

Corridor management on Inland Waterways in Europe

by
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RIS week – Common Issues Meeting
Lille



Co-financed by the European Union
Trans-European Transport Network (TEN-T)

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Topics

- Status overview of the project
- Status of the pilots
- Next steps
- Discussion

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Final Event CoRISMa

Interested? events@viadonau.org

Registration now open!

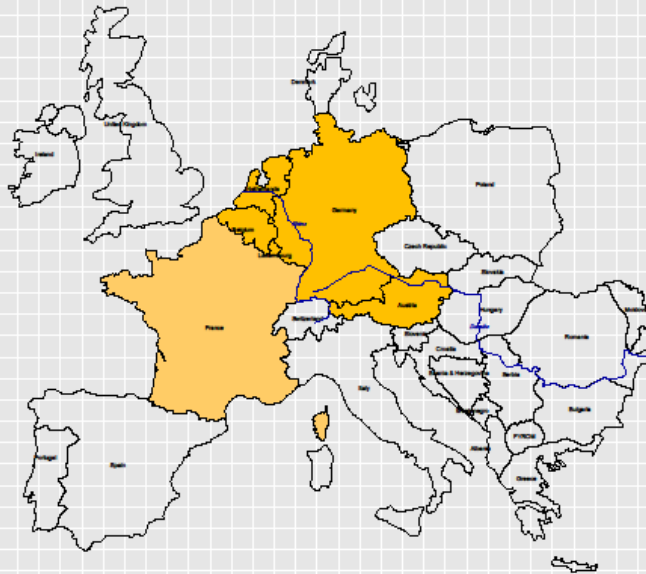
CoRISMa final event

11th December 2015, Antwerp



CoRISMa in a nutshell

**RIS Enabled IWT
Corridor Management**



Bundesministerium
für Verkehr,
Innovation und Technologie



Bundesministerium
für Verkehr und
digitale Infrastruktur



département
**Mobilité en
Openbare Werken**



LE GOUVERNEMENT
DU GRAND-DUCHÉ DE LUXEMBOURG
Ministère du Développement durable
et des Infrastructures



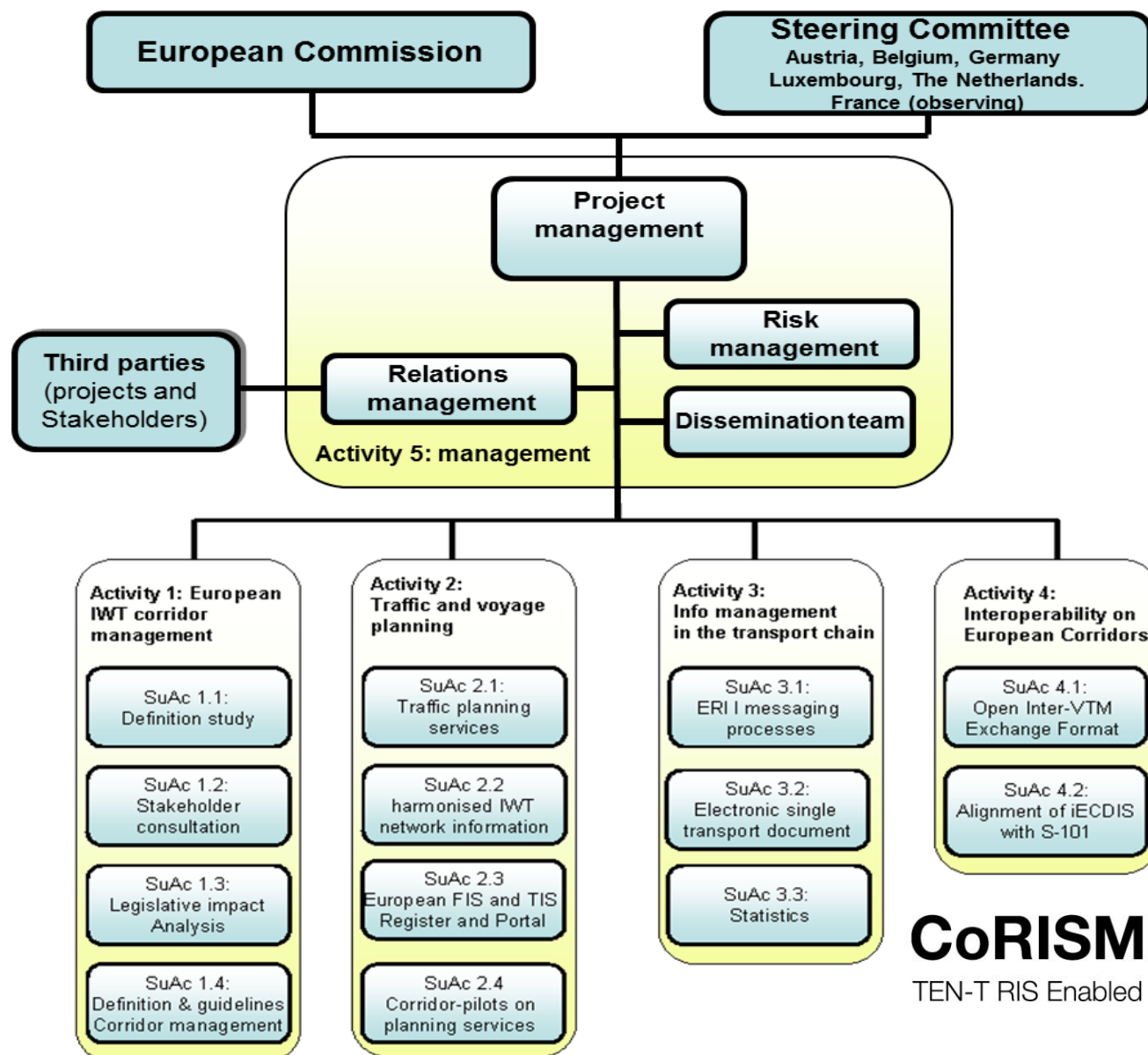
Rijkswaterstaat
Ministerie van Infrastructuur en Milieu



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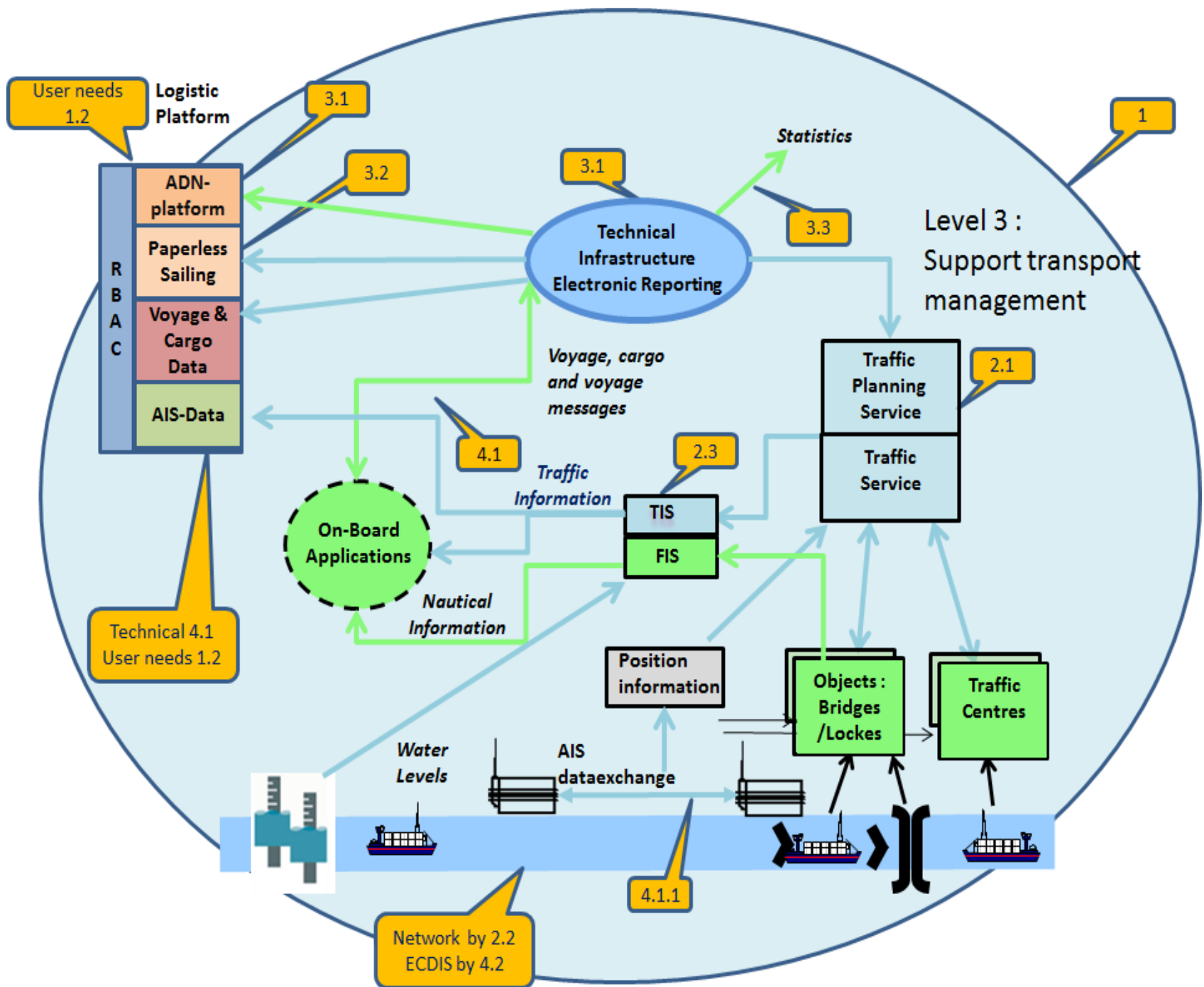
Project outline



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Results of Activity 1

SuAc 1.1 Definition study on European IWT Corridor Management

“Corridor Management is defined as information services among waterway authorities mutually and with waterway users and related logistic partners in order to optimise use of inland navigation corridors within the network of European waterways”

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Results Activity 1

Levels of Corridor Management

1. Corridor Management is a service to enable reliable route planning by supplying – dynamic and static - **infrastructural information**
2. Corridor Management is a service to enable reliable travelling times for **voyage planning** and for **traffic management**, by providing traffic information:
 1. taking into account the actual use of the waterway network (e.g. actual waiting times) and
 2. taking in account predictions during a voyage (e.g predicted waiting times on the corridor) where considered reasonable
3. Corridor Management is a service to support **transport management** of the logistic partners (e.g. deviation management).

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Results Activity 1

SuAc 1.2 Stakeholder consultation

- Very positive support was received from stakeholders
- There is a need for harmonisation, cooperation and a need for adaptation of the IWT Sector with respect to transparency and customer orientation
- More discussions during the final event

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Results Activity 1

SuAc 1.3 Legislative Impact Analysis

- An overview of existing applicable legislation, for each of the member states involved, with commonalities and differences identified;
- The possible impact of the existing legislation on the collection, storing, handling and exchanging of specific information and data related to corridor management;
- The possible impact of the existing legislation on other activities related to corridor management;
- Possible required amendments of the applicable legislation to support and maintain a RIS-enabled European IWT corridor management.

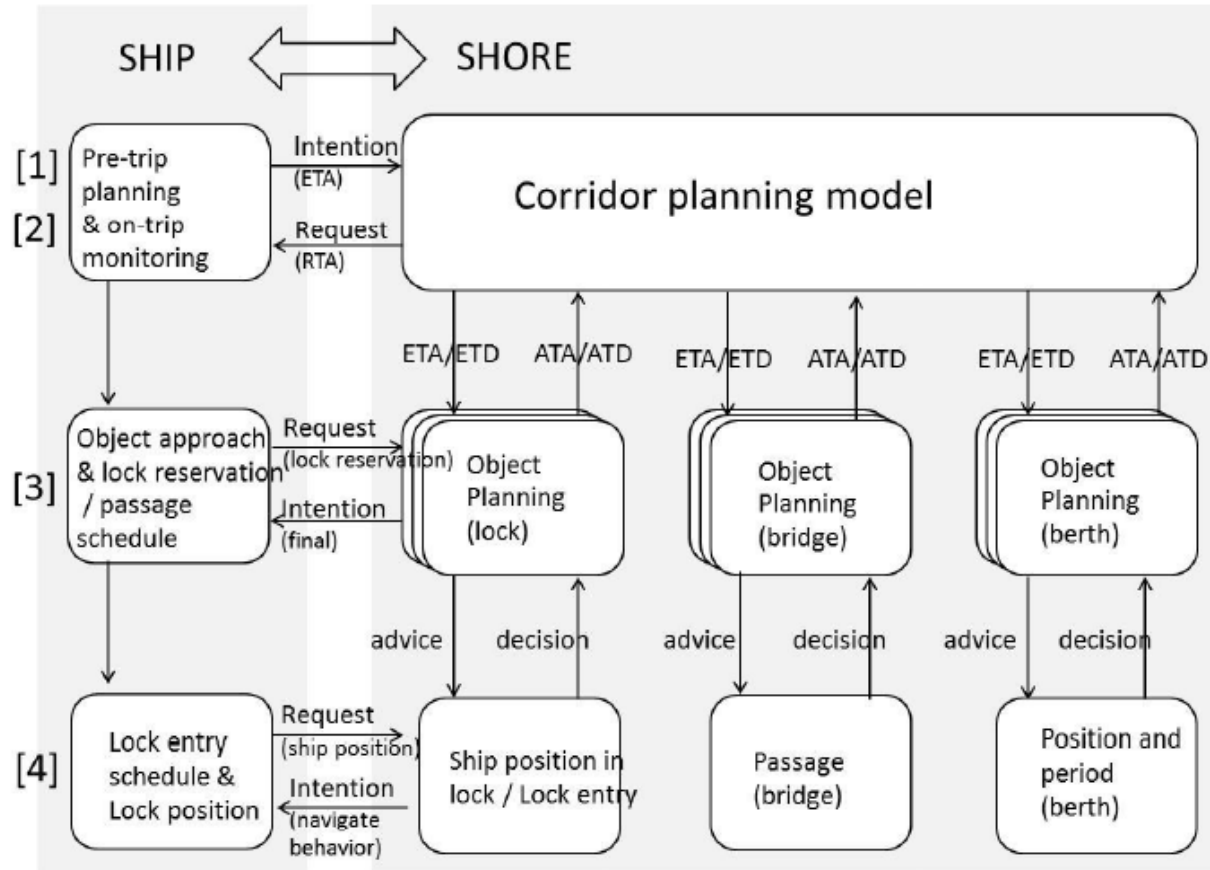
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Results Activity 2

SuAc 2.1 Traffic planning services data model and data exchange format



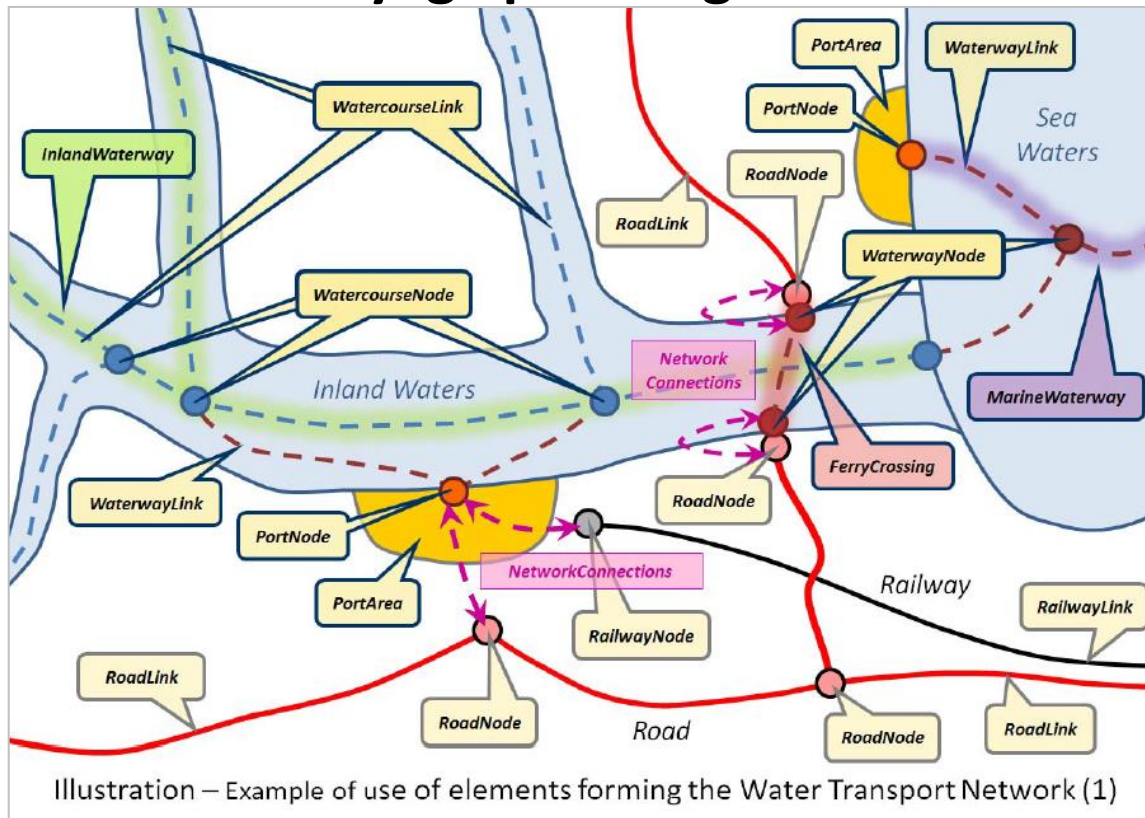
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Results Activity 2

SuAc 2.2 Minimum set harmonized inland waterway network information for voyage planning



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Results Activity 2

SuAc 2.3 Functional and technical requirements study for a European FIS and TIS Register and Portal

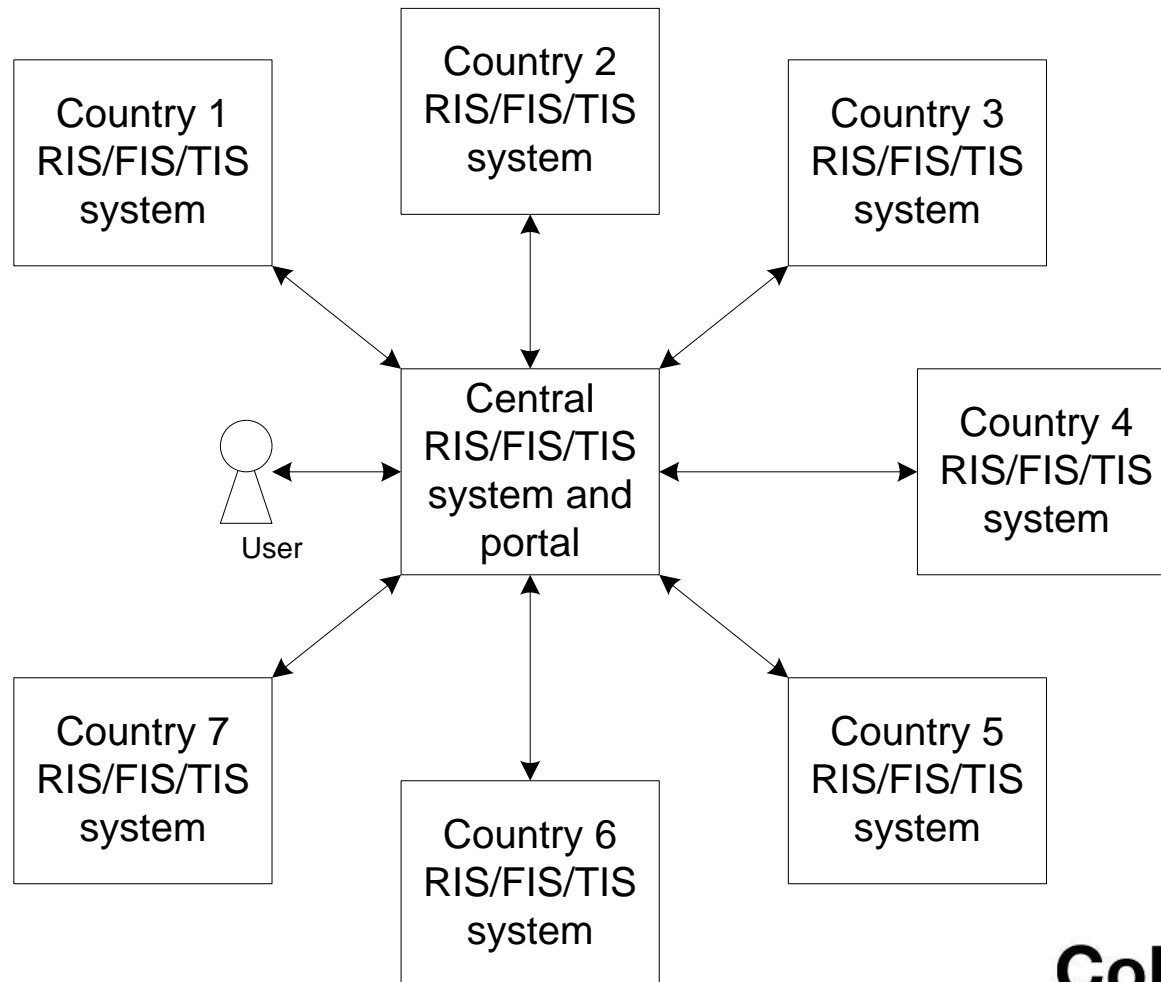
- Investigation of the technically most preferred solutions for a European FIS&TIS Register and Portal
 - A central solution
 - A decentral solution
 - A hybrid solution

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Central scenario system topology

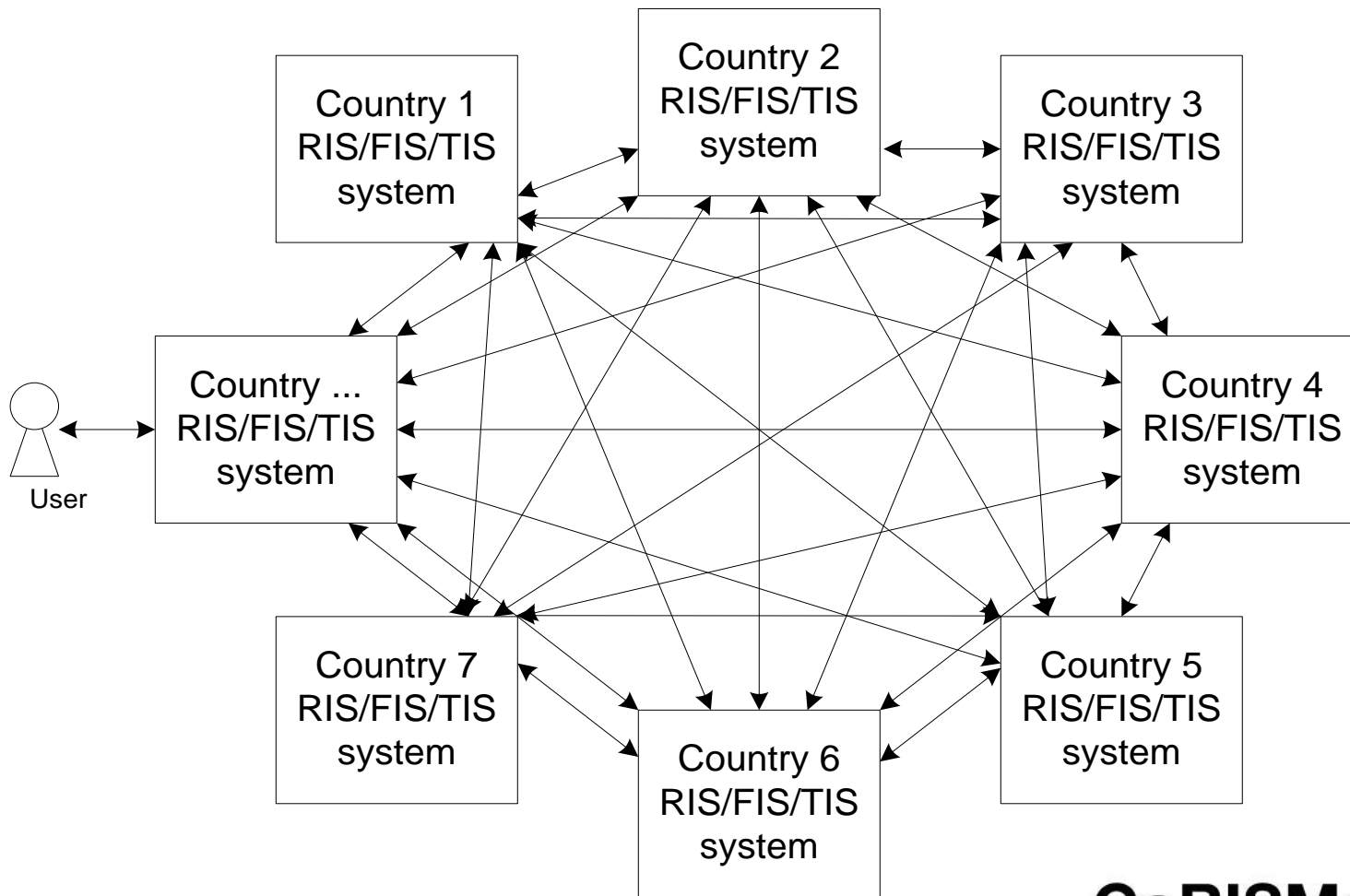


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Decentral solution

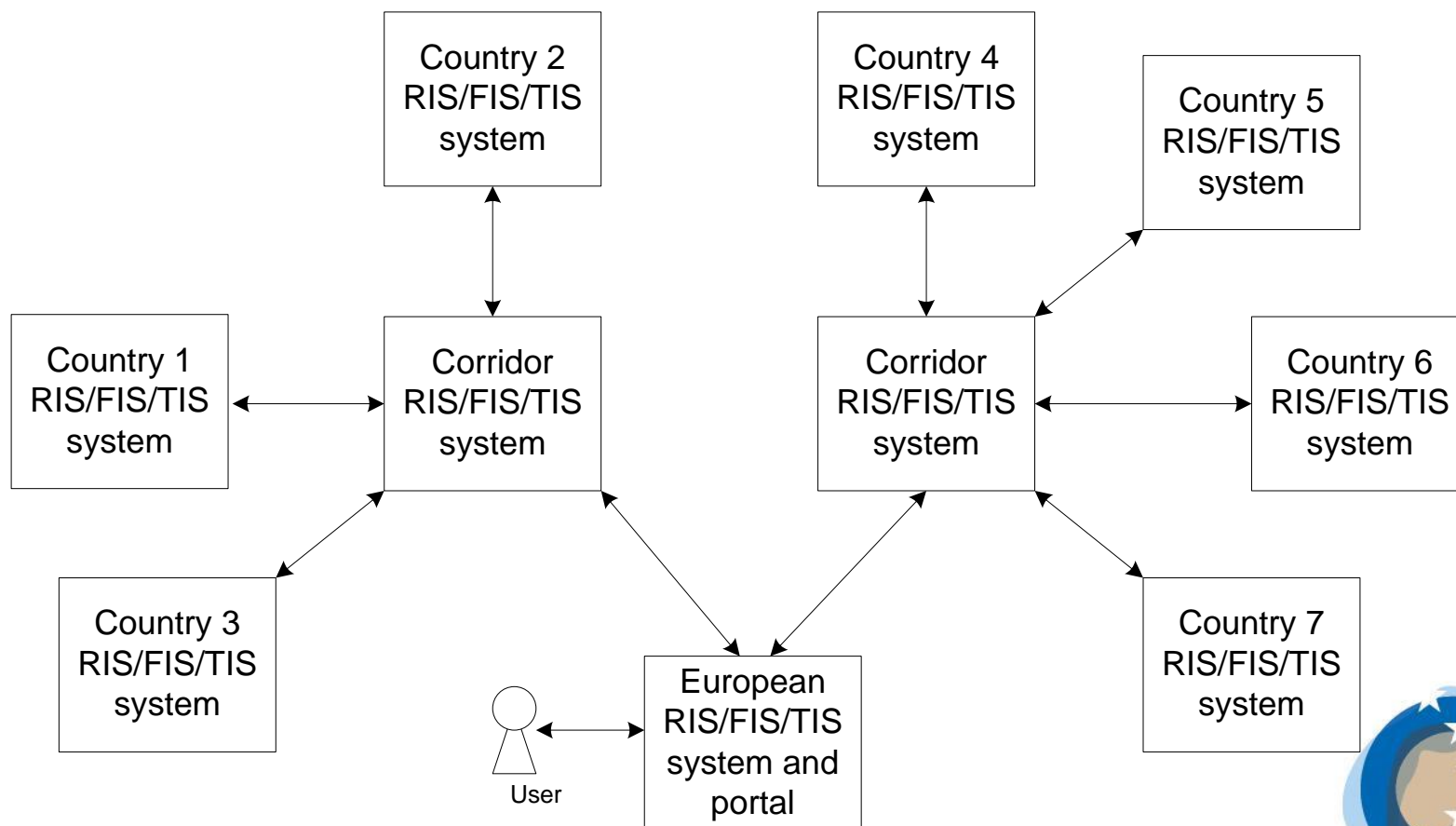


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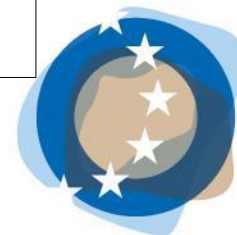


Hybrid solution



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Results Activity 2

SuAc 2.3 Functional and technical requirements study for a European FIS and TIS Register and Portal

- Rating of the solutions on certain criteria
 - User friendliness
 - Implementation effort
 - Legislation
 - Maintenance effort
- The central system overall scored best
- Development of a roadmap towards the most preferred solution

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Status of the pilots

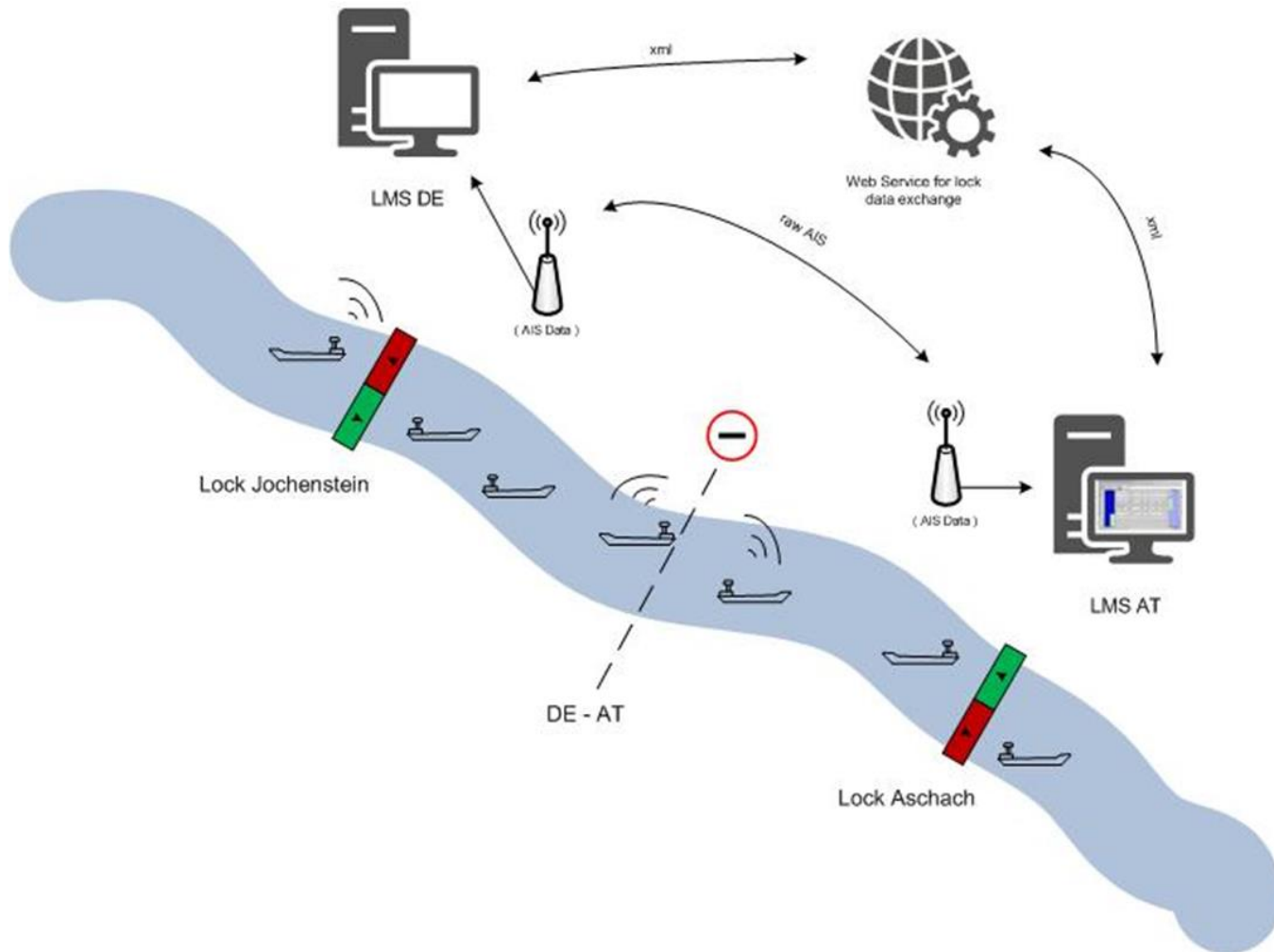
1. Lockplanning on the Danube
2. Berth occupation on the Mosel
- 3&4 Traffic Planning
 - Rotterdam – Antwerp/Albert Canal
 - Rotterdam – Duisburg
5. Vessel position exchange (SuAc 4.1)
6. Digital network (SuAc 2.2)

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Status Pilot 1

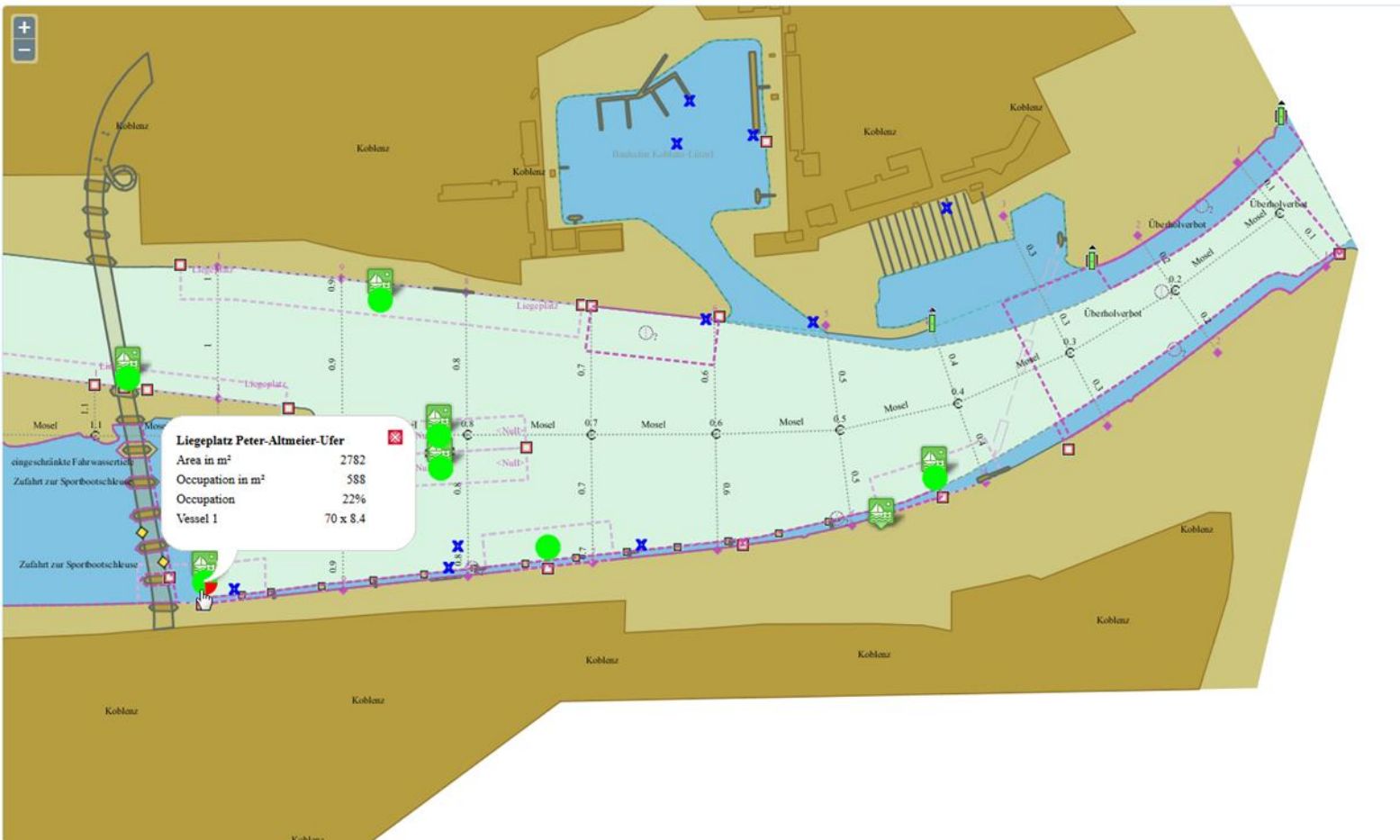


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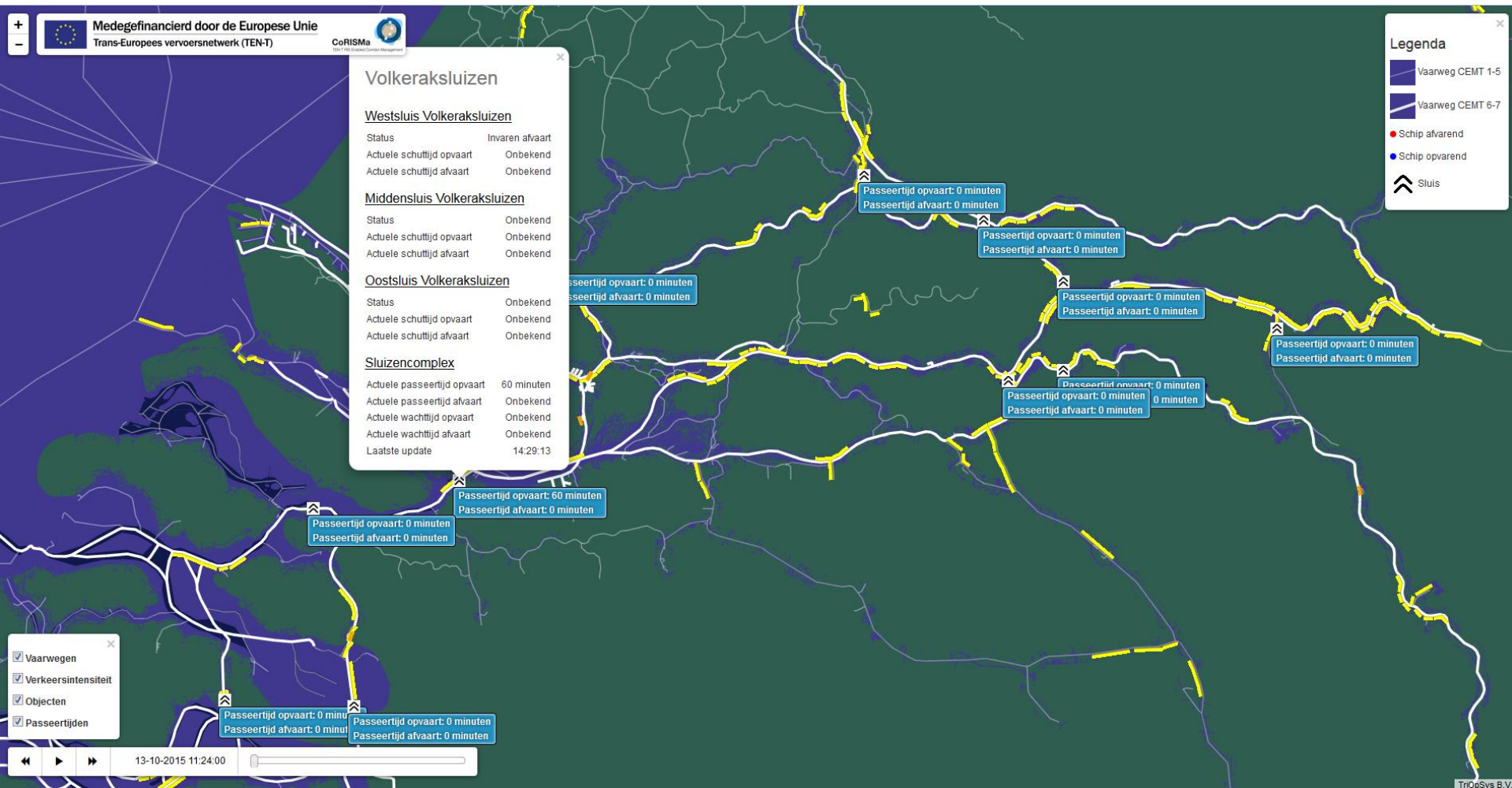


Status Pilot 2



- Layer
- Base Layer
 - ☒ D4D only
 - ☐ D4D with Google Physical
 - ☐ D4D with Google Streets
 - ☐ D4D with Google Satellite
 - ☐ D4D with Google Hybrid
 - ☐ D4D with Bing Road
 - ☐ D4D with Bing Aerial
 - ☐ D4D with Bing AerialWithLabels
- Overlays
 - ☒ Berths
 - ☒ Berth occupation
 - ☒ Ships on Mosel
- Print
- Go to kilometer
- Search

Status Pilot 3 & 4



Status Pilot 5

Inbox Suchen Verkehrsdaten Meine Daten

Schiffe

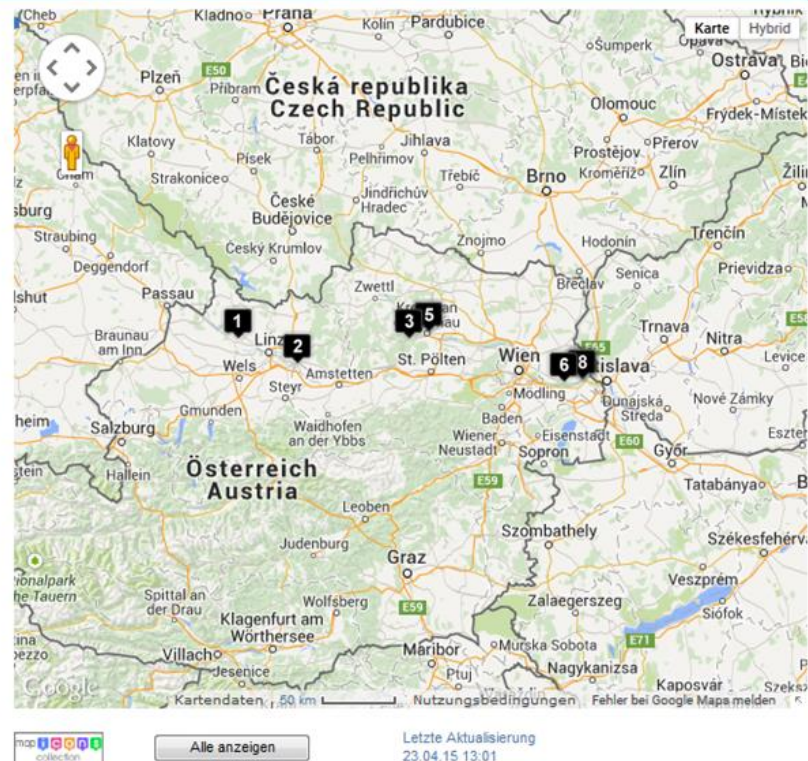
Schiffdetails

Schiffsliste - 9 verfügbar

Name (MMSI / ENI)	Position	Zeitstempel	km/h
6 ALPHA 203999399 / 30000011	AT , Donau km 1899	21.04.15 14:57:33	0,4
4 ASCHACH 203999320 / 30000145	AT , Donau km 2161	14.04.15 16:38:30	0,0
7 BD ALTENBURG 203999319 / 30000143	AT , Donau km 1887	23.04.15 12:59:51	0,0
3 EPSILON 203999396 / 30000012	AT , Donau km 2016	23.04.15 12:59:50	21,7
4 KIENSTOCK 203999329 / 30000109	AT , Donau km 2001	23.04.15 13:38:58	0,2
6 KREMS 203999318 / 30000144	AT , Donau km 2001	23.04.15 12:59:50	0,0
8 MESSSCHIFF 4 203999317 / 30000146	AT , Donau km 1887	11.03.15 09:32:57	0,2
9 MUNIN 203999374 / 30000216	AT , Donau km 1887	02.04.15 13:07:05	0,0
2 NEGRELLI 203999330 / 30000110	AT , Donau km 2112	23.04.15 12:59:04	0,0

Standardsuche durchführen

Ankunftszeitberechnung



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Status Pilot 6

CoRISMa Pilot-Project NDB - Windows Internet Explorer wordt aangeboden door Rijkswaterstaat

http://corisma.hydrotec.de/

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Map ▶

RIS-Objects and network

Calculate route from Node: to Node Go!

From	To	Distance (m)	Restrictions			
Day	Hectometre	Country	Fairway	Hectometre		
	100	NL	00101	110	1000	available_depth:2.5 (MAX/CEMT) available_length:195 (MAX/CEMT) clearance_width:22.8 (MAX/CEMT) clearance_height:9.1 (MAX/CEMT)

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Start

15:40

Final Event CoRISMa

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Registration now open!

CoRISMa final event

11th December 2015, Antwerp



Final Event CoRISMa

Agenda 11 December 2015

10:30 – 12:00 Opening and keynote speeches

12:00 – 12:30 CoRISMa architecture

13:30 – 14:30 CoRISMa @ work

14:30 – 15:30 Panel discussion with stakeholders

16:00 – 16:45 Next steps

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Next steps

Interest from abroad: USACE

Dutch European Chairmanship 2016

- Event after the Transport Council
- ITS & RIS combined
- Common challenges
- Shared vision

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The Juncker challenge

Juncker addressed and challenged the European Transport community in his “**Digital single market**”:

Smooth information flows in the development of tools to simplify access to traffic and transport data for transport by sea (SafeSeaNet), inland waterways (RIS), rail, road (ITS) and air leading to:

- Single reporting/reduction of administrative burden
- Improved transport services in a multimodal context
- Improved safety and enhanced damage prevention (dangerous goods)
- Improved security

Our Challenge is to prove the added value of RIS for all transport modes with respect to:

- The RIS key technologies and standards
- The operational benefits of RIS
- The facilitation of the logistic community by RIS Corridor Management Services

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Our next challenges after CoRISMa?

- Support the users with Fairway information on the complete waterway network
 - Do we operate these services in 2017
 - What are the real challenges
 - Do we have to coordinate a harmonized implementation on Corridor level
 - Is there a need for a centralized server approach
- Support to logistic stakeholders with RIS based information functions (FIS, Position,...)
 - Is this beneficial for all IWT logistic stakeholders
 - What are the real challenges
 - Is is this in operation on the main corridors in 2020?
- Provide traffic management services to support the users to plan their voyage
 - Who will use that?
 - What are our challenges?
 - Is this in operation on the main corridors in 2025?

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