RIS Week

Common Issues Meeting focussing on how RIS fits into the future Digital Inland Waterway Area (DINA) framework

Agenda

Common Issues Meeting

Invitees

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

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Date / Time

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Wednesday, 23 November 2016
Common Issues Meeting 08:30 –17:30 (08:00 – 18:00 incl. bus transfer)

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Meeting Venue

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Bridge Vroenhoven, Maastrichtersteenweg 212, 3770 Riemst

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Hosts of the meeting

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Promotie Binnenvaart Vlaanderen vzw, Waterwegen en Zeekanaal NV, nv De Scheepvaart

Authors

Andreas Bäck, Mario Sattler (viadonau) and Annick Javor (Promotie Binnenvaart Vlaanderen)

Moderation of the day: Ramona van Zweden

08:00   Bus from Hasselt (nv De Scheepvaart) to Bridge Vroenhoven (bus leaves at 08:00 sharp!)

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)*

Annex 1: Towards a Digital Inland Waterway Area (prepared by Matthijs Punter, TNO)

Digitalization is changing many industries. Smart robots will further increase the competitiveness of manufacturing in Europe. Smart products are changing the way we live and work. And companies can collaborate in very new ways changing many supply chains. Similarly digitalization has a potential to profoundly enhance transport and logistics.

The Digital Inland Waterway Area (DINA) aims to address the issues that affect the competitiveness of the inland waterway transport (IWT) sector which relate to digitalization. In particular DINA will look into how digitalization can:

- **Make navigation and traffic management more efficient** - new solutions are needed for enhanced navigation and smart corridor management. Through various innovation programs new tools are being developed. DINA aims to enable their deployment at large, making navigation and traffic management more efficient.
- **Make it easier for organizations to do business with the IWT-sector, supporting multimodal supply chains** - to enable multimodality much more visibility is needed to optimize processes in hubs and terminals and make it easier for potential customers to find suitable IWT-services.
- **Make it easier to comply with existing and future legislation** - there is still a significant administrative burden for complying with (safety related) legislation. DINA aims to lower this burden and make it easier to comply with both existing and future legislation through more integrated reporting and improved re-use of data.

The DINA taskforce was established and is currently exploring several potential measures to address underlying problem drivers that currently prevent this from happening. Examples of such problems include:

- **Legal and technical barriers for sharing data** which make it difficult to develop new data-enabled solutions.
- The **lack of a level playing field for doing business with the IWT sector**, resulting in administrative burden for shippers and terminals and hindering multimodality.
- The **relatively small size of the IWT sector** which makes it difficult to invest in mode-specific solutions.

An environment for developing new systems and solutions for the IWT domain
DINA will not be 'one system' or 'one solution'. Instead DINA aims to provide an environment in which it becomes much easier to develop new systems and solutions for the IWT domain. For instance:

- by providing standards to facilitate the re-use of existing data sources and to improve the level playing field
- by taking away barriers for the sharing of data in a controlled way
- by adapting e-freight solutions in other domains so that they can work with the IWT-sector as well

Evolutionary approach
An evolutionary approach is foreseen which builds on existing strengths from both the IWT-sector and other modalities. River Information Services are a key strength of the IWT-sector and will become an important part of DINA. But similarly DINA will work with the Digital Transport & Logistics Forum[1] to enable the use of e-freight standards in a multimodal context.

During the RIS week the DINA Taskforce will meet for the third time. Several topics relating to DINA will be discussed during the RIS Common Issues Days especially regarding the potential for RIS to be one of the key-enablers of DINA.

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[1] For further details, reference is made to https://ec.europa.eu/transport/sites/transport/files/media/news/doc/2015-04-15-setting-up-dtlf/com%282015%292259_en.pdf

Annex 2: Questions for the panel discussion:

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

    a. Supporting the navigational decision of a skipper

    b. Enhanced traffic / corridor management

    c. Supporting multimodality by improving the data-exchange with customers and hubs/terminals

    d. Reduction of the administrative burden in business-to-government reporting

    e. No opinion or different opinion

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

    a. Yes, they are

    b. No, they are not. Further improvements are needed

    c. No opinion or different opinion

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? (<u>one answer possible</u>)

    a. No it is not

    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

    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

    d. No opinion or different opinion

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

    a. Lack of electronic reporting capabilities

    b. Different reporting requirements in the various member states due to differences in legislation

    c. Differences in the way the ERINOT standard is implemented in the various member states (e.g. use of different languages)

    d. The limited re-use by the authorities of already declared data

    e. Other reason, not mentioned above

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

    b. Single access point for all IWT voyage related information

    c. Better wireless coverage is needed (WiFi/3G/4G/5G) to ensure always-on connectivity with systems and services running in the cloud

    d. Increased security and trust (e.g. electronic identification) is needed for controlled data sharing with specific organizations such as customers and the authorities

    e. Costs need to be low to ensure large scale adoption, e.g. low-cost smart phone vs. high-end dedicated system

    f. Other requirement, not mentioned above

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

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

    c. No opinion or different opinion

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)

    b. By adapting the national legislation and concluding administrative agreements

    c. No opinion or different opinion

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

    b. No, implementation projects such as RIS COMEX are sufficient

    c. No opinion or different opinion