Venice, 18.12.2012

Organizational and management aspects of the RIS implementation in Italy

Arch, Giancarlo Leoni, Head of Environment, Territorial Planning and Portual Authority, Province of Mantua





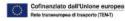














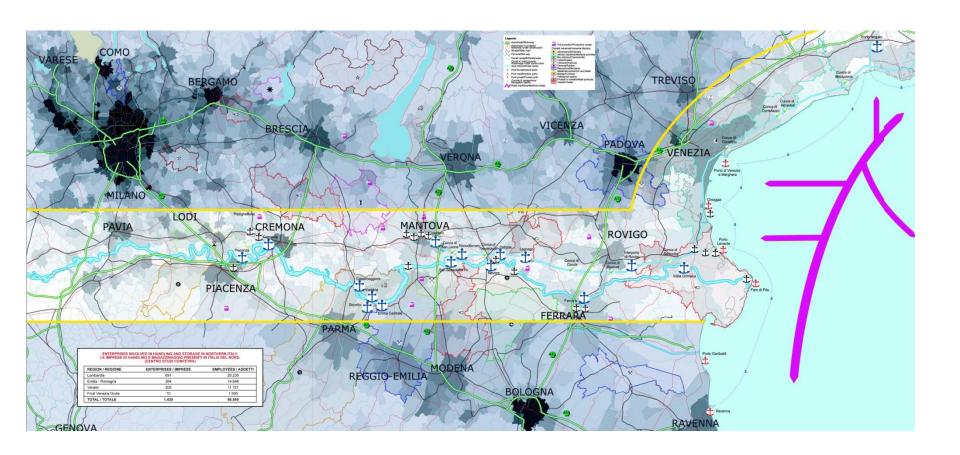




The Northern Italy Waterway System:











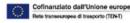


















ACTIVITY 3:



ORGANISATION – LEGAL INNOVATION – FEASIBILITY PLAN Coordinator: Province of Mantova

Other partners involved: Ministry of Transports and Infrastructures and Venezia Logistics

Sub.Act 3.1 The Organisational Feasibility

Ex-ante analysis of the current legal, political, economic framework Plan for the governance and the management structure

Sub.Act 3.2 The Legal Framework Innovation

Start the process for the adoption of the European directive in Italy Propose new legal structure both at national and regional levels

Sub.Act 3.3 The Feasibility Plan

Cost/benefit analysis + Risk assessment = the feasibility plan



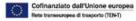


















Functional requirements:

Δ	Stakeholders	Definition/tasks/roles	Organizzazione
	Stakenolders	Definition/tasks/roles	·
A.1	Technical Certification Authority	Competent authority for the issuing of the Community inland navigation certificates.	MT sedi di Rome, sede motorizzazione Venezia, sede motorizzazione Mantova, ispeticrati di porto, R.I.N.A.
A.2	Law enforcement agency for Cargo Inspection	Performs cargo inspection (customs, veterinary, phytosanitary) and detects and fines / summons violations	Capitanerie di porto, ispettorati di porto, ASL regionali, dogane, guardia di finanza
A.3	Law enforcement agency for immigration Control	Performs immigration control and detects and fines / summons violations.	Capitanerie di porto, ispettorati di porto
A.4	Law enforcement agency for Traffic Rules	Detects and fines / summons violations of traffic rules	Capitamerie di porto, ispettorati di porto, autorità portuali
A.5	Accident and incident Investigation Body	Independent body or entity responsible for investigations on the causes and possible consequences of accidents and incidents within inland navigation with the purpose of elaborating recommendations for the prevention of similar accidents and incidents in the future. Next to the elaboration of investigation reports the creation of anonymous accident and incident statistics might be the task of this body or entity	Capitanerie di porto, ispettorati di porto, autorità portuali, MIT, Autorità di bacino
A.6	Agency in charge of collecting Statistical Data	Collects, processes and distributes statistical data	Autorità portuali, gestori di infrastrutture: Sistemi Tenitoriali, AIPO, Autorità di bacino
A.7	Competent Authority for Traffic Management	Controls the access to the control area, monitors the movements of specific vessels and their cargo (target groups) in this control area and supports Rescue and Emergency Service Providers with detailed information in case of emergencies and calamities	Autorità portusti, Sistemi Territoriali, AIPO
A.8	Port Authority	Official Authority responsible for traffic safety and traffic management in the port	Autorità portuali
A.9	Environmental authority	Law Enforcement Agency for Pollution of the Environment: Observes pollution to the environment and detects and fines / summons violations	ARPA, Asi, Corpo Forestale

Gestori

G Sta	akeholders Deffr	ition/tasks/roles Organizzazione
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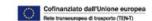




G	Stakeholders	Definition/tasks/roles	Organizzazione
G.1	Fleet Manager	is the person planning and observing the actual (navigational) status of a number of vessels moving or working under one command or ownership	Dario Aggio (Ship Service) Conticelli (Flavicmar) Risardo Bernini (San Marco Shipping)
G.2	Ship owner	is the (legal) person officially registered as such in the certificate of registry where the particulars of the ship are contained.	Per Fluvioma: Sistemi Tentioriali Per San Marco Shipping: Gruppo Fagioli Per Ship Sevice: Alvise Tanto
G.3	Cargo owner	is the legal owner of the goods as mentioned in the transport document. The party indicated as such has the right of control and is the only party entitled to give the carrier instructions in relation to the contract of carriage.	Paganella Veronesi mangimi Manni
G.4	Waterway manager	Supplies the fairway and therefore monitors the condition of the waterway infrastructure, collects dues for the use of the waterway infrastructure (for transport), plans and executes construction works and assists with calamity abatement	AIPo (Galvani), Sistemi Tentoriali (Bonvicini – Centro di Cavanella)
G.5	Water manager	Supplies a certain water level and therefore monitors the water quality and quality and balances the water level where possible	AlPo (Galvani), Sistemi Territoriali (Borvicini), Autorità di bacino

Gestori del servizi

GS	Stakeholders	Definition/tasks/roles	Organizzazione
GS.1	RIS Provider	Being the organisation or organisational unit assigned or contracted to operate the RIS-System and to provide RIS-Services	MIT (Impegliazzo), Autorità portusti, Sistemi Territoristi (Botwicini) AIPO (Galvani)
GS.2	Rescue and Emergency service Provider	Responsible for the search and rescue and emergency services (deals with a calamity and takes care of the people, animals, cargo and vessel involved)	Vigili del fuoco, Protezione civile Guardia di Finanza Carabinieri – N.O.E.











Existing problems for the RIS management:

- communication problems among the involved subjects;
- different communication tools and technologies used by the subjects for internal and external communication;
- relations between stakeholders and users;
- bottlenecks and holdups in the communication flows
- hypothesis and comparisons of organizational models
- choice of the organizational model and detailed description



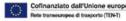


















Sub.Act 3.1 The Organisational Feasibility

- **Analysis of European RIS:**
- Workshop "RIS best cases in Europe: Organizational and legal framework" (Mantua, 19.10.2012).
- International RIS experts from Netherlands (Mr. Willems), Flanders (Mr. Creemers), Austria (Mr. Fastenbauer), Serbia (Mr. Persoons) and Hungary (Mr. Rafael) presented the characteristics of the RIS implementation in their own countries. The expert Mr. Cas Willems also presented the 3rd edition of the PIANC RIS guidelines and Ms Van Putten (Panteia) presented the exixting and future RIS cooperation in Europe.



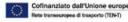




















Sub.Act 3.1 The Organisational Feasibility

- **Analysis of European RIS:**
- Questions still open:
- I. the RIS connection with the coastal navigation system
- II. the RIS connection with the internal and maritime port system
- III.the RIS connection with existing informative systems internal to the ports (interface for operators)



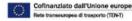












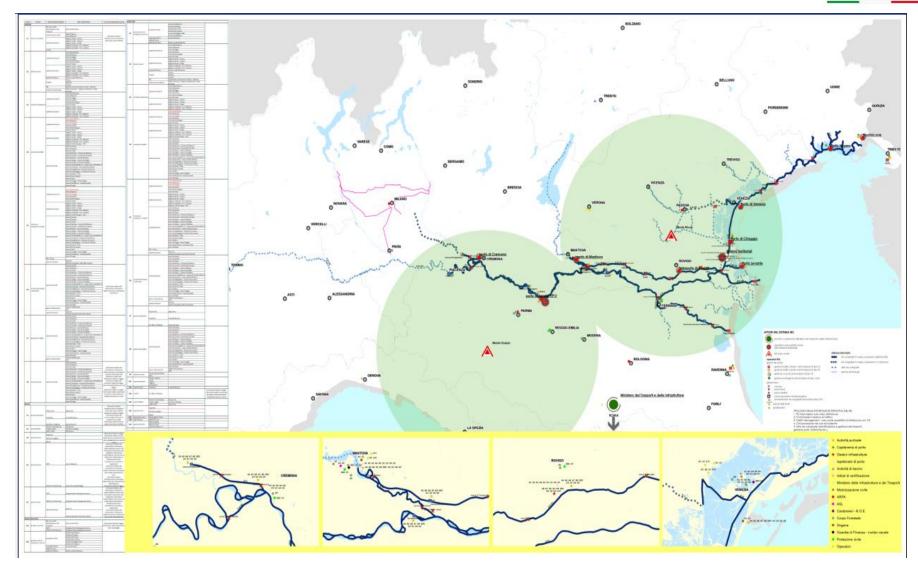






The RIS map







Partners

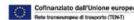
























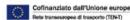


















Keys:



ATTORI DEL SISTEMA RIS



autorità competente (Ministero dei Trasporti e delle Infrastrutture)



autorità incaricata/RIS centre (AIPO/Sistemi Territoriali)



AIS base centre

operatori RIS

gestori dei servizi



gestione traffico livello 1 (informazioni di tipo TI) gestione traffico livello 2 (informazioni di tipo TI)



gestione conche (informazioni di tipo TI)



gestione emergenze (informazioni di tipo CAS)

alimentatori

×

conche



porti interni



porti marittimi



centro previsioni metereologiche amministratori vie navigabili (informazioni tipo FIS)



responsabili flotte

spedizionieri

sistema idroviario

vie navigabili IV classe e superiore (direttiva RIS)



vie navigabili IV classe e superiore in costruzione



altre vie navigabili



sistema dei Naviali

TIPOLOGIA DELLE INFORMAZIONI PRINCIPALI DEL RIS

- 1. FIS Informazioni sullo stato dell'idrovia
- 2. TI Informazioni relative al traffico
- 3. Traffic Management solo come possibilità di interfaccia con VTS
- 4. CAS procedure nei casi di incidente
- 5. Altro da sviluppare (pianificazione e gestione dei trasporti, gestione porti, statistiche etc.)





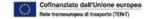


















The Province of Mantova:





- Autorità portuale
- * Capitaneria di porto
- * Gestori infrastrutture
- Ispettorato di porto
- Autorità di bacino
- Istituti di certificazione Ministero delle Infrastrutture e dei Trasporti
- Motorizzazione civile
- ARPA
- ASL
- Carabinieri N.O.E.
- Corpo Forestale
- Dogana
- Guardia di Finanza nucleo navale
- Protezione civile
- Operatori



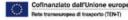


















Sub.Act 3.2 The Legal Framework Innovation



- Definition of the legal framework for the implementation and management of the RIS system in Italy:
 - Proposal for the adoption process of the EU RIS directive in Italy;
 - Authorities involved and relative roles;
- Process for the adoption of the EU directive



















Sub.Act 3.2 The Legal Framework Innovation





- Collection of the current legal framework and its relation with the RIS rules for communication
- Problematic elements of the current legal framework
- New normative elements derived from the implementation of the European model
- Innovative elements to make the working model
- Specific needs and changes of the existing laws necessary to make the working model
- Active Subjects of innovation and timeline: Timetable and steps for implementation and partial adoption.



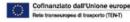




















The organizational model: phases.



Current phase	Pilot implementation phase	After pilot implementation
many subjects with few operative connections	agreements among the most relevant public authorities for the "COMMON RIS DESK" to manage the experimentation and the introduction of RIS	 new legal framework adoption of the European Directive on RIS increasing (new) organizational and management structure



















The "COMMON RIS DESK" to experiment the RIS-pilot (1)



1. AIM:

- -cooperation tool for the most relevant authorities of the NIIWS
- optimize and connect the existing procedures and tools towards the RIS pilot project in the current institutional framework.
- start up tools linked in a common electronic platform (RIS-pilot)
- offer a common interface for operators
- 2. COMPOSED BY: Ministry of Infrastructures and Transports (?), Province of Mantua, Veneto Region- Portual Inspectorates, Emilia Region - Portual Inspectorates, Aipo, Sistemi Territoriali.
- 3. Institutional agreement



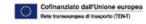


















The "COMMON RIS DESK" to experiment the RIS-pilot: (2)



4. MAIN ACTIVITIES:

- a) Optimize the functions of the Portual Authorities (ship registers, etc...)
- b) Share the inland WW use conditions infomations (depth, looks, etc..)
- c) Share information on ships movements
- d) Share safety and security information
- e)Other users services....





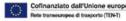


















Thank you for your attention



STUDIES FOR THE DEVELOPMENT OF THE RIS OPERABILITY ALONG THE NORTHERN ITALY WATERWAY SYSTEM













