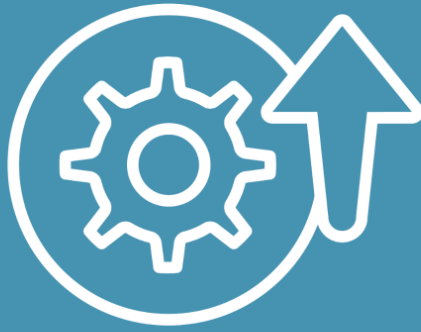




Better Planability and Predictability



Increased Efficiency



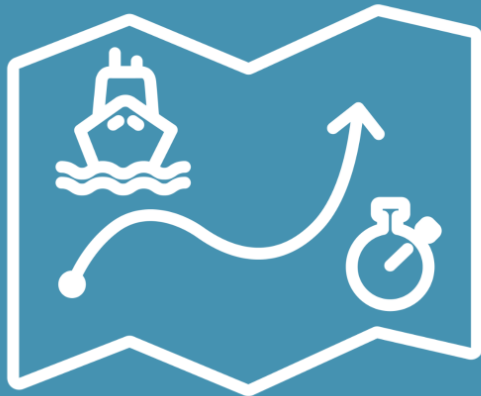
Reduced Administrative Burdens



Route Planning



Traffic Management



Voyage Planning



Transport Management



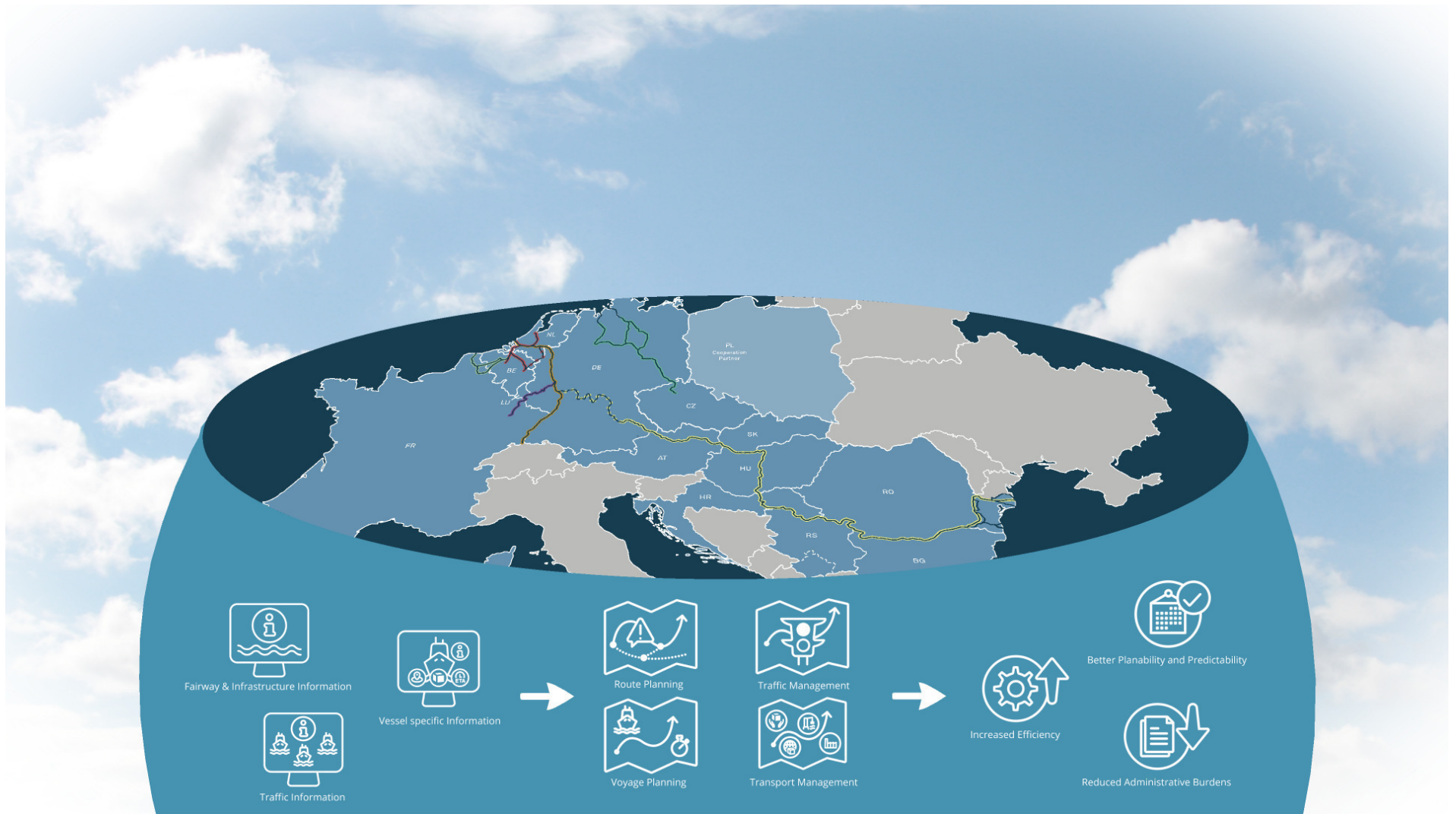
Fairway & Infrastructure Information



Vessel specific Information

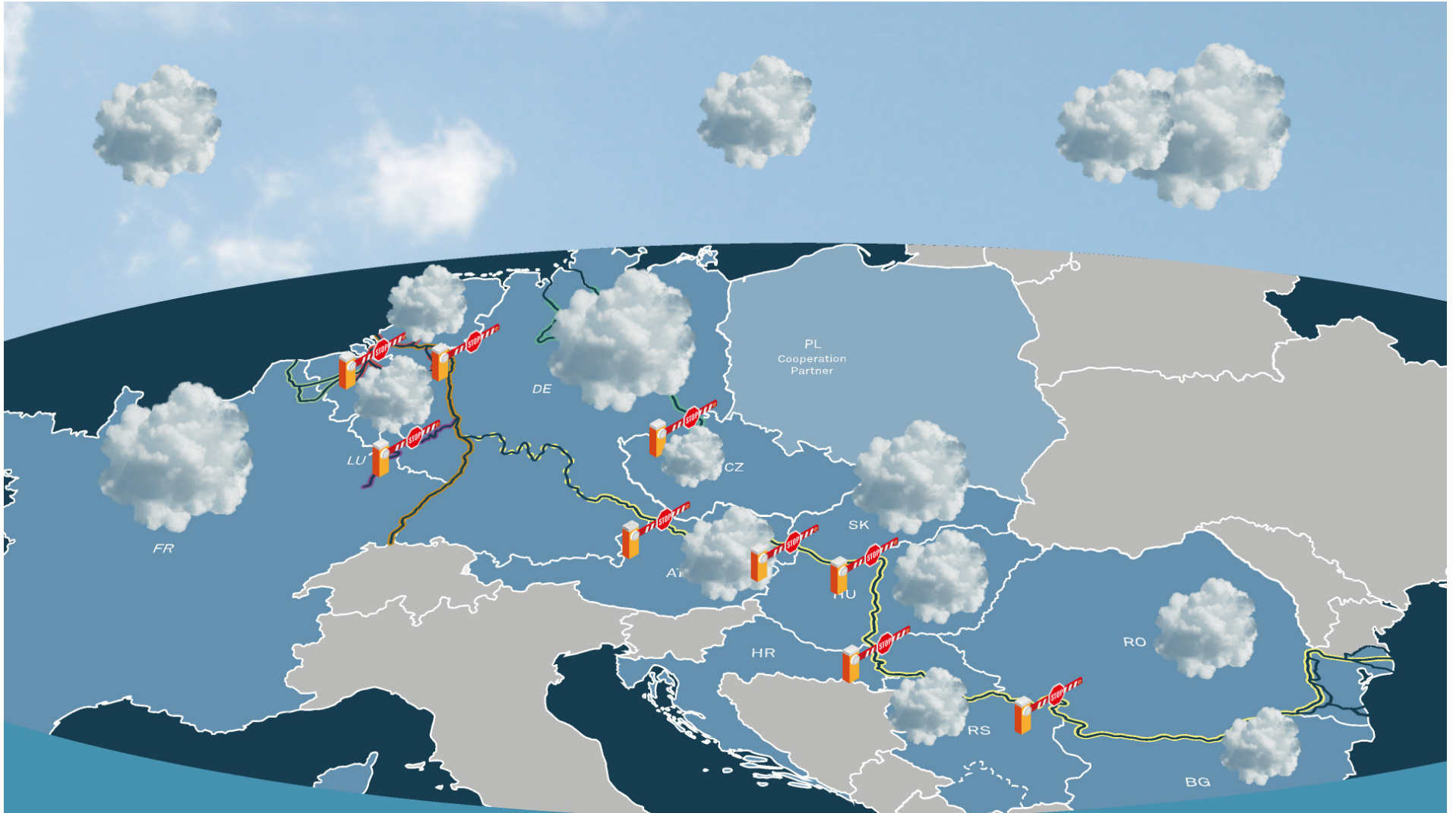


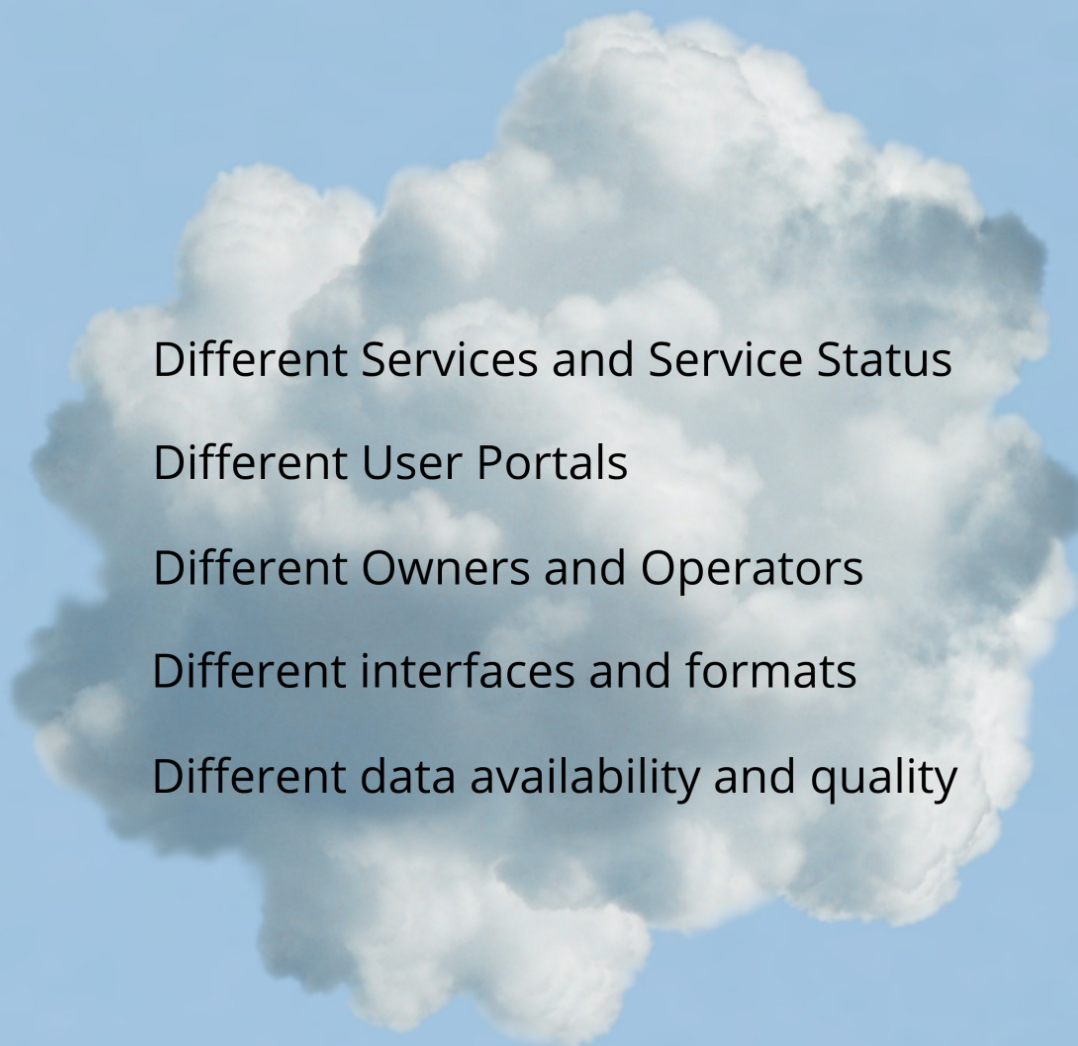
Traffic Information











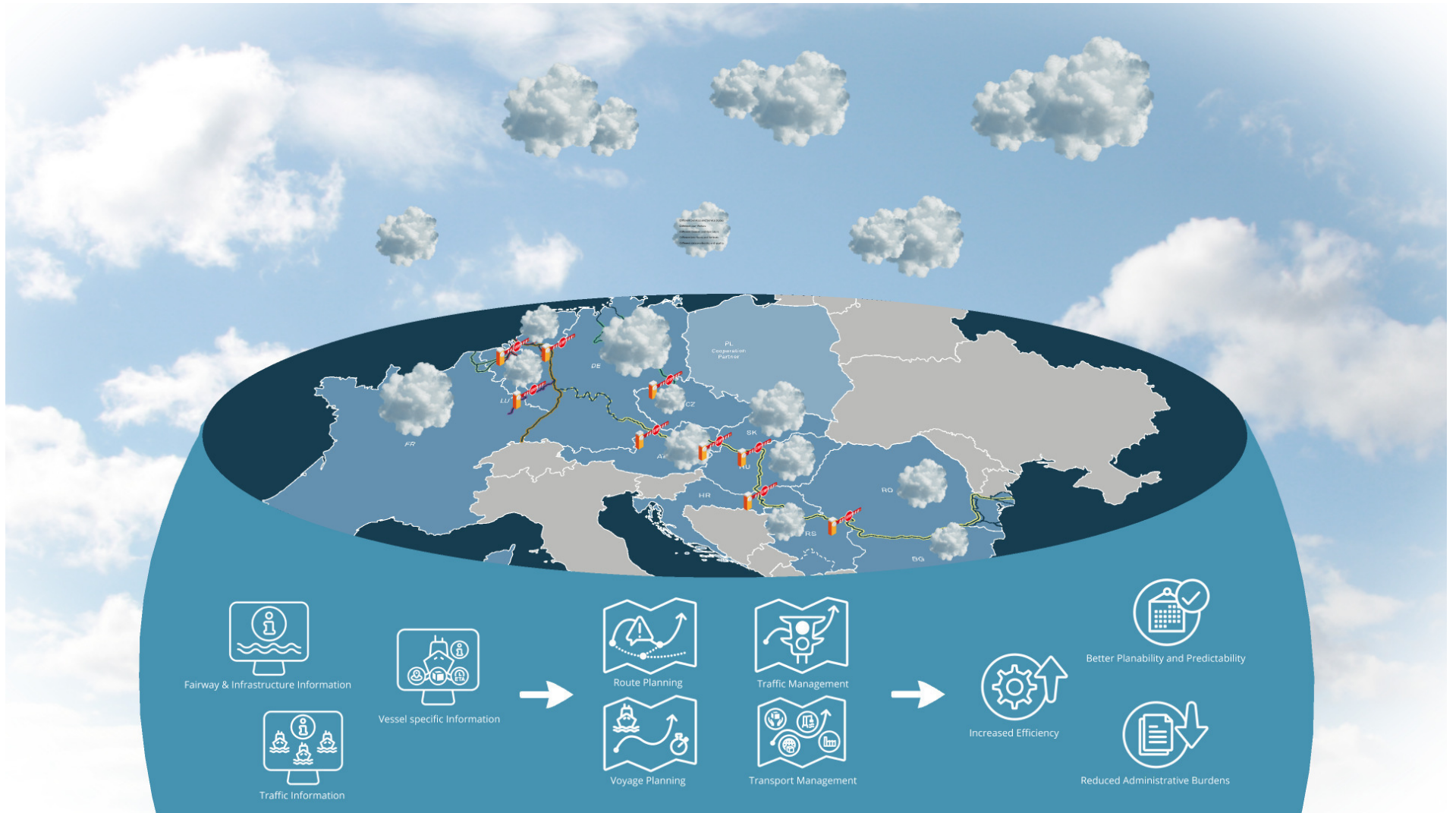
Different Services and Service Status

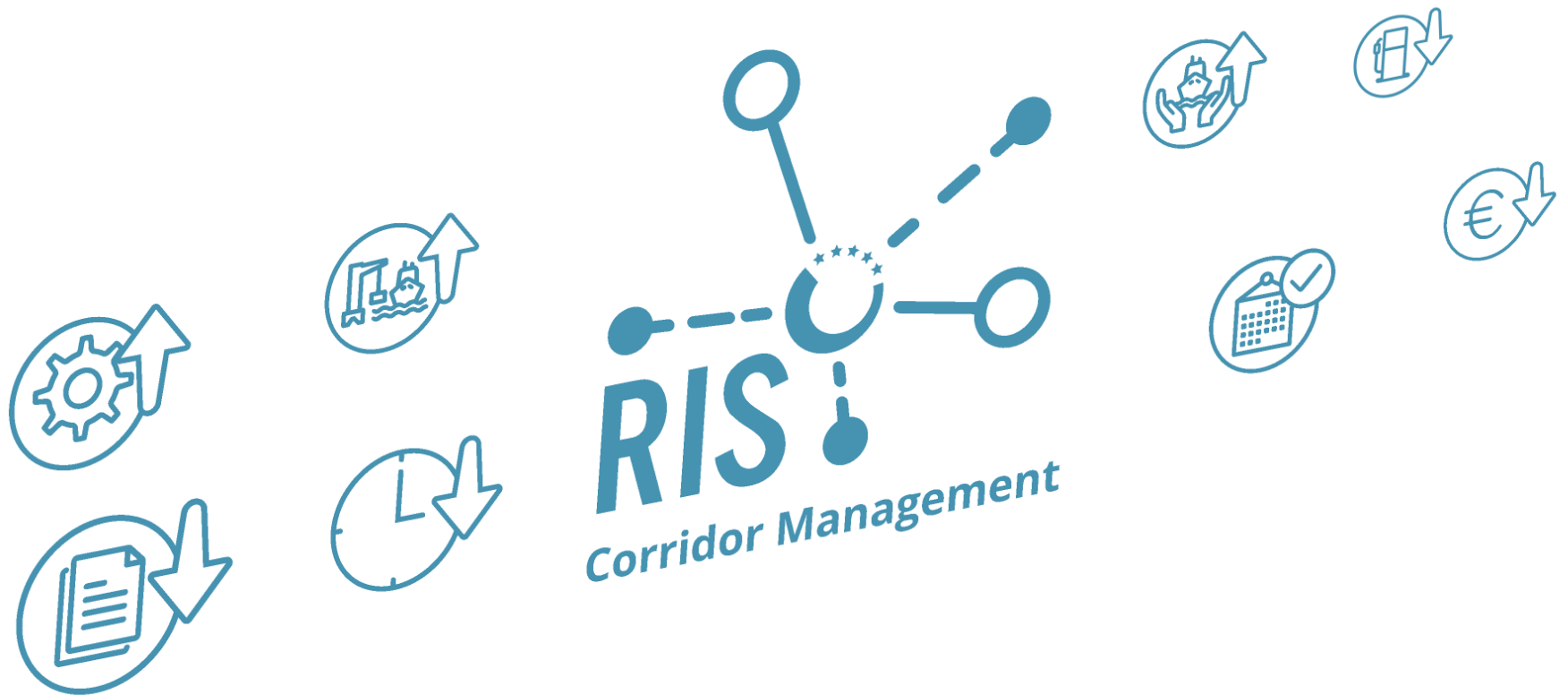
Different User Portals

Different Owners and Operators

Different interfaces and formats

Different data availability and quality





Harmonised services on  
(Pan-) Corridor Level

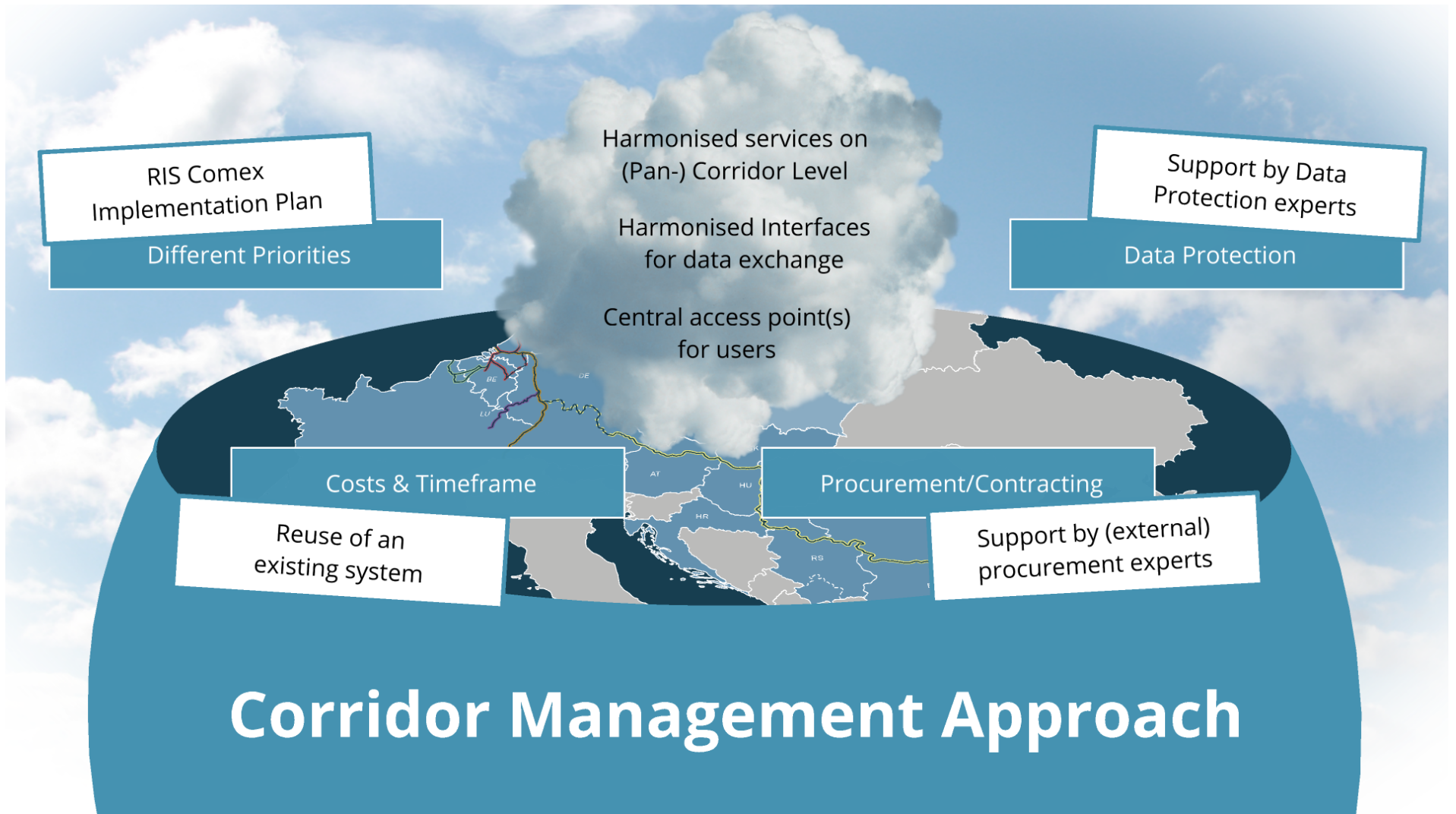
Harmonised Interfaces  
for data exchange

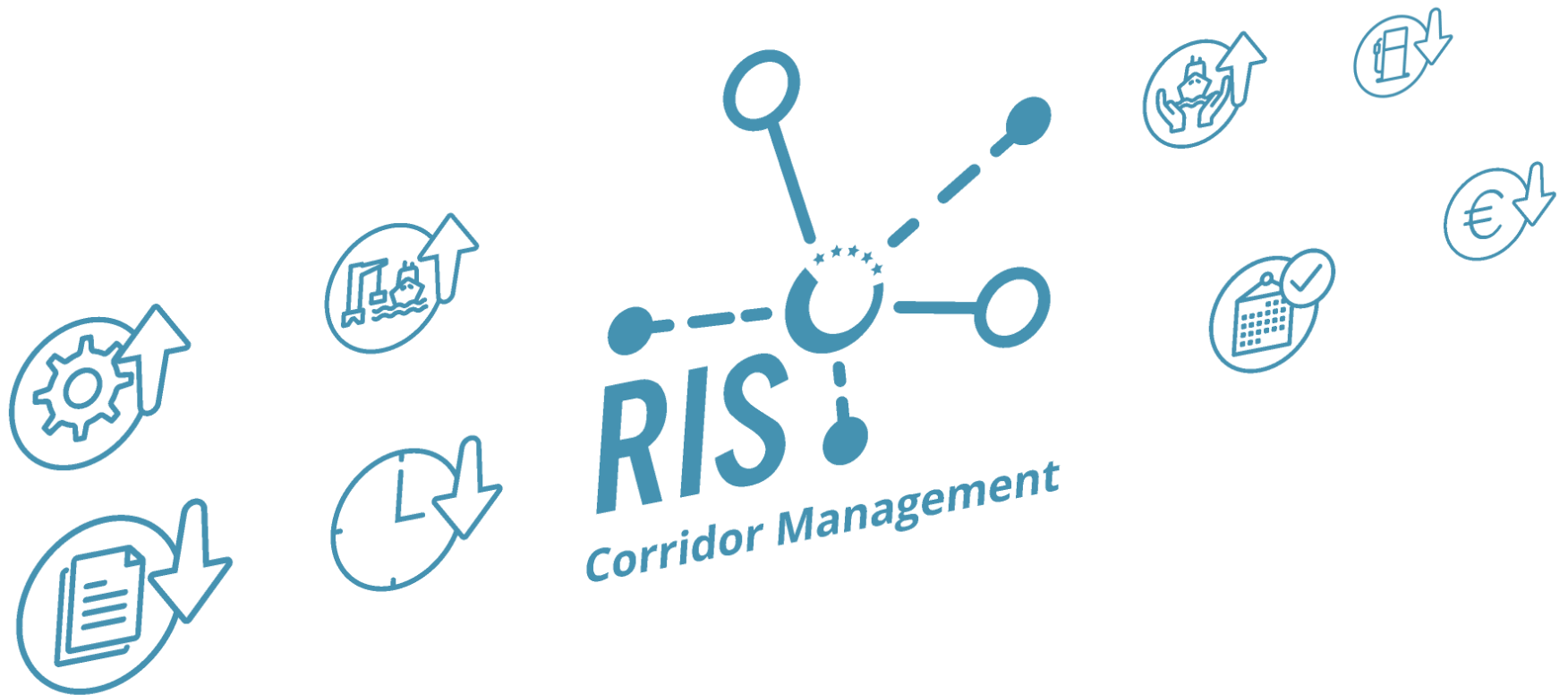
Central access point(s)  
for users



The map shows a corridor route starting from the northwest of France, passing through Belgium and Luxembourg, then through Germany, Austria, Hungary, and Romania, ending in Bulgaria. The route is highlighted with a yellow line. The map is set against a background of a blue sky with white clouds. The corridor route is highlighted with a yellow line. The map is set against a background of a blue sky with white clouds.

# Corridor Management Approach





## RIS COMEX addresses all stakeholders



Vessel Operator



Logistics User



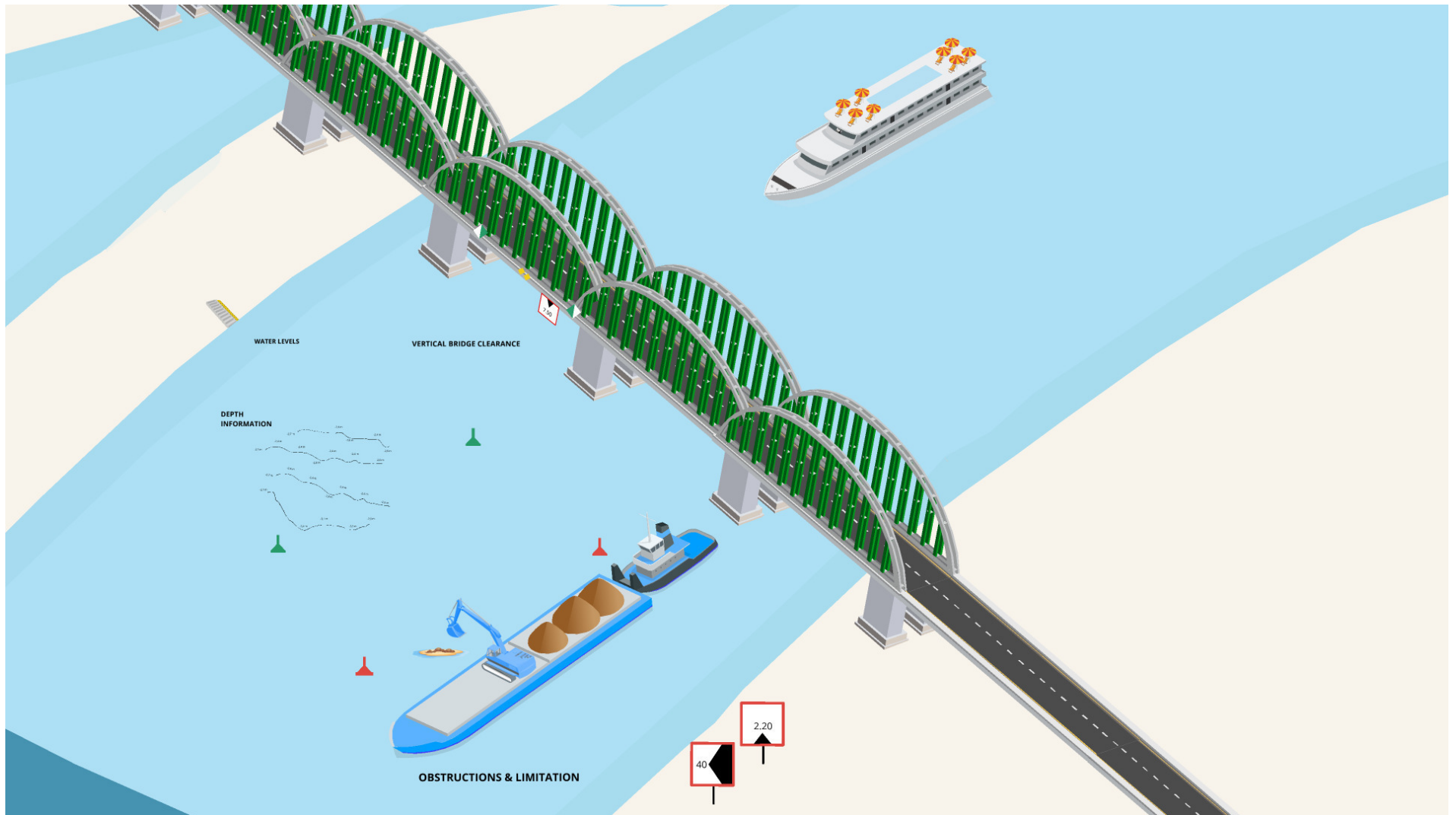
Skipper



Authorities





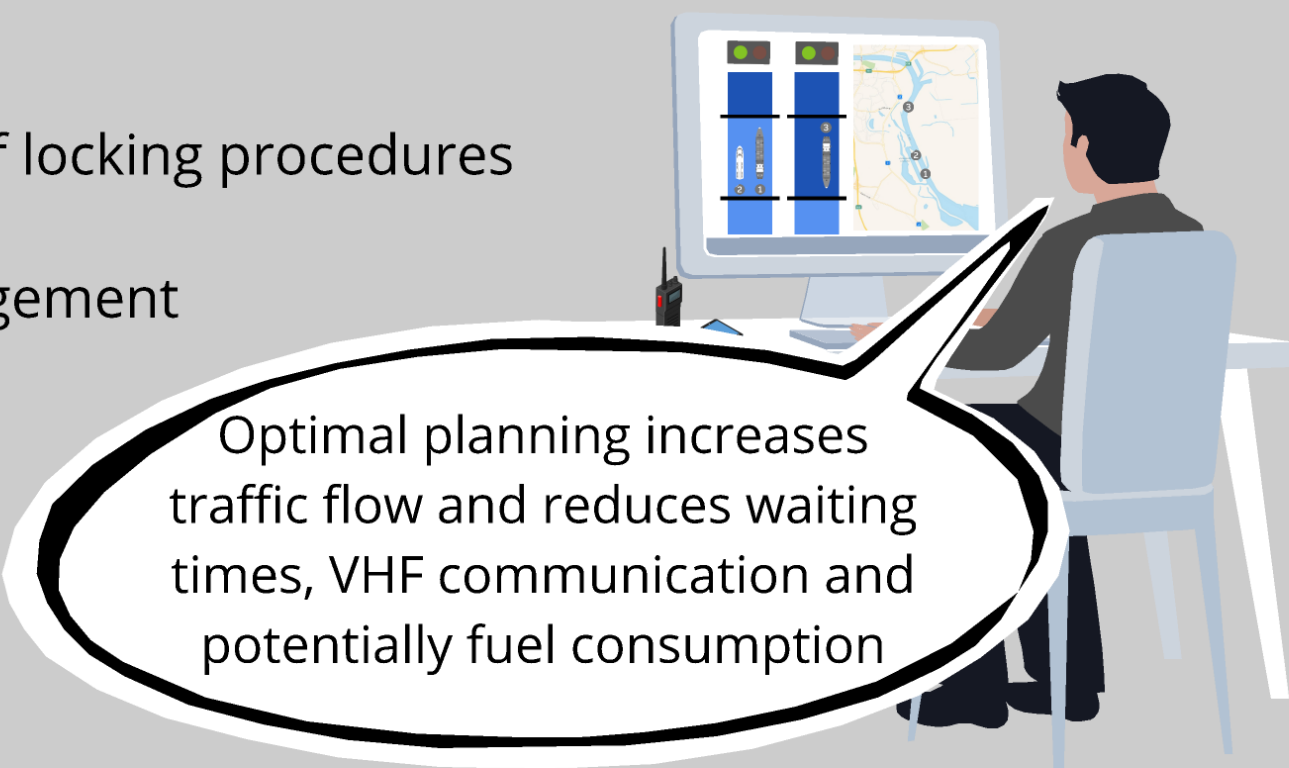


# LOCK PLANNING

Better planning of locking procedures

Lock Chain Management

Information  
exchange  
with skippers



Optimal planning increases traffic flow and reduces waiting times, VHF communication and potentially fuel consumption



The diagram shows a port area with a grey pier and a blue water area. A green structure is on the left. A large container ship with red, yellow, and blue containers is in the water. A red box highlights a section of the pier and the water area. Below the ship, a smaller white ship is visible. The text 'PASSAGE DURATION' is in the center. Below it, the text 'Actual Passage Times' and 'Passage Durations (statistical and actual)' is shown. At the bottom, an arrow points to the text 'Basis for ETA calculations'.

## PASSAGE DURATION

Actual Passage Times

Passage Durations (statistical and actual)

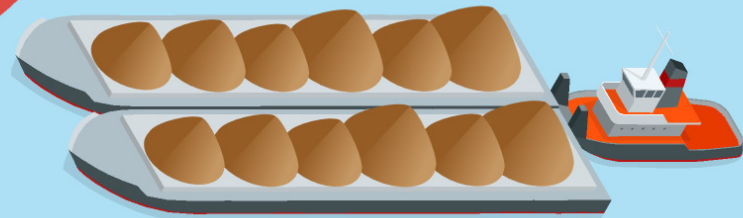
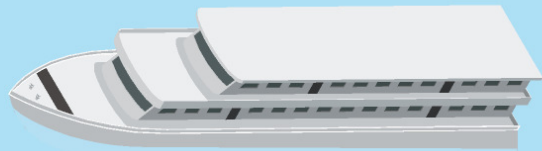
→ Basis for ETA calculations

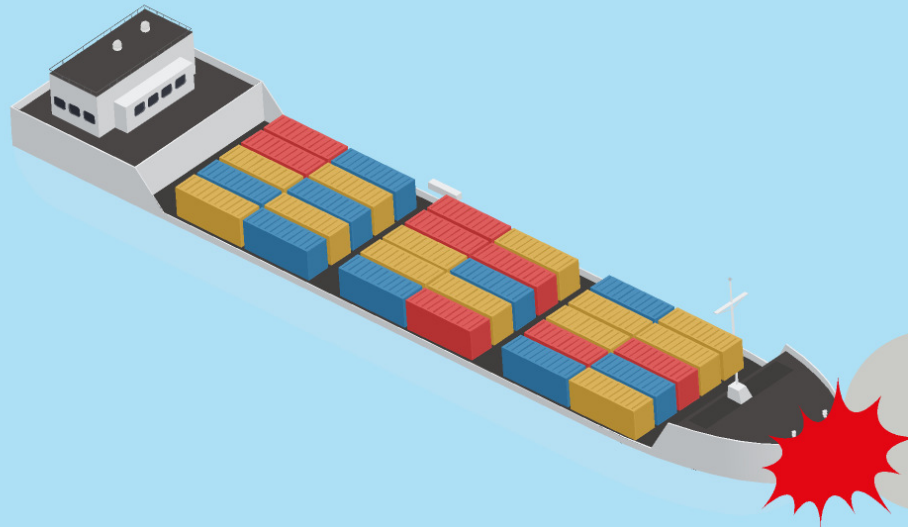
## TRAFFIC DENSITY

Number of vessels  
in defined area

Indication of the  
actual traffic situation

3





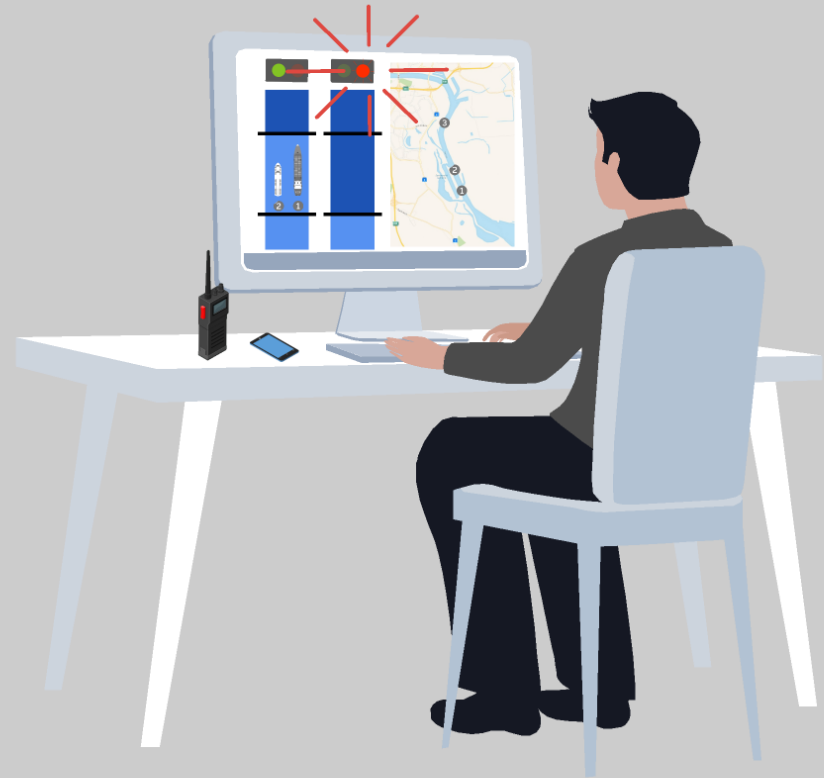
## **INCIDENT INFORMATION**

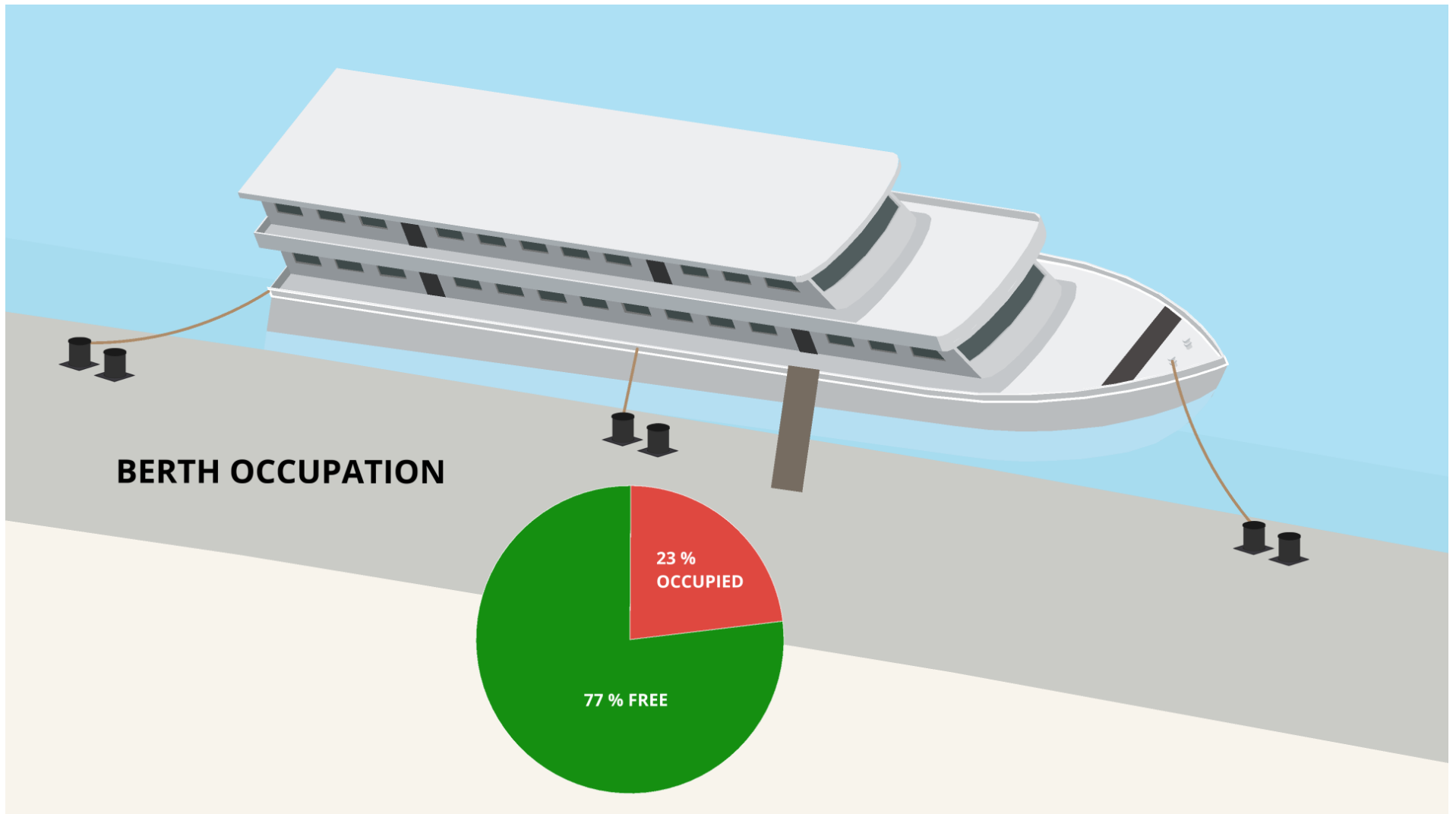
Notify fairway users on incidents  
& consequences: limitations, blockages

# OPERATIONAL DATA INFRASTRUCTURE

Set Operational Status

Inform Fairway Users



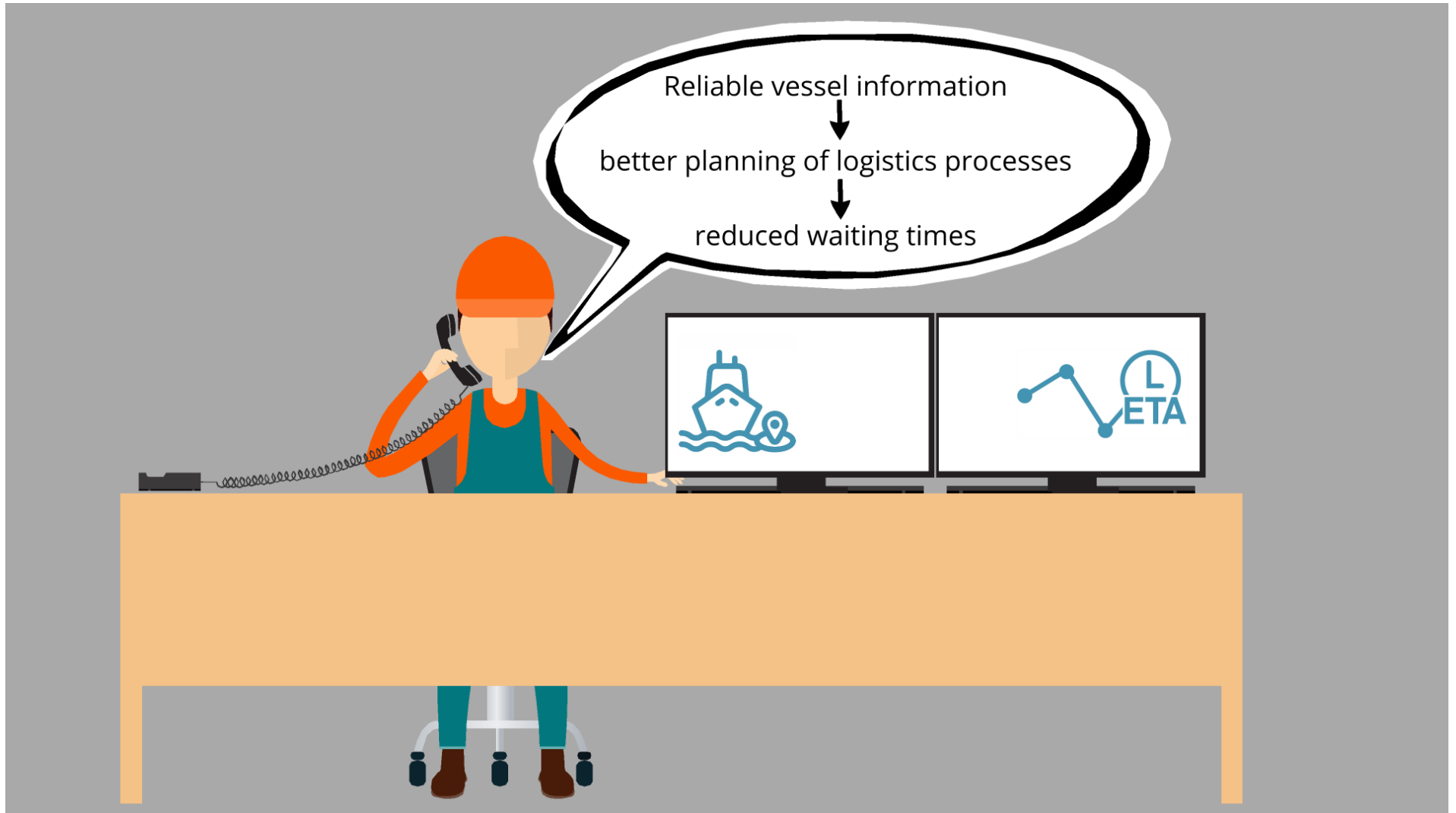


Benefits

I would share my vessel  
position and ETA

Data Protection







Central Access Point  
for vessel position

Harmonised &  
Transparent  
Access Rights  
Management

Actual calculated ETA



Administrative  
burdens!!!



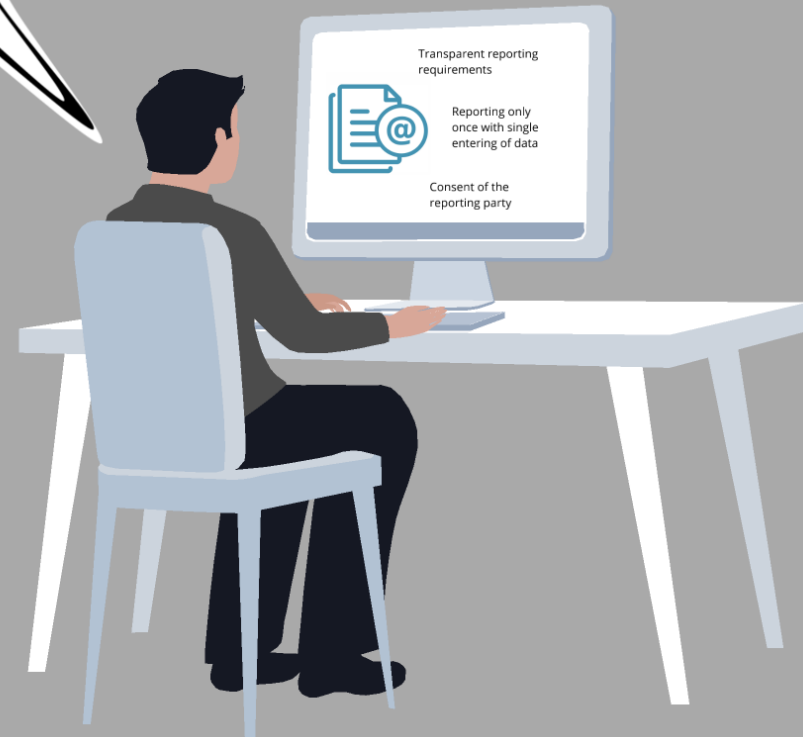
## Transparent reporting requirements

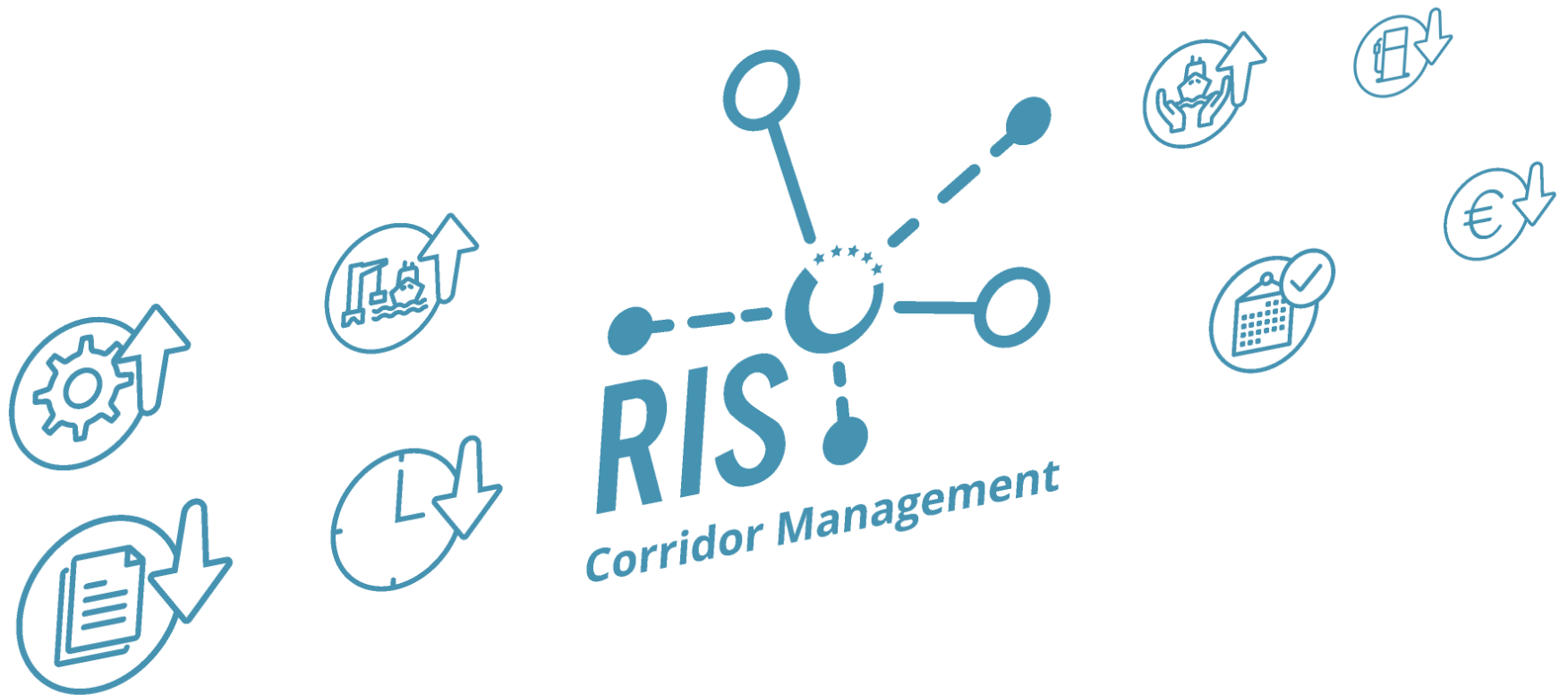


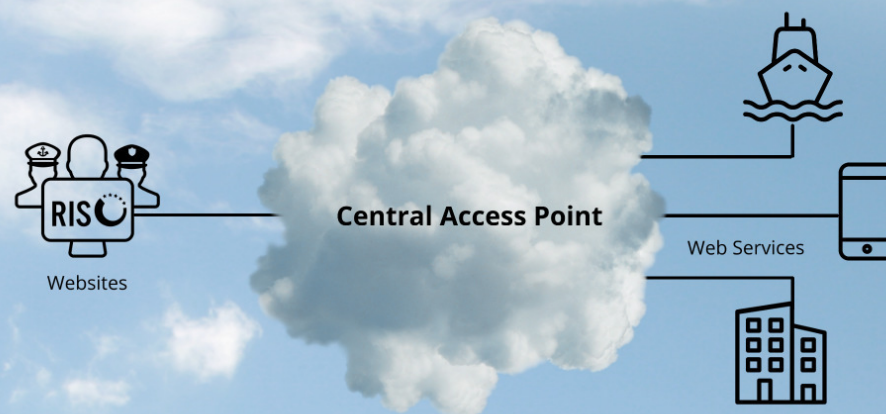
Reporting only once with single entering of data

Consent of the reporting party

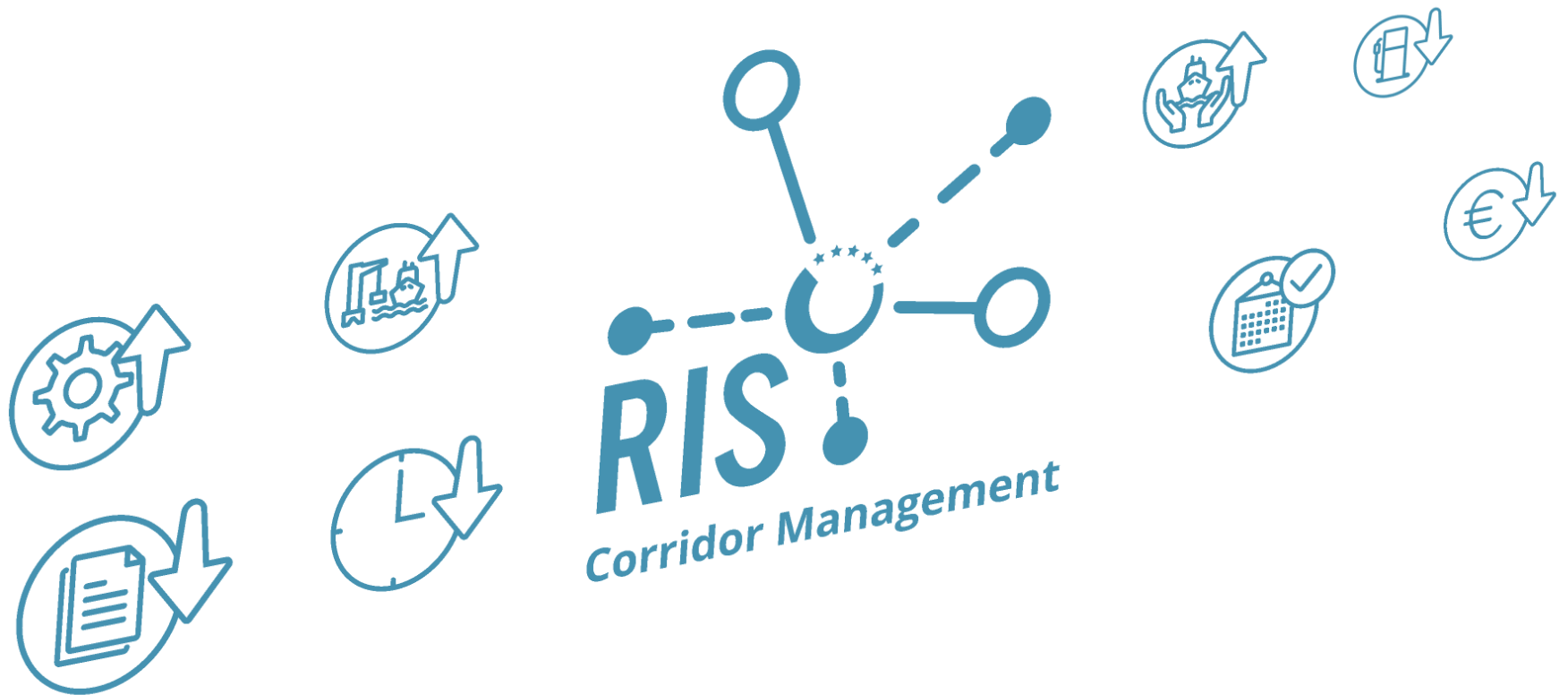
Electronic reporting brings many  
benefits for the reporting party  
as well as the receiving  
authorities







## Data Accessibility for Users



Feb. 2016 - Dec. 2020

13 Countries

14 Partners

7 Project Corridors



**Co-financed by the European Union**  
Connecting Europe Facility



