

Autonomous vessels on inland waterways

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RIS Project Manager Smart Shipping



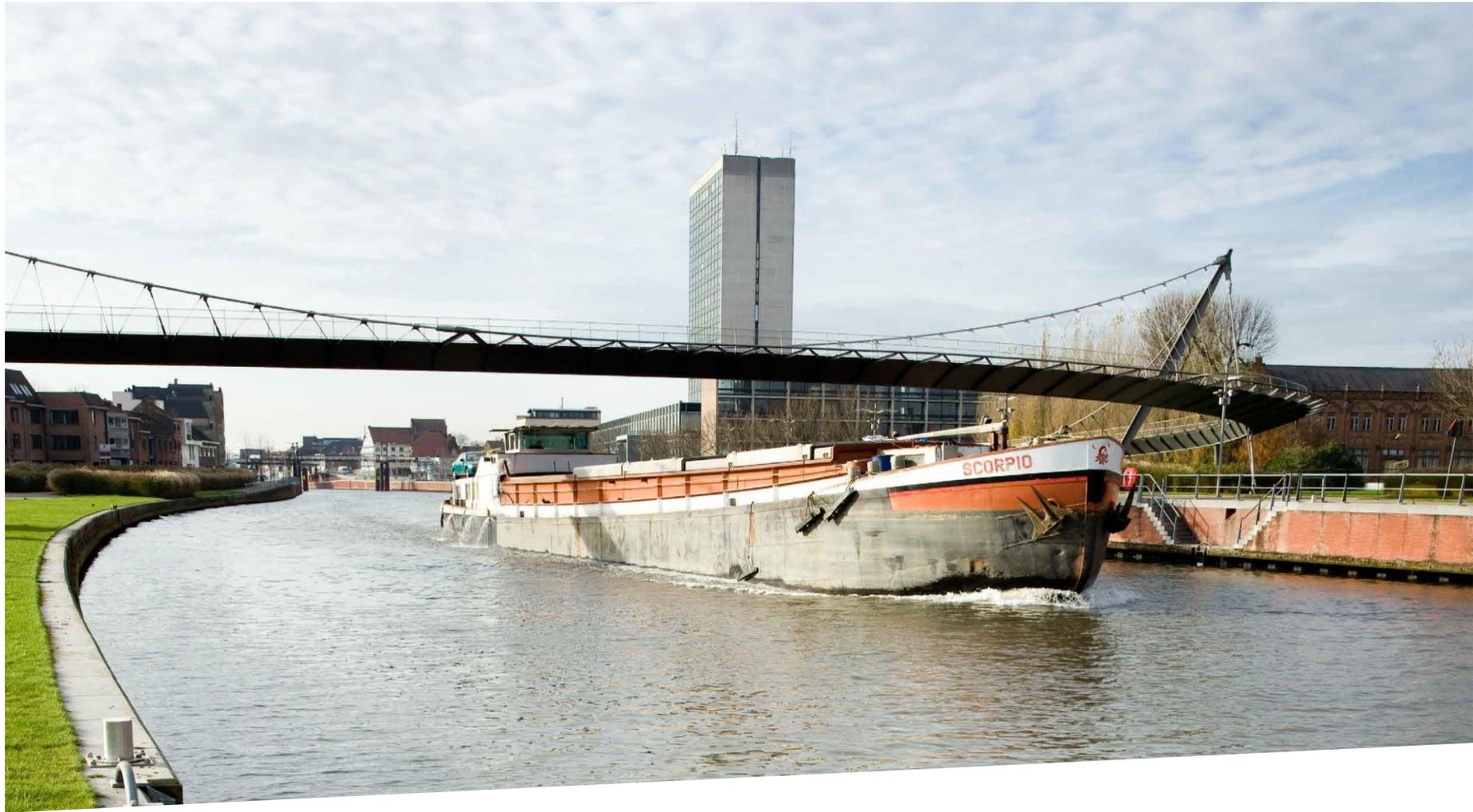
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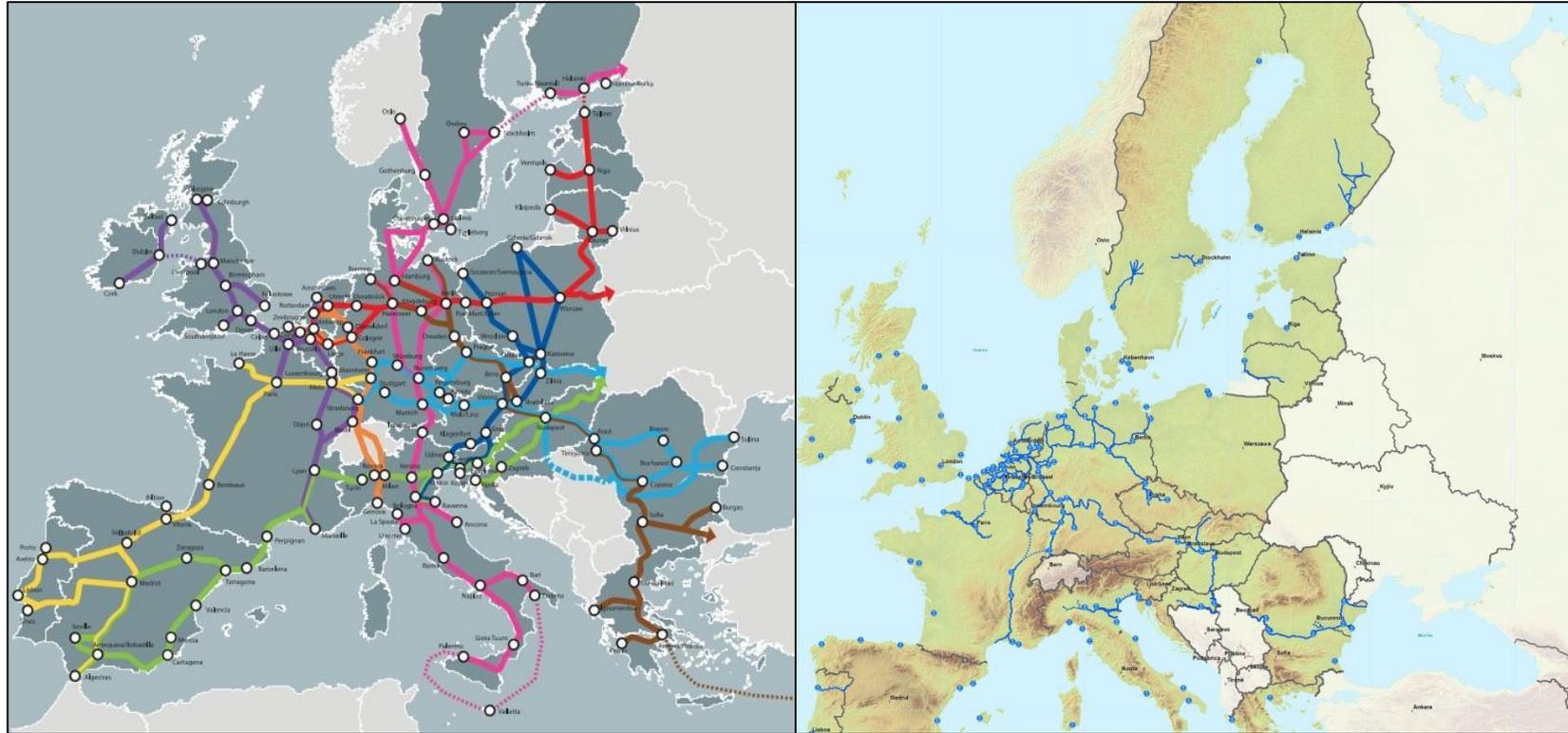
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1. De Vlaamse Waterweg nv

The Flemish waterway network, an asset for Europe



De Vlaamse Waterweg nv

DVW in numbers

1076



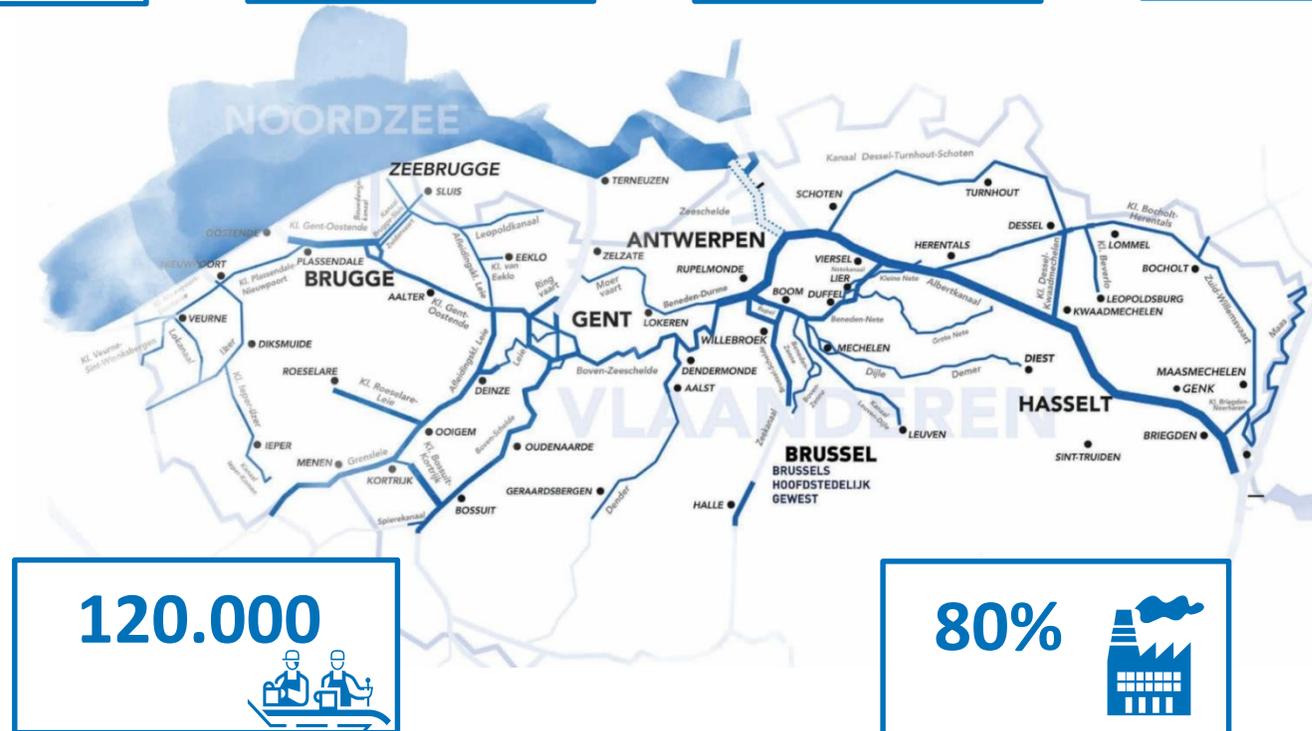
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800



131



Focus on the needs of the customers

Stakeholders of inland navigation

Government



- Solution for traffic congestion
- Greening of the transport sector and inland navigation
- Data for statistical research
- Optimal use of existing infrastructure to prevent unnecessary investments
- Simple and transparent administration



Skippers and ship owners



- Up-to-date and accurate navigation charts
- Detailed and actual traffic information (e.g.. calamities, water levels,...)
- Cost-efficient processing of logistic services (e.g.. fuel savings,...)
- High efficiency of the fleet
- Simple and transparent administration



Industry



- Sufficient transport capacity
- Integration of inland navigation with other modes of transport
- Efficient handling of cargo in terminals
- Simple and transparent administration



Safe, reliable, efficient and smart waterway network



2. Framework

Smart Shipping

What is Smart Shipping – Components

Smart Shipping includes the following:



Smart ships

Smart ships are vessels that are highly automated and are therefore equipped with automated systems using external data to optimize the key functions of the vessel (navigation, real-time planning, fuel consumption management, etc.).



Smart infrastructure

Infrastructure is operated via remote control from a traffic center. Operation is organised from corridor perspective. In this way, more proactive traffic management can be done. This way it is possible to enable inland vessel traffic services in a more proactive and focused way. With the management and exploitation of the waterway network, actual and external data coming from ships, infrastructure and third parties are taken into account.



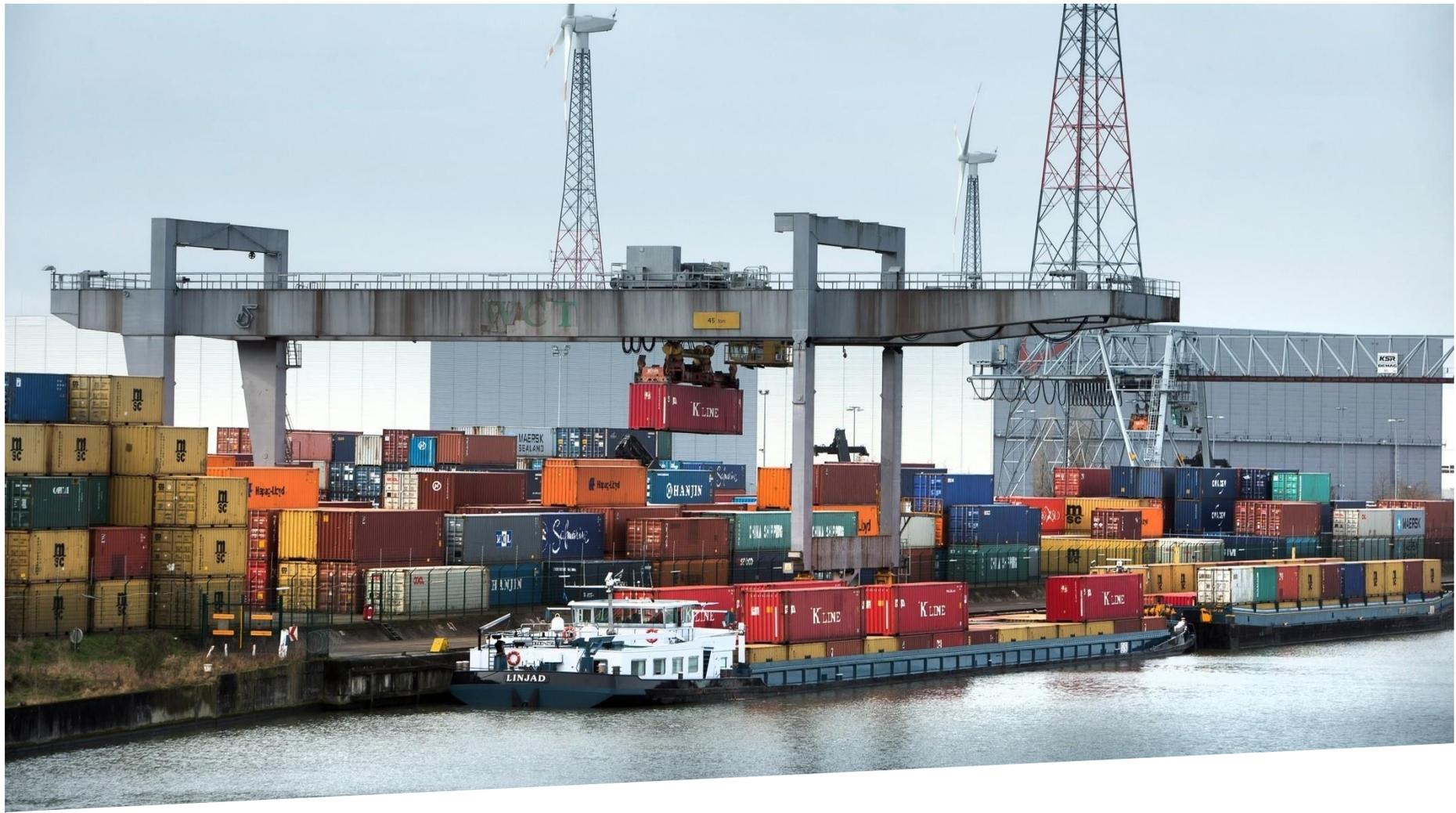
Smart communication

Smart communication takes into account real-time external data coming from ships, infrastructure and third parties. This enables smooth and efficient voyages of one particular ship by means of route planning, lock and bridge planning, hydrographic information, etc.



Smart regulation and facilitation

The regulation is adapted in such a way that there are no restrictions hindering the technological evolution of smart shipping, however still prioritizing the safety of the users of the inland waterways and society.



3. Our approach

Our Approach



Smart ships



Smart regulation and facilitation

Identifying the benefits & defining the approach

1. Identified Benefits

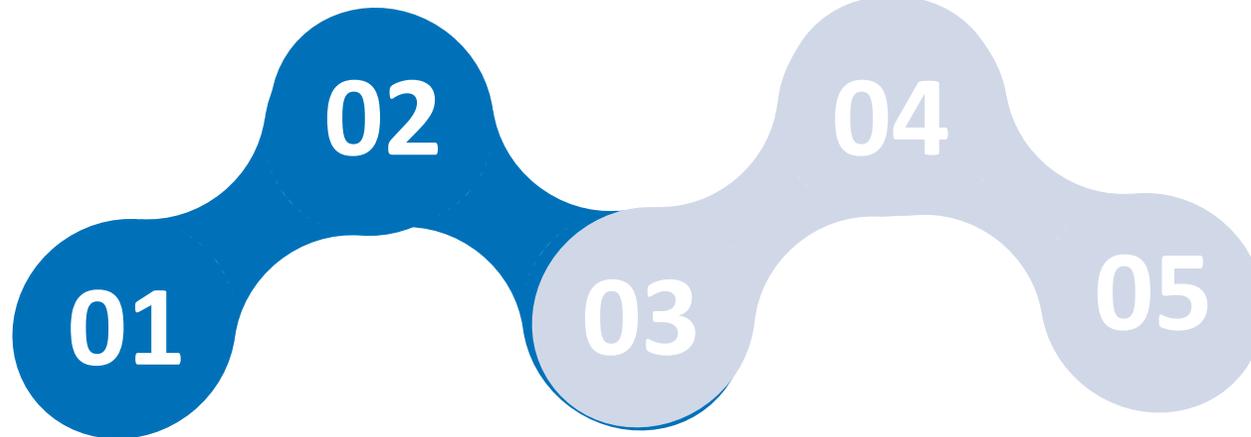
The benefits identified for the people, the organizations and the planet illustrate that the step towards autonomous vessels is something that the authorities should work on.

2. Law and regulation - Gaps

It has been identified that the current law and regulations are not adjusted to make autonomous vessel operations possible

4. Adjustment law and regulation

After the test cases, the best practices and missing gaps in the law and regulation will be filled



3. Test areas

Test areas in which autonomous vessels can operate have been approved. It is however still up to the authorities to decide whether it is allowed to test or not.

5. Autonomous vessels in legal framework

The autonomous vessels will be able to operate on the Flemish inland waterways within a well defined regulatory framework



Legislative base

Today	Current legislative base is used for the test area, but ...
Identified GAPS	<ul style="list-style-type: none"><li data-bbox="766 501 2173 662"><p><u>Crew member regulation</u></p><ul style="list-style-type: none">• It is under no circumstance allowed for any type of vessel to sail without any crewmember<li data-bbox="766 668 2173 829"><p><u>Traffic regulation</u></p><ul style="list-style-type: none">• The general traffic regulation including the General Police regulation for vessels on Inland Waterways contain several rules from which cannot be deviated<li data-bbox="766 835 2173 993"><p><u>Dangerous goods</u></p><ul style="list-style-type: none">• The transportation of dangerous goods on water has to comply with several strict rules
Kick off meeting June 2018	Cooperation between departments of the Ministry of Mobility to adapt Flemish and international law

Our Approach



Smart ships



Smart regulation and facilitation

Future steps

2. Law and regulation - Gaps

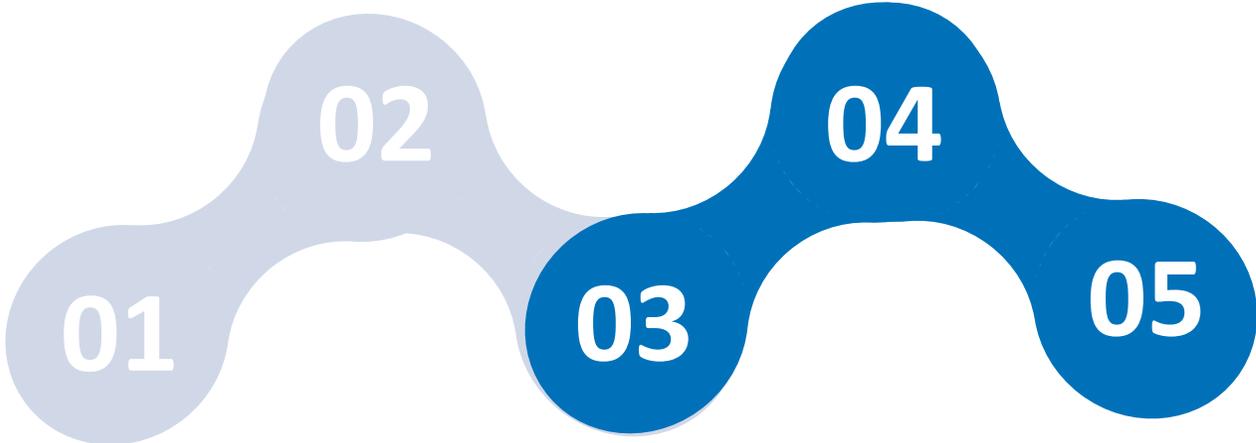
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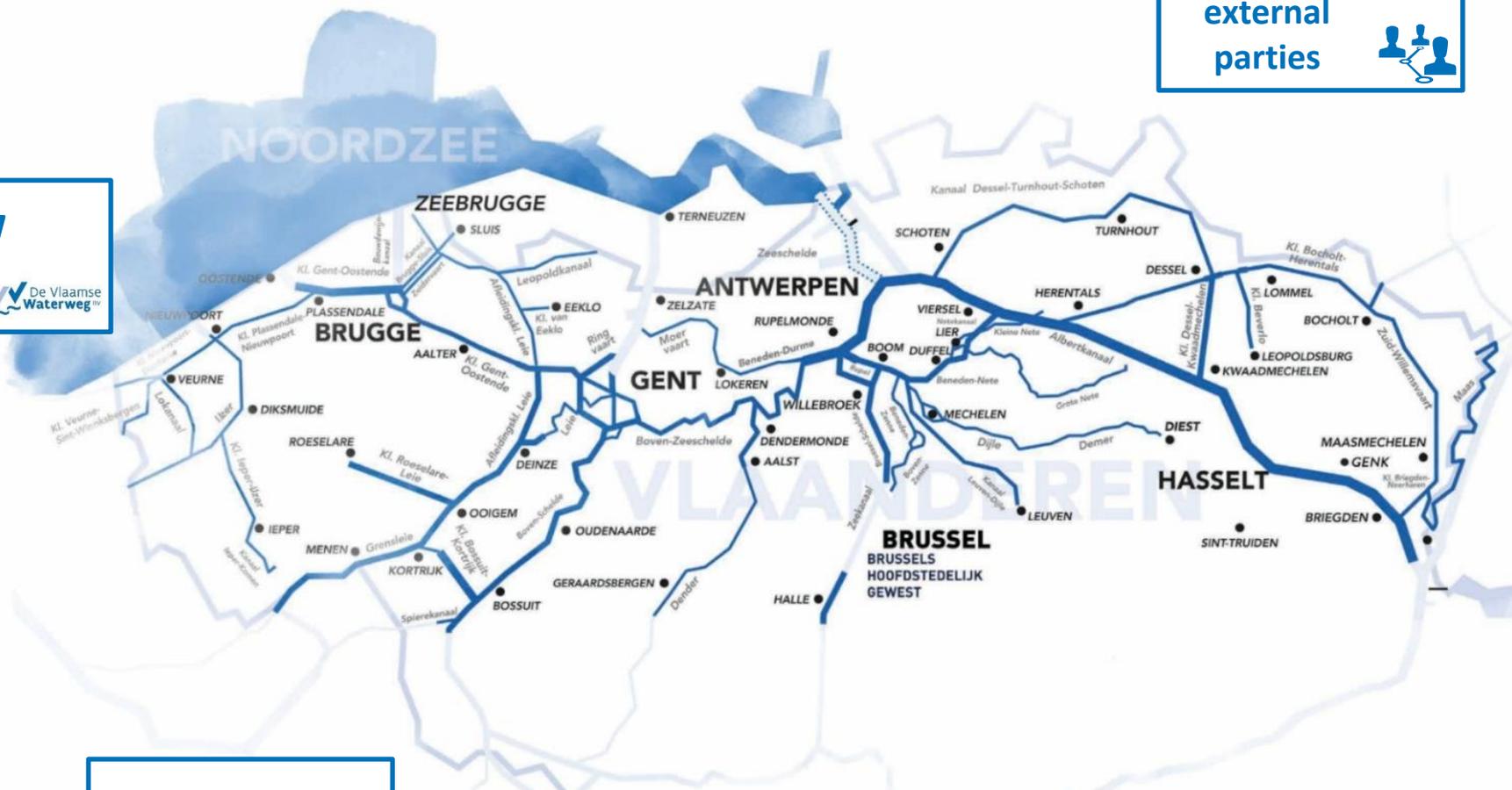
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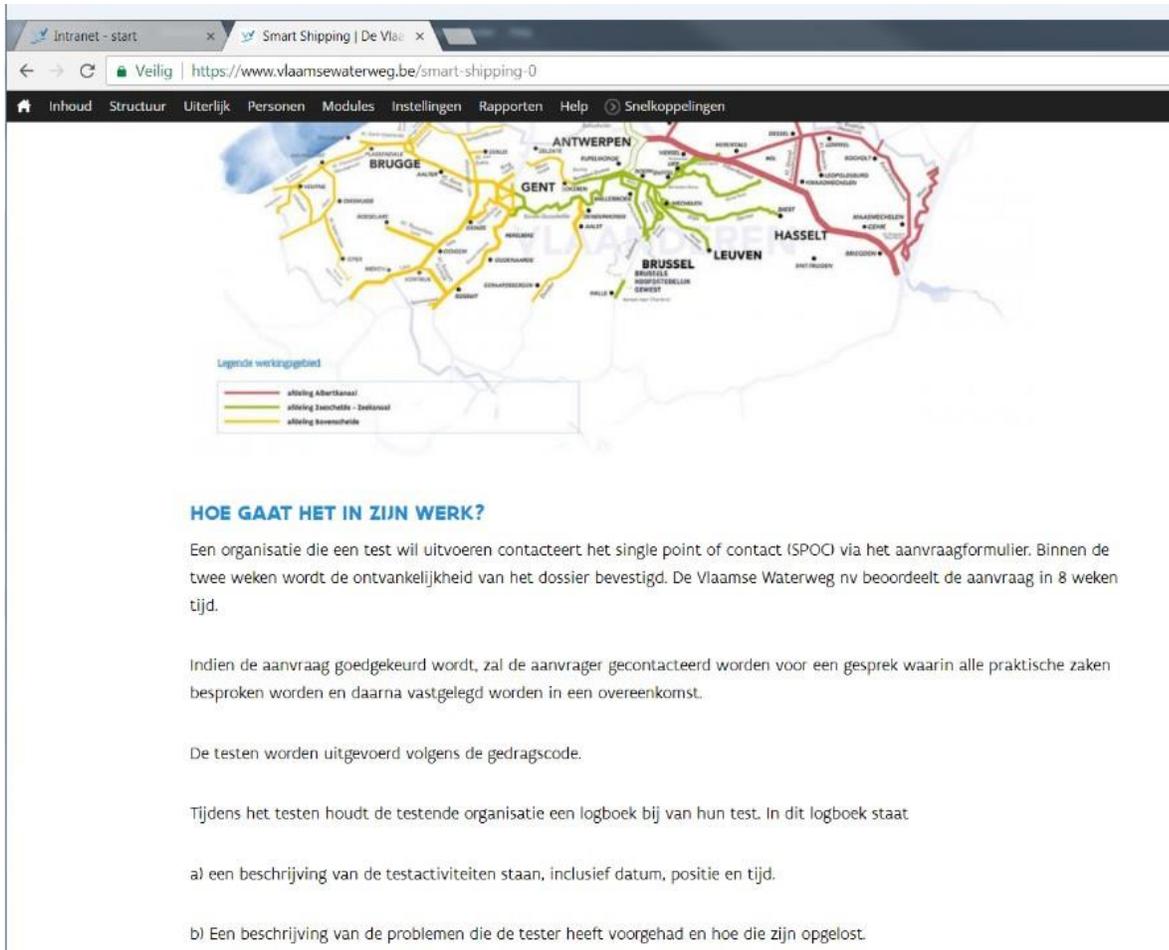
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Test area



Rules for operation



The screenshot shows a web browser window with the URL <https://www.vlaamsewaterweg.be/smart-shipping-0>. The page features a navigation menu with items like 'Inhoud', 'Structuur', 'Uiterlijk', 'Personen', 'Modules', 'Instellingen', 'Rapporten', 'Help', and 'Snelkoppelingen'. The main content area displays a map of the Flemish region with various waterway segments highlighted in red, green, and yellow. A legend below the map identifies these segments as 'afdeling Albertkanaal', 'afdeling Eeneveld - Zalkanaal', and 'afdeling Booneveld'. Below the map, the text 'Legende werkingsgebied' is visible.

HOE GAAT HET IN ZIJN WERK?

Een organisatie die een test wil uitvoeren contacteert het single point of contact (SPOC) via het aanvraagformulier. Binnen de twee weken wordt de ontvankelijkheid van het dossier bevestigd. De Vlaamse Waterweg nv beoordeelt de aanvraag in 8 weken tijd.

Indien de aanvraag goedgekeurd wordt, zal de aanvrager gecontacteerd worden voor een gesprek waarin alle praktische zaken besproken worden en daarna vastgelegd worden in een overeenkomst.

De testen worden uitgevoerd volgens de gedragscode.

Tijdens het testen houdt de testende organisatie een logboek bij van hun test. In dit logboek staat

- een beschrijving van de testactiviteiten staan, inclusief datum, positie en tijd.
- Een beschrijving van de problemen die de tester heeft voorgehad en hoe die zijn opgelost.



The cover of the 'Smart Shipping Gedragscode voor testen in Vlaanderen' (Version 1/01/2018) features a blue background with a white geometric pattern of overlapping lines. The title is centered at the top, and the logo of 'De Vlaamse Waterweg nv' is positioned at the bottom left. A small icon of a person is visible in the top right corner.

Timeline

Next steps to be taken

2018

Westhoek

The autonomous vessel project 'Shipping Westhoek' starts testing.

FLOAT

Flanders on the Automated shipping Track

Cooperation

Cooperation between government of Wallonia, Brussels and federal government will be set up.

UNECE

Follow up meeting on smart shipping

CCR

Roadmap for adjusting the Traffic Regulations will be designed.

INAS

Standards for monitoring test areas will be created

2019



Smart infrastructure



Smart communication

PIANC

Working Group Smart Shipping Kick-Off

Cooperation

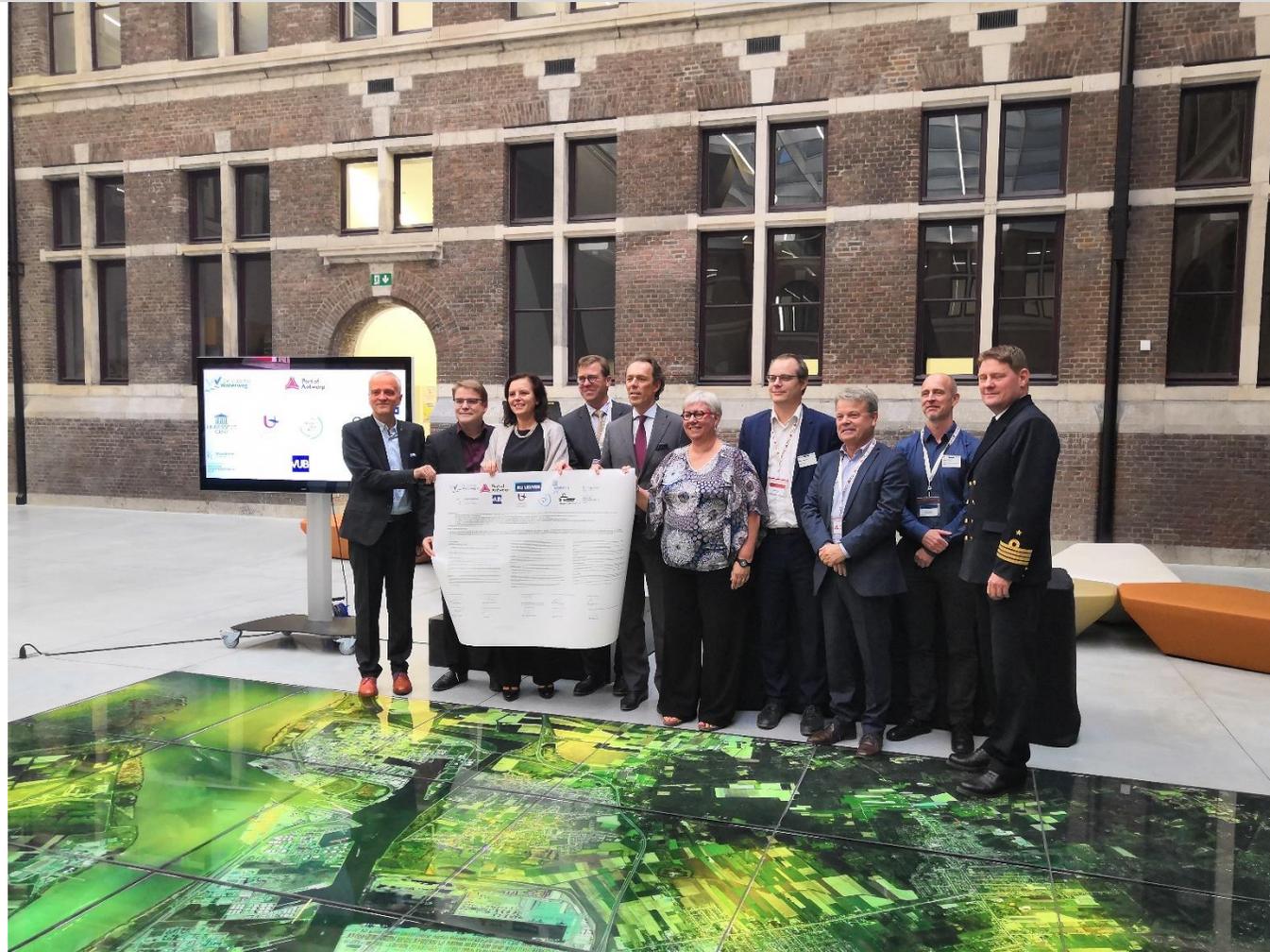
Cooperation with the Netherlands to create a transnational test area.

Regulations

CCR, UNECE, EU

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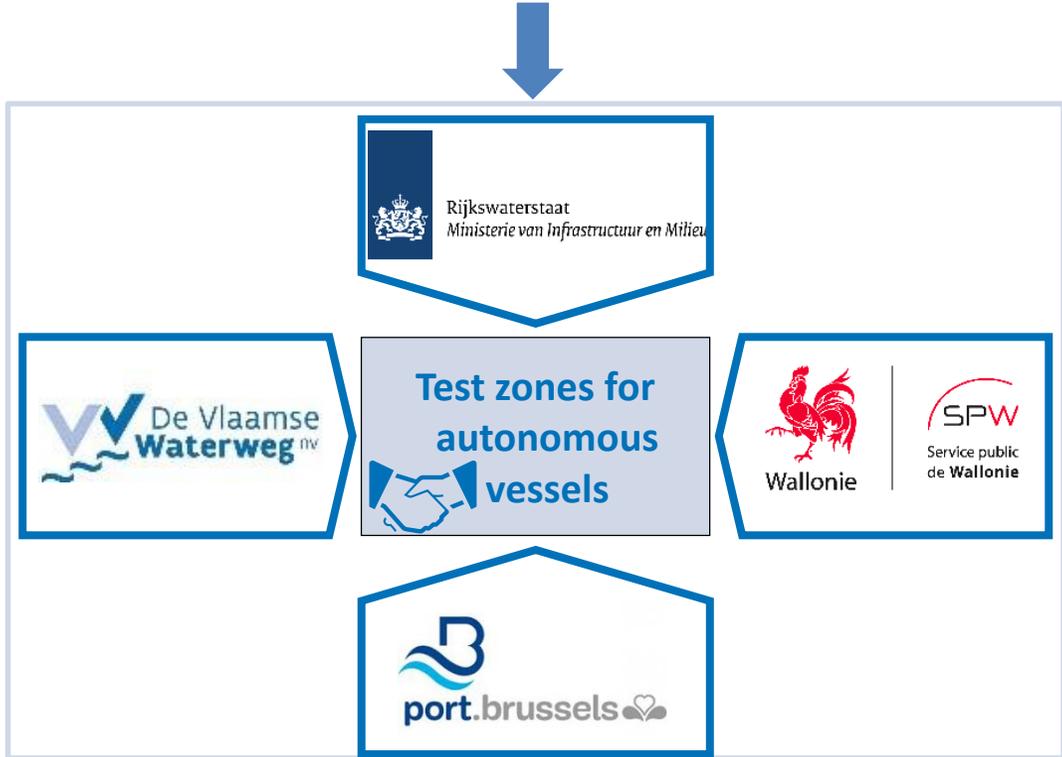
CCR, UNECE, EU

Cooperation between the Netherlands & Belgium



Level playing field

- Similar applications required
- Similar assessment required





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<https://www.vlaamsewaterweg.be/smart-shipping>