


# Project Data Sheet

BASIC PROJECT DATA			
<b>Full project title:</b>	<b>IRIS Europe II – Implementation of River Information Services in Europe</b>		
<b>Short project title:</b> (acronym)	IRIS Europe II	<b>Project logo:</b>	
<b>Project website:</b>	<a href="http://www.iris-europe.net">www.iris-europe.net</a>	<b>Project ID:</b>	PA1A008
<b>Need and added value for Danube Region Strategy:</b>	<p>IRIS Europe II as international multi-beneficiary project contributed significantly to fulfilling the objectives as laid down in Priority Area 1a of the EU Strategy for the Danube Region - to improve mobility and multimodality on inland waterways.</p> <p>Besides partners from the Rhine-Main-Scheldt region, all Danube countries were involved either as fully financed or as cooperation partners within IRIS Europe II. The beneficiaries of IRIS Europe II were the European Union Member States, represented by their Ministries of Transport.</p>		
<b>Objective(s) of project:</b>	<p>IRIS Europe II was a multi-beneficiary TEN-T project focusing on further enhancement and fine-tuning of RIS key technologies, services and applications; in particular the (pilot) implementation of new harmonized RIS services especially at the level of fairway, traffic and transport related RIS services, services based upon multilateral legal agreements and definitions of service levels for RIS, the provision of feedback and contribution to the maintenance and amendment of technical specifications. Thus, IRIS Europe II significantly contributed to a harmonized RIS implementation at European level.</p> <p>The main objectives of the project were the following:</p> <ol style="list-style-type: none"> <li>1. Further development and pilot implementation of national and international data exchange making use of multilateral legal agreements and this way providing services especially for logistical RIS users</li> <li>2. Contribution to the amendment of the technical specifications for RIS technologies and services and later on implementation of these technical specifications</li> <li>3. Participation in standardization of RIS services and technologies</li> <li>4. Pilot implementation of new RIS services and RIS technologies</li> <li>5. Feasibility studies outlining future services for RIS</li> </ol>		
<b>Conducted project activities:</b>	<ul style="list-style-type: none"> <li>• Activity 1: Investigation, specification, pilot implementation and evaluation of enhanced Fairway Information Services (Depth data, Water Level Models, Notices to Skippers, Wireless access to RIS services, etc.)</li> <li>• Activity 2: Investigation, specification, pilot implementation and evaluation of enhanced Traffic Information Services (Additional information provided via Inland AIS infrastructure, equipment programmes for onboard pilot infrastructure, pilot implementation of shore infrastructure, Calamity Abatement Support Service, Electronic Reporting, etc.)</li> <li>• Activity 3: Pilot implementation and pilot operation of international RIS data exchange among the national RIS Centres as well as with the European services like the European Hull Database. Especially the technical and legal challenges were considered within this activity.</li> </ul>		

# Project Data Sheet

	<ul style="list-style-type: none"> <li>Activity 4: Definition of an approach for the definition and introduction of minimum quality requirements for River Information Services.</li> <li>Activity 5: Project Management and Dissemination activities.</li> </ul>		
<b>Transboundary impact:</b>	<p>Directly involved countries (beneficiaries): Austria, Slovakia, Hungary, Bulgaria, Romania, Czech Republic, the Netherlands, France, Belgium</p> <p>Countries involved through cooperation agreements (cooperation partners): Germany, Croatia, Serbia, Ukraine</p>		
<b>Project beneficiaries / target groups:</b>	<p>Direct beneficiaries are the Fairway, Traffic and RIS Authorities and the related RIS Providers of the participating countries. Indirect beneficiaries of the further enhancement of River Information Services within IRIS Europe II are the commercial users of the waterway, as they will receive value added services, increased interoperability and quality of River Information Services.</p>		
STATUS AND TIME FRAME			
<b>Current project phase:</b> (please tick a box)	<input type="checkbox"/> Definition (e.g. project idea, abstract) <input type="checkbox"/> Preparation (e.g. project proposal, feasibility study) <input type="checkbox"/> Implementation <input checked="" type="checkbox"/> Completion		
<b>Start date:</b>	01.01.2009	<b>End date:</b>	31.12.2011
<b>Notes:</b>	-		
PROJECT TEAM			
<b>Project leader:</b>	<p>Austrian Ministry of Transport, Innovation and Technology (Coordinating applicant)          via donau – Österreichische Wasserstraßen-Gesellschaft mbH (Coordinator)</p>		
<b>Project partner(s):</b>	<ul style="list-style-type: none"> <li>Federal Ministry of Transport, Innovation and Technology (AT)</li> <li>via donau – Österreichische Wasserstraßen-Gesellschaft mbH (AT)</li> <li>Ministry of Transport, Information Technology and Communications (BG)</li> <li>Bulgarian Ports Infrastructure Company (BG)</li> <li>Ministry of Transport of the Czech Republic, Navigation Department (CZ)</li> <li>Ředitelství vodních cest ČR (Czech Waterway Directorate) (CZ)</li> <li>Ministry of National Development (HU)</li> <li>RSOE - Rádiós Segélyhívó és Infokommunikációs Országos Egyesület (HU)</li> <li>AFDJ - River Administration of the Lower Danube (RO)</li> <li>Ministry of Transport and Infrastructure (RO)</li> <li>Ministry of Transport, Constructions and Regional Development (SK)</li> <li>VUD a.s. - Transport Research Institute (SK)</li> <li>KIOS s.r.o. (SK)</li> <li>RWS - Directoraat Generaal Rijkswaterstaat (NL)</li> </ul>		

# Project Data Sheet

	<ul style="list-style-type: none"> <li>Ministry for Infrastructure, Transport, Spatial Planning, Tourism and the Sea (FR)</li> <li>VNF - Voies Navigables de France (FR)</li> <li>Flemish Government (BE)</li> <li>Waterwegen en Zeekanaal NV (BE)</li> <li>NV De Scheepvaart (BE)</li> </ul>	
<b>Contact person:</b>	<b>Name:</b>	-
	<b>Organisation:</b>	via donau – Österreichische Wasserstraßen-Gesellschaft mbH
	<b>Address:</b>	Donau City Straße 1, A-1220 Vienna
	<b>Phone:</b>	-
	<b>E-Mail:</b>	-
	<b>Website:</b>	www.via-donau.org
<b>FINANCING</b>		
<b>Available:</b> (please tick a box)	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> Partly <input type="checkbox"/> No	
<b>Total budget:</b>	11,627,000 EUR	
<b>Source(s) and amount (potential sources for project ideas):</b> (please tick a box and provide further info)	<input checked="" type="checkbox"/> National/regional funds:	State Funds 5,817,000 EUR
	<input checked="" type="checkbox"/> EU funds:	TEN-T MAP 2007 – 2013 5,810,000 EUR (maximum funding)
	<input type="checkbox"/> IFI loans:	<i>not applicable</i>
	<input type="checkbox"/> Private funds:	<i>not applicable</i>
	<input type="checkbox"/> Other:	[Name of source and amount in EUR]
<b>PROJECT ENVIRONMENT</b>		
<b>Project cross-reference:</b>	Relevant projects with necessary coordination / cooperation: <ul style="list-style-type: none"> <li>PLATINA (FP7 project consisting of 23 partners from nine different countries, in order to accelerate the achievement of the NAIADES aims)</li> <li>RISING (FP 7 project focusing on identifying, integrating and further developing information services such as River Information Services in order to efficiently support Inland Waterway Transport and logistics operations)</li> <li>NEWADA (SEE project (South-East-European Transnational Cooperation Programme ) which aims to further develop the Network of Danube Waterway Administrations)</li> </ul> Other relevant initiatives: <ul style="list-style-type: none"> <li>RIS Expert Groups (<a href="http://www.ris.eu/expert_groups">http://www.ris.eu/expert_groups</a>)</li> </ul>	

<b>Cross-reference ID(s):</b>	
<b>Strategic reference:</b>	<p><b>1) NAIADES Action Programme</b></p> <p>In January 2006, the multi-annual European Action Programme for Inland Waterway Transport (NAIADES) which aims at promoting inland waterway transport in Europe was launched. It includes recommendations for actions to be taken between 2006 and 2013 by the European Community, its Member States, River Commissions and the inland navigation sector. The implementation of RIS is an important element of the strategic area 'Infrastructure'. Several Member States have launched their national NAIADES actions plans (e.g. the NAP in Austria, NAP in Slovakia) and the project is seen by its beneficiaries and cooperation partners as the driving force for the further development and implementation of interoperable RIS in Europe.</p> <p><b>2) The EU Strategy for the Danube Region</b></p> <p>On 08.12.2010 the European Commission published its communication on the European Union Strategy for the Danube Region (COM 2010/715). The Strategy provides a sustainable framework for policy integration and coherent development of the Danube Region. It sets out priority actions by means of a comprehensive Action Plan that is based on four main pillars. It is stated in the Action Plan that once an action or project is included in the Action Plan, it should be implemented by the countries and stakeholders concerned.</p> <p>"To implement harmonised River Information Services (RIS)" is one of the key actions within the priority area "To improve mobility and multimodality", whereas the IRIS Europe initiative is mentioned as a concrete project example "To build on the IRIS Europe projects - support the co-ordinated implementation of River Information Services (RIS) in Europe" (cf. page 13, Action Plan).</p> <p><b>3) Freight Transport Logistics Action Plan</b></p> <p>Within the Freight Transport Logistics Action Plan the European Commission has outlined the concept of e-Freight. This concept is a vision of a paper-free, electronic flow of information accompanying the physical flow of goods with a paperless trail built by information and communication technologies. It includes the ability to track and trace freight across transport modes and to automate the exchange of content related data for regulatory or commercial purposes. Freight should be identifiable and locatable regardless of the mode used to transport it.</p> <p>For this to happen, standard interfaces within the various transport modes are required to be interoperable across modes. River Information Services form an important element of e-Freight.</p> <p><b>4) National Action Plans for inland navigation</b></p> <p>In Austria for instance, the inland navigation policy relied on the National Action Plan (NAP) on Danube Navigation – a dynamic planning and decision-making instrument that determined Austrian waterway transport up to 2015. In 2015 the follow-up programme "Action Programme Danube until 2022" was adopted. The NAP and now the Action Programme are based on a package of measures, which were drawn up upon the order of the Austrian Ministry of Transport, Innovation and Technology by via donau in close co-operation with all other relevant players of the field. The NAP and now the Action Programme stress the importance of inland navigation for transport policy. Inland navigation was also made one of the core issues of Austria's EU Presidency in the first half of 2006.</p>
<b>Relevant legislation:</b>	<p>Among others, the most important legislative acts are:</p> <ul style="list-style-type: none"> <li>• Directive 2005/44/EC on harmonised River Information Services (RIS) on inland waterways in the Community</li> <li>• Commission Regulation (EC) No 415/2007 concerning the technical guidelines for the planning, implementation and operational use of River Information Services (RIS Guidelines)</li> </ul>

	<ul style="list-style-type: none"> <li>• Commission Regulation (EC) No 415/2007 concerning the technical specifications for vessel tracking and tracing systems (Inland AIS Standard)</li> <li>• Commission Regulation (EC) No 416/2007 concerning the technical specifications for Notices to Skippers (Notices to Skippers Standard)</li> <li>• Commission Regulation (EU) No 164/2010 on the technical specifications for Electronic Reporting in inland navigation (ERI Standard)</li> <li>• Upcoming; Commission Regulation concerning the technical specifications for Inland Electronic Chart Display and Information Systems (Inland ECDIS Standard)</li> </ul>
<b>Other:</b>	The results, conclusions & recommendations as well as observations of the preceding project IRIS Europe (Jan. 2006 – Dec. 2008) were considered and activities were partly continued.
<b>EUSDR EMBEDDING</b>	
<b>Relation to other Priority Areas of the Danube Region Strategy:</b> (please tick a box)	<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> PA1b: To improve mobility and multimodality – Road, rail and air links</li> <li><input type="checkbox"/> PA02: To encourage more sustainable energy</li> <li><input type="checkbox"/> PA03: To promote culture and tourism, people and people contacts</li> <li><input type="checkbox"/> PA04: To restore and maintain the quality of waters</li> <li><input checked="" type="checkbox"/> PA05: To manage environmental risks</li> <li><input type="checkbox"/> PA06: To preserve biodiversity, landscapes and the quality of air and soils</li> <li><input type="checkbox"/> PA07: To develop the knowledge society through research, education and information technologies</li> <li><input type="checkbox"/> PA08: To support the competitiveness of enterprises, including cluster development</li> <li><input type="checkbox"/> PA09: To invest in people and skills</li> <li><input type="checkbox"/> PA10: To step up institutional capacity and cooperation</li> <li><input type="checkbox"/> PA11: To work together to promote security and tackle organised and serious crime</li> </ul>
<b>EUSDR COMPLIANCE</b>	
<b>Compliance with targets of the Danube Region Strategy:</b> (please tick a box)	<ul style="list-style-type: none"> <li><input type="checkbox"/> Increase the cargo transport on the river by 20% by 2020 compared to 2010.</li> <li><input type="checkbox"/> Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015.</li> <li><input type="checkbox"/> Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020.</li> <li><input checked="" type="checkbox"/> Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015.</li> <li><input type="checkbox"/> Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.</li> </ul>

# Project Data Sheet

<p><b>Compliance with actions of the Danube Region Strategy:</b> (please tick a box)</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way.</li> <li><input type="checkbox"/> To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections.</li> <li><input type="checkbox"/> To modernise the Danube fleet in order to improve environmental and economic performance.</li> <li><input type="checkbox"/> To coordinate national transport policies in the field of navigation in the Danube basin.</li> <li><input type="checkbox"/> To support Danube Commission in finalising the process of reviewing the Belgrade Convention.</li> <li><input type="checkbox"/> To develop ports in the Danube river basin into multimodal logistics centres.</li> <li><input type="checkbox"/> To improve comprehensive waterway management of the Danube and its tributaries.</li> <li><input type="checkbox"/> To promote sustainable freight transport in the Danube Region.</li> <li><input checked="" type="checkbox"/> To implement harmonised River Information Services (RIS).</li> <li><input type="checkbox"/> To invest in education and jobs in the Danube navigation sector.</li> </ul>
<p><b>Affiliation to thematic working group of Priority Area 1a of the EUSDR:</b> (please tick a box)</p>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Waterway infrastructure and management</li> <li><input type="checkbox"/> Ports and sustainable freight transport</li> <li><input type="checkbox"/> Danube fleet</li> <li><input checked="" type="checkbox"/> River Information Services</li> <li><input type="checkbox"/> Education and jobs</li> </ul>
<p><b>OTHER RELEVANT ISSUES</b></p>	
<p><b>Project requirements:</b></p>	<p>Technical challenges: Deployment of onboard equipment and shore-based infrastructure as well as validation of technical feasibility, interoperability and compatibility of systems, services and applications.</p> <p>Legal challenges: Conclusion of administrative agreements for international exchange of RIS data taking into account European and national privacy and data protection legislation and responsibilities among authorities.</p> <p>Organisational challenges: Coordinated improvement of work flows from the production of basic data up to the provision of services towards the end users.</p>
<p><b>Follow-up project:</b></p>	<p>IRIS Europe 3 (follow-up project)</p>
<p><b>Any other issues:</b></p>	<p>-</p>