Toulouse sep. 2013 Beatrix canal

- Existing regulations
- Safety
- Efficiency
- Additional matters

existing regulations

- In Holland we have the
 - RVV 2011 national guidelines by Rijkswaterstaat.
 - BPR , inland waterways police regulations is national legislation.
 - APV, is Eindhoven regulations
- According to the regulations no measures are necessary.

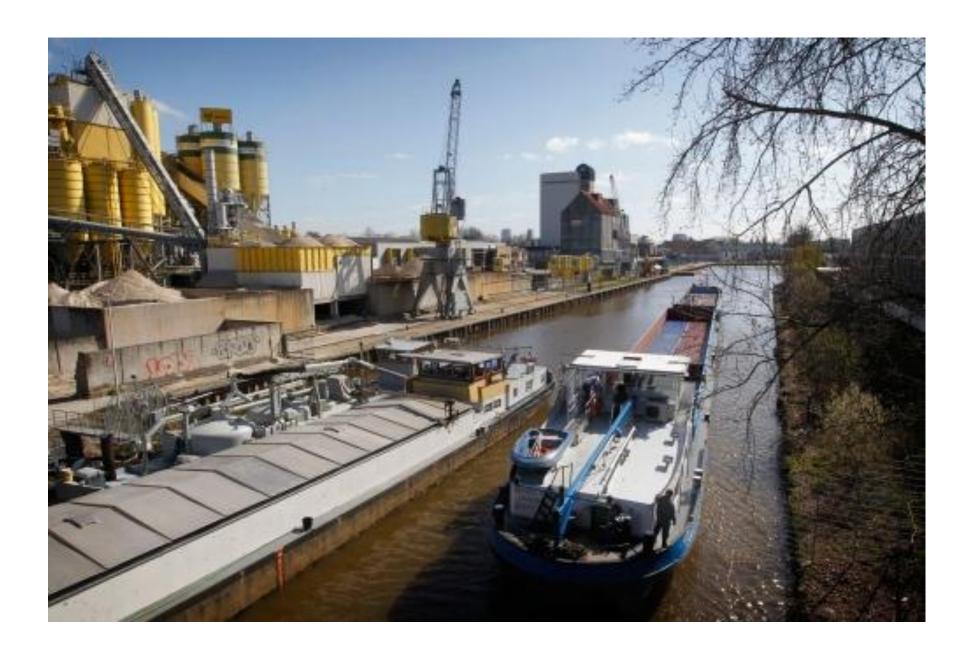
Safety

- Increase of use with longer ships(up to 110 m1). About safety measures
 there is no single vision in the need to more safety. (Marina, Schuttevaer,
 SRN, RWS) conflicting interests. In the past 6 months there were 3 deadly
 incidents between leisure and freight ships.
- Possibilities:It is desirable that ships know the canal situation any time, tools can be:
 - Freight ships mostly have AIS ,
 - clear view by cameras in the front
 - Automatic guidance system for freight and leisure ships
 - apps,
 - traffic lights,
 - info panels
 - Virtual 3-D
- Information in different forms can be given to the different users of the canal.

Trial sailing

110 m1





Efficiency

- Booking and mooring
- Administrative handling
- a control centre where bookings are registered and the use of the canal in real time can be followed.
- Mobile use of the control centre at different levels, from different places
- Users are skippers (freight and leisure), harbour master, waterbounded companies, marina, canoeing club.

Additional matters

- Use of apps
- Info about the area and Eindhoven
- Info panels
- Dealing with complaints
- etc