

“ECONOMIC PROSPECTS IN THE FRAMEWORK OF MODERN SEA PRESERVATION AND MANAGEMENT STRATEGIES”

The global economic situation and the sudden changes to geopolitical scenarios influence traditional analyses in the economy sector linked to maritime transport and to the economic exploitation of marine resources. Nevertheless, the potentials that, in support of the economic processes linked to the sea and to the coast, originate from the role of the institutional and private interlocutors in the sector remain important, provided that a shared “course” and common criteria for “governance of the sea” can be laid out.

In the global market of the hub and spoke system of sea transport, the national port system suffers, in terms of competitiveness, from the competition of other Mediterranean Sea ports (including some new ports in North Africa, for example, Tangier). The “port context” gives way to the more extensive “port territory” in which, with the organisational involvement of the local level of government, quality, innovation and sustainability strengthen the logistical capability of the sites, aiding intermodality between the outer harbour and the hinterland.

In a modern perspective, aimed at combining resource development and preservation, the coastline is no longer a physical demarcation but rather, within the framework of the Community policies that spur member countries towards a complex strategy for integrated management of the coastal area, an opportunity for promotion and development.

Thus, a shared outlook, in equilibrium with the constitutionally guaranteed prerogatives of the territorial bodies, would expand the economic potentials of the coastline in its dynamic conception, placing development and protection policies in a common framework, from the freight villages (dry ports) and from the river channels to the outer limit of the ecological protection area.

A widening of the horizon that, for seaports, poses the challenge linked to management of the competition, so that the different degree of importance of each individual port is not an element of internal competition, but a specialised and organisational offer, within a port network, in implementation of a system strategy.

By the same logic, even safety, understood in a broad sense, including ecosystem protection monitoring and control activities, constitutes an opportunity for economic development.

As exclusive competence of the State (according to letters h and m, paragraph 2 of article 117 of the Constitution), safety is the expression of a basic level of public service to be guaranteed uniformly over the national territory. The Harbour Master – Coast Guard Corps performs numerous jobs which, with



different levels of specialisation, find a common denominator in guaranteeing the maintenance of this basic level of public service.

To this purpose, the Corps supports the connection between the assessment of state interests tied to the sea and to the coast and the protection of the interests of the private sector and local territorial bodies, acting as privileged institutional partner, for maritime themes, under the aegis of a desirable integrated management of the coastal area.

If the identification of the “needs” of the context (social/economic/institutional) is necessary to define the public administration’s role, the Harbour Master – Coast Guard Corps determines that the economic operators tied to the sea can profit without the externalities deriving from accidents or other harmful events, also detrimental to local communities and natural resources.

The goal of “safety for development” is also achieved by making one’s action as flexible as possible. Flexibility in the organisation of services, in order to adapt the procedures to the competitiveness requirements. Flexibility which, without circumventing the rules, makes it possible to implement control activities, not as a “curb” on growth, but as elements of quality, combined effectively with the needs of businesses and of the territory.

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