RIS Implementation survey and policy evaluation

RIS workshop Italy October 2012

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RIS implementation survey and policy evaluation

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1. Introduction of Panteia/NEA

Panteia is a Dutch group of established business units that offer a full range of services in training and capacity development, policy research, consultancy and market research.

Business unit **NEA**: specialises in research, training and consultancy in the fields of transport, infrastructure and logistics.

Panteia's customers include governments, non-profit organisations and businesses; regionally, nationally and internationally

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2. Introduction RIS implementation survey and policy evaluation

Some project characteristics:

- March 2012 DG MOVE launched a call for RIS Implementation survey and policy evaluation in order to inform policy making on the further development of RIS.

- Consortium of Panteia/NEA (The Netherlands), KTI (Hungary), PRC (Belgium) and Planco (Germany) submitted the winning proposal.

- Project will start the 1st of November 2012 and has a duration of 16 months.

2. RIS implementation survey and policy evaluation

The evaluation should provide information about desired further policy development of RIS.

Need for:

- Evaluation of the state of transposition and implementation of the RIS Directive

- Assessment of the coordination of RIS implementation

- Assessment of barriers to and opportunities for further development of RIS

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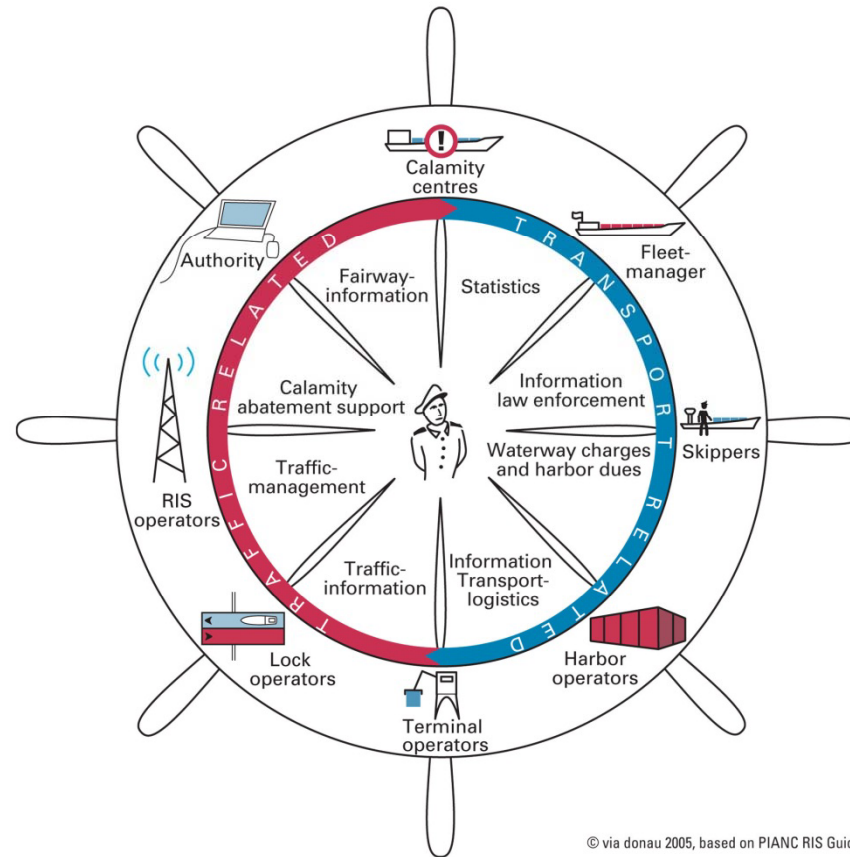Research to Progress

3. Background RIS

The original idea of developing RIS:

Improve traffic management and safety by logistic operatyors skippers with a strategic traffic image

And skippers wanted to include information which could support them planning their international voyage.

Has now turned into:

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2. Background of RIS

© via donau 2005, based on PIANC RIS Guidelines 2004

2. Background of RIS

Common Source Logistics Database

- Late 1990s:

  - several countries worked on information systems for inland shipping
  - Within European Research Projects like INCARNATION, RINAC, INDRIS, COMPRIS and ALSO Danube the RIS concept was developed: the first steps towards harmonization of processes and definition of RIS standards are taken

- 1998: the EU defines the concept of RIS to improve reliabilty and availability of inland navigation

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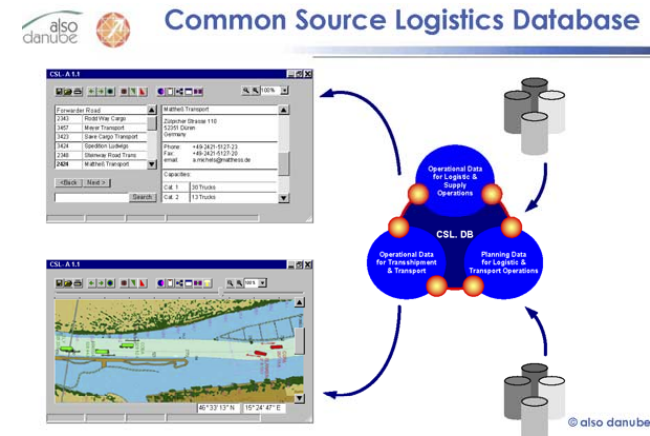
3. Background of RIS

- 2001: The development of RIS is included in the EC White Paper "Transport Policy for 2010: time to decide"

- 2002: PIANC RIS Guidelines (INDRIS)

- 2005: RIS Directive 2005/44/EC

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4. Current state of affairs RIS Directive

RIS Directive:

1. To support inland waterway transport with a view to enhancing safety, efficiency and environmental friendliness and to facilitate interfaces with other transport modes

2. Also, a framework for the establishment and further development of technical requirements, specifications and conditions to ensure a harmonised, interoperable and open RIS.

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3. Current state of affairs RIS Directive

Implementation:

Most important result is that EU waterway authorities are now in regular contact with each other

Technical aspects (Status report RIS/Platina) 2011:

- Notice to skippers: widely implemented in Europe (Fairway & Traffic, Water related and Ice Messages)

- Vessel Tracking and Tracing: widely implemented in Europe: a.o. shore based VTT Class 4A and higher infrastructure 4300 km. operational, 550 km. pilot

- Electronic reporting: widely implemented in Europe: ERINOT, BERMAN and PAXLIST

3. Current state of affairs RIS Directive

- Electronic Navigational Charts: widely implemented in Europe: a.o. electronic navigational charts of Class 4a and higher: 8900 km. fully operational, 400 km. pilot; ENC available free of charge 12/2011

- Processing Hull Data: 6 fully operational national Hull Databases, 4 in preparation. Exchange of information with European Hull Database: 7 fully operational by the end of 2012

- Status of RIS Index: importance of RIS Index is widely appreciated; data collection is however not harmonized

- Inland VTS Centres and Lock Management Systems: LMS 6 fully operational, 1 pilot (12/2012)

- Status of on-board equipment: 6000 inland ECDIS viewers, 5450 Inland AIS transponders, Electronic report: 98 % of container vessels, 30 % of tanker cargo, 5 % of the dry cargo

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5. RIS implementation survey and policy evaluation

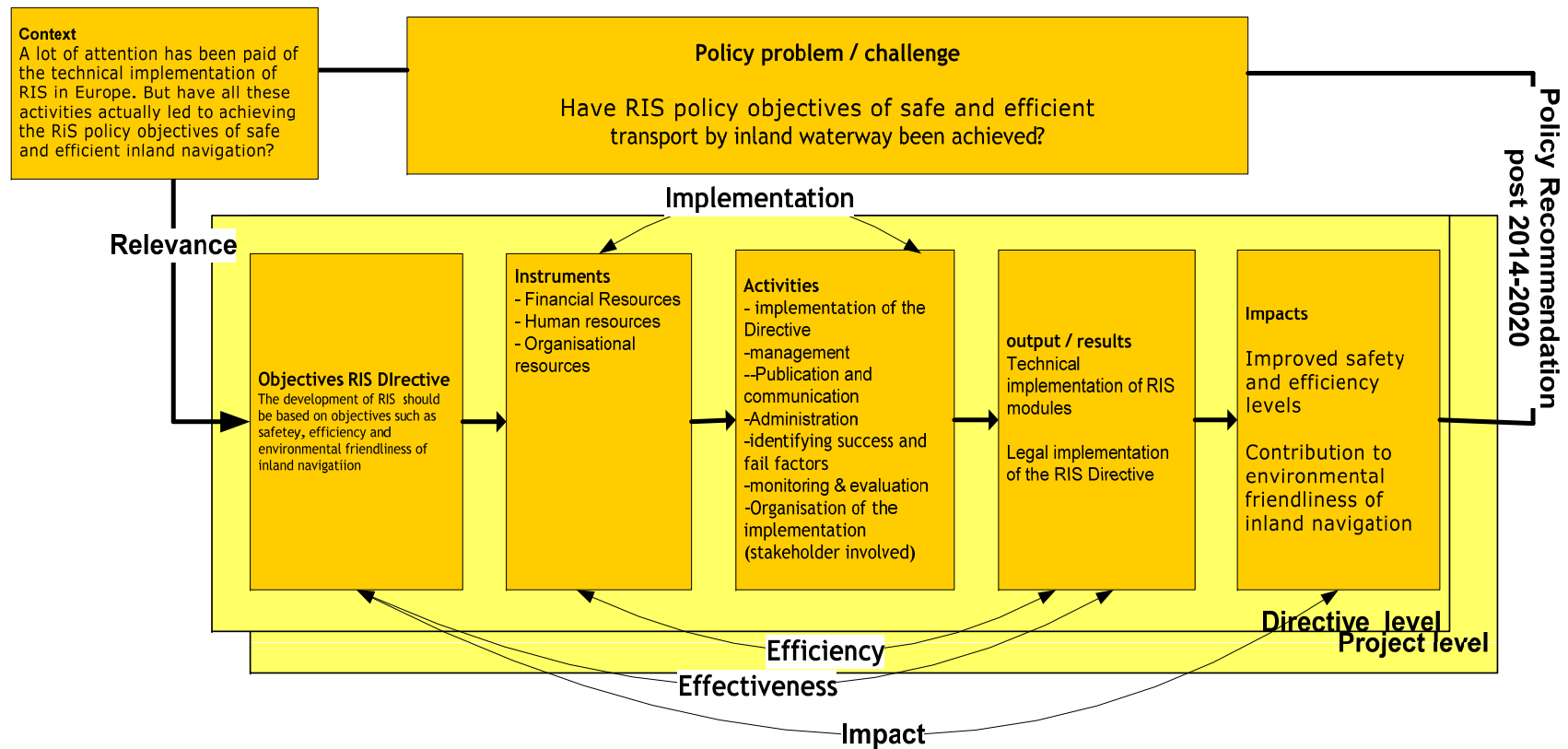**Main objective:** prepare and evaluate an evaluation of the RIS policy for the period of 2006-2011

Key tasks of the project:

- Evaluate the state of transposition and implementation of the RIS Directive

- Assess the coordination of RIS implementation

- Assess barriers and opportunities for further RIS development

Result: concrete recommendations for policy measures

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5. RIS implementation survey and policy evaluation

Context
A lot of attention has been paid of the technical implementation of RIS in Europe. But have all these activities actually led to achieving the RiS policy objectives of safe and efficient inland navigation?

Policy problem / challenge

Have RIS policy objectives of safe and efficient
transport by inland waterway been achieved?

Policy Recommmendation
post 2014-2020

Implementation

Relevance

Objectives RIS DIrective
The development of RIS should be based on objectives such as safetey, efficiency and environmental friendliness of inland navigatiion

Instruments
- Financial Resources
- Human resources
- Organisational resources

Activities
- implementation of the Directive
-management
--Publication and communication
-Administration
-identifying success and fail factors
-monitoring & evaluation
-Organisation of the implementation (stakeholder involved)

output / results
Technical implementation of RIS modules

Legal implementation of the RIS Directive

Impacts

Improved safety and efficiency levels

Contribution to environmental friendliness of inland navigation

Directive level

Project level

Efficiency

Effectiveness

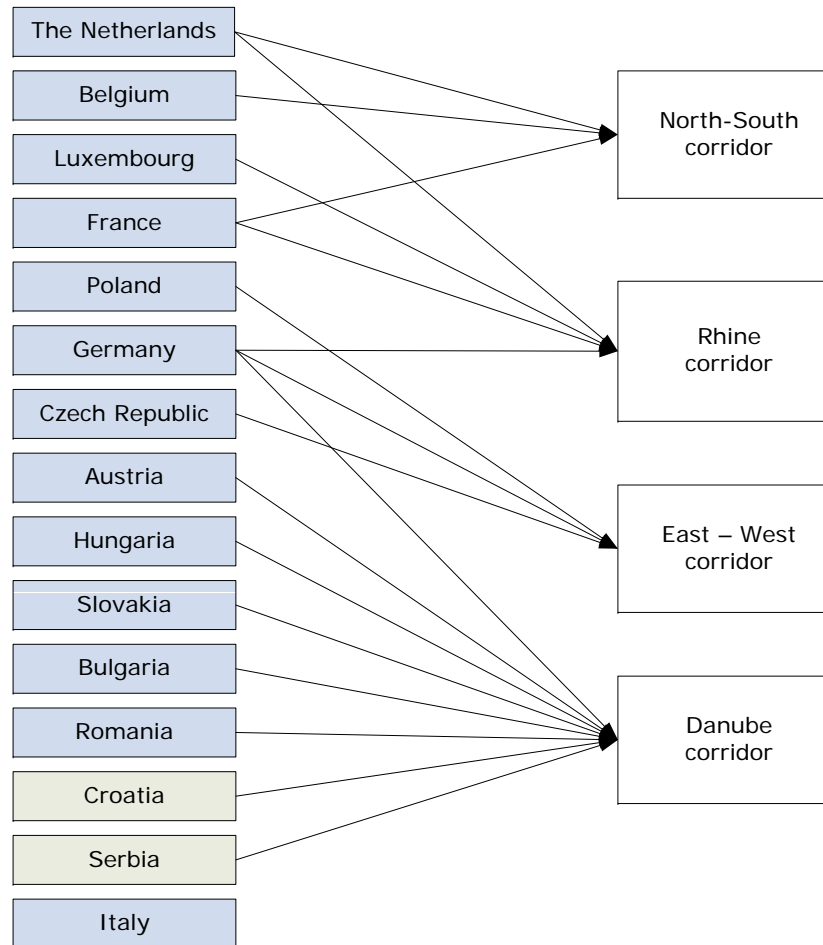**Impact**

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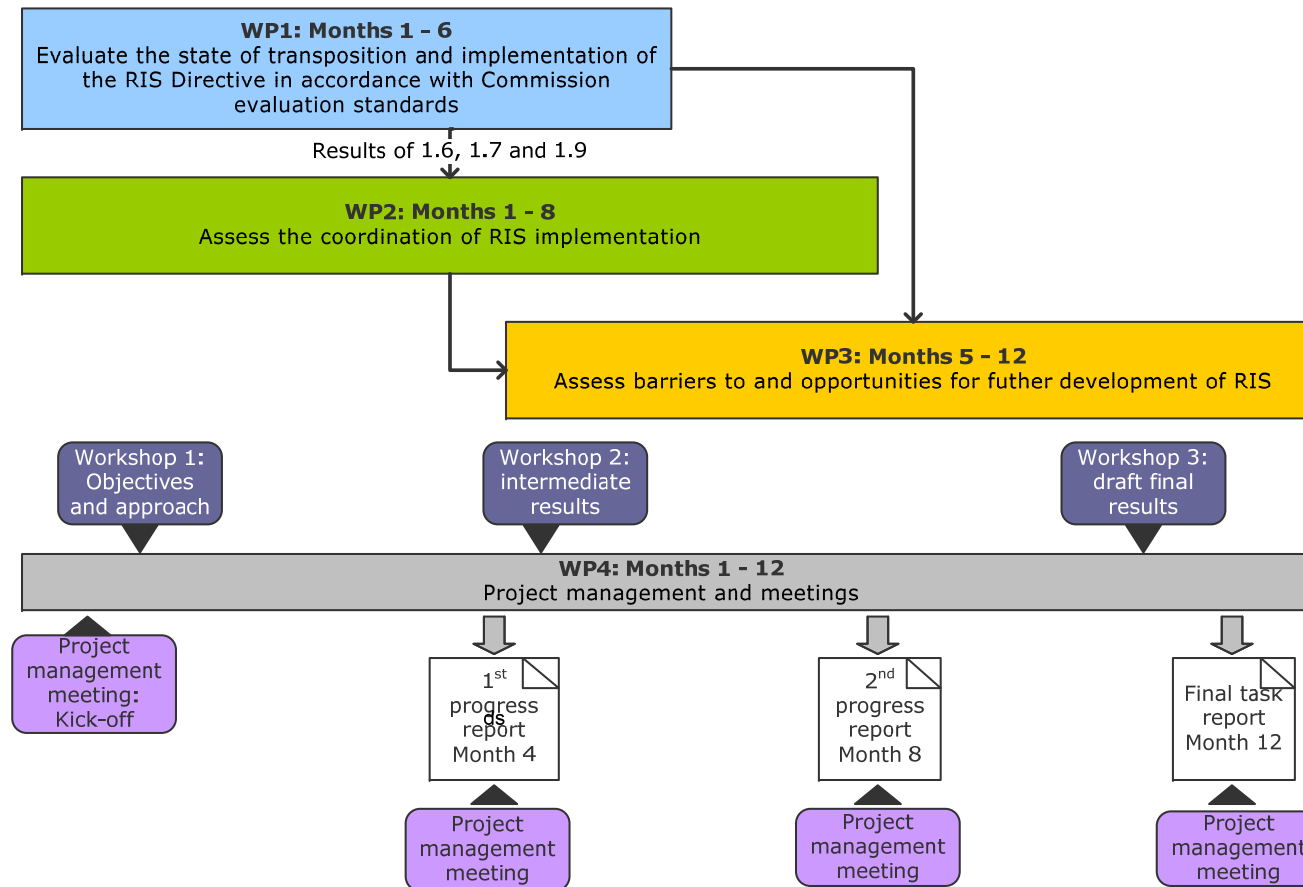# 5. RIS implementation survey and policy evaluation

Project structure:

- WP1: Evaluate the state of transposition and implementation of the RIS Directive in accordance with Commission evaluation standards
- WP2: Assess the coordination of RIS implementation
- WP3: Assess barriers to and opportunities for further development of RIS
- WP4: Project management and meetings

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5. RIS implementation survey and policy evaluation: approach

5. RIS implementation survey and policy evaluation: approach

WP1: Months 1 – 6
Evaluate the state of transposition and implementation of the RIS Directive in accordance with Commission evaluation standards

Results of 1.6, 1.7 and 1.9

WP2: Months 1 - 8
Assess the coordination of RIS implementation

WP3: Months 5 - 12
Assess barriers to and opportunities for futher development of RIS

Workshop 1: Objectives and approach

Workshop 2: intermediate results

Workshop 3: draft final results

WP4: Months 1 - 12
Project management and meetings

Project management meeting: Kick-off

1st progress report Month 4

2nd progress report Month 8

Final task report Month 12

Project management meeting

Project management meeting

Project management meeting

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5. Some preliminary remarks

- Major challenge: how to obtain all relevant information and reliable information and how to gain support for the findings and recommendations of the study

- A lot of attention has been paid on the technical implementation of RIS in Europe. Significant efforts have been made but mainly focussed on RIS applications related to safety of inland navigation (nautical aspects)

- Untapped potential: economic impact and the willingness of the logistic chain to make full use of RIS. Important to include users into the evaluation!

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6. Some preliminary remarks

- Development of new technologies: can RIS keep pace with the latest technical innovations? A challenge to combine current current implementation with these developments (apps, webbased etc.)

- Is the scope of RIS not too limited to be succesful: only for Class IV and higher?

- RIS is becoming a worldwide standard: implementation of RIS in China (Yangtze River), recently launched tender in India, interest of Brazil

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7. RIS and Italy

- RIS and Italy: also included in the evaluation and Panteia will be your contact person.

- Contact details:

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