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ADM

L'AGENZIA DELLE ACCISE, DOGANE E MONOPOLI

Ports' digitalisation:
ADM initiatives

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Introduction



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Director of the
Organization and Digital Transformation
Directorate at ADM
(June 2019 – ongoing)



Responsible for **programmes and projects** concerning the **review of the Agency's organisational processes** with focus on:



Digital Transition (ADM Digital Transition Manager)



Digitalisation of procedures in the different areas managed by the Agency

ADM contribution to economic recovery

ADM performs its customs functions in order to **attract trade flows**, to **facilitate the movement of goods in international trade**, to contribute to the protection of the economic and financial interests of Italy and the EU, and to **safeguard the legality of the supply chains** of competence.

Results of customs operations

259,21 billion €

Estimated export value for 2021
(Source: 2021 Libro Blu)

1.782 billion €

GDP in 2021
(Source: Istat)

The **EXPORT**
value covers
14,56% of the
2021 GDP

2021 Balance of trade

The ratio between the **export** and **import** values is equal to 1.19, showing a positive balance of trade.

ADM Objectives

The investments of the Agency, coherently with the scenario of industry and logistics 4.0, are oriented to strengthen the role of **the Italian ports** in the entire multimodal logistic chain and to reach the following goals in the medium-long term:

To make the customs area of ports and freight villages attractive and the logistic chain efficient, and to develop «the Sea Economy».



To develop an efficient network of **productive companies, economic operators and institutions**, adequately interconnected with each other, in order to enhance positive impacts on the whole national and European economies.



To **strengthen the fight against fraud** through the digitalisation of customs procedures and the electronic tracking of goods.



ADM Strategy

Consistently with the European framework, ADM pursues objectives aimed at developing a seamless logistics chain leading to clear benefits for the country's logistics and production system.

The main ADM driving forces are:



The main expected **benefits** from the ADM Digital Transformation program include:



Optimisation of the logistic/port cycle and of the multimodal movement of goods: simplification of the import/export cycle, automation of the freight transport and of the electronic monitoring of goods (fast corridor).



Improved efficiency for the economic operators: cost and time reduction for the handling of goods and for the administrative/customs fulfillments.



Digitalisation of the customs files' exchange flows: improved overall data quality and immediate availability of "certified data" by intelligent systems (B.I.).

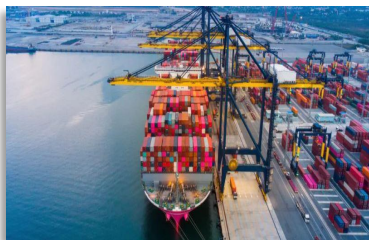


Reduction of the environmental impact: decrease of the CO2 emissions and of the kilometres driven from the polluting means of transport within ports.

The Projects

The ADM Digital Transformation path in the customs field is enhanced by the implementation of the following projects:

These projects are foreseen by the «**Ports’ digitalisation**» programme



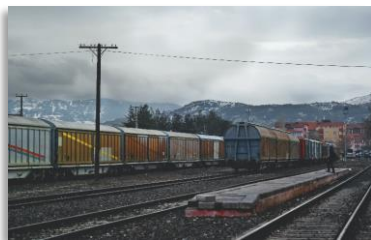
Smart Terminal



Port Tracking



Fast Corridor



I RAIL

This project is foreseen by the «**Airports’ digitalisation**» programme



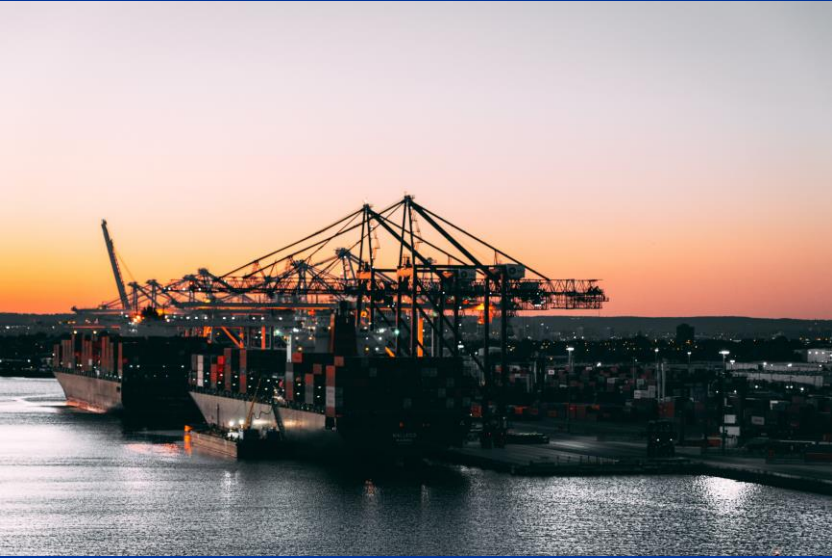
In-flight customs clearance



SUDOCO  



The «Ports' digitalisation»
programme:
the projects



14 plans of digitalisation of procedures in ports have started between 2020 and 2021 with the collaboration of the Port System Authority (ADSP).

The ongoing projects address the main Italian ports and aim to review processes, to implement **IoT technologies** and **interoperability models** among the systems of the actors involved during the customs operations (ADM, GdF, ADSP).

Port of Bari pilot project – full digital process

The new system for the handling of goods sets the objective to speed up the customs procedures while increasing the safety of tracking incoming and outgoing goods from the ports. The **export procedures** flow is represented below.

IoT

Once the gate for boarding has been reached, the customs declaration is detected by means of a barcode reader and it is associated with the generated I.O.T. code, thus a single code identifying the information related to the vehicle and to the customs status of the goods.

1 A container of goods to be exported by embarkation on a ship is carried in a truck heading to the port entrance.

2 Cameras detect the vehicle's number plates and the container code.



4 The data are associated by ADM to a unique identification code called I.O.T., shared with the customs system AIDA and the PCS GAIA.

5 The terminal takes charge of the container and embarks it on the ship while sending the information to the PCS GAIA, which confirms the boarding operation to customs.

6 The customs system AIDA verifies, through the port tracking interface, the customs status of the goods and make the results of the verification visible on the devices of the customs officials and of the financial police officers (*Guardia di Finanza*, who can carry out targeted checks and confirm the regularity of boarding).



7 The port authority confirms to customs by interoperability the actual departure of the vessel.

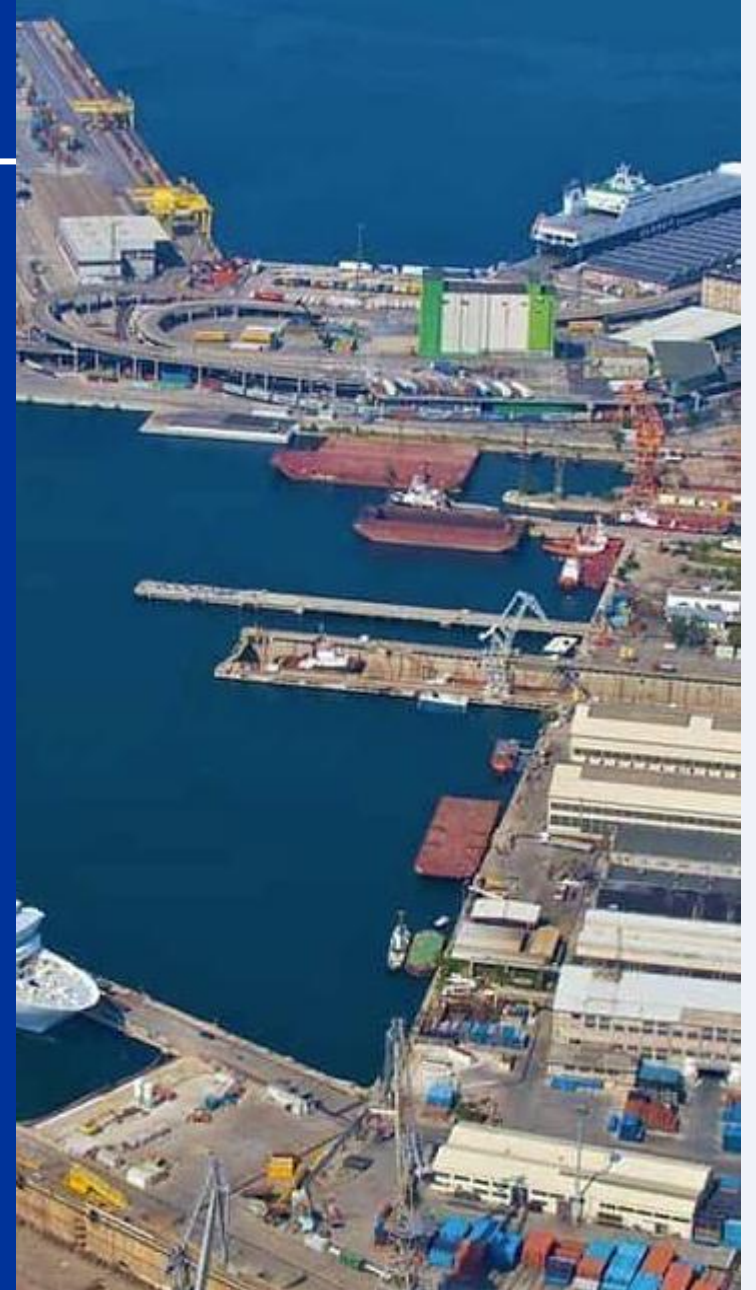
Port of Trieste Project - Arrival Notice

The **Port Network Authority** of the Eastern Adriatic Sea – Port of Trieste is an active player in the search for solutions for logistics and intermodality in matters of transport of goods travelling on the traffic route that **connects the Port of Trieste to the Austrian Freight Village of Furnitz - a logistics terminal near Klagenfurt** - via the Tarvisio pass.

The project consists of the temporary storage of goods from third countries and their subsequent efficient and safe handling along the railway/customs axis.

Objectives

- Considerable development of rail freight transport through actions aimed at making the use of this mode of handling goods transported in containers and/or loaded on car trailers more convenient and efficient as an alternative to the flow currently channelled by road.





Smart Terminal



Description:

The project "SMART Terminal" provides:

- the supply of tools aimed at **optimising** the supply chain characterising the Italian territory;
- the possibility of **bringing forward** the presentation of the **incoming goods manifest (MMA)** for **validation**, and of the **related customs declarations**, enabling stakeholders to benefit from useful customs information for a more efficient management of the movement of goods logistics.



Advantages:

- Decongestion of port areas;
- Reduction of goods' sorting time.

Status: To be launched



Port Tracking

(1/2)



Description:

The project, implemented in collaboration with the competent Port System Authority (AdSP), aims to **digitalise the customs procedures of loading/unloading, entrance/leaving from the port and the payment of taxes.**

The realisation of the project allows to enhance the customs and marine services according to the "ONCE" principle (a single shipment, a single control), with advantages for the economic operators and reduction of the fulfillments.



Advantages:

- Electronic tracking of the means and the goods that transit in the port areas;
- Real time monitoring of customs/administrative compliance.

Status: In progress



Port Tracking

(2/2)

ADM achievements:

- Identification of the **Port of Bari** as pilot office and release of an interoperability model at the Port System Authority of the Southern Adriatic Sea.
- In cooperation with the Port System Authority of the Northern Adriatic Sea (ADSP MAS), implementation of the system for managing the computerized exit of goods from the **Port of Venice**.
- In collaboration with the Port System Authority of the Eastern Adriatic Sea (ADSP MAO), implementation of the system for the management of the computerized entry of goods from the **Port of Trieste** (including the logistics platform of Trieste).
- Definition and testing of the interoperability with the ports of Ancona and Livorno.
- Definition of the interoperability model with the ports of Genoa, Taranto and Ravenna.

Status: In progress



Fast Corridor



Description:

According to Article 148 of Regulation (EU) No. 952/2013, the “Fast Corridor” procedure (i.e., a system of “customs corridors”) allows for the postponement of the customs clearance of goods at the location deemed most convenient by the owner among different storage facilities. These are corridors for the movement of goods by air, from the point of disembarkation to the temporary storage facility located at a destination logistics hub. The system is structured around the use of the IoT (Internet of Things) technology.



Advantages:

- Reduction of the customs clearance time for goods
- Real-time monitoring of the cargo from the airport of origin to the airport of destination through interoperability among systems
- Increased competitiveness of national airports

Status: In progress



I RAIL



Description:

The project, financed under the EU Connecting Europe Facility (CEF) for Transport programme for the promotion of growth through infrastructure investments, aims to promote the transportation of goods by train in Europe through the digitalisation of processes and the implementation of the TAF TSI standards. To this end, it is foreseen the creation of a customs model for the digitalisation of the goods-related information logistics in the last railway mile. ADM cooperates with the port System Authorities and the other involved actors within the port (MTO, TERMINALS, Railway infrastructure manager).



Advantages:

- Improved interoperability for the exchange of information in the European rail freight services;
- Replacement of paper document checks with digitalised procedures;
- More efficient loading/unloading of goods.

Status: In progress

in the Ports of la Spezia, Genova, Trieste, Ravenna, Savona, Venezia



The «Airports’
digitalisation» programme:
the projects

Digitalizzazione aeroporti



The project envisages the analysis of airport processes (embarkation/disembarkation, entry/exit, etc.) to verify the criticalities and possibilities for speeding up and streamlining operational activities through digitalisation (similarly to what has been implemented in matters of port procedures).

The solution is based on 4.0 technologies (Internet of Things - IoT) and interoperability between the information systems in use in the airport cycle.

The projects to be launched aim to
increase the level of competitiveness of national airports
while reducing inspection times and increasing the level of security.



In-flight customs clearance

Status: In progress



Description:

The initiative aims to extend the in-flight customs clearance procedure to air cargo. This allows the customs to anticipate the risk analysis and release of goods for which no control is required before the actual arrival of the vehicle, consistently with the increase in air cargo traffic due to e-commerce and luxury goods traffic (*fashion e luxury goods*).



Advantages:

- Decongestion of airport areas
- Real-time monitoring of cargo from the airport of origin to the airport of destination through interoperability among systems
- Increased competitiveness of national airports



Further *projects*

Simplification of customs procedures:

Projects to be launched in 2023



E-commerce:

- Abatement of the VAT exemption threshold for low-value shipments, in accordance with the European provisions;
- New type of customs declaration.



ICS 2:

- Complete re-engineering of the current processes for submitting the Entry Summary Declaration (ENS).



New goods' presentation system:

- Re-engineering of the management of the Manifest for incoming (MMA) and outgoing goods (MMP), as well as of temporary storage (TC);
- Complete dematerialization of documents still in paper form.



Imports and controls re-engineering:

- Incremental sending of declaration data for up to 999 items;
- Release of goods per item;
- New ways of talking to declarants, based on international standards;
- New electronic dossier management.

The project envisages the implementation of **a single interface**, SU.DO.CO., which allows the operator to transmit information only once, and which allows the authorities, both at the EU and national level, to carry out concurrent checks through a unified portal.

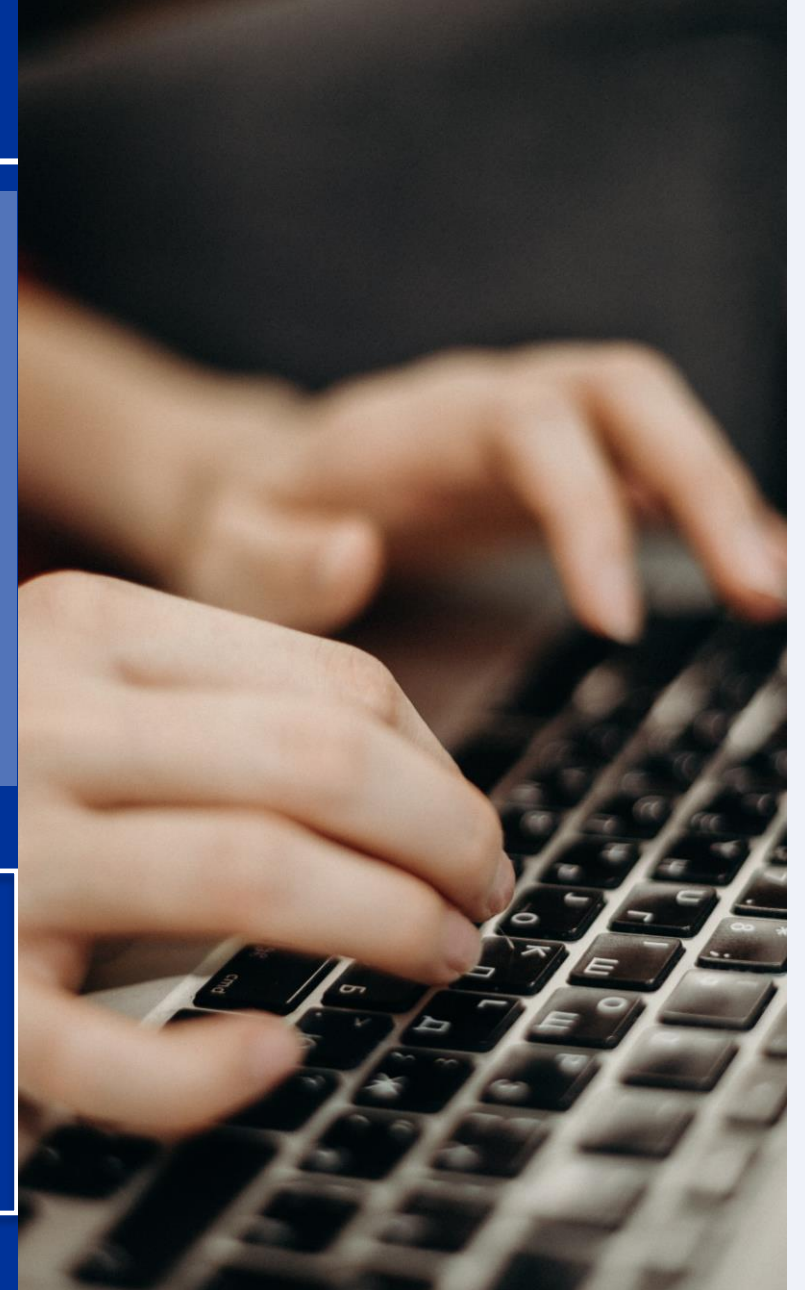
The project in fact is addressed, in addition to ADM, to other Administrations involved in the customs clearance process, such as the Ministry of Health, the financial police (*Guardia di Finanza*) and other Pas.

The project, which is ongoing for the ports, will also be extended to the airports.

Objectives

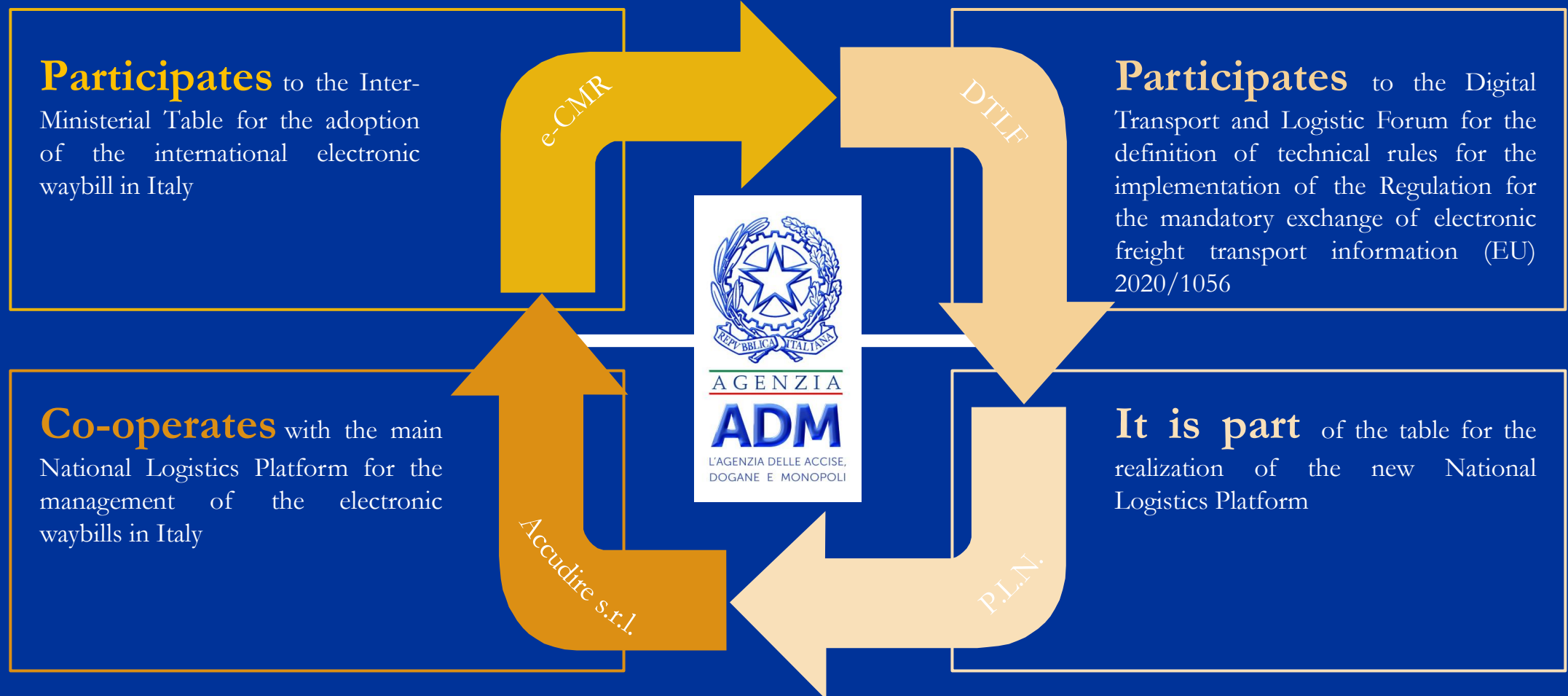


- Unified access mechanism (Single Entry Point) to the operators and PA involved
- Monitoring the life cycle of the customs declaration and supporting documents
- Time reduction of goods' control and clearance



The electronic CMR (1/2)

ADM will be part of the interoperability model among the various administrations for the adoption of the e-CMR following the decisions taken at the NRRP and PLN tables on the basis of the requirements at EU level for the implementation of the eFTI EU Regulation (EU) 2020/1056.



The electronic CMR (2/2)

Co-operates with the main National Logistics Platform for the management of the electronic waybills in Italy

Accudire s.r.l.

The platform was tested in two pilots:

Intra-Community transfer between Italy (Benetton) and Spain

Export from Treviso (Benetton) to Turkey via Trieste (28th of July)
utilizzando il preavviso di arrivo doganale

An interconnection with the Accudire platform to receive their electronic CMRs is planned for 2023.



We *transform* the past.

We *digitalise* the present.

We shorten the distance from the *future*.