



Ministry of Infrastructure and the Environment

## **Report Next Level Meeting - EU Truck Platooning Challenge 30 November - 1 December 2015 – Rotterdam**

---

### **Summary**

#### **Communication**

Participants said that we should start at the beginning: first communication strategy, then designating target groups, then core messages. The Challenge team will work with all this input and feedback findings in the first half of January.

The [www.eutruckplatooning.com](http://www.eutruckplatooning.com) website is online. Partners can request a special login code for the Workspace section, where documents and reports can be shared.

Video films are being made to be shown at the 14 April 2016, Informal Council of EU Transport Ministers. These will include the organisational process as well as driving during the actual Challenge. Together the films will provide a video overview for the Informal Transport Council.

#### **Programme EU Truck Platooning Challenge 2016**

6 April – landing APM Terminal Rotterdam

7 April – Intertraffic RAI Amsterdam - Invitational Conference

14 April – Informal Transport Council, Maritime Museum Amsterdam

14 April – Innovation Expo Amsterdam

#### **Scientific collection**

In the first instance the EU Truck Platooning Challenge is a demonstration, rather than a monitoring exercise. The focus is on Learning by Doing. We can't draw too many conclusions from this single demo, on the other hand it does enable us to develop more demonstrations. We aim to put no less than one or two scientific data aspects on the roadmap for further research in future demos.

#### **Next meeting**

**3 February 2016** Next Level Meeting, Brussels

#### **Routes exemption**

Please bear in mind the next steps to be taken as per the **Routes to Drive:**

**3 December:** ACEA distributes the final overview of the Technical Boundaries. These will be submitted to the relevant authorities for comment.

**4 December:** RDW sends all countries involved a slide with inventory points as well as a slide showing the exemption procedure of the specific country, based on current information. The legal powers are important. The countries will be requested to adjust slides so that exemption procedures are shown correctly - before 15 December.

**4 December:** Rijkswaterstaat sends out a list of parameters (based on the inventory of 1 December) to all OEMs and National Road Authorities together with the route profiles to be completed no later than 15 January 2016.

**15 December:** Feedback on the inventory questions and the exemption procedure by all countries.

**15 January:** Input on all route profiles by all OEMs and National Road Authorities.

**15 January:** A template will be made with an overview of the required information per authority within the exemption procedure. In mid-January this list will be distributed to all OEMs, making clear what they need to deliver (in the most manageable possible form).

**20 January:** Input on route profiles is collated by Rijkswaterstaat and redistributed among all OEMs and National Road Authorities to build further towards the final version.



## Ministry of Infrastructure and the Environment

### **Exemption**

*All requests should be in by mid-January. Ideally all approvals should be in place by February.*

### **Presentations**

The [www.eutruckplatooning.com](http://www.eutruckplatooning.com) website is online. Partners can request a special login code for the Workspace section, where documents and reports can be shared. Underneath you find links to all the presentations that are uploaded in our common workspace. You can find the documents in the folder 'Meeting documents - Rotterdam'.

[Current status, where are we now?](#) [PowerPoint] – Odile Arbeit de Chalendar

[Exemption procedure](#) [PowerPoint] – Arjan van Vliet

[Corridors](#) [PowerPoint] – Loes Aarts

[Communication](#) [PowerPoint] – Monique Moonen

[Scientific information](#) [PowerPoint] – Odile Arbeit de Chalendar

[Break out session Corridors to Drive](#) [PowerPoint] – Loes Aarts/Arjan van Vliet

[Break out session Communication](#) [PowerPoint] – Monique Moonen/Marouschka Booij

---



Ministry of Infrastructure and the Environment

***‘The ones who are crazy enough to think that they can change the world, are the ones who do’ (Steve Jobs)***

### *We’ll meet again!*

After the successful kick-off in Bordeaux, in early December all Challenge stakeholders combined forces to give further shape to the European Truck Platooning Challenge 2016. This ‘Next Level Meeting’ was held in the Dutch port city of Rotterdam. In April 2016 this will be the destination for all truck platoons driving from various parts of Europe. On Monday 30 November some of the group viewed the arrival point to gain a shared picture of opportunities around the planned landing. This was followed up on Tuesday 1 December with an intense session on the 17th floor of the Port of Rotterdam building, aimed at enhancing substance and form for the organisation of the Challenge.

### **30 November: APM-terminal**

Around midday participants left by bus, for the Port of Rotterdam. Around halfway they stopped to view a possible rendezvous point for the trucks. The platoons can meet up here before driving the last 23 kilometres together towards the landing point on Maasvlakte 2, at the APM Terminal. Currently date and arrival time of the European Truck Platooning Challenge at the APM Terminal are planned for 6 April 2016 at 2 p.m.

The delegation then drove the last 23 kilometres along the route that will be taken by the trucks. This was followed by a boat trip, whereby the Port of Rotterdam and the landing point at the APM Terminal could be viewed from the water. Self-evidently there was also a tour of the actual [APM Terminal](#), the world’s most innovative and highly automated terminal.

Following the tour of APM the group headed for [Futureland](#), for a presentation around the organisation of the landing on 6 April. Participants then formed three groups to firm up aspects of the landing, on the basis of four questions:

1. How should we organise the landing, what are the principles and preconditions?
2. How do we make the Challenge a real success?
3. What is our core message?
4. What impact must the Challenge have on our stakeholders, how do we take matters beyond the Challenge?

For the findings of the various working parties click [here](#).

The tour of the APM terminals made clear that the volume of containers travelling by road over the next several years is so great, that it demands implementation of other logistic concepts (including Platooning). Some figures: currently Rotterdam has some 12 million containers incoming, of which roughly half by road. This is expected to double in the next 10-15 years. Notwithstanding agreements already in place (also within the framework of CO2 and climate targets) whereby the market share of freight transportation is to drop by around 35% (the remainder being rail and water), the number of containers set to be transported by road will increase by some 50%: from the current 6 million to between 8 and 9 million. This underlines the benefits of and the need for new logistic concepts, boosting road capacity. The plan is to invite a keynote speaker, both for the landing on the Maasvlakte (6 April) and the Invitational Conference (7 April) so that we can put a maximum focus on ‘Platooning’ within a broader context of applications.

### **Network dinner**

At 7 p.m. we all met up for a network dinner at the highly atmospheric Hotel New York. Henk van der Wal of Van der Wal Transport, speaking during the dinner, said that logistics services providers have a crucial role in breaking through existing patterns – transportation still being designated as a cost item. What will certainly help here is to have customers like Unilever, with a clear long-term vision on sustainable logistic concepts. To



## Ministry of Infrastructure and the Environment

this end , together with Connekt<sup>1</sup> we will be looking to see in how far logistics services providers can be tempted into a meaningful contribution.

### **1 December: Next Level Meeting**

Tuesday 1 December was marked by an intensification meeting, as a logical follow-up to the Bordeaux kick-off. During the morning programme Challenge team experts set out the situation around various aspects of the Challenge. The afternoon programme was organized around two workshops: Corridors to Drive and Communication. These two themes were discussed by sixty representatives from both governmentals (eight European member states) and industry (six truck manufacturers [OEMs]), plus relevant umbrella and knowledge organisations (ACEA, CLEPA, IRU, TNO, SWOV) .

### **Welcome Port of Rotterdam**

Chair-of-the-day *Dirk-Jan de Bruijn (RWS)* welcomed everyone at 10 a.m. He stressed the ultimate goal for the day: capitalising on synergy. As Henry Ford put it: *Coming together is a beginning, keeping together is progress, working together is success!*

*Richard van der Eijk*, Head of Communications and External Affairs for the Port of Rotterdam – the next speaker – stressed that he was gratified to host such a very special group of guests and that the Port of Rotterdam is such an important partner in the Truck Platooning Challenge. As he explained, the Port Authority of Rotterdam has been involved in the development of truck platooning. This included cooperation with governmentals, knowledge institutes, manufacturers, professional organisations, and a number of transport companies from the port area. Given the benefits of truck platooning for both customers, the environment and the locality the Port Authority is very keen to be on board. Richard van der Eijk went on to say that, given the linkage of the logistic chains and trans-European road networks, it might well be logical to work together, but it is not always obvious! Innovation requires guts, entrepreneurship and thinking out-of-the-box. “All the same I am convinced that with a shared goal, combined energy, open communications, determination and enthusiasm one can achieve a lot. The 6 April Challenge will be a start sign to position a robustly embedded European cooperation”, according to Van der Eijk.

### **Morning programme: plenary speakers**

The morning programme focused on the status of the process towards operationalisation of the Challenge. The speakers were as follows:

1. *Odile Arbeit de Chalendar, senior expert CEDR*. Focus on the current status: Where are we now?

Odile recalled that the project started with an idea that became a shared concept when all participants realised and supported the perspectives offered. A strong public private cooperation opening-up barriers and allowing industry to go for large-scale testing and cross borders based on common exemption procedure approaches. The main concertation has been between ACEA, OEMs, Ministries and Road Authorities.

The kick-off in Bordeaux on 7 October 2015 enabled the start of the organisational process and led to strong teambuilding. The meeting in Rotterdam focused on routes, exemption procedures, communication and scientific monitoring. Critical steps have been highlighted.

See also: [Planning critical dates](#) [pdf]

There will be a process to collate lessons learned. Mid- and long-term perspectives are currently defined in order to maintain the political momentum, expand participants, capacities and challenges based on the needs of the market.

See also: [PowerPoint presentation Where are we now?](#)

---

<sup>1</sup> Connekt is an independent network of companies and governmentals, working in confidence to improve mobility and so resulting in smart and sustainable mobility systems. Connecting members and sharing knowledge, expertise and initiatives are central here.



## Ministry of Infrastructure and the Environment

2. *Arjan van Vliet, senior adviser Strategy, RDW.* Began by stating that 'Talking without Borders' is key. He emphasised the importance of finding ways to combat technical and vehicle boundaries. He has received advice on this from the State Attorney of the Netherlands, Pels Rijcken, and has submitted this to ACEA, which largely agreed. ACEA did indicate that as part of the afternoon programme it wished to further discuss technical boundaries, for which Arjan van Vliet submitted a draft (see PowerPoint presentation below).

Arjan then gave an overview of the situation per country. An exemption procedure is under construction in Belgium, based on the Dutch approach, until such time as the actual Belgian procedure is operational. Finland is moving forward very robustly, both in terms of procedure and confidence in other member states. In Germany the organisation differs, due to the various regional procedures. The situation in Denmark is being looked into. The form of (technical) assessment in Sweden will be included in this afternoon's discussion. The Netherlands is well advanced in the exemption procedure and is open for testing. Interested parties can submit test applications at: [www.rdw.nl/ITS](http://www.rdw.nl/ITS).

Arjan set out the steps until April and asked participants to submit applications to the Authority as soon as possible. This will enable detailing of solutions to start right away. **ALL REQUESTS SHOULD BE RECEIVED BY MID JANUARY. IDEALLY ALL APPROVALS SHOULD BE REALISED BY FEBRUARY.** In closing, Arjan said: "The time for talk is almost over, and it is now action time - starting with the workshop this afternoon."

See also: [PowerPoint presentation Arjan](#)

3. *Loes Aarts, senior adviser Rijkswaterstaat.* Gave an update on routes to be driven and noted that the afternoon workshop would be about 'Modification of the routes':
  - \* Final routes
  - \* Exemption procedure
  - \* Basic principles route assessment
  - \* Route profile
  - \* Communication during the drive

Loes pointed out that **timing** will be among the most challenging aspects of the routes to be driven. All truck platoons need to be in time for the formal landing. Media and governmental representatives (Ministers) will be present. Coming from the far north or from southern Germany with all the congestion on the way, there will be many uncertain factors during the journey. Even so, the platoons must all land at exactly the same time. Loes briefly referred to the kick-off in Bordeaux, where a start was made on harvesting data needed by the OEMs. All these data are incorporated in an Operating Plan that will be further discussed and detailed during the afternoon programme of the Corridors to Drive workshop. Loes: "Basically this afternoon's discussion will be about: What we, as authorities, can do for you. What is our role as Road Authority? What static data do you need to fulfill the Operating Plan? Together we need to answer questions like: is direct contact with Road Authorities needed during the drive? What do we do about unexpected delays, accidents or severe weather conditions? How do we deal with pockets of congestion? With driving and resting time? What communication moments have we identified?" However, according to Loes the success of the Challenge is ensured as, when necessary, systems can be shut down in the event of complex traffic situations, accidents or 'non-approval' by the authorities.

See also: [PowerPoint presentation Loes](#)

4. *Monique Moonen, strategic communications adviser, Rijkswaterstaat.* Discussions at the kick-off in Bordeaux included a number of communication deliverables: a project logo, an informative website and a newsletter. This was further discussed with ACEA and the Communications directorate of the Ministry of Infrastructure and the Environment. Results included a project logo, that will be submitted to all partners today. The logo can be used on trucks taking part in the Challenge, as well as on letterhead or online media. Together with ACEA, a start was also made on drafting a social media strategy, which was further discussed during the afternoon at the Communications workshop. De [www.eutruckplatooning.com](http://www.eutruckplatooning.com)



## Ministry of Infrastructure and the Environment

website was launched, initially for professionals taking part in the EU Truck Platooning Challenge. The website is also open for discussion and can be altered in line with the wishes of participating partners. The website has a closed section (Workspace) where partners – via a specially allocated login – can share documents, plans, presentations, project plans and other outlook documentation around truck platooning and the Challenge. Monique also introduced the digital Newsletter Truck Platooning Challenge 2016, and encouraged everyone present to sign up for this. This can be done via the website [www.eutruckplatooning.com](http://www.eutruckplatooning.com) or with a mail to [monique.moonen-rueb@rws.nl](mailto:monique.moonen-rueb@rws.nl). Monique: “Sharing information is important and I’m asking everyone to supply content for the website and/or the newsletter.” Lastly, a short preview of the video on the landing point on the Maasvlakte was shown and the session closed with a presentation of the (preliminary) programme around the Truck Platooning Challenge 2016:

- \* 6 April – landing APM Terminal Rotterdam
- \* 7 April – Intertraffic RAI Amsterdam - Invitational Conference
- \* 14 April – Informal Transport Council, Maritime Museum Amsterdam
- \* 14 April – Innovation Expo Amsterdam

See also: [PowerPoint presentation Communication](#)

5. *Florien van der Windt, project leader Self-driving Cars, Ministry of Infrastructure and the Environment.* Presented an update on mid- and long-term perspectives. This will be the cusp of a new era, where the next two decades will see more change than the previous 100 years. Software, not the engine, will be at the heart of the car! Florien set out the benefits platooning will bring to Europe: safer, cleaner, and more efficient. But, as she pointed out, while many initiatives are started up, all are confronted by the same issues. Mutual learning will advance the development of automated driving, and to this end the Dutch Minister of Infrastructure and the Environment is preparing an informal meeting (Informal Council) for European Ministers of Transport. For the same reason the Minister is drafting a declaration with a strategically shared agenda and goals. This Paper will also feature the overall statement: safer, cleaner, more efficient. Florien: “Given the many member states involved, this declaration will not be highly detailed. Moreover, some member states are quite unfamiliar with these developments. The plan is to set the agenda for the area of cooperative and automated driving in Europe. The Netherlands believes in a Learning by Doing approach. To take one example, hopefully we can boost compatible legislation and enable large-scale cross border tests. The EU Truck Platooning Challenge is one of the first showcases, hence its importance.”  
Answering a question from the audience, on the possible link between Truck Platooning in Europe and the US, Florien said that our initial focus is to boost platooning in Europe. However, the US is very interested and we might possibly share test results and legislation stateside.
6. *Joris Cornelissen, adviser Rijkswaterstaat,* showed that the EU Truck Platooning Challenge is a first step towards a broader perspective, including the Invitational Conference (7 April, Amsterdam) and the roadmap to 2020. He set out the process towards drafting the roadmap and ways to join or contribute to this longer-term vision on automated driving. According to Joris the Challenge features two main goals:
  1. Clustering all international stakeholders around the subject of truck platooning
  2. Agreeing on the way forward: what will be the next step for truck platooning in Europe?The main topics will be discussed at an International Expert Meeting in February 2016: legal, technical, human factors, deployment, impact. Everyone will receive an invitation to this Expert Meeting. Joris: “Please, feel welcome to join. Your input is a must. I look forward to a successful Expert Meeting.”



## Ministry of Infrastructure and the Environment

In closing the morning programme *Gunnar Tornmalm (Scania)* had this to say about the Next Level Meeting so far: "I would like to thank you all for this opportunity, this Challenge. It's not about competing, but about working together, side by side. This marks a first step towards future developments and I will be very disappointed if it comes to a halt after the Challenge in April. We must maintain the momentum and show politicians and decision makers that we can do this together – following the lead of organisations like Rijkswaterstaat, ACEA and CEDR. Thank you for this event!"

### **Afternoon programme: breakout sessions**

The afternoon programme began after a well-catered lunch on the 17th floor of the Port of Rotterdam building. There were two substantive breakout sessions, organised by the Challenge team:

#### Break out session Corridors to Drive (Loes Aarts and Arjan van Vliet)

This well-attended workshop addressed a range of topics set out below. One message became increasingly clear: keep it simple! The main objective for 6 April is to create a testbed. From there we have to work on all the issues related to truck platooning, including:

- Final routes
- Route profiles – parameters
- Technical boundaries
- Exemption procedure
- General questions and ambiguities
- Next steps

Please bear in mind the next steps to be taken as per the **Routes to Drive**:

- 3 December:** ACEA sends out the final overview of the Technical Boundaries, which will be submitted to the authorities involved for comment.
- 4 December:** RDW sends all countries involved a slide with inventory points as well as a slide showing the exemption procedure of the specific country, based on current information. The legal powers are important. The countries will be requested to adjust slides so that exemption procedures are shown correctly - before 15 December
- 4 December:** Rijkswaterstaat sends out a list of parameters (based on the inventory of 1 December) to all OEMs and National Road Authorities together with the route profiles to be completed no later than 15 January 2016.
- 15 December:** Feedback on the inventory questions and the exemption procedure by all countries.
- 15 January:** Input on all route profiles by all OEMs and National Road Authorities.
- 15 January:** A template will be made with an overview of the required information per authority within the exemption procedure. In mid-January this list will be distributed to all OEMs, making clear what they need to deliver (in the most manageable possible form).
- 20 January:** Input on route profiles is collated by Rijkswaterstaat and redistributed among all OEMs and National Road Authorities to build further towards the final version.

For the full report see: [Breakout session Corridors to Drive](#) [pdf]



## Ministry of Infrastructure and the Environment

### Break out session Communication (Monique Moonen and Marouschka Booij)

This workshop considered critical topics for clear and transparent communication around platooning realisation. Discussions on communication deliverables below aimed for agreement on form and content of these communication instruments:

1. Project logo
2. Website [www.eutruckplatooning.com](http://www.eutruckplatooning.com)
3. Newsletter Truck Platooning Challenge 2016
4. Videofilm The making of... (to be shown on 14 April 2016, Informal Council for EU Transport Ministers). The Challenge itself will also be filmed. Together the two films will yield a single video report for the Informal Transport Council)
5. Social Media Strategy
6. Core Messages Truck Platooning and EU Truck Platooning Challenge
7. Communication Calendar (timeline, when to communicate what?)

Participants said that we should start at the beginning: first communication strategy, then designating target groups, then core messages. The Challenge team will work with all this input and feedback findings in the first half of January.

For the full report see: [Break out session Communication](#) [pdf]

### **Scientific Information**

After the coffee break everyone returned to the plenary room, where *Odile Arbeit de Chalendar* (sr. expert CEDR), together with *Stefan Deix* (director EUCAR) updated us on Scientific Information. They made clear that, in the first instance, the EU Truck Platooning Challenge is a demonstration, rather than a monitoring exercise. Odile: "The focus is on Learning by Doing. While it is certainly interesting to assemble data and observations on matters like driver behaviour, as yet it has nothing to do with scientific proof. You can't draw too many conclusions from this single demo."

*Stefan Deix* underlined that EUCAR is highly supportive of the Challenge. "ACEA, the mother organisation, is in the forefront of the challenge as no research is involved at that stage. There are many lessons to be learned at this phase from the challenge and these will provide information for future research steps."

*Jack Martens* (DAF), added this comment: "Truck Platooning Challenge is indeed a demo, that starts up a momentum to develop yet more demos. Certainly, we collect data, but this first demo alone is far from representative for truck platooning Europe-wide. It is an agreement on learning from experience, and what have we learned from the Dutch approach: just do it!"

A member of the audience then commented that there was a lack of information on driving at night. It is probably useful to include this from the research angle (TNO), when collecting data. Another comment addressed required clarity: 'What you want to know from this demo needs to be clearly formulated. This is a prerequisite for useful questions.'

Another contributor asked: 'Where do we put the data we've collected? How do we keep and use the data? Platooning is complex. Merely collecting a list of 25 pages of output is not very useful, so where do we keep the data?' Odile replied that: "In any event we aim to put one or two scientific data aspects on the roadmap for further investigation in future demos."

"Let's not forget", Odile summarized, "Scientific monitoring is always based on voluntary participation. And I am looking forward to sharing data with you all, because that is how we can learn by doing."

**See also:** [PowerPoint presentation Odile](#)



## Ministry of Infrastructure and the Environment

### **Wrap-up workshops**

Finally, the plenary session briefly referred back to discussions in the afternoon workshops.

#### Breakout session Corridors to Drive (Loes Aarts/Arjan van Vliet) :

There are still some uncertainties, the final outcome will be presented in a [report](#). In the meantime a group profile needs to be developed for each OEM. The Challenge-team will compile the input and send it back to the participants; responses are expected in January. This document is set to grow. Arjan asked the participants to contact him when in need of help with the exemption procedure: [avanVliet@rdw.nl](mailto:avanVliet@rdw.nl) and M +31 6 53833137. 15 December is the deadline for feedback on the inventory questions and the exemption procedure, by all countries.

#### Breakout session Communication (Monique Moonen/Marouschka Booi):

There were many remarks on the presentation of the project logo, the website, the newsletter, the social media strategy and the core messages. The Challenge team will collate all remarks and will make an overall communication plan, including core stakeholders and core messages. This will be distributed at short notice and will be open for further discussion. A number of videos are being produced. One is The making of... , a compilation of the realisation of the Challenge, i.e. truck platooning cross border on open roads. This video is produced by the Challenge team and will be shown on 14 April, during the Informal Council for EU Transport Ministers. This will enable the Ministers to see what the intense level of international cooperation can achieve in such a complex project. There are also plans to make separate videos of the actual drive, using a videocam in the trucks. This plan needs further elaboration and discussion. Monique thanked everyone for joining the workshop and for giving such clear feedback.

### **Closing comments**

Finally, chair-of-the-day Dirk Jan de Bruijn asked all participants for a short personal evaluation of this Next Level Meeting. The reactions were both clear and predominantly positive, although people were aware that much remained to be done. A compilation:

*'We did a good job. The tour of the APM Terminal was impressive, but... keep it simple in April!'*

*'I am confident that April will be a success, keeping in mind the people that I've met today!'*

*'This meeting was a good follow up, it is clear what we are going to do, technically!'*

*'I am looking forward to the next view!'*

*'It was a record breaking session in terms of photographs being taken!'*

*'I learned a lot today!'*

*'There is still a lot of work to do, but I would be disappointed if this group does not succeed!'*

*'We made a lot of progress today!'*

*'There's a lot of problems ahead, but... we are making the future today!'*

### **Feedback on output/outcome**

In process terms: the harvest of all workshops and creative ideas will be processed in the next level programmes. We will distribute these among the target group for further discussion. We'll be making choices and will indicate which ideas we are taking on board, and which not – and why. Alongside communication this also applies to topics like Scientific Information and Corridors to Drive.



## Ministry of Infrastructure and the Environment

### **Reserve: Next Level Meeting – 3 February Brussels**

By popular request we will be organising a follow-up meeting (Next Level 2) in early February. Please reserve **Wednesday 3 February** right away (Brussels is the most likely venue) – further information follows.

### **More information**

Tasking within the Challenge team: who is your contact person?

- a. Arjan van Vliet, the Netherlands Vehicle Authority, the exemption process,  
E [AvanVliet@rdw.nl](mailto:AvanVliet@rdw.nl) and M +31 6 53833137
- b. Loes Aarts, Rijkswaterstaat, regarding routes to be driven  
E [loes.aarts@rws.nl](mailto:loes.aarts@rws.nl) and M +31 6 20249147
- c. Odile Arbeit de Chalendar, CEDR, for road authorities  
E [odile.arbeit-de-chalendar@cedr.eu](mailto:odile.arbeit-de-chalendar@cedr.eu) and M +32 4 85872930
- d. Monique Moonen, Rijkswaterstaat, for all-round communication  
E [monique.moonen-rueb@rws.nl](mailto:monique.moonen-rueb@rws.nl) and M +31 6 55337307

Overall project management:

Dirk-Jan de Bruijn, programme director, Rijkswaterstaat

E [dirkjan.de.bruijn@rws.nl](mailto:dirkjan.de.bruijn@rws.nl) and M +31 6 52048228

For appointments contact the secretariat on: [merel.vanbeekum@rws.nl](mailto:merel.vanbeekum@rws.nl) and  
M +31 6 20413524.

### Newsletter

We'll be emailing you a monthly newsletter, to keep everyone up to date with what's happening in this Challenge. This is very much 'for the readers by the readers', so please send your input to the Editorial board, Monique Moonen, e-mail: [monique.moonen-rueb@rws.nl](mailto:monique.moonen-rueb@rws.nl)

### Video film

Attached is the link to the video film of the tour of the APM Terminal on Maasvlakte 2 in Rotterdam. This is also for those who couldn't be there in person.

## **Next Level Meeting 2: Wednesday 3 February in Brussels**