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Working Party on Inland Water Transport

Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation

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Promotion of River Information Services (RIS) as well as other Information and Communication Technologies (ICT) in inland navigation: Workshop “River Information Services and other information communication technologies in the pan-European format”

The implementation of RIS by the CCNR (As at 20.05.2016)

Transmitted by the Central Commission for the Navigation on the Rhine

The CCNR committed itself to RIS at a very early stage. As such, in 2000, it set up a working group to establish the first Inland ECDIS standard. Since then, there have been numerous developments in the RIS arena and this being so, the CCNR developed an RIS strategy, which was adopted in 2012.¹ The CCNR’s intention is the simultaneous and harmonized launch of RIS along the whole length of the Rhine with the following objectives:

- Preventing risks to navigational safety and good order and risks arising from navigation
- Economic development of inland navigation.

Given the important contribution by RIS to safety, the CCNR made a number of decisions.

- Since 1 December 2014, vessels navigating on the Rhine must be equipped with and use an Inland AIS device in conjunction with a display system (which may be an Inland ECDIS), in accordance with article 4.07 of the Rhine Police Regulations (RPR). To facilitate the implementation of this decision, the CCNR drew up a practical guide for boatmasters²
- Since 1 December 2015, all vessels and convoys carrying containers must make submit an electronic report in accordance with article 12.01 of the RPR and with the electronic report standard. This enables the authorities to be in possession of all the necessary data (information on the cargo, the voyage, the vessel) and which might be of use in the event of an accident. For the boatman travelling from Basel to Rotterdam, electronic reporting reduces his administrative workload: he submits one

¹ www.ccr-zkr.org/files/documents/ris/ris_strategie_resume_en.pdf and www.ccr-zkr.org/files/documents/ris/ris_strategie_strat_fr.pdf.

² www.ccr-zkr.org/files/documents/ris/brochureAIS_en.pdf.

single report at the beginning of his voyage and the authorities exchange the information!

To give effect to these decisions, the CCNR adopted a number of RIS standards based on the proposals put forward by the expert groups with which it closely collaborates. Indeed, the standards must not be developed in isolation but must, on the one hand, satisfy inland navigation requirements and on the other hand be capable of fitting into a regulatory framework. This means that if it is important to use the Inland AIS device correctly, it is also indispensable for this device to be approved and correctly installed. This prompted the CCNR, in collaboration with the RIS working groups, to develop a test standard for the devices and to demand that the AIS device be installed on the vessel by an approved and competent firm. This chain of requirements will ensure that the Inland AIS device adds real value in terms of safety. This example illustrates that in terms of RIS as well, the CCNR's approach is both comprehensive and cross-cutting: training of the boatman, equipment of the vessel and procedures for using the tool.

RIS afford numerous possibilities for improving inland navigation safety, for reducing the administrative workload and for facilitating connectivity with other modes of transport. RIS make inland navigation more attractive. This is why the CCNR will continue to promote their development and use.
