PIANC *" Navigation, Ports, Waterways"*
Inland Waterways Commission

PIANC concept RIS Guidelines edition 4 2018
Explanatory note

This explanatory note has the intention to provide you with the basic information on the PIANC draft RIS guidelines edition 4, publication year 2018 as attached to this note. The intention of the PIANC working group on River Information Services is to discuss the draft guidelines during the UNECE working party meeting in June 2018 and to take into account the input, comments and advice on these draft RIS Guidelines edition 4.

The PIANC RIS Guidelines are the basis for the RIS Guidelines as formally accepted by the CCNR and the European Commission. The RIS Guidelines edition 2 are published by the European Commission as regulation no 2007/414/EC directly connected to the EU RIS-Directive 2005/44/EC. The PIANC Guidelines also became a basis for UNECE Resolution No. 57 on Guidelines and Recommendations for River Information Services (TRANS/SC.3/165). CCNR has published the RIS Guidelines version 3 based om CCNR protocol 2003-I-22.

Since the last technical brief of PIANC on River Information Services (RIS) the development and especially the implementation of RIS has been considerable.
The first two editions of the RIS guidelines were published during and after the first research results in the development phase of River Information Services. The third edition of the RIS guidelines, published in 2011 was based on the experiences gained and lessons learned in the RIS implementation processes since 2004.

Now, in 2018, an update of the PIANC RIS guidelines is seen as necessary because of the following reasons:

❑ RIS is under implementation throughout the world and requires RIS guidelines bringing added value to all authorities and organisations that plan to implement RIS in their domain. A conversion of the European oriented RIS guidelines into RIS guidelines that are for optimal use on a worldwide scale is needed.

❑ Since 2010 studies have been conducted on RIS enabled Corridor Management. The concept of Corridor Management can be recognised as the next step in the deployment of RIS supporting inland navigation as an important transport mode in the international multimodal logistic chain.

❑ Developments in the maritime world with respect to e-Navigation will influence River Information Services. The current state of the development of e-Navigation in the Maritime World is still in a conceptual and/or pilot phase but is moving very fast to implementation. There are series of initiatives taken in the maritime world on e-Navigation that are of high interest and importance for the Inland Waterway Transport.

❑ RIS is developing towards information services on transport corridor level or waterway network level that supports inland navigation as an important transport mode in the international oriented logistic chain. It is foreseen that RIS supports more and more logistic services in a multimodal transport domain, this development is reflected in the RIS guidelines 2018 as one of the upcoming developments.
The adaptation of the RIS guidelines towards multimodal use of information services is world-wide of utmost importance for all modes of transport.

PIANC Permanent Working Group 125 gathered in recent period the development and implementation experiences on RIS and based on that experience revised the guidelines.

In the following table the differences between the RIS Guidelines edition 3 of 2011 are chapter by chapter compared with the - still draft - RIS guidelines edition 4 of 2018.

RIS Guidelines edition 3 publication 2011	(draft) RIS Guidelines edition 4 Publication 2018
Foreword Summary Abbreviations 1. Introduction	1. Introduction. The foreword, summary and chapter 1 are replaced by a new chapter 1 in order to reduce the overhead in the guidelines and focus more on the real relevant content of the guidelines. The abbreviations are shifted to annex 1.
2. Definitions	Definitions are integrated in the chapters 2, 3 and 4.
3. RIS Objectives, Services and Stakeholders	2. River Information Services, objectives, stakeholders and information needs. Overall the content has not been changed. The description on RIS stakeholders is reduced to summing up of the Stakeholder groups instead of a full definition of possible stakeholders and their main added value of RIS. In the information needs a category on traffic related information is added, this was an omission in edition 3.
	An essential change in relation to edition 3 of the RIS Guidelines is a basic alignment between RIS and e-Navigation. For this reason in these guidelines the term "RIS key technologies" is replaced by "Technical Services" and "Services" are changed into "Operational Services" to be in line with the terms used in the domain of e-Navigation.
4. RIS key technologies	5. Recommendations for the implementation of RIS technical services The order of the chapters has changed. It is seen as more logical to have first the chapter on RIS operational services and the RIS functions (chapter 3) as well as the chapter on recommendations for the implementation of RIS operational services (chapter 4). The chapter has been updated to the state of the art 2018. The technical services have been upgraded to worldwide use. Still special attention has been given to the standards on the technical services in Europe like inland ENC, inland AIS, electronic reporting, Notices to Skippers as well as the RIS index.
5. RIS services and recommendations on the implementation of RIS services	3. RIS operational services and functions. The chapter provides a decomposition of River Information Services to clarify the hierarchy of the RIS operational services, RIS functions and RIS information elements and information categories and connected to the RIS technical services. The definition of the RIS operational services are shifted to this chapter.

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	The chapter 3 includes an extensive table on RIS functions and sub-functions based on the information needs as described in chapter 2. The table is based on the function table in edition 2 of the RIS Guidelines and was not included in edition 3, this was reported by users of the RIS guidelines as an omission. The chapter 3 includes also a sub-chapter with an explanation on RIS enabled Corridor Management. Corridor Management as a concept aims at linking services together on a route or network in order to provide RIS not just locally, but regional, national and international to support inland navigation on their voyages on the network. Corridor management will realise support for transport management.
	4. Recommendations for the implementation of RIS operational services. The recommendations on the implementation of the RIS operational services are updated.
	6. Recommendations on the Integration of e-Navigation in the RIS domain PIANC saw the relevancy of the e-Navigation development for inland navigation and installed in 2011 a working group on e-Navigation with the task to determine whether inland navigation could benefit from the e-Navigation development and to identify the implications for River Information Services. The working group published in 2017 their findings in a report called "e-Navigation for Inland Waterways" In the guidelines general recommendations on policy level and specific recommendations on technical level are given to be taken into account by those who are in the coming years planning and/implementation a RIS in their domain.
	7. Considerations on mid-term RIS related developments The development and deployment of River Information Services in the last decades have primarily been driven by transport policy related initiatives on regional, national and international scale. The main objectives of these initiatives have been the modernisation of the inland waterborne transport mode in order to make inland navigation more competitive with other land-based transport modes. This new chapter reflects on upcoming policy and project initiatives that will have an impact on RIS, and how RIS might be perceived and utilised by these initiatives.
8. Structured approach of the implementation of RIS services	8. Structured approach of the implementation of RIS services The content is not changed only the relation to recommended open standards are not mentioned anymore.
Annex 1: RIS information categories	Not included anymore, the functions table in chapter 3 replaces this annex.

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Annex 2: Relevant internet sites	This annex has been deleted is it was seen as less relevant because of continuous changes in internet site addresses.
	Annex 1. Abbreviation Position changed from the beginning of the document to an annex.
	Annex 2. Overview of international regulation. New annex, providing information on the RIS related rules and regulations.

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