

*Final Technical Report*

*Part F – Activity 5*

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**IRIS Europe 3 – Implementation of River Information Services in Europe**

**The European Union's TEN-T programme supporting …**



Implementation of River Information Services in Europe

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# Activity 5 – Transition support towards regular RIS operation

This activity aimed the support of project partners and implementing countries in the development of standards and the establishment of national frameworks for proper RIS provision and operation. Another objective was to establish RIS Stakeholder Forums as an information exchange platform for all RIS stakeholders on national level.

# SuAc 5.1 Support to Standardisation of RIS key technologies

Background information

The work of the RIS expert groups is seen as very important to the further development and exchange of experiences and how-how related to RIS. Participation and contribution to the work of the expert groups has to be financed by the participants themselves. Within IRIS Europe I and IRIS Europe II the possibility to have such efforts financed within the project was initiated and accepted by the TEN-T EA and the European Commission.

Objectives

The objectives within SuAc 5.1 were to identify relevant national experts and to finance their participation and active contribution to the work of the expert groups within this SuAc.

Work approach

The contribution to the expert groups and its financing was under the responsibility of the national coordinator.

Results

A lot of national experts from the participating countries were identified and participated in the meetings of the RIS expert groups and their working groups / joint task forces, respectively actively contributed to their work. The efforts were financed within this SuAc.

Conclusions & Recommendations

The work of the RIS expert groups is very important and has to be continued. Financing of the participation and contribution to the RIS expert groups has to be ensured for the future.

## Background information

### Requirements

Due to the fact that participation in the RIS expert groups and their meetings as well as active contribution to the work of the expert groups has to be financed by the participants themselves, it was required to establish a possibility for funding these efforts within IRIS Europe 3.

### Preliminary work

The RIS expert groups are established and meetings take place regularly where important issues related to standardisation of RIS key technologies and services as well as their further development is discussed.

Within the project IRIS Europe I and II it was defined those efforts (personnel costs and travel costs) for the participation in the RIS expert groups are eligible for funding within the TEN-T programme already and it proved to contribute well to the active contribution of individual partners to the work of the expert groups.

### Challenges

Main challenge within this SuAc was the identification of national experts and defining a proper approach of financing their participation within the RIS expert groups.

### Other relevant background information

The meetings of the RIS expert groups are organised twice a year (around June and November) in the so called “RIS week” whereas each expert group has an entire day available. Usually the four days of expert group meetings are extended by one day for a “common issues” meeting within which important projects and activities of common interest are presented and discussed. Between these plenary meetings additional meetings are organised by the subworking-groups.

## Objectives

### Specific objectives

Currently, the following RIS Expert Groups are in charge of preparation and maintenance of the standards of RIS Technologies (and RIS Services):

* Electronic Reporting International Expert Group (ERI).
* Notices to Skippers Expert Group (NtS)
* Inland ECDIS Expert Group (IEEG) and Inland ENC Harmonisation Group (IEHG)
* Tracking and Tracing Expert Group (T&T)

Several Standards, Guidelines and Recommendations for RIS have already been published by the European Commission. The four RIS Expert groups are preparing amendments to the applicable Commission Regulations, which reflect necessary changes after modification / amendments in the various regulations (e.g. ADN) and official code-lists and or standards, empirical experiences and the implementation of pilot systems and/or further development of the RIS Services and Technologies.

The main objective of this SuAc is active participation of project partners in relevant RIS Expert Groups.

### Planned tasks and results

Planned tasks:

* Identify relevant national activities within IRIS Europe 3 (and relevant other initiatives) with relevance for RIS Expert Groups and their task forces, their placement (incl. nominated personnel) within activities (task forces / working groups) of Expert Groups and implementation status
* Nominate and designate permanent national and also external (non-governmental) experts in the field of these activities for the participation in those groups (to be nominated by an authorised party per country)
* Participate actively in the relevant RIS Expert Groups, task forces and working groups by providing feedback from the national implementations, coming up with new ideas, change requests, etc. as well as by supporting the implementation of required RIS standards

Planned results:

* Identified and nominated national and also external (non-governmental) RIS Experts and their active participation and contribution to the work of the RIS Expert Groups and their related task forces and working groups by means of co-financing the relevant activities of national and also external (non-governmental) experts

### Amended tasks and results

None.

## Work approach

### SuAc partners

|  |  |  |  |
| --- | --- | --- | --- |
| Country | Partner organisation | Role within SuAc | Responsibility |
| AT | via donau | Partner | Active contribution to the work of the RIS expert groups and participation in their meetings |
| BG | BPI Co. and APPD | Partner | Active contribution to the work of the RIS expert groups and participation in their meetings |
| CZ | MDCR and SPS | Partner | Active contribution to the work of the RIS expert groups and participation in their meetings |
| HU | RSOE | Partner | Active contribution to the work of the RIS expert groups and participation in their meetings |
| PL | UZS | Partner | Active contribution to the work of the RIS expert groups and participation in their meetings |
| RO | AFDJ and RFA | Partner | Active contribution to the work of the RIS expert groups and participation in their meetings |
| SK | VUD and KIOS | Partner | Active contribution to the work of the RIS expert groups and participation in their meetings |

### Work approach

National representatives for the participation in the RIS expert groups were identified and nominated on national basis.

The active contribution to the work of the expert groups and the participation in their meetings was under national responsibility.

The SuAc report was consolidated by the project coordinator viadonau with input from the partners listed above.

### Meetings

There were no specific SuAc 5.1 meetings. The relevant meetings were held by the RIS expert groups.

## Results

The following national experts contributed to the work of the RIS expert groups and participated in their meetings by funding within this SuAc:

|  |  |  |
| --- | --- | --- |
| Country | Expert | Participated in expert group meetings / work |
| AT | Christoph Plasil, via donau | NtS expert group  -NtS task force for user friendly NtS  -NtS task force web service  -NtS task force XML Enhancement  -NtS task force NtS Encoding Guide  Joint Task Force on the RIS Index  ERI expert group  -ERI message development group |
| Mario Sattler, via donau | ERI expert group  -ERI message development group  -ERI comparison of data groups  -ERI vessel types group  -ERI single sign on  NtS expert group  - NtS Task Force Encoding Guide  Joint Task Force on the RIS Index  Common Issues Meetings  Inland ECDIS expert group |
| Lukas Seemann, via donau | ERI expert group  -ERI message development group |
| Andreas Scherb | ERI expert group  -ERI message development group  -ERI comparison of data groups |
| Jürgen Trögl, via donau | VTT expert group  Inland ECDIS expert group  Inland ECDIS & VTT joint meeting |
| Thomas Zwicklhuber, viadonau | VTT expert group  Inland ECDIS & VTT joint meeting |
| Johannes Nemeth, via donau | Inland ECDIS expert group |
| BG | Simeon Belyovski, BPI Co. | ERI expert group  NtS expert group  VTT expert group |
| Kiril Ivanov, BPI Co. | VTT expert group |
| Stefan Dimitrov, BPI Co. | ERI expert group  NtS expert group  VTT expert group  Inland ECDIS expert group |
| Ivelin Zanev, APPD | Inland ECDIS expert group  ERI expert group |
| Mario Pavlov, APPD | Inland ECDIS expert group  ERI expert group |
| Boyan Rashkov, BPI Co. | Inland ECDIS expert group |
| CZ | Vojtech Dabrowski, MDCR | ERI expert group  NtS expert group |
| Dalibor Fanta, SPS | ERI expert group  NtS expert group |
| Marie Smejkalova, SPS | ERI expert group  NtS expert group  VTT expert group  Inland ECDIS expert group |
| Ladislav Misek, SPS | VTT expert group |
| Miroslav Rychtarik, SPS | Inland ECDIS expert group |
| HU | Róbert Rafael, RSOE | NtS Expert Group  NtS Task Force for user friendly NtS  NtS Task Force web service  Joint Task Force on the RIS Index  ERI Expert Group  ERI Message Development Group  ERI Single Sign On Group  VTT Expert Group  Inland ECDIS expert group  VTT-IECDIS Joint Working Group |
| Ervin Hertendi, RSOE | VTT Expert Group  Inland ECDIS expert group  VTT-IECDIS Joint Working Group |
| Roland Rábai, RSOE | VTT Expert Group  Inland ECDIS expert group  VTT-IECDIS Joint Working Group |
| György Bagó  (until employed by RSOE) | NtS Expert Group  NtS Task Force for user friendly NtS  NtS Task Force web service  ERI Expert Group |
| Csaba Faragó  (until employed by RSOE) | NtS Expert Group  NtS Task Force web service  ERI Expert Group  ERI Message Development Group  VTT Expert Group |
| PL | Piotr Durajczyk, Inland Navigation Office in Szczecin | NtS Expert Group  VTT Expert Group  ERI Expert Group  Inland ECDIS expert group |
| Marcin Kozłowski, Inland Navigation Office in Szczecin | NtS Expert Group  VTT Expert Group |
| Marta Masłowska,  Inland Navigation Office in Szczecin | NtS Expert Group  Inland ECDIS expert group |
| RO | Romeo Soare, AFDJ | Inland ECDIS Harmonisation Group |
| Claudiu Dutu, AFDJ | Inland ECDIS expert group |
| Teodor Tanasescu, AFDJ | Inland ECDIS Harmonisation Group |
| Adrian Maizel, AFDJ | Inland ECDIS expert group |
| Dan Craciun | Inland ECDIS expert group |
| Ghiba Mihai, RNA | NtS expert group |
| Ciprian Ciopa, RNA | Inland ECDIS expert group |
| Iulian Ichim, RNA | NtS expert group |
| Silviu Apostol, RNA | Inland ECDIS expert group |
| SK | Michal Chochula, KIOS | NtS expert group  ERI expert group  ERI message development group |
| Michael Niepel, KIOS | NtS expert group  -NtS task force web service  -NtS task force XML Enhancement |
| Peter Zitnansky, VUD | VTT expert group  Inland ECDIS & VTT joint meeting |

### Documentation

In the course of this SuAc no documentation was elaborated. Information about the meetings of the expert groups is provided in the specific meeting minutes.

For more detailed information concerning the RIS expert group, see [www.ris.eu/expert\_groups](http://www.ris.eu/expert_groups)

### Benefits

Direct benefit by the funding the efforts related to the active contribution to the work of the RIS expert groups and participation at their meetings is provided to the participants themselves.

At the end it is the Inland navigation sector as a whole that will benefit from enhanced contribution of a wider circle of experts towards the standardisation, implementation and improvement of RIS services and technologies.

## Conclusions & recommendations

### Experiences and conclusions

* Different countries deal with similar issues/problems in the field of RIS and exchange of know-how and experiences within the RIS expert groups is seen as very important.
* The fact that the participation within the RIS expert groups has to be financed by the participants themselves is sometimes hindering experts to actively contribute to the work of the expert groups.
* Providing the possibility of having the participation in the RIS expert groups financed by co-funded projects like IRIS Europe 3 has the important effect that more experts can participate in the expert meetings and actively contribute to their work.

### Recommendations

* It is recommended to keep the approach of having participations in RIS expert groups financed by co-funded projects on short term and to identify more sustainable solutions for financial support of the Member States for the future.

### Envisioned next steps

* Continue active contribution to the work of the RIS expert groups.

# SuAc 5.2 Establishment of national frameworks for RIS provision and operation

Background information

In the last years the development and installation of national RIS infrastructure was executed in the context of national or international projects such as IRIS Europe. In this regard not only the development and installation of infrastructure but also the reliable and sustainable operation of the RIS infrastructure must be ensured for the future to provide an area wide coverage with River Information Services for all related users of inland waterways.

The efficient and reliable operation of the established RIS infrastructure and of the services for several users presumes legal and organisational structures, that have to be initiated and that have to be covered with sufficient funding.

In the last years different experiences had been made in this context and each national RIS provider had or still has to deal with various challenges to make the transition from RIS pilot operation into full operation.

Objectives

Within this Sub Activity the experiences and challenges regarding the operation of the respective national RIS infrastructure were examined. Operational processes and frameworks were identified and potential adoptions or enhancements had been collected on national level. The scope ranged from the optimization of maintenance processes to the improvement of the interaction with the users of RIS.

Furthermore, if applicable, best practice examples for RIS operations were drafted within this Sub Activity.

Results

The primary result that was achieved within Sub-Activity 5.2 was that a successful RIS operation is only possible, if appropriate frameworks will be accomplished. Stable organisational, financial and legal regulations are a precondition for a reliable operation of RIS. National activities should be ensured even after the end of diverse projects, e.g. SW and HW maintenance and replacement of system components must be assured. Nevertheless it is very important, that reliable technology based on common standards is used, to keep the systems in reliable operation for a long period and to make national RIS systems interoperable with other systems.

Conclusions & Recommendations

Only a reliable provision of services in the context of RIS will guarantee that the users will have a sustainable confidence in RIS. To build up and obtain such a comprehensive trust in RIS, national authorities and bodies have to ensure, that existing and future RIS systems are granted with organizational, financial and legal support and can be operated in a dependable environment. Nevertheless the needs of the stakeholders of Inland Waterway Transport have to be evaluated and analyzed constantly, to initiate appropriate developments, to provide even more benefits to the stakeholders in the RIS context. Therefore it is also important, that a regular exchange of experiences and ideas is taking place in the RIS operator community.

## Background information

### Requirements

As part of IRIS Europe 3 project Sub Activity (SuAc) 5.2 deals among other things with the elaboration of scenarios and guidelines for the transition from RIS pilot operation into full operation.

The main objective of IRIS Europe 3 Sub Activity 5.2 is to support implementing countries to establish suitable national frameworks for proper RIS provision and operation.

Since the responsibilities for RIS provision and operation vary significantly at European level and in some cases RIS providers lack the organisational and even financial capability to ensure a stable operation of RIS, the goal of Sub Activity 5.2 is to summarize experiences, best practices and efforts of the respective partners.

Specific requirements towards the work to be performed in Sub Activity 5.2 have been specified:

* Provide transition support for regular RIS operation
* Contribute to European RIS strategy in cooperation with Sub Activity 3.1
* Documentation of work and results

### Preliminary work

In the last decade many national and international projects (e.g. IRIS Europe 1 & II, etc.) in the context of development and installation of national RIS infrastructure were successfully executed. At least to cope with the EU RIS framework directive (EC/2005/44) but even more to enhance and promote the national and international inland navigation in all its facets.

Next to pilot projects also comprehensive infrastructure projects were executed with national and international funding. Thus substantial improvements in the field of the development and implementation of tailor made services for all users of inland waterways but also regarding the international RIS network and the international exchange of data could be achieved.

### Challenges

In order to ensure the efficient and reliable operation of the established RIS infrastructure and of the services for authorities and the economy, legal and organisational structures have to be established timely and covered with sufficient funding. This is a prerequisite for the sustainable securing of the transition from RIS pilot operation into full operation.

Since the legal and organisational structures and responsibilities are varying from country to country, it is rather difficult to establish general scenarios and guidelines. However certain key aspects for a successful transition can be identified based on the experience of the respective partners.

In this document the experiences and intentions of the involved partners are summarized and should help to overview chances and problems in the context of the transition from pilot operation into full RIS operation.

## Objectives

Main objective is to support implementing countries to establish suitable national frameworks for proper RIS provision and operation, including contributions to EU RIS coordination.

Responsibilities for RIS provision and operation vary significantly at European level and in some cases RIS providers lack the organisational and even financial capability to ensure a stable operation of RIS. This activity will coordinate the establishment of national RIS provision and operation strategies and will provide input to a joint RIS implementation strategy and strategic RIS investment perspective 2014-2020 which will be developed in a broader EU RIS coordination framework, taking into account the outcome of the RIS implementation survey and policy evaluation.

Furthermore, possibilities towards efficient experience and know-how exchange among RIS providers shall be investigated.

### Specific objectives

In the context described, each country has isolated, in this context, specific goals according to the national status and needs:

Austria:

* Establish and regularly publish a RIS Service Directory (in co-operation with Sub Activity 3.1)
* Elaborate scenarios and guidelines for the transition from pilot operation into full operation
* Support partner countries in establishing suitable RIS operation frameworks
* Investigate the establishment of a RIS Provider Community Platform sharing experiences

Bulgaria:

* Analyse national framework for RIS provision and operation
* Identification of necessary amendments to national legal basis for RIS
* Establishment of a training programme for RIS operators and execution of training courses

Czech Republic:

* Evaluation of the current processes of maintenance of the national RIS system
* Development of guidelines for optimization of the above mentioned processes

Hungary:

* Align and integrate the project results into legally-based operation
* Investigation of the required legal and organizational requirements

Romania:

* Define a programme for the national expert group activities
* Define regular consultation meetings with the users
* Analyse pilot- and fully operational systems from the users benefits perspective
* Evaluate transitions from pilot operation into full operation

Slovakia:

* Define and establish organisational and financial frameworks for efficient RIS operation on national level (i.e. conclusion of long term maintenance contract between RIS provider and supplier of technical support for the RIS system)
* Pilot execution of defined training schemes with different stakeholders
* Pilot implementation of enhanced SW tool to increase the organisational capacity of RIS provision and operation including customised DMS (document management system)

### Planned tasks and results

The tasks planned for this Sub Activity were:

* Provide transition support for regular RIS operation
* Contribute to European RIS strategy
* Documentation of work and results

The expected results for this Sub Activity were:

* Scenarios and guidelines for the transition from RIS pilot operation into full operation
* Input provided for the RIS implementation strategy and the strategic RIS investment perspective
* RIS Service Directory

## Work approach

### Sub Activity partners

|  |  |  |  |
| --- | --- | --- | --- |
| Country | Partner organisation | Role within SuAc | Responsibility |
| Austria | viadonau | SuAc leader | SuAc coordination; national SuAc execution |
| Bulgaria | BPIC | Implementing partner | National SuAc execution |
| Czech Republic | State Navigation Authority  Czech Waterways Directorate | Implementing partner | National SuAc execution |
| Hungary | RSOE | Implementing partner | National SuAc execution |
| Romania | AFDJ / KDU | Implementing partner | National SuAc execution |
| Slovakia | KIOS | Implementing partner | National SuAc execution |

### Work approach

The work approach was to review and evaluate the operational RIS processes and requirements on national level and to consolidate the results for the future usage.

## Results Austria

### Results

Austria has been the assigned Leader of Sub Activity 5.2. Austria was also in charge of elaborating the Sub Activity 5.2 report, summarising the results of the participating beneficiary countries.

One major achievement on national level was a survey and an examination regarding the operation of the national RIS System DoRIS (Donau River Information Services). As the development of DoRIS already started in 2000, DoRIS has been in operation since a decade now and is a growing system ever since.

The following plans had been assigned to Austria in the Sub Activity:

* Establish and regularly publish a RIS Service Directory (in co-operation with Sub Activity 3.1)
* Elaborate scenarios and guidelines for the transition from pilot operation into full operation
* Support partner countries in establishing suitable RIS operation frameworks
* Investigate the establishment of a RIS Provider Community Platform sharing experiences

**RIS Service Directory:**

Within the Sub Activity 3.1 the establishment of the so-called “RIS Service Directory” was carried out, where the Sub Activity 3.1 leader (AT) elaborated a template in a first step. In a second step all partners in this Sub Activity were requested to elaborate their national RIS Service Directory (or Service Catalogue) based on the provided template. Thus the RIS Service Directory formed the essential work that was carried out within Sub Activity 3.1 (see results of SubActivity 3.1).

**Scenarios and guidelines for the transition from pilot into full operation:**

On behalf of Austria’s Navigation Shipping Authority (OSB), a national RIS concept was specified about 14 years ago, realized by an Austrian system supplier. viadonau as the national waterway administration has been coordinating the implementation of DoRIS and acting as the national RIS operator since the operational start of the system in the 1st quarter of 2006. The implementation of DoRIS was executed within a TEN-T funded pilot project for system development and testing, co-financed by the Austrian government. Since then the investigation in and development of RIS was continually carried out within national and international projects.

The successful transition of the Austrian RIS pilot into full operation may serve as a role model or at least a reference for other national RIS operators. Therefore in this Sub Activity the best practice of Austria has been summarized on national level and may serve as a guideline or helpful information for others.

In this context the main topics can be outlined, that should be taken into account, when going from RIS pilot into full operation:

* Organisational framework: operating RIS requires a dedicated and stable organisational structure with clear responsibilities and facilities; trained and experienced staff is needed to guarantee the high availability of the national RIS system.
* Legal framework: the integration of RIS operations into national legislation is essential not only for organisational but also for navigational issues; besides the legal operation of RIS the national regulations for the usage of RIS within the inland waterway community is important; in the context of the international exchange of RIS data also international regulations have to be mentioned.
* Financial framework: a sufficient and sustainable funding of the operation of RIS in all its aspects is essential for the daily work as well as for future duties; the funding must not only cover the organisation, but also the support, the maintenance and developments/improvements.
* Support & Maintenance: reliable contracts for support and maintenance are needed to guarantee a reliable operation; it must be taken into account, that the system has to be maintained properly and components have to be renewed on a regular basis.
* Developments & Improvements: regarding the steady enhancements of the RIS standardisation and the user needs, suitable strategies for the development of new services or the integration of new standardisations have to be considered.
* Services: in the context of a customer oriented RIS operation also the provision of several tailor made services can be relevant; besides static information also dynamic data has to be provided in a suitable way to serve the needs of the users.

**Support partner countries in establishing RIS operation frameworks:**

The support of partner countries in establishing RIS operation frameworks is based mainly on making available a compilation of best practices in Austria regarding the implementation and operation of RIS. A direct exchange of experiences might bring different perspectives and positions into focus that helps to support other national authorities and bodies in the context of a successful and reliable operation of RIS systems.

**Establishment of a RIS Provider Community Platform:**

The establishment of a RIS provider community platform is a suitable chance, to introduce a regular exchange of experiences, concepts and ideas among the RIS operators, to ensure a harmonized and joint action in the context of operating and developing RIS for the benefit of the users.

### Documentation

List of all relevant documentation that was elaborated in the course of this Sub Activity:

|  |  |  |  |
| --- | --- | --- | --- |
| Title | Content | Organisation | Status / comment |
| Scenarios and Guidelines for the transition from pilot into full operation | Best practice in Austria regarding the implementation and operation of RIS | viadonau | In preparation |

### Benefits

Sub Activity 5.2 brought several benefits for Austria:

* The outcome of the examination of the Austrian RIS system in the context of the introduction and development of the operational framework provides a suitable summary to identify potential adjustments and developments in the future.
* The usage of the RIS Service Directory in the further development of RIS in Austria will help to cope with future requirements.
* The increased awareness for the needs and practices of other national RIS providers supports the permanent consolidation of the operation of the Austrian DoRIS system.

## Results Bulgaria

No input provided.

## Results Czech Republic

### Results

One major achievement on national level was a survey and an examination regarding the operation of the national RIS System LAVDIS (Labe-Vltava Transport Information System) and operation of the data connection with Povodí Labe, Povodí Vltava and Czech hydrometeorological institute. Restructuralization of main database RIS was implemented. Other major parts of national RIS was upgrade NtS portal, web portal LAVDIS with new design and menu structure.

Information of status and future services in the Czech Republic was written into “RIS Service Directory” (by Sub Activity 3.1). More expansion of national services was inspired DoRIS and SlovRIS.

The following plans had been assigned to the Czech Republic in the Sub Activity:

* Evaluation of the current processes of maintenance of the national RIS system
* Development of guidelines for optimization of the above mentioned processes

Main processes of national RIS were verified in parts of hydrological data, meteorological data, transferring images from cameras on waterway, voyage plans, structure of portal NtS, NtS viewer on on-line navigational charts and structure database and gates for interconnection data.

The Czech Republic agrees with the points referred to in Article 5.1.1 for Scenarios and guidelines for the transition from pilot into full operation.

### Documentation

List of all relevant documentation that was elaborated in the course of this Sub Activity:

|  |  |  |  |
| --- | --- | --- | --- |
| Title | Content | Organisation | Status / comment |
| Scenarios and Guidelines for the transition from pilot into full operation | Changes and main information for the transition from pilot into full operation | State Navigation Authority | In preparation |
| Structure of national RIS | Document of conception connection and interconnection of national RIS | State Navigation Authority | In preparation |

### Benefits

Sub Activity 5.2 brought several benefits for the Czech Republic:

* The outcome of the examination of the Czech RIS system in the context of the introduction and development of the operational framework provides a suitable summary to identify potential adjustments and developments in the future.

## Results Hungary

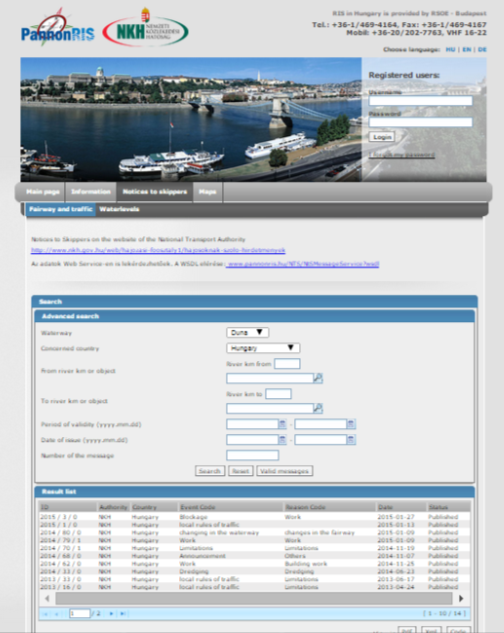
### Results

The PannonRIS system in Hungary has been operational since many years and the user interface was re-launched on 1st September 2011 integrating the results from IRIS Europe and IRIS Europe II. The framework of the operation (legal, organizational and financial provisions) is regulated by the respective legislation (Governmental and Ministerial Decree) and the contract between the National Transport Authority and RSOE.

There was a complex system of tasks planned for IRIS Europe 3: on one hand to develop new pilot services and on the other hand to integrate the successful pilot into the operative, legislative practice. This task was supported by the mapping activity in Sub-Activity 3.1 (RIS Service Directory).

The main result of Sub-Activity 5.2 in Hungary was a comprehensive list of outcomes of IRIS Europe 3 that can be taken up in legislation and can be utilized in the practical operation by activities. The most important elements are highlighted in the following list:

1. Activity 1:
   1. Bathymetric ENCs and water level models 🡪 further fine-tuning with the water management authorities and setting in operation
   2. RIS index 🡪 further maintain and publish RIS index data
2. Activity 2:
   1. DGNSS infrastructure 🡪 establish operational DGNSS system in Hungary based on (among others) IE3 results
   2. Historical AIS data 🡪 use historical AIS data for traffic analysis and planning
   3. PannonRIS mobile application: continuous updating and notice to skippers to inform the stakeholders on the possibility of usage
3. Activity 3:
   1. NtS application & ERI application 🡪 provide a notice to skippers on the possibility to use these application and inform the stakeholders that electronic reporting is legally possible and can substitute VHF reporting (ERINOT, PAXLST)
4. Activity 4:
   1. RIS data exchange 🡪 to be set operation based on the existing legislation and amendment if needed
   2. Connection to the European Hull Database 🡪 to be set operation based on the existing legislation and amendment if needed
5. Activity 5:
   1. Continuous consultation with the stakeholders on need and demands
   2. Continuous participation of Hungarian experts in the RIS Expert Groups and their sub-groups



Good example:

NtS FTM infrastrucutre set into operation on the PannonRIS website and

filled by the experts of the National Transport Authority

([www.pannonris.hu](http://www.pannonris.hu), 08.02.2015.)

### Documentation

List of all relevant documentation that was elaborated in the course of this Sub Activity:

|  |  |  |  |
| --- | --- | --- | --- |
| Title | Content | Organisation | Status / comment |
| Information provision towards the Ministry of National Development and the National Transport Authority | Proposal on transition of pilot project results into the operational environment (content: see above) | RSOE | final / to be sent to stakeholders |

### Benefits

The results of Sub-Activity 5.2 are based on the results and experiences of other activities of IRIS Europe 3. The most important benefit of 5.2 is that it provides the stakeholders an overview of existing (pilot) RIS services and sets the plans for the forthcoming period for the uptake of these results. A major RIS infrastructure development project is planned in Hungary within the National Transport Operational Programme, where all relevant project results (not only IRIS Europe, but e.g. NEWADA duo, CO-WANDA etc.) can be further fine-tuned and used.

## Results Romania

No input provided.

## Results Slovakia

Below subchapter summarizes the work carried out in Slovakia within sub activity 5.2 of the project IRIS Europe 3.

### Results

Scope of the work for this sub-activity is set up by the Strategic Action Plan of the project, where the tasks for Slovakia read as follows:

* Define and establish organisational and financial frameworks for efficient RIS operation on national level (i.e. conclusion of long term maintenance contract between RIS provider and supplier of technical support for the RIS system),
* Pilot execution of defined training schemes with different stakeholders,
* Pilot implementation of enhanced SW tool to increase the organisational capacity of RIS provision and operation including customised DMS (document management system).

Original wording of the task 3 has been supplemented with the statement on pilot implementation of the customised Document Management System, during the annual round of the SAP update. This requirement has been communicated by the Transport Authority towards the consortium of the project partners in the later stage of the project, thus included to this particular task as justified requirement.

**Define and establish organisational and financial frameworks for efficient RIS operation on national level**

In order to achieve the objectives of this task within the project, representatives of the company KIOS, JSC actively communicated with the representatives of the Transport Authority. Main goal in this regard was to reach the agreement on the long-term maintenance contract for the software components of the SlovRIS system. To this end several bilateral negotiations took place. Draft version of the Updated Annex 1 to the currently valid Service Level Agreement between KIOS and Transport Authority on maintenance of the hardware components of the SlovRIS system has been prepared and provided to the representatives of the Transport Authority. This draft version of the Annex to the SLA considers the intellectual property rights of the company KIOS on the software solutions implemented and delivered to the Transport Authority users in course of the IRIS Europe initiative. This proposal, neither the claims of the KIOS, JSC for the intellectual property rights were not accepted by the Transport Authority. The decision of the Transport Authority was to organize the public procurement procedure on providing service support for the RIS. By the time of finalisation of this Sub Activity report the relevant public procurement has not been announced yet.

In order to provide guidance and support in organisational and financial matters of the RIS operation for the Transport Authority, the separate document has been compiled within the Sub Activity. The report evaluates the current conditions in the operation of the RIS from the personal, organisational and financial point of view. Its main purpose was to evaluate the current state of provision of the RIS in Slovakia, detect the existing bottlenecks and propose solutions to eliminate them.

**Pilot execution of defined training schemes with different stakeholders**

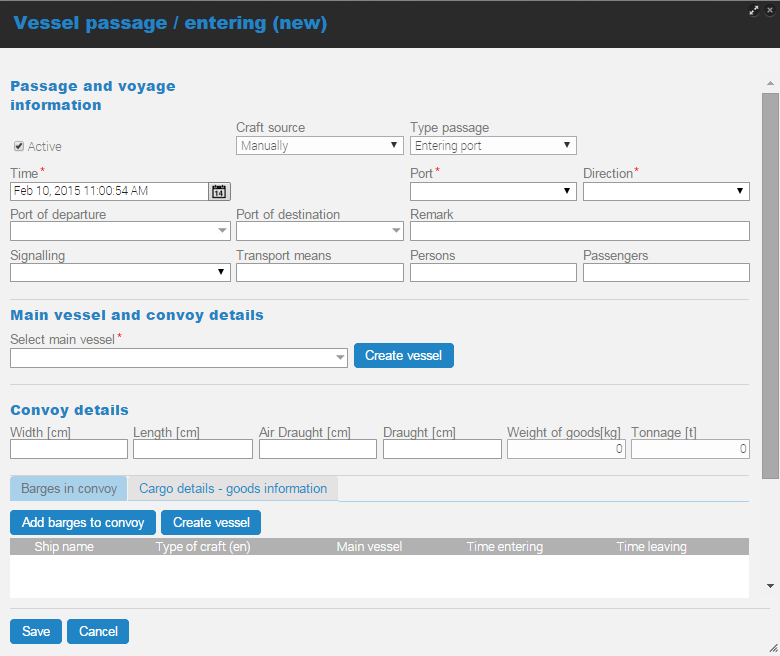
Detailed scheme and structure of the general (4 key RIS technologies) and specialised (individual SlovRIS applications and IT administration) RIS related trainings has been prepared and documented. During the project IRIS Europe 3, the SlovRIS gateway for the RIS data exchange undergoes significant changes in terms of its functionality and graphical appearance. Thus it was decided, that the trainings themselves will be carried out only when the system in the new technology is considered bug-free and ready to be deployed to the operative environment.

In the meantime, all active users of the current version of the SlovRIS system has been already trained and ongoing telephonic (or personal) support is provided by the employees of the national consortium for implementation of the IRIS Europe 3 project, on case by case basis.

**Pilot implementation of enhanced SW tool to increase the organisational capacity of RIS provision and operation including customised DMS**

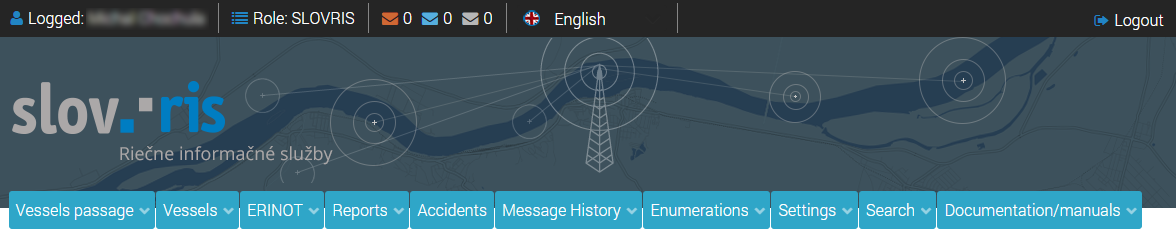
In order to implement enhanced SW tool to increase the organisational capacity of the RIS provision and operation, the requirements of the Transport Authority has been collected, documented and evaluated. It was decided, that no new system in this regard will be implemented. Rather the required functions will be included to the overall functionality of the SlovRIS system. Their availability is dependent on the appropriate user role assigned. Functionalities that have been finally implemented to the system SlovRIS under this task are briefly described below:

* Recording of vessel passages (Analysis carried out in SuAc1.4). Pilot implementation of this functionality of the system SlovRIS should replace the recording of the vessel passages at the captaincies of the Transport Authority by means of the MS Access based application.



**SlovRIS UI – manual record of vessel passage**

* So called “Autorefresh” notifications (Analysis carried out in SuAc 4.3). Pilot implementation of this functionality of the SlovRIS system should provide to the user higher level of awareness on international RIS exchange (and actions to be taken afterwards by means of categorised UI notifications.



**SlovRIS UI – autorefresh notifications**

* Availability of the up-to-date application manuals directly from the SlovRIS application under the separate menu tab,
* Application Changelog available within the application menu indicating latest changes deployed with actual version of the system,
* Logging of access to RIS data incl. creation of customised reports for the RIS operator,
* Directory and contacts on foreign RIS providers for all users.

Note: Due to the problems with conclusion of the addendum to the existing contract on IRIS Europe 3 between Ministry and national consortium of IRIS Europe 3 investigators (where the pilot implementation of the DMS was not included), the plans regarding the pilot implementation of the customised DMS were not carried out.

### Documentation

List of all relevant documentation that was elaborated in the course of this Sub Activity:

|  |  |  |  |
| --- | --- | --- | --- |
| Title | Content | Organisation | Status / comment |
| Annex1 to SLA\_draft | Annex Nr.1 to the Addendum Nr.2 to the Contract on the provision of works and services (full version) | KIOS | Final |
| Organisational and financial framework for RIS operation | Evaluation of the personnel, organisational and financial operation of RIS in Slovakia, incl. recommendations | KIOS | Final |
| Training schemes | Detailed scheme and structure of the RIS related trainings for the SlovRIS users | KIOS | Final |
| Assessment of required functionality on enhanced SW tool | Collected, documented and assessed requirements of the Transport Authority on pilot implementation of the Enhanced SW tool | KIOS | final |
| Specification of Help within the system SlovRIS | Requirements on the help function and manuals for all SlovRIS applications | KIOS | final |

### Benefits

It is expected, that activities carried out in this sub activity will contribute to achievement of the following benefits:

* Documentation on the organisational and financial framework for RIS provision should guide the Transport Authority in the future decision making regarding RIS and its sustainable operation. It is of utmost importance, that issues regarding non-existing contract for the regular maintenance of the software related part of the SlovRIS system are resolved as soon as possible by the transport authority.
* Documentation of the training schemes should provide sound basis for execution of relevant trainings with pilot users of the enhanced version of the SlovRIS system.
* Pilot implementation of the enhanced functionalities within the SlovRIS system will contribute to the increased organisational capacity of the Transport Authority. The SlovRIS system will support execution of the tasks that directly relates to the content of the work of personnel working at the captaincies of the Transport Authority.

## Conclusions / Recommendations / Envisioned next steps

### Experiences and conclusions

In this section, all partners’ experiences and conclusions were gathered for a common view on the Sub Activity, at its final.

* It is from upmost relevance for the successful operation of RIS, that the organisational structures on national level are clearly defined and arranged in a sustainable manner, that a sufficient budget is granted for operations, maintenance and development and that the legal environment is adapted. This should be done independent from any project activities and funding.
* Using the example of Slovakia, there is currently no maintenance contract for the SlovRIS software between the Transport Authority and the relevant IT supplier existing. There is only a maintenance contract for the hardware and communication infrastructure of the system in place. The authority repeatedly lacks the money in the budget for covering the operational costs of the SlovRIS system (i.e. regular maintenance of the software part, personnel costs, indirect costs, etc.) and there is an insufficient personnel capacity at the RIS centre of the Transport Authority. Besides that there are insufficiently defined requirements in the relevant national legislation to influence the RIS operation and stipulate the obligation to use RIS.
* Next to the organisational issues regarding the operation of RIS, continuous consultations between the governmental and commercial stakeholders are of utmost importance for all sides, to identify the needs of the users and to adapt the relevant processes and services accordingly.
* A prerequisite for a full regular operation of RIS is a very high reliability and stability of the provided services and a very high availability of the relevant data. The users will not accept failures and inaccurate data, otherwise there will be no confidence in RIS. That applies also to the importance of well trained and skilled RIS operators and the strict use of common guidelines.

### Recommendations

* Given the legislative framework for RIS on national and international level it is necessary -as for example in Slovakia - to ensure the maintenance contract for the RIS software and hardware through external supply of relevant services in a long-term manner and to update the official organisational rules of the Transport Authority with regard to the description of the workload for individual employees at the department of the inland navigation, considering the current utilisation of the RIS services. For an efficient operation of the RIS system in Slovakia it is necessary, that the Transport Authority broadens the personnel capacities of the RIS centre department by at least two RIS operators. From the point of view of an efficient legislative operation of RIS in Slovakia, it is necessary to amend or update several navigation regulations, respectively to incorporate changes into the Law on Inland navigation. In order to ensure, that the available SlovRIS functionality is used accordingly and in correct manner by the individual departments and employees of the Transport Authority, it is necessary to introduce internal procedures and rules and carry out regular training of the personnel.
* The benefits of RIS and the results of national and international RIS projects should be introduced to the various stakeholders by means of the organisation of national and regional RIS events hosted by the authorities and RIS operators. All stakeholders should be regularly informed about actual developments in the RIS context.
* The utilisation of RIS services highly depends on the availability of actual data. Mobile internet connections on EU level are quite expensive and the coverage is limited. Other technologies are not fully compatible and cover only limited areas. RIS services should be based on long term stabilised IT technologies with a structuralised approach to backend and frontend applications, because every change to new IT services and technologies is very expensive and causes an instability in the services that are provided to the users. The general core of a RIS system should be independent of the services and new reference data should be simply implementable without software changes.

### Envisioned next steps

* It is necessary to speed up the activities that hinder the conclusion of a long term maintenance contract for the Slovakian RIS software and hardware between the Transport Authority and selected IT suppliers. Afterwards the priority should be to ensure the regular operation of the RIS system from the human and financial resources point of view of, including advanced and timely budget planning.
* There should be investigations on the improvement of the data link performance quality between objects on waterways and the RIS centre, to avoid data loses and to provide a full image about the navigational status on the waterways. Cost efficient solutions for the data connection between vessels and RIS centres should be developed that are compatible EU wide and cover the whole network. There is also a need for the improvement of the guidelines for RIS services to provide a harmonised information level and to reduce misunderstandings and information loss due to local conditions and praxis.
* Pilot results of project initiatives should be fine-tuned and set into operation with the co-operation of the Danube countries and the results of IRIS Europe 3 should be integrated into the national operational environment (e.g. PannonRIS, SlovRIS, DoRIS)
* A regular exchange of experiences, concepts and ideas should be established among the RIS operators, to ensure a harmonized and joint action in the context of operating and developing RIS for the benefit of the users.

# SuAc 5.3 Concept and establishment of RIS Stakeholder Forums

Background information

Inland navigation must be understood as a comprehensive system of stakeholders heavily interdependent on the others. The waterway, the shipping companies and the ports make up the core elements. There are of course many more involved, in a more indirect way. One deficient element will automatically limit the others.

Improving the communication channels and disseminating information on inland navigation and River Information Services in specific to target their stakeholders will help improve the image and consequently the acceptance by the stakeholders. Organisations must have a concentrated and coordinated effort to communicate why inland navigation is important and what it contributes to society. The benefits and challenges stemming from the improvement of the waterway require a high degree of transnational cooperation. Indeed, decisions taken by one country will have a significant impact on the fellow riparian countries.

In some countries, the challenge is even greater since in this sector, those people who communicate on behalf of inland navigation usually have little communication training or experience, yet need to serve as spokespersons given their knowledge and expertise.

Communicating on behalf of inland navigation presents several challenges, the inland navigation sector is often a complex and sensitive environment, it is a “small world”, and the weak policy profile, the lack of political attention of the sector translate into a lack of budget and awareness for a transport sector that takes up of the share of the modal split. What we all seem to have in common is our understanding that communicating about inland navigation presents its own special challenges and that in order to be successful, communication efforts must be well thought out.

Therefore Sub-Activity 5.3 specifically focused on the establishment and performance of RIS Stakeholder Forums on national level, in order to reach the target audience in the best way possible, and to communicate the complex thematic areas related to River Information Services in an efficient manner.

Objectives

Main objective of this Sub-Activity was to establish discussion and information exchange platforms for all RIS stakeholders on national level in order to communicate and disseminate RIS related developments and pilot services to the user groups.

Results

The primary result that was achieved within Sub-Activity 5.3 was an improved communication among the RIS stakeholders. The IRIS Europe 3 project facilitated organisation of RIS Stakeholder Forum and therefore contributed to better information exchange among the RIS partners. It also helped to integrate the private sector (logistics stakeholders and commercial companies) and public authorities in the process of RIS development in Austria, Bulgaria, the Czech Republic, Hungary, Poland, Romania and Slovakia.

Conclusions & Recommendations

The performance of national stakeholder workshops in the IRIS Europe 3 countries proved to be the most suitable method for bringing together the practitioners from the inland navigation sector with the RIS experts that are responsible for the further development and deployment of new and enhanced services. The stakeholder workshops ensured that only services were developed, which are of use for the inland navigation stakeholders. They also helped to fine-tune existing services and to adapt them to the changing needs of the inland navigation market. The stakeholder forums also offered an ideal communication platform for people with different roles in the inland navigation transport chain.

## Background information

### Requirements

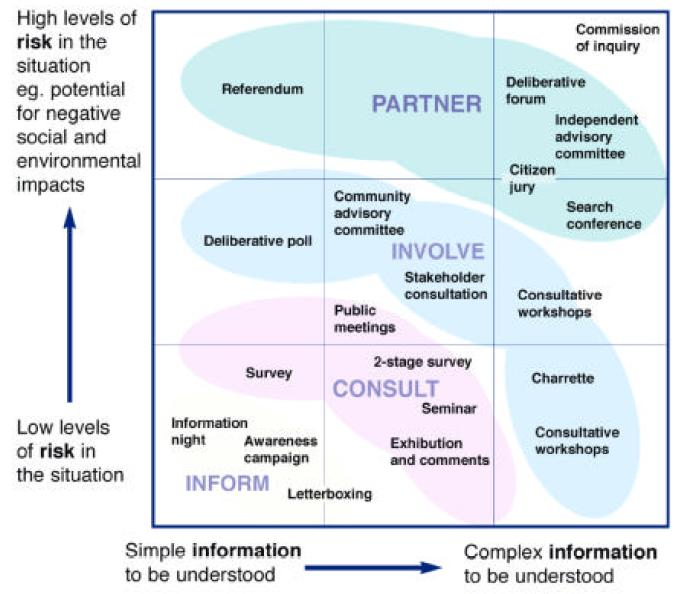
Besides technical meetings of the RIS expert groups and the institutional meetings organised by the River Commissions there is a strong need by the organisations and authorities involved in RIS implementation and provision to establish a discussion and information exchange platform. The RIS Stakeholder Forums needs to bring together competent authorities responsible for the safety of navigation, RIS providers and Waterway Management and Maintenance organisations. Additionally the involvement of logistics stakeholders and commercial companies has to be a major asset of this forum. Another objective was to bring the RIS Services closer to the end-users and support the establishment of national RIS dissemination platforms (“RIS Customer Orientation”). Thus Sub-Activity 5.3 was performed in close cooperation with Activity 6.2.

### Preliminary work

In a first step special attention was paid to a general stakeholder participation process, so that the IRIS Europe 3 partners had a clear vision on the benefits of performing RIS Stakeholder Forums.

There are different kinds of participation to be distinguished, in which the level of participation differs. And there are different kinds of reasons for stakeholder participation, each having their own level(s). The levels can be seen as a continuum with to be informed and no interaction between stakeholders on one side and having a role of full value in the decision-making process with a lot of interaction. In between there are levels like informing, consulting, involving / advising and partnering / co-producing.

The figure below depicts this process.



*Overview of the levels of stakeholder participation[[1]](#footnote-1)*

### Challenges

Nowadays we can no longer have separated objectives in water-related projects, focusing only on one sector, whether it is navigation, environment or River Information Services. A new, integrated approach is necessary which can properly assess and evaluate costs and benefits for all areas of interests, which means for society as a whole. To facilitate the implementation of desired measures on a local scale, a further dialogue with the local stakeholders is necessary, while mistrust and resistance might be abundant. This raises questions about how to bend local resistance and turn suspicion into trust and co-operative work on improved local plans? Cases show that this is possible.

## Objectives

### Specific objectives

Main objective of this Sub-Activity was to establish discussion and information exchange platforms for all RIS stakeholders on national level.

### Planned tasks and results

Below the individual plans of each country involved within Sub-Activity 5.3 are summarised. This Sub-Activity report reflects on the actions and works that have been performed in each of the IRIS Europe 3 partner countries in order to fulfil the plans depicted below:

Austria:

* Organise and perform RIS Stakeholder Forums in Austria involving logistics stakeholders and commercial companies
* Involvement of competent authorities, RIS Providers and their representatives into the cooperation and information exchange
* Alignment with the initiatives from NEWADA and PLATINA

Bulgaria:

* Organise and perform RIS Stakeholder Forums in Bulgaria involving logistics stakeholders and commercial companies
* Involvement of national authorities and organisations related to provision of RIS
* Identification and involvement of major logistic users

Czech Republic:

* Organise and perform RIS Stakeholder Forums in the Czech Republic involving logistics stakeholders and commercial companies
* Involvement of competent authorities, RIS Providers and their representatives into the cooperation and information exchange

Hungary:

* Organise and perform RIS Stakeholder Forums in Hungary involving logistics stakeholders and commercial companies
* Cooperation with the relevant initiatives integrating international information into the Hungarian works

Poland:

* Organise and perform RIS Stakeholder Forums in Poland involving logistics stakeholders and commercial companies
* Involvement of competent authorities, RIS Providers and their representatives into the cooperation and information exchange

Romania:

* Define RIS stakeholders roles and responsibilities at national level
* Organise and perform RIS Stakeholder Forums in Romania involving logistics stakeholders and commercial companies
* Involve the representatives of the different stakeholders in the RIS events and activities

Slovakia:

* Organise and perform RIS Stakeholder Forums in Slovakia involving logistics stakeholders and commercial companies
* Involvement of competent authorities, their representatives into the cooperation and information exchange

## Work approach

### SuAc partners

|  |  |  |  |
| --- | --- | --- | --- |
| Country | Partner organisation | Role within SuAc | Responsibility |
| Austria | viadonau | SuAc leader | SuAc coordination; national SuAc execution |
| Bulgaria | BPIC | Implementing partner | National SuAc execution |
| Czech Republic | State Navigation Authority  Czech Waterways Directorate | Implementing partner | National SuAc execution |
| Hungary | RSOE | Implementing partner | National SuAc execution |
| Poland | Inland Navigation Office in Szczecin | Implementing partner | National SuAc execution |
| Romania | AFDJ / KDU | Implementing partner | National SuAc execution |
| Slovakia | KIOS | Implementing partner | National SuAc execution |

### Work approach

The work approach was to establish discussion and information exchange platforms for all RIS stakeholders on national level.

### Meetings

There were a series of RIS Stakeholder Forums held in the partner countries of IRIS Europe 3. Details are provided in the dedicated sub-chapters for each country in the following chapters.

## Results Austria

The provisions from the Strategic Action Plan were as follows for Austria:

* Organise and perform RIS Stakeholder Forums in Austria involving logistics stakeholders and commercial companies
* Involvement of competent authorities, RIS Providers and their representatives into the cooperation and information exchange
* Alignment with the initiatives from NEWADA and PLATINA

### Results

There were two major RIS Stakeholder Forums held in Austria:

* 16th of May 2012, at Ennshafen
* 30th of October 2014, in Vienna

**1st Stakeholder Forum, 16th of May 2012**

As the target audience were the Austrian stakeholders in inland waterway transport, the stakeholder forum was held in German language. The stakeholder forum took place at the port of Enns in Upper-Austria, where a huge concentration of industries with waterborne transport needs is located. The program of the event was based on two pillars:

* Presentations and lectures on all RIS services for transport and logistics – performed by via donau experts with the assistance of representatives from the inland waterway transport business sector.
* Following the presentations, a panel discussion with leading practitioners from the shipping sector took place. The central topic of discussion was "Perspectives and preview towards new RIS services for transport logistics". The moderation was performed by Mr. Hans-Joachim Schlobach (Editor in Chief Business + Logistic).

Participants in the discussion panel included:

* Mr. Reinhard Vorderwinkler, Ministry of Transport, Supreme Navigation Authority
* Mr. Christian Steindl, General Manager of the port of Enns
* Mr. Ralph Gallob, General Manager of Industrie-Logistik-Linz
* Mr. Robert Wanger, Port Master in the port of Enns

A special international guest was the Dutch shipping expert Mr. Martin van Dijk, Koninklijke Schuttevaer International, who contributed his expertise in the area of inland navigation and River Information Services to the very successful 1st Stakeholder Forum in Austria.

The programme of the stakeholder forum was designed in such a way that all the RIS Services were presented and demonstrated following a typical inland waterway transport process, from the planning phase until the finalisation. The figure on the next page illustrates the programme of the stakeholder forum, which was also provided to the participants as hand-out. This way the participants were able to follow the presenters step-by-step, always being aware of what RIS Service correlates with which stage in the transport process.

There were approximately 80 participants at the 1st Stakeholder Forum.





*Programme of the 1st RIS stakeholder forum in Austria*

After the stakeholder forum an online survey among the participants was made, collecting feedback and suggestions for improvement for a next stakeholder workshop.

**2nd Stakeholder Forum, 30th of October 2014**

Like with the first stakeholder forum, the target audience were the Austrian stakeholders in inland waterway transport. The stakeholder forum was held in German language and took place in Vienna on board of the vessel Negrelli, which is owned and operated by viadonau. The 2nd Stakeholder forum had a geographical focus on the area of Vienna, addressing especially the petrochemical industry and the three ports of the Port of Vienna.



*Invitation to the 2nd RIS stakeholder forum in Austria*

In comparison to the 1st Stakeholder Forum a more interdisciplinary mix of inland navigation related topics was brought to the attention of the audience. However, River Information Services formed the core thematic area of the stakeholder forum. The programme looked as follows:

**The inland waterway Danube**

* Maintenance masterplan for the Danube (Austria)
* Low water forecasts

**Information Services – Transport Planning Phase**

* DoRIS Website
* Notices to Skippers
* DoRIS Mobile Application
* Fairway Information Portal for the Danube

**Information Services – Transport Execution Phase**

* Utilisation of RIS on board
* New DoRIS Portal

**Outlook**

* Action programme for the Danube (Austria)





*Impressions from the 2nd RIS stakeholder forum in Austria*

During the 2nd Stakeholder Forum especially the most significant developments from IRIS Europe 3 were disseminated towards the users. These development include the IENC related achievement (e.g. water level models, IENC data exchange format for easy access to up-to-date IENCs from the on-board applications), the new navigation support services, the mobile smartphone application “DoRIS Mobile” and the brand new DoRIS Portal for access to position and transport information on international scale thanks to the international RIS data exchange. Furthermore the reporting application for electronic transport reports was demonstrated and brought to the attention of the potential uses. Electronic transport reports including their international exchange are expected to bring huge benefits to the users by decreasing the administrative burdens caused by traditional paper reporting in cross-border transport.

There were approximately 40 participants at the 2nd Stakeholder Forum, and also an online survey among the participants was made, collecting feedback and suggestions for improvement for a next stakeholder workshop.

### Documentation

List of all relevant documentation that was elaborated in the course of this SuAc:

|  |  |  |  |
| --- | --- | --- | --- |
| Title | Content | Organisation | Status / comment |
| Invitations, agendas, presentations and lists of participants for the 2 Stakeholder workshops | Detailed information on the programme of each stakeholder forum | viadonau | Finalised |
| Evaluation report of online user survey | Results and conclusions from the online user surveys | viadonau | Finalised |
| Dissemination material from each stakeholder workshop | Posters, roll-ups, stickers, photos, e-News | viadonau | Finalised |

### Benefits

The performance of national stakeholder workshops in Austria proved to be the most suitable method for bringing together the practitioners from the inland navigation sector with the RIS experts that are responsible for the further development and deployment of new and enhanced services. The stakeholder workshops ensured that only services were developed, which are of use for the inland navigation stakeholders. They also helped to fine-tune existing services and to adapt them to the changing needs of the inland navigation market. The stakeholder forums also offered an ideal communication platform for people with different roles in the inland navigation transport chain.

The collection of feedback from the participants by means of an online survey showed a good user acceptance of the stakeholder forums, and there was mentioned several times the requirement that stakeholder workshops should be held once a year, informing on the new and emerging developments in inland waterway transport. There was also the requirement not to focus only on River Information Services, but also include strategic development aspects for the sector. Thus it was decided to dedicate some time to the EU Strategy for the Danube region on the 2nd stakeholder workshop, and also to provide some information on fairway maintenance plans.

This way the Stakeholder Forums could truly become an interdisciplinary platform for the further development and strengthening of inland navigation.

## Results Bulgaria

The provisions from the Strategic Action Plan were as follows for Bulgaria:

* Organise and perform RIS Stakeholder Forums in Bulgaria involving logistics stakeholders and commercial companies
* Involve national authorities and organisations related to provision of RIS
* Identify and involve major logistics users

### Results

The Bulgarian Ports and Infrastructure Company (BPI Co.) has organized a series of meetings with stakeholders such as:

* Periodic meetings with representatives of institutions such as EAMDR, Maritime Administration, Border Police, Customs regarding the operation and optimization of the different RIS systems (NtS, VTT, ERI).
* Two meetings with representatives of service users such as ship-owners, ship-agents, logistics users. The outcomes and results of the meetings were used for the update of Bulgarian VTT portal.
* Final event in Bulgaria of IRIS Europe 3 Project. The completed works and the future development of RIS services in Bulgaria were presented. Relevant stakeholders were invited and participated.
* Participation of experts from Bulgarian Port Infrastructure Co. in the various expert working groups on the activities of the project IRIS Europe 3.
* Participation of experts from Bulgarian Port Infrastructure Co. in the meetings of traditional RIS weeks.
* Participation and organization of meetings of the Committee RAINWAT and organization of the last meeting in Rousse, Bulgaria.

### Documentation

List of all relevant documentation that was elaborated in the course of this SuAc:

|  |  |  |  |
| --- | --- | --- | --- |
| Title | Content | Organisation | Status / comment |
| Minutes of meetings and protocols | Summary of items handled at the meetings and workshops | BPI Co. | Finalised |

Minutes and protocols from the meetings have summarised the most important and relevant proposals. The latter will serve as basis to develop further the normative and organisational regulations of RIS services.

### Benefits

BPI Co. as well and the stakeholders such as state authorities and service users benefit from mutual cooperation and trust and confidence developed.

## Results Czech Republic

The provisions from the Strategic Action Plan were as follows for the Czech Republic:

* Organise and perform RIS Stakeholder Forums in the Czech Republic involving logistics stakeholders and commercial companies
* Involve competent authorities, RIS Providers and their representatives into the cooperation and information exchange

### Results

It has been decided to organise 2 meetings among representatives of public bodies (Ministry of Transport, State Navigation Authority, and Czech Waterway Directorate) and operators – skippers, port operators and others.

The first meeting took part in autumn 2013 at the premises of the Ministry of Transport. The main purpose of this workshop was to present the current status of RIS services operated in the Czech Republic to users as a complete package in order to encourage them for higher usage of the services concerned.

Special attention was given for preparation of AIS implementation in the Czech Republic. First of all the general information about this system has been presented, afterwards there was a discussion about the programme for equipment of selected vessels with AIS transponders and Inland ECDIS viewers. On the basis of this discussion it has been decided that all vessels coming at least 3 times within past 3 years to the Czech Republic will be eligible in this case with exclusion of small vessels. There was also an important feedback from skippers concerning vessels that are equipped by AIS transponders, but without IENC viewers, who are looking for benefits connected with AIS data and actual fairway conditions on IENC. On the basis of this topic it has been decided to extend equipment programme also for IENC viewers with present AIS transponders, if it allows the project budget.

The second workshop is planned for December 2014. It´s main purpose is to present outputs of IRIS Europe III project and to discuss the need of further development of RIS services in the Czech Republic. It is planned to present following topics:

* General on-line map of Elbe – Vltava waterway including all navigation objects
* Enhanced information about the waterways, locks and maps as a part of web portal LAVDIS
* Additional data in LAVDIS portal – RIS index, ENC´s
* AIS pilot implementation
* IENC with actual depth information in real navigation
* Automatic generation of statistics of inland navigation

Additionally there will be a discussion about the future enhancement of AIS in the Czech Republic, international data exchange establishment and higher involvement of logistical users (including ports) to the usage of RIS.

### Documentation

No documentation listed.

### Benefits

The main benefit of this SuAc is establishment of a communication level with RIS users – skippers, port operators. Feedback from RIS users is important for authorities to provide and design services that will help skippers and fleet managers in real navigation. It is planned to maintain and continue this kind of workshops also in the future as this should be an integral part of identification of need of further RIS development in the Czech Republic.

## Results Hungary

The provisions from the Strategic Action Plan were as follows for Hungary:

* Organise and perform RIS Stakeholder Forums in Hungary involving logistics stakeholders and commercial companies
* Cooperate with the relevant initiatives integrating international information into the Hungarian works

### Results

During the IRIS Europe 3 project the consultation between the Ministry of National Development, the National Transport Authority (RIS Authority, RIS Operator) and RSOE (RIS Provider) was permanent by means of (at least) monthly meetings.

Two dedicated national RIS Stakeholder Forums have been organized:

* 14th February 2014,
* 5th March 2014.

The following table summarizes the most important facts on the forums:

|  |  |  |
| --- | --- | --- |
| Date | Participants | Content |
| First RIS Stakeholder Forum in Hungary  14th February 2014 | * Ministry of National Development * National Transport Authority * Hungarian Transport Administration * Branch organizations * IWT operators * RSOE | * PannonRIS status quo introduction * IRIS Europe 3 content and status quo * Discussion on the Inland ECDIS subsidy programme * Next steps |
| Second RIS Stakeholder Forum in Hungary  5th March 2014 | * Ministry of National Development * National Transport Authority * RSOE | * Overview of public procurement procedures within IRIS Europe 3 * Information on project results |

Both meetings have been followed up by means of emails and personal discussions. The initiatives within IRIS Europe 3 have been presented, used and aligned with the following other initiatives:

* NAIADES implementation
* NAIADES II
* EU Strategy for the Danube Region (PA1a)
* Hungarian National Transport Strategy
* Hungarian Transport Operational Programme and its follow-up OP
* other projects such as:
  + NEWADA duo
  + CO-WANDA
  + DaHar
  + SEEMariner
  + ProDuna

Requests and feedback coming from the above forums were taken up on hand and on the other hand expertise, recommendations, documentation etc. have been provided to them.

### Documentation

List of all relevant documentation that was elaborated in the course of this SuAc:

|  |  |  |  |
| --- | --- | --- | --- |
| Title | Content | Organisation | Status / comment |
| Meeting documents from Stakeholder Forums | * Presentation * Meeting minutes * List of participants | RSOE | final |
| Presentations at conferences, meetings | * Project introduction with status quo * Relevant benefits of the project | * Ministry of National Development * National Transport Authority * RSOE | final |

### Benefits

The consultation with the stakeholders was beneficial for the organizations directly involved in the project roll-out (Ministry of National Development, National Transport Authority, RSOE) and provided the floor for the external partners (IWT operators, branch organizations) to express demands and provide comments. Further benefits can be realized by the stakeholders when project results are made available for use.

## Results Poland

The provisions from the Strategic Action Plan were as follows for Poland:

* Organise and perform RIS Stakeholder Forums in Poland involving logistics stakeholders and commercial companies
* Involve competent authorities, RIS Providers and their representatives into the cooperation and information exchange

### Results

For Poland the IRIS Europe 3 project is regarded as supplement to the national RIS (pilot) implementation project, which focused on the establishment of the RIS infrastructure. The process of implementation of RIS Lower Odra ended successfully in December 2013.

Before the IRIS Europe 3 project there were no other projects in Poland dealing with River Information Services. The participation in the IRIS Europe 3 project contributed to exchange of know-how through participation in international RIS expert groups and organization of regular meeting with RIS stakeholders (maritime and inland navigation experts, skippers, ship owners, representatives of administration).

The IRIS Europe 3 project facilitated organization of RIS Stakeholder Forum and therefore contributed to better information exchange among the RIS partners. It also helped to integrate the private sector (logistics stakeholders and commercial companies) and public authorities in the process of RIS development in Poland.

### Documentation

No documentation listed.

### Benefits

The main benefit is establishment of RIS Stakeholder Forum that integrates public and private partners in process of improving quality of RIS services and further development of the system on Odra river.

## Results Romania

The provisions from the Strategic Action Plan were as follows for Romania:

* Define RIS stakeholders roles and responsibilities at national level
* Organise and perform RIS Stakeholder Forums in Romania involving logistics stakeholders and commercial companies
* Involve the representatives of the different stakeholders in the RIS events and activities

In Romania, a platform was established, a RIS Stakeholders Forum for exchange of information on river services, to promote projects which aim to develop the field of RIS and debate issues related to implementation of new services and technologies. In this forum can be attended by representatives of the authorities, the government representatives, the logistics operators, the software developers and hardware technical solutions, the project team’s specific segment educational and research - development.

RIS Stakeholders Forum Romania wants to represent national entity to liaise between RIS expert groups at European level and the main actors involved in the development of RIS field in Romania.

### Results

According to Strategic Action Plan (SAP), the Romanian partner objectives are as follow:

* Define RIS stakeholders roles and responsibilities at national level
* Organise and perform RIS Stakeholder Forums in Romania involving logistics stakeholders and commercial companies
* Involve the representatives of the different stakeholders in the RIS events and activities

Take into consideration the objectives, there was defined the tasks of the RIS Stakeholders Forums in Romania, as:

* Communication and information as platform;
* Certification, mainteaining and developing the technical framework related to RIS in Romania;
* Connection at the technical level with the similar professional bodies, at national and European level;
* Support Platform for promoting the RIS projects;
* Support Platform for promoting update and completion of the legal framework;
* Evaluation Platform for the new projects and RIS systems;

There has been organized a few workshops, with different actors involved in the RIS field:

* On 18th of July, 2012, in Giurgiu, were the participants from, AFDJ, RNA and navigation companies, discussed about the status of the RIS services in Romania and what are the plan for the future, as services within the IRIS Europe 3 project;
* On 5th of July, 2014, in Galati, together with CERONAV, it was a workshop for disseminte the relevant projects in the RIS field, as IRIS Europe 3, HINT, NEWADA duo, available results at that time. As participants, the meeting was attended by local and national authorities, shipping companies, waterway administration, etc.;
* On 16th of October, 2014, in Bucharest, it was presented results from projects IRIS Europe 3 and NEWADA duo, as bathymetric ENC, water level model, INAV on board, mobile RIS application, interconnection between RIS and maritime services, FIS Portal, Marking System Application, etc.

The Romanian logistics stakeholders and commercial companies, as well the developers, was involved and support the edition of the Manual on Danube Navigation, Romanian version.

The Romanian companies involved in the RIS field, has been invited to participate at the Final Event of the IRIS Europe 3 project, on 26th of November, 2014, in Vienna.

### Documentation

List of all relevant documentation that was elaborated in the course of this SuAc.

|  |  |  |  |
| --- | --- | --- | --- |
| Title | Content | Organisation | Status / comment |
| Memorandum of understanding for RIS Stakeholders Forum in Romania | Objectives, Actors, roles and responsibilities | AFDJ Galati | draft |

The Memorandum of understanding for RIS Stakeholders Forum in Romania, it was drafted during the IRIS Europe 3 project and will be kept as alive document. This one have to be update when is necessary and the situation it request.

### Benefits

The RIS Stakeholders Forum in Romania will allow the relevant actors to be informed about the status of development for RIS services at the European and national level, and as well for correlated the national action for future projects.

Dissemination, during the workshop`s, for the most significant results obtained by Romania's participation in the project IRIS Europe 3 are given a full spectrum of results covering all areas constituting the RIS field. Although the administrative profile and its technical merits, the project IRIS Europe had three objectives placed in the research, documentation and landmarks priority generating pilot demonstration systems attached to these parts, some of the results go beyond this stage and can be included in operating procedures current without requiring any major interventions. But most of the results obtained in the activities, underlying the development of RIS field, leading the field in the direction of progress.

In this point resides the most significant value of the project IRIS Europe 3, as well as other similar efforts. This value is amplified at national level that Romania is an active, often give rise to these results and is therefore a distinct position.

The privileges associated with that position - experience, a solid knowledge base, the decisive role in support of field activities - attract commensurate responsibilities which requires our country to maintain these coordinates the involvement and results.

## Results Slovakia

The provisions from the Strategic Action Plan were as follows for Slovakia:

* Organise and perform RIS Stakeholder Forums in Slovakia involving logistics stakeholders and commercial companies
* Involve competent authorities, their representatives into the cooperation and information exchange

### Results

Following measures to fulfil the defined tasks and reach the defined service levels have been implemented.

RIS Stakeholder Forum

A RIS Stakeholder Forum has been organized in the later stage of the project, on 12th of November 2014, under the occasion of the National information day dedicated to the project IRIS Europe 3. The event took place aboard the passenger ship Žilina.

Apart from the cosortium of project partners and the Ministry of Transport, the representatives of the various kinds of organisations somehow connected with utilisation of the RIS have been invited and present at the event. Namely the representatives of the following organisations participated:

* Agency for development of inland waterway transport,
* Transport Authority,
* Slovak Hydro Meteorological Institute,
* Public Ports, JSC,
* Dunaj Petrol Trade,
* Croatian delegation,
* Water Research Institute,
* DHI

Although the biggest inland shipping operator, the Slovak Shipping and Ports has been invited by the project coordinator, they did not participate at the event, due to unknown reasons. The RIS stakeholder forum was held under the separate point on the agenda for the National information day of the project IRIS Europe 3. Present ateendees discussed about the topic of wider utilisation of the available RIS services in Slovakia, and what needs to be changed in this regard. It was observed, that mainly in the field of electronic reporting there are significant reserves and great potential hidden.

Representatives of the Ministry of Transport, Construction, and Regional development of the Slovak Republic promised, they will contribute to higher awareness of the fairway users on available RIS services in Slovakia and will contact them via email. In particular, all organisations with issued licence for operation of the inland waterway transport will be contacted and invited for the discussion concerning the utilisation of RIS in Slovakia. It was also concluded, that active mutual dialogue between the RIS provider and potential users needs to be maintained. To this end participants agreed, that depending on the feedback of the users who will be contacted by the Ministry in an official way, the next RIS stakeholder forum shall take place in December 2014.







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*Impressions from the RIS stakeholder forum in Slovakia*

Involvement of authorities

The consortium consisting of project partners KIOS and Transport research institute actively communicated with the various organisations and authorities on national level, in order to successfully fulfil all defined project objectives. Mainly when it comes to the hydro-meteorological data and to the river bed and fairway data, the cooperation with Slovak Hydro Meteorological institute has been established in the first case, whereas in the latter the Slovak Waterway Management Enterprise provided necessary data for activities related to the pilot implementation of the transient water level model on the stretch between Sap and Komárno and to the maintenance of the RIS index data (fairway axis data with hectometre indication).

Moreover active communication with Public Ports has been established, access to the national RIS data gateway has been provided for the representatives of the Customs Office, in the calamity abatement related activities the cooperation with the Ministry of Interior, Fire Brigade and Integrated Rescue System has been established. Everything with the purpose of active involvement of these organisations on active utilisation of the data present within the information system SlovRIS.

### Documentation

List of all relevant documentation that was elaborated in the course of this SuAc:

|  |  |  |  |
| --- | --- | --- | --- |
| Title | Content | Organisation | Status / comment |
| 2014\_11\_12\_IRIS3-Narodny informacny den\_Zapis | Meeting minutes from the National Information day | KIOS | Finalised |

### Benefits

The national information day with RIS stakeholder forum proved, that there are still open questions and requirements from the users side that needs to be answered and served by the Transport Authority properly.

It is understood, that future organisation of the regular “RIS stakeholder meetings” also after the end of the project IRIS Europe 3 is the most feasible platform for keeping the two-way communication alive.

## Conclusions / Recommendations / Envisioned next steps

### Experiences and conclusions

The last decades have shown the rise of new forms of public planning and decision-making. Through interactive planning and public participation the gap between politicians and citizens is ought to be closed. River Information Services also need to be seen in a more global context, and the dissemination and communication of RIS need to be integrated into the whole inland navigation environment. With respect to the Danube one may call this interdisciplinary approach a “Danube navigation package deal”, where all Danube related thematic areas are dealt with equal importance, and also their interdependencies are highlighted.

We think the desired positive effects of public participation can be achieved by a cyclic approach, in which local stakeholders can give their local input to the Danube navigation package-deal. And, while implementing these measures, there are possibilities to bend this mistrust and resistance into trust: create a successful decision-making process with openness, content, progress and security as guidelines.

**Experiences:**

* RIS is a sound achievement in the IWT sector, thus stakeholders are open to consult on it
* Consultation with the key stakeholders is beneficial for all sides
* Projects in different funding programmes may address the same initiatives without consultation and consolidation
* The inland waterway transport market in the Upper Danube countries is very small, represented practically only with a limited amount of commercial companies
* It is very difficult to get in touch with other smaller inland vessel operators. Not only it is just a few of them along the Danube, but they often navigate their vessels as the skippers, thus it is difficult to reach out to them personally
* The involvement of the passenger transport companies in the RIS development has been given a low priority in the past. In the future a stronger involvement of the passenger transport companies in River Information Services needs to be achieved
* Communication and presentation skills of RIS Experts are limited, and thus there are difficulties in transporting the key messages and benefits to the potential users

### Recommendations

* Continue the consultation with the key stakeholders
* Use existing tools (such as [www.ris.eu](http://www.ris.eu)) to align the similar works in different projects
* It is necessary to motivate the biggest inland navigation commercial players (e.g. the Slovak Shipping and Ports company in Slovakia, DTSG in Austria), on active utilisation of the functionalities of the national RIS Portals. To this end the efforts and cooperation of the Ministry of Transport will be used
* Provide communication and presentation trainings to the RIS Experts, so that they can easier bring their messages through to the users

### Envisioned next steps

* Continue the consultation with the key stakeholders
* Alignment of tasks when planning follow-up projects
* Organisation of next RIS stakeholder Forums also independent from project initiatives at least once in two years
* Pro-active communication with other RIS stakeholders from governmental and private sector after the project IRIS Europe 3.

1. Education for Sustainability - Reflection Journal, August 2010 [↑](#footnote-ref-1)