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NELI – Act. 3.2

RIS part5 – Applied services and Future of RIS

Vera Hofbauer, via donau

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Agenda

- Applied services
- Services in preparation
  - ERI – Electronic Reporting
  - International data exchange
- Future of RIS



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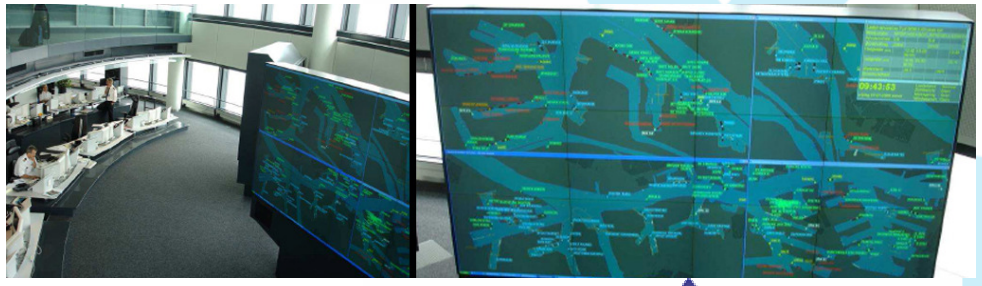
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Applied and value-added services

- Voyage planning and fleet/ cargo tracking for fleet manager / logistics service provider
- Estimated time of arrival / departure for port management and billing
- Analysis of accidents
- Statistics
- Graphical web interface
- Electronic lock announcement for lock management
- Vessel traffic services
- …





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Development of RIS for Logistic Services

- RIS transport and execution status platform
- For the cargo owners, logistics service provider and port & terminal operators it is of essential interest to follow the cargo all the time along the entire transport
- Which requires actual information about the relevant vessels onto which the cargo is loaded
- The electronic reporting of goods message ERINOT, makes it possible that the port and terminal operator knows the exact transport status of the incoming vessel
- The mainly vessel-related RIS services shall be utilized in ways that a transport-related tracing is supported

RISing
River Information Services for Transport & Logistics

SEVENTH FRAMEWORK PROGRAMME

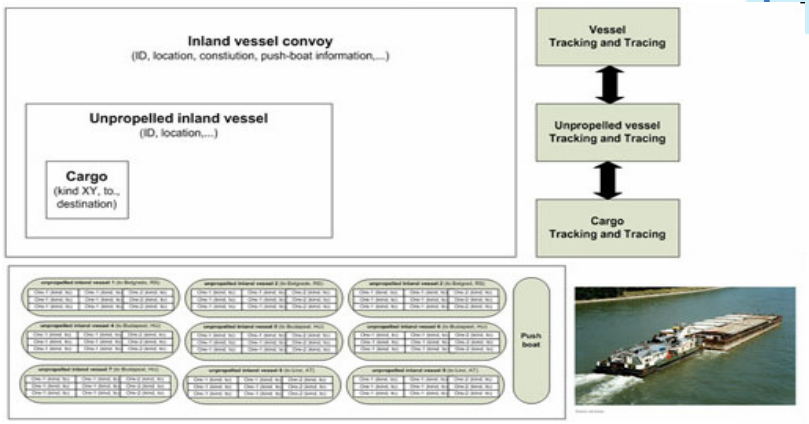
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Development of RIS for Logistic Services

- Transport status information shall include voyage status information of vessels currently being navigated
- To provide a comprehensive overview the transport status information shall be completed with information from other RIS services and shall be provided by means of accessible services to the above mentioned IWT operators and to their clients or other involved actors of a transport chain.



http://www.rising.eu/web/guest/learn-more

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Electronic Reporting

- skippers or fleet managers are required to report data on planned voyages and loaded goods to different authorities
  - depending on national or international legislation

- within electronic reporting the users can electronically report voyage and cargo data to authorities

- with the benefit that users have to report the same data only once
  - no different languages or forms

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How does ERI work?

- via web page it is possible to electronically report cargo for authorized users
  - only for assigned vessels
  - to the responsible authority

- according to the voyage plan of the vessel, the information of loaded cargo will be handed on to every involved authrity along the route

INES DANUBE

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ERI Benefits

- preparation of reports containing details on the voyage, the vessel and the cargo
- the modification and clearance of voyage and cargo data
- the import and export of voyage and cargo data
- commodity codes enable the unambiguous identification of cargo
- electronic reports facilitate the avoidance of errors
- electronic cargo information allows better planning of loading and unloading processes
- reporting of cargo and voyage data only once
- reduced paper work

ERI Standardization

- EU member states have to implement ERI as referred to in Article 5 of Directive 2005/44/EC on international waterways class VI or above
- a standard was introduced to guarantee the electronic data exchange among authorities
- **Electronic Data Exchange** deals with the technical specification of e.g.
  - user roles and access rights for all stakeholders
  - process description for data exchange
  - definition of required messages and interfaces
- the **Technical and Administrative Agreement (TAA)** forms the legal basis for the international data exchange which has to be accepted by all countries involved in data exchange

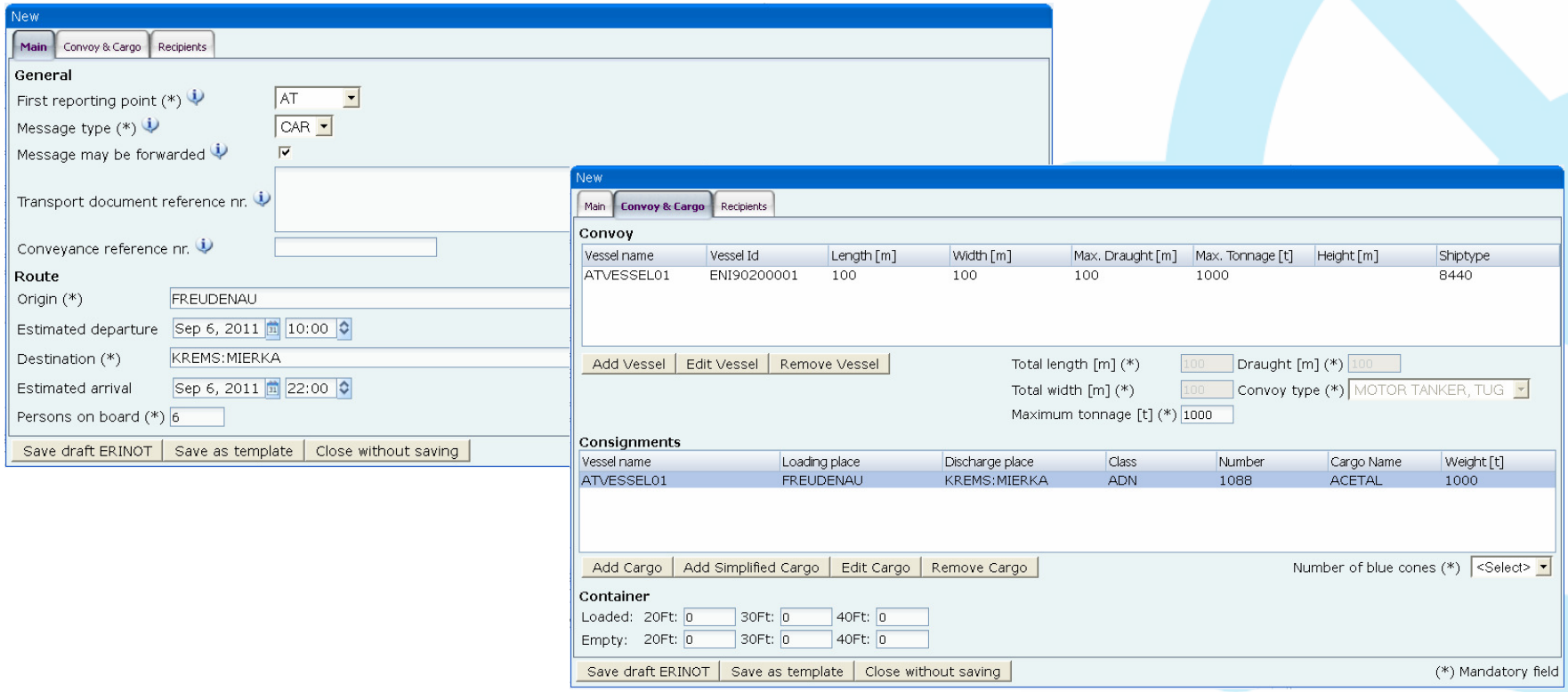
Launch of ERI

- **pilot operation phase** (Sept. 11 – Dec. 11)
  - test of ERI application (Web-GUI) and its functions, …
    - with selected user group
  - after tests➔ gathering of feedback from user
    - improve application, enhance functionalities based on this feedback

- **operation of ERI application** (2nd quater 2012)
  - available for all authorized users (e.g. fleet managers, skippers, etc.)

ERI Application

https://iris.doris-info.at/IRIS_WEB/

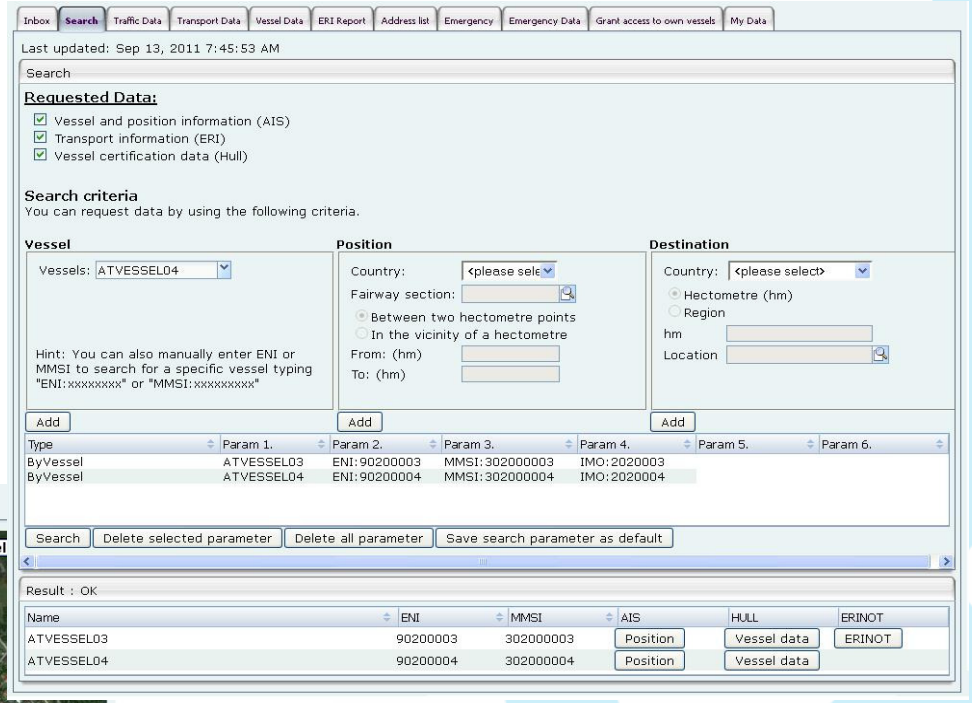


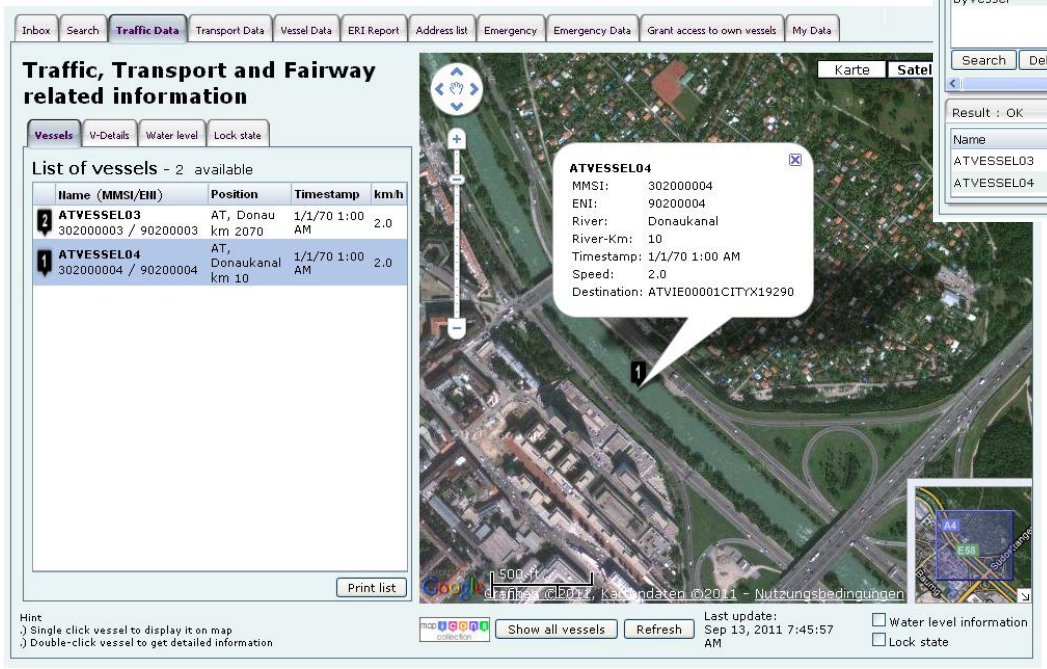
International RIS Data Exchange

- **Ongoing Activities**
  - **Setup of national R2D2 infrastructure**
    - **Update of infrastructure in AT, SK, HU, HR, NL**
    - **Implementation in RS, RO, BG**
  - **Test phase among AT, SK, HU, NL (limited functionality) in March-April 2011**
    - **Done within IRIS Europe II coordinated by the technical RIS Data Exchange Task Force**
  - **Start of (pilot) operation in 2nd quarter 2011**

International RIS Data Exchange

- Tracking & Tracing





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RIS in 2025 – Where does RIS stand today?

- Status Quo
  - ENC are provided for approx. 70 % of the major European waterways
  - More than 6,000 vessels (45 % of the total fleet) are already equipped with inland Electronic Chart Display and ECDIS viewers
  - Authorities from 12 countries provide NtS
  - Approx. 20 % of the fleet reports cargo and voyage data electronically
  - Inland AIS infrastructures support traffic management in 12 countries

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A vision for 2025 and beyond

- RIS will be provide not only for the major waterways – also for **all navigable waterways**
- RIS applications will be **integrated in the standard navigation equipment**
- RIS technologies will no longer be seen separately but be merged into a **homogenous onboard system**
- **Voyage planning applications** will provide guidance for efficient navigation
- Real-time data on waterway depth and traffic information will **optimize loading and safety**
- A **seamless wireless data network** will be available throughout Europe

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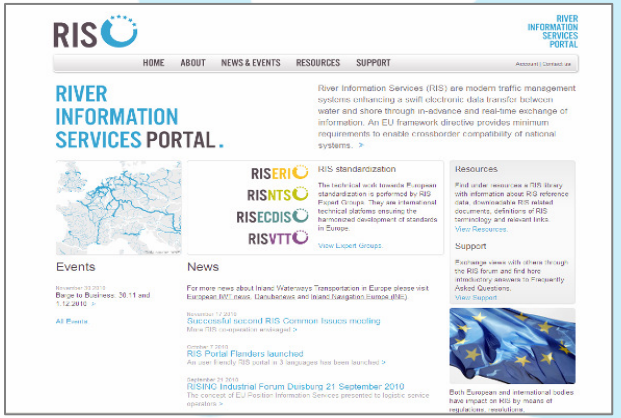
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- Project RISING: www.rising.eu
- Ines Danube: www.ines-danube.info
- Recommendations regarding the use of ERI / Danube Commission – Budapest 2011: www.danubecom-intern.org





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