

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