SPIN*letter*

Strategies to Promote Inland Navigation

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Foreword

Gert-Jan Muilerman from via donau

Traffic and Transport Management Systems (especially River Information Services - RIS) constitute a major contribution to the rationalisation and enhancement of the appeal of inland waterway navigation. It helps to make waterway transport safer, more reliable and predictable. RIS thereby meet the requirements of modern supply chain management. As part of the SPIN-TN Working Group 2 on Systems & Technologies, RIS-related themes are covered by identifying future research activities based on results from existing projects on the national and European level. You will read in this newsletter how SPIN-TN will identify the major issues at hand. This will result in recommendations for policy makers as well as for the inland waterway sector, in order to promote the implementation of harmonised RIS services across Europe specifically, and promote inland navigation in general.

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Description of Work

Systems and Technologies:-

SPIN SET TO IDENTIFY FUTURE ERA RESEARCH ACTIVITIES.

A "Systems and Technologies" working group of the SPIN-TN will focus on the RTD needs related to the technological and organisational development in inland navigation. They will identify RTD needs for future activities within the European Re-search Area.

SPIN-TN recognises the increasing need for information exchange between parties in the transport world particularly when related to the safety and efficiency of the traffic or related to

transport information in order to improve the efficiency of transport-processes. SPIN-TN also recognises the need for good (system) architecture that leads to better interaction between systems and applications, whilst integrating existing Vessel Traffic and Transport Management systems and concepts with a high degree of consistency and synergy. The aim will be to improve efficiency in business / transport processes. Particular attention is paid to the integration and harmonisation of River

Information Services (RIS) with those of the waterborne marine sector whilst accommodating national plans.

THEMES TO BE COVERED BY THE WORKING GROUP

• Traffic & Transport Management Systems
• Transhipment & Terminal Operations
• Vessels and Equipment
• Standardisation and Harmonisation

Traffic & Transport Management Systems

The extensive work of the 4th frame-

work programme projects of INCAR-NATION, RINAC and INDRIS and the 5th framework project COMPRIS will be used as a base line from which the working group can reference from and build upon for traffic and transport management and related issues like calamity abatement, lock planning, route planning, terminal resource planning, etc.. Special attention will be paid to the integration of technologies in River Information Services and to le-gal aspects of their implementation and operation.

Transhipment & Terminal Operations

SPIN-TN recognises that freight trans-port has been an excellent application field for Information and Communi-cation Technology (ICT) in recent years. Port and terminal environment Cargo or Port Community systems are becoming more and more important as a link between trans-shipment of cargo and terminal operations. For intermo-dal transport management in related to logistic chain management, which integrate Inland Navigation SPIN-TN will interact with the leading FP 5-project ALSO DANUBE and related activities in RIS-proposals and with national projects. The group will build upon work done by these as well as future projects and initiatives for the integration of Inland Navigation into business-to-business electronic commerce platforms.

SPIN-TN also will integrate Inland Navigation issues in the GNSS activities of the European Commis-sion, as there is a high potential to make IWT more efficient with the help of GNSS services. Inland Navigation could be one user right from the beginning of Galileo services due to its specific requirements of navigation and communication and due to high potential for inter-modal operations in Eastern Europe.

Vessels and Equipment

Several projects, at European level and in the member states, have been carried out regarding technical improvements for vessels and on-board equipment, dealing with fast vessels, wheelhouse configuration, more efficient and environmentally friendly use. SPIN-TN will consolidate them and make available the results

for the members and interested parties in the network. In addition, it will offer a communication platform for further ideas. These task will have a strong relationship to activities in the areas of "Human Resources" as well as "Environment & Safety".

New equipment mostly comprises various electronic devices on bridge of the vessel, all being proposed in order to aid the tasks of skipper, to increase the final economic effects of operation or to reduce the risk of various possible accidents.

Standardisation and Harmonisation

Initiatives for standardisation and harmonisation have been undertaken during the last five years in European research projects (e.g. INDRIS) as well by organisations like the central Rhine Commission as well as the Danube commission and the PIANC organisation. The standards are in the area of Information Technology, Electronics and Communications and are related to River Information Services (RIS) within the European Inland Waterways. Furthermore, these standards are aimed to limit and hinder the wild and uncontrolled growth of methods used in the

field of information exchange. There is a diversity of non-approved standards both promoted and used by various parties, both in the Government and in the industrial sectors. These trends, if not checked, could have a non-reversible and possibly detrimental effect on the advance of a European RIS.

The standards developed within INDRIS have been used to build and demonstrate a number of applications within and for the participating countries.

SPIN intends also to act as the platform for promoting standardisation and harmonisation of systems and technologies used in inland traffic or transport operations. Within these activities, it will focus on the integration of user requirements for designing standards and on the implementation of standards or de-facto standards on the market through accompanying measures.

WHO ARE SPIN-TN STAKEHOLDERS?

Policy makers

These stakeholders want the system to solve (or reduce) traffic problems, e.g. authorities responsible for safety on their

fairways, or to provide transport/logistical information services to shippers, freight and fleet operators, police etc related to transport management activities like fleet-management, chain management, freight management and infrastructure management.

Business Managers

This group of stakeholders will control the system and provide the main input, e.g. traffic control operators, lock keepers, terminal operators, etc. The architecture has to be worked out in more detail at the business level. At this level the services selected are split up in applications, more detailed and accurate descriptions of the services. An application will tell in which way the service will be provided and applications will be broken down into functions or processes.

System engineers

Component suppliers will deliver hardware and software components for the system. System engineers will combine the components into complete systems, e.g. VTS-suppliers, system integrators, telecommunication operators, etc.

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Abbreviation/acronyms list

AVV	Adviesdienst Verkeer en Vervoer (Transport Research Centre for the Ministry of Transport, Public Works and Water Management in the Netherlands)
DG-TREN	Directorate-General for Energy and Transport
EC	European Commission
FDC	France Développement Conseil
FP5	5th Framework Programme
GNSS	Global Navigation Satellite Systems
ICT	Information and Communication Technology
IWT	Inland Waterway Transport
PBV	Promotie Binnenvaart Vlaanderen VZW (Inland shipping promotion Flanders)
PIANC	International Navigation Association (formerly Permanent International Association of Navigation Congresses)
RIS	River Information Services
RTD	Research and Technology Development
SPIN	Strategies to Promote Inland Navigation
SPIN-TN	SPIN Thematic Network
UN/ECE	United Nations Economic Commission for Europe
VBD	Europäisches Entwicklungszentrum für Binnen- und Küstenschiffahrt e.V. Duisburg (European development centre for inland and coastal navigation)
via donau	Donau Transport Entwicklungsgesellschaft mbH für Telematik und Donauschifffahrt– via donau (Development Agency of the Austrian Federal Ministry of Transport, Innovation and Technology)
VTS	Vessel Traffic Services

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