



**Economic and Social
Council**

Distr.
GENERAL

ECE/TRANS/SC.3/2009/13
9 October 2009

ENGLISH
Original: ENGLISH AND RUSSIAN
ONLY
ENGLISH AND RUSSIAN ONLY

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

Fifty-third session

Geneva, 4-6 November 2009

Item 10 of the provisional agenda

**ESTABLISHMENT OF COMMON PRINCIPLES AND TECHNICAL REQUIREMENTS
FOR PAN-EUROPEAN RIVER INFORMATION SERVICE**

Submitted by the Governments of Romania, the Russian Federation,
the Republic of Serbia and Ukraine

Note by the secretariat

In the context of the resolutions on River Information Service (RIS) adopted by the Working Party (Resolution No. 48 on Electronic Chart Display and Information System for Inland Navigation, Resolution No. 57 on Guidelines and Recommendations for River Information Services, Resolution No. 60 on International standards for notices to skippers and for electronic ship reporting in inland navigation and Resolution No. 63 on International Standards for Tracking and Tracing in Inland Waterways), the secretariat reproduces below the latest communications from Governments on their progress in introducing river information services on their inland waterways.

The Working Party on Inland Water Transport may wish to take note of this information and discuss the proposals from Governments, presented in paragraphs 9 and 16.

I. ROMANIA

1. With the financial assistance of the European Union (EU) under the framework of Programme PHARE 2002/00 - 586.04.09, the Romanian Naval Authority established an efficient traffic management system along the Romanian part of the Danube. The system responds to the needs of the European RIS platform, as defined by the research and implementation projects INDRIS and COMPRIS, as well as by the new EU Directive 2005/44/EC on harmonized river information services (RIS) on inland waterways in the Community.

2. The first phase of this project was carried out in 2005 and consisted in establishing a core vessel traffic management information system covering all sectors presenting a danger for navigation. The system is now fully operational but limited to certain sectors of the Danube. The second phase will extend the system to cover the entire Romanian part of the river.

II. RUSSIAN FEDERATION

3. Integrated communication system for inland water transport represents an essential part of inland water transport infrastructure. The system is based on the basin communication networks, which service the navigation safety systems, dispatcher services and production activities.

4. The priorities of reconstruction and development of the basin communication networks are defined in Concept for the Development of Inland Water Transport of the Russian Federation, approved by the Government on 3 July 2003. The establishment of the communication networks on inland waterways is based on the River information Service (RIS) concept, adopted by the UNECE Working Party on Inland Water Transport in Resolution No. 57 on Guidelines and Recommendations for River Information Services.

5. Seven RIS zones, corresponding to the distribution of responsibility among the basin divisions of the federal inland waterway management, are necessary for establishing a RIS covering the entire deep-water system of the European part of the Russian Federation. The main goal of the RIS principles is to establish a universal instrument for transmitting navigation information, sufficient to ensure the safety of transport operations.

6. River information services entail harmonization of the information systems, which support vessel traffic management and transport of goods by inland water transport in combination with other modes of transport. RIS are intended to promote a safe and efficient transportation process and a fuller use of the inland waterways' potential. Existing river information systems are composed of one or several harmonized system based on information technologies (IT). An IT system represents an assembly of human resources, hardware and software, means and rules of communication, which process information. Establishment of RIS has a number of goals: safety and efficiency of transport operations, as well as ecological safety (reducing the negative impact on the environment, reducing emissions and leakages caused by accidents, illegal activities or the normal operations).

7. The above-mentioned goals are essential for today's infrastructure of the Russian inland waterways. The concept of RIS is even more important given the prospect of opening the Russian inland waterways to foreign vessels.

8. An effective implementation of RIS is ensured by a careful planning and a gradual implementation. These processes are described in details in Sections 6 and 7 of the United Nations Economic Commission for Europe (UNECE) Resolution No. 57. It is clear that RIS should be introduced gradually, basin by basin, based on the level of readiness of the organizational and technical components.

9. The Russian Federation recommends that the following issues are discussed at the pan-European level:

- (a) Elaboration by the UNECE of the recommendations on gradual introduction of mobile vessel automatic identification system (AIS) stations (transponders) for inland vessels, which are not covered by Chapter V of the 1974 SOLAS Convention. The goal is to establish one single approach to the AIS equipment, the development of information systems on vessel traffic, vessel traffic management and introduction of an international standard of vessel tracking and tracing;
- (b) Elaboration by the UNECE of the recommendations on the purpose of user identifiers for Maritime Mobile Service Identifier (MMSI) to be used in the AIS transponders on inland vessels, which are not covered by Chapter V of the 1974 SOLAS Convention. Also it would be useful to include information on MMSI in the ship's certificate, as defined in the UNECE Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels (Resolution No. 61). The goal is to ensure a harmonized use of MMSI by all vessels, carrying out inland water transport operations, as the AIS transponders cannot properly function without MMSI;
- (c) Complementing Resolution No. 61 with the provisions on the minimum requirements to the computer equipment on board of inland vessels used for receiving information during the vessel's movement (receiving notices to skippers, updates to the electronic navigational charts, etc.).

10. Furthermore, with the goal to create a integrated information system for safety of maritime and river navigation, the Russian Federation is currently working on a Single automated information and management system for the Russian Federal Agency of Maritime and River Transport (Rosmorrechflot) (System "MoRe"). This system will be part of an automated management system for the entire transport system of the Russian Federation. It represents an integrated software system for monitoring and managing maritime and river transport and promoting safety and efficiency of the navigation and prevention of pollution from vessels.

III. REPUBLIC OF SERBIA

11. The Republic of Serbia has implemented a pilot system for the basic RIS services, taking into account the EU Directive 2005/44/EC on harmonized river information services (RIS) on inland waterways in the Community. The system, consisting of four AIS base stations for vessel tracking and tracing related services, provision of Fairway Information Services by means of Electronic Navigational Charts (ENCs) and Notices to Skippers, has been operational since 2007.

12. Full roll-out of the RIS according to the EU RIS Directive (and its annexes) on the Serbian Danube, including the transponder equipment programme for the vessels navigating through the Republic of Serbia, is planned for the next three years. The implementation of the RIS will

reflect all main building blocks of RIS, such as vessel tracking and tracing by means of AIS, ENCs, Electronic Reporting, Hull Database, provision of position correction signal by means of AIS and International Association of Lighthouse Authorities (IALA) beacons, etc.

13. Project is funded by the 2007 funds of Instrument for Pre Accession Assistance (IPA), and the implementation will start in September 2009. The main state-owned stakeholders will be involved in project implementation and operation, namely Ministry of Infrastructure, Directorate for Inland Waterways as RIS operator in the Republic of Serbia, Ministry of Interior Affairs (River Police, Border Police, Gendarmerie), Serbian Customs, Serbian Ship Register, etc.

IV. UKRAINE

14. At the present time, the first differential GPS (DGPS) beacon for adjusting the GPS information for inland navigation is established on the island of Zmeiny and another one is planned for port of Izmail or Reni. However, according to the conditions of the RIS coverage, it is proposed to establish one more beacon in port of Izmail, which would ensure the DGPS coverage of the entire Danube delta to the port of Constanta, where a Romanian DGPS is already operational. The exact point for the second DGPS beacon is currently under consideration. River information service for the Ukrainian-Romanian sector of the Danube is being implemented in accordance with Order No. 526 from 31 March 2003 of the Ukrainian Ministry of Transport and Communication. At the present time, a vessel traffic management centre in the port of Vulkovo is equipped with the computer network, which reflects the real-time vessel traffic on the electronic navigational charts.

15. With the minimum crew onboard, the boatmaster, who steers the vessel from the steering cabin, cannot simultaneously monitor the indicators of different navigation devices (echo sounder, radar, rate-of-turn indicator, tachograph and light signalization on the steering board etc.) and carry out a visual surveillance of all parts of the vessel, especially, at night. This creates favorable conditions for the penetration on board of the vessel of third parties, including criminal elements.

16. Taking this into account, Ukraine proposes that the fifty-third session of the Working Party on Inland Water Transport include in the final report of the session a recommendation to strengthen the vessel traffic control, carried out by the police and other navigation surveillance bodies, and introduce, as soon as possible, river information services, which will constitute one of the most efficient measures to ensure safety of navigation and safety on board of inland vessels. Such services could be provided by RIS "COMPRIS", which is being introduced on the Danube and the Rhine from the Northern Sea to the Black Sea. Ukraine emphasizes the importance of increasing the safety of inland vessels, which can be used as a terrorist instrument, given the high-speed quality of some vessels which can carry out a sudden fast approach to other vessels. This work should be carried out in close cooperation with the European Union, the Central Commission for the navigation of the Rhine and the Danube Commission. It should focus on a more restricted access to vessels, increased responsibilities of staff dealing with safety issues on certain types of passenger vessels, the introduction of possible safety provisions in the future RIS "COMPRIS" and the preparation of amendments to the European Agreement on Main Inland Waterways of International Importance (AGN).
