

## RIS Week

### Common Issues Meeting on the setting up of CESNI/TI and the evaluation of the RIS Directive

#### 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, 05 June 2019

Common Issues Meeting 09:00 – 17:00

#### Meeting Venue

Museum of Natural Sciences  
Răsvan Angheluță - Botanical Garden  
Strada Regimentul 11 Siret 6A, Galati  
800340, ROMANIA

#### Host of the meeting

Romanian Ministry of Transport  
River Administration of the Lower  
Danube (AFDJ)  
Romanian Naval Authority (RNA)

#### Authors

*Jonathan Gallagher, Thomas Zwicklhuber (both viadonau)*

*Disclaimer: These meeting minutes have informative character only. Responsibility for the information and views set out in the meeting minutes lies entirely with the authors.*



## AGENDA

Moderation: Cristina Cuc, Romanian Ministry of Transport

**09:00 Registration and welcome coffee**

**09:30 Welcome and Introduction (moderator)**

**09:40 Opening Speeches: Strategic Developments**

- Welcome note (Ionel Minea - State secretary – Romanian Ministry of Transport) – 15 minutes
- EU Policy developments related to River Information Services, in particular the evaluation of the RIS Directive and an update on digitalisation initiatives of the European Commission such as DINA and DTLF (Mario Sattler – Seconded Official – European Commission) – 20 minutes
- Developments related to the RIS related IT solutions operated by the European Commission (Dariusz Sawasciuk - IT Project Officer - European Commission) - 15 minutes
- Questions & Answers – 15 minutes

**10:45 Coffee break**

**11:00 State of play of the European Committee for drawing up common standards in the field of information technology in inland navigation – CESNI/TI**

- CESNI/TI is expected to facilitate the standardisation of River Information Services (RIS). A key success factor is the successful and sustainable integration of the RIS Expert Groups into the structure and procedures of CESNI
  - Presentation of possible future scenarios for the continuation of RIS standardization within the framework of CESNI (Chairpersons of the RIS Expert Groups (Christoph Plasil – viadonau) - 20 minutes

**11:20 Interactive podium discussion on CESNI/TI (via Sli.do)**

This session is aiming at collecting viewpoints from different standpoints of:

- DG MOVE (Mario Sattler – Seconded Official – European Commission)
- CESNI (Vera Hofbauer – CESNI Vice-Chair)
- Chairpersons of the RIS Expert Groups (Brian Vrijaldenhoven - Rijkswaterstaat, Wieland Haupt and Stefan Bober – Federal Waterways & Shipping Administration, Christoph Plasil – viadonau)
- Questions & Answers (all)

**12:20 Preview afternoon program (moderator)**

**12:30 Lunch**



**13:45 How to harmonize the patchwork? - Evaluation of the RIS Directive 2005/44/EC**

*Session to be organised by Ramboll – contractors of DG MOVE*

The aim of the ongoing study supporting the evaluation of the RIS Directive is to examine how the implementation of RIS has evolved since 2005 (when the Directive came to be). Taking stock of the situation will provide basis for future policy-making: if/how the RIS Directive may need to be adapted in the future, in light of legislative, technological and market developments.

- Presentation of the study supporting the evaluation and the preliminary findings emerging from the consultations with stakeholders
- Questions & Answers

**15:15 Coffee break**

**15:45 River Information Services on the Danube and update on activities of international organizations**

- RIS in Romania – lessons learnt (*Iulian Dobre - Romanian Naval Authority*) – 20 minutes
- Information services for skippers and fleet operators (*Romeo Soare, Administration of the Lower Danube*) – 20 minutes
- International organizations' report on the status of their RIS activities (*Jean-Noël Schilling - Central Commission for the Navigation of the Rhine*) – 10 minutes
- Questions & Answers – 10 minutes

**16:45 Closing words** (moderator)

**17:00 End of Common Issues Meeting**

**18:30 Common Issues Dinner**

*All presentations are available for .pdf-download on [ris.eu](http://ris.eu) as well as in the Common Issues section of [eg.ris.eu](http://eg.ris.eu).*

## 1. Welcome and Introduction

*Reference: 00\_Moderation Slides\_Sli.do.pptx*

Ms. Cristina Cuc from the Romanian Ministry of Transport and as the moderator of the day welcomed all participants to the Common Issues Meeting in the Romanian city of Galati. She thanked the hosts of the day, which are first and foremost the Romanian Ministry of Transport representing the Council Presidency of the European Union, the Romanian Naval Authority and the Administration of the Lower Danube.

She introduced Galati as one of the most important hubs for inland navigation in Romania, a seat of many major fleet operators and the home of one of the biggest shipyards of the country. Ms. Cuc further provided organisational information and gave a short overview of the agenda of the day. She then invited State Secretary Ionel Minea of the Romanian Ministry of Transport as the first speaker onto the stage.

## 2. Opening Speeches: Strategic Developments

### 2.1. Welcome note

Mr. Minea as State Secretary of the Romanian Ministry of Transport welcomed the participants and emphasized which honor it is for Romania to host this event within the frame of the Council Presidency of the European Union.

He ensured that all the work of the Romanian presidency will contribute to a proper functioning of the single market as well as of a complete, competitive, multimodal and safe EU transport network. Still the harmful effects of transport on the environment should not be left aside. Therefore the key objectives of the Romanian presidency are the promotion of innovation and digitalization, the strengthening of the internal market and the development of a sustainable, less polluting transport system.

He thanked everybody for coming and wished a productive meeting.

### 2.2. EU Policy developments related to River information Services

*Reference: 01\_a\_2019\_06\_05\_Sattler\_EuropeanCommission\_Digital-IN-Policy\_Op3.pptx*

Mr. Mario Sattler as Seconded Official from the European Commission took over the stage to give insights on key developments at DG Move that will affect the future of digital River Information Services:

- Currently NAIADES II is the most important framework of the European Commission under which Inland Waterway Transport is promoted. It aims at the integration of Inland Navigation into the multimodal logistics chain and an increase of its competitiveness. Lately the NAIADES II midterm progress report was published, which reports on what has been achieved and what is still expected to come. Since NAIADES II only runs until the end of 2020 there has been a request to the European Parliament and Council to work on a follow-up program NAIADES III for 2021.
- With regards to River Information Services the revision of the RIS Directive is the main focus at the moment. Inland ECDIS, NtS and VTT have been published and the ERI



regulation is expected in autumn. Currently the RIS Directive is being evaluated as mandated. A fact finding study was conducted, which will feed into the evaluation.

- Another important topic regarding standardization will be the gradual integration of the RIS Expert Groups into CESNI/TI, which is expected to be completed at the end of 2019.
- Other legislation which DG Move is working on is the Delegated Act on the European Hull Database (EHDB), dealing with access rights and the establishment of a single point of contact.
- The Delegated Act on information systems for certificates of qualification meaning the service record book and the logbook is expected for autumn 2019. It will establish the exchange of information like certificates of qualification, administrative information on the service record books and logbooks and crew related information. It will also serve as a basis for a new single digital gateway to national registers.
- A digital synergies study is ongoing which looks for possible synergies with other modes of transport like the maritime environment.
- The EHDB and the ERDMS are continuously growing through data contributions by the member states. Especially France and Bulgaria have made big data contributions this year. Mr Sattler acknowledges that there is work to be done on the ERDMS, but also emphasized that it is receiving more and more acceptance.

Between 2014 and 2018 there have been 60 CEF-funded projects related to Inland Waterways with total eligible costs of almost 4 Billion Euros. RIS related projects contributed with about 63 Million Euros.

- At the moment there is an open call for EU project funding (Horizon 2020) related to “Moving freight by water”. Three maritime and four inland specific candidates passed the first stage and the final decision is expected in December 2019.
- Another important initiative is eFTI which is a proposal for an EU Regulation on electronic freight transport information. It obliges authorities to accept the information electronically if presented via certified platforms or certified service providers. A set of requirements is defined for these platforms to ensure integrity and security

### **2.3. Developments related to the databases operated by the European Commission**

*Reference: 01\_b\_2019\_06\_05\_Sawasciuk\_RIS IT systems operated by the European Commission.pptx*

Mr. Dariusz Sawasciuk continued to give an overview over recent developments concerning the RIS related IT systems by the European Commission, mainly the European Hull Database (EHDB), the European Reference Data Management System (ERDMS) and the European Crew Qualification Database (ECDB).

The Commission has developed a few new approaches on how to manage RIS projects. Common data repositories should allow the reusability of existing data. Building blocks are introduced, which are reusable software components. An agile development approach was promoted, which requires detailed backlogs and capable teams who work in 2-week cycles and deliver a demo after each iteration. This requires the whole team to learn the project, which has the advantage





that each member can be replaced easily by another member. The main reason for delays is that each team is working on several projects at a time. The specific work is assigned to the teams based on the priority of the project and unfortunately Inland specific projects often don't have the highest priority.

Mr. Dariusz Sawasciuk states that it is planned to merge the EHDB, the ERDMS and the ECDB into a comprehensive "Electronic Inland Waterway Transport System" (eIWT) in the future. Currently the ERDMS includes for every member state the RIS Index, 7 reference tables for ERI and 29 reference tables for NtS. New developments in the ERDMS include:

- New NtS tables in version 401
- Multi-language support for NtS lists
- Development of the new version of ERDMS is ongoing

There are a few new features envisioned for the new version of ERDMS:

- Data quality control (Geographical analysis)
- Improvement to user management
- Changes for the Web-Service
- Module for displaying RIS Index data on a map

A first pilot for the ECDB is foreseen for the end of 2019.

## 2.4. Questions & Answers

Mr. Sawasciuk thanked for the attention and stayed on the stage for a round of Question and Answers.

- Mr. Silviu Apostol expressed his hope that the Commission doesn't forget Romania with the integration into the EHDB.  
Mr. Sawasciuk replied that he is aware of the problems with Romania and that it is due to limited resources. He emphasized that there is political pressure needed in order to increase the resources for inland waterways.  
Mr. Sattler highlighted that first of all the Commission has to do their homework. This means that it has to be fought within DG Move to get more attention for inland navigation in relation to roads and rail. Work on the EHDB will increase as soon as the work on the ERDMS is completed.
- Mr. Alaric Blakeway asked if the redevelopment of the ERDMS is exclusively done by the European Commission or if there are any external experts consulted. A lot of work for example is done in the Joint Task Force which should be considered for the ERDMS.  
Mr. Sawasciuk replied that consulting external experts is one of the reasons why he is here. Mr. Plasil for example is involved on a regular basis.
- Mr. Dorin Dumitrescu stressed the necessity to harmonize information technologies not only within Inland Navigation, but also across other modes of transport. Other modes of transport often have advanced technologies, which could be adopted by inland navigation.  
Mr. Sattler replied that this is exactly what is being done at the digital synergies study of the EC. It looks into which technologies of other modes of transport are usable for inland navigation.



- Henk van Laar stated that when Electronic Reporting for tankers was made obligatory on the Rhine this year, it became clear that most tank terminals are not part of the RIS Index and the ERDMS. He asked how it can be ensured that the RIS Index is complete and how the industry could be involved, who often knows much better which terminals are relevant and should be included in the RIS Index.  
Mr. Sawasciuk referred to the Joint Task Force Meeting the next day, where this question can be best handled.  
Mr. Sattler also referred to the RIS Index maintenance procedures, which are currently not well implemented.
- Mr. Mathias Polschinski promoted the presentation of NaMIB in the ERI EG meeting the next day. He also emphasized the importance of reference data for RIS. He thinks that there has to be an obligation for RIS applications to implement an interface to the ERDMS in order to have current language reference tables.

### **3. State of play of the European Committee for drawing up common standards in the field of information technology in inland navigation – CESNI/TI**

#### **3.1. Presentation of possible future scenarios for the continuation of RIS standardization within the framework of CESNI**

*Reference: 02\_2019\_06\_05\_Plasil\_RIS Expert Groups integration in CESNI TI vOp7.pptx*

Mr. Christoph Plasil, as the chair of NtS Expert Group representing the chairpersons of all four RIS EGs entered the floor to inform the members about the newest developments and possible scenarios regarding the integration of the EGs into CESNI/TI. He begins with a quick wrap-up about the structure of CESNI, which works with a lot of French abbreviations.

CESNI, founded by the EU and the CCNR comprises three permanent working groups: CESNI/QP (Qualification), CESNI/PT (Technical Requirements) and CESNI/TI (Information Technologies); the working languages of the permanent working groups are the languages of the CCNR: Dutch, English, French and German. Under the supervision of the permanent working groups there are temporary working groups, which work on specific topics. RIS would fall in the domain of CESNI/TI.

There were two informal meetings between the RIS EGs and CESNI this year. It was discussed how the EGs could be integrated into CESNI. For the decision making a number of considerations have been formulated:

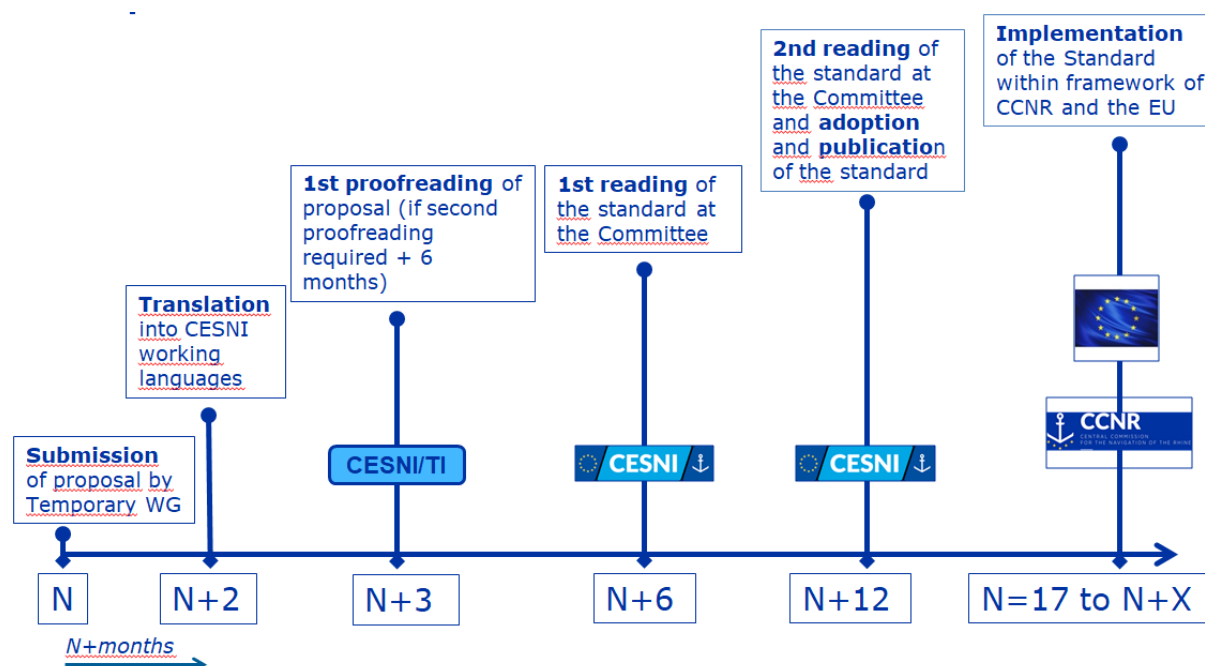
- Involvement (EU Member states, RIS users, international organizations, third countries and technology manufacturers)
- Continuity of work (Know-how of existing RIS EGs)
- Standardization (High quality standards; fast adoption of standards; Change requests procedures)
- Language (English as only working language)
- Implementation (Exchange with the EC and research projects (e.g. RIS COMEX))
- Costs (Travel costs, translation/interpretation)
- Flexibility (Meeting venues; voting of non-EU countries)
- Responsibility (Responsible persons per RIS-technology)

The discussions resulted in three different scenarios:

- Option A: Integration of RIS EGs as four temporary Working Groups
- Option B: Integration of RIS EGs as one temporary Working Group
- Option C: Integration of RIS EGs directly into CESNI/TI with the possibility to establish temporary working groups on specific items

The RIS EGs chairs have a strong preference for option A, because it's the only option that potentially supports all considerations.

Mr. Plasil continued with presenting a roadmap for the implementation of new standards in case Option A is realized.



The inaugural meeting of CESNI/TI was held in June in Strasbourg. In October 2019 CESNI will make the formal decision on the integration of the EGs into CESNI/TI. The second meeting of CESNI/TI will be held in December 2019 and the integration of the EGs could be completed with the beginning of 2020. At the first meeting the temporary WGs would agree on a meeting schedule. Per temporary WGs CESNI offers support for five half day meetings in two years. Additional meetings without secretarial support are still possible (e.g. Sub-Groups, Task Forces).

### 3.2. Interactive podium discussion on CESNI/TI

*Reference: 2019\_06\_06\_poll-results\_CESNI\_at\_CI\_meeting\_Galati.pdf*

After Mr. Plasil's introductory presentation a podium discussion followed. The audience was invited to submit questions via the interactive online tool Sli.do. Members of the podium were Mr. Mario Sattler (Seconded Official DG Move), Mrs. Vera Hofbauer (CESNI Vice-Chair), Mr. Brian Vrijaldenhoven (ERI Chair), Mr. Wieland Haupt (IECDIS Chair), Mr. Stefan Bober (VTT Chair) and Mr. Christoph Plasil (NtS Chair).

- Question 1: Do you support option A (establishment of four temporary WGs within CESNI/TI)?





86% Yes  
10% No Opinion  
4% No

Mrs. Hofbauer also thinks that Option A is preferable, but emphasized that the decision is not made yet.

- Question 2: Have you been in contact with your CESNI/TI representative?

37% Yes  
29% I don't know who it is  
29% I am not involved  
5% No

Mrs. Hofbauer stated that also for CESNI it was initially difficult to determine the responsible national coordinators, because there was no CESNI/TI yet. In the future this information can be obtained from the secretariat.

Mr. Haupt emphasized that the inaugural meeting of CESNI/TI is only next week; therefore the confusion is not surprising.

Mr. Vrijaldenhoven highlighted the importance for all members to stay involved in CESNI.

Mr. Sattler supported this notion by identifying the EG members as the integral part of CESNI/TI.

Mr. Plasil also encouraged the EG members to subscribe to the CESNI/TI newsletter.

- Question 3: If established, will you apply to become a member of a temporary CESNI/TI WG?

44% Inland ECDIS  
44% NtS  
41% VTT  
31% ERI  
13% I don't know  
7% This is not my cup of tea

Mr. Vrijaldenhoven as the ERI chair invited everybody to join their EG meeting the next day, which will have a focus on the Rhine region.

Mr. van Laar asked what will happen with the current terms of reference after the integration.

Mr. Plasil answered that they will be replaced by the terms of procedures of CESNI.

Mr. van Laar further asked if the temporary WGs will still be open for anyone who likes to participate.

Mr. Plasil replied that this was an important point of discussion. It will be possible for anyone to join the discussions of the temporary WGs, for permanent WGs however the participation procedures will be more formal.



Mr. Haupt emphasized how important it is that the work will continue without a break. It's also important to include different stakeholders and consider their point of view. He admitted that some independence and freedom of the EGs will be lost with the new framework of CESNI/TI.

Mrs. Hofbauer acknowledged that the processes will be more formal, but the temporary WGs allow some degree of freedom. Anyone will be allowed to observe and join the discussions of the temporary WG meetings, but only official delegates of member states will be allowed to vote. All of these issues will be discussed at the CESNI/TI meeting in June and at the next RIS week.

- Question 4: Do you know where to send your application to?

68% No

25% Yes

7% I am not involved

Mrs. Hofbauer argued that there is no application process implemented yet, so the result is not surprising.

Mr. Haupt also mentioned that the result is due to the fact, that the members often don't know their representative.

- Question 5: RIS Standards have often been elaborated according to a technical and operational approach. How could the role of the users be strengthened in the standardization process? (All answers from sli.do are attached in the Annex)

Mr. Bober argued that the tech-centered approach from the past must be replaced by a user-centered approach.

Mr. Vrijaldenhoven said that in the Netherlands there are so called information days, which are used to actively ask users and representatives about their needs. But also operators could be a helpful information source.

Mr. Troegl responded that the EGs can't do much besides inviting users to their meetings. It is not just the job of the chairs to make the meetings attractive for other stakeholders, but the responsibility of every member.

Mr. Haupt thinks that the promotion for the reasons of standardization has to be improved.

Mr. van Laar noted that for skippers who sail frequently it is simply not possible to join EG meetings, because they are on their barges. It is important to elaborate a communication strategy to reach barge owners and other stakeholders. He advised everyone to actively approach the skippers on the waterways to get a better understanding of their needs.

- Question to the panel: Who is going to be responsible for organizing and supporting the meetings?

Mrs. Hofbauer confirmed that the CESNI secretariat will be responsible.

Mr. Mario Walterfang asked whether the technical work will take place in the temporary or the permanent WGs. CESNI/PT for example is dealing with technical questions only.

Mrs. Hofbauer confirmed that CESNI/PT is dealing with technical questions in detail, but CESNI/TI will mainly coordinate and support the RIS WGs.



Mr. Bober suggested to keep on working as usual. The upcoming meetings will provide some answers.

Mr. Troegl asked if all meetings of the temporary WGs will take place in Strasbourg and whether they will be supported financially, if they take place somewhere else.

Mrs. Hofbauer replied that meetings can take place outside of Strasbourg and that they will also be supported if that's the case.

- Question 6: Do we still need RIS weeks in the future?

71% Yes, twice per year  
29% Yes, once per year  
0% No  
0% No opinion

Mr. Vrijaldenhoven said that he expected this result, but wonders if we should focus more on other CESNI/TI topics or only RIS. A quick poll resulted in a majority from the audience being in favor of also including other CESNI/TI topics.

- Shall the documents on the workspace of the EGs (<https://eg.ris.eu>) remain available?

90% Yes  
10% No  
0% No opinion

Mr. Sattler ensured that all important documents will be made available, although it won't be on [eg.ris.eu](https://eg.ris.eu). The documents will be shifted to a CESNI platform.

Mr. Plasil emphasized the importance of keeping previous documents on the new platform, in order to make it easier for new members to enter the field and get a good overview. However the naming conventions for the documents at CESNI should be reconsidered.

Mr. Haupt expressed his hope that the adoption of new Standards will become quicker through CESNI.

- What are the expected main advantages and disadvantages of the integration of the RIS EGs into the structure of CESNI/TI?

Mr. van Laar saw the biggest advantage in shorter waiting periods for the adoption of new Standards.

Mr. Troegl reaffirmed Mr. van Laar's point of view.

Mr. Sattler remarked that it is important not to mix up technical standardization work with the legislative work. The technical work is a prerequisite for the legislative work. CESNI/TI should enhance the technical elaboration process, but shouldn't interfere with the legislative processes. Regarding the different languages of CESNI: This cannot be changed; if member states ask for translations, they have to be provided. However the time to do the translations can be reduced through good planning.

- Question to the panel: Will there be financial support for Common Issues meetings at RIS weeks in the future?



Mr. Plasil answered that only the temporary WGs will be supported. The Common Issues meeting would have to be offered by the member states.

Mr. Sattler referred to the contract between CESNI/TI and the EC/CCNR, where the number of meetings is limited. The upcoming discussions will show how many meetings are necessary and will be considered in the follow-up contract at the end of 2021.

#### **4. Preview afternoon program**

At 12:20 the podium discussion was concluded and Mrs. Cuc gave a short preview of the afternoon session before inviting everyone for lunch in the entrance hall of the museum.

#### **5. How to harmonize the patchwork? – Evaluation of the RIS Directive 2005/44/EC**

*Reference: 2019\_06\_05\_poll-results\_Evaluation\_RIS\_Directive\_CI\_meeting\_Galati.pdf*

The biggest part of the afternoon session was reserved for the evaluation of the RIS Directive. DG Move contracted the Danish company Ramboll to carry out the evaluation. Two representatives of Ramboll and the University of Antwerp – Mrs. Caroline Wrona and Mr. Edwin Verbergh – took over the moderation.

The RIS Directive was published in 2005 and was the first ITS policy directive from all modes of transportation. It allowed for the development of harmonized services right from the beginning. The key question is – has the RIS Directive been effective in providing an organizational frame for RIS development and deployment? Are the standards and mechanisms still appropriate now and beyond 2019? The evaluation is however not dealing with the evaluation of RIS, its technologies and services as such. The question is, if the Directive is still applicable in today's digital environment.

The study started in February 2019 and will last till November 2019. Final results are expected for the beginning of 2020. Results from the afternoon session of the RIS week will be elaborated and presented by Ramboll in due time.

#### **6. River Information Services on the Danube and update of international organizations**

##### **6.1. RIS in Romania – lessons learnt**

*Reference: 04\_2019\_06\_05\_Dobre\_RIS in RO\_lessons learnt v1.2.pptx*

Mr. Iulian Dobre from the Romanian Naval Authority continued with a presentation of RoRIS, the Romanian RIS platform. It is managed and maintained by the RNA and covers a large part of the lower Danube from km 0 to 1075, which is representing 44% of the Danube's navigable sector.

RoRIS development started in 2004 and it is now fully compliant with the European RIS recommendations. Since then the overall number of serious navigation incidents has diminished, paper work and waiting times were minimized, the access to data became easier for all

stakeholders and the incident response time was reduced. RoRIS has also become an important data source for other projects like RIS COMEX, DANRISS, DSN and AEOLIX.

Constant maintenance, development and upgrades sustained by the RNA ensure that the system will continue to rise to future challenges.

## 6.2. Information services for skippers and fleet operators

*Reference: 05\_2019\_06\_05\_Soare\_AFDJ\_Information services for skippers and fleet operators\_RIS WEEK\_Galati\_5\_June\_2019.ppt*

Mr. Romeo Soare, who has worked for AFDJ since 1993 gave a presentation in which he described AFDJ's approach of providing fairway information to skippers and other stakeholders. He described RIS technologies as the best way of delivering and exchanging this kind of information.

Therefore AFDJ is making a constant effort to improve services and increase their reliability. Currently they are working on densifying the gauge network along the Danube, to allow for more precise water level information and forecasts. The goal is to have a gauge station every 20km whereas currently the distance is about 50km. But also the data exchange between vessels, locks, bridges, terminals and ports as well as the integration of IWT into multimodal supply chains is a current field of improvement.

AFDJ has a very close cooperation with the RNA, who is providing the RIS infrastructure. AFDJ on the other hand is responsible for general water level information, for water depth at critical points on the Danube, for signalization information, for Notices to Skippers and for IENC production. Besides the RoRIS platform other transnational platforms were established to provide this information. Among them are the Danube FIS Portal and the D4D Portal.

## 6.3. International organizations' report on the status of their RIS activities

*Reference: 06\_2019-05-27-Schilling\_CCNR\_RIS\_Week\_Galati\_v2.pptx*

The last speaker of the day was Mr. Jean-Noël Schilling from the CCNR, who spoke about the implementation process of RIS activities at the CCNR with a special focus on the Inland AIS equipment implementation and the extension of obligations for Electronic Reporting on the Rhine.

RIS development at the CCNR started in 2008 with the introduction of the first ERI obligation for vessels carrying 20 or more containers. The obligation was extended to all vessels carrying containers in 2015 and to all fixed cargo tank vessels in 2018. The obligation for carrying Inland AIS equipment was first introduced in 2014. From 2016 to 2018 a survey on the implementation success was conducted and subsequently a working group was formed, which examined technical problems in the course of AIS implementation.

The process of implementing RIS activities at CCNR starts with a planning phase. There the stakeholders have to be involved, the definition of goals has to be realistic and the whole process has to be aligned to a strategy. This was learnt the hard way. In 2008, when CCNR introduced the first ERI obligation, they weren't able to implement it as planned, because the technological and the harmonization gaps between the partner countries were too big. They were only able to introduce it in 2010 with a two-year delay.

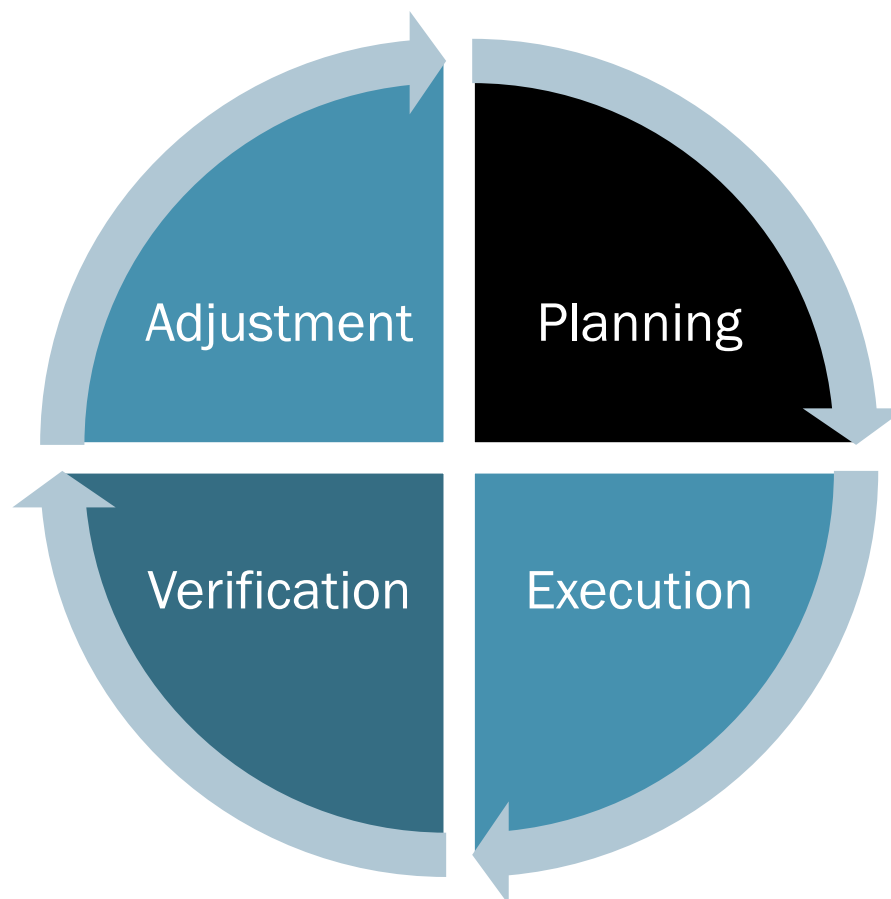
After the planning phase the execution phase follows. It is important to adapt the execution to the legal framework, to provide an effective helpdesk and above all to communicate with all



stakeholders and make sure to reach all affected parties. The execution has then to be evaluated. Therefore it is important to define key indicators, which can be checked by a survey and accompanied by regular and broad communication.

After the verification phase adjustments have to be made. Especially the work plan has to be revised, but adjustments may also be necessary for the formulation of the strategy as a whole. It is advisable to set up an expert group to support the adjustment phase. This was made for the implementation of the AIS equipment obligation and there were 59 recommendations coming out of the expert group.

The four phases of the implementation of RIS activities at CCNR can be understood as a circular process, which constitutes a holistic approach. This approach shall be followed with the further extension of ERI obligations to passenger vessels and other vessels over 10 meters, which is planned for 2020.



## 6.4. Question & Answers

Mrs. Cuc thanked Mr. Schilling for the interesting presentation and asked him how his previous experience from the private sector helped him implementing RIS activities within CCNR.

Mr. Schilling answered that in his time in the industry he has been involved in standardization and quality management work and was surprised that the CCNR approach is matching what is the state of play in the industry. There is always something to learn from each other.



## 7. Closing Words

Mrs. Cuc thanked all participants of the day, especially the European Commission, the panelists, Ramboll, the hosts and viadonau for supporting the meeting.

Mrs. Kathrin Haslbauer, from viadonau thanked Mrs. Cuc for the great guidance through the day and handed her over some flowers. Afterwards she officially closed the Common Issues Meeting and invited everyone to have dinner in the Navrom River Hotel.

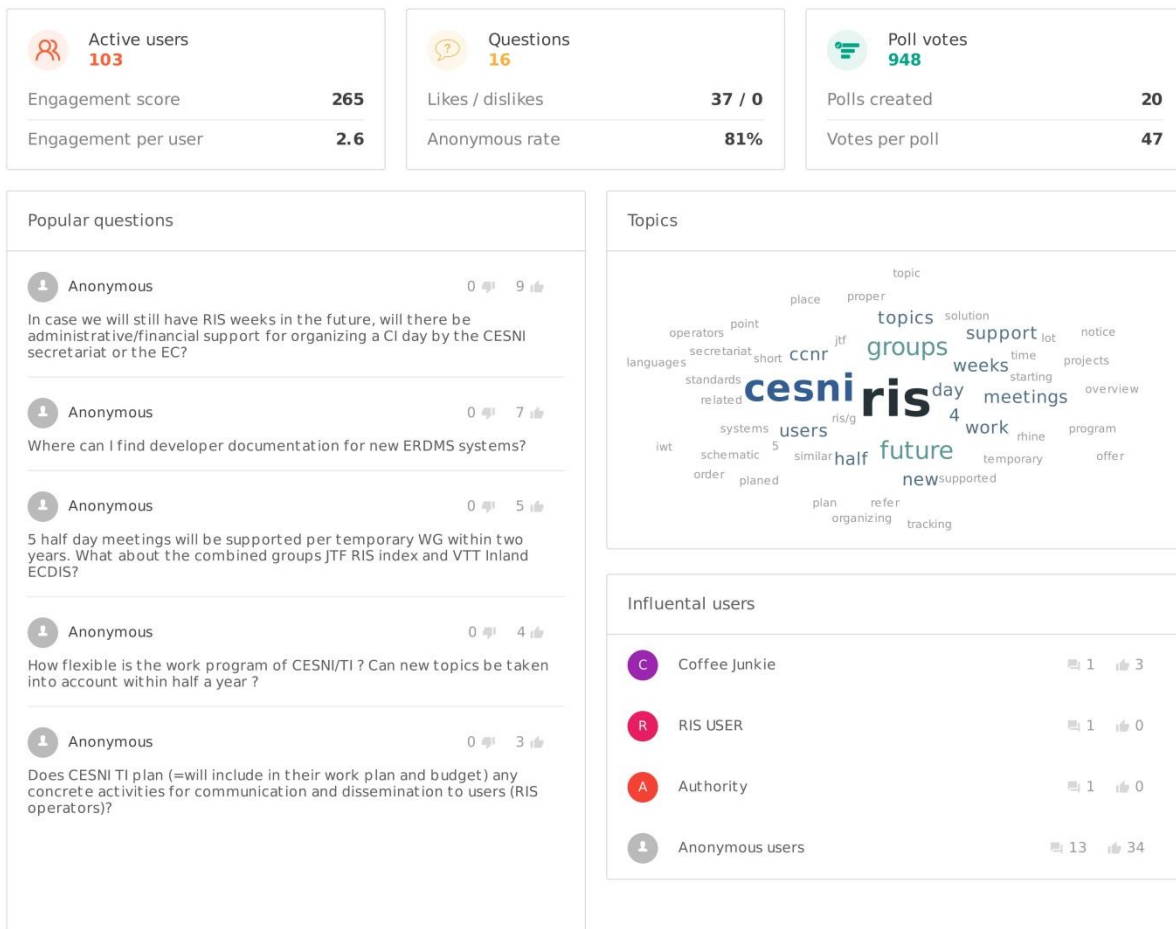
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## 8. Annex – sli.do polls

### 8.1. Interactive podium discussion on CESNI/TI

sli.do

#### Interaction Report Common Issues Meeting - RIS Week Galati



#### Do you support option A (establishment of temporary CESNI/TI WGs)? 073

Yes



No



No opinion





### Have you been in contact with your CESNI/TI representative?

065

Yes



No



I don't know who it is



I am not involved



### If established, will you apply to become a member of a temporary CESNI/TI WG (multiple answers possible)?

068

(1/2)

Inland ECDIS



ERI



VTT



NtS



This is not my cup of tea



I don't know





## Do you know where to send your application to?

056

Yes

25 %

No

68 %

I am not involved

7 %

## RIS Standards have often been elaborated according to a technical and operational approach. How could the role of the users be strengthened in the standardisation process?

019

(1/3)

- |  |  |
|--|--|
| <ul style="list-style-type: none"> <li>• Provide the possibility for feedback on the RIS Websites</li> <li>• Invite skipper's representative bodies and other associations also!</li> <li>• Training by E Learning...</li> <li>• Don't wait for users to come to you. You go to them.</li> <li>• Go on Henk</li> <li>• Talk to them!</li> <li>• Is CESNI/TI a decision and steering group more than</li> </ul> | <ul style="list-style-type: none"> <li>a working group? Is working on technical issues be done in temp groups only? In CESNI / PT this seems to be different ...</li> <li>• Start with user requirements</li> <li>• Is CESNI/TI a decision and steering group more than a working group? Is working on issues be done in temp groups only? In CESNI / PT this seems to be different ...</li> </ul> |
| <ul style="list-style-type: none"> <li>• Go to events such as the openscheepvaartdagen, visit ships, organise sessions to learn how to work with RIS from a users' perspective, go and sail.</li> <li>• Think about how to train them!</li> <li>• More effective and practical meetings with less theoretical discussions...</li> <li>• training in the academies</li> <li>• To provoke</li> </ul>             | <ul style="list-style-type: none"> <li>administrative. CESNI Representatives to be active!!!</li> <li>• Stakeholder management/</li> <li>• By professional or users organisations</li> <li>• RIS stakeholders regular meetings</li> <li>• Ccnr surveys on European level through dissemination in cooperation with the IWT platform and listen to the input and give post feedback</li> </ul>      |





- Choose a attractive location!!
- By really listening to the production companies (Periskal /Innovative / ...) who are in direct contact with the skippers.
- By explaining in" users' language what it is about and by showing examples of what it is about.
- Stakeholder workshops
- Forum platforms
- Talk to them.
- Via the Ecdis manufacturers
- Branch representatives should be more involved
- Go visit them!!

### Do we still need RIS weeks in the future?

063

Yes, once per year



Yes, twice per year



No



No opinion



### Shall the documents on the workspace of the EGs (<https://eg.ris.eu>) remain available?

061

Yes



No



No opinion



**What are the expected main advantages and disadvantages of the integration of the RIS Expert Groups into the structure of CESNI/TI?**

003

# adoption standards

news topics+++ process faster  
information sharing improved broader

## 8.2. Evaluation of the RIS Directive 2005/44/EC

**Have you noticed any positive developments in the inland waterways transport sector since the RIS Directive was adopted in 2005?**

062

Yes, to a large extent



Yes, to some extent



Yes, to a limited extent



No, not at all



Do not know



### To what extent has the RIS Directive been successful in creating a harmonised, interoperable river information system?

055

To a large extent



To some extent



To a limited extent



Not at all



Do not know



### Please select what you see as the most important benefit created by the RIS Directive.

057

(1/2)

Increased trust and acceptance of vessel tracking & tracing system



Harmonised data exchange and communication



Continuous cross-border traffic without technical obstacles



Optimised use of existing infrastructure



Cost savings from reduced resubmissions of e-ship reports



Hardware and software of RIS becomes more affordable



Other



None of the above



**Have you experienced any problems or issues as a result of the RIS Directive?  
Please select all the problems or issues  
you experienced from the list below.**

051

(1/2)

Costly to implement



Limited protection of personal data



Processes are not fully harmonised



Insufficient quality of information/maps provided to skippers



Problems with international data exchange



Other



None of the above



**Has the Directive led to an overall  
increase or decrease in the following  
costs?**

049

(1/2)

Increase in administrative costs for national administrations



Decrease in administrative costs for national administrations



Increase in administrative costs for RIS authorities



Decrease in administrative costs for RIS authorities



Increase in day-to-day costs for RIS users



Decrease in day-to-day costs for RIS users



Do not know





**Which of the RIS objectives listed below remain relevant below? From the list below, please choose the two objectives of the RIS Directive which you think are the most relevant today.**

052

(1/2)

Enhance safety in inland ports and rivers



Enhance efficiency of inland navigation by enabling information exchange between vessels, lock and



Optimise use of existing inland waterway infrastructure by providing information on the status of fairways



Increase environmental protection by providing traffic and transport information



Increase environmental protection by employing an efficient calamity abatement process



Improve integration of IWT into multimodal supply chains through accurate and timely information to support transport management



None of the above



Do not know







**From the list of instruments for which the RIS Directive provides technical specifications, please select those where you think the RIS Directive has most positively impacted the inland waterway sector.**

0 4 6

(1/3)

Data protection rules and security measures to protect RIS users

☐ 0 %

Vessel tracking and tracing systems (Inland Automatic Identification System - AIS)

☒ 89 %

Electronic chart display & information system (ECDIS)

☐ 70 %

Standardised, encoded and downloadable Notices to Skippers (NtS)

☐ 59 %

Standardised electronic ship reporting

☐ 22 %

Standards for mutual recognition of type-approved RIS equipment

☐ 11 %

None of the above

☐ 0 %

Do not know

☐ 0 %

**Can you think of any effects of the RIS Directive that were not expected at the time it came into force? If yes, please list up to three unintended effects.**

014

(1/2)

- Adoption of a non harmonized RIS Standard for electronic chart systems by ccnr
- every party creates its own "text" editor
- digital intermodal transport network
- The well reception of Inland AIS by the sector.
- Inland AIS adopted in the Rhein as well
- Increase National cooperation between community, differences in speed and focus of implementation between Rhine and Danube
- It was Not intended that international data exchange is still not operational 14 years later.
- New and interesting opportunities!
- harmonization of all reporting procedures under a single electronic reporting service
- authorities and professional society
- 1 VTT became mandatory and no longer under question. 2 The difficulty of having reliable data to publish. 3 The reluctance of the administrations to care about data exchange.
- Strong financial support from EU for RIS, establishment of a strong RIS
- Several computer screens necessary (lack of space in wheelhouses)
- Missing the good connection at internet
- Memberstates Wjchen do not comply
- Flooding of wheelhouse with Apps

**In your view, does the RIS Directive overlap with or duplicate your country's international obligations?**

040

No, not at all



Yes, there is a small amount of overlap or duplication



Yes, there is a lot of overlap or duplication



Yes, so much that there is no need for the RIS Directive



Do not know



**Are there other interventions at international, regional or local level that could achieve the same as the RIS Directive? If yes, please indicate at what level by selecting one or more options below.**

041

International level, by UNECE



Regional level (cross-country), by River Commissions



National level (bilaterally or multilaterally), by the Member States themselves



None of the above



Do not know



**Is there anything you can think of that is not included/addressed by the RIS Directive but that you think should be included or addressed in the future?**

014

(1/2)

- :)
- One single EU RIS web platform for both users and authorities!
- How can the RIS Directive support the increase of data quality?
- Provision of sufficient mobile broadband Infrastructure Enforcement of the RIS Directive
- Provision of sufficient mobile broadband Infrastructure and harmonized RIS data exchange 3 Obligation to provide easy-to-use single access to RIS for end users 4 Quality requirements for RIS operation
- Coffee break!!
- Mandatory financial support of RIS maintenance
- PNT resilience issues
- Clear requirements towards 'data for navigation and planning'
- Enforcement of the RIS Directive
- Legal basis for the implementation of international data exchange, including third countries (Serbia, Ukraine )
- AtoN, more GNSS and DGNSS reference incl. EGNOS and GALILEO
- 1 Privacy/data protection issues 2 Obligation for standardized
- Single window concept
- Technical specifications for the RIS reference data
- AtoNs
- A binding standard for the RIS index
- Provision of sufficient mobile broadband connections
- Harmonisation of cross border data exchange
- Refer to CESNI standards in short future

slido