



Activity 5 Pilot Implementation

Coordinator: Sistemi Territoriali SpA

Duration: 16 months

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General Objectives

- Confirm the RIS system implementation strategy setting up a test bed and a pilot site for a live demonstration.
- Ensuring the correct translation from system requirements to the essential technical solutions according to the defined standards and architecture.

Activity 5: steps to be implemented

1. Acquisition and installation of server and workstations for the RIS control center and for the regional centers
2. AIS equipment acquisition and installation (onshore base stations and equipment to be installed on barges);
3. Acquisition and installation of peripheral workstations and mobile user stations;
4. Acquisition and installation of the communication network tools: internet access, GPRS/UMTS, Virtual Private Network (VPN), radio links.

Activity 5: steps to be implemented

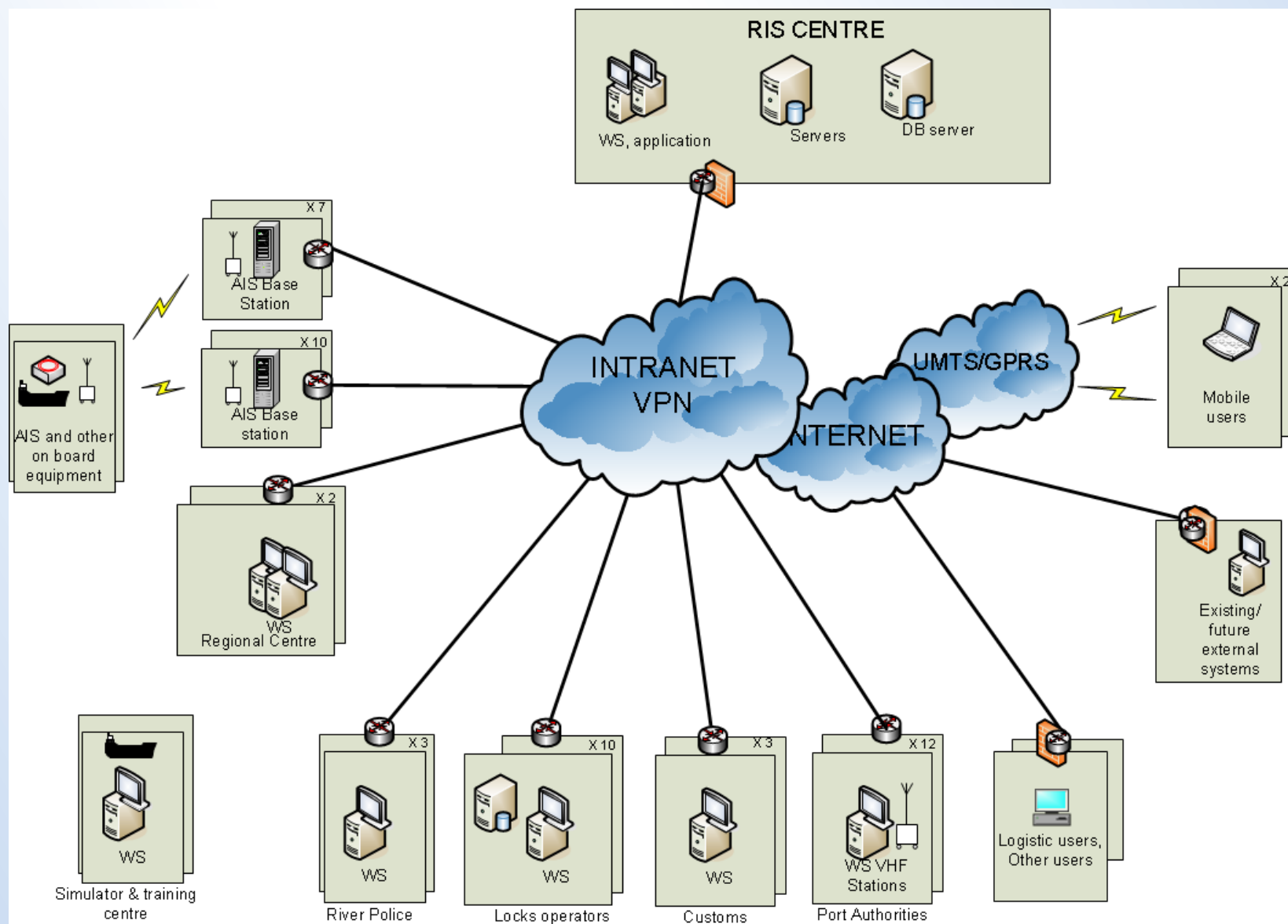
- Deployment of the Hardware System Architecture defined in activity 2
- Final Technical specifications of the items and procurement
- FAT Factory Acceptance Test where appropriate
- On site Installation
- SAT Site Acceptance Test

RIS System architecture

The basic System architecture, to be confirmed during the detailed design, will be mainly composed of:

- RIS centre located at Canavella D'Adige – allocation of main servers and software applications
- Regional centre – 2 operator workstations
- 2 lock management centres - 2 operator workstations
- 4 AIS workstations (VPN link with RIS centre)
- User workstations (internet/intranet link with RIS centre)
- 2 mobile user workstations (internet link with RIS centre)
- 20 vessel on-board tools
- 2 on board prototypes for precise positioning when approaching locks
- Communication network based on internet, GPRS/UMTS and VPN over intranet

RIS System architecture



Expected Results

The prototype shall test and confirm the technical and organizational characteristics designed in terms of:

- Effectiveness of the system management structure (national level, local levels and remote operators);
- Data communication to/from the control centers and barges (tracking and tracing via AIS);
- Integration with the lock management system;
- Collection and distribution of the information.

Studies for the Development of the RIS Operability along the Northern Italy Waterway System

Thank you
for your attention