

The CCNR's work on digitalisation: Challenges and feedback

WORKSHOP ON THE INTRODUCTION OF ELECTRONIC
DOCUMENTS IN THE FIELD OF INLAND NAVIGATION

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Urs MAURER, BAV (Switzerland)

01

GENERAL OVERVIEW

Importance of digitalisation

The CCNR has been very active for a long time in the field of digitalisation of inland navigation. Recently, the importance of the subject was underlined in the Mannheim Declaration in 2018. Indeed, the ministers in charge of transport stated as follows :

Extract
Mannheim
Declaration

*5. WE call on the CCNR to press ahead with development of **digitalisation**, automation and other modern technologies, thereby contributing to the competitiveness, safety and sustainability of inland navigation.*

Conclusion

Digitalisation is an overarching subject for all working groups and committees of the CCNR, and especially CESNI!



02

DIGITALISATION : A CONTINUOUS EFFORT TO ADAPT CCNR REGULATIONS



Linked to CCNR regulations

Constant adaption

*The CCNR is constantly adapting its regulations on the Rhine to enable **innovation and digitalisation of inland navigation**, being convinced that innovation and new technologies can improve safety and prosperity of the Rhine navigation.*

Key aspects

***Electronic documents and automation** are two key aspects of digitalisation of inland navigation.*

Innovative tools and new technologies can support the implementation of regulations, but only if they are compliant with them!



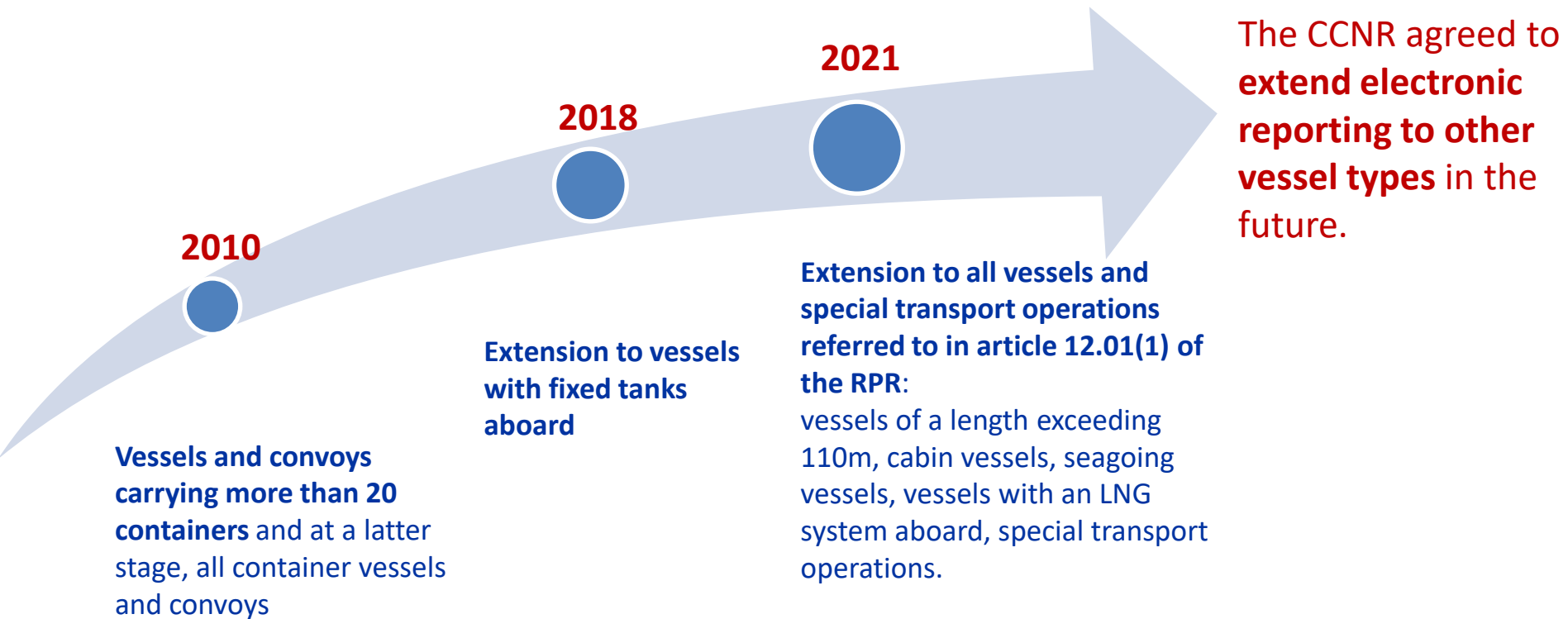


Example n°1 : Electronic Reporting

Electronic Reporting is mandatory on the Rhine for many types of vessels (art 12.01 RPR).

The boatmaster has to provide a list of information to the authority before starting the voyage for safety purposes.

It has been **gradually introduced** for vessels and convoys since 1st of January 2010 through modification of the RPR (Rhine Police Regulation):





| What is the *added* value of electronic reporting ?

The purpose of electronic reporting is to:

- **reduce understanding issues** by replacing radiocommunication through electronic messaging,
- **avoid multiple reporting** of skippers to different competent authorities when navigating on the Rhine,
- limit the provision of the *same data* to different authorities,
- **enable electronic data interchange** between competent authorities,
- **reduce administrative burden**

Safer and
easier

Electronic reporting contributes to improve the safety and the prosperity of the Rhine navigation and to make the boatmaster's obligations and the work for authorities easier!

A win-win situation.

| What is the *added* value of electronic reporting ?

Good example for communication regarding electronic reporting





Example n°2 : dematerialised certificate on board of a vessel

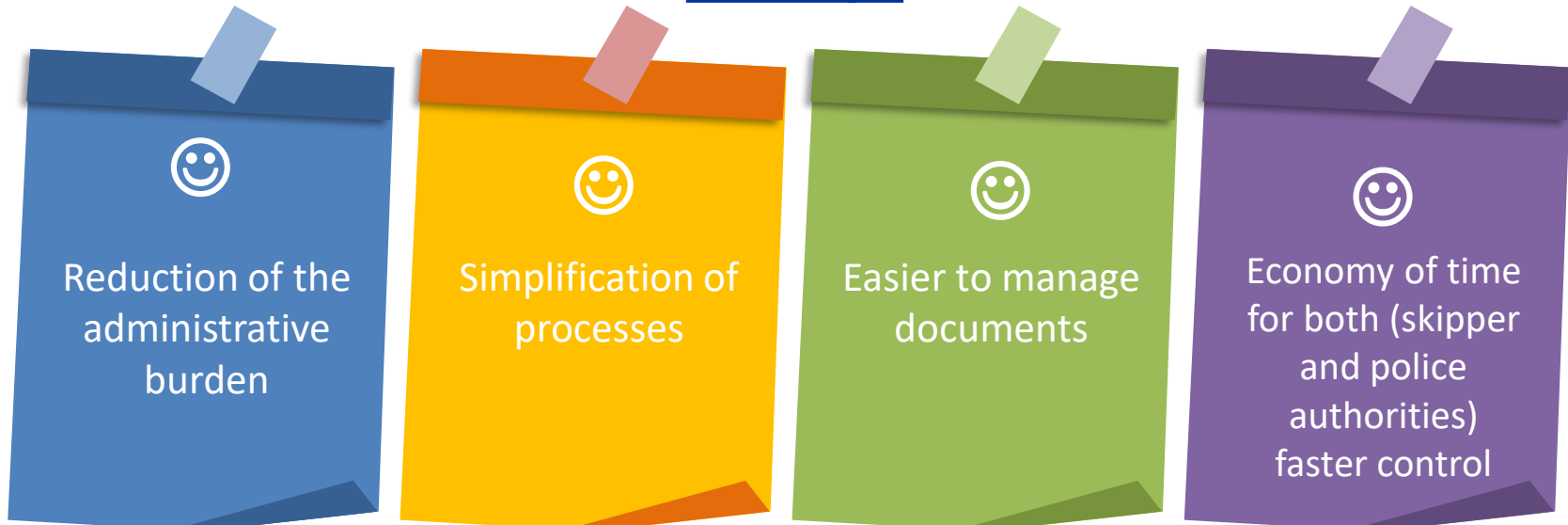
The Rhine Police Regulation (RPR) requests that some certificates must be present on board for Police control if necessary (Article 1.10).

In 2019, this article of the RPR has been reviewed by adding a new Annex 13.

Annex 13

- gives comprehensive list of these certificates that must be kept on board,
- also introduces the **possibility** to present some documents in a dematerialised format in case of control
- updated in 2021 with an extension to documents that can be kept on board dematerialised
- will be updated again in the future

Advantages

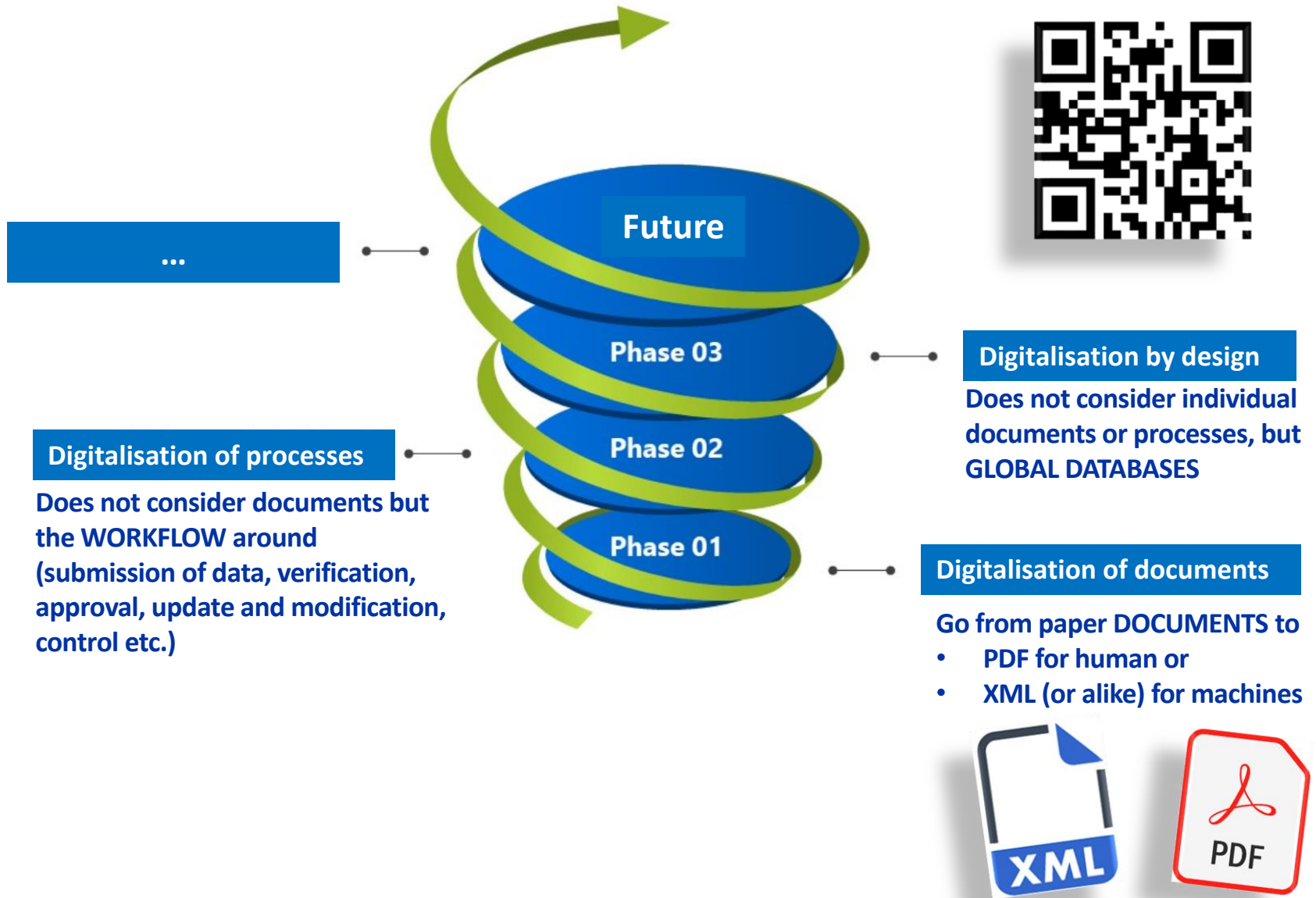


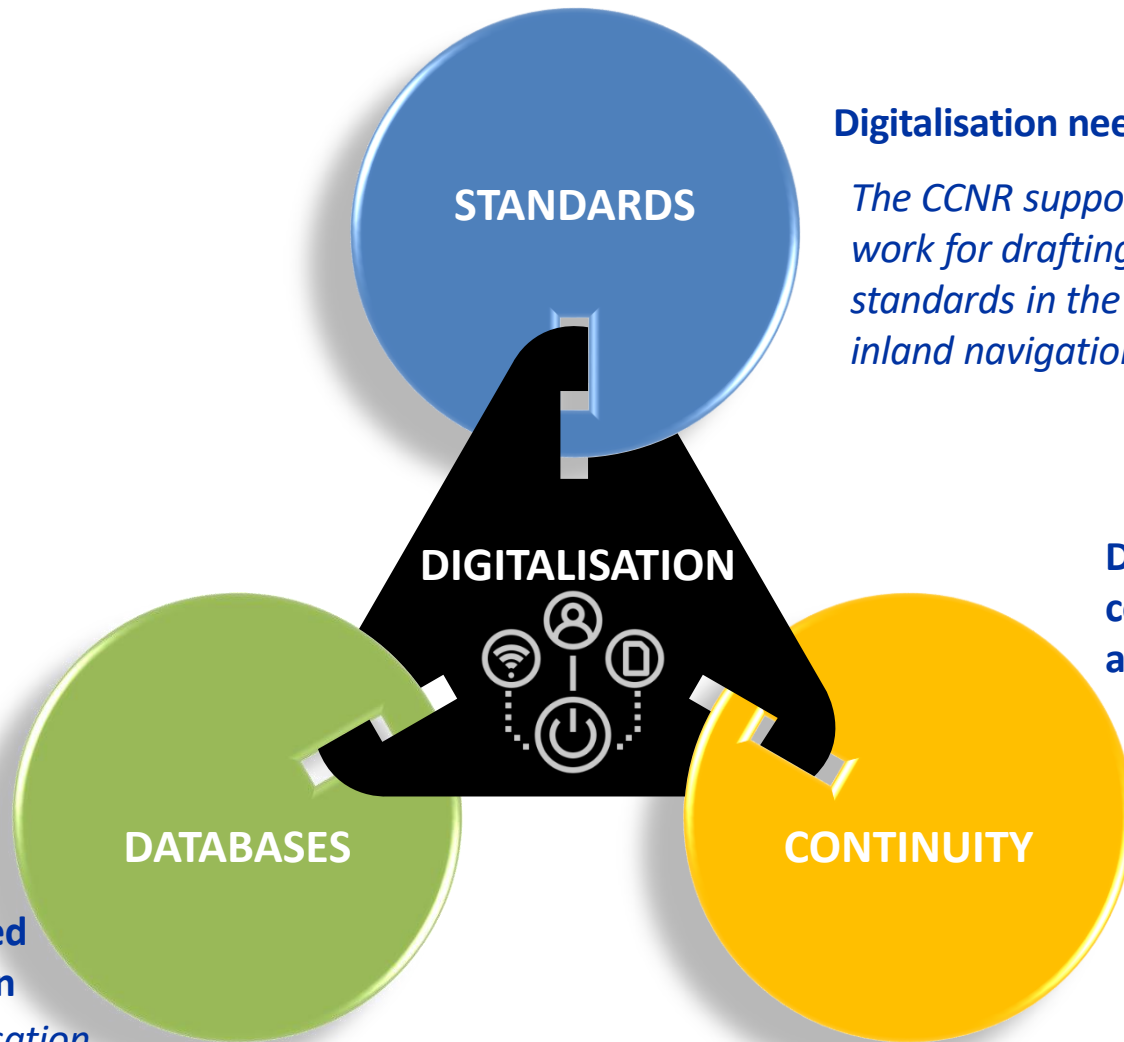
03

CONCLUSIONS AND OUTLOOK FOR THE FUTURE



Different phases in digitalisation





Digitalisation needs standards

The CCNR supports CESNI work for drafting up standards in the field of inland navigation

Digitalisation is a continuous process and effort

The CCNR develops the scope of digitalisation (more documents allowed in electronic format in the Annex 13 of RPR, extension of the obligation of electronic reporting to new types of vessels including new data...)

Databases are crucial for enhanced future digitalization

There is no digitalisation without reliable interconnected databases with comprehensive and accurate data (fleet, crew, etc.)



But some new risks and challenges are to be addressed:

Harmonisation of documents and procedures becomes crucial

Multilingualism needs to be managed

Cybersecurity issues increase

Access to the network in all circumstances (or possibility of offline procedures)

Training of staff and crew to manipulate new technologies

Limit additional costs for vessel operators, owners and authorities

Interoperability with other modes of transport

Automation will bring new challenges for dematerialisation in general



*The CCNR has taken initiatives and is **working actively to find solutions** !*



THANK YOU FOR YOUR ATTENTION

QUESTIONS WELCOME!