Minutes

Common Issues Meeting

Attendees

Representatives of the European Commission, UNECE, River Commissions, Member States, Members of the RIS Expert Groups, selected stakeholders

Date / Time

Wednesday, 23 November 2016

08:30 –17:30

Meeting Venue

Bridge Vroenhoven, Maastrichtersteenweg 212, 3770 Riemst

Hosts of the meeting

Promotie Binnenvaart Vlaanderen vzw,

Waterwegen en Zeekanaal NV,

nv De Scheepvaart

Authors

Thomas Zwicklhuber and Andreas Scherb (viadonau)

AGENDA

08:30 Registration and welcome coffee

09:00 **Welcome and Introduction** *(moderator)*

09:10 **Opening Speeches: Strategic Developments**

- Welcome note from the Flemish waterway authorities & PBV *(Ir. Chris Danckaerts – nv De Scheepvaart) - 5 minutes*
- Update on European Policy Developments in connection with River Information Services *(Marc Vanderhaegen, Luca Farkas - European Commission) – 20 minutes*
- Questions & Answers – *5 minutes*

09:40 **How do the current RIS services fit in the future DINA framework?**

Digital Inland Waterway Area (DINA) and Digital Multimodal Nodes (DMN) are innovative concepts (see Annex 1), which were brought forward by the European Commission as part of the Digital Single Market strategy. This session aims at introducing the concepts of DINA and DMN and explaining its state of development. In addition, it will explore on how RIS is used in practice at the moment and discuss on how these services fit into the future DINA/DMN framework.

- Update on the DINA project *(Matthijs Punter, TNO) – 20 minutes*
- Daily on-board usage of RIS: experiences and future needs *(Fabian De Wachter – ship owner Vera Cruz & partner of Brayton Global) – 15 minutes*
- Daily on-shore usage of RIS: experiences and future needs *(David De Rocker, Manager Transport & Logistics at ArcelorMittal Belgium) – 15 minutes*
- Questions & Answers – *10 minutes*

10:40 Coffee break

11:00 **Panel debate & interactive voting session based on the viewpoints from the previous session**

- *Fabian De Wachter, ship owner Vera Cruz & partner of Brayton Global*
- *David De Rocker, Manager Transport & Logistics at ArcelorMittal Belgium*
- *Marjan Beelen, Advisor on Intermodality & Hinterlandtransport at the Antwerp Port Authority*
- *Lieven Dejonckheere, Waterwegen en Zeekanaal NV*
- *Mathias Polschinski, Federal Waterways and Shipping Agency, Germany*
- *Robert Rafael, Pro Danube International*

12:10 Conclusions morning session & preview afternoon program (moderator)

12:15 Lunch

13:15 RIS in Flanders: in the picture VisuRIS

- Live demonstration with in between Q&A, interactive sessions (*live demo by Piet Creemers and Jan Gilissen – interactive session with audience*) – *120 minutes*

15:15 Coffee break

15:35 **Technical Developments and Updates**

- Status Report of the RIS Expert Groups and taskforces, focussing on the preparation of the revised Commission Regulations
  (Chairpersons of the RIS Expert Groups: Peter Stuurman - Rijkswaterstaat, Wieland Haupt and Stefan Bober – Federal Waterways & Shipping Administration, Christoph Plasil – viadonau)
  5 minutes per EG – 20 minutes
- PIANC Working Group 156 on e-Navigation for Inland Waterways *(Dierik Vermeir - ALSIC BVBA) – 10 minutes*
- Definition of eIWT (*Fivos Andritsos, JRC)*
  – 10 minutes
- Establishment of a www.ris.eu service desk *(Hrvoje Kotnik - CRUP) – 5 minutes*
- International organizations' report on the status of their RIS activities
  (Raphael Wisselmann - Central Commission for the Navigation of the Rhine, Željko Milković – International Sava River Basin Commission) 5 minutes each – 10 minutes
- Questions & Answers – *30 minutes*

17:00 **Closing words and end of the Common Issues Meeting** *(ir. Lieven Dejonckheere – Waterwegen en Zeekanaal NV)*

17:30 ***Bus from Bridge Vroenhoven to Hasselt (nv De Scheepvaart) (bus leaves at 17:30 sharp!)***

19:30 ***Common Issues Dinner at Kaaiman*** *(shuttle bus from nv De Scheepvaart to Kaaiman)*

All presentations are available for pdf-download on ris.eu as well as in the Common Issues section of eg.ris.eu

1. Welcome and Introduction

On behalf of the hosts nv De Scheepvaart, Waterwegen en Zeekanaal NV, Promotie Binnenvaart Vlaanderen vzw and the RIS Expert Groups Support, the moderator Ms. Van Zweden welcomes all attendees of the Common Issues day. She expresses thanks to the Belgian hosting organisations as well as to the local organizer Ms. Javor and her team.

Ms. Van Zweden informs that over 100 attendees are registered for the Common Issues meeting and introduces the agenda of the day which is focussing on the future DINA framework and how RIS services fit into that framework.

2. Opening Speeches

2.1 Welcome in Hasselt

Reference: 00 – Opening speech – CEO Chris Danchaerts.pdf

On behalf of nv De Scheepvaart, Mr. Danckaerts, welcomes all attendees in Hasselt, underlining the importance of inland navigation for the Flemish waterway authority and wishes everyone a successful and interesting Common Issues meeting.

2.2 Update on European Policy Developments

Reference: 01 – European Commission – Luca Farkas.pdf

On behalf of the European Commission DG-MOVE Ms. Farkas thanks the hosts of the RIS week for the perfect organisation and viadonau for the support.
Ms. Farkas presents a general overview on the actual policy developments and highlights the status of the ERDMS (European Reference Data Management System) and the EHDB (European Hull Database).
Ms. Farkas reports that the digital strategy including specific projects like DINA and eIWT are developing with full speed. The roadmap to 2018 will start with the implementation of the updated RIS standards in 2017 and the review of the NAIADES programme 2017/2018 and end in the “Year of Multimodality”, promoting also DINA, eIWT and the RIS Directive in 2018.
Major work is put into the evaluation of the four redrafted RIS standards which shall be officially published by the end of 2017.
Ms. Farkas highlights the amendment of the RIS Directive. The Lisbon treaty has an effect on the whole legislative environment of Europe. Before adopting the delegated act experts from each member state shall be nominated to contribute to the process.

Ms. Farkas presents an overview of the current status of the ERDMS. Several countries are already providing RIS index objects to the system resulting in more than 58.000 data sets. New data of four countries is currently in the validation phase and shall increase the level of quality by end of November 2016. Ms. Farkas emphasises the importance of reference data and calls attention to missing data from four countries as well as outdated data from three countries.

As second major topic, Ms. Farkas requests attention on the legislation of the EHDB. The Commission is empowered to adopt a delegated act for the use of the EHDB. A new expert group shall work out the delegated act based on new requirements. In 2017 the delegated act for the EHDB shall be adopted after which the Service Agreement shall be aligned. On operational viewpoint two new countries have signed the service agreement since June 2016. In addition five countries have newly established a web service connection to the EHDB besides the already existing data providers. Ms. Farkas calls attention to missing data from five countries as well as outdated data from four countries.

Finalising her presentation, Ms. Farkas points out that two new expert groups related to technical requirements (e.g. EHDB) and digitalisation (e.g. DINA, ERDMS) shall be established. The call for application will be launched in the near future under which the ERDMS and EHDB Steering Committees shall find their new organisational set-up. In addition, new contact details for ERDMS (MOVE-ERDMS@ec.europa.eu) and EHDB (MOVE-EHDB@ec.europa.eu) are established.

2.3 Update on RIS website

Reference: 12 – CRUP Hrvoje Kotnik.pdf

Mr. Kotnik from CRUP d.o.o. as contractor for the maintenance of the ris.eu website gives a status report on the developments. Designed as single access point for RIS related information during the PLATINA project the platform suffered of outdated content in the last years. Therefore the content is updated currently based on the input of the chairmen of the four RIS expert groups and other selected experts.

Input is requested by the European Commission by 9th of December 2016 latest.

3. How do the current RIS services fit in the future DINA framework?

3.1 Update on the DINA project

Reference: 02 – DINA – Matthijs Punter.pdf

Mr. Punter starts his presentation by giving some examples of the digital development over the past years not only in economy but also in inland navigation. Logistics key players see enormous cost savings by self-driving trucks or platooning but the Industry 4.0 will completely change common logistics supply chains into self-organizing logistics – intelligent cargo respectively.
This vision of the physical internet is a far future vision which will be taken as input for DINA.

Mr. Punter further explains that inland waterway transport is a well working key modality for transport in Europe for specific industries (e.g. chemicals) but with a lot of unused potential capacity in existing and new markets. Multimodality and reduction of administrative burden are two major topics to be addressed. Competitiveness of IWT relies on infrastructure, commercial perspective, legal change and digitalization. After consulting the DINA task force, three focus areas have been elaborated and focused on:

- More efficient traffic management and navigation
- Reducing the administrative burden
- Improved integration of IWT in multimodal supply chains

RIS keeps IWT ahead of other transport means. Mr. Punter highlights the stepping stones towards DINA under the umbrella of IWT:

- RIS started from a safety point of view which now needs to be extended towards more efficient operations and integrated logistics solutions. The revision of the RIS Directive and the underlying regulations is of importance.
- Collaboration with other actors in the private sector (e.g. logistics)
- Utilization of on board technologies (ease of use, platform for future developments)
- Coordination and acceleration of implementation (Governance for Architecture, Standards, Implementation, Funding)

Mr. Punter ends his presentation with an outlook to 2017. A final draft DINA report is expected in the first half of 2017 for public review. Input for further actions is to be taken by the EC and other stakeholders.

3.2 Daily on board usage of RIS: experiences and future needs

Reference: 03 – RIS on board – Fabian De Wachter – Vera Cruz.pdf

Mr. Ameryckx is presenting instead of Mr. De Wachter who couldn't attend the meeting. Mr. Ameryckx is not a skipper but has been working in inland shipping for several years.

Mr. Ameryckx provides an overview of a software tool including much functionality to ease operation on board of a vessel. The main impression of stakeholders is that IWT is kind of a black box meaning highly advanced supply chains ashore but when cargo is transhipped on board it is off the radar for a certain time period. Competitive skippers must improve the link to the customer and have to cope with lots of administrative tasks on board.

To provide a solution the software toolkit includes modules for management of equipment, maintenance, fleet and incidents. In addition an operations charter, a resource planning tool and an invoicing management provides a common collaboration platform between logistics and skipper. This functionality not only fulfils skipper's requirements but aims at reducing administrative burden while providing standardized and centralized access to information for all stakeholders.
Mr. Ameryckx concludes that management on board is an important need. The idea for the solution started two years ago being in an extended pilot phase at the moment.

3.3 Daily on shore usage of RIS: experiences and future needs

Reference: 04 – RIS on shore – David De Rocker – ArcelorMittal.pdf

Mr. De Rocker from ArcelorMittal presents the daily IWT usage of the steel producing company. In total, more than 40 million tonnes of steel are produced in Europe. Both raw material and end products are shipped by vessels and barges worldwide.
Focussing on the IWT sector, Mr. De Rocker states that several tons of material is annually shipped by IWT vessels to European ports like Rotterdam, Antwerp or Gent. For up to two million tons non-motorized barges are used as well. A specific use case forms the direct transhipment from PANAMAX vessels to inland convoys at Terneuzen due to draught limitations in the canal.
All in all, 750 KT of finished products are shipped outbound using IWT.

Mr. De Rocker points out that Tracking & Tracing of shipments towards integrated supply chains in the industry is the main goal. Therefore an internal Tracking & Tracing application providing real-time information and full transparency of transports to customers was implemented. Mr. De Rocker concludes that reliable ETA and Tracking & Tracing information is of utmost importance for all key players in the logistics chain.

4. Panel debate & interactive voting session based on the viewpoints from the previous session

Reference: 15 – ANNEX – Voting Results.pdf

Six panellists discuss about the RIS based experiences and future needs on the viewpoints and input of the morning session:

- Mr. Tony Ameryckx of Brayton Global
- Mr. David De Rocker of ArcelorMittal
- Ms. Marjan Beelen from the Antwerp Port Authority
- Mr. Lieven Dejonckheere from Waterwegen en Zeekanaal NV
- Mr. Mathias Polschinski from the Federal Waterways and Shipping Agency
- Mr. Robert Rafael from Pro Danube International

Ms. Van Zweden introduces the panellists and prepares the audience for an interactive voting session including eight dedicated questions.

4.1 Question 1

DINA aims to address multiple topics. Which one is most important for the future competitiveness of inland waterway transport in Europe? (one answer possible)

a. Supporting the navigational decision of a skipper (5,3%)
b. Enhanced traffic / corridor management (19,1%)
c. Supporting multimodality by improving the data-exchange with customers and hubs/terminals (57,4%)
d. Reduction of the administrative burden in business-to-government reporting (16%)
e. No opinion or different opinion (2,1%)

Mr. Dejonckheere points out the importance of Traffic Management and vessel positioning as status quo. But a mentality shift driven by the industry 4.0 will take place in future. A change from standard logistics chains to a decentralized way of organizing cargo will require new ways of thinking in which multimodality is a basic requirement.
Mr. Punter from TNO fully agrees on that mentality shift.
Mr. De Rocker agrees on the importance of answer c. but before starting the process of sharing data, data quality and reliability must be guaranteed.
Mr. van Laar emphasizes that all answers are valid. For the sector especially the reporting burden is of interest.
Mr. Rafael amends that Pro Danube has taken initiatives on reducing administrative burden like efficient border controls. All data in the systems shall be utilized and provided to different administrative services.

4.2 Question 2

Are River Information Services - as they are currently implemented - sufficiently open, standardized and technically accessible to support third-party developments by application manufacturers? (one answer possible)

a. Yes, they are (14,1%)
b. No, they are not. Further improvements are needed (77,2%)
c. No opinion or different opinion (8,7%)

Mr. Polschinski voted for answer c. due to the fact the German system ELWIS already provides lots of anonymised data to the sector. Due to the lacking legal basis personalized data is currently out of scope although the logistics sector demands that sensible data.
Ms. Beelen states that standardized interfaces are available at ports but often clarifications for specific data are needed. Support is requested from authorities.
Mr. van Dijk points out that each country operates its own system at the moment. One single access point for all nautical data is needed.
Mr. Dejonckheere replies that interfaces between authorities are available and data is exchanged partly. Currently the interfaces to the logistics sector are missing. Port authorities may play an important role as link between authorities and end customer in future.
Mr. De Rocker confirms the opinion of Mr. Dejonckheere that port authorities already operate comprehensive systems and have big potential as linking party.
Mr. Polschinski reflects on the results of the vessel position service out of the project CoRISMa to be further elaborated.
Ms. Beelen states that lots of information is already available at ports lacking data from private terminals.

4.3 Question 3

River Information Services are currently implemented by individual fairway authorities. As a result barge operators need to communicate with different systems for reporting, collecting charts, etc. Is this a problem? (one answer possible)

a. No it is not (3%)
b. Yes, systems should be more harmonized. Barge operators should be able to connect to the individual systems operated by different fairway authorities more easily (33%)
c. Yes, RIS should be increasingly integrated into one ‘single European service’ to provide economies of scale and ease the access. Fairway authorities should use this centralized European service (63%)
d. No opinion or different opinion (1%)

Mr. Blakeway aims for answer c. but states that b. is true at the moment. In a first approach barge operators may connect to different systems while authorities work on a single European service.
Mr. Persoons states that a decentralized approach is working well for NtS for instance. A single European service may be too costly and complex.

Mr. Rafael states that a single European service can mean a single web portal gathering all relevant information from different countries. Such services are already available for FIS related information but Transport Management is lacking behind.
Mr. van Gils is of the opinion that the problem has to be solved on national level. A decentralized approach shall be aimed at.

4.4 Question 4

The administrative burden for complying with safety related legislation (e.g. voyages with dangerous goods) results mostly from … (multiple answers possible)

a. Lack of electronic reporting capabilities (12%)
b. Different reporting requirements in the various member states due to differences in legislation (38,6%)
c. Differences in the way the ERINOT standard is implemented in the various member states (e.g. use of different languages) (18,4%)
d. The limited re-use by the authorities of already declared data (29,1%)
e. Other reason, not mentioned above (1,9%)

Mr. Polschinski confirms answers b, c and d. High importance and focus shall be given to harmonising the reporting requirements and systems because each country has different data requirements currently (e.g. vessel draught is needed in DE, not in NL).
Mr. Rafael aims at same requirements all over Europe. Harmonisation of a basic reporting data set is crucial. Different authorities may require different data which shall be solved in the business logic of the system.

4.5 Question 5

Digitalization is likely to have impact on the onboard ICT-setup on vessels. What are the key requirements for this? (more answers possible)

a. Easy to use and standardized interfaces (20,6%)
b. Single access point for all IWT voyage related information (15,9%)
c. Better wireless coverage is needed (WiFi/3G/4G/5G) to ensure always-on connectivity with systems and services running in the cloud (23,8%)
d. Increased security and trust (e.g. electronic identification) is needed for controlled data sharing with specific organizations such as customers and the authorities (22,4%)
e. Costs need to be low to ensure large scale adoption, e.g. low-cost smart phone vs. high-end dedicated system (15%)
f. Other requirement, not mentioned above (2,3%)

Mr. Ameryckx states that multiple options are valid but the most important issue is the wireless coverage. Many services are highly dependent on the internet connection nowadays. Communication costs as well as roaming also play a major role for private barge owners.
Mr. Andritsos agrees with most of the options but wants to adapt the single window approach. Data shall be input once and utilized for several purposes.

4.6 Question 6

River Information Services can give access to sensitive data. The respective rules and access rights are defined by public authorities. Who should be responsible for the technical data-clearing, so that only authorised users can get access to sensitive data (one answer possible)?

a. Public authorities should do data clearing with their own staff (46,6%)

b. Commercial companies should do data clearing, but public authorities should supervise closely in order to prevent any misuse of the data (37,5%)

c. No opinion or different opinion (15,9%)

Mr. Willems sees a combination of public authorities and private companies responsible for data clearing. Supervision by authorities is the wrong way.
Mr. Zitnansky states that public authorities shall be responsible for the process which makes it easier and simpler.
Mr. Dejonckheere replies that the decision between both answers is tricky. Industry 4.0 is growing fast therefore public authorities will no longer be the owner of all information. The private sector will play a more important role in that perspective. The solution may be a partnership on equal level of all involved stakeholders.
Ms. Beelen amends that different public and private authorities are data owner. Each partner shall take his role of responsibility carefully.

4.7 Question 7

(Inter-) national data exchange of River Information Services depends on the legal framework conditions. How can the framework be set out in the most effective and efficient way (one answer possible)?

a. By the European Commission to set out binding rules for (inter-)national data exchange (e.g. through a delegated act) (70,6%)

b. By adapting the national legislation and concluding administrative agreements (18,8%)

c. No opinion or different opinion (10,6%)

Ms. Farkas expected the voting result and amends that not only IWT and the transport sector are affected. All industries and services need international rules and governance.
Mr. Birklhuber states that option a. is the best solution for European countries. Nevertheless bilateral agreements are still needed with countries outside the European Union.

4.8 Question 8

Does RIS deployment need a legislative incentive by means of adapted technical regulations and a revised RIS Directive, so that it can play a crucial role in the establishment of DINA and DMN (one answer possible)?

a. Yes, RIS needs a legislative incentive (58%)

b. No, implementation projects such as RIS COMEX are sufficient (21%)

c. No opinion or different opinion (21%)

Ms. Farkas states that both legislation and implementation projects are needed. Legislation is aiming at setting the basis but lots of emphasis is given to implementation projects.
Mr. Willems is of the opinion that the dynamic RIS world can't wait for the incentives of the EU to lack advantage.
Ms. Farkas confirms Mr. Willems statement and points out implementation possibilities.
Mr. Rafael states that RIS need much more besides legal incentives. Publicity and promotion is highly important to further elaborate on new services and gain users.
Mr. De Rocker confirms that lots of data is already available but needs to be used. Requirements from industry and user side are evolving.
Mr. Blakeway states that both legislation and implementation is necessary. Leading countries are far ahead in implementing new services but the majority needs legislation to catch up.

5. RIS in Flanders: in the picture VisuRIS

Reference: 05 - VisuRIS – Jan en Piet.pdf

Mr. Creemers started the presentation by highlighting the huge waterway network of Flanders with its 1100km of commercially navigable waterways. Several routing possibilities and a high number of objects like bridges and locks increase the complexity of traffic management in VisuRIS enormously.

The roadmap to VisuRIS (2000-2017):

- Starting from 2000 basic services for waterway charges were developed
- 2004: basic FIS data was provided on websites of fairway authorities
- 2006: lock management was implemented
- 2009: Standardized NtS via web service technology got into operation
- 2010: C@IRIS for calamity abatement was implemented based on projects IRIS Europe I+II
- 2014: AIS was implemented on locks allowing traffic management for lock operators

2012-2014: VisuRIS study

- All traffic and transport related services covered
- Identification of target groups, future potential users/customers, focus on needs
- Potential users: internal (authority bodies) and external (commercial and recreational users, inspection authorities, etc.)
- Access rights matrix for every user role (internal+external) due to privacy
- A suite composing of four tools was implemented
    - VisuRIS Tool: Tactical Traffic Image including CAS information for internal users
    - VisuRIS (m)Portal: web portal providing anonymised information to public
    - Apps: will be developed to streamline information for Smartphone use
    - Web services: business-to-business link was implemented to exchange information with customers

Mr. Gilissen took over the live demonstration highlighting the web interfaces including processes for four different user groups.

Logistics users get information about terminal operators and berths. Berth management and reservation including presentation of occupation are key functionalities.
A route planner is calculating a route from A to B based on all information available (lock status, construction works, etc.). A suggested route including ETA information on all waterway objects is provided to the user. A notification service providing information by means of E-mail, text, sms, B2B can be configured as well.

Waterway users gain advantage by several services like ERINOT forwarding, lock information presented on map and time schedule, obstructions and calamities reported via AIS and overview of relevant FIS information originating from NtS for instance.

Authorities have additional tools available like automatic data quality checks coming from different sources. In future the creation of NtS messages out of the graphical input shall be possible.

Rescue services shall be provided with location based incident visualisation. Any information relevant in case of a calamity shall be presented on a map overview.

Special attention was given to privacy during the development of VisuRIS. Three conclusions were drawn to comply with the privacy legislation:

- User access matrix using a registration process
- Identity check using a verification process (data input is checked against the reference data available at waterway authority)
- Requests and invitations can be sent by third parties for sharing information purpose

Mr. Gilissen concludes the live presentation by demonstrating an augmented reality app showing bridge, lock and berth information of the surrounding area.

5.1 Questions and answers during interactive session

Reference: 15 – ANNEX – Voting Results.pdf

If you were a logistics service provider, would you use the services offered?

a. Yes (70,9%)
b. No (8,9%)
c. Maybe (20,3%)

Ms. Chellafa is missing the TEN-T/CEF funding information on the information flyer provided. The services offered via VisuRIS are good but how accurate can the ETA information be.
Mr. Gilissen replies that calculation is based on maximum and average speed at the beginning. A self-learning algorithm shall increase the data quality and reliability step by step.

If you were a logistics service provider: which of the services would you consider the most useful?

a. Route planner (14,8
b. ETA (20,8%)
c. Fairway information (19,2%)
d. Predicted traffic (11,2%)
e. Berth management (19,2%)
f. Notifications (14%)
g. None of these (0,8%)

Mr. Creemers states that the results confirm the importance of ETA information being also topic in the morning presentations.
Ms. Farkas asks if all presentations including the voting results will be available for download.
Mr. Sattler confirms that all presentations will be provided on www.ris.eu as usual.

If you were a commercial skipper, which of the functionalities would you consider the most useful?

a. Voyage information (13,5%)
b. Fairway information (17,2%)
c. Predicted traffic (12,6%)
d. ETA (12%)
e. Berth management (12%)
f. Notifications (11,4%)
g. Incident management (10,2%)
h. Administrative reduction (10,8%)
i. None of these (0,3%)

Mr. Blakeway questions why a skipper wants to see his own voyage information.
Mr. Troegl amends that the voyage information is highly dependent on the huge number of locks in Belgium. The major question is how to calculate accurate lock passage times and how this is done.
Mr. Gilissen replies that AIS tracks and actual lock cycle planning are used at the moment. An investigation on slot reservation and predicted lock cycle planning is planned.
Mr. Creemers amends that the project RIS COMEX shall help to incorporate predicted traffic information into the system.
Mr. Haupt is impressed of the VisuRIS application. For reliable ETA information many parameters like currents on free flowing sections, lock planning, water levels, vertical clearance etc. is necessary.
Mr. van Dijk states that berth reservation seems technically possible but lacks behind legislation for public berths. Secondly the question is if improved lock management is planned for the future.
Mr. Creemers replies that it is planned but currently the first come first serve principle is in place.
Ms. Chellafa states that huge challenges by establishing services and including the logistics sector have been dealt with and congratulates the team on the VisuRIS achievements.

Informing logistic service providers via VisuRIS. Will this ease/reduce the work for the skipper?

a. Yes (49,4%)
b. No (7,1%)
c. Maybe (43,5%)

Mr. Andritsos asks if legislative issues concerning the voyage are also presented on the map related to the route.
Mr. Creemers answers that all these data is gathered in one portal but no voyage related solution is available at the moment. The future service shall link all regulations, restrictions and documents needed for a voyage on a specific route.

Do you think the communication possibilities of VisuRIS will increase safety in the direct environment of the vessel?

a. Yes (82,3%)
b. No (17,7%)

Mr. Sekachev states that too much information is already on board via AIS, ECDIS, radar etc. VisuRIS duplicates the information and may require data input twice.
Mr. Gilissen replies that interfaces shall gather the information from the on board systems and notify the vessel operators via the existing systems (e.g. ECDIS viewer) on board.
Mr. Persoons questions the basic data flows. Either the information originating from VisuRIS goes to the logistics or to the skipper first which forwards it to the logistics.

What is the best way to communicate with the skippers in case of a calamity in the direct environment of the ship?

a. AIS SRM (36,3%)
b. SMS (19,9%)
c. E-mail (2,9%)
d. Notification via smartphone (22,8%)
e. (m)Portal (6,4%)
f. Other (11,7%)

No time for comments.

Is your country providing a similar range of services?

a. Yes, in operation (36%)
b. Yes, under construction (20%)
c. Yes, planned to be implemented (3%)
d. No (23%)

No time for comments.

6. Technical Developments and Updates

6.1 Status report of the RIS Expert Groups

Electronic Reporting International
Reference: 06 – ERI Peter Stuurman.pdf

On behalf of the ERI Expert Group Mr. Stuurman reports that an update of the technical specifications for electronic ship reporting was submitted towards the EC. The standard was maintained based on new developments (ERI CR 30, ERI CR 31 and ERI CR 32). A roadmap towards 2020 was drafted which is supported by five ERI sub-working groups.

First ideas have been discussed in the latest ERI meeting in Hasselt. One important issue is the used language(s) in the various messages.

The importance of PIANC working group 125 is raised. Any suggestions, comments and remarks are welcome which are supporting the alignment of the ERI standard with PIANC. Furthermore Mr. Stuurman asks all participants to support the revision of the RIS related definitions, which can be found at www.risdefinitions.org.

Inland ECDIS:
Reference: 07 – IENC – Wieland Haupt.pdf

On behalf of the IECDIS Expert Group Mr. Haupt reports that the revision of the Standard Edition 2.4 is ongoing. The EC has provided deep feedback on the document which will be incorporated by a small working group as soon as possible. Focus shall be given to a clear distinction between “navigation mode” and “information mode”.

The project RIS COMEX shall be used to further elaborate on the S-401 product specification as well as preparing the standardisation of the use of AIS AtoN. This shall be performed by several pilot implementations in close cooperation with the VTT EG.

Vessel Tracking & Tracing:
Reference: 08 – VTT Stefan Bober.pdf

On behalf of the VTT Expert Group Mr. Bober reports that two intersessional meetings have been held. The management team updated the documentation of the standard and guidelines. The sub group of AIS visualisation of ASM and AtoN information drafted guidelines documents.

In the frame of harmonisation of ASM for inland navigation four guidelines have been elaborated namely Inland AIS visualisation guidelines, information paper on ASM, guidelines on defining ASM and ASM implementation guidelines. Proposed new ASM are under discussion.

A new AIS Aids to Navigation Message for inland waterway usage has been developed. Specific parameters of the original AIS message 21 are utilized for inland purpose. In addition guidelines on Inland AtoN visualisation have been elaborated which shall be evaluated in future pilots.

The next steps foresee approval and publication of the updated VTT standard and provision and maintenance of the Inland ASM and Inland AIS AtoN reports.

Notices to Skippers:
Reference: 09 – NtS – Christoph Plasil.pdf

On behalf of the NtS Expert Group Mr. Plasil reports the current status of work. Focussing on the update of the standard the NtS group has approved all changes which shall be considered during the meeting. The new update package will be provided to the EC in January 2017.

Mr. Plasil was attending the UNECE SC.3/WP.3 workshop in June 2016 where the problem of diverging texts in UNECE, EC and CCNR publications were discussed. It was concluded that resolution no. 80 shall be adopted after publication of the EC standard. A future approach shall consider cross references in the documents.

As chairmen of the Joint Task Force on the RIS Index, Mr. Plasil highlights two change requests (NtS CR 178 and NtS CR 179) which have to be approved by all EG. The formal approval was already done by NtS and ERI EG prior to the CI meeting.

The implementation of NtS is ongoing and nine countries announced to put NtS 4.0 into operation in 2017. Several improvements and innovations are already in the pipeline working towards NtS 5.0.

6.2 PIANC Working Group 156

Reference: 10 – PIANC 156 – Dierik Vermeir.pdf

On behalf of the working group 156 the chairman Dierik Vermeir presents the current status of the work. Working group 156 originated from the WG125 and focuses on several objectives like interaction between maritime and inland navigation, implications of RIS and identification of improvements.
A final report has been drafted including also findings and results of e-Navigation for Inland Waterways. Mr. Vermeir focuses on the findings which defines e-Navigation for inland waterways and highlights the benefits RIS can gain from the maritime world. Identified e-navigation developments relevant for inland navigation are:

- S-100 family
- Harmonised common maritime data structure
- Maritime cloud including the architecture of the “internet of the seas”

The report is currently reviewed by PIANC InCom. After incorporation of feedback the final report shall be officially published in spring 2017.

6.3 Definition of eIWT

Reference: 11 – eIWT – Fivos Andritsos.pdf

Mr. Andritsos of the Joint Research Center (JRC) of the European Commission gives an update on the status of the research on the electronic tools in support of IWT (eIWT). He presents planned initial eIWT implementations namely the electronic Service Record Book (eSRB) and the electronic log book (eLBK). Nine use cases have been defined which were completed in a final report issued in June 2016. The requirements include actors, procedures and important issues identified. In a workshop in September 2016 changes to UC 3 (voyage planning) and UC 9 (working time registration) were proposed and incorporated in the report.

A major legal change has to be implemented to cope with the requirement of eIWT. Currently original vessel paper certificates are kept on board and original crew paper SRBs and certificates are kept by each crew. The eIWT scenario foresees following changes:

- Original vessel certificates (in electronic form) are kept at the competent authority
- Original crew SRBs and certificates (in electronic form) are kept by the issuing authority
- Vessel unit or crew card electronic certificates are considered as certified copies obtained and synchronised through the EHDB and the ECQD

To fulfil the requirements an extension of the EHDB and a set-up of an EU registry of IWT professional qualifications (ECQD) is needed.

6.4 Reports of international organisations

Central Commission for Navigation on the Rhine (CCNR)

Reference: 13 – CCNR Raphael Wisselmann.pdf

On behalf of the CCNR Mr. Wisselmann recalls the work of the CCNR which introduced mandatory electronic reporting for all vessels transporting containers on the river Rhine by 1st December 2015. As a follow up project mandatory electronic reporting for all tank vessels from 1st December 2018 shall be aimed. These two transport types cover approximately 33% of the transported tonnage on the Rhine and will therefore have major positive effects by improving calamity abatement and reduction of administrative burden.
In order to gain full advantage of electronic reporting the extension to other vessel types as well as improvement of data quality and reliability are further steps to be taken in future.

Further, the CCNR has decided to carry out a survey evaluating the mandatory AIS carriage requirement. Addressees are boat masters, police authorities, waterway, port management authorities and Inland AIS installation companies. The survey is available in French, Dutch and German and runs from 1st November till 15th December 2016. The comprehensive survey will be evaluated till the end of 2017. More than 700 answers have already been received prior to the meeting.

Ms. Farkas raises the question if the results of the survey may have an impact on the revision of the four RIS standards which shall be done mid of 2017 already.
Mr. Wisselmann replies that interesting results are expected but he cannot guarantee a final report for mid of 2017.

International Sava Basin Commission (ISBC)
Reference: 14 – SAVA Zeljko Milkovic.pdf

On behalf of the International Sava Basin Commission (ISBC) Mr. Milković reports on the status of RIS on the Sava River. The whole navigable part of the Sava River is covered with RIS services. New ENCs have been developed for the Serbian part of the river which cover approximately 211km.
Important services like the Sava GIS (Geographical Information System) and HIS (Hydrological Information System) are currently under development.

Major problem is the infrastructure and not the RIS services. The authority has to cope with several shallow sections on the fairway.

To comply with the DINA approach a web application for navigation safety inspection shall be implemented. The aim is to fasten the inspection process of vessels by the authority.

7. Closing of the Common Issues Meeting

Mr. Dejonckheere uses the opportunity for thanking the organizing committee and organisations, nv De Scheepvaart and Waterwegen en Zeekanaal NV in cooperation with Promotie Binnenvaart Vlaanderen vzw, viadonau as the RIS Experts Group support, the European Commission and all experts attending the Common Issues meeting. Special thanks are given to all presenters and the six panellists. Mr. Dejonckheere wraps up the most important findings of that day and links the current activities to the next year of multimodality. Challenges being industry 4.0 including changing processes have to be targeted and the RIS community seems to be well prepared for the future.

On behalf of the RIS Expert Group support, Ms. Van Zweden informs that next RIS week will be held in May (08-12) in Belgrade, Serbia and hosted by the Directorate for inland waterways, PLOVPUT.

Ms. van Zweden closes the Common Issues Meeting at 17:00.

All presentations are available for pdf-download on ris.eu as well as in the Common Issues section of eg.ris.eu