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Passenger Ship technology

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which automatically re-calculates the balance of remaining deck space, by height category, as each vehicle is booked. "The vehicle deck is often the constraining resource for an operator and therefore accurate management is critical to the success of the service," explains Mr Sherwood.

CarRes can accommodate the booking of both tourist and freight vehicles on the same ferry from a common inventory. Specific space can be allocated for the booking of each type of vehicle. Both driver-accompanied and unaccompanied vehicles can be accommodated and a specialised booking screen is provided for freight traffic. This includes the facility to record additional vehicle details, such as payload (including cargo descriptions), weights, UN Codes and, where applicable, International Maritime Dangerous Goods (IMDG) codes for hazardous cargoes.

"CarRes also excels when it comes to reservation fulfilment at the point of departure," says Mr Sherwood. "Every aspect of the check-in and boarding process can be automated, depending on the individual logistics of the port and the client's requirements. On Bornholm (in the Baltic), for example, foot commuters can book, check-in and board using only their finger print whilst those in vehicles can use the road toll electronic tags to achieve the same result.

"In Hawaii, the Superferry port staff use handheld WiFi scanners to check-in vehicles and record the additional information required by the authorities. In all cases, CarRes can manage the allocation of vehicles to parking lanes, issue combined boarding cards/cabin keys and produce fully detailed manifests."

Carus has recently undergone a number of company structure changes. After seven years of being part of the Anite Group, the management and staff of the Finnish subsidiary, Anite Travel Systems, have successfully completed a buy back of the well-established business unit in early February. The Finnish company is once again trading as an independent privately-owned business entity under the original name, Carus (*Ferry Technology*, August/September 2008).

The company has a growing client base, and users include: Birka Cruises; Blue Line; Bornholmstrafikken; Cape May-Lewes Ferry (DRBA); Fjord Line; Hawaii Superferry; Hy-line Cruises; KystLink; Master Ferries; Rederij Doeksen; SpeedFerries; and Stradbroke Ferries.

In June, the final stage of a migration to CarRes was reached by the Cape May-Lewes company. To a driver, the only noticeable difference from the previous system was a barcode printed on a boarding card. This will subsequently be read by a handheld WiFi scanner being used by Delaware River & Bay Authority (DRBA) police authority, to notify the system that the passenger has boarded.

The new technology has been implemented over three phases to minimise impact. Some improvements that have been introduced at the same time include management of a multi-trip ticket, gift voucher issue and redemption, enhanced schedule, availability and booking routines through the website and a completed upgrade to departure control.

New reservations platform is planned for Color Line

At the end of last year, privately-owned Italian IT company E-Dea – along with Irish concern, OpenJaw Technologies, and the Norwegian company EDB – started building a new reservations and Internet platform for Norwegian operator Color Line. This will provide passengers with the ability to reserve accommodation and shore-based activities. The new web platform is planned to be completed by 2009, and the total cost of the project is around NKr150 million (*Ferry Technology*, June/July 2008).

E-Dea is responsible for providing the application 'core' of the whole project by implementing a solution highly customised to Color Line requirements and based on the technologies used for its proprietary products, eBooking and eBoarding.

eBooking and eBoarding are components of the E-Dea's Imos platform, the integrated maritime operating system software for the shipping and shortsea markets. The platform comprises elements such as Trackvision, Shipboarding, ShipManager, eBooking, eBoarding and eTerminal.

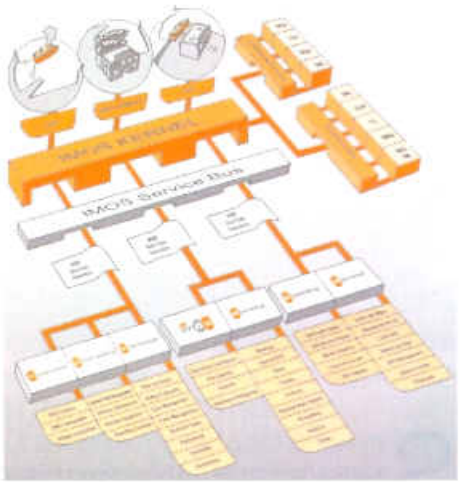
Some of these applications are generic and can be used by all operators. They can be either deployed as a standalone application or as a module of the Imos platform family, sharing data, services, communication and integration protocols with already deployed Imos solutions. However, some elements of the suite of applications need to be customised, and one of these is the ferry booking aspect, eBooking.

"The Imos platform is a significant advance in IT systems for the maritime industry and offers highly targeted solutions for supporting maritime organisations in handling specific business challenges. E-Dea's main objective is to meet the specific customer expectations by using this highly customisable technology," says Mario D'Angelo from E-Dea.

"For freight applications, an important element of the system is production of the cargo manifest, complying with the International Maritime Dangerous Goods (IMDG) code. It is extremely important for customs operations that all goods are correctly accounted for," Mr D'Angelo highlights.

Imos uses a service oriented architecture approach, says the company. It is based on Java enterprise service bus standards and EJB 3.0 technology. The essence of which is an advanced data synchronisation and persistency service, intelligent routing, and mediation throughout the Imos platform. This simplifies complex and costly messaging infrastructures, E-Dea explains.

As well as Color Line, E-Dea also serves Italian operator Moby, which has been using several E-Dea solutions and which, last summer, implemented its first complete self-service check-in using the eBoarding system. "Using self-service kiosks, Moby customers are able to complete check-in operations in a few seconds, avoiding additional queues at the ticket office," Mr D'Angelo claims. E-Dea has completed the installation and configuration of eBoarding self-service kiosks at the operator's Civitavecchia, Livorno, Olbia, and Portoferraio terminals. PST



Applications can be either deployed as a standalone element or as a module of the Imos platform family

E-Dea is working with Norwegian operator Color Line