

Proposal for a DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2005/44/EC on harmonised river information services (RIS) on inland waterways in the Community

Proposals for amendments by EFIP and INE

20 June 2024

Inland Navigation Europe (INE) is the European platform of waterway authorities and bodies promoting transport by water. Its members have been a driving force in designing and implementing river information services since the nineties. Together with PIANC and the CCNR, waterway authorities in the EU are at the origin of the initial RIS directive. Through several research and innovation projects as well as CEF projects, they are implementing and deploying RIS in a harmonised way across Europe.

The last major projects are:

- RISCOEX (2016-2022): realised, among other important project results, the joint European River Information Services Platform EuRIS which provides fairway-, infrastructure, traffic, and transport related data from 13 European countries as single point of access for all kinds of inland waterway transport related users.
- COMEX² (2023-2028): functional and geographical extension of EuRIS and direct integration with existing in-house- and on-board systems and applications based on the demands and requirements of the stakeholders which comprise of vessel operators, skippers, logistics users and authorities; further to eFTI foster multimodal integration of data exchange

Within PIANC, the international association for waterborne infrastructure, waterway authorities have been exporting RIS across the world. In the EU, they are also actively working on smart inland shipping and automation.

The European Federation of Inland Ports (EFIP) is the unique representative of inland ports in Europe since 1994, it comprises 200 inland ports located in 19 Member States of the EU and Switzerland, Serbia and Ukraine. The European inland ports fulfil the role of multimodal hubs that are essential in enabling green logistics. Key in this is employing the efficiency multiplier which digitalisation represents. The evolution of RIS is important to ensure the competitiveness of European IWT and the success of the greening of logistics.

The proposals for amendments below are mainly technical in nature to ensure a better implementation.

In addition, they propose:

1. To appropriately involve inland ports in the scope;
2. To explicitly allow Member States to apply the directive to non-connected waterways as well as waterways of a lower class;
3. To find a balanced complaint mechanism which combines transparency, efficiency and minimal administrative burden.

EC proposal	INE proposal for amendment
<p>(3) In the interest of adopting a coherent approach to interoperability in the public service sector, when implementing the RIS platform and other solutions in scope of this act, the principles laid down by the latest European Interoperability Framework (EIF), as mandated by Article 6 of the proposal for a Regulation of the European Parliament and of the Council laying down measures for a high level of public sector interoperability across the Union (Interoperable Europe Act)²², should be followed.</p>	<p>(3) In the interest of adopting a coherent approach to interoperability in the public service sector, when implementing the European RIS environment and other solutions in scope of this act, the principles laid down by the latest European Interoperability Framework (EIF), as mandated by Article 6 of the proposal for a Regulation of the European Parliament and of the Council laying down measures for a high level of public sector interoperability across the Union (Interoperable Europe Act), should be followed.</p>

Justification

The term ‘Platform’ suggests there is a single platform, while more interconnected platforms are being set up which make data available and are part of an ‘environment’, comparable to the European Maritime Single Window Environment (EMSWe).

EC proposal	INE proposal for amendment
<p>(5) Given that the majority of journeys of inland vessels are of international nature, RIS should be focused on those inland waterways being a part of the TEN-T and thus of high importance for the Union and not only those belonging to an interconnected network. Member States should be able to continue extending, on a voluntary basis, the RIS requirements to parts of their inland waterways network other than those included in the TEN-T to account for national specificities.</p>	<p>(5) Given that the majority of journeys of inland vessels are of international nature, RIS should be focused on those inland waterways being a part of the TEN-T and directly connected to another Member State’s inland waterways being part of the TEN-T, and thus of high importance for the Union. Member States should be able to continue extending, on a voluntary basis, the RIS requirements to parts of their inland waterways network other than those included in the TEN-T to account for national specificities. Member States should also be able to provide RIS services in a cross-border context by either of the two Member States concerned. The competent Member States’ authorities shall cooperate for the purpose of the provision of these RIS services on cross-border inland waterways.</p>

Justification

The deployment of RIS is a priority for connected waterways. Competent Authorities of non-connected waterways should have the possibility to deploy RIS in accordance with this directive on a voluntary basis.

EC proposal	INE proposal for amendment
<p>(6) The experience gained from the application of Directive 2005/44/EC showed that it is important to strengthen the technical specifications concerning the provision of data on navigation and voyage planning, in order to improve the quality and timeliness of information provided to RIS users. The European</p>	<p>(6) The experience gained from the application of Directive 2005/44/EC showed that it is important to strengthen the technical specifications concerning the provision of data on navigation and voyage planning, in order to improve the quality and timeliness of information provided to RIS users. The European</p>

<p>Reference Data Management System ('ERDMS') contains necessary information for the proper functioning of RIS and is set up and operated by the Commission. Member States should therefore support the operation of the ERDMS by supplying all the required data in a timely manner and revise and update them as needed at least on a yearly basis.</p>	<p>Reference Data Management System ('ERDMS') contains reference data and codes lists necessary for the proper functioning of RIS and is set up and currently operated by the Commission. The operation of the ERDMS could be transferred to a third party and become integral part of the European RIS environment in the future.</p>
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Justification

It is a natural evolution that the ERDMS is integrated in the European RIS Environment to allow it to function properly. The European RIS Environment requires these reference data, not only once per year but at a high frequency and always up to date. Stating in the new RIS directive that the ERDMS will be operated solely by the Commission could hinder the integration of the ERDMS into the European RIS environment.

EC proposal	INE proposal for amendment
<p>(8) In order for RIS to allow for interconnection with the logistics chain, it is important that information is shared not only within the inland waterway transport users, but also with systems and applications of other modes of transport. The Maritime National Single Windows ('MNSW') within the European Maritime Single Window environment ('EMSWe')²⁵ should enable harmonised ship reporting across the Union. The exchange of traffic related information, such as arrival and departure times, would ensure interoperability, multimodality, and smooth integration of inland waterway transport with the overall logistics chain. The electronic freight transport information ('eFTI') should form the basis for the exchange of cargo information between RIS users where required. When necessary, RIS should create links and exchange information with systems and platforms of other modes of transport.</p>	<p>(8) In order for RIS to allow for interconnection with the logistics chain, it is important that information is shared not only within the inland waterway transport users (e.g. through port community systems of inland ports and smart inland waterway infrastructure systems), but also with systems and applications of other modes of transport. The Maritime National Single Windows ('MNSW') within the European Maritime Single Window environment ('EMSWe') should enable harmonised ship reporting across the Union in maritime transport. The exchange of traffic related information, such as arrival and departure times, would ensure interoperability, multimodality, and smooth integration of inland waterway transport ('IWT') with the overall logistics chain. The electronic freight transport information ('eFTI') should form the basis for the exchange of cargo information on dangerous goods and waste between RIS users where required. When necessary, RIS should facilitate links with and should make information available to digital systems and platforms of other modes of transport.</p>

Justification

Including port community systems of inland ports and smart inland waterway infrastructure systems provides more clarity and increases the consistency of the overall text. Adding "in maritime transport" provides more clarity on the information link between inland waterway transport and maritime transport through NSW and eventually the EMSWe. EMSWe and the European RIS environment are each specific environments, providing services to their stakeholders. They can be complementary to each other and should be enabled to link each other in the future.

The last amendment in recital 8 provides more clarity on the type of information in inland waterway transport that can be exchanged through eFTI.

EC proposal	INE proposal for amendment
<p>(10) The use of a single digital platform for RIS should streamline the provisions of RIS, improve efficiency in IWT operations and reduce burden for RIS providers and users. That platform ('the RIS Platform') should support relevant services, be a central point for the exchange of RIS information within the inland waterways sector as well as with other transport modes, and therefore become the main digital backbone for the provision of RIS in the Union. Member States should designate one or more competent authorities responsible for operating the RIS Platform. These authorities are controllers for purpose of operating the RIS Platform.</p>	<p>(10) The use of a single digital data exchange environment for RIS should streamline the provisions of RIS, improve efficiency in IWT operations and reduce burden for RIS providers and users. That environment ('the European RIS environment') should support relevant services, be a central point for the exchange of RIS information within the inland waterways sector as well as with other transport modes, and therefore become the main digital backbone for the provision of RIS in the Union. Member States should designate one or more competent authorities responsible for operating the European RIS environment. These authorities are controllers for purpose of operating the European RIS environment.</p>

Justification

The term 'Platform' suggests there is a single platform, while more platforms are being set up which make data available and are part of an 'environment'.

EC proposal	INE proposal for amendment
<p>(11) In order to ensure uniform conditions for introduction of the RIS Platform, implementing powers should be conferred on the Commission to set the framework for the development and the functioning of the platform. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council.²⁶</p>	<p>(11) In order to ensure uniform conditions for introduction of the European RIS Environment, implementing powers should be conferred on the Commission to set the framework for the development and the functioning of the platform. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council.</p>

Justification

The term 'Platform' suggests there is a single platform, while more platforms are being set up which make data available and are part of an 'environment'.

EC proposal	INE proposal for amendment
<p>-</p>	<p>(11a) Cooperation with third countries, in particular neighbouring countries, is relevant in order to ensure connection and interoperability between the European RIS Environment and these third countries' national RIS.</p>

Justification

We refer to Serbia on the Rhine-Danube corridor, Switzerland on the North Sea Rhine Mediterranean corridor. Harmonised RIS along TEN-T Corridors should not be limited by EU borders. Therefore cooperation with third countries is crucial, and the Commission shall facilitate this cooperation.

EC proposal	INE proposal for amendment
-	<i>(11b) Member States, if appropriate in cooperation with the Union, should encourage boat masters, operators, agents or owners of vessels navigating on their inland waterways and shippers or owners of goods carried on board such vessels to fully profit from the services which are made available under this Directive.</i>

Justification

In the original Directive 2005/44/EC on harmonised RIS these provisions were included under Article 4, paragraph 6. As these provisions are vague, it is better to move them to the recitals.

EC proposal	INE proposal for amendment
(14) The requirements and technical specifications for the purposes of RIS should ensure in particular that all RIS data can be processed solely in accordance with a comprehensive, rights-based access-control system that provides assigned functionalities, that all competent authorities can have immediate access to that data in accordance with their respective regulatory competences, that appropriate technical and organisational measures are implemented to ensure that the processing by electronic means of personal data can be carried out in accordance with Regulation (EU) 2016/679 of the European Parliament and of the Council ²⁹ and Regulation (EU) 2018/1725 of the European Parliament and of the Council ³⁰ , including to protect against personal data breaches and that the processing of sensitive commercial information can be carried out in a way that respects the confidentiality of that information.	(14) The requirements and technical specifications for the purposes of RIS should ensure in particular that <i>RIS data which constitute personal data under Regulation (EU) 2016/679 of the European Parliament and of the Council</i> can be processed solely in accordance with a comprehensive, rights-based access-control system that provides assigned functionalities, that all competent authorities can have immediate access to that data in accordance with their respective regulatory competences, that appropriate technical and organisational measures are implemented to ensure that the processing by electronic means of personal data can be carried out in accordance with Regulation (EU) 2016/679 of the European Parliament and of the Council ²⁹ and Regulation (EU) 2018/1725 of the European Parliament and of the Council ³⁰ , including to protect against personal data breaches and that the processing of sensitive commercial information can be carried out in a way that respects the confidentiality of that information.

Justification

In accordance with the opinion by the European Data Protection Supervisor of 5 April 2024.

EC proposal	INE proposal for amendment
<p>(15) In order to ensure the safe and optimal navigation of vessels in inland waterways, Member States should be aware of the position of all inland waterway vessels including through the use of automatic identification systems ('AIS') data. Member States should also exchange RIS related information to increase the efficiency of RIS and reduce reporting requirements. Where transmission and exchange of RIS related information for these purposes cannot be achieved without processing of personal data, Member States should ensure the lawfulness of the processing of those personal data in accordance with Regulation (EU) 2016/679.</p>	<p>(15) In order to ensure the safe and optimal navigation of vessels in inland waterways, Member States should be aware of the position of all inland waterway vessels including through the use of automatic identification systems ('AIS') data. Member States should also exchange RIS related information to increase the efficiency of RIS and reduce reporting requirements. Where transmission and exchange of RIS related information for these purposes entails the processing of personal data, such as the processing of names or the processing of location data when it allows to identify, directly or indirectly a person, Member States should ensure the lawfulness of the processing of those personal data in accordance with Regulation (EU) 2016/679 and Directive 2002/58/EC where applicable.</p>

Justification

In accordance with the opinion by the European Data Protection Supervisor of 5 April 2024.

EC proposal	INE proposal for amendment
<p>(26) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council and delivered an opinion on [XX XX 2024]35.</p>	<p>(26) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council and delivered an opinion on 20 March 2024.</p>

Justification

Self-explanatory.

EC proposal	INE proposal for amendment
<p>Article 1 Subject Matter 2. This Directive provides a framework for the establishment and further development of technical requirements, specifications and conditions to ensure harmonised, interoperable and open RIS on the Union inland waterways and ensure continuity with other modal traffic management services, in particular maritime vessel traffic management and information services.</p>	<p>Article 1 Subject Matter 2. This Directive provides a framework for the establishment and further development of technical requirements, specifications and conditions to ensure harmonised, interoperable and accessible RIS on the Union inland waterways and to ensure that RIS will be open for interfacing with other intelligent modal traffic management services.</p>

Justification

RIS, its platforms and overall environment may or may not directly link to the intelligent platforms and environment of other transport modes. They must be open for interfacing with those systems. This ensures open and evolving systems which operate in an ecosystem.

EC proposal	INE proposal for amendment
<p>Article 2 paragraph 1 is replaced by the following: 1. This Directive applies to the implementation and operation of RIS on all inland waterways and inland ports of the Member States which are part of the trans-European transport network, as specified and listed in Annex I and II to Regulation (EU) No 1315/2013 of the European Parliament and of the Council.</p>	<p>Article 2 paragraph 1 is replaced by the following: 1. This Directive applies to the implementation and operation of RIS on all inland waterways and inland ports of the Member States which are part of the trans-European transport network, as specified and listed in Annex I and II to Regulation (EU) No 1315/2013 of the European Parliament and of the Council and which are directly connected to inland waterways and inland ports of another Member State which are part of the trans-European transport network, as specified and listed in Annex I and II to Regulation (EU) No 1315/2013 of the European Parliament and of the Council.</p>

Justification

The deployment of RIS is a priority for connected waterways. Competent authorities managing non-connected waterways should have the possibility to deploy RIS in accordance with this directive on a voluntary basis but in compliance with the directive .

EC proposal	INE proposal for amendment
-	Article 2 paragraph 2 is maintained: 2. Member States may apply this Directive to inland waterways and ports not referred to in paragraph 1.

Justification

It should not be overlooked to maintain this paragraph from the current directive in force. Competent authorities managing non-connected waterways or waterways < class IV should have the possibility to deploy RIS in accordance with this directive on a voluntary basis but in compliance with the directive. For instance, Italy and Portugal have implemented RIS on their waterways and should be able and supported to continue this work.

EC proposal	INE proposal for amendment
Article 3 (a) ‘river information services (RIS)’ means the harmonised information services to support traffic and transport management in inland navigation, including, wherever technically feasible, interfaces with other transport modes. RIS do not deal with internal commercial activities between one or more of the involved companies, but are open for interfacing with commercial activities. RIS comprise services such as fairway information, traffic information, traffic management, calamity abatement support, information for transport management, statistics and customs services and waterway charges and port dues	Article 3 (a) ‘river information services (RIS)’ means the intelligent and harmonised information services to support traffic and transport management in inland navigation, including, wherever technically feasible, open for interfacing with other transport modes. RIS do not deal with internal commercial activities between one or more of the involved companies, but are open for interfacing with commercial activities. RIS comprise technical and operational services such as fairway information, traffic information, information to support traffic management, calamity abatement, transport logistics, law compliance , statistics and customs services,-waterway charging and port dues;

Justification

The text is aligned with the PIANC guidelines on RIS. The RIS Guidelines describe the principles and general requirements for planning, implementing and operational use of River Information Services and related systems. They are equally applicable to the traffic of cargo vessels, passenger vessels and pleasure craft. See PIANC [Inland Navigation Commission - PIANC](#)

Mainly traffic-related

1. Fairway Information Services (FIS)
2. Traffic Information Services (TIS)
 - a) Tactical Traffic Information (TTI)
 - b) Strategic Traffic Information (STI)
3. Information to support Traffic Management (TM)
 - a) Vessel Traffic Services (VTS) or local traffic management
 - b) Lock and Bridge Management (LBM)
 - c) Traffic Planning Services (TP)
4. Information to support Calamity Abatement (CAS)

Mainly transport-related

5. Information to support Transport Logistics (ITL)
 - a) Voyage Planning (VP)
 - b) Transport Management (TPM)
 - c) Port and Terminal Management (PTM)
 - d) Cargo and Fleet Management (CFM)
6. Information to support Law Compliance (ILC)
7. Information to support Statistics (ST)
8. Information for Waterway Charges and Harbour Dues (CHD)

Table 2: RIS Operational Services

EC proposal	INE proposal for amendment
<p>Article 3</p> <p>(he) ‘European Reference Data Management System’ (ERDMS) means a single point of access repository (library) of reference data and codes lists that are used by IT applications in inland waterway transport operated by the Commission;</p>	<p>Article 3</p> <p>(he) ‘European Reference Data Management System’ (ERDMS) means a single point of access repository (library) of reference data and codes lists that are used by IT applications in inland waterway transport currently operated by the Commission. <i>It does not include the network data in accordance with Annex I and Annex III provided by the Member State;</i></p>

Justification

It is a natural evolution that the ERDMS is integrated in the European RIS Environment to allow it to function properly. The European RIS Environment requires these reference data, not only once per year but at a high frequency and always up to date.

EC proposal	INE proposal for amendment
Article 3 (hh) 'RIS Platform' means an electronic single-point-of-access platform sourced by national RIS information and providing Fairway-, Infrastructure-, Traffic- and Transport Information Services, including route- and transport planning, for RIS users and serving for electronic reporting according to the 'once-only' principle;	Article 3 (hh) ' European RIS environment ' means an electronic single-point-of-access environment sourced by national RIS information and providing technical and operational services such as Fairway-, Infrastructure-, Traffic- and Transport Information Services, including route- and transport planning, for RIS users and serving for electronic reporting according to the 'once-only' principle;

Justification

The term 'Platform' suggests there is a single platform, while more platforms are being set up which make data available and are part of an 'environment'. 'Technical and operational services to align with the PIANC guidelines on RIS.

EC proposal	INE proposal for amendment
Article 3 -	Article 3 (hi) ' Inland ports ' means an inland waterway port of the TEN-T core network or TEN-T comprehensive network, as listed and categorised in Annex II to Regulation (EU) No 1315/2013;

Justification

To ensure alignment with the TEN-T regulation.

EC proposal	INE proposal for amendment
Article 4 3. In order to set up RIS, Member States shall: (a) ensure that all relevant data are supplied to RIS users concerning navigation and voyage planning on inland waterways. These data, as defined in Annex I, shall be up-to-date and provided at least in an accessible common electronic format;	Article 4 3. In order to set up RIS, Member States shall: (a) ensure that all relevant data are supplied to RIS users concerning navigation and voyage planning on inland waterways. These data, as defined in Annex I, shall be up-to-date and provided at least in an accessible common electronic format in accordance with annex III ;

Justification

Self-explanatory.

EC proposal	INE proposal for amendment
Article 4 3. In order to set up RIS, Member States shall: (b) ensure that for all their inland waterways of the TEN-T, in addition to the data referred to in point (a), electronic navigational charts suitable for navigational purposes are available to RIS users;	Article 4 3. In order to set up RIS, Member States shall: (b) ensure that for all their inland waterways and inland ports of the TEN-T, in addition to the data referred to in point (a), electronic navigational charts suitable for navigational purposes are available to RIS users;

Justification

Inland ports data are an integral part of the electronic navigational charts.

EC proposal	INE proposal for amendment
Article 4 3. In order to set up RIS, Member States shall: (c) enable, as far as ship reporting is required by national or international regulations, the competent authorities to receive electronic ship reports of the required data from ships. In cross-border transport, this information shall be transmitted to the competent authorities of the neighbouring State and any such transmission shall be completed before arrival of the vessels at the border;	Article 4 3. In order to set up RIS, Member States shall: (c) enable, as far as ship reporting is required by national or international regulations, the competent authorities to receive electronic ship reports of all required data from ships. In cross-border transport, transmission of this data in full between competent authorities of neighbouring States shall be enabled before arrival of the vessels at the border;

Justification

It is crucial to report fully and only once, and that the reported data is transmitted in full between the competent authorities This is especially true when there is more than one receiving system for electronic reports in Europe, which is currently the case. If any authority along the voyage of a vessel omits information unnecessary for their processes, the once-only principle is violated.

EC proposal	INE proposal for amendment
Article 4 3. In order to set up RIS, Member States shall: (e) ensure that ERDMS is kept up to date by supplying all the necessary data without delay and revise them at least once per year;	Article 4 3. In order to set up RIS, Member States shall: (e) ensure that the network data in the European RIS environment is kept up to date by supplying all the necessary network data defined in Annex I and Annex III without delay;

Justification

The ERDMS will be integrated in the European RIS environment because for the environment to function properly, it requires these reference data, not only once per year but at a high frequency and always up to date.

EC proposal	INE proposal for amendment
<p>Article 4</p> <p>3. In order to set up RIS, Member States shall:</p> <p>(f) ensure that at least traffic related information is exchanged between RIS and electronic information exchange environments established by Union law and used in other transport modes, including through maritime National Single Windows within EMSWe;</p>	<p>Article 4</p> <p>3. In order to set up RIS, Member States shall:</p> <p>(f) facilitate that at least traffic related information is made available through interfaces following the technical specifications laid down in accordance with Annex II, §7 where applicable, to electronic information exchange environments established by Union law and used in other transport modes;</p>

Justification

Information is not directly exchanged between RIS and electronic information exchange environments via links but information is made available through interfaces.

EC proposal	INE proposal for amendment
<p>Article 4</p> <p>3. In order to set up RIS, Member States shall:</p> <p>(g) ensure that dangerous goods related information as required pursuant to Chapter 5.4 of Part 5 of the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), concluded at Geneva on 26 May 2000, as referred to in Section III.1 of Annex III to Directive 2008/68/EC of the European Parliament of the Council³⁹ shall be made available to the competent authorities on an eFTI platform, through a unique electronic identifying link referred to in point (e) of Article 9(1) of Regulation (EU) 2020/1056;</p>	<p>Article 4</p> <p>3. In order to set up RIS, Member States shall:</p> <p>(g) ensure that dangerous goods related information as required pursuant to Chapter 5.4 of Part 5 of the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), concluded at Geneva on 26 May 2000, as referred to in Section III.1 of Annex III to Directive 2008/68/EC of the European Parliament of the Council³⁹ shall be made available to the competent authorities on an eFTI platform, through a unique electronic identifying link referred to in point (e) of Article 9(1) of Regulation (EU) 2020/1056;</p>

Justification

The information can be pulled through standardised interfacing.

EC proposal	INE proposal for amendment
<p>Article 4</p> <p>3. In order to set up RIS, Member States shall:</p> <p>(h) ensure that information is exchanged between RIS and the port community systems of inland ports, including, among others, up-to-date, availability of berths, and of alternative fuel infrastructure, and in particular those installations required pursuant to Article 10 of Regulation (EU) 2023/1804 of the European Parliament and of the Council⁴⁰;</p>	<p>Article 4</p> <p>3. In order to set up RIS, Member States shall:</p> <p>(h) ensure that standardised interfaces in accordance with Annex II and Annex III are made available for the port community systems of inland ports, including, among others, up-to-date, availability of berths, and of alternative fuel infrastructure, and in particular those installations required pursuant to Article 10 of Regulation (EU) 2023/1804 of the European Parliament and of the Council;</p>

Justification

The information can be pulled through standardised interfacing.

EC proposal	INE proposal for amendment
<p>Article 4</p> <p>3. In order to set up RIS, Member States shall:</p> <p>(i) ensure that information is exchanged between RIS and other smart inland waterways infrastructure systems for the purpose of managing of river traffic. The obligations referred to in this paragraph shall be fulfilled in compliance with the requirements and principles set out in Annexes I and II.</p>	<p>Article 4</p> <p>3. In order to set up RIS, Member States shall:</p> <p>(i) ensure that standardised interfaces in accordance with Annex II and Annex III are made available to other smart inland waterways infrastructure systems for the purpose of managing of river traffic. The obligations referred to in this paragraph shall be fulfilled in compliance with the requirements and principles set out in Annexes I and II.</p>

Justification

The information can be pulled through standardised interfacing.

EC proposal	INE proposal for amendment
<p>Article 4</p> <p>5. Member States shall create, operate, use and maintain a single RIS Platform which provides fairway-, infrastructure-, traffic-, and transport related data. The RIS Platform shall be accessible for all RIS users and shall be the main platform for the exchange of RIS related information. It shall contain interfaces for connections with systems of other transport modes and inland ports. Member States shall designate one or more competent authorities responsible for operating the RIS Platform.</p>	<p>Article 4</p> <p>5. Member States shall jointly create, govern, operate, use and maintain a European RIS environment which provides fairway-, infrastructure-, traffic-, and transport related services, as laid down in article 3(a), and the associated necessary data. The European RIS environment shall be accessible for all RIS users and shall be the main environment for the exchange of RIS related information. It shall contain interfaces for connections with systems of other transport modes and inland ports. Member States shall designate one or more competent authorities responsible for the European RIS environment.</p>

Justification

The amendments reflect the principles of the [European Corridor Management Agreement \(ECMA\)](#).

EC proposal	INE proposal for amendment
<p>Article 4</p> <p>6. The Commission shall adopt implementing acts laying down the operational characteristics, roles and procedures for the RIS platform and identifying its operating entity, based on the principles for RIS technical specifications set out in point 7 of Annex II, to ensure their uniform implementation throughout the Union. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11(2).</p>	<p>Article 4</p> <p>6. The Commission shall adopt implementing acts laying down the operational characteristics, roles and procedures for the European RIS environment and identifying its operating entity, based on the principles for RIS technical specifications set out in point 7 of Annex II, to ensure their uniform implementation throughout the Union. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11(2).</p>

EC proposal	INE proposal for amendment
<p>Article 4</p> <p>7. For the use of the automatic identification systems ('AIS'), the regional arrangement concerning the radiotelephone service on inland waterways concluded in Basel on 6 April 2000 in the framework of the radio regulations of the International Telecommunication Union (ITU) shall apply.</p>	<p>Article 4</p> <p>7. For the use of the automatic identification systems ('AIS'), the Regional Arrangement on the Radiocommunication Service for Inland Waterways (RAINWAT) concluded in Bucharest on 12 April 2012 in the framework of the radio regulations of the International Telecommunication Union (ITU) shall apply.</p>

Justification

Reference to the most recent and relevant arrangement.

EC proposal	INE proposal for amendment
<p>Article 5</p> <p>1. In order to support RIS and to ensure the interoperability of those services as required by Article 4(2), the technical specifications as referred to in Annex III in line with the principles set out in Annex II shall apply and shall cover in particular the following areas:</p> <p>(a) electronic chart display and information system for inland navigation (inland ECDIS);</p> <p>(b) electronic ship reporting;</p> <p>(c) notices to skippers;</p>	<p>Article 5</p> <p>1. In order to support RIS and to ensure the interoperability of those services as required by Article 4(2), the technical specifications as referred to in Annex III in line with the principles set out in Annex II shall apply and shall cover in particular the following areas:</p> <p>(a) electronic chart display and information system for inland navigation (inland ECDIS);</p> <p>(b) electronic ship reporting;</p> <p>(c) notices to skippers;</p>

<p>(d) vessel tracking and tracing systems; (e) compatibility of the equipment necessary for the use of RIS; (f) operation of the RIS Platform; (g) interconnection and exchange of information with Union data bases (ERDMS); (h) interconnection and exchange of information with IT platforms of other transport modes, including at least eFTI and EMSWe; (i) interconnection and exchange of information with port management systems and with smart inland waterway infrastructure systems; (j) provisions for navigation, and voyage planning.</p>	<p>(d) vessel tracking and tracing systems; (e) compatibility of the equipment necessary for the use of RIS; (f) technical specifications for operation of the European RIS environment; (g) interconnection and exchange of information with Union data bases (ERDMS); (h) standardised interface for IT platforms of other transport modes; (i) standardised interface for port community systems and with smart inland waterway infrastructure systems (j) data for navigation, and voyage planning.</p>
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EC proposal	INE proposal for amendment
-	<p>Article 6 Satellite positioning <i>For the purpose of RIS, for which exact positioning is required, the use of satellite positioning and navigation systems is recommended, such as navigation services provided by Galileo, including the High Accuracy Service and Open Service Navigation Message Authentication and the European Geostationary Navigation Overlay Service (EGNOS). For the purpose of applications and services relying on Earth observation data, the use of Copernicus data, information or services is recommended.</i></p>

EC proposal	INE proposal for amendment
<p>Article 8 Competent authorities Member States shall designate competent authorities for the RIS application, for the international exchange of data, for the operation of the RIS platform and for the handling of complaints by RIS users. These authorities shall be notified to the Commission by ... [one year after the date of entry into force of this Directive].</p>	<p>Article 8 Competent authorities Member States shall designate competent authorities for the RIS application, for the international exchange or sharing of data, for the operation of the European RIS environment and for the handling of complaints by RIS users. These authorities shall be notified to the Commission by ... [two years after the date of transposition of this Directive].'</p>

EC proposal	INE proposal for amendment
Article 8a 2. The handling of complaints shall be carried out in a manner which avoids conflicts of interest, and which is functionally independent of any competent authority for the RIS application, for the international exchange of data and for the operation of the RIS platform. The handling of complaints shall be impartial and transparent and shall duly respect the right to freely conduct business.	Article 8a 2. The handling of complaints shall be carried out in a manner which avoids conflicts of interest, and which is functionally independent of any competent authority for the RIS application, for the international exchange of data and for the operation of the RIS platform. The handling of complaints shall be impartial and transparent and shall duly respect the right to freely conduct business.

Justification

A proper complaint handling mechanism as important. While the complaint handling mechanism should be impartial and conflicts of interest should be avoided, it should be possible to handle feedback through existing feedback handling mechanisms, where applicable, following the principles in point 6 of Annex II.

EC proposal	INE proposal for amendment
Article 8a -	Article 8a 2a. The handling of complaints can be carried out through existing feedback handling mechanisms, where applicable, following the principles in point 6 of Annex II.

Justification

A proper complaint handling mechanism is important. While the complaint handling mechanism should be impartial and conflicts of interest should be avoided, it should be possible to handle feedback through existing feedback handling mechanisms, where applicable, following the principles in point 6 of Annex II.

EC proposal	INE proposal for amendment
Article 8a 5. The authorities responsible for the handling of complaints shall, in accordance with national law, have the power to require competent authorities for the RIS application, for the international exchange of data, providers of RIS services, infrastructure managers and inland ports to provide them with information relevant to a complaint.	Article 8a 5. The authorities responsible for the handling of complaints shall, in accordance with national law, have the power to require competent authorities for the RIS application, for the international exchange of data, providers of RIS services, infrastructure managers and inland ports to provide them with information relevant to a complaint.

Justification

A proper complaint handling mechanism is important. While the complaint handling mechanism should be impartial and conflicts of interest should be avoided, it should be possible to handle feedback through existing feedback handling mechanisms, where applicable, following the principles in point 6 of Annex II.

EC proposal	INE proposal for amendment
Article 8a 6. The authorities responsible for the handling of complaints shall, in accordance with national law, have the power to take decisions that have binding effect, subject to judicial review, where applicable.	Article 8a 6. The authorities responsible for the handling of complaints shall, in accordance with national law, have the power to take decisions that have binding effect, subject to judicial review, where applicable.

Justification

A proper complaint handling mechanism is important. While the complaint handling mechanism should be impartial and conflicts of interest should be avoided, it should be possible to handle feedback through existing feedback handling mechanisms, where applicable, following the principles in point 6 of Annex II.

EC proposal	INE proposal for amendment
Article 8a 8. Member States shall inform the Commission on an annual basis about the number and type of complaints received by the authorities responsible for handling of complaints, the number of corrective actions taken, and the time required to resolve complaints.	Article 8a 8. Member States shall inform the Commission on an annual basis about the number and type of complaints received by the authorities responsible for handling of complaints, the number of corrective actions taken, and the time required to resolve complaints.

Justification

A proper complaint handling mechanism is important. While the complaint handling mechanism should be impartial and conflicts of interest should be avoided, it should be possible to handle feedback through existing feedback handling mechanisms, where applicable, following the principles in point 6 of Annex II.

EC proposal	INE proposal for amendment
Article 9 -	Article 9 2. Data that constitute personal data as defined in Article 4, point (1), of Regulation (EU) 2016/679 of the European Parliament and of the Council may be processed on the basis of this Directive only insofar as such processing is necessary for the performance of RIS applications, with a view to ensure harmonised, interoperable and accessible RIS on the Union inland waterways and to facilitate standardised interfaces with other modal traffic management services.

Justification

In accordance with the opinion by the European Data Protection Supervisor of 5 April 2024.

EC proposal	INE proposal for amendment
<p>Annex I</p> <p>As referred to in Article 4(3), point (a), in particular the following data shall be supplied:</p> <p>waterway axis with kilometre indication;</p> <p>restrictions for vessels or convoys in terms of length, width, draught and air draught</p> <p>operation times of restricting structures, in particular locks and bridges;</p> <p>current and expected waiting times at bridges, locks and inland ports;</p> <p>location of ports and transshipment sites;</p> <p>reference data for water level gauges relevant to navigation.</p> <p>The information provided shall be up-to-date and reflect the real-time situation.</p>	<p>Annex I</p> <p>As referred to in Article 4(3), point (a), in particular the following data shall be supplied:</p> <p>waterway axis with kilometre indication;</p> <p>restrictions for vessels or convoys in terms of length, width, draught and air draught;</p> <p>operation times of restricting structures, in particular locks and bridges;</p> <p>current and predicted waiting times at bridges, locks and inland ports;</p> <p>location of ports and transshipment sites;</p> <p>reference data for water level gauges relevant to navigation;</p> <p>location of alternative fuels infrastructure.</p> <p>The information provided shall be up-to-date.</p>

Justification

Both current and predicted are necessary to ensure situational awareness and planning respectively.

EC proposal	INE proposal for amendment
<p>Annex II</p> <p>6. Operation of the RIS Platform</p> <p>(h) collect and report anonymised and aggregate usage data that can be used for the monitoring of the implementation of RIS, including at least the number of RIS users, data availability in RIS platform, connection and the number of exchanges with other systems (for example eFTI, EMSWe, port community systems).</p>	<p>Annex II</p> <p>6. Operation of the RIS Platform</p> <p>(h) collect and report anonymised and aggregate usage data that can be used for the monitoring of the implementation of RIS, including at least the number of RIS users, data availability in European RIS environment, connection and the number of exchanges with other digital systems or platforms;</p>

EC proposal	INE proposal for amendment
<p>Annex II</p> <p>6. Operation of the RIS Platform</p> <p>-</p>	<p>Annex II</p> <p>6. Operation of the RIS Platform</p> <p>(i) ensure cybersecurity;</p>

EC proposal	INE proposal for amendment
Annex II 6. Operation of the RIS Platform -	Annex II 6. Operation of the RIS Platform <i>(j) provide a single point of feedback for users of the European RIS Environment and the consumers of its information. This includes proper feedback and impartial complaint handling mechanisms with clear and transparent rules, responsibilities and workflows from the launch of an issue until its final resolution.</i>

Justification

See article 8a.

EC proposal	INE proposal for amendment
Annex II 7. Exchange of data with other digital systems or platforms The technical specifications for exchange of data with other digital systems or platforms, including EMSWe, eFTI, ERDMS, port community systems of inland ports and smart inland waterway infrastructure system, in accordance with Article 5, shall respect the following principles:	Annex II 7. Availability of data for other digital systems or platforms The technical specifications for exchange of data with other digital systems or platforms, including EMSWe, eFTI, ERDMS, port community systems of inland ports and smart inland waterway infrastructure system, in accordance with Article 5, shall respect the following principles:

Justification

This is the correct formulation. Not information is exchanged but data.

EC proposal	INE proposal for amendment
Annex II 7. Exchange of data with other digital systems or platforms (d) the real-time exchange of information in particular for time-critical data;	Annex II 7. Availability of data for other digital systems or platforms (d) the real-time exchange of data in particular for time-critical information ;

EC proposal	INE proposal for amendment
<p>Annex II</p> <p>8. Exchange of data with other digital systems or platforms</p> <p>The technical specifications for exchange of data with other digital systems or platforms, including EMSWe, eFTI, ERDMS, port community systems of inland ports and smart inland waterway infrastructure system, in accordance with Article 5, shall respect the following principles:</p> <p>(a) build on the functionalities provided by the RIS Platform;</p> <p>(b) the facilitation of the electronic data exchange between RIS technologies and the databases and systems in use by other modes of transport, through appropriate data links and interphases;</p> <p>(c) the definition of the requirements concerning systems as well as procedures for automated data exchange;</p> <p>(d) the real-time exchange of information in particular for time-critical data;</p> <p>(e) ensuring the secure exchange of information in accordance with a comprehensive rights-based access-control system;</p> <p>(f) anticipate a system exchange framework that will allow for future developments and links with additional systems as required, including exchanges with the future European Mobility Data Space and any other system that is designed to promote innovations in multimodality transport.</p>	<p>Annex II</p> <p>8. Exchange of data with other digital systems or platforms</p> <p>The technical specifications for exchange of data with other digital systems or platforms, including EMSWe, eFTI, ERDMS, port community systems of inland ports and smart inland waterway infrastructure system, in accordance with Article 5, shall respect the following principles:</p> <p>(a) build on the functionalities provided by the RIS Platform;</p> <p>(b) the facilitation of the electronic data exchange between RIS technologies and the databases and systems in use by other modes of transport, through appropriate data links and interphases;</p> <p>(c) the definition of the requirements concerning systems as well as procedures for automated data exchange;</p> <p>(d) the real-time exchange of information in particular for time-critical data;</p> <p>(e) ensuring the secure exchange of information in accordance with a comprehensive rights-based access-control system;</p> <p>(f) anticipate a system exchange framework that will allow for future developments and links with additional systems as required, including exchanges with the future European Mobility Data Space and any other system that is designed to promote innovations in multimodality transport.</p>

Justification

Repetition of paragraph 7.

EC proposal	INE proposal for amendment
<p>Annex II</p> <p>9. Navigation and voyage planning</p> <p>(b) cover at least the following information:</p> <p>-</p>	<p>Annex II</p> <p>9. Navigation and voyage planning</p> <p>(b) cover at least the following information:</p> <p><i>(aa) data on the European waterway network required for navigation and voyage planning and covering at least the minimum requirements contained in Annex I;</i></p>

Justification

An important deficiency of the current RIS Directive is the missing legal basis for a technical specification of the format in which the network data listed in Annex I has to be made available. Article 4 par. 3 (a) is now stating that the network data, as defined in Annex I, shall be in the format in accordance with annex III. As a consequential amendment the network data listed in Annex I should also be mentioned in Annex II.

EC proposal	INE proposal for amendment
Annex II 9. Navigation and voyage planning (b) cover at least the following information: water level, the least sounded depth, the vertical clearance, the barrage status, the discharge, the regime, the predicted water level, the least sounded predicted depth or the predicted discharge;	Annex II 9. Navigation and voyage planning (b) cover at least the following information: water level, the least sounded depth, the vertical clearance, the barrage status if blocking navigation , the discharge , the regime, the forecast water level, the least sounded predicted depth or the predicted discharge;

Justification

The barrage status is only necessary if a barrage is blocking navigation.

We propose to partially replace “predicted” by “forecast” (e.g. “weather forecast” is the more scientific term while a “weather prediction” is questionable).

EC proposal	INE proposal for amendment
Annex II 9. Navigation and voyage planning (c) be provided through Inland ECDIS, Notices to Skippers and the RIS Platform as appropriate.	Annex II 9. Navigation and voyage planning (c) be provided through Inland ECDIS, Notices to Skippers and the European RIS Environment as appropriate.

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