

Mr. Bane Zigic
DST
Oststr.77
47057 Duisburg

Dalem, 20-03-05

Dear Mister Zigic,

At first I only can pay Peter Kluytenaar my compliments on his SPIN document. I agree with his conclusions and ask you to pay special notice of the next items of the conclusions:

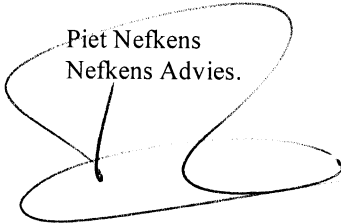
- Inland navigation knows a considerable number of highly detailed technical regulations. However fundamental research in tasks and human behaviour on board of inland vessels and requirements with regard to the human machine interface that could provide support for such regulations and guidance for manufacturers, is failing.
- The expansion of the sailing area of inland navigation will make it impossible to keep up local knowledge throughout this area and calls for other solutions like detailed electronic charts and voyage planning software applications. On the other hand there seems no need for an imposed switch to the English language in inland navigation. Autonomous developments in the European society with regard to language are likely to address this issue. In the mean time translation aids and translated software will bridge the gaps.
- Digital (2-wire, bus) systems are increasingly taking over both observation and control of operational systems on board of inland vessel new-buildings. This seems to call for regulations especially with regard to operating systems. However any requirement to refrain from the use of main-stream operating systems to enhance reliability and thus safety would result in developers moving out of the market and thus a very likely total stall of development.
- The failing of official ENC's of the larger part of the European waterway network is seriously hampering the introduction of RIS applications.
- The rate-of-turn autopilot is one of the major improvements with regard to workload in inland navigation. On the other hand the proposed track-pilot for inland navigation and joystick pilot control seem to be mostly technology driven developments. Especially the track-pilot seems to be taking automation one-step to far: Safety requires the skipper/ helmsman to stay actively involved in the navigation process. On the other hand there seems room for improvement of the manoeuvring control interface.

- Where nowadays many road transport companies use tracking and tracing both for internal purposes and as a service to their clients it seems likely that some form of tracking and tracing will find its way into the wheelhouse of inland vessels. On the other hand one would expect the privacy and commercial interest of inland navigation getting similar protection to the privacy of any European citizen and the commercial interests of any other European company. Also inland waterway transport being the preferred transport mode for highly sensitive cargos like ammonia and LPG seems in conflict with tracking and tracing information being publically broadcasted and available to anyone at any time.

When a skipper is navigating, he has to communicate with his crew on deck. The sailor is using a portable VHF unit. During his work the sailor runs short of hands, he has to use his VHF unit and he has to make fast. A dangerous situation. Please have attention to this item.

Yours sincerely

Piet Nefkens
Nefkens Advies.

A large, stylized handwritten signature in black ink, appearing to be 'Piet Nefkens', written over the typed name and company name.