



platino

platform for the implementation of NAIADES

 www.naiades.info

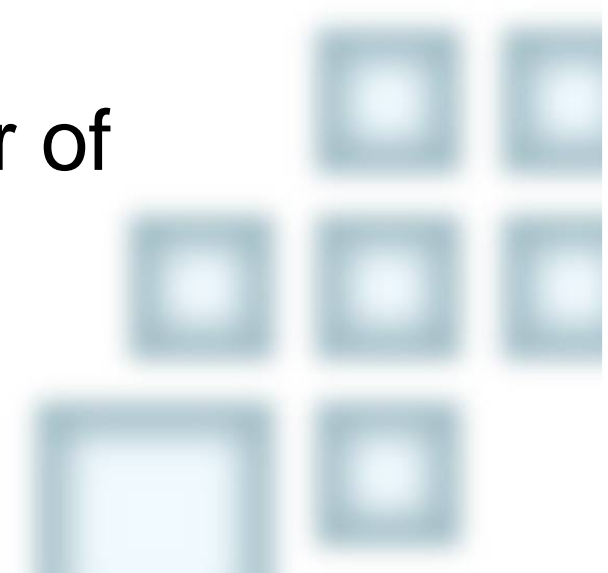


platform for the implementation of NAIADES

European Hull Database

Andreas Bäck

Deputy Project Coordinator of
PLATINA



Agenda

- Overview of PLATINA
- Overview of European Hull Database

Agenda

- Overview of PLATINA
- Overview of European Hull Database

PLATINA ...

- is a project within the 7th 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

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

Work package leaders

| Work Package | WP Leader |
|---------------------------|--|
| WP1 Markets | via donau (Austria) |
| WP2 Fleet | Voies navigables de France (France) |
| WP3 Jobs & Skills | Bundesverband der Deutschen Binnenschiffahrt (Germany) |
| WP4 Image | Promotie Binnenvaart Vlaanderen (Belgium) |
| WP5 Infrastructure | Dienst Verkeer and Scheepvaart (Netherlands) |
| WP6 Technical Secretariat | via donau (Austria) |

Selected achievements (1/5)

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

Home | Fast Facts | Useful tools | Downloads | PLATINA

Welcome !
On this website you will find topical information about inland waterway transport in Europe. Eco-friendly and efficient transport is a cornerstone of the EU's transport policy. 2006 a multi-annual action programme was launched: NAIADES - Navigation and Inland Waterway Action and Development in Europe.

top stories

- 26.1.2011 Joint manifesto for the use of inland waterways**
A cheap solution to EU transport problems [more]
- 20.1.2011 Ukraine takes over presidency of ICPDR**
EU Strategy for the Danube Region and pushing sub-basin management among top priorities [more]
- 14.1.2011 RIS for everybody**
Flemish Region begins an AIS equipment programme [more]

events

- 16.3.2011 - 17.3.2011** 12th Logistics Forum Duisburg
Excellence in Transport, Transhipment and Warehousing [more]
- 29.3.2011 - 30.3.2011** SITL Logistics Solutions 2011 International Transport and Logistics Forum in Paris [more]
- 11.4.2011 - 14.4.2011** The Status and Future of the World's Large Rivers
What are the challenges ahead? [more]

interactive

PLATINA Innovation Database
Dealing with increasing competition, diversity among consumers and availability to new forms of technology requires creativity and innovation. But how can one know what innovations are already there? The answer has been provided for inland waterways through an innovative solution - a digital information source called the Innovation Database. [more]

latest release

Strategic Research Agenda for Inland Waterway Transport
As one important element to facilitate innovation, PLATINA experts prepared a Strategic Research Agenda (SRA) for Inland Waterway Transport. The intention is, to indicate major research areas and priorities, thereby supporting innovation policy in the field of inland waterway transport. [more]

Why inland waterway transport?
Inland waterway transport is an innovative solution for sustainable logistics. It is a reliable, flexible, safe and environmentally friendly way to transport almost all commodities. The oldest transport mode becomes part of the hope for the future. [more]

Did you know that...
over one thousand new inland vessels were added to the European fleet from 2000 to 2010?
PLATINA is a project to promote inland waterway transport.

ct | Developed by CRUP | PLATINA is funded by the European Union (DG-MOVE) under the 7th Framework Programme for R.TD.

Inland Waterway Transport Funding

Home | Introduction | EU funding programmes | Downloads | Glossary | Feedback | Search

Home | print | [Flags]

National funding programmes | **EU funding programmes** | **Funding Guide (2008 print version)**

Please select a country from the map by clicking on it.


Welcome to your online resource for inland waterway transport funding!
The European Funding Database for Inland Waterway Transport is an easy-to-use guide for the inland waterway transport sector.

What can you find in the Funding Database?

- **Topical information** on national and regional funding available throughout Europe
- **Easily accessible data sheets** for European and national funding programmes
- **Contact persons and information for institutions and organisations** that handle applications for funding

For a **quick start** simply choose a country from the map by clicking on it to display information on national funding programmes or click on the EU flag to retrieve information on funding programmes available at the European level.

Selected achievements (2/5)




platform for the implementation of NAIADES

Good practices report II

FINAL

Grant Agreement: TREN/FP7/TR/218362
 (Sub)Work Package: Markets – Benchmarks and good practices
 Deliverable No: D1.8
 Author: ECORYS
 Version (date): 04/03/2010

PLATINA is funded by the European Union (DG-TREN) under the 7th Framework Programme for RTD



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


Optimization of lock maintenance operations at the Austrian Danube

Infrastructure

From a technical point of view, the locks along the Austrian section of the Danube have been operated without major intermissions throughout the last years and decades. The simultaneous closure of both chambers of a river lock has practically never occurred. But when traffic volumes increase in summer, the closure of only one lock chamber could result in a total waiting time of up to 500 hours per month, thereby causing economic damage for companies as well as a loss of prestige for inland waterway transport as a whole.

Consequently the National Action Plan Danube Navigation (see separate good practice form) foresees the optimization of lock maintenance and repair operations as an important measure for enhancing the traffic flow. In order to reach this objective, a working group developed a new lock maintenance scheme which was put into practice in winter 2008/2009 and proved to be very successful since then. The cornerstones of this new maintenance scheme are:

- a shift of maintenance works to the time slot between early November and end of March, when traffic volumes on the river Danube are comparably lower due to a reduced number of passenger vessels, and
- the implementation of organizational measures which allow for more efficient maintenance and repair works (employment of more staff during critical times, framework agreements for repair works, etc).



Austria

The project aims to:

- reduce lock maintenance and repair time in the main navigation period in summer in order to minimize adverse effects for the inland navigation sector,
- develop an organizational framework for an efficient management of lock maintenance and repair works

2006-2007 Development of the lock maintenance scheme
 2008-2011 Gradual shift of maintenance operations to the desirable time slot in winter

Within the frame of this project a working group consisting of Austrian Hydropower AG (AHP), the power plant operator responsible for the maintenance and repair of locks, the Austrian Federal

ed_Practices_Report_II_31-05-2010_final.doc Page 42


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Useful tools Downloads PLATINA Good Practices

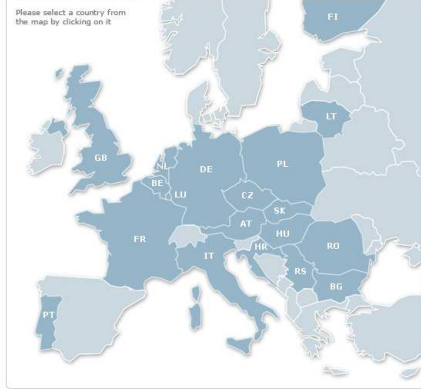
Welcome to the European Good Practices Database for Inland Waterway Transport!

What can you find in the Good Practices 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 can also click on a NAIADES theme to get a thematic overview or use the search function from the navigation pane on the left.

Download the complete brochure "European good practices" here (Language: EN | Format: PDF | Size: 10.4 MB)

Developed by CRUP PLATINA is funded by the European Union (DG-MOVE) under the 7th Framework

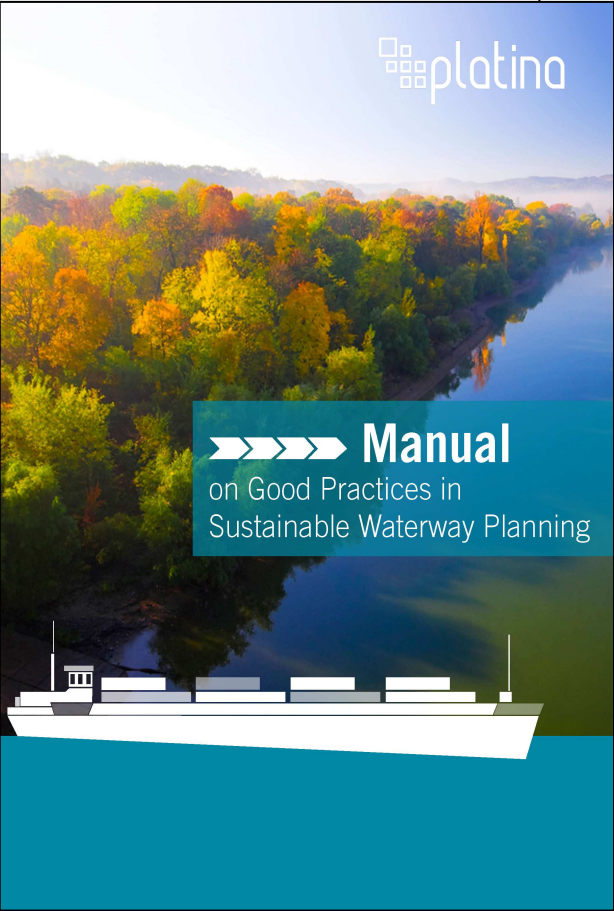
Selected achievements (3/5)

- 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 a brief overview of the organization. It mentions a Round Table conference in Strasbourg in June 2008 and a Memorandum of Understanding (MoU) signed by directors and managers of the present institutes. The "The new network" section describes a core working group meeting in Duisburg in August 2008, where a temporary board was formed. The "Organisational structure of EDINNA" section details the first official General Assembly in Rotterdam on 4th and 5th of February 2009, where representatives from various European educational institutes signed the EDINNA Articles of Association. 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

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>H 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 | H increase of morphodynamical processes, habitat diversity | |
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| 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 | H increase of morphodynamical processes, habitat diversity | | | | | | | | | | | | | | | | | | |
| | <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 groyne). 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 -> 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, groyne | | | | | | | | | | | | | | | | | | | |
| Examples and photos | | | | | | | | | | | | | | | | | | | | |
| Reference | Removal of bank reinforcement at the Rhine near Mannheim (Mannheim-M, 2007) | (Rhine/D) | | | | | | | | | | | | | | | | | | |
| | depends on river dimension (annual flood) and occurring side erosion | | | | | | | | | | | | | | | | | | | |

MANUAL ON GOOD PRACTICES IN SUSTAINABLE WATERWAY PLANNING

EXECUTIVE SUMMARY

Public discussions on the protection versus economic development of European rivers in recent years have led to a growing understanding that there is a strong need to guide future actions with an eye to reconciling what might be conflicting interests. Some innovative measures and measures have shown that it is indeed possible to create win-win solutions for environmental, transport and other river uses.

The World Association for Waterborne Transport Infrastructure (PIANC) has recently published guidance documents, such as the guideline for sustainable inland waterways and navigation (2003) or 'Working with Nature' (2008), which call for an integrated planning process to identify and exploit options acceptable to both project proponents and riparian stakeholders.

In the Danube region the Joint Statement on Inland Navigation and Environmental Protection in the Danube River Basin, endorsed in 2007 by the ICR (International Commission for the Protection of the Danube River), Danube Commission and the International Sava River Basin Commission (ISREBC), is a key tool providing guidance for the planning and implementation of waterway projects.

To provide further guidance, the EU PLATINA project provided the means to help prepare this Manual on Good Practices in Sustainable Waterway Planning, which is designed for use in the Danube River Basin but can also benefit other European river basins. This Manual offers general advice on organising and implementing a balanced and integrated planning process. Therefore, project developers must also consider national, regional and local aspects and requirements when developing an inland waterway transport (IWT) project. The early integration of stakeholders (including those representing environmental interests) and of environmental objectives and wide communication are essential for successful planning process.

To develop a sustainable waterway infrastructure project that does not cause the river system to deteriorate and may even have a positive impact on the current state of environment, IWT planners need to understand and incorporate the wider environmental aspects and fully respect the legal environmental requirements.

Therefore, general planning objectives and principles should clearly prevent any deterioration of ecology (Natura 2000 and water status) and contribute to the legal needs (nature and water management objectives) to maintain and improve or restore ecological quality. The River Engineering Criteria elaborated in the Joint Statement should be taken into consideration as a general guide.

Preparing and executing an integrated planning process requires a more substantial involvement into planning than was needed in the past, but it results in a number of measurable benefits: greater certainty for the IWT project planning will successfully pass the hurdle of environmental permits (EIA), development of innovative technical solutions, better financial feasibility, reduced environmental damage costs, and better use of the river ecosystem services as well as an improved public image of the project and the institutions responsible for planning and operating IWT infrastructure.

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: European Union, eu tri.be, VNF (Voies navigables de France), and platina.

www.bargetobusiness.eu



Selected next steps

- Online Good Practice Portal
- Monitoring Report on Administrative Barriers
- IWT Strategic Research Agenda
- Tool box for national recruitment campaigns
- Start-up box with basic communication tools
- Inventory on available knowledge on strategic inland waterway projects

Agenda

- Overview of PLATINA
- Overview of European Hull Database

Main Objectives of European Hull Database

- Implement and operate pilot service to facilitate hull data exchange as indicated by Directive 2006/87/EC, RheinSchuO and Commission Regulation for Electronic Reporting
- Prepare scenarios for full scale operation (2012 onwards)

Data to be processed (1/2)

A. All crafts (according to 2008/87/EC and RheinSchUO)

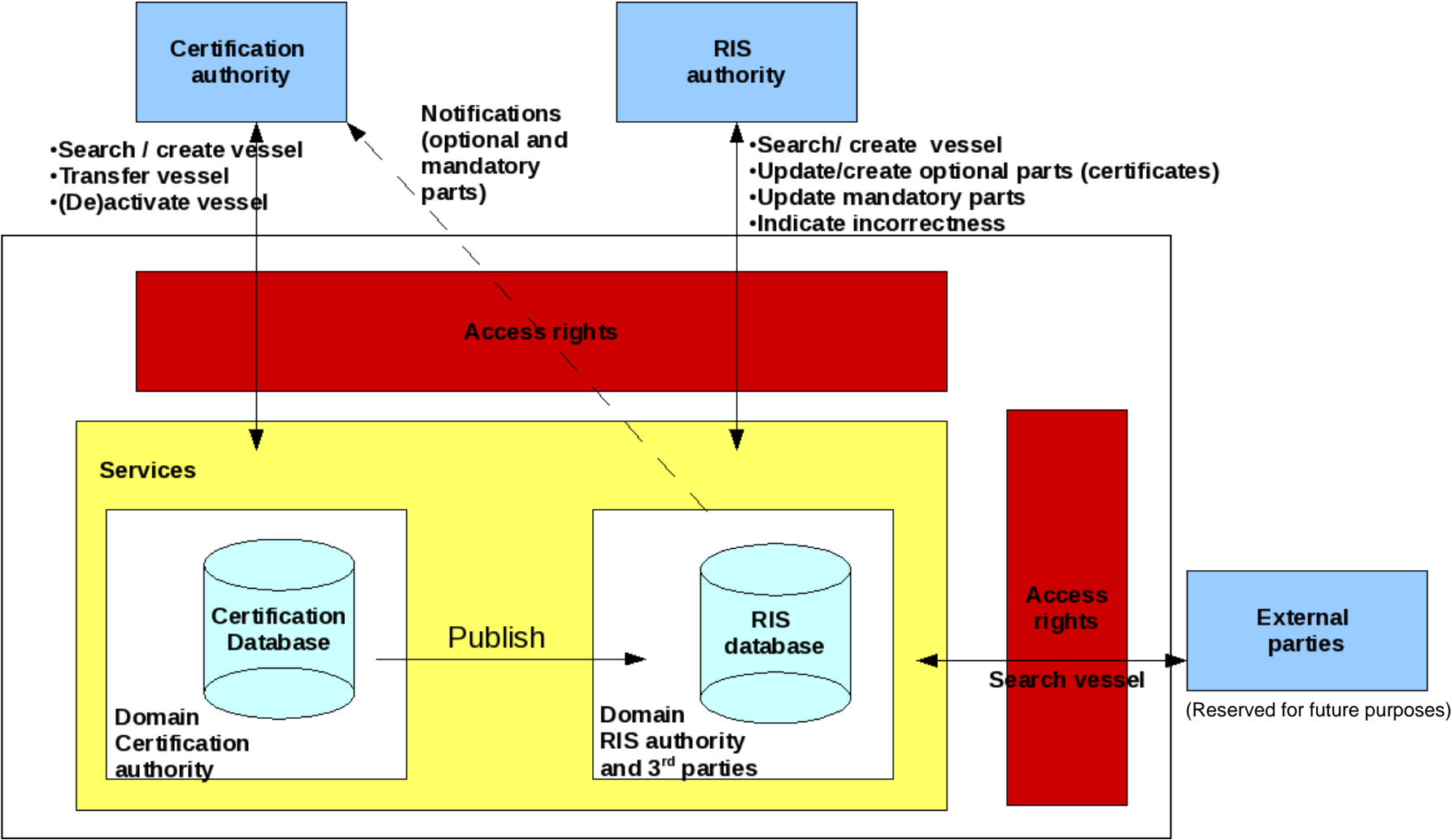
1. Unique European Vessel Identification Number
2. Name of the craft/vessel
3. Type of craft
4. Length over all
5. Breadth over all
6. Draught
7. Source of data (= Community Certificate)
8. Deadweight for cargo vessels
9. Displacement for vessels other than cargo vessels
10. Operator
11. Issuing Authority
12. Number of Community Inland Navigation Certificate
13. Expiration date
14. Creator of dataset

Data to be processed (2/2)

B. Where available (according to 2008/87/EC and RheinSchUO)

1. National number
2. Type of craft in accordance with the Technical Specification for Electronic Ship Reporting in inland navigation
3. Single or double hull in accordance with ADN/ADNR
4. Height as defined in Article 1.01 No 75
5. Gross tonnage (for maritime vessels)
6. IMO number (for maritime vessels)
7. Call sign (for maritime vessels)
8. MMSI number
9. ATIS code
10. Type, number, issuing authority and expiration date of other certificates'

Schematic overview



Two ENIs for one craft?



Information to JWG (10) 5 from 25.1.2010
Meanwhile solved thanks to effective cooperation of authorities

System Implementation (1/2)

Implementation and operation of the European Hull Database:

- Phase 1: Requirements Specification
- Phase 2: Implementation of a functional prototype
- Phase 3: Implementation of complete pilot system and execution of the Factory Acceptance Tests
- Phase 4: Functional Tests
- Phase 5: Interconnection of the European Hull Database pilot system with vessel certification authorities and RIS Providers
- Phase 6: Execution of the stability tests of the pilot system (finalized in April 2010)
- Phase 7: Pilot operation (“Proof of concept”) of the system (starting as of 2nd quarter of 2010 for 2 years), in which the contractor hosts the database, provides 1st and 2nd level (telephone) support during office hours and software maintenance
- Phase 8: Full-scale implementation of the system (after PLATINA)

Ensuring Data Protection

Step 1: Exchange of letters for data exchange of authorities issuing ENIs
(9 countries until June 2010)

Step 2: Conclusion of a service agreement for full scale data exchange
(including use for RIS services and enforcement)

1. Austria
2. Belgium
3. Bulgaria
4. Czech Republic
5. France
6. the Netherlands
7. Poland
8. Romania
9. Slovakia

Current Status and next steps

- Data of 8714 vessels available in EHDB.
- Preparations for the completion of the fleet's data of NL/BE/FR/PL/CZ/AT/SK/BG/RO (direct upload).
- Determination of a strategy for the uploading of the non-involved country's data.
- Steering Committee for European Hull Database continues its work.
- Definition of Quality of Information Service
- Conclusion of service agreement for hull data exchange in March/April 2011.