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DigLogs newsletter n. 10 - September 2020

"Diglogs project partners are still successfully completing the project tasks with slight delays caused by the COVID -19 pandemic. The project duration has therefore been extended by 6 months, until December 31st 2021. Currently, each pilot owner is detailing a pilot work plan, which will be validated by all project partners. Pilot actions should mimic real solutions, both in the freight and the passenger sector. The assessments will then be collected in a

transferability plan, which will describe how to transfer the tested technologies in different contexts within the programme area. As a final output, an action plan will be delivered, aggregating the main project results."

University of Rijeka - Faculty of Maritime Studies - Lead partner of the DigLogs project

Stakeholder outreach in the Italy-Croatia Area!

The DigLogs (European project funded by the INTERREG Italy – Croatia CBC Programme priority axis 4 - Maritime transport) partners are again reaching out to different stakeholders across the region to obtain input and insight on the road map for implementing pilot projects, which incorporate different primary innovations regarding the informatization processes, big data and automation systems for Croatia and Italy Area. Diglogs is using an innovative platform for displaying the individual pilot area propositions and including links for collecting stakeholder input via questionnaires. The system also allows stakeholders to preview the other pilot areas and their characteristics. We hope that this user-friendly version of presenting the information on the pilots will allow for many stakeholders to understand and eventually provide their timely, insight into our final roadmaps, launched during the summer of 2020.

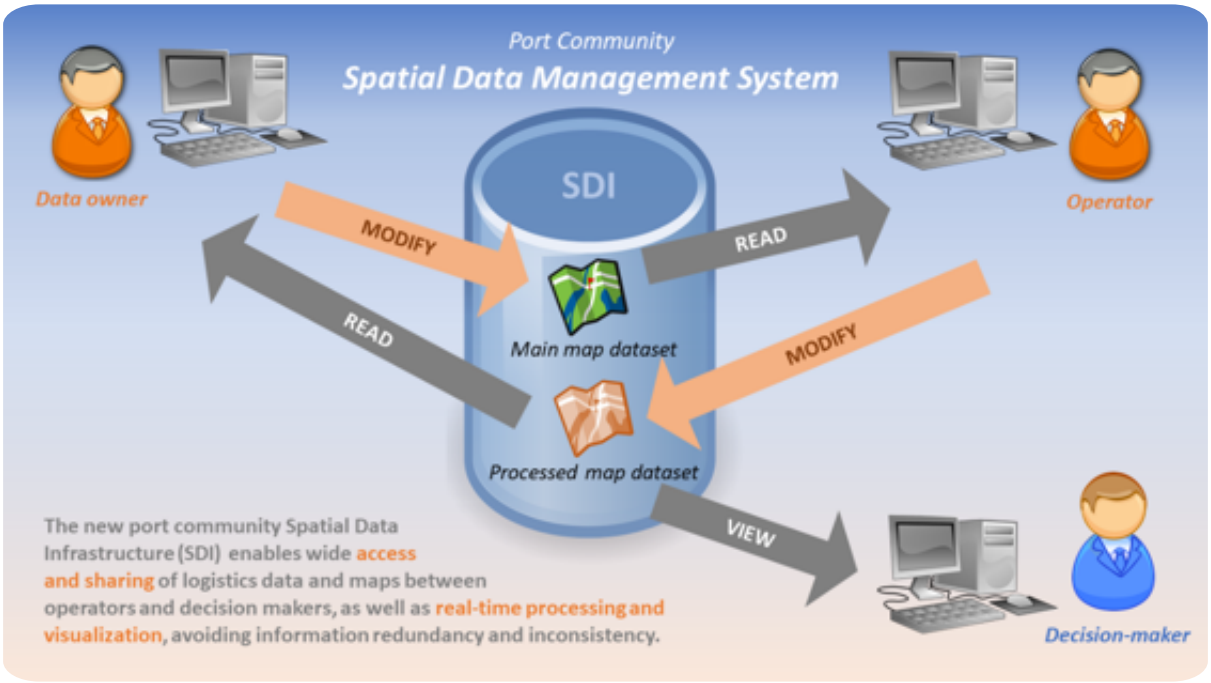
Diglogs Series on Proposed Pilot Innovations:

Second Pilot – Spatial Data Management System in Venice, Italy

Fostering the development and exchange of digital maps and related data sets

The pilot facilitates the access to and the development of digital maps and related data sets (e.g. Big Data and real-time data) by creating a centralised system for the North Adriatic Sea Port Authority which supports both internal processes, as well as providing services to external operators and institutions.
Within this broader context, the specific objective of the pilot action is to enable

an integrated management and utilization of standard data, real time data and georeferenced (spatial) data both to support decision making processes and to improve Port Authority services overall.
The system will perform both the storage and dynamic processing functions on the information and data, allowing different users to directly access data, process results and create visualizations according to a special policy management protocol. In addition, this Spatial Data Management System will allow the storage of the processed data and maps (either as new datasets or as algorithms which process data in real time), without forcing operators to change the already known working tools. The pilot action does not require any software development; therefore, the pilot action will have a “training-empowered” approach to achieve both an organizational improvement and a workforce skill improvement, fostering awareness on how spatial data visualization and dynamic data processing can support decision-making processes.



Increasing the Reliability and Update of the North Adriatic Sea Port Authority in Venice

The pilot fosters important improvements:

- Services which do not require users to use a single software but supports their uses with their hardware and software tools

- More reliable data and information, which is better maintained, updated, secured and no longer duplicated
- More datasets available to users

These improvements are expected to create measurable changes including:

- An increased number of users accessing the data, in particular different operators
- Better utilization of data through internal departments of the Port Authority
- Time reduction in services provided and decision-making processes supported by data processing within the port authority.

Pilot Scenario

The Port Authority is the main target of the innovation deployment, since it is probably the player who owns the most amount of quality and structured datasets. For example, the Venice Port Authority, whose organization model includes 15 different departments, according to a first brief assessment study, it is possible to identify at least 50 different management processes, which manage more than 120 different structured datasets and use more than 20 different hardware/software solutions. About 50% of those datasets are spatial datasets.
In order to realize the implementation of the centralized system, the pilot will directly work with the officers of the Port Authority, which manage big data, geospatial data, as well as those who use the elaborated information for other purposes). The pilot will also work together with education and training organisations to foster a skill enforcement approach.
In the last stage of the pilot, the pilot will involve companies and institutions who want to implement interoperable services through the platform.
Chambers of Commerce can benefit from the access of several open datasets provided by institutions and companies, mainly from the Port Authority, through standard access methods but also share their own public datasets. In the long-term scenario, also some reserved datasets can be shared by entering into special agreements with some community players. With more quality and up-to-date data Chambers of Commerce will have a more powerful planning capacity as well as the capability to provide better and innovative services to the companies within the community area.

Data sharing will be more effective between Regional Development Agencies when working on development initiatives because the interoperable tools will enable direct access to digital information and maps without the need of transferring large amount of data and replicating datasets. In such a scenario, many development initiatives and projects will gain benefits by exploiting a rich, detailed and up-to-date shared information asset, avoid waste of time in analysing territories' current situation and prepare assessments for the design of projects and actions.

The most direct benefits perceived by the transport operators are mainly related to the reduction of interaction time with institutions thanks to the digitalization and web-orientation of data-driven bureaucratic processes, but also to the possible creation of new information services and the improvement of transparency.

Although the pilot action implementation does not directly focus on MTOs, shippers, and passenger and freight terminals, several positive effects are expected in the long term insofar the connections and relationships between different players are improved and information about shipping and services are up-to-date and easy to access.

Ideal Implementation Scenario

The ideal pilot application is based upon working with a number of organizations and/or groups of actors which:

- manage large numbers of different datasets which require map-based visualization and dynamic or real-time data processing;
- use rich but fragmented information systems and complex organizational model;
- require several interactions and information exchanges with the other organizations and deliver data-driven service portfolios for customers.

The pilot will be integrating digital archives, real-time data sources and geospatial data; existing ICT infrastructure with average performances and ICT-based management of fundamental processes (e.g. document management, financial management, basic port operation management, etc.).

The pilot action optimises and integrates the information assets managed by the organisation and improve the efficiency and effectiveness of management and decision-making processes. The typical implementation scale is the one of Port Authorities and its officers.

The timeline of the pilot is 6 months of a preliminary assessment, 6 months of

pilot action implementation, 1 year of interdepartmental implementation, 1 year of inter-department implementation. With this timeline, the first benefits are estimated to take place 6 months after the full pilot implementation.

This is the 10th edition of Newsletter series of the DigLogs project!

DigLogs is a European project funded by the INTERREG Italy – Croatia CBC Programme priority axis 4 - Maritime transport that aims to create technological solutions, models and plans to establish the most advanced digitalized logistic processes for multimodal freight transport and passengers' services in the Italy-Croatia area. This project will have a significant impact in terms of diffusion and effectiveness of digitalized services and ICT support for the quality, safety and environmental sustainability. In the E-newsletter project, you will find interesting information on the latest developments and upcoming events of the project.

Stay Tuned for our Next DigLogs newsletter in December 2020!

Any questions, please write to University of Rijeka, Faculty Of Maritime Studies (lead partner): dekanat@pfri.hr