DigLogs

WP5 Pilot implementation

Test Cases

User documentation

Post deployment evaluation

5.2.3. App for data flows management

Responsible partner: Port of Rijeka Authority (PP7) Involved partners: All			
Version	**Status**	**Date**	**Author**
0.1	Final	04.07.2021	Aksentijevic Forensics and Consulting, Ltd.
Notes:			

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1 Test cases

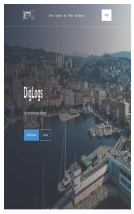
A test case is a document, which includes test data, preconditions, expected results and post conditions, developed for a particular test scenario in order to verify compliance against a specific requirement, and in this case functional specification. Test case acts as the starting point for test execution. Test scenarios include all aspects identified during project planning phase: unit testing, integration testing, system testing, performance testing and user acceptance testing.

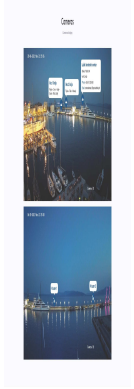
Critical test cases tested for PP7's pilot project are:

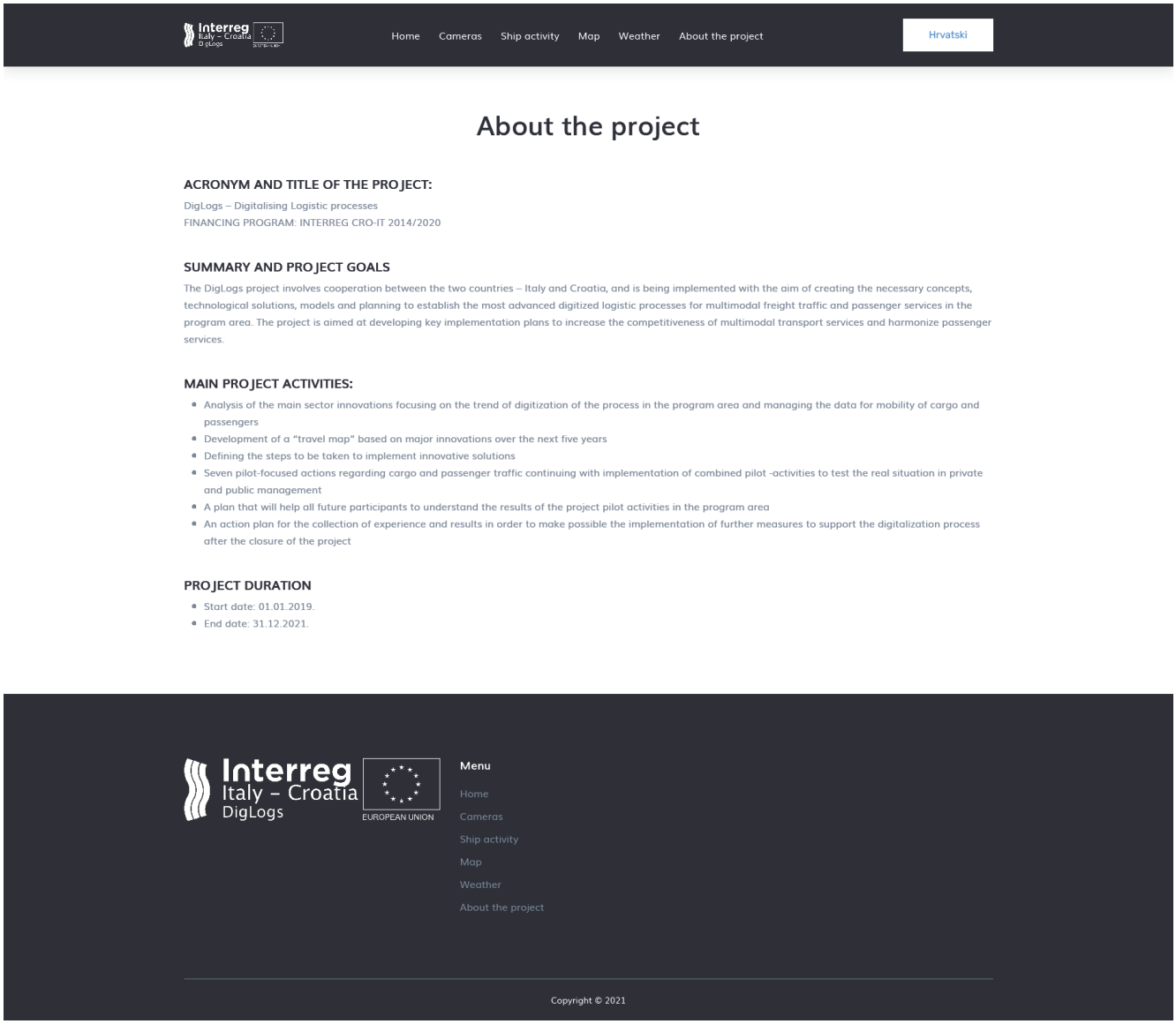
1. Web server is publicly available - YES
2. Both cameras are turned on, connected and display appropriate section of the passenger port - YES
3. Web page displays date and time - YES
4. Icons properly identify vessels in the harbor and visually display information - YES
5. All functions are working properly for both cameras - YES
6. Ship activity log is properly working, showing pier number, pier name, ship and activity (with time, if applicable) - YES
7. All activities are shown in the Google maps - YES
8. Weather widget is integrated in the web page and its data feed is up to date - YES
9. Web page shows required Interreg DigLogs project data (project visibility and dissemination) - YES
10. All functionalities work properly under different visibility conditions (day, night, rain...) – YES
11. VTS thermal camera is properly installed, turned on and connected - YES
12. VTS thermal camera is showing adequate layer in VTS software installed in Port Control Center - YES

All tested scenarios are shown in form of embedded PDF reports providing evidence for proper functionality of identified critical test scenarios.

No errors were identified during testing. Click on the icon will open embedded document in Adobe Acrobat Reader, showing tested functionality.






Interreg
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About the project
Hrvatski
About the project
ACRONYM AND TITLE OF THE PROJECT:
DigLogs – Digitalising Logistic processes
FINANCING PROGRAM: INTERREG CRO-IT 2014/2020
SUMMARY AND PROJECT GOALS
The DigLogs project involves cooperation between the two countries – Italy and Croatia, and is being implemented with the aim of creating the necessary concepts, technological solutions, models and planning to establish the most advanced digitized logistic processes for multimodal freight traffic and passenger services in the program area. The project is aimed at developing key implementation plans to increase the competitiveness of multimodal transport services and harmonize passenger services.
MAIN PROJECT ACTIVITIES:
Analysis of the main sector innovations focusing on the trend of digitization of the process in the program area and managing the data for mobility of cargo and passengers
Development of a "travel map" based on major innovations over the next five years
Defining the steps to be taken to implement innovative solutions
Seven pilot-focused actions regarding cargo and passenger traffic continuing with implementation of combined pilot -activities to test the real situation in private and public management
A plan that will help all future participants to understand the results of the project pilot activities in the program area
An action plan for the collection of experience and results in order to make possible the implementation of further measures to support the digitalization process after the closure of the project
PROJECT DURATION
Start date: 01.01.2019.
End date: 31.12.2021.
Interreg
Italy – Croatia
DigLogs
EUROPEAN UNION
Menu
Home
Cameras
Ship activity
Map
Weather
About the project
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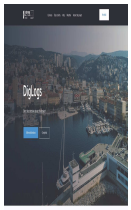
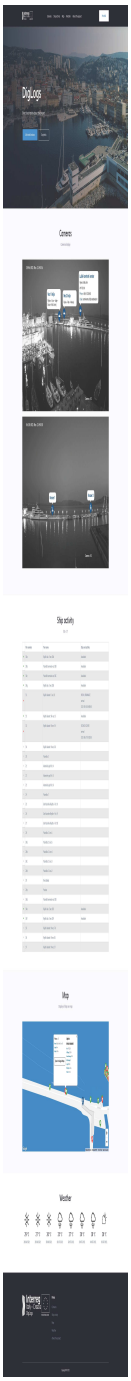
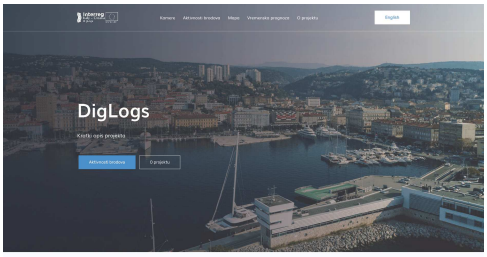
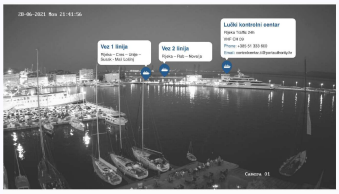
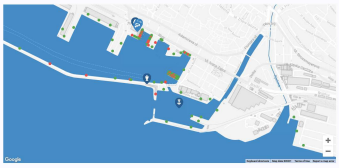





DigLogs


Vez 1 linija
Vez 2 linija
Lučki kontrolni centar
Camera 01

Kruzer 1
Kruzer 2
Camera 01



29 °C
27 °C
26 °C
25 °C
27 °C
26 °C
18 °C
26 °C

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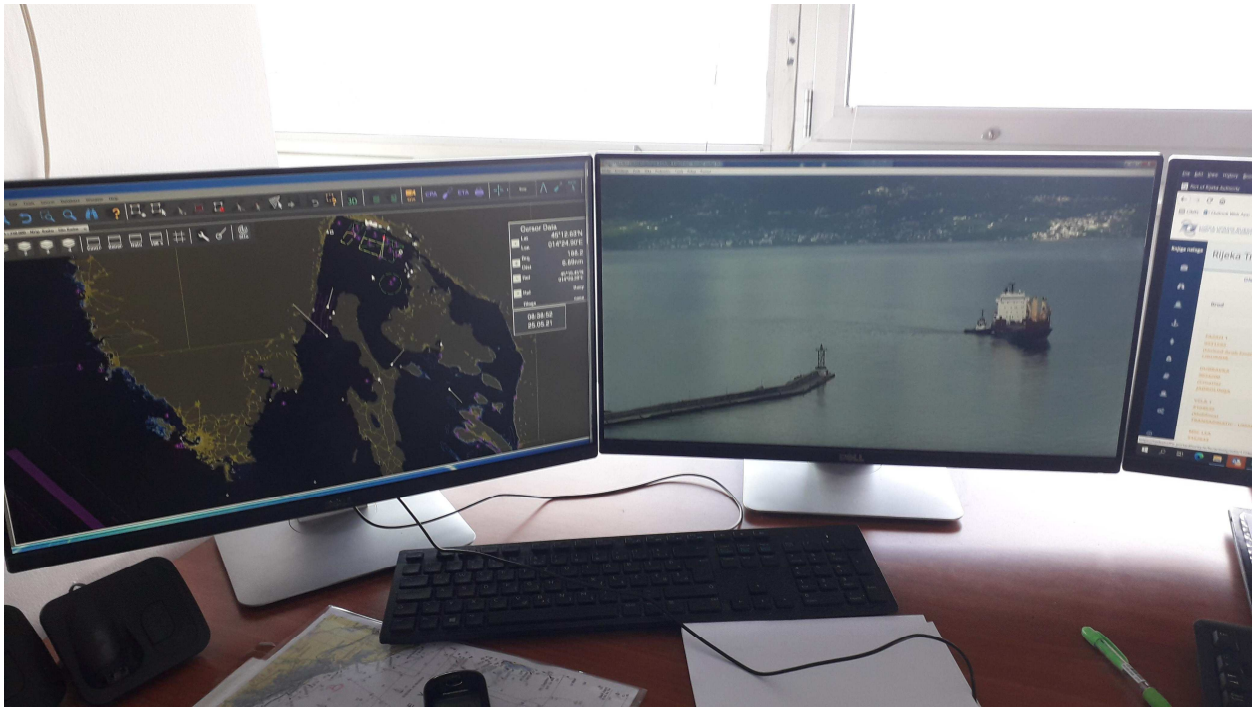

2 User documentation

End user documentation consists of datasheets and installation and usage manuals for installed equipment.

Click on the icon will open embedded document in Adobe Acrobat Reader.

1. *Oculus scout datasheet*:

OCULUS-Scout-Dat
asheet-V3.3.pdf

2. *Oculus scout installation and user's manual:*

Oculus Aeron
Installer Manual.pdf

3. *Hikvision MP IR Varifocal Bullet Network Camera datasheet:*

HIKVISION
DS-2CD2683G0-IZS.p

4. *Hikvision MP IR Varifocal Bullet Network Camera user's manual:*

UD19347B_Baseline
_User-Manual-of-Ne

Use of Rijeka Traffic upgrade module does not require a distinctive user's manual or instructions. Its functionalities are intuitive and use standard graphical representation and visualisation symbols and gestures available from Internet browser used for access.

3 Post deployment evaluation

On completion of the pilot project, end users and the project team have conducted a Post Implementation Review (PIR) on the areas listed below:

1. To evaluate whether the system objectives have been fully achieved and the problems identified have been satisfactorily solved;
2. To evaluate the utilization of resources and recommend adjustments to both non-recurrent and recurrent expenditure and costs if considered necessary;
3. To evaluate the realization of benefits, and recommend adjustments if considered necessary;
4. To evaluate whether the implementation schedule as contained in the original funding submission has been adhered to; and
5. To identify possible improvements to the pilot project and recommend a course of action to implement them.

Part of the pilot project that related to VTS upgrade is handed over to personnel in Port Control Center and will be further maintained as a part of overall VTS system. The second part of the pilot project, the one that relates to upgrade of the Rijeka Traffic software, will be maintained as a part of Rijeka Traffic system. In both cases, this will ensure continuity and longevity of the project deliverables.

Execution of this project has greatly enhanced VTS resolution adding more visibility for smaller vessels and including thermal footprint in the visualization process. Furthermore, public opening of the Rijeka Traffic software and real-time AR visualization using Google maps and video feed will both enhance passenger traffic safety in the port and end stakeholder satisfaction.

Further enhancements to the project might include installation of additional cameras to cover other port basins and including also cargo port area (not only passenger) in the Rijeka Traffic, where possible. Also, this might be valid also for other port basins like Raša and Bakar.

PP7 can conclude that the pilot project is fully operational, handed over for public use and executed in its entirety as planned, in terms of all resources (personnel, financial resources and time) in all its aspects and envisaged functionalities. Project schedule has been also fully respected.