Ladies and Gentlemen, as chairman of the CCNR RIS Working Group I would also like to welcome you to this RIS workshop.

My task today is to give you an overview of the twenty years or so that the CCNR has been actively involved with RIS.

How it started in the middle of the nineties

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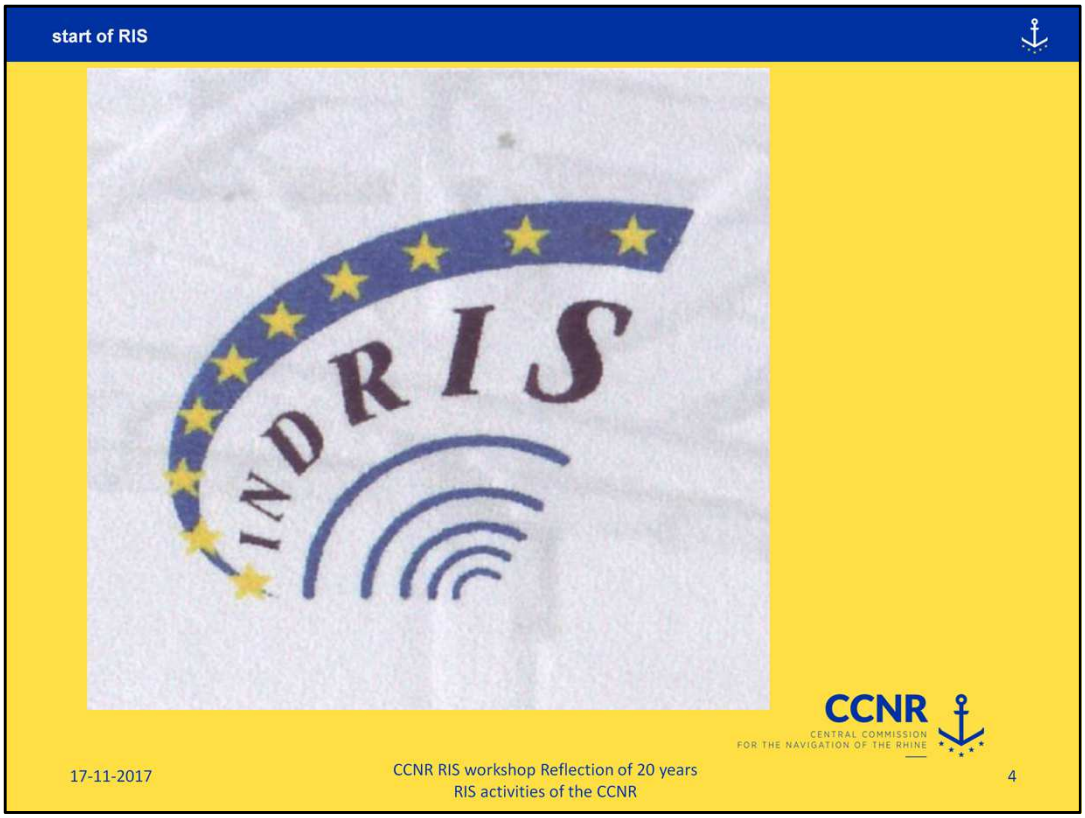
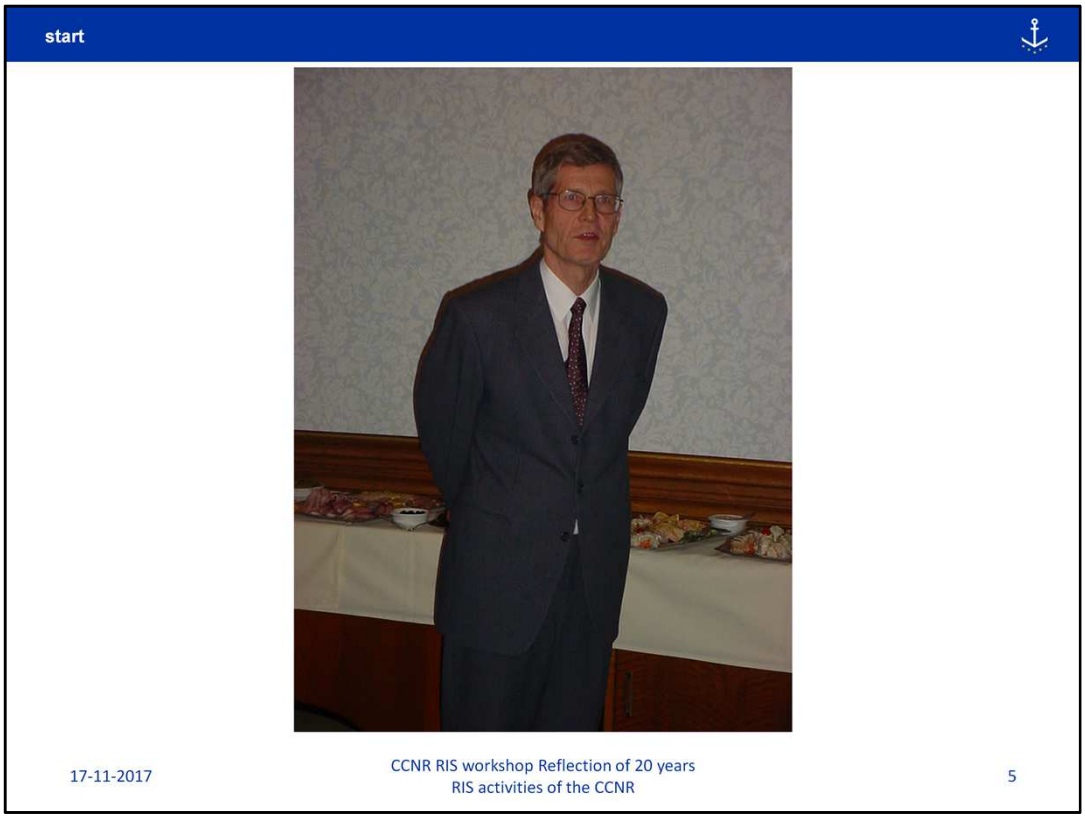
Since the early 90s there had been a series of EU programmes covering various aspects of information provision and telematics. The Fourth Framework Programme gave this type of project an extra boost. The best known project at that time was INDRIS.



The INDRIS project successfully demonstrated the technical realisation of the RIS concept. Important factors here included the introduction of new technologies in inland navigation, such as AIS transponders and Inland ECDIS.

In addition, the Fourth Framework Programme also included a number of related programmes, such as Incarnation, RINAC and others.

In order to manage all these programmes, a further programme was also established, known as Concerted Action. Within Concerted Action there was much discussion, of which very little was actually put down on paper. However, from my point of view, the key thing was that it brought together a number of enthusiastic people, thus helping to create a network.

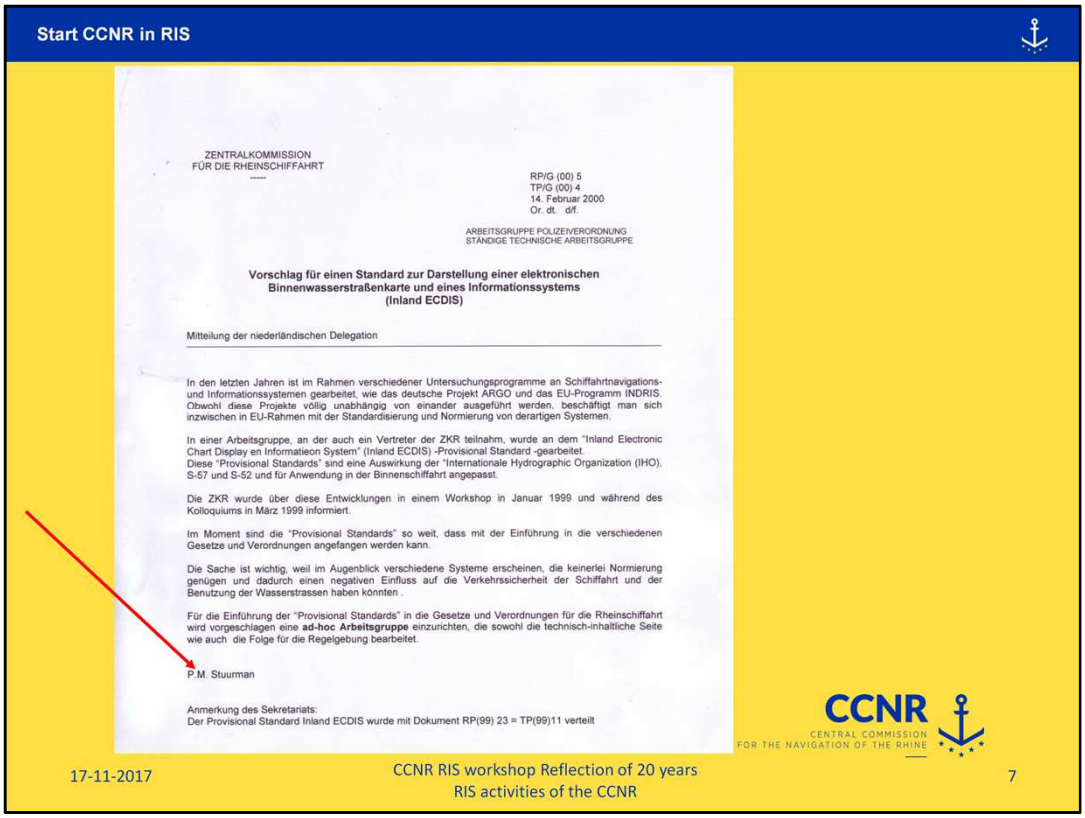


During one of the meetings Mr Krajewski presented his ARGO project. This led to the idea of working towards a “Provisional Standard” for Inland ECDIS. To this end a group of specialists was set up, to work under the inspirational leadership of Mr Krajewski. And so the first RIS Expert Group was born.

The CCNR gradually became aware that something significant was happening. Mr Orlovius, who was the chief engineer at that time, produced an overview of developments in the field of electronic information systems for inland navigation.

This resulted in a protocol, in which the plenary meeting acknowledged this overview and tasked the technical committees with following further developments.

By the beginning of 2000, Mr Krajewski and his expert group had completed the first Inland ECDIS Standard. However, the burning question was how to introduce this and to provide some form of legal basis for the manufacturers of electronic chart systems. At that stage the European Commission was not yet ready for such a step.



On the initiative of the Dutch Rhine Navigation Commissioner, Bert Veraart, in February 2000, a request was sent to the CCNR, asking it to set up an ad-hoc working group to examine this standard.

The CCNR welcomed this request and set to work immediately. In April 2000, the committees agreed to the ad-hoc working group and a few days later, the Netherlands put forward a proposal for a plan of action. The group met for the first time on 20 June 2000, under the chairmanship of Mr Bühler.

The group worked hard - Mr Krajewski made sure of that. Whenever there were differences of opinion he always managed to make good use of the coffee break to bring people together and reach a compromise.

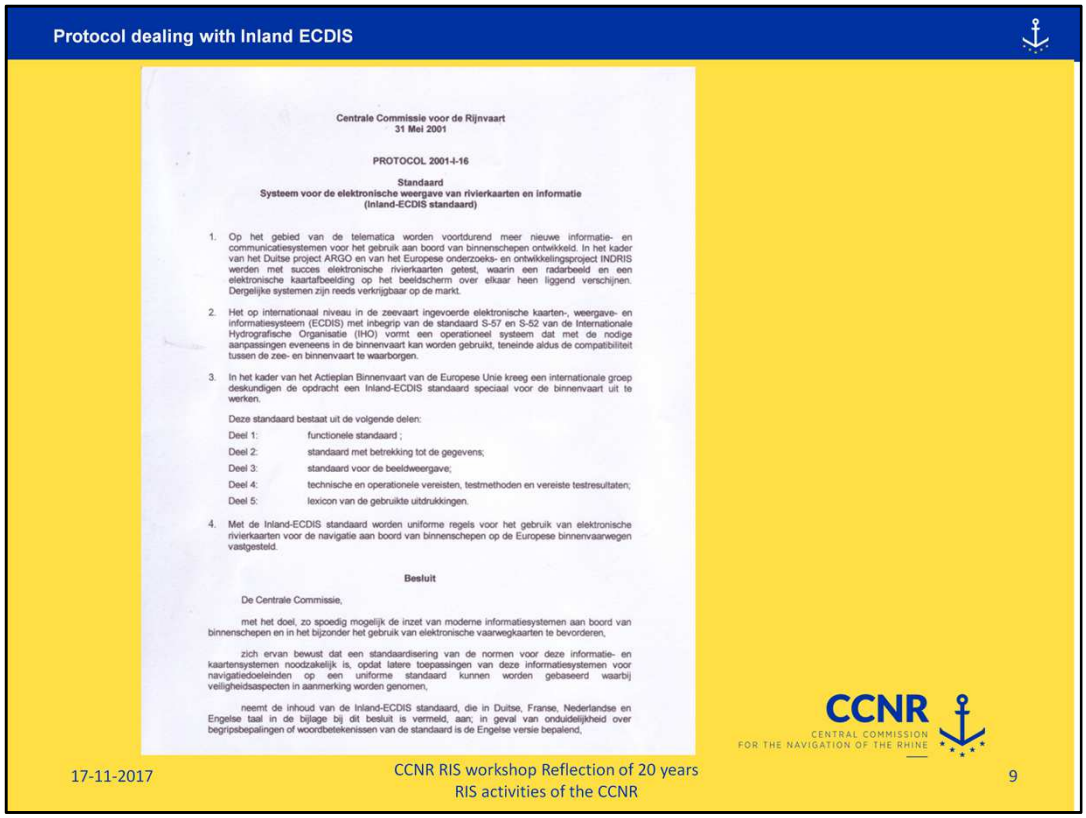
Gesetze und Verordnungen angefangen werden kann.

Die Sache ist wichtig, weil im Augenblick verschiedene Systeme e genügen und dadurch einen negativen Einfluss auf die Verkeh Benutzung der Wasserstrassen haben könnten .

Für die Einführung der "Provisional Standards" in die Gesetze und V wird vorgeschlagen eine **ad-hoc Arbeitsgruppe** einzurichten, die s wie auch die Folge für die Regelgebung bearbeitet.

P.M. Stuurman

Anmerkung des Sekretariats:
Der Provisional Standard Inland ECDIS wurde mit Dokument RP(99)



With protocol 2001-I-16, the CCNR adopted the first Inland ECDIS Standard, thereby creating the desired legal basis. Of course this standard applied only to the Rhine but, given the importance of the Rhine, it was seen as an example to others and the norm was established.

It is important to note that the introduction of this standard by the CCNR involved no obligations. It simply included the recommendation that it be used.

We Visited for You

Workshop Standard Inland ECDIS / Strasbourg

The Central Commission for Navigation on the Rhine (CCNR) organised a workshop on Inland ECDIS in Strasbourg (France) on 14 May 2002. The workshop was about the present status of the Inland ECDIS standard, experiences, approval and testing procedure of hard- and software, present state and planning of data production.

The CCNR is a convention with five contracting states (Germany, Belgium, France, The Netherlands and Switzerland).
With S57 and S52 as a basis an Inland ECDIS standard was developed to accommodate the specific inland shipping objects like navigation features (e.g. traffic signs). As an example 173 new raster symbols and eight new vector symbols were added to the S52 contents. The standard was adopted by resolution of the CCNR on 31 May 2001 as 'Standard system for displaying electronic inland navigation charts and associated information (Inland ECDIS standard)' (2001-I-16) and recommended by the Donau commission on 2/10 April (DK 201/VII-2001). The standard is described in five parts; e.g. Part 2 'Data standard' augments S57 and part 4 'Technical and operational implementation requirements, test methods and test results' as a counterpart of IEC 1174.
Two modes of operation are dissinguished
The Information Mode in which the system functions as an electronic atlas, with a system connected to it that defines the position. Systems operating in this mode do not have to be tested or comply with the standards; the standard serves only as a recommendation.
The Navigation Mode of the system has to comply with all the aspects of the standard, i.e. integrated with radar, official chart data, tested, position to be derived from a system that continuously determines the position with an accuracy for safely navigating the ship. While anyone who uses an Inland ECDIS device in the Navigation Mode must have a radar licence.
It is important to realise that river vessels are very seldom equipped with a compass, so it needs a special technique to match the radar picture with the chart. Information (S 57) on radar-reflection of objects and shorelines is very helpful for this. Conrary to the lack of a compass a rate of turn indicator is standard equipment.
Another topic at the workshop was the availability of official chart data. It is of little use to have an I-ECDIS system and little data available. There is a similarity with the availability of 'maritime' official data: parts are already fully covered, while other river stretches/countries are still lacking.
However from the presentations the member states gave it can be concluded that by 2005 there will be full coverage on all the major rivers and waterways of the member states.
The Inland ECDIS standard is now set, however an important item for the user has not yet agreed: the pricing of the chart data. Some countries are charging quite considerable amounts, while Austria is giving away the official S57 data for free (see www.via-donau.org).
At the workshop not only information about the standard was given, but also manufacturers had the opportunity to give short presentations on their prod-

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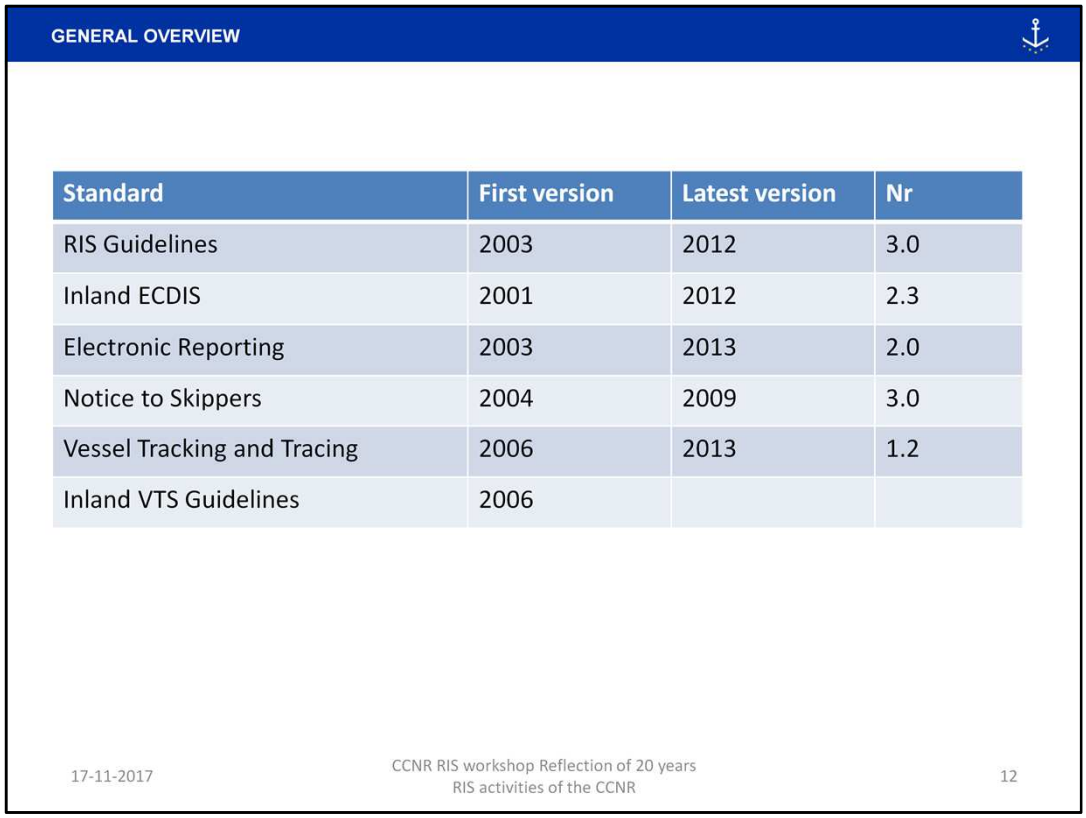
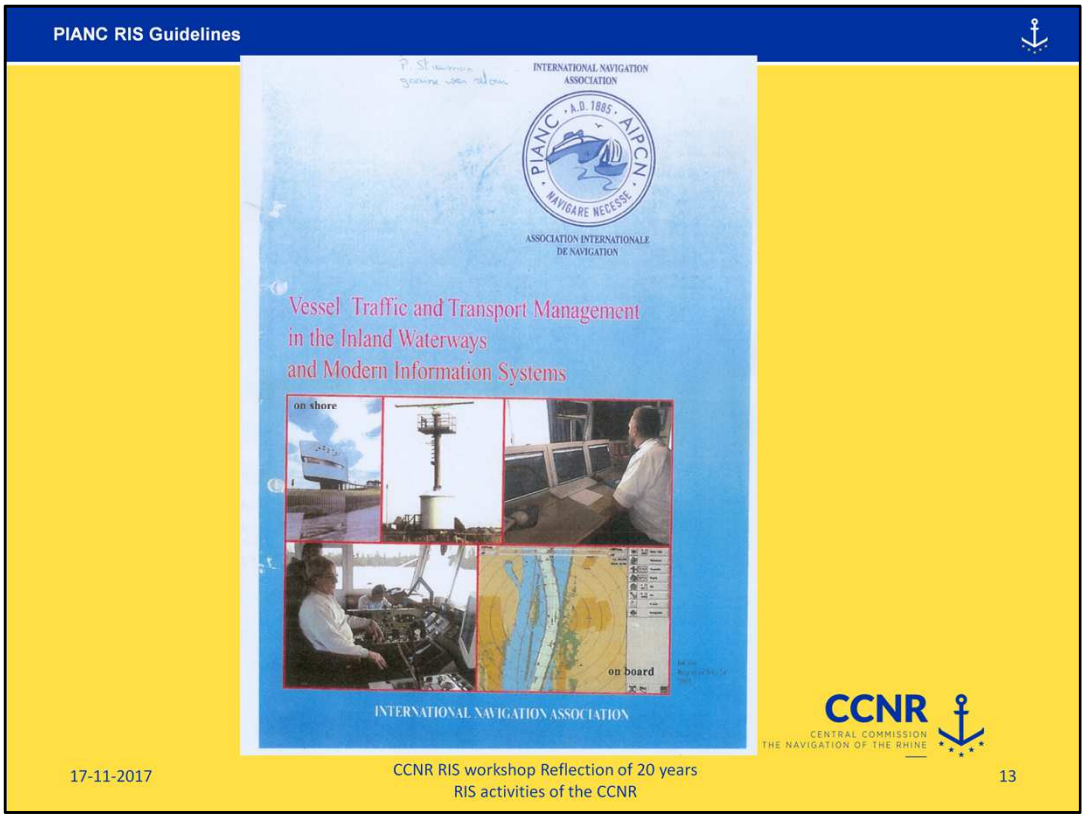
In the meantime, the work carried out in the INDRIS project, and its successor the COMPRIS project, had produced a number of other initiatives for other expert groups, which formed the basis for other standards. These were also initially published as CCNR guidelines, with no additional observations.



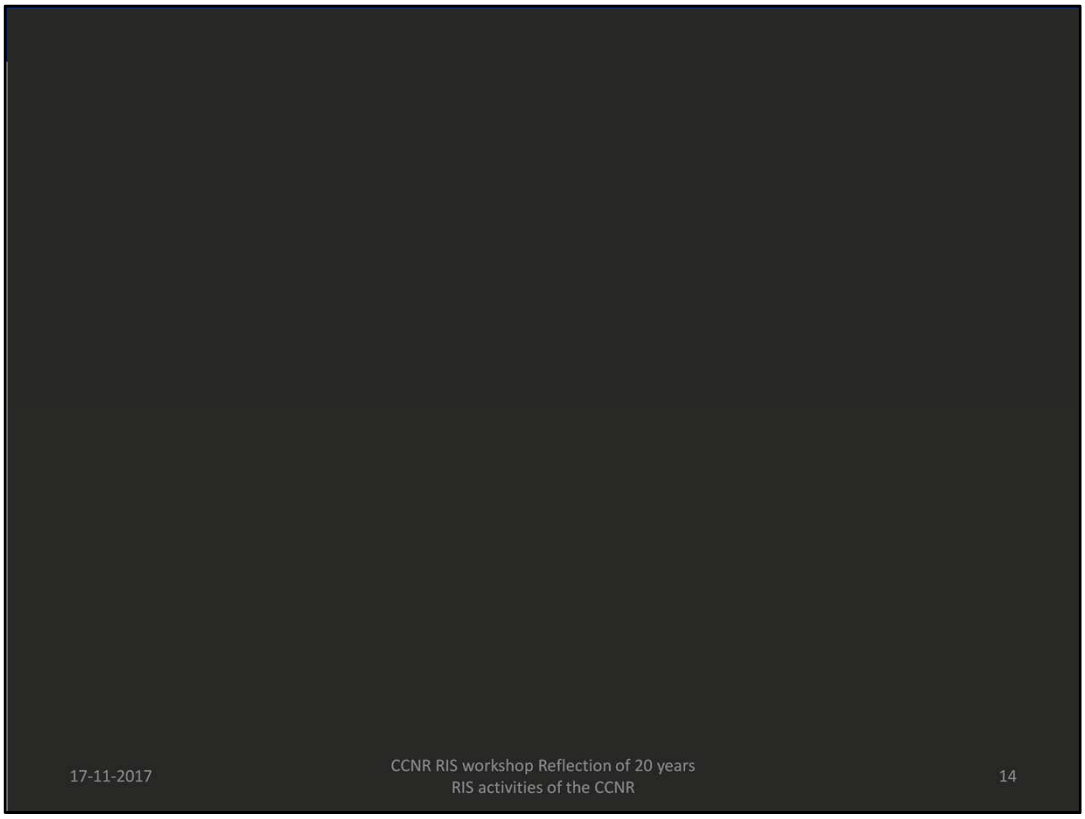
Because RIS is by definition a European development, and the standards must therefore apply to the whole of the European inland navigation network, the intention was always for the EU to issue a directive.

In 2000, following a Dutch initiative, the RIS Working Group was established in PIANC, under the chairmanship of Mr Krajewski. The working group's task was to further develop the RIS definition and guidelines, without being subject to political pressure. Cas Willems will have more to say on the subject of PIANC. The first version of the RIS Guidelines was issued in 2002.

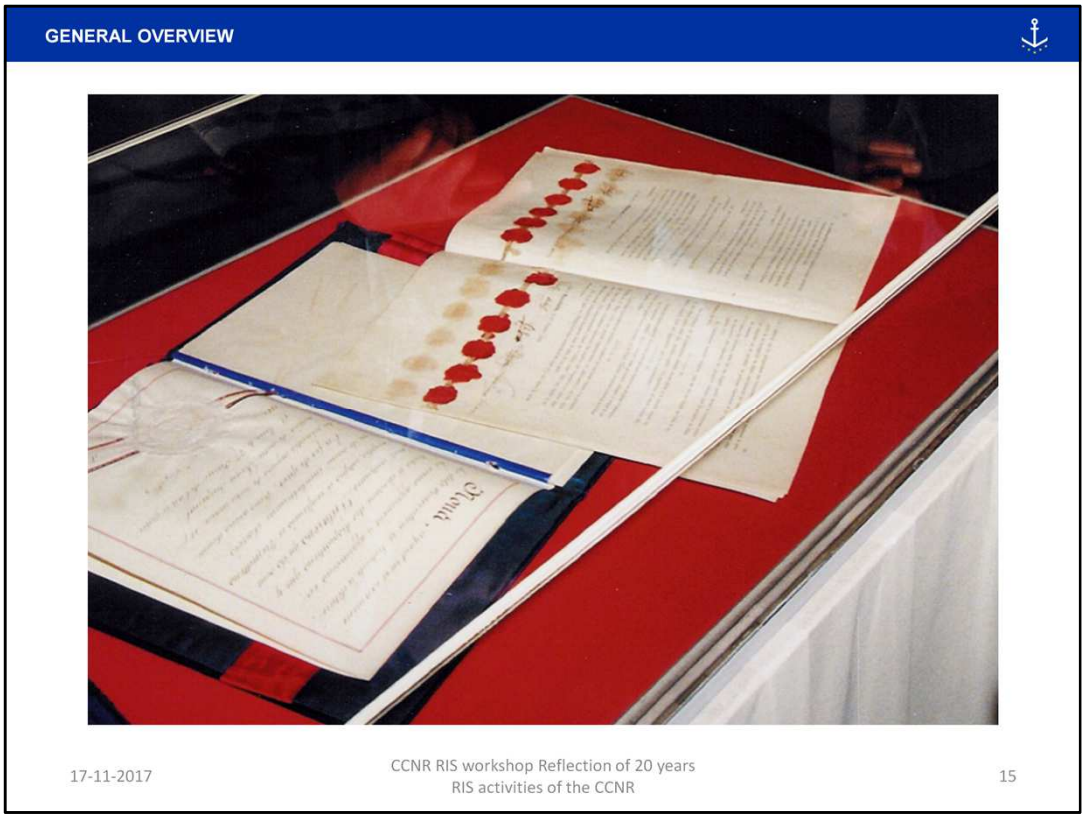


In view of the many developments in the field of RIS, version 2.0 was published in 2004, again under the leadership of Mr Krajewski.

Thanks in part to the PIANC RIS Guidelines, in 2004 the European Commission overcame its initial reluctance and, during the Dutch Presidency, adopted the RIS Directive. The Directive was published following its approval by the European Parliament in September 2005. The European Commission then gradually drew up the various standards. I will come back to these later.

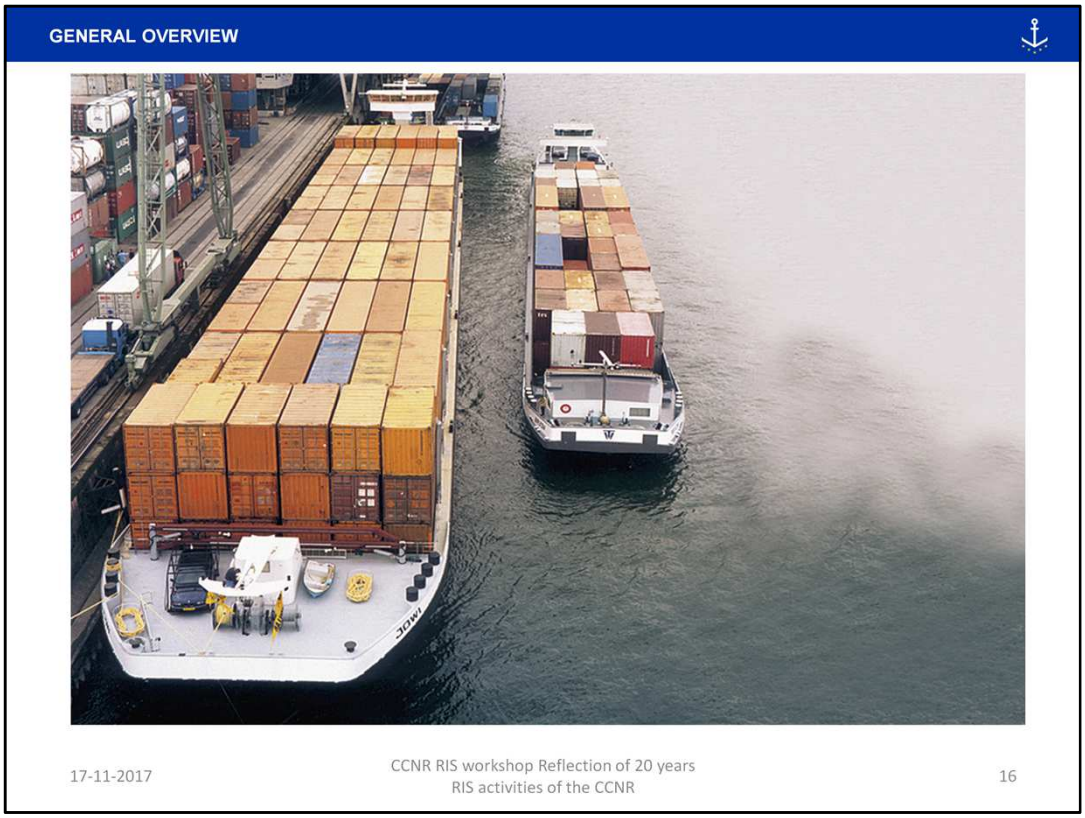


That was a quick overview of the recent past. I would now like to turn to what has been achieved within the CCNR in terms of RIS. I won't be able to address everything in detail, but will highlight the most important developments. First of all, though, a few words about the role of the CCNR as a river commission.



From the outset, the essential role of the CCNR, as river commission and regulatory authority for the Rhine, has always been to harmonise everything for the Rhine to the greatest possible extent. In fact, since 1830, or 1865, the CCNR has been practising Corridor Management. A similar approach was adopted for the introduction of RIS on the Rhine.

The first important implementation of a RIS key technology was the introduction of mandatory electronic reporting for container vessels.



Over time, it had been made obligatory for many vessels to report at certain points. This was usually done using marine radio. With the introduction of the BICs system from the Netherlands, electronic reporting was also allowed. Partly because of developments in the world of container shipping, it was decided to make electronic reporting mandatory. This is the only feasible way of dealing efficiently with the mass of information relating to vessels that often carry more than 200 TEUs.

That is what happened in April 2008. However, it was a disaster. There were all sorts of problems, including with communications between member states. It was so bad that as early as the plenary meeting on 29 May 2008, the CCNR took the unusual decision to suspend the reporting system until the problems had been solved.

#5

BICSmail

'Nachrichten auf Papier aus der digitalen Binnenschifffahrt'

Elektronisches Melden
Wie geht es weiter?

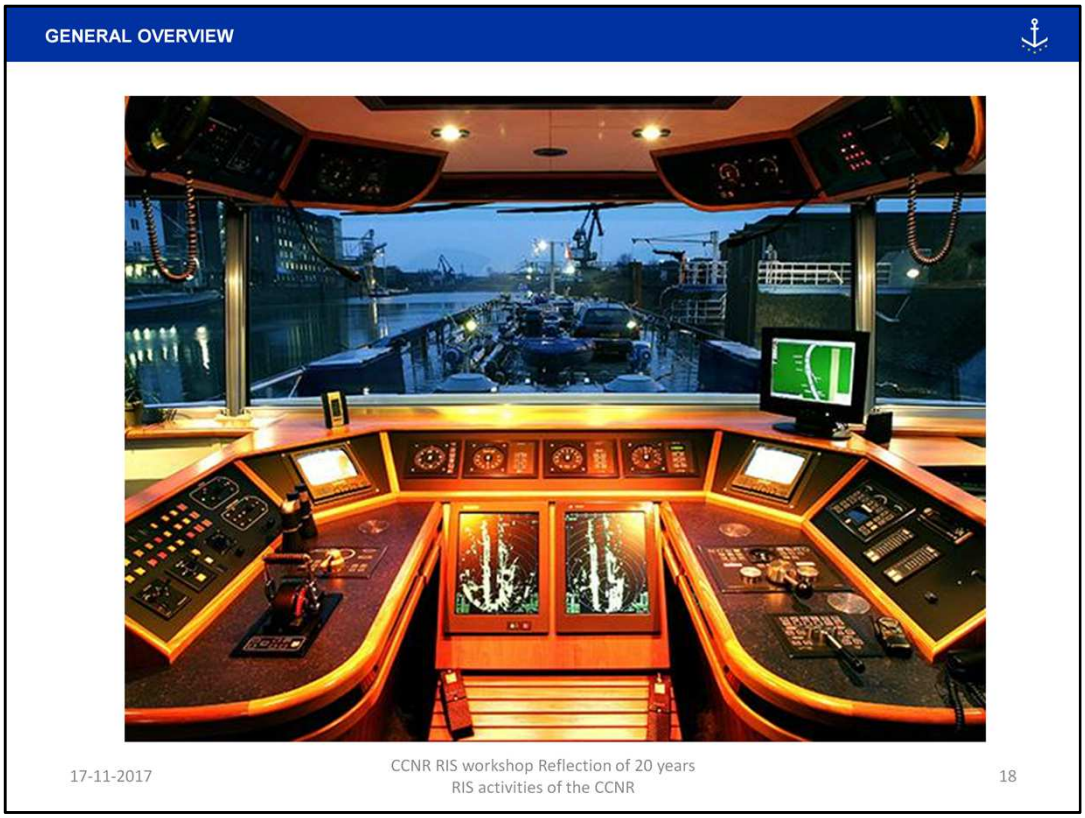
„Wir werden es schaffen, die letzten Schrauben anzudrehen“

Beim elektronischen Melden steckt der Teufel im Detail, wie sich in den vergangenen Monaten gezeigt hat. Nach dem Fehlstart im April 2008 sind die beteiligten Parteien enger zusammengerückt. Dadurch konnten technische und organisatorische Probleme größtenteils beseitigt werden.

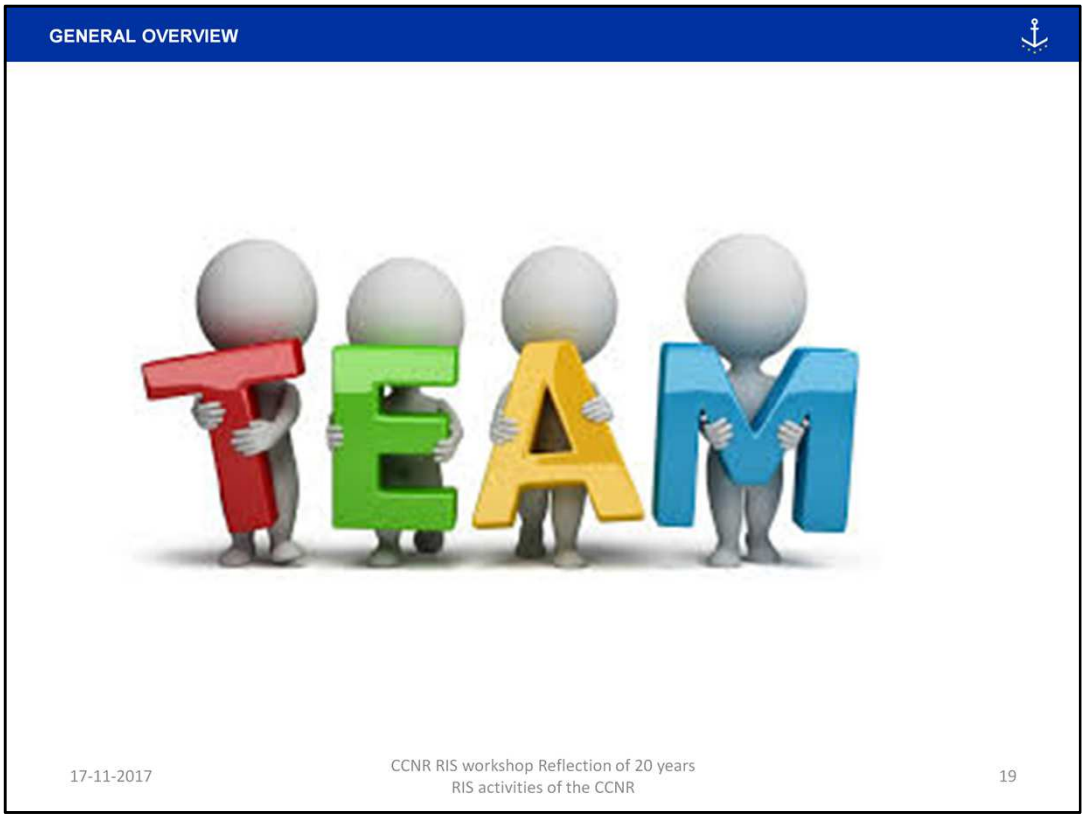
A number of working groups were then set up to deal with the various aspects needed to keep matters running smoothly. It was clear to the CCNR, as well as to the member states, that nothing like this should be allowed to happen again.

Once the necessary preparations had been completed, on 1.1.2010 the obligation once again entered into force.

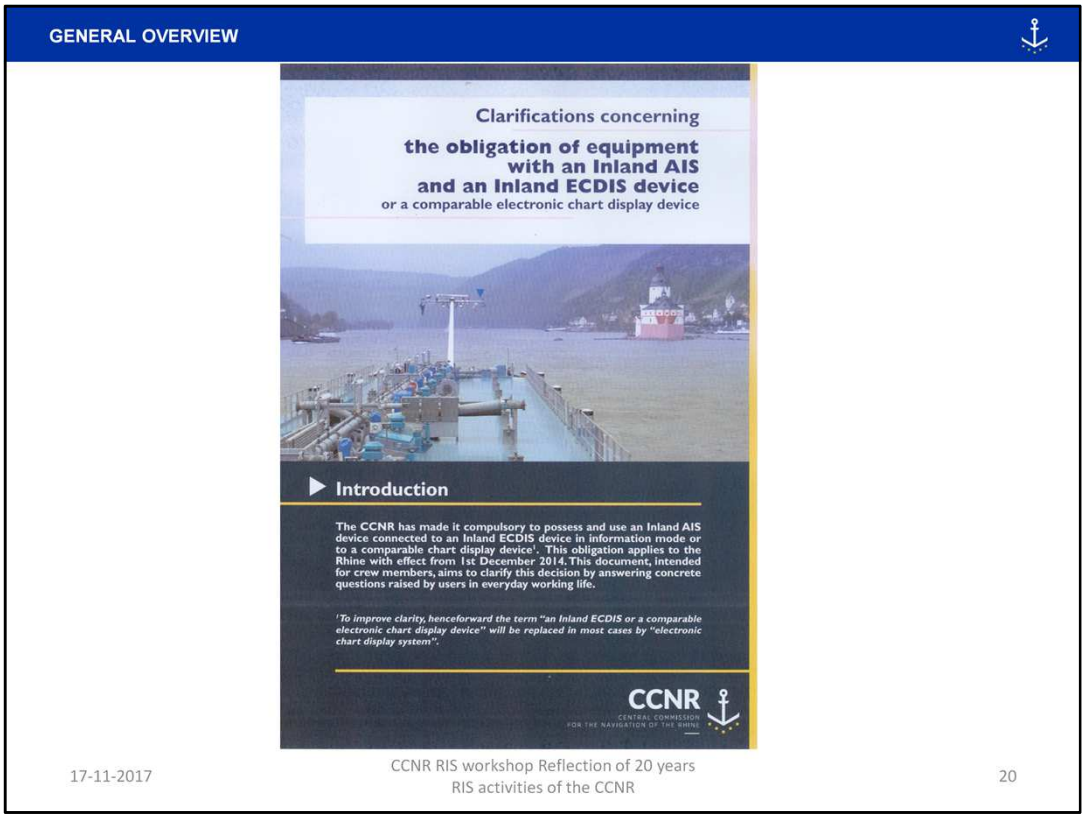
Its introduction in 2010 was followed by a comprehensive evaluation. This resulted in a number of recommendations being published in 2012. The most important of these was: *Establish an implementation group to be tasked with drafting an action plan. This plan will then be used by the group as the basis for ensuring that the regulations are actually implemented in the information processing systems.*



Around that time, there was also a lot of discussion within the CCNR about the introduction of mandatory Inland AIS. By the beginning of 2013, it became clear that a decision on mandatory Inland AIS was likely to be taken soon, so in April 2013, the Police Committee meeting adopted the Dutch proposal to set up a group to coordinate its implementation.



In anticipation of the expected decision we set to work, eventually producing an extensive working document covering many areas of interest. In December 2013, it was decided that Inland AIS would be mandatory as of 1.12.2014.



It was good that we had done all the preparatory work, as we would not otherwise have been able to meet the deadline. The members of the coordinating group worked very hard. In the course of their work, they encountered a whole range of major and minor points which required the regulations to be amended. Thanks largely to the good atmosphere in the group, the work was completed and the introduction of mandatory Inland AIS on 1.12.2014 was trouble-free.

GENERAL OVERVIEW

INVOERING VAN DE ELEKTRONISCHE MELDPLICHT OP DE RIJN VOOR SCHEPEN MET VASTE TANKS AAN BOORD MET INGANG VAN 1 DECEMBER 2018

Ref: CCR/CP/17/04

De Centrale Commissie voor de Rijnvaart (CCR) voert met ingang van 1 december 2018 een elektronische meldplicht in voor alle schepen die vaste tanks aan boord hebben.

De melding die in artikel 12.01 van het Rijnvaartpolitiereglement is voorzien, die kan plaatsvinden via de marifoon, via schriftelijke weg of via elektronische weg, moet met ingang van 1 december 2018 verplicht via elektronische weg plaatsvinden voor alle motortankschepen en samenstellen van één of meer motortankschepen en/of tankschuiven en/of sleepbarkschepen. Op deze wijze wordt de elektronische meldplicht, die tot nu toe alleen bestaat voor samenstellen en schepen met containers aan boord, uitgebreid tot schepen die vaste tanks aan boord hebben.

Elektronisch melden vermindert de administratieve lasten voor de schipper en verbetert de kwaliteit van de gegevens die aan de autoriteiten worden verstrekt. Deze vorm van gegevensoverdracht draagt bovendien bij aan de veiligheid van de scheepvaart.

De verplichting zal gelden voor schepen in beladen en onbeladen toestand. Parallel aan de invoering van deze verplichting zal de meldplicht bij het passeren van een verkeerscentrale kunnen te vervallen, terwijl tevens RTI wordt gebruikt. Deze vereenvoudiging wordt vooral mogelijk gemaakt door het gebruik van Inland AIS.

De desbetreffende voorschriften worden van kracht op 1 december 2018 en zijn beschikbaar op de website van de CCR onder **http://www.ccr-zkr.org/files/documents/reglementRR/ccr2017-1-1lnl.pdf**

De CCR wenst deze uitbreiding van de elektronische meldplicht nu al onder de aandacht van de sector te brengen.

Meer informatie zal spoedig volgen. Eventuele vragen kunt u per e-mail sturen naar het volgende adres:

ccnr@ccr-zkr.org

DE CCR IN HET KORT

De Centrale Commissie voor de Rijnvaart (CCR) is een internationale organisatie die een essentiële regelgevende rol speelt voor de organisatie van de Rijnvaart. De CCR is actief op technisch, juridisch, economisch, sociaal en milieugebied. Haar werkzaamheden staan op alle taakgebieden in het teken van een efficiënt, veilig, sociaal verantwoord en milieuvriendelijk vervoer over de Rijn. Afgezien van de Rijn, ontplooit de Centrale Commissie vandaag de dag talrijke activiteiten die betrekking hebben op de Europese waterwegen in ruimere zin. Zij werkt daarbij nauw samen met de Europese Commissie, alsmede met de andere riverencommissies en internationale organisaties.

CONTACT

Secretariaat van de CCR
2, Place de la République
F-67082 Strasbourg
+33 (0)3 88 52 20 10
ccnr@ccr-zkr.org
www.ccr-zkr.org

CCR
CENTRALE COMMISSIE VOOR DE RIJNVAART

Palais du Rhin
2, place de la République
F - 67082 Strasbourg Cedex

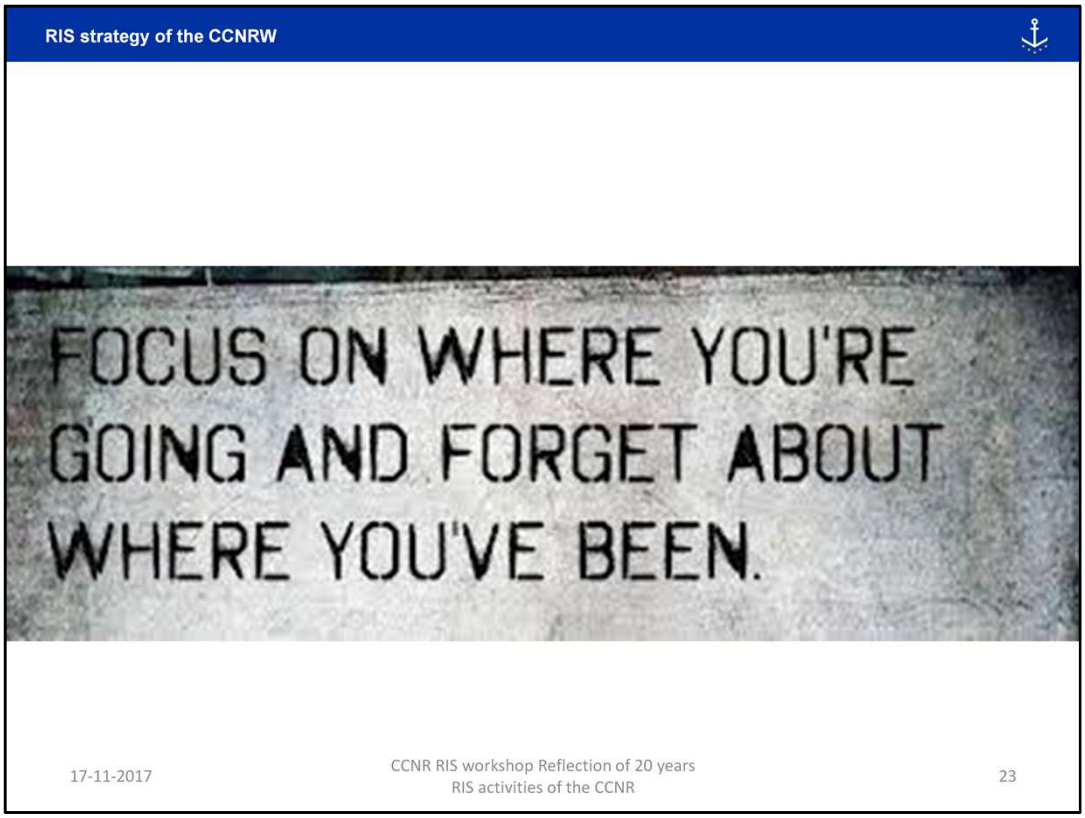
Tél. +33 (0)3 88 52 20 10
Fax +33 (0)3 88 32 10 72

ccnr@ccr-zkr.org
www.ccr-zkr.org

In the meantime, there is further RIS activity planned. The intention is to extend mandatory electronic reporting to the more than 2500 tankers on the Rhine – whether empty or full – with effect from 1.12.2018. You will hear more this afternoon.

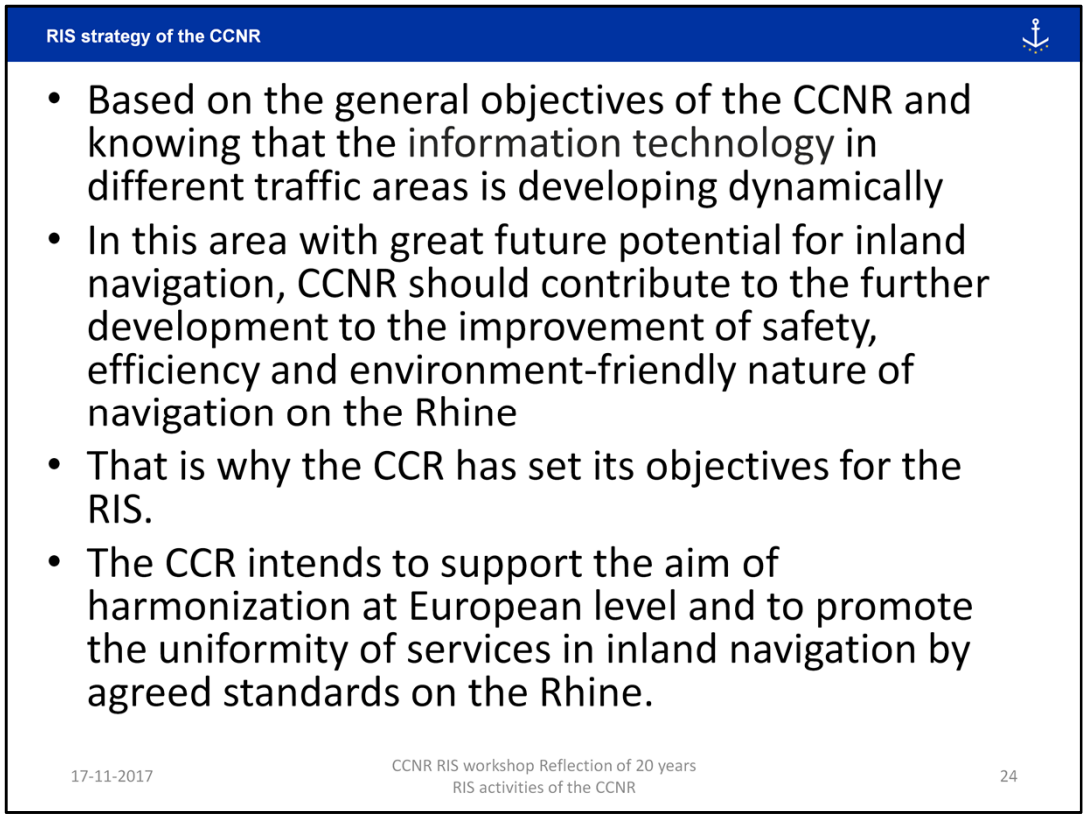
Another subject I would like to raise today is the CCNR RIS strategy dating from 2012. With the passage of time, I have become more sceptical about this. Let's just say that I see things a bit differently now.

The question we need to keep asking ourselves is the following:



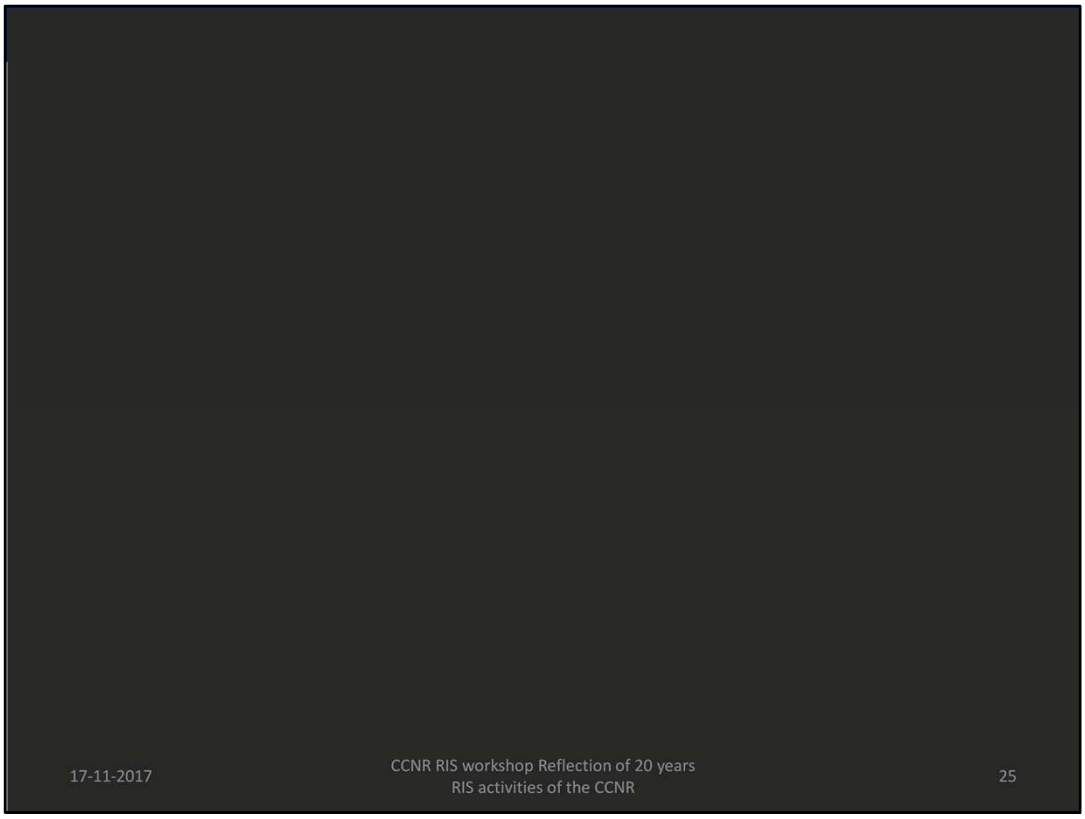
What is a strategy, and does the CCNR RIS strategy meet the criteria? To me, a strategy is something visionary. While that may be going a bit too far, I certainly see it as a dot on the horizon.

The existing CCNR RIS strategy sets out the following, which I have included in the PowerPoint:



In essence, the CCNR wants to promote the introduction of RIS on the Rhine,

However, if we examine this in more detail it begins to look increasingly like a shopping list, in particular, a shopping list that focuses mainly on regulation and obligation. I do realise that regulation is the core business of the CCNR, and we certainly cannot do without it, but still…

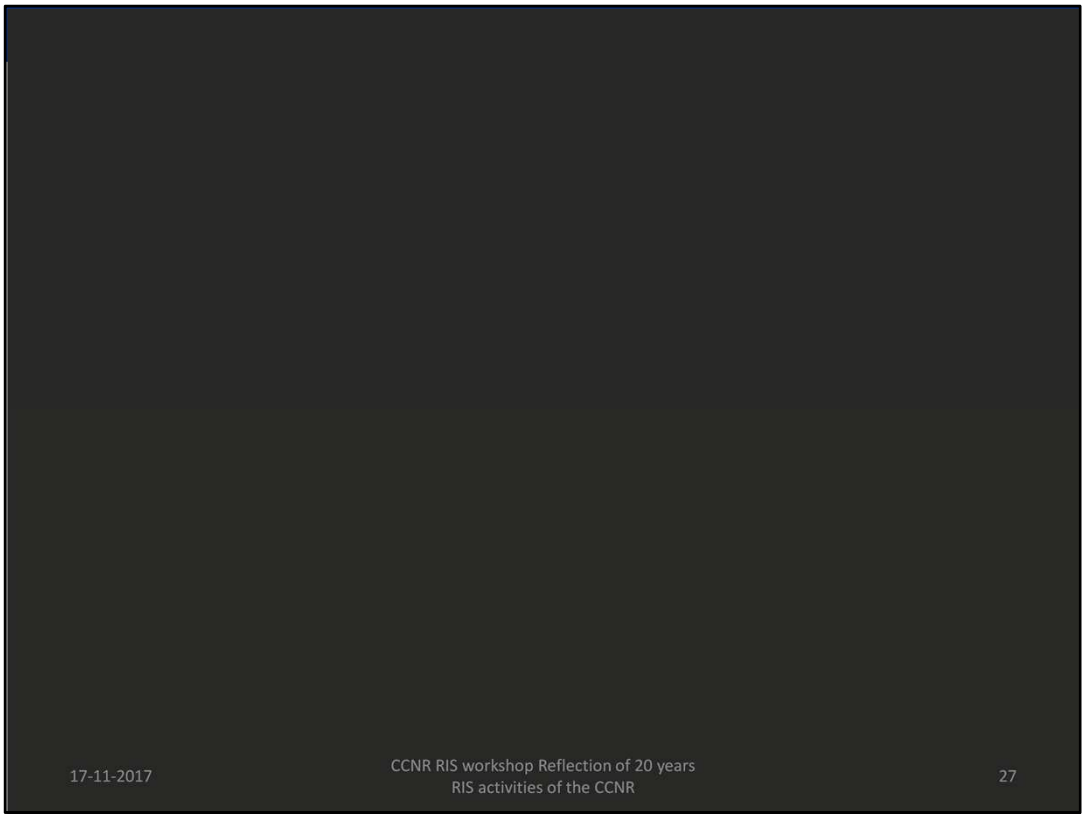


We often speak about RIS services, which is of course linguistically incorrect, as RIS stands for River Information Services. What is missing from the CCNR RIS strategy is the S for Services. What are the services offered to the users, especially the skippers, and how they will benefit from them?

I will return to that, but would first like to look in more detail at the developments relating to the various standards. Until about 2005, everything was fairly clear in terms of standards. Only the CCNR had established standards for the 4 RIS technologies, followed later by an additional one for Inland VTS.

Then the EU began to establish standards based on the work of the 4 expert groups, with the UN/ECE also entering the field. Finally, the Danube Commission also became involved, but they very quickly pointed people to the standards established by the UN/ECE.

That did nothing to make the situation clearer. Every commission had its own approach and added its own emphasis. Then every commission undertook its own translation of the document produced by the relevant expert group into the languages it needed. In some cases, there was a further translation process, with a document going from Language A to Language B to Language C. I'm sure we all used to play similar games as children.



For example, the CCNR published its Inland ECDIS Standard in 2001 and on 10 September 2013, the EU issued its own Inland ECDIS Standard. By that time, the CCNR was working on a third version, version 2.3.

It has now been agreed by the CCNR and the Commission that the Commission has the lead role, with the CCNR following on.

That might make you think that the problem has been resolved.

Leaving aside the fact that there are still different translations being used, and that documents still contain different emphasis, the process of establishing standards within the Commission is rather longwinded.

At the end of 2014, during the RIS week in Vienna, I took over the chairmanship of the EU ERI Expert Group. Since then, we have been working on producing 4 new standards, preferably all 4 at the same time. Unfortunately, their publication keeps being postponed…

Of course, our response to this could simply be to laugh and shrug our shoulders, but it isn't that easy.

All the stakeholders are eagerly awaiting the new standards, because people want to work with the new applications and invest in new systems. Is it best to stick with the existing standard or to go ahead with the new version and hope that there won't be too many changes? As chairmen of the various expert groups, we are constantly being approached by all the parties involved with questions about what they should be doing. There is a lot of irritation within the expert groups, many of whose members are volunteers. There is also a lot of criticism within the CCNR.

In principle, we are all working towards the same goal, but for some reason we are not getting there.

My personal view is simple:

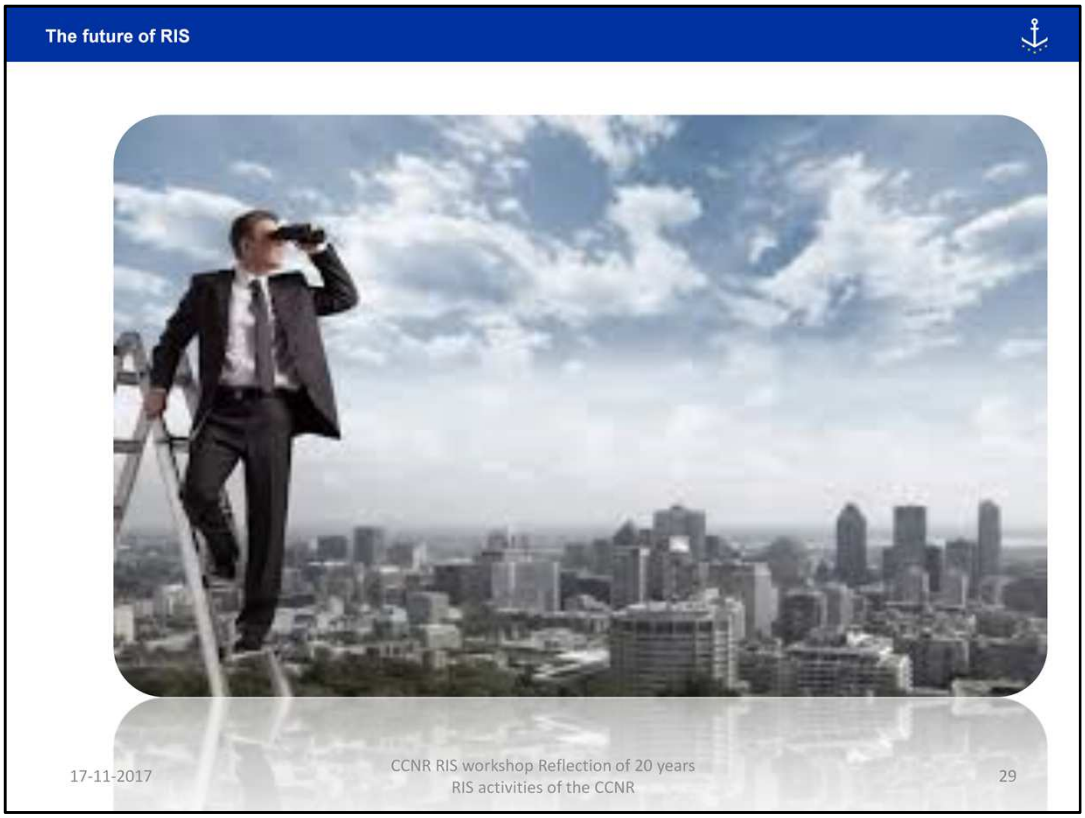
First of all, we need to get on quickly with this round of drafting and publishing the new standards.

Then we will be able to take some time to reflect, but not too long as developments are moving fast. Within Europe we need to be working towards having a single standard for each technology, in English. There is no need to have it in other languages because these are technical documents and the world of IT operates in English .

If it is decided that there should be versions available in other languages, then there should be only one version per language, which should be a direct translation from the English original. It might also be possible to manage with information sheets in the other languages.

This will require a flexible organisation, capable of responding rapidly to new developments. This means pragmatic discussions, because it's not a question of what we officials and authorities want. Our task is to serve the transport chain.

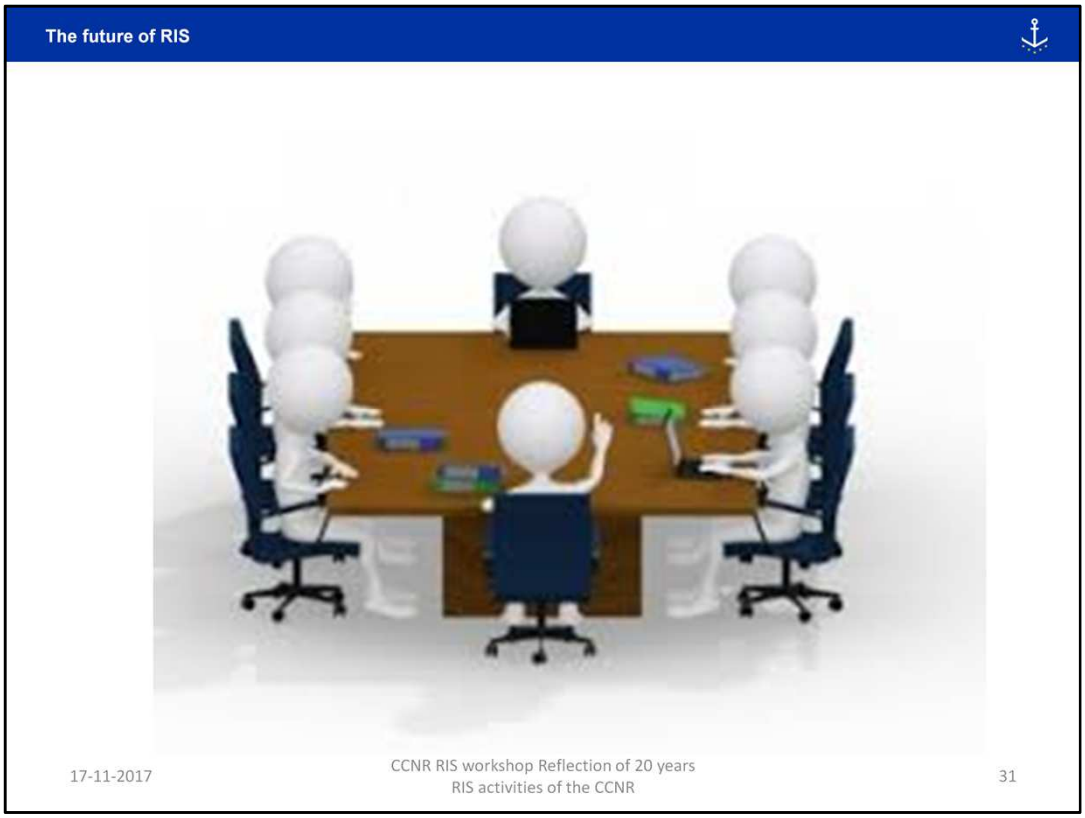
In summary, the various river commissions would not be involved in drafting the new standards, other than in an advisory capacity. Their role would be to ensure the implementation of RIS in their corridors.



That's the sort of dot on the horizon I would like to see.

In my personal vision, the CCNR would no longer be involved in the RIS standards. So what would it do? I said earlier that since 1830/1865, the CCNR has been very good at achieving uniformity and harmonisation of navigation in the Rhine Corridor. The RPR, as well as the other CCNR regulations, apply over the whole length of the Rhine. In other parts of Europe the situation is very different.

With that strength in mind, the CCNR should focus on the further implementation of RIS applications for the various stakeholders, with the emphasis on the S for Services. It is essential to ensure that this does not become a one-way-street. The CCNR will expect something in return - quid pro quo, as it were. In that way we will be able to create win-win situations.

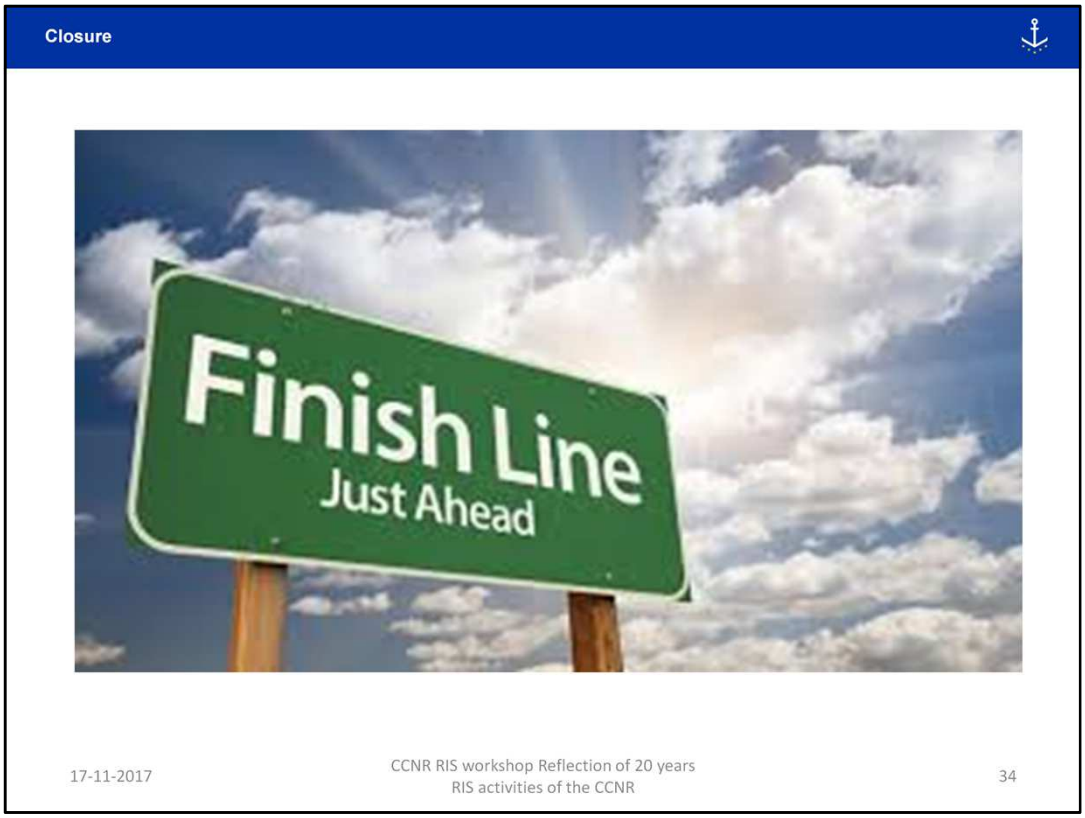


There needs to be discussion and consultation among the various parties involved, not in order to praise a particular regulation but rather, while taking account of the various responsibilities, to see which services are needed and what that entails. We tend to give little thought to the costs that may be involved for the skippers.

We must also avoid being carried away by the promises held out to us by the technicians who try to tell us what navigation needs. The users determine what they need and it is up to the technicians to meet those requirements.

As I said earlier, from the outset the CCNR has been a regulatory body. No-one is disputing the need for regulation. If you don't know the rules, you can't play the game properly. But I sometimes have the distinct impression that we in the CCNR are more interested in establishing and enforcing a rule, than in the effect the rule has on smooth and safe navigation. I personally have difficulty with this, as my colleagues in the Working Group will no doubt be able to confirm.

What does please me, however, is when I hear from skippers that they are generally enthusiastic about things such as mandatory Inland AIS or no longer having to use marine radio to give all the container details to a traffic control post. That gives me a definite feeling of YES!



I am gradually coming to the end of my presentation. One thing that is quite clear to me is that on the most important traffic artery in Europe – the Rhine - it is no longer possible to manage without IT applications, in this case RIS. It is not feasible to give the details of 400 containers using marine radio. Terminals want to know when a vessel will arrive. Vessel speeds can be adjusted to take account of lock planning, which in turn saves on fuel and reduces environmentally unfriendly emissions. These are just a few of the many examples I could give.

Closure

17-11-2017

CCNR RIS workshop Reflection of 20 years
RIS activities of the CCNR

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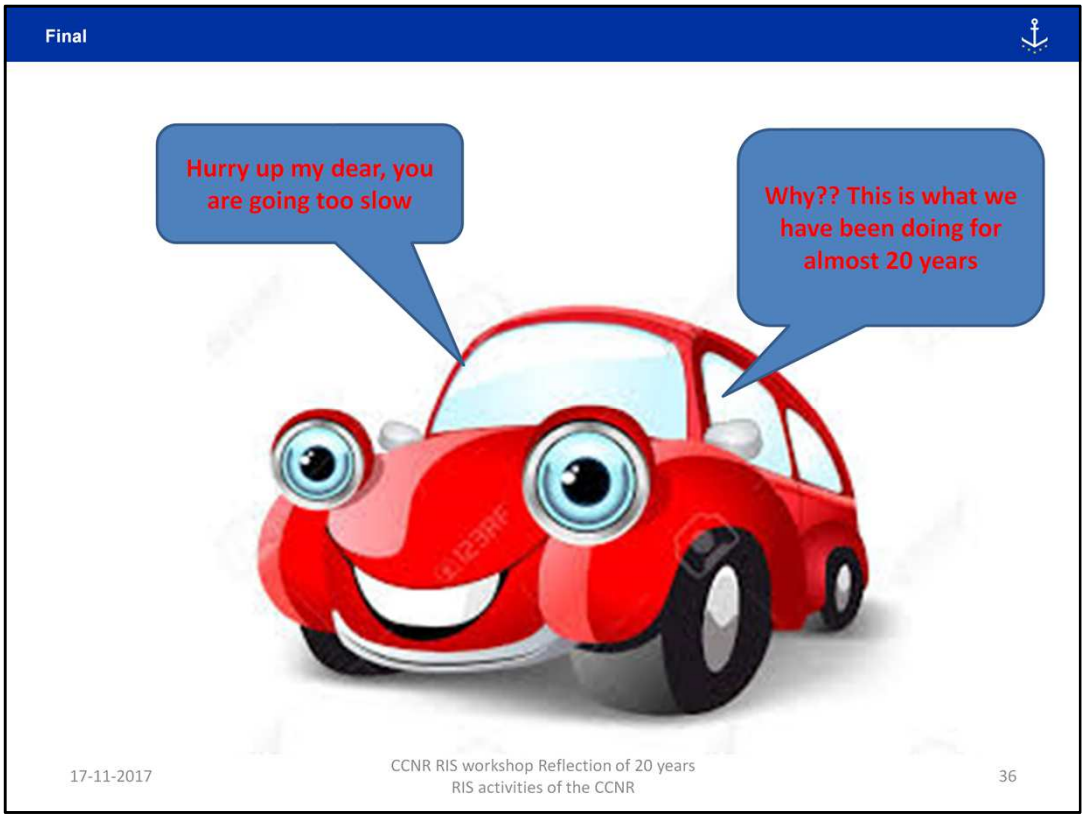
In Europe we are facing enormous challenges in our attempt to satisfy the increasing need for transport. The roads and the railways are often already full, but thanks to RIS and the associated corridor management, our waterways still have a lot of available capacity. In addition, there are developments in multimodal transport which bring together various different possibilities.

This means that we really have to get to work on RIS.

While preparing for this presentation, I came across something similar from 10 years ago. When I re-read my closing remark, I decided it would still be entirely appropriate for today's presentation.



"With RIS we are still definitely on the right route, but the time has come for the RIS vehicle to switch to a higher gear."

Questions.....?

THANKS FOR YOUR PATIENCE AND ATTENTION