



Rijkswaterstaat
Ministerie van Infrastructuur en Milieu



Corridor Management, the next step in the deployment of RIS

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Co-financed by the European Union
Trans-European Transport Network (TEN-T)



PIANC

"Navigation, Ports, Waterways"
Inland Waterways Commission



PIANC Guidelines 2011

- Traffic planning is defined in the RIS guidelines 2011 and is an essential step towards corridor management.
- Traffic planning in a transport corridor requires an integrated network-approach
- Traffic Planning will close the gap between traffic management and transport management.

PIANC PWG125 is revitalized and will update in 2017 the RIS guidelines related to the development of Corridor Management

Table 3.3
RIVER INFORMATION SERVICES

Mainly traffic related

1 Fairway information Services (FIS)

2 Traffic information (TI)

a) Tactical traffic information (TTI)

b) Strategic traffic information (STI)

3 Traffic management (TM)

a) Local traffic management (vessel traffic services - VTS)

b) Lock and bridge management (LBM)

c) Traffic Planning (TP)

4 Carrying capacity support (CAS)

Mainly transport related

5 Information for transport logistics (ITL)

a) Voyage planning (VP)

b) Transport management (TPM)

c) Inter-modal port and terminal management (PTM)

d) Cargo and fleet management (CFM)

6 Information for law enforcement (ILE)

7 Statistics (ST)

8 Waterway charges and harbour dues (CHD)



The Juncker Challenge

Juncker addressed and challenged the European transport community in his **“Digital single market”**:

Smooth information flows to simplify access to traffic and transport data for transport by sea, inland waterways (RIS), rail and road (ITS) leading to:

- Single reporting/reduction of administrative burden
- Improved transport services in a multimodal context
- Improved safety and enhanced damage prevention (dangerous goods)
- Improved security

DINA & DMN



Corridor management as an answer to the challenge in a “Connected Digital Single Market” (EC)

- **Optimised choice of transport services:** Shippers and freight forwarders could have more elements to choose the transport service better suited to their needs in all modes
- **Better transport management:** Freight forwarders and transport operators could optimise transport management with the support of real-time information on delays or incidents.
- **Reduce administrative costs:** Transport players could introduce their information only once, and the data could then be made automatically available to all stakeholders that they choose
- **Greater safety and enhanced damage prevention (dangerous goods):** on-board systems alerting on dangerous areas. Thanks to “intelligent cargo” safety and damage prevention of dangerous goods could increase.
- **Improved security:** Through more and better data on the goods, risk assessments by authorities could improve.

Definition of RIS Enabled IWT Corridor Management

“Corridor Management is defined as information services among waterway authorities mutually and with waterway users and related logistic partners in order to optimise use of inland navigation corridors within the network of European waterways”



CoRISma Film



CoRISMa

TEN-T RIS Enabled Corridor Management



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Three different levels of corridor management:

1. Corridor Management is a service to enable reliable route planning by supplying – dynamic and static - **infrastructural information**
2. Corridor Management is a service to enable reliable travelling times for **voyage planning** and for **traffic management**, by providing traffic information:
 1. taking into account the actual use of the waterway network (e.g. actual waiting times) and
 2. taking in account predictions during a voyage (e.g predicted waiting times on the corridor) where considered reasonable
3. Corridor Management is a service to support **transport management** of the logistic partners (e.g. deviation management).

CoRISMa

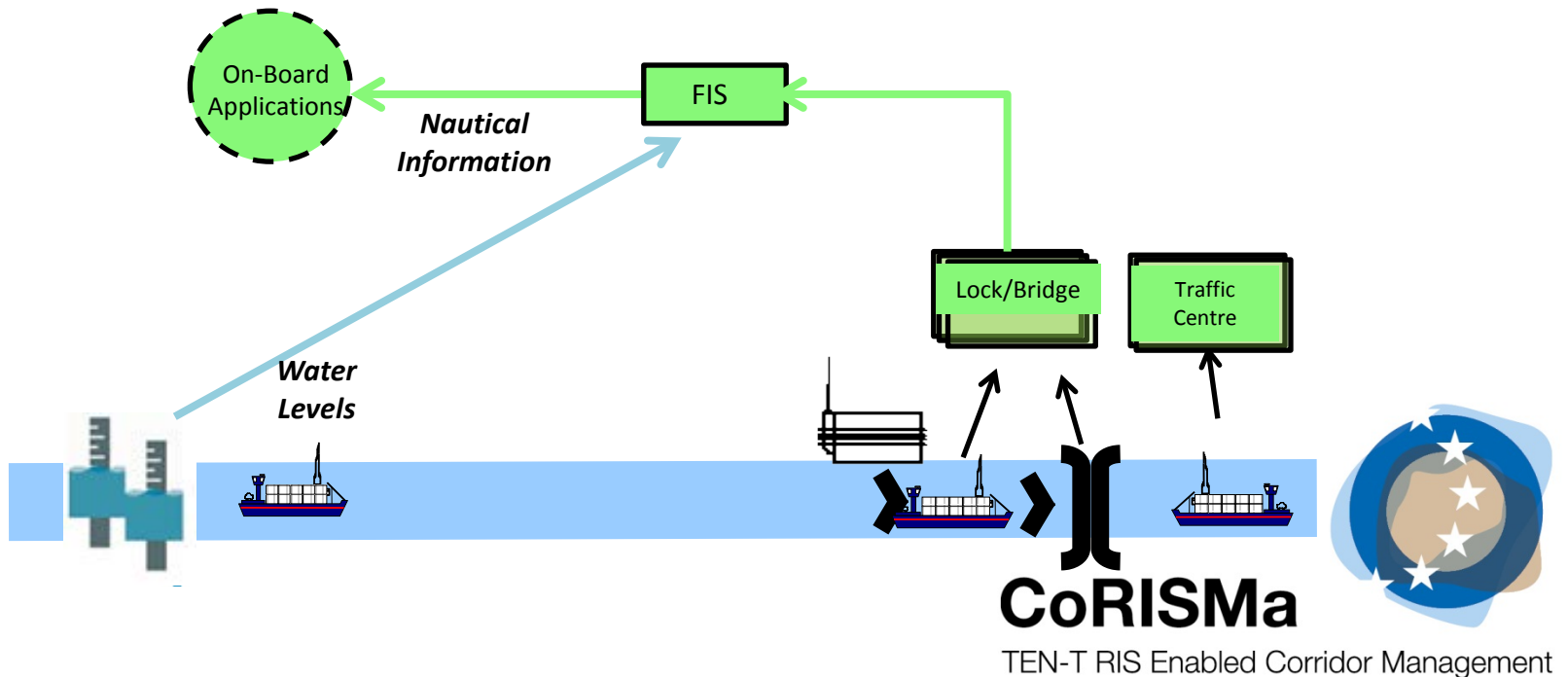
TEN-T RIS Enabled Corridor Management



level 1 information services

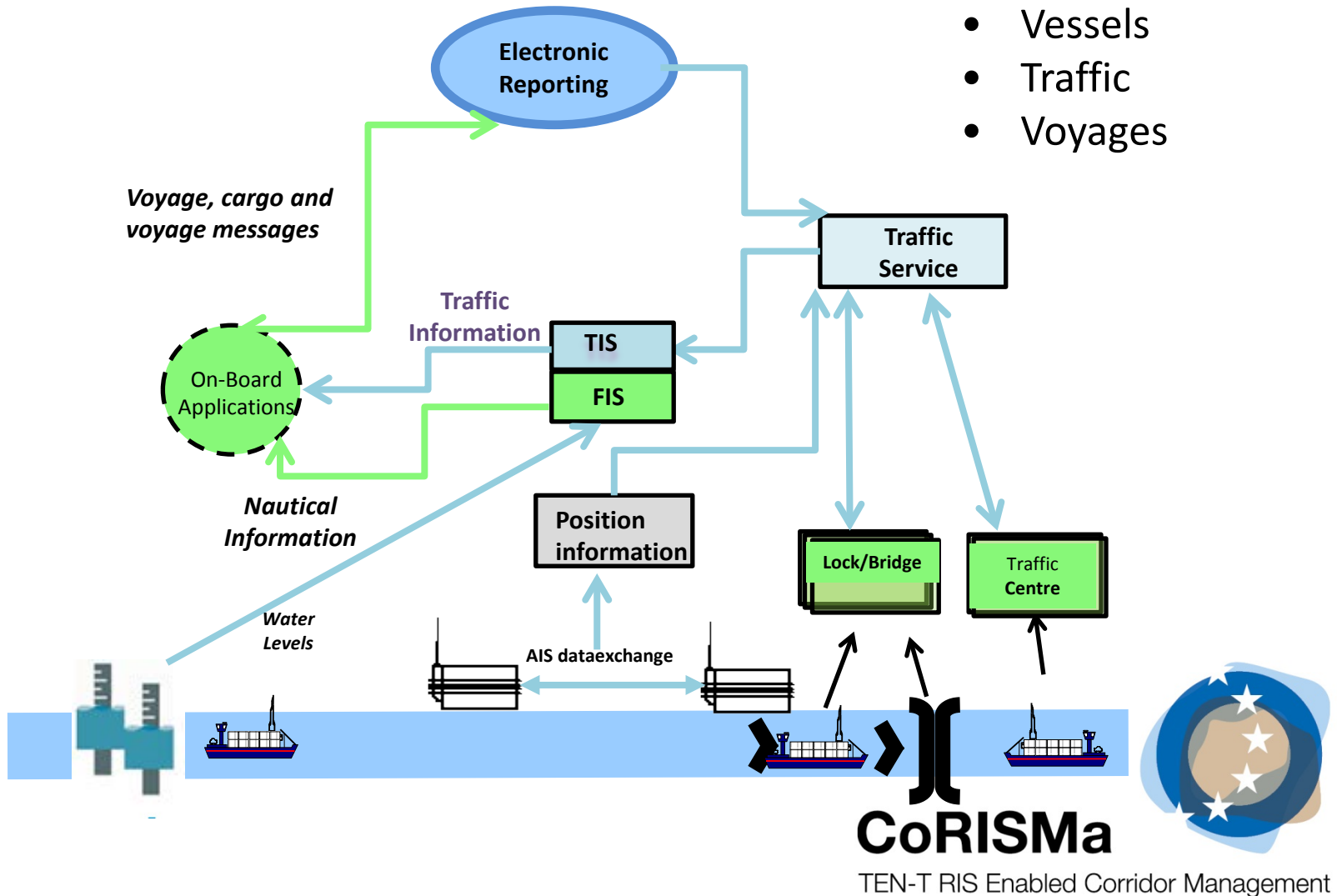
on:

- Static Infrastructure
- Dynamic Infrastructure
- Actual and Predicted



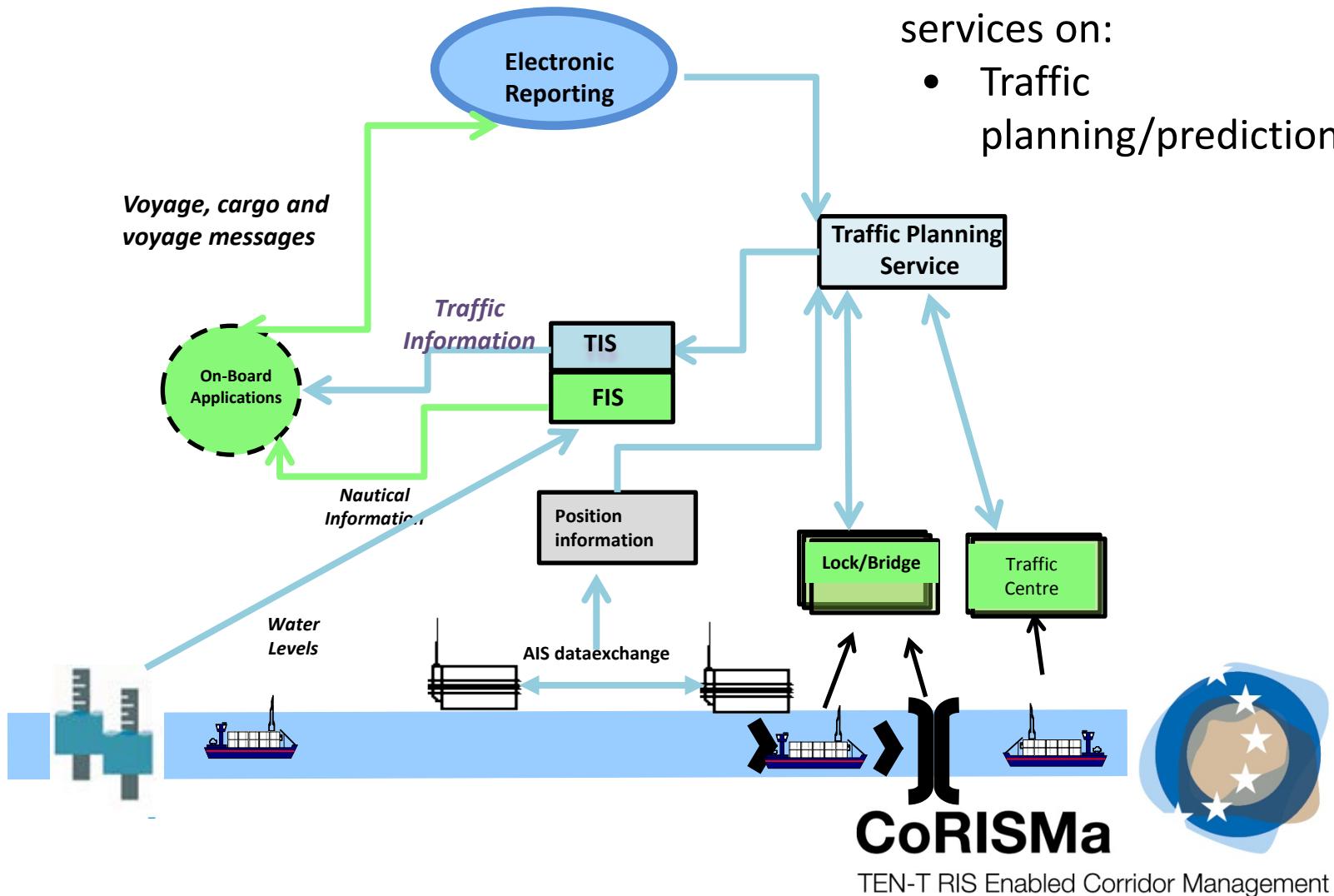
Level 2.A information services on:

- Vessels
- Traffic
- Voyages

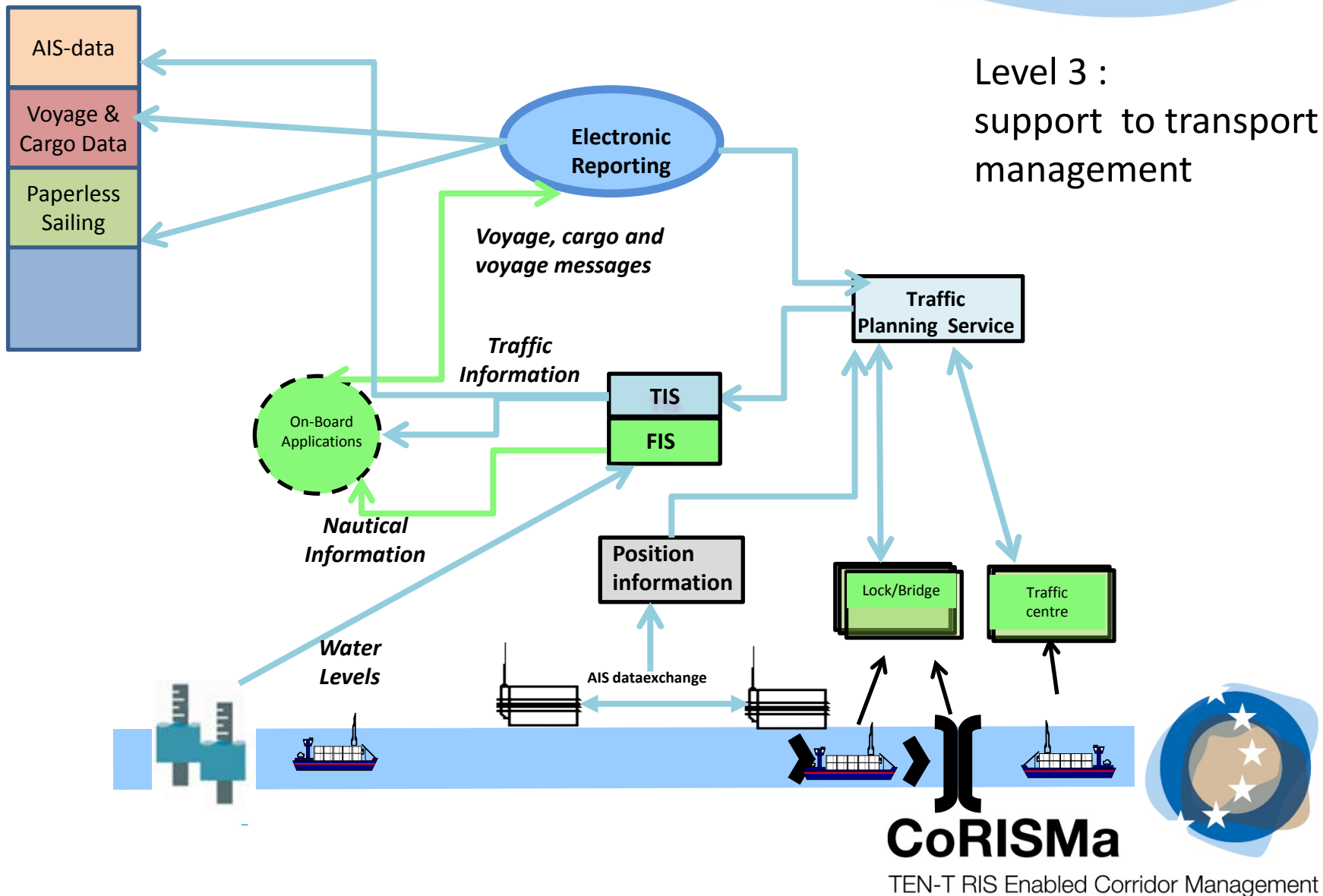


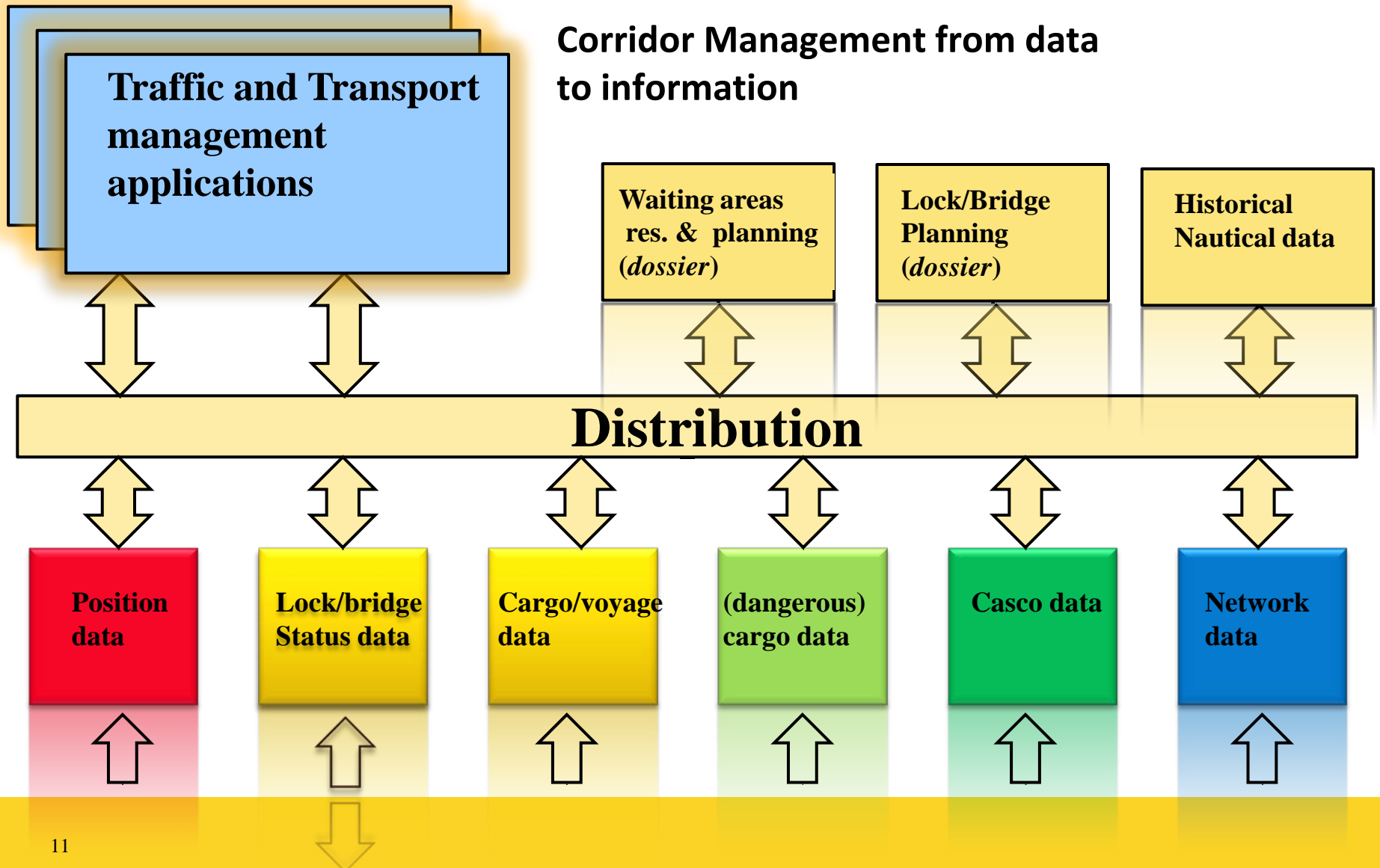
Level 2.B Level information services on:

- Traffic planning/prediction

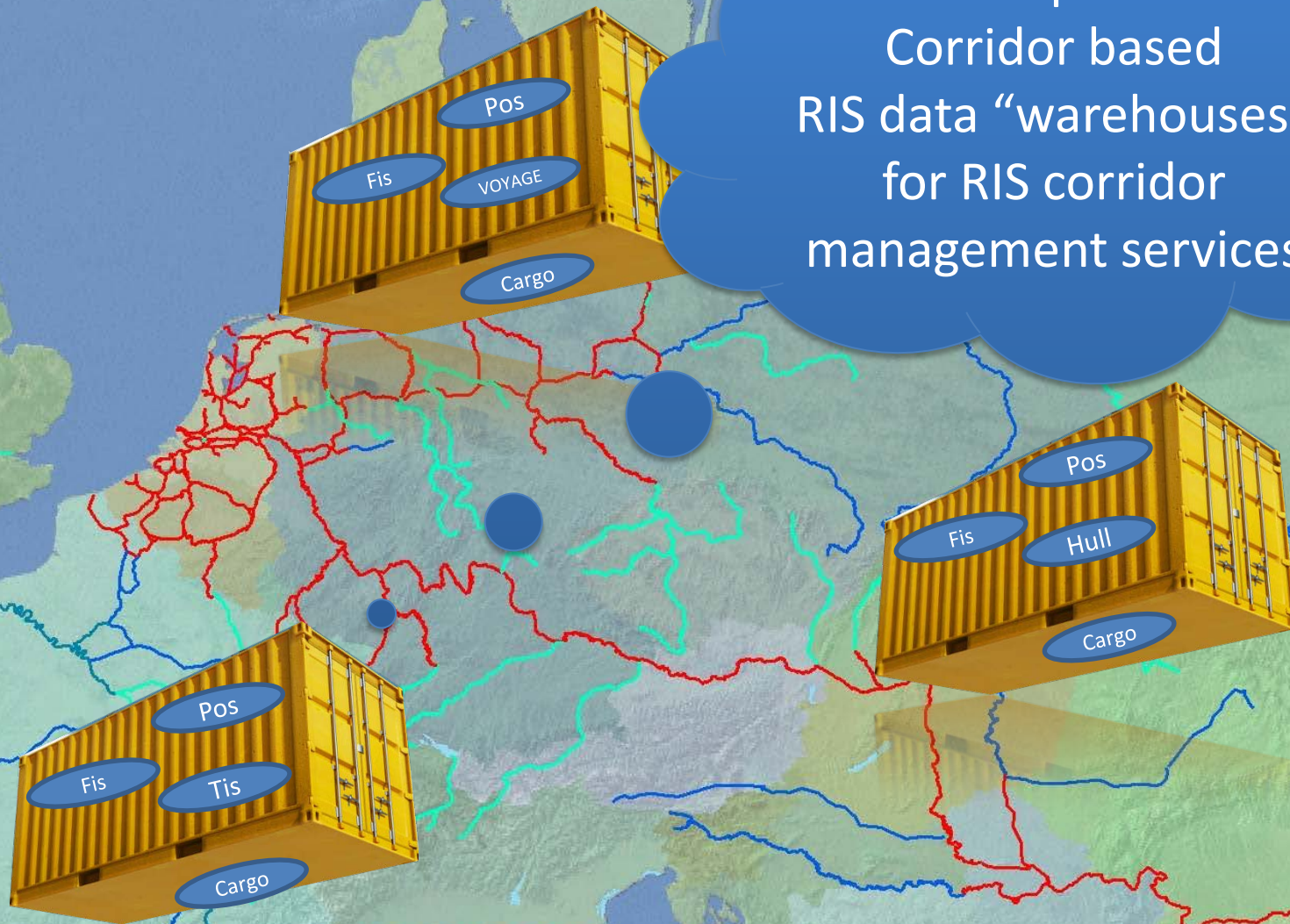


Logistic Platform





European
Corridor based
RIS data “warehouses”
for RIS corridor
management services



2020: Harmonised RIS services on IWT corridors



European
corridor based
multi-modal
data “warehouses”
for traffic and transport
services

*2025 : Harmonised multi modal transport
services on CEF corridors*

Thank you for your attention

Questions?

