

# IRIS II Europe: Needs & Expectations of the Supply Chain Management

*How do the different stakeholders expect to benefit from information obtained from the RIS- authorities involved?*

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## IRIS II: Needs & Expectations of the Supply Chain Management

*Introduction & general overview*

**DuBarCo** arranged interviews for the IRIS II Logistics Task force, commissioned by Bureau Telematica Binnenvaart on behalf of Rijkswaterstaat Netherlands:

- To identify the expectations of RIS on the side of the various stakeholders in the IWT supply chain:
  - How much are the different stakeholders aware of the RIS-developments and potential?
  - How will they benefit of information made available by the RIS-authorities?
- 1<sup>st</sup> part : dry bulk, including container sector late 2010
- 2<sup>nd</sup> part: the liquid bulk sector and the (deep) sea ports

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## Findings:

- Awareness of the RIS-potential varies largely per sector
- The business-to-government communication has been developed to great extend
- The government-to-business data exchange that could be derived from the RIS-services, in spite of the high expectations the authorities in the different Member States is lagging behind

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*Dry Bulk & container sector*

## Container sector:

- This sector, not surprisingly by its complexity and huge volume of information exchange, is open to use the various information that could be obtained from the RIS-services and to supply the system with useful information
- Actively developing high tech systems to improve the performance of the sector
- By involving the different stakeholders in their approach
- Recent developments :
  - Development of set EDI-messages over the years
  - MIS-CoBiVa, Management
  - The project “Ketenoptimalisatie Containerbinnenvaart”, (Optimisation of the supply chain Container Inland Shipping), recently launched by the different stakeholders in the Port of Rotterdam

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## Dry Bulk sector

- The different stakeholders are more reluctant to share the information derived from RIS
- Fear of harming their position by the resulting transparency
- Cargo owners (shippers) are receptive to obtain information to improve their logistics and to make better use of their limited hardware and human resources
- Shippers though showing little awareness of the potential of RIS-development and
- Limited involved so far, as communication largely directed at the “classical” parties in the inland shipping industry, i.e. the barge owners and brokers



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### Liquid bulk sector

- The awareness of RIS in this sector, especially on the side of the terminals and cargo owners is rather limited
- The dynamics in this sector differ significantly in the dry cargo sector
- Resulting from the relatively limited data involved in their logistics (often one consignment per barge)
- Different charter conditions and operating procedures
  - Resulting in reluctance to share data and to provide transparency
- The recent pilot “Uniforme Aanmelding voor de Barge” (U.B.A./Uniform Barge Terminal notification) has brought some change in this attitude, proving to the different parties that more transparency results in more efficiency, improving the IWT-position overall.

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## (Deep) Sea Ports I

- The ports of Amsterdam, Antwerp, Rotterdam, Flushing and the (sea) Port of Paris responded
- Other ports were reluctant to participate or were too late with their response
- Potential of further data exchange between the IWT and themselves recognised, by adding the data obtained from the RIS-environment
- The IWT-sector improved their attitude regarding the data exchange in order to improve the different processes affecting their sector.

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## (Deep) Sea Ports II

- The IWT is showing a more pro-active approach in relation to the further development of telematics in the supply chain
- The sea ports recognise the impact of RIS on the improved management of safety and security, especially when it involves the incident management
- The majority of the sea ports are expecting new traffic management systems to be implemented shortly, whereby additional RIS-information would be a great help



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## General observations:

- Privacy is recognised to be an area of concern that needs to be attended
- Whereby it is noted, that the general sceptical stand of the IWT appears to be changing into a more positive attitude vis-à-vis the further integration of telematics, using RIS-data, *when* proper rules regarding the use of privacy sensitive information can be agreed and safeguarded
- Different stakeholders in the different sectors are expecting more efficiency in the chain in order to improve the utilisation of their scarce hardware and human resources
- Trust and partnership between the different stakeholders in the IWT-chain (cargo interests, terminals, brokers, logistic service providers, governmental organisations and barge owners) to be cemented.

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## Recommendations I

- To start a widespread public relation offensive to expand to awareness of the potential of RIS in the IWT related supply chain. Not only the classical media channels used by the IWT themselves to be used, but also the media channels of shippers, deep sea lines and freight forwarders are to be used
- Legal guiding principles are required and safeguarded to ensure the privacy and commercial subjects of the stakeholders by means of clear legal framework
- It is recommended to start 'From Blue Print to Operation' No Regret programs.

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## Recommendations II

- More pilots related to the use of telematics (RIS) have to be encouraged and widely communicated to the “out-side” world. (f.i. PAT-project – Planning Apart Together, involving different stakeholders in the supply management chain, Uniforme Aanmelding Binnenvaart U.A.B./Uniform Terminal Notification for Barges, MIS-CoBiVa)
- In the liquid bulk sector the pilot U.A.B. could be extended and used as an example for the use of telematics in the IWT. Appropriate public relations of its success could support the wider adoption of telematics in the IWT

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## Further information & downloads

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