



Port Digitalisation Conference
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EU frameworks for digital transformation in inland waterway & maritime transport

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Action programme for the promotion of inland waterway transport – NAIADES II

NAIADES II (2014-2020) focuses on six key areas of intervention:

1. Quality infrastructure
2. Quality through innovation
3. Smooth functioning of the market
4. Environmental quality through low emissions
5. Skilled workforce and quality jobs
6. Integration of inland navigation into the multimodal logistics chain



Digitalisation
activities



NAIADES II & DINA

- DINA Study – Digital Inland Waterway Area (2017)
- Staff Working Document on digital inland navigation² - published 09/2018
- NAIADES II 2014-2020
 - mid-term progress report¹ on the implementation – published 09/2018
 - EU Parliament/EU Council: request to launch a follow up program from 2021 (Naiades III)
 - digital initiatives are likely to be integrated into the overall Naiades III to promote inland waterway transport

¹ <https://ec.europa.eu/transport/sites/transport/files/legislation/swd20180428-naiades2.pdf>

² <https://ec.europa.eu/transport/sites/transport/files/legislation/swd20180427-digital-inland-navigation.pdf>



Current policy initiatives for IWT digitalisation

- Revision of 4 Implementing Acts for River Information Services (RIS)
 - Published 2018: Notices to Skippers, Inland ECDIS
 - Publication 2019: Vessel Tracking & Tracing, Electronic Reporting
- Evaluation of the RIS Directive 2005/44/EC
 - 2018: Fact finding study (implementation related)
 - 2019: Evaluation following better regulation principles
- Delegated act on the information systems for certificates of qualifications under Directive 2017/2397 in preparation
 - new EU-Platform as single point of access to national registers of certificates of qualifications and service record books
 - includes eDelivery CEF building block
 - links to European Reference Data Management System (ERDMS) and European Hull Database (EHDB), operated by DG MOVE



Current policy initiatives for IWT digitalisation

- Impact Assessment eIWT tools, digital tools for crew and vessel
- Digital Synergies Study, exploring IWT re-use of existing/emerging initiatives from other modes of transport (e.g. eFTI, EMSWe)
- Delegated act on European Hull Database (EHDB) in preparation
 - access rights and user roles
 - clear provisions for Member States for data supply
 - extension with other data (e.g. digital vessel certificates)
- Technical and administrative support to the RIS Expert Groups
 - including the provision of RIS support tools
 - contract under CEF Programme Support Action
- Establishment of CESNI TI, European Committee for drawing up IT related standards in the field of IWT





EU funding

- EU funding worth almost €1.8 billion = **7% of CEF Transport funds**
- **54 inland navigation projects** co-financed, of which **14 digital projects**
- CEF funds for **Transport** – 2018 call
- CEF funds relevant to **digital aspects** (under CEF Telecom):
 - Automated Translation, eId and eSignature, eDelivery, eInvoicing, etc
-> **call open 14/2-14/5 2019¹**
 - Cybersecurity, Digital Skills and Jobs, Public Open Data, Business Registers Interconnection System
-> **call open 4/7-14/11 2019¹**
 - eArchiving
-> **call open 5/3-14/11 2019¹**
- Horizon 2020 support research and innovation activities - Moving freight by Water: Sustainable Infrastructure and Innovative Vessels ¹ indicative





Proposal for a EU Regulation on electronic freight transport information (eFTI)

Adopted 17 May 2018
Co-decision process on-going



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The situation today

- **>99%** of freight transport operations within the EU still use paper documents
- **>380 million hours** in total spent processing paper-based transport information (total EU, 2018 estimate)



The proposal in a nutshell



A **harmonised EU general framework** for **business-to-authority** electronic exchange of freight transport information, based on **five principles**:

- no new information requirements;
- obligation of authorities to accept the information electronically (only) if presented via certified platforms or certified service providers;
- no obligation for the economic operators to present the information electronically; but when opting for the electronic form, the information needs to be presented via certified platforms or certified service providers;
- single sets of common general requirements for platforms' functionalities and, respectively, providers' obligations to ensure authenticity, integrity, accessibility, security and interoperability;
- EU harmonised certification scheme for platform and services providers.



eFTI information flow

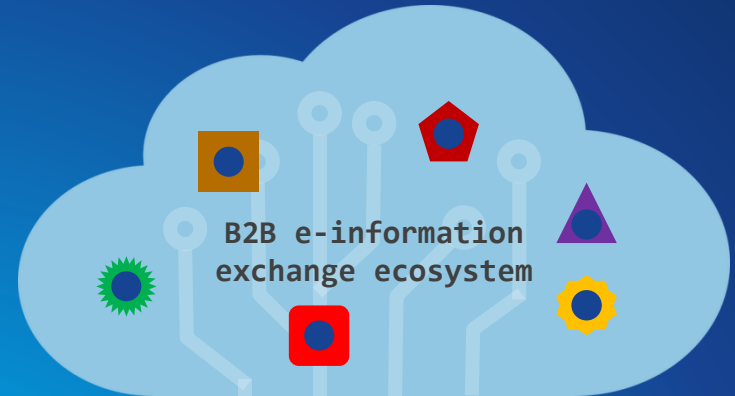


eFTI platform/
certification
(Art. 8 requirements)

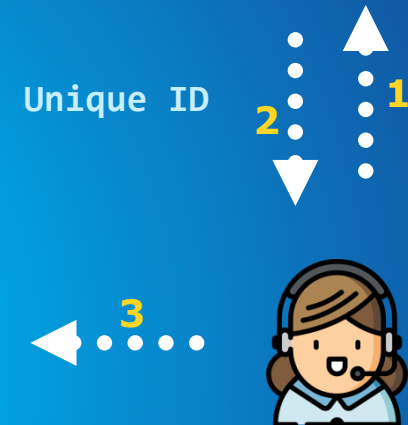
ICT systems:
■ economic operators own company systems, or
◆ of eFTI service providers

Authority access platform

- ▶ Common data dictionary (Art. 7a)
- ▶ Harmonised access procedures, rules and technical specifications (Art. 7b)



- CLOUD services •
- in-house services •



Expected impacts of the proposal



Benefits

EUR 20-27 billion

in administrative cost savings for operators (total, over 2018-2040)

EUR 75-102 million

equivalent of work hours saved on administration (yearly)

>1,300 tones

CO2 emissions savings (total, over 2018-2040)

180 – 900 thousand trees saved

equivalent of paper sheets saved (yearly)

Better law enforcement (risk analysis-based checks) and **policy making** (better statistics)

Costs

EUR 268 million for public authorities (total, over 2018-2040)

EUR 4.4 billion for the economic operators (over 2018-2040)



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Regulation on a European Maritime Single Window environment (EMSWe)

Entry into force summer 2019



Evaluation of the Directive 2010/65/EU Reporting Formalities for ships (RFD)

- **Problem:** inefficient port call reporting environment for maritime transport operators, due to
 - Diverse interfaces: All National Single Windows have different interfaces, data formats and procedures
 - Diverse reporting requirements: RFD covers only 14 international and EU formalities
 - Data requirements not harmonised: data not efficiently re-used = reporting duplication
- **Shipping operators today spend on average 1-3 hours per port call on reporting. Total of 2.5 mi hours could be saved annually.**





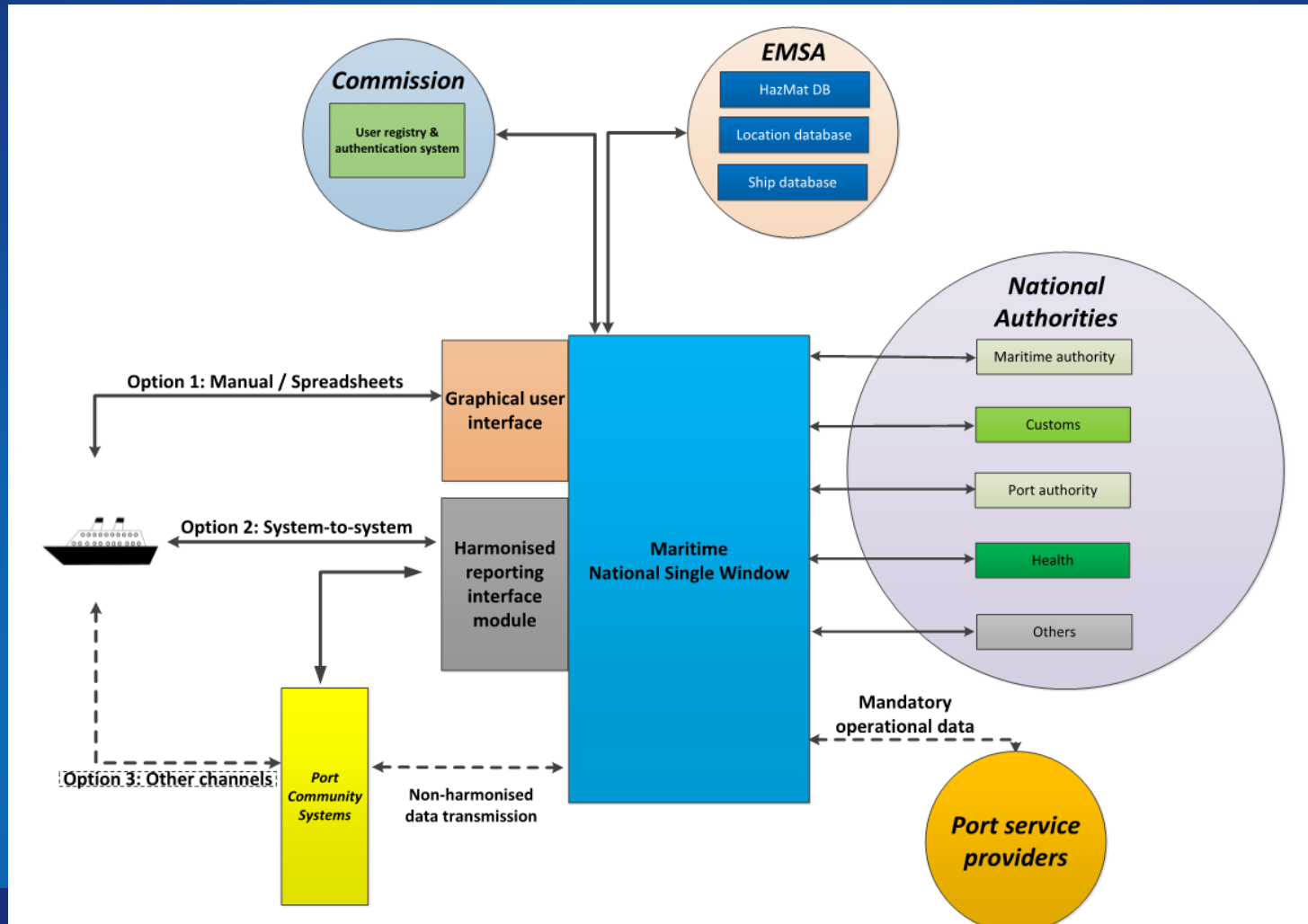
Content of the new Regulation¹

A network of National Single Windows (NSW) complemented by:

- 1. EMSWe Data set:** Data set including all reporting obligations on a port call
- 2. EU harmonised Interfaces:** System-to-system, graphical user interface, spreadsheets
- 3. Common services:** User registry; databases for ships, hazmat and locode; addressing service
- 4. Governance and rules:** Common rules for the re-use; formal coordinators and Multiannual plan
- 5. Delegated powers and implementation times:** Technical specifications by 2021. Implementaion by summer 2025

¹ <https://ec.europa.eu/info/law/better-regulation/initiatives/ares-2017-3807523>

EMSWe Conceptual architecture





Questions?

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