

BICT - Inland AIS System Implementation

The implementation of the AIS network on the Croatian section of the rivers Danube and Drava started in March 2006 and ended in March 2008. It was carried out by CRUP Ltd. and was 90% co-funded by the European Union in the frame of INTERREG IIIA Slovenia-Hungary-Croatia Neighborhood Program and other 10% was ensured by local funding.

Through the use of innovative IT that contribute to faster, efficient and more reliable information flow between relevant authorities (Customs, Border Police, Water Police and Calamity abatement services), as well as private companies working in inland navigation sector (ports, freight forwarders, fleet operators, etc.), the AIS network implementation contributed to the improvement of the cross-border transport networks. In particular, it ensured simplifying cross-border procedures, increase of navigation safety, much faster reactions in calamity cases, better integration of inland navigation into modern transport networks, availability of ship, crew and cargo information, thus leading to increased use of IT systems, sustainable transport development, modal shift of cargo from road to inland waterways and protection of the environment.

Target groups of the project were public authorities dealing with the inland waterway transport, navigation safety and environmental protection, as well as the private sector involved in inland navigation such as ports, freight forwarders, fleet operators etc. The main objectives of the implementation of inland AIS network were improvement of cross-border mobility and accessibility in the border region on the Danube and Drava rivers waterways and the development of accessible information and communication technology that will have a future use in the social and economic life of the defined area.

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SWOT ANALYSIS

Strengths:

- Information and communication technologies (ICT) are efficiently used to implement an IT network that offers waterway transport services;
- The implemented service network enhances economic competitiveness of commercial enterprises in the inland waterway transportation services;
- The main industrial partner implemented AIS systems in a wider geographical area (Serbia, Slovakia and France);
- The AIS system has a definitive impact in the region as it provides local authorities with state-of –the-art monitoring system concerning waterway transport;
- The BS shows the system integration solution that has already had transnational applications;
- The BP shows improvement of safety and security of public infrastructures;

- Development and implementation of AIS network in Croatia was carried out in compliance with the EU transport policy. In addition, it was developed in cooperation with other EU countries.

Weaknesses:

- Some countries may not have the administrative and engineering potential to implement such system in their national borders;
- Continuity is not presented in a definitive way;
- It is not clear from the BP how the system is implemented;
- There is a lack of business plan for the exploitation of the AIS network.

Opportunities:

- To integrate system with most available GPS, GIS and Google-like applications to provide end product for more and more end customers;
- The large range of target groups guarantees a variety of customers (public authorities as well as private sector);
- The AIS network can evolve into a generic service network to accommodate for more applications;
- The examples show that the system has a transnational potential and being applied in several European countries. It can be used for Europe wide integration of water traffic systems.

Threats:

- There is Google Earth services competition in European level;
- There is a lack of a business plan for entering the market;
- Coordination and promotion activities on the government base are needed for the successful spread of the system.