
# Kassim Traore

***Chief Executive Officer***
***Port Authority of Cotonou***

PORT AUTONOME
DE COTONOU

# PORT COMMUNITY SYSTEM :
# EXPERIENCE OF THE PORT OF COTONOU

LOS ANGELES : MAY 09, 2013

Presented by : Mr Kassim TRAORE
Chief Executive Officer, Port Authority of Cotonou

PORT AUTONOME
DE COTONOU

# PRESENTATION PLAN

**Introduction**

**1 – Brief presentation of the Port of Cotonou**

**2 – History of Community computerization of the Port of Cotonou**

**3 – Port Community System**

**Conclusion**

# Introduction

PORT AUTONOME DE COTONOU

- In the context of trade around the world and to meet the requirement of delivery and payment, time is a crucial parameter for the physical distribution of goods.

- The emergence of new technologies and the advent of automated information processing allow ports to use more powerful tools, capable of securing in the shortest possible time, even in real time, ships calls processing and achievement of usual formalities necessary for the operations of pre and post delivery of goods.

- The Port Single Window, which can be defined as a single point of entry to the parties involved in trade and transport, to carry all official formalities relating to import-export and transit operations, is today a valuable and effective tool for managing a modern port.

- This is in response to the concern for speed and minimizing delays and costs that all business transactions require, that Benin authorities took the decision since 1992 to provide the Port of Cotonou of this valuable management tool which is the Single Window.

PORT AUTONOME
DE COTONOU

# 1 – Short presentation of the Port of Cotonou

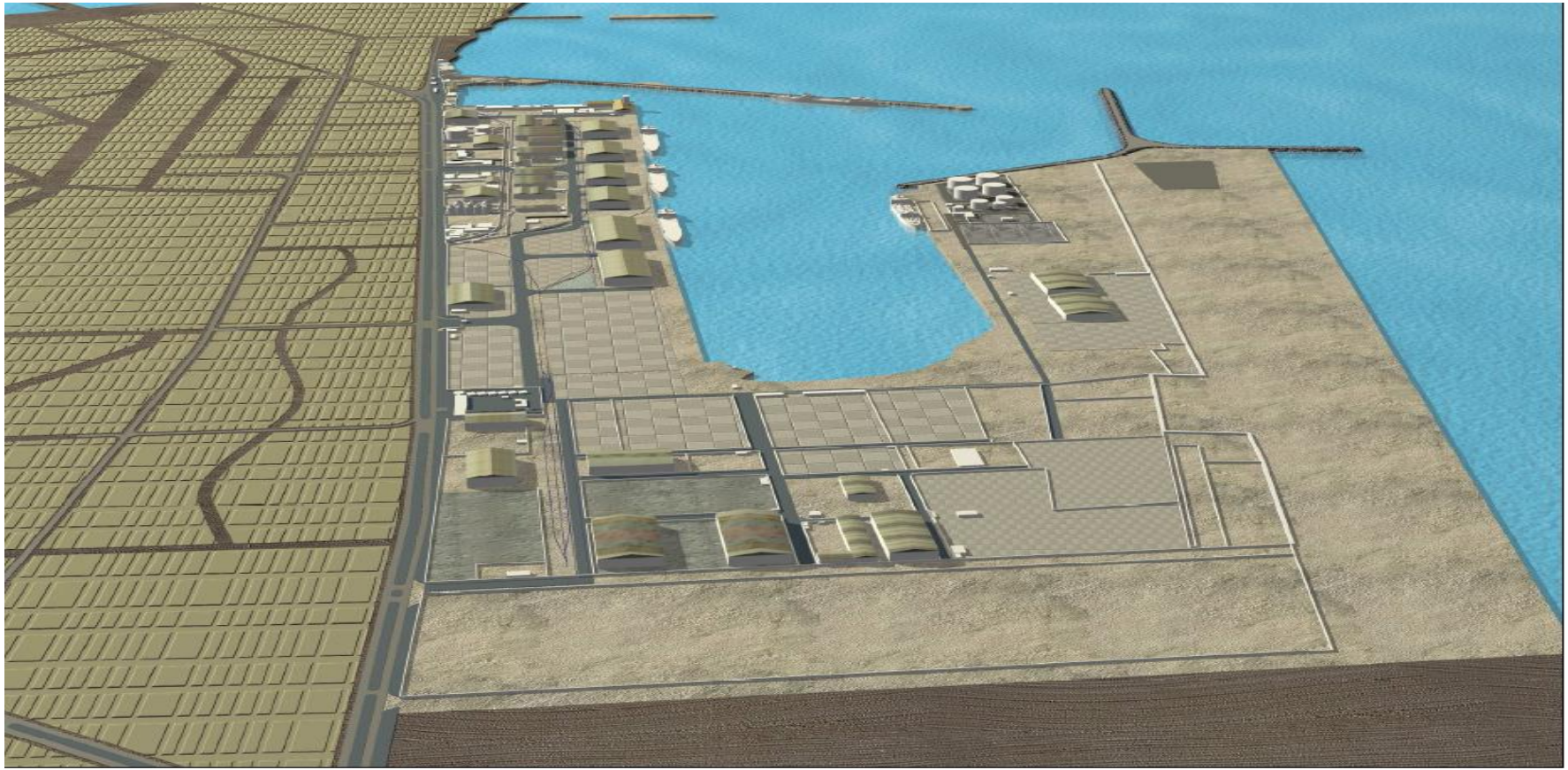
1.1 – Location of the Port of Cotonou

1.2 – Description of the Port of Cotonou

# 1.1 Location of the Port of Cotonou

PORT AUTONOME
DE COTONOU

# 1.2 – The model of the port of Cotonou



PORT AUTONOME
DE COTONOU

# 1.2.1 –The constructions of Protection

- A Dyke of 1424 m long located westwide of the port.
- A jetty 770 m long east of the port.
- A sand stopping Branch of 600 m long eastside of the port.
- The west dyke and east jetty constitute the port dock, a Stretch of water of about 100 ha.
- The east jetty serves at the same time as protection and berthing construction.

PORT AUTONOME
DE COTONOU

# 1.2.2 – Berthing constructions

- A commercial quay of 1340m of 8 quaysides.
- A quay of de 460m inside the East-jetty and composed of 3 berths.
- An oil quay of 250 m long.
- A quay at the Fish port used by trawlers, the port floating equipments and those of the marine military.
- A container quay of 550 m long at the south of the basin composed of two (02) berths.

PORT AUTONOME
DE COTONOU

## 2 – History of Community computerisation of the Port of Cotonou

2.1 – The Common Billing Center (CCF)

2.2 – The Program «  Escale  »

2.3 – The Information System of Single Window for Foreign Trade “Système d’Information du Guichet Unique pour le Commerce Extérieur « SIGUCE » ”.

PORT AUTONOME
DE COTONOU

## The outcoming of the manual and empirical treatment of the port information : 1965 to 1985

- Delays in obtaining information and data processing;
- Multiple sites for the completion of port and customs formalities;
- Waste of time for the users of the Port of Cotonou ;
- Extended stay for ships and goods in the port;
- Rising costs of port passage for ships and goods;
- Low productivity and declining competitiveness of the Port of Cotonou.

# 2.1 – The Common Billing Center (CCF)

❑ Solution to the manual processing port information: creation in 1985 of a physical Unique Window named «  Common Billing Center  » (CCF).

❑ Location of the CCF : it was located inside the port (Transit shed N° 2 alongside the commercial quay) and combines in a single building the counters of the Port Authority, the stevedores, the shipping agents, forwarding agents (except from the Customs) and each structure is responsible, to issue its bills and receipts after payment by the port users.

❑ Advantages : Reduction of the distances and sites for the port users in completion of documents formalities;

❑ Inconvenients : Multiple procedures and payments, further manual processing of information, slow documents issuing, extended stay for vessels and cargo in the Port, higher costs of port transit, port visits by all kinds of individuals as the CCF is located inside the Port and this slowed down the smooth operation and constitute an aggravating factor of insecurity and congestion in the port.

# 2.2 – The Program “Escale”

PORT AUTONOME DE COTONOU

❑ First (1st) Project of computerisation of the port operations: It has been initiated in 1991 by Port Authority of Cotonou to provide a powerful management tool to the port community in order to increase productivity and improve the performance of the Port of Cotonou.

❑ Implementation and operation of the community system arising from the program « Escale »: it has been entrusted, on the basis of a contract by mutual agreement, to the “Société de Gestion des Opérations Portuaires Informatisées (SOGOPI) which has already operated the system at the Port of Marseille.

❑ System Description: This is a comprehensive and integrated information system which should address all aspects of port operations namely: ships calls, port facilities and handling, tracking of goods, invoice automation with a unique window and a single bill, transport organization.

❑ Functionnalities of the system : the components management of ships' calls and monitoring of goods are made operational in 1992, but the aspects of tools management, transport organization, single billing and interfacing with the Customs system SYDONIA did not work. The program could not be carried forward and was abandoned in October 1999 because of the reluctance of port stakeholders in its conception and conduct.

# End of the Program “Escale” : the reasons

PORT AUTONOME DE COTONOU

- ❑ Lack of adherence of the port community of Cotonou to the conception and operation of the system;

- ❑ Mutual agreement concession of the implementation and operation of the port community system to a private operator;

- ❑ Excessive service costs by the private operator;

- ❑ Carrying out of the computerization of the activities of Cotonou Port Authority and the Port of Cotonou (02 systems to implement concurrently with the vital functions of PAC).

- ❑ Technical problems relative, among others, to the limited capacity of the database, slow response times and the management of confidential information in the Community system;

- ❑ Problems of change management and management of stakeholders which are to implement and operate the community system.

# 2.3 – The Information System of Single Window for Foreign Trade (SIGUCE)

PORT AUTONOME DE COTONOU

❑ Second (2nd) computerization project of the Port of Cotonou: it aims at making available to the port community and home traders an electronic data exchange platform and real-time monitoring of operations in order to improve performance and secure transactions.

**Stages of implementation of SIGUCE**

❑ Study of the French Cabinet CESIA / DIOSI conducted in 2002 for the development of specifications for the computerization of the Port of Cotonou.

❑ Establishment in July 2004 of a Committee of Experts composed of actors of the community of the port of Cotonou so as to recruit the Operator-system and to monitor the implementation of the Single Window.

❑ Conclusion in May 2005, between the PAC and the Belgian Company COSMOS BV, after international tender, of a contract for the implementation of the Information System of Single Window for Foreign Trade (SIGUCE).

❑ Creation in March 2006, after the General Meeting of Shareholders made by the major port stakeholders, of the Management Company of the Single Window for Foreign Trade (SOGEGUCE) which purpose is to monitor the implementation and management of SIGUCE.

PORT AUTONOME
DE COTONOU

# Achievements of COSMOS BV

- Acquisition and installation of computer equipments provided for SIGUCE.
- Partial delivery of port applications.
- Execution of the port stakeholders' interconnection and of remote interconnections.
- Implementation of the module of management of ships calls.
- Realization of the web portal of the Port of Cotonou and the website of SOGEGUCE.
- Training of the technical staff assigned to the project.
- However, several important tasks were not performed by the company COSMOS till November 30, 2007.

PORT AUTONOME
DE COTONOU

# Tasks not performed by COSMOS BV

- The operationalization of the data exchange manifest.
- The production of port statistics.
- The Single billing and single payment of port fees from a Unique Invoice (BFU).
- The unified computerized control at entry and exit of goods from the port.
- The interface of SIGUCE and the Customs computer system SYDONIA++.

Notwithstanding the measures taken with regard to the experience of the first project that had failed, it shall be noted that several difficulties have slowed down the effective implementation at due date of the second computerization project of the Port of Cotonou .

PORT AUTONOME
DE COTONOU

# Difficulties encountered in the implementation of SIGUCE

❑ Compliance with contractual deadlines by the company COSMOS BV and issues related to change management at the hub port of Cotonou.

❑ The additional costs incurred by the implementation of SIGUCE which works started in May 2005 after the signing of the contract for a period of 04 months are still not completed by November 30, 2007.

❑ Difficulties in the implementation of the interface between the SIGUCE and the SYDONIA++.

The real sticking point is the realization of the interface with SYDONIA + + which is a Customs system designed and protected by UNCTAD with a language (XML) not mastered by the experts of COSMOS BV.

Faced with these difficulties, SIGUCE being installed had been audited by the American Cabinet IBI in the context of the implementation of institutional reform program in the port component of the project "Access To Market" of Millennium Challenge Account (MCA).

PORT AUTONOME
DE COTONOU

# 3 – Port community system of the Port of Cotonou: The Port Single Window (GUP)

3.1 – Redirecting SIGUCE and implementation of the GUP

3.2 – Different phases of the GUP

3.3 – Objectives of the GUP

3.4 –Implementation of the GUP

3.5 – Results obtained

PORT AUTONOME DE COTONOU

# 3.1 - Redirecting SIGUCE and implementation of GUP

❑ Decision by the Government of Benin, after the meeting of November 21, 2007 of the Cabinet, to reorient the project SIGUCE for effective commissioning of a new system, based on the results of the audit conducted by IBI Cabinet.

❑ Establishment of the Authority of implementation of SIGUCE by Decree No. 2008-207 of April 15, 2008.

❑ Redefining the specifications of SIGUCE by a group of national consultants recruited by MCA-Benin and validation on September 02, 2008 of the conceptual design of the new system to be implemented.

❑ Working Session on May 26, 2009 of the Authority of implementation of SIGUCE and decision of execution of the new system through a PPP.

❑ Establishment by Order No. 001/MDCEMTMIP-PR/DC/SGM/CPMP/SA as of January 21, 2010, of a Interdepartmental Committee responsible for the development of the tender file and the implementation of the procedure leading to the selection of the consultant which will carry out the implementation and operation of the new SIGUCE.

❑ Conclusion on November 10, 2010 of a concession contract between the Government of Benin and the "Groupement BIVAC SOGET" for Implementing the Single Window of the Port of Cotonou (GUP) at the end of the procedure of the tender file.

# The headquarter of the Operator in charge of the management of the Port Single Window ‘’(SEGUB)’’

PORT AUTONOME
DE COTONOU

# 3.2 - Different phases of the execution of GUP

PORT AUTONOME DE COTONOU

❑ Launch and analysis of the existing platform on the port of Cotonou.

❑ Definition of Single Window: it must allow participatory workshops with restitution of the general specifications of the Single Window.

❑ Development and implementation of the GUP.

❑ Training of port stakeholders to use of the GUP.

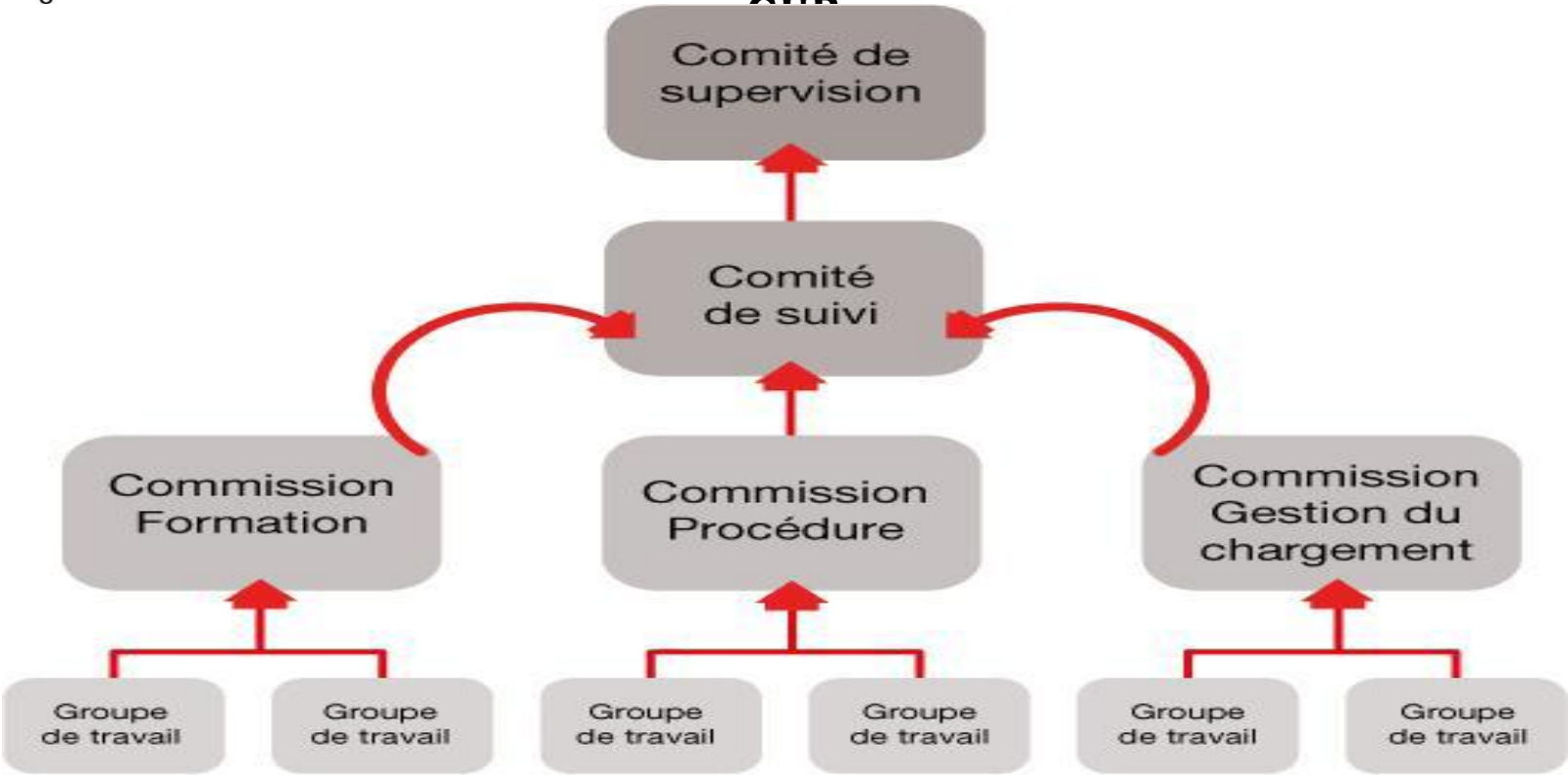
❑ Development and implementation of an information and communication plan on the status of implementation of the GUP: these sessions are to be initiated by the SEGUB towards the actors of the port platform of Cotonou.

It is to be noted that in the context of the establishment and operation of the GUP, the following structures were put in place :

✓A supervisory committee
✓A steering committee
✓A procedures committee
✓A Training committee
✓A change management committee
✓Working groups.

PORT AUTONOME
DE COTONOU

# Organization chart of the structures responsible for monitoring the implementation and operation of the GUP



# 3.3 - Objectives of the GUP

PORT AUTONOME DE COTONOU

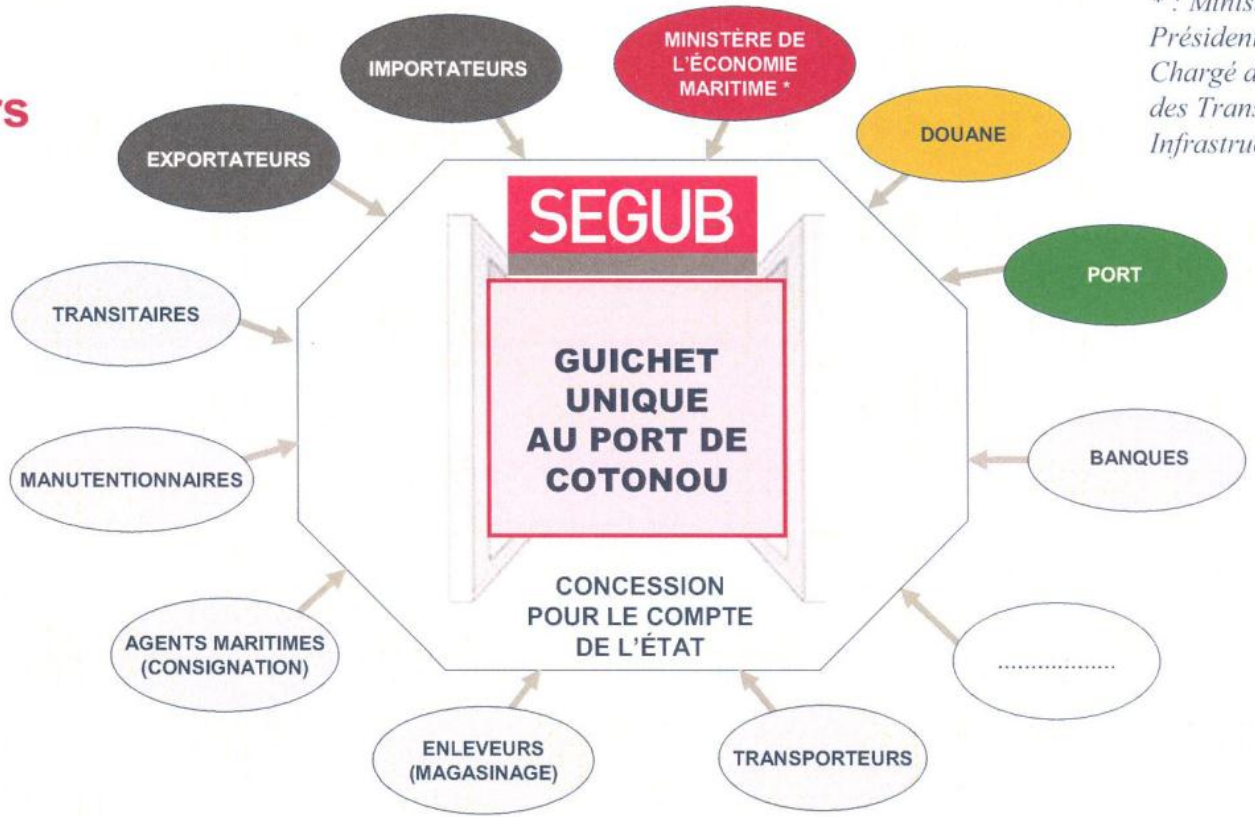
- ❑ Simplifying procedures and formalities for the entry, exit or transit of goods.
- ❑ Instauration of an environment favorable to the competitiveness of port economic operators.
- ❑ Reducing costs and time limits of commercial transaction and logistics operations.
- ❑ Improving the efficiency of the port logistics chain.
- ❑ Acceleration of the passage of goods through automated procedures.
- ❑ Improving the transparency of transactions, security and rising tax and Customs revenues.

These objectives are achieved with the help of the main port stakeholders such as the PAC, the Benin Customs, CNCB, SOBEMAP, CCIB, the CNERTP, shipping agents, forwarding agents, private stevedores, etc.).

# Port stakeholders of the GUP

PORT AUTONOME DE COTONOU

## Les Acteurs




** : Ministère Délégué auprès du Président de la République Chargé de l'Economie Maritime, des Transports Maritimes et des Infrastructures Portuaires*

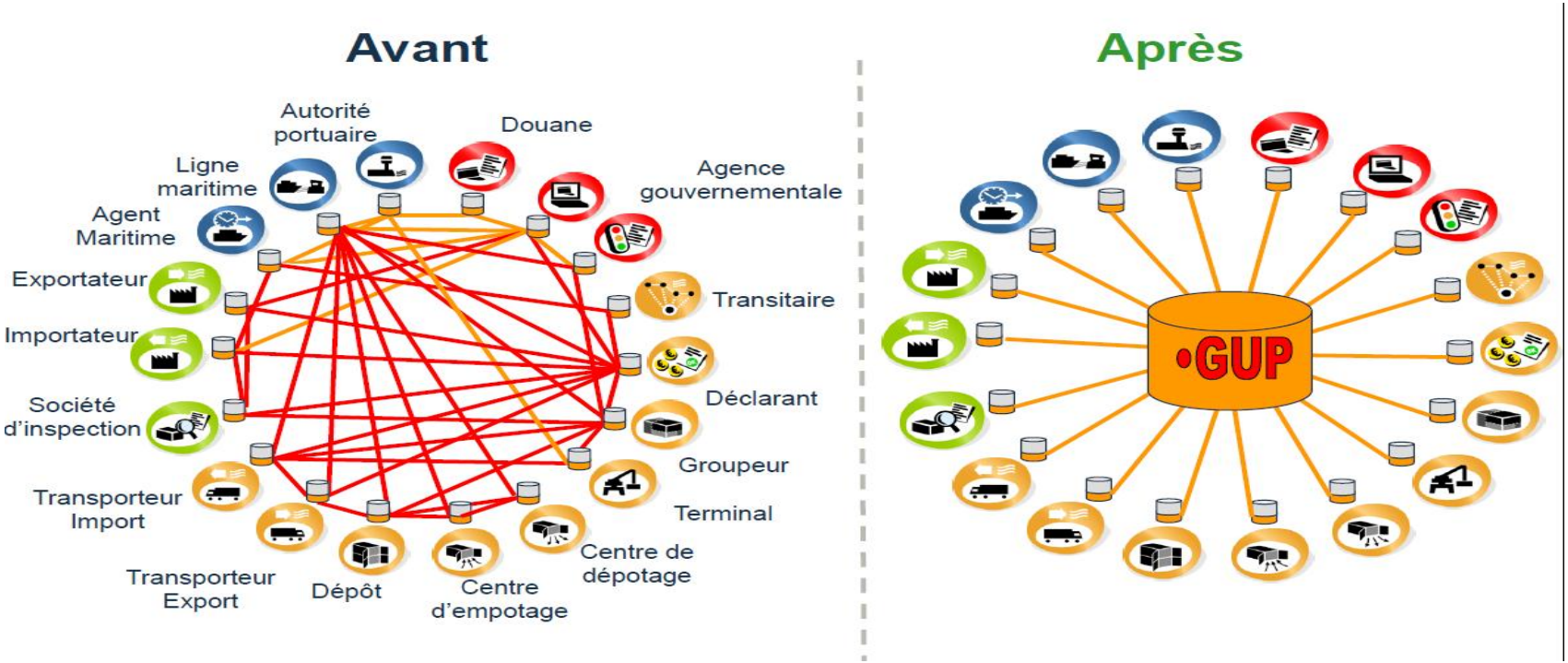
# 3.4 – Implementation of the GUP

- February 2011: final implementation of the pilots.
- June 2011: definite establishment of the electronic manifest.
- August 2011: gradual increase in charges of the system from August 2011 with the first issue Shipping Unique Invoices (BFU) and achieving the first single payments at two (02) local banks (BOA and ECO BANK) used for this purpose.
- October 2011: Official inauguration and widespread use of BFU – Import Phase.
- November 2011: dealing with vehicles unloaded in the port.
- Juin 2012: generalization of transshipment.
- Juillet 2012: widespreading export.
- Furthermore, the implementation of the system continued with:

✓the management of the electronic control of the exit of goods;

✓management of trucks in the Port of Cotonou with Carrier's loading bill "Bon à Charger".

# The port procedures before and after the implementation of the GUP



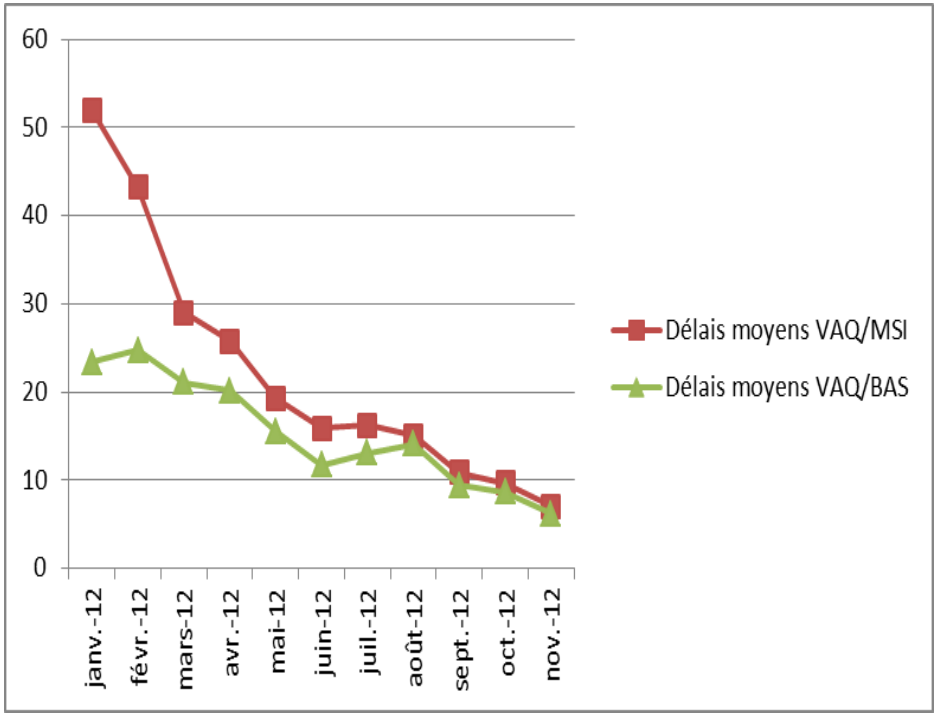
# 3.5 - Results obtained

PORT AUTONOME DE COTONOU

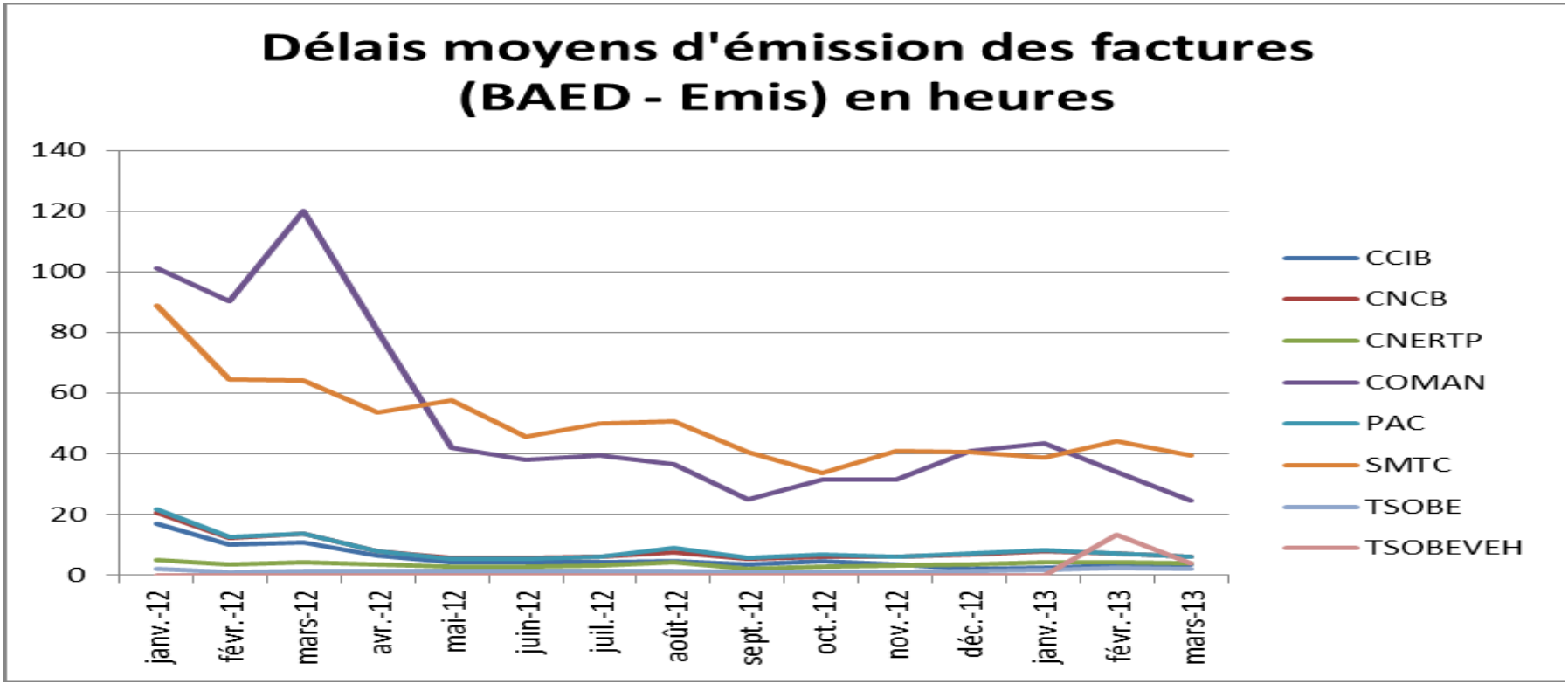
## 3.5.1 - **Average processing operations time in the GUP, January-November 2012**

| Month | Average time SAQ/IEM | Average time SAQ/BAS |
|---|---|---|
| -January 2012 | 52 | 23 |
| - February 2012 | 43 | 25 |
| - March 2012 | 29 | 21 |
| - April 2012 | 26 | 20 |
| - May 2012 | 19 | 16 |
| - June 2012 | 16 | 12 |
| - July 2012 | 16 | 13 |
| - August 2012 | 15 | 14 |
| - September 2012 | 11 | 9 |
| - October 2012 | 10 | 9 |
| - November 2012 | 07 | 6 |

Legend : SAQ= Seen At Quay;
IEM = Import Exit Movement; BAS = 'Bon à sortir'
NB : time expressed in calendar days

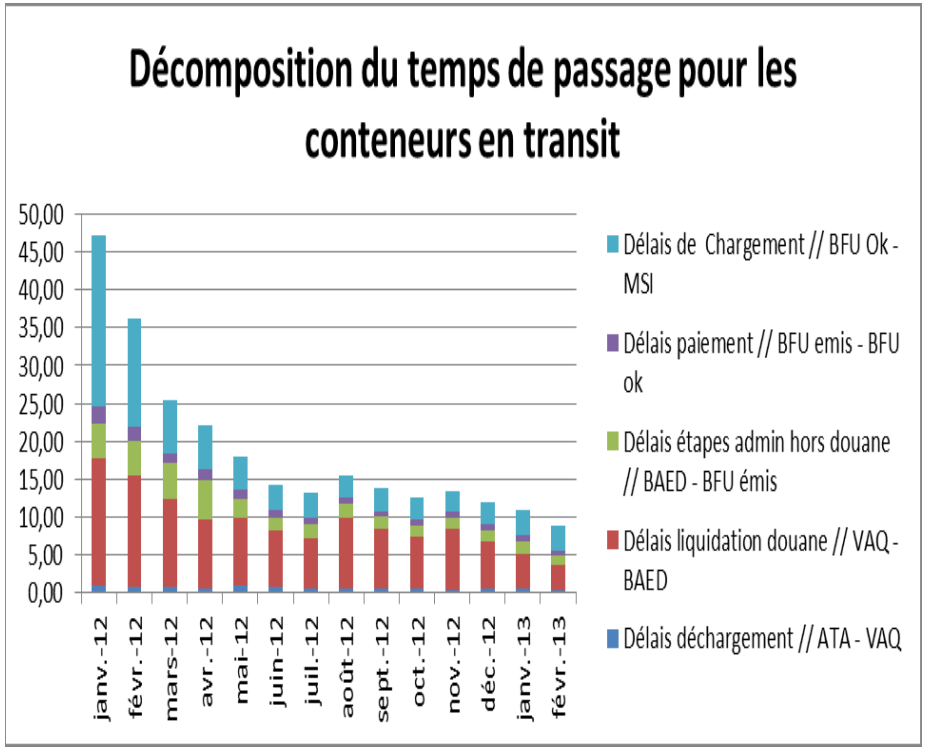


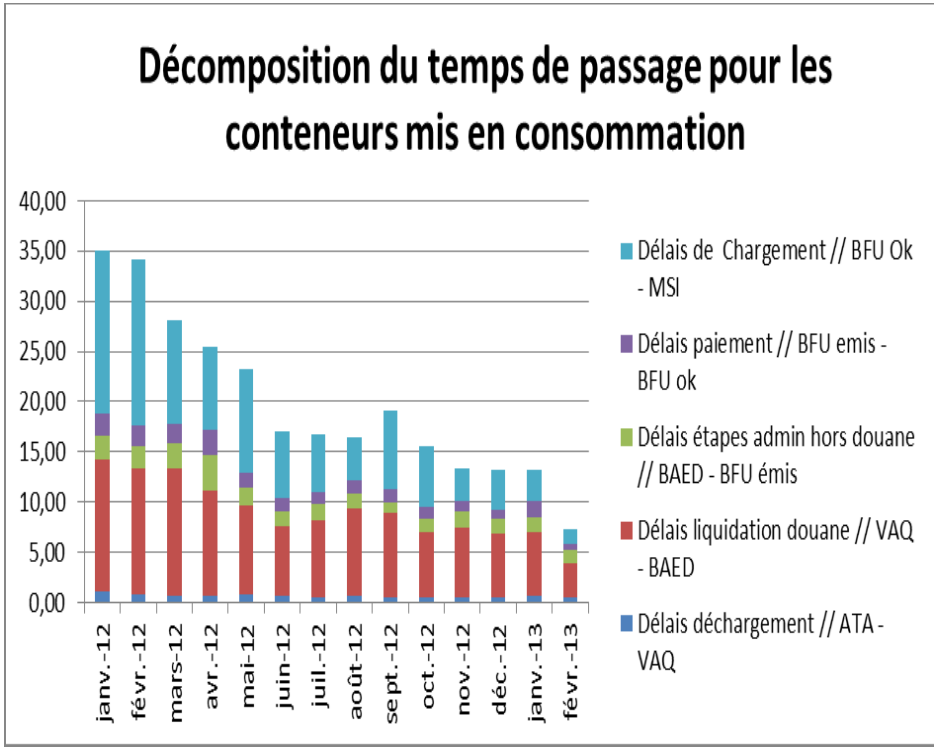
## 3.5.2 – **Average time for issuing invoices: january 2012 to march 2013**



# 3.5.3 – Transit time of containers those set for the local use: january 2012 to february 2013

PORT AUTONOME DE COTONOU

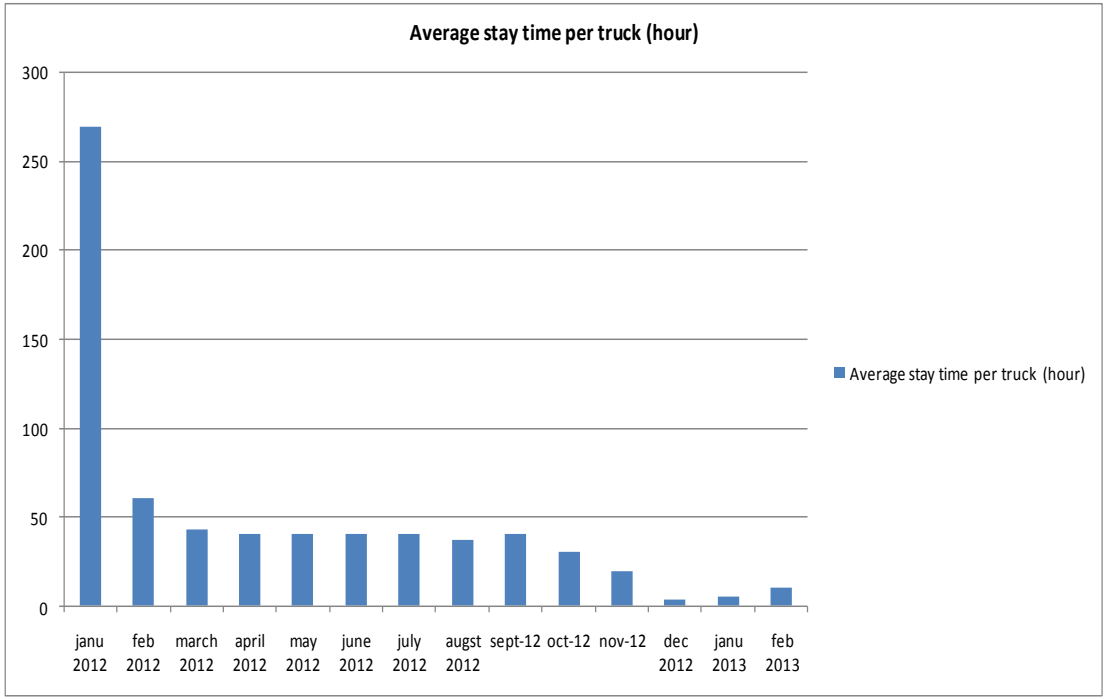


# 3.5.4 – Average stay time of big trucks in the Port of Cotonou : january 2012 to february 2013

PORT AUTONOME DE COTONOU

| Months | Average stay per truck (in hours) |
|---|---|
| -January 2012 | 269 |
| - February 2012 | 60 |
| - March 2012 | 43 |
| - April 2012 | 40 |
| - May 2012 | 40 |
| - June 2012 | 40 |
| - July 2012 | 40 |
| - August 2012 | 37 |
| - September 2012 | 40 |
| - October 2012 | 50 |
| - November 2012 | 19 |
| - December 2012 | 3 |
| - January 2013 | 5 |
| - February 2013 | 10 |



PORT AUTONOME DE COTONOU

# Conclusion

Started since 1992, the computerization of the operations of the Port of Cotonou did not produce the desired results until August 2011 with the issuance of the 1st single bills and the realization of the 1st single payments that have materialized the acceleration of the passage of goods and improvement of the efficiency of the port logistics chain in order to improve the competitiveness of the platform of the port of Cotonou.

- The Single Window of the Port of Cotonou (GUP) is a model of successful PPP, owing to the constant and high-level involvement of the structures of the Benin government and all stakeholders of the port community of Cotonou.

- With the decisive findings that result in increased operational productivity and a significant improvement in performance, the Port of Cotonou, leader of the port community system in Sub Saharan Africa with the program “Escale" repositioned itself, and become since August 2011, the pioneer in the establishment of a successful Port Single Window with Unique Costs Invoice and a single payment which has become a reality.

PORT AUTONOME
DE COTONOU

**With a successful Port Unique Window and the modernization of its infrastructures, the Port of Cotonou now have valuable tools to truly play its role as Benin's economy Lung and regional vocation Port.**

# The Sand Stopping Branch of the Port of Cotonou

# The new south quay of the Port of Cotonou

# The new cranes of the Port of Cotonou

**The new pilot boat which symbolizes**

# “The Emergence of the Port of Cotonou”

# Thanks for your kind attention !