



Piattaforma Tecnologica Nazionale

EMD – Stakeholders side events – 18 May 2009 – 9:00 – 13:00

PTMB – Technology Platform of the Mediterranean & Black Seas (PTMB)



CONFITARMA

Confederazione Italiana Armatori

CONFITARMA



CONS.A.R.

GIUSEPPE BALZANO

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CONFITARMA

- *It is the Italian private ship-owners Association*
- *It is part of the European and International network of Ship-owners Associations*
- *The fleet associated is amounting to more than 1.000 ships*
- *The associated companies are 230*

CONS.A.R.

- *Is the Italian ship-owners Consortium for the Research - It is linked to Confitarma*
- *Its mission is to:*
 - *collect, express and translate in R&D activities the current and forthcoming needs of the shipping sector with the aim to bring the Italian and European fleet to the excellence of the ship-operation performance*
 - *orient the R&D sectorial activities to the ship-operations priorities and needs*
- *It disseminates and exploits the innovations and R&D outcomes onto the ship-operators and their fleets.*
- *In its life and its activities it involves in direct way the associated shipping companies (22 members) and their managers.*

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BACKGROUND

- *Active since from 1986*
- *Participating to wide and multidisciplinary R&D activities to accompain the fleet quantity increase and the shipping and ship-operation quality growth*
- *National and European R&D programs*

Allways with ship-operators aside

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FRONT EDGE - ON-GOING R&D ACTIVITIES

- ***RITMARE:*** *Italian sectorial R&D initiative generated by the Italian Waterborne Platform*
- ***ECOMOS :*** *National R&D project for reduction of air pollution from the ship*
- ***FLAGSHIP:*** *European Integrated Research Project for the ship-operations*
- ***RISPECT:*** *Advanced ICT based solution for the management of the ship's structural maintenance and integrity*
- ***AZIPILOT:*** *Operation and safety of innovative ship propulsion systems*
- ***ARIADNA:*** *Innovative ICT based tool for a safer navigation in congested areas*



SOME PRIORITIES OF THE SHIPPING SECTOR

Three priorities are highlighted among others

- To raise attention and consideration to the centrality of the maritime transport*
- To make aware the people that ship-operation is a key factor*
- To improve the eco-compatibility of the shipping (pollution reduction and energy saving) in order to face needs coming from the environmental emergency*
- To rapidly increase the whole quality and efficiency of the shipping and ship-operations*
- To improve safety and security*



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SOME NEEDS

Available, reliable and economical communication infrastructure and services (Broad band) for all ship types and all over the Globe (Internet, VOIP, e-mailing systems, data-transfer, etc. should be cheap for the ship and free of charge for her crew members)

- Systems, technologies and infrastructures for the ship-operations (new tools, technology transfer and systems' reliability for the ship operations and management)*
- Incentivation to the quick application of innovative technological solutions for the ship-operations (retrofit of innovative systems is more urgent and effective than waiting for their application in ship-building phase)*
- Quick acceptance from the Authorities of ICT supported functions (ECDIS / REPORTING / SHIP-TO SHORE / BUREAUCRACY / CONTROL AND MONITORING)*
- Simplification of the rules and regulations and quicker adaptation of rules and rule makers to the acceleration of technological innovation*

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SOME SHORTAGES TO BE SOLVED

- *Seafarers shortage – in quantity and quality*
- *Lack of attractivity of European people to the maritime career*
- *Low consideration of waterborne transport's central role and its environmental excellence - Few attention of the Institutions to the maritime transport sectorial problems compared to other transport means (ship-operator is often surcharged and left alone)*
- *Few time and few tools (in the power and availability of the ship-operator) to face the strong demand/pressure and incoming expected constrains and penalties imposing (to the operator) pollution reduction*
- *Ports and shore based infrastructures inadequacy to waterborne transport growth (port services, congestions, dredging, inter-operability, etc.)*



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SOME LESSONS TO BE LEARNED

TELEMEDICINE AND SECURITY

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SOME LESSONS TO BE LEARNED TELEMEDICINE

I SHOW YOU A NICE PROJECT:

*THE NAME IS **MERMAID** (Medical emergency aid through telematics)*

It was aimed at establishing a transnational and multilingual health emergency system to improve the effectiveness and ease of delivery of telemedical intervention and also to improve the state of connectivity of the emergency points of care with the providers of telemedical services. It provides an integrated 24-hour multilingual world-wide medical emergency service and uses telematics for making available high grade medical expertise to sea-borne vessels.



SOME LESSONS TO BE LEARNED

TELEMEDICINE

MARMAID PROJECT - RESULTS:

- Setting up of an integrated 24-hour multilingual, telematic, around-the-world, medical emergency service that serves as a generic model for telemedicine in the EU and as a pilot project within the Global Maritime Distress and Safety System (GMDSS).
 - Prevention of the deterioration of medical emergencies into undeniable situations through expert help provided via Telepresence. Highly efficient telemedical services based upon direct patient-doctor interaction, face-to-face consultation, visual inspection and better local medical skills.
 - a viable alternative to locally missing medical expertise. It is a generic platform for developing remote applications (e.g., tele-inspection). By combining use of local resources with teleconsultation it improves productivity in remote environments.
- Implementation of Council Directives 92/29 and 93/103, respond to the common G - 7 and EU policy on "Global Healthcare Applications" and provides a generic model for telemedicine contributing to the GMDSS.

CONS.A.R. was one of the key partner

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SOME LESSONS TO BE LEARNED

TELEMEDICINE

Technologies were (are) available





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SOME LESSONS TO BE LEARNED

TELEMEDICINE

Do you know when the project was concluded ?

Year 1999 (*under the 1st call of the Vth F.P. - European Commission Telematics Applications Programme*) - *At that time we spoke in ECU as European common currency*

Do you know which is the actual state of telemedicine for the ships ?

PREHISTORIC

Do you know why ?

Scarce availability of suitable band-width for the sector and unaffordable communication costs.

SOME LESSONS TO BE LEARNED

SECURITY

- *I.S.P.S. CODE WAS STRONGLY AND URGENTLY IMPOSED TO THE OPERATORS AFTER THE 11TH SEPT 2001.*
- *IT WAS AIMED AT PREVENTING TERRORISM AND PIRACY.*
- *HUGE COSTS (DIRECT AND INDIRECT), RULES, PROCEDURES, WERE IMPOSED TO THE SHIPPING.*
- *AFTER MANY YEARS (TODAY) PIRACY IS GROWING, SHIPS ARE EASILY ATTACKED, SHIP-OWNERS ARE ALONE, UNDER PRESSURE (SEE INSURANCE) AND WITHOUT PROTECTION - CREW MEMBERS ARE IN CONSTANT PERIL AND AT RISK OF LIFE.*
- *DO SOMEONE IMAGE WHICH IS THE IMPACT ON MARITIME TRANSPORT REPUTATION AND ON ATTRACTION OF PEOPLE TO THE MARITIME CAREERS ?*



SECURITY:

*15 SEAFARERS (10 italians) WERE KIDNAPPED BEFORE EASTER
AND TODAY ARE STILL IN THE HAND OF PIRATES, AFTER
MORE THAN 1 MONTH.*

*INSTITUTIONAL AND PUBLIC ATTENTION IS OUT AND MEDIA
ARE INDIFFERENT.*

FAMILIES ARE LEFT ALONE WITH THEIR TRAGEDY

***THE “EUROPEAN MARITIME DAYS” SHOULD
SCREAM ALOUD ON THIS***



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THANK YOU

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