Pilot action final report
Port of Rijeka Authority
D.4.2.8

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1. Ex-ante situation – Background of the pilot action

The Port of Rijeka Authority has a traffic control system at six locations. All protected locations are communicatively connected into a single system via different communication technologies (LAN over optics, wireless LAN), and are managed from a single center. Each location is essentially a local access control system that can operate completely autonomously and independently. The basis of the access control system is the GRANTA controller to which a maximum of 8 independent readers can be connected. These controllers are installed at each of the protected locations and they are connected to access control readers that are placed at the entrance of each location. Two readers (input and output) are installed at each entrance to the port area, so that the entry is recorded separately, and the exit from the port area separately. Different solutions of entrances and exits to the port area were used:

- metal double doors if it is a railway entrance,
- automatic road ramps in the case of a car entrance,
- swing doors (tripods) if it is a pedestrian entrance.

Due to the SWOT analysis, prepared in the framework of the D.3.2.8 Territorial needs assessment (TNA) for the Port of Rijeka, emphasized the most important weaknesses:

1. Focus on operative tasks and lack of quality analysis and study of port concessionaires needs for commonly used ICT services;
2. Caused by lack of funds and limited time available according to CEF funding rules, implementation of the new PCS system does not foresee a wholesome solution for access control and permits issuing;
3. Port of Rijeka basin is very distributed geographically, covering many locations, several terminals and related to EU funded project execution, along with successful project completion;
4. Ongoing project of PCS implementation using latest technologies, detailed study of port concessionaire's needs and cybersecurity / business continuity requirements, is at the time of TNA creation execution on time and within budget;
5. Competent and flexible ICT implementation team.

Regarding the SWOT analysis, the pilotage concessionaires' communication enhancement is a subject of further intra-stakeholder agreement and consensus is not yet reached, while permits issuing and access control procedures according to valid Regulation is a process overseen by Port of Rijeka Authority, it is concluded that this particular IT system is a strong candidate to upgrade

as a key pilot action within PROMARES, and definitive recommendation can be given for its digitalization and enhancement as it can result in additional increase of ISPS compliance and control of the port area, new revenue stream for Port of Rijeka and better experience for all involved parties, along with identified cross stakeholder transfer benefits.

1 Pilot action description

With the implementation of the pilot action in the framework of the PROMARES project, the existing passage control system at the following locations: Mlaka Entrance, Žabica Exit, Brajdica - service entrance, Brajdica - official entrance / exit, Breakwater and the Administrative Building has been modernized as follows:

- replacement of existing GRANT controllers,
- replacement of all passage control elements that are damaged or worn out,
- installation of new elements of passage control in accordance with the current situation and needs,
- construction and craft works for the realization of the full functionality of control of the passage at the subject locations.

Modern equipment was procured, which is used today for the mentioned purpose. These solutions are in line with the latest world practice for the protection of areas of similar purpose (ports). The new control devices are microprocessor controlled and network oriented.

2   Stakeholders

Involved stakeholders are all users in the Port of Rijeka Authority. The building of PCS has a significant impact on all port of Rijeka stakeholders and their IT systems, and they have been involved in the process from the very beginning, even before than EU funding was secured. PCS will have several dedicated modules for various concessionaires, and they will have to adjust their systems as part of regular planned internal growth and maintenance activities.

3   Impacts and replicability

The implementation of the pilot project has completed the process of digitization of the procedure for obtaining approval to enter the port area under the management of the Port of Rijeka.

Users received a fully automated system for submitting applications for entry into port areas managed by the Port of Rijeka Authority. They can submit and track the status of the request online. After approval through their own user page, they can see the status of all requests. The possibility of all types of payments has been implemented, even the prepaid variant. Users have access to the records of entry and exit for trucks with the aim of optimizing and planning the operation of trucks. The introduction of the "booking" system for the needs of the container terminal affected the balancing of the traffic pressure of trucks during the working day. The goal was to reduce traffic peaks and thus relieve the port operational area from unnecessary detention and entry of trucks to the same.

All in all:
- The level of security from the aspect of ISPS has increased;
- Greater speed and ease in submitting requests and announcements for arrival in port areas;
- Possibility to control the arrival of trucks in port areas;
- Balancing road traffic pressure;
- A completely digital process.