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## DigLogs newsletter n. 9 - August 2020

"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 this summer."

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

### Stakeholder outreach in the Italy-Croatia Area!

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### Diglogs Series on Proposed Pilot Innovations:

#### Second Pilot – Data Flows Management of Passengers in Rijeka, Croatia Monitoring of all movements and approaching vessels at the Passenger Terminal

The port of Rijeka is completing its ability to provide visibility and tracking services of small vessels within the port basin and during extended conditions. Current radar technology can sense objects that are larger than 6 meters. This pilot seeks to allow for smaller vessel and object detection/monitoring and importantly a wider range of conditions for this monitoring (incl. night and adverse conditions: rains, snow fog).

This enhanced monitoring capability increases reliability of port traffic safety services and enables situational data flow that is currently not possible. The pilot enhances capabilities with sensing technologies, including additional video input based upon conditions.

All of this information is provided to the Port Control Center and, tentatively, to end-users – passengers, using their own personal devices (notebooks, laptops, mobile phones). It creates an opportunity for new remote passenger service development and deployment.



### Extending capabilities of Rijeka's Transas VTS system

Adoption and integration of the proposed optical system include:

- Vehicle (boat/maritime object) detection equal to or larger than length of Rijeka breakwater,
- Respect of industry Johnson criteria: vehicle size defined as 2,3m2, detection at 2pixels, 50% probability subject to environmental conditions,
- Lens F number equal to 1.2 or better, in order to provide optimal sharpness of the image,
- Resolution, at least 640x480,
- Adequate camera controls and presentation mode, and
- Pan–Tilt–Zoom controls, adding capability of remote directional and zoom controls.

Furthermore, the pilot expands the reach of gathered data to be served also to the end users: passenger shipping companies and passengers, thus enhancing security and safety of port waterway operations.

### Pilot Scenario

The Port of Rijeka will be working together with the different stakeholders for the realization of this pilot:

- Passenger terminals
- Port control center
- Passengers (final end users)
- Shipping companies
- Mobile security application developers

MTOs and Shippers are also indirectly impacted because successful execution and implementation of this innovation demonstrates to shipping agents, transport operators and ship owners that the port of Rijeka is constantly looking at its processes and aiming to further digitalize and enhance them by upgrading existing technological base. While the pilot is aimed towards passenger sector, it might be easily translated also towards cargo; for example, the same innovative process of access control might be used also by the personnel of the cargo ships entering the port basin area and requiring movement inside port area.

### Ideal Implementation Scenario

The pilot implementation will focus on:

- Involvement of passenger terminals and passengers (end users)
- Feasibility test of interconnectivity between new sensing equipment, existing VTS system and used control software
- Successful integration of hardware with an application with usability on various end-user (passenger) platforms

The pilot will require a Preliminary assessment (12 months), the Pilot action (9 months); and the System development (18 months) in order to be placed on the market with services. In order to reap the benefits of this type of innovation, the solution would approximately 39 months to allow for the innovation to be supported also by the market.

### This is the ninth 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 for in October 2020!

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



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