Public consultation on digital tools for inland waterway transport

Fields marked with * are mandatory.

Introduction

Digitalisation holds a high potential for improving efficiency and reliability in transport. The use of electronic instead of paper documents is one area where digitalisation is expected to bring important benefits. In the Inland Waterway Transport sector, service record books (personal register recording details of a crew member's service history) and logbooks (official record of the journeys made by a vessel and its crewing history) as well as most of other official documents related to crew members or the vessels still exist mainly in paper format. The European Commission is considering an initiative on digitalisation to facilitate implementation and enforcement of Inland Waterway Transport rules, in particular concerning the crew members and the vessels.

This consultation includes questions on the EU dimension of possible problems, on the objectives, possible measures and impacts.

About you

*Language of my contribution
- ○ Bulgarian
- ○ Croatian
- ○ Czech
- ○ Danish
- ○ Dutch
- ○ English
- ○ Estonian
- ○ Finnish
- ○ French
- ○ Gaelic
- ○ German
- ○ Greek
- ○ Hungarian
- ○ Italian
- ○ Latvian
- ○ Lithuanian
- ○ Maltese
- ○ Polish
- ○ Portuguese
- ○ Romanian

- ○ Slovak
- ○ Slovenian
- ○ Spanish
- ○ Swedish

*I am giving my contribution as
- ○ Academic/research institution
- ○ Business association
- ○ Company/business organisation
- ○ Consumer organisation
- ○ EU citizen
- ○ Environmental organisation
- ○ Non-EU citizen
- ○ Non-governmental organisation (NGO)
- ○ Public authority
- ○ Trade union
- ○ Other

*First name

[   ]

*Surname

[   ]

*Email (this won't be published)

[   ]

*Scope
- ○ International
- ○ Local
- ○ National
- ○ Regional

*Organisation name

255 character(s) maximum

[   ]

*Organisation size
- ○ Micro (1 to 9 employees)
- ○ Small (10 to 49 employees)
- ○ Medium (50 to 249 employees)
- ○ Large (250 or more)

Transparency register number

255 character(s) maximum

Check if your organisation is on the [transparency register](). It's a voluntary database for organisations seeking to influence EU decision-making.

[   ]

*Country of origin

Please add your country of origin, or that of your organisation.

○ Afghanistan	○ Djibouti	○ Libya	○ Saint Pierre and Miquelon
○ Åland Islands	○ Dominica	○ Liechtenstein	○ Saint Vincent and the Grenadines
○ Albania	○ Dominican Republic	○ Lithuania	○ Samoa
○ Algeria	○ Ecuador	○ Luxembourg	○ San Marino
○ American Samoa	○ Egypt	○ Macau	○ São Tomé and Príncipe
○ Andorra	○ El Salvador	○ Madagascar	○ Saudi Arabia
○ Angola	○ Equatorial Guinea	○ Malawi	○ Senegal
○ Anguilla	○ Eritrea	○ Malaysia	○ Serbia
○ Antarctica	○ Estonia	○ Maldives	○ Seychelles
○ Antigua and Barbuda	○ Ethiopia	○ Mali	○ Sierra Leone
○ Argentina	○ Falkland Islands	○ Malta	○ Singapore
○ Armenia	○ Faroe Islands	○ Marshall Islands	○ Sint Maarten
○ Aruba	○ Fiji	○ Martinique	○ Slovakia
○ Australia	○ Finland	○ Mauritania	○ Slovenia
○ Austria	○ Former Yugoslav Republic of Macedonia	○ Mauritius	○ Solomon Islands
○ Azerbaijan	○ France	○ Mayotte	○ Somalia
○ Bahamas	○ French Guiana	○ Mexico	○ South Africa
○ Bahrain	○ French Polynesia	○ Micronesia	○ South Georgia and the South Sandwich Islands
○ Bangladesh	○ French Southern and Antarctic Lands	○ Moldova	○ South Korea
○ Barbados	○ Gabon	○ Monaco	○ South Sudan
○ Belarus	○ Georgia	○ Mongolia	○ Spain
○ Belgium	○ Germany	○ Montenegro	○ Sri Lanka
○ Belize	○ Ghana	○ Montserrat	○ Sudan
○ Benin	○ Gibraltar	○ Morocco	○ Suriname

◎ Bermuda	◎ Greece	◎ Mozambique	◎ Svalbard and Jan Mayen
◎ Bhutan	◎ Greenland	◎ Myanmar /Burma	◎ Swaziland
◎ Bolivia	◎ Grenada	◎ Namibia	◎ Sweden
◎ Bonaire Saint Eustatius and Saba	◎ Guadeloupe	◎ Nauru	◎ Switzerland
◎ Bosnia and Herzegovina	◎ Guam	◎ Nepal	◎ Syria
◎ Botswana	◎ Guatemala	◎ Netherlands	◎ Taiwan
◎ Bouvet Island	◎ Guernsey	◎ New Caledonia	◎ Tajikistan
◎ Brazil	◎ Guinea	◎ New Zealand	◎ Tanzania
◎ British Indian Ocean Territory	◎ Guinea-Bissau	◎ Nicaragua	◎ Thailand
◎ British Virgin Islands	◎ Guyana	◎ Niger	◎ The Gambia
◎ Brunei	◎ Haiti	◎ Nigeria	◎ Timor-Leste
◎ Bulgaria	◎ Heard Island and McDonald Islands	◎ Niue	◎ Togo
◎ Burkina Faso	◎ Honduras	◎ Norfolk Island	◎ Tokelau
◎ Burundi	◎ Hong Kong	◎ North Korea	◎ Tonga
◎ Cambodia	◎ Hungary	◎ Northern Mariana Islands	◎ Trinidad and Tobago
◎ Cameroon	◎ Iceland	◎ Norway	◎ Tunisia
◎ Canada	◎ India	◎ Oman	◎ Turkey
◎ Cape Verde	◎ Indonesia	◎ Pakistan	◎ Turkmenistan
◎ Cayman Islands	◎ Iran	◎ Palau	◎ Turks and Caicos Islands
◎ Central African Republic	◎ Iraq	◎ Palestine	◎ Tuvalu
◎ Chad	◎ Ireland	◎ Panama	◎ Uganda
◎ Chile	◎ Isle of Man	◎ Papua New Guinea	◎ Ukraine
◎ China	◎ Israel	◎ Paraguay	◎ United Arab Emirates
◎ Christmas Island	◎ Italy	◎ Peru	◎ United Kingdom
◎ Clipperton	◎ Jamaica	◎ Philippines	◎ United States
◎ Cocos (Keeling) Islands	◎ Japan	◎ Pitcairn Islands	◎ United States Minor Outlying Islands
◎ Colombia	◎ Jersey	◎ Poland	◎ Uruguay
◎ Comoros	◎ Jordan	◎ Portugal	◎ US Virgin Islands
◎ Congo	◎ Kazakhstan	◎ Puerto Rico	◎ Uzbekistan
◎ Cook Islands	◎ Kenya	◎ Qatar	◎ Vanuatu

○ Costa Rica	○ Kiribati	○ Réunion	○ Vatican City
○ Côte d'Ivoire	○ Kosovo	○ Romania	○ Venezuela
○ Croatia	○ Kuwait	○ Russia	○ Vietnam
○ Cuba	○ Kyrgyzstan	○ Rwanda	○ Wallis and Futuna
○ Curaçao	○ Laos	○ Saint Barthélemy	○ Western Sahara
○ Cyprus	○ Latvia	○ Saint Helena Ascension and Tristan da Cunha	○ Yemen
○ Czech Republic	○ Lebanon	○ Saint Kitts and Nevis	○ Zambia
○ Democratic Republic of the Congo	○ Lesotho	○ Saint Lucia	○ Zimbabwe
○ Denmark	○ Liberia	○ Saint Martin	

*Publication privacy settings

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

○ **Anonymous**
Only your type, country of origin and contribution will be published. All other personal details (name, organisation name and size, transparency register number) will not be published.

○ **Public**
Your personal details (name, organisation name and size, transparency register number, country of origin) will be published with your contribution.

☐ *I agree with the [personal data protection provisions](#)

*Where do you mainly work?
☐ Rhine Basin
☐ Danube Basin
☐ Sava Basin
☐ Other German waterways
☐ Other French waterways
☐ Other Dutch waterways
☐ Other (please specify)
☐ Not relevant for me

Please specify "Other"

100 character(s) maximum

[   ]

*Do you work in the context of cross-border transport activities?
○ Regularly

- Sometimes
- Rarely
- Never

Questions

*1. How familiar are you with digital tools (e.g. electronic documents and/or electronic recording of data)?

- Very familiar. I work with electronic documents and/or electronic recording of data or other digital tools for processing information on the cargo, the vessel and/or the personnel.
- Somewhat familiar. I am aware of the possibility to use digital tools, like electronic documents and/or or recording data electronically, but I do not use such systems in my work.
- Not at all familiar. I do not know how electronic documents or data recording or other digital tools function and what they are used for.

2. To what extent do you agree with the assessment of your time spent for these activities?

	I strongly agree	I agree	I neither agree nor disagree	I disagree	I strongly disagree
*Recording information in the service record book takes a lot of time	○	○	○	○	○
*Recording the information in the logbook takes a lot of time	○	○	○	○	○
*Recording and/or validating the information on the working time takes a lot of time	○	○	○	○	○
*Handling documents related to the technical requirements for vessels takes a lot of time	○	○	○	○	○
Handling other types of documents used in inland waterway transport for information on the personnel (e.g. posting, …: Please specify) takes a lot of time	○	○	○	○	○
Handling other types of documents used in inland waterway transport for information on the vessels (e.g. dangerous goods or ship waste related documents,…: Please specify) takes a lot of time	○	○	○	○	○

2.a. Please elaborate on your answer
3000 character(s) maximum

3. Please indicate **how much time** you spend on a yearly basis for ensuring **the validation** by the competent authority of the information included in your service record book **and whether you think it represents a lot of time or a reasonable time** if relevant for you.

1000 character(s) maximum

4. Aquapol and the European Transport Federation report as a problem the gradual increase of unlawful practices in inland waterway transport. Do you agree with the preliminary assessment that there are unlawful practices that could partially be attributed to the following elements:

	Yes, this factor contributes to the development of unlawful practices	No, this factor does not contributes to the development of unlawful practices	I do not have an opinion / I don't know
* The number of controls is insufficient	○	○	○
* Controls are difficult due to diverging requirement in various countries on the content and format of service record books and logbooks	○	○	○
* Controls are difficult due to the need for cross-checking data from various documents (or databases)	○	○	○
* Controls are difficult due to language barriers	○	○	○
* Data can be manipulated with paper documents	○	○	○
* Manning requirements imposed by the inland waterway transport rules do no longer fit with the business reality	○	○	○
* There is fierce competition within inland waterway transport	○	○	○

* There is fierce competition between inland waterway transport and other modes of transport	○	○	○
Other (please specify)	○	○	○

4.a. If "Other", please specify

2000 character(s) maximum

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5. Do you consider that the format of the documents below is sufficiently safe to reasonably prevent incorrect use and identification?

	Yes, the format is safe	No, the format is unsafe	I don't know	Not relevant to me
* Polycarbonate boatmaster certificates	○	○	○	○
* Paper service record books	○	○	○	○
* Paper logbooks	○	○	○	○
* Paper documents recording and attesting the working time	○	○	○	○
* Paper Inland navigation vessel certificates (technical certificate for the vessel)	○	○	○	○
Other types of documents used in inland waterway transport for information on the personnel or the vessels	○	○	○	○

5.a. If "other", please specify

2000 character(s) maximum

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6. From your point of view, can Member States alone solve these problems?

	Yes, Member States can solve this issue alone	No, Member States cannot solve this issue alone	I don't know
* Multiple recording/reporting of same data	◉	◉	◉
* Insufficient number of controls	◉	◉	◉
* Difficulty to control data due to the need for cross-checking data from various documents	◉	◉	◉
* Manipulation of data on documents	◉	◉	◉
* Difficulty to control documents due to language barriers	◉	◉	◉
Other	◉	◉	◉

6.a. If "other", please specify
2000 character(s) maximum

7. From your point of view, compared to the Member States actions alone, what is the added value, if any, of the EU acting to solve these problems?

7.a. Multiple recording/reporting of same data
500 character(s) maximum

7.b. Insufficient number of controls
500 character(s) maximum

7.c. Difficulty to control data due to the need for crosschecking data from various documents
500 character(s) maximum

7.d. Manipulation of data on paper documents

500 character(s) maximum

[   ]

7.e. Difficulty to control documents due to language barriers

500 character(s) maximum

[   ]

7.f. Non acceptance by authorities of electronic documents

500 character(s) maximum

[   ]

7.g. Various IT solutions

500 character(s) maximum

[   ]

7.h. Other (please specify)

500 character(s) maximum

[   ]

8. From your point of view, compared to the Member States actions alone, do you see any risk of EU acting to solve these problems?

⊙ Yes
⊙ No

8.a. If yes, please elaborate

2000 character(s) maximum

[   ]

9. From your point of view, to contribute to a better functioning of the inland waterway transport sector, how important is it to achieve the following objectives:

	Very important	Somewhat important	Not important	No opinion
* Reduce the costs of reporting for businesses by modifying the way businesses record and transmit data on crew and vessels	○	○	○	○
* Reduce the costs of reporting for businesses by modifying the way administrations validate and control data on crew and vessels	○	○	○	○
* Reduce the unlawful practices by modifying the way businesses record data on crew and vessels	○	○	○	○
* Reduce the unlawful practices by increasing the (human/financial) resources for controls on crew and vessels	○	○	○	○

10. To reduce the reporting costs for businesses how effective do you consider the following measures?

	Very effective	Somewhat effective	Not effective at all	No opinion / I don't know
* Ensure the acceptance by authorities of eletronic documents but still accept paper documents	○	○	○	○
* Make obligatory the electronic format for certificates, service record books, logbooks and timesheets of employees	○	○	○	○
* Make obligatory the electronic format for certificates, service record books, logbooks and timesheets of employees on the basis of harmonised technical standards	○	○	○	○
* Setting up one digital aboard environment in which the vessel operator manages the required data concerning the vessel, the crew and the voyage which are currently included in certificates, service record books, logbooks, timesheets,…	○	○	○	○
* Setting up a digital aboard environment in which the vessel operator interfaces with public authorities to exchange data on the vessel, the crew and the voyage as required by the law	○	○	○	○

	Very effective	Somewhat effective	Not effective at all	No opinion / I don't know
*Setting up a digital environment which would dynamically update the data whose regular record is mandatory by law (e.g automatically recording of journeys of crew members and of the vessel, navigation time, rest time in the context of manning requirements, employees' working and rest time)	○	○	○	○

11. To reduce the reporting costs for businesses how effective do you consider the following measures that would be **complementary** to the previous ones?

	Very effective	Somewhat effective	Not effective at all	No opinion / I don't know
*Provision of **financial support for operators** to acquire digital board units, for trainings, etc	○	○	○	○
***Support to standardisation efforts** (voluntary standards) **by business and other stakeholder organisations** in the field of digital tools and in particular for on-board equipment.	○	○	○	○

11.a. If you consider one of these measures being effective as stand-alone measure, or if you consider other complementary measures that could be effective in reducing reporting costs or if you would like to elaborate on your answer, please do so below.

2000 character(s) maximum

12. To reduce unlawful practices linked to crew and vessels related documents, how effective do you consider the following measures?

	Very effective	Somewhat effective	Not effective at all	No opinion / I don't know
*Ensure the acceptance by authorities of eletronic documents but still accept paper documents	○	○	○	○
*Make obligatory the electronic format for certificates, service record books, logbooks and timesheets of employees	○	○	○	○

* Make obligatory the electronic format for certificates, service record books, logbooks and timesheets of employees on the basis of harmonised technical standards so that interoperability can be ensured	○	○	○	○
* Setting up one digital aboard environment in which the vessel operator manages the required data concerning the vessel, the crew and the voyage which are currently included in certificates, service record books, logbooks, timesheets,…	○	○	○	○
* Setting up a digital aboard environment in which the vessel operator interfaces with public authorities to exchange data on the vessel, the crew and the voyage as required by the law	○	○	○	○
* Setting up a digital environment which would dynamically update the data whose regular record is mandatory by law (e.g automatically recording of journeys of crew members and of the vessel, navigation time, rest time in the context of manning requirements, employees' working and rest time)	○	○	○	○
* Adopt measures to prevent "certificate shopping" (requests of certificates in various Member States)	○	○	○	○
* Support Member States with capacity-building regarding the effective enforcement, including risk assessments in a cross-border context	○	○	○	○
* Increase the number of inspections	○	○	○	○
* Standardise the documents so that the data can be understood and controlled regardless of the language	○	○	○	○

12.a. If you consider other measures that could be effective in reducing unlawful practices or if you would like to elaborate on your answer, please do so below
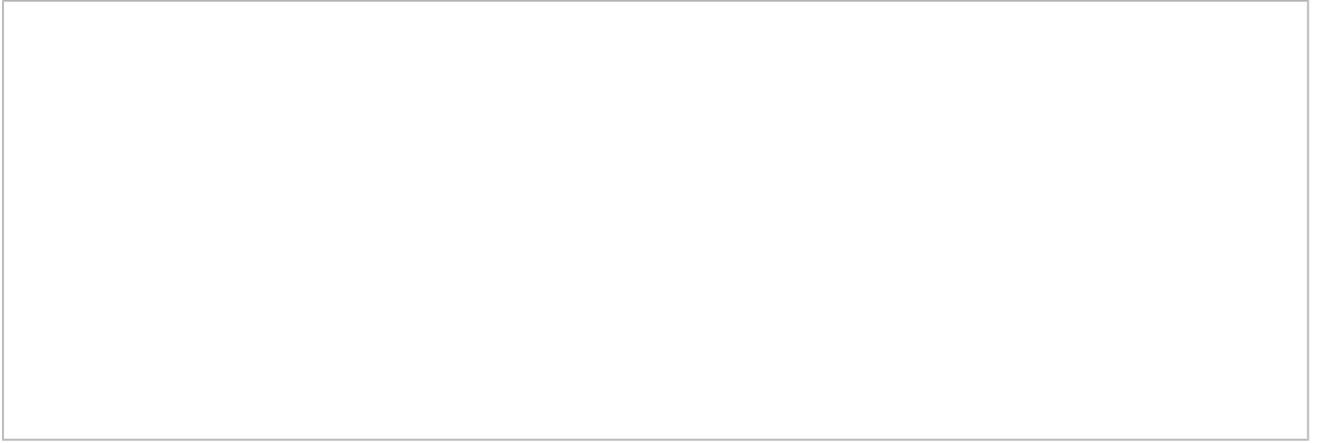
2000 character(s) maximum

Further information

13. If you wish to add further comments - within the scope of this questionnaire - please do so here.

5000 character(s) maximum

14. Please feel free to upload a document

The maximum file size is 1 MB
Only files of the type pdf,txt,doc,docx,odt,rtf are allowed