

MINUTES

Stakeholder meetings implementing database

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General introduction and remarks on the FRAMESPORT project

- A series of meetings took place in the month of June 2021 in order to involve the stakeholders in activities regarding data collection about Rimini small ports phenomenon and available best practices, as well as collecting further information in order to design and plan the pilot actions activities. In the framework of WP4, and in particular of this deliverable (D.4.4.2), 4 meetings are taken into account and reported in a chronological order.
- The structures of the interview were similar each other for comparing the results coming from different stakeholders. The interviews were meant to piece together the current situation, performing a sort of SWOT (strengths, weaknesses, opportunities, threats) analysis, making a list of the most common activities in the area, asking for the quality of the area and evaluating the accessibility of the area itself.
- In these meetings, ITL was supported by three external partners: Fin project, CIRI-UNIBO and FitConsulting.Text

1. MINUTES of the meeting (MoM)

The brief from the stakeholders’ meeting: Consulta del Porto di Rimini (Rimini Port Consulting) June 7th, 2021 Online

On June 7th, 2021, the “Consulta del Porto di Rimini” (Rimini Port Consulting) mentioned the partners involved in the activities of the area and reported main problems: a precarious slipway, the front-harbour where lack of protection from the wind makes too often the sea stormy, the height of the bridges along the canal, and the state of decay of several docks.

Question	Answer
How is the Council organised?	<p>The council is an association that brings together all the actors active in the port area. In particular, there are 6 members:</p> <ul style="list-style-type: none"> - Nautical Club - Circolo Riminese - CNA (Cantieristica Navale) - Sea workers’ cooperative - Sailing Club

	<p>- Italian Naval League</p> <p>Each member is the voice of particular needs, for example the Cooperative is the voice of fishermen and the fish market.</p>
What are the strengths you recognise in the Rimini Canal Port?	The strength lies in the balance and self-regulating capacity that boating and fishing have found in sharing common spaces.
Regarding the near future of Rimini Canal Port, what might be the opportunities?	<p>The construction of the outer harbour is the greatest opportunity, because:</p> <ul style="list-style-type: none"> - It would increase the number of berths, being able to use the area behind the outfall, - It would improve safety, both in terms of berths and in terms of intervention times for police boats, which could be stationed in the forecourt area and reduce intervention times. - It would guarantee the possibility of increasing the number of connections with other places on the Adriatic coast, thus developing the motorway of the sea.
Regarding the near future of Rimini Canal Port, what might be threats?	No particular threats are reported as the current management model is highly precarious and administered by the common sense and intelligence of the port operators.
How do you rate the quality of the area in terms of cleanliness of the water near the port?	The quality of water cleanliness is poor and its management in a state of total neglect
How do you rate the quality of the area in terms of cleanliness of the shoreline areas adjacent to the port?	Medium good
Do you consider the means of access to the port from the land to be adequate and safe?	The ground access mode is considered adequate and safe.
What monitoring service is currently provided within the port?	The council is not aware of any kind of monitoring service being carried out
Are there any port areas for which you consider it essential to improve the monitoring service?	A monitoring service should be set up for the whole port area.

What is your perception of security in the areas where you operate?	It can certainly be improved
What interventions would improve this perception?	Monitoring cameras are needed throughout the port area to combat thieves, vandalism and homeless people bivouacking in boats. This request was made in the past to the municipality of Rimini but was rejected. The issue of security is particularly relevant in the June-October period when there is an increase in tourist flows in the port area. In order to reduce the risk of intrusion, the nautical club has appointed a security guard.

The brief from the stakeholders' meeting: Comune di Rimini (Municipality of Rimini)

June 8th, 2021

Online

On June 8th, 2021, "Comune di Rimini" (Municipality of Rimini) was interviewed and reported, in addition to the problems already mentioned by the Consulting, issues related to the pedestrian accessibility to several specific areas when operations that involve trucks occur. It was also stated that safety improvements are necessary, even though some partners underestimate this aspect.

Question	Answer
What kind of activities does your organisation carry out?	The role of the municipality is to carry out infrastructure maintenance and waste management activities within the port. The municipality has established the port council, in which all the categories active in the port area are represented. Whenever the municipality has to carry out interventions within the port, it initiates a confrontation with the council in order to benefit from the opinion of the main port actors. The municipality has been very active in the urban regeneration of the port areas. In particular, at Largo Boscovich the road surface has been modernised, parapets have been introduced and green areas planted. In the port area, various activities were carried out to maintain the quays and improve the waste collection service.
What are the strengths you recognise in the Rimini Canal Port?	There are several strengths: <ul style="list-style-type: none"> - A very important dock for pleasure boats - a fishing fleet linked to a fish market that handles a large volume of fish - configuration of the port as a waterway within the city - tourist value of the city of Rimini

Regarding the near future of Rimini Canal Port, what might be threats?	It is necessary to increase the number of moorings available, since fishing boats are moored in double rows and the port area is overcrowded. Another problem is the area of the quays (in viale Giacomo Matteotti on the left bank of the Ponte dei Mille), which cannot be tested because it is not of the minimum height. In this area, fishing boats are moored in an entirely autonomous and random manner, since the municipality cannot grant a concession for moorings because the quays are not of the standard height. Moreover, the moored boats often sink or are subject to vandalism and the seabed has to be cleaned up. In addition, the area is severely degraded with security problems related to drug dealing.
Do you consider the means of access to the port from the land to be adequate and safe?	The ground access mode is considered adequate and safe.
What monitoring service is currently provided within the port?	Piazzale Boscovich is currently equipped with surveillance cameras as it is a place where various social events take place in summer. The presence of the cameras was deemed necessary for security reasons.
Are there any port areas for which you consider it essential to improve the monitoring service?	It would be necessary to improve the monitoring service on the left river.
What is your perception of security in the areas where you operate?	Improving security is not perceived as a priority by port operators.

The brief from the stakeholders' meeting: Cooperativa dei lavoratori del mare (Cooperative of Sea Workers, namely Fishermen) June 9th, 2021 Online

On June 9th, 2021, the “Cooperativa dei lavoratori del mare” (Cooperative of Sea Workers, namely Fishermen) described the usual schedule of fishing activity and selling, distinguishing the activity according to the type of fishing, and mentioning the involved areas. Several issues already faced in the previous interviews were reported: slipway, front-harbour, and accessibility (both in terms of PT and of the service “Caronte”).

Question	Answer
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What kind of activities does your organisation carry out?	The cooperative is in charge of fishing activities and the management of the fish market.
What are the strengths you recognise in the Rimini Canal Port?	The strength lies in the balance found in the coexistence of boating and fishing.
Do you consider the means of access to the port from the land to be adequate and safe?	The ground access mode is considered adequate and safe.
How do you rate the quality of the area in terms of cleanliness of the water near the port?	The quality is not considered satisfactory.
How do you rate the quality of the area in terms of cleanliness of the shoreline areas adjacent to the port?	The quality is not considered satisfactory.
What monitoring service is currently provided within the port?	The cooperative is not aware of any kind of monitoring service being carried out
Are there any port areas for which you consider it essential to improve the monitoring service?	There are no areas where improved monitoring is needed
What is your perception of security in the areas where you operate?	Improving security is not perceived as a priority.

The brief from the stakeholders' meeting: Capitaneria di Porto" (Harbour Office)

June 15th, 2021
Online

On June 15th, 2021, FitConsulting met the "Capitaneria di Porto" (Harbour Office). Their duties deal with the management of the port traffic and moorings, as well as with the fishing activity. Main critical aspects discussed were linked to the port management rather than the infrastructure: the lack of a zoning plan, the consequent disorder in the moorings' distribution, and the water cleaning, which cannot be properly carried on with the currently available means.

Question	Answer
How is the Council organised?	The port authority has technical-administrative competences and is divided into different sections. The technical and port defence section deals with the management of moorings from the point of view of navigation and the safety of navigability in the port area.

	<p>The navigation safety section deals with visits on board of vessels to check the equipment on board, the log books and the titles of the people on board.</p> <p>The rigging and shipping section is responsible for rigging ships and managing arrival and departure procedures.</p> <p>Seafaring and fishing section carries out checks on the fish product when it is landed, and whether it is entered in the fishing chain correctly.</p> <p>Marine and Ship Ownership Section deals with recreational licensing and ship ownership.</p>
How do you rate the quality of the area in terms of cleanliness of the water near the port?	The quality is not considered satisfactory.
How do you rate the quality of the area in terms of cleanliness of the shoreline areas adjacent to the port?	The quality is not considered satisfactory.
Do you consider the means of access to the port from the land to be adequate and safe?	The ground access mode is considered adequate and safe.
What monitoring service is currently provided within the port?	The port authority has visibility of 3 cameras placed along the right-hand quay in the area between the entrance to Piazzale Boscovich and the eastern pier Capitan Giulietti. The system is not fully functional and anomalies often occur.
Are there any port areas for which you consider it essential to improve the monitoring service?	A monitoring system could be extended along the entire right river bank of the port.
What is your perception of security in the areas where you operate?	It can certainly be improved

D.4.4.2. Stakeholder meetings implementing database

At least 2 technical meetings are going to be organized per each region/county in order to meet relevant stakeholders and observers with the main aim of confronting information sources and data to be collected regarding the small port phenomenon and available best practices.

1.2. Organization of the stakeholders' meeting

Due to the pandemic crisis, all the meetings were held online.

2. Meeting agenda

The four meetings followed the same agenda:

- Introduction: FRAMESPORT project
- Q&A session

2.1. Attendees at the meeting

The meetings registered a total number of 16 participants from 7 entities, of which n. 2 Local public authorities, n.1 National public authorities, n.2 Enterprises, n.2 Universities.