it's mandatory for all member countries to exchange key data electronically?**

    Political commitment at the highest level, co-ordination and stakeholder engagement, and human capital development

6. **Cyberthreats – with the realization that cyber attacks are a top risk for ports are they doing enough to protect themselves? What needs to be done?**

- Not yet, in some places yes, but the situation is changing fast, and there needs to be a dynamic approach that keeps pace with the risks – in some places, unfortunately, little has been done.

Thank you for your interest
For more information:
victor.shieh@iaphworldports.org

iaphworldports.org
sustainableworldports.org
worldportsconference.com