



YEP MED

YOUTH EMPLOYMENT IN PORTS OF THE MEDITERRANEAN

Work Package (WP3): Youth Advisory Services

Output (3.2): Design of new curricula materials

Activity (3.2.2): Development of new curricula materials

NEW CURRICULA MATERIALS: COURSE 1 (VT1-OT1) PORT- LOGISTICS COMMUNITY

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Purpose of the deliverable:

After analysing the labour market skills gaps and in cooperation with public and private stakeholders to respond quickly to urgent needs, Civitavecchia (PP2) has designed/adapted these curricula materials. This deliverable presents the contents of Civitavecchia's course 1: Port- Logistics Community.

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Presentation of COURSE 1 (VT1-OT1) PORT- LOGISTICS COMMUNITY – by Civitavecchia, Italy:

- Introduction: Objectives & Participants' profile; Training Contents; Lecturers; Programme
- Blue Economy
- Role and functions of Maritime Authority in sea trade



- Digitalisation of Port Systems
- Port decision-making process
- Intermodality in Europe
- Operators in the port-centered supply chain
- Port Governance: role and function of the new port authority system.
Ports: Physical Space, Legal Framework and Governance
- Security Systems in Ports I.S.P.S. Code: The case of Ports of Rome and Lazio
- Shipping market and Port Requirements
- Short Sea Shipping is an Alternative to Another Kinds of Transport?
- Stevedoring Companies Association The regulated market of port labour and the role of articles 17 of law n. 84/94 in Italy
- Transport Operator

YEP MED COURSE

COURSE 1 (VT1-OT1) PORT- LOGISTICS COMMUNITY

6th-8th April 2021
Civitavecchia, Italy





THE YEP MED PROJECT

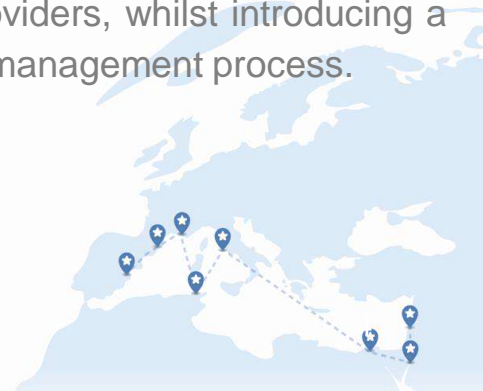
“The digitalization, environmental and sustainability aspects are currently a priority for all ports and port logistics communities. Operations are also analyzed from the point of view of their impact. New generations must understand the impact of their decisions on the environment and must design sustainable logistics chains.”

– Eduard Rodés, Director of the Escola Europea – Intermodal Transport

The YEP MED Project



The project "Youth Employment in the Ports of the Mediterranean" (YEP MED in short), co-financed by the European Neighbourhood Instrument (ENI) of the European Union and led by the Escola Europea – Intermodal Transport (Spain), aims to develop port-logistics training and vocational (TVET) resources adapted to sector needs to strengthen youth employability; increase and upgrade local employment opportunities through the creation of real dual-learning programmes with job placements, strengthening the role of SME's operating in the port ecosystems for future employment creation; and setting up collaborative national and transnational partnerships between port-logistics associations, operators, SMEs, training centres and VET providers, whilst introducing a public-private partnership (PPP) co-management process.



Objectives & Participants' profile



OBJECTIVES

- To provide first-year students of International Trade and those studying Transport and Logistics at training centres in the Civitavecchia area with first-hand knowledge of the Port of Civitavecchia, its infrastructures, logistics equipment and operations.
- To allow companies in the sector, through the associations, to make known the characteristics of their activity and the professional profiles they need to develop appropriately.
- Encourage exchanges between training centres and companies.
- Motivate companies to hire students in dual training.

PARTICIPANTS' PROFILE

The students of International Trade and Transport and Logistics
Vocational Studies in ITS MO.ST



ISTITUTO TECNICO SUPERIORE MO.ST

Mobilità Sostenibile nel Trasporto Merci e Persone

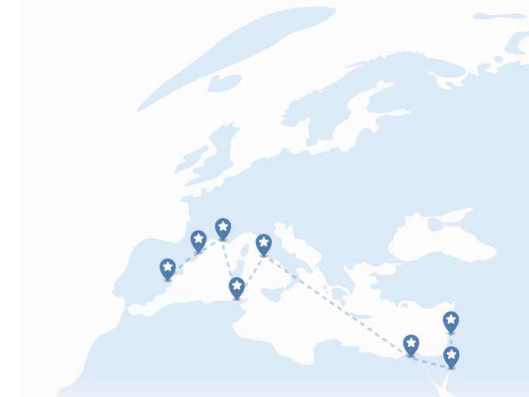


Training Contents



LECTURES

- Port Management:
 - ✓ *Ports: physical space, legal framework and governance*
 - ✓ *Port Operations for vessels-goods and its operators*
- Port-Logistics Community Actors
 - ✓ *Logistics Operators*
 - ✓ *Customs Authority*
 - ✓ *Freight Forwarders – Customs Broker*
 - ✓ *Ship Agents*
 - ✓ *Stevedores*
 - ✓ *Transport Operators*
- Environment and Digitalization
 - ✓ *Environment in ports: water, air, energy*
 - ✓ *ALIS – intermodality in Italy and Europe*
 - ✓ *Maritime Transport Digitalization*
 - ✓ *Security and Safety*

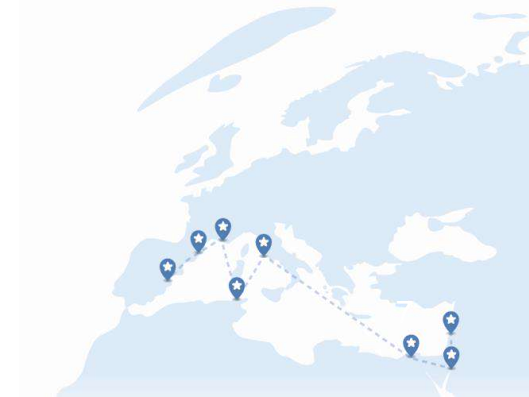


Training Contents



VISITS AND WORKSHOPS

- Maritime Visit to the Port of Civitavecchia
- Visit to Automar Logistics
- Visit to Terminal CFFT
- Visit to Container Terminal
- Visit to Cruise Terminal “A. Vespucci”
- Visit to Multipurpose Terminal “Traiana”
- Kahoot test



LECTURERS



Luca Lupi
Porti di Roma



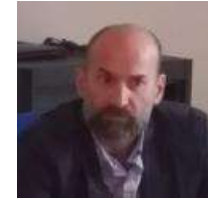
Gianni Marinucci
Porti di Roma



Lelio Matteuzzi
Porti di Roma



**Giantelemaco
Perticarà**



Sacha Campo
Porti di Roma



Davide Miggiano
Agenzia Dogane
e Monopoli



Vincenzo Zagarola
Capitaneria di Porto



**Gaudenzio
Parenti**
Compagnia
Portuale
Civitavecchia



**Patrizio
Loffarelli**
Consorzio
Autotrasportatori
Civitavecchia



**Luca
Brandimarte**
Assarmatori

COURSE COORDINATOR

Marco Muci Country Manager Italy



LECTURERS



**Andrea
Campagna**
Freight Forwarder



Mauro Adamo
Blue Economy



Antonio Errigo
ALIS



**Calogero
Burgio**
Porti di Roma



Marco Muci
Escola Europea

COURSE COORDINATOR

Marco Muci Country Manager Italy

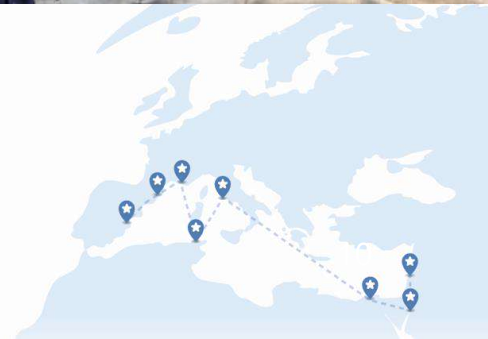


PROGRAMME



Tuesday, 6th April Introduction to the Port-Logistics Community

09:00-09:20	09:30- 10:20	10:30-11:20	11:30-12:20
<p>Presentation of the training</p> <p>Marco Muci</p>	<p>Ports: physical space, legal framework and governance</p> <p>Lupi</p>	<p>Shipping Market and Port Requirements</p> <p>Brandimarte</p>	<p>Intermodality in Europe</p> <p>Errigo</p>
12:30-13:20	13:30-14:20	14:30	
<p>Maritime Customs in Civitavecchia</p> <p>Miggiano</p>	<p>Blue Economy</p> <p>Mauro Adamo</p>	<p>End of day 1</p>	

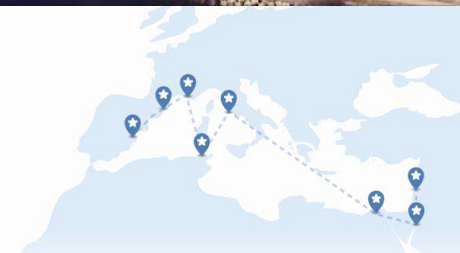


PROGRAMME



Wednesday, 7th April Port-Logistics Community Actors

09:00-09:50	10:00-10:50	11:00-11:50	12:00-12:50
Port Operations for vessels- goods and its operators Matteuzzi	Short Sea Shipping Marinucci	Stevedoring Companies Association Parenti	Capitaneria di Porto Fronte
13:00-13:50	14:00		
Transport Operators Loffarelli	End of day 2		

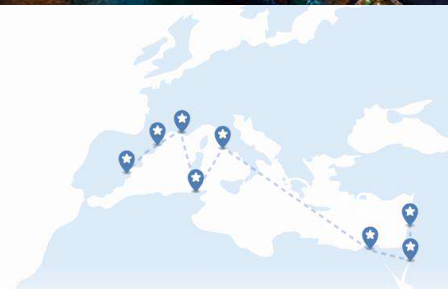


PROGRAMME



Thursday, 8th April Enviroment and Digitalization

09:00-09:50	10:00-10:50	11:00-11:50	12:00-12:50
<p>Security Systems</p> <p>Perticarà</p>	<p>Maritime Transport digitalization</p> <p>Campo</p>	<p>Environment in Ports: Water, Air, Energy</p> <p>Burgio</p>	<p>Operators</p> <p>Andrea Campagna</p>
13:00-13:50	14:00		
<p>Operators - second part</p> <p>Andrea Campagna</p>	<p>End of day 3</p>		

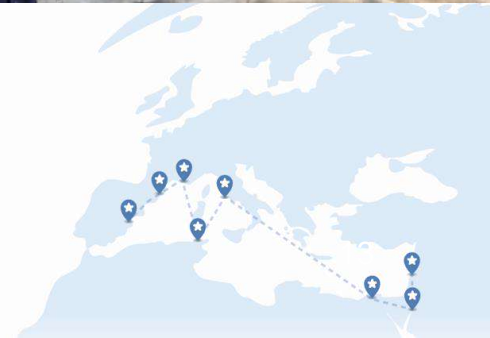


PROGRAMME



(TBC) Visit to the Port of Civitavecchia

09:00	09:15	11:00	11:30
Meeting at the Port Authority of Civitavecchia	Maritime Visit to the Port Marco Muci	Break	Transfer to Automar Logistics
13:00	14:00		
Visit to Cruise Terminal	Lunch break		

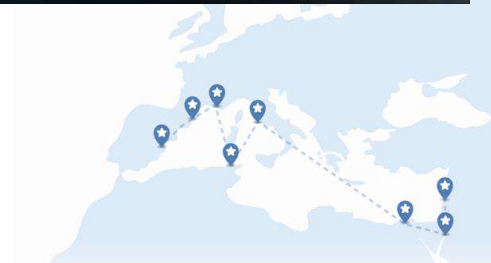


PROGRAMME



(TBC) Visit to the Port of Civitavecchia

15:00	16:00	17:00	18:00
Visit CFFT Terminal	Visit Container Terminal	Visit Multipurpose Terminal	End of day





MORE INFORMATION

PORT AUTHORITY SYSTEM OF CENTER-NORTH TYRRHENIAN SEA

https://www.portidiroma.it/pagina17444_progetto-yep-med.html

Dr Luca LUPU

Phone: +390766366906

Email: lupi@portidiroma.it



Blue Economy

Mauro Adamo



Blue Economy



“a resource that generates wealth, employment and innovation according to a **collaborative and sustainable** model. The sea combines different sectors and traditions in a widespread **entrepreneurial** fabric, which can be an extraordinary lever for the relaunch of the **territory**”



Defining framework



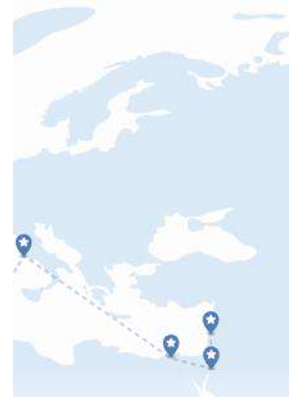
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DIMENSIONE NAZIONALE

DIMENSIONE TERRITORIALE

FORZA MOLTIPLICATIVA
VALORE AGGIUNTO E OCCUPAZIONE
IMPRESE DELL'ECONOMIA DEL MARE
IMPRENDITORIA GIOVANILE, FEMMINILE E STRANIERA
COMMERCIO ESTERO



Blue economy sectors



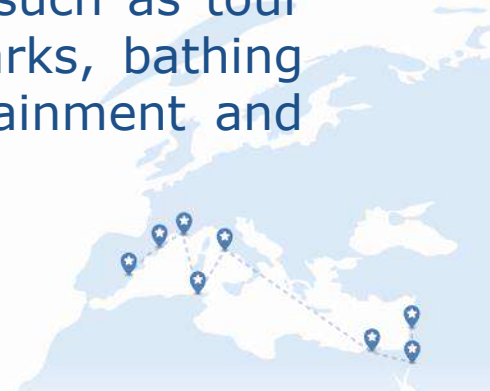
- ***Fish supply chain:*** includes activities related to fishing, fish processing and the preparation of fish dishes, including their wholesale and retail trade
- ***Marine extraction industry:*** concerns activities of extraction of natural resources from the sea, such as salt, rather than offshore oil and natural gas. It should be pointed out that for this sector the estimates had to be based on certain hypotheses which would make it possible to identify within the mining activity that can be traced back to the sea
- ***Shipbuilding chain:*** it encompasses the construction of recreational and sports boats, shipyards in general and demolition, manufacture of navigational instruments and, finally, installation of connected industrial machinery and equipment
- ***Handling of goods and passengers:*** refers to all water transport activities of goods and persons, both maritime and coastal, together with the related insurance and brokerage activities of the same transport and logistics services



Blue economy sectors



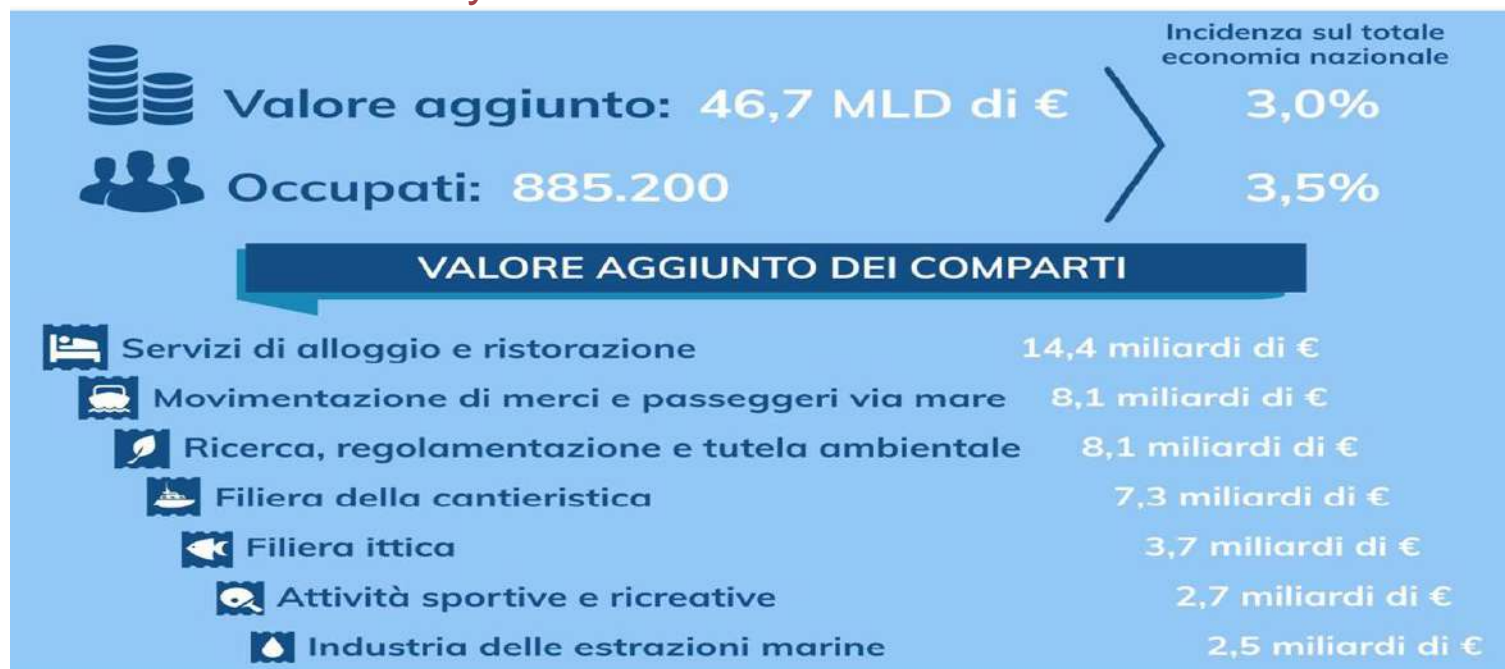
- ***Accommodation and catering services:*** all activities related to accommodation are included, of any type (hotels, tourist villages, marine colonies, etc.) and those clearly related to catering, including, of course, that on ships
- ***Research, regulation and environmental protection:*** includes research and development activities in the field of marine biotechnology and natural sciences related to the sea more generally, together with regulatory activities for environmental protection and in the field of transport and communications. In addition, in this area there are also activities related to education (nautical schools, etc.)
- ***Sports and recreational activities:*** includes tourism-related activities in the field of sport and entertainment, such as tour operators, tour guides and tour guides, theme parks, bathing establishments and other areas related to entertainment and entertainment (discos, ballrooms, games rooms).



Added value and employment



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VALORE AGGIUNTO DELLE ECONOMIE LOCALI

Prime 5 province
(valore assoluto)

Roma	7,4 miliardi di €
Genova	3,4 miliardi di €
Napoli	2,9 miliardi di €
Milano	2,4 miliardi di €
Venezia	2,1 miliardi di €

Prime 5 province
(incidenza % sul totale
economia provinciale)

Trieste	15,4%
Olbia-Tempio	13,9%
Rimini	13,0%
Genova	12,7%
La Spezia	12,3%



Enterprises in Italy



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DINAMICA DEL TESSUTO IMPRENDITORIALE

199.177 Imprese

3,3%

Incidenza sul totale
economia

VARIAZIONE 2014-2018

Economia del Mare

+17.357

+9,5%

Valori assoluti

Variazione %

Totale economia

+58.485

+1,0%

DINAMICA DEI COMPARTI



Servizi di alloggio e ristorazione



Filiera ittica



Attività sportive e ricreative



Filiera della cantieristica



Movimentazione di merci e
passeggeri via mare



Attività di ricerca, regolamentazione
e tutela ambientale



Industria delle estrazioni marine

TOTALE

NUMEROSITA'
(Val. assoluti
e incidenza %)

VARIAZIONE 2014-2018
(Val. assoluti
e variaz. %)

88.636 44,5%

+14.597 +19,7%

33.549 16,8%

-335 -1,0%

30.326 15,2%

+1.915 +6,7%

27.106 13,6%

-609 -2,2%

11.411 5,7%

+428 +3,9%

7.664 3,8%

+1.400 +22,4%

485 0,2%

-39 -7,5%

199.177 100%

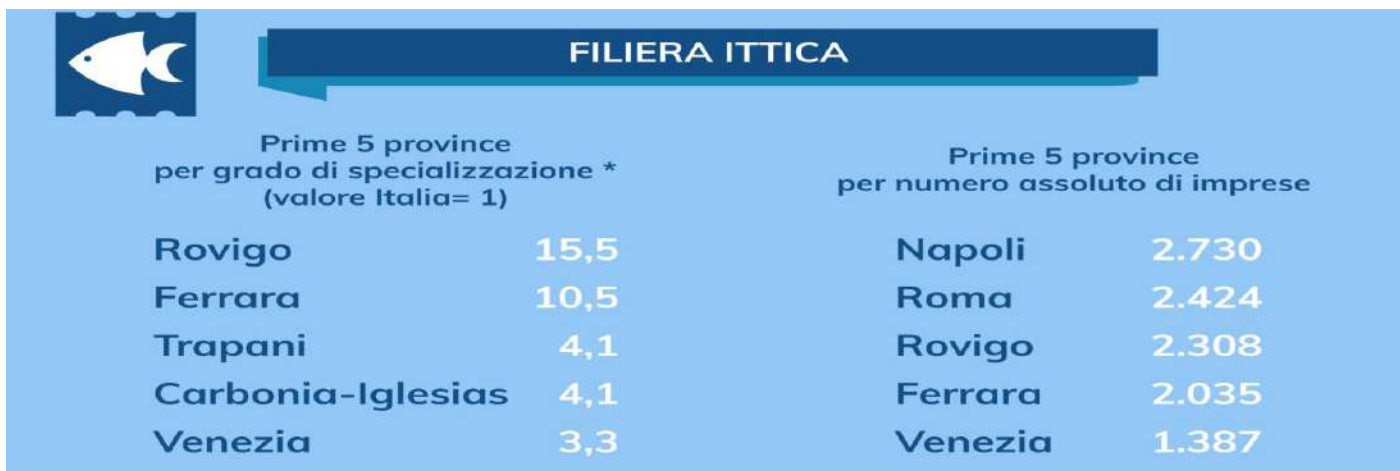
+17.357 +9,5%



Enterprises in the sectors



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FILIERA DELLA CANTIERISTICA

Prime 5 province per grado di specializzazione * (valore Italia= 1)		Prime 5 province per numero assoluto di imprese	
La Spezia	5,0	Roma	3.069
Gorizia	4,2	Napoli	1.997
Massa-Carrara	4,1	Genova	1.482
Genova	3,9	Milano	942
Lucca	3,9	Lucca	738

* Rapporto tra la quota di imprese del comparto della provincia e la stessa quota calcolata a livello nazionale



Enterprises in the sectors



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MOVIMENTAZIONE DI MERCI E PASSEGGERI VIA MARE

Prime 5 province
per grado di specializzazione *
(valore Italia= 1)

Venezia	10,6
Livorno	7,6
La Spezia	7,1
Trieste	6,5
Genova	6,5

Prime 5 province
per numero assoluto di imprese

Venezia	1.535
Napoli	1.386
Roma	1.235
Genova	1.038
Livorno	465



FILIERA DEL TURISMO

(Servizi di alloggio e ristorazione e attività sportive e ricreative)



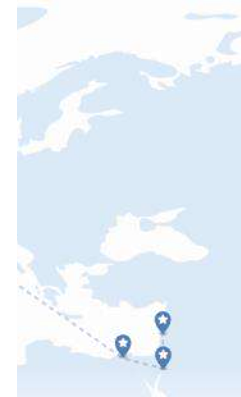
Prime 5 province
per grado di specializzazione *
(valore Italia= 1)

Rimini	5,0
Savona	4,2
Livorno	4,1
La Spezia	3,9
Olbia-Tempio	3,9

Prime 5 province
per numero assoluto di imprese

Roma	23.959
Napoli	10.374
Venezia	4.574
Genova	4.325
Salerno	4.142

* Rapporto tra la quota di imprese del comparto della provincia e la stessa quota calcolata a livello nazionale



Enterprises in the territories



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DINAMICA DEL TERRITORIO

	NUMEROSITA' (Val. assoluti e incidenza %)		VARIAZIONE 2014-2018 (Val. assoluti e variaz. %)	
Nord-Ovest	23.196	11,6%	+1.162	+5,3%
Nord-Est	30.111	15,1%	+1.290	+4,5%
Centro	58.035	29,1%	+5.450	+10,4%
Mezzogiorno	87.835	44,1%	+9.455	+12,1%
Totale	199.177	100,0%	+17.357	+9,5%

DINAMICA REGIONALE E PROVINCIALE

Prime 5 regioni per incidenza % di
imprese dell'Economia del Mare
sul totale
(tra parentesi: valori assoluti)

Liguria	9,4%	(15.318)
Sardegna	6,0%	(10.203)
Lazio	5,5%	(36.114)
Sicilia	5,0%	(23.175)
Calabria	4,6%	(8.615)

Prime 5 provincie per incidenza % di
imprese dell'Economia del Mare
sul totale
(tra parentesi: valori assoluti)

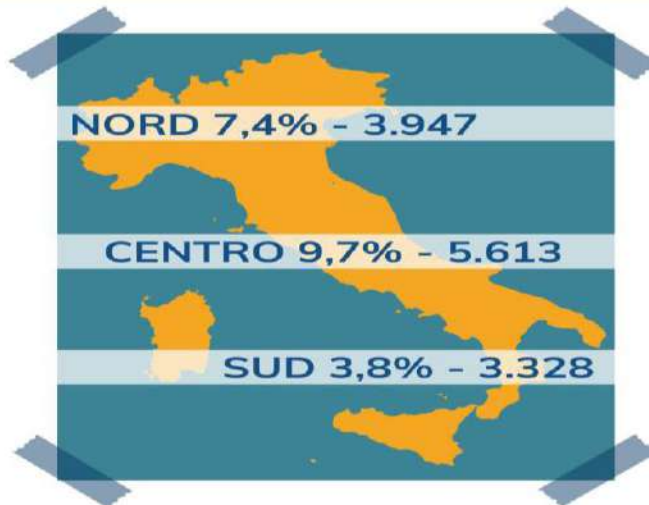
La Spezia	13,3%	(2.788)
Rimini	13,0%	(5.131)
Livorno	12,5%	(4.091)
Trieste	11,6%	(1.876)
Olbia-Tempio	11,3%	(2.687)



Foreign entrepreneurship

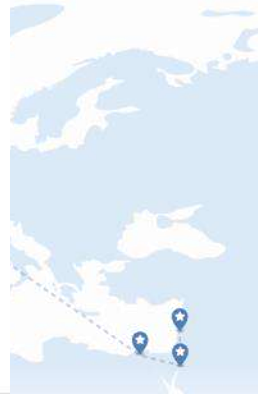


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La geografia delle imprese straniere dell'Economia del Mare

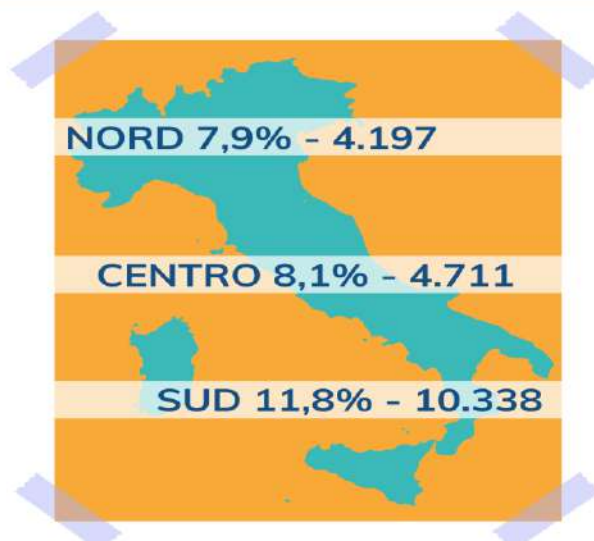
Peso dell'imprenditoria straniera sul totale delle aziende EM della macroregione
(Incidenze % e valori assoluti)



Youth entrepreneurship

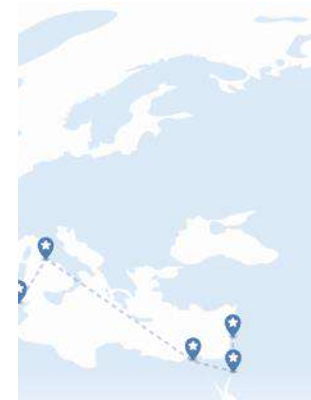


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La geografia delle imprese giovanili dell'Economia del Mare

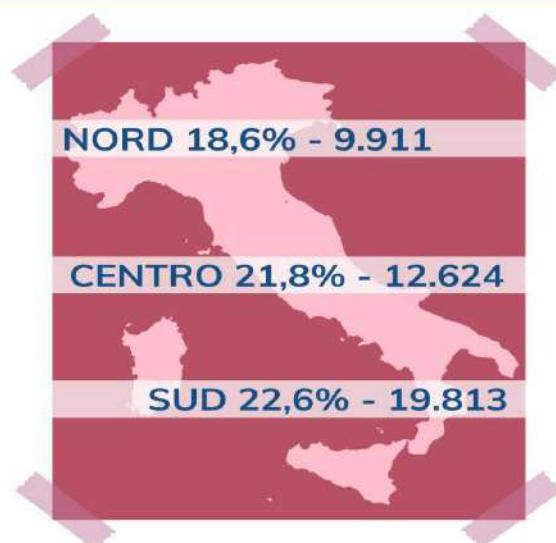
Peso dell'imprenditoria giovanile sul totale delle aziende della macroregione
(Incidenze % e valori assoluti)



Women's entrepreneurship

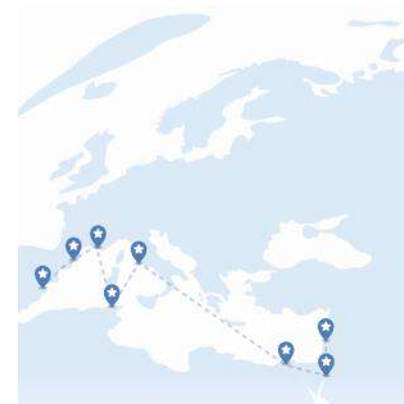


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La geografia delle imprese femminili dell'Economia del Mare

Peso dell'imprenditoria femminile sul totale delle aziende della macroregione
(Incidenze % e valori assoluti)



Relevance of the Blue Economy for Italy



Number of enterprises 199.177 units (3,3%)

Added Value 46,7 billions € (3,0%)

Employment 885.000 units (3,5%)

Export 5,3 billions of euro

Import 7,5 billions of euro

Trade balance -2,1 billions of euro

(2018 Unioncamere)



Multiplier effect



**1 EURO PRODOTTO DALLA BLUE ECONOMY
NE ATTIVA ALTRI 1,9 SUL RESTO DELL'ECONOMIA**



Valore aggiunto prodotto: 46,7 MLD di €

Valore aggiunto attivato: 87,8 MLD di €

8,5%

Incidenza su
totale economia
nazionale



The territorial dimension



Case history: Civitavecchia

Education and training

The economic impact of cruise activities



Education and training



- ⚓ ***Istituto Tecnico Economico Guido Baccelli***
-Curriculum Economia del Mare
- ⚓ ***Istituto Tecnico Nautico Luigi Calamatta***
- ⚓ ***Università La Tuscia***
 - Corso di Laurea in Economia Aziendale - Curriculum Economia del Mare
 - Corso di Laurea Magistrale in Economia Circolare - Curriculum Blue Economy
- ⚓ ***Scuola Europea de Short Sea Shipping***
 - Unica sede italiana a Civitavecchia
- ⚓ ***ITS Fondazione G. Caboto***
 - Sede di Civitavecchia





Curriculum Economia del Mare

- 50 curricular hours in classes V
- Port legislation
- Shipping and international law
- Sustainable mobility
- The subjects of maritime activity
- The Port System Authorities
- Guided tours to domestic and foreign ports
- School-work alternation (PCTO in port)
- Interventions by external experts





CERTeT *Bocconi*

Analysis of the socio-economic impact of the cruise activities of the port of Civitavecchia



The cruise market

E
C
in

YEP MED

Bocconi

CERTeT

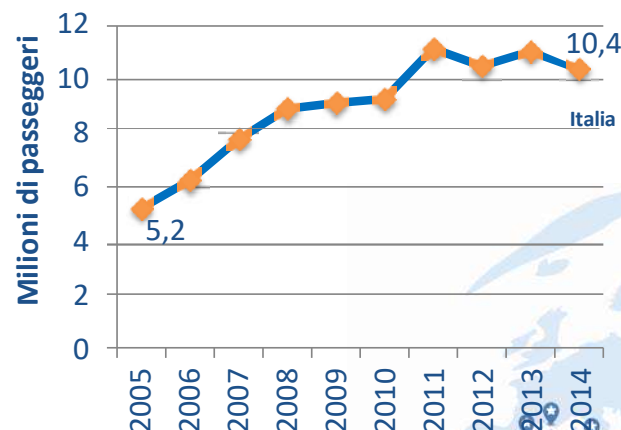
Italy is Europe's leading cruise traffic market, with 10.4 million passengers in 2014 and an average annual growth rate of 8% between 2005 and 2014.

During recent years there has been a stabilisation phase that includes the period 2012-2014, due to several factors, including the economic crisis, the instability of the southern shore of the Mediterranean, the search by large companies for new markets.

The cruise market is particularly concentrated in the Tyrrhenian regions with Liguria, Tuscany, Lazio and Campania counting for 63% of passengers spoiled and 64% of the total number of ships affected. The top 7 ports handle almost 80% of passengers, or 8 million passengers.

Traffic in the main Italian ports and in Italy (Source: Assoporti e Risposte Turismo)

Porto	2013	2014	Quota Mkt
Civitavecchia	2.538.259	2.141.416	21%
Venezia	1.841.477	1.733.839	17%
Napoli	1.175.034	1.113.762	11%
Savona	939.038	1.018.794	10%
Genova	1.050.085	824.109	8%
Livorno	736.516	626.356	6%
Bari	604.781	551.600	5%
Primi 7 Porti	8.885.190	8.009.876	77%
Altri	2.168.194	2.390.124	23%



Overview



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Civitavecchia has 9% of the Mediterranean market and 21% of the Italian market

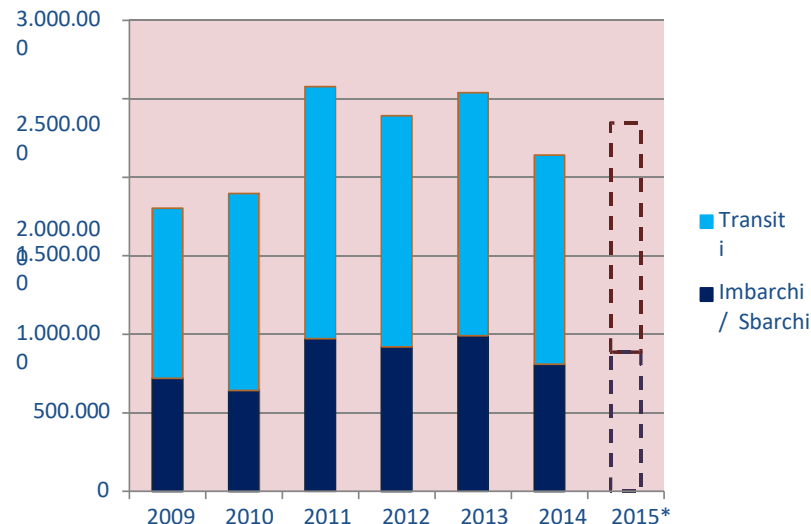
With over 800 ships touched on average every year in recent years, by over 40

companies, Civitavecchia has an offer that is unparalleled in the Mediterranean

Unparalleled growth trajectory in the Mediterranean: + 1,158,245 million passengers over nine years (+118% in percentage terms since 2005), up to 2.1 million in 2014 and with an additional growth estimate of 10% in 2015.

Mainly transit traffic with an average in recent years of about 38% (34% in 2014) of passengers using this airport as a home port.

CRUISE TRAFFIC IN THE PORT OF CIVITAVECCHIA



Fonte: CERTeT su dati Autorità Portuale (il dato del 2015 è una stima)



CERTeT



Estimate of rooms occupied in 1 year by cruise ship in Civitavecchia = 22,000

* Dopo attenta verifica sul campo, si assume che il comportamento dei croceristi originanti è lo stesso sia in partenza che arrivo

Turnover

E C
in

YEP MED

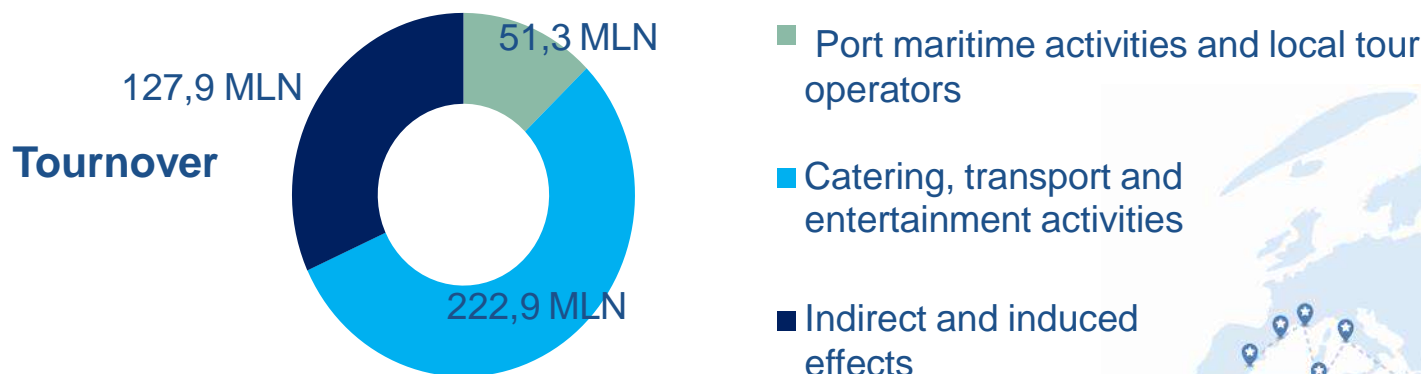
Bocconi

CERTeT

In summary, the overall economic effect of cruise activities in Civitavecchia is 401.9 million Euros. The turnover estimate comes from the sum of:

- 51.3 million euros, deriving from the expenditure of shipping companies, cruise operators and crews on port maritime activities and local tour operators;
- 222.9 million euros, deriving from the expenses for catering, transport, entertainment and various purchases (clothing, parking, accommodation) of cruise workers (213.0) and crew members (9 million euros) in the Lazio area
- 127.7 million euros, deriving from the indirect and induced effects of activities related to maritime-port services.

The calculation methods made it possible to report to the Civitavecchia area the expenses specifically related to port maritime activities and tour operators (51.3 million euros) and a share of the expenses of cruise shippers and crew members (equal to 40.2 Million Euros), for a total of 91.5 million Euros





Cognitive survey on reflexes economic activities of
cruise industry with respect to openness and
development accommodation facilities in
Civitavecchia.



Details of the investigation



Contractor of the investigation: Roma Cruise Terminal

Survey performers: Classe 5°A Istituto Tecnico Economico "Guido Bacelli"

Survey period: December 2019/January 2020

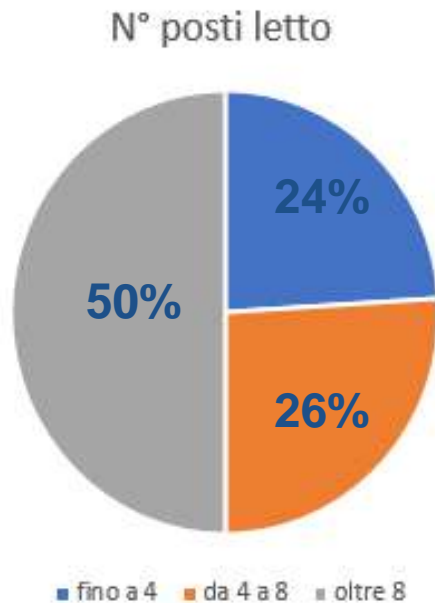
Structures that responded	50
Facilities not available for interview	26
Non-contactable facilities	20
Total structures surveyed	96



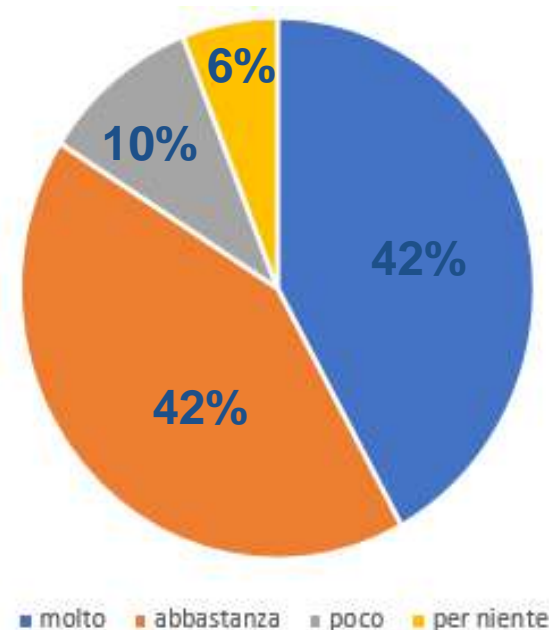
Sample analysis



Number of beds in accommodation facilities



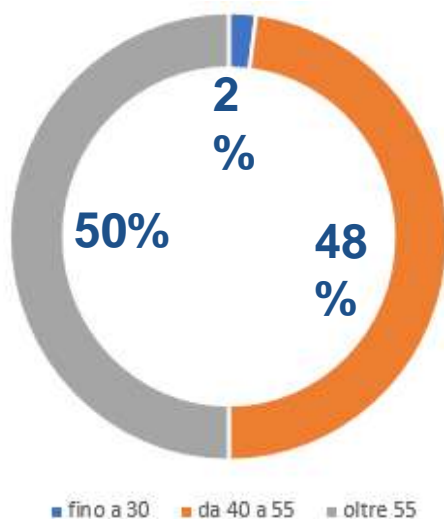
Impact of the presence of cruise cruciers on the decision to open the accommodation business



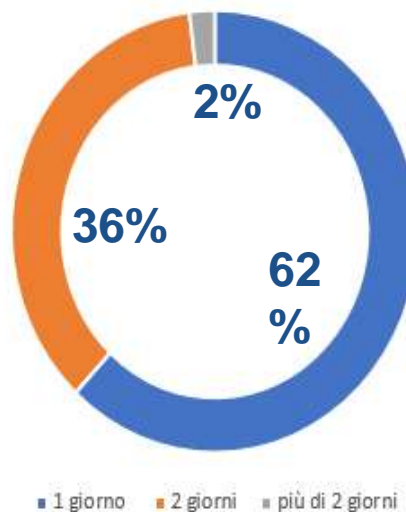
Sample analysis



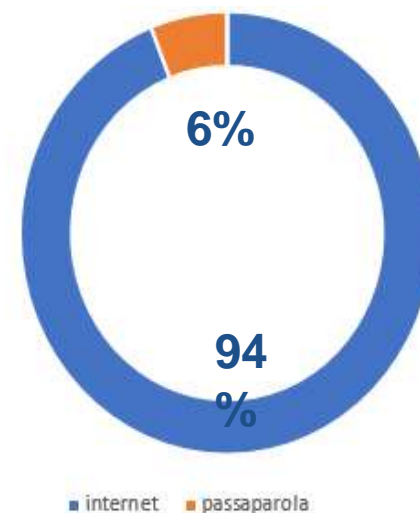
Average age of customers



Average permanence



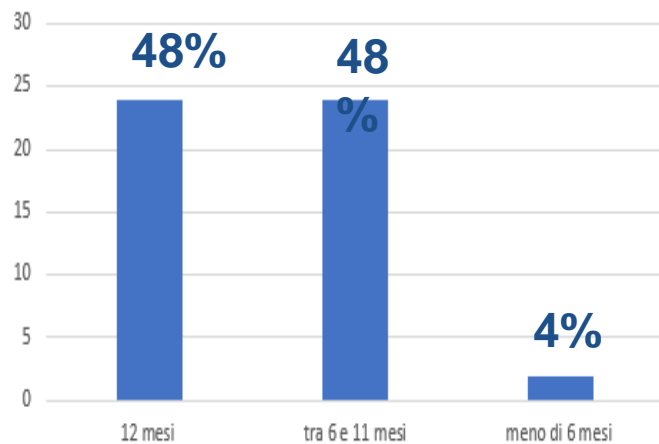
Promotion of the structure



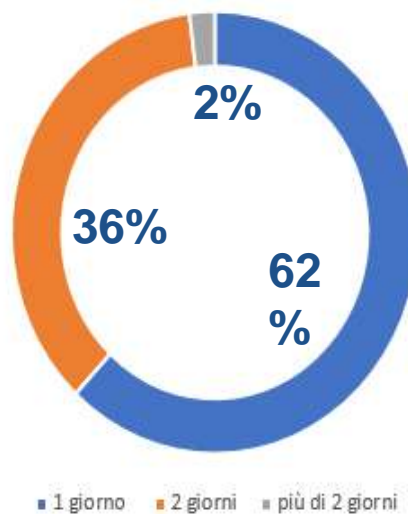
Sample analysis



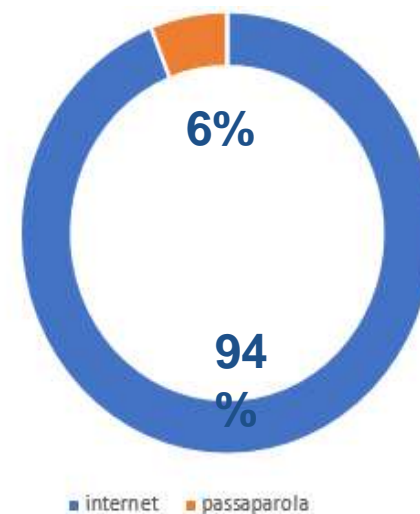
Opening period



Average permanence



Promotion of the structure

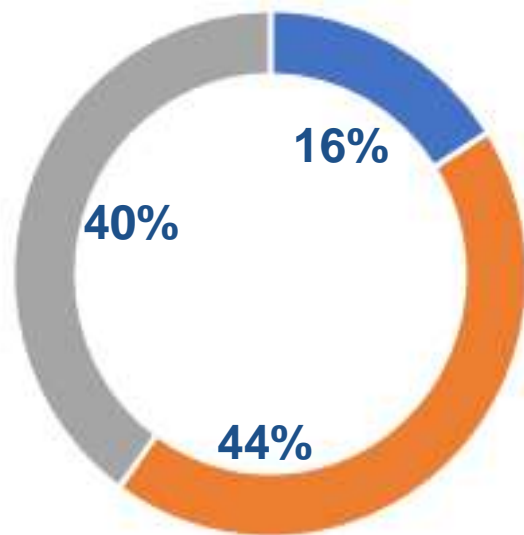


Sample analysis

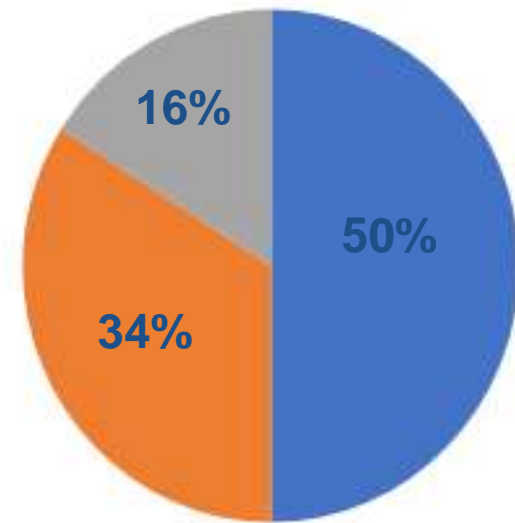


Perception of the future

Years of activity



■ più di 10 anni ■ da 5 a 9 anni ■ meno di 5 anni



■ ottimista ■ neutrale ■ pessimista



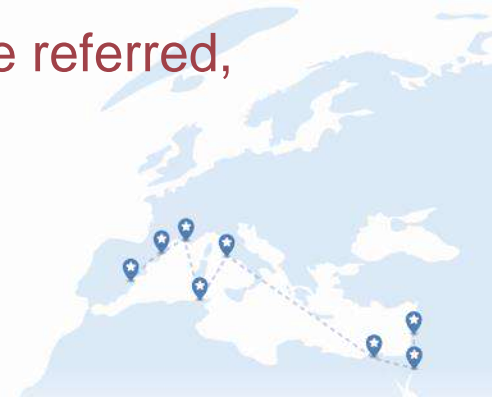
Conclusions and economic impact



Given that 84% of respondents said that the presence of cruise passengers had a very/enough impact on the decision to open the business, given that 92% of respondents say that the prevailing clientele is related to cruises, given that 50% of the facilities have over 8 beds, given that 96% of accommodation facilities are open for more than 6 months of the year, the estimated economic impact could be as follows:

In the case of 90 open facilities (excluding hotels) on average 200 days a year with an average daily occupancy of 6 beds with a rate of 40€ we have a total turnover of € 4,320,000.

The figure is prudential and underestimated as we have referred, for the number of structures present in Civitavecchia, to a single specialized portal.



Thank You

Mauro Adamo

mauro.adamo@posta.istruzione.it



Civitavecchia Maritime
Authority – Coast Guard

Role and functions of Maritime Authority in sea trade

C.F. (CP) Vincenzo ZAGAROLA





AGENDA

- **Civitavecchia Maritime Authority / Coast Guard – OVERVIEW**
- **Safety & Security (*port & ship*)**
- **Port Management Information System (PMIS)**
- **IMO Codes (IMDG, IBC, BLU, BCH, CTU, GC, Grain, ISM, ecc.)**
- **Preclearing (*snapshot*)**





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Civitavecchia Maritime Authority / Coast Guard – OVERVIEW



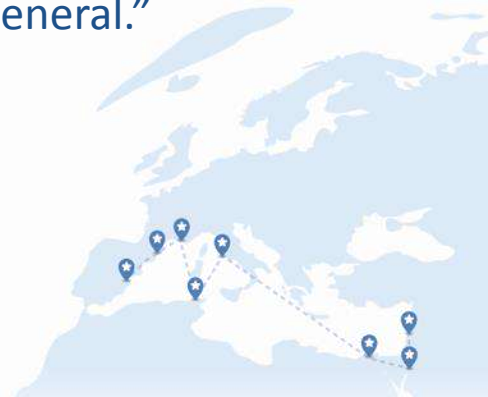


Civitavecchia Maritime Authority / Coast Guard – OVERVIEW



Italian Law n. 327/1942

“Harbour Master regulates and supervises the entry, exit, movement, anchorages and moorings of the ships (.....) provides for everything concerning the safety / security and police of the port in general.”



Civitavecchia Maritime Authority / Coast Guard – OVERVIEW

Testo aggiornato dalla Legge n. 296 (art. 1, co. 996 e 997) del 27.12.2006 (Suppl. G.U. n. 244/L del 27.12.2006)
 (aggiornamento gennaio 2007)

Supplemento ordinario alla "Gazzetta Ufficiale n. 28 del 4 febbraio 1994 – Serie generale"

GAZZETTA UFFICIALE

DELLA REPUBBLICA ITALIANA

Roma – venerdì 4 febbraio 1994

N. 21

LEGGE 28 gennaio 1994, n. 84.

Riordino della legislazione in materia portuale

Testo coordinato con:

- D.P.R. 20.3.1996 - Istituzione dell'A.P. di Piombino - (G.U. n. 84 del 10.4.1996)
- Decreto legge n. 430 dell'8.8.1996 (G.U. n. 196 del 22.8.1996)
- Legge n. 647 del 23.12.1996 (G.U. n. 35 del 12.2.1997)
- Legge n. 30 del 27.2.1998 (G.U. n. 49 del 28.2.1998)
- D.P.R. 16.7.1998 - Istituzione dell'A.P. di Gioia Tauro - (G.U. n. 179 del 3.8.1998)
- Legge n. 472 (art. 16 e 19) del 7.12.1999 (Suppl. G.U. n. 220/L del 16.12.1999)
- Legge n. 488 (art. 11) del 23.12.1999 (Suppl. G.U. n. 227/L del 27.12.1999)
- D.P.R. 23.6.2000 - Istituzione dell'A.P. di Salerno - (G.U. n. 175 del 28.7.2000)
- Legge n. 186 del 30.6.2000 (G.U. n. 157 del 7.7.2000)
- Legge n. 388 (art. 145, comma 24) del 23.12.2000 (Suppl. G.U. n. 219/L del 29.12.2000)
- D.P.R. 29.12.2000 - Istituzione dell'A.P. di Olbia e Golfo Aranci - (G.U. n. 32 dell'8.2.2001)
- D.P.R. 12.4.2001 - Istituzione dell'A.P. di Augusta - (G.U. n. 121 del 26.5.2001)
- D.P.R. 2.4.2003 - Istituzione dell'A.P. di Trapani - (G.U. n. 115 del 20.5.2003)
- Legge n. 172 dell'8.7.2003 (G.U. n. 161 del 14.7.2003)
- Legge n. 350 (art. 4, comma 65) del 24.12.2003 - Istituzione dell'A.P. di Manfredonia (Suppl. G.U. n. 196/L del 27.12.2003)
- Legge n. 186 (art. 6) del 27.7.2004 (Suppl. G.U. n. 131/L del 28.7.2004)
- Legge n. 296 (art. 1, co. 996 e 997) del 27.12.2006 (Suppl. G.U. n. 244/L del 27.12.2006)

(aggiornamento gennaio 2007)

Italian Law n. 84/1994

- New Port Legislation
- Creation of Port Authority (now Port System Authority)
- Necessity of an “understanding” for many aspects of port affairs
- Mostly, Maritime Authority (safety/security)
Port Authority (commercial)



AGENDA

- Civitavecchia Maritime Authority / Coast Guard – OVERVIEW
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- Preclearing (*snapshot*)





Safety & Security (*port & ship*)

Under the responsibility of Maritime Authority (Harbour Master)



PILOTS





Safety & Security (*port & ship*)

Under the responsibility of Maritime Authority (Harbour Master)



MOORINGS





Safety & Security (*port & ship*)

Under the responsibility of Maritime Authority (Harbour Master)



TUGS





Safety & Security (*port & ship*)

Maritime Authority is the «Designed Authority» for port security



- SOLAS ch. XI-2 - ISPS code
- Reg. EC 725/2004
- Italian Law n. 203 /2007





Safety & Security (*port & ship*)

Maritime Authority is the «Designed Authority» for port security



Current issues for agents:

- What is a DOS?
- What is a port «facility»?
- What is a ship PAI?





AGENDA

- Civitavecchia Maritime Authority / Coast Guard – OVERVIEW
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- Preclearing (*snapshot*)





Port Management Information System (PMIS)

Maritime Authority and the concept of a «*national maritime single window*»



- **Directive 2002/59/CE**, establishing a community vessel traffic monitoring and information system
- **Italian Law n. 196/2005**
- **Directive 2010/65/EU**, on reporting formalities for ships arriving in/and or departing from ports in EU
- **Italian Law n. 179/2012**





AGENDA

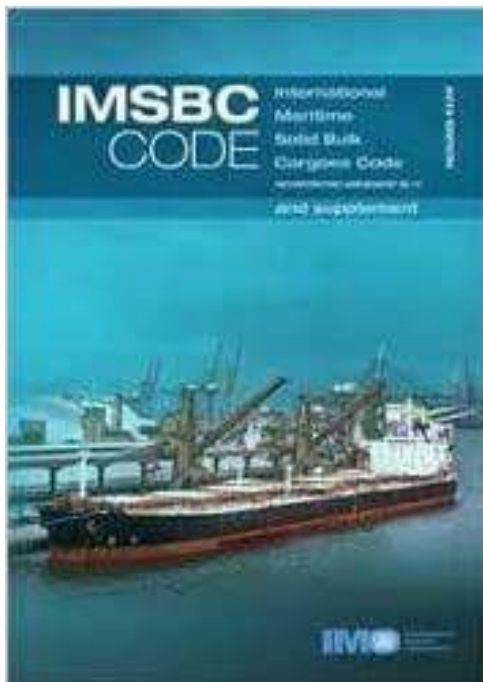
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- Preclearing (*snapshot*)





IMO Codes

Application of IMO Codes through PMIS – Maritime agents acknowledge



- **IMDG Code**
- **IMSBC Code**
- **BLU Code**
- **BCH Code**
- **CTU Code**
- **IGC Code**

.....





AGENDA

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- **IMO Codes (IMDG, IBC, BLU, BCH, CTU, GC, Grain, ISM, ecc.)**
- **Preclearing (snapshot)**





Preclearing

Maritime Authority surveillance and Customs duty



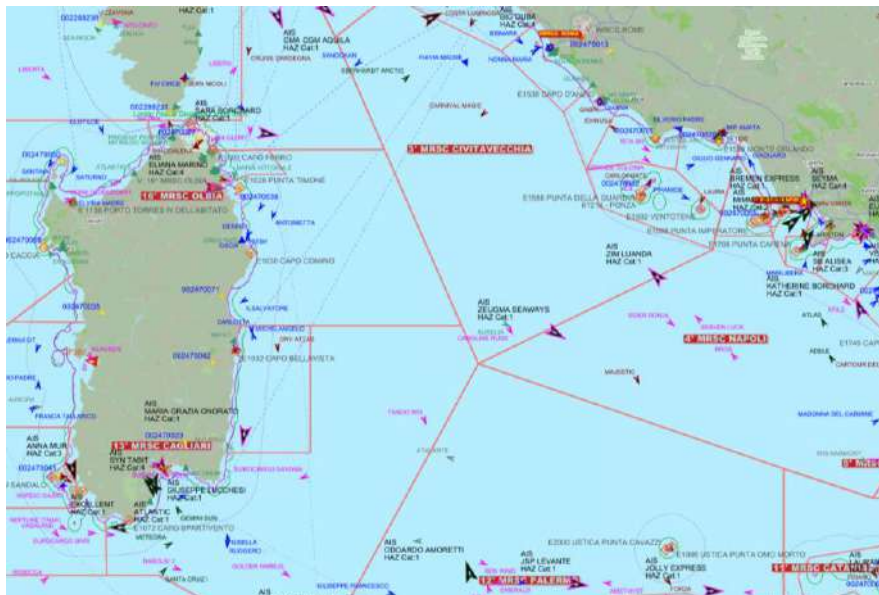
- **Departing ports**
- **Continuous track**
- **Ininterrupted journey**
- **Applicable goods**





Preclearing

Maritime Authority surveillance and Customs duty



- Departing ports
- Continuous track
- Ininterrupted journey
- Applicability goods



THANKS FOR YOUR ATTENTION

C.F. (CP) Vincenzo ZAGAROLA
Maritime Authority of Civitavecchia



DIGITALISATION OF PORT SYSTEMS

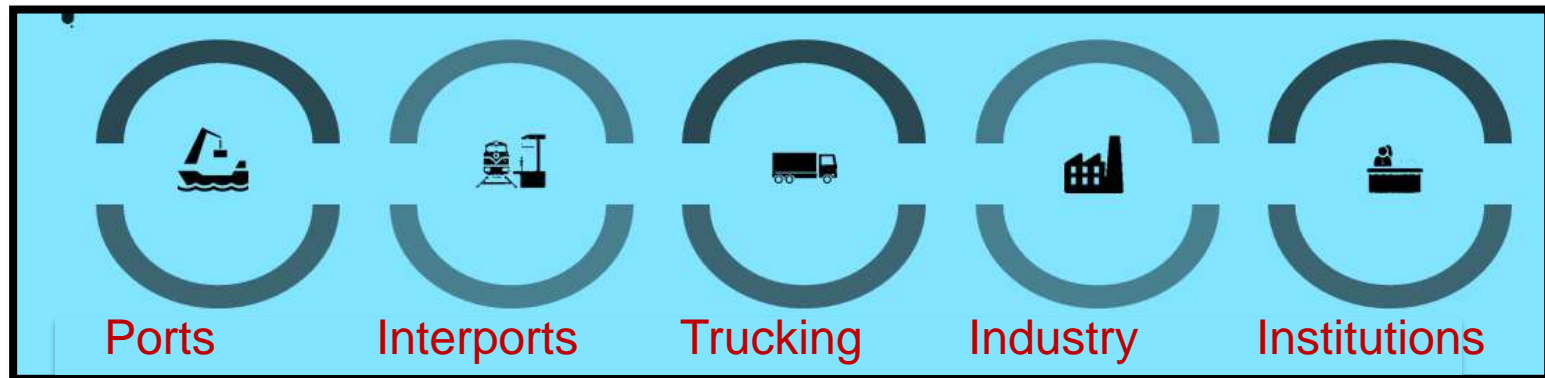
Sacha Campo



Topics



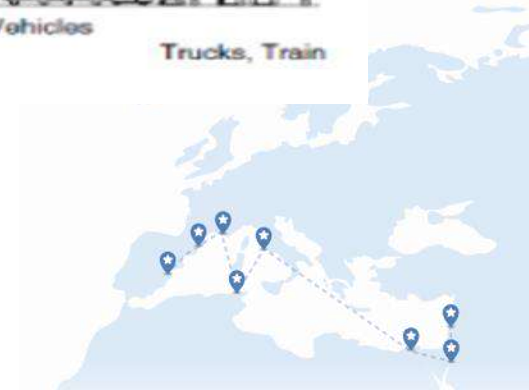
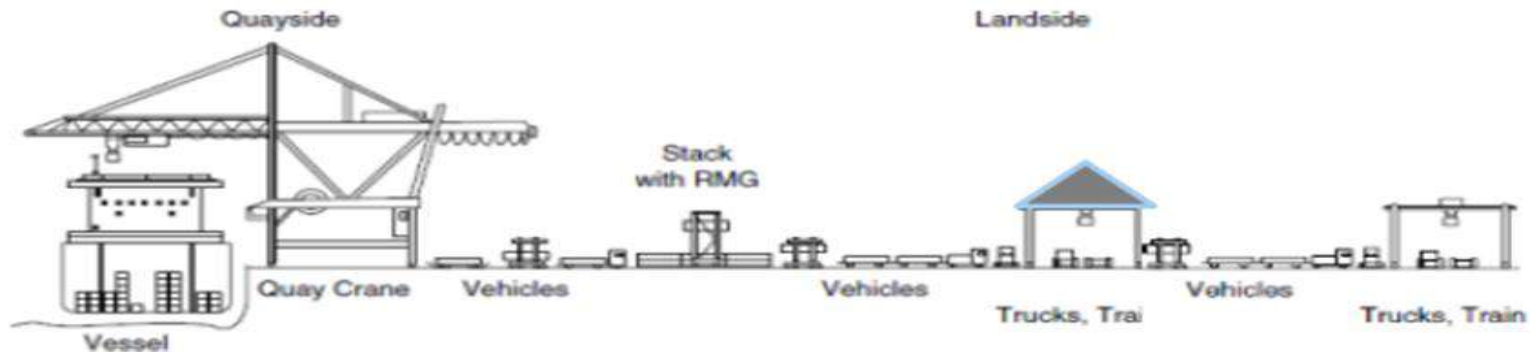
- * **Port Community System (PCS)**
- * **Customs Controlled Corridors (CCD)**
- * **Administrative One-Stop Shop (SUA)**



Port Community System



The Port Community System (PCS) is an info-telematic system that allows the intelligent and secure exchange of information between private and public entities constituting the port communities and those of land intermodality. It simplifies, automates, manages and optimizes the processes in which community actors are involved by connecting and synchronizing transport and logistics chains by generating high value-added services.



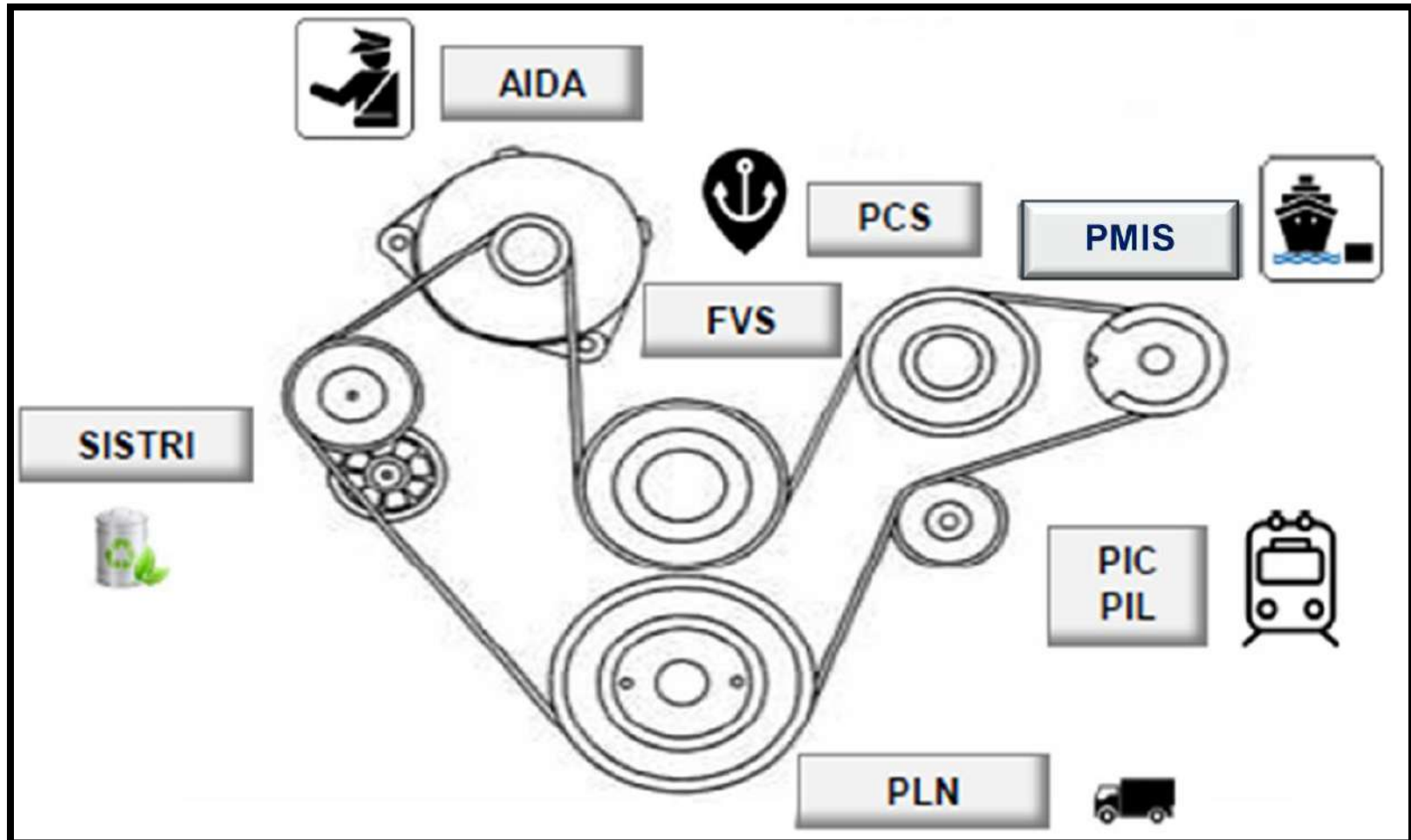
The PCS legal references



- In accordance with the National Strategic Plan of Port and Logistics (approved with DPCM of 26 August 2015 and published in OJ No. 250 of 27 October 2015) the homogenization of PCS must be guaranteed in a logic of appropriate centralization through the National Logistics Platform (see paragraph 2.9.5 of the PSNPL and "Objective 6 Innovation").
- Art. 61-bis of the D.L. 24 January 2012, n. 1, converted with amendments by Law No. 27 of 24 March 2012, which defined UIRNet S.p.A. ("UIRNet") as the single implementing entity of the Ministry of Infrastructure and Transport ("MIT") for the implementation and management of the National Logistics Platform ("PLN"), a platform extended by the same article, as well as to interports, also to freight centers, ports and logistics plates;
- Art. 1, paragraph 211, of law 24 December 2012, n. 228 which provided that "the implementing entity referred to in art. 61-bis, decree-law no. 1 of 24 January 2012, converted, with amendments, by Law No. 27 of 24 March 2012, must provide for the completion of the National Logistics Platform (...) and its management as an open infrastructure network system to which local ITS platforms, independently developed and for this purpose made compatible, owned or in use to logistics nodes, ports, freight centers and logistics plates" are connected.



The PCS in the context of the PLN



The PCS System



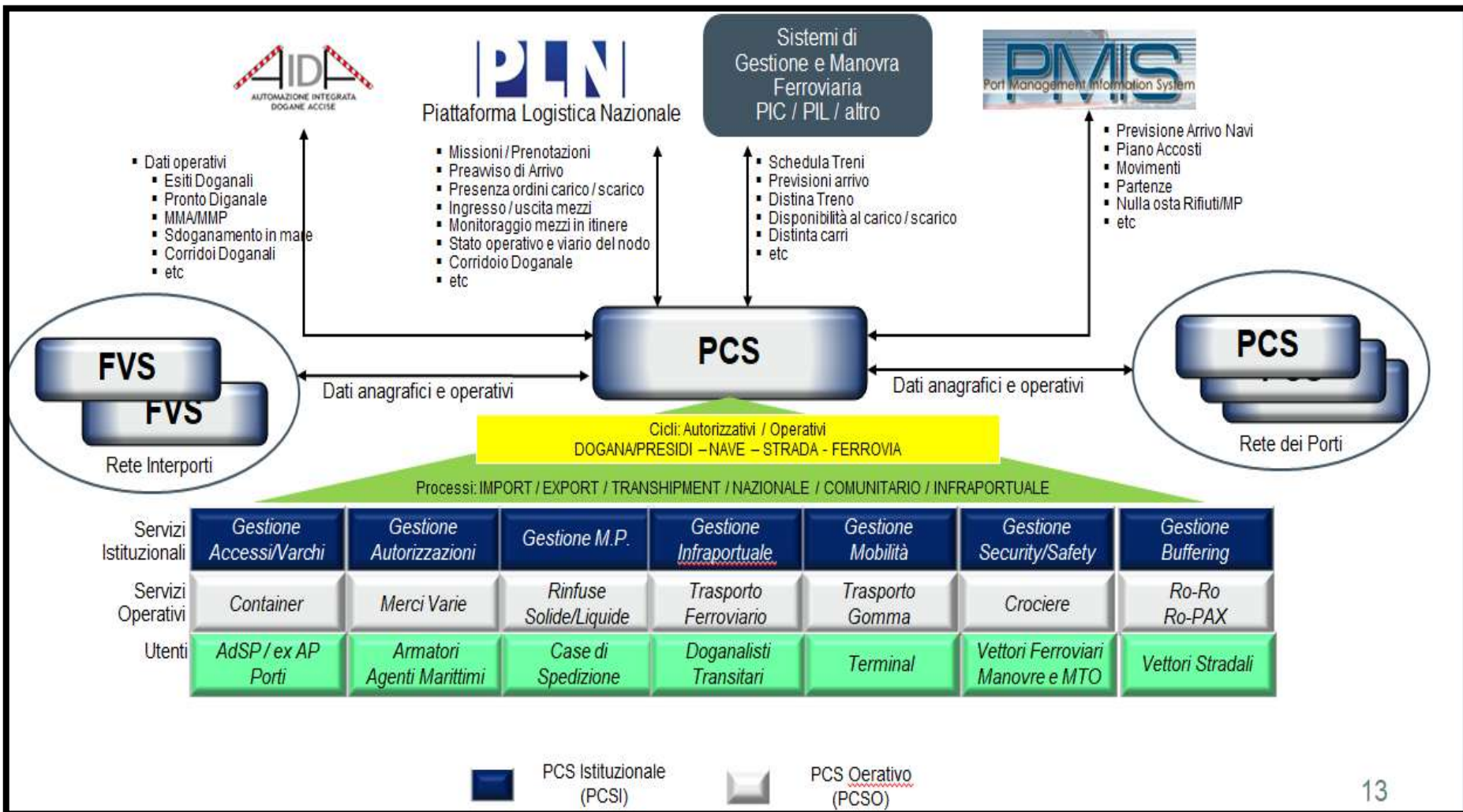
The PCS system will be oriented to achieve the highest possible level of interoperability with public and private systems, in order to guarantee the logic of unique data input and reuse and usability of information by the interested bodies/operators. In this respect, all the elements to ensure real-time interoperability are still being defined at MIT.

In particular, attention will be paid to:

- ✓ Integration with GNP
- ✓ Integration with the PMIS/Captaincies system
- ✓ Integration with the AIDA/Customs system
- ✓ Integration with RFI PIC/GDP systems
- ✓ Integration with railway manoeuvring systems
- ✓ Integration with other PCS systems within the port network
- ✓ Integration with Systems of Private Operators (Terminals, Shippers, Maritime Agents, etc.) operating within port realities and in inland terminals



Actors, roles and cooperation





Actors, roles and cooperation

- The figure represents the role of the PCS as a link between the Public Data Level and the Operational Level: it is divided into three families,
- that related to interoperability with Public Platforms (in Yellow);
- the one dedicated to AdSPs (in Blue);
- the one dedicated to operators and the Community in general



Actors, roles and cooperation



- The **Public Tier** represents the set of data shared and managed by the individual Public Platforms, which provide/receive pcs operational data. as the sole custodians and trustees of maritime/port operational information.
- The **Network Level of Ports and Intermodality** intends to pool the data that can be used by operators of the different port and territorial realities.
- The **Port Logistic Level** that involves and operationally supports all the actors of the "Port Communities" for all transport and logistics operations and the AP/AdSP themselves for the activities of competence and to provide value-added services.

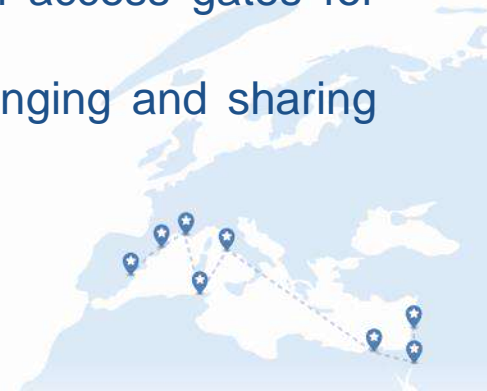




Some PCS Services for Port Communities



- Make available in advance to operators **all information relating to arrivals/departures** of means of transport (Ship-Trains-Trucks), boarding/disembarkation areas, and reservations, customs status, presence of loading/unloading orders, clearance for dangerous goods and waste, authorization for unloading/reloading, etc.)
- **Pre-gate** activities through the notice of arrival of the means with prior verification of reservations, customs status, presence of loading/unloading orders, clearance for dangerous goods and waste, authorization to unload/reload, etc.
- Management of **operational appointments** for road, rail and sea transport, with the involvement of all the actors involved in the operational, administrative and authorization processes
- Provide the elements necessary to **automate control procedures** for the management of access and exit of port gates and terminal access gates for loading/unloading/boarding operations
- **Delete manual steps of paper documents** in favor of exchanging and sharing them in electronic format



Some PCS Services for Port Communities



- **Facilitate access/exit** from gates in order to conclude import processes and to start export processes, as well as those related to national and Community traffic
- Provide **support for the management of operational** and authorization documents (Arrival/customs clearance posters at sea (A3)/-Compilation of departure, rritiro and remittance posters in terms, Delivery order-orders of ibarco - transit request / STOP MP, ETC)
- **Support to the management of rail transport** with the involvement of MTO, Terminalists, Railway Maneuvers, etc. Extension of PCS functionality to 'Inland' operators for the transfer of goods/UTI from port to intermodal centres, backports, interports, free zones, freight centres, industrial districts, etc.
- **Automation of control procedures** and management of gates by providing all the information necessary to speed up and simplify the procedures themselves
- Offer features that can **handle anomalies and/or emergencies** due to lack of information, incorrect and/or missing data to start closing import, export, transshipment, national, community processes, for all types of freight transport, vehicles and pax.



Some PCS Services for Port Communities



Some PCS services for AdSP



- Standardised management and issue of **permits, badges, authorisations** with procedures to simplify and speed up activities (see, for example, use of the 'virtual stamp', to prevent operators from being forced to move their resources for authorization requests and to pay and have stamps affixed to the competent offices)
- **Management and control of access/exits** with connection to the competent administrations to obtain information on the presence in Black-List for license plates / serial number plates, licenses, etc.
- **Issue and management of authorisations** for goods and hazardous waste cycle (nulla-osta)
- **Management of the allertes** to be sent to the operators concerned, for reasons of inoperosity in the port, for problems of roads, traffic and queues, etc.
- **Management and authorizations for entry of infraportual services** for maintenance, distribution, catering, supplies, etc.
- **Management of stalls in port rest areas**, for the verification of the correct use of the areas themselves and in any storage buffers of the vehicles waiting inbound.



Some PCS services for AdSP



- Provision of information by routing vehicles/passengers within the port areas to the boarding, loading/unloading areas and also in order to support any security and rescue interventions, through the use of geo-referenced maps and with "variable message" panels for routing vehicles / people; management of information totems on personal services, public transport, sightseeing, etc., with the sending of such information also to ships and other interested parties
- The use of the data of notice of arrival of the means with prospective and any concentrations of traffic to provide information to operators and to request intervention by the territorial authorities involved
- The use of data managed by public platform (AIDA/PMIS/PIC/PLN), for the control of ship, freight and passenger traffic also for statistical and control purposes Taxes and
- Management and control of safety/environment with start-up; issued authorizations for safety, as well as for support for inspection interventions
- Features to manage anomalies and emergencies due to lack of information, incorrect and/or missing data



Interoperability with AIDA/Customs



- The current local PCS use as an information base the documents exchanged by the operators authorized to use the AIDA telematic system of the Customs Agency. In fact, the same operators transmit copies of the documents transmitted and received to the PCS, through their Customs Service Centers (Private Subjects).
- This working methodology is delicate and fragile in view of the fact that it is subject to non-shipments and/or corrections not received because they are carried out in manual methods, leads to delays in the operational processes (starting with the gates) both in import and export and for the preparation of the customs documents provided for.
- In this regard, also as a push for the dissemination of PCS at port and intermodal level, within the framework of the activities promoted by MIT and ASSOPORTI, for interoperability between public platforms, framework protocols have recently been defined with the Customs Agency for the PCS information profile, authorized as an Authorized Service Center that allows the exchange of customs information generated in the individual Port or by peripheral Customs for operational and authorization purposes of the airports, taking into account the nature of the Public Authority of the AP/AdSP.



Interoperability with AIDA/Customs



The Customs and Monopolies Agency (hereafter ADM), on 22.07.2020 has concluded a "Framework Protocol" with the Italian Ports Association, aimed at reviving the competitiveness of the national port and logistics system and the development of traffic in ports, it should be noted that, **in the wording of the text, the use of advanced technologies is expected**, with the aim of achieving simplifications for operators and companies , with reference to the tax benefits for the correct implementation of customs institutes, which are functional to the establishment of:

- Free Zones Customs (ZFD) governed by Art. 243-249 of the Union Customs Code (CDU),
- Special Economic Zones (ZES) pursuant to L.123/2017,
- Simplified Logistics Zones (FTAs), governed by art. 1 of L. 205/2017,
- Controlled customs corridor so-called "fast-runner" referred to in art. 139 and 148, par. 5 CDU.



Interoperability with AIDA/Customs



The ADM on 13.08.2020 concluded a further "Framework Protocol" with the Ministry of Infrastructure and Transport, also aimed at increasing and relaunching the competitiveness of the country system in the maritime-port and logistics sector, with the aim of making a concrete contribution to the implementation and integration of the digital logistics system, also taking into account the pre-arranged agreement with the Implementing Entity of the National Logistics Platform (GNP) the company UIRNet s.p.a. , and in implementation of Art. 48 of decree law of 16.07.2020 n. 76, to give a constant direction and coordination to ads through the Directorate General for The Supervision of Port System Authorities, using interinstitutional collaboration, and therefore the technical-specialist support of the ADM, which will ensure support to MIT, in the work of standardization, interoperability and monitoring of the aforementioned activities.



Interoperability with AIDA/Customs



The MTCS AdSP to give concrete form to the aforementioned Framework Protocols, on 10.11.2020 has concluded a Memorandum of Understanding with the ADM that provides for:

- the digitisation of customs procedures concerning the embarkation and disembarkation of goods;
- control of customs gates;
- tax payments;
- interoperability activities with implementation processes between the AIDA system supplied to the ADM, and the GIADA PCS system supplied to the AdSP;
- the establishment of controlled customs corridors between the Port of Civitavecchia and the different logistics platforms present mainly in the Lazio Region, and possibly in Central Italy;
- the verification and destination development of some areas in the ports of Civitavecchia, Gaeta and Fiumicino to be identified in the ZLS-ZES or Customs Free Zone;
- the possibility of access by the AdSP Offices to valuable data relating to the activities of assessment, collection and payment of port taxes;



Interoperability with PMIS/Captaincies



The PCS system must necessarily be interconnected with the PMIS system of the Captaincies, so that users of the PCS can use it in "once" logic, for sending requests and receiving the related acceptances, collecting the data collected in the various processes related to the transport of imports, exports, transshipment, national and Community, to provide information to the Port Community.

With regard to this "Cycle" for years there has been close collaboration between the Port Captaincies, the Port Authorities and their "Port Communities".

Cooperation which, in some cases, has made it possible to develop systems for exchange of data and information between operators and local Captaincies of Porto.

The General Command of the Port Captaincies, after hearing some Port Authorities, has already defined what data could be made available to the PCS, which are the basis for defining interoperability between the PMIS and the National PCS.



Interoperability with PMIS/Captaincies



MSG	Nota
RICHIESTA ACCOSTO	tutte informazioni utili all'intera "Comunità Portuale" ed alla stessa AP/AdSP
PREVISIONE ED ARRIVO/PARTENZA NAVE	
PIANO ACCOSTI PRESSO TERMINAL CONCESSIONARI	
SERVIZI TECNICO/NAUTICI	Informazioni sulle richieste ed utilizzo dei servizi tecnico/nautici decisi dall'Autorità Marittima
NULLA OSTA MERCI E RIFIUTI PERICOLOSI	Informazione utile, per tutte le attività susseguenti alla sbarco di MP (sosta/ricarico/uscita)
RIFIUTI	Informazione utile alle AP/AdSP per monitorare le attività di competenza fino all'uscita dai varchi
CREW LIST	Informazione utile alle AP/AdSP per predisporre i permessi di uscita/ingresso del personale di bordo
PASSENGERS LIST	Informazione utile alle AP/AdSP per conoscere con esattezza i passeggeri che imbarcano e sbarcano negli scali di competenza
PIANO ACCOSTI A BANCHINE PUBBLICHE	Richiesta di utilizzo della banchina Pubblica, inoltrata all'Autorità Portuale e con SUA accettazione invio da parte del PCS al PMIS
GESTIONE CONVOGLI PER USCITA/INGRESSO NAVI DAL PORTO	Piano delle sequenze di disattracco e composizione dei convogli definiti dalla AP/AdSP ed inviati via PCS al PMIS
NULLA OSTA PER INGRESSO MERCI E RIFIUTI PERICOLOSI PER EXPORT E LORO INGRESSO	Informazioni gestite dalle AP/AdSP e/o da chi per esse che consentono alle Capitanerie di conoscere per tempo le MP e rifiuti previsti entrare, loro ingresso in porto per la successiva uscita via mare
USCITA DAI VARCHI PORTUALI MERCI E RIFIUTI PERICOLOSI (IMPORT)	informazioni che consentono alle Capitanerie di concludere il ciclo di controllo delle MP e rifiuti con la loro uscita dal porto
CONDIVISIONE ANAGRAFICHE	Condivisione delle Anagrafiche relative alle Navi, alle banchine/bitta ed agli Utenti PCS d'interesse, etc

PCS interoperability with PLN/UIRNet



The methodological approach to data management must be carefully defined in order to ensure respect for security and maximum confidentiality, with a multi-level information detail, thus avoiding - in this way - that problems related to data confidentiality can be raised, as in the management of the PLN there is a discussion at the UIRNet Control Room.

Therefore, in order to ensure the confidentiality of the data, the PCS must send the PLN minimum datasets, without sending commercial information (considered by the market, highly sensitive).

Information should be used, such as: Identification of the type of transport; license plate of the vehicle/driver; geographical places of loading/unloading; Port/intermodal centre of departure and/or arrival; Terminal/Warehouse/Warehouse where to perform loading/unloading operations. Thus, avoiding providing data of the charging/unloading company, the lorry driver carrying out the transport (moreover, known by UIRNet, the importer, the exporter and/or any intermediaries).



PCS interoperability with PLN/UIRNet



From PNL to PCS

da Sistema	a Sistema	MSG	Nota
PLN	PCS	MISSIONE	Informazione che contiene i dati identificativi del mezzo, conducente, booking/container, partita, etc. da fornire al PCS, che ha già a sistema: booking e gli OdT assegnati al vettore dallo Spedizioniere (M/H) e/o dall'Agente Marittimo (C/H)
PLN	PCS	PRENOTAZIONE ARRIVO PER CARICO/SCARICO (inizio viaggio)	Informazione che consente ai terminalisti ed ai porti di conoscere per tempo gli arrivi dei mezzi, per le diverse tipologie operative, al fine di consentire loro di "chiamare le mani" (mezzi/uomini) in modo mirato e per consentire ad AP/AdSP di conoscere per tempo possibili accumuli di mezzi ai varchi portuali
PLN	PCS	PREAVVISO DI ARRIVO DINAMICO (control tower)	Informazione che consente di avere la previsione degli arrivi degli automezzi al Porto/Terminal per turno/ora per attività di scarico/ricarico/imbarco. Informazione utile a tutta la "Comunità Portuale" ed alle AP/AdSP di potere intervenire in caso di previsione di possibili accumulo di mezzi ai varchi portuali, con possibili ripercussioni sulla viabilità cittadina. In particolare detto preavviso serve anche al PCS per verificare se esistono tutte le autorizzazioni per potere effettuare le operazioni scarico/ricarico/imbarco e di allertare i soggetti coinvolti, in caso di assenza delle autorizzazioni stesse



PCS interoperability with PLN/UIRNet



From PNL to PCS

PLN	VETTORI	PREAVVISO AI VETTORI PER BLOCCHI VIARI E/O SOSPENSIONE DELLE ATTIVITA' A LIVELLO PORTUALE O TERMINAUSTICO	Informazione generata dal PCS ed inviata dalla PLN, per consentire a quest'ultima di allertare i Vettori che devono effettuare operazioni di carico/scarico/imbarco presso i Porti/Terminal che hanno fornito l'informazione di blocco, code, avverse condizioni meteo, etc, in modo che gli stessi possano riprogrammare per tempo le loro attività ed evitare costi di sosta improduttiva ed evitare intasamenti ai varchi portuali e problemi alla viabilità cittadina
PCS	PLN	ALERT SU STATO OPERATIVO E VIARIO NODI PORTUALI	Informazione di blocco operativo, code, avverse condizioni meteo, etc, inviata alla PLN per informare i vettori che hanno mezzi in itinere diretti al Porto/Terminal
PCS	PLN	ALERT PER MANCANZA DOCUMENTAZIONE/AUTORIZZAZIONI PER ACCESSO AL PORTO/TERMINAL	Informazione che consente a PLN di avvisare il vettore sulla mancanza delle autorizzazioni necessarie per potere accedere ai varchi/gate per le operazioni di carico/scarico/imbarco in modo che lo stesso possa intervenire presso il proprio Committente e/o chi per esso
PCS	PLN	INGRESSO/USCITA MEZZI CARICHI	Informazione consente a PLN di conoscere gli ingressi/uscite dai varchi portuali dei mezzi gestiti, anche per trasporti in corridoio doganale.
PCS	PLN	CONDIVISIONE ANAGRAFICHE	Condivisione delle Anagrafiche degli utenti del PCS e dei Vettori della PLN, etc



Interoperability with other transport systems



The PCS must provide for interoperability with other Platforms that generate information of interest, for the management of access and boarding activities of vehicles/passengers, such as:

- Road and motorway systems (number plate detection - including foreign ones – through Tutors, Telepasses, Readers, etc.);
- Navigation Company systems, to obtain information about the Reservations issued for boarding vehicles and passengers in the different ports where they climb their ships;
- National and foreign systems that manage information and data related to the transfer of vehicles/goods, passengers to national logistics hubs
- Home Office systems to prepare a "Black-List" of stolen vehicles/license plates, etc., to be verified at the entrance/exit from the gates/gates port/intermodal



Some goals



Pcs have a threefold goals:

- ✓ **The first** is to enable operators in port and intermodal communities to exchange (safely) data and information in order to simplify and speed up maritime– port and intermodal activities.
- ✓ **The second** is to use operational and institutional information to improve the security of airports through the use of computer bases generated by PCS and control technologies (smart gates)
- ✓ **The third:** as a tool for technological innovation of operational and institutional processes, to allow the bodies responsible for port security controls, to use the data made available by the PCS to carry out the necessary intelligence activity.



Fast-Corridor



- Corridors controlled (Fast Corridor) by the National Logistics Platform and/or Railway Logistic Information System, for the handling of containers from the landing point (port) to the designated place and/or approved by the Customs Authority at a logistic point of destination
- With the entry into force on 1 May 2016 of EU Regulation No. Regulation (EC) No 952/2013 of the European Parliament and of the Council of 9 October 2013 - establishing the New Customs Code of the Union (CDU) - has been introduced a new regulation, among other things, of the modalities relating to the introduction of goods into the customs territory of the EU, their presentation to customs and the regulation of temporary custody, including the conditions and procedures for moving goods between different storage facilities for temporary storage.



Fast-Corridor



- The Fast Corridor process is based on the provisions of Art. Amendments Nos 139 and 148(5) (CDU): Third-party goods introduced into the customs territory of the EU are presented to customs immediately upon their arrival at the designated customs office and, after being declared for temporary storage at the place of arrival, are taken over by the authorised holder of the storage facility for temporary storage and then transferred, pursuant to Art. 148 CDU, to the storage facility for temporary storage of the place where they are intended.



Roles and responsibilities



Road mission manager

Owner/holder of the goods, logistics operator or intermediary responsible for the logistic/operational organization of the road mission as indicated by the customs authorities and in accordance with the instructions.

Rail travel manager

Owner/holder of goods, logistics operator or intermediary responsible for the logistic/operational organization of the Railway Journey.

T-manager

The holder of the authorization for the management of storage facilities for temporary custody (Art. 148 of EU Regulation 952/2013) of departure and arrival of the Fast Corridor.

Manifesto Manager

Proprietor of the goods, or his representative, made the summary declaration there of the goods.



Roles and responsibilities



Terminalist/Handler

Manager of a space equipped for carrying out logistics operations for the handling or storage of containers operating in the Port Logistics Node or in the destination logistics node. The port terminal operator/handler is responsible for the integrity of the containers during port maneuvers and logistical operations for the preparation of the vehicle or convoy.

Port Customs Office

Office/Territorial Section of Customs with competence on the Port Logistics Node where the Warehouse of T.C. of departure is located.

Customs office of destination

Office/Territorial Section of Customs with competence on the logistic node of destination where the Warehouse of T.C. destination is located.



Condizioni di applicazioni



- Goods in containers;
- Starting and destination .C T.C(s) with AEOC status;
- Logistic destination node with the devices of other Administrations to implement the same controls provided at the entry/disembarkation point. Alternatively, the Road Mission Manager/Travel Manager ensures, for goods to be forwarded into the corridor, that no checks are required from other Administrations or that they have been carried out;
- Use by the T.C. Managers of the Interview T.C.;
- Vehicle controlled by the PLN, in the case of a road corridor;
- Continuous rail connection between the Port Logistics Node and the destination logistics node, in the case of a rail corridor; the Travel Manager guarantees the monitoring of containers forwarded in the Self-Controlled Corridor or using SILF services.



FAST CORRIDOR PROCESS



MMA Manager

Transmits the manifest indicating the code of TC's warehouse at the dryport and reporting that the goods are destined for a TC warehouse

AIDA – Customs Agency

Registration of the taking charge of the A3 in TC's warehouse of Destination

Fast corridor

- Vector
- Customs Agency
- Logistics platform manager
- Forwarding of goods in the controlled corridor with:
 - Truck (UIRNET)
 - Shuttle train

Port terminal



The AIDA information system records the exit from the port area and monitors the means of transport



il Trovatore



Dryport terminal

Monitor the A3s of your competence thanks to the interview to the CT Managers
 Unloading goods from trains or trucks to introduce them in the warehouse
 Check any reports of anomalies of the path along the controlled corridor
 Use the CT Managers Interview to record the goods that go into stock

Sportello Unico Amministrativo (SUA)



DLgs 169/04/08/2016 «modifica Art. 15-bis (Sportello unico amministrativo):

The text dismissed by the Council of Ministers at its meeting of 11/12/2017 has thus amended art. 15-bis 84/94 and last Dlgs 169/2016:

" At the AdSP operates the One Administrative One-Stop Shop (SUA) which for all administrative and authorization procedures concerning economic activities, with the exception of those concerning the Customs One-Stop Shop and controls and security, performs a unique function of front office with respect to the subjects operating in port. "The Management Committee, on a proposal from the President of the Port System Authority and after hearing the Maritime Resource Partnership Body referred to in Article 11-bis, approves the regulation governing the organisation, operation and monitoring of the Administrative One-Stop Shop, according to guidelines approved by the Ministry of Infrastructure and Transport."

"1-bis The President of the Port System Authority supervises the correct functioning of the Administrative One-Stop Shop, also in order to report, within the framework of the National Coordination Conference referred to in Article 11-ter, any virtuous practices to be adopted or any malfunctions to be corrected".



Sportello Unico Amministrativo (SUA)



- The scope of Art. 6, c. 4(a) of L. 84/94, which gives the AdSP the administration "exclusively of the areas and assets included in its own constituency".
- Provision increasingly strengthened by c. 13 of the same art. 6.6 "Within port districts, ads administer, exclusively, under the provisions of this Law and the Shipping Code, the areas and assets of maritime property".
- Also in the light of the letter of c. 5., art. 20, L. 84/94 - "The Port Authorities ... they assume all the tasks referred to in Article 6 and to them the administration of the assets of the maritime state included in the territorial district" – but from the concrete experiences of the implementation of Law 84 so far gained, it seems more than useful to determine the concept of "exclusive administration"



Sportello Unico Amministrativo (SUA)



LISTS OF ADMINISTRATIVE ACTS

- all administrative and authorization acts, however named, that are the part of the AdSP;
- all administrative and authorization acts, however named, which, although not falling within the competence of the AdSP, are among the acts not excluded from the competence of the SUA;
- the indication, for each of those acts, of any certifications, certificates, opinions, agreements and the like;
- the listing of the bodies/offices/administrations responsible for issuing the aforementioned authorization acts, opinions, etc.;
- the methods (and times) of interface between the AdSP and the aforementioned Bodies/offices /Administrations in order to acquire opinions, notices, certificates, certifications itself, thus freeing the requesting entity from the burden of providing it and speeding up the time, lower than the sum of the time that would be necessary.



Goal



- define a shared model of the activities to be carried out by the competent offices of the individual AdSPs for the total harmonisation of the procedures – including digital procedures – that will have to be carried out in each port
- define a standard both for access to the SUA by private entities, and to manage the two-way data exchange through interoperability with national public platforms and those of the territorial authorities involved
- define an agreement within MIT with the other bodies involved to establish the rules and procedures for the operation of the SUA and the provision of the services provided, intervening - where necessary - with the enactment of the necessary rules to guarantee the exchange of data between public bodies and ensure the services provided to private subjects





STATE CONCESSION PROCESS EXAMPLE ai sensi ART. 18. L.84/94 O art. 36 del CdN

- | | |
|---|---|
| <ul style="list-style-type: none">▪ AdSP Offices▪ Customs Agency▪ Region▪ Common▪ Vvff | <ul style="list-style-type: none">▪ Prefecture▪ State system▪ Revenue Agency▪ Ministry of Infrastructure and Transport▪ Ministry of Economic Development |
|---|---|



Thank You

References

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Port decision-making process

Ing. Calogero G. Burgio





The pillars of the Policy of the ports of Rome



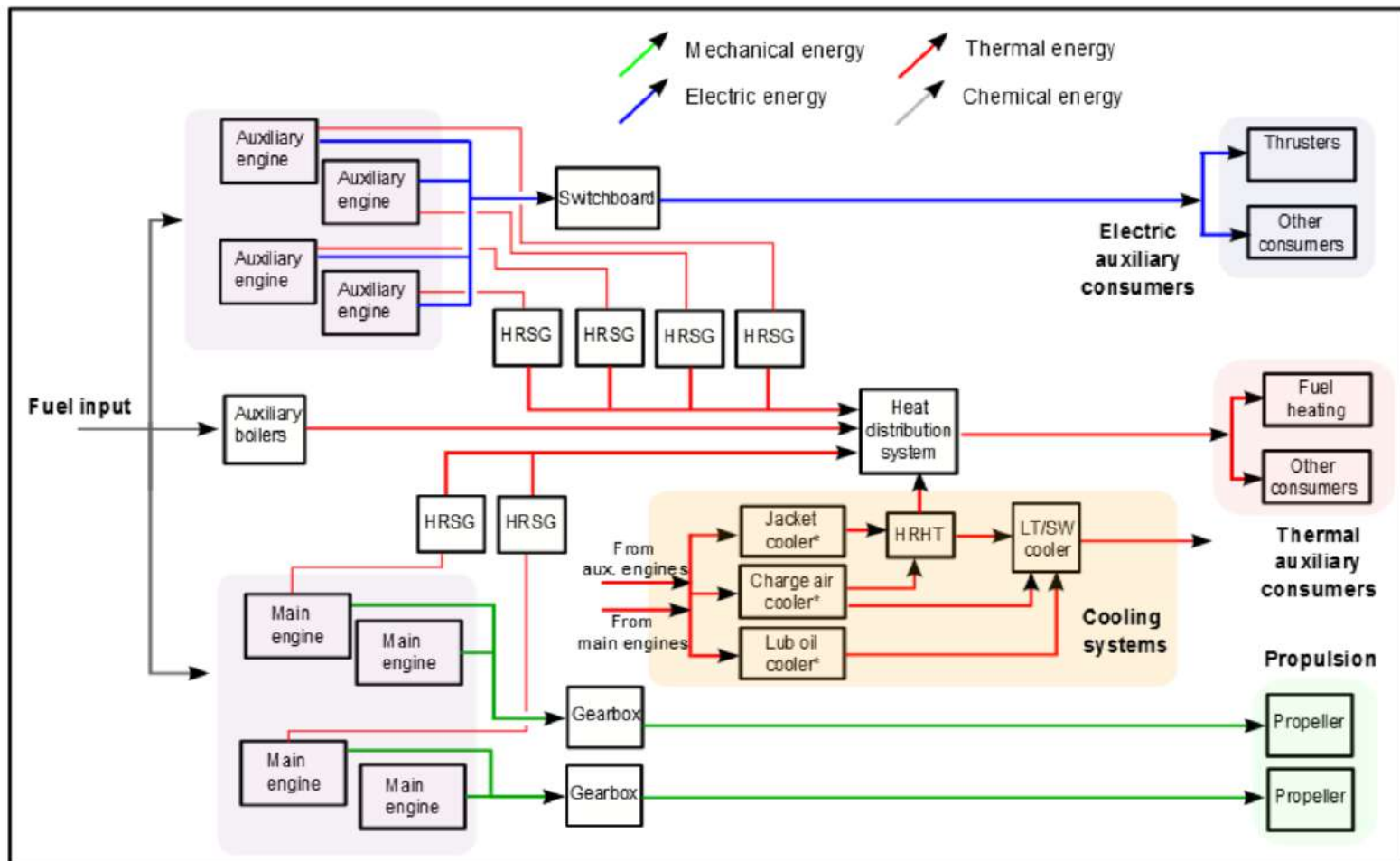
AdSP Mare Tirreno Centro Settentrionale has decided its policy according with the three pillars of sustainability.

This consists of at least the economic, social, and environmental pillars. If any one pillar is weak then the system as a whole is unsustainable.

The investigation started on 2015 and it is continuously updated.



Schematic representation of ship energy systems



LINEAR ECONOMY



YEP MED

Circular economy: a new paradigm

Circular economy means to reduce the extraction of resources using waste as “raw material” by re-designing the whole process, from production, distribution and consumption right up to waste landfill.

The European Commission has adopted an ambitious **Circular Economy Package, which includes revised legislative proposals on waste** to stimulate Europe's transition towards a circular economy which will boost global competitiveness, foster sustainable economic growth and generate new jobs.

The EU measures promote recycling and stimulate industrial symbiosis - turning one industry's by-product into another industry's raw material.

In the next slides some possible workflow will be shown on how to introduce Circular Economy into Cruise Companies.

CIRCULAR ECONOMY



**C**

The product Brand

Fashion Brands use a fabric that has a production chain with positive effects both direct (non-use of fossil resources) and both indirect (sea protection). Also It can check the sustainable profitability of the initiative by accessing new markets (Cruise ship) reducing the risk of the "operation".

B

It provides high sustainability to the project and technologically advanced solutions to reach different market sectors ranging from fashion, furnishings and automotive. The project provides durable relationships with other partners, and enters into a replicable and scalable model.

The port influencer

A

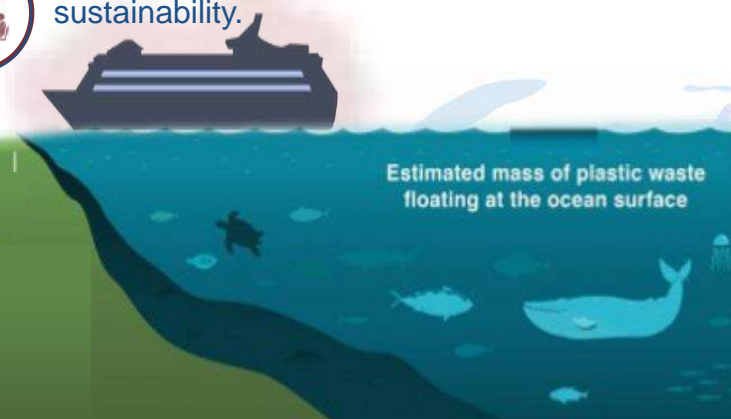
Ships need to differentiate their service offerings to consumers and to earn a good environmental reputation.

Ships owners are committed to deliver their waste at a specific port.

Hosting fashion shows and corner shop will increase the brand's market that has opted for sustainability.



Estimated mass of plastic waste floating at the ocean surface



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burgio@portidiroma.it



Antonio Errigo
Vicedirettore ALIS
Coordinatore ALIS EUROPE

Intermodality in Europe

6 aprile 2021





ALIS

Associazione Logistica dell'Intermodalità Sostenibile

Logistic, Intermodality, Sustainability

30 mld of turnover
more than 1.530 companies
186.000 employees
125 maritime lines
140.500 annual maritime links
160 rail lines
200.000 annual rail links





SOCIAL ACTIVITY

A NEW COMMUNICATION MODEL IN TRASPORT AND
LOGISTIC WORLD





SOCIAL ACTIVITY

ASSOCIATIVE EFFORTS FOR SUSTAINABLE GROWTH





SOCIAL ACTIVITY

PROPOSALS TO THE NEW GOVERNMENT

(Ministra per il Sud e la Coesione territoriale MARA CARFAGNA;
Ministro dello sviluppo economico GIANCARLO GIORGETTI;
Ministro della transizione ecologica ROBERTO CINGOLANI)

- ALIS PROPOSALS FOR SOUTH ITALY GROWTH AND TERRITORIAL COHESION
- FAIR COMPETITION IN NELLA MARITIME TERRITORIAL CONTINUITY
- VIRTUOUS MECHANISMS AND TOOLS FOR COMPANY COMPETITIVENESS
- ALIS GREEN PROPOSAL FOR PNRR





ALIS EUROPE

HEAVY ROLE

ALIS MEMBERS INTERNATIONALIZATION
LOBBYING

SUSTAINABLE MOBILITY DEVELOPMENT

EUROPEAN FAIR COMPETITION

MODAL SHIFT

E-CMR





ECONOMIC ENVIRONMENT AND THE REQUIRE TO SPEED UP VACCINATION PLAN FOR TRANSPORT OPERATORS





ALIS PRIORITIES IN EUROPE

BREXIT

COMBINED TRANSPORT

SIMPLIFICATION AND DIGITALISATION

TRAVEL RESTRICTIONS AND GREEN LANES
RECOMMENDATION





FOCUS

IL DIGITAL COMPASS – A COMPASS FOR 2030

COMPASS POINTS

- CITIZENS WITH APPROPRIATE SKILLS AND HIGHLY QUALIFIED ICT BUSINESS PEOPLE
- SECURE, EFFICIENT AND SUSTAINABLE DIGITAL INFRASTRUCTURE
 - COMPANIES DIGITAL TRANSFORMATION
 - PUBBLIC SERVICES DIGITALIZZATION





ALIS WORK TANGIBLE PROGRESSES

LATEST GENERATION G5GG GRIMALDI GROUP SHIPS



Any questions?

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COURSE 1 (VT1-OT1)
6th-8th April 2021
Civitavecchia, Italy

Operators in the port- centered supply chain

Prof. Andrea Campagna
Evolution Project Management Srl
CEO





Outline

The port-centred supply chain

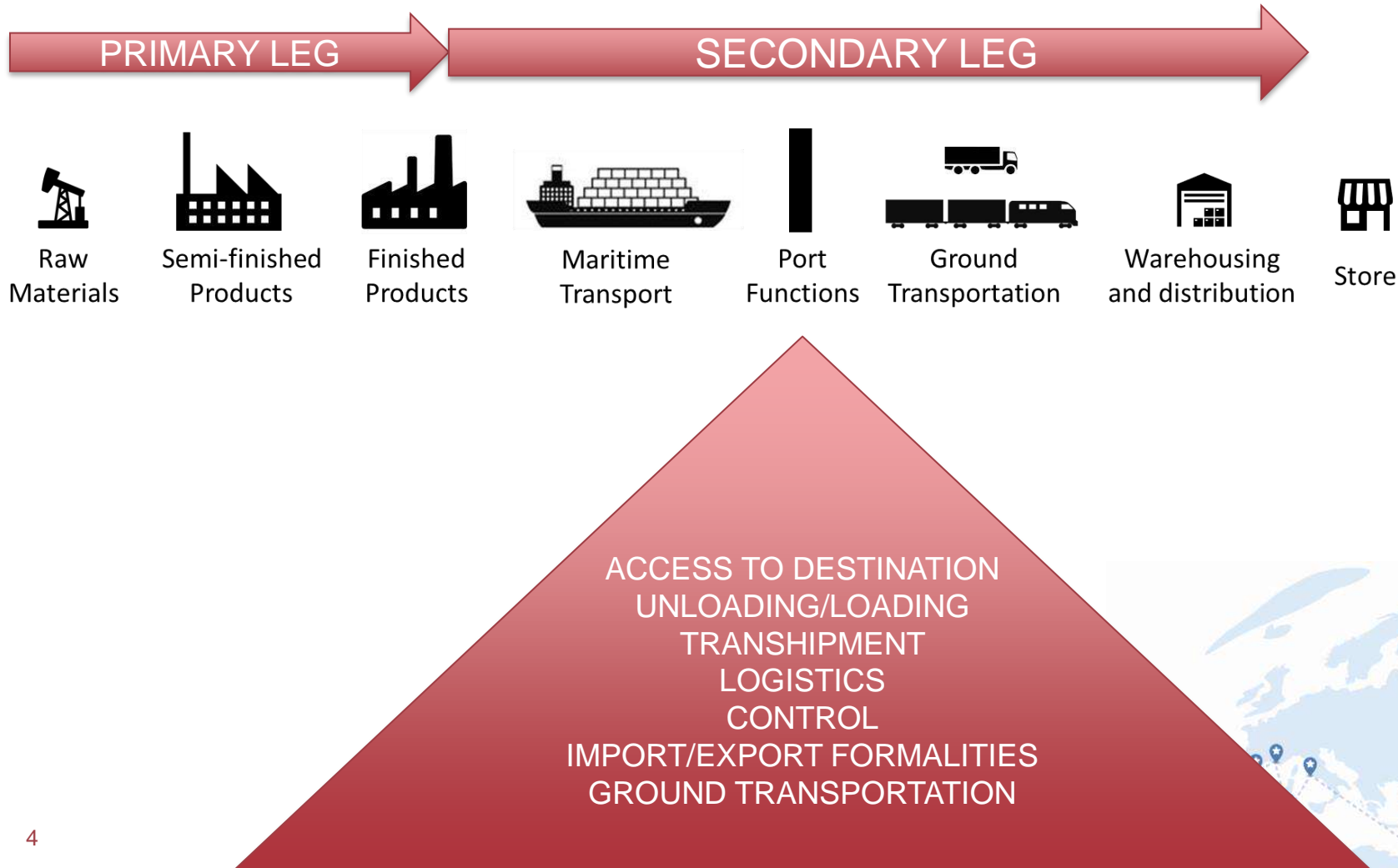
The role of ports

The port-hinterland business
environment

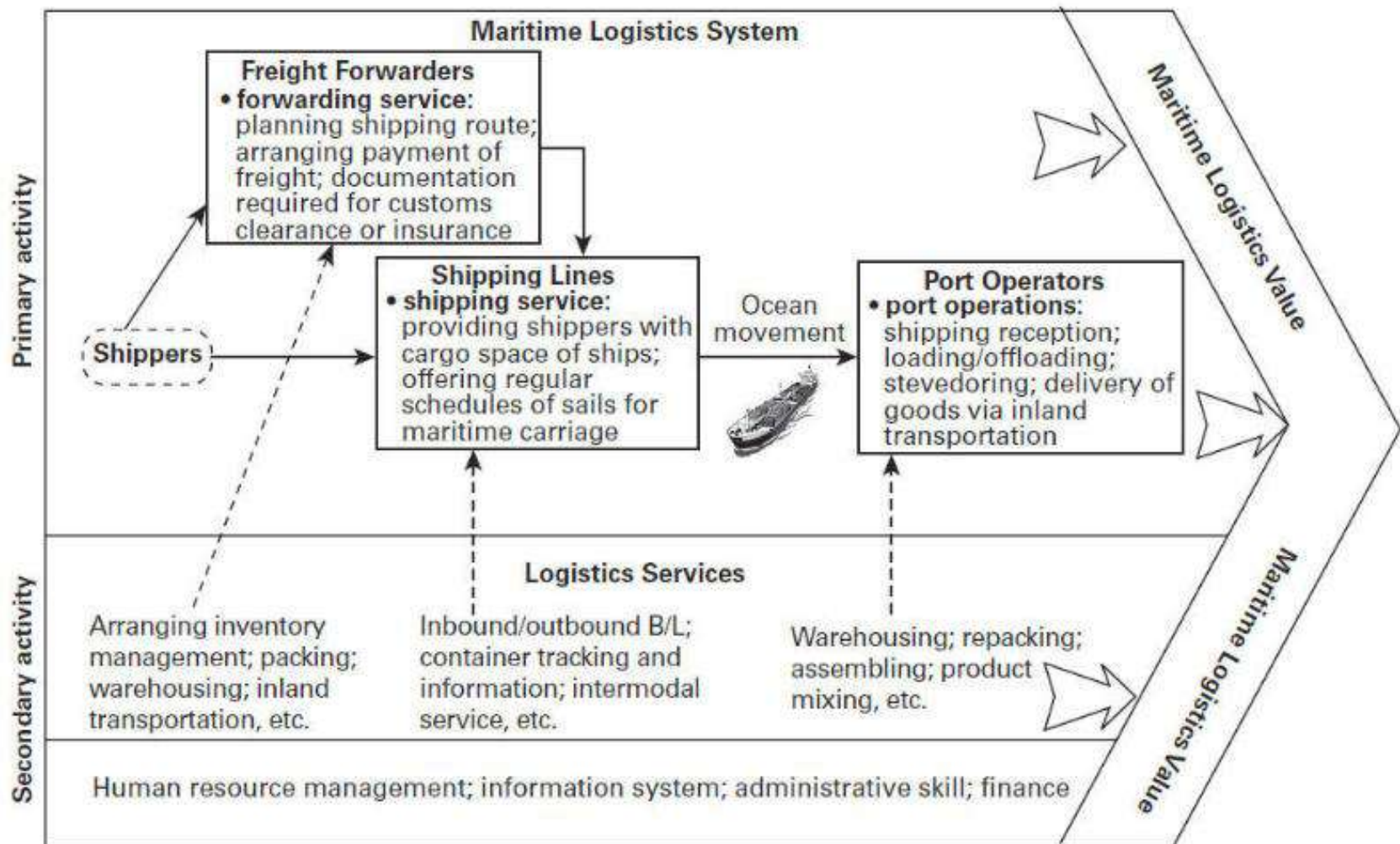
Operators: role and functions



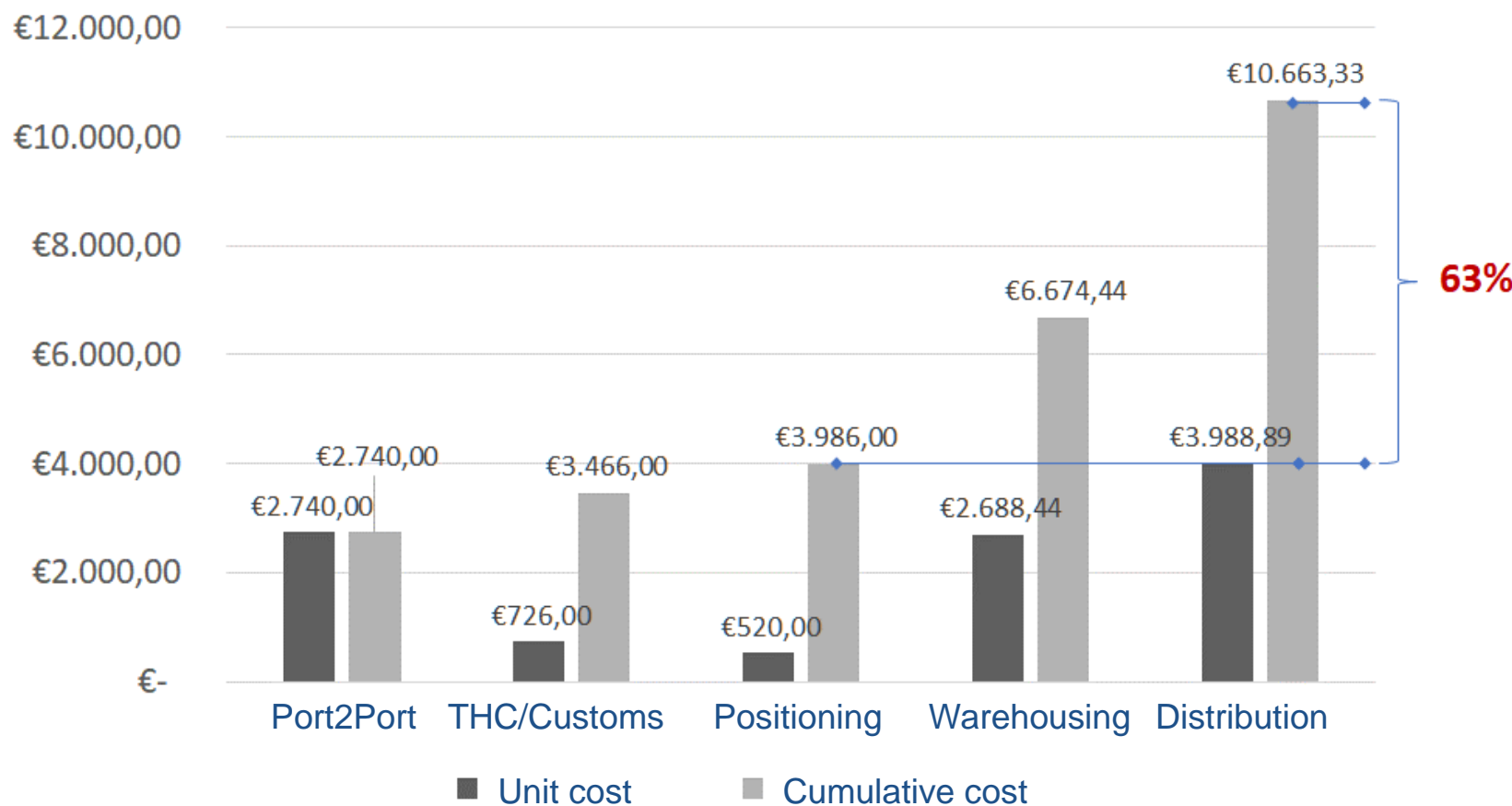
The port-centred supply chain



Maritime logistics



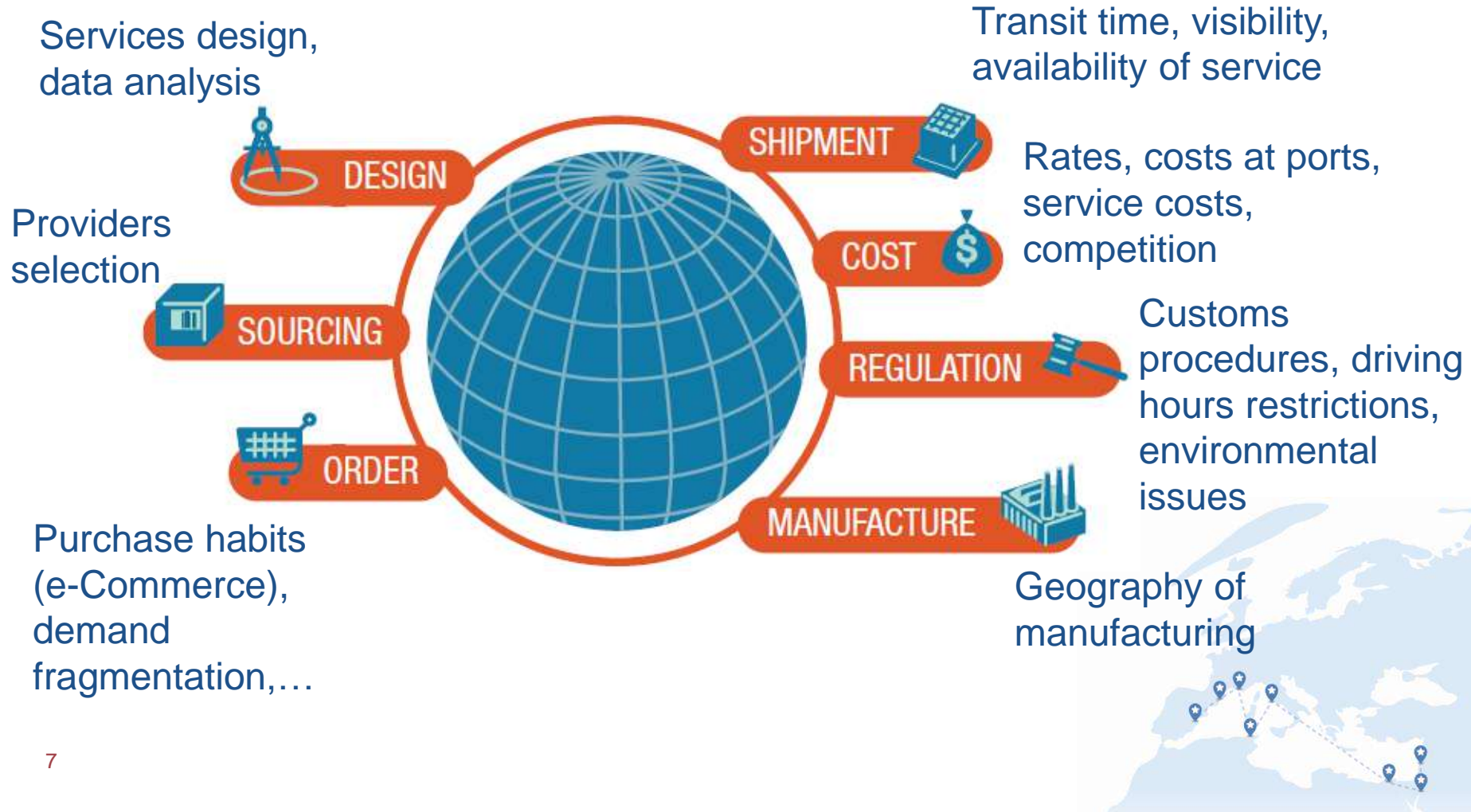
Business value of port-hinterland operations. An example.



Import cost of 2 Ctns 40' – Summer 2018 – our elaborations

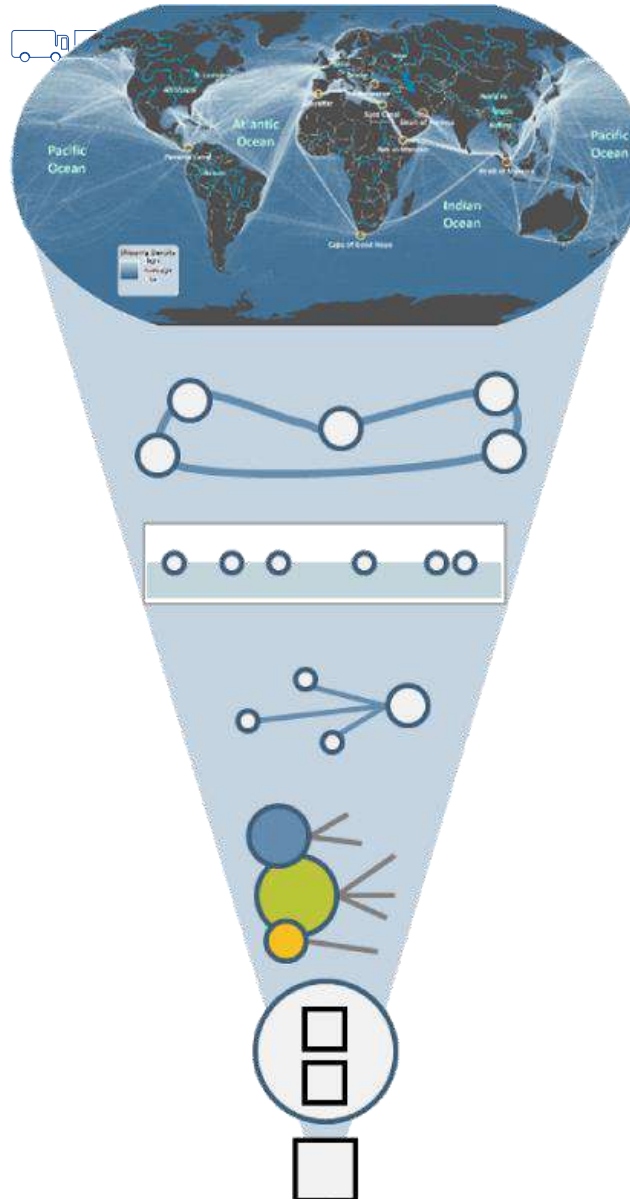


Global supply chain drivers



The role of ports

- Context of maritime transport in which ports rely
- The operative unit is the «terminal»
- Ports are integrated in clusters (or systems), within a region
- Ports are related to an hinterland



Global Maritime Transport System

Global

Deep Sea Services

Maritime Range

Regional

Short Sea / Feeder Services

Port Cluster / Region / Hinterland

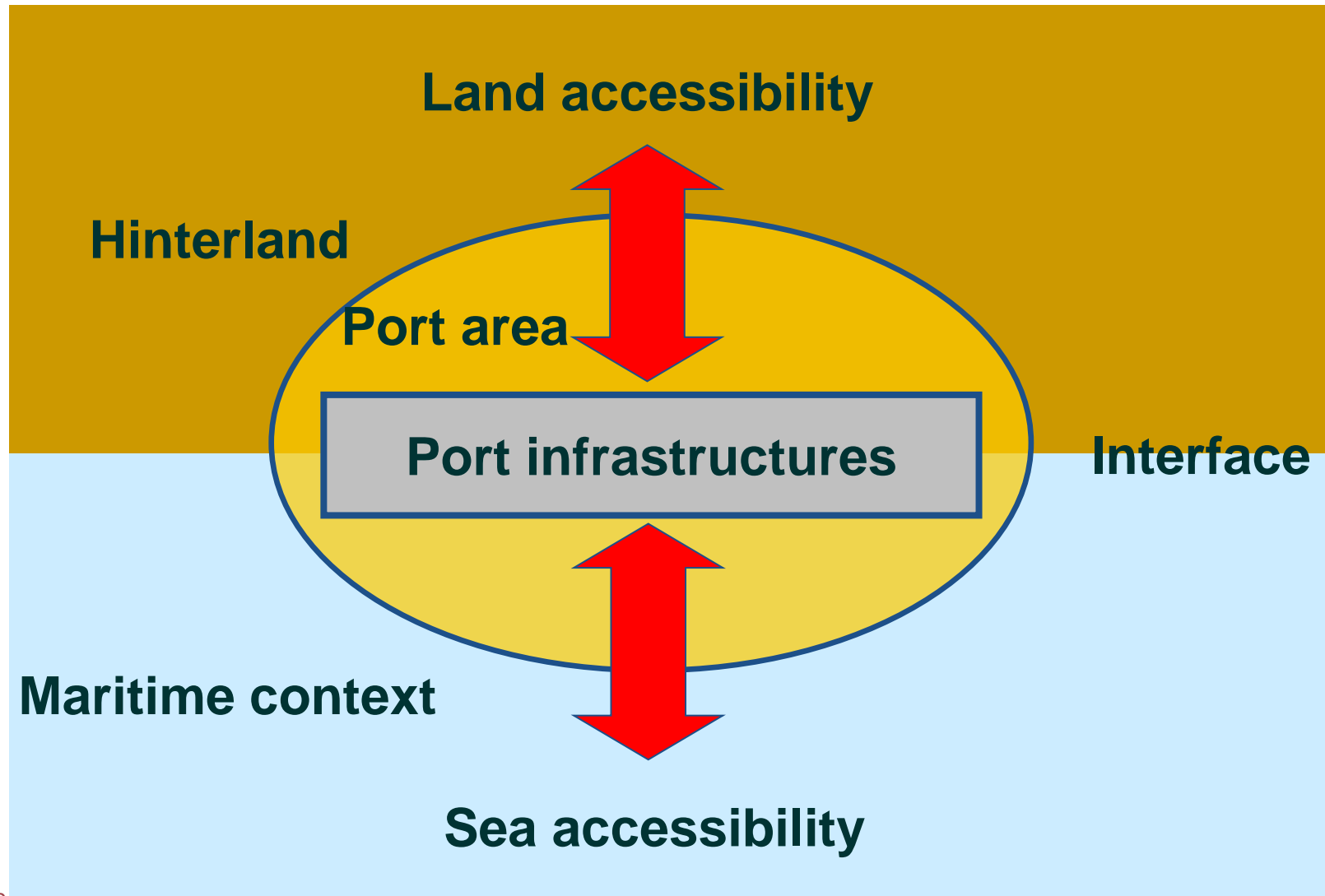
Local

Port

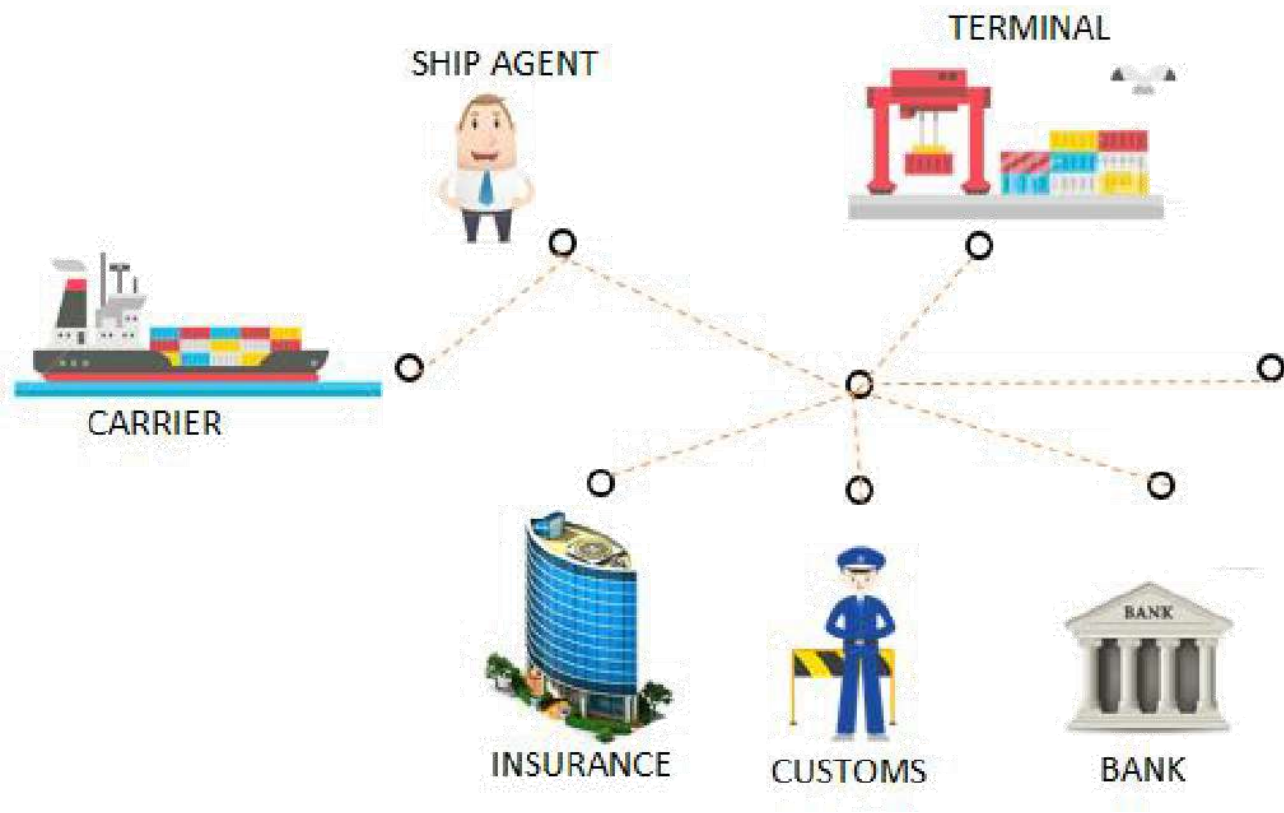
Terminal



Functions of ports



Port operators: environment



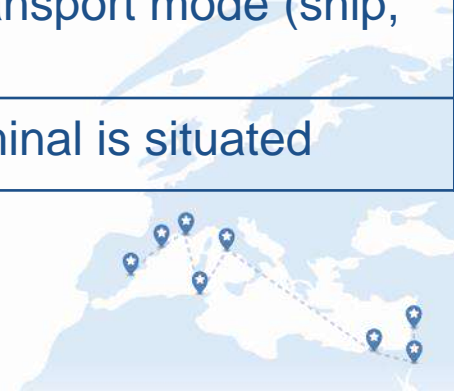
HINTERLAND
TRANSPORTATION



Shipping industry actors



Actor	Role
Ship owner	Owner of the ship
Shipping line	Operates a (liner) service
Agent	Sells the liner services
Broker (ship and/or cargo)	Takes care of tramp shipments
Forwarder	Offers door-to-door transport by using service of shipping line
Logistics provider	Offers door-to-door transport by using service of shipping line and other services like warehousing
Terminals	Handles cargo from quay onto transport mode (ship, truck etc) and v.v.
Port	Geographical location where terminal is situated



Port operators and institutional actors



- **Terminal operators:** companies owning terminals or managing them through concessions
- **Stevedores:** companies handling the cargo operations i.e. loading and unloading of cargoes on ships. It also includes the other various dockside functions.
- **Port Authority System:** in Italy the PAS is the public body who manages a national/international port (service organisation within the port area)
- **Railways operators:** shunting, railway undertakings
- **Road hauliers:** operating drayage from and to port terminals.
- **Services:** companies providing maintenance services, utilities (e.g. water supply, garbage collection, fuelling, piloting)
- **Customs, Port health office, Phytopathologist, Veterinary, Border control, Fire fighters, Finance Police,...)**



Logistics operators



- Carrier
- Courier
- NVOCC – Non Vessel Operating Common Carrier
- Freight Forwarder
- Customs Broker
- Multimodal Transport Operator MTO
- 3PL
- 4PL



Carrier



- A common carrier, usually called simply a **carrier** offers its services, transport of goods or people, to the general public under license or authority provided by a regulatory body.
- A contract carrier (also called a public carrier in UK English), is a carrier that transports goods for only a certain number of clients and that can refuse to transport goods for anyone else.
- A private carrier is a company that transports only their own goods. Usually, the carrier's primary business is not transport but something else.



Courier



- Couriers deliver messages, packages, and mail and are distinguished from ordinary mail services by features such as speed, security, tracking.
- A courier service is worth using if you need to get a sample to a customer urgently.
- For many exporters of low-weight items of high value, a courier company is an important partner in the export process.
- Although courier companies are generally considered to handle small packages, many of the large companies such as DHL are expanding their operations to handle any specialised urgent cargos.



Non Vessel Operating Common Carrier



NVOCC, without owning or operating a vessel, provides a point to point service which may include several modes of transport and/or undertake groupage of less container load (LCL) shipments and issuing a corresponding transport document.



Freight forwarder



- It is an individual or firm who renders cargo delivery services.
- In domestic (local) freight forwarding, it is the delivery of goods usually from the exporter's premises to the local customs in exporting, and vice versa in importing.
- The customs broker also renders local freight forwarding for exporters and importers.



International Freight Forwarder



- It acts as a cargo intermediary and facilitate transport of goods on behalf of its client without assuming the role of a carrier.
- It can also perform other forwarding services such as:
 - **booking cargo space, negotiating freight rates, preparing documents, advancing freight payments, providing packing/crating, warehousing and trucking, engaging as an agent/representative of a foreign NVOCC/cargo consolidator named in a master Bill of Lading as consignee of a consolidated shipment, and other related undertakings.**



Freight forwarder as a shipping agent



- To comply with export documentation and shipping requirements, many exporters utilize a freight forwarder to act as their shipping agent.
- The forwarder advises and assists clients on how to move goods most efficiently from one destination to another.
- A forwarder's extensive knowledge of documentation requirements, regulations, transportation costs and banking practices can ease the exporting process for many companies.



The freight forwarder services



- The freight forwarder will take care of cargo from “dock to door” if requested to do so.
- This can include the correct filing of export documentation, all arrangements with carriers, packing, crating and storage needs.
- The small and medium-size exporter need not deal with many of the details involved with the logistics of exporting their goods.
- In addition, freight forwarders typically charge modest rates for their services and have access to shipping discounts.



Customs Broker



- A customs broker performs transactions at ports on behalf of other parties, e.g.: an importer hires a customs broker to guide their goods into a country.
- Like the forwarder, the broker will recommend efficient means for clearing goods through the maze of customs entry protocol.
- The broker can also estimate the landed costs for shipments entering the country.
- Brokers must have expertise in the entry procedures, admissibility requirements, classification, valuation, and the rates of duty and applicable taxes and fees for imported merchandise.



Customs broker and freight forwarder



- Exporters typically do not book shipments directly with a foreign customs broker, because freight forwarders often partner with customs brokers overseas who will clear goods that the forwarder ships to the overseas port.
- Conversely, those same foreign customs brokers contract the services of the domestic freight forwarder when the goods are headed in the opposite direction.



The freight consolidator



- The freight consolidator or groupage operator is an individual or firm who accepts less than container load (LCL) shipments from individual shippers, and then combines them for delivery to the carrier in full container load (FCL) shipment.
- The services of a forwarder are usually available in a consolidator, and the forwarder often engages in the consolidation of cargo. Hence, the term forwarder is often used synonymously with the consolidator.



The ocean freight consolidator



- In the ocean shipment, the forwarder may 'buy' the shipping space, in a special arrangement with the carrier, and 'resell' the space to individual shippers, instead of receiving a commission.
- In such an arrangement, the forwarder functions as an independent distribution or logistical company known as the NVOCC (nonvessel operating common carrier) or NVO (nonvessel owner or nonvessel owning carrier), or commonly referred to as the ocean freight consolidator.



Multimodal Transport Operators



- Person who, on his own behalf or through another person acting on his behalf, concludes a multimodal transport contract.
- He acts as a principal and assumes responsibility for the performance of the transport in accordance with the contract,
- It does not include a person who acts as an agent of or on behalf of the consignor or the carriers participating in the said multimodal transport operations



Definition of 3PL



- The Council of Supply Chain Management Professionals, defines a third-party logistics provider (3PL) as:
 - **A firm that provides multiple logistics services for use by customers. Preferably, these services are integrated, or bundled together, by the provider.**
- 3PLs provides transport, warehousing, cross-docking, inventory management, packaging, and freight forwarding."



Types of 3PL



- Freight forwarders
- Courier companies
- Other companies integrating & offering subcontracted logistics and transport services



Four categories of 3PL providers



- Standard 3PL
 - **this is the most basic form of a 3PL provider. They would perform activities such as, pick and pack, warehousing, and distribution.**
- Service developer
 - **it offers its customers advanced value-added services such as: tracking and tracing, cross-docking, specific packaging, or providing a unique security system.**
- The customer adapter
 - **it takes over complete control of the company's logistics activities (small customers).**
- The customer developer
 - **it integrates itself with the customer and takes over their entire logistics function (few customers).**



Definition of 4PL



- A 4PL provider is a consulting firm specialized in logistics, transport, and supply chain management.
- A 4PL is an independent, singularly accountable, non-asset based integrator of a client's supply and demand chains.



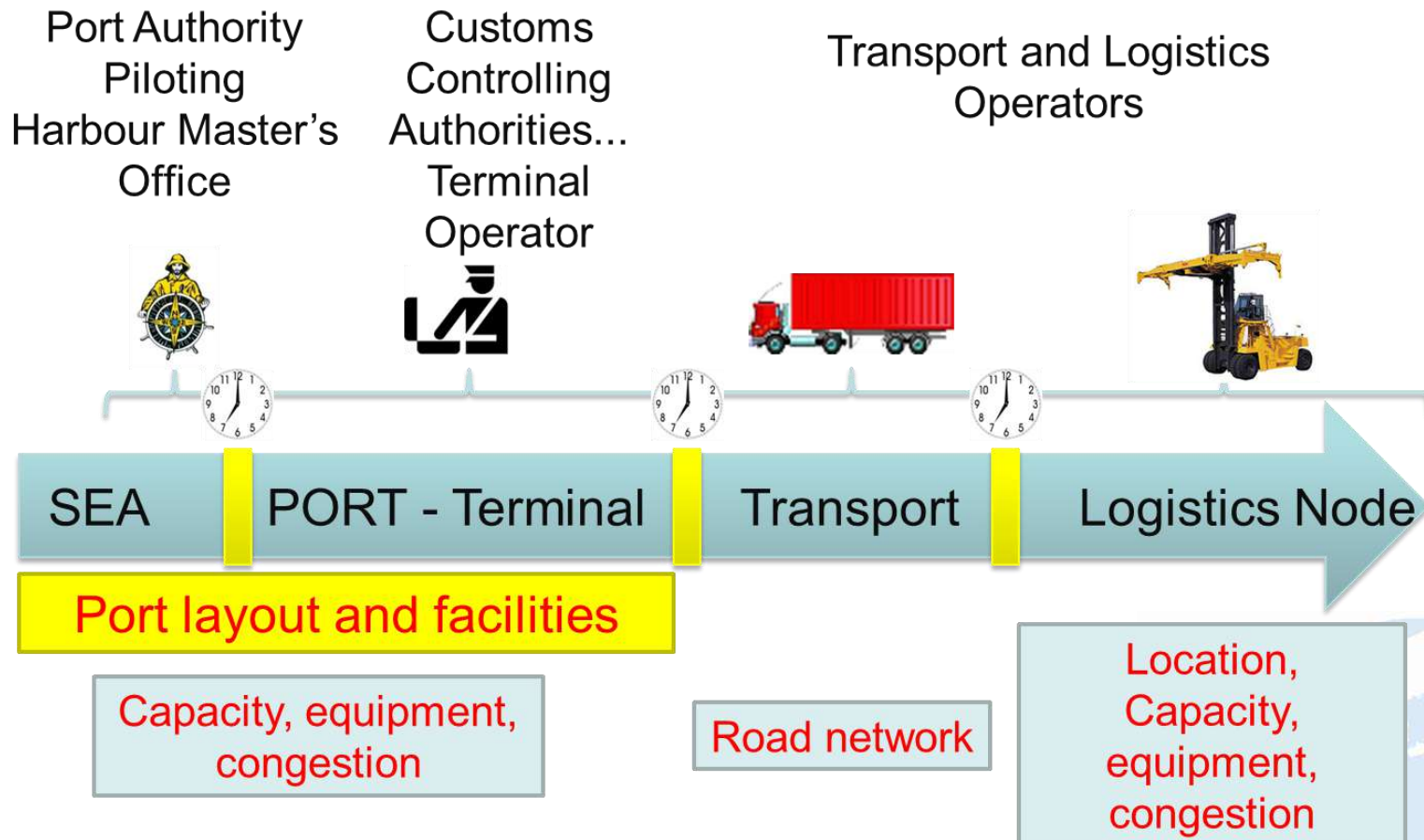
4PL providers



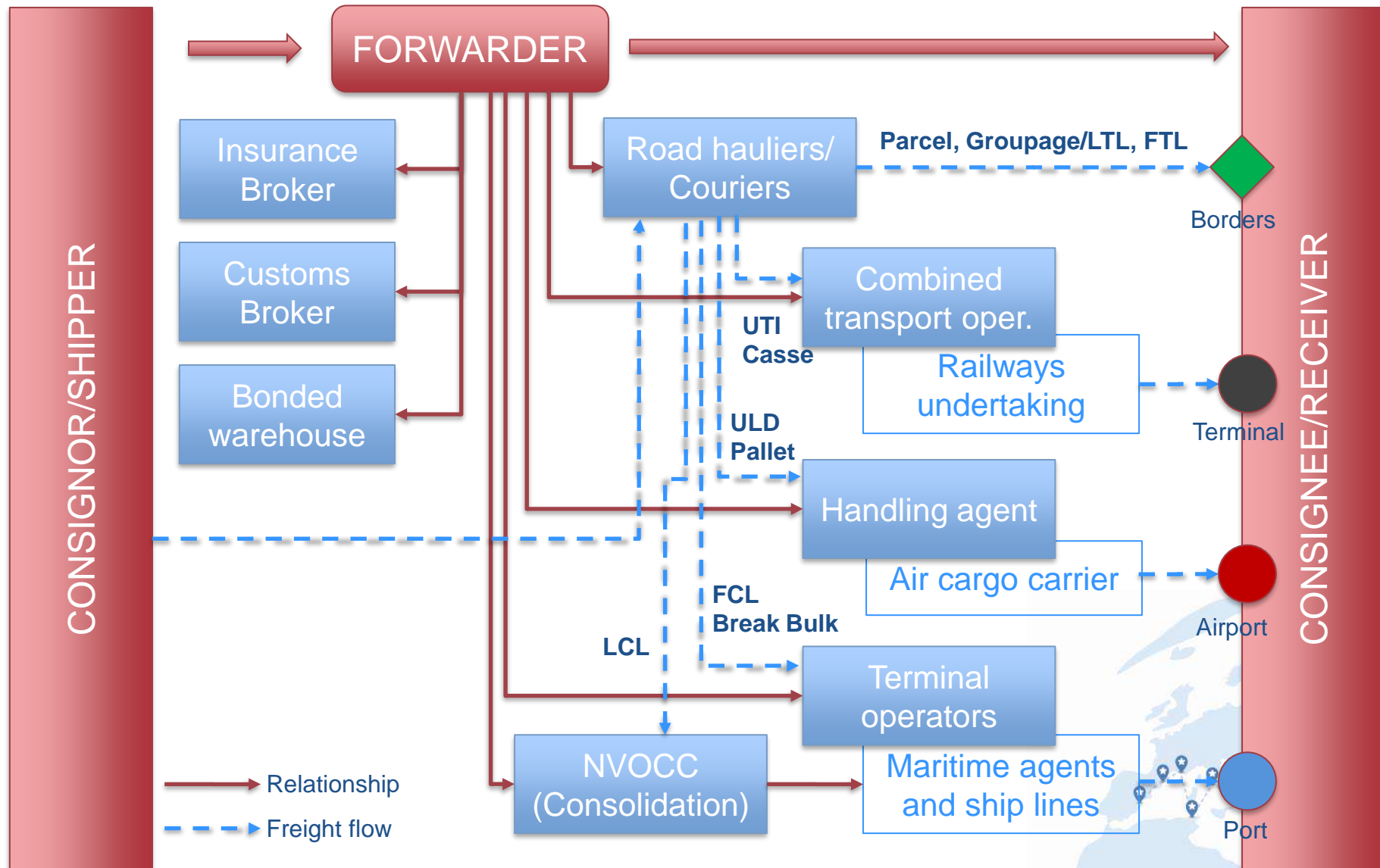
- To avoid any conflict of interest, it is important that the 4PL provider be non-asset based, as far as logistics, transport, and supply chain management assets are concerned.
- 4PL use 2PLs and/or 3PLs to supply service to customers, owning only computer systems and intellectual capital.



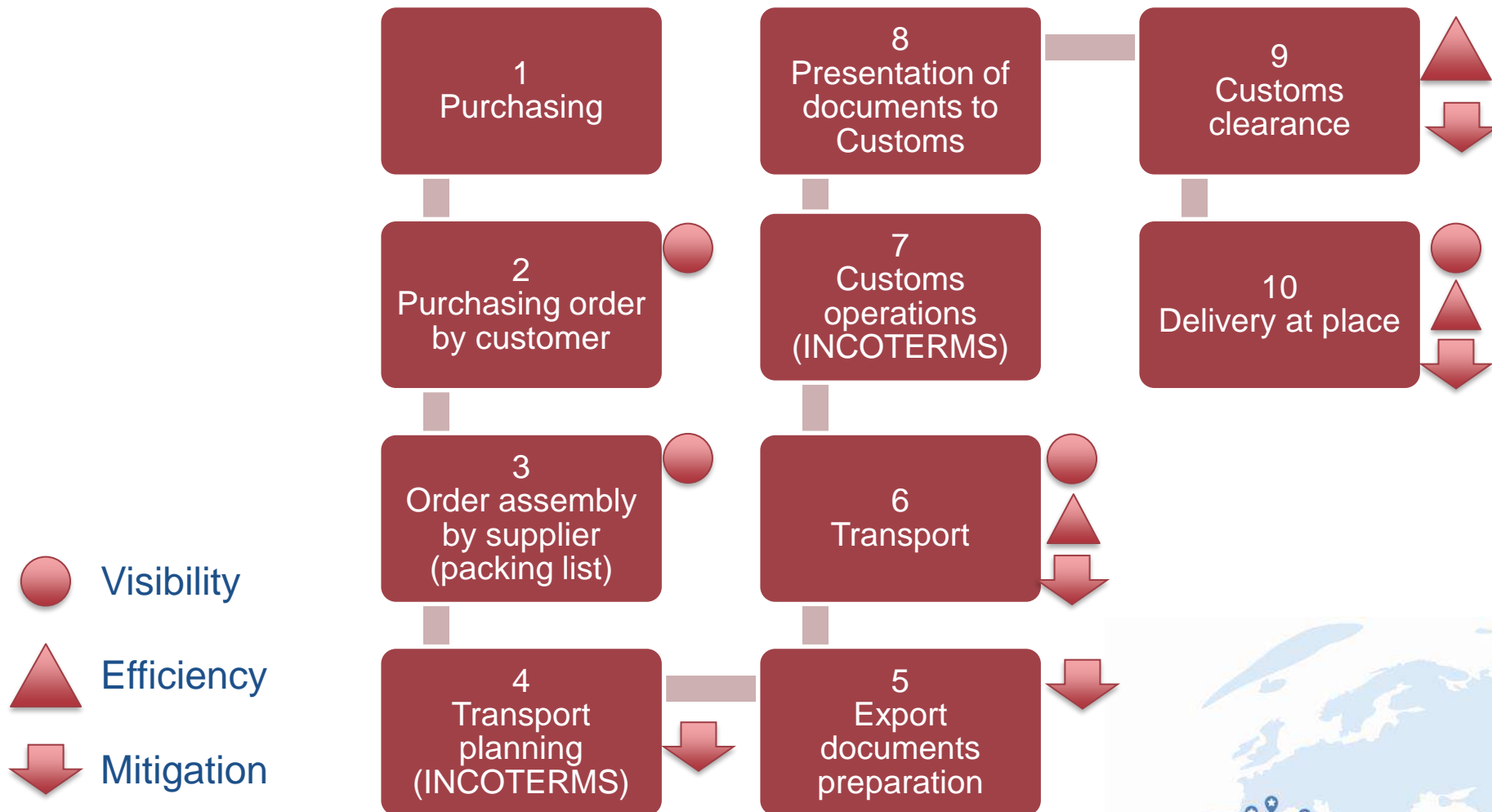
Influencing factors and actors



Forwarding process overview



Forwarding process and priority for operators



Thanks for you attention!

Prof. Andrea Campagna

PORT GOVERNANCE: ROLE AND FUNCTION OF NEW PORT AUTHORITY SYSTEM

***PORTS: PHYSICAL SPACE, LEGAL
FRAMEWORK AND GOVERNANCE***

CIVITAVECCHIA, 6.04.2021





INTRODUCTION: BEFORE THE LAW NO. 84/94 PORT AUTHORITIES

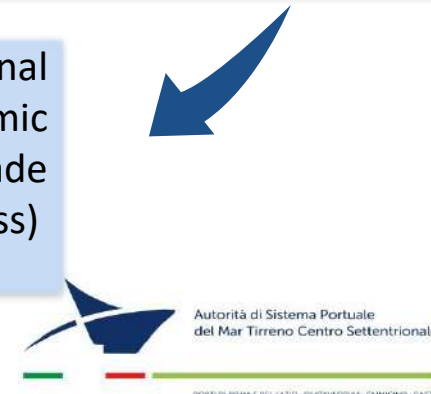
Port Authorities

- Autonomous Consortium for the Port of Genoa (1936)
- Autonomous Consortium of the Port of Napoli (1974)
- Department of the port of Venezia (established by Royal decree law 14.03.1929, No. 503) etc.
- Consortium for the port of Civitavecchia (referred to in Law No. 223 of 09 February 1963)

ATYPICAL MANAGEMENT MODEL:

- Cohabitation of the public profile (public functions connected with the management of a state-owned asset) and the private profile (entrepreneurial management pre-ordered to increase traffic).
- Classified as **PUBLIC ECONOMIC BODIES** DUE TO THE PRESENCE OF AN ADDITIONAL OR PRE-IMPORTANT ENTREPRENEURIAL ACTIVITY WITH RESPECT TO THE INSTITUTIONAL PUBLIC PURPOSE.

- Inadequacy of public organizational structures in relation to the economic objective (greater efficiency in trade and development of competitiveness)
- Excessive bureaucratization





The intervention of European Law (the Port of Genoa case)

- System of exclusivity/monopoly of concessionaire port undertakings for the performance of port operations;
- Port labour reserve for port companies;
- Prohibition of self-handling of port services (Articles 110 and 111 of the Nav. Code: port operations on behalf of third parties were to be carried out under a concession system by private undertakings which- under a monopoly - had to avail themselves exclusively of **italian workers** from port companies).



Judgment of the Court of Justice of 10 December 1991 C-179/90 declared the **internal legislation incompatible** with the Community provisions protected for the protection of competition in the port services market and for the protection of free economic initiative and free access to the market (Articles 30, 48, 86 and 90 of the EC Treaty).

The Court of Justice noted that the exclusive rights granted to port companies favoured the application of unfair port prices and conditions for port users and thus distorting effects on competition (abuse of a dominant position).



European Commission – Letter of formal notice to the Italian State in an infringement procedure ex art. 226 EC- 31.07.1992.

«Piers' Major
transformation»

Law 28.01.1994 No 84.
<<The principles>>

PRINCIPLES

OBJECTIVE: TO PROVIDE THE ITALIAN LEGAL SYSTEM WITH A MODERN DISCIPLINE ADAPTED TO COMMUNITY PRINCIPLES IN TERMS OF FREE COMPETITION AND LIBERALIZATION, PROMOTING COMPETITIVENESS BETWEEN PORTS.

Separation of administrative activity
(direction, coordination and control of
port operations) from commercial
activity.

*Favour for competition between
ports and ports.*



- ❖ **Port authorities**, are non-economic public bodies, succeed the previous port authorities on a non-universal scale and become the regulator of the entrepreneurial activities carried out in the port, as well as manager of the state good;
- ❖ **The port becomes a market** divided into contiguous sub-markets represented by port services and operations and the design of a **public infrastructure** in which **maximum possible access to users is guaranteed, respecting the requirements of neutrality in the selection procedures of the providers and transparency in the management of ports.**
 - **Art. 17, 2**, <<A.P. authorize the provision of port labour, exclusively aimed at the provision of temporary work for the execution of port operations and services to be identified in accordance with a procedure accessible to Italian and Community companies>>.
 - **Art. 16, paragraph 7** << The A.P. (...) determines the maximum number of authorisations(...) in relation to the functional needs of the port and traffic, while ensuring maximum competition in the sector>>.
 - **Art. 18, paragraph 7** << in each port the concessionaire undertaking of a state-owned area ... it may not at the same time be a concessionaire from another state-owned area in the same port, unless it is for a different product. >>.

Functions of Port Authorities (PA)

- ADDRESS PROGRAMMING
- COORDINATION
- PROMOTION
- REGULATION AND CONTROL

Stands
for

- ❖ Port operations and port services. Art.16
- ❖ Authorization art. 17
- ❖ Concessions art. 18
- ❖ Other commercial and industrial activities

Power of order for accident risks related to activities and hygiene conditions at work.

PORT AUTHORITIES

TRAFFIC DEVELOPMENT AND
MARKET REGULATION

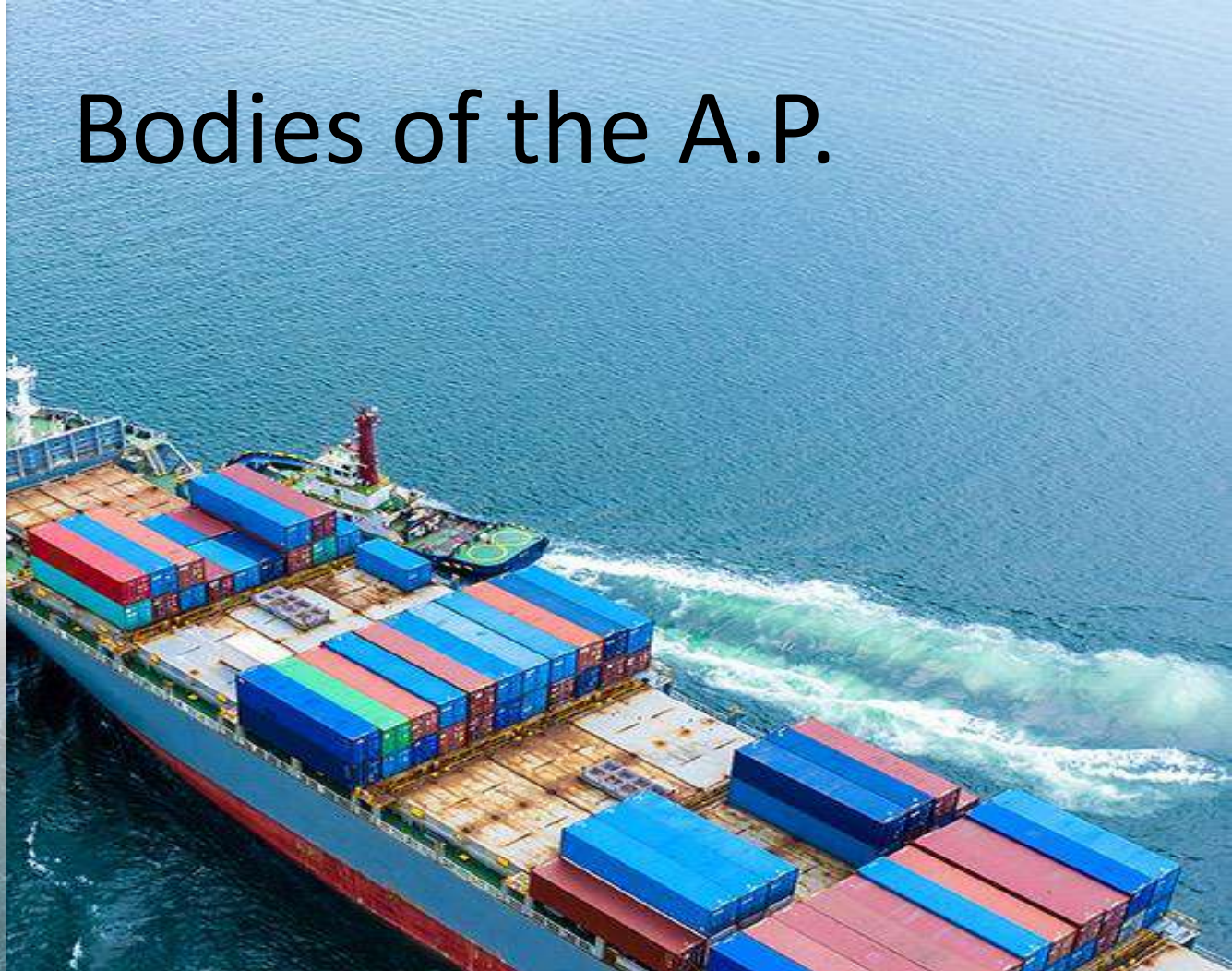
Ordinary and
extraordinary
maintenance of the
common parts.

Assignment and
control for
consideration to port
users of SERVICES OF
GENERAL INTEREST
(defined by D.M.
14.11.1994).

Bodies of the A.P.



- ◆ President
- ◆ General Secretariat
- ◆ Port Committee
- ◆ Board of Auditors

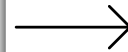




<< LEGAL CONDITIONS FOR THE REFORM: D.LGS. 4.08.2016 n. 169 >>

NATIONAL STRATEGIC PLAN FOR PORT AND LOGISTICS

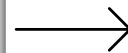
Implementation art. 29
paragraph 1, of D.l. n.
133/2014 «Sblocca Italia»



It develops an analysis on the aspects that condition the performance of the Italian port by proposing strategic actions for the sea system.

Action 10: Measures to adapt the governance of Italian port (administrative simplification, overcoming so-called port municipality.)

MADIA LAW (l. 7
August 2015, n. 124, art.
8, first paragraph (f))
<<Delegations to the
government on the
reorganization of public
administrations>>



The Government is delegated to adopt, within twelve months of the date of entry into force of this Law, one or more legislative decrees to amend the discipline of the Presidency of the Council of Ministers, ministries, national government agencies and national non-economic public bodies. Legislative decrees shall be adopted in accordance with the following guiding principles and criteria:

(f) 'reorganisation, rationalization and simplification of the rules on port authorities referred to in Law No. 84, with particular reference to the number, the identification of system authorities and governance taking into account the role of regions and local authorities and the simplification and unification of customs and administrative procedures in the field of ports.'



Objective of the Reform

*The Legislative Decree N. 169 of 4° August 2016 has introduced the **First Reform** to Portual Sistem in order to :*

- **Rationalize**
- **Simplify**
- **Rearrange**



**Discipline
PORT
AUTHORITIES**





MAIN Innovations introduced by legislative decree (D.Lgs) 169/2016:

- Establishment of AdSPs;
- Reduction in the number of APs;
- Rationalization and streamlining of AdSP bodies;
- Stakeholder involvement;
- Logic of system and coordination: the National Conference for the Coordination of ADSPs;
- Streamlining procedures: SUA;
- Energy planning document.





Establishment of Port System Authorities or (AdSP)

THE PORT SYSTEM AUTHORITY:

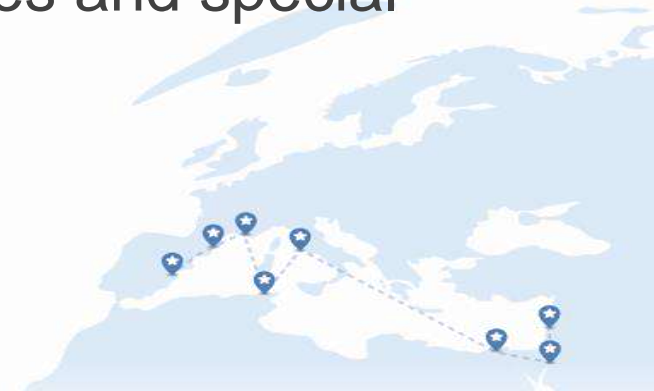
- It is a **NON-ECONOMIC PUBLIC BODY** OF NATIONAL IMPORTANCE WITH A SPECIAL ORDER, endowed with organizational, regulatory, budgetary and financial administrative autonomy.
- Applicable rules:
 - ❖ Principles referred to in Title I of Legislative Decree 30.03.2001, No 165;
 - ❖ Compliance with the principles referred to in Art. 35, paragraph 3, for measures relating to criteria and procedures for the recruitment of managerial and non-managerial staff and for measures governing procedures for the awarding of managerial positions and any other positions;
N.B.: these measures are submitted for approval by MIT.
- It is subject to the powers of **ADDRESS** and supervision of MIT





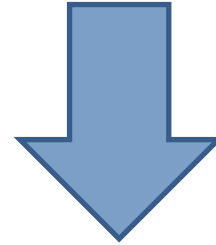
- **AdSP assumes the role of SINGLE ADMINISTRATIVE CENTRE, in fact:**
- ❖ **Coordinates administrative activities carried out by public bodies and bodies within ports and maritime state areas in the territorial district (Article 6, paragraph 4, lett.d)**
 - President coordinates the activities carried out in the port by the Public Authorities, in particular for the connection of functions and the speeding up of procedures and promotes mutual initiatives (Art. 8, p. 3, lett. g);
 - President, for the purpose of carrying out the coordination function, may convene a special service conference with representatives of public administrations and, where appropriate, interested parties, for the resolution of matters of interest to the port (Art. 8, p.3, lett.s).
- **Administers exclusively the areas and assets of the maritime state included in its own constituency (without prejudice to any regional competences and special legislation for Venice) (Art. 6, paragraph 4, lett.c)**

Follows





❖ **Promotes and coordinates forms of connection with retroport and interport logistics systems (Art. 6, p. 4, lett. f)**



• Art. 6, Paragraph 11

The AdSP may take minority corporate stakes in initiatives aimed at promoting logistical and intermodal connections, functional to the development of the port system (pursuant to Art. 46 D.L. 6.12.2011)



Rationalization of the number of 24 AP to 16 AdSP



Port Authorities (P.A.)

1. Porto di Ancona
2. Porto di Augusta
3. Porto di Bari
4. Porto di Brindisi
5. Porto di Cagliari
6. Porto di Catania
7. Porto di Civitavecchia
8. Porto di Genova
9. Porto di Gioia Tauro
10. Porto di La Spezia
11. Porto di Livorno
12. Porto di Manfredonia
13. Porto di Marina di Carrara
14. Porto di Messina
15. Porto di Napoli
16. Porto di Olbia
17. Porto di Palermo
18. Porto di Piombino
19. Porto di Ravenna
20. Porto di Salerno
21. Porto di Savona
22. Porto di Taranto
23. Porto di Trieste
24. Porto di Venezia

Port System Authority (AdSP)

- 1. AdSP del Mare Ligure occidentale: Porti di Genova, Savona, Vado Ligure
- 2. AdSP del Mare Ligure orientale: Porti di La Spezia e Marina di Carrara
- 3. AdSP del Mar Tirreno settentrionale: Porti di Livorno, Piombino, Portoferraio, Rio Marina
- **4. AdSP del Mar Tirreno centro-settentrionale: Porti di Civitavecchia, Fiumicino, Gaeta**
- 5. AdSP del Mar Tirreno centrale: Porti di Napoli, Salerno, Castellamare di Stabia
- 6. AdSP del Mar Tirreno meridionale e dello Stretto: Porti di Gioia Tauro, Crotone (porto vecchio e nuovo), Corigliano Calabro, Taureana di Palmi
- 7. AdSP del Mare di Sardegna: Porti di Cagliari, Olbia, Porto Torres, Golfo Aranci, Oristano, Portoscuso-Portovesme, Santa Teresa di Gallura (solo banchina commerciale)
- 8. AdSP del Mare di Sicilia occidentale: Porti di Palermo, Termini Imerese, Porto Empedocle, Trapani
- 9. AdSP del Mare di Sicilia orientale: Porti di Augusta e Catania
- 10. AdSP del Mare Adriatico meridionale: Porti di Bari, Brindisi, Manfredonia, Barletta e Monopoli
- 11. AdSP del Mare Ionio: Porto di Taranto
- 12. AdSP del Mare Adriatico centrale: Porti di Ancona, Falconara, Pescara, Pesaro, San Benedetto del Tronto (esclusa la darsena turistica), Ortona
- 13. AdSP del Mare Adriatico centro-settentrionale: Porto di Ravenna
- 14. AdSP del Mare Adriatico Settentrionale: Porti di Venezia e Chioggia
- 15. AdSP del Mare Adriatico orientale: Porto di Trieste
- 16. AdSP dello Stretto: Villa San Giovanni, Messina, Milazzo, Tremestieri, Vibo Valentia, Reggio Calabria (08.05.2019)



Rationalization and Streamlining of AdSP Bodies



PRESIDENT

E
L
E
C
T

- Appointed by MIT in agreement with the Region among **European citizens** with proven experience and professional qualifications in the fields of transport and port economy.
- Legal representation
- 4-year term renewable

Committee

MANAGEMENT

T
A
K
E

P
A
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T

- Renewable 4-year term and lapse in case of new president
- Same requirements president
- The d.lgs incompatibility regime applies. 8 April 2013 n. 39 (political leadership positions, top administrative positions in public bodies and private bodies in public control)

BOARD OF AUDITORS

- 3 full members + 2 alternates appointed by MIT (The President is appointed MEF)
Renewable 4-year term
- Cash audits, ensures regular keeping of books, records of management, draws up reports, reports periodically to MIT, attends meetings of the CdG





President

Strengthening the role by extending competences:

- it has with its own resolution (and no longer by resolution of the CP), after hearing the Cadge, the concessions art. 6, paragraph 10, art. 16, 17 and 18 under the age of four;
- It exercises the powers, after hearing the Cadge, established by Art. 36 to 55 and 68 Cod. Nav.;
- It participates in CIPE meetings on strategic decisions for the port system and signs programmed agreements;
- Promotes infrastructure investment programs, involving contributions from the State or Community entities;
- Proposal powers for the demarcation of free zones, after hearing the A.M.
- Convenes conference of services for the resolution of issues of interest to the port and for the excavation and maintenance of the seabed;
- It installs and convenes the Partnership Body, after having appointed its members.

General Secretary

Secretariat is no longer a body

The Secretary-General is chosen from experts with proven managerial experience or professional qualification in the field covered by Law 84/94 and in accounting administrative matters.

- Hired under private law contract (4 years) ;
- In charge of technical and operational secretariat ;
- It provides the necessary obligations for the operation of the AdSPs ;
- Oversees and coordinates the activities of port territorial offices ;
- Preparatory care for acts of the President and CdG and implementation of their directives ;
- Make PRP ;
- Report to the CdG on the state of implementation of intervention and development plans for port facilities and on the productive economic organization of port activities ;
- It shall keep the records referred to in Art.24 .



DELIBERATIONS/OPINIONS

~~Port
Committee~~

SENTIMENT

MANAGEMENT COMMITTEE (Article 9)

- President
- Designated by Region
- Nominated for mayor of metropolitan city
- Nominated for mayor of municipalities former seat of AP
- Maritime Director
- Representative A.M. ports included in the AdSP

PARTNERSHIP BODY (Article 11a)

- President and Commander of the Port
- Owners
- Industrial
- Operators art.16 and 18
- Freight forwarders
- Intermodal logistics operators
- Rail operators
- Agents and recommenders
- Haulers
- 3 employee representatives companies operating in port
- Tourism or trade operators
- Undertaking Art. 17



Functions of the Management Committee

- ◆ Adopt DPSS, PRP and functional technical adjustments (CP)
- ◆ Approve port within 90 days of taking office (CP)
- ◆ Approves the balance sheet, notes of variation and final account
- ◆ prepares administrative and accounting regulations
- ◆ Approves the Annual Report (CP)
- ◆ It delivers opinions on the concessions art. 6, paragraph 10, art. 16, 17 and 18 under four years of age, and concessions (cod. nav.) (CP)
- ◆ Decision on authorizations concessions art. 6, paragraph 10, art. 16, 17 and 18 lasting more than 4 years and determines the amount of fees (CP)
- ◆ Resolution of agreements replacing concessions (Article 11 of Law 241/90) (CP)
- ◆ AdSP organic endowment resolution, heard SG
- ◆ Resolution transposing trade union agreements and instruments of evaluation effectiveness and transparency
- ◆ SG appointment
- ◆ Workers' Staff Plan (CP) deliberates

***CP: matters of competence of the
Capitaneria di porto (Harbour Master)**





Involvement «*stakeholders*»

Partnership body for the sea resource (.m. 18.11.2016)

- PRP adoption
- POT adoption
- Determination of the levels of services rendered within the Port System of the AdSP likely to affect the overall functionality and operation of the port
- Draft budget and balance sheet
- Composition of instruments for assessing the effectiveness and transparency and good performance of the management of the institution

Maritime Cluster Body

It is established in cases where several central ports (identified as core Reg. UE 1315/2013) already headquarters of AP, at each of these ports, are merged into a single ADSP and adopts the regulation defined by the AdSP in agreement with the Body.

LOCAL ADVISORY COMMITTEES

In every port

- 5 salesmen Workers Companies operating in port, salesman employee AdSp, salesman Shipowners, industrialists, contractors 16 and 18, shippers, agents and seafarers, haulers, salesman of the trade unions
- Advisory functions on issuing/susp/revoking permissions granted. ex Art. 16, 17 and 18 and organization job in port and organic enterprises, start-up of labor and vocational training.



Logic of system and coordination: the National Conference for the Coordination of AdSP



Coordinate Harmonizes

Strategic choices on:

- Major infrastructure investments
- Choices of urban planning in the port area
- Strategies for implementing maritime state policies
- Marketing and promotion strategies on international markets
- Verification of port development plans through specific reports prepared by the individual

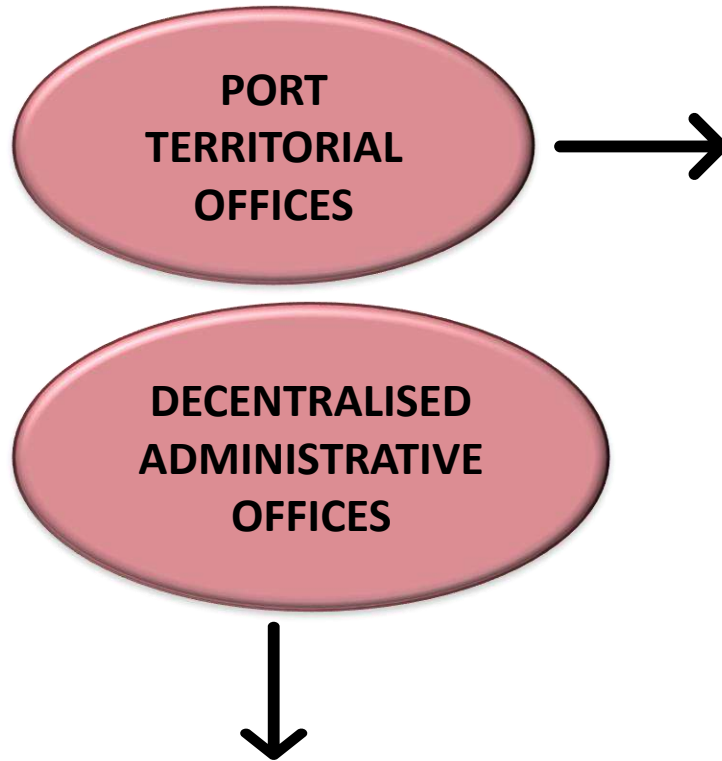
**MIT
AdSP Presidents
2 representatives appointed by
Conf. Unified**

In support an **Expert appointed by the Minister** with proven experience in the transport and port **economy sectors**

The structure of the unitary representation of the **AdSp** and the company **“Rete Autostrade mediterranee Spa” (RAM)** collaborate



- The centre-periphery model also applies to ports included in the ADSP which make up the port territorial offices or decentralized administrative offices (Article 6a)



- Established at each port already home to AP
- In charge of SG or its delegate (chosen from senior staff with managerial qualifications) to carry out tasks
 - Instructors for the purpose of adopting decisions on jurisdiction;
 - Proposal with reference to matters of local importance within the competence of the AdSP;
 - Functions delegated by the Committee, coordination of operations in port and tasks on minor works of ordinary maintenance in the field of port construction;
 - Granting of concessions for periods of up to 4 years, after obtaining the opinion of the Advisory Commission and the Management Committee;

- Capital municipality not already seat of AP;
- Responsible SG or delegate (executive or framework);
- Functions established by the Court of Justice ;
- N.B. management committee may also be set up, acting on deliberation, in other ports in the port district not already home to AdSP MAS (Chioggia).





Among other innovations: the Energy and Environmental Planning Document (Art. 4a)

Aimed at reducing CO² emissions

- AdSP promotes its drafting;
- It is adopted on the basis of the MATTM guidelines in agreement with MIT (Decree No. 408 of 17.12.2018);
- Identifies interventions and measures to improve energy efficiency and to promote the use of renewable energies (with technical-economic feasibility assessment and cost-benefit analysis);
- Identifies ways of coordinating environmental interventions and measures with the planning of infrastructure interventions in the port system;
- Identifies appropriate energy and environmental monitoring measures of the interventions carried out, in order to allow an assessment of their effectiveness;





The innovations introduced by Legislative Decree 13.12.2017 n. 232: "The corrective" of port reform

◆ Port planning

◆ The organic plan of the port and the workers

◆ The new discipline of the SUA



Port planning: DPSS



PORT SYSTEM MASTER PLAN AdSP Port Planning Tool

SYSTEM STRATEGIC PLANNING DOCUMENT

- Defines the development goals and systemic planning content of AdSPs
- Identify and permeate areas for strictly port and retroport functions, port-city interaction areas and last mile rail infrastructure links with individual system ports and urban centre crossings
- Illustrative report on objectives and choices made and guidelines for drafting PRP

PORT MASTER PLANS (PER PORT)

- Outline and design the scope and overall layout of the areas identified by the DPSS
- The objectives, forecasts, elements, contents and strategies of each seaport decline and also outline the overall structure of the major infrastructure work

Accompanied only by the environmental report ex d.lgs. 153/2016

- The [strategic] planning of areas with port-city interaction functions is entrusted to the competent municipalities, after consulting the AdSP.
- The DPSS is submitted to the opinion of each municipality (territorially competent) that expresses itself no later than 45 days
- Adopted by the Management Committee and approved by the region over the next 60 days, with the agreement of MIT, which speaks at the Coordination Conference (11ter)
- NB: Application of Art. 14c of L.N. 241/90 to reach agreement (MIT Service Conference).

- The PRP is adopted by the Management Committee in agreement with the municipalities concerned WITH EXCLUSIVE REFERENCE TO THE PLANNING OF AREAS INTENDED FOR PORT-CITY INTERACTION FUNCTIONS (and no longer also on areas with port function)
- Municipalities shall give their opinion no later than 45 days after receipt of the
- CSLP expresses its opinion within 90 days of receipt of the deed
- Approved by the region concerned within 40 days of the conclusion of the ESAS procedure
- NB: It also applies where the rules provided for in Art. Regulation (EEC) No 14c L. No 241/90 for the obtaining of the agreement.



- ◆ INTRODUCED THE DEFINITION AND PROCEDURE FOR **THE ADOPTION OF TECHNICAL AND FUNCTIONAL ADJUSTMENTS OF THE MASTER PLAN**: these are changes that do not substantially alter the structure of the PRP in terms of objectives, strategic choices and functional characterizations of port areas.
- ◆ Adopted by the Court of Justice, upon acquisition of the declaration of non-conflict with the urban planning tools in force by the municipalities,
- ◆ CSLP expresses its opinion within 45 days of receipt of the proposal
 - Approved by the Region (Art. 5, c° 5)
- ◆ THE “**VARIANTS- STRALCIO**” concerns the functional qualification of portions of the single stopover.



ESECUZIONE DELLE OPERE NEGLI AMBITI PORTUALI



(Art.5, paragraph 5bis)
ADSP

AUTHORIZES

- THE EXECUTION OF WORKS IN PORTS IMPLEMENTED BY THE ADSP

- THE EXECUTION OF WORKS BY PRIVATE INDIVIDUALS IN PORTS (PORT AREA)

Art. 7, of Legislative Decree 380/2001 (T.U. Edilizia , Italian Decree) states that works insistent on state property are not subject to permission to build by the Municipality, possibly having only the procedure for verifying compliance with the existing urban instruments (DPR 383/1994), which, in fact, is absorbed by the planning power that the AdSP carries out in the port area.

In all respects (also from a building point of view) to the outcome of a special service conference (Art. 14c L. 241/90) Authorizations for energy installations and infrastructures are excluded , also their related works.



The Workers' Staffing Plan

Art. 8, paragraph 3, lett. s-bis, 3bis

**STRATEGIC DOCUMENT FOR THE RECONNAISSANCE
AND ANALYSIS OF WORK NEEDS IN PORT**
formulated on the basis of BUSINESS PLANS, staffing
and work needs communicated by companies (16,
17 and 18)

ADOPTED BY THE CDG, after
consulting committees

subject to annual review
three-year validity

N.B. does not produce constraints for holders of
authorizations or concessions

**Heard MIT and National Agency for Active Labour Policies
OPERATIONAL ACTION PLANS FOR PORT WORK for
vocational training**

(for retraining/retraining- relocation of the personnel
concerned to other port tasks or activities or measures to
encourage retirement)

Also financed with a share not exceeding 15% of the
revenue taxes on moved goods – (art. 17,
paragraph 15a)



Administrative One-Stop Shop (Art. 15a)

UNIQUE FRONT OFFICE
FUNCTION
FOR ALL ADMINISTRATIVE AND
AUTHORIZATION PROCEDURES
RELATING TO ECONOMIC
ACTIVITIES (excluding customs
one-stop shop procedures and
control and security procedures)

The President proposes to the CdG
(after the opinion of the body) the
Regulation governing the
organization, operation and
monitoring of the SUA according to
the Guidelines approved by MIT
(art. 15a, paragraph 1);

In order to avoid excessive
diversification of practices, the
MONITORING OF SUA ,is entrusted to
the President who supervises the
correct functioning also in order to
report within the national
coordination conference any virtuous
practices or any malfunctions to be
corrected (art. 15, paragraph 1bis)





More News

- The Revenue of the AdSP includes THE RIGHTS OF PORT in order to make the national legislation consistent with the EU Reg. 352/2017 (art.13, paragraph 1, lett. and bis)
- The identification of SERVICES OF GENERAL INTEREST is no longer delegated to a special decree of the Minister of Infrastructure and Transport, considering that this formulation is obsolete, due to the new discipline introduced by legislative decree 50/2016



➤ With Legislative No. 76 of 16 July 2020 'Urgent measures for digital simplification and innovation' converted into Law No. 120 of 11 September 2020, Art. Article 7 of L.84/94 as follows:



By Decree of the Ministry of Infrastructure and Transport, the president's mandate **is revoked** and the Management Committee **is disbanded** if:

- A. after the period referred to in art. 9 (Paragraph 5), (Lett.B) the POT is not approved within the next 30 days;
- B. the final account will highlight a deficit;**
- C. budgets are not approved within the time limit laid down by current legislation.

By Decree of the Ministry of Infrastructure and Transport, the revocation of the President's mandate and the dissolution of the Management Committee **may be ordered** if:

- a. after the period referred to in art. 9 (Paragraph 5), (Lett.B) the POT is not approved within the next 30 days;
- b. the competent supervisory, judicial or administrative bodies, the omitted exercise or serious irregularities in the performance of the functions and competences provided for respectively by Art. 8, paragraph 3, and Art. 9, paragraph 5, such as to compromise the functioning of the Authority;**
- c. budgets are not approved within the time limit laid down by current legislation.

The change made it possible to eliminate automatism by allowing MIT to assess, on a case-by-case basis, how a port is operated and the Presidents themselves on the basis of the management results.



The European Commission has adopted a Decision against Italy in which it requires the abolition of the tax exemption of IRES, provided for by Italian laws, in that it would integrate State aid and an undue advantage in terms of competition compared to other European Ports (Violation art. 107 TFEU in the field of State aid)

Can proceeds from the management of the property constitute business income?

YES

NO

New scenarios on the evolution of

According to the European Commission:

- AdSPs carry out activities of an economic nature (No. 84/94 does not exclude that PAs may carry out piloting, refueling, mooring, towing and waste collection activities);
- Fees are considered fees for services of an economic nature.

Position of Italy:

- AdSPs are NOT business in nature and have specific public authorities;
- Royalties are simply a functional tax on performance of public functions;

Through **Assoporti**, an Italian's Port Association, the ADSPs have decided to appeal to the European Court of Justice to defend the Italian model of port management.

THANK YOU FOR YOUR ATTENTION!

LUCA LUPI

lupi@portidiroma.it



the case the port of Civitavecchia
ports of Rome and Lazio



Security Systems in Ports I.S.P.S. Code

The case of
Ports of Rome and Lazio

pubblicazione e riproduzione riservata

Dott. Giantelemaco Peticara





Port and Maritime Security





SECURITY

- Safety and Security -



Safety

Risk protection and prevention activities due to an unforeseeable accidental event. (accident, storm, earthquake)



Security

Prevention activities from a desired and foreseen danger by man (voluntary illegal act, terrorist attack)



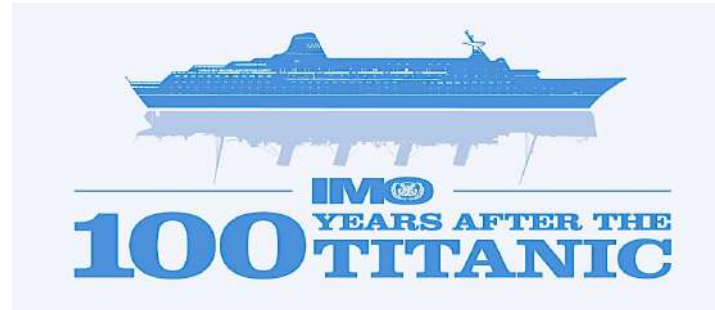
It is an organization founded in 1948, based on an agreement between contracting states on the occasion of the Geneva Convention of 6/03/1948:

"CONVENTION RELATING TO THE INTERNATIONAL MARITIME ORGANIZATION"

The International Maritime Organization is a United Nations Organization

It is based in London and operates within the ONU





- ***SOLAS 74 (Safety of Life at Sea 1974)***





- **SOLAS 74** (*Safety of Life at Sea 1974*)
- **I.S.P.S. Code - Cap. XI-2**
(International Ship and Port Security - anno 2002)





European Parliament

Regulation EU n° 725/2004

With EU Regulation N. 725/2004, the principles enshrined in the ISPS code of international law are implemented, with particular attention to what was indicated and adopted by the IMO in 2002 by including an amendment in SOLAS 74, with the addition of a new chapter on security XI-2.





ITALIAN LEGISLATION



At Italian level, the President of the Council, in 2002, established the Interministerial Committee of Maritime Security

CISM

National Maritime Security Program
D.M. Transport n° 81T/2007





International Maritime Organization 17-03-1948

Safety

Prevention



Titanic
15-04-1912
Solas (1974)



Achille Lauro 07-10-1985

International Ship and Port Security Code (2002)

Security

Defense





MARITIME SECURITY



Preventive measures to protect the ship, people, goods on board and port facilities from unlawful acts of an intentional nature.

SECURITY INCIDENT



Any suspicious act or activity that threatens the security of:

- a ship;
- the security of a port facility;
- of a ship-to-ship activity;
- including mobile offshore drilling units and high-speed units.



11 September 2001





National Maritime Security Programme

Keyword To Prevent





Institutional Actors

- Capitaneria di Porto
- Autorità di Sistema Portuale
- Prefettura
- Polizia di Frontiera
- Guardia di Finanza
- Carabinieri
- Dogana
- Vigili del Fuoco



AGENZIA
DELLE
DOGANE





Reference roles

- **PSO (Port Security Officer)**
- **PFSO (Port Facility Security Officer)**
- **CSO (Company Security Officer)**
- **SSO (Ship Security Officer)**
- **GpG (Security Guard)**

Normative

Reg. U.E. n° 725/2004

D.lgs. n° 203/2007

D.M. n° 154/2009





D.lgs. N° 203/2007

(Dir. EU 2005/65/CE)

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Who is it ?

Port Security Officer

What does?



- The port security officer is the focal point of contact for port security.
- The Port Facility Security Officers and the Port Security Officer work in close cooperation with each other.

Where he'll do it?

Nell'area portuale (sedime portuale)



Reg. U.E. n° 725/2004

YEP MED

Who is it ?

Il Responsabile della Sicurezza dell'Impianto Portuale (Facility)





Who is it ?

COMPANY SECURITY OFFICE

What does?

This is responsible :

- The elaboration, implementation and review of the security plans of the company's naval units;
- It is the contact with the port facility security officers (PFSO) and with the ship security officer.



Who is it ?

SHIP SECURITY OFFICE



La legge 31 luglio 2005, n.155, recante misure urgenti per il contrasto del terrorismo internazionale, ha consentito l'affidamento alle *guardie giurate*, dei servizi di sicurezza sussidiaria nell'ambito delle aree critiche quali i *porti, aeroporti, stazioni ferroviarie, delle metropolitane* nonché nell'ambito delle linee di *trasporto urbano*

YEP MEI



D.M. 154/2009 alla Guardia Giurata che svolge attività di sicurezza sussidiaria viene attribuita la qualifica di *incaricato di pubblico servizio*, per la natura dei servizi di sicurezza sussidiaria, che essendo caratterizzati da un consistente grado di pericolosità, esigono da parte dei soggetti titolati ad esercitarle una specifica professionalità e una maggiore responsabilizzazione.

Circolare applicativa D.M. 154/2009 n° 557/PAS/U/003004/12982.D(22)5 del 26/02/2015.



Security Guards (DM 154/2009)



They're assigned to the security control activity, which carries out the following controls:

- Access authorization control
- Security checks for passengers and operators
- Baggage checks
- Vehicle checks
- Controls RX – EDS – PEDS – EDDS – SNIFFER





The Security Plan

- Good Security planning begins with the development of an **ASSESSMENT PLAN**, or with the definition of the structure of the area to be analyzed and the calculation of the risks to which it is exposed;
- then move on to the drafting of the **SECURITY PLAN**, with particular attention to the assignment of roles and responsibilities and the inclusion of the general organization and procedures.

WHO DOES WHAT ?

For a safety program to be effective, the requirements and duties of each individual involved in the program must be clearly defined.



Security Plan

Security schedules are the primary tool of a security device.

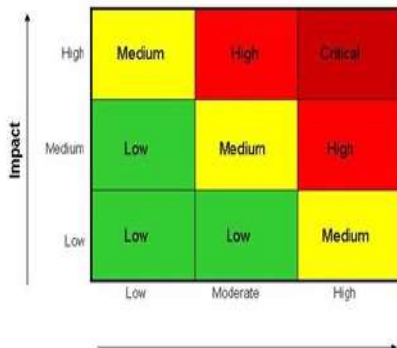


Port Security Assessment

Check step by step

- Collection of general information
- List and analysis of the importance of asset
- Threat calculation
- Calculation of Vulnerability
- Calculation of Criticality
- Calculation of Consequences
- Risk Calculation
- Countermeasures to be adopted
- Final recommendations

Sample Risk Matrix

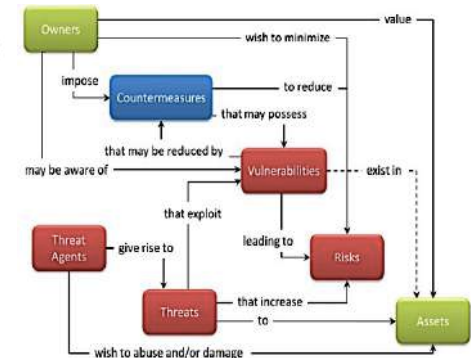


		F		
		1	2	3
PE	1	1	1,5	2
	2	1,5	2	2,5
	3	2	2,5	3

Integrated Security Risk Management



Port Security Plan



PORT OF CIVITAVECCHIA



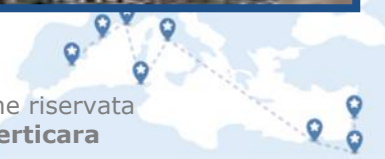


PORT OF CIVITAVECCHIA





PORT OF FIUMICINO





PORT OF GAETA





YEP MED

Thank you
for the your attention

Publicazione e riproduzione riservata
Dott. Giatelemaco Peticara



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Shipping market and Port Requirements

Avv. Luca Brandimarte - Assarmatori





THE SHIPPING MARKET

the Italian focus

According to the last published European Union report, in 2020 the Shipping market - a macro sector that includes all activities related to the sea - measures 218.3 Billion Euros at European level and it employs 5 Million people.

To these results, Italy has contributed on average 10.7%, with 525,200 employees, a turnover of 80.3 Billion Euros and an added value of 23.4 Billion Euros. It has also contributed 2.3% to national jobs and 1.5% to national added value.





THE MARITIME INDUSTRY

some data

Maritime transport guarantees territorial continuity and provides supplies in the domestic sphere - over 6.6 Million Italians live on an island. Moreover, it strongly manages the commercial interchange (over half of the volume corresponds to imported and exported values).

The maritime industrial cluster maintains a remarkable balance between its components. In terms of production value, 41.9% is attributable to maritime transport (12.3 Billion Euros), 22.1% to port logistics and auxiliary services (6.5 Billion Euros), 20.7% to shipbuilding (6.1 Billion Euros), 9.4% to pleasure boatbuilding (2.8 Billion Euros), and 5.8% to fishing (1.7 Billion Euros).





COVID-19 Pandemic's impact/1

2020, primarily due to Covid-19, it has been a rather negative year and it has led to a general decline in terms of values and numbers, across the whole maritime segments.

Specifically, these are the most significant data: cruises (-94.6%), ferries (-46.7%) and local transport (-49.2%). Freight transport figures, on the other hand, registered less significant variations, with an increase in the container segment in terms of tons shipped (+2.7%) – as shown in the next slide.





COVID-19 Pandemic's impact/2

According to *Assarmatori* estimates, during 2020, shipping companies have recorded, on an annual basis, significant losses. In particular:

- a reduction in passengers of about 53% with consequent losses in turnover of 50% compared to the previous year;
- the biggest drop has occurred in the cruise sector;
- the container sector has closed 2020 with a limited drop (around 3%);
- the liquid and solid bulk segment registered, for the first half of 2020, significant losses of around 20% less than in the previous year.





COVID-19 Pandemic's impact/3

Maritime transport in Italy (port movements and annual % changes)

ID	Type	Unit of measurement	2019	2020	var. % 2020/2019
Goods	Liquid bulk (A)	ton.	182.808.444	156.869.105	-14,2%
	Solid bulk (B)	ton.	59.639.023	49.247.989	-17,4%
	Container (C)	ton.	111.298.403	114.304.778	2,7%
	Ro-Ro (C)	ton.	117.970.679	105.086.682	-10,9%
	Other miscellaneous goods (C)	ton.	23.371.382	16.384.685	-29,9%
	Total C	ton.	252.640.464	235.776.145	-6,7%
	TOTAL Goods (A+B+C)	ton.	495.087.931	441.893.239	-10,7%
Container	Hinterland	num.	7.210.620	6.614.306	-8,3%
	Transshipments	num.	3.573.035	4.072.842	14,0%
	TOTAL Container	num.	10.783.655	10.687.148	-0,9%
RO-RO	Total Ro-Ro	num.	5.488.435	5.320.692	-3,1%
Passengers	Local transports	num.	43.619.755	22.167.622	-49,2%
	Ferries	num.	17.976.580	9.590.071	-46,7%
	Cruises	num.	11.982.267	641.116	-94,6%
	TOTAL	num.	73.578.602	32.398.809	-56,0%

Source: Assoporti, AUTORITA' DI SISTEMA PORTUALE - MOVIMENTI PORTUALI Anno 2019, 2020



CIVITAVECCHIA PORT

Port movements 2019, 2020

Maritime transport in the port of Civitavecchia (port movements)

ID	Type	Unit of measurement	2019	2020
Goods	Liquid bulk (A)	ton.	639.369	624.131
	Solid bulk (B)	ton.	2.361.826	1.947.438
	Container (C)	ton.	1.003.461	882.443
	Ro-Ro (C)	ton.	5.561.631	4.559.873
	Other miscellaneous goods (C)	ton.	5.504	15.780
	Total C	ton.	6.570.596	5.458.096
	TOTAL Goods (A+B+C)	ton.	9.571.791	8.029.665
Container	Hinterland	num.	112.249	106.695
	Transhipements	num.	-	-
	TOTAL Container	num.	112.249	106.695
RO-RO	Totale Ro-Ro	num.	232.942	209.381
Passengers	Local transports	num.	-	-
	Ferries	num.	1.804.201	962.394
	Cruises	num.	2.652.403	206.967
	TOTAL	num.	4.456.604	1.169.361

Source: Assoporti, AUTORITA' DI SISTEMA PORTUALE - MOVIMENTI PORTUALI Anno 2019, 2020





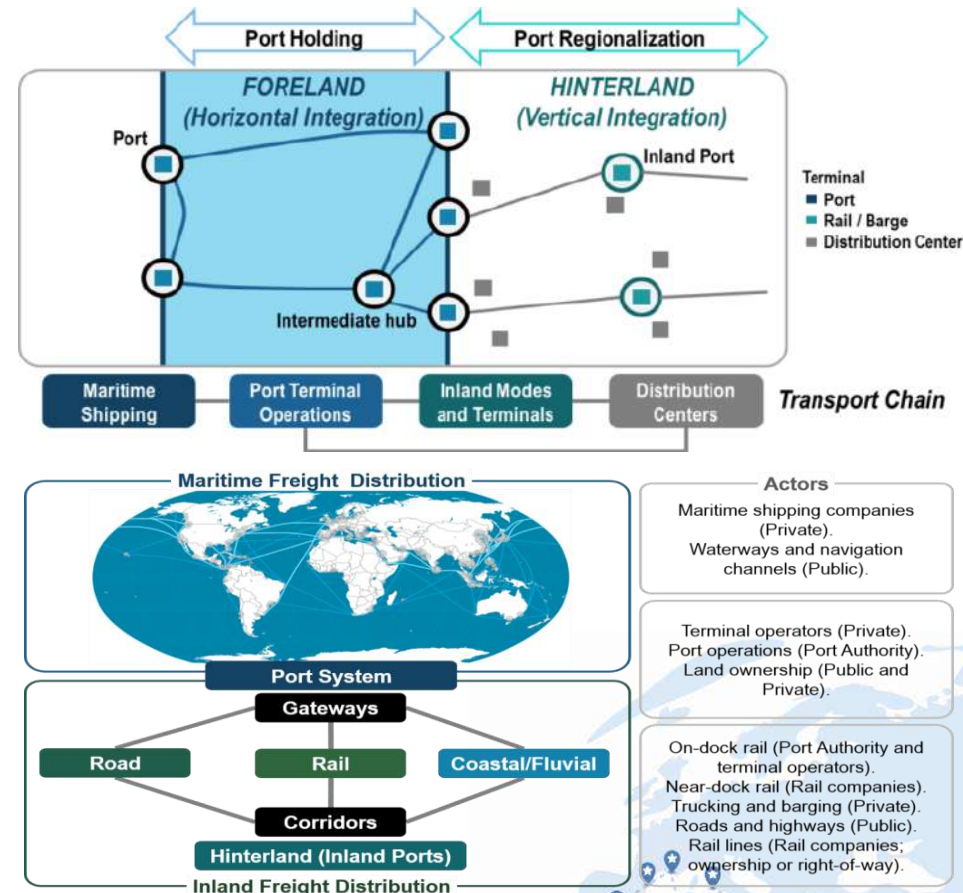
PORT REQUIREMENTS

What do Shipowners are looking for in a port? Is shipping shifting to Vertical Integration?

The maritime industry is no longer characterized by competition between individual companies only but rather by a trend toward consolidation (integration of services, vertically and horizontally, for instance).

Vertical integration refers to cooperation between stages of the supply chain, such as terminal services, inland transportation services, storage, distribution, etc.

Around 64% of Italian imports and 50% of exports transit by sea, about 480 Million tons of goods - bulk (dry and liquid) in containers or on board ferries – are handled in Italian ports.





VERTICAL INTEGRATION in the transport of containers, cruises, ferries and Motorways of the Sea

- In the **container market**, the phenomenon of vertical integration promotes volume concentration, improves ground connections, increases the efficiency of loading and unloading operations, and promotes a high level of infrastructure provision. The entailed positive factors are: *(i)* increasing of port infrastructures' efficiency; *(ii)* greater satisfaction of the ship/terminal/distribution/delivery cycle;
- Italy is the leader of the Mediterranean **cruise industry**, as well as that of the European Union. There is an ever-increasing need for a figure which coordinates functions capable of attenuating the conflicts which arise from the convergence of interests;
- the **MoSs'** develop their own network of services with a view of vertical integration and fluidification of sea-land transport, adopting models of land networks along dedicated logistics corridors.





VERTICAL INTEGRATION

supporters and opponents' points of view

The vertical integration system has a number of **benefits** including reduced transportation costs along the supply chain stages if the company is connected to the market or source of supply.

Moreover, risk sharing is emphasized as another relevant factor - followed by gaining control and market coverage. Indeed, it results not only in a larger and better-served market, but also in an expanded consumer network, as new and attractive products can be offered.

According to the **opponents**, the disadvantages of vertical integration are primarily related to coordination and collaboration problems and potential exposure to conflict.

In the case of shipping liners, carriers have traditionally focused on sea activities, while logistics companies have focused on inland distribution, storage, and transportation of goods. Their focuses are on different fields; combining them could sometimes be a difficult task.





VERTICAL INTEGRATION

the European and the International experiences

European Union allows vertically integrated companies including those with a holding structure, to retain ownership of the infrastructure manager. It is clarified, however, that this is only possible under conditions that ensure that the infrastructure manager enjoys effective decision-making rights for all of its functions.

The presence of international logistics providers, freight forwarders and logistic operators (DHL, DPD Nordic, DSV, Schenker, TNT, KN) represents a great advantage for shipping companies. The logistics providers, moreover, tend to make the flows of goods converging towards the ports that guarantee efficient port-territory interconnections.





PARTY LOGISTICS SERVICES

Third (3PLs) and Fourth (4PLs) party logistics

Internationally, there has recently been a significant increase in the number of companies offering **Third Party Logistics services**. Third party Logistics Providers (3PLs) are operators:

- to whom a company can outsource all or part of its logistics activities;
- able to manage the entire range of logistics activities (from transport to storage, order management, customer service so on and so forth).

At an even more organizational and strategical level, there are also **Fourth Party Logistics Providers** (4PLs) that perform activities that are in turn outsourced to a 3PL. This would result in flow optimization and therefore cost reduction, including external environmental costs and the creation of greater value, not to mention levels of competitiveness that would grow exponentially.





FREE ZONES

What are they?

A zone is defined free («Zona Franca, ZFU») based on these socio-economic hardship features: unemployment rate, employment rate, youth concentration rate, schooling rate.

It is foreseen that the ZFU must be located within municipalities with a number of inhabitants between 25,000 and 30,000 (based on 2006 ISTAT data) and an unemployment rate higher than 7.7 per cent of the national average (in 2005).

The recognized reliefs to these areas concern only small enterprises - defined in accordance with the indications of the European Commission. Companies operating in the sectors of automobile construction, shipbuilding, manufacture of textile fibers, iron and steel and road transport are excluded from the concessionary regime.

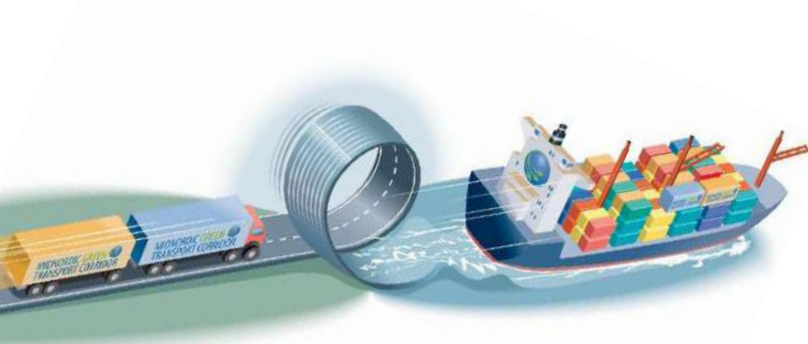


SHORT SEA SHIPPING IS AN ALTERNATIVE TO ANOTHER KINDS OF TRANSPORT ?

G. Marinucci



“Short Sea Shipping means the movement of cargo and passengers by sea between ports situated in geographical Europe or between those ports and ports situated in non Europeans countries having a coastline on the enclosed seas bordering Europe”



CORE NETWORKS TNT





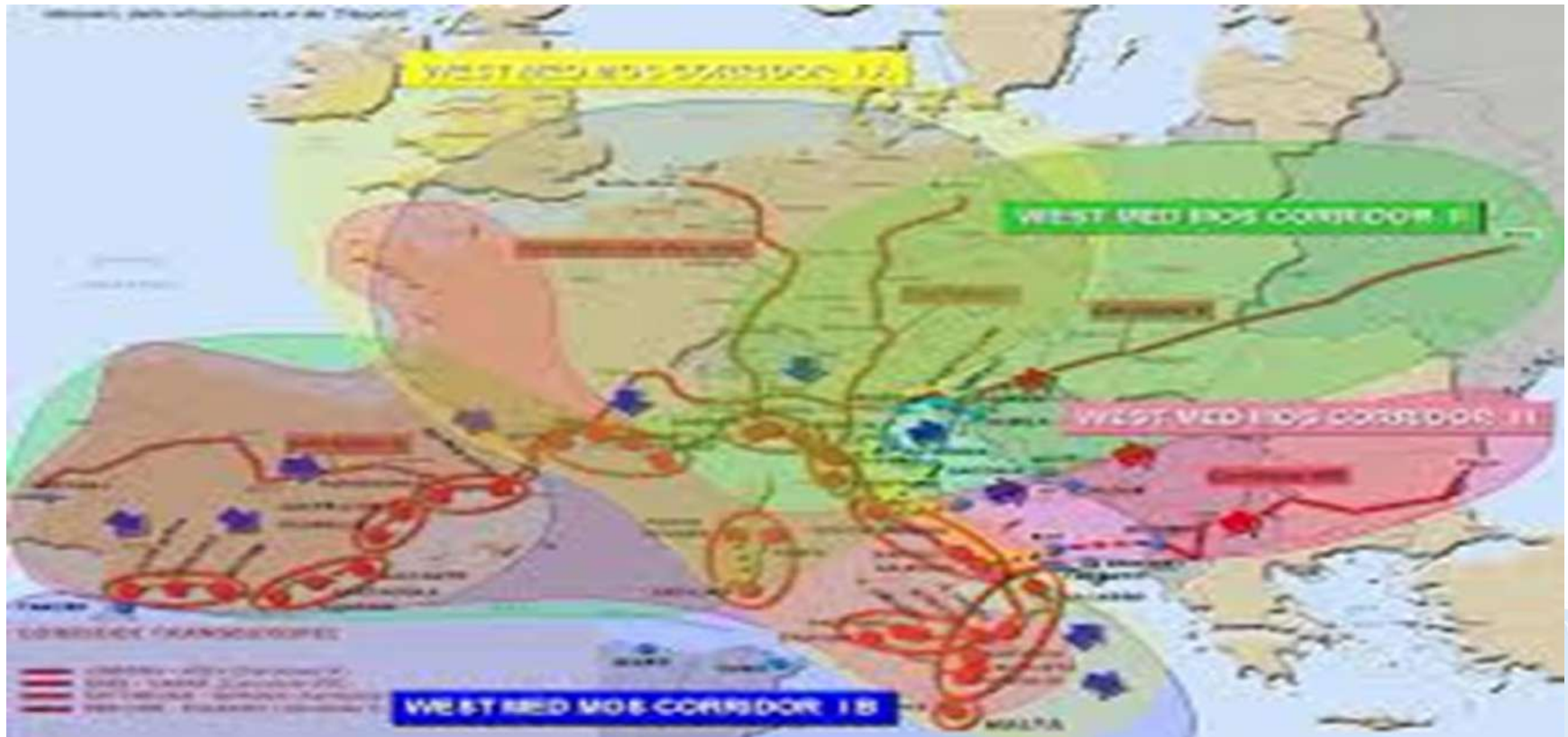
And more...

“ Short sea shipping is the intermodal transport of Intra- European cargo on a door-to-door basis, usually in containers or trailers. A large part of the transport trajectory is done by sea”.





Motorways of the Sea (MOS) to support the trans-European corridors affecting Italy





1. RoRo transport



2. Conventional shipping



3. Sea-river shipping



4 Container transport



ADVANTAGES



**Cheaper
than road**



**Transport
Reliable**

**Enviroment
Friendly**



**Avoid traffic
congestion**



DISADVANTAGES



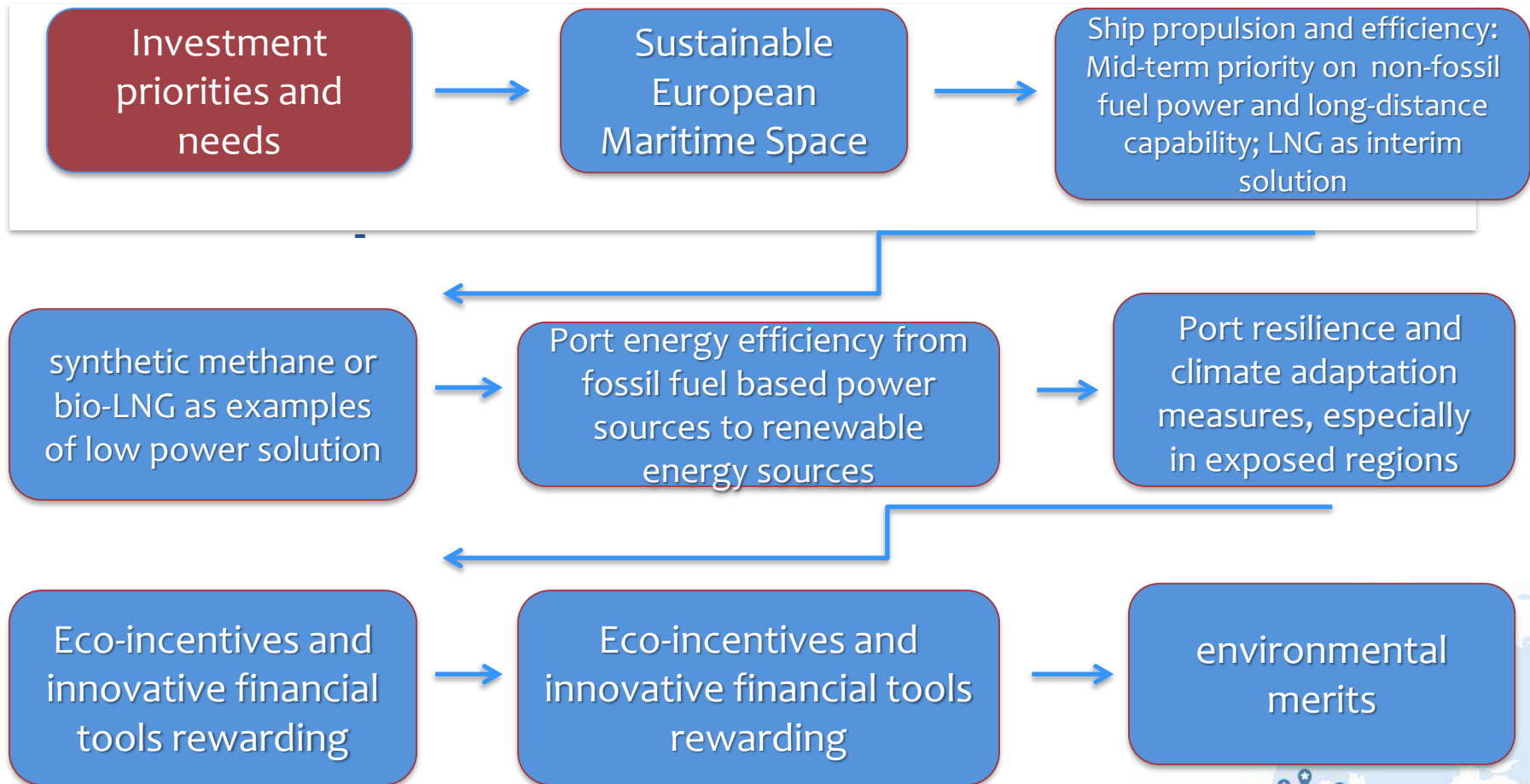
Slower than road



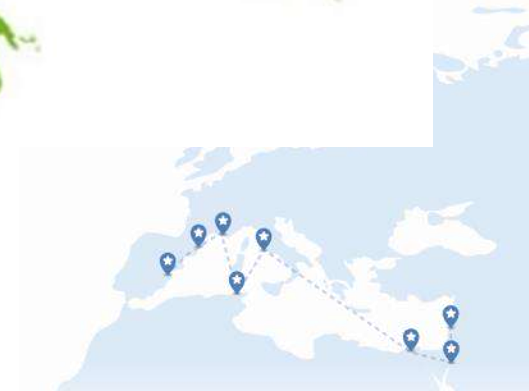
Transport
Frequency

Administrative
problems



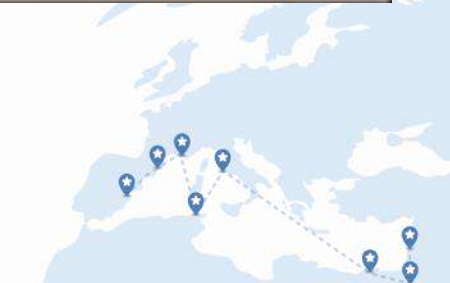
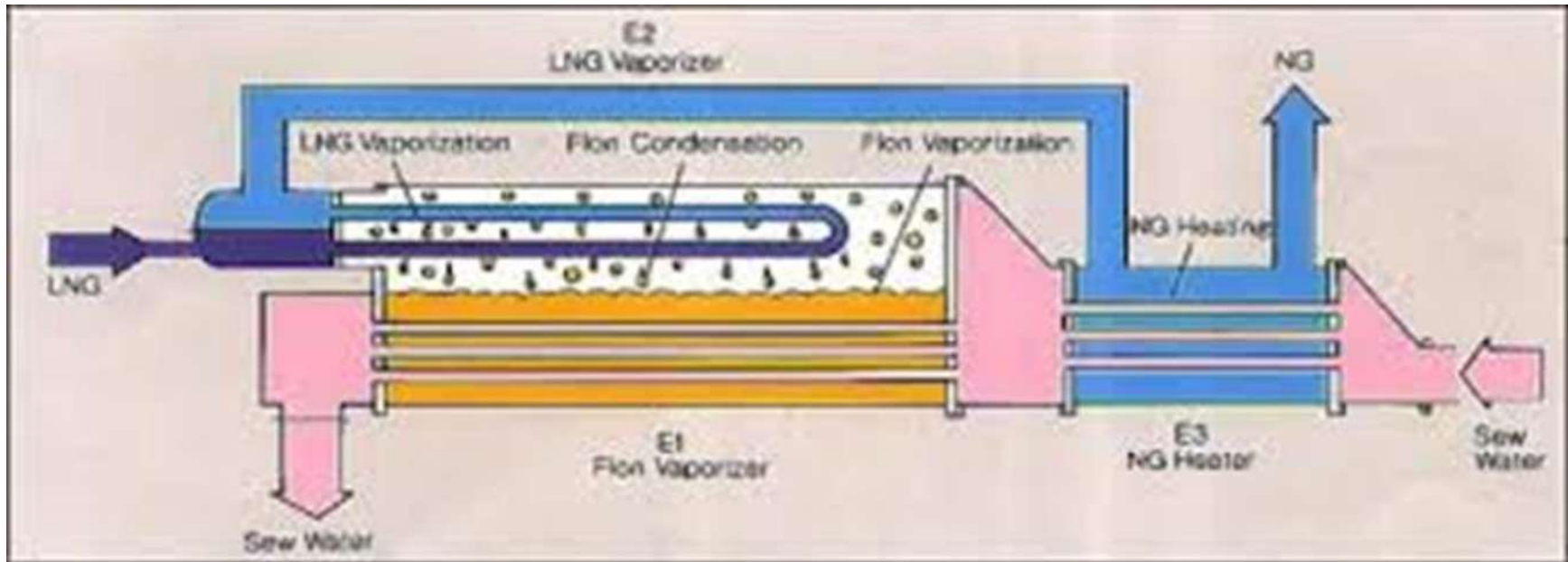


Sustainable European Maritime Space





Ship propulsion and efficiency: Mid-term priority on non-fossil fuel power and long-distance capability LNG as interim solution





Synthetic methane or bio-LNG as examples of low power solution

Diesel vs CNG & LNG
Autonomy equivalence





Alternative fuel shore-side infrastructure and bunkering vessels shore-side power supply



Port energy efficiency from fossil fuel based power sources to renewable energy sources





Port resilience and climate adaptation measures, especially in exposed regions



Eco-incentives and innovative financial tools rewarding



ECOBONUS: WHO IS THIS?

it is an incentive for hauliers to transfer loads from the road to the sea. (fortnightly allocation of 240 million euros) which also aims to promote the reorganization and innovation of road transport:

- Encouraging the association of businesses and small-sized companies in order to reach the critical mass capable of making the best use of alternatives (90% of economic resources)
- Facilitating training measures designed to promote access to sea routes and encourage the purchase of hardware and software to optimize the transport chain in conditions of maximum safety (remaining 10% of resources).



Environmental merits





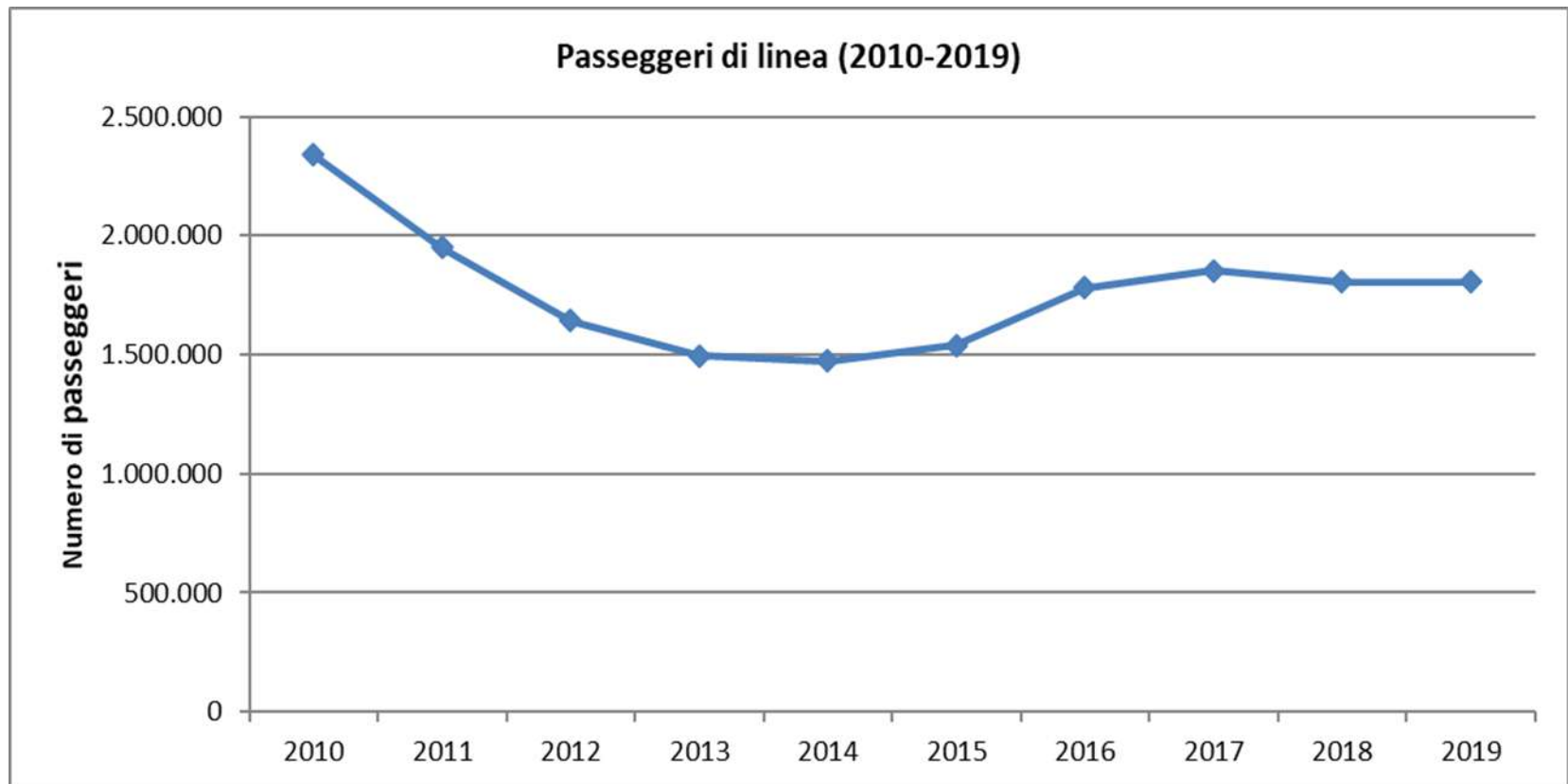
All the connection from the port of Civitavecchia:

- ❖ Cagliari (CIN Tirrenia); The port of Cagliari is also connected by Feeder link with a containers line
- ❖ Arbatax (CIN Tirrenia)
- ❖ Olbia (CIN Tirrenia) (Grimaldi)
- ❖ Porto Torres (Grimaldi)
- ❖ Tunis (Grimaldi) (GNV)
- ❖ Barcellona (Grimaldi)
- ❖ Tripoli (Grimaldi)
- ❖ Palermo (GNV)
- ❖ Termini Imerese (GNV)
- ❖ Trapani (Grimaldi)
- ❖ Valencia (Grimaldi)



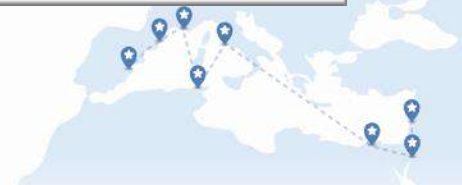
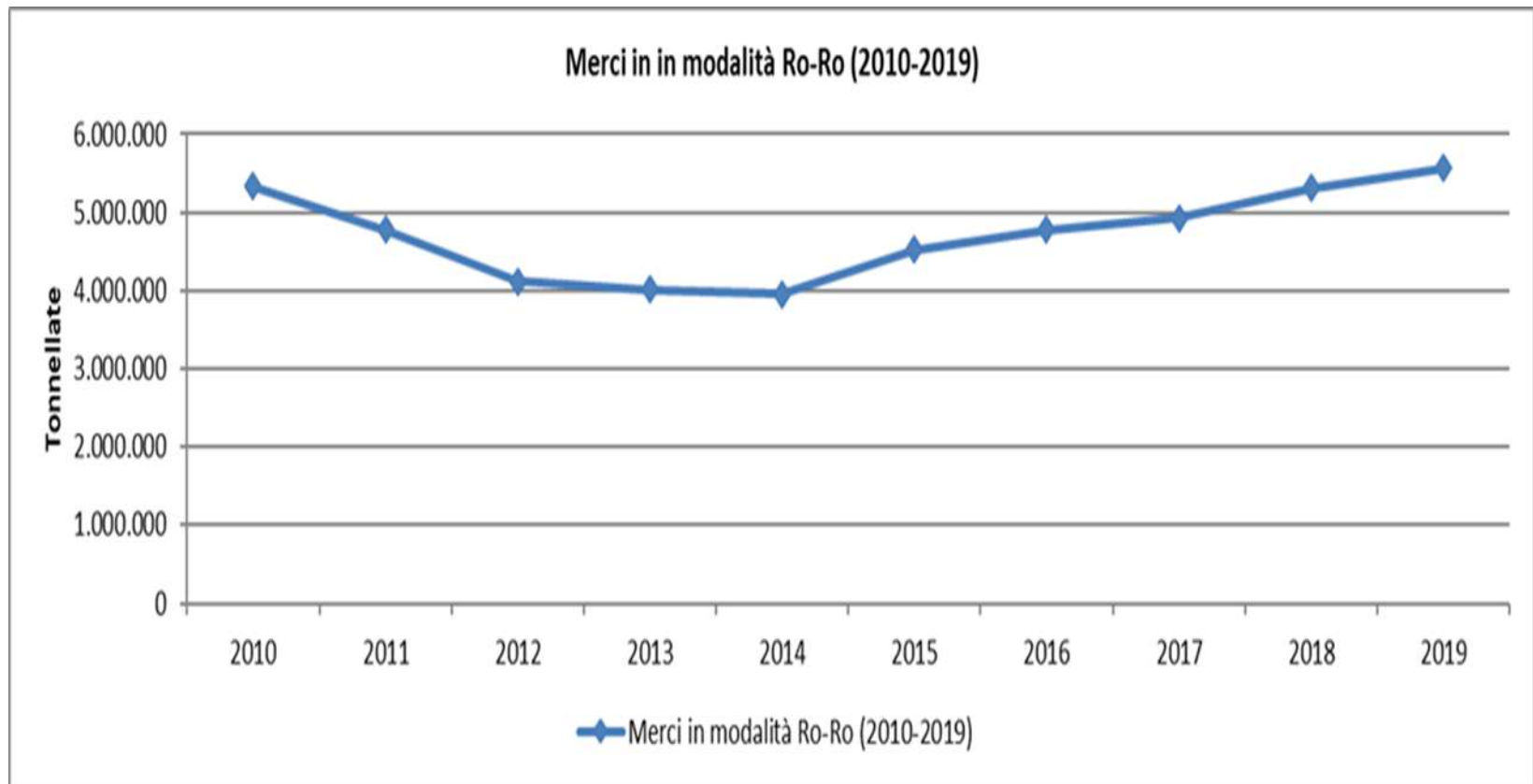


With 1,804,201 boarded and disembarked scheduled passengers, in Civitavecchia, in 2019, a result is in line with 2018 (1,804,145).



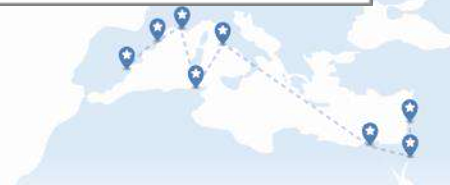
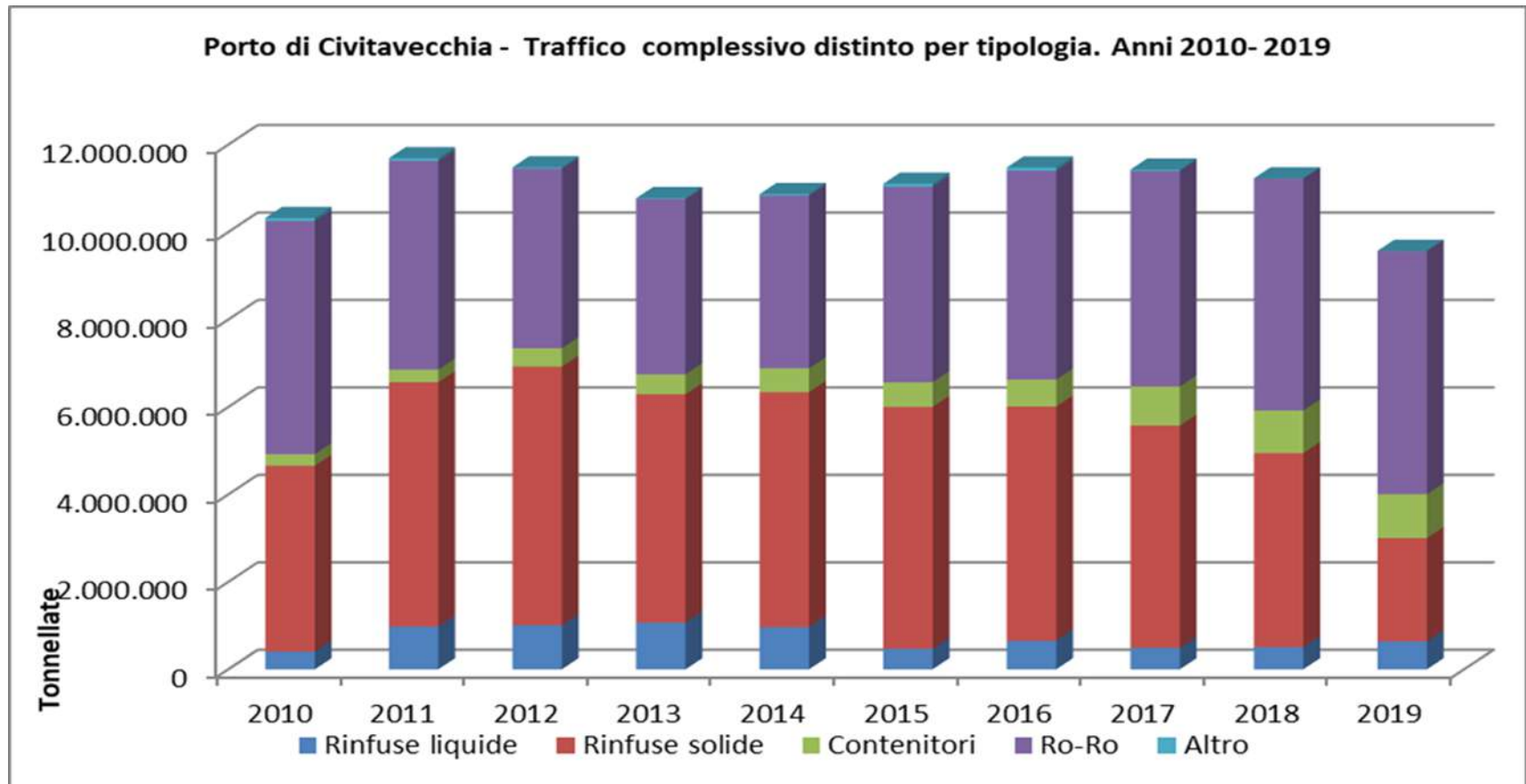


**84.6% is represented by goods transported in RO-RO mode
(5.56 million tons)**





Civitavecchia traffic





THANK YOU !!

marinucci@portidiroma.it



YEP MED COURSE – VT 1 – OT 1

Stevedoring Companies Association

The regulated market of port labor and the role of articles 17 of law n. 84/94 in Italy

Dr. Gaudenzio Parenti





PORT WORK

Port work represents a meeting point between private and public disciplines, which can be better understood in the light of the interests involved in the functioning of the ports themselves.

The port, as an equipped and functional state property for commercial maritime transport operations, has its own market regulated by the special law of 28 January 1994, n. 84, instrumental to satisfy public interests, or interests of a plurality of subjects including the Public Administration, declined in Port System Authority and Maritime Authority, port workers, port companies authorized to embark and disembark goods and passengers, shipping carriers, shippers, industrial companies, companies of general economic interest and, in any case, given the strategic economic and social importance of ports, the entire national community.

The specialty of the port work organization therefore lies in the need to constantly ensure an efficient and qualified supply of work in the face of demand that is not always constant and difficult to predict.





Labor and Port Operations

(Before the port reform of the Law of 28 January 1994, n.84)

Labor and Port Operations, before the 1994 reform, were regulated by **articles 108, 110 and 111 of the Italian Navigation Code.**





Labor and Port Operations

(Before the port reform of the Law of 28 January 1994, n.84)

Article 108 of the Navigation Code (abolished by law 84 of January 28, 1994)

Discipline of port operations

"The discipline and supervision of the operations of embarkation, disembarkation, transshipment, storage and movement in general of goods and any other material in the port are exercised by the port commander, according to the rules established by the regulation".





Labor and Port Operations

(Before the port reform of the Law of 28 January 1994, n.84)

Article 110, paragraph 1, of the civil code. nav. (deleted by law 84 of January 28, 1994)

Stevedoring Port companies and groups

"The workers involved in port operations are made up of companies or groups subject to the supervision of the authority responsible for the regulation of port work ... [...]"





Labor and Port Operations

(Before the port reform of the Law of 28 January 1994, n.84)

Article 111 of the navigation code (deleted by law no.84 of 28 January 1994)

Companies for port operations

"The exercise by companies of port operations on behalf of third parties is subject to the concession of the head of the compartment, for maritime navigation, and of the head of the Port Inspectorate, for inland navigation, according to the procedures established by the regulation.

The afore mentioned authorities can determine the maximum number of companies in relation to traffic needs.

The concession can be given to the same Stevedoring Port companies as the port workers.

In any case, the concessionaire company must make use, for the execution of port operations, exclusively of the workers established in the companies or groups".





Labor and Port Operations

(Before the port reform of the Law of 28 January 1994, n.84)

The **monopoly** (established pursuant to article 110 navigation code) Of the supply of labor for port operations (art.108 navigation code), was held by the **Stevedoring Port companies** , which appeared to be an association with a private nature and at the same time, it enjoyed the possibility of carrying out port operations on behalf of third parties (Article 111 of the Naval Code), following a concession issued by the maritime authority.

The Companies therefore had a fundamental dual role:

- monopoly labor intermediation
- organization of business activities for port users.





Judgment of the European Court of Justice «Port of Genoa» - C-179/90

The cause of the sentence in question, C-179/90 saw the company "Siderurgica Gabrielli" against the 'Conventional Goods Port of Genoa' and in the device of the same the Court of Justice affirmed that the ports are subject to the rules on competition and the general principles in force of Community legislation outlined by the EC Treaty itself.

Following this first, fundamental and innovative ruling of the Court, the member countries, including Italy, have set themselves the problem of regulating port matters with new rules, in order to adapt the existing systems to the European principle of competition.

It should also be emphasized that this ruling caused many problems of application and implementation, generating a lot of confusion in market operators until the enactment of the port system reform law in 1994.





Judgment of the European Court of Justice «Port of Genoa» - C-179/90

The "Port of Genoa I" ruling censured various aspects of the Italian port regulations at the time.

In particular, the community courts have sanctioned:

- **illegality** of Articles 152 and 156 Reg. Navigation Code, which reserved the possibility of being part of the port companies only to Italian citizens (to which the exercise of port operations was reserved), in contrast to the principle of free movement of workers referred to in 'art. 39 of the then TCE;
- **incompatibility** with the articles 82 and 86 TEC of arts. 110 and 111 of the Navigation Code since, by providing for a legal reserve in favor of the Stevedoring Port companies , resulting in a dominant position on part of the port operations market, they induced these concessionary companies to abuse their dominant position;
- **incompatibility** with the principle of free movement of goods, pursuant to art. 28 TEC, of the monopoly regime on port operations envisaged by the Italian legislation in force.





The phase of "emergency decree"

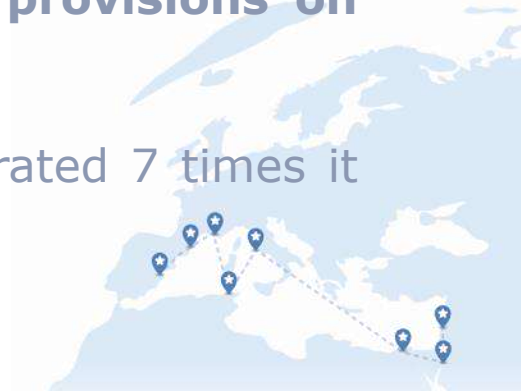
In addition to the indications of the Port of Genoa sentence, others were added by the European Commission, with a letter dated 31 July 1992, to our Minister of Foreign Affairs, with which we focused more clearly and broadly than the Port of Genoa sentence. on the defects of the Italian legislation with respect to the principles of Community law.

Following the reminder made by the Commission, both with the aforementioned letter and with the subsequent warning to the Italian State, to implement the outcome of the Port of Genoa ruling on a regulatory level, an urgent legislative solution was adopted.

Law Decree 19 October 1992, n. 409 "Urgent provisions on port work"

Entry into force of the decree: 20/10/1992

It lapsed *ex tunc* because despite having been reiterated 7 times it has never been converted into law.





Law no.84 of 28 January 1994

Law no. 84 of 1994, of reorganization of the Italian ports, was adopted on the basis of the fundamental "signal" given by the European Court of Justice in the famous sentence "Port of Genoa" with which the Court reiterated the need to give a new structure to the organization of work in Italian ports. To these indications they added others from the European Commission which, with a letter dated 31 July 1992, underlined the "defects" of the Italian legislation with respect to the principles of Community law.

It was a wide-ranging regulatory intervention concerning the reorganization of port regulations in general and the problems related to port work.

The law in question, of "reorganization of port legislation", represented a real watershed between two different management models of the Italian port infrastructure and, more generally, between two historical phases of the national transport system.





Law no.84 of 28 January 1994

Law no. 84/1994 with its numerous modifications and additions has subjected Italian port law to a process of profound transformation, made necessary by the need to adapt the internal system to the principles of Community law, equipping it with a modern sector regulatory apparatus and "modeled" on the basis of the aforementioned Community principles concerning the prohibition of discrimination, free competition and free circulation of goods and services.





Law no.84 of 28 January 1994

The most important novelty introduced with the reform law was the definitive affirmation in the port sector of the community principle of the separation between the administration tasks of the port and the tasks of supplying and regulating port services and operations: while the former were entrusted exclusively to the Port Authorities, the latter, based on the mechanism of authorizations and concessions, were reserved and regulated by the Authority itself to private subjects according to the Community principles of competition and transparency.

From this point on, the role of the State was no longer that of "manager" but of "market regulator" within ports.





Law no.84 of 28 January 1994

- **The Institutions that managed the ports are transformed into Port Authorities**

(Art. 2 law 28 January 1994, n.84 - Original Act)

- **The Stevedoring Port companies and port groups are transformed into societies (of capital or cooperatives) in enterprises art. 16 or art. 17 l.n. 84/94.**

(Art. 21 law 28 January 1994, n.84 - Original Act)





The regulated market of port labor

The **regulated "market" of labor** in ports is essentially implemented through three components, or "submarkets":

- the component of **terminal operators** (pursuant to Article 18 of Law 84/94);
- the component of **companies authorized to carry out operations and port services** (pursuant to Article 16 of Law No. 84/94);
- the **component of *Pool*** (temporary, or through negotiated legal institutions), **of port labor** (pursuant to Article 17 of Law 84/94).





The regulated market of port labor

Port companies

- Art 16 Law No. 84/94 paragraph 1

"Port operations are the loading, unloading, transshipment, storage, movement in general of goods and any other material, carried out in the port area. Port services are those referring to specialized, complementary and ancillary services to the cycle of port operations. The admitted services are identified by the ((Port system authorities)), or, where not established, by the maritime authorities, through a specific regulation to be issued in accordance with the binding criteria established by decree of the Minister of Transport and Navigation. "

- Art. 16 Law No. 84/94 paragraph 3

"The exercise of the activities referred to in paragraph 1, carried out on one's own account or on behalf of third parties, is subject to authorization by the ((Port system authority)) or, where not established, by the maritime authority. This authorization concerns the carrying out of port operations referred to in paragraph 1 after verification of the possession by the applicant of the requisites referred to in paragraph 4, or of one or more port services referred to in paragraph 1, to be identified in the authorization itself ... [...] "





The regulated market of port labor

Terminal companies

Art. 18 paragraph 1:

"The ((Port system authority)) and, where not established, or before its establishment, the port organization or the maritime authority grant the state-owned areas and the docks included in the port area to companies referred to in Article 16, paragraph 3, for carrying out port operations ... [...]"





The regulated market of port labor

Temporary port labor pool ex art. 17 of Law 84/94

Art 17 paragraph 1

"(Discipline of the provision of temporary port work). 1. This article governs the provision of temporary work ((...)) to the companies referred to in articles 16 and 18 for the execution of port operations and port services authorized pursuant to article 16, paragraph 3. ((This regulation of the provision of temporary port work is a special regulation "

Art. 17 paragraph 2

The ((Port system authorities)) or, where not established, the maritime authorities, authorize the provision of the services referred to in paragraph 1 by a company, whose activity must be exclusively aimed at providing work temporary for the execution of port operations and services, to be identified according to a procedure accessible to Italian and EU companies. Said company, which must be equipped with adequate personnel and own resources with specific characterization of professionalism in the execution of port operations, must not exercise directly or indirectly the activities referred to in articles 16 and 18 and the activities carried out by the companies referred to in article 21, paragraph 1, letter a), it must not be held directly or indirectly by one or more companies referred to in articles 16, 18 and 21, paragraph 1, letter a), nor must it hold equity investments even minority interests in one or more companies referred to in articles 16, 18 and 21, paragraph 1, letter a), undertaking, otherwise, to dispose of said activities and shareholdings before the authorization is issued "

Art. 17 paragraph 5

"If the provisions of paragraphs 2 and 3 are not fulfilled, the services referred to in paragraph 1 are provided by agencies promoted by ((Port system authorities)) or, where not established, by maritime authorities and subject to control of the same and whose management is entrusted to a management body composed of representatives of the companies referred to in articles 16, 18 and 21, paragraph 1, letter a) "

Art. 17 paragraph 6

"The company referred to in paragraph 2 and the agency referred to in paragraph 5, if they do not have sufficient staff to cope with the provision of temporary work referred to in paragraph 1, may apply, as user companies, to the subjects authorized to supply temporary work provided for in article 2 of law no. 196. "





The regulated market of port labor

Temporary port labor pool ex art. 17 of Law 84/94

The service provided by the legal entity authorized pursuant to art. 17 paragraph 2 of the law n. 84/94 is subject to **a legal monopoly established in accordance with European Union law** since by virtue of regulations, and not merely by way of fact, this service is reserved to an exclusive provider, with express prohibition of the provision of the same by of other operators;

Compliance with European Union law stems from **the award of the European tender for the port labor service**, pursuant to the aforementioned art. 17, paragraph 2;

The legal monopoly **excludes not only competition on the market, but also competition for the market**, thus avoiding the possibility that another operator could take over the position of exclusive provider of that particular service;

The service in question **does not compete with other services**;

The service provider **does not operate in other geographic or product markets**.





Main amendments and additions to the special law of 28th January 1994, no. 84

- **Legislative Decree 4 August 2016, n. 169**
(Port Governance Reform)
- **Legislative Decree 13 December 2017, n. 232**
(Corrective Ports)





Main amendments and additions to the special law of 28th January 1994, no. 84

Legislative Decree 4 August 2016, n. 169

"Reorganization, rationalization and simplification of the regulations concerning the Port Authorities referred to in the law of 28 January 1994, n. 84, in implementation of article 8, paragraph 1, letter f), of law no. 124. "

(Port Governance Reform)

- Transformation of the Port Authorities into Port System Authority à new "super body" with competence no longer on the single port, or on a small network of ports, but on an entire coastal territory, sometimes quite large à overcoming the mono-port dimension of the governing bodies of the ports to arrive at the creation of unitary governance structures for "multi-port systems" that make it possible to optimize existing infrastructures, spaces and sea / land side connections (art. 6 law n. 84/94).
- More powers to the President (Article 8 of Law 84/94).
- Transformation of the Port Committee into a Management Committee (Decisional Board) (Article 9 of Law 84/94).
- Introduction of the Partnership Board of the Resource of the Sea (Advisory Board) (Article 11 bis of Law no. 84/94).
- Introduction of the National Coordination Conference of Port System Authorities (art. 11 ter l.n. 84/94).





Main amendments and additions to the special law of 28th January 1994, no. 84

Legislative Decree 13 December 2017, n. 232

«Supplementary and corrective provisions to the legislative decree 4 August 2016, n. 169, concerning the Port Authorities. »

(Corrective Ports)

- Port Staff Plan for workers of companies pursuant to art. 16, 17 and 18 à strategic document for the recognition and analysis of labor needs in ports, subject to annual review and valid for three years (Article 8, paragraph 3, letter s-bis).
- Take parts the representative of Article 17 in the Partnership Board of the Resource of the Sea.
- The regulation of the provision of temporary port work is a special regulation (Article 17, paragraph 1 of Law No. 84/94).
- Ban removed for the companies appointed pursuant to art. 17 paragraphs 2 and 5 to carry out a service of general economic interest (repeal of Article 17, paragraph 9, Law no. 84/94)



THANK YOU

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Transport Operator

Patrizio Loffarelli





Definition of trucking

The first rule certifying the existence of the profession of hauler is the law of 20 June 1935, n. 1349, ("Disciplinamento dei servizi di trasporto merci mediante autoveicoli") which it defines road transport *"business activity for the provision of transport services to a certain consideration"*. (Wikipedia)





To date, road transport moves 80% of goods in Italy



Why?

Geographic conformation of Italy,
almost total absence of navigability of
rivers, infrastructural deficiency of rail
transport.

Lack of culture of intermodality.





1. Transport numbers

Analysis of some significant indices
of Road Transport:

- 47% of the goods have distances over 300 Km
- 89% of the goods travel in National territory
- There are 20,000 drivers missing in Italy
- Transport accounts for 3.5% of GDP

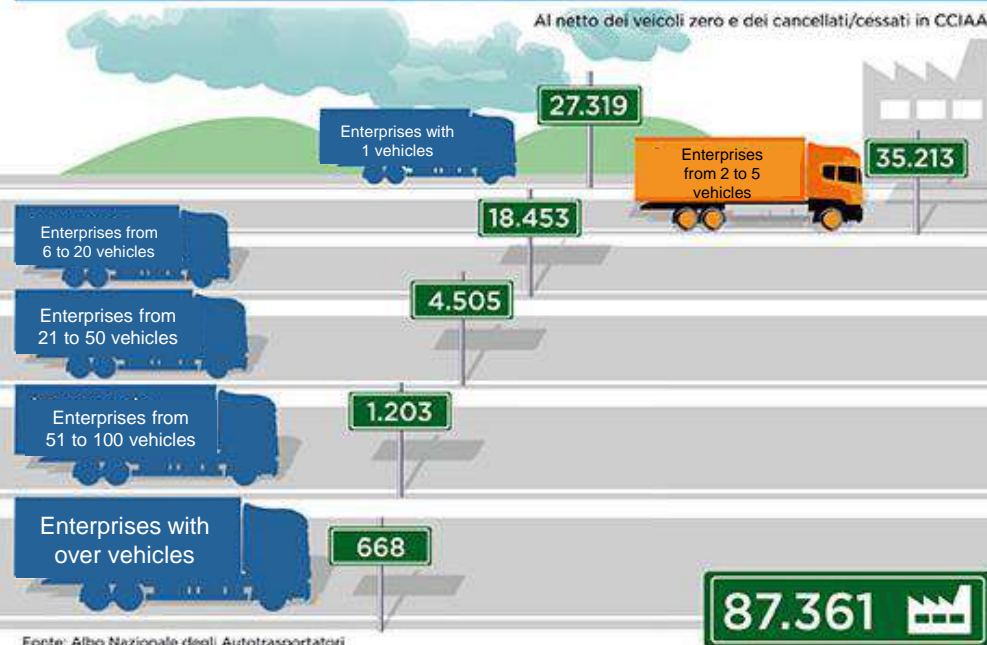
The total GDP of logistics is equal to 7% therefore road transport weighs in logistics supply chain for 50%.



Register: here are the numbers of companies

dati aprile 2017

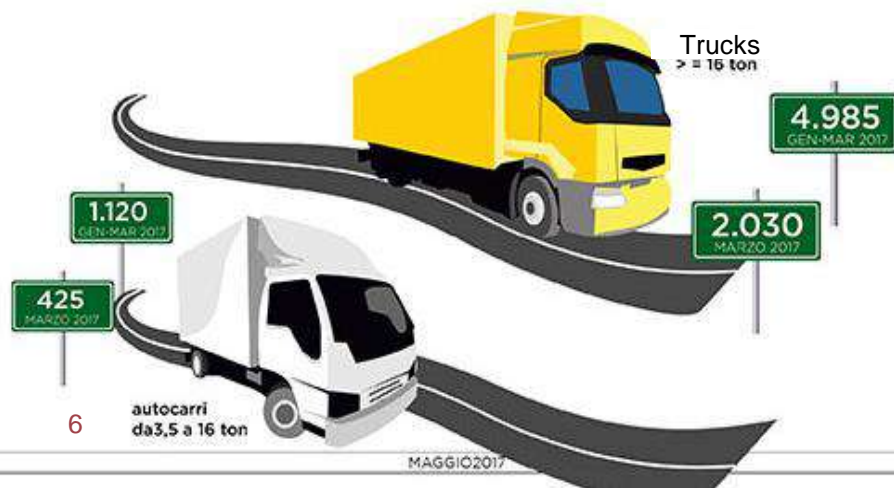
Al netto dei veicoli zero e dei cancellati/cessati in CCIAA



Actually active enterprise

Registration of industrial vehicles

gennaio - marzo 2017



Too many companies ?

Data reported by the Freight Road Transport Register (ministry of transport) tell of a highly fragmented sector, which opens up to ruthless competition, and a contractual weakness.





The lack of contractual strength of transport gives rise to forms of aggregation: **Consortium, many realities a single operator.** Small trucking companies come together to negotiate important work orders with large groups and multinationals.



Consortio Autotrasportatori Civitavecchia Consortium Hauliers Civitavecchia

Born in 1963. The purpose, is that to give life to a network of transporters capable of always answer better to the complex market needs.





2. Port and Road Transport

A combination that has always existed in history.

→ The goods in our port

Only the bulk traffic relating to the transport of ferrous minerals moves by rail and sporadically a small traffic of Urea, The rest is all by road

→ Goods to be loaded, and trailers in landing.

Often the goods travel by sea on semi-trailers.



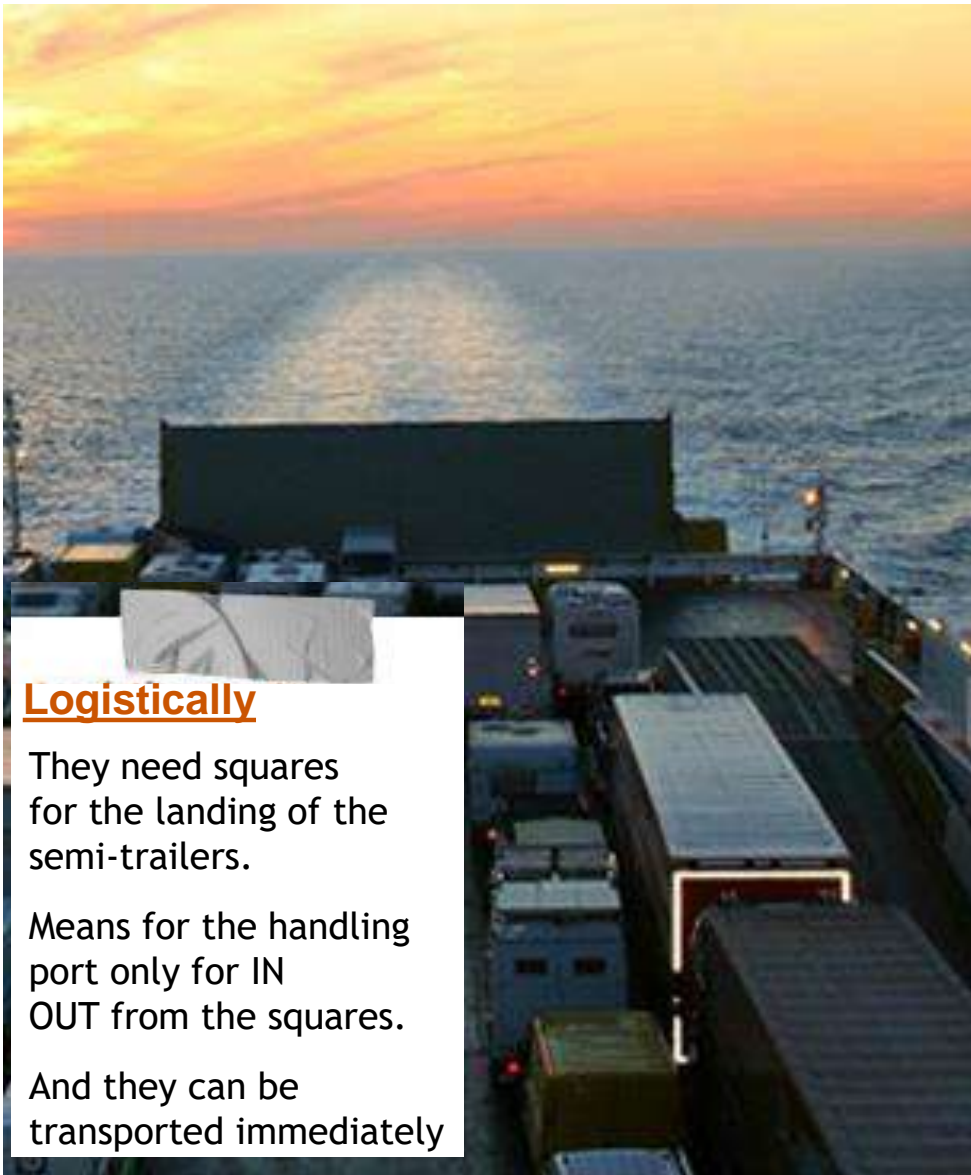


Motorways of the Sea or Container

The great challenge of the
operators in Shipping

The data from the Port of Civitavecchia show us how the Motorways of the Sea are a great strength of the port, while the statistics indicate how, in the ranking of containers handled, Civitavecchia is among the lastest ... In full line with the National Port System...





Motorways of the Sea

They include:

- less infrastructure investments,
- are much less cumbersome in the port handling,
- more agile in transport
- less bureaucratic burdens customs
- However, they are used for short distances maritime (connections with the islands for example)
- They use ships of modest size if compared to container ships
- Lower quantities of goods



Logistically

They need squares for the landing of the semi-trailers.

Means for the handling port only for IN OUT from the squares.

And they can be transported immediately



Container

- Strong infrastructure investments through the creation of Terminal on the edge quay for unloading and reloading ships
- Presence of crane for unloading / loading container
- Obligation of temporary custody in terminal and presence inside the circuit port for import
- Bureaucratic burden in Institutional and private procedures
- All sea distances are used both short and long
- They use small and large ships size and are able to carry large quantities of goods by optimizing the costs
- Standardization of procedures operational, modes of transport a world level.

Logistically

The great standardization of the container is the great added value that has allowed this mode of transport to reach absolute primacy levels worldwide.





What trucking prefers?

The great challenge that transport currently launches to logistics is to optimize times, to allow for appropriate logistical planning.
Let's see in detail ...

CONTAINER

The long waiting times at the container port terminals or at the depots outside the ports are well known in ports. The problems related to the conditions of the container often generate further slowdowns in the loading of the container on the semitrailer, and at the factories.

MOTORWAYS OF THE SEA

The conditions of the unloaded semi-trailers are often unknown to the haulier, who will in fact have to cope with the situation, trying to repair the damage. The semitrailer withdrawal procedure is very streamlined. There is little constraint on timetables and lines for the withdrawal / release of the semitrailer.





How to face the challenge of Logistics in 2020

The rapid evolution of the market, and especially of Shipping, places the sector in front of new challenges.

Following the market, and understanding its dynamics, is the only way to "survive".

Innovation

Technological innovation of vehicles, systems IT for the optimization of loads and discharges, the vehicle tracking, the development of the vehicle safety.





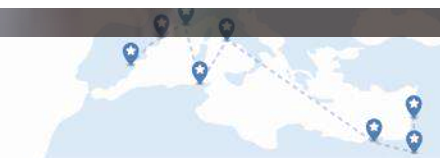
E-commerce: Opportunity or slavery...



The numbers

**Can there be no
cost transport?**

Some large groups
have been
"Commissariats" for
the illicit
management of
activities, illegal
hiring, exploitation of
dominant positions.



Thank You

References

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