



Physical Circuit of Controls in the Port of Livorno

SMOOTH PORTS Project [Deliverable 2]



Drafted by: Agnese TONOLA, DIR-SPEI

Project Partner: PP3

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ABBREVIATIONS

A3	Re-export Notification
AC	Automated control
ACA	Automated check
ADM	Customs and Monopolies Agency
AGEA	Agency for Agricultural Payments
AIDA	Customs and Excise Duties Integrated Automation
ArcGIS	Geographic Information System
BCP	Border Control Posts
BIP	Border Inspection Posts
CCIAA	Chamber of Commerce, Industry, Crafts and Agriculture
CED	Common Entry Document
CHED	Common Health Entry Document
CITES	Convention on International Trade in Endangered Species of Wild Fauna and Flora
COARRI	UN/EDIFACT container discharge/loading message
CODECO	UN/EDIFACT container gate-in/gate-out message
CUFAA	of Units for Forestry, Environmental and Agri-food
CVED-DVCE	Documento Veterinario Comune di Entrata (Common Veterinary Entry Document)
DAC	Dispositions d'application
DC	Document check
DGSANCO	Directorate-General for Health and Consumers
DGTAXUD	Directorate-General for Taxation and Customs Union
DGISAN	Directorate-General for Hygiene, Food Safety and Nutrition
DGPREV	Directorate-General for Health Protection
DGSAF	Directorate-General for Animal Health and Veterinary Drugs
DSCE	Documento Sanitario Comune di Entrata
DVRC	Valid document for container release
EDI	Electronic Data Interchange
EF	Electronic file
FCM	Food contact materials
GDPR	General Data Protection Regulation
GTS	Gate transit security
IM4	Customs code for import formalities
IM7	Customs code for bonded warehouse



IMSO C	System for processing information for official controls
IoT	Internet of Things
MAE UAMA	Unità per le autorizzazioni dei materiali di armamento (Unit for the Authorisation of Armament Materials)
MISE	Ministry of Economic Development Online Platform
MOCA	Materials and objects in contact with food
NRCU	New Regulation on Official Controls
NSIS	Nuovo Sistema Informativo Sanitario
OCR	Optical Character Recognition
PEC	Posta elettronica certificata - Certified Electronic mail
PNAO -NHC	Products Non-Animal Origin - Not for Human Consumption
POA- HC	Product of Animal Origin - Human Consumption
POA- NHC- NT	Product of Animal Origin - Not for Human Consumption - No Temperature Requirement
PS	Phytosanitary Service
QP	Quarantine Pest
RFID	Radio-Frequency Identification
RNQP	Regulated Non-Quarantine Pest (organismo nocivo non da quarantena)
SAD	Single Administrative Document
SC	Scanner Control (means of transport and container)
SF	Servizio Fitosanitario - Phytosanitary Service
SFN	Servizio Fitosanitario Nazionale
SVAD	Servizio Vigilanza Antifrode Doganale (Customs Anti-Fraud Surveillance Service)
SW	Single Window
T1	Cross-border customs document
TARIC	Integrated Customs Tariff
TARIC	Tarif intégré des Communautés européennes
TELE MACO	Database directory related to freight forwarders
TPCS	Tuscan Port Community System
TRAC ES	Trade Control and Expert System
TRAC ES NT	Trade Control and Expert System-New Technologies
UIRNE T	Platforma Logistica Nazionale Digitale
USMA F	Ufficio sanità marittima, aerea e di frontiera Maritime, Air and Border Health Office
UVAC	Veterinary Offices for Compliance with EU Requirements
VGM	Verified Gross Mass
VM	Documentary and Physical Control of goods



1 THE SMOOTH PORTS PROJECT

1.1 Description

The SMOOTH PORTS (Reducing CO2 Emissions in Ports) project was funded under the Interreg Europe programme to reduce the environmental impact (air pollution emissions) related to the control of goods in ports by developing good practices among the ports involved.

The SMOOTH PORTS project was funded under the Interreg Europe programme to reduce the environmental impact (air pollution emissions) of goods controls in ports by developing good practices among the ports involved. The project activities therefore analyse the control processes, examining their status and the potential for improvement and development, also through ICT solutions, of current procedures. Great emphasis is placed by the project on the environmental impact of these processes, in terms of increased production of CO2 and therefore emission of air pollutants.

Below are some of the general objectives of this project:

- Helping regional/local governments in Europe to develop and implement better policies
- Exchange of ideas and experience on public policy
- Improving policy strategies and instruments

To achieve these objectives SMOOTH PORTS wants to use the different solutions adopted by partner ports in this project, through an exchange of know-how from different areas, of effective tools and best practices that are being used and that could be adopted.

Key focuses:

- seeking optimal procedures for customs clearance of goods in accordance with common EU law and member States legislation, ensuring fast processing and



avoiding unnecessary burdens on the environment and people, bearing in mind that the legislation is increasingly "common".

- web-based solutions using Information and Communication Technology in the various port activities related both to traffic and measurement of pollutants production and energy consumption (and consequently pollutants production).
- what alternative fuels can power port activities in the future?
- which information and documents are necessary and/or essential and which are duplicated and/or redundant in the goods communication and processing systems?
- comparing strengths and weaknesses of the different policy tools can help improve such tools in the partners decision-making processes.

1.2 Partners and Goals

Project partners:

- LP - Free and Hanseatic City of Hamburg - Ministry of Economy and Innovation (Coordinator)
- PP2 – Port of Hamburg Marketing registered association
- PP3 - Northern Tyrrhenian Sea Port System Authority
- PP4 - Grand Port Maritime in Nantes
- PP5 - Municipality of Monfalcone
- PP6 - Varna Region

Project Objectives:

1. Objective 1) Making customs clearance procedures more efficient to reduce road traffic and CO2 emissions
Responsible partner: Free Hanseatic City of Hamburg - Ministry of Economy, Transport and Innovation (Coordinator)
2. Objective 2) Optimisation and reorganisation of control procedures and IT tools and reduction in CO2 and pollution associated with traffic congestion in the port due to cargo controls.



Responsible partner: Northern Tyrrhenian Sea Port System Authority
(Livorno)

3. Objective 3) Promote the use of alternative fuels and digital solutions to improve mobility in port areas and reduce CO2 emissions

Responsible Partner: Grand Port Maritime in Nantes

4. Objective 4) Evaluate the use of e-Mobility for traffic flows to and from the port to reduce road traffic and CO2 emissions

Responsible partner: Municipality of Monfalcone (Trieste)

5. Objective 5) Linking the need for new port infrastructures (rail, roads, (inland) waterways and efficient customs clearance procedures (intermodal terminals) in order to reduce CO2 emissions

Responsible partner: Varna Region (Bulgaria)



2 FOCUS ON OBJECTIVE 2

In this chapter we explain method and tools used to achieve the Objective assigned to the Northern Tyrrhenian Sea Port System Authority "Optimization and reorganization of control procedures and IT tools and reduction in CO2 and pollution associated with traffic congestion in the port due to cargo controls ". An overview of the analysis structure is provided, and each section is examined in depth in the course of this work.

2.1 Adopted Method and Analysis Structure

The optimization and reorganization of control procedures start from a careful analysis of the state of the art, with reference to the players directly involved (control bodies) in physical checks on the goods, on the type of goods handled in the Port of Livorno and consequently controlled, as well as on actual transfers that individual control bodies must make in order to physically check the cargo at the visit points.

Starting from the AS-IS analysis (and data georeferencing) we can identify current criticalities (both in terms of CO2 emissions due to the goods handling in the port and the lack of coordination between the various bodies involved in the control of the goods).

Identifying concrete criticalities allows us to analyse possible solutions that, if introduced, facilitate control activities, reduce the necessary physical movements, and make all the activities related to the "physical control chain" more sustainable over time.

In practice (and following the logics described above) this study has been divided into sections, detailed in the following chapters:

1. Analysis of freight forwarders and traffic in the Port of Livorno
2. Profile of control bodies and physical circuit of controls in the Port of Livorno
3. Territorial analysis: Data Georeferencing
4. Database design and updating proposals
5. Analysis and identification of critical issues in the current control circuit and the ICT system
6. Improvement proposals



2.2 Instruments Used

The following list includes both digital instruments and other tools used in the analysis and results processing:

- TPCS - for analysis on shippers and transported goods
- TRACES NT IT platform of the European Commission - for in-depth information on goods control activities
- AIDA (Automazione Integrata Dogane Accise - Customs and Excise Duties Integrated Automation) - for in-depth information on the goods being handled
- GTS3 (Gate Transit Security) - for truck transit analysis
- Other IT tools
- ArcGIS - for territorial analysis and data georeferencing
- TELEMACO - for an analysis on the freight forwarders directory
- Dbdiagram.io - for setting up the database scheme, where data is entered for regular analysis
- Draw.io - for flow diagrams
- TARIC - to correctly match the goods with the control body in charge



3 TPCS: A FIRST OVERVIEW

TPCS (Tuscan Port Community System) is the Port Community System of the Northern Tyrrhenian Sea Port System Authority. It was developed in 2010 following a memorandum of understanding signed between the Port Authority of Livorno and the Customs Agency, with the aim of making available to port operators, terminals and control bodies a system for digitizing goods imports and exports, by integrating customs information with logistics/trade information.

The system is used daily by:

- Terminals
- Maritime Agencies
- Ship Forwarders /Freight Forwarders
- Hauliers
- Customs Agency
- Control bodies such as USMAF, PHYTOSANITARY, etc.

In 2016, the Services Coordination Table for the Port Community was established, coordinated by the Port System Authority, and featuring the "participation" of representatives from the above categories of users. The meetings on the system allow for a bottom-up approach, starting therefore from the real operational requirements of all stakeholders. The working table discusses and plans any (corrective and evolving) action to be implemented on the system, to define test methods and release new solutions. This collaborative "tool" allows to overcome an "episodic" approach to the system innovation and evolution.

You may access the system home page the following link: <https://tpcs.tpcs.eu/>.

You may register on the platform by filling in an online form. The collection and management of user data is in line with the new GDPR (General Data Protection Regulation - ref. EU Regulation 2016/679). The online registration procedure replaces the previous paper form.

With specific reference to the functional aspects of this system, the following is a brief overview of the sections currently available (and their flow charts).



TPCS provides specific functions for paperless management of goods imports (IMPORT AREA), goods exports (EXPORT AREA) and an area dedicated to the action and direct coordination of control bodies (SOUTH AREA, currently being developed).

With specific reference to the "**Import Area**", TPCS manages ship voyages and cargo arriving at the Port, through specific functions summarized as follows:

- Management of inward cargo manifests.
- Management of computerised exit bills.
- Management of EDI (Electronic Data Interchange) files transmitted from the terminal (COARRI, CODECO).
- Activation of the container collection procedure at the reference terminals, through the printing of the DVRC document (valid document for container release).

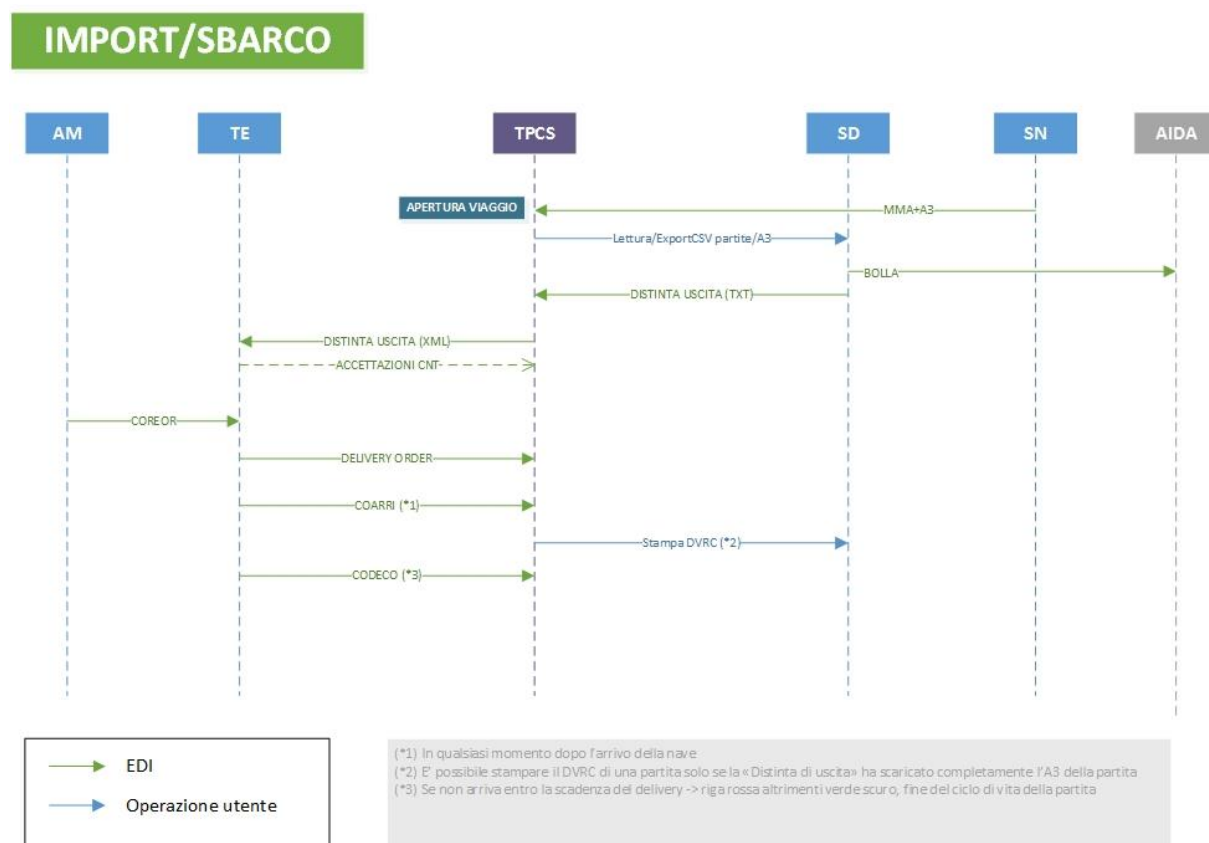


Figure 1 - TPCS import flow chart



The functionalities made available for **export** can be summarized as follows:

- VGM data management (Verified Gross Mass). Through the VGM function, shippers, forwarders, and hauliers can share in advance VGM data with the terminal, in order to speed up gate control procedures (with specific reference to the weighing receipt). The VGM data can be transmitted to TPCS directly from the weighing station (integrated into the system) where the container is weighed. For further information on the VGM section, please refer to Annex 5 "VGM.pdf Operating Instructions".
- Display of the list of containers entering the terminal (GATE-IN).
- Transmitting/generating goods loading/packing?? lists.
- Generating outbound cargo manifests and processing Customs answers.
- Management of EDI files transmitted from terminals.
- Management and computation of port dues (SECTION A22)..

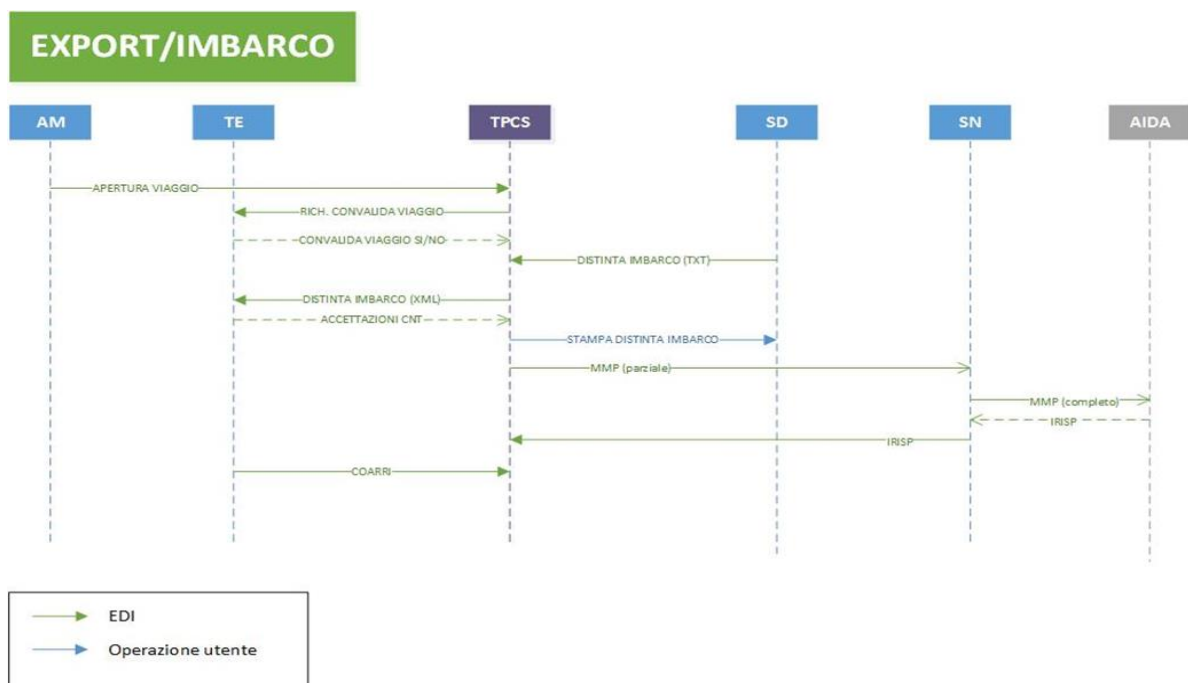


Figure 2 - TPCS export flow chart)



The **Single Windows** area allows you to share information on cargo control and on issuing of authorisations required for specific product categories.

This section is evolving. At the state of the art, access to the area is reserved to the Control Offices of the Customs Agency (SVAD Servizio Vigilanza Antifrode Doganale - Customs Anti-Fraud Surveillance Service) for the locking/unlocking of containers for goods inspection. The information is then also shared with freight forwarders and terminals, to block the release/retrieval of unauthorized containers. In the SOUTH area there is also a Phytosanitary section for managing clearance requests.



4 BRIEF DESCRIPTION OF THE PHYSICAL CHECKS CIRCUIT

For all new sectors of the agri-food market, the NRCU introduces a set of general rules to create a uniform framework for official certification among Member States and lays down rules to prevent, eliminate or reduce risk levels for humans, animals and plants at all stages of production, processing and distribution:

- simplification (alignment),
- modernisation (strengthening of the risk-based approach for controls),
- efficiency and transparency.

Border controls on health-sensitive goods are carried out by several Directorates:

- BIP at the Ministry of Health DGSAF ([Direzione generale della sanità animale e dei farmaci veterinari](#) - Directorate General of Animal Health and Veterinary Drugs)
- USMAF (Ufficio sanità marittima, aerea e di frontiera - Maritime, Air and Border Health Office at the Ministry of Health DGPREV (Directorate-General for Health Protection) - DGISAN (Directorate-General for Hygiene, Food Safety and Nutrition)
- Phytosanitary Service to the Region

Non-health controls are carried out by other bodies related to the customs SW (CITES, AGECONTROL, ISTITUTO COMMERCIO ESTERO - ITALIAN INSTITUTE FOR FOREIGN TRADE, etc.).



5 PROFILE OF CONTROL BODIES

all control systems should interface harmoniously and consistently so that synergies can be exploited, avoiding duplication, simplifying operations, and increasing efficiency¹

5.1 Ministry of Health

The official controls, carried out by the competent authorities in each Member State, shall verify whether the rules to prevent, eliminate or reduce the risk levels for humans, animals and plants in the agri-food chain are correctly applied.

MINISTRY OF HEALTH:

BIP (Border Inspection Post) = DGSAF (Directorate-General for Animal Health and Veterinary Drugs)

USMAF (Maritime, Aviation and Border Health Office = DGPREV (Directorate-General for Health Protection) DGISAN (Directorate-General for Hygiene, Food Safety and Nutrition)

5.1.1 BCP (BIP)

BCPs (Border Control Posts) replace BIPs (Border Inspection Posts).

National BCPs are peripheral offices of the Ministry of Health and at the same time, they are part of the European Union (EU) network of BCPs. They are authorised by the European Commission to carry out veterinary checks on live animals, including their welfare, and on products of animal origin from third countries destined for the EU market or in transit to other third countries. A BCP from Italy or another Member State may check a consignment of animals or food of animal origin destined for its own

¹ Regulation (EU) 2017/625



territory or of any other Member State. Each BCP is authorised to control a certain category of products or animals according to its structural features and equipment. The list of European BCPs, with their categories of authorisation, is established by Commission Decision 2009/821/EC.

BIPs also carry out an important, delicate task of technical and operational support to the Customs Offices in fighting against illegal trade of products and animals. This task is essential to avoid the introduction of food at risk or highly contagious diseases for animals or humans (foot-and-mouth disease, avian flu, rabies, and other pathogens). BCPs coordination is entrusted to the Directorate-General for Animal Health and Veterinary Drugs (DGSAF) of the Ministry of Health.

Service location

NAME: Livorno

ADDRESS: Via Indipendenza 20 - 57100

CERTIFIED E-MAIL: sanvet-li@postacert.sanita.it

TEL. No.: 0659944725

FAX No.: 0586898626

CONTROLS BASED ON RISK ANALYSIS

- DOCUMENTAL 100% of the lots
- IDENTITY 100% of lots; frequency will vary according to the risk
- PHYSICAL: frequency varies according to the risk
- INTENSIFIED CONTROLS are counted among all EU BIPs (TRACES NT)
- MONITORING CONTROLS now processed on the basis of national indications: they will be harmonised in all Member States; Implementing Regulations will define the different % to be applied according to the matrix and origin, changing over time according to the changing risk assessment

For the prior notification of consignments, operators use a single standard document called the Common Health Entry Document (CHED) which replaces the current Common Veterinary Entry Document (CVED). The CVED is transmitted to the BCP via



the IMSOC computer system, which integrates existing computer systems, including Traces NT-New Technology and Europhyt. Consignments will not be subject to customs controls if the competent authority does not receive (electronically) the completed CVED containing the favourable outcome of control results. The CHED format and requirements are set out in the implementing regulations on the operation of the IMSOC computer system (System for processing information for official controls, Art. 131-136). A single health control body (BCP), a single computerised procedure and a single CHED.

The new version of the TRACES system (TRACES-NT (New Technology) allows for the entire CHED processing electronically.

NEW MODELS

- CVED -P2, for products of animal origin,
- CVED -A2 for animals,
- CED2 for feed and food of non-animal origin that can be used



Table 1 - Import health checks

BCP	Customs Items -Taric
Live animals (Dec. 2007/275)	Decision 2007/275/CE and its amendments
Animal products (Dec. 2007/275)	
Products of animal origin (Dec. 2007/275)	
Animal by-products (Dec. 2007/275)	
Animal fodder (Dec. 2007/275)	
Vegetable fodder - Submitted to supplementary controls (Reg. 669/2009) - national Legislation (Legislative Decree 223/2003)	



Table 2 - Inspection points and categories of goods Port of Livorno at

Authorised Check Points for	Inspection Centres	Categories of animals and specific goods	Traces Code
<ul style="list-style-type: none">animals (Article 47(1)(a) of Reg (EU) 2017/625)products of animal origin, composite products, germinal products, animal by-products, hay and straw (Article 47(1)(b) of Regulation (EU) 2017/625)	Terminal Darsena Toscana Località Darsena Toscana - Porto industriale, 57123 Livorno	POA-HC, POA-NHC-NT;	IT LIV 1
	Terminal Lorenzini Via Labrone,19 57123 Livorno;	POA-HC, POA-NHC-NT;	IT LIV 1



<p>Products of non-animal origin:</p> <p>Food of non-animal origin subject to conditions or measures referred to in article 47, paragraph 1, letter d), e) of), of Regulation (EU) 2017/625</p> <ul style="list-style-type: none">• Fodder of non-animal origin subject to conditions or measures referred to in Article 47(1)(d), (e) or (f) of Regulation (EU) 2017/625• Products of non-animal origin which are neither food nor feed		<p>PNAO - NHC (feed) - NT</p>	<p>IT LIV 1</p>
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5.1.2 USMAF

The Maritime, Air and Border Health Offices - USMAF - are structures directly depending on the Ministry of Health and are homogeneously distributed on the national territory. They carry out cross-border surveillance activities, not only on travellers and means of transport, but also on goods intended for human consumption imported from countries outside the European Union, such as: food of non-animal origin, food contact materials (FCM) and other important health products, such as medical devices, cosmetics and medicines not authorized in Italy. In order to reduce the risk of introducing infectious diseases into the national territory, the Maritime, Air and Border Health Offices not only carry out border surveillance activities on irregular migration flows, but also function as prophylaxis centres for international travellers, providing specialist advice and recommendations on appropriate prevention measures, in relation to the destination, duration and purpose of the trip; they also administer compulsory international vaccinations (currently, the only vaccination against yellow fever) or recommended for travelling abroad. In addition to the provisions of the International Health Regulations of the World Health Organization for the hygienic health checks on international means of transport, the Maritime, Air and Border Health Offices verify compliance with national regulations on the conditions of hygiene, habitability and safety, including the supply of medicines and dressing materials, on board merchant ships flying the Italian flag, and issue the related certificates. The Maritime, Air and Border Health Offices also provide medical-legal certifications, basically verifying whether a person is psycho-physically fit to perform certain jobs and tasks in the maritime and port sector together with the registration in the relevant professional registers. Upon citizen's request, these Offices also carry out medical examinations to verify the psycho-physical requirements, necessary to obtain or renew driving licenses and boat licenses. The Offices are in major national ports and airports with the aim of being on the field, as a protective filter against the risk of imported diseases. Through its technical personnel, these Offices are the first structures that carry out hygienic-health surveillance on vehicles, goods and people reaching Italy and the EU.



Service Headquarters

NAME: Livorno

ADDRESSPEC: Via Strozzi n. 1 – 57123 Livorno

Certified e-mail: usmaf-li@postacert.sanita.it;

E-mail: USMA.Livorno@sanita.it;

TEL. No.: 0039) 06 59944799

FAX No.: 0586 891290

CONTROLS BASED ON RISK ANALYSIS

- DOCUMENTAL 100% of the lots
- IDENTITY 100% of lots; frequency will vary according to the risk
- PHYSICAL: frequency varies according to the risk
- INTENSIFIED CONTROLS are counted among all EU BIPs (TRACES NT)
- MONITORING CONTROLS now processed based on national indications: they will be harmonised in all Member States

Implementing Regulations will define the different % to be applied according to the matrix and origin, changing over time according to the changing risk assessment.



Table 3 - Inspection Centres for physical check at the Port of Livorno

Authorised Check Points for	Inspection Centres	Categories of animals and specific goods	Traces Code
Products of non-animal origin: Food of non-animal origin subject to conditions or measures referred to in article 47, paragraph 1, letter d), e) o f), of Regulation (EU) 2017/625 <ul style="list-style-type: none">Fodder of non-animal origin subject to conditions or measures referred to in Article 47(1)(d), (e) or (f) of Regulation (EU) 2017/625Products of non-animal origin which	Terminal Lorenzini Via Labrone,19 57123 Livorno;	PNAO- NHC (feed) - NT	IT LIV 1P
	Terminal Darsena Toscana Località Darsena Toscana - Porto industriale, 57123 Livorno		



<p>are neither food nor feed</p>			
<p>Products of non-animal origin:</p> <ul style="list-style-type: none"> Food of non-animal origin subject to conditions or measures referred to in article 47, paragraph 1, letter d), e) or f), of Regulation (EU) 2017/625 Fodder of non-animal origin subject to conditions or measures referred to in Article 47(1)(d), (e) or (f) of Regulation 	<p>CSC Vespucci S.r.l., inside the Tuscany inland port A. Vespucci, Via delle Colline 100, Guasticce- Collesalvet ti- Livorno</p>	<p>PNAO –HC (food)- NT, PNAO –HC (food)- T(CH); PNAO –NHC (other)- NT</p>	
	<p>Webb James Deposito LIVORNO Via della Cateratte 84 Livorno porto</p>	<p>PNAO –HC (food)- NT</p>	



<p>(EU) 2017/625</p> <ul style="list-style-type: none"> Products of non-animal origin which are neither food nor feed <p>- Regulation (EU) 2017/625</p>			
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Table 4 - Import health checks

USMAF	Customs Items -Taric
Food of non-animal origin - submitted to supplementary controls (Reg. 669/2009 and others) - national legislation	Decision 2007/275/CE and its amendments
Foodstuffs intended for particular nutritional uses	
Food supplements and fortified foods	
Food contact materials (FCM)	
Medicines	
Medical devices	



5.2 Ministry of Agricultural, Food and Forestry Policies

National Phytosanitary Service the competent authority for plant protection in accordance with Regulations (EU) 2016/2031 and 2017/625.

CUFAA Carabinieri Command of Units for Forestry, Environmental and Agri-food Protection (Application of CITES, the Washington Convention on International Trade in Endangered Species). CITES will not be discussed in detail in this document, as the inspection procedure provides for minimal physical checks.

5.2.1 National Phytosanitary Service

The National Phytosanitary Service is the National Organization for the Protection of Plants operating in Italy. It consists of the Central Phytosanitary Service and the Regional Phytosanitary Services.

The Regional Phytosanitary Services are in each of the twenty Italian Regions. They include, among other institutional tasks:

- the enforcement of Community directives transposed into national law at regional level;
- implementation of phytosanitary checks on the territory for the purpose of issuing phytosanitary certificates for export (the goods to be exported must be accompanied by such certificates at the point of origin) and clearance for import at the first point of entry into the Community;
- collection of data on the presence of harmful organisms at regional level;
- reporting to the Central Phytosanitary Service the presence of harmful organisms previously not present in the territory for which it is responsible.



Tuscany Region Phytosanitary Service: service headquarters

NAME: Guasticce (Li)

ADDRESS: palazzina Colombo via delle colline località Guasticce 57014 Collesalvetti
Livorno

E-mail: fitosanitario-porto-li@regione.toscana.it

TEL. No.: 0039 055 4385395

FAX No.: 055 4385394

Tuscany Region Phytosanitary Service: Inspection procedure and controls

The Regional Phytosanitary Service must guarantee the phytosanitary protection of the territory to limit the spread of new adversities and at the same time guarantee the safeguard of agricultural proceeds.

Plant pests are divided into four main categories to better prioritise the actions and measures to be taken and to better allocate resources:

1. Quarantine Pests (QP): are harmful organisms whose identity has been ascertained. These pests are either not present on the territory or, if present, are not widely spread but could introduce themselves, settle down and spread within the territory. This would have an unacceptable economic, environmental, and social impact on the territory.
2. Quarantine pests of EU relevance: quarantine pests whose territory of reference is the European Union. The quarantine organism status is only within the EU. The National Phytosanitary Service must inform Professional Operators when these organisms are found locally. They are defined in Annexes II and III of Implementing Regulation 2019/2072.
3. Priority quarantine pests of EU relevance: quarantine pests of EU relevance whose potential economic, environmental, or social impact on the territory of the Union is more serious than other quarantine pests. If they were to settle in Europe, they could cause considerable economic, social and ecological damage. For these organisms, preventive measures are to be strengthened, such as, for example, increased surveillance, new emergency plans and action plans, courses with



simulations, including training on emergency management for office staff (SFN and laboratories). The following are defined in the Implementing Regulation 2019/1072.

4. Regulated non-quarantine pests (RNQP): These are harmful organisms that are widespread in the EU and mainly transmitted by specific plants for planting. They do not (no longer) fulfil criteria for a quarantine organism but, due to the unacceptable economic consequences if their presence was to be identified, phytosanitary measures must be taken regarding propagating material. This category includes the "quality bodies" known in the field of certification for propagating material, including seeds. Lists of such regulated harmful organisms are being established by the European Commission. They are defined in Annex IV of EU Implementing Regulation 2019/2072.

Table 5 - Inspection Centres for physical check at the Port of Livorno

Authorised Check Points for	Inspection Centres	Lists of harmful organisms
annexes II and III to Implementing Regulation 2019/2072	Terminal Darsena Toscana Porto industriale, 57123 Livorno; Terminal Lorenzini Via Labrone,19 57123 Livorno; Webb James Via della Cateratte 84 Livorno Terminal Reefer Livorno Via L. da Vinci n'1, Livorno LI, Magazzini CSC Vespucci, via delle Colline 100. Guasticce. Livorno est CIESSE Mariter Other private Customs warehouses	List in Implementing Regulation 2019/2072.



Table 6 - Import phytosanitary checks

Regional PS	Customs Items -Taric
live plant material	Implementing Reg. EU 2019/2072
plants, fruit, vegetables, cut flowers, seeds,	
plant materials introduced into travellers' luggage	

5.2.2 AGEA (Agency for Agricultural Payments)

The Agency for Agricultural Payments is an Italian state body that acts as Coordinating Body and Paying Body in the disbursement of European Union funds to agricultural producers.

AGEA avails itself of Agecontrol SpA, as control body in charge of carrying out conformity checks on fresh fruit and vegetables, intended for export and import, implementing Regulation (EU).543/2011.

Service Headquarters

Name: Guasticce (Li)

Address: Interporto Toscano Amerigo Vespucci Via delle Colline, 100 - Palazzina Colombo - Località Guasticce - C.A.P. 57014 Collesalveti (Li)

Certified e-mail: protocollo@pec.agecontrol.it; area.controlli@pec.agecontrol.it;

Web site: www.agecontrol.it

Switchboard (Rome Office): 06-398941

Tel. No.: +39 0586893383

Fax No. +39 0586203992



Inspection procedure and controls

Checks on conformity shall cover the determination of the quality characteristics on the basis of the commercial aspects of the product (quality class; size, presentation and uniformity, packaging, marking, degree of ripeness, health aspects, origin, etc.).

ART. 76 of REG (EC) No 1308/2013 provides that fruit and vegetables which are intended to be sold fresh may only be marketed if they are sound, fair and of marketable quality and if the country of origin is indicated.

ART. 13 REG (EU) 543/2011 - provides that customs may accept export declarations and/or declarations for release for free circulation relating to products subject to specific marketing standards only on condition that:

1. the goods are accompanied by a certificate of conformity, or
2. the competent inspection body has informed the customs authority that the lots concerned have been issued a conformity certification, or
3. that the lots concerned do not need to be checked

The procedure for import controls is summarised below:

The operator sends the control request to Agecontrol 48 hours in advance; the inspector goes to the place indicated in the request to carry out the physical control of the goods:

- POSITIVE outcome the CONFORMITY CERTIFICATE is issued to allow the release for free circulation
- NEGATIVE outcome, A NOTIFICATION OF NON-CONFORMITY is drawn up (art. 18 par. 2 Reg. (EU) 543/2011)

The procedure is still partly linked to the paper issue of the document, which is collected by the freight forwarder, there is still no connection with the Single Windows. The objective is to align by the end of 2020.



Table 7 - Inspection Centres for physical check at the Port of Livorno

Authorised Check Points for	Inspection Centres	Categories and specific goods
Fresh fruit and vegetable products	Terminal Darsena Toscana Porto industriale, 57123 Livorno terminal Lorenzini Via Labrone,19 57123 Livorno; Terminal Reefer Livorno Via L. da Vinci n.1, Livorno LI, Magazzini CSC Vespucci, via delle Colline 100. Guasticce.	REG UE 1308/2013
Bananas	Terminal Reefer Livorno Via L. da Vinci n.1, Livorno LI, terminal DOLE	

Table 8 - Import conformity checks

Agecontrol	Customs Items -Taric
(a) Products with a specific standard: apples, pears, peaches and nectarines, kiwis, citrus fruit, table grapes, lettuce, curled endives and broad-leaved endives, strawberries, sweet peppers, tomatoes. (b) Products with a general standard: Melons, aubergines, onions, green beans, green beans, artichokes, cauliflowers, carrots, garlic, cherries.	Contained in REG EU 1308/2013



5.3 CUSTOMS AND MONOPOLIES AGENCY

The Customs and Monopolies Agency (ADM) - established by legislative Decree No. 300 of 1999 - is one of the tax agencies that carry out the technical-operational activities that once belonged to the Ministry of Finance. It is a public body with legal personality and wide regulatory, administrative, patrimonial, organizational, accounting, and financial autonomy.

Regarding the study of the Smooth Ports project, the functions of interest are:

- administration of customs duties, internal taxation of international trade, ensuring assessment, collection and litigation;
- management of customs services, ensuring the application of the European Union Customs Code and all measures, including those relating to agricultural policy and the common commercial policy, related to international trade;

ADM operates through the decentralisation of operational responsibilities, having a central and peripheral (provincial level) internal organisation based on criteria of efficiency and flexibility.

Service Headquarters

NAME: Livorno

Address Piazza dell'Arsenale, 10 - 57123

Telephone No. 0039 055 7366899 (switchboard) – 0039 055 7366470

Fax No. 0039 0586836567

E-mail: dogane.livorno@adm.gov.it

Certified e-mail: dogane.livorno@pec.adm.gov.it



Inspection procedure and controls

- Full digitisation of customs declarations
- Full telematisation of cargo manifests posters
- 98% of customs declarations are released from the automated control circuit

Through the Customs Control Circuit and the specific local systems, operations are selected according to the type of control to which the declarations are to be submitted.

The options provided by the system are:

- physical control of goods (VM);
- scanner control of means of transport and containers (SC);
- thorough documentary check of the declaration and attached documents (DC);
- automated control (AC).

Each submitted customs declaration, even if still on paper, is processed by the system and examined by the Customs Control Circuit, which directs it to one of the 5 control channels (green, yellow, orange, red and blue) in relation to the approximately 6,000 risk profiles possibly associated with one or more elements of the declaration (e.g. origin, source, cargo, packaging, etc.).

The channels are:

- red channel - documentary and physical control of goods (VM);
- orange channel - documental and physical check and (x-ray) "scanner" control of means of transport and containers (SC);
- yellow channel - documentary check of declaration and attached documents (DC);
- green channel - automated check ACA;
- blue channel - post-control with review of the performed operation.

The definition of risk profiles is monitored, redetermined and implemented on the basis of a constant intelligence activity that examines and evaluates the information obtained



from the verification of flows and the consultation and cross-referencing of data from national and EU databases. This determines a virtuous circuit that allows the entire system to adapt the risk profiles in relation to the results of the performed controls recorded on the information platform. This increases the effectiveness and selectivity of controls, while progressively reducing the quantity based on the experience gained and reported in the results of the performed checks.



6 INTEROPERABILITY AND INNOVATION

6.1 Interoperability

The objective of ADM is to achieve a totally telematic dialogue both for customs operations, through AIDA (Automazione Integrata Dogane Accise - Customs and Excise Duties Integrated Automation), and with the bodies involved in various ways in the customs clearance process through the interoperability system.

Single Windows, by implementing "a convergence direction", provide an operational method to achieve, in the short term, a substantial simplification and cost reduction, that can only be obtained through close collaboration among Administrations, in order to reach a coordinated, integrated digitization of procedures falling within their competence.

The interoperability system is placed between the customs information system and the information system of the Ministry of Health with the NSIS USMAF and NSIS-SINTESI-BIP applications.

Regarding the TRACES information system, involving part of veterinary checks on goods, interoperability has been implemented by the European Commission (DG SANCO and DG TAXUD) and the Italian Customs have already set up a with Traces and Traces NT.

6.2 Single Window environment for Customs (Sportello Unico Doganale)

At the offices of the Customs Agency, a "one-stop customs shop" has been set up to simplify import and export operations and to concentrate the terms of investigation activities, including those falling under different administration but connected with the above operations²

² Art. 4 paragraph 58, Law no. 350 of 24 December 2003



With the Decree of the Prime Minister 242/2010 (O.G. general series No. 10 of 14.01.2011) concerning the single customs windows, control bodies have been identified according to the time and method of issuing certificates and consequently the customs clearance time is defined by redistributing responsibility to each body involved.

Sportello Unico per procedimenti "contestuali" (MinSALUTE)

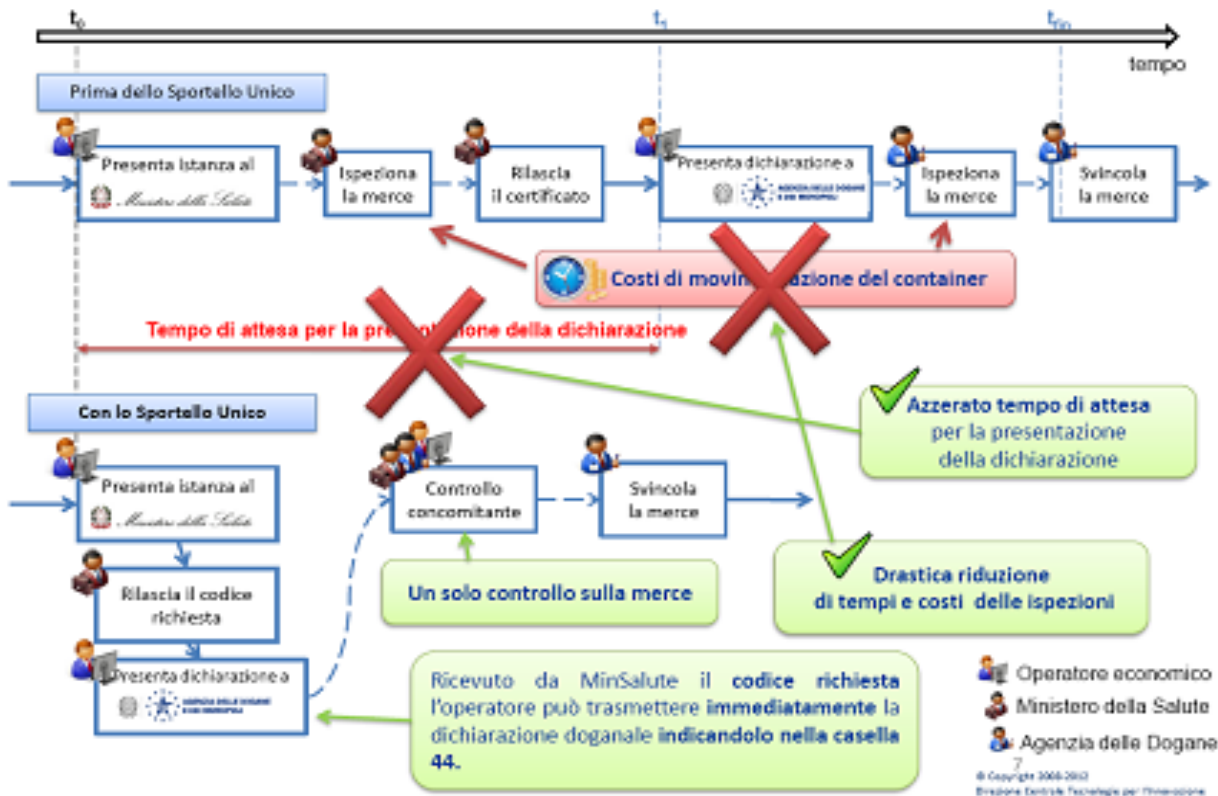


Figure 3 - Single Window environment for customs

Without prejudice to all legal powers, the Single Window environment for customs concentrates all requests sent electronically by the operators involved and forwards the data, collected in this way, to the administrations concerned to ensure coordinated performance of their respective procedures and activities, with a fixed deadline for completion of their fulfilments, in compliance with Law No. 9, dated 21 February 2014, article 5 paragraph 2 bis.



List of Bodies that issue certificates (Preparatory Measures)

Table 9 - Table A - Decree of the President of the Council of Ministers 242/2010

Body involved	Document
M.A.E. U.A.M.A.	Import/Export Licenses for armament materials
M.I.S.E.	Textile licenses Textile Inward Processing and Outward Processing Traffic (Russia and Kazakhstan) Licences / steel supervision Authorisation for Import of potassium chloride from Belarus
Ministry of Health	Authorisation for Import of mineral waters Authorisation for Import of Drugs Clearance for Importing veterinary drugs Clearance for Importing products of animal origin Clearance for Imports of feed for non-commercial use
Ministry of Agriculture	Authorisation for Export of pasta Authorisation for Import of live game Authorisation for Import of harmful/vegetal/seed organisms and other products for scientific and experimental purposes Inward Processing clearance for olive oil and C.A.P. sectors. Clearance for organic farming products
State Forestry Corps	CITES re-export/community certificates



Agecontrol S.p.A.	Fresh fruit and vegetable import/export compliance
Phytosanitary Service	Clearance for Importing seeds Authorisation for Import activity and checks at destination Authorisation for Emergency Import
Ministry of Transport	Type-approval for Import helmets and seat belts Type-approval for Import child safety systems Type-approval for Import reflective jackets Type-approval for Import self-propelled trucks
Ministry of the Interior	Import/export of common and war weapons Import /Export of other weapons for the Armed Forces Import/export explosives for civil use Import/export of pyrotechnic products
Ministry of the Environment	Authorisations for animals dangerous to health Export of halon and products containing halon Export of products containing asbestos import/export batteries/accumulators containing dangerous substances Authorization for waste shipment
Province	Authorization for waste import/export
C.C.I.A.A. - Chamber of Commerce, Industry, Crafts and Agriculture	Clearance for export to the U.S. of human hair and artefacts
National Consortium for Hemp Manufacturers	Certificate for non-spinnable hemp waste



National Food Conservation Institute	Qualification for canned tomatoes and derivatives
National Rice Board	Declaration for rice
Essence Industry, Reggio Calabria	Certificate of purity for citrus and bergamot essences
Experimental Centre of Palermo	Certificate of purity for citrus essence
Quality Inspectorate Consortium	Certificate of origin for Parma and San Daniele ham



Entities issuing certificates upon arrival of goods (Customs Clearance)

Table 10 - Table B - Decree of the President of the Council of Ministers 242/2010

Body involved	Sector
USMAF	Import of food of non-animal origin and beverages Import of materials in contact with food Import of dietary products, supplements, herbal products, and novel foods Import of additives, colourings, and flavourings Import of phytosanitary products Import of medicines not registered in Italy Import of medical devices and cosmetic products Clearance for corpse parts, organs, and tissues for transplants Clearance for toxic gases and hazardous substances for human use Clearance for down clothing, used clothing, rags, hair
BIP / UVAC (Veterinary Offices for Fulfilment of Community Obligations)	CVED (import/transit of live animals, products of animal origin and plant feed) Import of non-harmonised animals and animal products Import of medicines and active ingredients for veterinary use Shipments of feed Declaration of exemption from veterinary checks
A.S.L. Local Health Administration Unit	Import of organisms harmful to plants or their products Import of non-agricultural pesticides



M.I.S.E.	Import of fruit and vegetable packaging Import of seeds for experimental purposes
Forestry Corps (now Customs Police and Carabinieri)	Import / Export CITES
Agecontrol S.p.A.	Clearance for Importing bananas
Regional Phytosanitary Service	Clearance for Importing cut flowers and seeds Clearance for Import/transit of vegetable and plant products Clearance for Export/RI export vegetable and plant products Clearance for Importing Import/ transit harmful organisms, plants, products plants and other products for scientific purposes
Italian Institute for Foreign Trade	Clearance for Importing hops, non-indigenous game, lemongrass essence
C.C.I.A.A. - Chamber of Commerce, Industry, Crafts and Agriculture	Clearance for Importing weights and metric instruments
Municipality	Mortuary Passport



One of the main paradigms behind the one-stop shop is ONCE:

Never Type Again What You (or anybody else) Typed Before.



Figure 4 - ONCE paradigm: single shipment - single control

6.3 Customs Bill

The customs bill is the paper or telematic document (i.e. in electronic format which may be printable) on which the customs declaration is physically made. It is the declaration with which the person (or third party on his/her behalf) handling import or export goods communicates to the customs what type of operation he is carrying out (permanent or temporary import, release for free circulation, introduction into a customs warehouse, etc.) and undertakes, at the same time, to pay any customs duties due for the performed operation. It is drawn up on a SAD form (Single Administrative Document) as provided for in Annexes 34 et seq. of EC Regulation 2454/93 (DAC - Provisions for the Application of the Code). The mechanism to activate the telematic coordination of the procedures included in the single window is based on the correct indication of the supporting documents in box 44 of the customs



declaration, which becomes central for the implementation of interoperability between customs and bodies issuing compulsory certifications

6.4 Customs Clearance at Sea

Thanks to the complete digitization of the cargo-manifest, achieved several years ago, and using the monitoring system of the vessel traffic platform, the customs clearance at sea (pre-clearing) has been implemented in collaboration with the General Command of the Harbour Offices. With pre-clearing, import declarations can be transmitted while the goods (which do not need to be checked upon arrival at the port) are still en-route to the national ports or in flight before arrival at the airport. This mechanism allows customs to anticipate the risk analysis and release goods for which no control is required prior to arrival. Monitoring by the Harbour Master's Offices signals to customs any abnormal behaviour and unforeseen deviations, to prevent goods from eluding control.

6.5 Fast Corridor

The streamlined procedure introduced with the "fast corridor", using new enabling technologies (Radio Frequency Identification, Global Positioning System, Optical Character Recognition) and the IoT (Internet of Things) paradigm, allow to immediately forward the goods to the place deemed most convenient by the owner of the goods for customs clearance. This replaces the "documental monitoring" with the telematic dialogue between the parties involved in the logistics chain, thus reinforcing controls with the "physical monitoring" of the goods. Importing companies thus benefit from both a drastic reduction in customs clearance times and a complete traceability of incoming goods, therefore optimizing the business cycle by integrating customs requirements with logistics processes. Traceability of the cargo along the entire route also produces substantial reductions in management costs linked to the control of the regularity of the operation by the customs administration and other control bodies. At the port of Livorno 2 road corridors from the Port of Livorno to the inland port of Livorno and 1 road corridor from Livorno to Prato were implemented.

UIRNet, the sole implementing entity of the Ministry of Infrastructure and Transport, which is responsible for the realisation and management of the National Digital



Logistics Platform, provides the technical support with a detailed geofencing of the route, presets alerts and alarms and carries out monitoring. The following figure is an example of geofencing.

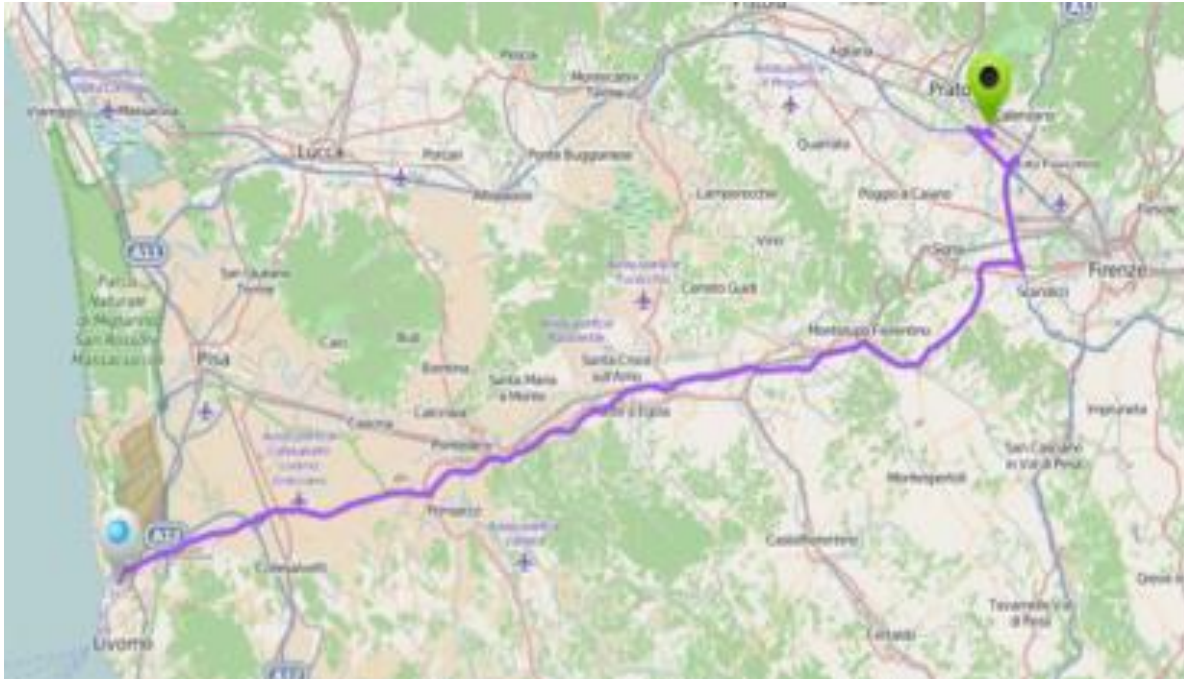


Figure 5 - Detailed Li-Pt geofencing

6.6 Electronic File

The electronic file (EF) was introduced on 1 May 2016 by taking advantage of the opportunities offered by the introduction of the "New Union Customs Code". In this way businesses no longer must go to customs to carry out documentary checks on import/export operations. The necessary documents, except for those already checked through interoperability with the administrations that have joined the single customs window, can in fact be scanned and transmitted to customs electronically. Only in case of doubt about the authenticity of the document, i.e. if it is not legible, the operator must deliver the original copy to customs.



Operators who use the electronic file benefit from substantial new facilitations:

- customs clearance H24, 7 days/7 days,
- reduction of control time
- traceability of the control process thanks to the "dialogue" via the national portal between customs and declarant (request for further documentation, making the goods available, etc.) ...

The EF and the new declaration management applications have been designed with a view to their re-use for national centralised customs clearance.

The procedure relating to the electronic file was created and tested for the first time at the Port of Livorno and subsequently acquired at national level as best practice. To date, all port operators use this procedure.



7 MINIMUM REQUIREMENTS FOR BORDER (NON-TAX) CONTROL POSTS AND INSPECTION CENTRES

(Implementing Regulation EU 2019/1014)

Border control posts shall be in the immediate vicinity of the point of entry into the Union and at a place designated by the customs authorities with specific characteristics related to the goods entering the Union.

1. Infrastructure - Areas or premises where animals / goods can be unloaded, roofed Inspection rooms with running water for washing and drying hands
Animal housing areas / goods storage rooms Toilet facilities Changing rooms
2. Equipment - Scales Cleaning and disinfection devices Fridge Cells
Thermometer Table Microwave Knives, paddles, probes, adhesive tape and numbered seals, labels
3. Documentation - Sampling Instructions, Sample Transport Instructions



8 OPERATIONS AND DOCUMENTS

The cycle of operations and players involved in the arrival of goods at the port, shown in the figure below, describes the complex coordination of the different operators and their interactions (including hierarchies).

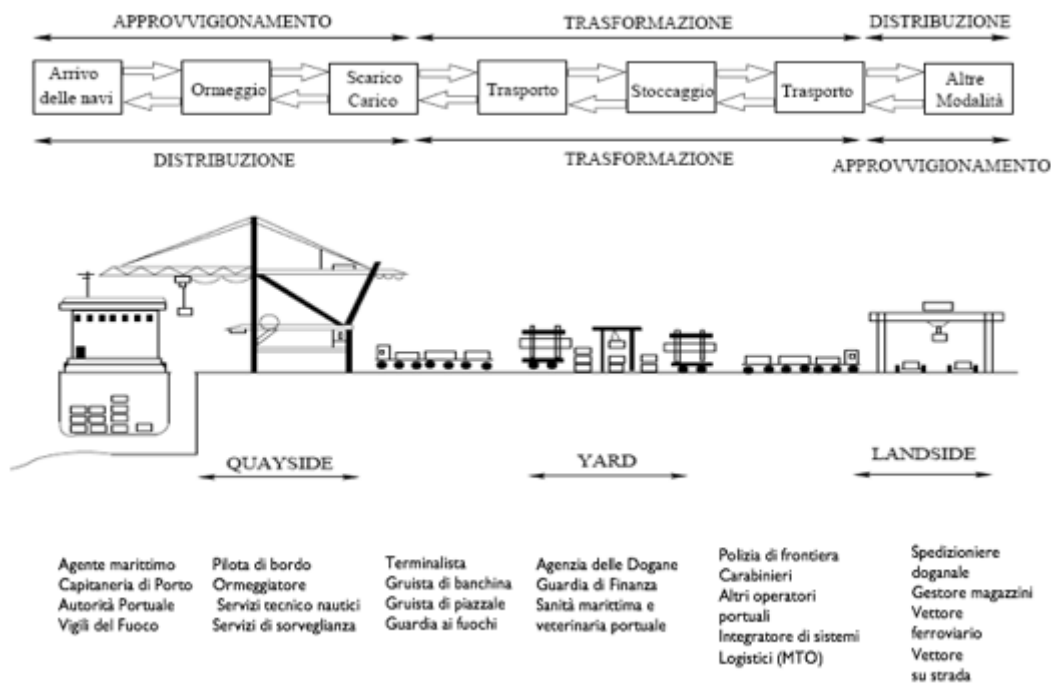


Figure 6 - Cycle and entities involved in inward cargos

8.1 Types of Operations, Users, Documents and Systems

The arrival in port provides for 3 macro-actions:

- supply
- transformation
- distribution



These stages require the intervention of all the entities in charge of collecting the necessary information and documents for the release and free circulation of the goods.

Table 11 - Operations and entities involved

Operation	Subject/ Entity involved	Type/ s of documents	Pa per les s	Syst em use d	Man ual
Arriva l of cargo	Forwarde r	Submi ttal of cargo manif est	yes	TPC S AID A	
Arriva l of cargo	Forwarde r	Reque st of non- tax contro ls	yes	Trac es/ other s	
Carg o Chec ks	Forwarde r	Variou s certific ates	yes	Trac es/ other s	yes
clear ance		Certifi cates and custo ms bill	yes		Eme rgen cy proc edur



				e only
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Table 12 - Types of documents

Type of document	Issuer	User	Communication media	Required transport
Bill	Cargo owner	Various entities	Computerised commercial media	no
manifest	Forwarder ³	Customs	AIDA, TPCS	no
A3	customs	cargo forwarder	Tpcs aida	no
CVED	BIP	Forwarder	Traces	no
Ced	Maritime Health	idem	Traces NT	yes
Phytosanitary Clearance	PS	idem	Traces NT	yes

³ "customs broker" (Article 9 of Law No 213/2000) expert in matters and procedure who works with the Customs Authorities in relation to international cargo trade.



Cites	Forest ry Corps / Custo ms Police	idem	paper	yes
Certifica te of conform ity	Ageco ntrol	IDEM	Paper	yes
Im 7	custo ms	idem	TPCS AIDA	no
IM 4	custo ms	idem	TPCS AIDA	no
T1	custo ms	idem	TPCS AIDA	no



Table 13 - Physical checks by Control Bodies in 2019

Bodies	Physical check	Total Import
Customs	5047	88097
BIP	3261	8684
HEALTH	2750	9298
Phytosanitary Service	2168	4336
Agecontrol	2879	2937