

NEWSLETTER NO. 2

June 2010

Introduction by Annick Javor, RISING Work Package 7 Leader

EC research- and demonstration projects such as RISING have made it clear that the EC wants RIS to explore issues well beyond traffic management. In the future RIS will have to contribute to transport management and to the integration of inland navigation in the broader logistic chain. Speaking about transport management simply means that just a lot more stakeholders are concerned. Initial minimal River Information Services mainly focused on services and the exchange of information between skippers and public authorities

However, with respect to transport management, all logistic service providers are also part of the process: charter companies, forwarding agents, shipping companies, terminal operators. RIS is the key element in the efforts to modernize inland waterways transport (IWT) and to streamline IWT processes in intermodal transport chains aiming at shifting transport to a cleaner and safer mode.



www.rising.eu

First Advisory Committee for the RISING project held in Brussels

On 9 February 2010, the RISING Advisory Committee convened to its first meeting in Brussels gathering European and national organisations as well as federations and associations working in the Inland Waterway Transport (IWT) or intermodal sector. The participants discussed the requirement analysis of the RISING project and provided a general and political feedback allowing a reflection on the project and dissemination of RISING developments, services and technologies.

According to the general feedback, the use of RIS for

transport management should be intensified rather than limiting it to traffic management purposes only. The increased acceptance and use of Information & Communication Technologies (ICT) is indeed a prerequisite for the implementation of the RISING services. The obstacles for the implementation of RISING were also discussed and brought to the conclusion that the legal framework for data exchange between member states and with third parties is missing and should therefore be fostered.



Advisory Committees

Within the RISING project, Advisory Committee meetings have been foreseen which will validate and evaluate project outcomes and results from a strategic and political point of view. Advisory Committee participants are European and national federations and associations - non-members of the RISING Consortium – who represent the IWT and co-modal transport and logistics sector. With their general and political feedback related to European strategies, the members of the Advisory Committees can help to reflect on the RISING project trends, developments, and technologies.





From the editor's desk:

In each issue of the RISING newsletter, we will run an interview with one of the RISING project partners. In this issue:

Marten van der Velde, Portbase Strategy and Business Development Manager

Which challenges are you currently facing with your transport and logistics processes and operations in your daily business?

Container barge operators and container terminals - both customers of Portbase - face a complex planning in the port of Rotterdam. Many partners are involved because during each voyage a barge may visit ten or more terminals. A deviation from the planning in one activity will have an impact on the planning of the other activities. At present, the planning information exchanged between partners has a static character. Real-time information is present but divided among different partners. It is the objective of the Portbase case within RISING to make a connection between the different partners to exchange this real-time information.

What type of traffic-related information (RIS) do you need for your transport and logistics operations? In terms of planning, execution and completion?

In the planning phase, an ETA is agreed upon. If deviations occur during the voyage or port operations an updated ETA is required. This updated ETA is available at the barge operators' and can be shared with the other terminals involved in the planning. Terminals can adapt their planning to the new situation and in this way improve their operational performance. For barge operators these adjustments of the planning to the actual situation should reduce the turnaround times of barges within the port.

www.portbase.com

Portbase – home of logistics intelligence

Portbase is the neutral and reliable hub for all logistics information in the ports of Rotterdam and Amsterdam. Via Portbase's port-transcending Port Community System, companies can benefit from a multitude of intelligent services for simple and

Portbase is a big player in the field of transport and logistics. How do you perceive your role in and the contributions Portbase can make to the RISING project?

Portbase functions as an information hub that covers the logistic chain and connects all partners involved. This is mainly achieved by facilitating the reuse of information available in other places. Within RISING, Portbase makes a connection between real-time traffic related Inland Waterway Transport info and port logistics info. Thus, port logistics is connected to hinterland transport. In the demonstration of this extended barge planning service, the advantages for the partners involved should be made clear.



To what extent do you think that RISING can contribute to the overall objective of making Inland Waterway Transport (IWT) a more attractive part of the European transport and logistics chains?

RISING can make IWT more attractive by making the IWT transport process transparent to (authorized) business partners. The lower speed of IWT is less important as long as its process is optimally integrated in the logistics chain.

efficient information exchange, both between companies and between the public and private sector. This enables all the participants to optimise their logistics processes, thereby improving their own competitive position and that of the ports.

Portbase belongs to and serves the port community and is a non-profit organisation.

Concerning RIS-Services, the following information is needed. On the basis of basic RIS-information, barge operators make an initial planning. On the basis of this

an agreed planning with terminals is made. If during the execution of the voyage and terminal operations deviations occur, real-time ETA's have to be exchanged between barge and terminal operators.

Read more: www.rising.eu

In retrospect: RISING Common Workshop

On 23 February 2010, a RISING Common Workshop was held at the Tech Gate in Vienna. The meeting was hosted by via donau and chaired by Annick Javor and Frank Arendt, RISING Project Coordinator. The basic methodology of RISING is to analyse current transport and logistics processes and define internal and external requirements for their future implementation. Since important standards and messages have already been developed by RIS expert groups, RISING convened a common workshop between the RISING project and the RIS expert groups (ERI, VTT, NtS and ECDIS) and

relevant EU Projects, namely: IRIS Europe II, FREIGHTWISE and e-Freight.

Date	23 February 2010
Location	via donau – Techgate Building Donau-City-Strasse 1, 1220 Vienna
Duration	09:30-16:30
Participants	Members of RIS expert groups (ERI, VTT, NtS and ECDIS) and representatives of EU Projects (IRIS Europe II, Platina, FREIGHTWISE, e-Freight)



RISING Progress barometer

WP2, WP3 and WP4 have been started and the first specification work for the RISING services has been carried out in accordance with the requirements of the IWT sector and its users.

Here is a short overview of these 3 work packages:

The core objective **WP2 - Development Event Management** is to provide an optimal interface between existing transport management systems and the Event Management component. This work package aims at facilitating the integration of events into existing operational transport systems. To this end, specifications for the components of an Integrated Solutions/Event Management will be elaborated.

The core functionality of **WP3 - Development Voyage Planning**, is to plan and organise IWT operations, enabling an inland waterway operator and/or a freight forwarder to determine the optimum combination of size of vessel and route as well as the calculation of a realistic Estimated Time of Arrival (ETA), time windows.

WP4 - Development RIS-TLS (Transport and Logistics Services), deals with the identification of new River Information Services based on already existing RIS (e.g. Vessel Tracking and Tracing) for transport and logistics operations. The overall objective here is to describe the services which provide direct/indirect benefits for transport and logistics processes. These RIS for transport and logistics services will be designed, specified, integrated, tested and validated.



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