



University of Antwerp
Faculty of Applied
Engineering



University of Antwerp
M4S |
Modelling For Sustainability

Peter Hellinckx

Green inland shipping

Who am I?

Peter Hellinckx

Prof distributed AI @ UAntwerpen

- **Education**

- Faculty of Applied Engineering
- Head of Dept. Electronics-ICT
- Teaching: AI, Python, Media & Digital Society, Computer Graphics

- **Research**

- Distributed AI systems

- **Industry**

- Co-founder: Rollo.ai, Digitrans, Hysopt, HI10

Who are we?

1. M4S (Modelling For Sustainability)
2. Core is (data-driven) monitoring for sustainable control and decision support
3. Topics
 1. AI for Sustainable decision making
 1. Decision support
 1. Construction
 2. Mobility
 3. Logistics
 2. Control
 1. HVAC
 2. Facility management
 3. Renewables
 4. Shipping
 2. Climate change
 1. Weather prediction
 2. Climate change predictions
 3. Extreme Events
 4. Effects

Phd Students:

@
M4S

@
EMIB

Team:



Peter



Prof Tabari



DR. Massobrio



Dr. Van Den Bergh



Marco



Aaron



Pieter Jan



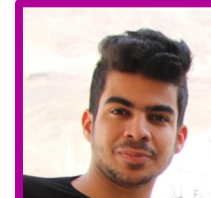
Benoit



Stijn



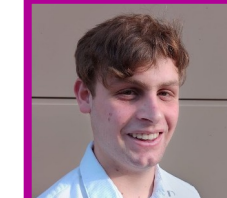
Takumi



Amirhossein



Nele



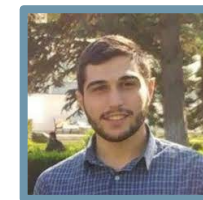
Rien



Alexander



Walter



Houssam



Senne



Open vacancies

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Geospatial Data

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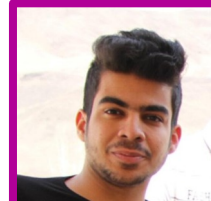
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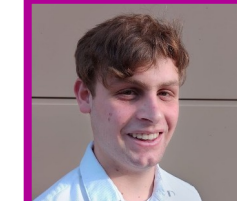
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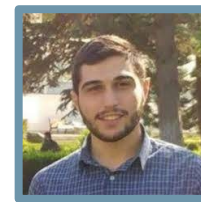
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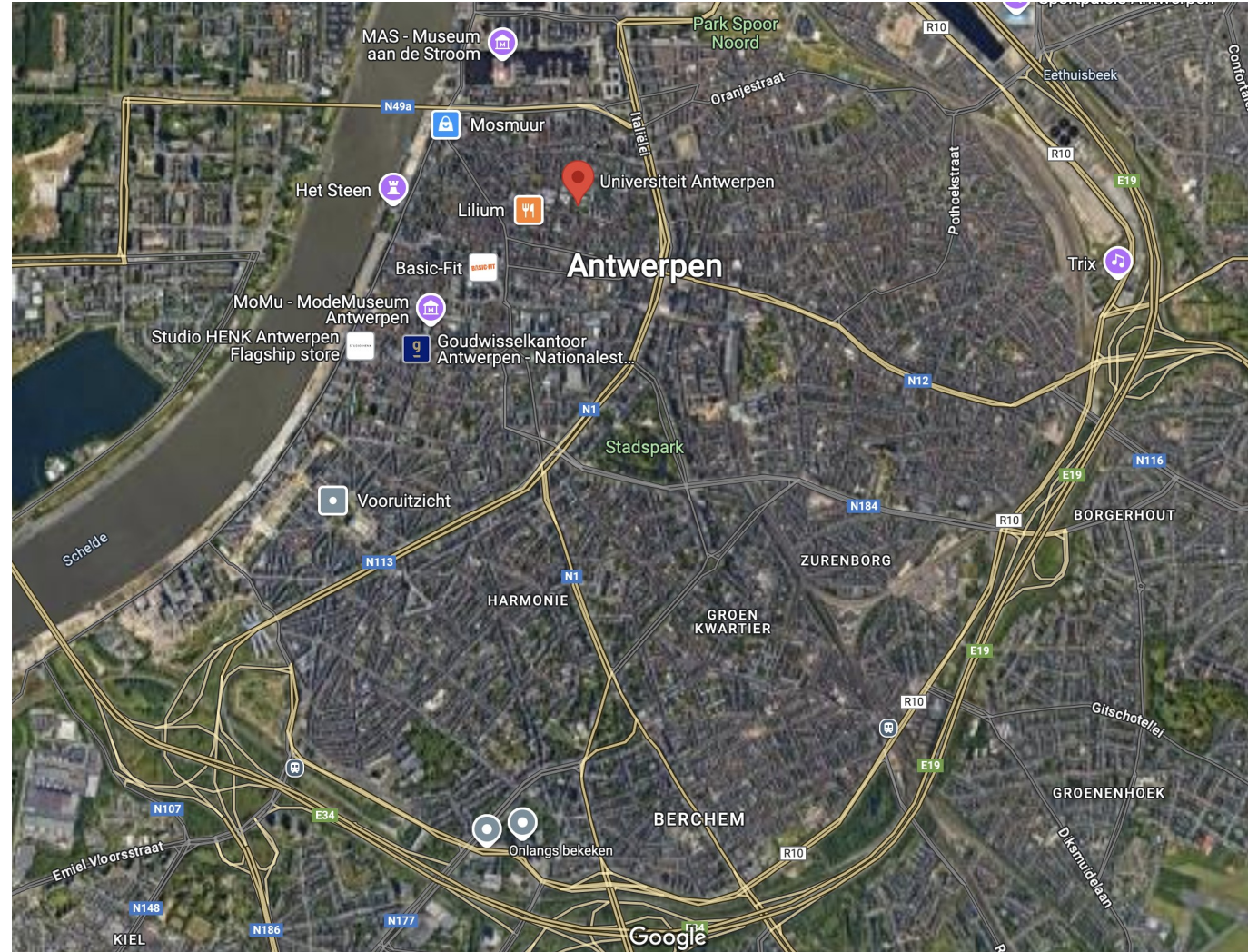


Open vacancies

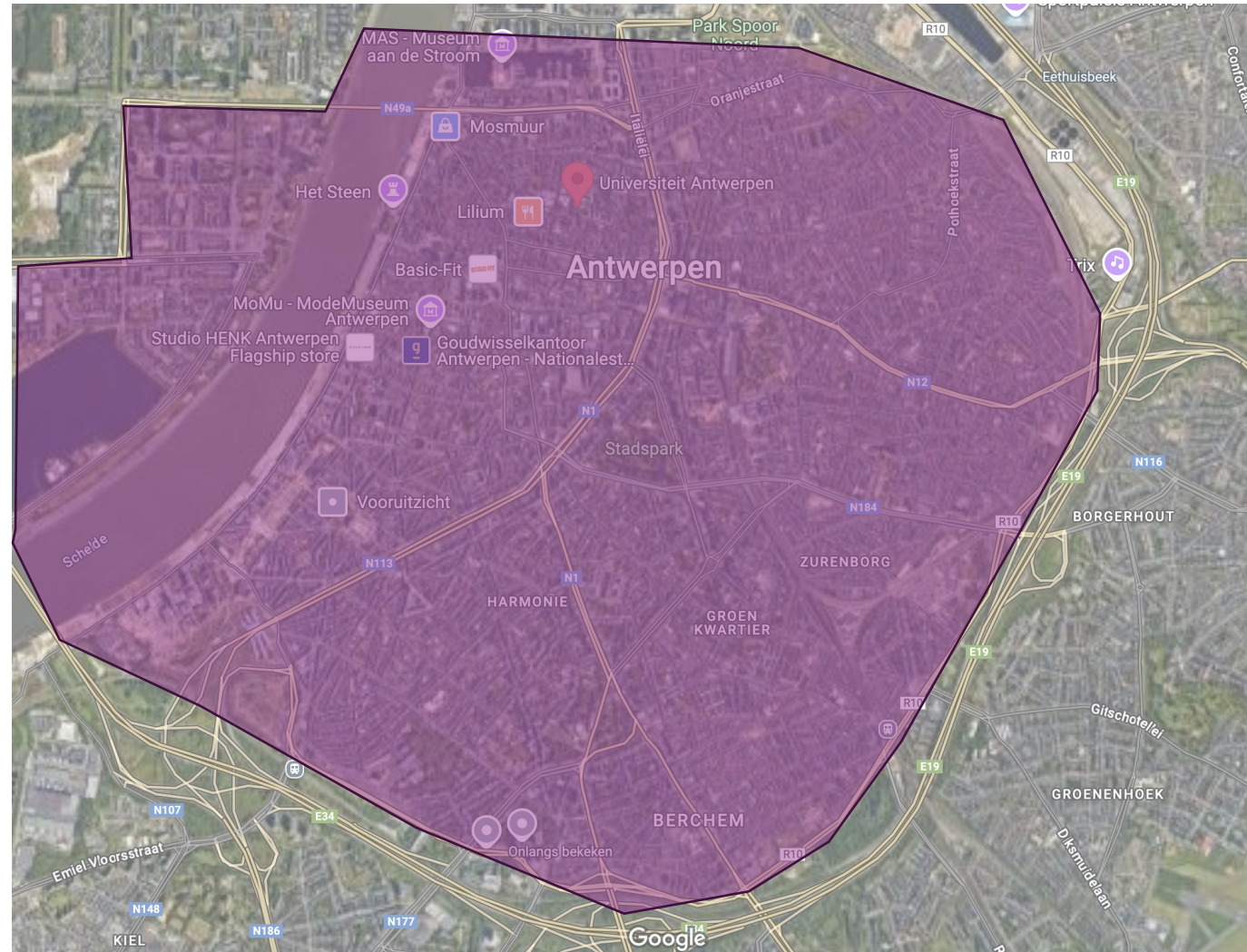
Our USP: Where do we live?



Our USP: Where do we live?



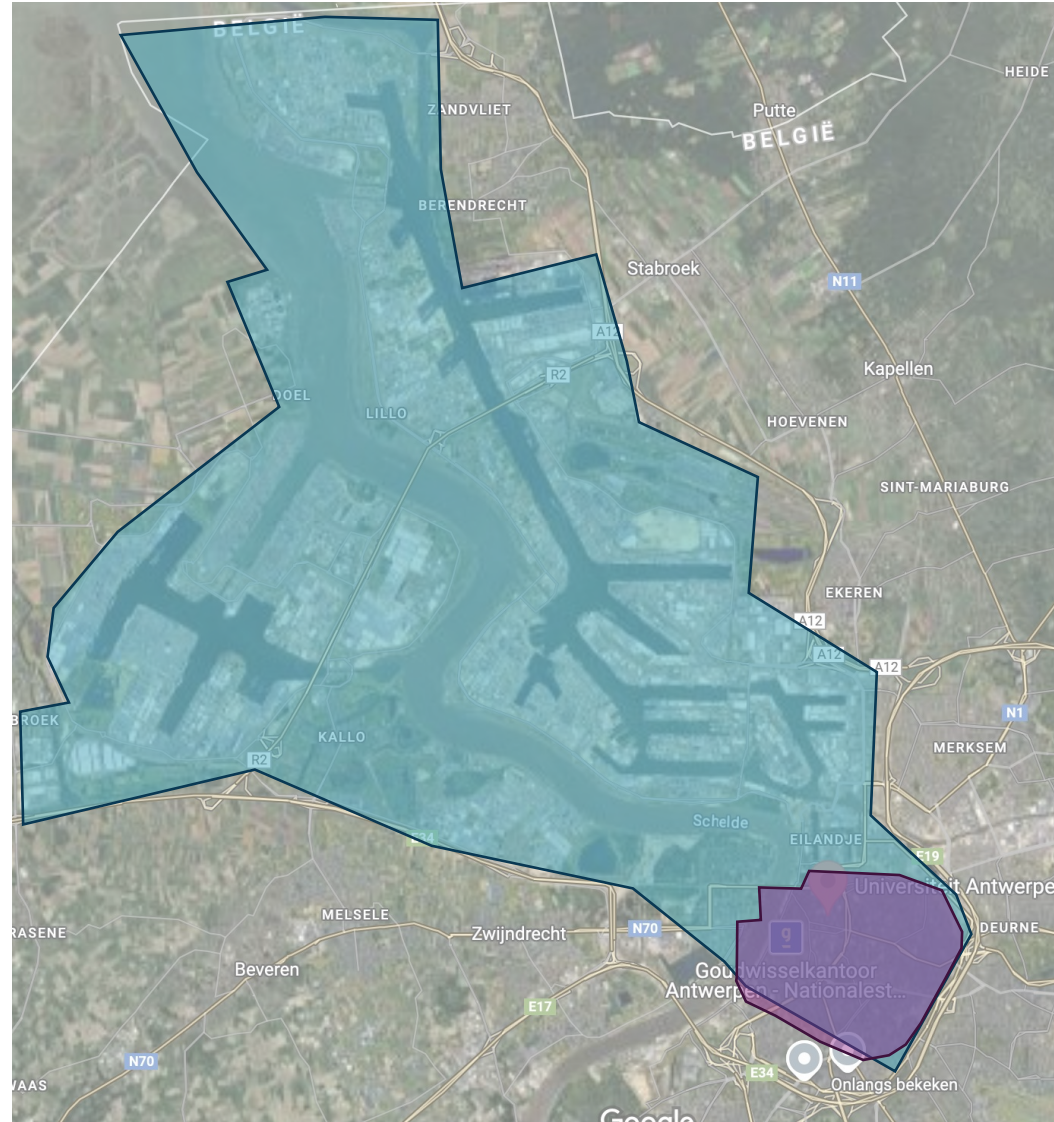
USP



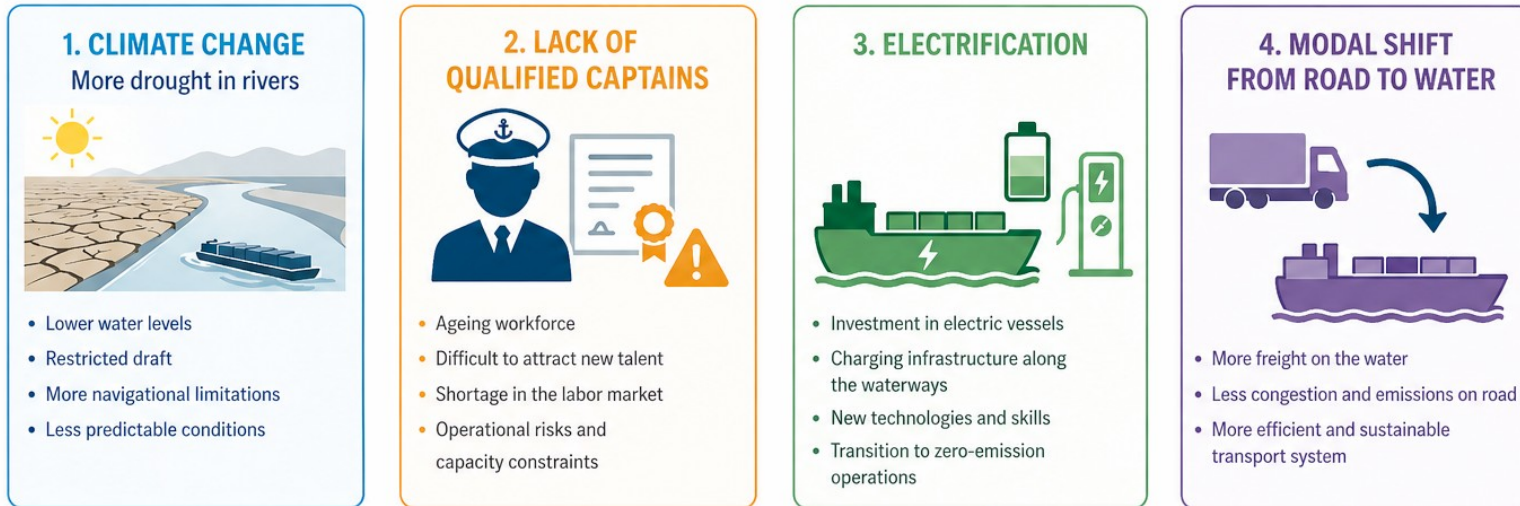
Our 2nd USP : Where do we live?



USP2: Testbed for maritime research



Inland shipping

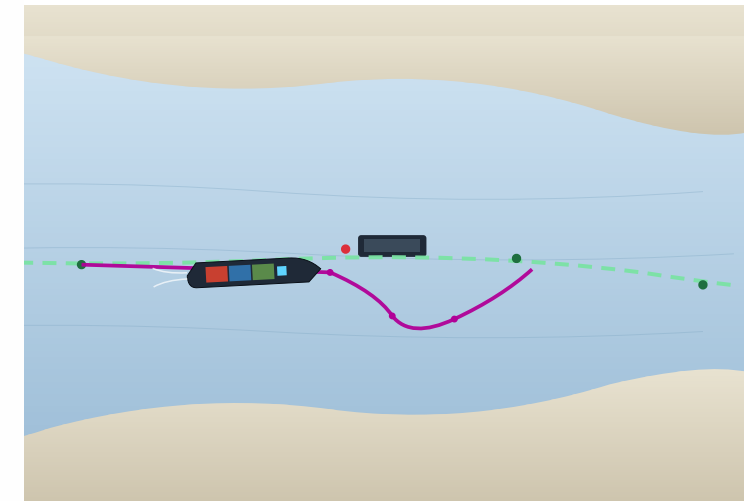
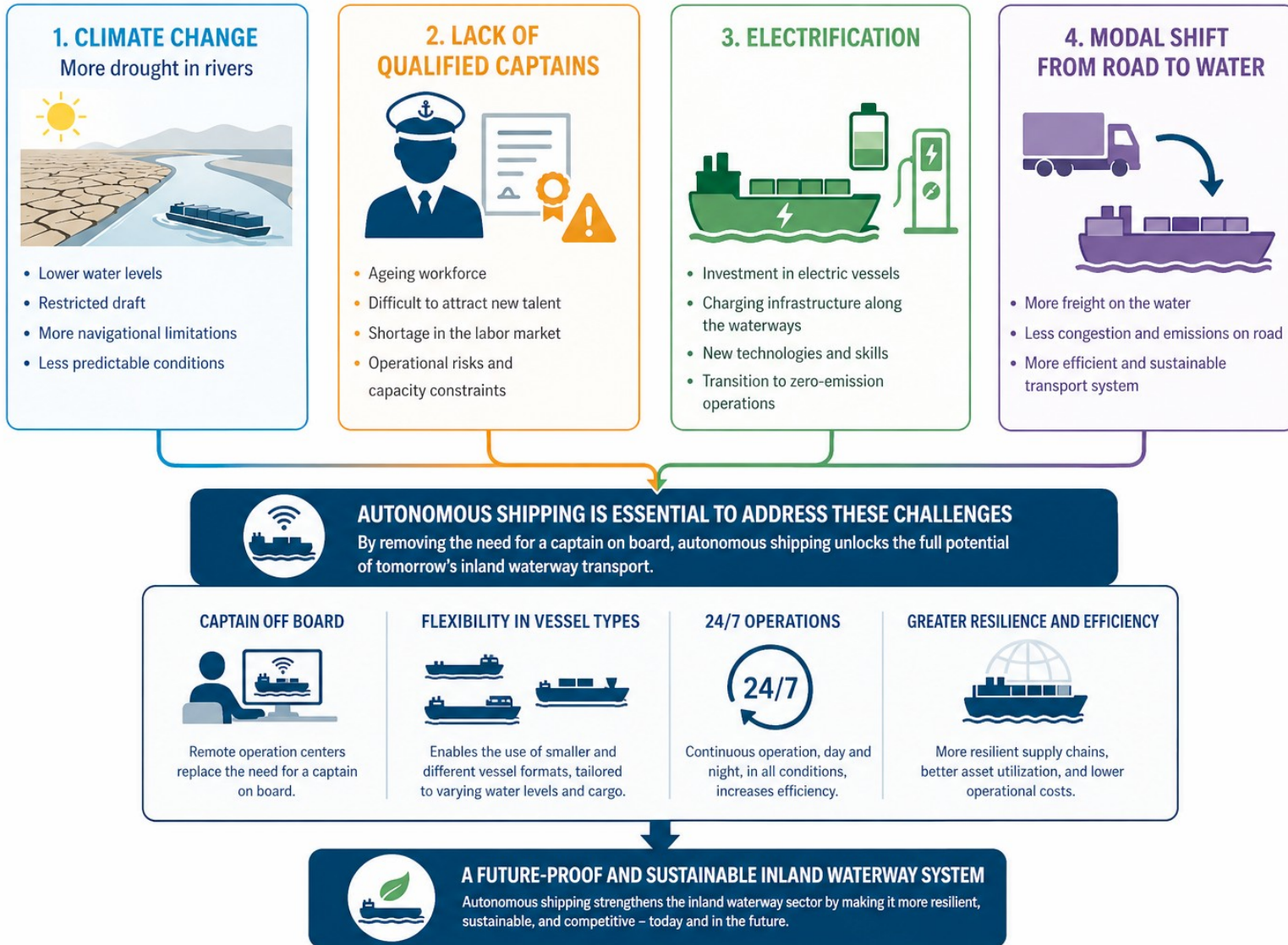


AUTONOMOUS SHIPPING IS ESSENTIAL TO ADDRESS THESE CHALLENGES
By removing the need for a captain on board, autonomous shipping unlocks the full potential of tomorrow's inland waterway transport.

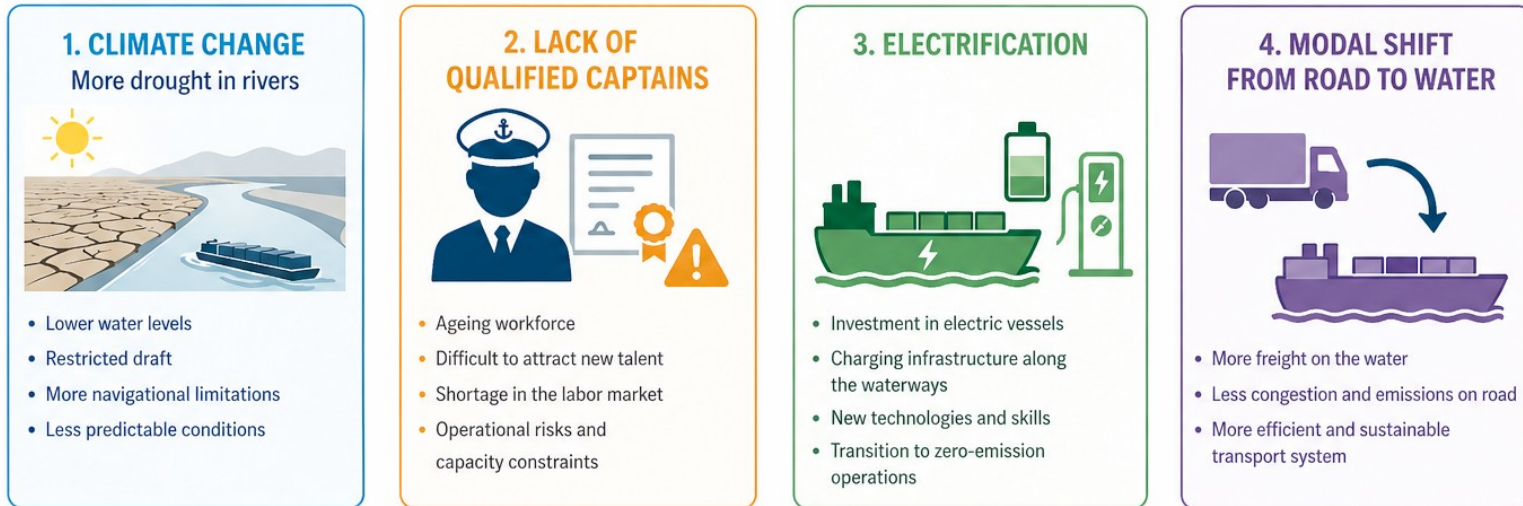


A FUTURE-PROOF AND SUSTAINABLE INLAND WATERWAY SYSTEM
Autonomous shipping strengthens the inland waterway sector by making it more resilient, sustainable, and competitive – today and in the future.

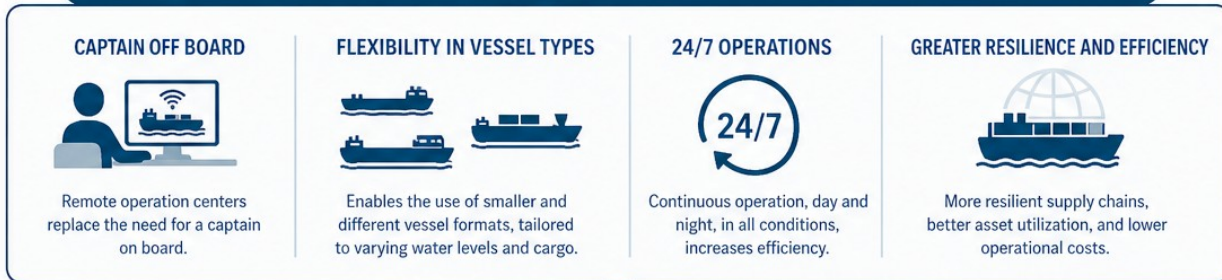
Inland shipping



Inland shipping



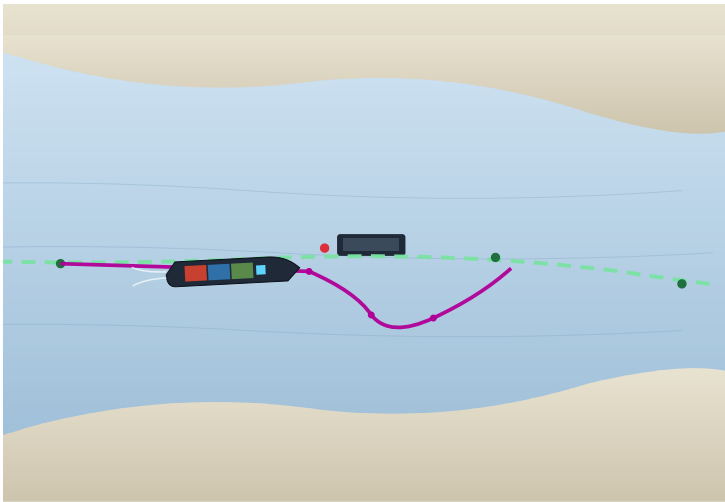
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Train an AI agent

- We need to know ship
- We need to know the environment
- We need data



Inland shipping

1. CLIMATE CHANGE

More drought in rivers



- Lower water levels
- Restricted draft
- More navigational limitations
- Less predictable conditions

2. LACK OF QUALIFIED CAPTAINS



- Ageing workforce
- Difficult to attract new talent
- Shortage in the labor market
- Operational risks and capacity constraints

3. ELECTRIFICATION



- Investment in electric vessels
- Charging infrastructure along the waterways
- New technologies and skills
- Transition to zero-emission operations

4. MODAL SHIFT FROM ROAD TO WATER



- More freight on the water
- Less congestion and emissions on road
- More efficient and sustainable transport system



AUTONOMOUS SHIPPING IS ESSENTIAL TO ADDRESS THESE CHALLENGES

By removing the need for a captain on board, autonomous shipping unlocks the full potential of tomorrow's inland waterway transport.

CAPTAIN OFF BOARD



Remote operation centers replace the need for a captain on board.

FLEXIBILITY IN VESSEL TYPES



Enables the use of smaller and different vessel formats, tailored to varying water levels and cargo.

24/7 OPERATIONS



Continuous operation, day and night, in all conditions, increases efficiency.

GREATER RESILIENCE AND EFFICIENCY



More resilient supply chains, better asset utilization, and lower operational costs.



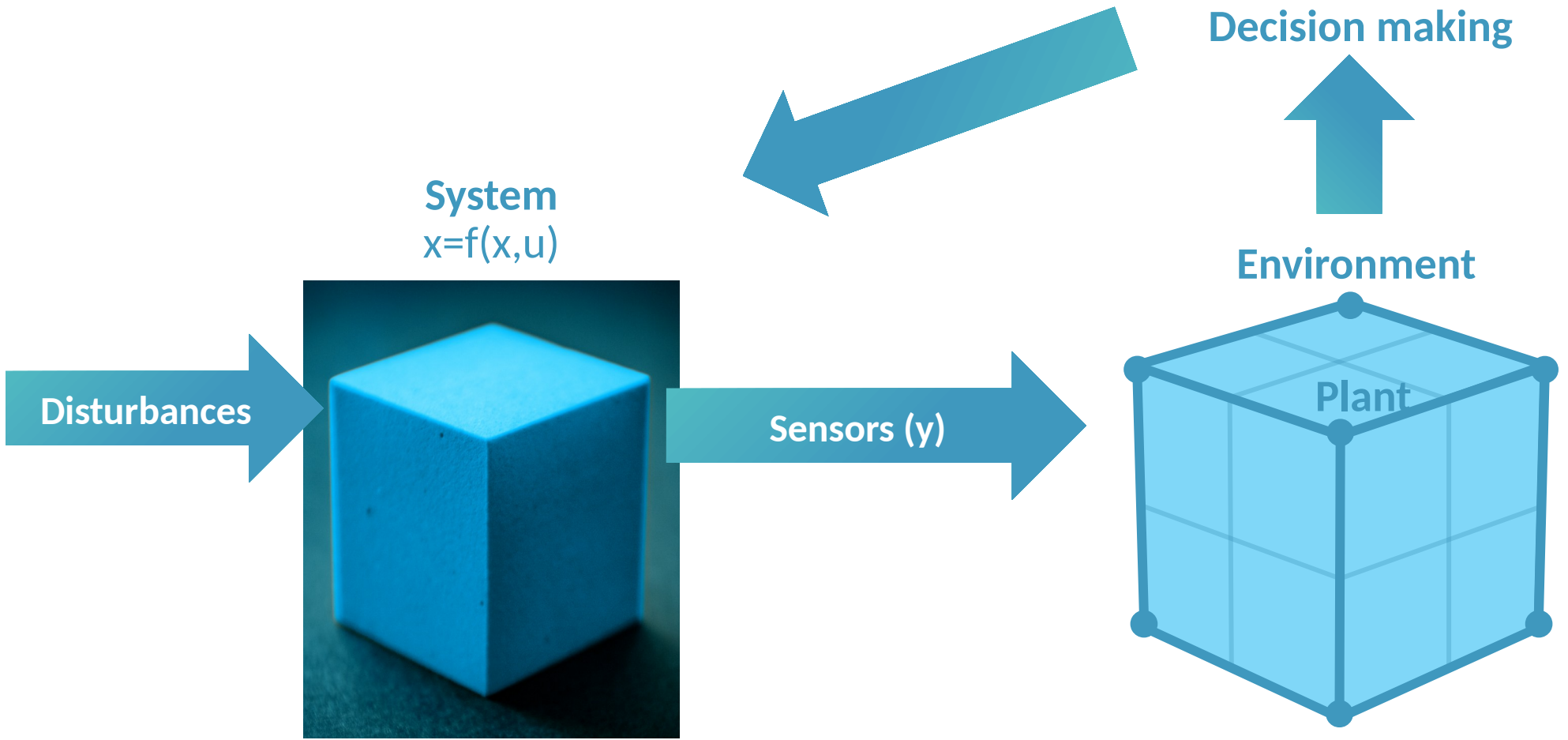
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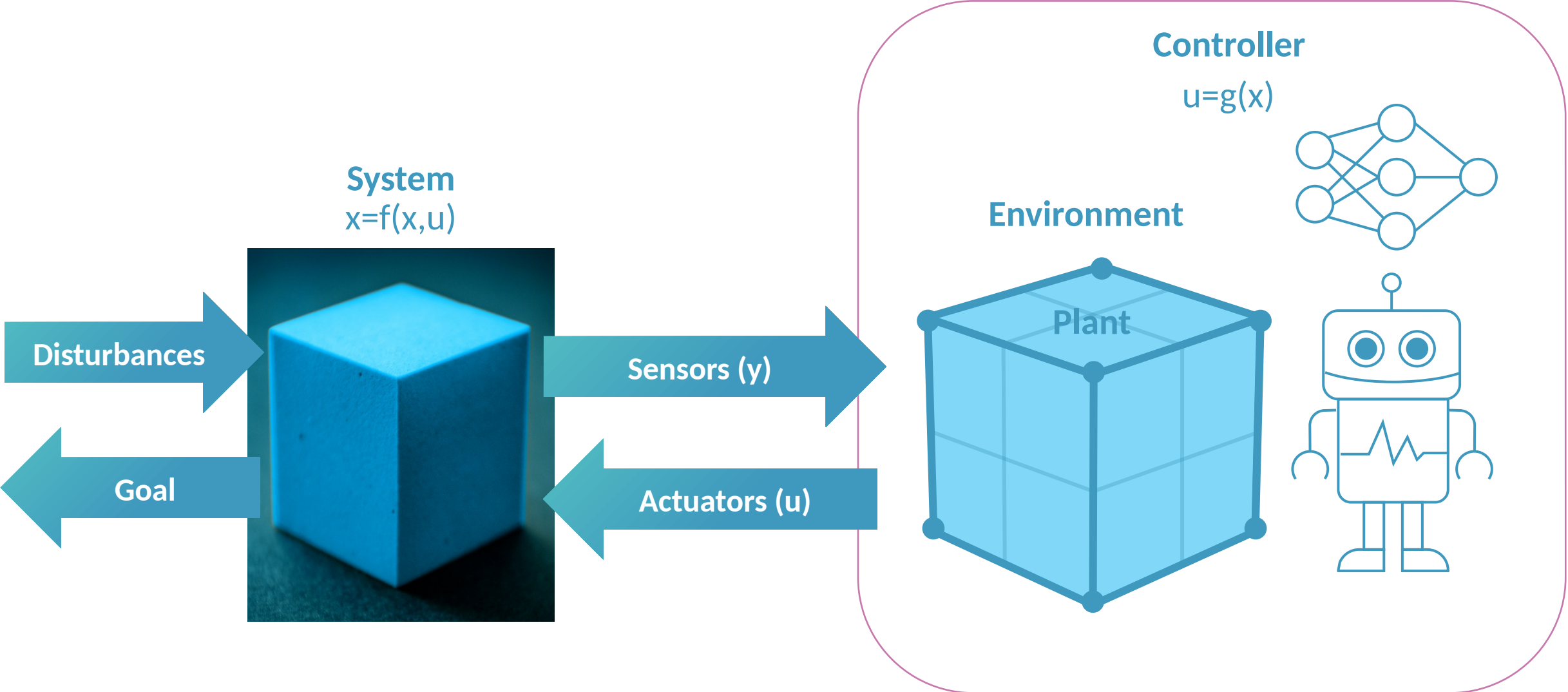


— DIGITAL TWIN —

What is a Digital twin?



What is it to me?



What are the different models about?

Control

Environment

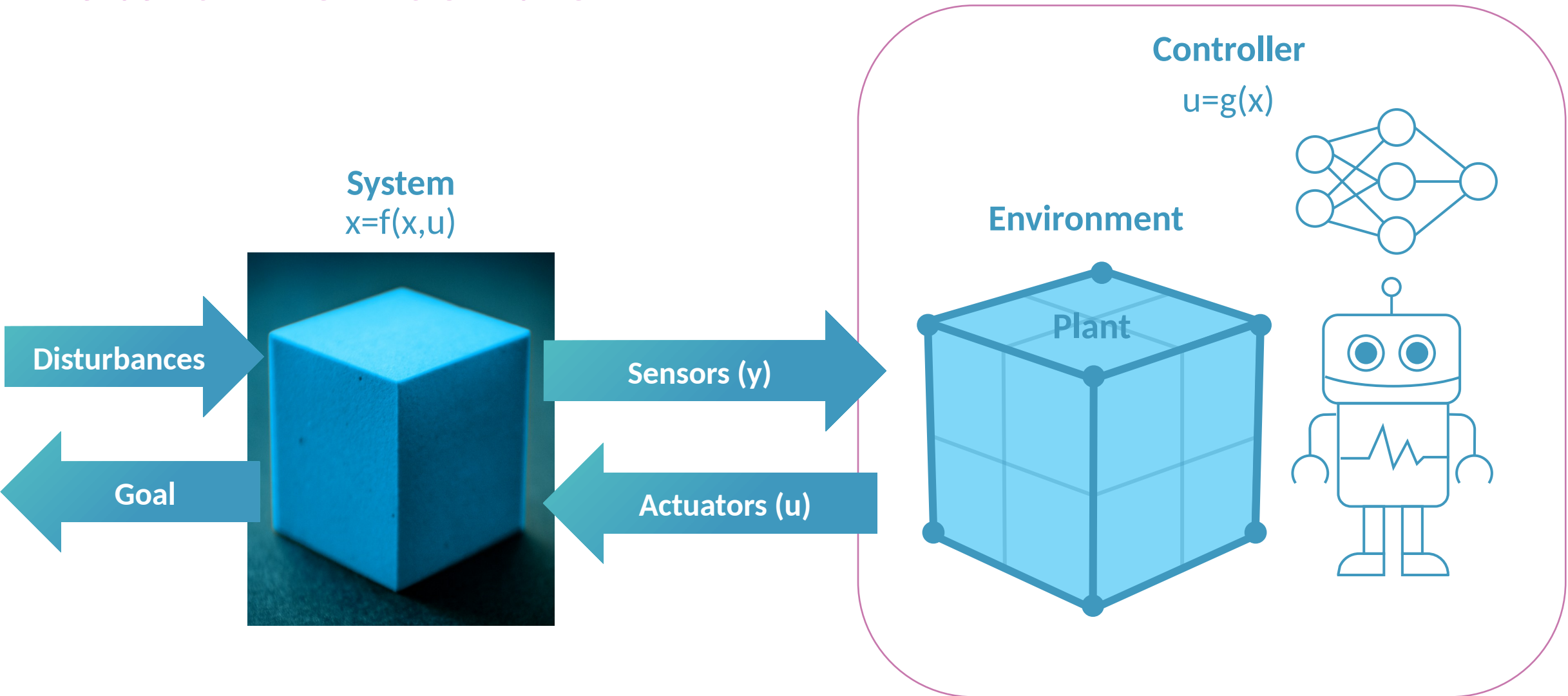
Plant



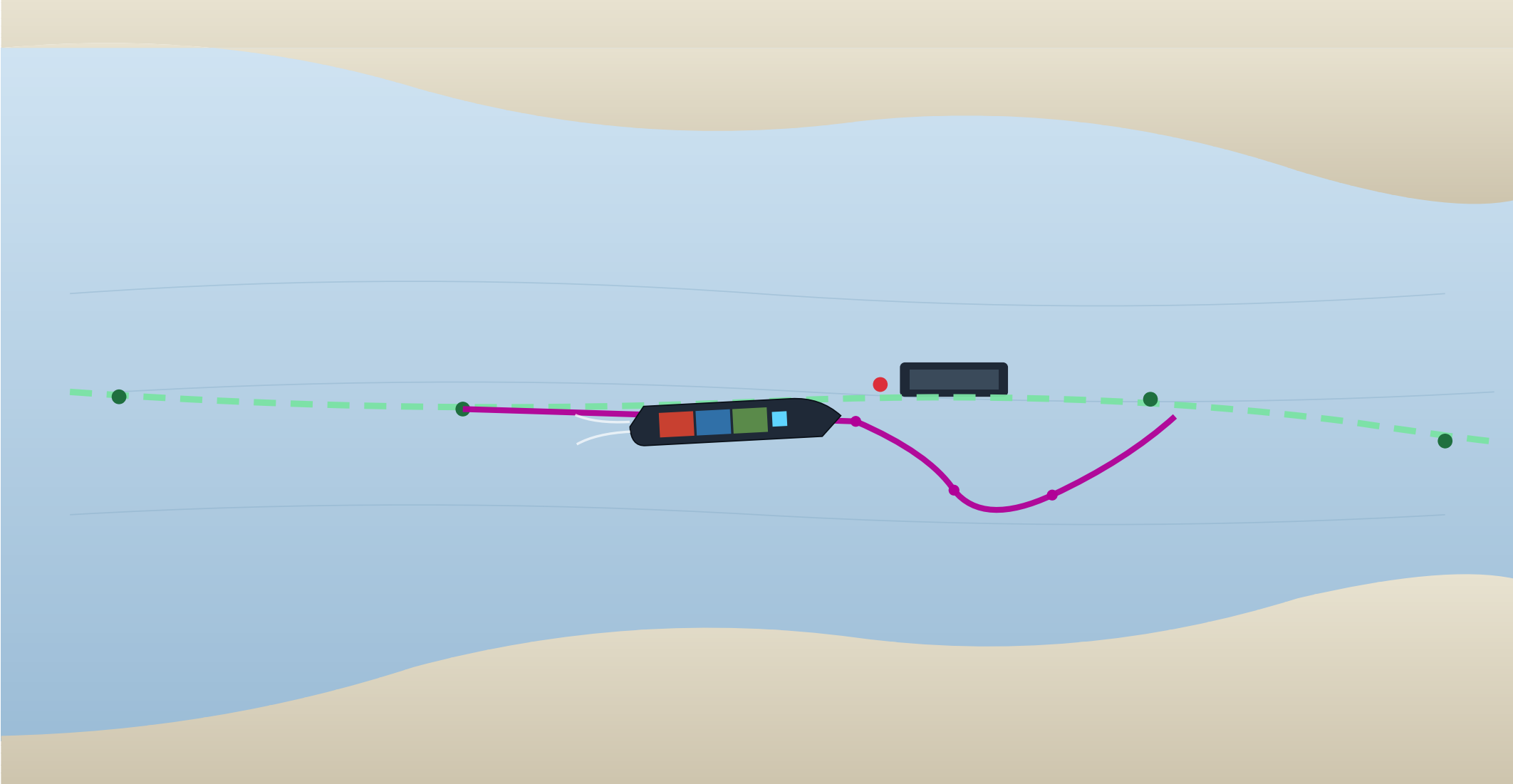
**Universiteit
Antwerpen**

Data driven control

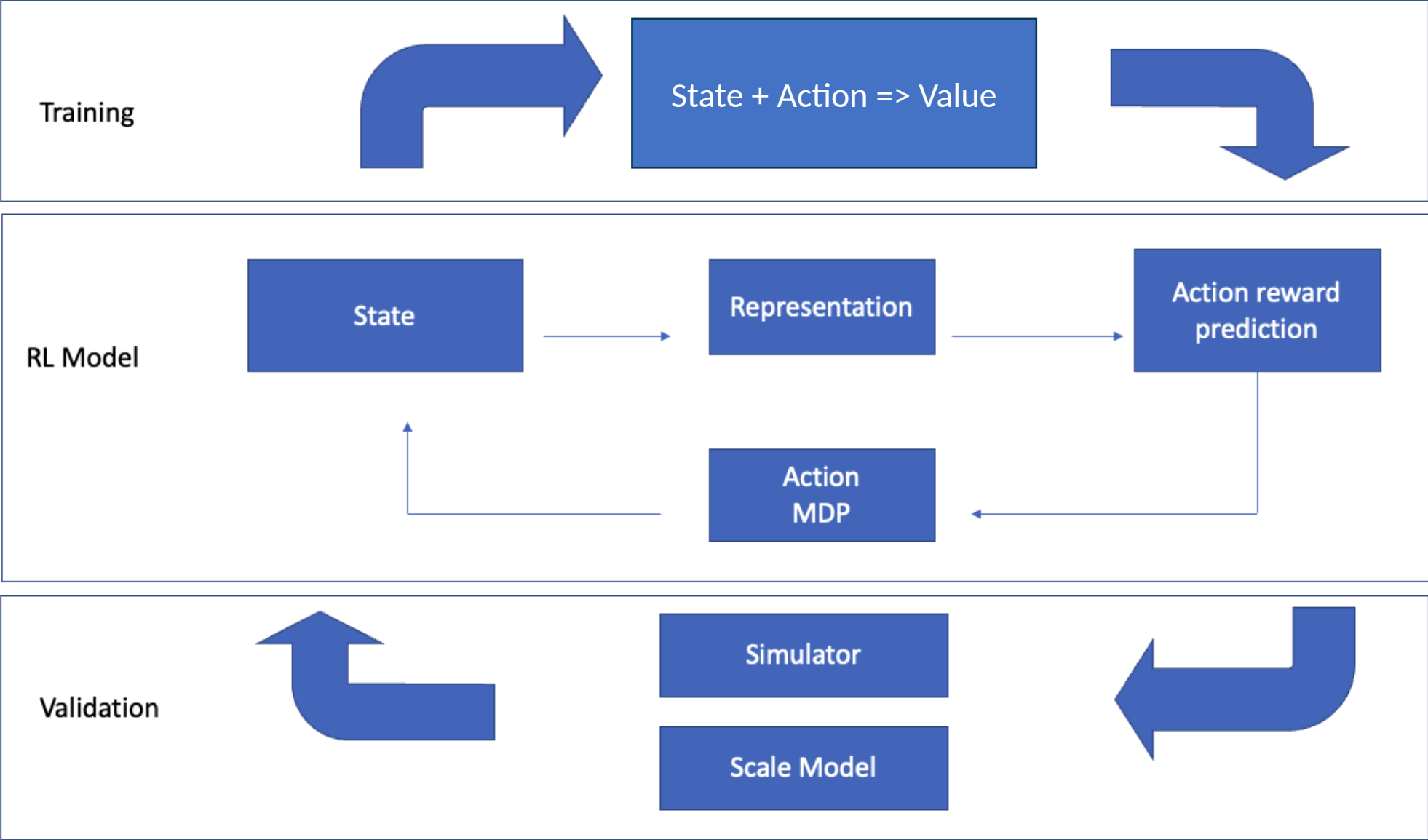
MODELS



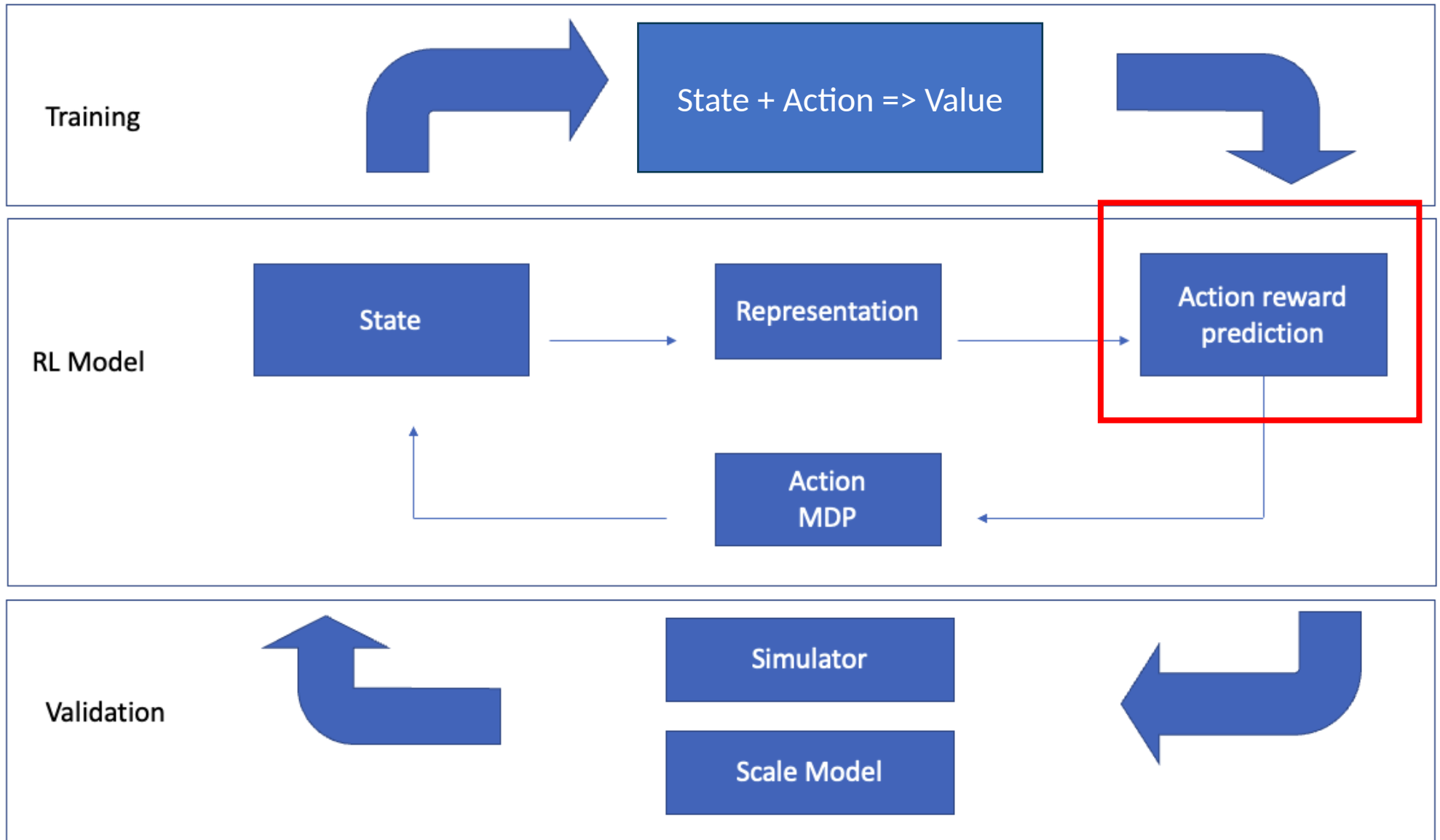
How to build a control model for a ship



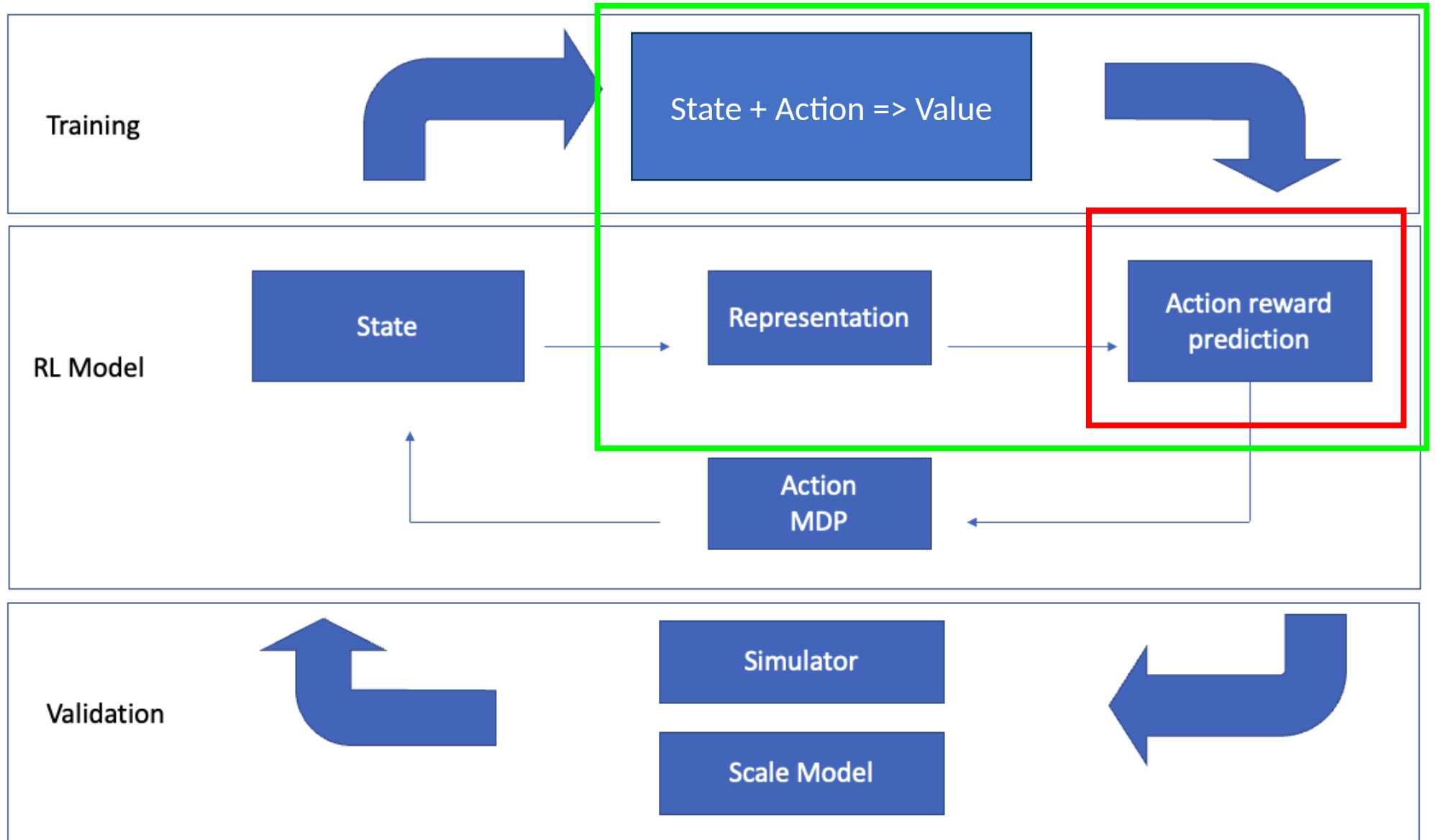
Data Driven Control



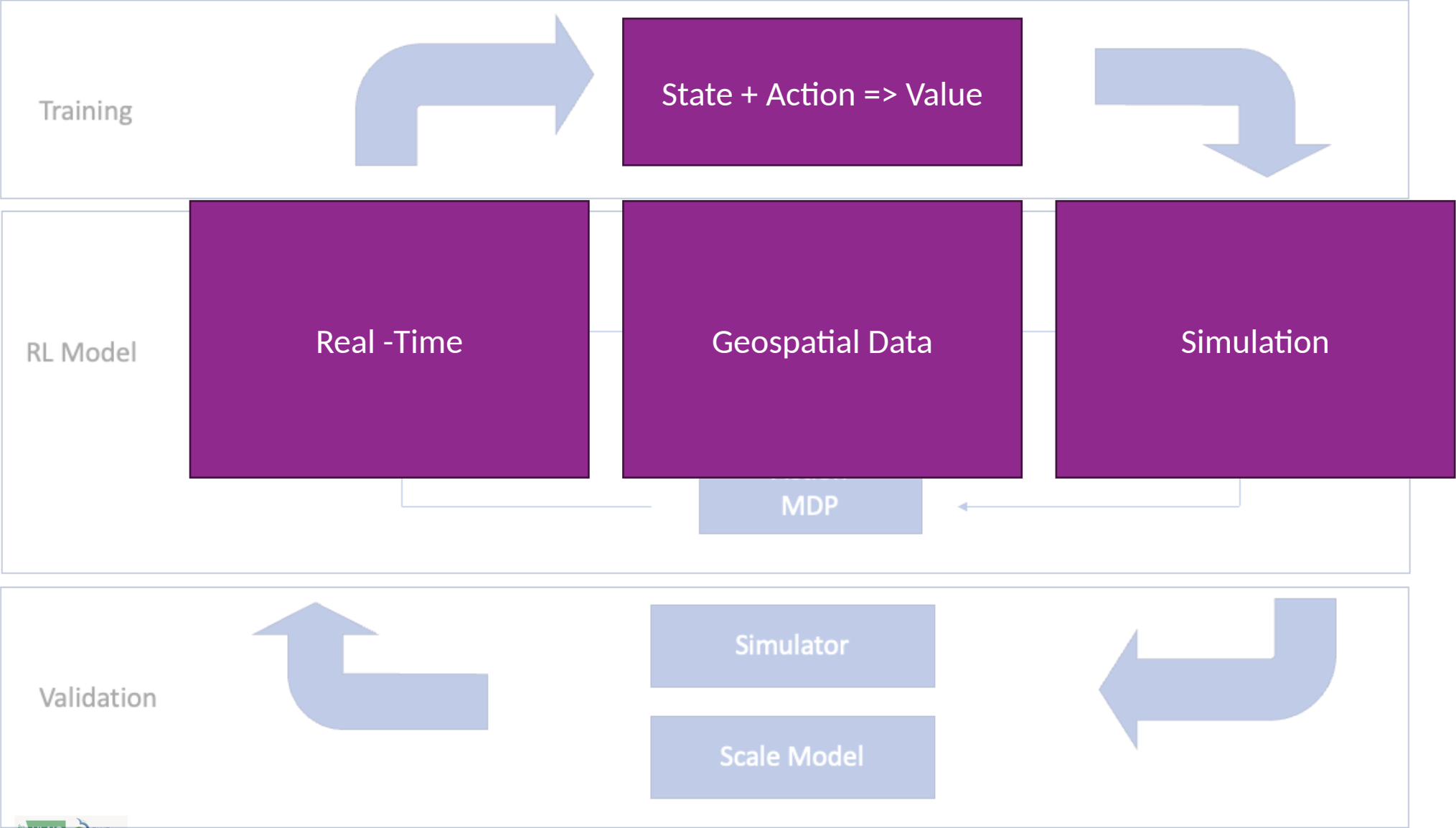
The clue of control is in the reward prediction



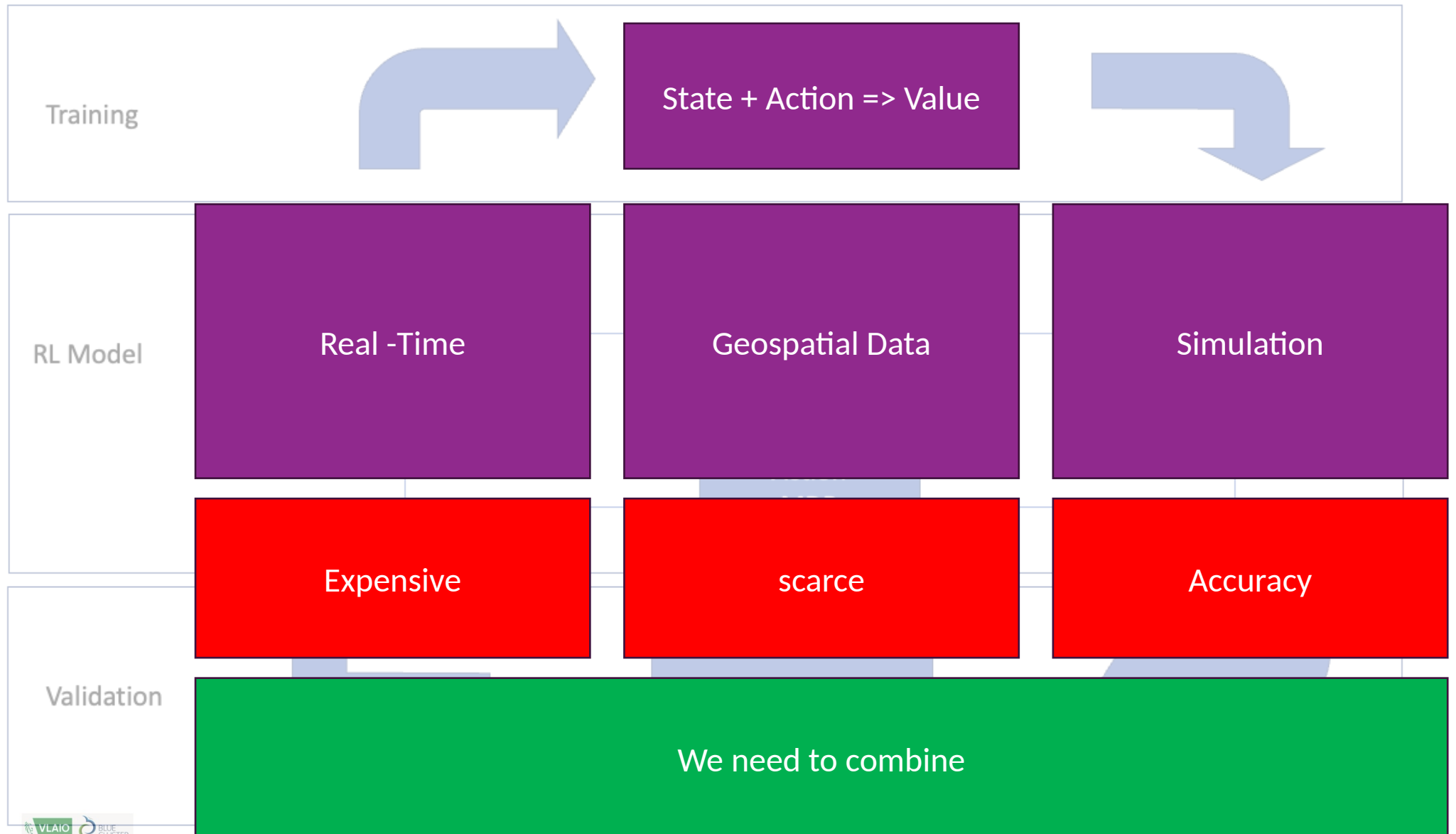
The issue is Data and Complexity



Data issue



Data issue

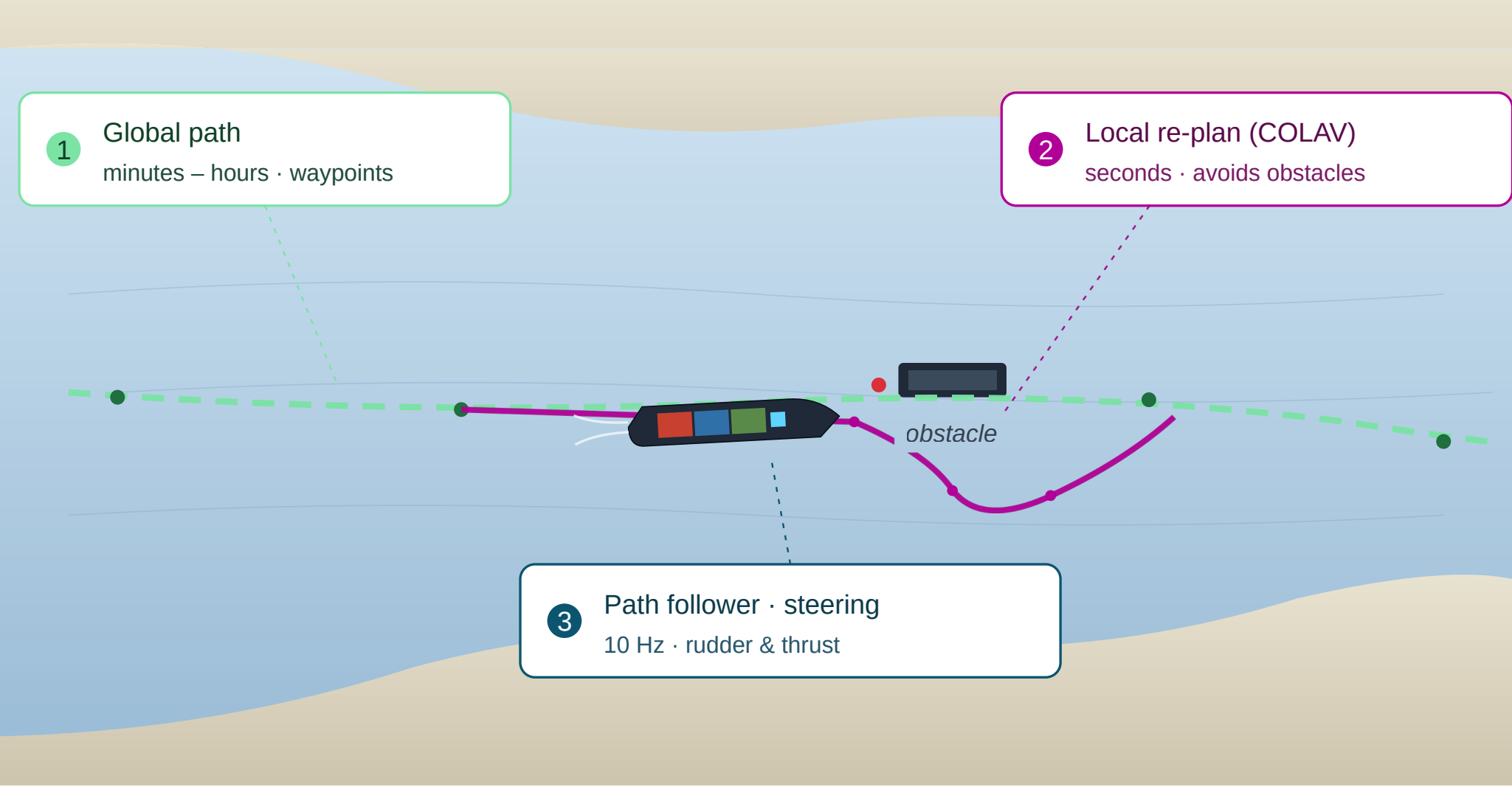


Complexity issue

- Split the problem
- Simulate what you need
- Multi agent approach

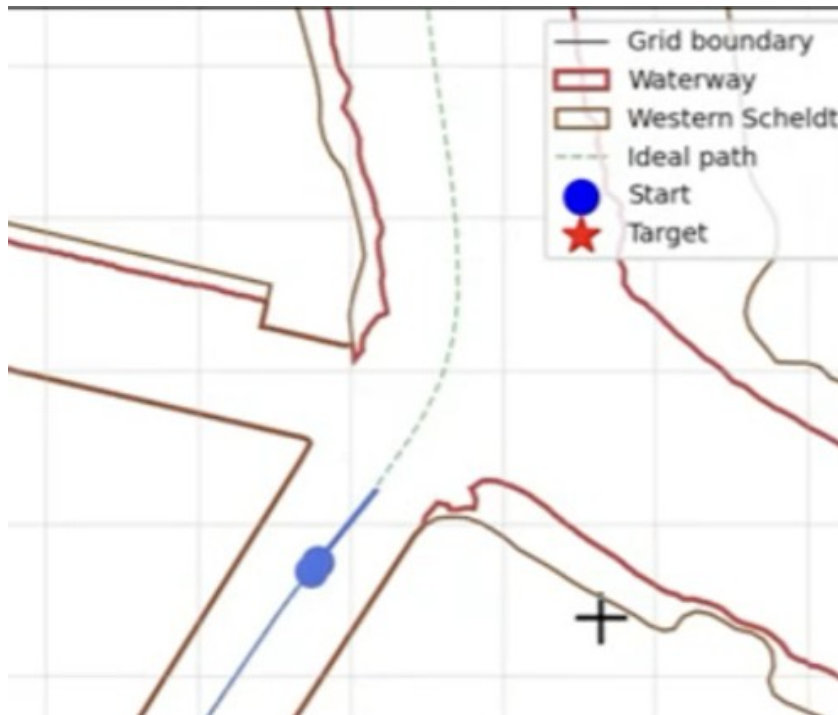
Complexity issue

Split the problem

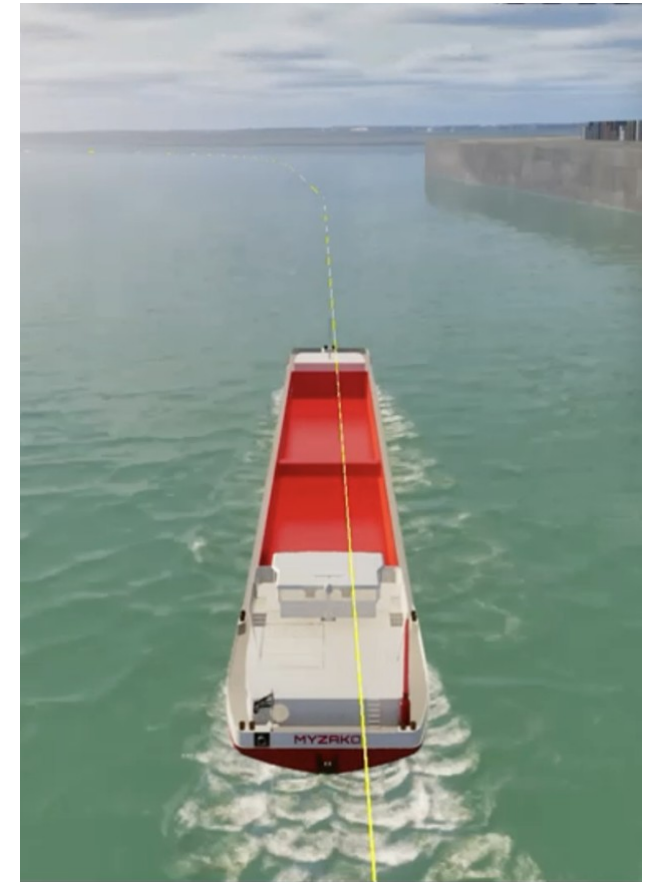
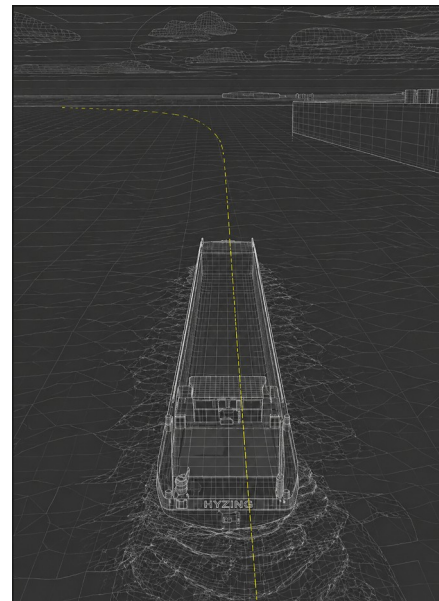


Complexity issue

- Simulate what you need

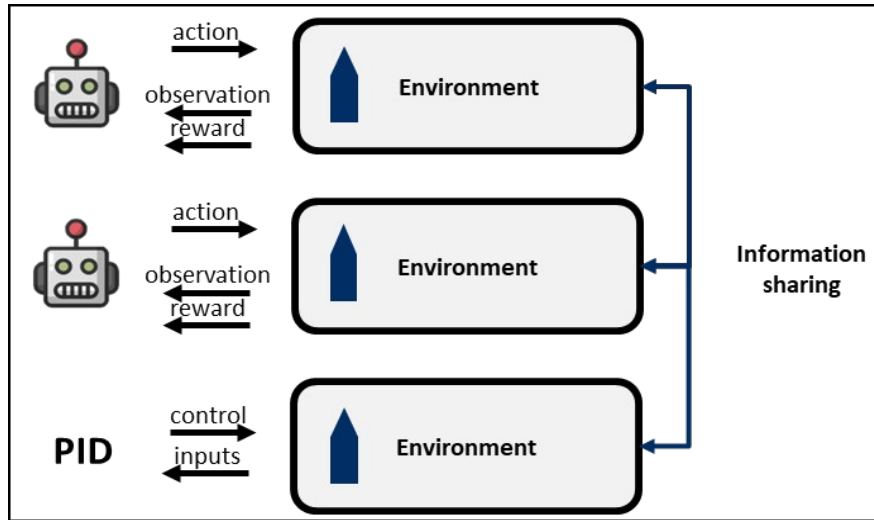


Surrogate models

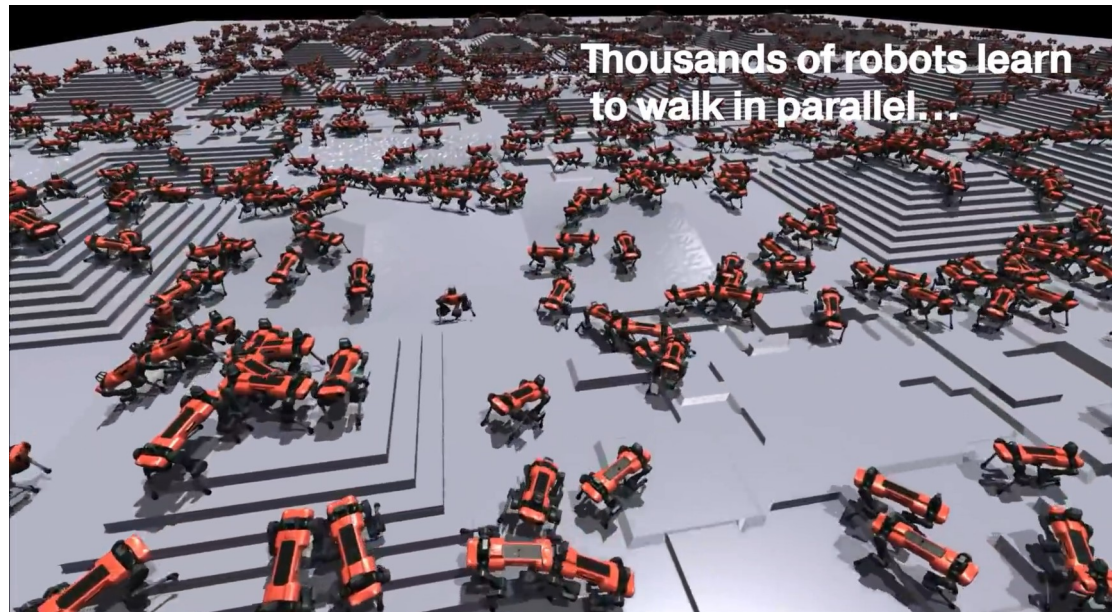


Complexity

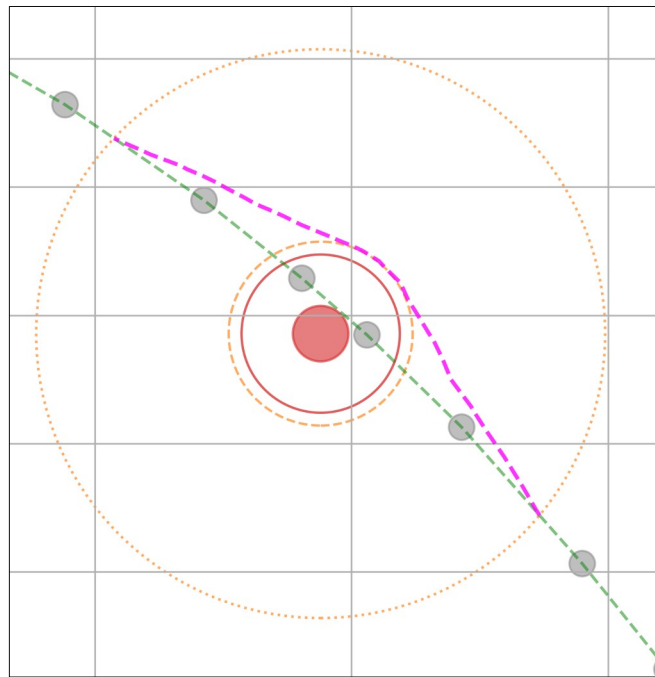
Multi Agent:



```
Run main x
Successfully registered new environment class FhSimEnv.
Successfully registered new environment class AirSimEnv.
Successfully registered new environment class LunarLander.
Successfully registered new environment class PySimPolarEnv.
2026-04-14 23:16:46,196 [root] INFO: Training agent '<fw.policies.multi_ppo_agent.MultiPPoAgent object at 0x00000241926715A0>' in environment 'MultiSimEnv'.
[Scheduler] Switched to environment: MultiSimEnv
[Scheduler] Training to reach target reward 1.75 for 4 consecutive step(s) (max steps: 1300) in MultiSimEnv.
Starting to train a new MPPD policy.
Starting training with 3 parallel environments on a 'cpu' device
Iteration 0 | agent 0 | average reward: -0.785, loss: 109.390
Iteration 0 | agent 1 | average reward: -0.373, loss: 91.665
Iteration 0 | agent 2 | average reward: -0.088, loss: 19.657
PySimEnv_0 - target REACHED at distance 4.61
PySimEnv_1 - target REACHED at distance 1.48
PySimEnv_0 - target REACHED at distance 6.39
PySimEnv_0 - target REACHED at distance 6.54
PySimEnv_2 - target REACHED at distance 5.96
Iteration 100 | agent 0 | average reward: 0.399, loss: 0.640
Iteration 100 | agent 1 | average reward: -0.735, loss: 6.708
Iteration 100 | agent 2 | average reward: 0.203, loss: 0.548
```

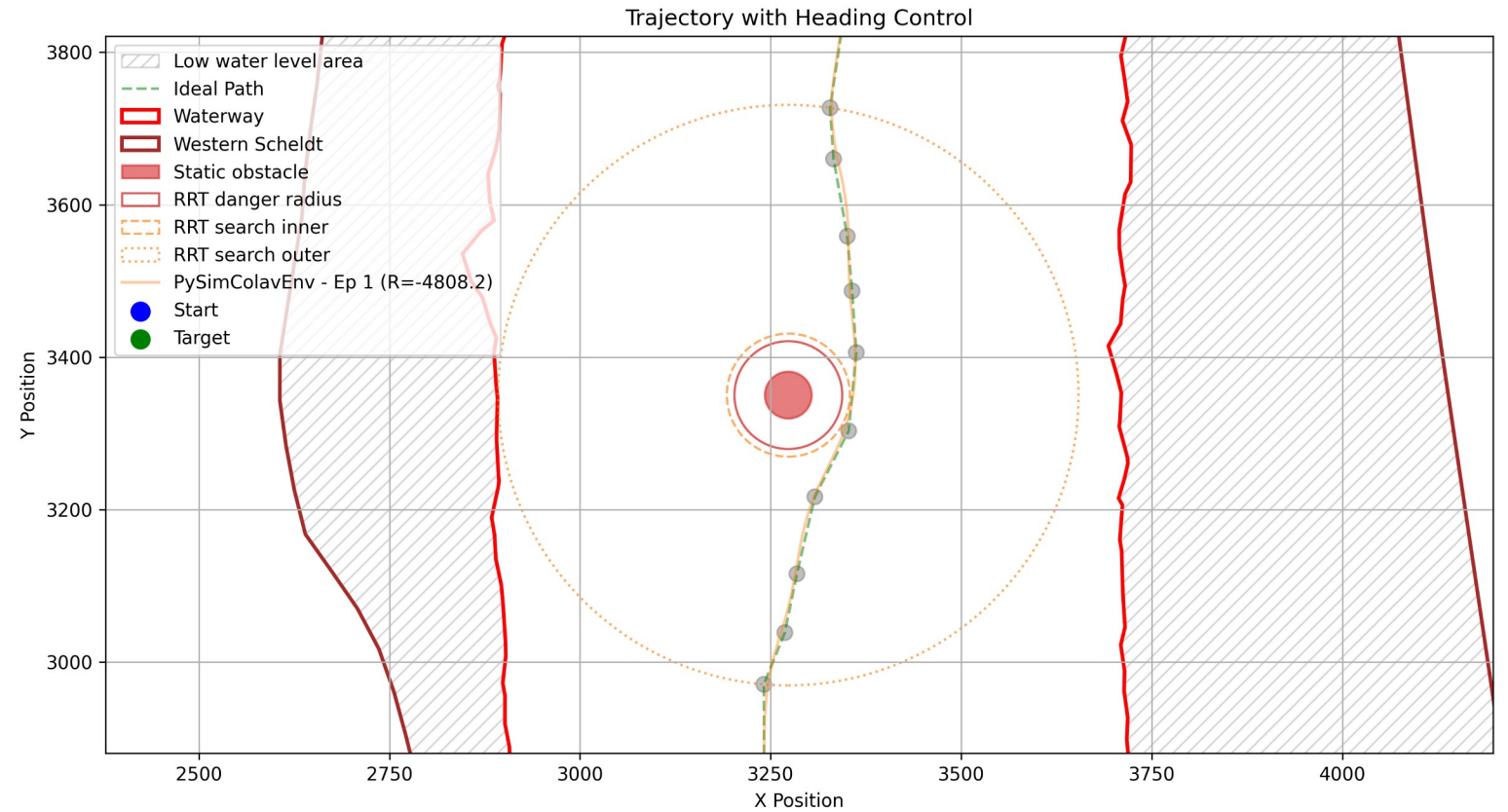


Results



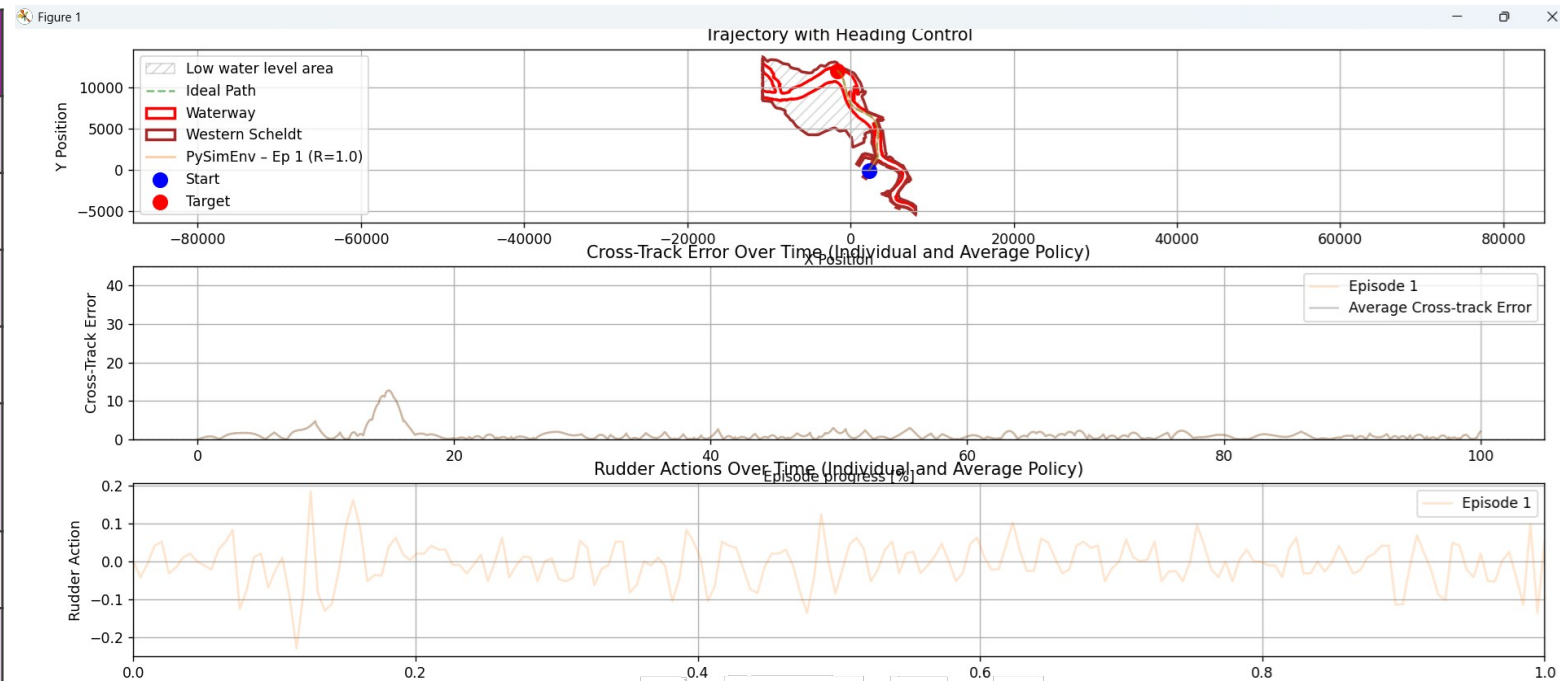
Green: standard path

Magenta: RRT* path



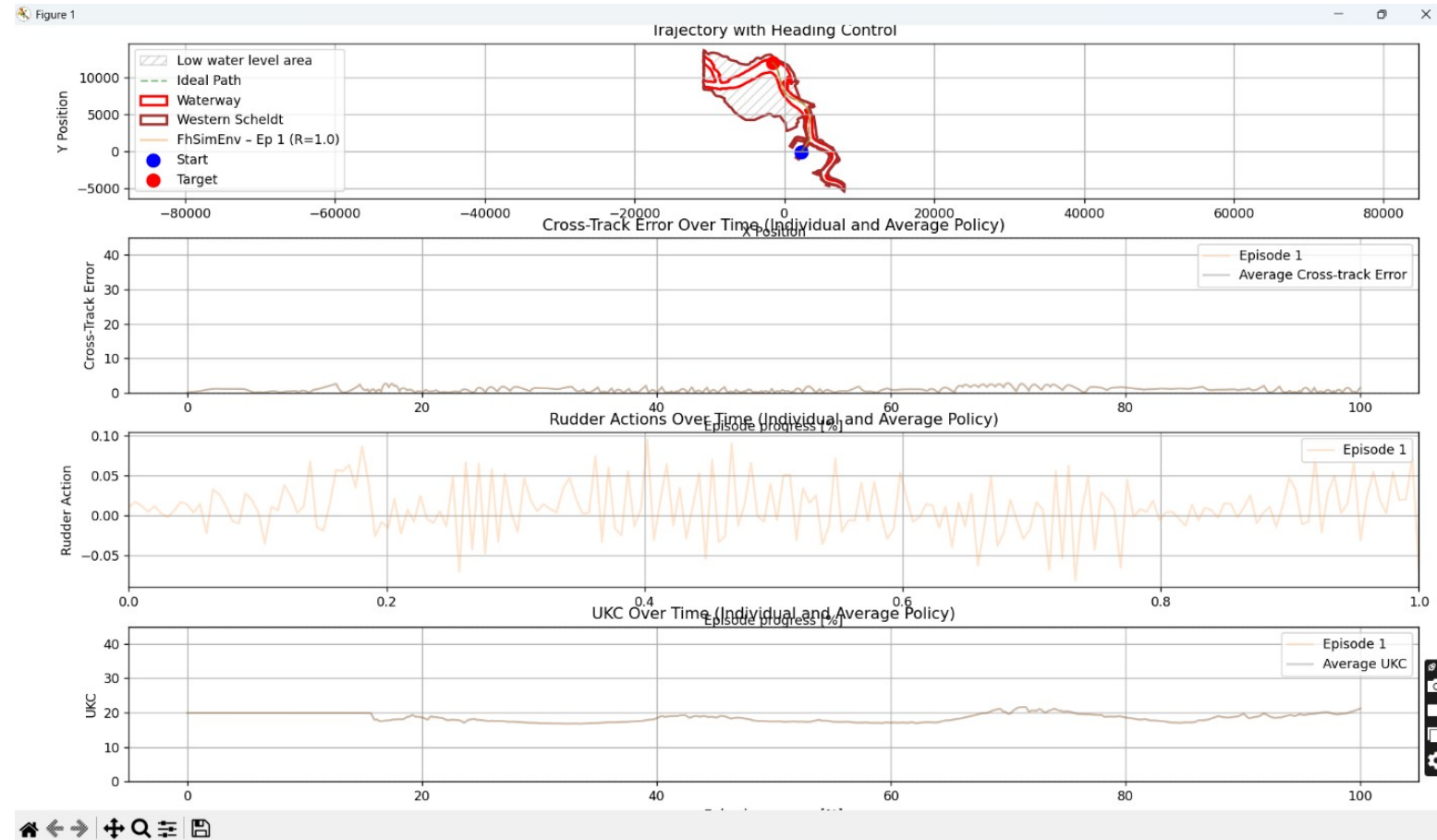
Results Surrogate model:

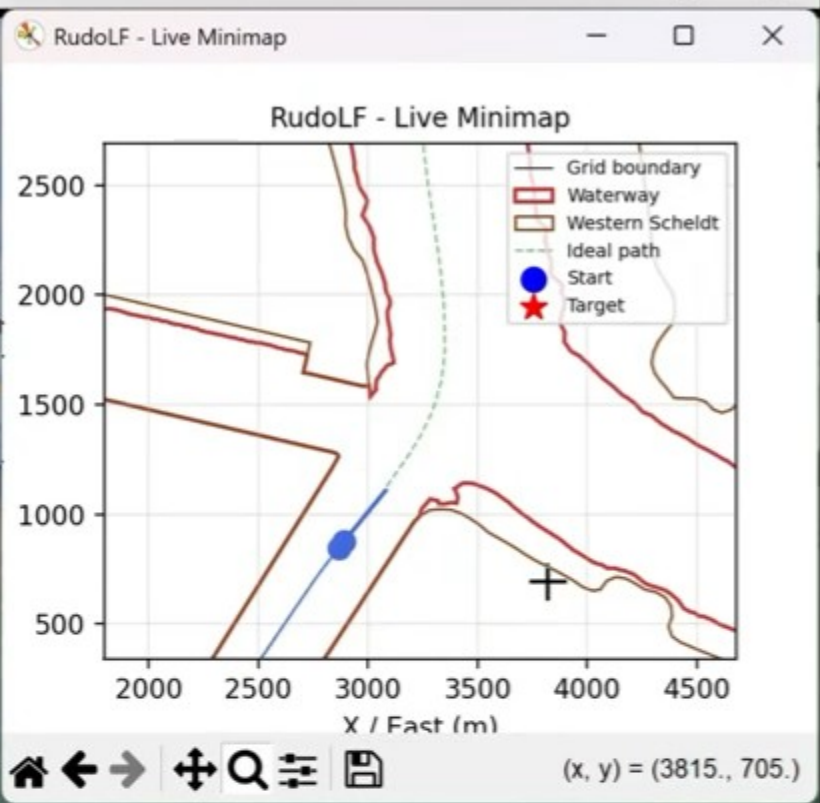
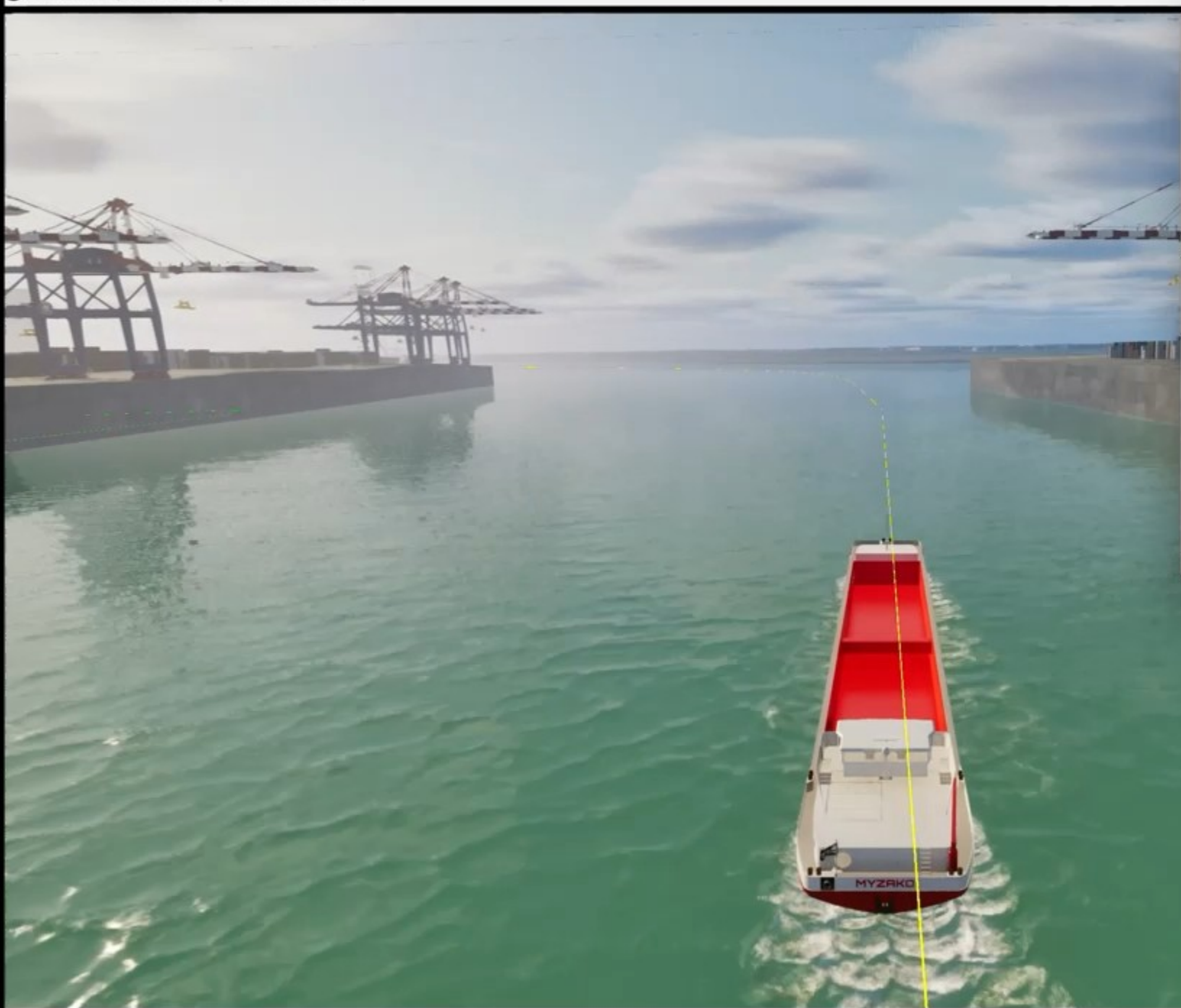
Metric	Value
Mean Track Error Integral (mTEI)	1.11 m
Maximum Track Error (MTE)	12.70 m
Mean Rudder Angle (mRA)	2.41°
<u>Maximum Rudder Angle (MRA)</u>	13.18°
<u>Mean Rudder Angle Change (mRAC)</u>	0.24°/s
Mean Surge Velocity (μu)	5.0 m/s
Maximum Surge Velocity (μu)	5.0 m/s



Results full sim

Metric	Value
Mean Track Error Integral (mTEI)	0.93 m
Maximum Track Error (MTE)	2.77 m
Mean Rudder Angle (mRA)	1.49°
<u>Maximum Rudder Angle (MRA)</u>	5.96°
<u>Mean Rudder Angle Change (mRAC)</u>	0.24°/s
Mean Surge Velocity (μ)	4.69 m/s
Maximum Surge Velocity (μ)	4.98 m/s





What to remember

- The future of inland shipping depends on Autonomous shipping
- Autonomous shipping depends on digital twins
- Environment models of digital twins depend on geospatial data
 - As data
 - As fundamentals of the digital twin models



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