# Project Data Sheet

## BASIC PROJECT DATA

<table>
<thead>
<tr>
<th>Full project title:</th>
<th>IRIS Europe II – Implementation of River Information Services in Europe</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short project title: (acronym)</td>
<td>IRIS Europe II</td>
</tr>
<tr>
<td>Project website:</td>
<td><a href="http://www.iris-europe.net">www.iris-europe.net</a></td>
</tr>
</tbody>
</table>

**Need and added value for Danube Region Strategy:**
IRIS Europe II as international multi-beneficiary project contributes significantly to fulfilling the objectives as laid down in Priority Area 1a of the EU Strategy for the Danube Region - to improve mobility and multimodality on inland waterways.

Besides partners from the Rhine-Main-Scheldt region, all Danube countries are involved either as fully financed or as cooperation partners within IRIS Europe II. The beneficiaries of IRIS Europe II are the European Union Member States, represented by their Ministries of Transport.

**Objective(s) of project:**
IRIS Europe II is a multi-beneficiary TEN-T project focusing on further enhancement and fine-tuning of RIS key technologies, services and applications; in particular the (pilot) implementation of new harmonized RIS services especially at the level of fairway, traffic and transport related RIS services, services based upon multilateral legal agreements and definitions of service levels for RIS, the provision of feedback and contribution to the maintenance and amendment of technical specifications. Thus, IRIS Europe II significantly contributes to a harmonized RIS implementation at European level.

The main objectives of the project are the following:

1. Further development and pilot implementation of national and international data exchange making use of multilateral legal agreements and this way providing services especially for logistical RIS users
2. Contribution to the amendment of the technical specifications for RIS technologies and services and later on implementation of these technical specifications
3. Participation in standardization of RIS services and technologies
4. Pilot implementation of new RIS services and RIS technologies
5. Feasibility studies outlining future services for RIS

**Planned project activities:**
- Activity 1: Investigation, specification, pilot implementation and evaluation of enhanced Fairway Information Services (Depth data, Water Level Models, Notices to Skippers, Wireless access to RIS services, etc.)
- Activity 2: Investigation, specification, pilot implementation and evaluation of enhanced Traffic Information Services (Additional information provided via Inland AIS infrastructure, equipment programmes for onboard pilot infrastructure, pilot implementation of shore infrastructure, Calamity Abatement Support Service, Electronic Reporting, etc.)
- Activity 3: Pilot implementation and pilot operation of international RIS data exchange among the national RIS Centres as well as with the European services like the European Hull Database. Especially the technical and legal challenges are considered within this activity.
- Activity 4: Definition of an approach for the definition and introduction of
minimum quality requirements for River Information Services.
• Activity 5: Project Management and Dissemination activities.

Transboundary impact:
Directly involved countries (beneficiaries): Austria, Slovakia, Hungary, Bulgaria, Romania, Czech Republic, the Netherlands, France, Belgium
Countries involved though cooperation agreements (cooperation partners): Germany, Croatia, Serbia, Ukraine

Project beneficiaries / target groups:
Direct beneficiaries are the Fairway, Traffic and RIS Authorities and the related RIS Providers of the participating countries. Indirect beneficiaries of the further enhancement of River Information Services within IRIS Europe II are the commercial users of the waterway, as they will receive value added services, increased interoperability and quality of River Information Services.

STATUS AND TIME FRAME

Current project phase: (please tick a box)
☐ Definition (e.g. project idea, abstract)
☐ Preparation (e.g. project proposal, feasibility study)
☐ Implementation
☒ Completion

Start date: 01.01.2009  End date: 31.12.2011

Notes:

PROJECT TEAM

Project leader:
Austrian Ministry of Transport, Innovation and Technology (Coordinating applicant)
via donau – Österreichische Wasserstraßen-Gesellschaft mbH (Coordinator)

Project partner(s):
• Federal Ministry of Transport, Innovation and Technology (AT)
• via donau – Österreichische Wasserstraßen-Gesellschaft mbH (AT)
• Ministry of Transport, Information Technology and Communications (BG)
• Bulgarian Ports Infrastructure Company (BG)
• Ministry of Transport of the Czech Republic, Navigation Department (CZ)
• Ředitelství vodních cest ČR (Czech Waterway Directorate) (CZ)
• Ministry of National Development (HU)
• RSOE - Rádiós Segélyhívó és Infokommunikációs Országos Egyesület (HU)
• AFDJ - River Administration of the Lower Danube (RO)
• Ministry of Transport and Infrastructure (RO)
• Ministry of Transport, Constructions and Regional Development (SK)
• VUD a.s. - Transport Research Institute (SK)
• KIOS s.r.o. (SK)
• RWS - Directoraat Generaal Rijkswaterstaat (NL)
• Ministry for Infrastructure, Transport, Spatial Planning, Tourism and the Sea (FR)
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- **VNF - Voies Navigables de France (FR)**
- **Flemish Government (BE)**
- **Waterwegen en Zeekanaal NV (BE)**
- **NV De Scheepvaart (BE)**

**Contact person:**
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- **E-Mail:** mario.kaufmann@via-donau.org
- **Website:** www.via-donau.org

### FINANCING

<table>
<thead>
<tr>
<th>Available: (please tick a box)</th>
<th>X Yes</th>
<th>Partly</th>
<th>No</th>
</tr>
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<table>
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<tr>
<th>Total budget:</th>
<th>11,627,000 EUR</th>
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<thead>
<tr>
<th>Source(s) and amount (potential sources for project ideas): (please tick a box and provide further info)</th>
<th>National/regional funds:</th>
<th>State Funds 5,817,000 EUR</th>
</tr>
</thead>
<tbody>
<tr>
<td>EU funds:</td>
<td>TEN-T MAP 2007 – 2013 5,810,000 EUR (maximum funding)</td>
<td></td>
</tr>
<tr>
<td>IFI loans:</td>
<td>not applicable</td>
<td></td>
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<tr>
<td>Private funds:</td>
<td>not applicable</td>
<td></td>
</tr>
<tr>
<td>Other:</td>
<td>[Name of source and amount in EUR]</td>
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### PROJECT ENVIRONMENT

**Project cross-reference:** Relevant projects with necessary coordination / cooperation:
- **PLATINA (FP7 project consisting of 23 partners from nine different countries, in order to accelerate the achievement of the NAIADES aims)**
- **RISING (FP 7 project focusing on identifying, integrating and further developing information services such as River Information Services in order to efficiently support Inland Waterway Transport and logistics operations)**
- **NEWADA (SEE project (South-East-European Transnational Cooperation Programme) which aims to further develop the Network of Danube Waterway Administrations)**

Other relevant initiatives:
- **RIS Expert Groups (http://www.ris.eu/expert_groups)**

**Cross-reference ID(s):**
| Strategic reference: | 1) **The European Commission White Paper 2011 for Transport**  
On 28.03.2011 the European Commission published its White Paper 2011 for transport titled “Roadmap to a Single European Transport Area – Towards a competitive and resource efficient transport system” (COM 2011/144). The White Paper 2011 contains strategic provisions for the European transport policy within a time horizon until the year 2050. It defines objectives and measures to be taken to achieve these objectives laid down in the White Paper. Specifically related to inland navigation the main objectives are to achieve a decarbonisation by minus 70% until 2050 (compared to 2008) and to shift 30% up to 50% of overall road transport towards inland navigation and railway transport by establishing efficient co-modality. Proposed measures to achieve these ambitious objectives contain among others the establishment of a TEN-T Core Network until 2030, the creation of an organisational framework for inland navigation and the further development and implementation of River Information Services, also in direction of efficient transport management (e-freight). IRIS Europe 3 will significantly contribute to the further development and implementation RIS. | 2) **NAIADES Action Programme**  
In January 2006, the multi-annual European Action Programme for Inland Waterway Transport (NAIADES) which aims at promoting inland waterway transport in Europe was launched. It includes recommendations for action to be taken between 2006 and 2013 by the European Community, its Member States, River Commissions and the inland navigation sector. The implementation of RIS is an important element of the strategic area ‘Infrastructure’. Several Member States have launched their national NAIADES actions plans (e.g. the NAP in Austria, NAP in Slovakia) and especially in the light of the actual developments for a European NAIADES II Action Programme (from 2014 onwards), IRIS Europe 3 is seen by its beneficiaries and cooperation partners as the driving force for the further development and implementation of interoperable RIS in Europe. | 3) **The EU Strategy for the Danube Region**  
On 08.12.2010 the European Commission published its communication on the European Union Strategy for the Danube Region (COM 2010/715). The Strategy provides a sustainable framework for policy integration and coherent development of the Danube Region. It sets out priority actions by means of a comprehensive Action Plan that is based on four main pillars. It is stated in the Action Plan that once an action or project is included in the Action Plan, it should be implemented by the countries and stakeholders concerned. “To implement harmonised River Information Services (RIS)” is one of the key actions within the priority area “To improve mobility and multimodality”, whereas the IRIS Europe initiative is mentioned as a concrete project example “To build on the IRIS Europe projects - support the co-ordinated implementation of River Information Services (RIS) in Europe” (cf. page 13, Action Plan). Thus the continuous implementation of RIS in the Danube region is of utmost importance, so it is deemed logical to build up on the IRIS Europe initiative and continue (pilot) implementation of RIS in an IRIS Europe 3 project. | 4) **Strategic Transport Technology Plan (STTP)**  
The European Commission is currently developing a strategic framework for future transport research, innovation and deployment, based on a vision for an integrated, efficient and environmentally friendly European transport system by 2050. Transport Management and Information Systems, and also fuel saving techniques / technologies play a significant role within the STTP. IRIS Europe 3 as a cooperative, multinational project with focus on interoperable River Information Services contributes to the strategic agenda of the Transport Technology Plan in several aspects related to inland navigation, by increasing its integrity, efficiency and environmental friendliness through interoperable information systems on the European waterways. |
### 5) Freight Transport Logistics Action Plan

Within the Freight Transport Logistics Action Plan the European Commission has outlined the concept of e-Freight. This concept is a vision of a paper-free, electronic flow of information accompanying the physical flow of goods with a paperless trail built by information and communication technologies. It includes the ability to track and trace freight across transport modes and to automate the exchange of content related data for regulatory or commercial purposes. Freight should be identifiable and locatable regardless of the mode used to transport it.

For this to happen, standard interfaces within the various transport modes are required to be interoperable across modes. River Information Services form an important element of e-Freight. IRIS Europe 3 will specifically focus on the e-Freight aspects and the enhancement of the interfaces for the logistics sector within Sub-Activity 4.2.

### 6) Transport Council conclusions of 16th June 2011

The conclusions of the council of the European Ministers of Transport on the way ahead towards integrated and competitive EU inland waterway transport consider the further development and deployment of River Information Services (RIS) vital as a tool for safe, efficient and competitive inland waterway transport as well as for effective supply chain management. Particular attention should be paid to the technical interoperability notably with other modal systems, such as SafeSeaNet, e-Maritime, e-Freight, and e-Customs, without prejudice to the competence of national and international authorities.

### 7) National Action Plans for inland navigation

In Austria for instance, the inland navigation policy relies on the National Action Plan (NAP) on Danube Navigation – a dynamic planning and decision-making instrument that determines Austrian waterway transport up to 2015. The plan is based on a package of measures, which was drawn up upon the order of the Austrian Ministry of Transport, Innovation and Technology by via donau in close cooperation with all other relevant players of the field in 2005. The NAP stresses the importance of inland navigation for transport policy. Inland navigation was also made one of the core issues of Austria’s EU Presidency in the first half of 2006.

<table>
<thead>
<tr>
<th>Relevant legislation:</th>
<th>Among others, the most important legislative acts are:</th>
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<tbody>
<tr>
<td>- Directive 2005/44/EC on harmonised River Information Services (RIS) on inland waterways in the Community</td>
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<tr>
<td>- Commission Regulation (EC) No 415/2007 concerning the technical guidelines for the planning, implementation and operational use of River Information Services (RIS Guidelines)</td>
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<tr>
<td>- Commission Regulation (EC) No 415/2007 concerning the technical specifications for vessel tracking and tracing systems (Inland AIS Standard)</td>
<td></td>
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<tr>
<td>- Commission Regulation (EC) No 416/2007 concerning the technical specifications for Notices to Skippers (Notices to Skippers Standard)</td>
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<tr>
<td>- Upcoming; Commission Regulation concerning the technical specifications for Inland Electronic Chart Display and Information Systems (Inland ECDIS Standard)</td>
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| Other: | The results, conclusions & recommendations as well as observations of the predecessor project IRIS Europe (Jan. 2006 – Dec. 2008) were considered and activities were partly continued. |
### Relation to other Priority Areas of the Danube Region Strategy:

(please tick a box)

<table>
<thead>
<tr>
<th></th>
<th>PA1b: To improve mobility and multimodality – Road, rail and air links</th>
<th>PA02: To encourage more sustainable energy</th>
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<tbody>
<tr>
<td></td>
<td>PA03: To promote culture and tourism, people and people contacts</td>
<td>PA04: To restore and maintain the quality of waters</td>
</tr>
<tr>
<td>X</td>
<td>PA05: To manage environmental risks</td>
<td></td>
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<tr>
<td></td>
<td>PA06: To preserve biodiversity, landscapes and the quality of air and soils</td>
<td>PA07: To develop the knowledge society through research, education and information technologies</td>
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<td></td>
<td>PA08: To support the competitiveness of enterprises, including cluster development</td>
<td>PA09: To invest in people and skills</td>
</tr>
<tr>
<td></td>
<td>PA10: To step up institutional capacity and cooperation</td>
<td>PA11: To work together to promote security and tackle organised and serious crime</td>
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### EUSDR Compliance

#### Compliance with targets of the Danube Region Strategy:

(please tick a box)

- [ ] Increase the cargo transport on the river by 20% by 2020 compared to 2010.
- [X] Solve obstacles to navigability, taking into account the specific characteristics of each section of the Danube and its navigable tributaries and establish effective waterway infrastructure management by 2015.
- [ ] Develop efficient multimodal terminals at river ports along the Danube and its navigable tributaries to connect inland waterways with rail and road transport by 2020.
- [X] Implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015.
- [ ] Solve the shortage of qualified personnel and harmonize education standards in inland navigation in the Danube region by 2020, taking duly into account the social dimension of the respective measures.

#### Compliance with actions of the Danube Region Strategy:

(please tick a box)

- [ ] To complete the implementation of TEN-T Priority Project 18 on time and in an environmentally sustainable way.
- [ ] To invest in waterway infrastructure of Danube and its tributaries and develop the interconnections.
- [ ] To modernise the Danube fleet in order to improve environmental and economic performance.
- [ ] To coordinate national transport policies in the field of navigation in the Danube basin.
- [X] To support Danube Commission in finalising the process of reviewing the Belgrade Convention.
- [ ] To develop ports in the Danube river basin into multimodal logistics centres.
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- To improve comprehensive waterway management of the Danube and its tributaries.
- To promote sustainable freight transport in the Danube Region.
- To implement harmonised River Information Services (RIS).
- To invest in education and jobs in the Danube navigation sector.

**Affiliation to thematic working group of Priority Area 1a of the EUSDR:**
(please tick a box)

- Waterway infrastructure and management
- Ports and sustainable freight transport
- Danube fleet
- River Information Services
- Education and jobs

**Other Relevant Issues**

**Project requirements:**

- Technical challenges: Deployment of onboard equipment and shore-based infrastructure as well as validation of technical feasibility, interoperability and compatibility of systems, services and applications.
- Legal challenges: Conclusion of administrative agreements for international exchange of RIS data taking into account European and national privacy and data protection legislation and responsibilities among authorities.
- Organisational challenges: Coordinated improvement of work flows from the production of basic data up to the provision of services towards the end users.

**Follow-up project:**

IRIS Europe 3 (proposal submitted)

**Any other issues:**

The IRIS Europe initiative is the only RIS implementation initiative on a European scale.