



~ ITALIAN COAST GUARD HEADQUARTERS ~

MARITIME ECONOMIC WORLD AND THE COAST GUARD'S ROLE

TOR VERGATA

20 MARCH 2017



~ ITALIAN COAST GUARD HEADQUARTERS ~

ITALIAN COAST GUARD: FUNCTIONS, ORGANIZATION AND OPERATIONS

TOR VERGATA

20 MARCH 2017

LT CDR (ITCG) GIUSEPPE QUATTROCCHI
PLANS AND OPERATIONS DEPARTMENT
OPERATIONS CENTRE – MRCC ROME

ITALIAN COAST GUARD FUNCTIONS






National framework

MINISTRY OF AGRICULTURE FOOD AND FORESTRY POLICIES



Ministero delle politiche agricole alimentari e forestali

MINISTRY OF INFRASTRUCTURE AND TRANSPORT



MINISTRY OF ENVIRONMENT PROTECTION OF LAND AND SEA



MINISTERO DELL'AMBIENTE E DELLA TUTELA DEL TERRITORIO E DEL MARE

MINISTRY OF ECONOMIC DEVELOPMENT



Ministero dello Sviluppo Economico
Dipartimento per il Sviluppo e le Politiche Economiche



MINISTRY OF CULTURAL HERITAGE AND ACTIVITIES AND TOURISM



Ministero dei beni e delle attività culturali e del turismo

JUDICIAL AUTHORITY



MINISTRY OF INTERIOR



MINISTRY OF LABOUR



Ministero del Lavoro e delle Politiche Sociali

MINISTRY OF DEFENSE



MINISTERO DELLA DIFESA

CIVIL PROTECTION DEPARTMENT





- ✓ Harbour Master - Captain of the Port
- ✓ S.A.R. on maritime S.R.R. and major lakes
- ✓ Maritime safety (Port and Flag State Control)
- ✓ Ship and port security (ISPS Code)
- ✓ Management of vessel traffic monitoring and information systems
- ✓ Discipline of naval property and administrative regime for merchant, fishing and leisure vessels
- ✓ Discipline and administrative regime for professional qualifications and certifications of seafarers
- ✓ Maritime law-enforcement
- ✓ Maritime casualty investigations





mipaaf

Ministero delle
politiche agricole
alimentari e forestali

Lgs Decree 9 January 2012 n° 4

Ministry of Agricultural, Food and
Forestry Policies

National Competent Authority
Art 5 Reg. CE 1224/2009

Italian Coast Guard Headquarters

National Fishery Control Authority and hosts
the National Fishery Monitoring Centre





MINISTERO DELL'AMBIENTE
E DELLA TUTELA DEL TERRITORIO E DEL MARE

- ✓ **Marine environment protection**
- ✓ **Pollution prevention and response**
- ✓ **Police duties to counter crimes damaging the marine and coastal environment**
- ✓ **Surveillance and police control inside 30 specially protected marine areas (20.043 sq. km. at sea and 700 km of coastline)**





- ✓ Logistic support to Italian Navy, NATO and allied Naval Forces
- ✓ Cooperation during Italian military missions abroad
- ✓ Assistance and support for hydrographical activities and aids to navigation
- ✓ Cooperation during Proliferation Security Initiative operations for the controls on merchant vessels suspect of illegal trafficking
- ✓ Recruitment and mobilization of Navy personnel in case of war





- ✓ Cooperation and support to police authorities for surveillance, prevention and contrast activities related to the trafficking of migrants
- ✓ Participation to international joint operations within the framework of EU Agency FRONTEX (now EBCGA - EU Border and Coast Guard Agency)
- ✓ Cooperation and support to police authorities for surveillance, prevention and contrast activities related to illicit trafficking
- ✓ Law Enforcement at sea and on the coasts





Ministry of Cultural Affairs

Cooperation in protecting historical, artistic and archeological underwater State heritage



Ministry of Economic Development

Monitoring and surveillance of offshore platforms and infrastructure to them subservient



Ministry of Labor

Employment of seafarers throughout dedicated 28 Employment Offices





Activities performed: National Civil Protection

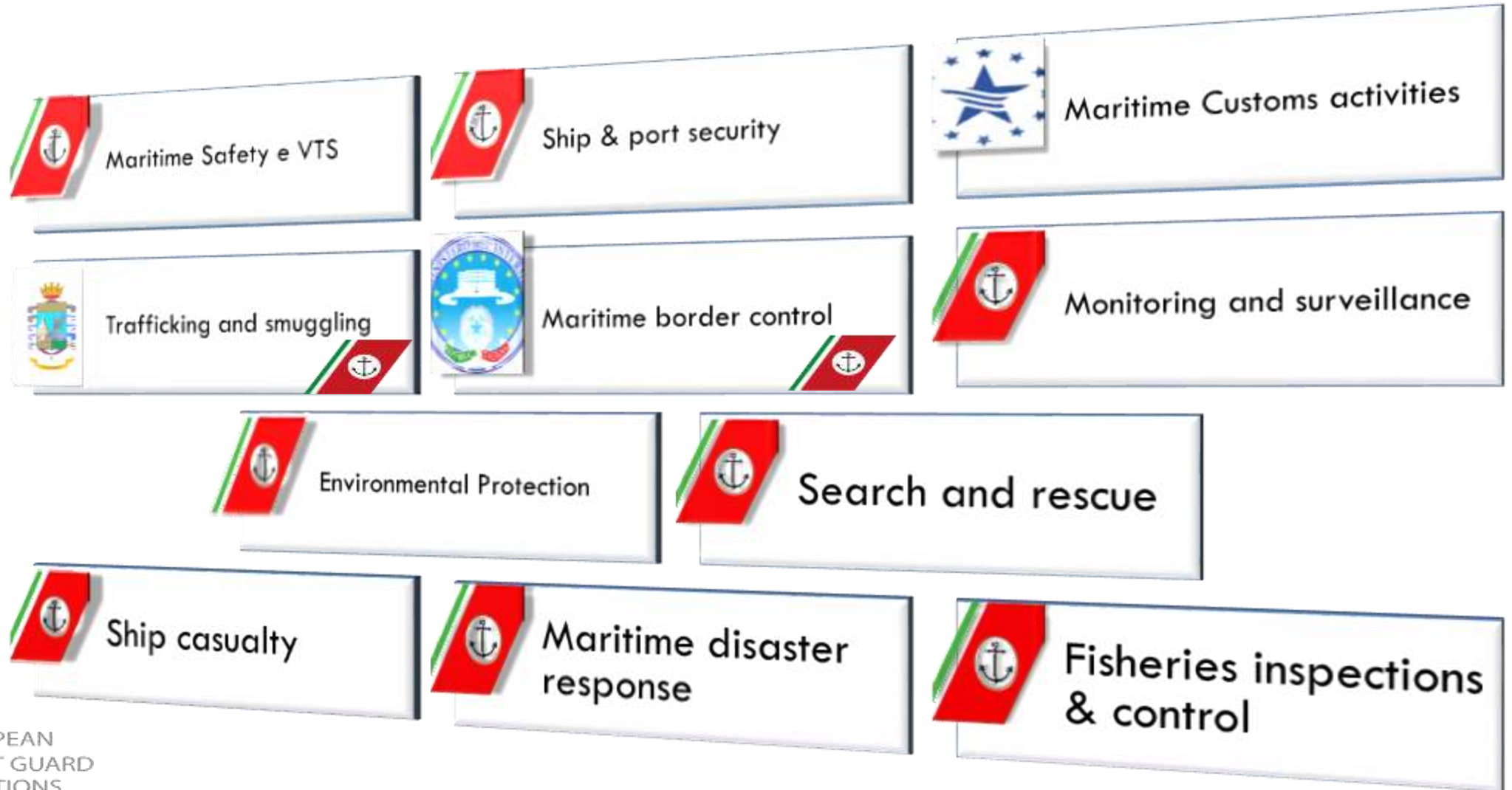


- ✓ Staffing of the National Civil Protection Department operational centre (PROCIVILMARE/COEM) with Coast Guard specialized personnel
- ✓ Cooperation and support in case of major crisis situations managed by the National Civil Protection Department
- ✓ Operational management of the Italian COSPAS -SARSAT station located in Bari





Italian Coast Guard is national relevant Authority for 8 out of the 11 Coast Guard Functions as defined by ECGFF and actively contribute for other 2



ORGANIZATION

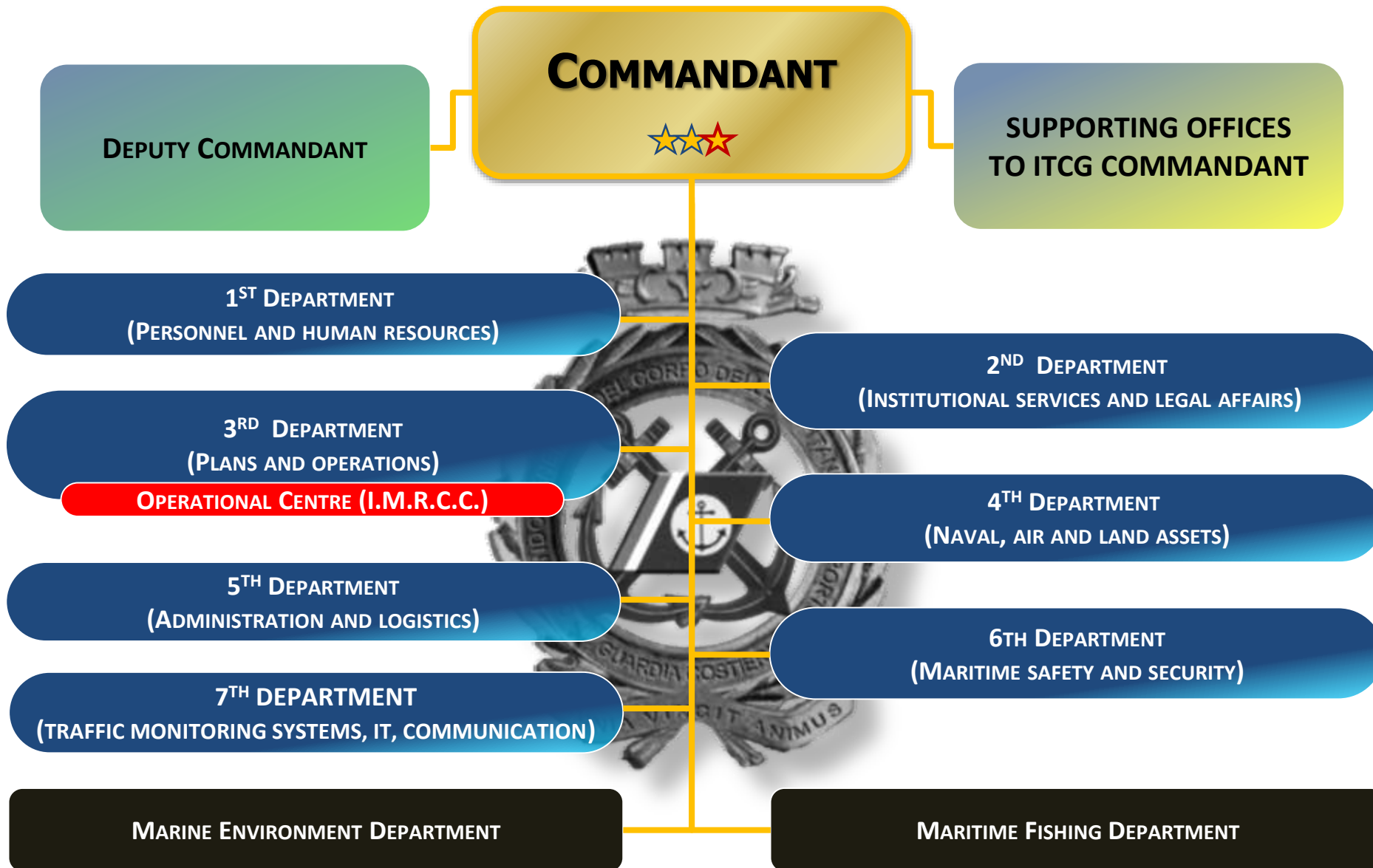




Italian Coast Guard: The numbers of the Corp



OFFICERS	1.281
PETTY OFFICERS	4.342
TROOP	4.893
TOTAL	10.516





Peripheral Structure





Current Assets Capabilities

600 coastal patrol vessels of **15** different Classes deployed in more than **100** Coast Guard Regional Commands



- 940 Class (Multirole Units)
- Size: 90 mt. long
 - Max Speed: 18 kts
 - Max Range: 6.500 NM
 - Crew: 41



- 920 Class (Fishing control oriented skills)
- Size: 60 mt. long
 - Max Speed: 13 kts
 - Max Range: 30.000 NM
 - Crew: 30



- 900 Class (Multirole Units)
- Size: 50 mt. long
 - Max Speed: 30 kts
 - Max Range: 1.000 NM
 - Crew: 30



- 300 Class (S.A.R.)
- Size: 19 mt. long
 - Max Speed: 30 kts
 - Max Range: 500 NM
 - Crew: 4

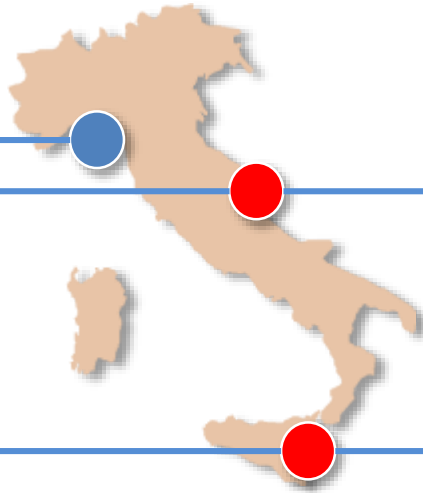


- 200 Class (SAR/maritime Law enforcement)
- Size: 25 mt. long
 - Max Speed: 30 kts
 - Max Range: 600 NM
 - Crew: 8



Current Assets Capabilities: Aircraft Component

Rotary wing component

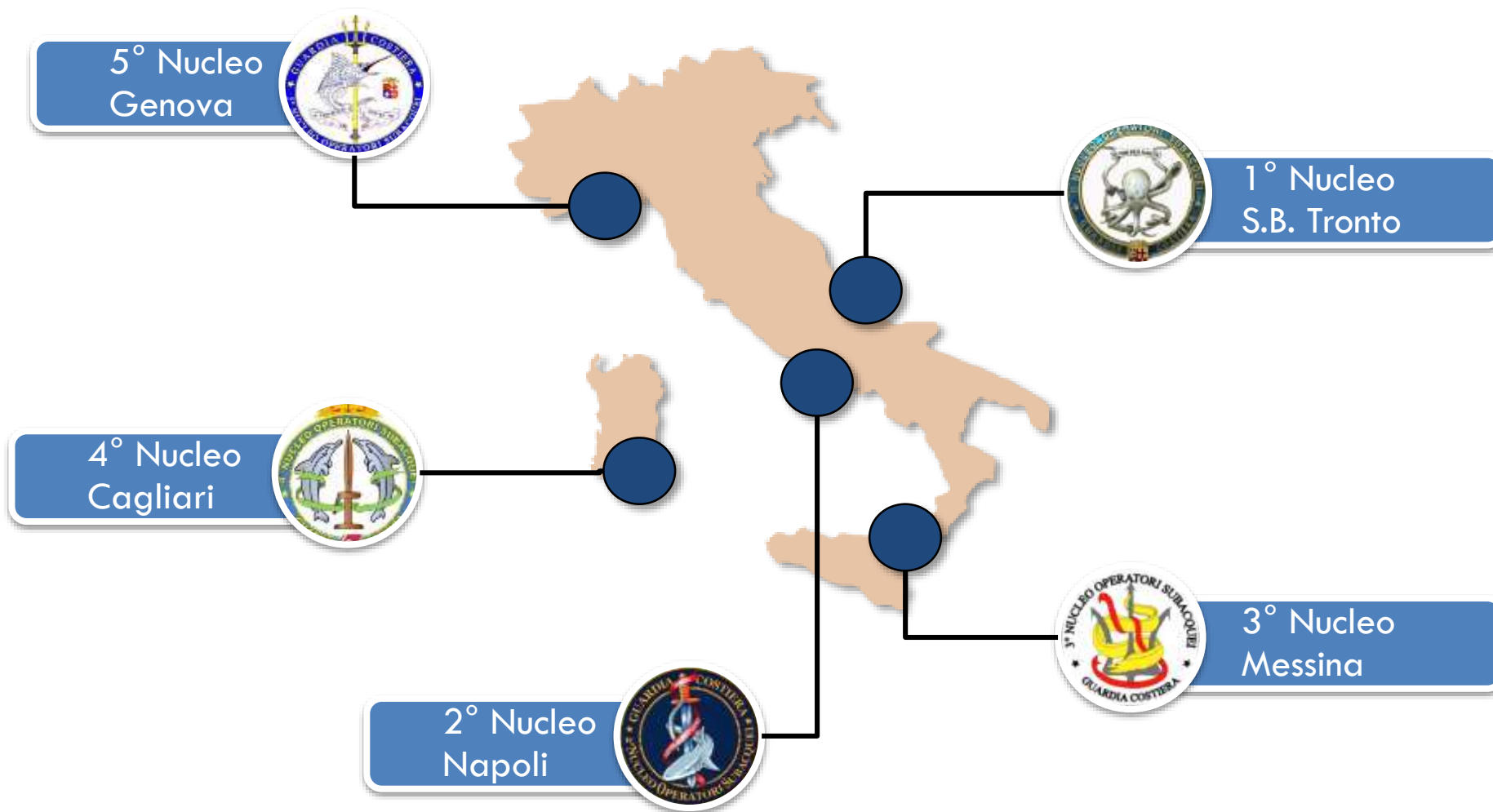


Fixed wing component





Current Assets Capabilities: Diver bases



OPERATIONS





Articles 69 e 70 Navigation Code

INTERNATIONAL CONVENTION ON MARITIME SEARCH AND RESCUE (HAMBURG '79),
LAW 3 april 1989, nr.147, Presidential Decree 28 september 1994, nr. 662



SAR not related to migration crisis

PERSONS RESCUED

TOTAL

4.605

UNITS RESCUED

TOTAL

2.269

SAR related to migration crisis

PERSONS RESCUED

TOTAL

178.415

UNITS RESCUED

TOTAL

1.416





PORT STATE CONTROL



(over 1000 vessels inspected annually)

FLAG STATE

Control activities (annual averages):

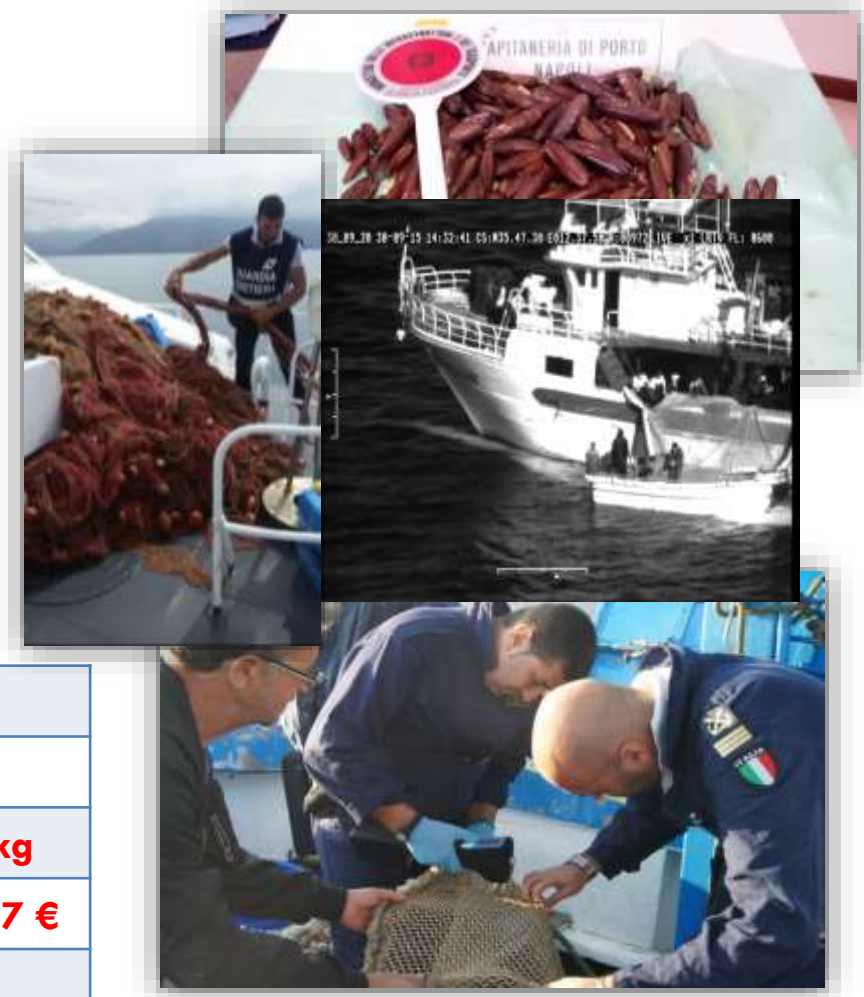
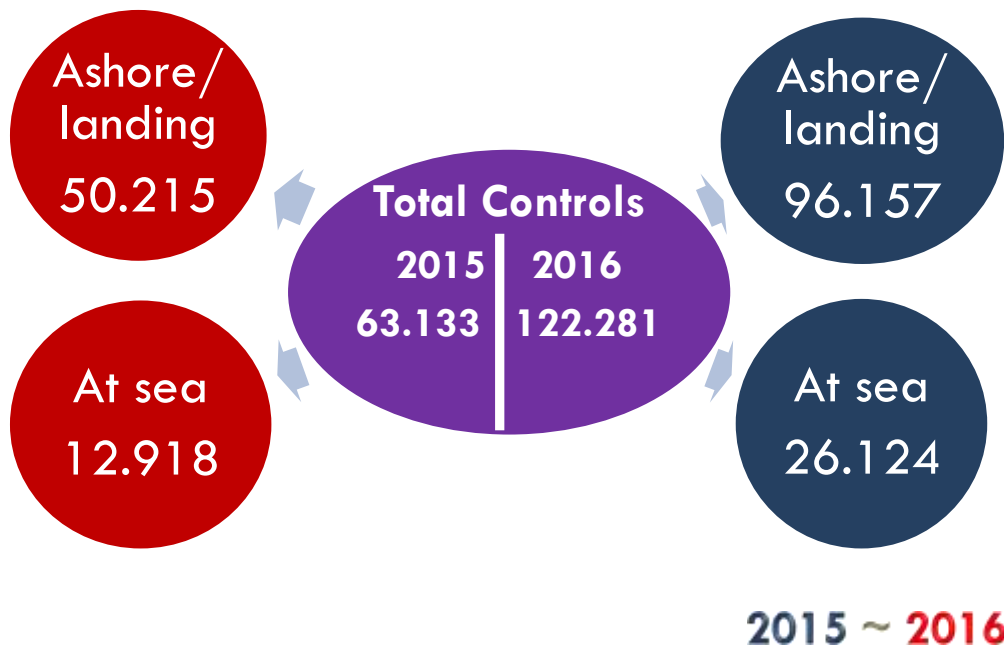
- **1.700** safety certificates issued to cargo ships and passenger ships on international voyages according to the SOLAS Convention (excluding the certificates of ship security);
- **3.500** safety certificates issued to fishing vessels;
- **1.800** safety certificates issued to cargo ships and passengers not subject to the SOLAS Convention;
- **750** occasional visits related to the certificates listed above;
- **800** visits to on-board services;
- **650** visits hygiene and habitability;
- **150** visits in accordance with Directive 1999/35 /CE for the year in safety of roll-on/roll-off ferry and high speed passenger craft services.

«QUALSHIP 21»
2016 AWARD





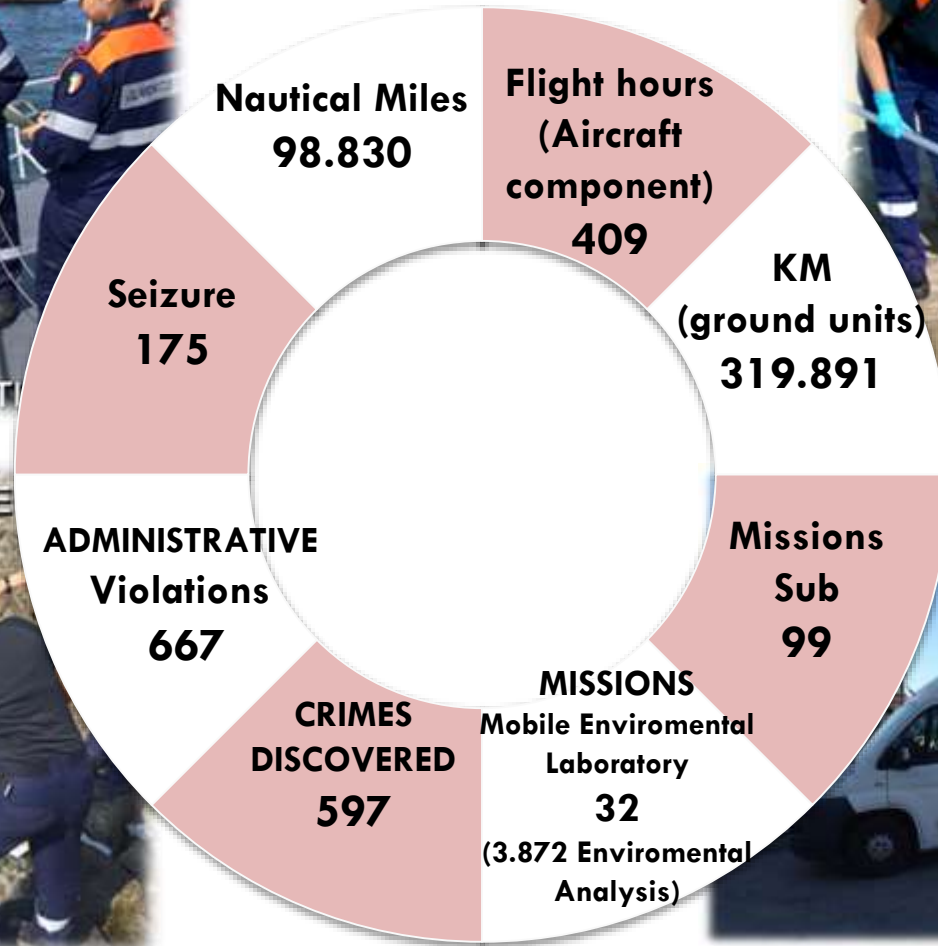
Italian Coast Guard carries out continuous control of the fisheries related activities: "the conservation of fisheries resources and the protection of the consumer"



Crimes discovered	984 ~ 743
Administrative Violations	4.487 ~ 4.758
Product seized fish	597.717 ~ 762.497 kg
Amount sanctions	7.226.495€ ~ 8.335.817 €
Commercial value product seized	> 20 Mln € ~ >20 Mln €

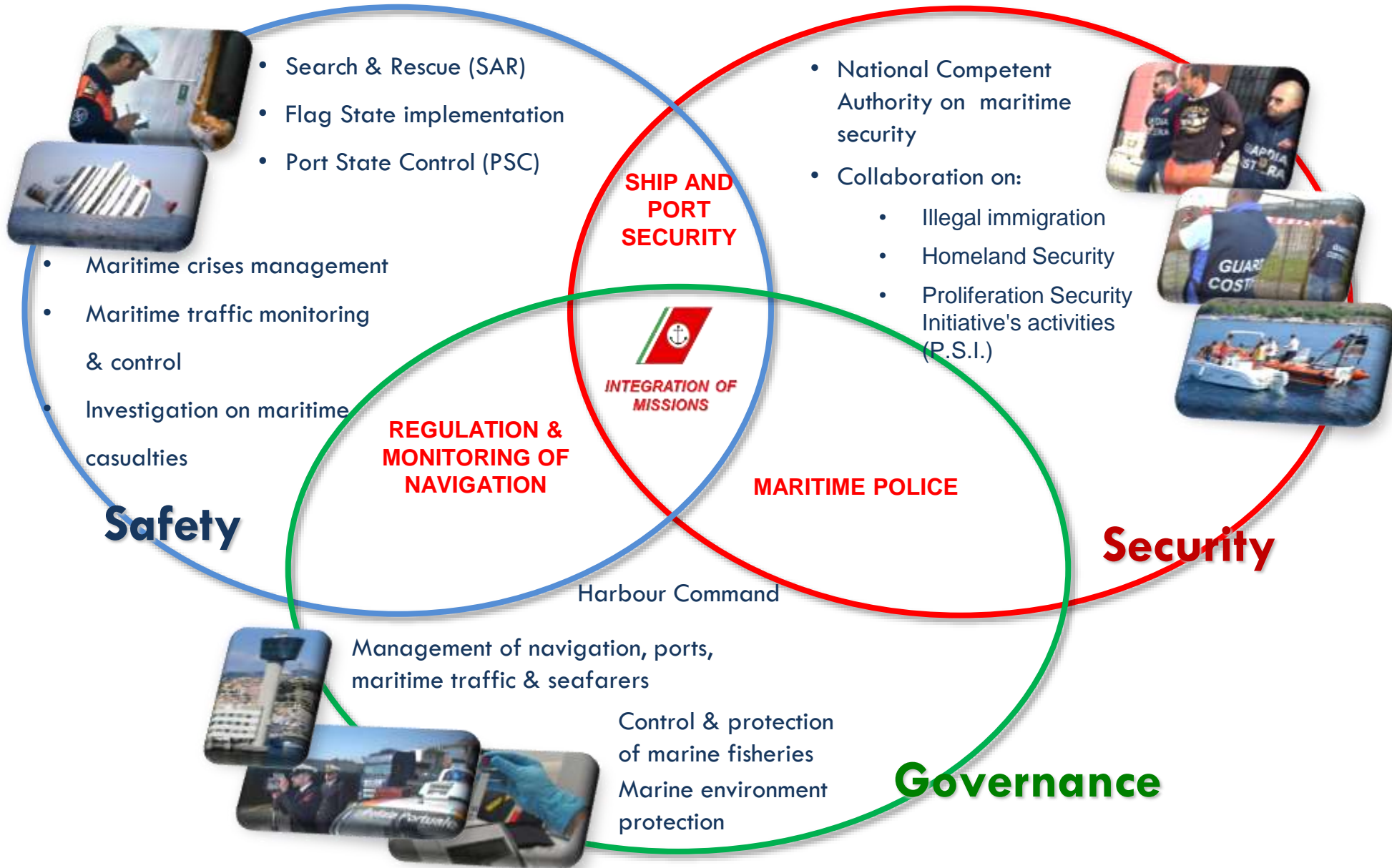


Summary of the activity on the environment 2016





Integration between missions





THANK YOU FOR THE ATTENTION

QUESTIONS



MEDITERRANEAN SEA AND MARITIME ECONOMY: THE ROLE OF LOGISTICS AND SHIPPING WITHIN THE FRAMEWORK OF THE NEW COMPETITIVE CHALLENGES



COMMANDER (ITCG) MASSIMO DI MARCO

(ITCG) - INTERNATIONAL AFFAIRS OFFICE



“AS BENJAMIN DISRAELI [ENGLISH PRIME MINISTER IN 1874-1880] PUT IT, THERE ARE THREE KINDS OF LIES: LIES, DAMNED LIES, AND STATISTICS”

(PAUL KRUGMAN, 2008 NOBEL PRIZE IN ECONOMIC SCIENCES FOR HIS CONTRIBUTIONS TO NEW TRADE THEORY AND NEW ECONOMIC GEOGRAPHY)

- BEWARE TO THE PERSUASIVE POWER OF FIGURES AND NUMBERS, PARTICULARLY TO THE USE OF STATISTICS TO BOLSTER WEAK ARGUMENTS
- THIS PRESENTATION WILL BE MAINLY FOCUSED ON STATISTICS 😊



- 1. MEDITERRANEAN SEA AND ITS PIVOT ROLE BETWEEN SUEZ AND PANAMA**
- 2. NAVAL GIGANTISM, NEW ECONOMIC STRATEGIES AND CHINESE GROWTH**
- 3. EUROPEAN UNION: THE “BLUE GROWTH” STRATEGY**
- 4. PORT GOVERNANCE: ITALY AND OPPORTUNITIES OF DEVELOPMENT**
- 5. CONCLUSIONS**



MEDITERRANEAN SEA'S STRATEGIC ROLE FOR MARITIME ECONOMY

- NAVAL TRAFFIC IN THE BASIN: + 124% IN THE PERIOD 2000-2015
- COMMERCIAL VESSELS TRANSITING SUEZ: 10% OF WORLD MARITIME TRADE
- MARITIME TRAFFIC TRANSITING THROUGH MEDITERRANEAN SEA: 19% OF WORLD TRADE IN VOLUME AND 25% IN TERMS OF MARITIME ROUTES
- TRADE TRANSITING MEDITERRANEAN PORTS: 2 BILLION TONS (32,7% CONTAINERS, UP TO 48% CONSIDERING ONLY WEST MED PORTS)
- TRADE TRANSITING THE 30 MOST IMPORTANT PORTS IN MEDITERRANEAN SEA: 47,8 MILLION TEUS IN 2015, 9,1 MILLION TEUS IN 1995 (+ 425%)



THE ENLARGEMENT OF SUEZ CANAL (2015) ALLOWS TRANSIT TO ALL VESSELS, INCLUDING MEGASHIPS, AND INCREASES THE STRATEGIC DIMENSION OF EUROPE/MEDITERRANEAN/SUEZ/ASIA ROUTES

- GROWTH OF CHINESE IMPORT/EXPORT TO SOUTHERN MEDITERRANEAN: 5,5 BILLION € IN 2001, 56 BILLION € IN 2015 (ENLARGED MED: 21,3 BILLION € IN 2001, 257,4 BILLION € IN 2015), 2ND COMMERCIAL PARTNER AFTER USA
- AFTER RECENT FUSION WITH CSCL, COSCO (CHINESE SHIPPING COMPANY OWNED BY GOVERNMENT) HAS BOUGHT 67% OF PIREUS PORT
- CHINA OWNS 20% OF SUEZ CANAL CONTAINER TERMINAL
- “OCEAN ALLIANCE” BETWEEN COSCOCS (CHINA), CMA CGM (FRANCE), EVERGREEN (TAIWAN), ORIENT OVERSEAS CONTAINER LINE (HONG KONG)



The enlargement of panama channel (2016) makes it a major international maritime hub to u.S. Ports, while suez confirms its role as a canal with global impact

- Panama will allow transit of container ships up to 14.000 teus, AS WELL AS OF LPG AND LNG VESSELS
- Trade transiting panama each year: 230 million tons, 13.900 ships
- Panama is more used by u.S. Companies to reach asia than by asian companies to reach usa: 60% of traffic en route from atlantic to pacific, 40% from pacific to atlantic
- Panama involves 144 routes, 1.700 ports, 160 countries, but many commercial ports in north and south america are not equipped with high-water facilities and logistics to receive megaships



Rising trend to build megaships and alliances between big players expand the role of china and selection process of port facilities

- In 2019 a total of 274 megaships (between 13.000 and 21.000 teus, 400 MT. Length) are planned to operate
- Year average growth rate, in the period 2015-2017, of megaships between 18.000 and 21.000 teus (NOT ABLE TO TRANSIT PANAMA): + 44%
- Year average growth rate of container ships fleet: + 4,7% (22,8 million teus)
- Concentration between players: “the alliance” (hanjin, hapag, hyundai, mol, nyk, k-line, yang ming, uasc) vs “ocean alliance”



SEAS AND OCEANS ARE DRIVERS FOR THE EU ECONOMY AND HAVE GREAT POTENTIAL FOR INNOVATION AND GROWTH

- EU'S LONG-TERM STRATEGY TO SUPPORT THE POTENTIAL OF OCEANS, SEAS AND COASTS FOR JOBS, VALUE AND SUSTAINABILITY, ACHIEVING THE GOALS OF "EUROPE 2020 STRATEGY" FOR SMART, SUSTAINABLE AND INCLUSIVE GROWTH, REPRESENTING 5,4 MILLION JOBS AND GENERATING A GROSS ADDED VALUE OF 500 BILLION € A YEAR
- 5 FOCUS AREAS WITH HIGH POTENTIAL FOR BLUE GROWTH: COASTAL & MARITIME TOURISM (COASTAL TOURISM, CRUISE TOURISM, YACHTING); BIOTECHNOLOGY (MEDICINES, INDUSTRIAL ENZYMES); RENEWABLE ENERGY (WIND, WAVES, TIDES, BIOFUEL); MINERAL RESOURCES (ZINC, COBALT, COPPER); AQUACULTURE (FARMING OF FISH, SHELLFISH, MARINE PLANTS)
- OTHER SECTORS CRUCIAL FOR VALUE AND JOBS: TRANSPORT (CARGO & FERRY), FISHERIES, OFFSHORE OIL & GAS; SHIPBUILDING & SHIP REPAIR



- ESSENTIAL COMPONENTS TO PROVIDE KNOWLEDGE, LEGAL CERTAINTY, SAFETY AND SECURITY IN THE BLUE ECONOMY:
 - MARINE KNOWLEDGE TO IMPROVE ACCESS TO INFORMATION ABOUT SEA
 - MARITIME SPATIAL PLANNING TO ENSURE AN EFFICIENT AND SUSTAINABLE MANAGEMENT OF ACTIVITIES AT SEA
 - INTEGRATED MARITIME SURVEILLANCE TO GIVE AUTHORITIES A BETTER PICTURE OF WHAT IS HAPPENING AT SEA
 - SEA-BASIN STRATEGIES TO ENSURE TAILOR-MADE MEASURES AND TO FOSTER COOPERATION BETWEEN COUNTRIES
- THE ROLE OF COAST GUARD SERVICES



ITALY, FACED WITH NEW COMPETITORS IN NORTH EUROPE AND SOUTH MED, IS CHALLENGED TO INTRODUCE FACTORS OF COMPETITIVENESS FOR THE EFFICIENCY, SAFETY AND SECURITY OF PORT FACILITIES

- TANGER MED (MOROCCO): FROM 1 TO 3 MILLION TEUS IN 2008 - 2015;
AMBARLI (TURKEY): FROM 1,2 TO 3,1 MILLION TEUS IN 2005 - 2015
- MARKET SHARE IN MED AREA IN 2005 - 2015: TANGER MED (MOROCCO) FROM 0% TO 11%; PORT SAID (EGYPT) FROM 10% TO 14%; PIREUS (GREECE) FROM 9% TO 13%; VALENCIA (SPAIN) FROM 16% TO 18%
- CONTAINERS TRAFFIC (2015 COMPARED TO 2014): GIOIA TAURO 2,5 MILLION TEUS (-14%); GENOVA 2,2 (+3,2%); SPEZIA 1,3 (-0,2%); LIVORNO 0,8 (+35,2%)



- INVESTMENTS IN MARITIME INFRASTRUCTURE INCREASE INTERVENTIONS IN PORT FACILITIES AS WELL AS ROAD AND RAILWAY CONNECTIONS, THUS SUPPORTING INTERNATIONAL TRADE AND GROWTH
- A CONTAINER IN TRANSIT GENERATES A VALUE OF 300 €, AN HANDLED CONTAINER 2.900 €: HANDLING CONTAINERS AS A “PUSH FACTOR” FOR MARITIME ECONOMY
- STRONG PRESSURE OF MED COUNTRIES AT EUROPEAN LEVEL TO TAKE MEDITERRANEAN AND SOUTHERN-ORIENTED POLICIES BACK TO THE CENTRE OF EU ACTION AND DEVELOPMENT STRATEGY
- STRENGTHENING MARITIME SAFETY, SHIP/PORT SECURITY AND MARINE ENVIRONMENT PROTECTION TO PROMOTE ECONOMIC DEVELOPMENT BY INCREASING LOGISTIC EFFICIENCY AND LOWERING COSTS: THE ROLE OF COAST GUARD SERVICES

THANK YOU FOR THE ATTENTION

QUESTIONS



“A QUIET OCEAN NEVER FORGED A SKILLED SEAMAN”
(FRANKLIN D. ROOSEVELT)

IMPROVING THE EFFICIENCY OF MARITIME TRANSPORT BY THE ELECTRONIC EXCHANGE OF DATA



LT CDR (ITCG) Matteo PRANTNER
TRAFFIC MONITORING SYSTEMS, IT, COMMUNICATION DEPARTMENT



Improving the efficiency of maritime transport by the electronic exchange of data

The **Italian Coast Guard** is currently engaged with strategic activities\challenges:

- Implementation of the Reporting Formalities Directive (RFD) in Italy;
- Pre-Clearing for Customs simplification;

Both the activities make use of the VTMS platform managed by the Italian Coast Guard.





Improving the efficiency of maritime transport by the electronic exchange of data

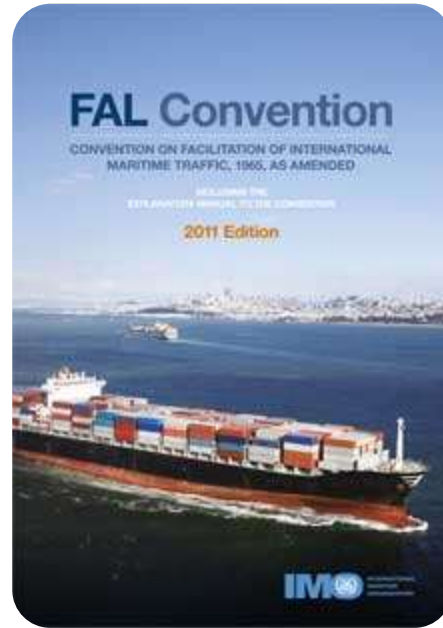




REPORTING FORMALITIES

AUTHORITIES CONTROLS





Purpose of the Convention:

To facilitate maritime transport by reducing paper work, simplifying formalities, documentary requirements and procedures associated with the arrival, stay and departure of ships engaged on international voyages





**DIRECTIVE 2010/65/EU OF THE
EUROPEAN PARLIAMENT AND OF THE COUNCIL
of 20 October 2010**

**on reporting formalities for ships arriving in and/or departing from
ports of the Member States and repealing Directive 2002/6/EC**

RFD





Article 1

Subject matter and scope

1. The purpose of this Directive is to simplify and harmonise the administrative procedures applied to maritime transport by making the electronic transmission of information standard and by rationalising reporting formalities.
2. This Directive shall apply to the reporting formalities applicable to maritime transport for ships arriving in and ships departing from ports situated in Member States.
3. This Directive shall not apply to ships exempted from reporting formalities.





Article 3

Harmonisation and coordination of reporting formalities

1. Each Member State shall take measures to ensure that the reporting formalities are requested in a harmonised and coordinated manner within that Member State.





**NSW COMPETENT
AUTHORITY**



ITALIAN COAST GUARD -
MINISTRY OF INFRASTRUCTURE
AND TRANSPORT

**RELEVANT AND INVOLVED
NATIONAL AND LOCAL
AUTHORITIES**



1. CUSTOMS
2. MINISTRY OF INTERIOR
3. MINISTRY OF HEALTH
4. MINISTRY OF ENVIRONMENT
5. PORT AUTHORITY SYSTEMS
6. MARITIME AUTHORITIES





**RFD adopted in the domestic legal framework
Decree-Law No. 179 of 18 October 2012 (Art. 8 Par. 10-17)
converted by Law No. 221 of 17 December 2012 entitled
*“Further urgent measures for the country’s growth”***

- a) Port Management Information System (PMIS) → NSW
- b) Scope: FAL Forms, Maritime Health Declaration, any additional information required in accordance with EU legislation, any other information to be rendered in compliance with other national laws/regulations.
- c) Interoperability of PMIS with:
 - SafeSeaNet;
 - Customs Information System;
 - Port Community Systems;
 - other National Competent Authorities (Health, Border Control, etc...).





BEFORE DECREE-LAW 179/2012

The Legislative Decree No. 196/2005 (as amended) is the act which implements 2002/59/EU Directive

...Article 14-bis

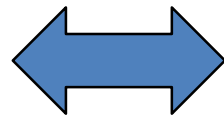
...The exchange of commercial information among shipowners, shipping agents, shipmasters, Maritime Authorities, Customs and other relevant offices is implemented through PMIS.

...The Italian Coast Guard ensures PMIS being integrated with SSN.





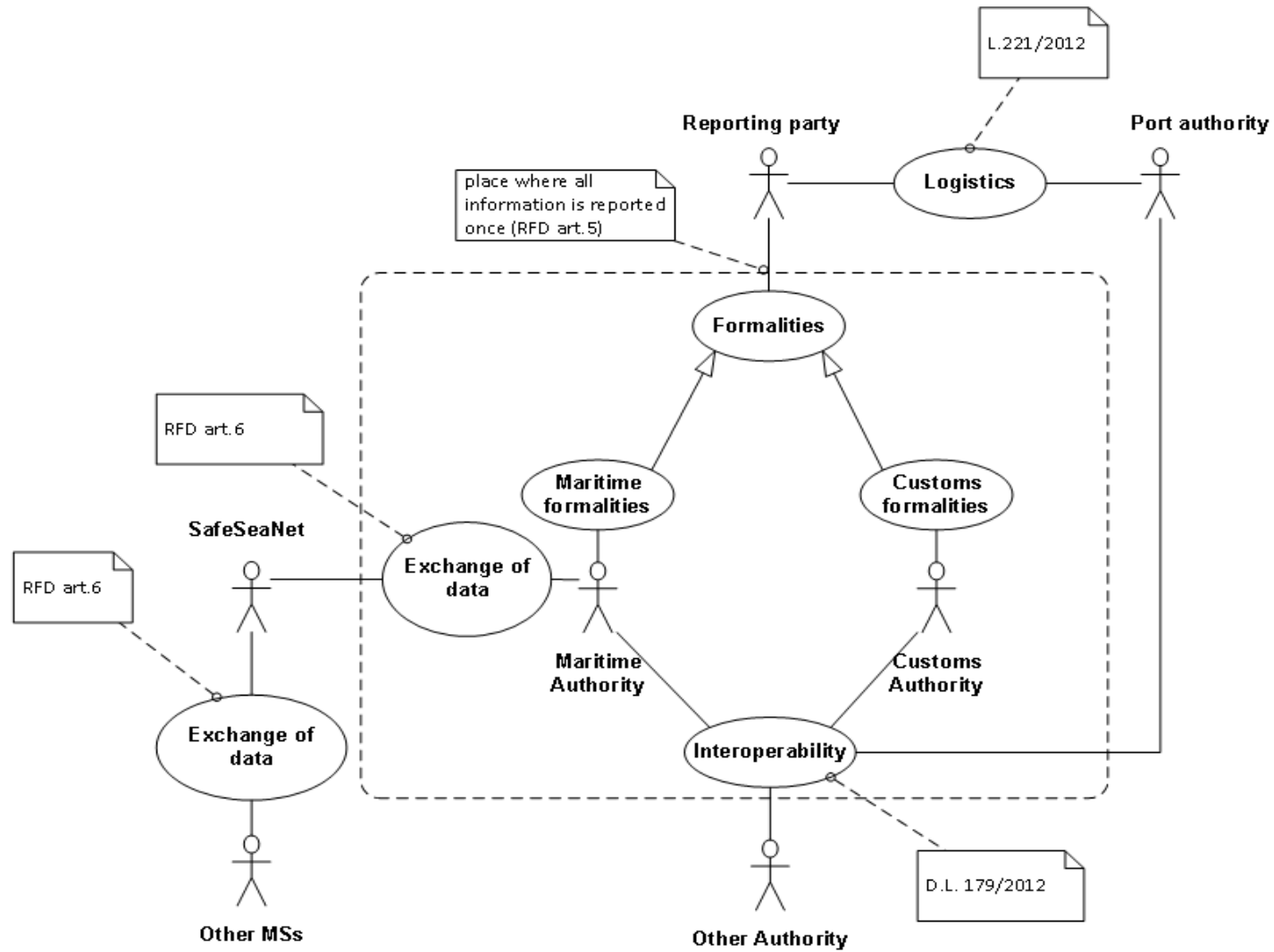
ITALIAN DIGITAL ADMINISTRATION CODE
Legislative Decree No. 82/2005



ITALIAN NSW IS AN ENVIRONMENT OF INTEROPERABLE SYSTEMS AIMED AT SIMPLIFYING AND STREAMLINING DATA REPORTING (REPORTING «ONCE») BY ELECTRONIC DATA EXCHANGE.

INTEROPERABILITY AMONG PUBLIC AUTHORITIES IS BASED ON THE TECHNICAL FRAMEWORK DEFINED BY LEGISLATIVE DECREE 82/2005





This model has already been presented to EMSA and EC (eMS Group)





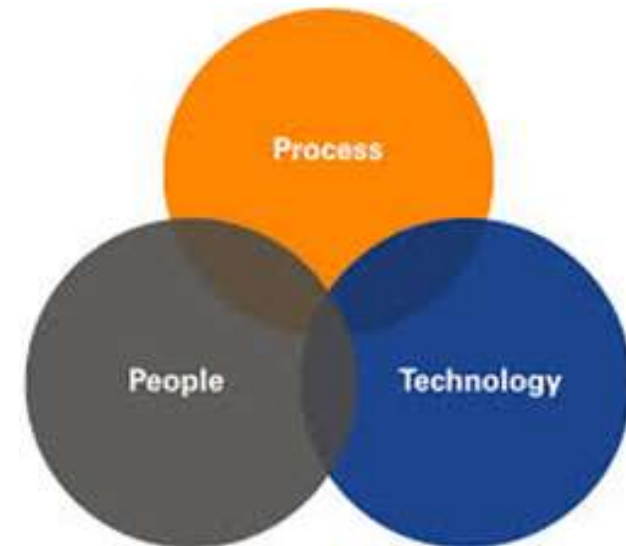
Establishment of national/local fora

Development and operation of NSW by the Italian Coast Guard is done in coordination with stakeholders.

Several discussion groups in place, addressing different topics:

- Customs
- Data providers
- Port Authority systems
- Borders
- Health

Meetings and workshops are held when necessary.

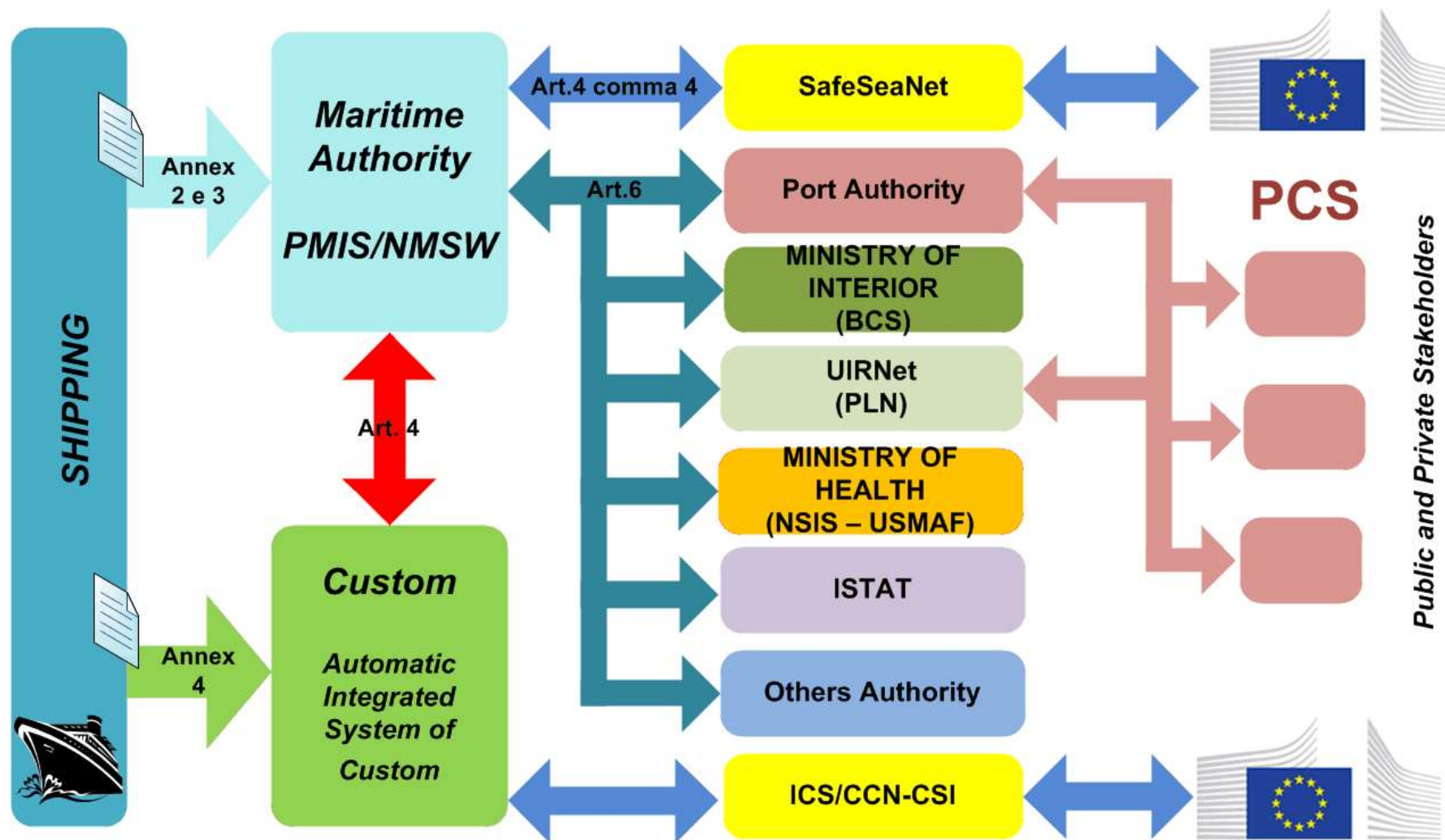




Legal framework

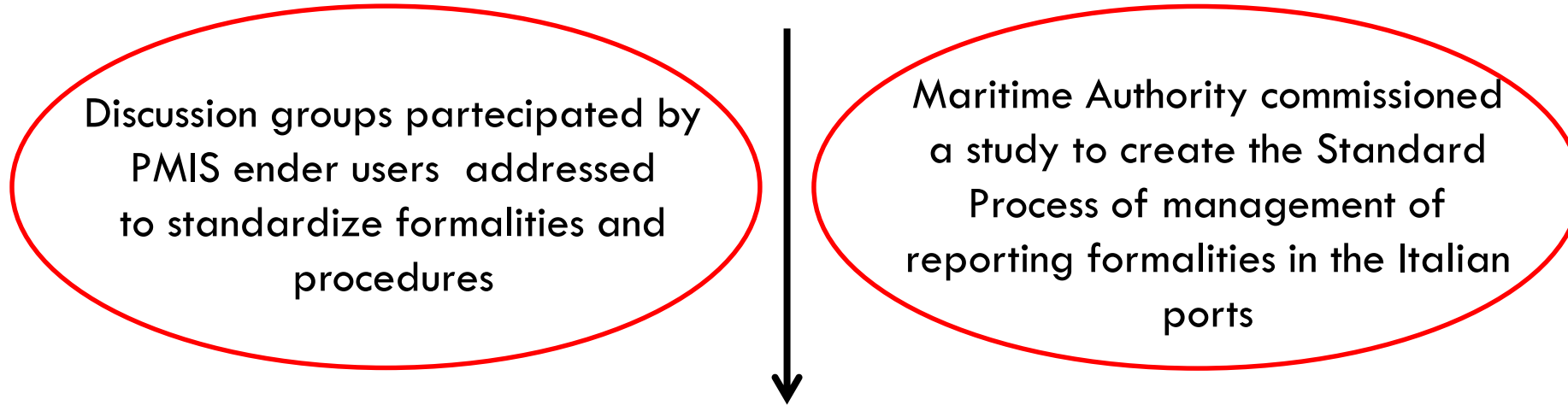
- CAD (Code for Digital Administration): issued before RFD; it defines the basic technical framework upon which the interoperability among Public Administrations should be based;
- Specific service agreements with different authorities and stakeholders in order to define the business rules for data exchange (which data, which protocol, which format?)
- Law. 221/2012, conversion of decree law 179/2012 art. 8,Comma 13 (to be issued in the next future): NSW model, stakeholders, data exchange, access...







Before NMSW each Italian Maritime Authority dealt with ship formalities in accordance with national law and local procedures. There was no any standard procedure (data and process) in place for Reporting Formalities.



NOW EVERY ITALIAN MARITIME AUTHORITY IS ASSUMED TO ADOPT THE SAME STANDARD MODEL (DATA AND PROCESS) WHEN DEALING WITH REPORTING FORMALITIES





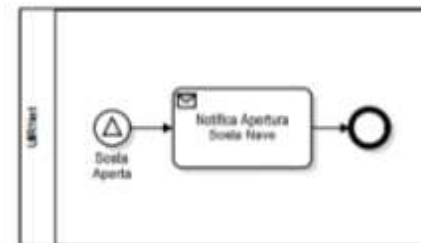
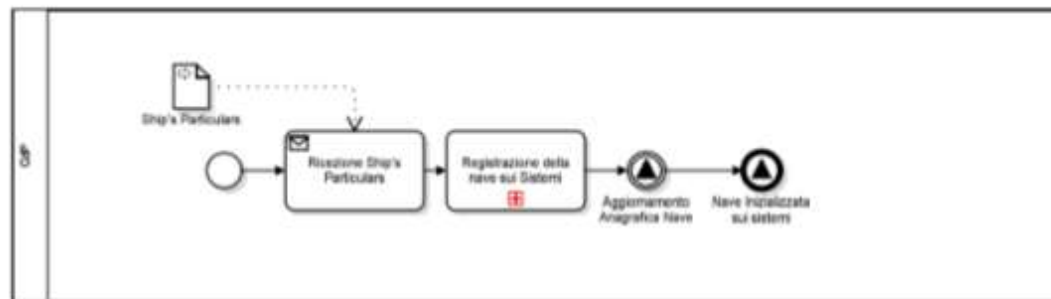
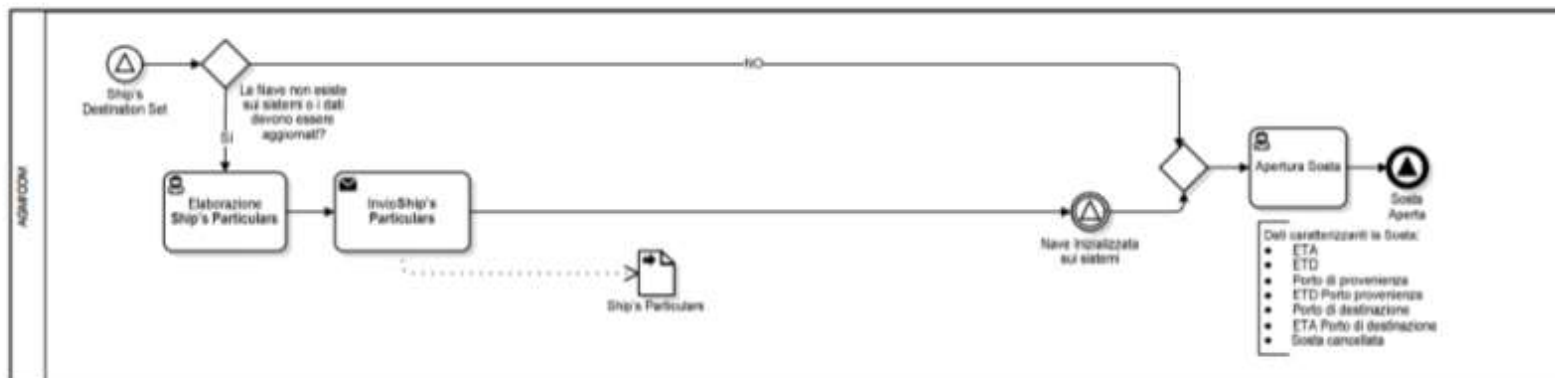
Business Process Model and Notation for Reporting Formalities

REGOLAMENTO (N. 1000) DELLA COMMISSIONE EUROPEA PER IL PROCEDIMENTO DI PRATICA NAZIONALE																			
Numero	Descrizione	Stato	Descrizione	Attivo	Passivo	Attivo	Passivo	Attivo	Passivo	Attivo	Passivo	Attivo	Passivo	Attivo	Passivo	Attivo	Passivo	Attivo	Passivo
1
2
3
4
5
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20





Business Process Model and Notation for Reporting Formalities



Fase:
Pre-Arrivo

Timing:
-

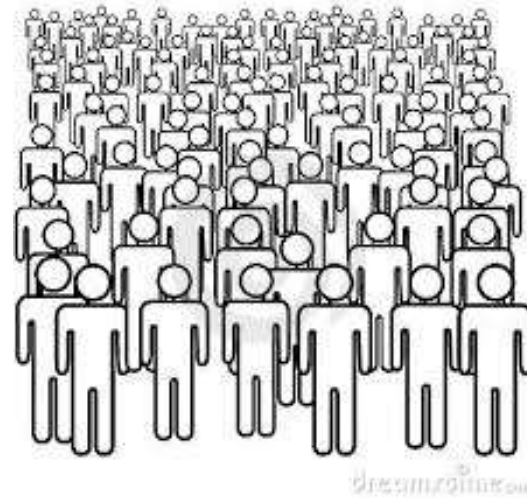
Note:

- E' stato inserito il segnale «Aggiornamento Anagrafica Nave» per l'eventuale integrazione dell'anagrafica nei sistemi PCS delle Autorità Portuali.
- Si evidenzia la necessità di condividere le Anagrafiche Navi con tutti gli attori coinvolti nella pratica nave

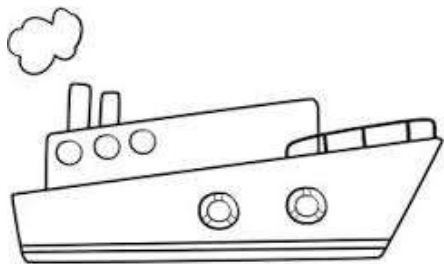
Ipotesi:

L'inizializzazione della Sosta viene considerata come vincolo preliminare al caricamento dei dati afferenti al viaggio.



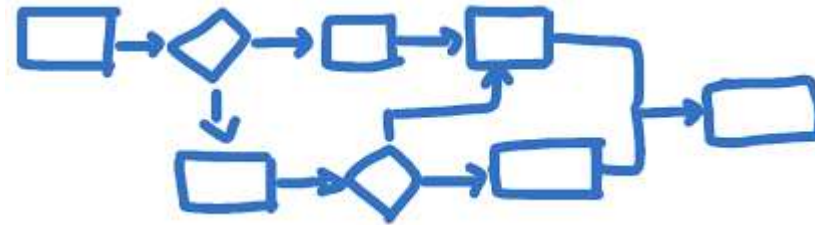


120 SSN PORTS
AND MORE....





NO ANSWER





M INF.CGCCP.REGISTRO UFFICIALE.U.0124059.29-10-2015



**Ministero delle infrastrutture
e dei trasporti**
**Comando generale
del Corpo delle Capitanerie di porto**

Reparto VII - Ufficio 1°

Indirizzo PEC: cgcp@pec.mit.gov.it
Titolario.arch. n° 07.01.61 - Allegati: Vari

00144 Roma, Viale dell'Arte 16

Alle Direzioni marittime
- TUTTE

e, p.c. Direzione generale per la vigi-
lanza delle Autorità portuali, le
infrastrutture portuali ed il tra-
sporto marittimo e per vie
d'acqua interne
- Sede

Capitanerie di porto
- TUTTE

FEDERAGENTI
federagenti@pec.federagenti.it

Argomento: *National Single Window* – Standardizzazione a livello nazionale del processo e delle formalità "di arrivo e partenza delle navi dai porti".



TABELLA DELLE FORMALITA' DI ARRIVO E PARTENZA PER TRAFFICO NON IN ABBONAMENTO (PDC: PMIS2@MIT.GOV.IT)
Vers.1.0 del 14/10/2015 PARTE INTEGRANTE DIRETTIVA UNICA PRATICA NAVE

FASI PRE-ARRIVO/ARRIVO/IN PORTO/PARTENZA	ATTIVITA' /TEMPISTICA	NOME FORMALITA'	FORM DA UTILIZZARE IN CASO DI BLACK-OUT DEL PMIS O LADDOVE NON SIA STATO ATTIVATO	RIFERIMENTO NORMATIVO	OBBLIGATORIETA'	Trattata da PMIS (si o no)	BOLLO	NOTE
1	QUANDO LA NAVE HA PREVISTO UNA SOSTA IN UN PORTO ITALIANO	IAAA) APERTURA SOSTA (ACQUISIZIONE DEL VISIT_ID E VERIFICA ESISTENZA NAVE NELLA BDTI)	MAIL	CIRCOLARE COGE	SI	SI	NO	IL PMIS GENERA IL VISIT_ID AUTOMATICAMENTE QUANDO SI APRE UNA SOSTA. SE IL VIAGGIO VIENE ANNULLATO OCCORRE ANNULARE LA SOSTA E QUINDI IL VISIT_ID. QUALORA LA NAVE NON ESISTA NELLA BDTI O CHE ABBA DATI NON AGGIORNATI OCCORRE CHE VENGA INSERITA O AGGIORNATA (VEDASI CIRCOLARE SSS AGGIORNAMENTO 9).
2	QUANDO LA NAVE DECIDE DI ESSERE SOTTOMESSA ALLA PROCEDURA DI PRE-CLEARING	IAA) RICHIESTA PRE-CLEARING	NON DEFINITO	CIRCOLARI COGE	SI, RICHIESTA ATTIVAZIONE PROCEDURA DI "PRE-CLEARING"	NO	NO	LA RICHIESTA DI PRE-CLEARING VIENE FATTA ALL'AGENZIA DELLE DOGANE CHE POI ATTIVA CA ET DI ARRIVO DELLA NAVE PER IL MONITORAGGIO DEL SUO VIAGGIO
3	TRE GIORNI PRIMA DELL'ORA PREVISTA DI ARRIVO (ETA) NEL PORTO O ANCORAGGIO OVVVERO PRIMA DI LASCIARE IL PORTO PRECEDENTE, SE SI RITIENE CHE IL VIAGGIO DEBBA DURARE MENO DI TRE GIORNI	IA) NOTIFICA PER ESIGENZE PSC IN CASO DI NAVE SOGGETTA A ISPEZIONE ESTESA (NIR)	NIR - ALLEGATO IAI	D. L.VO 24/03/2011 NR 51, ART. 15 E ALLEGATO IV	SI, QUANDO PREVISTO	SI	NO	IL PMIS GENERA LA NOTIFICA 72 ORE PRIMA PARTENDO DALLA COMUNICAZIONE DI ACCOSTO. GLI ULTERIORI DATI RICHIESTI AI FINI DELLA COMPILAZIONE DEL NIR H72 DEBBERNO ESSERE AGGIUNTI DALL'AGENTE MARITTIMO NELLE NOTE LATO AGENZIA
4	TEMPISTICA SECONDO ORDINANZA	IB) COMUNICAZIONE DI ACCOSTO (IN CASO DI BANCHINA IN CONCESSIONE)	UTILIZZARE IL FAL 1 AGGIUNGENDO I DATI NECESSARI QUALORA NON SIA SUFFICIENTE IL CAMPO "REMARKS - NOTE"	ORDINANZA LOCALE E ART. 62 COD. NAV.	SI, QUANDO PREVISTO	SI	NO	IL PMIS UTILIZZA UN UNICO MODELLO
5	TEMPISTICA SECONDO ORDINANZA	IC) DOMANDA DI ORMEGGIO (IN CASO DI BANCHINA PUBBLICA)	UTILIZZARE IL FAL 1 AGGIUNGENDO I DATI NECESSARI QUALORA NON SIA SUFFICIENTE IL CAMPO "REMARKS - NOTE"	ORDINANZA LOCALE E ART. 62 COD. NAV.	SI, QUANDO PREVISTO	SI	SI	
6		ID) DATO PRE-NOTIFICA H24	TRATTASI DELL'INVIO DEI FORMULARI FAL (DI SEGUITO RIPORTATI)	ART. 179 COD. NAV. COMMA 3	SI	SI	NO	NEL PMIS QUESTA FORMALITA' SI CHIAMA PRE-NOTIFICA24. I SEGUENTI CERTIFICATI DEVONO ESSERE OBBLIGATORIAMENTE ALLEGATI IN FORMATO "PDF": IL CERTIFICATO OF ENTRY (CERTIFICATO PAI - ASSICURAZIONE DEGLI ARMATORI PER I CREDITI MARITTIMI PREVISTO DA D.LVO 11/2002); SI DEBBERNO ALTRESI INDICARE I DATI DEI CERTIFICATI CLC (SOLO PER LA TIPOLOGIA DI NAVE PER CLC E PREVISTO) ED IL CERTIFICATO DI ASSICURAZIONE OBBLIGATORIA BUNKER OEL 2001. IL CERTIFICATO MLC DOVE OBBLIGATORIO
		ID) IMO FAL 1	IMO FAL1 - ALLEGATO IOD 1	ART. 179 COD. NAV.	SI, DATI CONTENUTI NELLA COMUNICAZIONE ACCOSTO O	SI	NO	NON VA ALLEGATO SE I DATI SONO CONTENUTI IN PRECEDENTE FORMALITA' GIA' SOTTOMESSA. IL PMIS GENERA IL FAL 1 IN MANIERA AUTOMATICA DAL





- NMSW is based on a legacy system named PMIS.
- PMIS was designed well before the entry into force of RFD.
- PMIS was initially designed to operate within a port domain (Port Single Window); RFD required several technical updates throughout the last years.
- Up today PMIS works in 35 ports, 30 ports in production; more than 6000 users are registered.
- PMISs allow to manage around 70% of national maritime traffic





Ports in Production	Ports up today	Ports planned (2017)	Registered users	Registered organizations
32	35	38	5400	1300

Time frame	Numer of e-formalities	Avarage per day	Ports (production)	Ports (training)
2013	39.826	163	4	15
2014	188.198	516	23	6
2015	262.605	719	29	0
2016	300.199	820	30	2
Up today	790.828	464	30	5





INTEROPERABILITY





Subject matter and scope

The purpose of this Directive is to simplify and harmonize the administrative procedures applied to maritime transport by making the electronic transmission of information standard and by rationalizing reporting formalities.



Member States shall accept the fulfilment of reporting formalities in electronic format and their transmission via a single window as soon as possible and in any case no later than 1 June 2015.



BUT THERE ARE
STILL PORTS
WHERE SYSTEM IS
NOT IMPLEMENTED
AND FORMALITIES
ARE DONE
THROUGH EMAIL



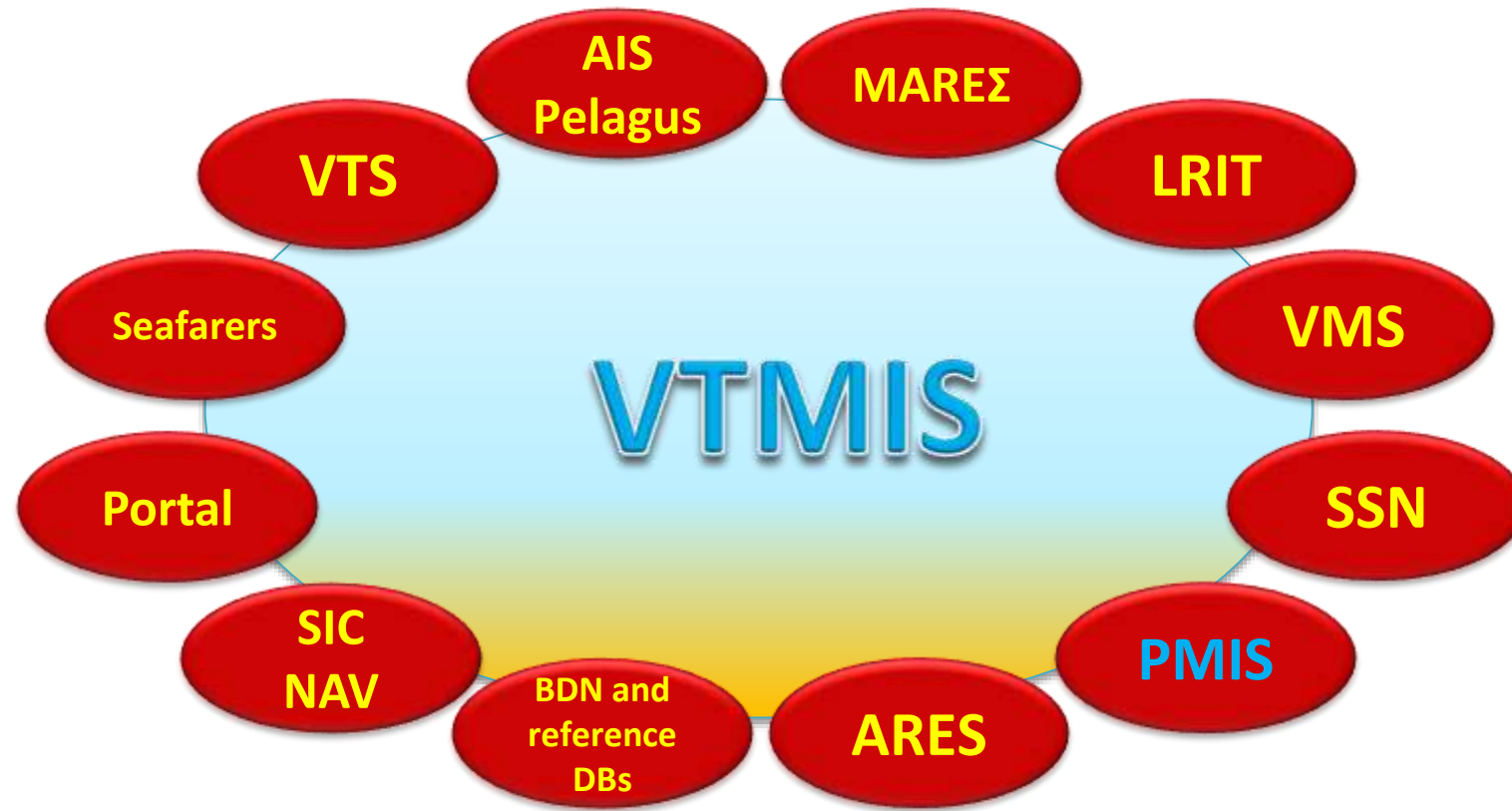


Member States shall ensure that information received in accordance with the reporting formalities provided in a legal act of the Union is made available in their national SafeSeaNet systems and shall make relevant parts of such information available to other Member States via the SafeSeaNet system. Unless otherwise provided by a Member State, this shall not apply to information received pursuant to Regulation (EEC) No 2913/92, Regulation (EEC) No 2454/93, Regulation (EC) No 562/2006 and Regulation (EC) No 450/2008.

This single window, linking Safe Sea Net, e-Customs and other electronic systems, shall be the place where, in accordance with this directive, all information is reported once and available to various competent authorities and the Member State.

INTEROPERABILITY AND WEB SERVICES SOLUTION







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The Pre-Clearing experimental procedure allows for an early submission of customs declarations up to 36 hours before ship arrives in the port of destination.

It is based on two essential elements:

- Simplifications introduced by the **One-Stop Customs**;
- Ship Monitoring carried out by the PELAGUS monitoring system managed by the Italian Coast Guard;





Use case of data integration and exchange: Pre-Clearing

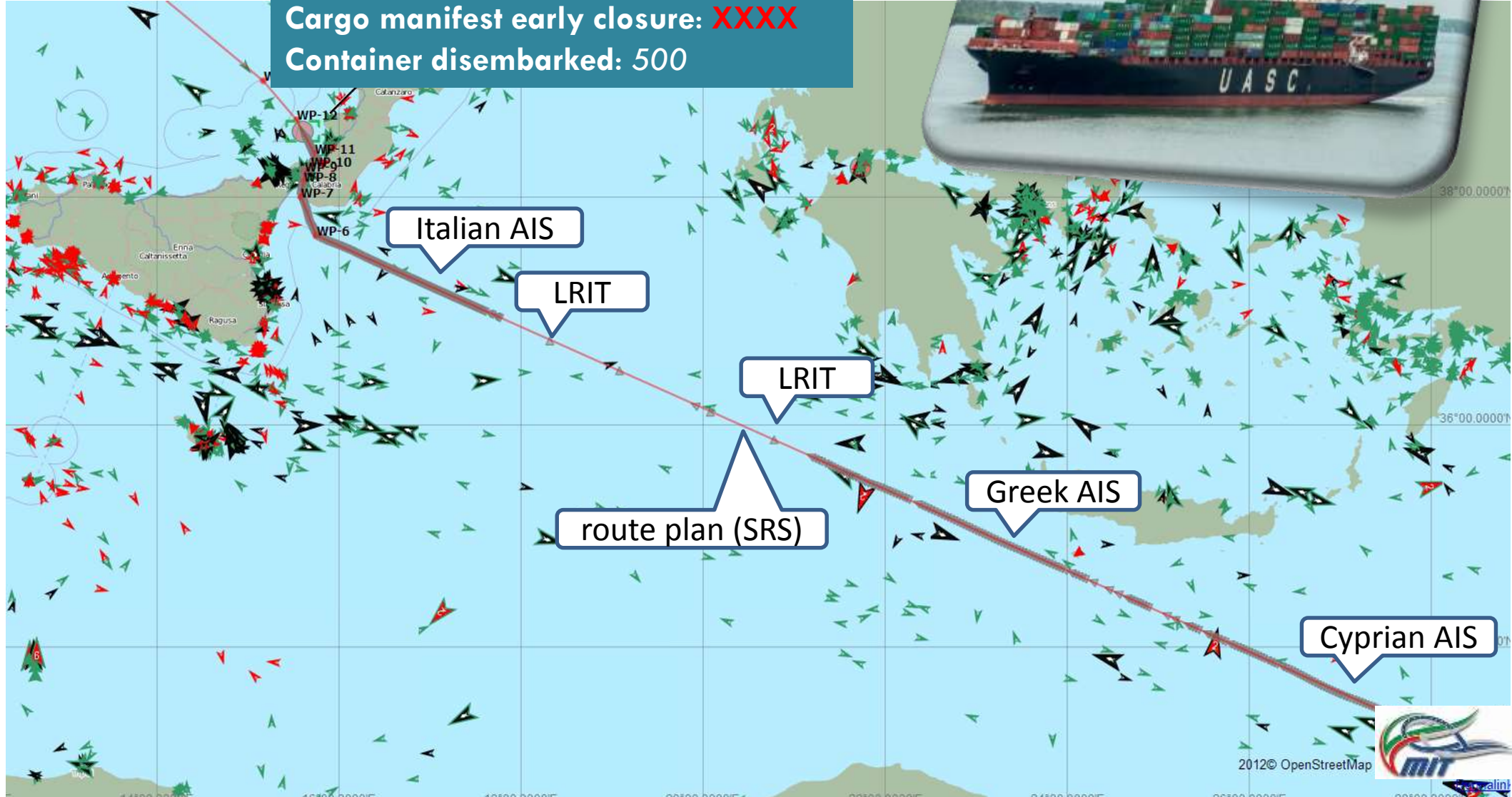
AL MANAMAH:

GT: 75.579 tons Loa: 306 mt

Destination: *La Spezia*

Cargo manifest early closure: **XXXX**

Container disembarked: 500





Port	Start monitoring	No. of ships monitored
Taranto	11-Nov-14	2
Bari	06-Nov-14	105
Genova	01-Mar-14	1847
La Spezia	26-Feb-14	637
Civitavecchia	05-Oct-14	84
Ravenna	04-Sep-14	274
Trieste	09-Sep-14	238
Venezia	23-Sep-14	98
Livorno	02-Oct-14	1677
Savona	23-Dec-14	1
Napoli	14-Jan-15	6
Gioia Tauro	6-Apr-15	0
Palermo	4-Feb-15	43
Total monitoring		5012
Total monitoring hours		75180





- ✓ **The Italian NSW will be a pillar toward the simplification of the administrative procedures applied to the maritime transport;**
- ✓ **Important pending issues need to be agreed at EU level in order to meet the goal (e.g. eManifest, NSW guidelines under the AnNa approach, harmonized Message Implementation Guide);**
- ✓ The implementation deadline set out in the RFD couldn't be an obstacle to reach the main purpose of the directive itself : simplification, harmonization and rationalization.





Thank you
for your
ATTENTION
any
Questions?

More information on www.guardiacostiera.it



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