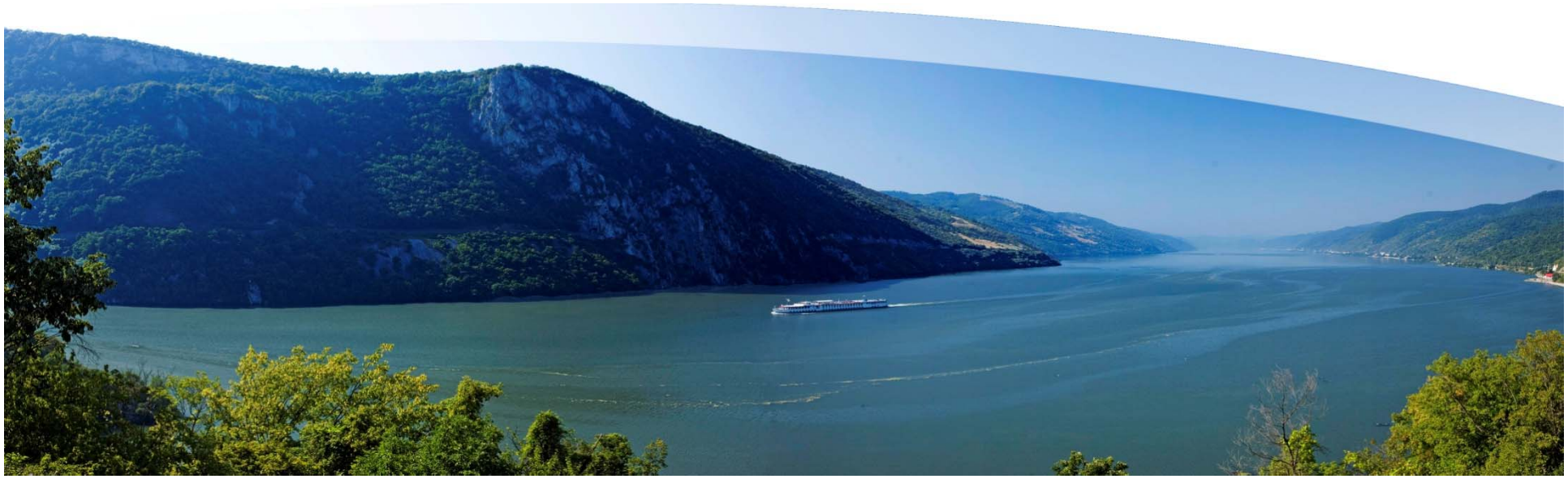
EU Strategy for the Danube Region

Priority Area 1a – To improve mobility and multimodality: Inland waterways

EUSDR PA1a & PA11 working group meeting on administrative processes

Karlsruhe | 24 April 2018



EUROPEAN UNION
European Regional Development Fund

Ministerul Transporturilor

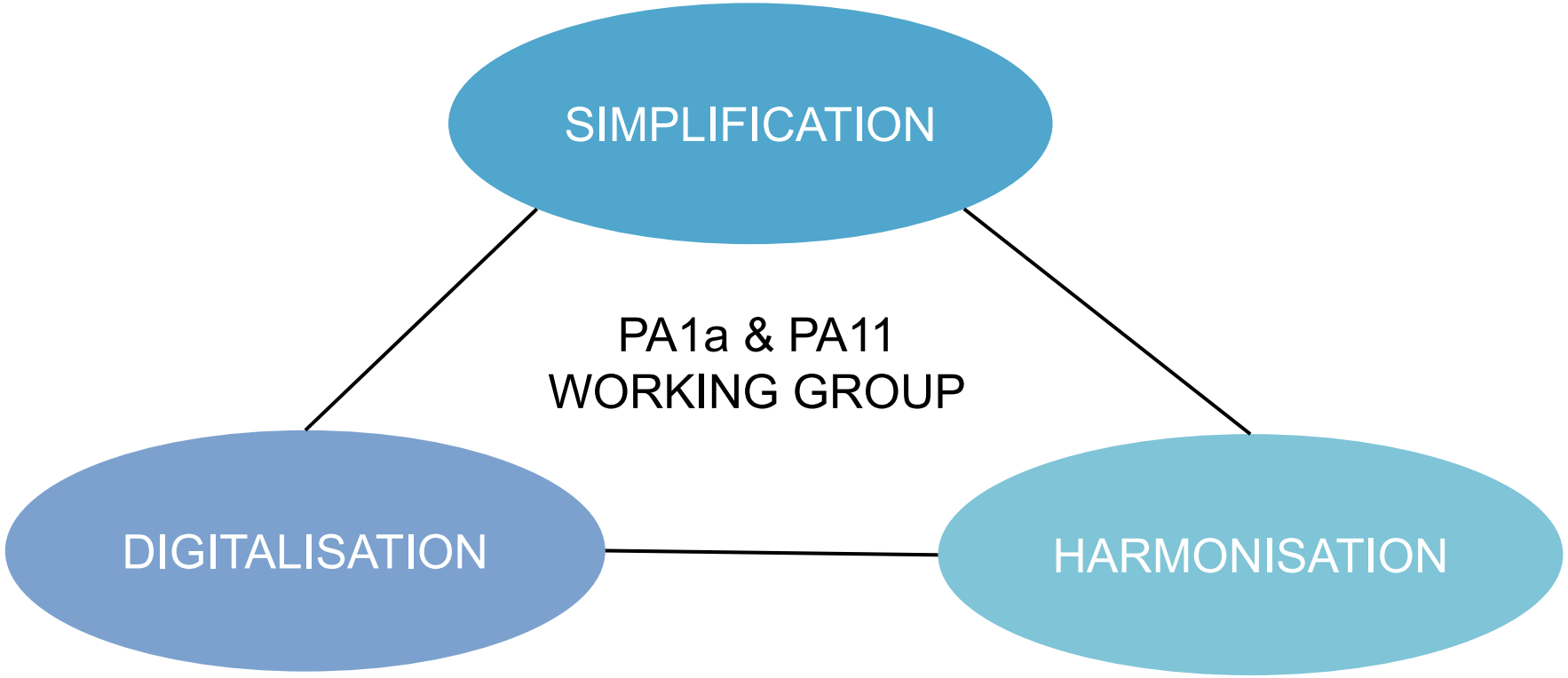
Welcome Note

Patricia Erb-Korn, Managing Director,
Rheinhäfen Karlsruhe

Introduction: The cooperation between PA1a and PA11

Gert-Jan Muilerman, PA1a

Rationale for joint working group between PA1a/PA11



Implementation of targeted measures for improved border controls

Simplification

"Control procedures should be merged or aligned and the number of procedures reduced to those that are economically justified, with a view to increasing the competitiveness of business." **Community Customs Code, Regulation (EC) No 450/2008**

- Avoid duplication/multiplication of work for ship crews (multiple requests for data, multiple forms, multiple controls)
- Elimination of requests for data which does not have any specific purpose in the control process
- Clearly structured and self-explaining control procedures
- Adequate guidance for shipping companies and crews (e.g. manuals)

Implementation of targeted measures for improved border controls

Harmonisation

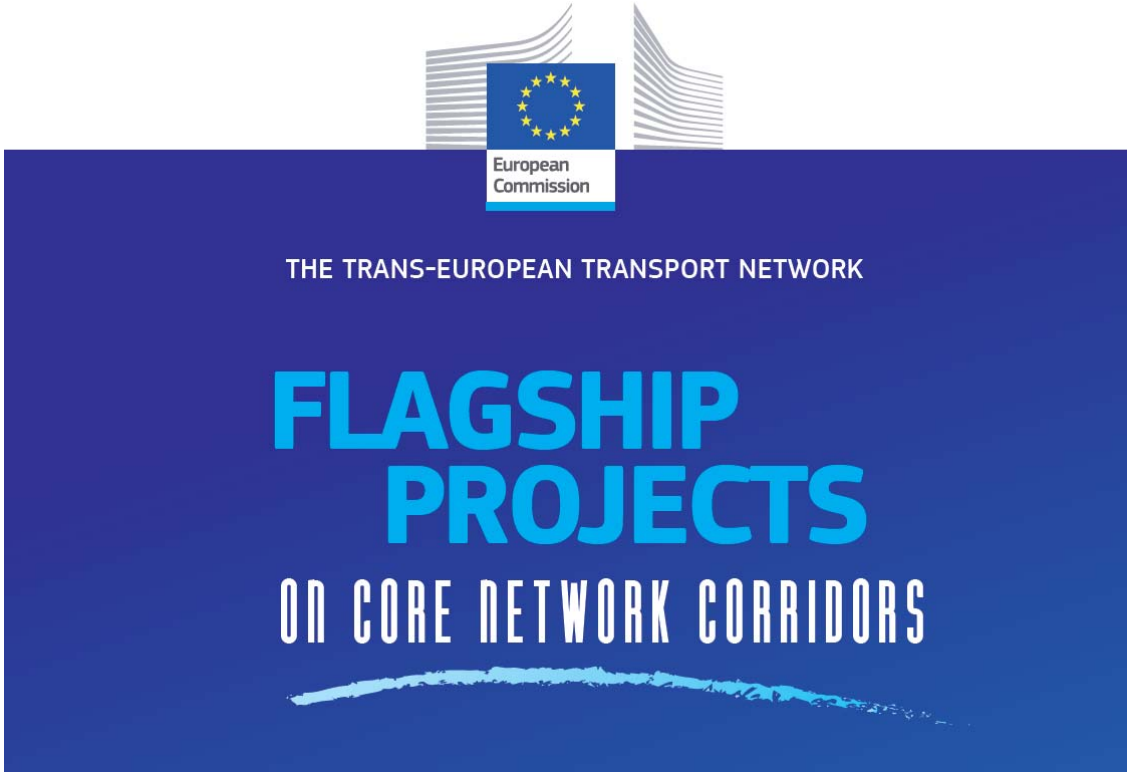
- International standardisation of data requests, forms and processes leads to more efficient and effective border controls:
  - faster procedures for vessels complying with laws and requirements
  - easier identification of vessels not complying with law and requirements through cross-border collaboration
- Further European integration and economic development is only possible if same rules apply all along the Danube (same river-same rules)

Implementation of targeted measures for improved border controls

Digitalisation

- Impulses for transparent, effective and efficient border control procedures through digitalisation
- Benefits for border control authorities through simplified data exchange
- Benefits for shipping companies/ship crews and control authorities as time for administrative tasks can be substantially reduced (predefined/default data, avoidance of paperwork, efficient procedures through new electronic solutions)

Status of Flagship Initiative on Administrative Processes



Working Group PA1a/PA11 is now officially part of 1 out of 6 presented TEN-T Corridor Flagship Projects

Transport policy objective	Flagship project's specific objective	Core network corridors
Pilot action on digital transport and logistics	Promoting the collection and sharing of data needed to enable smart and efficient freight logistics (across all transport modes), and ensuring interoperability of such data. This project builds on and interacts with the work of the Digital Transport Forum	Considerations started with the Scandinavian – Mediterranean Corridor but action is encouraged on all corridors
Towards digitalisation of administrative processes on inland waterways	Simplifying and harmonising administrative processes of relevant public authorities; thereby preparing for digitalisation of such processes for inland waterway transport	Danube Corridor

- To be launched during TEN-Days in Ljubljana on 26 April 2018

The project builds on a number of existing initiatives, including the working group on „Administrative Processes" of the EU Strategy for the Danube Region in combination with the project „Removal of administrative barriers along the Danube" (nationally financed within the Austrian Action Programme on Danube Navigation). This led, in the first phase, eight priority measures and detailed implementation plans on simplification (a "Practical manual on border controls along the Danube and its navigable tributaries") and on harmonisation (a first set of harmonised control forms). Furthermore, the flagship project builds on the DANTE project, aiming to improve the administrative procedures and processes for the Danube Inland Waterway transport (being implemented between 2017 and 2019), as well as the RIS COMEX project which explores further possibilities for digitalisation and the effective use of River Information Services in administrative processes in Danube navigation.

On this basis, the objective of the flagship project is to further facilitate and accelerate the simplification, harmonisation and digitalisation of administrative processes in inland navigation in all Member States and neighbouring countries involved; thereby enhancing effectiveness and efficiency of such procedures and reducing cost and delays for shipping companies.

Description of Flagship Project

The project implementation includes five main steps:

- Simplification and practical guidance: Updating of the 'Practical manual on border controls along the Danube and its navigable tributaries"
- Harmonisation of selected administrative forms: The application of a first set of harmonised control forms (Danube Navigation Standard Forms – DAVID forms) – relating to arrival and departure reports, crew and passengers lists – is assessed with border control authorities
- Preparing application of the harmonised forms at national level: elaborating technical contents of recommendations
- Publication of a "Strategy on administrative processes", which summarizes the most urgent policy needs and recommendations, based on working group results
- Digitalisation: Depending on the progress with the previous steps, possibilities for an effective and accelerated digitalisation and the integration of digital vessel-related data (to avoid multiple data entry and multiple vessel controls, will be explored.

Status quo of the Working Group on administrative processes (PA1a & PA11)

Simon Hartl, PA1a

Hubert Griepe, PA11

Joint recommendations for improved border controls

- Basis for concrete measures to be implemented in cooperation with decision makers and responsible control authorities
- Some measures were already implemented or are currently under implementation
- For practical reasons 20 measures clustered to 6 thematic fields by PA1a&PA11 technical coordinators to enable better communication towards European and national decision-makers

-> increase commitment and ensure further implementation

Priority Area 1a

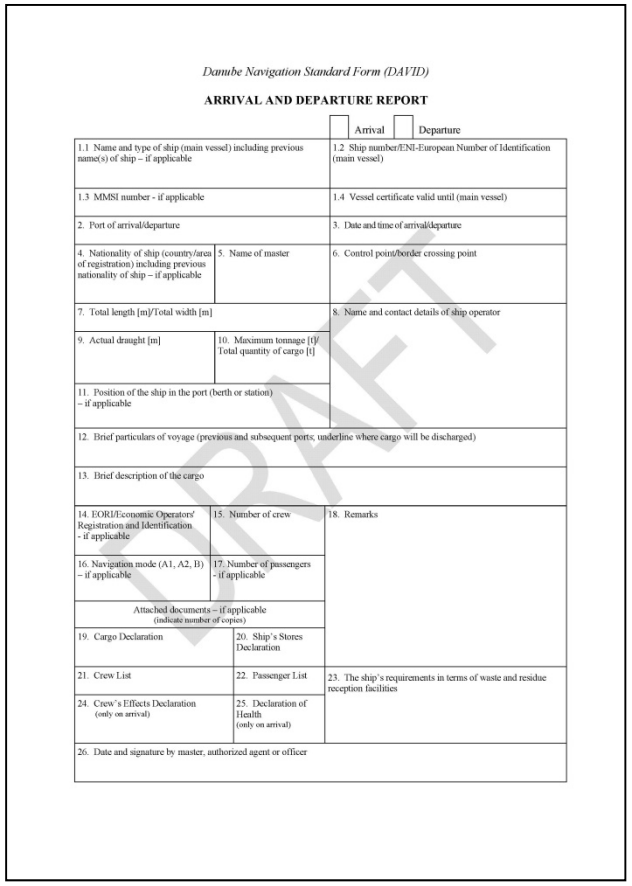
Priority Area 11

today's focus:

CONTROL FORMS M01,M02,M03,M11,M16	CONTROL DATABASE M17
GUIDANCE FOR SHIPPING COMPANIES M05,M11	DEPLOYED CONTROL PERSONNEL M04,M09,M10
CONTROL PROCESSES M07,M08,M18,M19,M20	TRANSPARENCY & GOOD GOVERNANCE M06,M12,M13,M15

Control forms

- Danube Navigation Standard Forms (DAVID) adapted to the feedback received in agreed consultation phase (extended deadline December 2017)
- Latest version sent out in the Mail of 26 February 2018 to the working group members (arrival and departure form, crew list, passenger list)
- In the meantime PA1a&PA11 received additional feedback by Bulgarian authorities (customs agency, maritime administration/river supervision-Ruse)



Danube Navigation Standard Form (DAVID)

ARRIVAL AND DEPARTURE REPORT

☐ Arrival ☐ Departure

1.1 Name and type of ship (main vessel) including previous name(s) of ship – if applicable	1.2 Ship number/ENI-European Number of Identification (main vessel)
1.3 MMSI number - if applicable	1.4 Vessel certificate valid until (main vessel)
2. Port of arrival/departure	3. Date and time of arrival/departure
4. Nationality of ship (country/area of registration) including previous nationality of ship – if applicable / 5. Name of master	6. Control point/border crossing point
7. Total length [m]/Total width [m]	8. Name and contact details of ship operator
9. Actual draught [m] / 10. Maximum tonnage [t]/ Total quantity of cargo [t]	
11. Position of the ship in the port (berth or station) – if applicable	
12. Brief particulars of voyage (previous and subsequent ports; underline where cargo will be discharged)	
13. Brief description of the cargo	
14. EORI/Economic Operators' Registration and Identification - if applicable / 15. Number of crew	18. Remarks
16. Navigation mode (A1, A2, B) – if applicable / 17. Number of passengers - if applicable	
Attached documents – if applicable (indicate number of copies)	
19. Cargo Declaration / 20. Ship's Stores Declaration	
21. Crew List / 22. Passenger List	23. The ship's requirements in terms of waste and residue reception facilities
24. Crew's Effects Declaration (only on arrival) / 25. Declaration of Health (only on arrival)	
26. Date and signature by master, authorized agent or officer	

DRAFT

Control forms

Feedback received from working group members

- **Slovakia**
- **Hungary** (request for amendments)
- **Croatia**
- **Serbia**
- **Bulgaria** (request for amendments)
- **Moldova**
- **Romania** (request for amendments)

No feedback received

- **Ukraine**

Control database

- The first step of this implementation was to request from all Danube riparian states by letter dated 13.07.2017.
- The second step is to identify the most suitable control database - will be done with the members of the Danube riparian states this afternoon.

Transnational Control Database

Positive feedback received from working group members

- **Austria**
- **Croatia**
- **Serbia**
- **Romania**
- **Bulgaria**
- **Moldova**
- **Germany / Bavaria**

No concrete feedback received

- **Slovakia** (no statement)
- **Hungary** (statement is expected at this meeting)
- **Ukraine** (restructuring of authorities and ministries)

Status quo of the Working Group on administrative processes (DANTE project)

Róbert Rafael, Pro Danube International

DANTE

Improving Administrative Procedures and Processes for Danube IWT

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EUROPEAN UNION
Danube Transnational Programme
DANTE

Overview of activities implemented in the DANTE project

24 April 2018
Joint EUSDR PA1a & PA11 Working Group Meeting
Karlsruhe

Project co-funded by European Union Funds (ERDF, IPA)

Green Deal for Danube River Transport

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Project co-funded by European Union Funds (ERDF, IPA)

Project properties

ERDF Partners:

- Pro Danube International
- Danube Commission
- Steinbeis Innovation gGmbH, Steinbeis-Europe-Center / DE
- iC consulenten ZT GesmbH / AT
- University of Applied Sciences Upper Austria (FHOO)
- Waterborne Transport Development Agency (ARVD) / SK
- Slovak Shipping and Ports JSC / SK
- Hungarian Federation of Passenger Fleet Operators
- Hungarian Federation of Inland Waterway Freight Forwarders (MBFSZ)
- Romanian Ministry of Transport
- Romanian River Ship Owners and Port Operators Association (AAOPFR)
- Pro Danube Romania
- Constanta Port Business Association
- Port Authority Vukovar
- Bulgarian-Romanian Chamber of Commerce and Industry

IPA Partner:

- Shipmasters Association of Serbia

Associated Strategic Partners:

- International Sava River Basin Commission
- Rhenus Logistics Austria GmbH
- Hungarian Federation of Danube Ports
- BRODOKOMERC NS d.o.o. / RS
- Port BULMARKET EAD / BG
- Union of Romanian Inland Ports
- Danube Cruises Romania srl
- Danube Logistics SRL / MD
- Ministry of Maritime Affairs, Transport and Infrastructure
- Ministry of National Development / HU
- State Enterprise Ukrainian Sea Ports Authority
- Ministry of Transport, Construction and Regional Development of the Slovak Republic

- **Duration of the project:** January 2017 - June 2019
- **Total budget**: 1,982,786 EUR
- **ERDF Contribution:** 1,650,134.75 EUR
- **IPA Contribution:** 35,233.35 EUR

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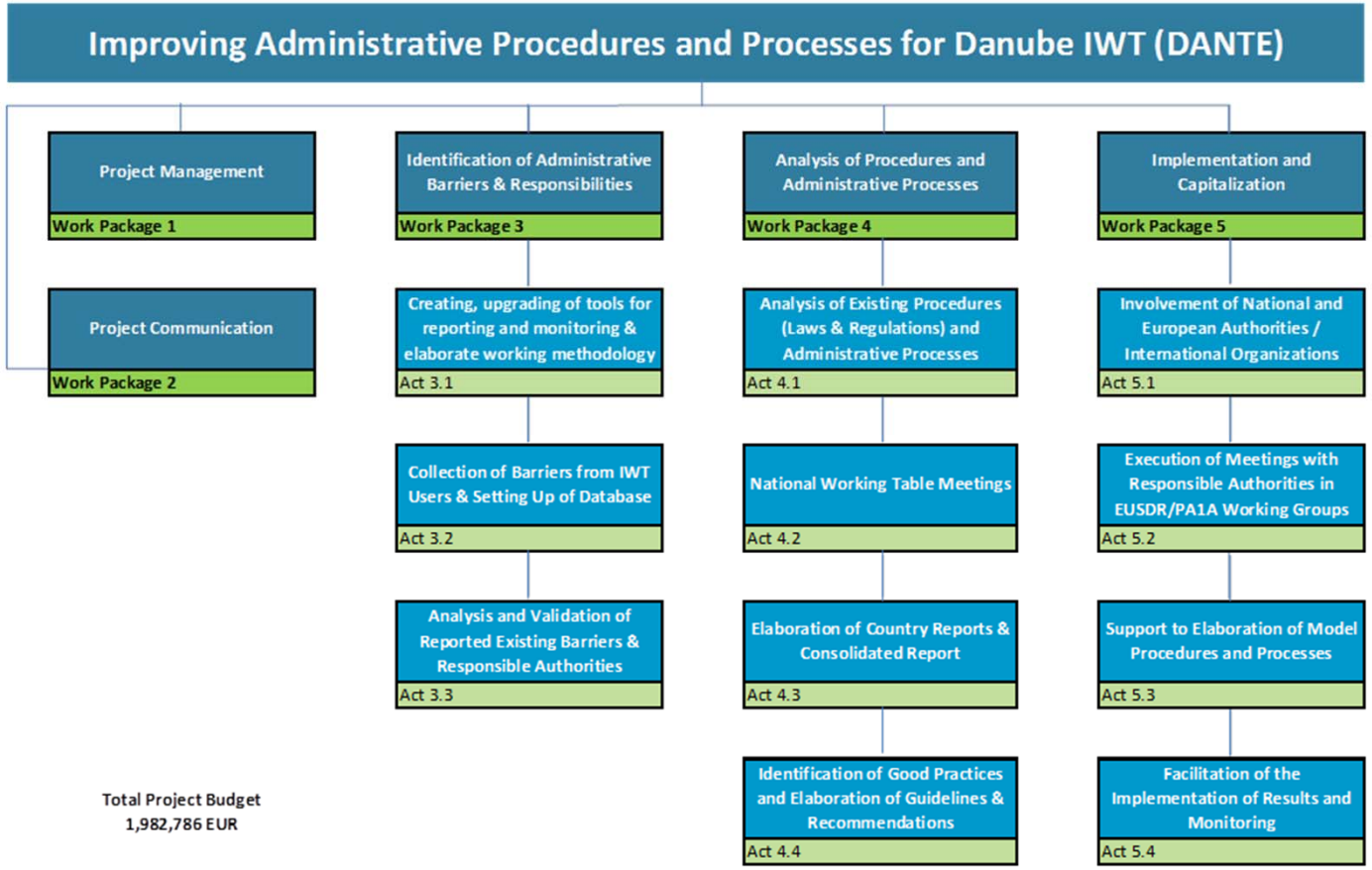
Project co-funded by European Union Funds (ERDF, IPA)

Work breakdown structure - overview



Total Project Budget
1,982,786 EUR

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Project co-funded by European Union Funds (ERDF, IPA)

Objectives of the project

- Improve administrative procedures and reduce bureaucratic processes as well as related charges and fees for IWT on Danube and navigable tributaries
- Cooperate with public authorities to develop and implement simplified administrative procedures and processes
- Reduce time losses and costs caused by unnecessary administrative regulations and processes for Danube businesses
- Eliminate/Reduce red tape and abuse of administrative power
- Strengthen the competitive position of companies, support economic growth and the creation of jobs in the region by increased efficient public administration
- Introduce stakeholder consultation procedures and processes in legal and regulatory acts of public administration relevant for IWT
- Harmonize regulations and administrative processes for transport and transhipment operations (“Same River-Same Rules” concept)

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1. Simplification
2. Harmonisation
3. Digitalisation

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Thematic areas in DANTE

	GOOD PRACTICES								
	Germany	Austria	Slovakia	Hungary	Croatia	Serbia	Romania	Bulgaria	TRANSNATIONAL MEETINGS
Border Police and Tax & Customs authorities	**Proposed Action holder**: Danube Commission								
	(External) peer expert for each country to be selected during the roll-out								
Navigation authorities (traffic control authorities)	**Proposed Action holder**: Austria – PDI								
	(External) peer expert for each country to be selected during the roll-out								
Port authorities (Harbor master) /administrations	**Proposed Action holder**: Hungary – HUNPASS								
	(External) peer expert for each country to be selected during the roll-out								
Waterway and Canal administrations	**Proposed Action holder**: Romania – PDR								
	(External) peer expert for each country to be selected during the roll-out								
Other authorities	**Proposed Action holder**: Bulgaria – BRCCI								
	(External) peer expert for each country to be selected during the roll-out								
	NATIONAL WORKING TABLES **REQUIRED CHANGES**								

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Work approach

Project co-funded by European Union Funds (ERDF, IPA)

Administrative barriers – Electronic Reporting Tool

- Objectives in line with the vision of “Same River – Same Rules”
  - To provide a tool for the stakeholders of Danube navigation:
    - » to report administrative barriers that they have experienced
    - » to name positive experiences
  - Sound database is pre-condition for putting lights on barriers
  - Will be the basis for interventions / further actions

www.prodanube.eu/administrativebarriers

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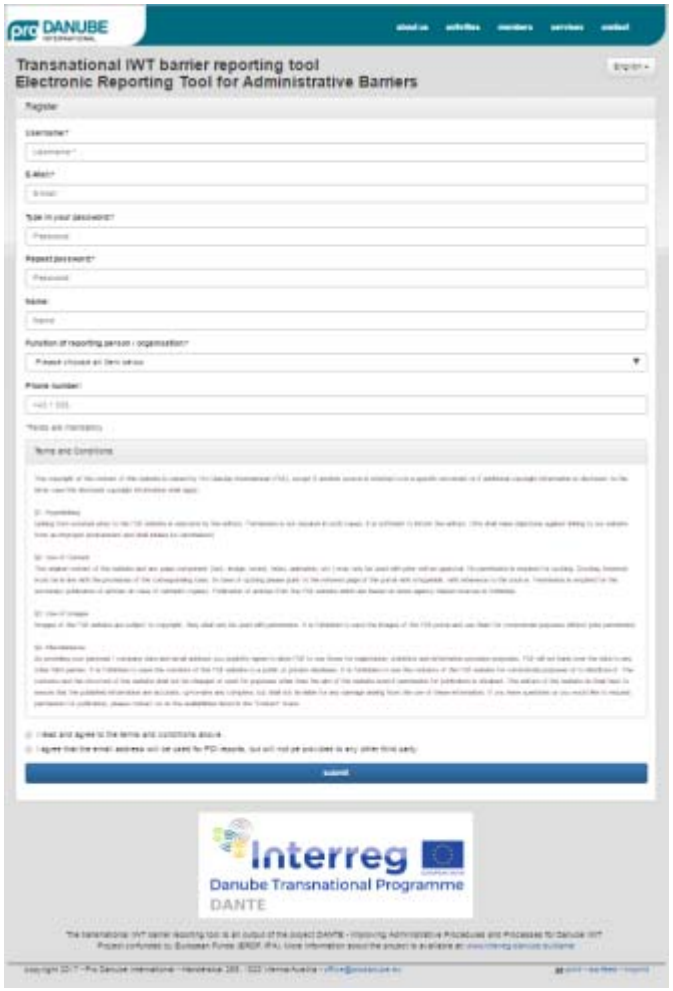
Project co-funded by European Union Funds (ERDF, IPA)

Transnational IWT Barrier Reporting Tool



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Transnational IWT Barrier Reporting Tool

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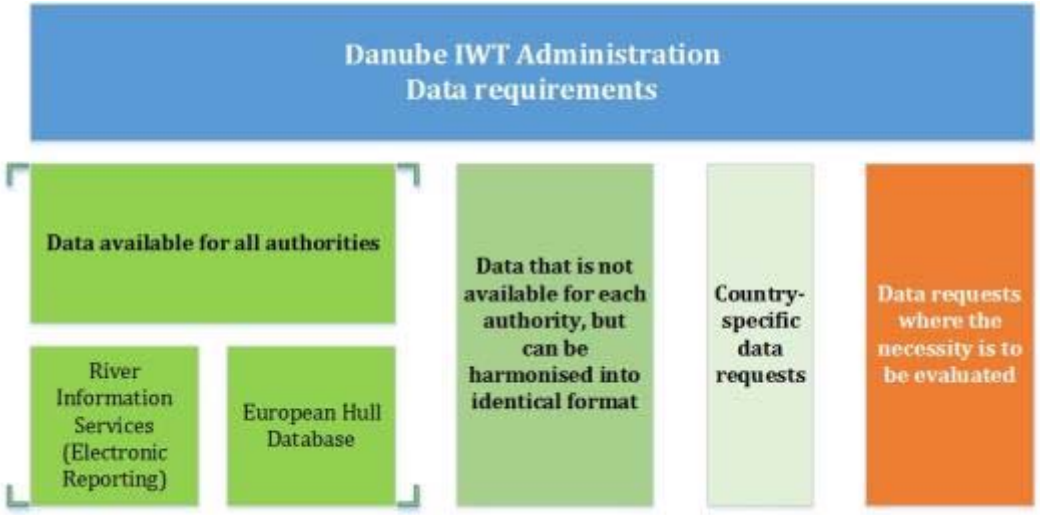
Project co-funded by European Union Funds (ERDF, IPA)

Data requirements in IWT administration



Organisation	Location		Concerned authorities	Type of procedure	Existing procedures/ administrative processes – Please fill in one per row							Comments
	Country	City/River Kilometer			1. Type of documents		2. Fees		3. Time consumption		4. Other	
					Number of documents	Languages available	Type of vessel	Ship size	Time for	Time needed		
please enter	please select	please enter	please select	please enter	please select	please enter	please select	please enter	please select	please select/insert minutes	Please enter	please enter

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Results achieved by April 2018

- Contribution to the drafting of the DAVID forms
- Desk research on procedures in the respective countries
- National working table meetings being rolled out
- DANTE is selected as EUSDR Strategic Project
- Continuous co-operation is ensured with:
  - DG MOVE
  - EUSDR PA1a & PA11
  - The IWT sector
- The Transnational IWT barrier reporting tool was launched on 21 September 2017
- Series of the transnational workshops is going on

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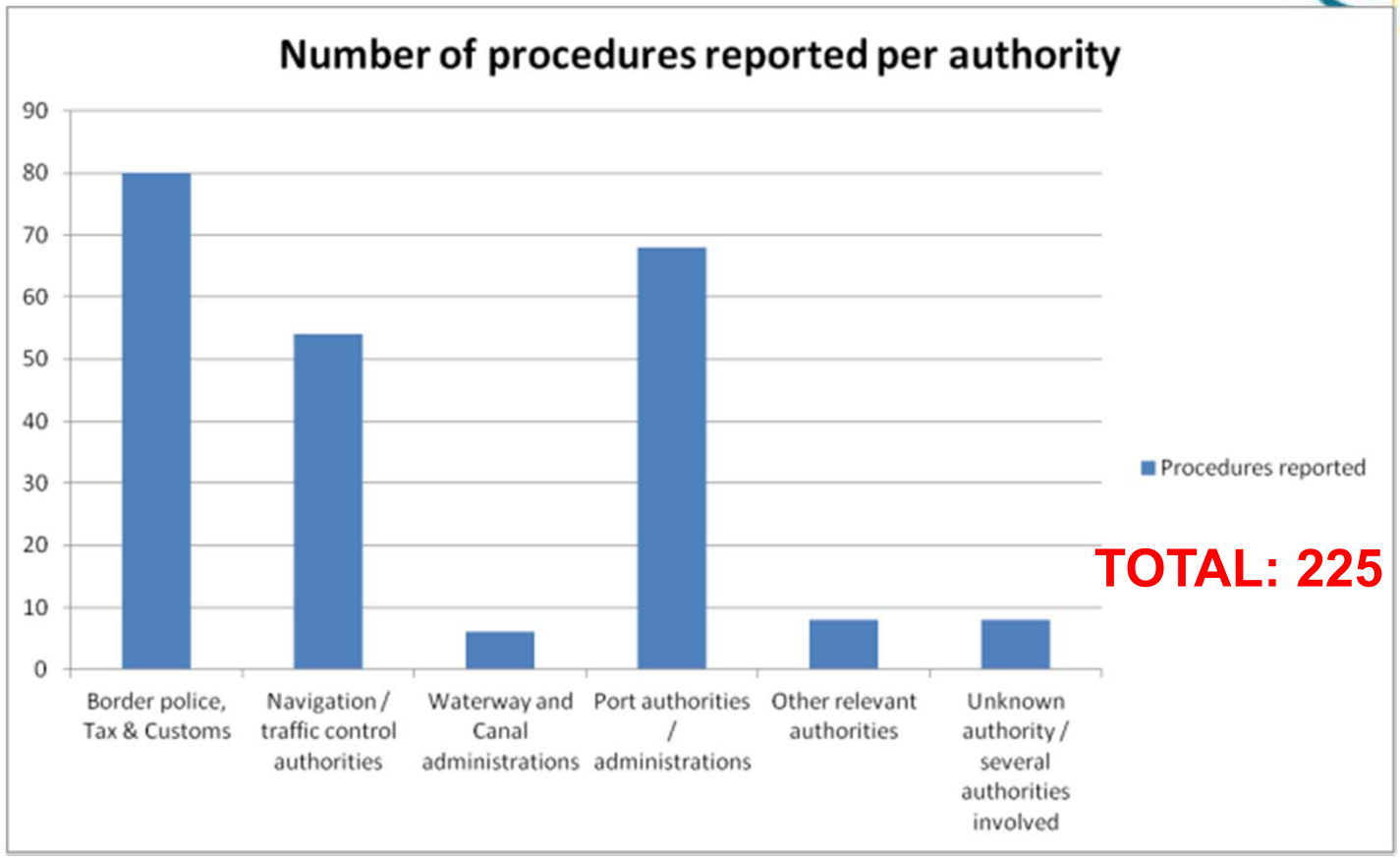
Desk research on procedures / Statistics



TOTAL: 225

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National Working Table Meetings

- Organised in SK, HU, HR, RS, RO, BG
- Cooperative interaction between stakeholders
- All thematic areas discussed – listing of issues & recommendations for improvement

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Transnational IWT Barrier Reporting Tool

157 Issues reported by 22-04-2018 in the below split between thematic areas:	
67	Waterway and Canal administrations
33	Navigation / traffic control authorities
28	Port authorities / administrations
18	Unknown authority / several authorities involved
7	Border police, Tax & Customs
4	Other relevant authorities

- Analysis and validation:
  - 3 snapshots from the database:
    - Q3/2017
    - Q2/2018
    - end 2018/beginning 2019
  - Grouping of Inputs in first sight by:
    - Location
    - Type of organisation

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Further topics for DANTE

- Support the finalisation of the harmonised DAVID forms
- Encourage the industry to take part in the pilots
- Support the elaboration of the international framework
- Propose that the DAVID forms shall also be used at non-border points, but all along the Danube
- Topics what DANTE can select for next issues after the first 3 DAVID forms
  - documents related to nautical controls (support the database concept)
  - dangerous cargo control
  - minimum standards on how / when to inform IWT stakeholders on fairway-related information (basically a required quality of service for notices to skippers)
  - harmonised (guidelines for) port dues and port rules

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Conclusion & Outlook

Transnational Workshops

- Budapest, 24 October 2017
- Galati, 6 December 2017
- Karlsruhe, 24 April 2018 with consortium meetings on 23 April
- **Bratislava, 14 June 2018**

Danube IWT Administration Strategy

- Analysis of desk research list & the National Working Table Meetings
- Setting the priorities – clustering the topics
- **Elaboration of the strategy and action plan (2018)**
- **Establishment and operations of the DANTE Platform (2018-2019)**

Cooperation

- EUSDR PA1a & PA11
- DG MOVE
- IWT sector
- Administrations

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INDanube – More information

https://indanube.eu/

https://www.facebook.com/INDanube/

https://www.linkedin.com/groups/8560850

https://twitter.com/INDanube

Interreg Danube Transnational Programme DANTE

Project co-funded by European Union Funds (ERDF, IPA)

Thank you for your attention!

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Manfred Seitz
Robert Rafael

Pro Danube International

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rafael@prodanube.eu

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Final PA1a proposal for harmonised control forms (M01, M02 and M11)

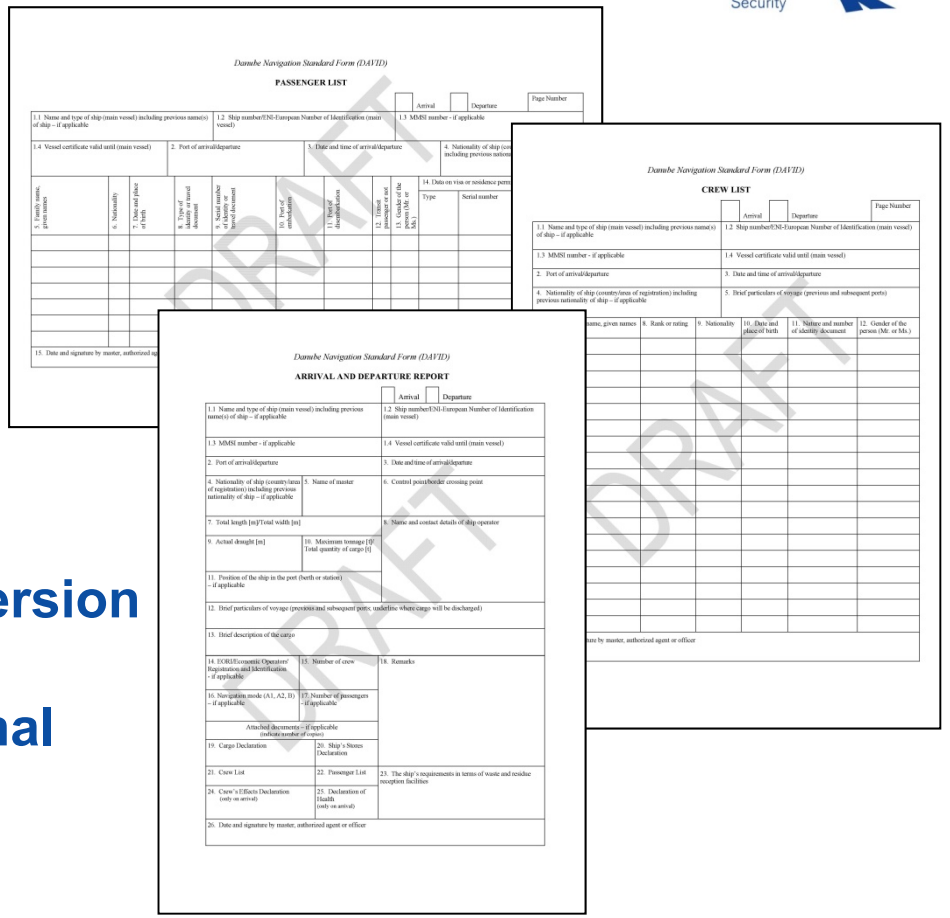
Simon Hartl, PA1a

Danube Navigation Standard Forms (DAVID)

DANUBE REGION strategy Security

Final PA1a proposal for

- Arrival and departure report
- Crew list
- Passenger list



Today's focus:

- Joint decision on the final version of the DAVID control forms
- Next steps in the transnational implementation

Control forms

Adaptations since the last working group meeting (see handout in front of you)

Danube Navigation Standard Forms (DAVID) - data fields

	DAVID Arrival and Departure Report	Comments
1.1	Name and type of ship (main vessel) including previous name(s) of ship – if applicable	
1.2	Ship number/ENI-European Number of identification (main vessel)	
1.3	MMSI number - if applicable	
1.4	Vessel certificate valid until (main vessel)	
2.	Port of arrival/departure	
3.	Date and time of arrival/departure	
4.	Nationality of ship (country/area of registration) including previous nationality of ship – if applicable	
5.	Name of master	
6.	Control point/border crossing point	
7.	Total length [m]/Total width [m]	
8.	Name and contact details of ship operator	
9.	Actual draught [m]	
10.	Maximum tonnage [t]/Total quantity of cargo [t]	
11.	Position of the ship in the port (berth or station) - if applicable	
12.	Brief particulars of voyage (previous and subsequent ports; underline where cargo will be discharged)	
13.	Brief description of the cargo	
14.	EORI/Economic Operators' Registration and Identification if applicable	
15.	Number of crew	
16.	Navigation mode (A1, A2, B) – if applicable	
17.	Number of passengers - if applicable	
18.	Remarks	
19.	Cargo Declaration	Attached documents - if applicable (indicate number of copies)
20.	Ship's Stores Declaration	
21.	Crew List	
22.	Passenger List	
23.	The ship's requirements in terms of waste and residue reception facilities	
24.	Crew's Effects Declaration (only on arrival)	Attached documents - if applicable (indicate number of copies)
25.	Declaration of Health (only on arrival)	
26.	Date and signature by master, authorized agent or officer	
27.	Name and type of vessel including previous name(s) of ship – if applicable Ship number/ENI Vessel certificate valid until Port of arrival Port of departure Maximum tonnage [t] Type of cargo Quantity of cargo [t]	Convoy information (to be filled out for pushed and coupled convoys only)

	DAVID Crew List	Comments
1.1	Name and type of ship (main vessel) including previous name(s) of ship – if applicable	
1.2	Ship number/ENI-European Number of identification (main vessel)	
1.3	MMSI number - if applicable	
1.4	Vessel certificate valid until (main vessel)	
2.	Port of arrival/departure	
3.	Date and time of arrival/departure	
4.	Nationality of ship (country/area of registration) including previous nationality of ship – if applicable	
5.	Brief particulars of voyage (previous and subsequent ports)	
6.	No.	
7.	Family name, given names	
8.	Rank or rating	
9.	Nationality	
10.	Date and place of birth	
11.	Nature and number of identity document	
12.	Gender of the person (Mr. or Ms.)	
13.	Date and signature by master, authorized agent or officer	

	DAVID Passenger List	Comments
1.1	Name and type of ship (main vessel) including previous name(s) of ship – if applicable	
1.2	Ship number/ENI-European Number of identification (main vessel)	
1.3	MMSI number - if applicable	
1.4	Vessel certificate valid until (main vessel)	
2.	Port of arrival/departure	
3.	Date and time of arrival/departure	
4.	Nationality of ship (country/area of registration) including previous nationality of ship – if applicable	
5.	Family name, given names	
6.	Nationality	
7.	Date and place of birth	
8.	Type of identity or travel document	
9.	Serial number of identity or travel document	
10.	Port of embarkation	
11.	Port of disembarkation	
12.	Transit passenger or not	
13.	Gender of the person (Mr. or Ms.)	
14.	Type Serial number Expiry data	Data on visa or residence permit - if applicable
15.	Date and signature by master, authorized agent or officer	

Reference data

Adaptations after the consulation with authorities

Received feedback from Hungary - amendments by PA1a

Arrival and departure report

- **6. Border crossing point** (in addition to control point)
- **14. EORI number** (Economic Operators Registration and Identification)
- **16. Navigation mode** (e.g. A1, A2 or B)

Crew list

- **12. Gender of the person** (Mr or Ms)

Passenger list

- **13. Gender of the person** (Mr or Ms)
- **14. Data on visa or residence permit – if applicable**
  Type, serial number and expiry date

Requirements of the Schengen Borders Code will be fulfilled.

Received feedback from Romania - amendments by PA1a

All DAVID forms

- **1.1. Name and type of ship including previous name(s) of ship –** if applicable
- **1.2. Ship number/ENI-European Number of Identification** (main vessel)
- **4. Nationality of ship (country area of registration) including previous nationality of ship – if applicable**

Arrival and departure report

- **27. Convoy information:**
  Name and type of vessel including previous name(s) of ship – if applicable
  Ship number/ENI

Received feedback from Bulgaria

Border Police

- Bulgarian Border Police has **no objection to DAVID forms** but the implementation of DAVID forms will require the **adaptation of the "Ordinance on border controls at ports"** (national legislation)

Customs Agency

- "DAVID forms are not suitable for the needs of river navigation border control"
  PA1a: The forms were adapted for inland navigation in the working group. If any, we need concrete information which data fields are not suitable.
- In principle, the Customs Agency has no objections to the recommended control forms. But they will have to be filled out in addition to national control forms.
  PA1a: Not acceptable. We will not create additional bureaucratic burdens.

Received feedback from Bulgaria

Maritime Administration – Directorate River Supervision Ruse

- **No principle objections** to the forms and content of the proposed unified templates.
- **Word-format** not comfortable for electronic processing
  PA1a: This is just a basis for the further digitalisation of the forms.
- Questions related to the **"envisioned path of movement"** on an operational level for this forms **(process)**
  - which authorities need to receive the forms? Who will inform the port authorities at what time?

  PA1a: This is something that needs to be decided/aligned according to the current procedures in the relevant countries.

Conclusions of PA1a on received feedback

- **Positive feedback and no fundamental objections** to the implementation of the DAVID forms in the current version*:*
  - Amendments were carried out where reasonably justified and required by international law (Schengen Code) within the consultation phase
  - Flexibility is required in order not to create a “maximum data set”
  - Deleting fields from the forms would endanger the existing consent
- We therefore announce that an **agreement** has been reached **on technical level to apply the final draft of the DAVID forms** along the Danube (among experts delegated to the PA1a&PA11 working group by the Ministries of the Interior/PA11)
- The next steps need to be taken on the level of the responsible ministries (see agenda item: implementation strategy and next steps)

Conclusions of PA1a on received feedback

- A lot of issues now need to be clarified regarding **procedural issues** on international and national level (internal PA1a&PA11 session – afternoon)
- An **agreement on the data fields** covered by the first three unified control forms will form a good basis for further harmonisation
- Thank you for the **support in the consultation phase** to all involved control authorities and the DANTE partners (particularly to the Bulgarian-Romanian Chamber of Commerce and Industry)

Tour de table

PA11 proposals for transnational control database (M17) and training sessions in the field of ADN (M04)

Hubert Griepe, PA11

Transnational Control Database

Objectives of the proposed solution:

- Facilitate shipping by preventing multiple checks
- Secured information exchange between police and other authorities
- Europe-wide networking
- Lean solution – simple and self-explanatory
- As far as possible no data protection problems

Transnational Control Database

Various systems in use were surveyed during the market show:

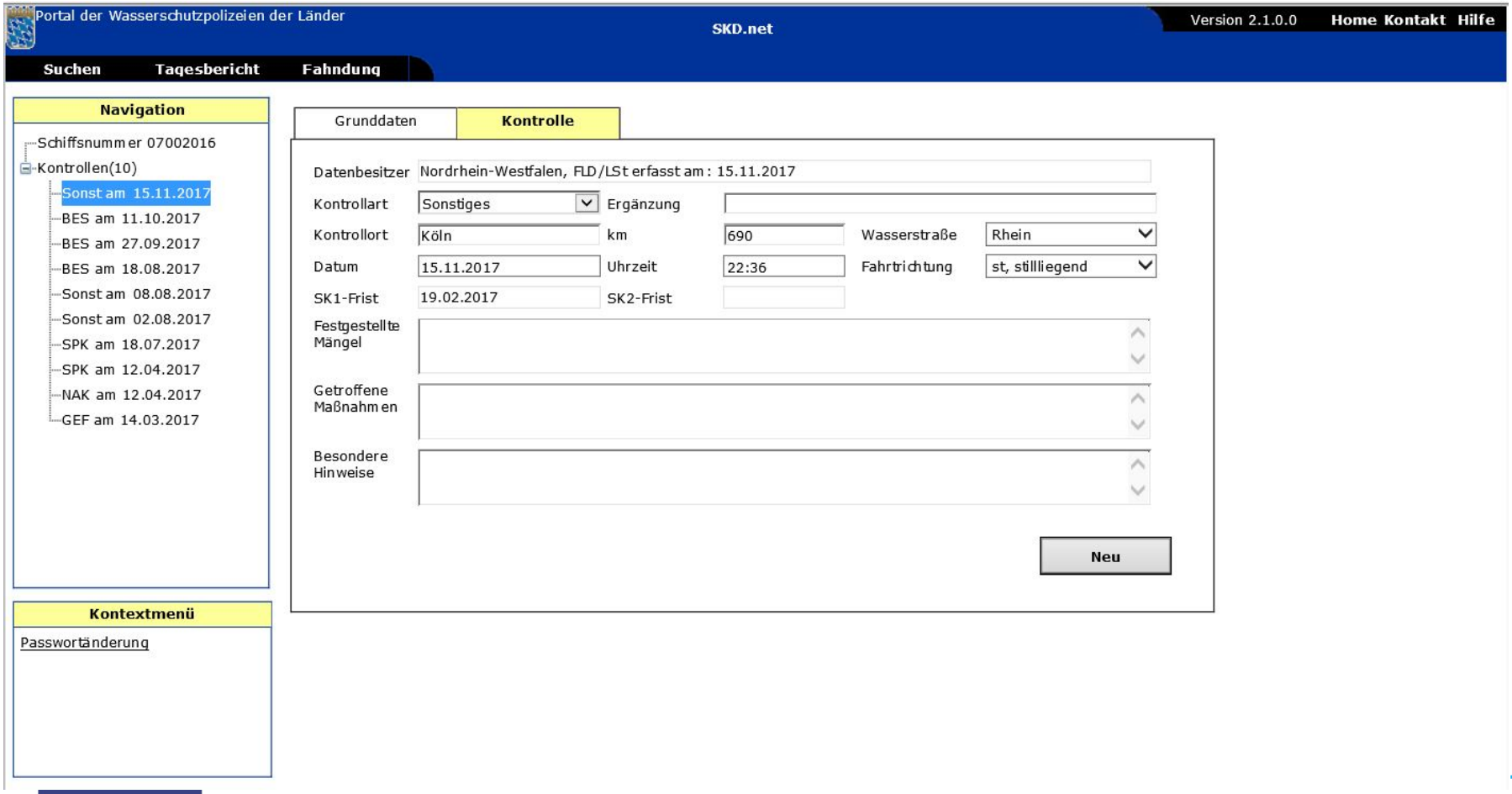
- Romania: no details on technical function and content known
- Germany: SKD.NET – big solution
- Aquapol: IBISweb – slim solution

Transnational Control Database

SKD.NET – big solution:

- Very extensive file with partially personal data
- No easy recognisability of the control result
- Exclusively focused on the use by the police
- Used by the German waterpolice
- Difficulties with data protection law

Transnational Control Database



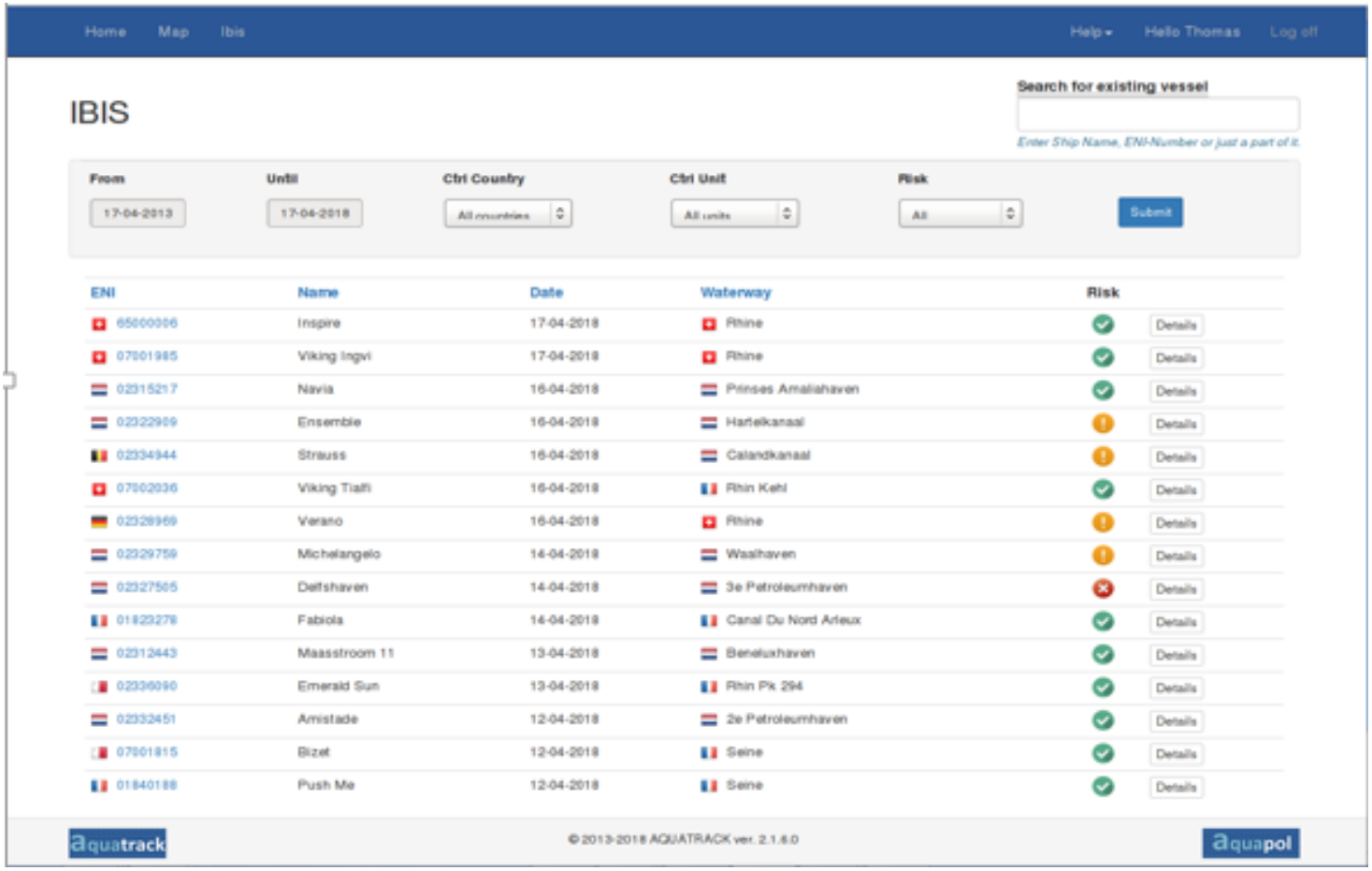
Transnational Control Database

IBISweb from Aquapol – slim solution:

- Results of the controls are assigned by traffic light system (red, yellow, green) in the categories ship, crew and cargo
- Easy to use for immediate selection of a ship for controlling
- No extra costs for use
- IBISweb is operated externally by Aquapol
- Used internationally by securitiy agencies (eg. Police, Customs)
- No difficulties with data protection law

Transnational Control Database

DANUBE REGION strategy Security



Transnational Control Database

presentation and discussion this afternoon

Training Sessions in the Field of ADN

Positive feedback received from working group members

- Austria
- Croatia
- Serbia
- Romania
- Bulgaria
- Moldova
- Germany/Bavaria

No feedback received

- Slovakia
- Hungary
- Ukraine

ADN training sessions

Planned:

Transnational ADN Workshop
from 24th Oct to 25th October 2018
at seminar house of RMD in Tegernsee

Tour de table

PA1a&PA11 Technical Coordinators – implementation phase

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Implementation strategy and next steps

Steps towards a Danube-wide application of measures to simplify, harmonize and digitalize control processes

Gert-Jan Muilerman, PA1a

Implementation strategy and next steps

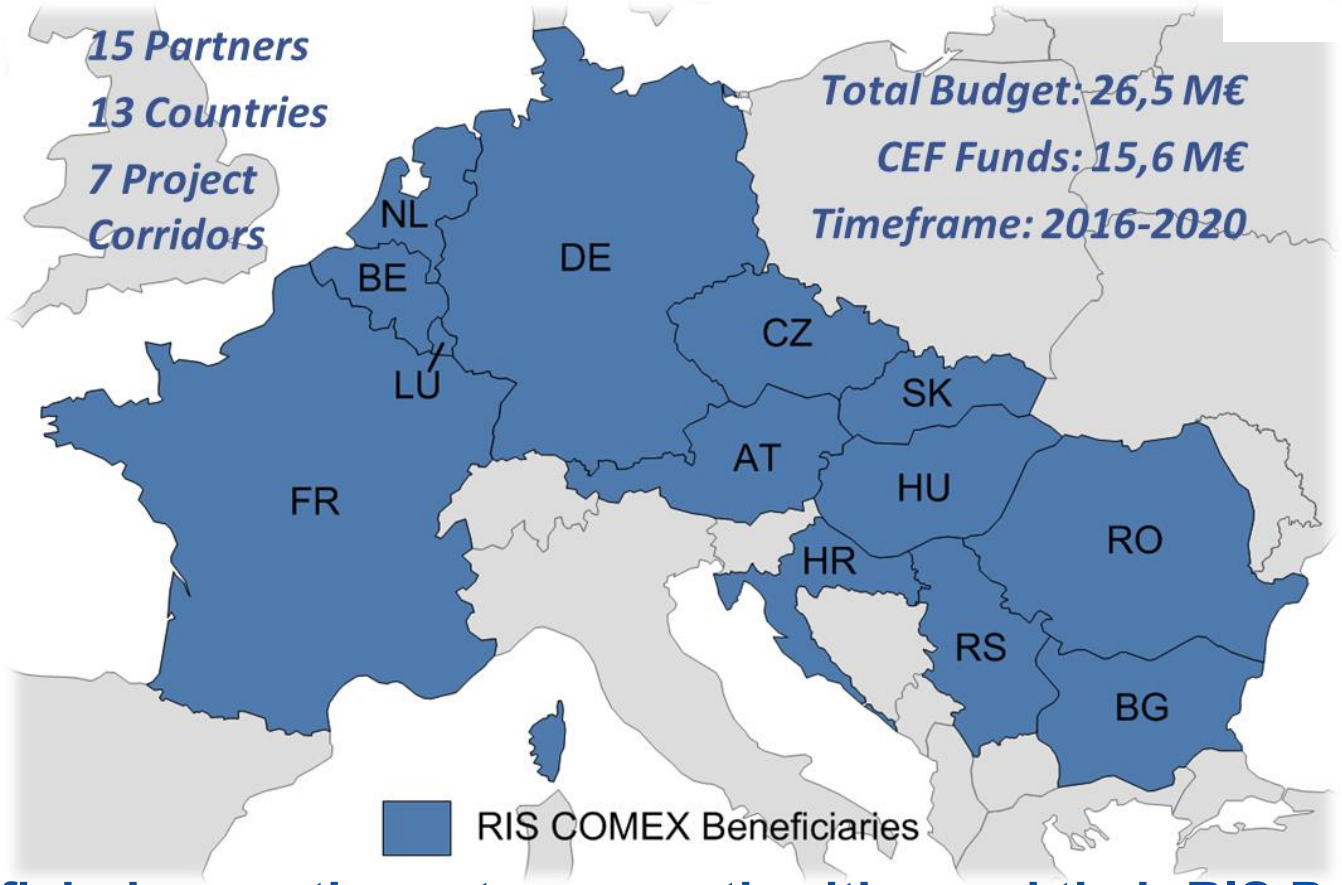
1. **April 2018**: Agreement on technical recommendations on working group level (on selected issues such as DAVID forms)
2. **June 2018**: Presentation of technical proposals on Steering Group level (PA1a and PA11) as regards the technical proposals of the joint working group PA1a/PA11
3. **July 2018**: Drafting of ministerial conclusions (Danube Transport Ministers), to be endorsed on 3rd December 2018, prepared by PA1a in conjunction with DG MOVE and the incoming Austrian EU Presidency
4. **July 2018**: Preparation of path towards anchoring of technical results in EU legislation together with DGs MOVE and HOME / DIGIT (?), including a possible complementary project in which the implementation steps are being elaborated/piloted

Implementation strategy and next steps

Pilot development in the field of River Information Services (RIS)

Mario Sattler, viadonau (RIS COMEX)

RIS COMEX Overview



- **Beneficiaries are the waterway authorities and their RIS Providers**

RIS COMEX Project Mission

Define and realize seamless RIS Services on European / Corridor level and transfer them into sustainable operation in order to …

… enable reliable Route Planning by supplying dynamic and static fairway- and infrastructure information	… enable reliable Voyage Planning and Traffic Management, by providing traffic information	… support Transport Management of the logistic partners
Level 1 Services	Level 2 Services	Level 3 Services

RIS COMEX – Current Status

- **Service Definition Phase: validation by national coordinators**
  - Level 1 (Fairway Information): 24 Services
  - Level 2 (Traffic Information): 14 + 7 Services
  - Level 3 (Logistics support): 9 Services
- **Service- and System architecture concept: under elaboration**
  - Common system components ➔ Joint procurement
  - Corridor system components ➔ Corridor procurement
- **Steering Committee meeting in June 2018**
  - Approval of service definitions
  - Approval of system architecture

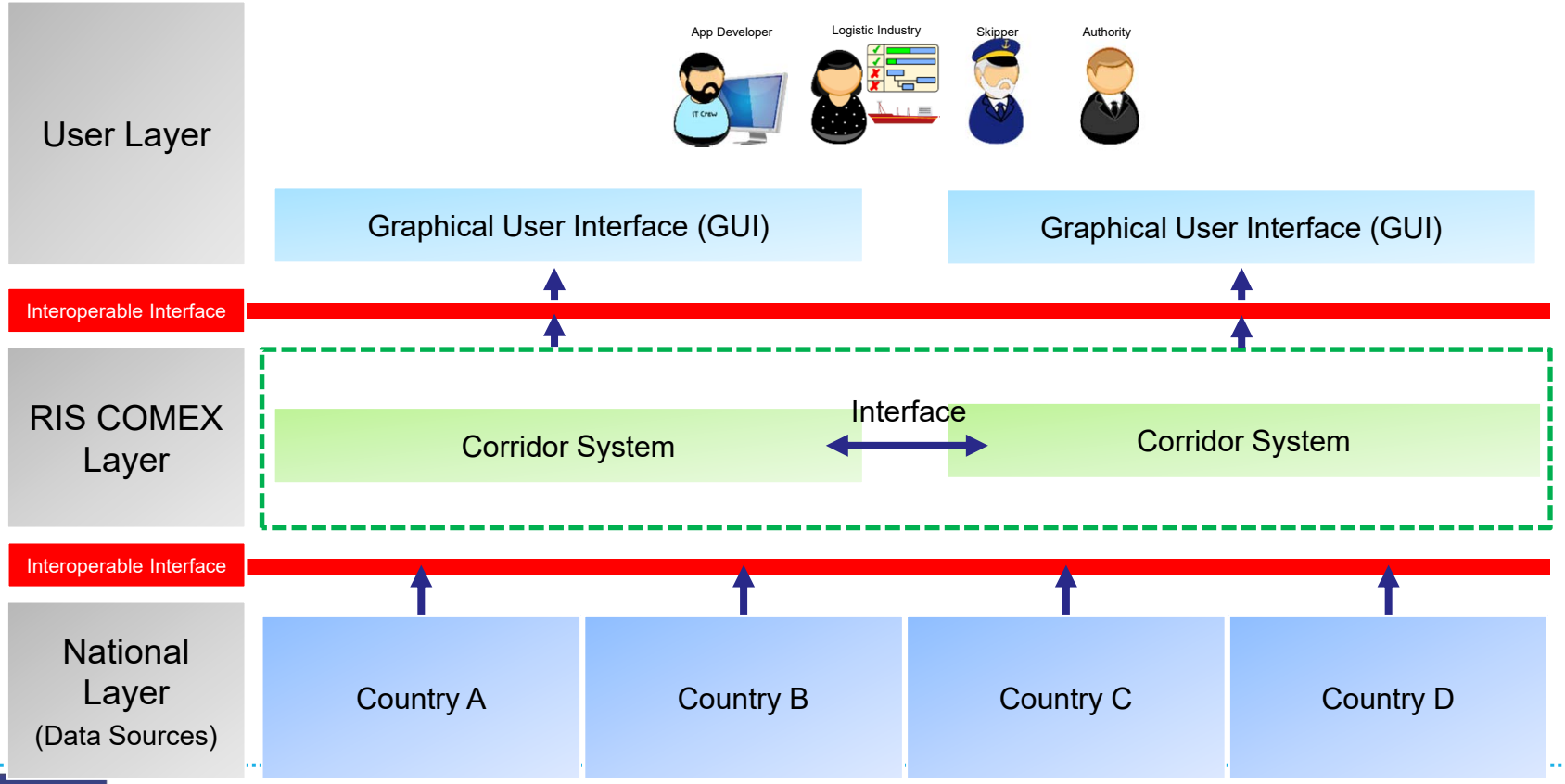
➔ **Afterwards start of implementation phase (mid 2018 – end 2020)**

RIS COMEX Service of relevance

- **Level 3 Services (electronic reporting related services)** that shall facilitate the reduction of administrative burden
  - ILE.10 - Provision of information for efficient reporting and control processes (*standardized messages plus extensions*)
  - ILE.11a - Provision of reporting requirements
  - ILE.11b - Electronic Report Gateway Service
- **PA1a / PA11 relation** ➔ Enable the electronic submission and processing of data
  - M16: Enable the electronic submission of forms harmonized in M01 and M02 prior to the control (*with consent of the data owner*) ➔ DAVID Forms
- **Danube corridor** (excl. DE) intends to realize these services

RIS COMEX – Proposed architecture

- **For electronic reporting related services**



RIS COMEX – implementation schedule

- **Electronic reporting related services: Danube Corridor (excl. DE)**
  - May 2018: Corridor workshop with Danube countries
  - June 2018: final agreement on architecture
  - 1. Qu. 2019: Technical specifications ready
  - 4. Qu. 2019: Implementation ready for testing
  - 1. Qu. 2020: Start tests with early adopters
  - 2. – 3. Qu. 2020: optimization and evaluation of implementation
  - 4. Qu. 2020: transfer into permanent operation
- **Legal basis**
  - Data provision only with the consent of the data owner!
  - Currently: Service agreement for traffic mgmt. & calamity abatement

Ministerul Transporturilor

viadonau

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