cial functions, and development activities. The use of an enterprise system has allowed institutions to increase their efficiency throughout the organization, a fact that many commercial organizations are now acting on. Others have adopted the best-of-breed approach and are willing to deal with multiple vendors and to build integrating links.

During the next decade, Internet and web-based technologies will provide a wide range of student services such as admissions, registration, and payment processes. Students are now able to view their records such as transcripts, tuition statements and other pertinent information concerning their status. Integrating these applications into academic processes will be critical.

Presenters to be announced.

Time and location: Sunday, June 4, 2006, Hotel Golf Bled, 16.00 - 19.30. Those interested in the eUniversity Forum are welcome to contact the Co-Chairs:

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The old Silk Road and Amber Route are historical artifacts with reborn contemporary significant. The Amber Route wound its way from the Baltic countries in Eastern Europe to Venice that, also, was a terminus of the Silk Road albeit in a somewhat different time frame. The Amber Route was a Roman-age commercial route in the general 200 BC - 200 AD timeframe. The old Silk Road was a historical trade route (with its zenith in the 7-9th century) linking Asia and Europe that changed the nature of commerce in the medieval and renaissance world. Today, as in ancient times, these roads are a study in contrasts. These historical trading routes have commonalities yet distinctions both in the past and present and, perhaps, on into the future. Re-establishment of business and government relations on the nodes of the Silk Road and Amber Route towards creation of eAmber & eSilk Roads presents both challenges and opportunities.

Challenges common to both the renewed Amber and Silk roads are many. Culture and tradition vary dramatically. Awareness of the past, much less future potential, requires attention. Infrastructure elements along some parts of the roads are mature and futuristic while, along other parts, have far to go to merely catch up with modern times. Economic viability needs to be carefully examined as multiple choices and alternatives now exist that, clearly, were not present in ancient times. Political conventions give way to numerous forms of governance. Business procedures vary widely under differing government rules and regulations. Overall feasibility comes into question as to the ability of individuals, organizations and countries to achieve a degree of cooperation necessary to facilitate effective establishment of eAmber and eSilk roads.

Although the challenges are many, however, the potential rewards

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are great. Common opportunities are based around the Internet - the fastest diffusing technology in the history of the world - with a presence in over 200 countries. The Internet provides an opportunity for us to regain our awareness of these regions and the goods and services that they can provide in a renaissance of the Silk Road and Amber Route. Based on the backbone of the Internet and associated telecommunications capability, aspects of intelligent logistics become reality. Numerous forms of collaboration exist. Some are oriented around business models whereby multiple partners win through cooperation and achieve synergy. Other collaborations between government agencies both within and between countries open new opportunities.

In the spirit of a revived Amber Route and Silk Road, we envision an eAmber & eSilk Road. Towards that end we will hold a series of meetings and sustained interactions to explore opportunities, remove uncertainties and addresses challenges. We expect to enable electronic commerce in those countries and cities that once were famous, and may prove again to be, through involvement of stakeholders with knowledge and an outlook towards the future.