



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

Questions & Answers (last update 25.01.2021)

If you have more questions on the webinar, email us :

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Debbie Murray

Were governments canvassed on their view of the status of FAL implementation and digitalization? Given the barrier of legal/reg frameworks and the first step of interdepartmental strategic leadership, the view and position of government is important. excellent work and extremely useful

Agree, in order to start the digital agenda at Ports, it is necessary to identify the champion(s) for inter-ministerial strategic leadership, such as Ministers of Finance, Transport or Foreign Trade.

Gina

Have there been discussions on the potential of using blockchain technology for supply chain resilience? perhaps not just in cybersecurity perspective but also in potential to one way to digital optimization of supply chains?

There have been many discussions on the use of Distributed Ledger Technologies, such as Blockchain, to improve supply chain resilience and efficiency, as this stage mainly driven by the private sector. The report mentions the technology, and the potential benefits, but this is a topic worthy of a separate report, and so was not a focus of the work. The recent report commission by the European Parliament provides a good summary of the issues.

[https://www.europarl.europa.eu/RegData/etudes/STUD/2020/641544/EPRS_STU\(2020\)641544_EN.pdf](https://www.europarl.europa.eu/RegData/etudes/STUD/2020/641544/EPRS_STU(2020)641544_EN.pdf)



Gina

2. Have you also studied by collaborating with WTO Trade Facilitation Agreement committee to implement national single window--like in the case of Sri Lanka?

The TFA, and the National Trade Facilitation Committees that have been established, would encompass the digitalization of the ports, but would have a broader mandate covering trade facilitation more generally. The World Bank is supporting many countries, including Sri Lanka, on that agenda, but it was not a focus of this report

Gina

3. Do you also have in mind on collaborating with EPA or local port authorities for digitalization and its benefit on the lower-impact from the port hinterland on the near-port community environment (environment justice wise) - While WB seems to focus on the developing countries client, and try to set up the digital infrastructure from the beginning, it would also be worthwhile to develop concrete cases from developed countries like US and knowledge transfer

Agree entirely, and one of the benefits of the partnership is to transfer knowledge and experience from those countries that have made progress to those countries that have not. This is to be an ongoing process.



Manuel Martinez De Ubago

Thanks for the webinar, very insightful.

"Digitalization", "digitization", "smart" are terms that seem to have been rather abused, perhaps fueled by marketing hypes. Especially in 2020, as a result of COVID-19. Also, you can see cases where the difference between a MSW and a PCS is not so clear. Moreover, each port user has its own goal, and therefore its own potential definition (yet valid). Haven't seen the report, but perhaps could a "stage 0" to gather stakeholders into a common set of standardized definitions, and therefore a common understanding, help? Of course giving enough flexibility to understand the unique circumstances of each port community.

We would agree that the distinction between the different stages can be a little blurred. But a simple typology can illustrate to specialists and educated non-specialists, which is what most politicians could be described as, where they stand, and what needs to be done in broad terms. The specific plan for any country would obviously reflect the context, the current status, and the input of the port stakeholders.



Billy Hartigan

What is the concern with increased cyber security risk with the implementation of 5G software? Thank you

We did not draw an immediate link between 5G technology and cyber-security, merely mentioned that currently the latter is one of the most serious threats facing the sector. 5G is one of the disruptive technologies that could increase that risk, as ports and the industry, move further towards the smart port of the future. On your specific question, I refer you to a recent Brookings report on the topic.

<https://www.brookings.edu/research/why-5g-requires-new-approaches-to-cybersecurity/>



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.



(Continued ../..)

- 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
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