



The RIS COMEX project

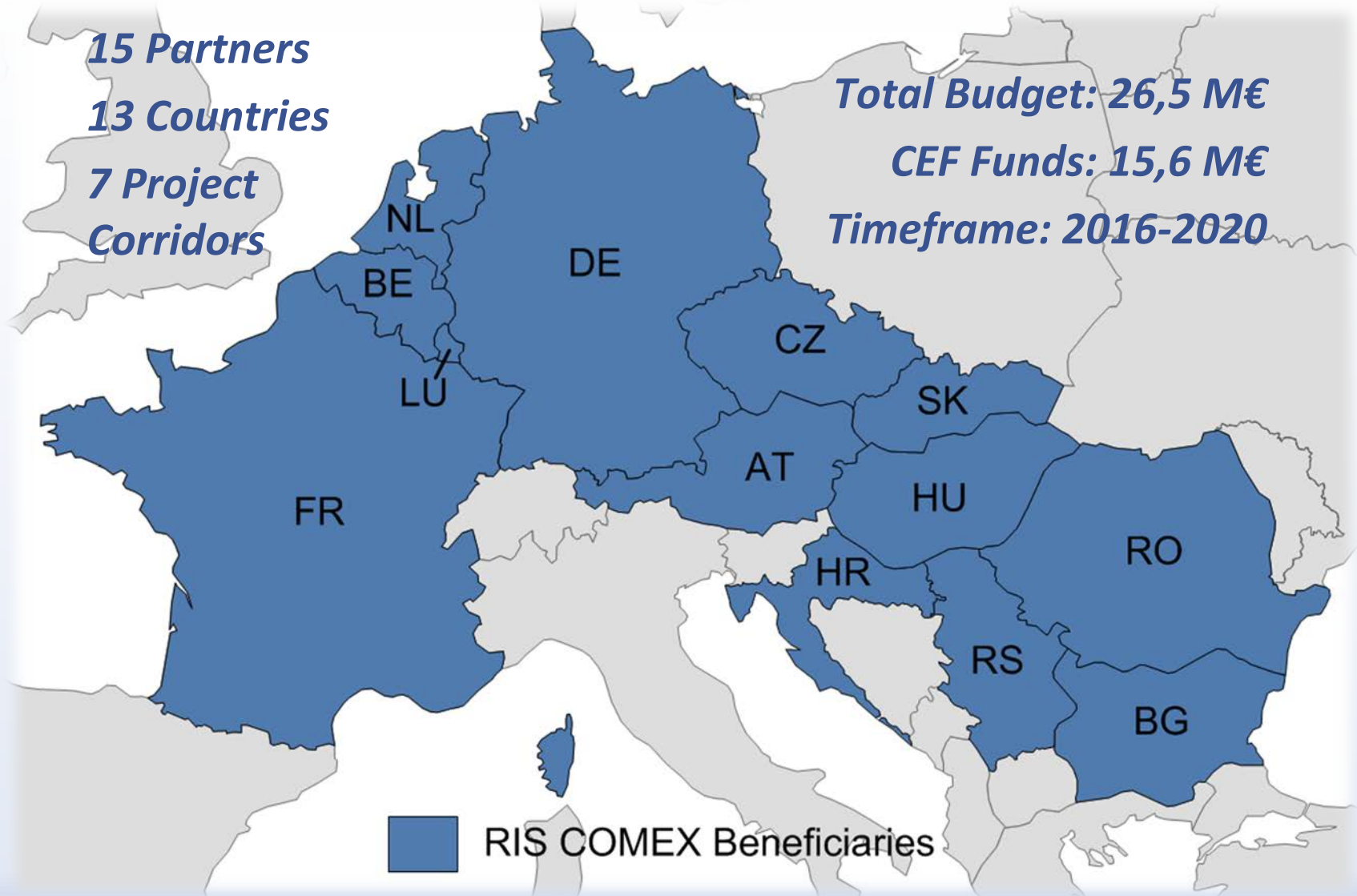
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06.12.2017, DISC, Ruse



Status quo of EU RIS implementation

- Focus on harmonization of on-board technologies
 - Focus on national implementation
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- Basic services are compatible between countries
 - Different service portfolios in different countries
 - Big differences in data quality
 - Very limited RIS data exchange between countries
 - Users have to access multiple systems to access RIS

RIS COMEX overview



Define and **realise**
RIS Corridor Management Services
and transfer them into **sustainable operation**
based on the established frameworks!



What is „RIS Corridor Management“?

→ ... information services among fairway authorities / waterway users / logistic partners to optimise the use of inland navigation corridors within the European Waterway Network to ...

... enable reliable
Route Planning by
supplying dynamic
and static fairway-
and infrastructure
information
(level 1)

... enable reliable
Voyage Planning
and Traffic
Management, by
providing traffic
information
(level 2)

... support
Transport
Management of
the logistic
partners
(level 3)

RIS COMEX Corridors



RIS
COMEX
Corridors



- Danube
- Amsterdam-Antwerp-Liège/Brussels
- Rhine
- Dunkerque-Scheldt
- Mosel
- Elbe-Weser



Co-financed by the European Union
Connecting Europe Facility

RIS COMEX approach

→ Realise a common **RIS Corridor Management** implementation project, with special focus on ...



... continuing harmonised RIS implementation in Europe



... providing seamless services on Corridor / European level following the CoRISMa concept

... establishing necessary frameworks for sustainable operation



... ongoing stakeholder management and user integration



RIS COMEX in a nutshell

- Evolve RIS from national systems to services on Corridor level
- Implement RIS data exchange between RIS authorities
- Ensure harmonized services on transport routes
- Improve the added value of RIS especially for logistics users
- Create a single point of access for the end users
- Created a solid basis for data exchange with other transport modes

- Specification of the detailed services
- Agree on the RIS COMEX architecture
 - De-centralized vs. centralized
 - National – regional – European
- National interests / priorities / specialties
- Data privacy
- Joint procurements
- Joint financing of operations
- Role of the EC?

Expected impacts

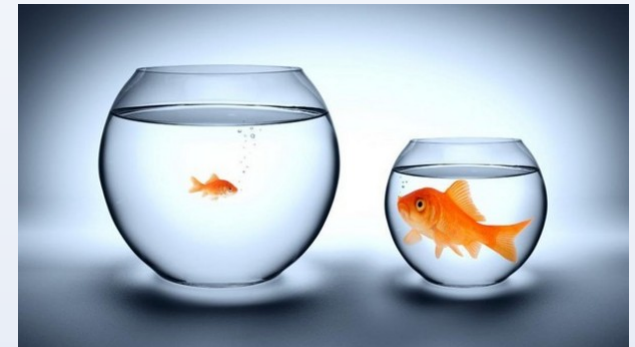


Better plannability and reliability of inland waterway transports



Reduction of waiting and travel times

Reduction of administrative barriers and reporting burdens



Increased utilisation of available capacities



→ Increased efficiency of inland navigation transports

- Shore-side safety activities
 - AIS Aton reference installations – solving a specific problem
 - River Elbe (DE+CZ)
 - River Danube (AT, SK, HR)
 - Implementation of AIS ASM transmissions
- On-board safety activities
 - Research cooperation to enable on-board applications to make use of latest AIS and IECDIS features – maturity of RIS standards

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