

Work Package 1: Markets & Awareness

D 1.0: Work Package Inception Report

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Authors of the document

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1. WORK PACKAGE 1 “MARKETS & AWARENESS”

a. Work Package Lead

PP Name	WPL Name	Email	Phone
PBV	Annick Javor	annickjavor@binnenvaart.be	+32 11 230606

b. Work Package Objectives

WP1	Markets & Awareness		
WP Start:	01.09.2013	WP End:	31.12.2015
<ul style="list-style-type: none"> ▪ To identify and attract new markets for inland waterway transport ▪ To stimulate multimodal supply chain integration ▪ To encourage entrepreneurship and stimulate market transparency 			

c. Sub Work Packages Overview

SWP	Title & Content	Lead	Budget [€]
SWP1.1	Identification of new markets for inland waterway transport	Paul Lambrechts (PBV)	164.385
SWP1.2	Logistics decision support tools	Eloi Flipo (VNF)	246.394
SWP1.3	Study on market mechanisms and transparency	Henk-Erik Sierink (WVL)	96.727
Total			507.505

d. Resources

PP	Budget [€]	Person months	Personnel Costs [€]	Subcontracting [€]	Other direct costs [€]	Eligible Ind. Costs [€]
VIA	67.610	7	44.471	12.000	7.500	3.638
VNF	138.228	10	80.802	40.000	11000	6.426
BDB	16.436	2	12.860	0	2.500	1.075
PBV	112.114	8	72.800	25.000	8.615	5.699
INE	0	0	0	0	0	0
WVL	43.335	4	34.000	0	6.500	2.835
NEA	96.235	11	80.439	0	9.500	6.296
DST	17.180	2	13.556	0	2.500	1.124
CRUP	16.367	3	10.296	0	5.000	1.071
STC	0	0	0	0	0	0

CERO	0	0	0	0	0	0
MAR	0	0	0	0	0	0
TOTAL	507.505	47	349.226	77.000	53.115	28.164

e. Deliverables

Del. No	SWP	Deliverable Name	Nature	Dissemination level	Due
D1.0	-	WP1 Inception Report	R	R	31.10.2013
D1.1	1.2	Business concept(s) for pilot logistics information portal(s)	R	PU	31.12.2013
D1.2	1.2	Updated funding database for inland waterway transport	O	PU	31.01.2014
D1.3	1.1	Comparison of existing modal shift studies	R	PU	31.03.2014
D1.4	1.2	Functional concept(s) of pilot logistics information portal(s)	R	PU	30.04.2014
D1.5	1.3	Strategy to enhance market transparency and synergistic actions	R	PU	31.08.2014
D1.6	1.1	Macro analysis of market potential in the continental cargo market	R	PU	30.09.2014
D1.7	1.1	Report on market transfer conditions	R	PU	31.03.2015
D1.8	1.3	Outline of options for market organisation and structure for continental transport chains	R	PU	31.07.2015
D1.9	1.1	Inland waterway market transfer action plan	R	PU	30.09.2015

D1.10	1.10	Pilot system of the logistics information portal(s)	R	PU	31.12.2015
D 1.11	-	Work package 1 report	R	PU	31.12.2015

Nature: R=Report, P=Prototype, D=Demonstrator, O=Other

Dissemination level: PU=public, CO=confidential

2. SUB WORK PACKAGES

1. SWP 1.1 | Identification of new markets for inland waterway transport

Sub-Work Package Lead

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Sub-Work Package Staff

PP	Responsible	Role/Tasks	Email	Phone
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VIA	Simon Hartl	Technical input and contacts for the Danube region; coordinating Task 1.1.3; organisation of market transfer meetings in the Danube region	Simon.hartl@via-donau.org	+43 5 04321-1614
VIA	Bettina Matzner	Technical input and contacts for the Danube region; organisation of market transfer meetings in the Danube	bettina.matzner@via-donau.org	+43 5 04321-1620

		region		
CRUP	Reneta Kadric	Technical input and organisation of activities in Croatia	kadric@crup.hr	+385 1 5392990
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* Note: The involvement of BDB in SWP 1.1 is not foreseen in the DoW. Nevertheless BDB offered voluntary to provide input in this SWP.

Introduction to the tasks

In Workpackage 1 a significant amount of the resources will be dedicated to the potential of Inland Waterway Full Container Load (FCL) in the market of the continental Full Trailer Load market (FTL). At this moment Inland Waterway Container Transport is always linked to maritime container transport as all transport to or from an Inland Container Terminal is generated at a seaport as a result of a maritime import or export transport. Although the inland container terminals are an infrastructural network, there is no interconnection between the terminals as the only transport that is effectuated between

Inland Container Terminals exist off interchanging empty equipment (maritime containers). Task 1.1.2: ‘Macro analysis of continental market potential’ aims at identifying individual transport flows that, brought together, could bring enough volume to operate a liner service between two Inland Terminals. In task 1.1.3 all stakeholders (the individual owners off these transport flows, logistic services providers, Inland Container Terminals) will be addressed directly in regional meetings to examine the willingness of cargo owners and logistic service providers to enter into this new market. Task 1.1.4 will analyze and summarize the lessons learned out of the previous two tasks to identify bottlenecks and opportunities so a actionplan towards opening the FTL continental cargo market within the network of Inland Container Terminals can be redacted.

However, that these services (liner services interconnecting Inland Container Terminals) are not yet offered by the Container Operators or Inland Container Terminals is largely due to the organization of the existing inland waterway container transport market. The business models, the operational structure, the services offered and the commercial relationships that exist within this market and his actors are a determining factor why this form off transport is not offered. In tasks 1.3.2. :‘Analysis of market organization and structure for continental logistic chains’ the results of the three associated tasks out of SWP1.1 will be held against an analysis of the existing market of inland waterway container transport to identify the actors and roles that have to be brought together to make the FCL intermodal transport chain operational and to commercialize it.

Tasks

Task 1.1.1		Comparative analysis of existing modal shift studies			
Start:	01.10.2013	End:	31.03.2014	Lead:	PBV
To do			who	until	
Establishing cooperation/interaction with ELAN – via status meetings			PBV/VNF	31.10.2013	
Developing and agreeing on template for comparative analysis			PBV	30.11.2013	
Contacting EU IWT promotion actors for relevant studies			PBV	30.11.2013	
Inventarisation of all available studies			PBV/VIA/NEA/D ST/CRUP/BDB	31.01.2014	
Structuring and editing comparative data sheet			PBV	31.01.2014	
Complete comparative data sheet			PBV/VIA/NEA/D ST/CRUP/BDB	28.02.2014	
Summary document			PBV	31.03.2014	

Del. No	Deliverable Name	Dissemination level	Description	Due
D1.3	Comparison of existing modal shift studies	PU	Summary document to describe the main drivers and barriers behind modal shifts, based on a comparison of existing modal shift studies	31.03.2014

Interactions with	Topic/	Resp. for interaction
ELAN	Establishment of a pilot network of logistic facilitators – via status meetings	PBV
The Blue Road	Dutch IWT promotion office providing logistic advice	PBV
Lean and Green Barge	Providing modal shift logistic advice with chapters in the Netherlands, Italy, Flemish region, Walloon region and Germany	PBV
Flanders Logistic Consultants	Providing Logistic advice in the Flemish region	PBV
VOKA consultants	Providing modal shift logistic advice in the Flemish region	PBV
RWS / Connekt	IDVV Prize contest	NEA
BESTFACT	Portal of freight transport best practices, contacts and policies	NEA
Short sea and IWT promotion activities in Germany	Portal of freight transport best practices, contacts and policies	BDB
EDINNA	Multilingual IWT information platform run by logistic teachers and IWT education institutes on good practices	BDB

Task 1.1.2		Macro analysis of continental market potential			
Start:	01.10.2013	End:	30.06.2014	Lead:	PBV
To do			who	until	
<p>Analysis of relation to TEN-T Corridor Development studies and possible finetuing of activities. The TEN-T Corridor Development studies will only collect and present data on <i>total</i> transport flows. Task 1.1.2 will look in detail at the type of flows within the TEN-T Corridors and focus specifically on <i>containerized</i> continental cargo. This will provide opportunities of synergy between these two projects, as PLATINA II will also focus on a market segment (i.e. continental cargo) that is currently not being captured by IWT and could have high potential. This will be important to take into account when carrying out the assessment of the expected traffic flows in the TEN-T Corridor studies.</p>			NEA	31.12.2013	
Updating the data off the ETISplus matrix			NEA	31.12.2013	
<p>Selection of OD-combinations based on the existing European inland terminal network. In order to avoid selecting OD-combinations that have already been analysed in other studies, a desk-research will be carried out.</p> <p>It must be noted that, most of the existing studies (e.g. PLATINA I) focus on seaport related OD-combinations. The focus of this analysis will be on containerized <i>continental</i> transport flows (i.e. excluding seaport related flows).</p>			PBV/NEA	31.01.2014	
Development of a door-to-door cost model for continental transport by road only and by multimodal chain including IWT in different corridors			PBV/NEA	30.04.2014	
Calculating door-to-door transport costs per OD-combination by road and by multimodal transport including pre- and endhaulage and handling costs in differtent corridors			NEA	31.05.2014	
Comparing total transport costs of the to modes to select OD combinations were multimodal transport is competitive with road transport in differtent corridors			NEA	31.05.2014	
Selection of the OD combinations that are suited for container transport based on volume, transit time and frequency of service in differtent corridors			PBV/NEA	31.05.2014	

Compiling and visualizing the results geographically per corridor or across corridors	PBV/NEA	30.06.2014
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Del. No	Deliverable Name	Dissemination level	Description	Due
D1.6	Macro analysis of market potential in the continental cargo market	PU	Identification of additional markets for inland waterway transport, such as the Full Trailer Load continental cargo market; determination of potential market share that could be gained for inland waterway transport	30.06.2014

Interactions with	Topic/Actions	Resp. for interaction
ELAN	Establishment of a pilot network of logistic facilitators – via status meetings	PBV
Lean and Green Barge	Providing modal shift logistic advice with chapters in the Netherlands, Italy, Flemish region, Walloon region and Germany	PBV
TEN-T corridor plan	Balanced Integration of the development of all transport modes within the European core transport network, study on actors, infrastructure and logistic development	VIA

Task 1.1.3		Market transfer conditions analysis for promising market segments			
Start:	01.10.2014	End:	31.03.2015	Lead:	VIA
To do				who	until
Identification of market segments with highest potential for IWT based on commodity, transport relation and type of				VIA/PBV	28.02.2014

transport unit for one corridor and making use of existing knowledge		
Testing of market transfer conditions with main stakeholders (in cooperation with NAIADES dialogue). The actors in the specific market segments will be identified and questioned on their insights and willingness to participate in regional meetings to verify market potential	VIA/PBV/ CRUP/BDB	31.03.2014
Based on the outcome of the identification of the market segments with the highest potential, the OD destinations and the willingness of the actors involved it will be determined where and how many regional meetings can be organized. These meetings will take place in different regions between May 2014 and February 2015		
Organising regional meetings with all stakeholders (Logistic service providers/inland container terminals/road hauliers and cargo owners) to verify the market potential and identify potential partners for realising market transfer	VIA/PBV/ CRUP	28.02.2015
Analysis on availability and actors for transport equipment to be used for continental cargo transport	PBV	28.02.2015
Analysis and documentation of market transfer conditions (D1.7 Report on market transfer conditions)	VIA/PBV CRUP	31.03.2015

Del. No	Deliverable Name	Dissemination level	Description	Due
D1.7	Report on market transfer conditions	PU	Verification of the potential for modal shift by market parties for selected types of cargo; Identification of both barriers to be overcome and opportunities offered	31.03.2015

Interactions with	Topic/Actions	Resp. for interaction
ELAN	Establishment of a pilot network of logistic facilitators – via	PBV

	status meetings	
TEN-T corridor plans	Balanced Integration of the development of all transport modes within the European core transport network, study on actors, infrastructure and logistic development	VIA

Task 1.1.4		Inland waterway market transfer action plan			
Start:	01.10.2014	End:	30.09.2015	Lead:	PBV
To do				who	until
Analysis of opportunities on the continental cargo market				PBV	30.04.2015
Development recommendations for bottlenecks identified in tasks 1.1.1, 1.1.2 and 1.1.3				PBV/CRUP/N EA/BDB	30.06.2015
Redaction inland waterways market transfer action plan				PBV/VIA	30.09.2015

Del. No	Deliverable Name	Dissemination level	Description	Due
D1.9	Inland waterway market transfer action plan	PU	Action plan with measures and actions that would enable inland waterway transport to access the continental cargo market and other promising market segments	30.09.2015

Interactions with	Topic/Actions	Resp. for interaction
TEN-T corridor plan	Balanced Integration of the development of all transport modes within the European core transport network, study on actors, infrastructure and logistic development	PBV

ELAN	Establishment of a pilot network of logistic facilitators – via status meetings	PBV
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Important External Dates (until mid 2014)

Year	Month	Project	Topic	Resp.	Remark
2014	3	INWAPO	Danube Logistics Conference	VIA	Vienna
2014	3	INWAPO	Danube Business Dating	VIA	Vienna
2014	4Q 2014	Riverdating		PBV	Luxemburg
2014	4Q 2014	Barge to business		PBV	Luxemburg
2014	2Q 2014	BESTFACT	Workshop on Green Logistics & Co- modality best practices in Europe	NEA	

Resources SWP 1.1

PP	SWP	Budget [€]	Person months	Personnel Costs [€]	Subcon- tracting [€]	Other direct Costs [€]	Eligible ind. Costs [€]
PBV	1.1	78.623	5	45.500	25.000	4.615	3.508
VIA	1.1	30.401	4	25.412		3.000	1.989
NEA	1.1	34.508	4	29.251		3.000	2.257
DST	1.1	17.180	2	13.556		2.500	1.124
CRUP	1.1	3.672	1	3.432			240
		164.385	16	117.151	25.000	13.115	9.119

Subcontracting SWP 1.1

Responsible Partner	SWP	Content of subcontract	Estimated cost [€]	Due date
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PBV	1.1	Organising regional meetings with all stakeholders (related to task 1.1.3)	25.000	31.03.2015
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Other direct costs SWP 1.1

Responsible Partner	SWP	Purpose	Estimated cost [€]
PBV	1.1	Travel costs for SWP staff, meeting costs.	4.615
VIA	1.1	Travel costs for SWP staff, meeting costs.	3.000
NEA	1.1	Travel costs for SWP staff, meeting costs.	3.000
DST	1.1	Travel costs for SWP staff, meeting costs.	2.500

Resource Planning SWP 1.1 for 1st Reporting Period (1 Sep 2013 – 28 Feb 2015)

PP	SWP	Budget [€]	Person months	Personnel Costs [€]	Subcontracting [€]	Other direct Costs [€]	Eligible ind. Costs [€]
PBV	1.1	58.967	3.75	34.125	25.000	3.461	2.631
VIA	1.1	22.800	3	19.059		2.250	1.491
NEA	1.1	31.057	3.60	26.326		2.700	2.031
DST	1.1	17.180	2	13.556		2.500	1.124
CRUP	1.1	2.754	0.75	2.574			180
	Total	132.758	13.1	95.640	25.000	10.911	7.457

For DST all tasks will be executed before the end of the 1st Reporting Period. Therefore all their resources will be spent. For NEA 90% of all tasks will be executed before the end of the 1st Reporting



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Period. Therefore 90% resources will be spent. For PBV, VIA and CRUP 75% of all tasks will be executed before the end of the 1st Reporting Period. Therefore 75 % resources will be spent.

Dissemination Plan SWP 1.1

NO.	Type of activities ¹	Main leader	Title	Date/Period	Place	Type of audience ²	Size of audience	Countries addressed
1	publication	PBV	Comparative analysis of existing modal shift studies	1Q 2014	WEB	Scientific Community, Industry, Policy makers	Europe	EU28
2	publication	NEA	Macro analysis of continental market potential	4Q2014	WEB	Scientific Community, Industry, Policy makers	Europe	EU28
3	Workshop/presentations	VIA/PBV/DST/CRUP	Regional meetings to	1Q 2015	Regional	Industry, Policy	Europe	EU28

¹ A drop down list allows choosing the dissemination activity: publications, conferences, workshops, web, press releases, flyers, articles published in the popular press, videos, media briefings, presentations, exhibitions, thesis, interviews, films, TV clips, posters, Other.

² A drop down list allows choosing the type of public: Scientific Community (higher education, Research), Industry, Civil Society, Policy makers, Medias, Other ('multiple choices' is possible).

			verify market potential and market transfer conditions			makers		
4	Publication	VIA	Report on market transfer conditions	1Q2015	WEB	Scientific Community, Industry, Policy makers	Europe	EU28
5	Publication	VIA	Good practices examples market transfers	1Q2015	WEB	Scientific Community, Industry, Policy makers	Europe	EU28
6	Publication	PBV	Inland Waterway market transfer roadmap	4Q 2015	WEB	Scientific Community, Industry, Policy makers	Europe	EU28

2. SWP 1.2 | Logistics decision support tools

Sub-Work Package Lead

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Sub-Work Package Staff

PP	Responsible	Role/Tasks	Email	Phone
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VNF	Alaric Blakeway	IT technical assistance	Alaric.Blakeway@vnf.fr	+33 321 63 2940
VIA	Simon Hartl	Coordination of task 1.2.1; elaboration of business concepts and pilot system for the Danube region	Simon.Hartl@via-donau.org	+43 5 04321-1628
VIA	Bettina Matzner	Update of funding database; elaboration of business concepts and pilot system for the Danube region	bettina.matzner@via-donau.org	+43 5 04321-1620
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PBV	Veronique Sterkens	Technical assistance and support	veroniquesterkens@binnenvaart.be	+32 3 2020518
CRUP	Renata Kadrić	Market study and development of the functional concept focussing on the Danube corridor	kadric@crup.hr	+385 1 5392990
CRUP	Hrvoje Kotnik	Operation of the funding database, technical expertise for the pilot implementation of corridor-bases information portal	kotnik@crup.hr	+385 1 6413 325
NEA	Nathaly Dasburg-Tromp	Coordinating SWP 1.2 tasks within NEA; input task 1.2.3 on Market study Rhine corridor	n.dasburg@panteia.nl	+31 79 3222371
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* Note: The involvement of BDB in swp 1.1 is not foreseen in the DoW. Nevertheless BDB offered voluntary to provide input in this swp.

Tasks

Task 1.2.1		Operation of an inland waterway transport funding database			
Start:	01.09.2013	End:	31.12.2015	Lead:	VIA
To do				who	until
Change layout of funding database				CRUP	31.12.2013
Review the existing funding database and update contact data and information on funding programs also considering feedback from users				VIA	31.01.2013
Keep funding database up to date until the end of project				VIA	31.12.2015

Del. No	Deliverable Name	Dissemination level	Description	Due
D1.2	Updated funding database for inland waterway transport	PU	Information on funding opportunities all across Europe for the duration of PLATINA II will be provided through the web-portal, the Deliverable will focus on the documentation of the Graphical User Interface	31.01.2014

Interactions with	Topic	Resp. for interaction
National/regional funding programs		VIA
NAIADES website	The funding database is part of the NAIADES website and therefore all amendments must be changed in consultation with the NAIADES website	CRUP
Stakeholders	The funding database has an electronic form so submit user comments.	CRUP, VIA

Task 1.2.2		Business concept for logistics information portal(s)			
Start:	01.10.2013	End:	28.02.2014	Lead:	VNF
To do				who	until
Critical analysis of all existing decision support tools and calculators within the European IWT sector including the identification of their shortcomings				VNF	28.02.2014
Create a business concept for logistics information portal(s) for the North Sea – Mediterranean corridor. The business concept will focus on the way such a portal can be prolonged after the finalization of Platina II both on the level of data gathering and input as on the financing aspect				VNF	28.02.2014
Create a business concept for logistics information portal(s) for the Rhine-Danube Corridor corridor. The business concept will focus on the way such a portal can be prolonged after the finalization of Platina II both on the level of data gathering and input as on the financing aspect				VIA	28.02.2014
Presentation of the Business concepts to the PLATINA Management Committee				VNF	28.02.2014
Compilation of the business concept(s) of logistics and information portal(s) (D 1.1)				VNF	28.02.2014



Del. No	Deliverable Name	Dissemination level	Description	Due
D1.1	Business concept(s) of logistics information portal(s)	PU	Analysis of existing logistics information portals at national and European level, including an overview of their strengths and weaknesses and the preparation of a viable business concept(s) of an improved logistics information portal(s)	28.02.2014

Interactions with	Topic/Actions	Resp. for interaction
EVE	Existing Tool: Eco-calculateur de la Voie d'Eau	VNF
OLR	Existing Tool: Offre logistique du réseau (ports' database)	VNF
Calcul d'itinéraire fluvial	Existing Tool: Route planner	VNF
Danube Ports and Blue Pages	Existing Tool displaying information on Ports and shipping companies in the Danube Region	VIA
Flemish region IWT logistics information tools	route planner, container services departure list, contact guide with IWT players	PBV

Task 1.2.3	Functional concept for logistics information portal(s)				
Start:	01.10.2013	End:	30.04.2014	Lead:	VNF
To do				who	until

Expert interviews within the North Sea - Med TEN-T corridor: emailing + paper questionnaires distributed at Riverdating 2013	VNF	31.12.2013
Collection of user aspirations from a representative set of potential users from the Danube Region	VIA	14.02.2014
Collection and evaluation of all user aspirations processed	VNF	28.02.2014
Preparation of a functional pilot concept focusing on the Seine-Scheldt corridor and coordinate with the preparation of a functional pilot concept for the danube corridor to ensure synergies and coherence	VNF	30.04.2014
Collection of user aspirations from a representative set of potential users from the Seine Scheldt Region	PBV	30.04.2014
Development of a functional concept focusing on the Danube Corridor and coordinate with the preparation of a functional pilot concept for the seine-scheldt corridor to ensure synergies and coherence	VIA, CRUP	30.04.2014
Prepare market study results for the Rhine corridor	NEA	30.04.2014
Presentation of the functional concept(s) to the Management Comitee of PLATINA & EC	VNF	30.04.2014
Validation of the functional concept(s) by key stakeholders (shippers and transport and logistics service providers) a special workshop will be organized	VNF	30.04.2014
Compilation of the functional concept(s) (D1.4)	VNF	30.04.2014

Del. No	Deliverable Name	Dissemination level	Description	Due
D1.4	Functional concept(s) of logistics information portal(s)	PU	Preparation of functional concept(s) of an improved logistics information portal(s)	30.04.2014

Interactions with	Topic/Actions	Resp. for interaction
EVE	Existing Tool: Eco-calculateur de la Voie d'Eau	VNF
OLR	Existing Tool: Offre logistique du réseau (ports' database)	VNF
Calcul d'itinéraire fluvial	Existing Tool: Route planner	VNF
Danube Ports and Blue Pages	Existing Tool displaying information on Ports and shipping companies in the Danube Region	VIA
Flemish region IWT logistics information tools	route planner, container services departure list, contact guide with IWT players	PBV

Task 1.2.4		Pilot implementation of corridor-based logistics information portal(s)			
Start:	01.05.2014	End:	31.12.2015	Lead:	VNF
To do			who	until	
Providing input and network data for the pilot implementation of Belgium			PBV	31.03.2015	
Implementation of the first selected corridor based information portal in the Seine-Scheldt Region, for a selected stretch (pilot section) of the North Sea-Mediterranean Corridor			VNF	31.03.2015	
Implementation of the first selected corridor based information portal in the Danube Region, for a selected stretch (pilot section) of the Danube Corridor			VIA	31.03.2015	
Demonstration of the logistics information portal pilot in the Seine-Scheldt Region, to the Management Comitee of PLATINA & EC			VNF	30.06.2015	
Demonstration of the logistics information portal to different stakeholders			VNF	30.06.2015	
Report on findings and suggestions made by stakeholders			VNF	30.06.2015	

Concluding and outlining the steps (business model: organisational, technical and financial aspects) towards a full-fledged European logistics decision information tool			VNF	31.12.2015
Definition of necessary steps for a possible handover to an operator of such an European logistics decision information tool(s)			VNF	31.12.2015
Presentation of the functional concept to the Management Comitee of PLATINA			VNF	31.12.2015
Del. No	Deliverable Name	Dissemination level	Description	Due
D1.10	Pilot system of the logistics information portal(s)	PU	Implementation of the pilot systems for the Seine-Scheldt as well as the Danube corridor, with interoperability, documentation of lessons learnt	31.12.2015

Interactions with	Topic/Actions	Resp. for interaction
Danube Ports and Blue Pages	Existing Tool displaying information on Ports and shipping companies in the Danube Region	VIA
Flemish region IWT logistics information tools	route planner, container services departure list, contact guide with IWT players	PBV

Important External Dates (until mid 2014)

Year	Month	Project	Topic	Resp.	Remark
2013	11	Lyon shippers day + Riverdating		VNF	Lyon
2013	12	Assise des chargeurs		VNF	Strasbourg
2014	3	INWAPO	Danube Logistics Conference	VIA	Vienna

2014	3	INWAPO	Danube Business Dating	VIA	Vienna
2014	3	SITL		VNF	Paris
2014	4Q 2014	Riverdating		VNF PBV	Luxemburg
2014	4Q 2014	Barge to business		PBV	Luxemburg
2014	2Q 2014	BESTFACT	Workshop on Green Logistics & Co- modality best practices in Europe	NEA	

Resources SWP 1.2

PP	SWP	Budget [€]	Person months	Personne l Costs [€]	Subcon- tracting [€]	Other direct Costs [€]	Eligible ind. Costs [€]
VNF	1.2	138.229	10	80.802	40.000	11.000	6.427
VIA	1.2	37.208	3	19.059	12.000	4.500	1.649
PVB	1.2.	22.684	2	18.200		3.000	1.484
NEA	1.2.	35.578	4	29.251		4.000	2.327
CRUP	1.2	12.694	2	6.864		5.000	830
	Total	246.394	21	154.176	52.000	27.500	12.717

Subcontracting SWP 1.2

Responsible partner	SWP	Content of subcontract	Estimated Costs [€]	Due date
VNF	1.2.	Functional Specification of logistics decision support tool	40.000	30.04.2014
VIA	1.2.	Layout and software changes	12.000	31.12.2015

		for the Online Funding Database; implementation of the pilot system on logistic decision support portal in Danube Region		
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Other direct costs SWP 1.2

Responsible Partner	SWP	Purpose	Estimated cost [€]
VNF	1.2	Travel costs for SWP staff, meeting costs	11.000
VIA	1.2	Travel costs for SWP staff, meeting costs	4.500
PBV	1.2.	Travel costs for SWP staff, meeting costs	3.000
NEA	1.2.	Travel costs for SWP staff, meeting costs	4.000
CRUP	1.2.	Travel costs for SWP staff, meeting costs	5.000

Resource Planning SWP 2.2 for 1st Reporting Period (1 Sep 2013 – 28 Feb 2015)

PP	SWP	Budget [€]	Person months	Personnel Costs [€]	Subcontracting [€]	Other direct Costs [€]	Eligible ind. Costs [€]
VNF	1.2	124.406	9	72.721	40.000	9.900	5.784
VIA	1.2	33.487	2.7	17.153	12.000	4.050	1.484
PVB	1.2.	20.415	1.8	16.380		2.700	1.335
NEA	1.2.	35.578	4	29.251		4.000	2.327

CRUP	1.2	12.694	2	6.864		5.000	830
	Total	226.580	19.5	142.369	52.000	25.650	11.760

Short explanation: For NEA and CRUP 100% of all tasks will be executed before the end of the 1st Reporting Period. Therefore 100% resources will be spent. For VNF, VIA and PBV 90% of all tasks will be executed before the end of the 1st Reporting Period. Therefore 90 % resources will be spent.

Dissemination Plan SWP 1.2

NO.	Type of activities ³	Main leader	Title	Date/Period	Place	Type of audience ⁴	Size of audience	Countries addressed
1	Press Release	VIA	5 years funding database	1Q2014		Press	n.a.	EU28
2	Web	VIA	Updated funding database	1Q 2014	WEB	Scientific Community, Industry, Policy makers	Europe	EU28
3	Publications	VNF	Business concept(s) of pilot logistics information	4Q 2013	WEB	Industry, policy makers	Europe	EU 28

³ A drop down list allows choosing the dissemination activity: publications, conferences, workshops, web, press releases, flyers, articles published in the popular press, videos, media briefings, presentations, exhibitions, thesis, interviews, films, TV clips, posters, Other.

⁴ A drop down list allows choosing the type of public: Scientific Community (higher education, Research), Industry, Civil Society, Policy makers, Medias, Other ('multiple choices' is possible).

			portal(s)					
4	Interviews	VNF	Expert interviews on functional concept(s) of logistics information portal(s)	4Q 2013 + 1st Q 2014	Regional/ Corridor based	Industry	Europe	EU 28
5	Publications	VNF	Functional concept(s) of pilot logistics information portal(s)	1Q 2014	WEB	Industry, policy makers	Europe	EU 28
6	Publications	VNF	Pilot system of the logistics information portal(s)	1Q 2016	WEB	Industry, policy makers	Europe	EU 28

3. SWP 1.3 | Study on market mechanisms and transparency

Sub-Work Package Lead

PP Name	SWPL Name	Email	Phone
DVS	Henk-Erik Sierink	Henk-Erik.Sierink@minienm.nl	+31 70 456 14 53

Sub-Work Package Staff

PP	Responsible	Role/Tasks	Email	Phone
WVL	Henk-Erik Sierink	SWP Coordination Coordination of content-related work; carry out task 1.3.1.	Henk-Erik.Sierink@minienm.nl	+31 70 45614 53
WVL	Anneke Bosma	Technical assistance	Anneke.bosma@rws.nl	
PBV	Paul Lambrechts	Coordination and carry out task 1.3.2	paullambrechts@binne nvaart.be	+32 3 2020516
PBV	Veronique Sterkens	Technical assistance	veroniquesterkens@bi nnenvaart.be	+32 3 2020518
BDB	Katharina Grundt	Technical input as logistics expert	BDB-Grundt@binnenschiff.d e	+49 203 8000610
NEA	Nathaly Dasburg-Tromp	Coordinating SWP 1.3 tasks within NEA; technical input; data provision	n.dasburg@panteia.nl	+31 79 3222371
NEA	Martin Quispel	Technical input as senior logistics expert	m.quispel@panteia.nl	+31 79 3222356
NEA	Richard van Liere	Technical input and data provision	r.van.liere@panteia.nl	+31 79 3222312

Introduction to the tasks

Forward: Strategy to enhance market transparency and synergistic actions

Strategy to enhance market transparency, in particular concerning the underlying decision making process with regard to capacity, and the possibilities to discern from the development in a certain number of other sectors a number of factors that have facilitated their improved results, Market transparency is considered to lead to more equal relations between market parties, and thus to just pricing. However, market transparency should not only be looked at from a pricing point of view, but from a broader perspective, including an organizational point of view. From the development in a certain number of other sectors a limited amount of factors seem to have particularly facilitated improved results for these sectors. Translated to IWT in particular increase in scale, co-operation and information exchange are to be looked into more closely.

Suggested Approach

The first part of this task, the overview of existing attempts to realize market transparency, not only addresses prices and how they are formed, but will have to include the way investment decisions are taken. One of the issues IWT is faced with concerns the overcapacity that causes prices to fall. Especially in 2008 sufficient knowledge was lacking concerning the extent of the capacity enlargement on the one hand and the impact of a quickly diminishing demand on the other. For structural improvement of that situation a closer look at this decision making process is necessary. This means looking into the underlying knowledge about the development of offer and demand of capacity in the market place, and looking into - the dynamics of – the functioning of the IWT. By comparing IWT with a certain number of other markets (SME/high financing/family enterprise/company legally form and structure f;e. agricultural sector) that, to some extent, are faced with similar challenges some light can be shed on how the development over time of these other sectors, with a different dynamic and decision making process, have produced different results. To the extent possible and relevant different segments within IWT will also be compared, in particular dry cargo/dry bulk and liquid cargo/tanker transport where the tanker transport seems to be better positioned to play its role in the logistical chain. The same is true regarding differences between EU member states where in particular the Netherlands and Belgium seem to be affected by this lack of market transparency in the dry cargo segment, and the situation in for instance Germany is distinctly different.

That links this activity to the second part of this task, to identify the key success factors for synergistic actions of operators. Market transparency in some other comparable sectors is in itself quite often limited as well. However it is the interaction with other issues in the decision making process that influences the outcome. In particular increase in scale, co-operation and information exchange seem to be deciding factors and should be looked at in more detail.

Increase in scale has in other sectors led to stronger operators in the market (better informed, better negotiating position), operators that also became more interesting partners for clients (higher service level). Co-operation doesn't go as far as integration, but can still improve the market position. It will offer more insight in market processes, a better negotiating position, and additional services to the client, and will offer benefits when investing, selling and buying, marketing, and regulating the capacity. Information exchange and the development of – independent – web tools as a source for

data and allowing for comparison can help close the knowledge gap. A number of stakeholders can and will have to play a role in this respect, in particular the operators, branch or umbrella organizations and shippers, where possible suggested approaches to stimulate the necessary transition process will be presented. In this respect the possibilities to make use of serious gaming will be looked into, and if so, how to go about it. The participants in serious gaming gain insight in the position of others in the logistical chain, and experience the possibilities that other approaches offer, the consequences of changes in behaviour, the advantages and disadvantages. Participants in serious gaming might consecutively play a role in dissemination of the advantages of different and new approaches for IWT. Within this task also the existence and the possibilities of the EU framework for the promotion of cooperatives will be promoted.

Task 1.3.1		Investigate ways to raise market transparency			
Start:	01.09.2013	End:	31.03.2014	Lead:	WVL
To do				who	Until
Prepare task, administer task and coordinate with team members.				WVL	19.10.2013
Prepare research plan: <ul style="list-style-type: none"> • Desk research: compare/indicate/select studies comparable market structures; search for trade associations that do or don't perform • Interviews; indicate/select stakeholders from IWT (different segments) and comparable markets, including skippers, shippers, freightforwarders and banks • Sessions; indicate/select academics, stakeholders, banks 				WVL/NEA/BDB	31.12.2013
Draft and final review of research plan				WVL/NEA/BDB	01.02.2014
Review				BDB/PBV	01.02.2014
Supply of basic data, reports, studies				WVL, NEA, BDB	01.03.2014
Execute Research plan, including: <ul style="list-style-type: none"> • Desk research selected studies • interviews/sessions with stakeholders from shipping sector as well as other comparable markets, including active trade associations such as ELV, PTC, NPRC (all NL), MSGEG (DE), and less active such as EUBO (NL), and other comparable associations in other member states (to be specified) • Sessions with selected academics, stakeholders, banks 				WVL/NEA	01.06.2014
Documentation of results/report; draft and final review				WVL/NEA/BDB	15.07.2014

Disseminate study results/report; Execute and facilitate sessions/presentations	WVL/NEA	
Disseminated Overview of existing attempts to realise market transparency and establish co-operation and identification of key success factors for co-operation	WVL/NEA	31.08.2014

Del. No	Deliverable Name	Dissemination level	Description	Due
D1.5	Analysis of possibilities to enhance market transparency and synergistic actions	PU	Overview of existing attempts to realize market transparency, in particular concerning the underlying decision making process with regard to capacity, and of the possibilities to discern from the development in comparable sectors the key success factors for establishing synergistic actions of operators. Recommendations for actions will also be included.	31.08.2014

Interactions with	Topic/Experts	Resp. for interaction
IDVV	Market analysis; renewal IWT; Nextlogic	WVL
Shipping industry	Market analysis	WVL
Shippers associations	Market analysis. Parties to approach include EBU, ESO, DLC (Droge Lading Comité), BLN (Binnenvaart Logistiek Nederland), TFF (Transporteurs Fluviaux de France) , BDB; PBV, and others	WVL
Pm: other markets	Pm: depending on deskresearch to comparable market structures and to identify key succes factors for synergistic actions	WVL
Academics	Identification comparable market structures and key succes factors for synergistic actions. Parties to approach include Antwerpen University (regarding their study "Structuur	WVL

verandering in het segment van de grote drogelading binnenvaartschepen”).

Task 1.3.2		Analysis of market organisation and structure for continental logistic chains			
Start:	28.02.2014	End:	31.12.2015	Lead:	PBV
To do				who	until
In dept analysis structure network inland container terminals				PBV/NEA/BDB	30.09.2014
Analysis actors and business models and services				PBV/NEA	31.12.2014
Analysis commercial and operational relationships				PBV/NEA	30.03.2015
Proposal for options for market organisation and structure for continental transport chains				PBV	31.07.2015

Del. No	Deliverable Name	Dissemination level	Description	Due
D1.8	Outline Proposal for options for of market organisation and structure for continental transport chains	PU	The logistics outline of a Full Container Load multimodal transport chain and the identification of the players and roles that have to be brought together to make the chain operational and to commercialise it	31.07.2015

Interactions with	Topic	Resp. for interaction
ELAN	Establishment of a pilot network of logistic facilitators – via status meetings	PBV
Lean and Green Barge	Providing modal shift logistic advice with chapters in the Netherlands, Italy, Flemish region, Walloon region and Germany	PBV

TEN-T corridor plan	Balanced Integration of the development of all transport modes within the European core transport network, study on actors, infrastructure and logistic development	PBV
IDVV	Cooperation in logistical chains	PBV/WVL
VBW	Studies on container market opportunities in Central European network	BDB

Important External Dates (until mid 2014)

Year	Month	Project	Topic	Resp.	Remark
2014	3	INWAPO	Danube Logistics Conference	VIA	Vienna
2014	3	INWAPO	Danube Business Dating	VIA	Vienna
2014	4Q 2014	Riverdating		PBV	Luxemburg
2014	4Q 2014	Barge to bussiness		PBV	Luxemburg

Resources SWP 1.3

PP	SWP	Budget [€]	Person months	Personnel Costs [€]	Subcontracting [€]	Other direct Costs [€]	Eligible ind. Costs [€]
WVL	1.3.	43.335	4	34.000		6.500	2.835
BDB	1.3	16.436	2	12.861		2.500	1.075
PBV	1.3	10.807	1	9.100		1.000	707
NEA	1.3	26.149	3	21.938		2.500	1.711
	Total	96.727	10	77.899		12.500	6.328

Subcontracting SWP 1.3

Responsible	SWP	Content of subcontract	Estimated	Due date
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partner			costs [€]	
		No subcontracting foreseen		

Other direct costs SWP 1.3

Responsible Partner	SWP	Purpose	Estimated cost [€]
DVS	1.3	Travel cost and meetings	6.500
BDB	1.3	Travel cost and meetings	2.500
PBV	1.3	Travel cost and meetings	1.000
NEA	1.3	Travel cost and meetings	2.500

Resource Planning SWP 1.3 for 1st Reporting Period (1 Sep 2013 – 28 Feb 2015)

PP	SWP	Budget [€]	Person months	Personnel Costs [€]	Subcontracting [€]	Other direct Costs [€]	Eligible ind. Costs [€]
WVL	1.3	34.250	3,5	29.750		4.500	
NEA	1.3	14.626	2	14.626			
BDB	1.3.1	13.939	2	12.861		2.500	1.075
PBV	1.3.2	4.550	0,5	4.550			
	Total	69.862	8	61.787		7.000	1.075

Short explanation

80% of the tasks will be executed before the end of the 1st Reporting Period. Therefore 80% of the resources will be spent.

Dissemination Plan SWP 1.3

NO.	Type of activities ⁵	Main leader	Title	Date/Period	Place	Type of audience ⁶	Size of audience	Countries addressed
1	Publication	DVS	Strategy to enhance market transparency and synergistic actions	2Q2014	WEB	Scientific Community, Industry, Policy makers	Europe	EU28
2	Publication	PBV	Outline of market organisation and structure for continental transport chains	2Q2015	WEB	Scientific Community, Industry, Policy makers	Europe	EU28

⁵ A drop down list allows choosing the dissemination activity: publications, conferences, workshops, web, press releases, flyers, articles published in the popular press, videos, media briefings, presentations, exhibitions, thesis, interviews, films, TV clips, posters, Other.

⁶ A drop down list allows choosing the type of public: Scientific Community (higher education, Research), Industry, Civil Society, Policy makers, Medias, Other ('multiple choices' is possible).

4. ANNEX: STATUS QUO OF RELATED PROJECTS – OCTOBER 2013

Project Name	ELAN
Responsible partner for interaction	PBV
Interaction with tasks	1.1.1; 1.1.2; 1.1.3; 1.1.4; 1.3.2
Starting date	September 2012
Ending date	February 2015 (duration 29 months)
Short description & status	<p>Build upon two action areas to cover the operational activities of the network:</p> <ul style="list-style-type: none"> • Action 1: making freight flow assessments and providing direct non-commercial logistics expertise to shippers and logistics service providers • Action 2: Organisation of business dating events <p>ELAN started with the organisation of Barge to Business and Riverdating in Rotterdam in 2012. In 2013 a portal was developed as a pilot communication platform for the exchange of information within the consortium and experts were selected to provide non-commercial logistic advice to shippers aimed modal shift actions to Inland Waterway Transport. The logistic experts started their assignments in the summer of 2013.</p>

Project Name	The blue road
Responsible partner for interaction	PBV
Interaction with tasks	1.1.1

Starting date	
Ending date	ongoing
Short description & status	The Blue Road is an initiative of the Dutch promotion office of inland navigation. BVB is an information agency that acts as an intermediary for all questions concerning inland navigation. They answer questions on a daily basis with various topics and requests from all corners about the current situation on inland navigation, for example shippers wanting to know how and whether inland navigation fits into their logistics chain. In fact one of their main objectives is to convince shippers to include inland waterway transport in their logistic chain and to provide expert logistic advice to all parties involved in these modal shift opportunities.

Project Name	Lean and Green Barge
Responsible partner for interaction	PBV
Interaction with tasks	1.1.1; 1.1.2
Starting date	
Ending date	ongoing
Short description & status	The Dutch initiative “Lean and Green Barge” provides support to shippers in order to stimulate the use of IWT. A sufficiently high frequency of shipments and an adequately filled transport chain are conditions to operate transport by barge successfully. Many times, individual shippers lack the volume to fulfill both OD these conditions. Cooperation is the key to success. Lean and Green Barge analyses transport flows and bring shippers into contact with each other in order to combine flows so that IWT becomes a feasible option. Lean and Green Barge has a special focus on interconnecting inland navigation container terminals in an effort to attract continental cargo streams, currently effectuated per truck, towards inland navigation container transport.

Project Name	Flanders Logistic Consultants
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Responsible partner for interaction	PBV
Interaction with tasks	1.1.1
Starting date	June 2013
Ending date	permanent
Short description & status	Since June 2013 the Flemish authorities offer through their network Flanders Logistics the opportunity for small and medium sized enterprises to have their logistic chain scanned for efficiency, economical and sustainability enhancements. Logistic advisors offer, free of charge, their expertise in a project which is aimed at bringing know how to SME's that often lack time or expertise for a thorough analysis of their logistic activities. Enhancements are searched for in transport, handling, packaging, warehousing and distribution. All though modal shift is not a goal on itself cases are worked out if IWT or rail transport offers a more sustainable or economical advantage over the current transport flows. Two senior advisers and two supporting desk officers are active.

Project Name	VOKA consultants
Responsible partner for interaction	PBV
Interaction with tasks	1.1.1
Starting date	2007
Ending date	permanent
Short description & status	Collaboration between VOKA (Flemish Employers organization covering all regional chambers of commerce) and the Flemish waterway authorities. Since 2007 logistic consultants advise shippers on how to integrate IWT in their transport chains. Their main task is to help shippers in modal shift projects from truck to inland waterway transport. They help the waterway authorities in commercializing the industrial areas along to waterways through the Flemish quay wall program. In this program quay walls are built in a PPP project for industry located next to a waterway thus opening the access to the waterway and IWT possibilities for the enterprises. Three consultants, each with a

	designated geographical area, are currently offering these services free of charge for the companies involved.
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Project Name	BESTFACT
Responsible partner for interaction	NEA
Interaction with tasks	1.1.1
Starting date	1 January 2012
Ending date	31 December 2015
Short description & status	<p>The BESTFACT (Best Practice Factory for Freight Transport) project is a Coordination and support action under the 7th Framework Programme of the European Commission. BESTFACT is a portal of freight transport best practices, contacts and policies. The objective of this project is to develop, disseminate and enhance the utilization of best practices and innovations in freight transport that contribute to meeting European transport policy objectives with regard to competitiveness and environmental impact.</p> <p>The project covers all transport modes and focusses on three main working areas (clusters):</p> <ul style="list-style-type: none"> - Urban Freight; - Green Logistics & Co-modality; - eFreight. <p>The project will lead to the production of public-oriented knowledge base, conferences and workshops, to promote the best practices that contribute to European transport policy objectives. The project has already organised different workshops in the Netherlands, Belgium, Lithuania, Austria and Germany. A total of more than 50 Quick Info Sheets have also been developed with best practice information from all transport modes (including IWT).</p> <p>For more information, see: http://www.bestfact.net/</p>

Project Name	EDINNA
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Responsible partner for interaction	BDB
Interaction with tasks	1.1.1
Starting date	
Ending date	ongoing
Short description & status	<p>In order to increase the use of IWT as a modality in the supply chain, future logistics decision makers should be aware of the possibilities of IWT. Platina I showed that there is a genuine interest from institutes offering general logistics education on various vocational levels to teach their students on IWT as a modality in the supply chain. However, Platina I showed as well that hardly any knowledge and material is available at the institutes, and that the collection and dissemination of learning material for future logistics decision makers is a prerequisite in order to create more awareness on these possibilities. SWP 3.3. will revise the material already available and develop information services and teaching aids in order to provide the educational institutes with material ready-for-use.</p> <p>An interface between SWP 1.1 and 3.3 in PLATINA 2 as far as the EDINNA activities are concerned will be established. EDINNA is of course an ongoing activity. The website which serves as a database on information on www.edinna.eu, move on to General IWT, will be re-launched during the next general assembly of the Vereeniging in Brussels early next year.</p> <p>The SPC in Germany is collecting best practices and an inventory of train the trainer measures, clips, stories etc. for will be done. The first draft will be ready by 11th November 2013.</p>

Project Name	TEN-T corridor plans
Responsible partner for interaction	VIA
Interaction with tasks	1.1.2; 1.1.3; 1.3.2

Starting date	December 2013
Ending date	March 2015
Short description & status	<p>The Trans-European transport network (TEN-T) policy is a vital part of the EU's common transport policy. It is the policy framework for the development of transport infrastructure with a view to allowing the smooth functioning of the internal market and for ensuring economic, social and territorial cohesion and improved accessibility across the EU.</p> <p>The new TEN-T guidelines regulation (the Regulation) will define a multimodal core network which should be developed until 2030 by the Member States together with the EU and other relevant stakeholders such as the infrastructure managers, regions, etc. The Regulation also provides for the setting up of nine core network corridors. The work within each corridor is led by a European Coordinator. The alignment of these core network corridors is contained in the Annex to the Connecting Europe Facility.</p> <p>The Regulation stipulates that work plans are drawn up for each corridor. Therefore, the Commission launched nine studies on the nine core network corridors. This call for tenders was issued for elaborating the nine corridor studies and for gaining the technical support necessary for the completion of the corridor work plans. Each study will relate to a single core network corridor. The studies will provide the basis of discussion for drawing up the work plan. On the basis of these studies, the European Coordinator will finalise the work plan together with the Member States concerned and in consultation with the Corridor Forum. The Corridor Forum will be a consultative body for the corridor, chaired by the European Coordinator, involving Member States, regions, infrastructure managers, ports, airports, rail-road terminals, users and other stakeholders depending on the specific corridor.</p>

Project Name	The Blue Pages
Responsible partner for interaction	VIA
Interaction with tasks	1.2.2; 1.2.4
Starting date	2006

Ending date	running
Short description & status	<p>The Blue Pages are a comprehensive directory of transport service providers operating on the Danube. It presents the major navigation and freighting companies and, hence, is an indispensable reference work for shippers using Inland Navigation in the Danube region.</p> <p>Published in print for the first time by via donau in 2006, its online version was launched in May 2009. Now, The Blue Pages are currently updated. The Re-launch presented in November this year offers a new design as well as new functions. The main aim behind the re-launch is to enhance the easy search for the right transport service.</p> <p>www.blue-pages.at</p>

Project Name	Danube Ports Online
Responsible partner for interaction	VIA
Interaction with tasks	1.2.2; 1.2.4
Starting date	2002
Ending date	running
Short description & status	<p>First published as a Manual of Danube Ports in print, this directory was also transformed to the so-called Danube Ports Online Internet platform in the year 2008. The platform provides data on the major ports in the Danube region between Kelheim in Germany and the Black Sea. The port profiles contain not only general information on the ports, but also further details such as port administration, infra- and supra-structure for storage and transshipment facilities, terminal operators, maintenance and disposal facilities and the ports' future development plans.</p> <p>Till now, these two independent tools have been operated separately by via donau. The aim during the PLATINA II project is the combination to a "one stop shop" logistics information portal for user and potential user of inland waterway transport. The combination of these tools builds up the first step to a corridor based logistics information portal which can ensure the availability of up to date and standardized data from the Danube Region as a basic input for European</p>

	<p>information tools. Additionally a functional and a business concept will define how such a corridor based- logistics information portal could sustainably be operated in the future.</p> <p>www.danubeports.info</p>
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Project Name	Flemish region IWT logistics information tools
Responsible partner for interaction	PBV
Interaction with tasks	1.2.2; 1.2.3; 1.2.4
Starting date	2002
Ending date	permanent
Short description & status	<p>PBV developed four tools – all available on the PBV website under the heading tools:</p> <p>http://www.binnenvaart.be/index_eng.asp</p> <p>First tool is a route planner which will give an itinerary within the European waterway system with information about the expected sailing time and max dimensions of the ships that can be used for this transport + air draft/water draft based on the input of a place of departure/destination and the amount and sort of goods that need to be transported. Direct link: http://pbv.periskal.com/#Pages/EasyVoyagePlanning.xaml</p> <p>Second tool is a container terminal departure list based on a Google© maps application which will give the nearest Inland waterway Container Terminal based on the input of any location in Europe and the connection/ sailing time and schedule to a seaport along with the contact information of the Container operating service. Direct link: http://www.containerafvaarten.be/</p> <p>Third tool is a contact guide with addresses a contact information of actors in IWT. Direct link: http://www.binnenvaart.be/nl/adressen/gelegids.zoek.asp</p> <p>The fourth tool is a website with all information on RIS and the RIS tools available AIS/ECDIS maps/electronic announcement/Avis a la batellerie etc : Direct link: http://ris.vlaanderen.be/index_fr.html</p>

Project Name	Research Programme: Impulse Dynamic Waterway Traffic Management (IDVV)
Responsible partner for interaction	WVL
Interaction with tasks	1.3.1; 1.3.2
Starting date	2010
Ending date	2013
Short description & status	<p>In order to prepare for the potential growth of the container volumes for Inland Navigation in the Netherlands and to the hinterland (double to quadruple in 2030) the Dutch Rijkswaterstaat started in 2010 a 100 M€ program under the title 'Impulse dynamic waterway traffic management'.</p> <p>In addition to a general analysis of the current situation and future challenges for the Inland Navigation sector, new knowledge is developed in four areas. The research topics are:</p> <ul style="list-style-type: none"> • Improving the cooperation between the parties in the logistic chain; New business models are developed and tested in serious gaming sessions. This is done for several specific hinterland areas challenging the leading Logistic partners in these areas ranging from shippers to barge-operators. Next to these sessions, pilots exploring the potential profit of sharing logistic information between different actors in the logistic chain are conducted • Optimizing the use of the waterways: Recommendations for safer, more environmentally friendly and reliable use of the nautical infrastructure. • Speeding up the pace in which the fleet is greening in order not to lose the advantage over the trucking sector it still has. • Strengthening the innovative capacity of the sector. • Recently, in August 2013 the basic project was completed. An overall report with conclusions and recommendations of the total research programme is

	<p>currently being written. The overall report will describe the necessary actions to take place both by market parties, as well as government parties, to bring the conclusions and recommendations of the research programme to practice in the coming years. In this process all stakeholders are consulted to reach support for the conclusions and recommendations.</p>
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Project Name	EVE
Responsible partner for interaction	VNF
Interaction with tasks	1.2.2; 1.2.3
Starting date	2009
Ending date	permanent
Short description & status	<p>The “Eco-calculateur de la Voie d’Eau” was launched in 2009 as a promotional tool for IWT to encourage modal shift.</p> <p>It provides savings on CO2 emissions & on energy consumption, as well as external costs (risk of accidents, pollution, congestion & noise), given details of a planned trip, and compared to the same transport achieved on road.</p> <p>It quantifies the environmental impact of a transport which would be achieved by IWT.</p> <p>All data which form a cargo IWT are incorporated in the calculation, such as terminal haulage before && after the main IWT, the type of packaging and the inland waterways area and the type of boat or barge used.</p> <p>VNF has developed two versions of the EVE : one for bulk traffic & one for containers, taking into account available terminals.</p>

Project Name	OLR
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Responsible partner for interaction	VNF
Interaction with tasks	1.2.2; 1.2.3
Starting date	2007
Ending date	permanent
Short description & status	<p>The « Offre Logistique du Réseau Fluvial » (OLR) was designed to gather all information about transshipment facilities along VNF network, and also ensures that a given cargo transport is feasible from an A to a B point.</p> <p>The purpose of this tool is to give an easy access to practical data such as loading & unloading facilities technical features and also provides the operators' contact details and some pictures of the given ports.</p> <p>It also advises, given a shipper's transport specific data, a loading or unloading port which match at best his requirements.</p> <p>The project started in 2007 and is expected to be on line at the end of 2013. Data have been available on a map since end of 2011 (1200 private & public berths have been checked and updated since the start of the project).</p> <p>The OLR is however only in French and only covers French ports. If we use it within Platina II, it will obviously need some upgrading to incorporate Flemish & Wallonian ports data.</p>

Project Name	Calcul d'itinéraire fluvial
Responsible partner for interaction	VNF
Interaction with tasks	1.2.2; 1.2.3
Starting date	2010

Ending date	
Short description & status	<p>VNF has launched a voyage planning system on line in August, 2010 (http://www.vnf.fr/calculitinerairefluvial) for the sake of IWT users.</p> <p>The skipper enters the following data :</p> <ul style="list-style-type: none"> - His boat's technical data : length, width, draught, airdraught - His voyage's main data : starting date & hour, as well as the main data to take into account in his voyage <p>As a result, VNF voyage planning comes up with the following information : the shortest or fastest possible voyage duration, the key crossing points, taking into account the waterway's & locks' dimensions, locks working time (including bank holidays & notices to skippers).</p> <p>Information is provided with a printable route planner or a map with possible zooming.</p> <p>VNF's « calcul d'itinéraire” also enables to locate locks, read locks working hours and notices to skippers. It is free of charge on VNF's website.</p> <p>It has been designed for VNF's operation partners, IWT operators, shippers & skippers, VNF local branches staff, etc.</p>