



# Who is Euroports



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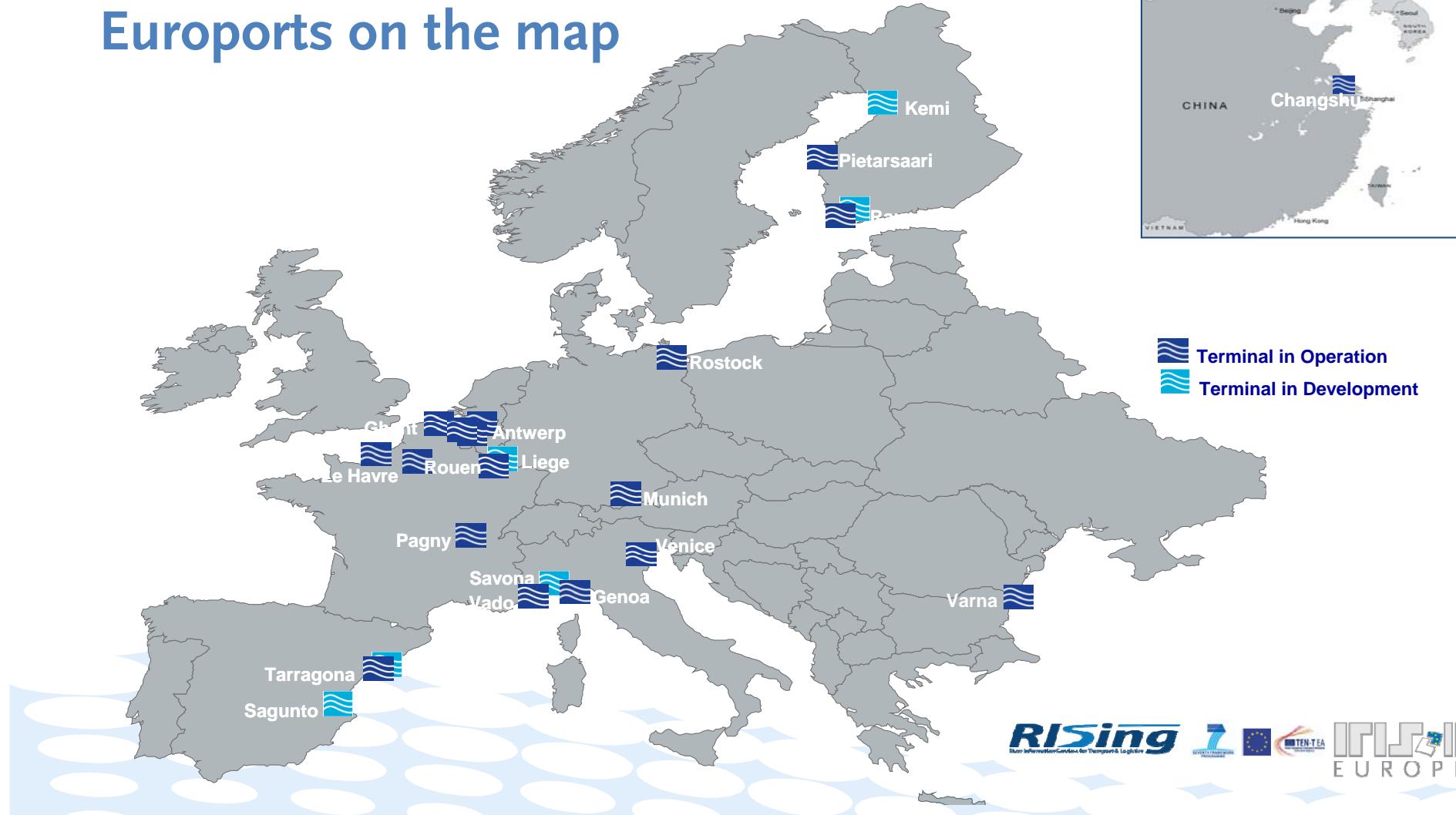


## Euroports in Europe : some figures

- EUROPORTS is one of the largest port operators in continental Europe
- We handle in total some 73 mill tonnes annually with a strong focus on general cargo and dry bulk
  - 56 mill tonnes pa via our own multi-use port terminals
  - 17 mill tonnes pa via quaysides of our industrial customers
- We have 21 port terminal operations in Europe plus one in China.
  - 485 ha of long term port concessions
  - 31 km of quay length
- We also operate on behalf of our industrial customers at a further 10 sites
- €550 million turnover with a FTE staff of 2,800
- EUROPORTS portfolio was formed in summer 2006 and grew rapidly during 2007
- EUROPORTS is owned by a consortium of financial institutions:
  - Brookfield Infrastructure Group (Canada) 66%
  - Antin Infrastructure Partners (part of BNP Paribas) (France) 20%
  - Arcus European Infrastructure Fund (Italy & UK) 14%



## Euroports on the map



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# What does Euroports do



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## What does Euroports do

- Euroports is a worldwide logistic player using it's own terminals, warehouses, barges, trucks, customs,... => connection between the deepseaterminals to the hinterland and back
- Goal is to provide our customers with a wide range of possibilities, customers then have all the options to choose whatever “they need” => custom shopping



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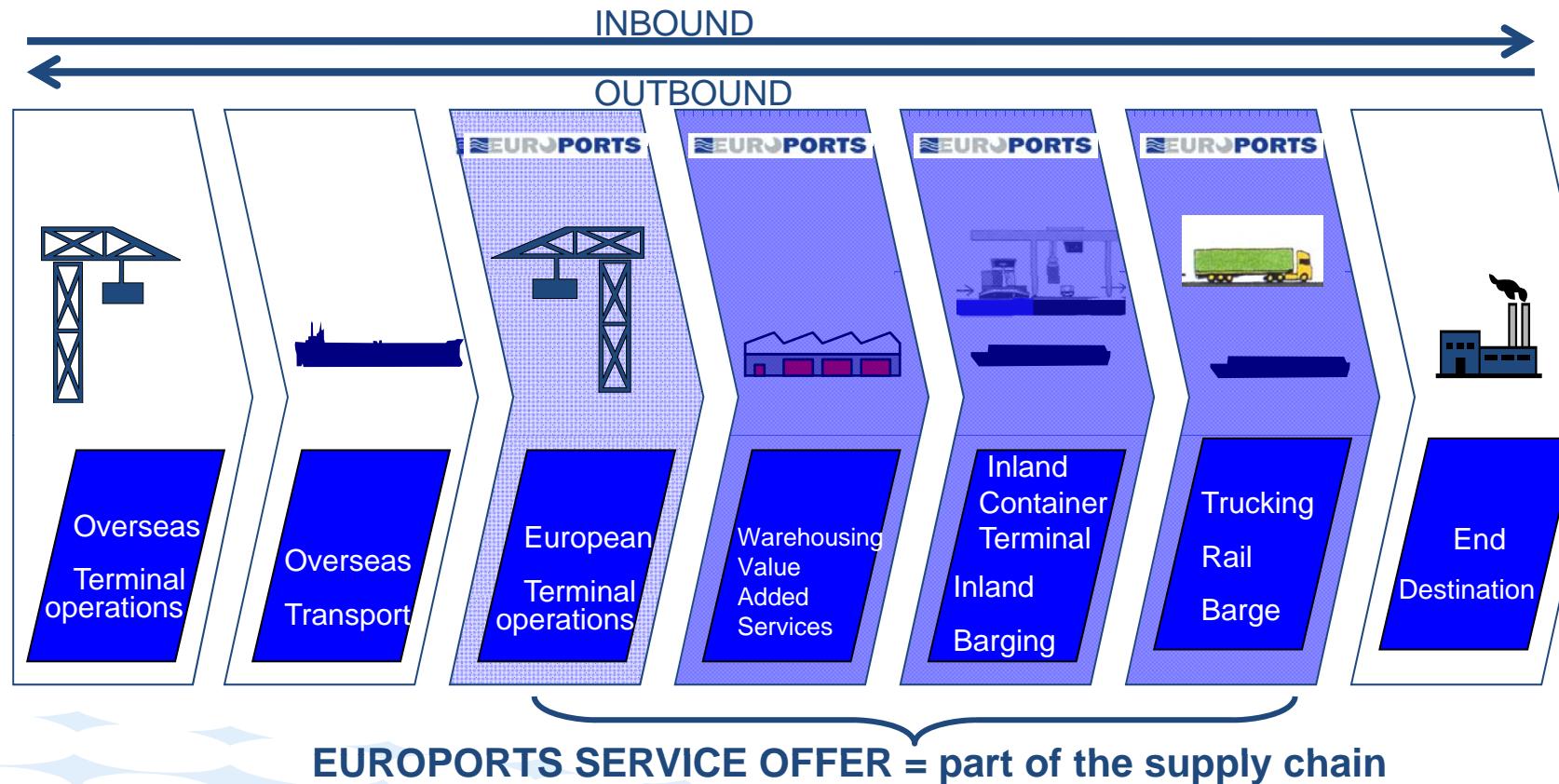


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## EUROPORTS' INTEGRATED SERVICE OFFER



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# How does Euroports fit in RISING





## How does Euroports fit in the Rising-project

- Euroports Containers Meerhout (ECM), as a part of Euroports Containers, is an inland terminal with barge connections between Meerhout <-> Antwerp-Zeebrugge-Rotterdam
- ECM needs constant monitoring of it's resources to optimise the operations.
- Boost is used on the barges for gps-location and information-exchange between barges and terminal.
- Many external actors influence our operations => a need is present to monitor these actors and measure their impact => most accurate adjustments can then be made to optimise the process



# FINAL EVENT



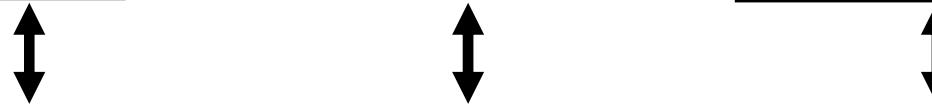
**Port of  
Antwerp**



**Port of  
Zeebrugge**



**Port of  
Rotterdam**



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# Demonstration case: “Strategic monitoring of inland waterway transport” Euroports

*ship  
from  
to  
goods*

Europort  
Meerhout  
Rotterdam  
Containers



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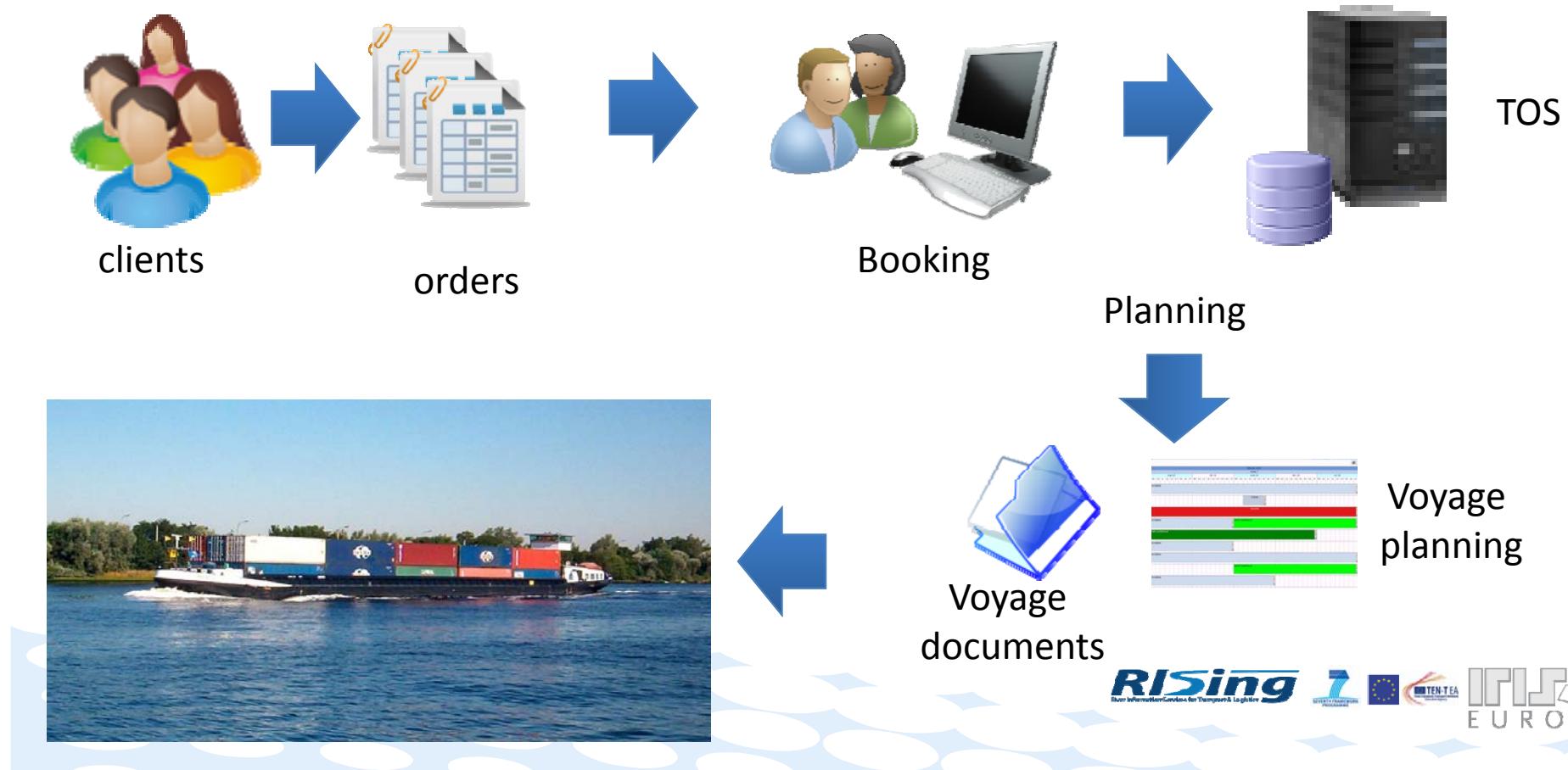


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## Current process



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## Voyage: Meerhout – Antwerp – Rotterdam - back



This example voyage:

- leaves in Meerhout
- passes 2 locks on the Albert Canal
- visits quays in Antwerp
- continues towards Rotterdam
- passes 2 more locks in The Netherlands
- visits quays in Rotterdam
- and returns to Meerhout

Barge sails to one or more ports  
At each port, it visits several quays

- operated by different terminal operators
- to charge / discharge containers
- at times agreed with terminal operators

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## Once the barge has left...

- Where is it now?
- Does it get delay at one of the locks?
- Will it be on time at the first quay?
- Will it be handled at the quay as planned?
- Are all the containers loaded / unloaded?
- Will it be on time at the next quay...?
- When does it leave the port again?
- When will it be back at our terminal?
- ...



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## Other parties involved

Voyage pre-announcement  
Dangerous goods  
...



Traffic info (locks...)  
Incidents  
...

Will the barge be on time?  
Where is it now?...



Change planning  
...

What's the status of the transport?  
When will I get my containers?  
...



Request delivery  
...

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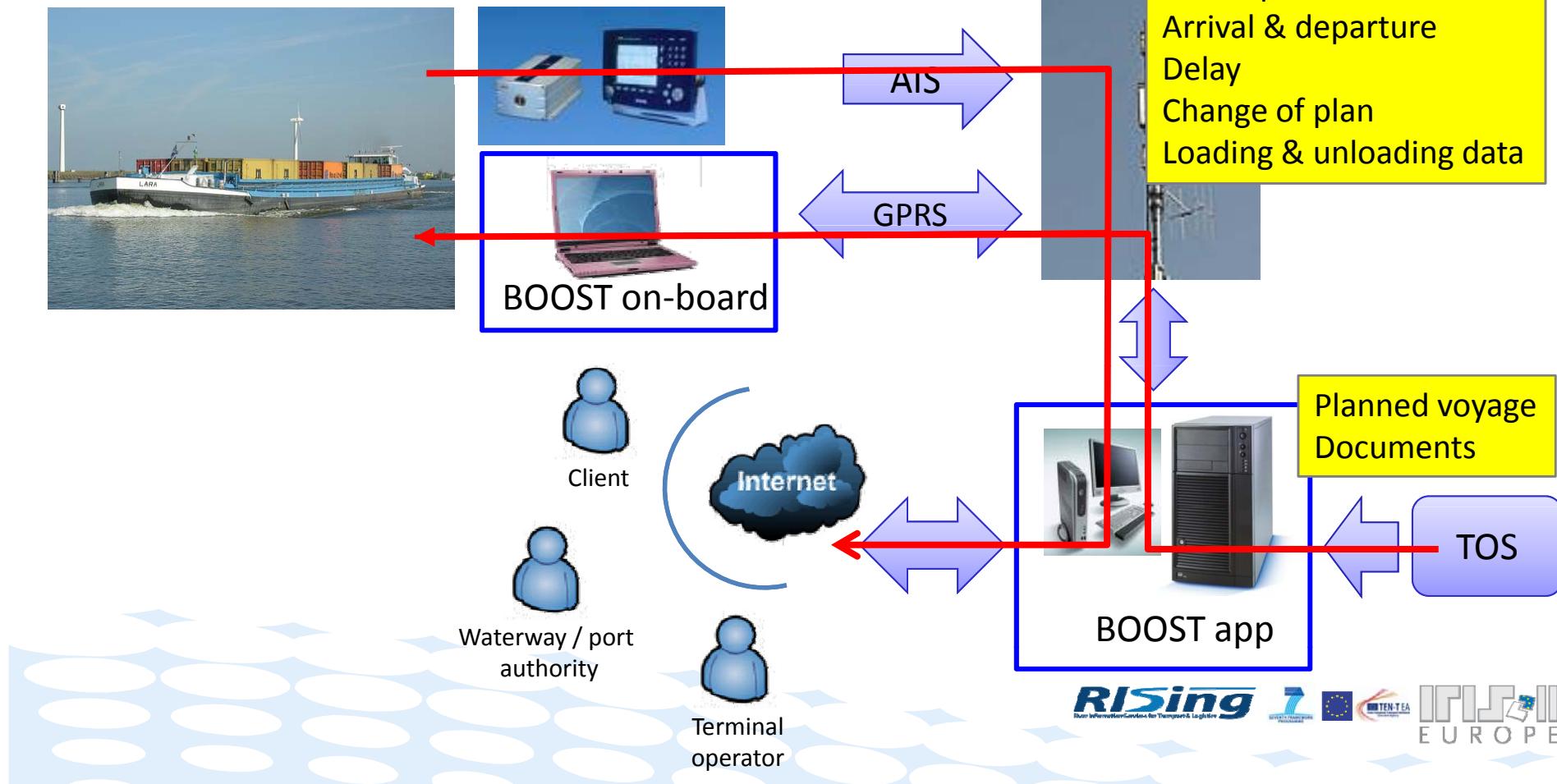


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## BOOST





## BOOST – RISING improvements

- ✓ Connection with European Position Server EPIS
- ✓ Connection with RIS systems
- ✓ Integration of ECDIS layer on the map



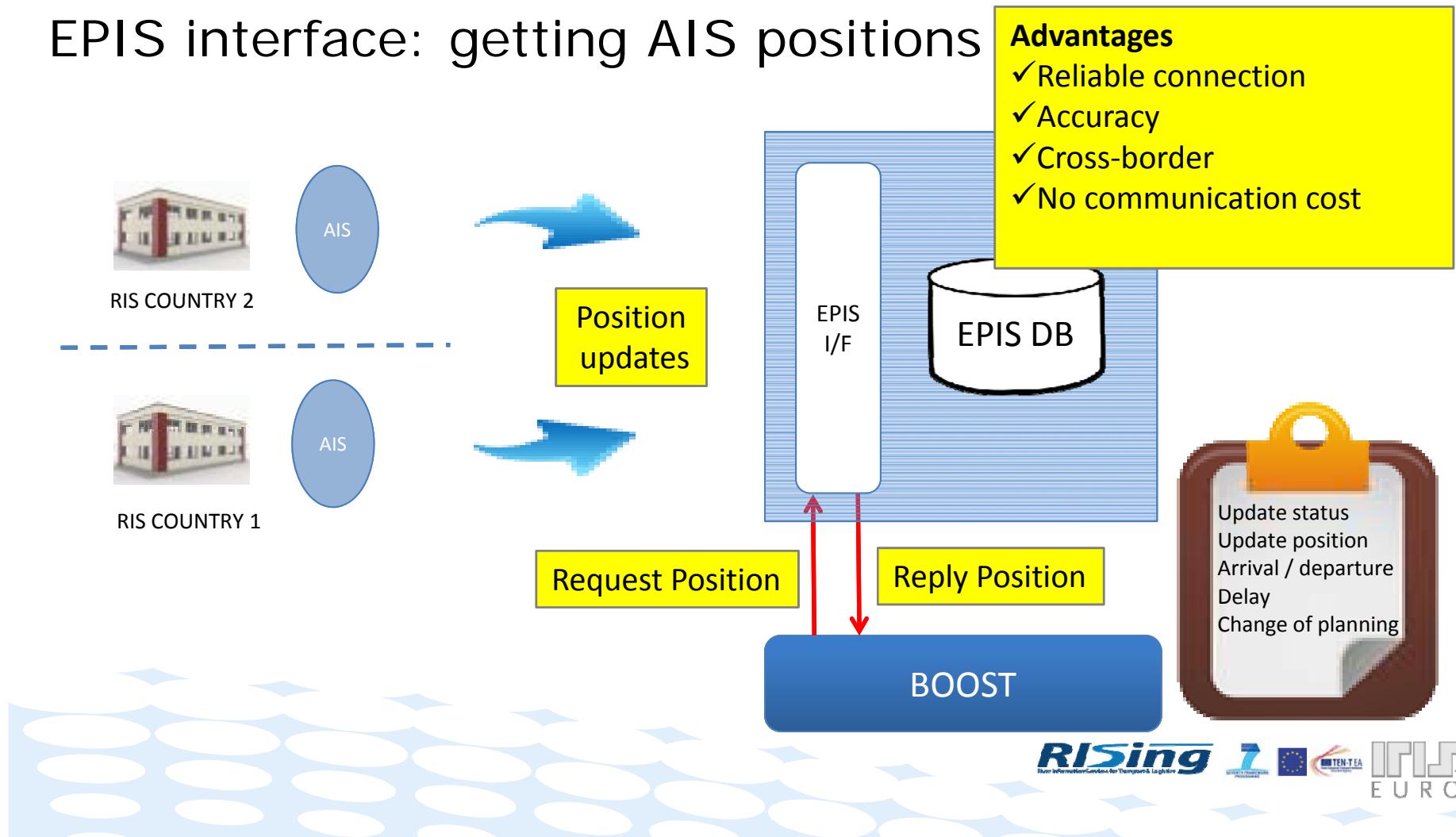
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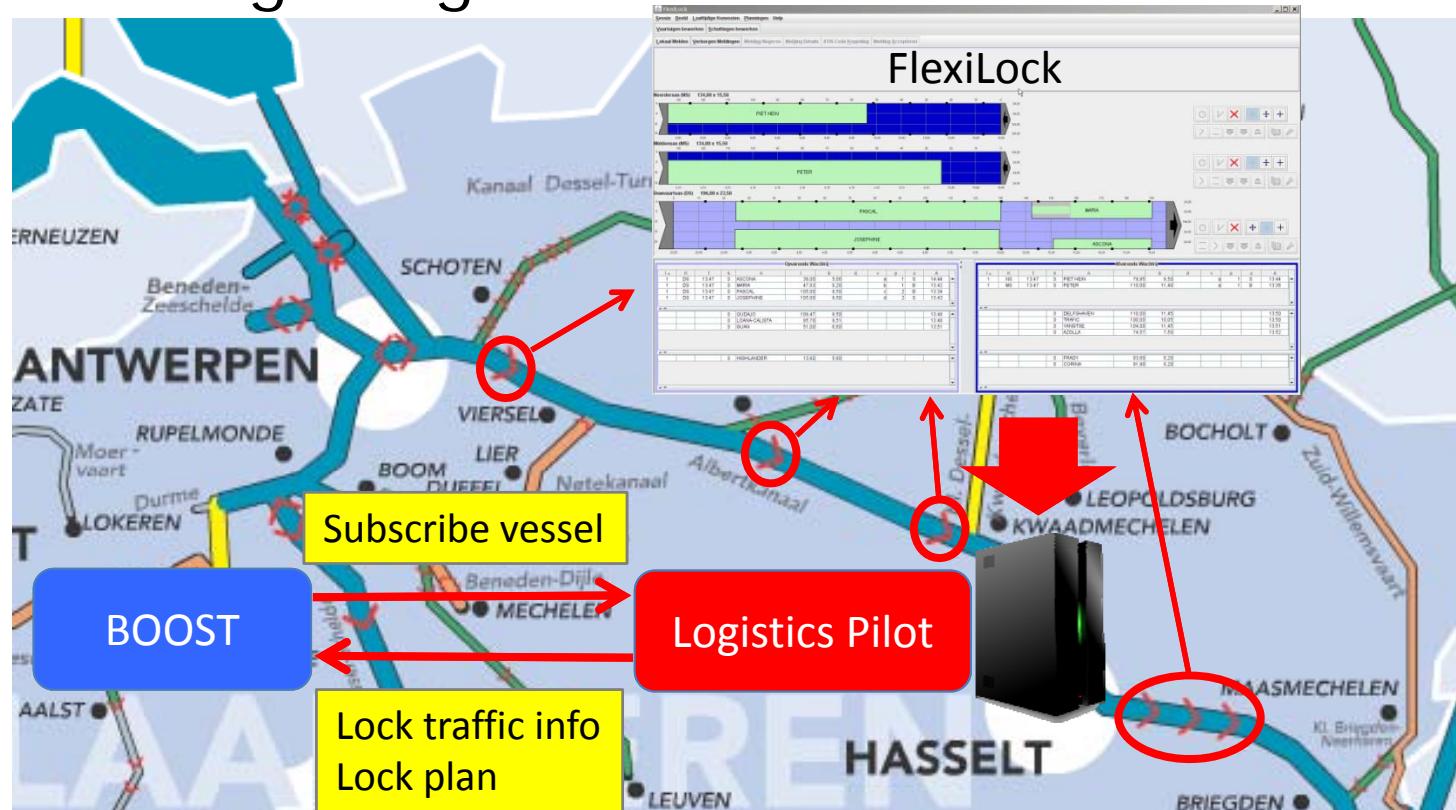


## EPIS interface: getting AIS positions





## RIS interface: getting traffic information



FlexiLock & Logistics Pilot originally developed under the authority of nv De Scheepvaart

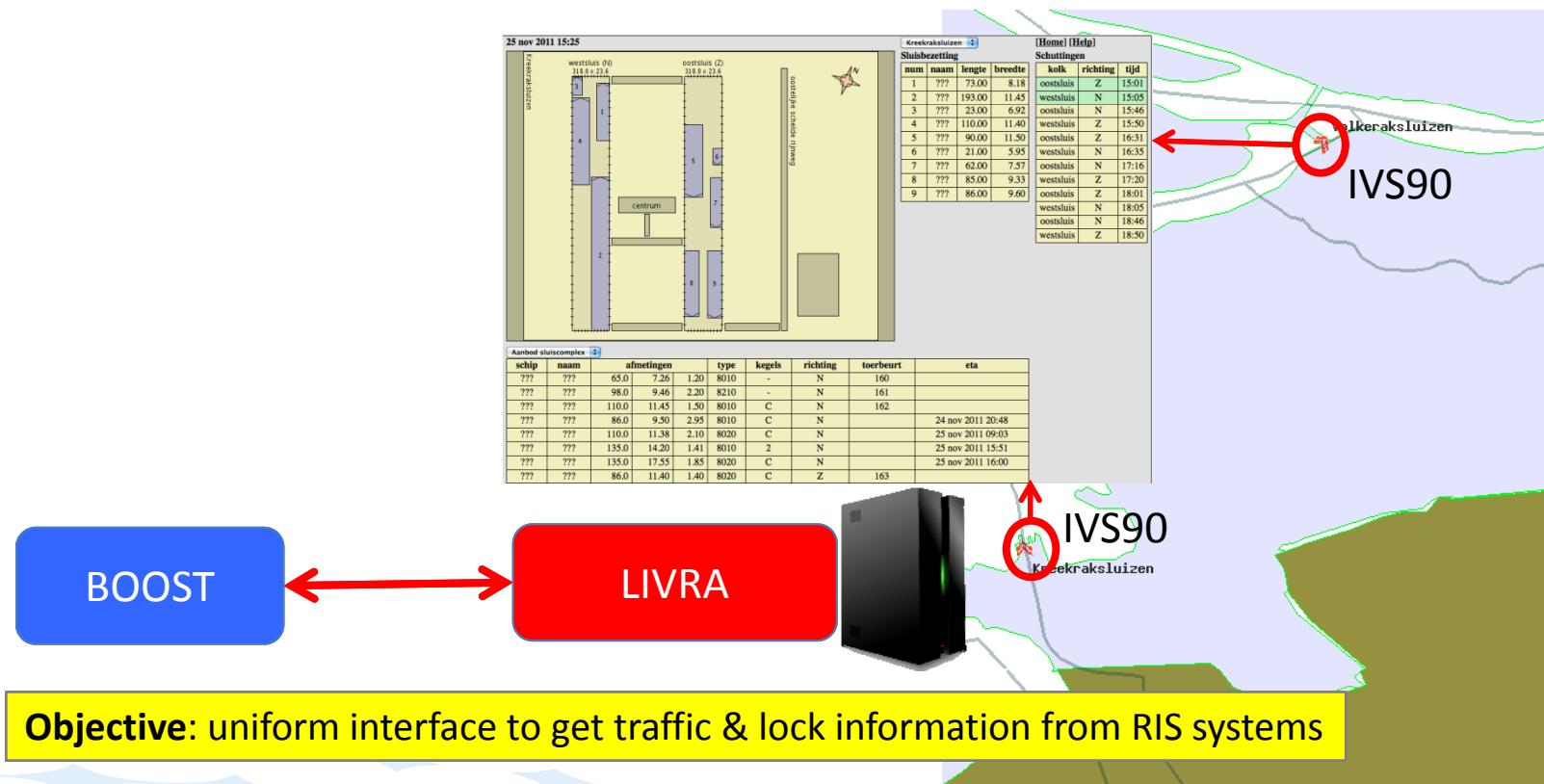
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## RIS interface: getting traffic information (cont'd)



LIVRA & IVS90 originally developed under the authority of Rijkswaterstaat

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## ECDIS: detailed map data

Original BOOST web app uses OpenStreetmap

Additional layer developed with S57 data to get ECDIS layer



More details  
Better visualization



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## Scenario

To be included





## Benefits

- ✓ Complete coverage of the logistic chain, integrating the inland waterway modus
- ✓ The entire voyage can be monitored
- ✓ Delays and changes are reported automatically and can be handled immediately
- ✓ Real-time info for all parties involved
- ✓ Improved service to the Industry
- ✓ Inland waterway transport becomes a modern and attractive transport modus



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