

Laghezza (Confetra Liguria): the competitiveness of from Liguria ports is played on the efficiency of the controls to the goods

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infosMARE - The competitiveness of from Liguria ports is played on the efficiency of the controls to the goods. It has emphasized Alessandro Laghezza, president of Confetra Liguria, explaining that he is indispensable and quantomai urgent to compete with the total efficiency of the harbour productive cycle, facing the topic of the digitalisation of the services and the standardization of the intensity and the tempistiche in the controls to the goods. "In the past couple of years - it has evidenced - the danger level has been wound down on the topic of the controls; the result has been an increment in mean times of the verifications, customs and not, than it has been bound together to an increase of the number of the same ones, with consequent risk of loss of attrattività of our ports of call".

Laghezza has specified that it is "most right to head for the release of infrastructures and to concentrate the energies on great works as the Third Pass, the TAV, Gronda of Genoa and the railway line Pontremolese, but - it has added - must survive and our ability to make it will depend on the efficiency of the ports and the system of the controls. At least until when all the infrastructures are not realized - Laghezza has asserted - the competitiveness of the more important Italian industry, that logistics, will depend on the main indicators of efficiency of the ports and the system of the controls, than of it they condition the operation".

"Today - it has continued the president of Confetra Liguria - Public Administration is in the middle of the ford: the induced revolution, firstly, from so-called quota 100 is generating an imposing exodus of staff not replaced adequately from new assumptions and it is found therefore to face the reorganized challenge of the efficiency with organic. The Unico Doganale Door now renamed, to 16 years of distance, SUDOKO, to beyond the name and of the fact that is not only an instrument previewed from the law of harbour reform not never has become totally operating, but also it has become land of crash between several public administrations rather than factor of efficiency for our portualità. The digitalisation, that it would have had to support and somewhat to assist the logistic system in this its epochal passage towards the automation of the processes and integration between computer science platforms, has found it hard to assert itself, leaving the Italian ports and who you work in an uncertainty within".

"On these topics, so as on integration between PMIS and Customs Computer science System - it has concluded Laghezza - our associations are today calls to tackle common with the administrations in order to unblock this that would have had to be truth longtime: on solid bases it will only be able to be looked with credibility to the future: to the Internet of the things, the 5G, the blockchain. Also in the services publics there are

yards that must be concluded and inaugurated; the logistics attends them as well as how much the infrastructures". (219)