



RIS Week

Common Issues Meeting on how River Information Services support multimodality

Minutes

Common Issues Meeting

Attendees

Representatives of the European Commission, UNECE, River Commissions, Member States, Members of the RIS Expert Groups, selected stakeholders



Authors

Andreas Scherb and Mario Sattler (both viadonau)

Date / Time

Wednesday, 13 June 2018

Common Issues Meeting 09:00 – 15:45

Meeting Venue

*RDM Rotterdam – Baanderzaal
Heijplaatstraat 23, 3089 JB, Rotterdam
www.rdmrotterdam.nl/en/contact-eng/*

Host of the meeting

Rijkswaterstaat – Ministry of Infrastructure and Water Management

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AGENDA

Moderation: Nancy Scheijven – Director Vessel Traffic and Water Management, Rijkswaterstaat

08:00 Vessel GEMINI departs from berth of Watertaxi – Boompjes (43)

08:30 Arrival of vessel – Registration and welcome coffee

09:00 Welcome and Introduction (Nancy Scheijven and Ivo ten Broeke)

09:10 Opening Speeches: Strategic Developments

- Welcome note (Nancy Scheijven – Director Vessel Traffic and Water Management, Rijkswaterstaat) – 10 minutes
- Update on EU Policy developments and viewpoint of the European Commission on how River Information Services support multimodality and an update on digital initiatives (Daniela Rosca - Head of Unit DG MOVE D.3 Ports and Inland Navigation, Luca Farkas – RIS Policy Officer and Dariusz Sawasciuk - IT Project Officer - European Commission) – 30 minutes
- CESNI and standardisation in the area of information technology (CESNI Chair, Lucia Luijten - Head of Unit for Inland Navigation & Waterways, Ministry of Infrastructure and Water Management of the Netherlands) – 10 minutes
- Questions & Answers – 10 minutes

10:10 Initiatives to foster multimodality – the perspective of administrations

The European Commission has called for 2018 to be the “Year of Multimodality”. Multimodal transport refers to the use of different modes (or means) of transport on the same journey in order to offer more efficient transport solutions and to contribute to lower transport costs and CO2 emissions, higher reliability and predictability. One of the key opportunities and challenges in this respect is digitalisation. This session will focus on how administrations can foster multimodality.

- Multiannual Program for Infrastructure and Transport (Luc de Vries, Program manager Freight Corridors - Ministry of Infrastructure and Water Management of the Netherlands) – 20 minutes
- Project presentation “Blue wave connections” (Martijn van Hengstum - Rijkswaterstaat) – 20 minutes
- Initiatives to foster multimodality at the Port of Seville (Xavier Pascual and Cas Willems on behalf of the Port of Seville) - 20 minutes
- Questions & Answers – 15 minutes

11:25 Coffee break

11:55 Initiatives to foster multimodality– the business perspective

Multimodality provides the possibility to combine the strengths of the different transport modes, such as CO2 footprint, convenience, speed, cost, reliability and predictability. Multimodality can offer – in many cases – more efficient transport solutions for people and goods that helps ease the pressure on congested roads, and make transportation more environmentally friendly, safer and cost efficient. This session will focus on multimodality from a business perspective.

- Viewpoint of an information broker (Dennis Dortland - Portbase) – 15 minutes
- Viewpoint of a freight forwarder and a RIS user (William Gerritsma – Jong BLN) – 15 minutes
- Questions & Answers – 15 minutes

12:40 Conclusions morning session & preview afternoon program (moderator)



12:45 Lunch

14:10 Digitalisation initiatives for inland waterway transport – status quo and trends

Digitalisation in inland waterway transport is developing rapidly. River Information Services contribute to the digitalisation and support initiatives to develop applications for shippers, fleet operators and skippers. This session will give an impression on the contribution of digital solutions in the transport sector with a focus on inland navigation.

- Vision on Inland Navigation and its digitalisation from a Seaport´s view (*Raymond Seignette - Port of Rotterdam*) – 20 minutes
- Intermodal route planning (*Jeroen Bozuwa - Ecorys*) - 15 minutes
- Nextlogic (*Wouter Groen - Nextlogic*) - 15 minutes
- RiverGuide app (*Leon Gommans - Teqplay*) - 15 minutes
- Questions & Answers – 15 minutes

15:30 **Closing words** (moderator)

15:40 **Coffee break**

16:10 **Guided Tours RDM** (Innovation / Architecture, <https://www.rdmrotterdam.nl/en/guided-tours/>)

17:10 **End of Common Issues Meeting**

17:30 **Departure vessel GEMINI to berth of Watertaxi – Boompjes (43)**

19:30 **Common Issues Dinner on vessel BERENBOOT, berth of Watertaxi – Boompjes (43)**
(vessel departs at 19:45 for roundtrip and arrives at 22:00)

All presentations are available for .pdf-download on ris.eu as well as in the Common Issues section of eg.ris.eu.



1. Welcome and Introduction

Reference: 00 - Scheijven & Ten Broeke – Moderation Slides Introduction.pdf

Ms. Nancy Scheijven as Director Vessel Traffic and Watermanagement from Rijkswaterstaat and as the moderator of the day welcomes all participants to the Common Issues Meeting.

Ms. Scheijven gives the word to Mr. Ivo ten Broeke who gives an introduction about the geographical development and the special situation of the Netherlands because major parts are below sea level. Furthermore Mr. ten Broeke highlights the historical development and especially the importance and meaning of the city of Rotterdam (dam of the river Rotter) including not obvious visible constructions like dams which are required to achieve living under the sea level by preventing flooding of rivers. In addition to that, the development of the port of Rotterdam was depicted.

Ms. Nancy Scheijven further provides organisational information concerning the meeting.

2. Opening Speeches: Strategic Developments

2.1 Welcome note

Reference: 00 - Scheijven & Ten Broeke – Moderation Slides Introduction.pdf

Ms. Scheijven mentions the meaning of the year 2018 from mobility and transport perspective which is considered to be the year of multimodality and the importance to think outside the box, seeing the bigger picture. As a result, Inland Waterway Transport needs to keep on improving by looking at other means of transport. Multimodality refers to use different modes of transport in order to reduce CO₂ emission, congestion and air pollution. Ms. Scheijven further highlights the main benefit of Inland Waterway Transport in lower emission costs than other transport modalities. Focusing on digitalisation and multimodality, the aim is to improve information technology that helps Inland Waterway Transport, e.g. electronic transport documents, multimodal travel information and digital corridor information. Ms. Scheijven further talks about digitalisation and the need to adopt to new requirement and how it will affect the working life of today's and the next generation and shows the difference between employees who are working since 40 years, grown up without computers, and the young generation which is growing up with computer games like Minecraft and therefore already develop digital skills from the youth.

Ms. Scheijven concludes that RIS technologies support innovations in inland navigation and contribute to multimodal transport and to Smart Shipping. It is of utmost important to keep on track with changes which are constantly recurring in the transport sector. Last but not least, the awareness for cyber security plays a major role within the upcoming future because the Minecraft player of today might become the hacker of the system tomorrow.



2.2 Update on European Policy developments and viewpoint of the European Commission on how River Information Services support multimodality and an update on digital initiatives

Reference: 01 - Farkas & Sawasciuk – Update on EU Policy Developments.pdf

On behalf of the European Commission DG MOVE D.3, Ms. Luca Farkas thanks the hosts of the RIS week for the organisation.

Ms. Farkas provides an update on EU policy developments and initiatives supporting RIS. She reports on the year of multimodality and the possibility on European level to support European countries with funding, initiatives and law making. In terms of initiatives for multimodality, a second round of the Digital Transport and Logistics Forum (DTLF) namely DTLF II will be established with an open call in the second half of 2018. In terms of funding a CEF transport call is open with 450 Mio. EUR, of which 100 Mio. EUR is reserved for RIS, multimodal logistics platforms and intelligent transport systems. In addition a research and innovation call is available coming from H2020 with a specific envelop for water related transport. In terms of legislation a mobility package was published in May 2018 with many proposals of new law which also affects digitalisation and mobility.

Ms. Farkas further reports on the evaluation endeavour for the RIS Directive (Directive 2005/44/EC). In the past, an evaluation was already carried out until the year 2011. A new RIS evaluation contract will be launched, aiming at how RIS was implemented in the countries within the recent timeframe between 2011 and now. In an intermediate step for fact finding and information gathering, how RIS was implemented within the Member States, a questionnaire will be elaborated and sent out. In order to ease the work for the Member States, the questionnaire will be pre-filled with existing information from the RIS Policy Evaluation. Ms. Farkas will keep the chairs of the different expert groups updated on the evaluation process. It is expected that the questionnaire will be distributed in summer 2018.

In terms of the four RIS standards, following news are available:

- Standards for IECDIS and NtS
 - Final steps of the legislative procedure covering the translation are in preparation. It is foreseen to publish the Regulations for IECDIS and NtS in the 3rd quarter of 2018
- Standard for Inland AIS / VTT
 - After finalisation of the text under the lead of Mr. Stefan Bober, the publication as a proposed regulation on the Better Regulation Portal will be done. In case the expert group can agree on a proposed text, it can be launched for the public consultation during the summer, continuing with the remaining steps in the procedure like the IWT Committee meeting
- Standard for ERI
 - Standard for ERI will be handled after finalisation of the standard for Inland AIS / VTT with the same procedure



Ms. Farkas further informs about the role of CESNI (Comité Européen pour l'Élaboration de Standards dans le Domaine de Navigation Intérieure). The European Commission focuses on a better cooperation together with CESNI. Therefore it is foreseen to incorporate CESNI in the RIS regulations and for the work of the RIS Expert Groups. Ms. Lucia Luijten will provide further information on CESNI and the standardisation in the area of information technology.

Ms. Farkas introduces a new reference to the NIS Directive (EU) 2016/1148 concerning measures for a high common level of security of network and information systems across the Union, which have possible implications for the future technical standards of IECDIS, Inland AIS / VTT. The attention is further drawn to a combined call for “cybersecurity”, more information are available online: <https://webcast.ec.europa.eu/cef-telecom-virtual-info-day-2>.

Ms. Farkas further provides an overview of EU funding for RIS. Recently, the 2018 CEF Transport call was launched to complement current CEF actions aiming on different kind of aspects like harmonised concepts for (cross-border) exchange of data, digitalisation or reduction of administrative burden. Deadline of the 2018 CEF Transport call is 24 October 2018. More information is available online: <https://webcast.ec.europa.eu/2018-cef-transport-info-day> and <https://ec.europa.eu/inea/>. From beginning of September 2018 also a H2020 call for research and innovation projects will be available. More information is available online: <http://ec.europa.eu/research/participants/portal/desktop/en/opportunities/h2020/topics/mg-2-6-2019.html>.

Ms. Farkas continues with legislative issues concerning the European Hull Database (EHDB): According to the already published Directive 2016/1629 (Article 19), the EHDB has to be extended with additional information. In July 2018 the adoption of the Delegated Act on the EHDB is envisaged; the draft was already presented to the Commission Expert Group on Technical Requirements. The adoption of the delegated act should enter force in October 2018.

Ms. Farkas informs about the EHDB data & data quality. Regarding the data quality in the EHDB, countries that are delivering data do this on a regular basis. There haven't been any updated data sets from Luxembourg and Romania in 2017/18. The average age of entries from the Netherlands is rather old. Germany, Italy and Hungary do not provide data to the EHDB. Mr. Gergely Mező from the Hungarian RIS Provider mentions that they still have to sign the agreement to share data with the EHDB.

European Reference Data Management System (ERDMS) – RIS Index:

Ms. Farkas informs that the completeness and up-to-dateness of ERDMS data is increasing and specifically mentions Austria and Hungary for their active contributions. No updates have been received from Romania, Slovakia, Czech Republic and Belgium. Ms. Farkas points out that Belgium already started to update their data in the ERDMS within the last days. She further highlights the importance of the timeliness of data and therefore asks all countries to take necessary actions.

News concerning European Hull Data Base (EHDB):

Ms. Farkas hands over to Mr. Dariusz Sawasciuk who is IT product manager at the EC DG MOVE & DG Energy and responsible for hosting of the EHDB, ERDMS and the TEN-TEC tool. Mr. Sawasciuk presents an overview of the technical novelties in the EHDB. New requirements coming from Article 19 of Directive 2016/1629 are planned to be delivered until end of September 2018. In



2019 it is foreseen to refactor the system according to requirements defined in the Delegated Act. Based on current operations, the Service Agreement for the EHDB has to be signed in order to get access to the EHDB. The Delegated Act in preparation will change this procedure by introducing focal points in Member States which will be responsible to grant access to users in the future. The EHDB will receive new features like copying of vessel certificates, download certificates or view versions to visualize the previous versions of certificates. The Web-Service interface remains unchanged. New Web-Services for new functionalities will be added.

News concerning European Reference Data Management System (ERDMS):

As already mentioned before, Mr. Sawasciuk explains that both systems (EHDB & ERDMS) have a single EU login and all users need to have an EU login. He presents an overview of new or updated functionalities in the upcoming version. With regards to time planning, Mr. Sawasciuk mentions that a test version to members of the Working Groups was already provided in November 2017 and feedback from the last RIS Week in Bratislava has been translated into requirements. A full system ready for tests by representatives is expected in January 2019 and the deployment in production is planned in March 2019. On a later stage the documentation for the ERDMS will be updated. The focus for the moment is to organize user management properly and to ensure quality of data:

- Proper procedures for granting editing rights via focal points
- Restriction of editing rights
- Involvement of the Member States administration that is responsible for reporting

At the end of the presentation questions from the audience are answered. Ms. Farkas thanks Peter Stuurman for his dedicated work as chairman of the ERI Expert Group.

2.3 Questions & Answers

Mr. Mihai Niculescu from ITS Romania asks if the Member States should use the EHDB to issue certificates? Mr. Sawasciuk replies that it is just information about the application and that it will be used to avoid operator to upload the same certificate twice, as well as to avoid uploading a certificate from a Member State although it was already rejected by another Member State for the same certificate.

Mr. Alaric Blakeway from VNF (Voies Navigables de France) raises the question if there will be any Steering Committees for EHDB and ERDMS. Ms. Farkas mentions that at the moment there are four Commission Expert Groups and that is not clear yet who is responsible. For the moment no detailed information is available.

Mr. Henk Van Laar from Bureau Telematica on behalf of the Industry asks if it is foreseen that barge owners get access to the EHDB. Mr. Sawasciuk answers that at the moment this is not foreseen. Access rights are currently limited to the users which signed the Service Agreement for the EHDB. In the future, it is up to the focal points respectively national authorities based on defined rules.

Mr. Mathias Polschinski from the Federal Waterways- and Shipping Administration in Germany raises a question concerning the maintenance procedures. He wants to know if there is an opportunity to implement maintenance procedures of the ERDMS without a Steering Committee decision. At the moment, Ms. Farkas cannot take a final position on this topic. She further



mentions that CESNI is playing a role in IT related subjects and this could be one of the subjects addressed to CESNI. Furthermore Mr. Polschinski raised the questions if there are already defined and agreed maintenance procedures/business processes behind the implementation of EHDB. He remarks that it is of utmost importance to know the timeliness of data for all RIS users. Mr. Sawasciuk replies that at the moment, this requirement is not available.

2.4 CESNI and standardisation in the area of information technology

Reference: 02 - Luijten - CESNI and Standardisation.pdf

Ms. Lucia Luijten, current chair of CESNI (Comité Européen pour l'Élaboration de Standards dans le Domaine de Navigation Intérieure) explains what CESNI is. CESNI is the European Committee for drawing up standards in the field of inland navigation and was created in a resolution by CCNR in 2015 with full support of the European Union. The cooperation between CCNR and EU is defined in a contract whereas CESNI is a main element. Members of CESNI are CCNR Member States as well as EU Member States. In addition to that, observer states, approved organisation and NGOs are taking part in the group of CESNI. CESNI therefore brings together all the expertise in Europe in the field of inland navigation.

The aim of the cooperation is harmonisation of standards and regulations at European and international level including those of the European Union and the CCNR. Ms. Luijten gives an example how harmonisation is carrying into effect focusing on the technical standards of vessels. For example, there are two legal frameworks available: on the one hand the Technical Directive (EU) 2016/1629 and on the other hand, the Rhine Regulation RVIR (Rhine Vessel Inspection Regulations). EU and CCNR both have legislative competences and they both refer to the same CESNI standards (ES-TRIN and AIS Test Standard). This means both are keeping their competences and are still harmonising content of the regulation.

Up to now, CESNI is working in the field of technical standards for vessels and professional qualifications, but a new element will be added next year, namely information technology. At the moment, CESNI is preparing a new work programme for the next three years which is based on strategic guidelines that are agreed by CCNR and DG-MOVE. Based on the new element information technology in the guideline, CESNI will have the task to adopt and prepare in this field to support proper implementation of those standards and to provide advice and analysis on the new standards including RIS. RIS Standards under Directive 2005/44/EC are currently not covered by CESNI. The possible benefits for RIS activities are:

- Formal framework for RIS experts
- Fast adoption and publication of standards, including quality translations (4 languages)
- International status for the standards
- Programming and steering by CESNI Member States
- Better integration with other standardisation fields (vessel, crew...)

Ms. Luijten further presents the next steps of CESNI, from strategic guidelines to CESNI work programme. Starting points are the guidelines which come from DG-MOVE and CCNR. In a next step, RIS Expert Groups, CESNI members and observer states, approved NGOs, international organisations can bring in proposals for the work programme as long as they are within the



framework of the guidelines. The Secretariat will draft a work programme (stabilised draft expected end of June 2018) which will be discussed in CESNI and adopted in November 2018.

Ms. Luijten gives an insight into the proposed future governance. A similar structure as for the other works under CESNI is foreseen. If the connection between RIS Expert Groups and CESNI shall be established, a new Working Group for CESNI IT (Information Technology) is required.

Ms. Scheijven remarks that we have to keep in mind, why we are doing this. It is not just for governance purposes but also for our customers. It is not only joint working effort but also to achieve benefits for the users.

2.5 Questions & Answers

Mr. Alexander Schmid from BearingPoint wants to know how the industry and users are involved in CESNI. Ms. Luijten replies that the end users and the industry are actively participating in the Expert Groups and all the standards are elaborated in cooperation with the user.

Ms. Birgitta Schäfer from the Federal Ministry of Transport and Digital Infrastructure from Germany highlights the benefit to adopt new standards in a faster way. It takes at least two years from finalizing a standard in the Expert Groups until its official adoption. If this procedure could be accelerated, it would bring benefits to the whole RIS Community.



3. Initiatives to foster multimodality – the perspective of administrations

3.1 Multiannual Program for Infrastructure and Transport

Reference: 03 - De Vries - Top Corridors Program.pdf

Mr. Luc de Vries from the Ministry of Infrastructure and Water Management and as program manager on behalf of all corridors gives a presentation explaining what is meant by the Top Corridor Program, an integral, multimodal and joint public/private approach for realizing Top Corridors south and southeast as part of TEN-T corridors. In December 2017, several parties decided to set up a program board with the Minister of Infrastructure and Water management, State Secretary of the same ministry and regional ministers of the southern part of the Netherlands. The board gets together on biannual meetings. Within the last meeting held one week earlier to the RIS Week, core program goals have been set up. The vision of the Top Corridors for 2030 is to facilitate a smooth, reliable, robust, safe and sustainable transport system that contributes to sustainable economic growth taking into account the user needs and also to consider the quality of life and environment aspects along the corridors.

High level goals within the Top Corridor Program have been translated to four core objectives used to rate the actions:

- Economy
- Environment and sustainability
- Society and safety
- Corridor quality and accessibility

Mr. De Vries highlights to focus not only on infrastructure, but also to give attention to the nodes within the network. Nodes are important means to change goods from one modality to another one, e.g. from roads to waterways or waterways to pipelines. Furthermore, different typologies of the different networks (road, waterway, rail, pipeline) are explained. The program board set 17 actions which will be connected to main goals and key performance indicators. Mr. De Vries further presents the ongoing program timeline lasting until 2030 and the integral program approach.

3.2 Questions & Answers

Mr. Singh Prince raises the question if there is the vision to foster multimodality until 2030 because of switching of modalities at the moment and wants to know how multimodality can be put into practice by the European Union respectively the national ministries. Mr. De Vries replies that the insights of companies are taken into account to help them to switch from one modality to another one. It is important to get the information what is further needed to take required actions to ensure a multimodal approach.

3.3 Project presentation “Blue wave connections”

Reference: 04 - Van Hengstum - Blue Wave Connections.pdf



Mr. Martijn Van Hengstum, project manager from Rijkswaterstaat, gives a presentation about Blue Wave Connections and starts with a movie of the programme, which can be viewed under following link: <https://www.youtube.com/watch?v=jjVwEAxlcB0&feature=youtu.be>

Blue Wave Connections started as a program from the Ministry and aims to achieve better information exchange between both, road and water authorities and users (skipper and road user) aiming for data of bridges, locks, both real-time and planned and berth occupation. The programme Blue Wave Connections results in less inconvenience and more predictable travel times for road and waterway users. The members of the Blue Wave Connections are provinces, port authorities (Amsterdam, Rotterdam), town councils/municipalities, Rijkswaterstaat and National Data Warehouse (NDW) for traffic information. Blue Wave Connections focuses on multimodal traffic management taking into account schemes of public transports, emergency services and traffic control centers. Furthermore information about Inland Waterway Transport and recreational shipping is required to create an optimal scheme of opening bridges. The number of bridges distributing real time openings of bridges increased a lot during the last two years. The easiest way to get those data is traffic control center but also sensor technology will be used, e.g. light meters connected to warning lights of a bridge. The potential advantage of measuring with low energy sensors is the independent measurement in terms of cyber security, a connection to SCARDA system is required. Mr. Van Hengstum further highlights the close cooperation within the project RIS COMEX on traffic information (Level 2) to harmonise bridge opening information. Blue Wave Connection is available via website and the RiverGuide App which will be presented in more detail by Mr. Leon Gommans.

3.4 Questions & answers

Ms. Karin De Schepper from Inland Navigation Europe (INE) wants to know about the cooperation with cross-border regions. At the moment there is no cooperation with cross-border regions but interest exists to exchange data.

Mr. Mihai Niculescu from ITS Romania wants to know if there is any data connection between the bridge management centers and traffic management centers? Mr. Van Hengstum replies that it is depending on the region and the bridge and its equipment.

Furthermore, the question was raised related to berth occupation how the size of ships is known? Mr. Van Hengstum answers that AIS information (width, length) is used. If the AIS information is not entered correctly, the measurement of the size of the vessel for berth occupation is not accurate.

3.5 Initiatives to foster multimodality at the Port of Seville

Reference: 05 - Willems & Pascual - Port of Seville.pdf

Mr. Xavier Pascual introduces the company SENER and highlights the cooperation of different modes of transport focusing on the project AIRIS-PS and in particular on phase 1 activities which are in elaboration at the moment. SENER's mission is cross innovation and technologies. The project AIRIS-PS (Advanced Implementation of RIS in the Port of Seville and Guadalquivir Euroway) aims at the advanced and complete implementation of the RIS concept and standard in the Port of Seville and on the Eurovia of the Guadalquivir based on the guidelines and



recommendations for River Information Services, PIANC WG n°125, adopted (in its 2004 revision) for the implementation of RIS in Europe, as regulation 414/2007 of the RIS Directive (2005/44/EC).

Mr. Cas Willems mentions to go back to the basis, the users, in order to explain to users what kind of services they need in the future. Based on the development phase in the past where AIS network was installed and ENC's were developed, it was possible to implement RIS in a maritime terrain. Mr. Willems mentioned the project structure, current steps and upcoming tasks to be done within the project.

Within phase 1 of the AIRIS-PS project, 3 pilots will be proposed for implementation:

- Pilot 1: FIS – Fairway Information Services
- Pilot 2: TIS – Traffic Information Services
- Pilot 3: TMS – Traffic Management Services

3.6 Questions & Answers

Mr. Jürgen Trögl from viadonau wants to know, what is the main aim/problem to be solved in the port of Seville? Mr. Willems explains that the port of Seville is one of the bigger ports in Spain containing good connections to road and rail but poor amount of traffic in the port. Necessary steps are foreseen to attract more users, so it is rather a business oriented approach.



4. Initiatives to foster multimodality – the business perspective

4.1 Viewpoint of an information broker

Reference: 06 - Dortland - Information Broker.pdf

Mr. Dennis Dortland from Portbase gives a presentation about the Port Community System (PCS) for Dutch ports: Innovating towards integral planning. Before Mr. Dortland starts the presentation, he asks the audience who knows what a Port Community System is? More than half of the audience raises their hands. Mr. Dortland explains that Portbase is a national Port Community System on behalf of Dutch ports. The most important shareholders are Port of Rotterdam (75%) and port of Amsterdam (25%). The importance (e.g. the 24/7 availability) of a Port Community System is mentioned to ensure proper operations within and outside of the port (hinterland services). The goal of Portbase is to make Dutch ports to smart ports and to make it interesting for new opportunities to transport cargo. Portbase essentially covers the important business processes and tries to harmonize the processes where there is not distinct value in the process. Therefore Supply Chains specific benefits are presented and the chain-wide services, on the one hand Import and on the other hand Export are explained. The core principle of a port Community System is receiving data and providing them to the right application/user. PCS has benefits for supply chains offering several advantages (sharing/re-use of data improves data quality, etc.). Freight Forwarders, etc. needs to be handled in a way that just the stakeholders allowed/involved in the transport gets information. Mr. Dortland highlights important steps to be done:

- Improve data maturity by connecting with new types of data sources and services
- Consolidate and strengthen position, improve data quality by validation, updates and new sources
- Improve data coverage by connecting inland terminals and through integrations

4.2 Questions & Answers

Mr. Andreas Bäck from viadonau wants to know which type of real-time information on inland waterways they are currently using and what would be top urgent needs. Mr. Dortland mentions that no inland waterway information is used right now. Dependent on the water depth/height also the amount of loaded cargo is dependent, especially for predictions. Therefore Mr. Dortland sees a big impact in getting information like water depth/height and they are willing to incorporate such kind of data in future.

Mr. Alexander Schmid from BearingPoint asks if Portbase is a kind of a broker of services within the port and wants to know if they will take billing and charging into their responsibility/processes. Mr. Dortland sees some opportunities because requests for that already have been received in this context but based on the assignment given to have a financial construction it is far off from where Portbase wants to achieve added value.

Mr. Barthold van Acker from De Vlaamse Waterweg nv wants to know in which part of the system block chain is implemented? Mr. Dortland responses that at the moment, Portbase is not implementing block chain. Looking globally, block chain is quite immature and thus different other aspects have to be elaborated like business processes or legal framework. Mr. Dortland



states his personal perspective on block chains that at the moment block chain projects are trying to copy processes which are already digitised which therefore do not provide any added value.

4.3 Viewpoint of a freight forwarder and a RIS user

Reference: 07 - Gerritsma - RIS User.pdf

Mr. William Gerritsma is the Vessel Owner of the bulk cargo vessel “Ferox” and presents the viewpoint of a freight forwarder and a RIS user. He wants to debate on the topic how RIS can provide more cargo to inland waterway transport. He highlights that inland waterway transport is the biggest modality in the Netherlands, but also raised the question if they are prepared to remain the biggest modality in future. Mr. Gerritsma explains the benefits of inland shipping and focuses on the benefits reliability and availability, because if the sector wants to keep realizing reliability and availability of inland waterway transport, they are depending on the infrastructure that is needed. He further gives an illustrative example comparing the amount of containers on board of one vessel and what it would look like if these containers would be transported by trucks.

Mr. Gerritsma shows some headlines from the past year:

- Main transport roads completely closed after 2030 (that’s about the main roads from mainly Rotterdam to Germany and Belgium)
- Customers leaving inland shipping sector (because of delays which can go up to 72 till 96 hours with excessive cases of 7 days which results in leaving customers who go back to truck transport despite the predictions about congested roads.
- Until the year 2040 the total amount of freight transport volume will increase with 8% to 31% and for the inland shipping sector from 13% to 28%

Mr. Gerritsma mentions if the transport volume on inland waterways would increase with 13% it probably won’t even be noticed on the waterways. There is still a lot of free space available but it will be noticed at the locks, with delays of three quarters of an hour. A chain is only as strong as the weakest link and from experience, Mr. Gerritsma mentions that locks are a weak link because they can be out of order or do not corresponds to the current status because of too low capacity throughput. Delays are getting worse and worse due to maintenance problems on the waterways. This problem comes from letting bigger ships sail the rivers and canals and not adjusting the maintenance program to it. Mr. Gerritsma argues that you also wouldn’t drive your 25 tons truck over a bridge that is built in a time where the mailman came with a horse and carriage and isn’t fit to today’s standards, but that’s what he has to do on a weekly to daily basis. Canals and locks were built in a time with less transport intensity and a maximum capacity of 1500 tons per vessel. Vessels scaled up but the maintenance didn’t scale up at the same rate.

Road transport has one big advantage to inland waterway transport. If there is a problem on the road, a blockage, a traffic jam or a road is closed for maintenance, a detour can be used. In 90% of the times in inland shipping users have to wait until the river or canal is open again. Waiting times amount sometimes to hours, but sometimes also to days. This has negative effects because customers are choosing another means of transport for their next transport and then your customers are long gone to another modality.



The biggest issue of reliability and availability is planning. Mr. Gerritsma highlights good examples which are necessary to strengthen inland waterway transport. For example the smartphone application DoRIS mobile from viadonau provides the availability of the locks and also the status at the locks. It shows how many vessels are in the lock and how many vessels are underway to the lock and in what direction. With this information the skipper can decide to adjust speed to have the right ETA at the next lock. He further addresses the possibility of viadonau to provide shallow sections in the navigational channels and informs the user about the maximum possible draft at a specific part of the river. Furthermore the ideal line to navigate over shallow sections will be displayed on the fairway. With this information, the skipper can plan trips even more accurate in the way that the prediction towards the customer will be more reliable.

He further mentions the project CoVadem where ships are equipped with devices that keeps track of GPS, the draft and the echo sounder. The echo sounder measures the distance between the bottom of the ship and the ground. The project CoVadem aims to create a chart like provided by viadonau for shallow sections at the moment.

First test will start on the river Rhine with information provided from the vessels equipped. Therefore it is of utmost importance to provide a comprehensive coverage to be reliable. Mr. Gerritsma remarks that it would be a real benefit to combine this information with onboard navigation programs like Tresco. Mr. Gerritsma ends the presentation with the saying: “Tired of congestion? Then get you shit together, keep us flowing and we keep you going”.

4.4 Questions & Answers

Mr. Jürgen Troegl from viadonau asks what the skipper favours in terms of used device. A smartphone app, the Tresco Viewer or requesting data from a website? Mr. Gerritsma answers that he is in favour to receive everything on his Tresco Viewer. There are already helpful applications available on the market but the user doesn't want to open up four apps if he can also get the same information in his Tresco Viewer (IECDIS Viewer).

5. Digitalisation initiatives for inland waterway transport – status quo and trends

5.1 Vision on Inland Navigation and its digitalisation from a Seaport's view

Reference: 08 - Seignette - Port of Rotterdam.pdf

Mr. Raymond Seignette presents a vision on inland navigation and its digitalisation from a Seaport's view. To a certain extent, when progress slows down and different parties have different interests (e.g. public/private cooperation) it is necessary to take a holistic approach to the implementation. He mentioned that the IMO/FAL meeting decided to stop all technical developments on the maritime single window and introduced a more holistic approach. Mr. Seignette explains the digitalisation of the supply chain with an illustration of a top-down approach. A holistic approach is difficult because different people with different expertise and from different levels of the organisations are required. It is necessary to combine or at least to coordinate the activities in all different contexts together with the industry, authorities and Commissions.

River Information Services is more and more related to supporting the transport side. The difficult thing is that there is a difference between trade legislation and transport legislation and they are not harmonised. Unfortunately the good thing in inland waterway transport is to work in the European Union and therefore do not have to deal with cross-border procedures. Mr. Seignette mentions three subjects being very important to make progress in the implementation of River Information Services:

- Collection of data
- Transparency of information in the logistics chain
- Sharing of data

Mr. Seignette informs the audience about the Navigate application, which is a worldwide route planner showing possible connections especially for container transport. Mr. Seignette highlights that in the future the necessities change of sending electronically, because it is no longer about message but it is about the data (data sets). This data come from different parties (barge, terminal...). In fact, digitalisation will disrupt current way of doing business and therefore also upcoming challenges for the RIS authorities:

- Investing in (digital) infrastructure
- Making public data available through internet
- Harmonising data collection requirements
- Stimulating innovation and coordinating public investments.

Mr. Seignette informs that coordination is necessary between fairway authorities. Cooperation and collaboration is difficult because essence is the cooperation between people, it is about relations. Mr. Seignette shows a diagram of the relation between coordination and cooperation. If people/companies share resources/profit/etc. and are able to voluntarily cooperate, they have the best change of a positive outcome. Mr. Seignette believes that cooperation cannot be arranged through a public program or big projects. It starts with people from the bottom up. In fact, if a system/network should be established that can communicate with each other

respectively speak the same language, then standards are not essential, but the harmonisation of data sets, harmonisation of data collection requirements (e.g. ERI), harmonisation of data provisions (e.g. IENC's) and harmonisation of carriage requirements (e.g. IECDIS, Inland AIS) is important.

5.2 Questions & Answers

Mr. Andreas Bäck from viadonau raises the question, what from the perspective of the Port of Rotterdam would be needed most in order to improve the system and optimise internal processes? Mr. Seignette mentions that in the past they already had a seminar on cooperation in container transports and they came up with two suggestions namely the Inland Navigation Café which shall get people get together to share not only their ideas but also their interests and concerns. It is important to keep the stakeholders together and try to discuss with each other. The second suggestion is to make sure on a regular basis to not only address the question what we think inland shipping needs, but ask the inland waterway transport stakeholders what they need.

5.3 Intermodal route planning

Reference: 09 - Bozuwa - Intermodal Route Planning.pdf

Mr. Jeroen Bozuwa from Ecorys talks about the intermodal route planning focusing on Intermodal Links, which is Europe's leading platform on intermodal routes since 2013. It combines schedules of around 160 barge, rail, short sea & ferry operators with continuous updates confirmed by operators. Mr. Bozuwa shows an excerpt of barge operators taking part in Intermodal Links and further highlights that in the Danube region, they are still missing lots of barge connections. Data included in intermodal links is the key value of the whole platform. It is rather huge effort to keep schedules up-to-date of intermodal transport operators because schedules are not published in a harmonised way. Therefore standardisation is needed to collect and present schedules, e.g. a harmonised Transport Service Description (TSD) which contains following information:

- City of departure and arrival
- Terminal of departure and arrival
- Days of departure
- Frequency (departures per week)
- Transport time (in number of days)
- Name of transport operator
- Name (and date) of transport service

Mr. Bozuwa clearly states that there is a relation between effort, number of operators and connections, and accuracy of information. He further shows the accuracy and timeliness of information available in the system. Information older than 1 year gets deleted. The real objective of intermodal route planners is to make logistics service providers and shippers aware of the alternatives that exist across Europe to ship cargo by barge, rail, short sea & ferry operators.

5.4 Questions & Answers

Mr. Polschinski wants to know if already terminal codes for inland terminals are included in Intermodal Links. Mr. Bozuwa confirms and also mentions that Intermodal Links is still freely accessible.

5.5 Nextlogic

Reference: 10 - Groen - Nextlogic.pdf

Mr. Wouter Groen from Nextlogic informs the audience about the initiative Nextlogic. Nextlogic is not just an initiative, but is also a company which was funded by the Port of Rotterdam aiming at the improvement of the processes on container barge handling, reliable planning and operations as well as optimal allocation of assets, cranes, quays and barges in Rotterdam. Nextlogic is an integral, neutral and dynamic planning for the port area for container barge at different terminals. Mr. Groen further gives insights to the current status and upcoming plans.

5.6 Questions & Answers

Mr. ten Broeke recaps that Nextlogic is about to solve inefficiency in the ports. The main driver to increase efficiency already exists for decades. Therefore Mr. ten Broeke asks who is investing/paying money for it? Mr. Groen states that it is not a free system, all companies are willing to pay and to contribute.

Ms. Farkas wants to know what is meant with “ghost booking”. Mr. Groen explains that ghost booking from a terminal’s point of view is a situation where a barge is expected to arrive at a certain time but in the end the barge did not arrive because of delays or other reasons. Furthermore the situation in Rotterdam is that there is no direct contractual relation between the barge operator and the terminal, this means the terminal is losing money on that.

Mr. Willems asks if Nextlogic is also going to provide services to the maritime sector or short sea? At the moment, the focus is on the barge.

5.7 River Guide App

Reference: 11 - Gommans - RiverGuide App.pdf

Mr. Leon Gommans from Teqplay gives a live demonstration of the functionalities of the RiverGuide application, which enhances the collaboration between fairway authorities and barge and recreational skippers. This is an application for waterway users, providing current information about routes, berth occupation, drinking water points and car landing berths, among other things. In addition to that, the purpose of the application is to promote safety, traffic regulation, smoothness and sustainability on the national waterways.

RiverGuide aggregates the data available from the various waterway administrators and other involved parties. The app uses the resulting combination to put together relevant nautical information for waterway users. The RiverGuide application has been developed for and with inland shippers. The shippers’ needs have been mapped out and incorporated in the app.

The RiverGuide application is available for Android and iOS:

- Android version:
https://play.google.com/store/apps/details?id=nl.teqplay.riverguide&hl=de_AT
- iOS version:
<https://itunes.apple.com/de/app/river-guide/id1102034404?mt=8>



5.8 Questions & Answers +

Mr. Willems highlights the question why the application is not using the ERI standard, IECDIS standard or RIS Index? Mr. Gommans explains that data of these standards will be used.

Ms. Scheijven raises the question to the audience wanting to know, what will be more preferred by the clients: IECDIS and ERI messages or is it the RiverGuide application? Mr. Gerritsma addresses the problem that the RiverGuide application is a web-based solution and inland waterway transport still faces wireless connectivity problems. In the Netherlands, 5G is available, but in other countries the connectivity is rather poor with mostly 2G wireless networks.

A question was raised concerning the measurement of the current. Is it real time? Mr. Gommans explains that the data source is Rijkswaterstaat, and based on prediction models and processed in the way that it can be used by the RiverGuide application.

Mr. Niculescu mentions that it was stated that skippers can send information to the authorities. He asks what do authorities need to receive this kind of information? Several interfaces are available to connect to ERP systems (e.g. information about arrival and departure). Furthermore API calls can be provided as well as push messages. Furthermore he wants to know if the application could be implemented in other countries. Mr. Gommans confirmed that there is no real limitation for adapting the application in other countries.

6. Closing of the Common Issues Meeting

Ms. Scheijven thanks all speakers and participants and wishes everyone an enjoyable evening and a successful rest of the week.

All presentations are available for .pdf-download on ris.eu as well as in the Common Issues section of eg.ris.eu.