RIS for multi modal corridors
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Multi-modal transport

- Information sharing about positions and planning
- Information about delays
- Cost of transport and transshipment
Inland navigation in the Rhine Alpine corridor

- > 80% of all inland navigation in Europe
- Multi modal transport of containers is already highly developed
- Dominant market for dry and liquid bulk
River Information Services and Multi-modal

- **Objective:**
  Safe, efficient, reliable and environmental friendly

- **Definition:**
  A comprehensive set of services for navigation on the inland waterway network, which are agreed internationally

- **RIS key technologies:**
  - Inland ECDIS
  - Electronic Reporting
  - Inland AIS
EU RIS directive, mandatory waterways
Next step RIS: Corridor Management

Why?
linking services together on a route or network of interconnected waterways in order to supply RIS not just locally, but in support of navigation on their voyages on the entire network

Objectives:
• Optimal use of infrastructure
• Optimal safety
• Reliable transport times
• Minimised delays
RIS implemented

- Inland ECDIS: electronic navigation charts: safety and information overview
- Notices to Skippers: information about changing conditions, temporary obstructions, incidents
- Electronic reporting: information about ship’s voyage, origin, destination and cargo; mandatory on the Rhine for container transport
- Information databases containing the electronic reports and reports issued by VHF, fax etc. mandatory for dangerous goods, push tows, passenger vessels etc.
- All operational cargo carrying vessels (professional fleet) supply position information continuous by means if inland AIS.
Corridor Management implemented?

- 3 levels of corridor management:
  - Infrastructure
  - Traffic, present and predicted
  - Information for logistics

- Implementation will start with the new Comex project
  - Corridors and levels of service have been defined
NARCIS

- Online demo, showing potential for multi modal transport
Benefits

- Use of AIS for River Information Services:
  - Safety and Traffic Management
  - Transport management
    - Better partner in logistic chains
    - Customer can always follow its cargo
    - Logistic performance of navigation will improve by supplying more reliable ETA’s
    - Transshipment and the use of road and rail and inland waterways can be monitored and planned at least for the inland waterways part
Conclusions

- Inland navigation can supply already detailed information about position of vessels, ETA’s at terminals and accommodate automatic tracking and tracing of transport
- Connections to other modes of transport seem to be lacking
- National governments are supporting this development by setting up websites with information for navigation and setting up AIS monitoring networks to enable RBAC to information about individual vessels
- Stakeholder consultation confirmed the widespread eagerness to use inland waterways and their planning tools