ITS Adriatic multi-port gateway developed by the Northern Adriatic Ports Association (NAPA) including the port authorities of Ravenna, Venice, Trieste and Koper and Rijeka port.

KeyWords:
Communication between authorities, Interoperability and standardisation: vehicles, equipment, loading units, infrastructure, Access to transport networks, infrastructure and node, IT-technologies and solutions.

Description:
The creation of the common Northern Adriatic “single window” will increase the competitiveness of the whole system by enabling the exchange of relevant information among the existing port management systems and extended them to intermodal services. In other words, the single window is conceived from one hand as an “horizontal tool” to link to different systems of port community, and from the other hand as a “vertical tool”, bridging the next development of e-maritime on the sea side and of e-freight for rail and road on land side.

Benefits:
- To optimize the use of port infrastructures.
- To enhance efficiency of NAPA ports activities.
- To foster a better inter-modal competitiveness and balanced modal distribution achievement.
- To provide an up-to-date port operation application.
- To develop and share a “best practices” approach among the Northern Adriatic ports.
- To improve efficiency, safety, security and services of the Northern Adriatic sea transport.

Success Factors:
The Action aims at enhancing the efficiency of the whole Northern Adriatic system, creating a room for the exchange of good practises across its members. Ports are key nodes in intermodal transport network and the application of ICT on port should generate impressive (huge) benefits in all the supply chain both from the maritime and the land side.

Starting Point/Objects/Motivation:
A Port communities system can be considered an integrated information technology system providing any type of on-line information useful to all the members of the port community such as: Shipping lines, Shipping Agents, Transport operators, Terminal Operators, Customs, entailing lowering time for administrative procedures, cutting red tape, facilitating the collection, exchange of real time information, and on this way reducing the time spent at port by vessels.

Intra Mediterranean traffic flow is expected to grow buoyantly, due to the implementation policy of “the Union from the Mediterranean”, which will entail the creation of the Euro-Mediterranean Free Trade Area. Furthermore, the shift of main container transshipment hubs from the Northern Coast to the Southern Coast of the Med, will be re-routing traditional feeder services. The above mentioned changes require a competitive comparison between the port systems of the North Sea and the Mediterranean port systems which has never been so intense and yet carried out without causing an uproar. ITS Adriatic Multi-port gateway will have a huge economic and social impact because, broadly speaking, it will increase the efficiency allowing a better and faster planning of port operations. Main economic positive impact is produced by the consequences in terms of efficiency (and productivity) gain.

Supported Strategic Targets:
- Increased efficiency/productivity of logistics processes
- Increased competitiveness
- Constructions and maintenance of transport infrastructure
- Efficient marine chains
The case derives from a public approach since it is developed by the Northern Adriatic Ports Association (NAPA). The Study is carried out in the context on the Motorways of the Sea (MoS).

The implementation of a common ITS Adriatic Multi-port Gateway will generate a positive network effect if the information exchange among Northern Adriatic Ports is compatible with the network of the inland terminal and of the infrastructure managers, especially for the railway services.

Contact details:
James Orlandi, Head of Project R&D Unit (James.Orlandi@port.venice.it)
Christian D’Antiga, Head of IT (Christian.Dantiga@port.venice.it)

person responsible for filling the quick info:
Bluegreen Strategy srl
Valentina Boschian: valentina.boschian@bluegreenstrategy.com

http://www.its-napa.eu

Main platform functionalities:
- Document and data management,
- Communication protocols and adapters management,
- Data and system access security management,
- Community management,
- Reports and monitoring,
- Systems management.

The EDI-platform that is going to be implemented consists of a computer system that allows a port belonging to NAPA area to transmit and receive the several types of documents.

Relevant transport modes or supply chain elements:
- Short sea shipping,
- ITS and information management,
- hinterland connections,
- promotion,
- passenger vessels,
- safety and security,
- protection of the environment;
- co-modal transport.

Main actors involved
Port Authorities, Shipping Agents, Shipping lines, Freight Forwarders, Terminal operators, Customs.

More Best Practice cases and information about BESTFACT can be found at:
www.bestfact.net