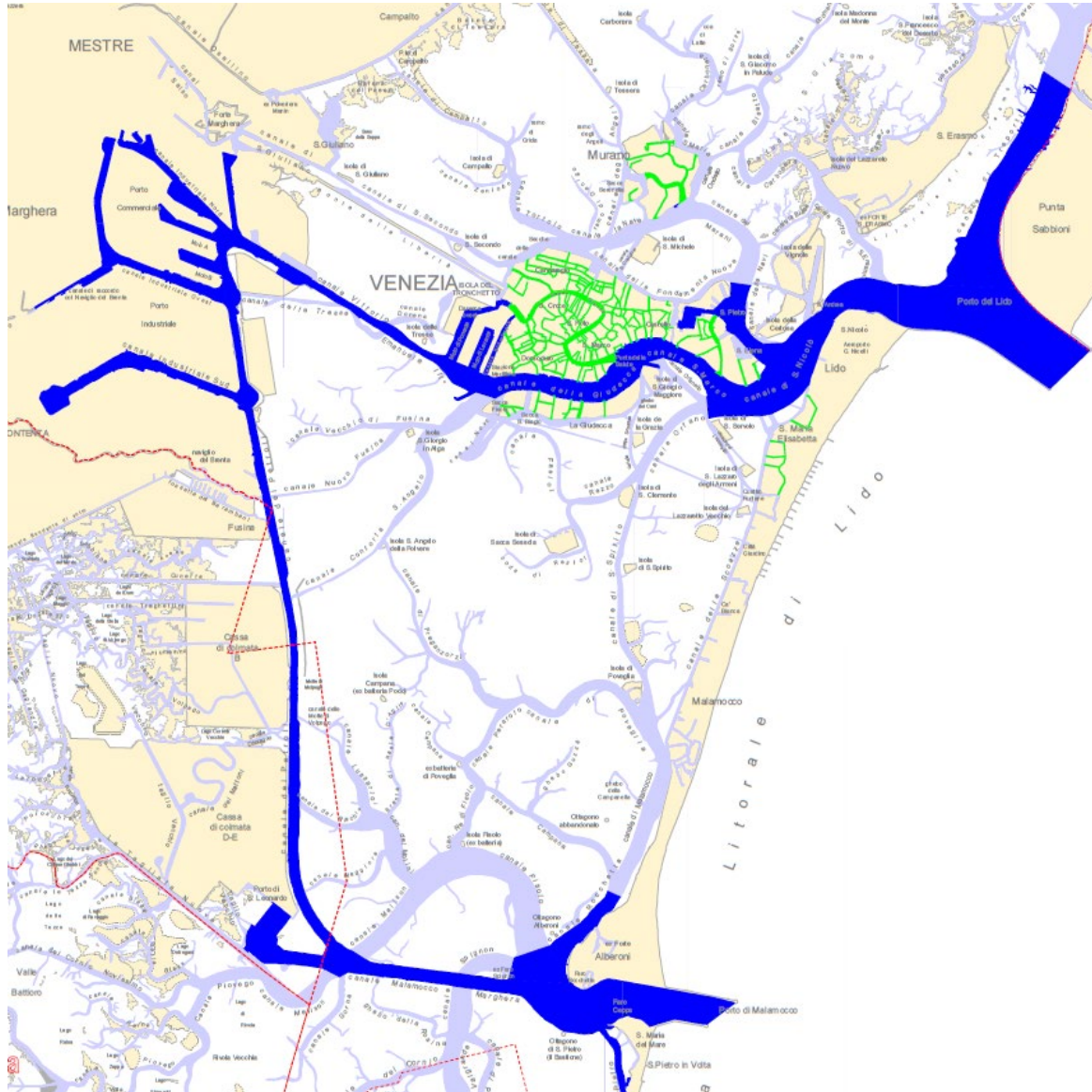




Traffic management of day trip tourist vessels navigating on canals within the city limits

Port of Venice



## Responsible Authorities on canals

-  Interregional Superintendency for Public Works
-  Harbour Master Office
-  Venice Municipality



## Responsibility split *ratione loci* and *ratione materia*



Safety of navigation



Permissions for accessibility



Canal banks maintenance and dredging



Maritime demesne management - areas and waters



Traffic control

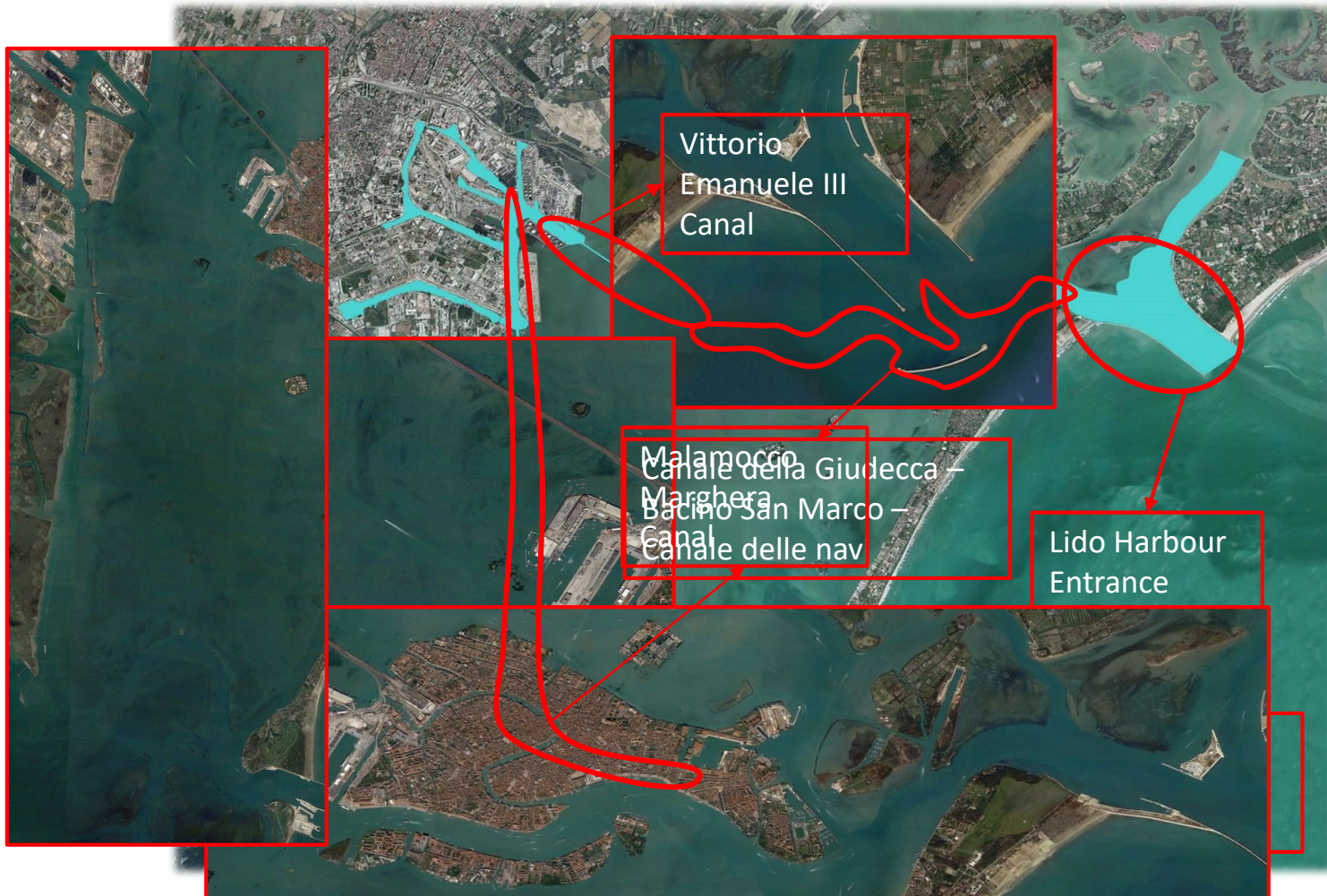


Mooring



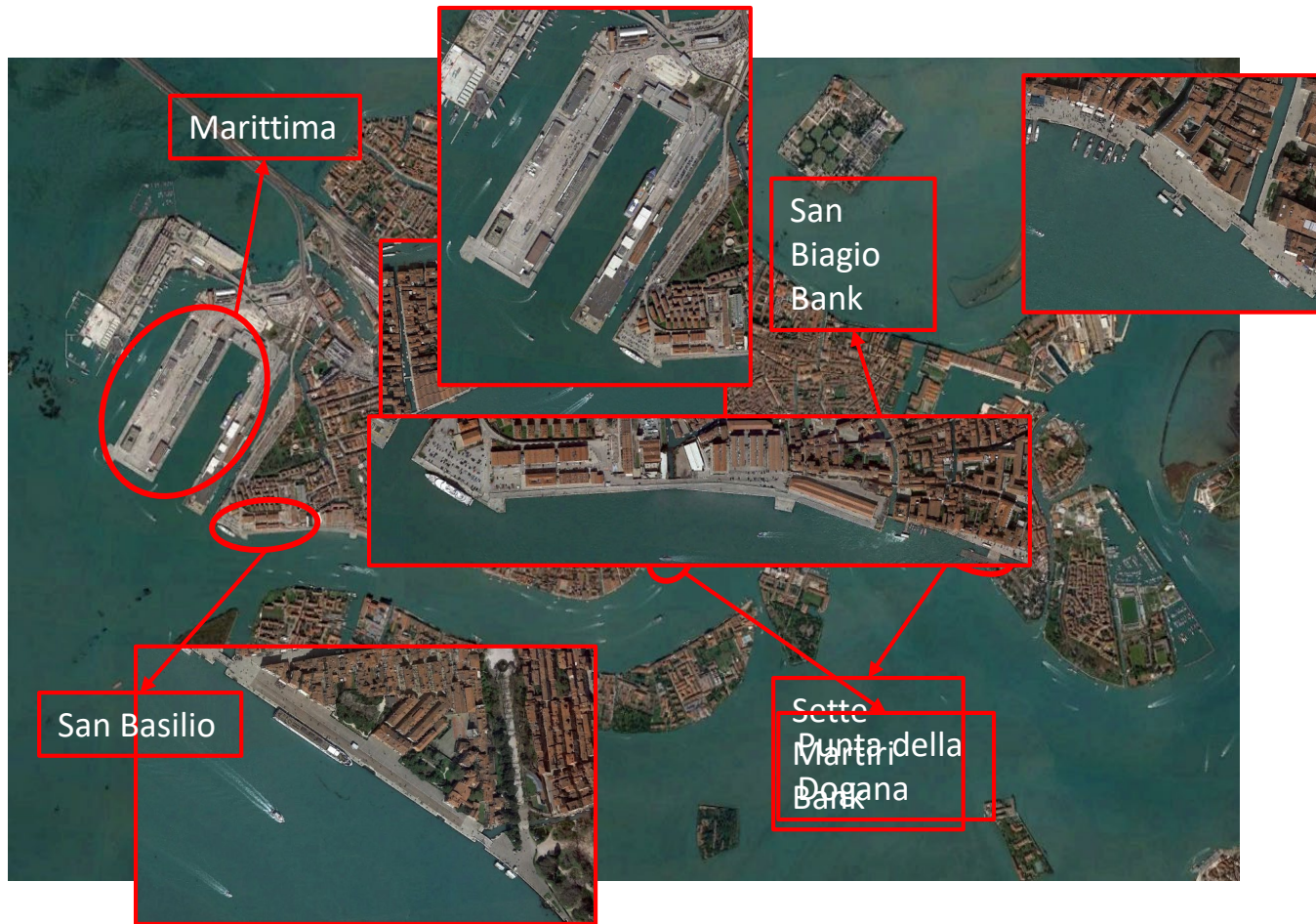


# Harbour Master competence on Venice canals





# Venice Harbour







# Marinas outside harbour waters





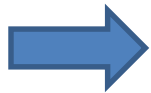
## Legislative framework



**Navigational Code** dating back to 1942 and, stemming from the Code, **Harbour Master Regulations and Ordonnances**



**Code for leisure craft navigation** (2005)



**Regulation for the Coordination of local navigation of the Venetian Lagoon**, first adopted in 1998 by the Province of Venice and then modified by the newly set up Metropolitan City of Venice, endowed with the competence of the Province when the latter was abolished. Not a new system but a coordination tool for the extant regimes finetuning and integrating the limits of respective remits



**Interregional Superintendency for Public Works Regulations and Ordonnances** i.e. approaching and mooring at lagoon non maritime harbours/marinas outside the port waters. On a yearly basis promotes coordination meetings of all police and surveillance services on the Lagoon navigation

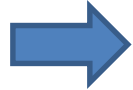


**Region of Veneto provisions** absorbing the overall competence of the Port Inspectorate for inland waters

Not a specific regulation for navigation of day trip passenger vessels, but the outcome of daily practice, stemming from implementing the general rules laid down in the Harbour Master Regulations and in the Regulation for coordinating the local navigation in the Venetian Lagoon



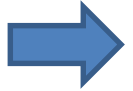
## Legislative framework



**Harbour Master** Regulations and Ordonnances set out all rules for navigating in port canals



**Code for leisure craft navigation** is applied in port maritime canals to all crafts registered and unregistered (loa below 10 mt.)

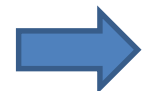


**Regulation for the Coordination of local navigation of the Venetian Lagoon** coordinates the local transport and the water traffic in the whole Lagoon excluding:

- maritime ships sailing in canals and areas falling within the remit of the Maritime Authority and Port Authority, coming from or bound for a destination external to the Lagoon;
- port services



**Public Transport of passengers and goods, liner shipping or not**, exclusively run within the Lagoon, are subject to concession, licence or authorization and regulated by the local regional discipline for local public transport and the rules for inland navigation



**The Regulation for coordination of local navigation** lays down rules concerning: speed limits; accessibility to canals and waterways; sailing directions and priorities; characteristics and maximum dimensions allowed to cross each canal; time restrictions to navigation for specific type of boat and the modality to access restricted traffic areas.





## Commonly used types of vessels

Taxi boat



Passenger ships the so called «Lancioni»



River passenger ships crossing the Po river and the Lagoon canals, sailing from Verona to Venice, calling at Chioggia in day trip. Cruises **Speed**13 kn **LOA** 110 m / 361 ft **Beam (width)** 11 m / 36 ft **Passengers** 132 **Crew** 41 **Decks** 5 **Cabins** 66 **Decks with cabins** 4



It is still engraved on minds of the public opinion worldwide how this vessel was hit on the 2 of June by a Cruise Passenger Ship of approximately 66.000 GT colliding on its bow while it was moored in the Giudecca Canal emphasizing the risks from interference of different types of traffic and congestion



## Impact of tourist trips in the Lagoon

### *Maritime and river traffic*

Maritime and River Cruises calling at the Venice Terminal Passengers passing through Lido, San Marco, Giudecca

### *Year of reference: 2017*

Tipologia	SS	PAX
Maritime Cruises	466	1.427.812
River Cruises	93	18.823
Hydrofoils	359	99.702
<b>Totale</b>	<b>918</b>	<b>1.546.337</b>

### *Year of reference: 2018*

Tipologia	SS	PAX
Maritime Cruises	502	1.560.579
River Cruises	100	20.227
Hydrofoils	391	99.793
<b>Totale</b>	<b>993</b>	<b>1.680.599</b>

SS = Ships stopovers

PAX = Number of passengers embarking, desembraking, in transit

*Ferry-boats kept out since passing via Malamocco to Fusina, industrial harbour*



# Marittime incidents/accidents

Year of reference	Total number of casualties	Number of casualties resulting form port traffic
2013	23	5
2014	22	4
2015	36	6
2016	29	7
2017	20	1
2018	16	4

**A new safety regulation for the Lagoon**

High number of cases per year most of which connected to typically lagoon cases







# Issues related to nautical accessibility

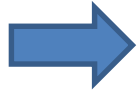


The Mo.S.E. system (Modulo Sperimentale Elettromeccanico Experimental Electromechanical Module) when in operation will imply the need for a more complex management of the overall port traffic, with instruments and procedures which are under consideration

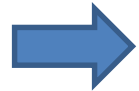




## **Traffic Regulation**



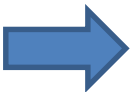
**Zone of Promiscuous Navigation (art.24 code of navigation - maritime - and art.4 of code of navigation – inland navigation)**



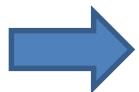
**Registered leisure crafts** in the Lagoon remain under the provisions of the Code for leisure craft navigation. Those below 10 mt LOA and installed power beyond 7,36 KW (10 HP), not to be registered under the provisions of the above mentioned Code, sailing permanently within the Lagoon must be authorised, registered and provided with identification mark **LV**. Those sailing occasionally (up to 30 days) must have **Provisional marks - Regulation for the Coordination of local navigation of the Venetian Lagoon**



A **licence** for driving LV and P registered boats occurs only for people aged less than 18 years old, in cases whereby the possession of a licence is not already established in accordance with the power installed on board. It shall be issued by the Bodies with competence for the lagoon navigation



**Stopovers and mooring** are regulated in the mentioned Regulation and depend on the underlying concessions of areas and berths which are either run as «mini terminal» by the owner of the concession or disciplined as areas for public stopover regulated by the local public body running the concession for general public services



**Archives: of canals; of registered boats authorized to navigate in the Lagoon and of issued licences to sail a boat permanently or occasionally in the Lagoon are kept up to date and available via web system for all the police forces**



## **Navigation signs and signals**

Based on the competence, the canals of the Lagoon are provided with signs and signals either stemming from:



- the Regulation for the coordination of local navigation of the Venetian Lagoon, adopting rules and signs the shape, size, colour and characteristics of which are described in the Annex to the Regulation and anyhow complying with and integrated by those of the Code Européen des Voies de Navigation Intérieur



- or from the IASM-IALA system in accordance with the prescriptions of the Harbour Master Office as approved by the Navy Hydrographic National Institute





## **Monitoring**



**Art. 66 of the Regulation for coordination of local navigation of the Venetian Lagoon:**

**Integrated system for detecting, controlling and managing the Lagoon navigation**



**Goal: a unified overarching system in all the Lagoon**



**Monitoring and detecting navigating units by GLOBAL POSITIONING SYSTEM, RADIO FREQUENCY IDENTIFICATION and FIXED NETWORK OF CAMERAS**



**A unified system involving all police forces operating within the Lagoon.  
A current critical issue.**

- **Wave harming shores, banks and safety of navigation**
- **Speed limits**
- **Accidents**

**Under consideration:**

- **Vessel Traffic Service**
- **Shore Based Pilotage**
- **Marinas outside the port**
- **A.I.S.**



## One methaphore and a paradox



« The glassware which is Venice »

« Any movement can cause a potential harm, but it is certain that no move implies a harm already »

The assiduous control on the Lagoon and the monitoring of maritime and lagoon traffic pertain the survival of an ecosystem which is fragile like «Murano crystals». It demands constant care from adequate human and financial resources and the implementation of any brand new technologies available