



platform for the implementation of NAIADES

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# Experiences and developments resulting from the project PLATINA

Andreas Bäck, PLATINA Deputy Coordinator  
CCNR RIS Workshop, 18.10.2011

# Agenda

- Overview of PLATINA
- Overview of European Hull Database
- RIS Reference Data Management System
- Summary of achievements

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# PLATINA ...

- is a project within the 7<sup>th</sup> Framework Programme for Research, Technology Development and Demonstration
- is aimed at coordinating and supporting research activities and policies
- runs from 06/2008 to 05/2012
- consists of 23 partners from 9 different countries
- is organised around the five NAIADES action areas
- is strategically guided by key industrial stakeholders, associations and Member States administrations

<b>NIADES Objectives</b>	<b>WP1   MARKETS</b> <ul style="list-style-type: none"> <li>Attract new markets</li> <li>Encourage entrepreneurship</li> <li>Improve administrative and regulatory framework</li> </ul> <b>VIA</b>	<b>WP2   FLEET</b> <ul style="list-style-type: none"> <li>Improve logistics efficiency, environmental and safety performance of IWT</li> </ul> <b>VNF</b>	<b>WP3   JOBS&amp;SKILLS</b> <ul style="list-style-type: none"> <li>Attract workforce</li> <li>Invest in human capital</li> </ul> <b>BDB</b>	<b>WP4   IMAGE</b> <ul style="list-style-type: none"> <li>Promote inland navigation as a successful partner in business</li> <li>Set up and expand European IWT promotion and development network</li> </ul> <b>PBV</b>	<b>WP5   INFRASTRUCTURE</b> <ul style="list-style-type: none"> <li>Improve multi-modal network</li> <li>Implement River Information Services</li> </ul> <b>DVS</b>
	<b>PLATINA initiatives</b>	<b>SWP1.1   VIA</b> Creation and operation of European IWT information services	<b>SWP2.1   VNF</b> Support for European IWT innovation	<b>SWP3.1   BDB</b> European IWT educational network	<b>SWP4.1   INE</b> European IWT promotion and development network
	<b>SWP1.2   NEA</b> Monitoring administrative barriers	<b>SWP2.2   DST</b> IWT innovation expert group	<b>SWP3.2   ADB</b> Life-long learning initiative	<b>SWP4.2   INE</b> Development and coordination of communication and promotion strategy	<b>SWP5.2   DVS</b> Administrative and technical support for RIS
	<b>SWP1.3   ECO</b> Benchmarks and best practices	<b>SWP2.3   VIA</b> Support development of interoperable hull databases	<b>SWP3.3   BDB</b> Setup of European IWT recruitment campaign	<b>SWP4.3   PBV</b> Establishment and support of IWT lead events	<b>SWP5.3   ICPDR</b> Support interdisciplinary dialogue on environmentally sustainable waterway development
<b>WP6   TECHNICAL SECRETARIAT</b>					
	<b>SWP6.1  </b> Project coordination	<b>SWP6.2  </b> Communication & dissemination	<b>SWP6.3  </b> Project office in Brussels	<b>SWP6.4  </b> Policy support	<b>VIA</b>

# Selected achievements (1/5)

www.naiades.info

www.naiades.info/funding

# Selected achievements (2/5)

## European Good Practices Database for IWT

**www.naiades.info**  
Opening your door to inland waterway transport in Europe

Home | Fast Facts | Useful tools | Downloads | Good practices | PLATINA

Welcome to the European Good Practices Database for Inland Waterway Transport!

**What can you find on the database?**

- Topical information on good practices throughout Europe
- Easily accessible data sheets for European and national good practices
- Contact persons and information on organisations implementing the good practices

**National good practices** | **European good practices** | **Latest releases**

Please select a country from the map by clicking on it

Good practices by theme

For a quick start simply choose a country from the map by clicking on it to display information on national good practices or click on the EU flag to retrieve information on good practices available at the European level. Alternatively you also use the search function from the navigation pane on the left.

**Download** **European Good Practices Report for Inland Waterway Transport (extended version)**  
(2011 | Language: English | Format: PDF | Size: 11.8 MB)

Impressum | Disclaimer | Contact | Developed by CRUP | PLATINA is funded by the European Union (DG-MOVE) under the 7th Framework Programme for RTD.

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Belgium | France

**Decoupling construction site logistics**

Policy Area

**Description**  
Based on the possibility of cheap forklift handling of construction materials into barges, a new logistical concept was successfully tested: the use of a temporary waterbound repository close to big construction sites. Big volumes of construction materials such as palletised bricks, concrete elements, etc. can be transported economically and without stress to such 'depots' at the waterside and can be called off to the construction site itself on a just-in-time basis.

Congestion problems no longer disturb the construction activities, logistics administration is reduced to almost zero, costs are lower and environmental impact is reduced by at least 50%. This was tested with companies like De Sonte (railway sleepers for France), Omnimeton and Eurodal. Additionally the removal of big volumes of bulk material is facilitated.

**Geographic Area**  
Belgium, France

**Objectives and targets**

- reduction of costs
- reduction of stress and environmental impact of big construction sites

**Time Frame**  
2009 - 2010

**Users and stakeholders**

- producers of diverse construction materials
- a shipping company supported by nv De Scheepvaart's Transport Expert

**Key success factors and innovative aspects**

- manipulation and transhipment into barges was made possible by using forklifts
- opening towards new business opportunities

**Requirements for implementation in other member states**  
Willingness of construction companies to change their habits.

**Image gallery**

**Contact**  
Filip Verbeke, Transportexpert nv De Scheepvaart  
f.verbeke@descheepvaart.be  
www.descheepvaart.be

**Read more about**  
Markets

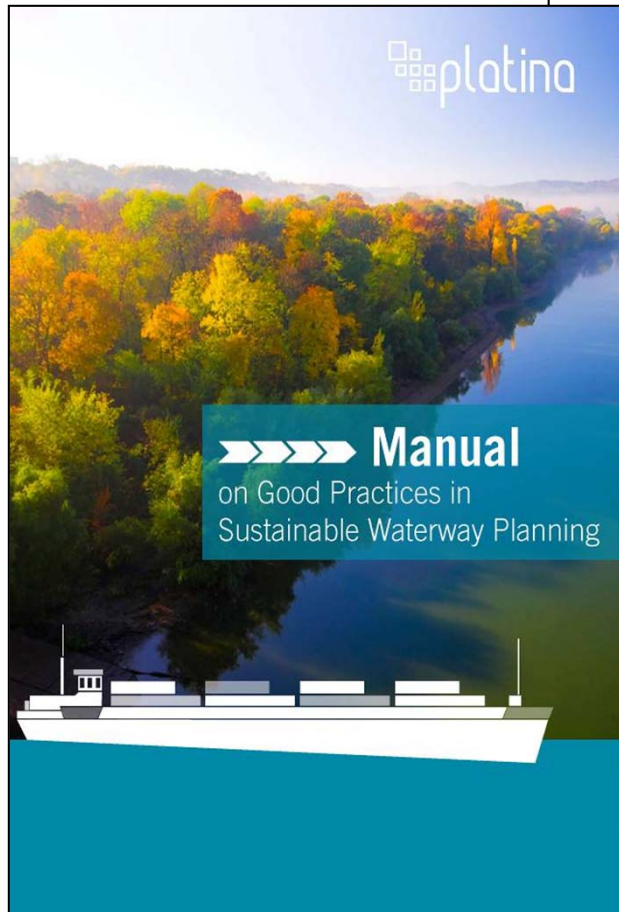
# Selected achievements (3/5)

- Concept for **Standards of Training and Certification for Personnel in Inland Navigation (STCIN)**
- Coordination: EDINNA (Educational network of inland waterway navigation schools and training institutes)
- Bottom-up Approach > Schools and IWT sector develop STCIN together

The screenshot shows the homepage of the EDINNA website. The header includes the title 'EDINNA - EDUCATION IN INLAND NAVIGATION' and a search bar. Below the header is a navigation menu with links for 'ACTIVITIES', 'AGENDA', 'BOARD', 'BECOME A MEMBER', 'MEMBERS', 'MEMBERS LOGIN', 'NEWS', and 'USEFUL LINKS'. The main content area features a large banner with the EDINNA logo and a compass rose. Below the banner, the 'HOME' section welcomes visitors and provides an overview of the organization's mission. It includes sections for 'The new network' (dated August 2008) and 'Organisational structure of EDINNA' (dated February 2009). A 'DATES' sidebar on the right highlights the 'PLATINA PROJECT', noting it is funded by the European Union (DG-TREN) under the 7th Framework Programme for RTD. A 'print version' link is located at the bottom right of the page.



# Selected achievements (4/5)



MANUAL ON GOOD PRACTICES IN SUSTAINABLE WATERWAY PLANNING

CATEGORISATION	RIVER BANKS / NEAR BANK ZONE	A 2																		
Measure	Restored / unprotected banks																			
TECHNICAL	Flood protection (increase of discharge cross sections) Increase of sediment input Reduction of river bed incision ('soft banks') by reducing shear stress																			
ECOLOGICAL	Natural morphological development of bank zones (morphodynamics) Sustainable improvement of the ecological conditions (particularly at the banks) Improvement of the landscape appearance																			
TECHNICAL	No alteration of the conditions for waterway transport (especially at low flow) Keeping of the low water level in combination with other measures Protection of banks at outer curves and when necessary for flood protection																			
ECOLOGICAL	Total (if possible) removal of bank protection Allowing morphodynamics and natural succession Defining a corridor along the river for side erosion																			
	<table border="1"> <thead> <tr> <th></th> <th>Technical effects (fairways)</th> <th>Ecological effects (banks)</th> </tr> </thead> <tbody> <tr> <td>water level</td> <td>L* reduced water level due to increased width</td> <td>M gradual depth variation</td> </tr> <tr> <td>flow velocity</td> <td>L* reduced flow velocity due to decreased hydraulic radius</td> <td>M decreased flow velocity due to increased roughness</td> </tr> <tr> <td>shear stress</td> <td>L* reduced shear stress due to decreased hydraulic radius</td> <td>M increased shear stress and grain size diversity</td> </tr> <tr> <td>transport capacity</td> <td>L* reduced transport capacity due to decreased hydraulic radius</td> <td>M improvement of meso/micro habitat diversity due to erosion/aggradation</td> </tr> <tr> <td>RIVER MORPHOLOGY</td> <td>L* increasing morphodynamics</td> <td>M increase of morphodynamical processes, habitat diversity</td> </tr> </tbody> </table>		Technical effects (fairways)	Ecological effects (banks)	water level	L* reduced water level due to increased width	M gradual depth variation	flow velocity	L* reduced flow velocity due to decreased hydraulic radius	M decreased flow velocity due to increased roughness	shear stress	L* reduced shear stress due to decreased hydraulic radius	M increased shear stress and grain size diversity	transport capacity	L* reduced transport capacity due to decreased hydraulic radius	M improvement of meso/micro habitat diversity due to erosion/aggradation	RIVER MORPHOLOGY	L* increasing morphodynamics	M increase of morphodynamical processes, habitat diversity	
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	<p>The navigational conditions must not degrade as a result of the removal of river bank protections. Therefore the low water level must be guaranteed by a combination of other measures (e.g. the use of groyves). However, the bank areas may and should erode to a certain level.</p> <p>Limitations are given on the outer river banks through the removal of bank protections (high flow forces -&gt; erosion...) in the context of navigational conditions and flood protection.</p>																			
Monitoring	Side erosion process, morphology, water levels, flow velocity																			
Correlation with other measure types	Reconnection of side-arms, restoration of floodplains, groyves																			
Examples and photos																				
Reference	Removal of bank reinforcement at the Rhine near Mannheim (Markgral-M. 2007) (Rhine/DE)																			

depends on river dimension (annual flood) and occurring side erosion



# Selected achievements (5/5)



**// Barge to Business**  
Your Waterway Transport Solution

Home Conference Riverdating Registration Information Market Practical information Press Contact Legal Print

**// Barge to Business November 30 and December 1 2010, Brussels**

Barge to Business is an exciting European event about logistics and supply chain management, focussed on inland waterway transport. The two day event offers something for all participants:

- o Keynote speeches from European politicians
- o Pre-arrange business to business meetings and opportunities
- o Networking opportunities
- o Information on adding inland waterways to your logistics mix
- o Market players discussing innovation and greening
- o Practical information from shippers

**RIVERDATING**  
Click here to find out more about inland navigation and how it can work for you and to register as an exhibitor or visitor.

**CONFERENCE**  
Click here to register to attend the information market and evening networking event and find out more about greening and innovation in inland waterway transport.

Logos in footer: European Union, eu trio.be, VNF (Voies navigables de France), Ministerie van Verkeer en Waterbouw, Mobiliteit en Openbare Werken, platina

[www.bargetobusiness.eu](http://www.bargetobusiness.eu)



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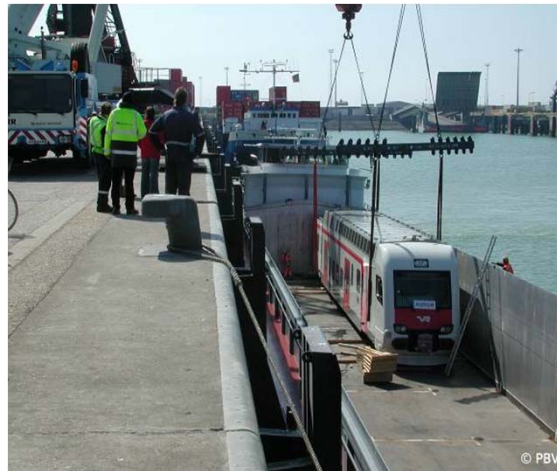
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# Unique identification of vessels

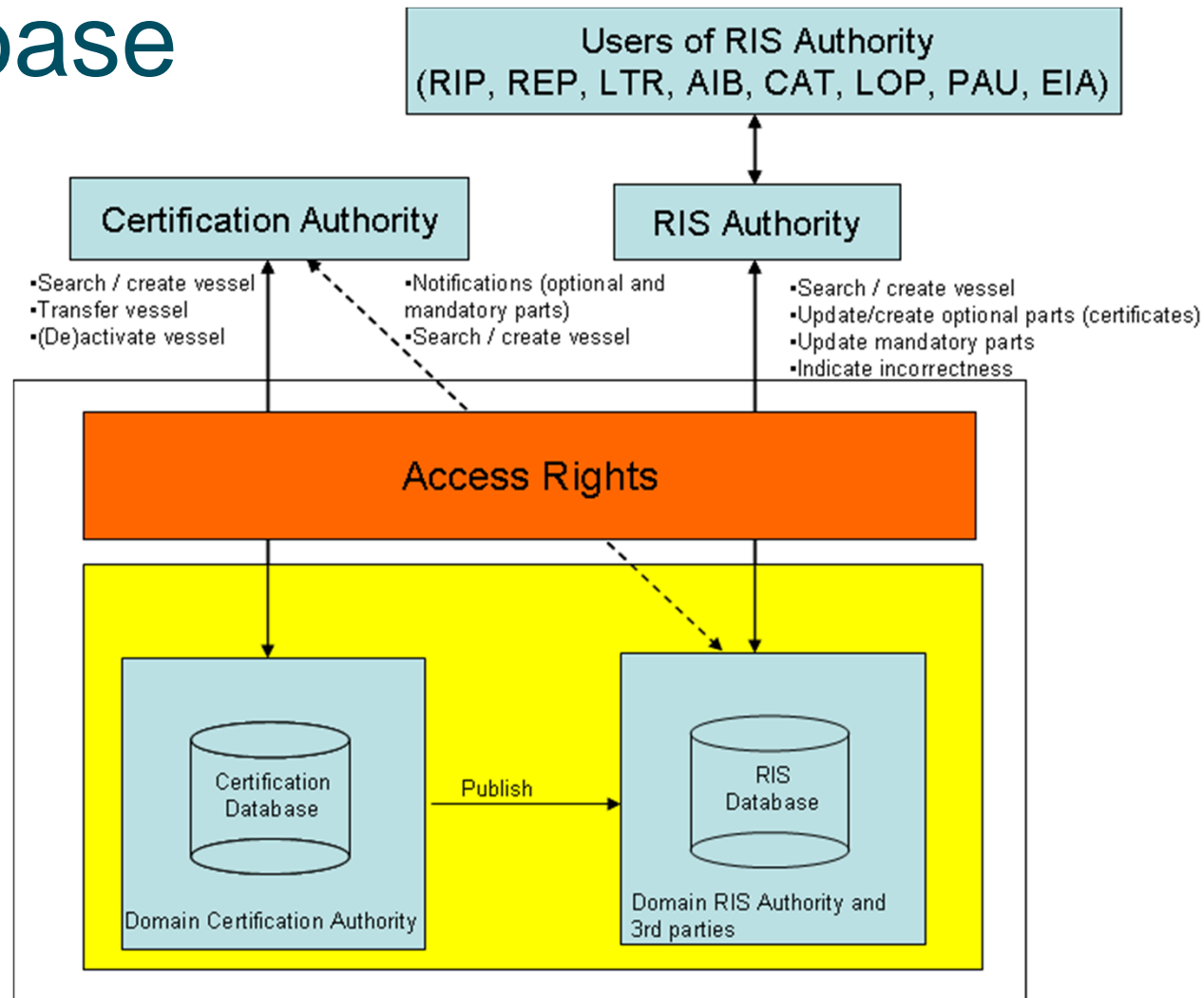
Examination of technical requirements of vessels



River Information Services  
(lock management,  
statistics, port  
management, etc.)



# System concept of the European Hull Database



# Realisation steps

1. Definition of European Vessel Identification Number
2. Publication of Definitions as 2006/87/EC and RheinSchUO
3. Preparation of Functional Specification of European Hull Database (until 2009/06)
4. Public Procurement and system realisation of European Hull Database (until 2010/04)
5. Exchange of letters and conclusion of service agreement, pilot operation of European Hull Database (until 2012/05)
6. Current status of (“proof of concept”) pilot operation:
  - Involvement of authorities from 9 countries
  - Data upload and data completion
  - Introduction to business processes of involved authorities
7. Steps towards full-scale implementation (as from 2012/06)

# Current Status and next steps

- Data of 9606 crafts available in EHDB
- 43 authorities from 9 countries (NL, BE, FR, CZ, PL, AT, SK, BG, RO) are connected
- Data quality is constantly increasing (minimum dataset, agreed update rate), first automated data-links finalized
- Service agreement for hull data exchange in force since 1.5.2011 → use for RIS and enforcement
- RIS authorities provide feedback towards certification authorities
- Steering Committee for European Hull Database stressed need for continuity after PLATINA



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# Motivation

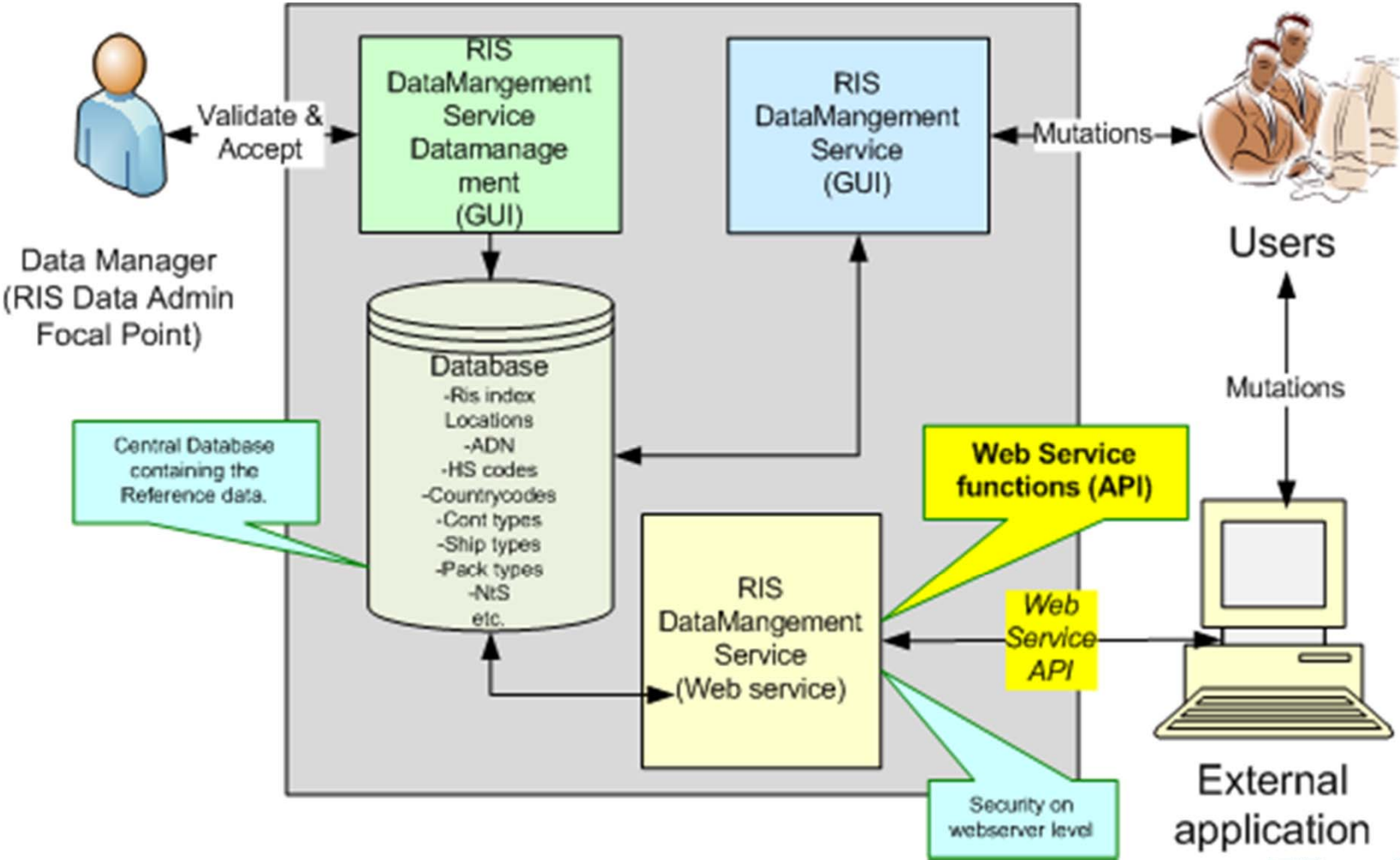
To ensure proper international Data Exchange without direct human interference between the RIS users and the RIS services, facilitated by the use of codes and references, it is required that all parties involved will use the same code and reference data at the same time.

# European Reference Data Management System

Based on the maintenance procedures and the user requirements the following documents have been drafted:

- Functional specifications
- Technical specifications
- Technical description of the interface (XSD and WDSL)

# System Concept



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# Summary of selected achievements

- Maintenance of the Inland ENC register and the digital parts of the IENC standard
- European Reference Data Management System (ERDMS)
- (Advise on future) RIS EG support
- RIS portal ([www.ris.eu](http://www.ris.eu))
- European Position Information Services
- European Hull Database

# Thank you for your attention !

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