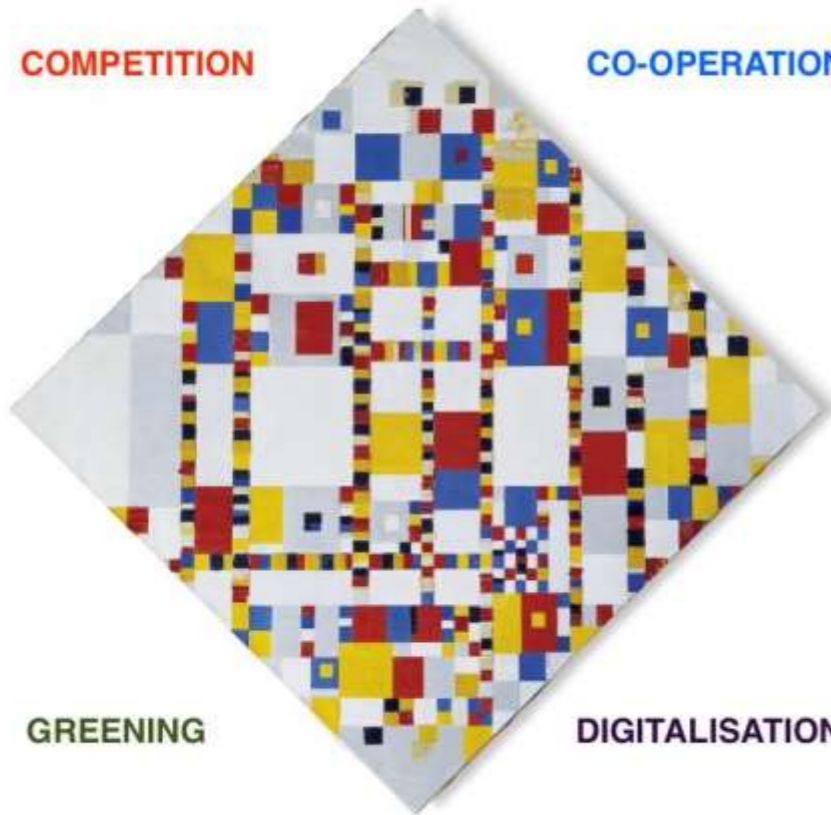




Ministry of Infrastructure
and Water Management

COMPETITION

CO-OPERATION



GREENING

DIGITALISATION



Netherlands Digital Transport Strategy

EU Digital Transport Days

**Roeland van Bockel
NL Ministry of Transport and Public Works**

**Helsinki,
8 October 2019**

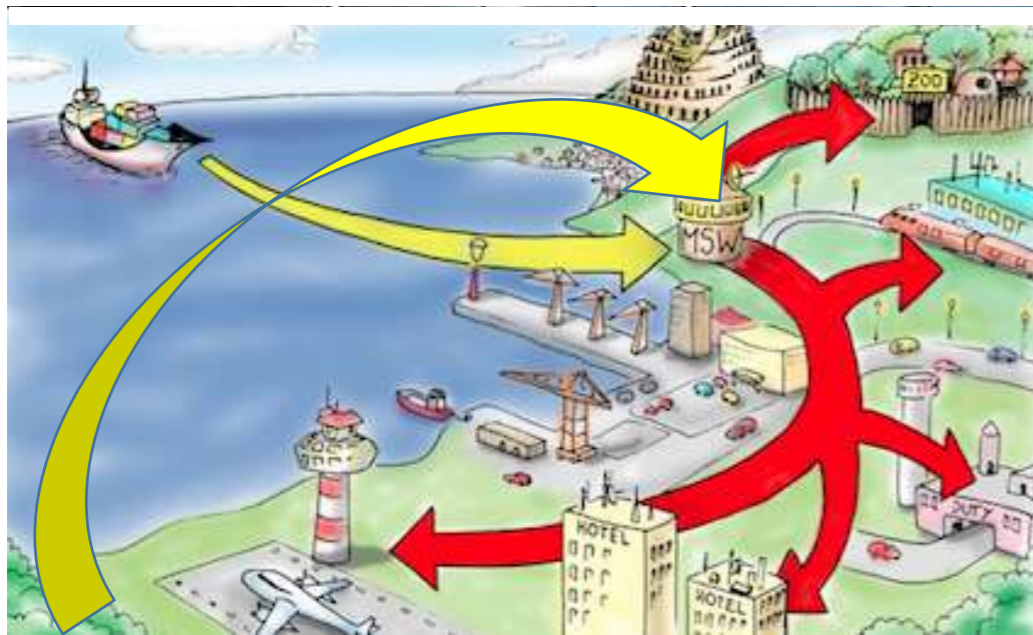
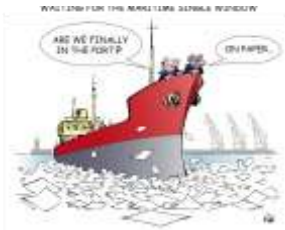


Realisation Single Window Maritime

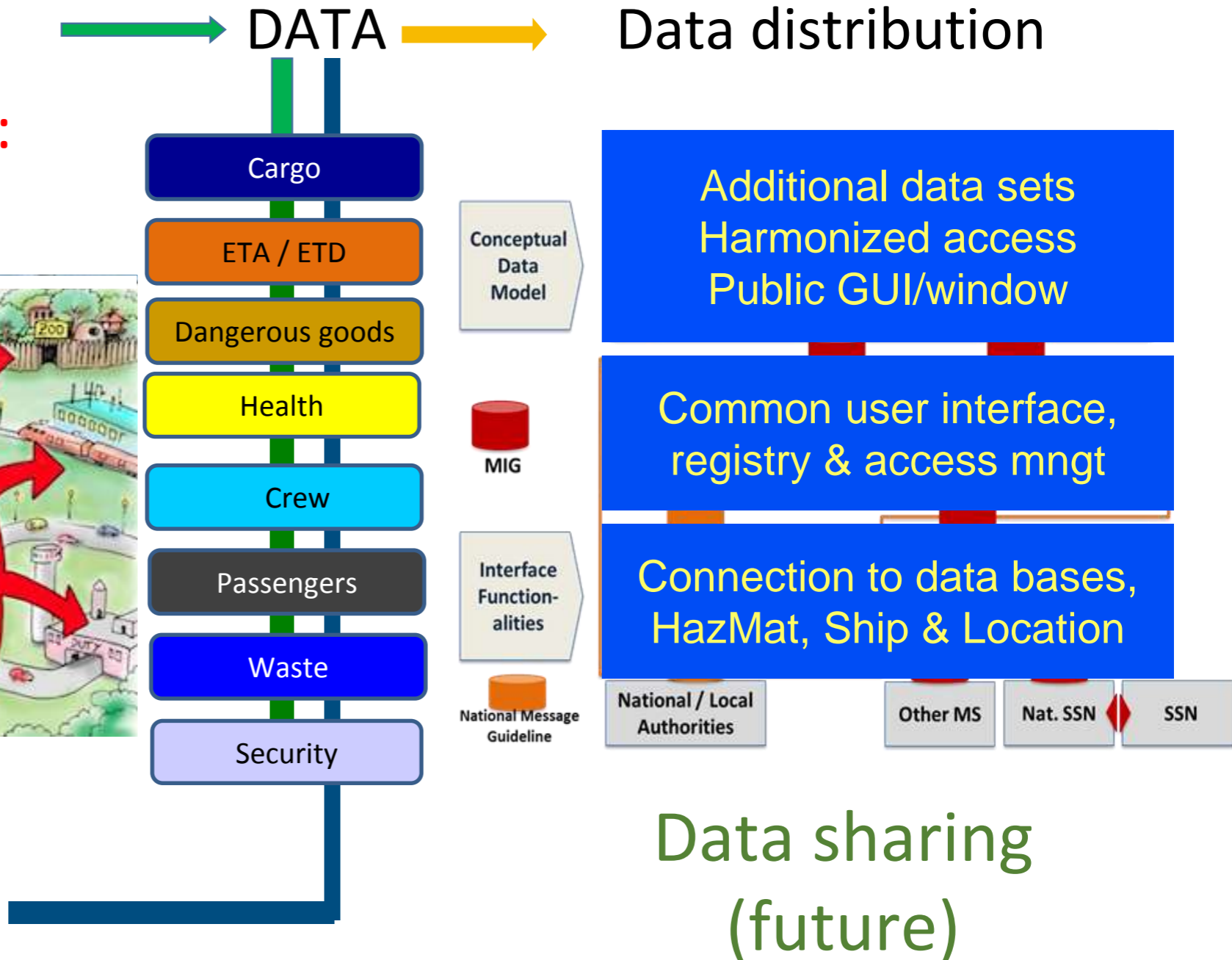
2010-2018

Maritime transport laws

Paperless transport:
Reporting once/multiple use



Customs laws





What we want (digitalisation)?

- Seamless multimodal transport chain - Custom is part of the logistic chain
- Paperless transport (digital-by-default)
- One government (eGovernment) - reduction administrative burdens - co-operation
- From data distribution to data sharing (follow up MSW)
- Harmonised data interoperability

- Innovation



Bottlenecks digitization freight transport and logistics



- No interconnectivity (standards - silo perspectives transport modalities:- persons, cargo, transport)
- Fragmented legislation (national, international)
- Distorted level playing field (closed versus open systems)

Minister: I do not want a new centralized IT system

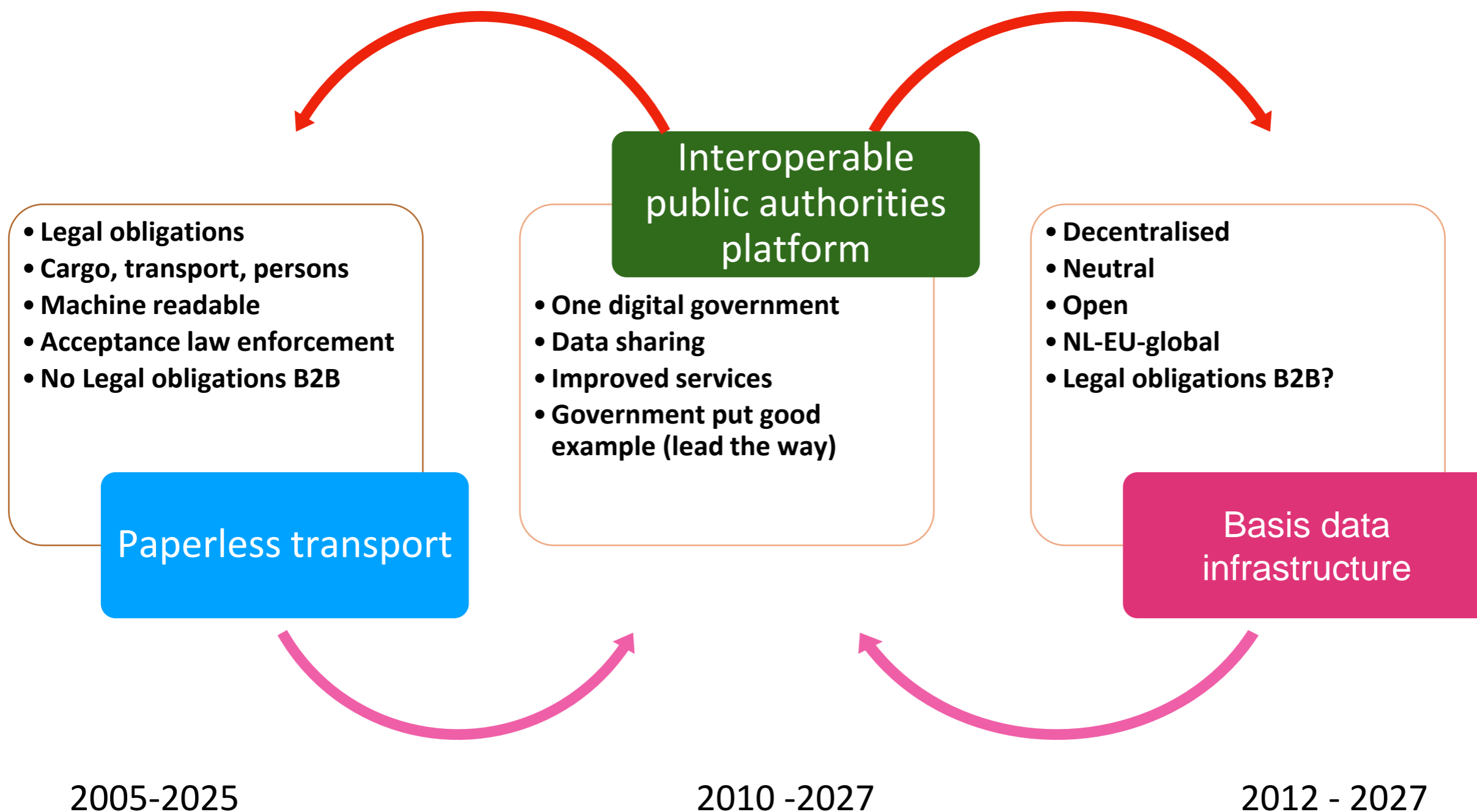


Advantages from paper to data —> data sharing

- Less administrative costs
- Multiple use of data
- Government bodies need less data:
 - reuse of data;
 - algoritme facilitate effective use of data so you can require less data for the same purposes.
- Control in advance - joint inspecties
- eGovernment (one-stop shop).
- Agreements can be made to deliver data on a pull basis instead of a push basis (reporting)
- Existing systems/platforms coexist under the condition of harmonized data interconnectivity.
- More structural innovation - attractive investment climate
- New services will emerge

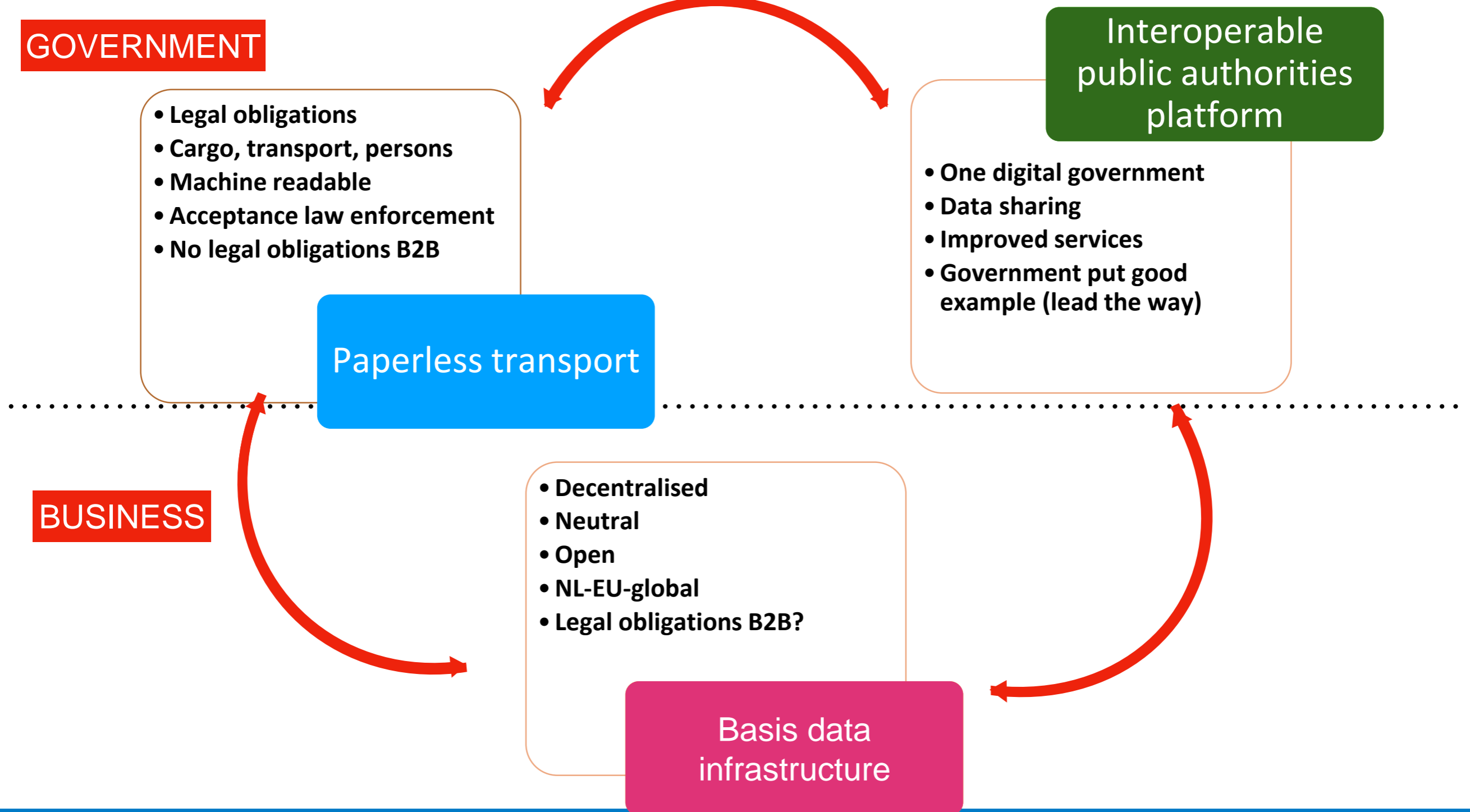


Aim: the digital basis for transport and logistics in order





Division of tasks implementation





Focus on information need translated into digital data

1 Transport mode	2. Information need	3. Relevant laws, executive orders	4. Does 3 allow info from 2 to be exchanged in data	5. Public sector bodies involved	6. Can info required in 2 also be obtained from companies TMS/FMS	7. interconnection between different data needs
Road					
Rail					
Inland shipping					
Aviation					
Seaborne shipping					

What makes technical sense should make legal sense (vice versa)



1. Minimum data set
2. Map towards harmonised data interoperabiliteit



Basis data sharing infrastructure

CONNECTIVITY

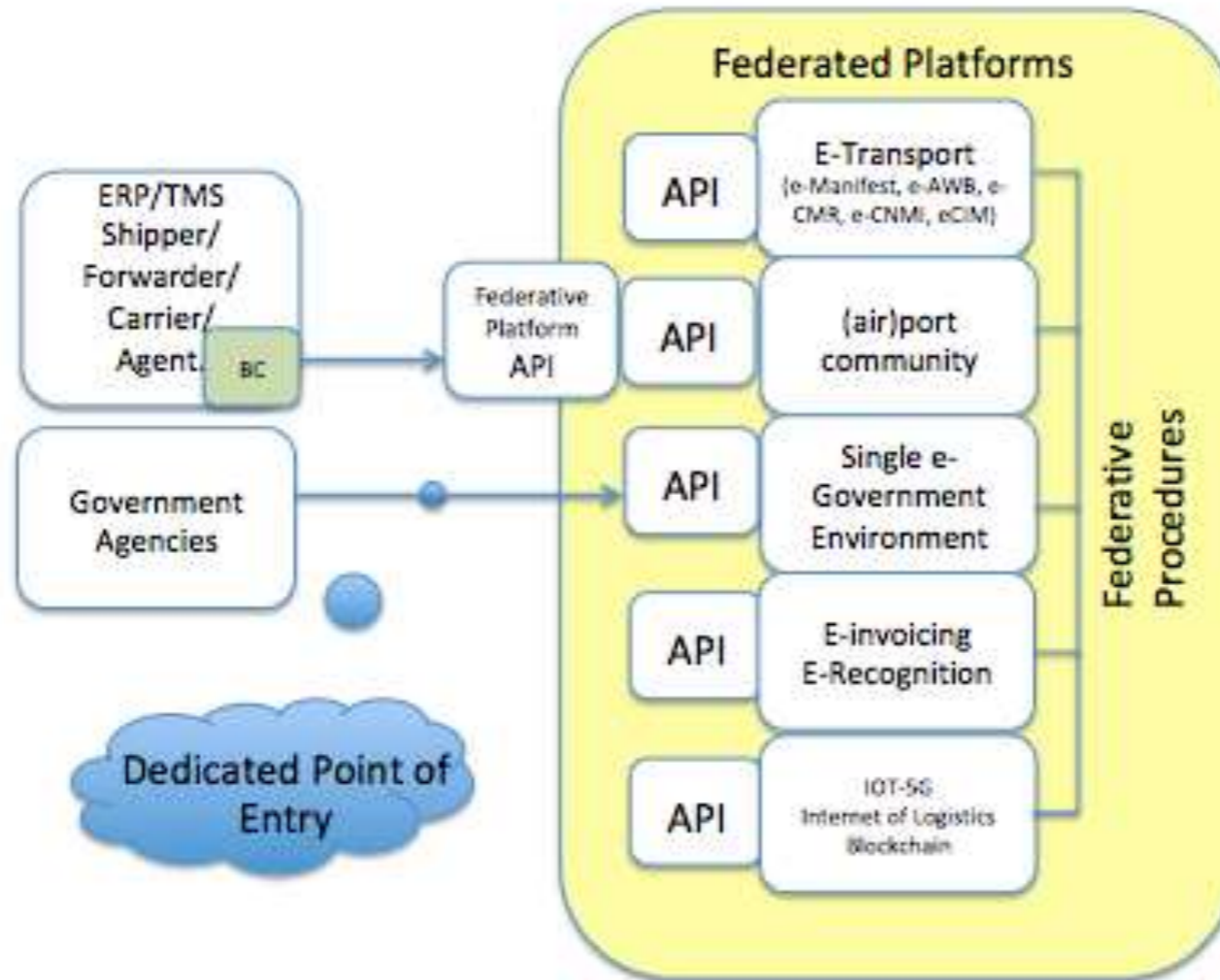
IDENTIFICATION & AUTHORISATION

BUSINESS MODEL

CONSENT

OPERATIONAL ARRANGEMENTS

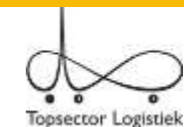
LEGAL ARRANGEMENTS



GOVERNANCE

FEDERATED NETWORK OF PLATFORMS

Netherlands	Germany
Finland	Estonia
Sweden	Latvia
Spain	Portugal
Italy	BENELUX
Luxemburg	
Norway - China - Singapore - India	

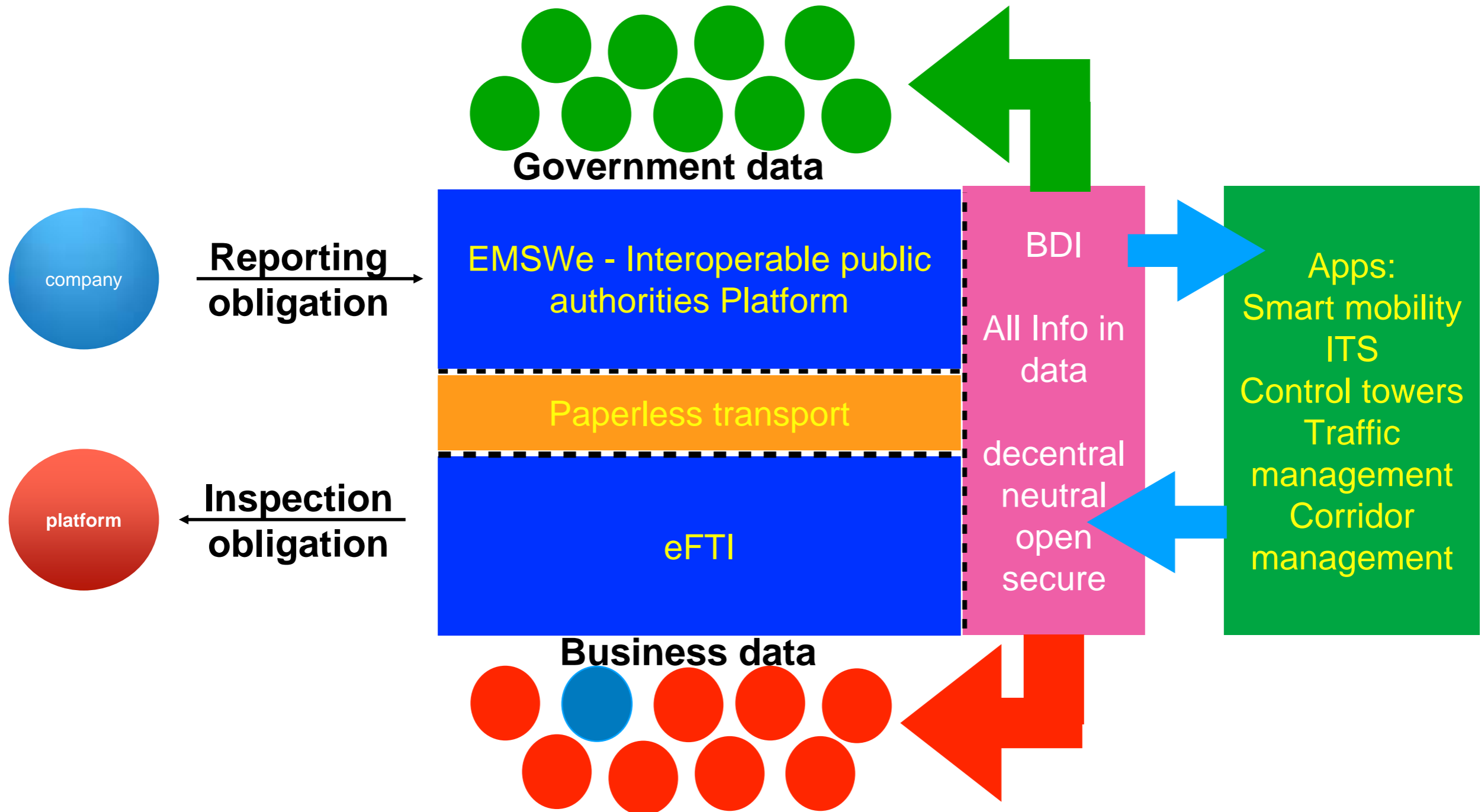


MESSAGE- AND DATA STANDARDS

METADATA (TRACEABILITY)



Execution digital transport strategy





Timeline (2019-2028)

VISION/STRATEGY (2018/2019):

one government for all citizens burgers and companies; government has established digital house to be in good shape ; data sharing and one stop shop; pro-active government; services

INFOSTRUCTURE / ACHITECTURE (2018-2023)

- masterplan basis architecture requirements data sharing- platform systematics; Integration existing and new IT (public IT-system/blockchain); Projects harmonised data interoperabiliteit.

LEGAL FRAMEWORK: (2000-2024)

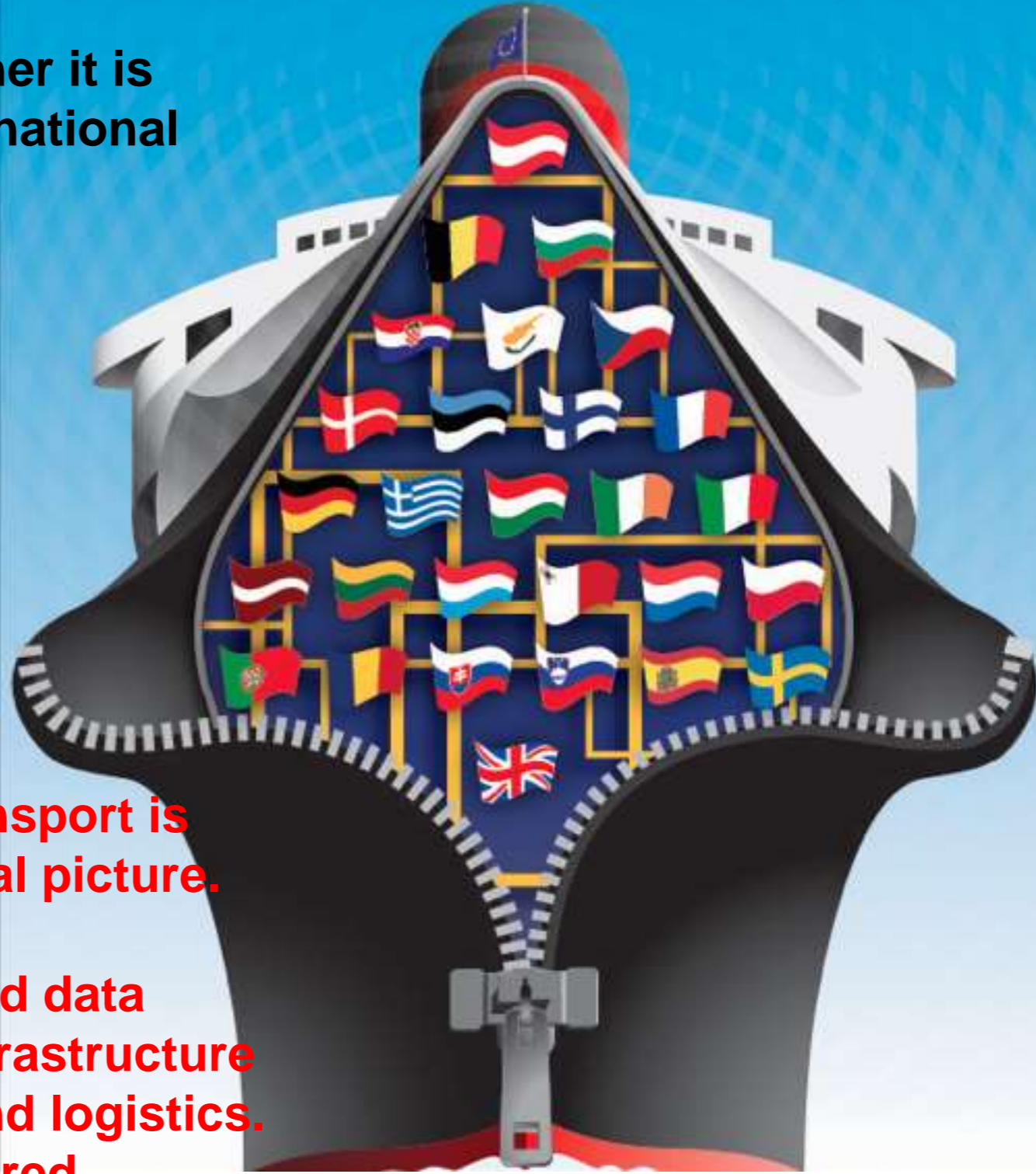
Inclusion Customs - Execution EMSWE and eFTI; Establishing information (+data) needs public bodies; Identification legal acceptance data; legal revisions and law enforcement - Conditions data sharing and multiple use

MARKET ORIENTATION/PROJECTS/COMMUNICATION: (2016-2026)

Testing; Commitment; Projects all transport modes (eCMR, paperless inland navigation, data co-operation ports, aviation, hauliers, rail); International projects (ongoing platform)



Whether it is
EU or national



**Maritime transport is
part of the total picture.**

**A federated data
information infrastructure
for transport and logistics.
is required**