ABSTRACT: The share of Inland Waterway Transport (IWT) in European transport is still rather limited. Within the RISING project it was investigated how IWT could be better exploited than today by using River Information Services (RIS) for logistics purposes. RISING conducted a set of demonstrators for different cargo types along European rivers and canals. Integrating the Supply Chain Event Management (SCEM) concept generated the ability to automatically detect operational deviations from the plans or schedules and increased the transparency of IWT operation. Discussions how these concepts could be applied to Egyptian waterways should be initiated.

Keywords: RIS River Information Services, Logistics, Inland Waterway Transport, SCEM, IT

INTRODUCTION

It is widely agreed that inland waterway transport (IWT) offers a high potential for additional cargo volume. IWT is known as an energy efficient, secure and environment friendly transport mode. At the same time, it is a common perception that ITW suffers from a lack of reliability and flexibility which prevents the integration of this mode into intermodal chains.

Intelligent IT solutions can help to eliminate these shortcomings. In many countries, River Information Services (RIS) which assist waterway operators and skippers in their daily operation are being put into operation. The geographical coverage of RIS is steadily increasing but the exploitation for logistics purposes is still underdeveloped and the user group is still very limited.

MAIN CONTENTS

The RISING idea

The extension to additional user groups was the focus of the project RISING\(^1\)\(^{2}\) (RIS services for improving the integration of inland waterway transport into intermodal chains) co-funded by the European Commission and coordinated by the Institute of Shipping Economics and Logistics in Bremen, Germany (ISL) from 2009 to 2012. RISING built upon existing services and developed added value services thus supporting the planning and monitoring phase of inland waterway transport as part of the total chain. It proposed a harmonized approach for all European countries and providers.

But RISING went a big step beyond the classical information provision. Tailor-made proactive information services following the approach of Supply Chain Event Management (SCEM) delivered a new quality. A user can book certain “events” relevant to his actual transport plans, e.g. to monitor if a specific water level exceeds a threshold or if there are any disturbances for the operation of a certain lock. Once this threshold is exceeded, an event message is generated and sent automatically by the RISING Event Services. Deviations from the plan could be identified as early as possible to allow efficient re-

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planning. Also terminals were integrated in order to align the processes between sea ports, inland waterway transport and inland ports. RISING integrated these services into the existing management systems of the industrial partners.

**RISING Demonstrations**

Demonstration of the RISING concepts in practice were performed from mid 2011 to mid 2012 in eight demonstration scenarios in Europe, e.g. on rivers Danube, Rhine/Scheldt and Weser/Elbe/German canals. Demonstrations included RISING event services such as voyage planning, position services, ETA services, terminal planning services, etc. with different types of cargo, e.g. containers, steel products and bulk. Applications were supporting fleet management, berth/terminal management and transport monitoring.

![Figure 1: Geographical area of RISING Demonstrations](image)

**CONCLUSIONS**

RISING showed that innovative IT services based on modern RIS systems could improve the planning and monitoring of inland waterways transports as part of total logistics chains. In most countries, RIS operators are public bodies whose primary concern is the safety of their waterways; supporting commercial activities is sometimes not in their focus. Discussing the potential for applying these concepts for Egyptian waterways would be appreciated.

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