

RIS Week

Common Issues Meeting on how EU co-financed projects contribute to the deployment of River Information Services on the TEN-T network

Minutes

Common Issues Meeting

Attendees

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



Authors

Christoph Plasil and Mario Sattler (viadonau)

Date / Time

Wednesday, 10 May 2017

Common Issues Meeting 08:30 –17:00

Meeting Venue

ENVOY Conference Centar

Gospodar Jevremova 47

11000 Belgrade, Serbia

<https://www.envoy-hotel.com/conference/>

Host of the meeting

*Republic of Serbia Ministry of Construction,
Transport and Infrastructure Directorate for
Inland Waterways Plovput*

AGENDA

Moderation of the day: Cas Willems

08:30 Registration and welcome coffee

09:00 Welcome and Introduction (*moderator*)

09:10 Opening Speeches: Strategic Developments

- Welcome note from the Serbian Ministry of Construction, Transport and Infrastructure (*Veljko Kovačević, Assistant Minister*) - 10 minutes
- Update on European Policy and on EU co-financing for River Information Services (*Luca Farkas - European Commission*) - 30 minutes
- Questions & Answers - 20 minutes

10:10 Initiatives to deploy River Information Services in Serbia

The European Union has been supporting the establishment of River Information Services and Aids to Navigation (AtoNs) in Europe. During this Common Issues Meeting, the (intermediate) results of various projects will be presented. Moreover, it will be discussed how the projects financed under the Connecting Europe Facility (CEF) and the Instruments for Pre-Accession (IPA) contribute to the realisation of the current and upcoming requirements related to RIS and the deployment of RIS services on the TEN-T network.

- Deployment of River Information Services and Aids to Navigation (AtoNs) in Serbia (*Jasna Muškatirović, Ivan Mitrović – both Plovput and Damir Obad - RGO*) - 25 minutes
- Questions & Answers - 10 minutes

10:45 Coffee break

11:20 River Information Services Corridor Management Execution (RIS COMEX)

The CEF funded project RIS COMEX aims to implement and operate cross-border River Information Services based on the operational exchange of RIS data. These RIS-based Corridor (information) services support authorities in traffic management and the logistics sector in transport management. This session will present the intermediate results, in particular the RIS COMEX Masterplan and the state of play on the service definitions.

- RIS COMEX – Introduction and state of play (*Ivo ten Broeke – Rijkswaterstaat and Mario Kaufmann - viadonau*) - 25 minutes
- Questions & Answers - 15 minutes

12:00 Update on the development of the concept for the Digital Inland Waterway Area (DINA)

Digital Inland Waterway Area (DINA) is the digital strategy of inland waterway transport and is an element of the Digital Single Market strategy of the European Commission. This session aims at presenting the current state of play.

- Update on the DINA project (*Matthijs Punter, TNO*) - 15 minutes
- Questions & Answers - 10 minutes

12:25 Conclusions morning session & preview afternoon program (*moderator*)

12:30 Lunch

14:00 Pilot implementation of an Upper Rhine traffic management platform

The Action, involving RheinPorts Basel-Mulhouse-Weil, Geschäftsbereich Rheinhäfen and Port de Strasbourg, aims at implementing an innovative ICT traffic management platform for inland waterway transport. The study financed under the Connecting Europe Facility (CEF) will improve the overall logistics processes in nine inland ports on the Rhine-Alpine Core Network Corridor. This session will present the intermediate results of the project.

- Introduction to the RheinPorts Information System 'RPIS'
(Jennifer Sommer, HPC Hamburg Port Consulting, on behalf of RheinPorts Basel-Mulhouse-Weil) - 20 minutes
- Questions & Answers – 10 minutes

14:30 Technical Developments and Updates (part 1)

- Intermediate results of PIANC InCom permanent Working Group 125 in charge of updating the RIS Guidelines 2011 (Cas Willems – on behalf of Rijkswaterstaat) – 10 minutes
- 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) 10 minutes per EG – 40 minutes
- Questions & Answers – 10 minutes

15:30 Coffee break

16:00 Technical Developments and Updates (part 2)

- International organizations' report on the status of their RIS activities
(Raphael Wisselmann - Central Commission for the Navigation of the Rhine, Duško Isaković – International Sava River Basin Commission, Barthold Van Acker - chair of the UNECE Working Party on Inland Water Transport) 10 minutes each – 30 minutes
- Update on the www.ris.eu service desk (Hrvoje Kotnik - CRUP) – 5 minutes
- Questions & Answers – 15 minutes

16:50 Closing words (moderator)

- Next RIS Week: 20 – 24 November 2017, Bratislava, Slovakia
- PIANC Smart Rivers Conference: 18 – 21 September 2017, Pittsburgh, USA

17:00 End of Common Issues Meeting

19:00 Common Issues Dinner

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

Photos available at <http://www.plovput.rs/ris-week-eng>

1. Welcome and Introduction

Mr. Willems as the moderator of the day welcomes all attendees to the Common Issues Meeting. He expresses thanks to the Serbian hosting organisation, the Serbian Ministry of Construction, Transport and Infrastructure Directorate for Inland Waterways Plovput and specifically to the local organizers Ms. Jasna Muškatirović and Mr. Ivan Mitrović together with their team as well as the RIS Expert Groups Support team of viadonau.

2. Opening Speeches: Strategic Developments

2.1 Welcome to Belgrade

On behalf the Serbian Ministry of Construction, Transport and Infrastructure Directorate for Inland Waterways Plovput, Mr. Ljubiša Mihajlović welcomes all attendees to the first RIS week held outside of European Union borders. He thanks his colleagues from Plovput who organized the RIS week.

In his speech Mr. Mihajlović highlights the role of the European Union in providing support for the development and strengthening of Danube waterway transport and for providing financial support to the Republic of Serbia for setting the necessary national measures.

2.2 Update on European Policy and on EU co-financing for RIS

Reference: 01 – European Commission – Luca Farkas.pdf

On behalf of the European Commission DG MOVE, Ms. Luca Farkas thanks the hosts of the RIS week for the perfect organisation and viadonau for the support. She also encourages the participants to visit the Serbian RIS center after the meeting.

Ms. Farkas informs about organisational changes at the European Commission. The unit “Ports & Inland Navigation” has now the number D.3 and belongs to the Directorate D “Waterborne” together with D.1 “Maritime Transport & Logistic” and D.2 “Maritime Safety”. New head of Unit D.3 is Ms. Daniela Rosca.

Ms. Farkas informs that Mr. Marc Vanderhaegen has left D.3 in the beginning of 2017. Within D.3 the responsibilities are shared as follows:

- Ms. Farkas is dealing with DINA, the ERMDs and the implementing regulations for RIS.
- A new colleague, Mr. Konstantinos Rigas, will be assigned to the revision of the RIS Directive.
- Ms. Marta Wolska is assigned to the EHDB and the technical regulation.

Ms. Farkas presents a general overview on the actual policy developments and highlights NAIADES II. In the years 2017-2018 the following topics will be tackled:

- the revision of the RIS Implementing Regulations, having started with Inland ECDIS, the preparation for adoption process is ongoing aiming at adoption in 2017;
- the implementing Regulations for ERI, NtS and VTT will be tackled subsequently to Inland ECDIS aiming at adoption in 2017-2018;
- establishment of a delegated act for the EHDB;
- Mid-term implementation report of the NAIADES programme (NAIADES II)
- 2018 is declared as ‘Year of Multimodality’

Mr. Farkas gives an overview about H2020 and CEF financed RIS projects, some of them to be presented at this Common Issues Meeting. She also stresses that other RIS related projects shall be on the agenda at the next Common Issues Meeting, in specific a presentation of the Hungarian RIS project would be highly relevant.

Another focus of the presentation is the European HULL DB. Ms. Farkas highlights that the amount of data sets doubled since the last CI meeting in November 2016. On the statement that no data is provided to the EHDB by DE, IT, HU and LT, Ms. Birgitta Schäfer, German Federal Ministry of Transport and Digital Infrastructure, states that Germany requires the delegated act as planned to be adopted before 10/2018.

Speaking about the ERDMS, Ms. Farkas informs that the ERDMS Tool is currently being rebuilt by the EC IT Service and will be finalised in June 2017. The revision of the ERDMS is not visible to the users as the user interface stays the same. As the ERDMS documentation will be updated after the overhaul an e-mail shall be sent to MOVE-ERDMS@ec.europa.eu in order to receive the latest import template to upload new/changed records. From the last CI meeting in November 2016 the data tripled. A lot of countries imported new data or updated data.

Ms. Farkas points out that the datasets of BE and NL are more than five years old and that no data is available for FR, LU, IT, SE and UK. Mr. Mathias Polschinski states that Germany also provided the RIS Index for Luxemburg as DE and LU have a common border section on the river Rhine, thus data is available. Ms. Farkas asks to have this information reflected within the datasets.

Ms. Farkas informs that there are four Commission Expert Groups (EG) in IWT:

- EG on Inland Waterway Transport (NAIADES II implementation group)
- EG on Technical Requirements (EHDB, etc.)
- EG on Social Issues
- EG on Digital Inland Waterway Area (DINA, ERDMS, etc.)

Mr. Polschinski wants to know the connection of DINA and ERDMS as the ERDMS is a technical solution and DINA is related to functions that are to be provided. Mr. Alaric Blakeway asks whether the Expert Group on Digital Inland Waterway Area is a functional or technical expert group. Ms. Farkas states that the setup was already decided and that, based on topic, different experts could be sent to the Expert Group. The call for experts for the Commission EG on Digital Inland Waterway Area will also be announced on www.ris.eu.

Mr. Polschinski points out the connection between the ERDMS and the RIS technical standards thus there is a big relation between DINA and the RIS Expert Groups. Ms. Farkas asks the four RIS EG chairs to connect to DINA. In any case the RIS weeks and RIS Expert Groups will continue.

Ms. Farkas stresses once more that information about the progress in the projects is highly relevant since they are co-financed by the EC.

Mr. Willems asks how the RIS community can contribute to the year of multimodality. Ms. Farkas states that the RIS community can participate in workshops. This topic could be also considered on the agenda of the next Common Issues Meeting.

Mr. Willems wants to know how Mr. Rigas can be supported in his task to revise the RIS Directive. As Mr. Rigas is attending the meeting he introduces himself to the Common Issues Meeting participants. In the past he was working with the Port Services Regulation. He informs that there are detailed processes for preparing regulations at the EC. Currently a study is being started to focus on these processes. Details will follow at the next RIS week.

3. Deployment of River Information Services and Aids to Navigation (AtoNs) in Serbia

Reference: 02 - RIS Serbia - Jasna Muskatirovic - Ivan Mitrovic.pdf

Reference: 03 - AtoNs Project - Damir Obad.pdf

As local organiser Ms. Muškatirović thanks all participants for coming to the RIS week in Serbia.

Ms. Muškatirović gives an overview about the milestones and achievements related to RIS in Serbia since 2003 starting with the first Inland ENC production trainings until the present date. At the moment 18 Inland AIS base stations are in operation on the river Danube and the river Sava. It is planned to implement RIS also on the river Tisa as the Tisa was promoted to be an international waterway in the year 2016. Ms. Muškatirović highlights benefits of the RIS services for the users. All information is combined in the navigational bulletin available in four languages providing information about actual and future water levels, Notices to Skipper, Waterway marking plans, Available fairway depths and widths at critical sections including forecasts, Vertical bridge clearance including forecasts, Available depth at berth including forecasts, Availability of locks and useful contact information.

Mr. Ivan Mitrović highlights three current RIS related projects

- Danube Stream (funded within the Danube Transnational Program) as continuation of NEWADA duo, Inland ENC's shall be harmonized and enhanced within this project,
- RIS COMEX (funded under CEF) where RIS Corridor Management is tackled,
- AtoNs Danube Serbia which will be presented by Mr. Obad.

Mr. Damir Obad presents the AtoNs Danube Serbia project as first national Inland AIS buoy rollout in the world including 160 Inland AIS units.

The AtoN Danube Serbia Project is executed by a consortium of RGO (HR) and KIOS (SK), has a duration of 29 month with a budget of around 750 k€. Monitoring of buoys is being implemented allowing fast reaction in case of any problems. The buoys are shown on Inland ECDIS. In June 2017 the implementation starts, it shall be finalized in September 2018.

AtoNs type 3 will act as repeater stations to improve the coverage of the Inland AIS base stations. Mr. Stefan Bober explained that they had some experience with repeater stations in Germany leading of to a ping-pong effect between the stations.

A discussion takes place about Virtual AtoNs which are only visible on Inland ECDIS as the information is broadcasted by Inland AIS base stations without having physical buoys in the field.

Mr. Willems asks if Virtual Inland AIS AtoNs will replace the buoys in the field in the near future. Mr. Bober states that Virtual AtoNs need up-to-date display software on board. Mr. Bernd Birkhuber states that at the moment Inland ECDIS in navigation mode is needed and or very accurate Inland ECDIS in information mode in combination with heading sensors. At the Moment only 10 % of the commercial fleet are equipped with the respective on board systems.

Due to the lack of availability of systems on board it would be a reduction of safety to remove the physical AtoNs at the moment. The question is, if it is wise to have virtual AtoNs in the winter time where all the physical AtoNs are removed.

Mr. Wieland Haupt reports that there is a pilot in RIS COMEX on the river Elbe between DE and CZ to test virtual AtoN. The reason for picking that stretch was that there is an obligation for Inland ECDIS in navigation mode in force since December 2016.

Mr. Ivo ten Broeke wants to know how it is prevented that parts of the buoys will get stolen. Mr. Obad replies that it was specified that all equipment is included in one solid box strongly attached to the buoy to prevent theft as much as possible.

4. River Information Services Corridor Management Execution (RIS COMEX)

Reference: 05 - RIS COMEX - Mario Kaufmann - Ivo ten Broeke.pdf

Mr. Willems opens the second part of the morning session with the question, who from the audience is not involved in RIS COMEX.

Mr. Mario Kaufmann presents the RIS COMEX (RIS Corridor Management EXecution) project. So far RIS implementation took place mostly on national level, but interconnected waterways require common actions. RIS COMEX was established to serve the needs of connected waterways providing seamless RIS Corridor Management Services on Corridor/European level. These services shall be defined, realised and transferred into sustainable operation based on the established frameworks. RIS COMEX started 2016 and will be concluded in 2020 and includes ongoing stakeholder management and user integration.

Different service levels have been defined to

- enable reliable Route Planning by supplying dynamic and static fairway- and infrastructure information (level 1)
- enable reliable Voyage Planning and Traffic Management, by providing traffic information (level 2),

- support Transport Management of the logistic partners (level 3)

Further information about the project, the services and project activities is included in the attached presentation.

Mr. Fivos Andritsos wants to know if it is foreseen to integrate the level 1 and level 2 services into Inland ECDIS on board the vessels.

Mr. Kaufmann replies that it is the aim to provide all information at a single point of access and that it is also the aim to ease the work for the onboard application developers as they can get the information from that single point of access.

Mr. Andritsos states that the skippers are already overloaded having different applications in place for different services. Mr. Kaufmann replies that at the moment the Services are in the focus, the system architecture is still to be agreed on.

Mr. Andritsos states that most level 3 services are related to DINA, the DINA concept is now being formulated and asks how the connection is ensured. Mr. Kaufmann states that first the details of DINA have to be known. In any case RIS COMEX may contribute to DINA.

Mr. Mihai Niculescu asks if there are ideas of cooperating with the EC w.r.t. the revision of the RIS Directive. Mr. ten Broke replies that RIS COMEX will provide input the revision of the RIS Directive, also the timelines fit to each other.

Mr. Willems addresses different understanding of RIS COMEX and the TEN-T Corridors. It is clarified that the corridors included in the presentation were defined in CoRISMa being not directly the TEN-T Corridors but the corridors relevant for the waterway authorities. The TEN-T Corridors are meant for all modes of transport. There is no direct contact between RIS COMEX and the responsible TEN-T Corridor Coordinators yet.

Mr. Niculescu stresses to keep track on other projects e.g. the European ITS Platform. Mr. Kaufmann states that connection shall be established where feasible.

Mr. Willems wants to know if application development is part of RIS COMEX. Mr. Kaufmann replies that the system architecture is to be defined until Q2 2018 also including the extent of implementation of applications.

5. Update on the development of the concept for the Digital Inland Waterway Area (DINA)

Reference: 06 - DINA update - Matthijs Punter.pdf

Mr. Punter starts his presentation giving some examples why digitalization is needed in inland navigation to improve efficiency, seamless integration of IWT in logistics processes and to lower administrative burdens. Therefore DINA focuses on those three areas.

Problems to be tackled on the path of digitalization are:

1. Legal and commercial bottlenecks for sharing data
2. Increased data exchange between barge operators and fairway authorities is needed, which is not yet part of the scope of the mandatory River Information Services
3. Limited capabilities for communication and data exchange on-board of barges
4. The IWT sector is relatively small in size, making it difficult to develop specific solutions for commercial solution providers
5. There is no overall framework for electronic reporting covering different purposes
6. Governance is needed for implementing digitalization and the alignment of public and private initiatives

The intended DINA architecture is presented including systems that have to be added and interconnected. The tools and apps to be used on board are to be discussed and defined. The overall system architecture is not clear yet, e.g. cloud based services should be considered.

The following key measures shall be tackled:

- › Identify public data requirements
 - › Cargo and voyages – corridor management, calamity abatement
 - › Crew – workers' qualifications directive
 - › Vessel – technical requirements
- › Engage with the private sector to develop new solutions for (cloud based) data management for barge operators
- › Standardize the future on-board digital backbone (eIWT tools) to serve as a platform for apps and connectivity
- › Adapt and extend River Information Services
 - › New functionalities (e.g. corridor management)
 - › Providing standardized technical interfaces to facilitate re-use of data
 - › Updating of shared databases (ERDMS, EHDB, EQDB)

Next steps within DINA are:

- › TNO is finalizing its report for the European Commission
- › Final DINA taskforce meeting will be scheduled to discuss the outcomes and implementation roadmap
- › Further follow-up by DG MOVE in various areas

Further details are included in the attached presentation. After the presentation a discussion takes place.

It is stated that there is an overlap of the activities carried out in RIS COMEX and DINA. RIS COMEX covers parts of DINA. DINA can learn from RIS COMEX and vice versa. In that manner RIS COMEX will contribute to DINA. It is stated that there are a lot of synergies between RIS COMEX and DINA. RIS COMEX will make data available required by DINA.

DINA can contribute the intermodal part to RIS, thus providing the link to other modes of transport.

6. Pilot implementation of an Upper Rhine traffic management platform

Reference: 07 - RhinePorts Information System - Jennifer Sommer.pdf

Ms. Jennifer Sommer from Hamburg Ports Consulting on behalf of RheinPorts Basel-Mulhouse-Weil presents the RheinPorts Information System 'RPIS' involving the Rhine ports and the upper Rhine ports.

The project is established in order to reduce congestions at the watersides of Rhine Port terminals for barges. There are also challenges at the border between CH (non EU) and DE + FR (EU) causing temporary imports and exports. An operational concept for tri-national customs exist among the authorities. Furthermore there is a decentralised data exchange meaning that there are bilateral phone calls, fax, and e-mail.

This RPIS project helps to increase the competitiveness of Rhine Ports through electronic data exchange among the involved parties leading to simplification of cross border commuting traffic, focused communication and increased transparency.

Based on planned routes the system gives feedback to the barge operator in case announced ETA are not feasible. The system handles planning requests and supports planning taking into account real positions and locks.

The project vision is to have RPIS as part of the information supply chain. It is planned to go live with the System in October 2017.

The project involves various partners dealing with organisational issues but it is also an IT project. It is focused on container transport.

Mr. Vrijaldenhoven states that there is an obligation for provision of ERINOT at the river Rhine for container vessels. Mr. Raphael Wisselmann adds that this topic was discussed with the sector at the CCRN and that reporting takes place from the sector towards the waterway management authorities, but it does not involve the ports. The reason for not forwarding the information to the ports is due to privacy matters and due to commercial sensitivity of the data. The sector did not want the data to be used for logistics purposes; it has to be used for safety purposes only.

It was concluded that the senders of the information may also include other (logistics) recipients when sending ERINOT reports (e.g. via BICS).

7. Technical Developments and Updates

7.1 Intermediate results of PIANC InCom permanent Working Group 125 in charge of updating the RIS Guidelines 2011

Reference: 08 - PIANC WG125 - Cas Willems.pdf

Mr. Willems as chairman of the PIANC working group 125 presents the current status of the working group. The working group has the following tasks:

- Status report on the developments, implementation and operation of River Information Services
- Update of the RIS definitions and abbreviations to include practical experiences and lessons learned from the implementation of RIS services and current projects dealing with corridor management, e-navigation will also serve as input
- Update of the PIANC RIS Guidelines 2011

Mr. Willems asks for volunteers joining the working group. Interested experts should contact him via e-mail.

7.2 Status Report of the RIS Expert Groups and taskforces, focussing on the preparation of the revised Commission Regulations

Electronic Reporting International

Reference: 09 - 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 developments in ERI are included in the .ppt of Mr. Stuurman

In his role as task leader in PIANC WG125 for the RIS related definitions 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: 10 - IEEG - Wieland Haupt.pdf

On behalf of the IECDIS Expert Group Mr. Haupt gives a brief report on the progress within the Inland ECDIS EG. The new Commission Implementing Regulation is currently under revision, and Mr. Haupt shows some of the highlights in the ongoing standardisation process.

There is also a clarification paper under elaboration regarding the type approval of Inland ECDIS with radar, due to the new digital interfaces of radars.

Vessel Tracking & Tracing:

Reference: 11 - VTT - Stefan Bober.pdf

On behalf of the VTT Expert Group Mr. Bober reports on the harmonisation of Application Specific Messages (ASM) for inland navigation. A new section is available on ris.eu on ASM.

Currently Aids to Navigation (AtoN) are being tackled, an information paper was written and types of AtoNs have been defined for the use in AIS AtoN messages. Further details are included in the presentation.

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. He focuses on three different tracks:

- Technical standard track: At the RIS week in November 2016 it was decided to integrate all approved changes into the latest version of the NtS standard thus a revised version of the NtS XSD 4.0.4.0 was provided to the EC in January 2017. Within the NtS Expert Group this version is the common agreed standard for implementation
- Legal track: The EC is currently working on the Inland ECDIS Standard; the NtS Standard will be dealt with later on. The other international organisations are waiting for the text published by the EC
- Implementation track: The new NtS standard is already in operation in AT, HR and NL. BE, CZ, DE, HU, RO, RS, UA announced to put NtS 4.0 in operation in 2017.

Several improvements and innovations are already in the pipeline working towards NtS 5.0.

7.3 International organizations' report on the status of their RIS activities

Central Commission for Navigation on the Rhine (CCNR)

Reference: 13 - CCNR - Raphael Wisselmann.pdf

Mr. Willems highlights the work of Mr. Wisselmann, as he is representing the CCNR for the last time at the RIS week.

Mr. Wisselmann reminds on the electronic reporting obligation for all vessels transporting containers on the river Rhine. He reports that the reporting obligation will be extended to vessels having fixed tanks on board. The CCNR Plenary Session on 31st of May will approve the extended reporting obligation, which will then get into force in December 2018. Reasons for the extension are that 25 % of the tonnage transported on the river Rhine is liquid cargo and that the majority of tank vessels transport dangerous goods.

An evaluation on the mandatory equipment with an Inland AIS device and an electronic chart display system was carried out as the obligation was in force for two years. More than 1300 answers have been received on a survey now being analysed. The conclusions and recommendations will be presented at a CCNR Workshop on 17 November 2017 in Strasbourg.

Mr. Wisselmann informs that a new radio communication guide in accordance with the RAINWAT Arrangement (Regional Arrangement on the Radio communication Service for Inland Waterways) will be published in summer 2017.

Mr. Wisselmann thanks all delegations for the cooperative atmosphere and the good collaboration. Mr. Wisselmann will work for Voies Navigables de France (VNF), still somehow connected to the RIS environment.

International Sava Basin Commission (ISBC)

Reference: 14 - Sava Commission - Dusko Isakovic.pdf

On behalf of the International Sava Basin Commission (ISBC), Mr. Isaković reports on the status of RIS on the Sava River. The whole navigable part of the Sava River is covered with RIS services. Internal Inland AIS portals showing vessel positions are available for Serbia and Croatia.

The Sava GIS (Geographical & Hydrological Information System of the Sava River Basin) is shown, see attached presentation. The Sava Commission has also an inspection tool / database operational, which facilitates the inspections and controls of vessels.

A new tool is being launched for displaying of Inland ENC's.

UNECE Working Party on Inland Water Transport (SC.3)

Reference: 15 - UNECE SC3 - Barthold van Acker.pdf

As chairman of the UNECE Working Party on Inland Water Transport (SC.3), Mr. van Acker informs about the UN and the organisations of the UN and their strategy on inland waterway transport until 2021.

The next meeting of SC.3 will take place in October 2017 and SC3 hopes to have news regarding the Commission Implementing Regulations until then. Ms. Farkas reports the EC is trying to work as efficiently as possible to get the Commission Implementing Regulations published in line with the better policy framework of President Juncker. As the quality of the baseline regulations (the RIS related Commission Regulations currently in force) do not comply with this policy, the texts have to be reworked and the texts have to be clear.

Update on the www.ris.eu service desk

Reference: 16 - RISeu - Hrvoje Kotnik.pdf

Mr. Kotnik from CRUP d.o.o. as contractor for the maintenance of the ris.eu website is not present at the meeting.

Ms. Farkas informs that the quality and up-to-dateness of the information on www.ris.eu improved since the RIS week in Hasselt as the content was updated by the RIS EG chairs related to their domain, viadonau updated the general information on RIS and the EC updated the legal and financial section of the website. Updates of content shall be carried out more often in the future.

As initiated by Ms. Farkas, CRUP is performing a cleaning of the user accounts registered under eg.ris.eu. Therefore CRUP sent out an online questionnaire to evaluate the user accounts, all experts are asked to react on the questionnaire received via e-mail.

Ms. Farkas asks all the members to provide news and updates to CRUP via the helpdesk to be contacted via supportris@crup.hr.

8. Closing of the Common Issues Meeting

Mr. Willems thanks the organizing organisations, Plovput, 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.

Mr. Willems informs that

- the **next RIS week** will be held in **November (20-24), 2017 in Bratislava, Slovakia**,
- the next PIANC Smart RIVERS conference takes place in September (18-21), 2017 in Pittsburgh,
- the next CCNR RIS Workshop takes place on 17. November 2017 in Strasbourg,
- VisuRIS is officially launched on 13. May 2017 in Belgium

Mr. Willems 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*

Photos available at <http://www.plovput.rs/ris-week-eng>