



Summary of the CCNR's RIS strategy

River Information Services (RIS) have been developed in order to simultaneously improve the safety and logistics of inland navigation. The EU RIS Directive¹ ensures that the RIS in use on all waterways in the EU is based on the same technologies, data standards and definitions, thus allowing inland navigation to make use of these services consistently throughout the EU.

In line with its general objectives, and in the knowledge that the information technologies used in different areas of transport are constantly evolving, and that, in the interests of greater safety, efficiency and environmental friendliness, the CCNR should contribute to shaping developments in an area that is vital to the future of navigation on the Rhine, the CCNR has set its own targets for RIS.

The CCNR's intention is to not only achieve simultaneous, but also harmonised introduction of RIS along the entire length of the Rhine.

A prerequisite for harmonised introduction is a minimum common level of equipment for the use of RIS on all vessels. However, setting technical standards on its own is not enough. The CCNR has therefore also issued regulations in order to ensure that the technical standards are complied with in an efficient manner. If and where necessary, it has also introduced a statutory requirement for vessels to be equipped with the necessary equipment.

The CCNR has already published technical standards for electronic navigational charts, electronic ship reporting, notices to skippers for inland navigation and automatic vessel tracking and tracing (Automatic Identification System, AIS). Furthermore, the basic technologies on which RIS are based, such as radiotelephone services and radar, have already been in use on the Rhine for many years.

The provision of electronic navigational charts and the publication of notices to skippers for inland navigation have already been introduced and are mandatory in all of the member states of the EU. The CCNR introduced mandatory electronic reporting for container vessels on 1.1.2010. This requirement is primarily relevant for emergency management. The purpose of electronic reporting is to enable information about the cargo that the damaged vessel was carrying to be available faster, and with fewer errors, in the event of a shipping accident.

Below is a list of the specific targets to be achieved by means of additional measures implemented by the CCNR or the Member States:

1. Further improvements to the communication and exchange of information from ship to ship, ship to shore and shore to ship
2. Provision of additional information with the aim of improving the current options for visualization while sailing
3. Further simplification for shipping and/or administration regarding calamity abatement support
4. Support for traffic management
5. Establishment of better discipline with regard to compliance with navigation time limits due to easier controllability
6. Easier market observation through the use of a better data basis
7. Increased efficiency on board.

¹ Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community

Following a qualitative evaluation, the 26 possible measures for achieving the objectives listed above that had been identified were assigned to the following categories: A (important and urgent), B (important, but not urgent), C (not important, but urgent), D (neither important nor urgent), with a total of 7 measures being assigned to category A, 8 to category B, 2 to category C and 9 to category D.

The highest priority measures aim, in particular, to:

- Improve Inland ECDIS and to augment the official electronic navigational charts for the Rhine,
- Introduce Inland AIS and Inland ECDIS as mandatory on the Rhine from the end of 2013 and from the end of 2015 respectively,
- Clarify the regulations for the approval of automatic track control systems for navigation on the Rhine.
