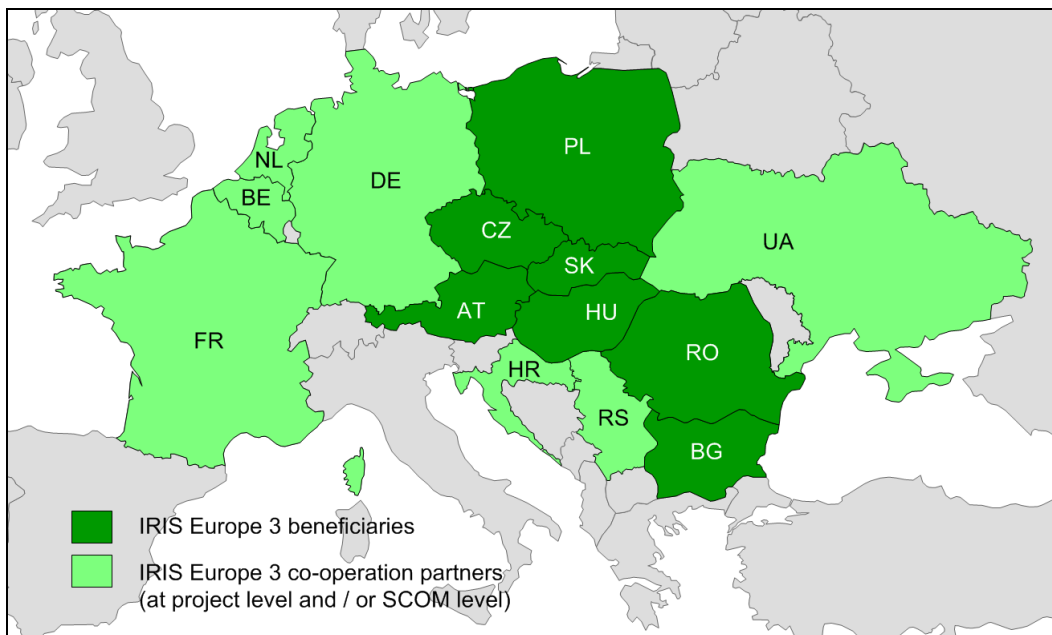


INTRODUCTION

IRIS Europe 3 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 harmonised 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.

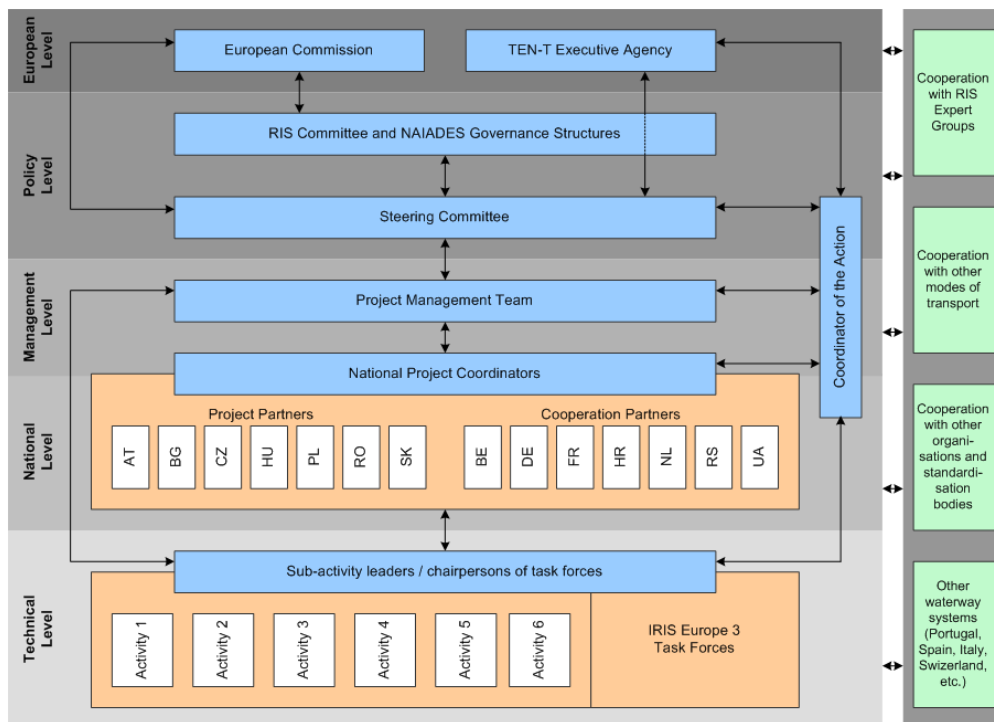
IRIS Europe 3 will significantly contribute to a harmonized RIS implementation at European level. IRIS Europe 3 is based on the work of the RIS Expert Groups and of previous RIS implementation projects.

A broad European consortium representing 7 member states and cooperation partners of 7 additional countries have joined forces to support RIS providers, traffic and fairway authorities in enhancing their RIS services, especially those for logistical RIS users on a European level. A key objective of IRIS Europe 3 is the involvement of logistics RIS users by means of pilots.



ORGANISATIONAL STRUCTURE

Within the IRIS Europe 3 project several coordination instruments are used in order to guarantee a stable and sustainable information process among the different levels in the international environment.



- The European Commission Project Officer is the European Commission delegate and represents the interface between the EC and the IRIS Europe 3 consortium.
- The TEN-T Executive Agency supports the EC in the management of TEN-T projects. The TEN-T Project Officer monitors the project progress and approves all the official reports delivered by the project consortium.
- The RIS Committee consists of the EC and EU Member States representatives responsible for RIS Implementation.
- Major management decisions concerning IRIS Europe 3 are taken by the Steering Committee. The IRIS Europe 3 Steering Committee consists of the official representatives of the Beneficiaries and the representatives of the EC and the TEN-T EA.
- The coordinator (via donau, Austria) is the intermediary for all communication between the Beneficiaries and the Commission. The coordinator consolidates and supplies all relevant documents and information to the TEN-T EA and the Commission.
- The project management team monitors the progress of IRIS Europe 3 in terms of time schedule, milestones, budget constraints as well as technical progress. The PMT communicates with the national coordinators and sub-activity leaders to identify (potential) problems and open issues to be clarified as initiates necessary steps. Furthermore the project management team is involved in any major decisions (technical, economical, organisational) to be made within the project.
- The National Coordinators are subordinated to the PMT. They are responsible for monitoring the national progress and setting necessary actions within IRIS Europe 3 in their countries. In general terms the National Coordinators are the representatives of the organisations in

charge of executing the work. The Activity Coordination Meeting which is organised by the PMT is the platform where the National Coordinators report their national progress, open issues and next steps.

- For each sub-activity a leader is nominated. Basically they are the coordinators for the execution of the tasks in international cooperation.
- Task forces are set up for major international activities to ensure appropriate international coordination and cooperation on technical, legal but also organisational level. The chairpersons are the coordinators of the established task forces.

OBJECTIVES

The main objectives of IRIS Europe 3 are:

Improvement of Fairway Information Services through pilot implementation of bathymetric Inland Electronic Navigations Charts (IENC) and the integration of low water section information. Also the international exchange of IENCs shall be facilitated. For RIS network data (e.g. data contained in the RIS Index) pilot implementations of enhanced reference data management will be performed.

Implementation of pilot installations of new and innovative services and applications, for example the Inland Navigation Receiver (iNAV Receiver). Furthermore feasibility studies and pilot implementations of assistance system for fuel saving (Low Cost Fuel Saving Device), mobile RIS applications and enhanced reference stations for the improvement of positioning information as basis for new navigational support services shall be performed.

Alignment of RIS Service Qualities to improve the interoperability between the national RIS implementations and to elaborate, agree and establish a RIS service catalogue. Through these measures it will be possible to achieve a higher consistency and coherency of data, and changes (e.g. in the RIS related Standards) can be easier implemented on national level.

Further enhancement of the international exchange of RIS data, on legal, organisational and technical level. Main objective is that IRIS Europe 3 becomes an enabler for the pilot operation of the international RIS data exchange, as it is currently established within IRIS Europe II. This specifically refers to the Service Agreements for the international RIS data exchange in Europe that require a European platform for further discussion and conclusion of Service Agreements, including a further support from the IRIS Europe 3 Members States towards a supplementation of the EU RIS Directive 2005/44/EC with provisions for the international data exchange. This also applies to the data exchange with the European Services as established by PLATINA. IRIS Europe 3 shall facilitate the interoperability and compatibility of the required national interconnections to the European Services, and shall establish new interconnections.

Enhancement of the interfaces for logistics and governmental stakeholders. This also includes further developments of RIS for logistics, as initially investigated by the FP7 project RISING. Value

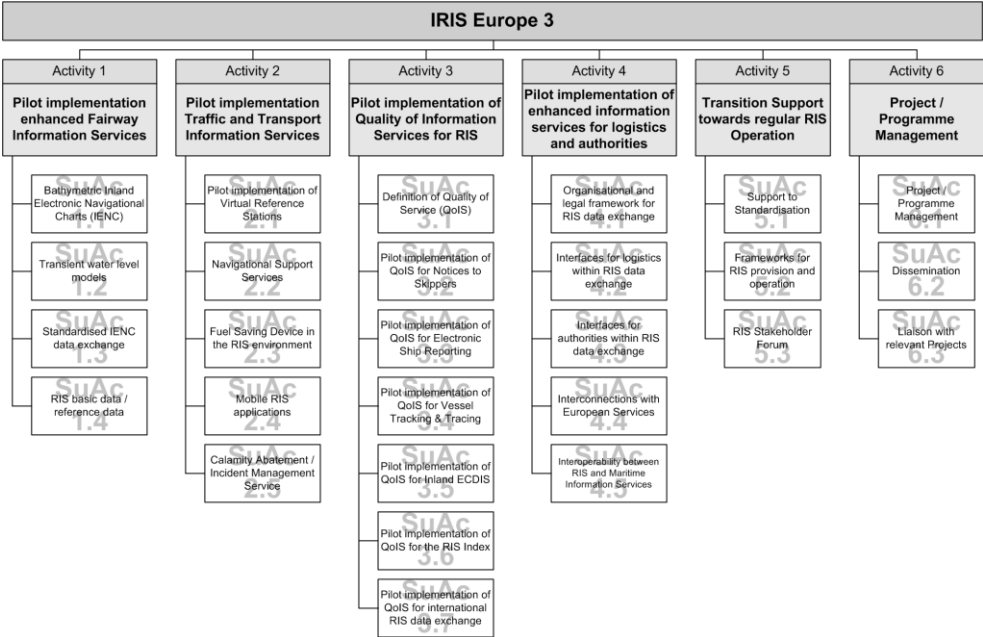
added services based on RIS will be analysed and brought towards pilot implementation / operation. New governmental user groups will be integrated into RIS, providing supporting services for inland navigation, or for improving and streamlining the calamity and incident management process with the support of RIS.

Support the transition from pilot operation into regular RIS operation. Main objective is to establish a cooperation in which RIS providers can exchange experiences and best practice in terms of RIS provision and operation. The elaboration of a RIS Service Catalogue and a sustainable RIS operation concept form the focal points of this activity.

Establish and provide a discussion and information exchange forum for RIS stakeholder (authorities, RIS providers, fairway and traffic authorities, waterway management organisations, logistics stakeholders, representatives from the RIS industry), in close cooperation with the RIS Expert Groups and the supporting structures established by PLATINA as well as relevant existing platforms.

ACTIVITIES

As illustrated by the work breakdown structure, IRIS Europe 3 is organised by 6 activities. Each activity contains three up to seven sub-activities with individual objectives and expected results.



Activity 1 – Pilot implementation of enhanced Fairway Information Services

- Sub-activity 1.1: Main objective is the optimisation of the process for the provision of depth information to the fairway users. Therefore a feasibility study and a pilot implementation of bathymetric Inland Navigational Charts (bIENCs) will be executed.
- Sub-activity 1.2: Main objective is to enhance the provision of reliable and accurate water level information to the fairway users by means of sophisticated Water Level Models.

- Sub-activity 1.3: Main objective is to increase the accessibility of available national IENCs by developing an IENC data exchange service.

- Sub-activity 1.4: Main objective is to ensure the interoperability of the various RIS services by means of harmonisation of the relevant reference data focusing on the national RIS Indices that are used within several services.

Activity 2 – Pilot implementation of Traffic and Transport Information Services

- Sub-activity 2.1: Main objective is to increase the accuracy and reliability of position information of vessels navigating on relevant fairways in order to increase safety of inland navigation and as basis for potentially future navigational support services.

- Sub-activity 2.2: Main objective is the identification of feasible navigational support systems and services that contribute to an increased safety of inland navigation.

- Sub-activity 2.3: Main objective is to support skippers in planning and adjusting the speed of vessels according to the actual navigation conditions based on precise information about the fairway conditions which can lead to significant reductions in fuel consumption.

- Sub-activity 2.4: Main objective is to investigate the potential of mobile RIS applications towards an increase of accessibility of relevant RIS services.

- Sub-activity 2.5: Main objective is to enhance calamity abatement services within inland navigation integrated with RIS aiming on an increase of safety.

Activity 3 – Pilot implementation of quality of information services for RIS

- Sub-activity 3.1: Main objective is to introduce minimum quality requirements for River Information Services.

- Sub-activity 3.2: Main objective is to ensure a certain minimum quality level among existing and future NtS systems and the related information.

- Sub-activity 3.3: Main objective is to ensure a certain minimum quality level among existing and future electronic reporting systems and the related information.

- Sub-activity 3.4: Main objective is to ensure a certain minimum quality level among existing and future vessel tracking and tracing systems and the related information.

- Sub-activity 3.5: Main objective is to ensure a certain minimum quality level among national IENCs and inland ECDIS applications.

- Sub-activity 3.6: Main objective is to ensure a certain minimum quality level within the national RIS Indices.

- Sub-activity 3.7: Main objective is to ensure a certain minimum quality level among the existing and future European services and the interconnection of national systems to these.

Activity 4 – Pilot implementation of information services for logistics and authorities

- Sub-activity 4.1: Main objective is to provide the legal basis for the international exchange of RIS data for governmental and logistics purposes among EU member States but also with non-EU Member States.

- Sub-activity 4.2: Main objective is to interconnect logistics stakeholders as pilot users to the data exchange infrastructure and gather their feedback on enhanced and new services in order to contribute to the increase of efficiency of inland navigation.

- Sub-activity 4.3: Main objective is to interconnect further authorities to the RIS data exchange infrastructure and gather their feedback in order to optimise information exchange and thus contributing to enhanced efficiency.

- Sub-activity 4.4: Main objective is to interconnect relevant national infrastructure to the existing and potentially upcoming European services and use the provided functionality to the fullest extent based on national requirements.

- Sub-activity 4.5: Main objective is to identify possible interfaces in order to ensure interoperability between RIS and maritime information services contributing to enhanced efficiency of information exchange.

Activity 5 – Transition support towards regular RIS operation

- Sub-activity 5.1: Main objective is a sophisticated standardisation of River Information Services based on operational experiences and requirements.

- Sub-activity 5.2: Main objective is to support implementing countries to establish suitable national frameworks for proper operation and provision of RIS.

- Sub-activity 5.3: Main objective is to establish a discussion and information exchange platform for all RIS stakeholders.

Activity 6 – Project management

- Sub-activity 6.1: Main objective is the proper monitoring and management of technical progress, resources and quality of the project results.

- Sub-activity 6.2: Main objective is to disseminate the project results to the national and international stakeholders.

- Sub-activity 6.3: Main objective is to ensure harmonised implementation of RIS in Europe by cooperation and coordination among relevant projects and initiatives.

Romania

IRIS Europe project 3 is funded under the TEN-T program, with implementation period of 36 months (2012-2014) and the project budget is about 2.155.000 Euro, which is funded by the European Commission of 50% and co-is, provided from the national budget, the remaining 50%.

Table 1: Project budget table of Romania

	Project Partners						
	Austria	Bulgaria	Czech Rep.	Hungary	Poland	Romania	Slovakia
SuAc 1.1 Bathymetric ENCs							
SuAc 1.2 Transient WLM							
SuAc 1.3 IENC Exchange							
SuAc 1.4 Reference Data							
SuAc 2.1 Virtual Ref. Stations							
SuAc 2.2 Navigational Support							
SuAc 2.3 Fuel Saving							
SuAc 2.4 Mobile App							
SuAc 2.5 Calamity Abatement							
SuAc 3.1 Definition of QoS							
SuAc 3.2 QoS for NIS							
SuAc 3.3 QoS for ERI							
SuAc 3.4 QoS for VTT							
SuAc 3.5 QoS for ECDIS							
SuAc 3.6 QoS for RIS Index							
SuAc 3.7 QoS for Data Exchange							
SuAc 4.1 Data exch. Framework							
SuAc 4.2 Logistics Services							
SuAc 4.3 Authorities Services							
SuAc 4.4 Interconn. Europ. Serv.							
SuAc 4.5 Interop. RIS Maritime							
SuAc 5.1 Standardisation							
SuAc 5.2 Framework RIS							
SuAc 5.3 Stakeholder Forum							
SuAc 6.1 Project Management							
SuAc 6.2 Dissemination							
SuAc 6.3 Liaison other projects							
SuAc leader							
SuAc partner							
Observer / cooperation partner							

Project Implementation Unit, for Action IRIS Europe 3, was appointed by the General Manager of AFDJ Decision no. 133/05.10.2012 and is composed of the following experts AFDJ Galati:

1. Romeo Soare - Project manager
2. Mihaela Irimia - Financial manager;
3. Claudiu DUTU - Technical coordinator;
4. Emilia Ivan - Financial expert;
5. Cristian Şendrea - Procurement expert;
6. Mihaela Lişinschi - expert purchasing / procurement legal advice;
7. Adrian Maizel - expert FIS services;
8. Teodor Tanasescu - expert ECDIS maps;
9. Jenica Tampau - Expert RIS systems;
10. Daniel Grosu - expert hydrography;
11. Dan Craciun - expert hydrology;
12. Gina Constantinescu - Legal expert;
13. Antonina Popescu - Secretariat / archive / translation documents.