Rijkswaterstaat
Ministerie van Verkeer en Waterstaat

Evolution of River Information Services

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European RIS Platform

- Established 2000
- Informal Platform for European Fairway Authorities
- Result of Steering Committee INDRIS
- Open to all EU fairway authorities
- Assisted in drafting of EU RIS Directive
- Active members at present: A, B, D, F, NL

River Information Services

- *Objectives:*

    safe, efficient, reliable and environmental friendly

- *Definition:*

  A comprehensive set of services for navigation on the inland waterway network, which are agreed internationally

- *RIS key technologies:*
    - Inland ECDIS
    - Electronic Reporting
    - Inland AIS

RIS Directive and its annexes (regulations)

- RIS Directive is required for:
  - Harmonised Implementation
  - Setting standards
  - Minimum set of services
- RIS Directive adresses
  - Fairway Authorities
- Fairway authorities adresses
  - Waterway users

- Objective: to facilitate navigation in Europe
  - If a service is supplied is apart from IENC's en NTS a decision of the fairway authority

EU RIS directive, mandatory waterways

RIS, succesfull implementation?

- RIS directive including RIS regulations leave room for implementation differences
- Harmonisation is partly achieved
- Mainly safety related, limited logistics implementations
- Cross border data exchange is not always easy
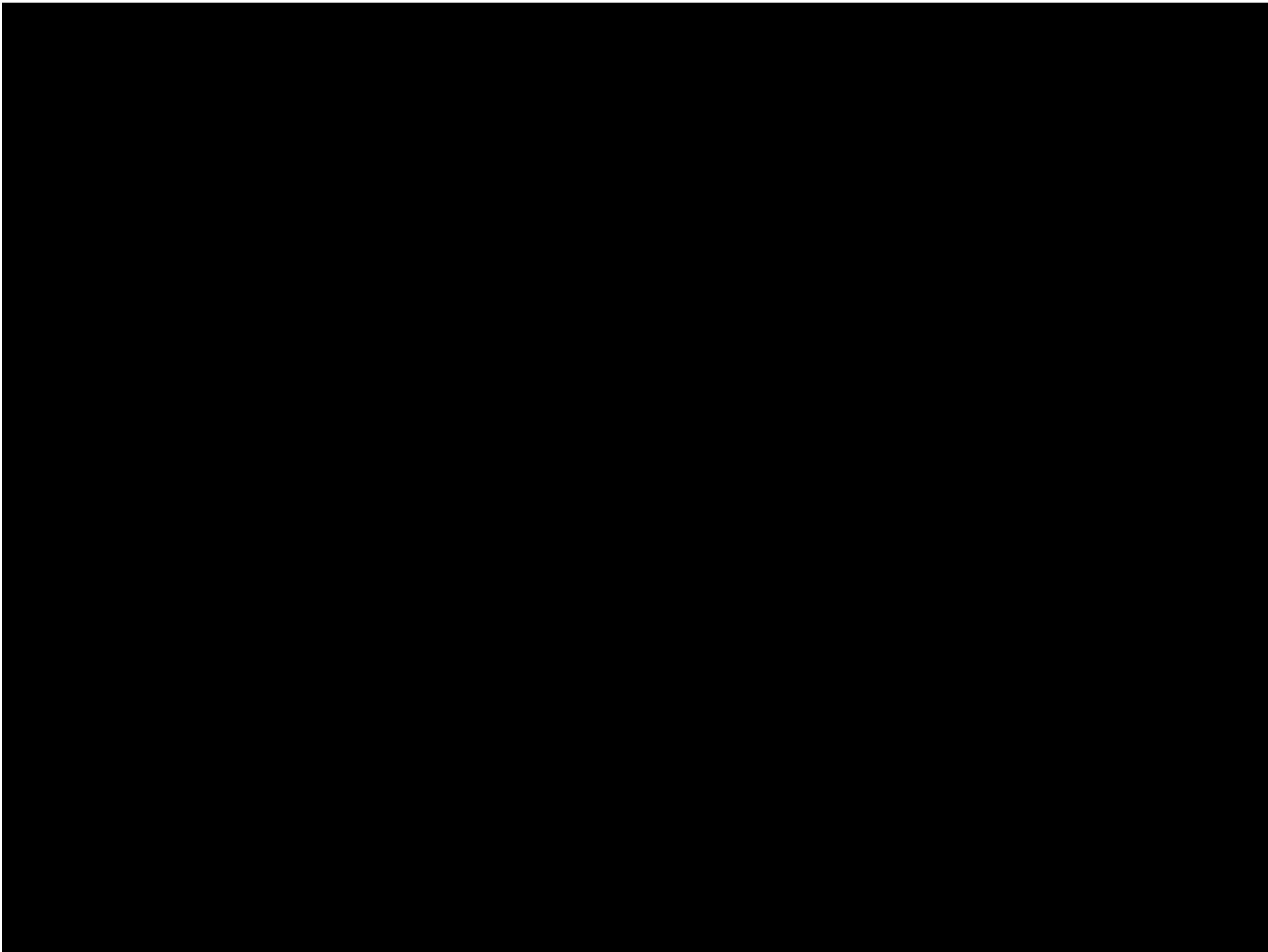- Tasks and responsibilities of fairway authorities are not harmonised

Next step:

- Implementation as coordinated activities between fairway authorities

Next Step: Corridor Management

- Film

Corridor Management

Why?

linking services together on a route or network of interconnected waterways in order to supply RIS not just locally, but in support of navigation on their voyages on the entire network

Objectives:

- Optimal use of infrastructure
- Optimal safety
- Reliable transport times
- Minimised delays

Corridors

The decision on the implementation of corridor management at a specific level should be a common decision by all fairway authorities that are responsible for waterways in the corridor.

- Procedure
  1. Fairway Authorities decide to realise corridor management on a specific inland waterway
  2. Authorities decide on the required set of services of corridor management, the VTM services can be found in the definition study
  3. Authorities discuss the necessary cooperation in order to implement and operate corridor management between themselves
  4. Tasks and Procedures should be discussed and agreed for implementation and operation
  5. Depending on the outcome even a corridor management centre for this corridor could be set up

- It is not a mandatory approach but:
    In all cases steps 1, 2 and 3 need to be taken.

Need for Revision of RIS Directive

- Issues mentioned that may require a revision of the RIS directive:
  - What waterways are addressed, there are suggestions to include class III, also the issue on international connection should be discussed
  - Setting up of central FIS server
  - European Hull Database
  - European Reference Data Management Service
  - ISRS code
  - CoRISMa / COMEX (among others TIS service, Role Based Acces Control)
  - Inclusion of waterway users in mandatory implementations
  - Coordination of implementation
  - All issues mentioned in the Platina II presentation of mr. Bäck that haven't been addressed before

Conclusions

- RIS directive is a framework
- Implementation will be improved with corridor management
- Technical issues should remain in the regulations not in the directive
- Multi modal connections are required but are still being researched and developed