

Brussels, 20 June 2025
(OR. en)

10433/25

Interinstitutional File:
2024/0011 (COD)

LIMITE

TRANS 246
MAR 95
CODEC 834
IA 72

NOTE

From:	General Secretariat of the Council
To:	Permanent Representatives Committee
Subject:	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 - Preparation for the trilogue

I. INTRODUCTION

1. On 31 January 2024, the Commission sent the above proposal to the European Parliament and to the Council.
2. The proposal concerns a modification of Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community¹.

¹ OJ L 255, 30.9.2005, p. 152.

3. Directive 2005/44/EC lays down a framework for the deployment and use of harmonised, interoperable, and open river information services² with the objective to increase the safety, efficiency, and environmental friendliness of inland waterway transport (IWT). It sets out the general requirements for how RIS should be set up by the Member States, the areas in which standards need to be developed and the principles to be followed.
4. The Commission carried out an ex-post evaluation³ of the directive in 2021. It concluded that the deployment of RIS is still slow and fragmented, which hampers the competitiveness and safety of the sector, and holds back its contribution to the objectives of the European Green Deal.
5. The revision of the Directive aims to address the problems identified. It has three main objectives:
 - to ensure RIS data availability and harmonised standards;
 - to facilitate the integration of IWT into the multimodal chain;
 - to ensure greater uptake and interoperability of digital solutions, and address data-protection concerns.
6. The Commission adopted the proposal in the context of its Regulatory Fitness and Performance Programme (REFIT). The proposal is based on the results of an impact assessment⁴ which was informed by an external support study.
7. On 24 April 2024, the European Economic and Social Committee adopted its opinion on the proposal⁵. On 9 February 2024, the European Committee of the Regions decided not to give an opinion.

² River information services (RIS) are advanced services and functionalities which refer primarily to either traffic related or transport-related aspects of inland navigation. Traffic-related services are Fairway Information Service, Traffic Information, Traffic Management, and Traffic Monitoring and Calamity Abatement; transport-related services are voyage planning, port and terminal management, cargo and fleet management, statistics, and inland waterways infrastructure charges.

³ SWD(2021)0050 final.

⁴ 6008/24 ADD 4 + ADD 5

⁵ 10350/24

8. The Council agreed on a general approach on 18 June 2024.

II. NEGOTIATIONS WITH THE EUROPEAN PARLIAMENT

9. At the beginning of the 10th parliamentary term, the European Parliament's Committee on Transport and Tourism (TRAN) confirmed Mr. Tom Berendsen (EPP, Netherlands) as rapporteur on 16 September 2024. The TRAN Committee adopted its position on 18 March 2025 and decided to enter into interinstitutional negotiations. The Plenary confirmed the committee decision to enter into interinstitutional negotiations on 2 April 2025.
10. The co-legislators agreed in writing, in May 2025, to enter negotiations and granted a broad mandate to the technical level.
11. Between 6 and 18 June 2025 there were 3 technical meetings organised to prepare the trilogue. During this period, the Shipping Working Party was informed of the progress of negotiations and examined compromise proposals and drafting suggestions that were prepared in technical meetings with the Parliament.
12. In technical meetings the Presidency explained the work done in the Council and received support from the Parliament for many of the changes in the general approach. On many other elements an agreement is within reach, and the compromise proposals prepared at technical level were 'tentatively agreed'; this could be confirmed during the trilogue.

III. PREPARATION FOR THE TRILOGUE

13. The first informal trilogue is planned for 26 June 2025. The Presidency would like to discuss all open issues with the aim to reach a political agreement.
14. After the last technical meeting of 18 June, several political issues remain open:
- the cooperation with 3rd countries (lines 21a, 75)
 - the promotion of RIS by the Member States (lines 78 and 21b)
 - the use of delegated acts (lines, 116, 117, 237 and 26)

- the review clause (lines 132 and 132a)
 - the transposition deadline (line 97)
 - the complaint handling/ feedback mechanism (lines 98-108 and 22)
 - the non-opinion clause (line 127)
15. During the last technical meeting on 18 of June, the Commission raised concerns on a possible negative impact of the proposed Parliament amendments in lines 75 and 21a on the way that the external competence the Union should be exercised. However, following the discussions at the level of the Shipping Working Party, the Presidency noted that Member States can support the substance of the additions proposed by the Parliament, opening the possibility for third countries to contribute to the European RIS Environment, as this could further remove barriers and facilitate inland waterway transport in the Union.
16. In Article 4(8) of the proposal (line 78), the Commission had proposed that Member States would have the obligation to “encourage” boat masters, operators, agents or owners of vessels navigating on their inland waterways to fully profit from the services which are made available under this Directive (*the promotion of RIS*). The Council considered this provision too generic and imprecise and decided to move it to a new recital 11a (line 21b). During the discussions with the Parliament, we noted the political importance that the co-legislator is attaching to this paragraph, considered to be essential in order to facilitate a rapid take-up of river information services by the users. As the provision itself is flexible and will not generate significant implementation costs or administrative burdens for Member States, the Presidency considers that the text could be acceptable in the articles, as part of a broader compromise package.
17. The Commission had proposed a system of *delegated acts* for updating Annexes I and III of the Directive. In its *general approach*, the Council eliminated this possibility in respect to Annex I, because this already existing provision was never used since the adoption of the initial directive in 2005. However, both legislators agreed to introduce a new element in Annex I, concerning the location and availability of alternative fuels infrastructures and the Parliament and the Commission argue that a similar need for updates may arise in the future.

In respect to Annex III, the Parliament proposed to use a dynamic reference to the latest edition of ES-RIS adopted by CESNI, which eliminates the need for a delegated act.

As part of the broader compromise package, the Presidency is proposing to follow the Parliament approach and agree to reintroduce the delegated acts procedure for the adaptation of Annex I, and to use a dynamic reference to the 'latest ES-RIS standard' in Annex III. This could also reduce administrative burdens and avoid the need to revise the Directive if Annex I would need to be modified.

18. The Parliament is also very attached to the idea of a *revision clause* (line 132a) on the possible extension of the geographical scope of the directive to inland waterways on the TEN-T network which are not inter-connected with inland waterways in other Member States. The Parliament decided to reduce the scope proposed by the Commission (in a similar way as the Council in the *general approach*) because the Impact Assessment did not provide sufficient data on the added value of extending the scope to all inland waterways on the TEN-T network. However, the Parliament considers that, if sufficient data would be available at a later stage, this issue should be reconsidered. Having in mind the political importance that the Parliament attaches to this revision clause, the Presidency is proposing a compromise wording (in line 132), which is avoiding any reference to a possible extension of the geographical scope. The Commission would only be required to assess the impact of the directive on the level of integration of inland waterway transport in the overall logistics chain, as part of the normal process of monitoring the setting up of RIS in the Union. With this modification, the Parliament would be able to withdraw their proposed amendment in line 132a.
19. Both the Parliament and the Commission consider that the Council position on a 3-year *transposition deadline* (line 137) in combination with a 2-year deadline for Member States to notify their competent authorities to the Commission (line 97) is excessive, as the proposal does not pose unusual difficulties from a legislative perspective. As a fallback position, the Presidency considers a transposition deadline of 2 years could be acceptable (similar with the transposition deadline of the current RIS directive). In addition, Member States would have one year after the transposition to designate the national competent authorities for the implementation of RIS (line 97).

20. Another sensitive political point which is still open concerns the complaint handling/feedback mechanism. Having in mind the main objective of Member States to minimise the administrative burden and adopt a text which is in line with the subsidiarity and proportionality principles, the Presidency is proposing to replace the “complaint handling mechanism” with a “feedback mechanism” (lines 98-108 and 22). This compromise proposal is designed to minimise costs for Member States: feedback would be collected through the RIS Environment and then distributed to the relevant national entities; by having access to both negative and positive feedback from users, the service providers would be able to adapt and improve; the RIS Environment itself would provide information on this feedback to the European Commission on an annual basis (without any additional reporting obligation from Member States). This compromise solution allows for more flexibility for Member States in setting up their internal mechanisms to handle the feedback received.
21. The Parliament is also ready to accept the Council arguments in respect to the various provisions related to the provision of ‘up-to-date information’, and they understood that such updated information is not always available in real-time. For this reason, the Parliament indicated it could agree to use the caveat “when available” in lines 69, 71, 158a and 159, as part of the broader compromise.
22. Lastly, on the Council proposal to include a non-opinion clause (line 127), the Parliament is seeking a solution that would be acceptable for the Commission. Their main concern is that the relevant Committee could have difficulties to adopt an opinion (positive or negative), given that only a limited number of Member States are concerned by the implementation of RIS. If all other Member States, which do not have interconnected inland waterways, would simply abstain or not participate in the vote, the Committee would not be able to reach the necessary qualified majority for the Commission to be able to adopt the implementing act.

This hypothetical situation operates on the assumption that several Member States would not be interested in the proper functioning of the Union transport system, which is difficult to envisage in practice. At the same time, it is worth noting that Member States and the EU Institutions are bound by the duty of sincere cooperation, as provided in Article 4 of the Treaty on the European Union, which makes such a hypothetical situation very unlikely.

The Presidency also notes that, in the hypothetical situation mentioned by the Commission, the same Member States would also not be able to reach the necessary qualified majority to deliver a negative opinion, even if they would all oppose the Commission proposal. As a consequence, in the absence of a non-opinion clause, the Commission would be able to adopt the implementing act even if all these Member States object. It is also worth noting that the RIS Directive, as it is currently in force, provides for the implementing acts to be adopted according to the pre-Lisbon *regulatory procedure* ⁶, which also includes a non-opinion clause; this did not prevent the Committee from reaching an opinion and it did not prevent the adoption of the measures proposed by the Commission.

Following the discussions at the last technical meeting, the Presidency anticipates that both the Commission and the Parliament will continue to be strongly opposed to the non-opinion clause. Going forward, the Presidency can see only two possible options:

- Option 1 - the Presidency is proposing to maintain the non-opinion clause as drafted in the *general approach*. As a possible compromise, the Presidency is suggesting to include a short explanatory recital, which would also include a reference to the duty of sincere cooperation between Member States and EU Institutions, as defined in Article 4(3) TEU. This option is reflected in the 4-column table attached (which also includes the wording proposed for the recital).
- Option 2 – having in mind the risk that the relevant Committee would have difficulties to reach the necessary majorities to adopt a positive (or negative) opinion, the Council would no longer insist for the introduction of a non-opinion clause.

For the Presidency it is particularly important to have a clear mandate on which of these options is acceptable for Member States.

23. The Presidency considers this to be a balanced compromise package that, provided it remains agreed as a whole, fully takes into account the most important concerns expressed by Member States throughout the negotiations, ensures legal clarity and provides a future-proof framework for RIS in the Union.

⁶ Article 5 of Council Decision 1999/468/EC

IV. CONCLUSION

24. The Permanent Representatives Committee is invited to endorse the Presidency's strategy for a conclusive negotiation and the related compromise proposals as outlined in this note and its Annex, and to give a broad mandate for the trilogue on 26 June 2025.
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**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**

2024/0011(COD)

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
Formula				
1	2024/0011 (COD)	2024/0011 (COD)	2024/0011 (COD)	Identical
Proposal Title				
2	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	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	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	Identical
Formula				
3	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,	Identical
Citation 1				
4	Having regard to the Treaty on the Functioning of the European	Having regard to the Treaty on the Functioning of the European	Having regard to the Treaty on the Functioning of the European	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	Union, and in particular Article 91(1) thereof,	Union, and in particular Article 91(1) thereof,	Union, and in particular Article 91(1) thereof,	
	Citation 2			
G 5	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Having regard to the proposal from the European Commission,	Identical
	Citation 3			
G 6	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	After transmission of the draft legislative act to the national parliaments,	Identical
	Citation 4			
G 7	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. — OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. — OJ C , , p. .	Having regard to the opinion of the European Economic and Social Committee ¹ , 1. — OJ C , , p. .	Identical
	Citation 5			
G 8	Having regard to the opinion of the Committee of the Regions ¹ , 1. — OJ C , , p. .	Having regard to the opinion of the Committee of the Regions ¹ , 1. — OJ C , , p. .	Having regard to the opinion of the Committee of the Regions¹, After consulting the Committee of the Regions ¹ , 1. — OJ C , , p. .	Having regard to the opinion of the Committee of the Regions¹, After consulting the Committee of the Regions ¹ , 1. — OJ C , , p. . Tentatively agreed Cons GA
	Citation 6			
G 9	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Acting in accordance with the ordinary legislative procedure,	Identical
	Formula			
G 10	Whereas:	Whereas:	Whereas:	

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				Identical
Recital 1				
11	<p>(1) Directive 2005/44/EC of the European Parliament and of the Council¹ establishes a framework for the deployment and use of harmonised river information services ('RIS') in the Union. The deployment of RIS on inland waterways supports the safety and efficiency of transport by inland waterways, and ultimately its sustainability, by increasing the efficiency of inland waterways operations.</p> <p>1. Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p. 152, ELI: http://data.europa.eu/eli/dir/2005/44/oj).</p>	<p>(1) Directive 2005/44/EC of the European Parliament and of the Council¹ establishes a framework for the deployment and use of harmonised river information services ('RIS') in the Union. The deployment of RIS on inland waterways supports the safety and efficiency and sustainability of transport by inland waterways, and ultimately its sustainability, by increasing the efficiency of inland waterways operations the attractiveness of the sector and of the working conditions of vessel crew members.</p> <p>1. Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p. 152, ELI: http://data.europa.eu/eli/dir/2005/44/oj).</p>	<p>(1) Directive 2005/44/EC of the European Parliament and of the Council¹ establishes a framework for the deployment and use of harmonised river information services ('RIS') in the Union. The deployment of RIS on inland waterways supports the safety and efficiency of transport by inland waterways, and ultimately its sustainability, by increasing the efficiency of inland waterways operations.</p> <p>1. Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p. 152, ELI: http://data.europa.eu/eli/dir/2005/44/oj).</p>	<p>(1) Directive 2005/44/EC of the European Parliament and of the Council¹ establishes a framework for the deployment and use of harmonised river information services ('RIS') in the Union. The deployment of RIS on inland waterways supports the safety and efficiency of transport by inland waterways, and ultimately its sustainability and attractiveness of the sector, by increasing the efficiency of inland waterways operations.</p> <p>1. Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community (OJ L 255, 30.9.2005, p. 152, ELI: http://data.europa.eu/eli/dir/2005/44/oj).</p> <p>The Parliament acknowledged that there is nothing in this directive about the working conditions of vessel crew members and agreed to withdraw that proposal, if at least a reference to the 'attractiveness of the sector' is retained. The Presidency considers that, while 'increasing the attractiveness of the sector' is not the</p>

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				<p>main objective of this proposal, this would be consequence of improving the provision of more reliable and better integrated river information services. The addition could therefore be acceptable and would not have any negative consequences in the overall balance of the text.</p> <p>Tentatively agreed</p>
Recital 2				
12	<p>(2) Since the entry into force of Directive 2005/44/EC, the inland waterway sector has benefited from the provision of harmonised RIS. However, the level of harmonisation between Member States varies, while the process of introducing the necessary specifications has proved to be lengthy. At the same time, the European Green Deal¹ calls for the further development of an automated and connected multimodal mobility, and RIS should be adapted to address those new challenges. Furthermore, the Sustainable and Smart Mobility Strategy² proposes the revision of Directive 2005/44/EC among its measures to achieve the objective of promoting the creation of a truly smart transport system,</p>	<p>(2) Since the entry into force of Directive 2005/44/EC, the inland waterway sector has benefited from the provision of harmonised RIS. However, the level of harmonisation between Member States varies, while the process of introducing the necessary specifications has proved to be lengthy. At the same time, the European Green Deal¹ calls for the further development of an automated and connected multimodal mobility, and RIS should be adapted to address those new challenges. Furthermore, the Sustainable and Smart Mobility Strategy² proposes the revision of Directive 2005/44/EC among its measures to achieve the objective of promoting the creation of a truly smart transport system,</p>	<p>(2) Since the entry into force of Directive 2005/44/EC, the inland waterway sector has benefited from the provision of harmonised RIS. However, the level of harmonisation between Member States varies, while the process of introducing the necessary specifications has proved to be lengthy. At the same time, the European Green Deal¹ calls for the further development of an automated and connected multimodal mobility, and RIS should be adapted to address those new challenges. Furthermore, the Sustainable and Smart Mobility Strategy² proposes the revision of Directive 2005/44/EC among its measures to achieve the objective of promoting the creation of a truly smart transport system,</p>	<p>Identical</p>

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	<p>efficient capacity allocation and traffic management. The NAIADES III action plan³ indicates that to support the objective of inland waterways being part of a seamless system of harmonised RIS by 2030, revisions of the legal framework on RIS would aim to help close existing harmonisation and interoperability gaps with other transport modes, and contribute to improved data availability, reuse and interoperability of digital systems, in line with the European Data Strategy⁴. Those changes and developments as well as the experience gained in the implementation of Directive 2005/44/EC should be taken into account when adapting RIS.</p> <p>1. COM/2019/640 final. 2. COM/2020/789 final. 3. COM/2021/324 final. 4. COM/2020/66 final.</p>	<p>efficient capacity allocation and traffic management. The NAIADES III action plan³ indicates that to support the objective of inland waterways being part of a seamless system of harmonised RIS by 2030, revisions of the legal framework on RIS would aim to help close existing harmonisation and interoperability gaps with other transport modes, and contribute to improved data availability, reuse and interoperability of digital systems, in line with the European Data Strategy⁴. Those changes and developments as well as the experience gained in the implementation of Directive 2005/44/EC should be taken into account when adapting RIS.</p> <p>1. COM/2019/640 final. 2. COM/2020/789 final. 3. COM/2021/324 final. 4. COM/2020/66 final.</p>	<p>efficient capacity allocation and traffic management. The NAIADES III action plan³ indicates that to support the objective of inland waterways being part of a seamless system of harmonised RIS by 2030, revisions of the legal framework on RIS would aim to help close existing harmonisation and interoperability gaps with other transport modes, and contribute to improved data availability, reuse and interoperability of digital systems, in line with the European Data Strategy⁴. Those changes and developments as well as the experience gained in the implementation of Directive 2005/44/EC should be taken into account when adapting RIS.</p> <p>1. COM/2019/640 final. 2. COM/2020/789 final. 3. COM/2021/324 final. 4. COM/2020/66 final.</p>	
	Recital 3			
13	<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</p>	<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</p>	<p>(3) In the interest of adopting a coherent approach to interoperability in the public service sector, when implementing the European RIS Environment platform and</p>	<p>(3) In the interest of adopting a coherent approach to interoperability in the public service sector, when implementing the European RIS Environment platform and</p>

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	<p>principles laid down by the latest European Interoperability Framework (EIF)¹, 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)², should be followed.</p> <p>¹. COM/2017/134 final. ². COM/2022/720 final.</p>	<p>principles laid down by the latest European Interoperability Framework (EIF)¹, 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)², should be followed.</p> <p>¹. COM/2017/134 final. ². COM/2022/720 final.</p>	<p>other solutions in scope of this act, the principles laid down by the latest European Interoperability Framework (EIF)¹, 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)², should be followed.</p> <p>¹. COM/2017/134 final. ². COM/2022/720 final.</p>	<p>other solutions in scope of this act, the principles laid down by the latest European Interoperability Framework (EIF)¹, 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)², should be followed.</p> <p>¹. COM/2017/134 final. ². COM/2022/720 final.</p> <p>Tentatively agreed Cons GA</p>
Recital 4				
14	<p>(4) Regulation (EU) 1315/2013¹ sets up requirements for the development of the trans-European transport network ('TEN-T')² to achieve the smooth functioning of the internal market, and it aims to ensure that the same high-quality services are available and compatible with the systems of other transport modes along this network.</p> <p>¹. Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European</p>	<p>(4) Regulation (EU) 1315/20132024/1679¹ sets up requirements for the development of the trans-European transport network ('TEN-T')² to achieve the smooth functioning of the internal market, and it aims to ensure that the same high-quality services are available and compatible with the systems of other transport modes along this network.</p> <p>¹. Regulation (EU) No 1315/20132024/1679 of the European Parliament and of the Council of 11 December 201313 June 2024 on Union</p>	<p>(4) Regulation (EU) 1315/2013¹ sets up requirements for the development of the trans-European transport network ('TEN-T')² to achieve the smooth functioning of the internal market, and it aims to ensure that the same high-quality services are available and compatible with the systems of other transport modes along this network.</p> <p>¹. Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European</p>	<p>(4) Regulation (EU) 1315/20132024/1679¹ sets up requirements for the development of the trans-European transport network ('TEN-T')² to achieve the smooth functioning of the internal market, and it aims to ensure that the same high-quality services are available and compatible with the systems of other transport modes along this network.</p> <p>¹. Regulation (EU) No 1315/20132024/1679 of the European Parliament and of the Council of 11 December 201313 June 2024 on Union</p>

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	<p>transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1, ELI: http://data.europa.eu/eli/reg/2013/1315/oj)</p> <p>2. The EU's trans-European transport network policy, the TEN-T policy, is a key instrument for the development of coherent, efficient, multimodal, and high-quality transport infrastructure across the EU. It comprises railways, inland waterways, short sea shipping routes and roads linking urban nodes, maritime and inland ports, airports and terminals.</p>	<p>guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1) Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024, ELI: http://data.europa.eu/eli/reg/2013/1315/oj) -eu/eli/reg/2024/1679/oj)</p> <p>2. The EU's trans-European transport network policy, the TEN-T policy, is a key instrument for the development of coherent, efficient, multimodal, and high-quality transport infrastructure across the EU. It comprises railways, inland waterways, short sea shipping routes and roads linking urban nodes, maritime and inland ports, airports and terminals.</p>	<p>transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1, ELI: http://data.europa.eu/eli/reg/2013/1315/oj)</p> <p>2. The EU's trans-European transport network policy, the TEN-T policy, is a key instrument for the development of coherent, efficient, multimodal, and high-quality transport infrastructure across the EU. It comprises railways, inland waterways, short sea shipping routes and roads linking urban nodes, maritime and inland ports, airports and terminals.</p>	<p>guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1) Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024, ELI: http://data.europa.eu/eli/reg/2013/1315/oj) -eu/eli/reg/2024/1679/oj)</p> <p>2. The EU's trans-European transport network policy, the TEN-T policy, is a key instrument for the development of coherent, efficient, multimodal, and high-quality transport infrastructure across the EU. It comprises railways, inland waterways, short sea shipping routes and roads linking urban nodes, maritime and inland ports, airports and terminals.</p> <p>The TEN-T Regulation was updated and the correct reference should be used.</p> <p>Tentatively agreed EP text ok</p>
Recital 5				
15	<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,</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 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,</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 and not</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 and not</p>

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	the RIS requirements to parts of their inland waterways network other than those included in the TEN-T to account for national specificities.	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 should cooperate for the purpose of the provision of those RIS services on cross-border inland waterways.	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. 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.	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. 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 should cooperate for the purpose of the provision of these RIS services on cross-border inland waterways. Tentatively agreed Cons GA
Recital 5a				
15a			(5a) Because of Russia's war of aggression against Ukraine, cooperation between the Union and Russia in the field of RIS is neither appropriate nor in the interest of the Union. As a consequence, cross-border cooperation on RIS with Russia is no longer a priority on the territory of the Member States.	(5a) Because of Russia's war of aggression against Ukraine, cooperation between the Union and Russia in the field of RIS is neither appropriate nor in the interest of the Union. As a consequence, cross-border cooperation on RIS with Russia is no longer a priority on the territory of the Member States. Tentatively agreed Cons GA

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
Recital 6				
G 16	<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 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>(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 Reference Data Management System ('ERDMS') contains provides reference data and code lists 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>(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 Reference Data Management System ('ERDMS') contains reference data and codes lists necessary information for the proper functioning of RIS and is set up and currently 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 could be transferred to a third party in the future.</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 Reference Data Management System ('ERDMS') contains reference data and codes lists necessary information for the proper functioning of RIS and is set up and currently 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 could be transferred to a third party in the future.</p> <p>Tentatively agreed Cons GA</p>
Recital 7				
G 17	<p>(7) The availability to RIS users, during navigation, of up-to-date and accurate information</p>	<p>(7) The availability to RIS users, during navigation, of up-to-date and accurate information</p>	<p>(7) The availability to RIS users, during navigation, of up-to-date and accurate information</p>	<p>Identical</p>

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	regarding the condition of the fairway and specific points like bridges, locks and inland ports, should improve the overall efficiency of the inland waterway sector. RIS should therefore include up-to-date exchanges of data with semi and fully automated management of infrastructure systems of locks and movable bridges as well as with port community systems of inland ports.	regarding the condition of the fairway and specific points like bridges, locks and inland ports, should improve the overall efficiency of the inland waterway sector. RIS should therefore include up-to-date exchanges of data with semi and fully automated management of infrastructure systems of locks and movable bridges as well as with port community systems of inland ports.	regarding the condition of the fairway and specific points like bridges, locks and inland ports, should improve the overall efficiency of the inland waterway sector. RIS should therefore include up-to-date exchanges of data with semi and fully automated management of infrastructure systems of locks and movable bridges as well as with port community systems of inland ports.	
Recital 8				
18	(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') ¹ 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	(8) In order for RIS to allow for interconnection with the logistics chain, it is important that information is shared interfaces are established not only within between the inland waterway transport users 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') ¹ 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	(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') ¹ should enable harmonised ship reporting across the Union in maritime transport . The exchange of traffic related	(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') ¹ should enable harmonised ship reporting across the Union in maritime transport . The exchange of traffic related

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	<p>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>1. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64, ELI: http://data.europa.eu/eli/reg/2019/1239/oj).</p>	<p>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 createfacilitate links with, and should make and exchange information with available to, systems and platforms of other modes of transport.</p> <p>1. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64, ELI: http://data.europa.eu/eli/reg/2019/1239/oj).</p>	<p>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 createfacilitate links with and should make and exchange information with available to digital systems and platforms of other modes of transport.</p> <p>1. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64, ELI: http://data.europa.eu/eli/reg/2019/1239/oj).</p>	<p>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 createfacilitate links with and should make and exchange information with available to digital systems and platforms of other modes of transport.</p> <p>1. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64, ELI: http://data.europa.eu/eli/reg/2019/1239/oj).</p> <p>Tentatively agreed Cons GA</p>
Recital 9				
19	(9) The exchange of information between inland waterway vessels and inland ports, for example on availability of port installations, operating times, or	(9) The exchange of information between inland waterway vessels and inland ports, for example on availability of port installations, operating times, or	(9) The exchange of information between inland waterway vessels and inland ports, for example on availability of port installations, operating times, or	(9) The exchange of information between inland waterway vessels and inland ports, for example on availability of port installations, operating times, or

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	vessel and cargo information is not always optimal, which impacts the efficiency of IWT operations. Information on the availability of alternative fuel infrastructure in ports is of particular importance in promoting the environmental performance of the sector. In order to simplify and streamline the exchange of such information and improve the overall efficiency of the sector, it is important that such exchanges become part of RIS and that the necessary technical specifications are developed.	vessel and cargo information is not always optimal, which impacts the efficiency of IWT operations. Information on the availability of alternative fuel infrastructure in ports is of particular importance in promoting the environmental performance of the sector. In order to simplify and streamline the exchange of such information and improve the overall efficiency of the sector, it is important that such exchanges standardised interfaces are established to become part of RIS and that the necessary technical specifications are developed.	vessel and cargo information is not always optimal, which impacts the efficiency of IWT operations. Information on the availability of alternative fuel infrastructure in ports is of particular importance in promoting the environmental performance of the sector. In order to simplify and streamline the exchange of such information and improve the overall efficiency of the sector, it is important that such exchanges become part of RIS and that the necessary technical specifications are developed.	vessel and cargo information is not always optimal, which impacts the efficiency of IWT operations. Information on the availability of alternative fuel infrastructure in ports is of particular importance in promoting the environmental performance of the sector. In order to simplify and streamline the exchange of such information and improve the overall efficiency of the sector, it is important that such exchanges standardised interfaces are established to become part of RIS and that the necessary technical specifications are developed. Pcy considers that the EP proposal brings clarity to the text and is in line with the GA. Link with several other lines: 45, 71, 72, 91, 112a etc. Tentatively agreed EP text ok
Recital 10				
20	(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	(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	(10) The use of a single digital platform for RIS should streamline the provisions provision of RIS, improve efficiency in IWT operations and reduce burden for RIS providers and users. That	(10) The use of a single digital platform for RIS should streamline the provisions provision of RIS, improve efficiency in IWT operations and reduce burden for RIS providers and users. That

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	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 RIS Platform. These authorities are controllers for purpose of operating the RIS Platform.	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 RIS Platform. These authorities are controllers for purpose of operating the RIS Platform.	platform ('the European RIS EnvironmentRIS 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 European RIS EnvironmentRIS Platform . These authorities are controllers for purpose of operating the European RIS EnvironmentRIS Platform .	platform ('the European RIS EnvironmentRIS 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 European RIS EnvironmentRIS Platform . These authorities are controllers for purpose of operating the European RIS EnvironmentRIS Platform . Tentatively agreed Cons GA
Recital 11				
21	(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. ¹	(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. ¹	(11) In order to ensure uniform conditions for introduction of the European RIS EnvironmentRIS 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. ¹	(11) In order to ensure uniform conditions for introduction of the European RIS EnvironmentRIS 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. ¹

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p.13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).	1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p.13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).	1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p.13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).	1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p.13, ELI: http://data.europa.eu/eli/reg/2011/182/oj). Tentatively agreed Cons GA
	Recital 11a			
21a		(11a) Cooperation with third countries, in particular neighbouring countries, is relevant in order to ensure connection and interoperability between the RIS Platform and those third countries' national RIS. Member States should actively seek such cooperation with neighbouring third countries and encourage their involvement in cross-border projects, provided they adhere to the same level of cybersecurity.	(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.	(11a) Cooperation with third countries, in particular neighbouring countries, is relevant in order to ensure connection and interoperability between the European RIS Environment and those third countries' national RIS. Member States should actively seek such cooperation with neighbouring third countries and encourage their involvement in cross-border projects, provided they adhere to the same level of cybersecurity and data protection. Link with line 75. TRILOGUE 3rd Countries
	Recital 11b			

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
Y	21b		(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.	deleted Reintroduced in the articles (see Pcy explanations in line 78). TRILOGUE Promo
Recital 12				
Y	22	(12) In order to ensure the proper and effective application of Directive 2005/44/EC and to avoid fragmentation and regulatory burden resulting from its uneven application, Member States should ensure that an effective procedure is in place to handle complaints. Where possible, this should be based on existing feedback mechanisms in order to avoid any additional administrative and financial burden. Member States' authorities should cooperate when handling complaints involving cross-border elements (for example, incompatible standards in reporting of vessel information), as 75% of inland waterways operations includes international voyages. By analysing the subject matter of the complaints, as well as their frequency and the way and timeliness of their resolution, it can be possible to identify the	(12) In order to ensure the proper and effective application of Directive 2005/44/EC, Member States should ensure that encouraged to set up an effective procedure is in place to handle for the handling of complaints. Member States' authorities should are encouraged to cooperate when handling complaints involving cross-border elements (for example, incompatible standards in reporting of vessel information), as 75% of inland waterways operations includes international voyages. By analysing the subject matter of the complaints, as well as their frequency and the way and timeliness of their resolution, it can be possible to identify the	(12) In order to ensure the proper and effective The European RIS Environment should provide the possibility for users to submit feedback arising from the application of this Directive 2005/44/EC, and ensure that such feedback is transmitted to the Member State concerned. Member States should ensure that an effective set up a simple and accessible procedure is in place to handle complaints. such feedback in a transparent and impartial manner. Member States' authorities should cooperate when handling complaints in the treatment of feedback involving cross-border elements (for example,

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	<p>thus supporting the monitoring of implementation by pointing to areas where implementation can be improved. It is therefore important that this information is collected and reported by the Member States to the Commission an annual basis. Any handling of complaints under this directive should be without prejudice of the competence of supervisory authorities under Union and Member States laws, including Regulation (EU) 2016/679¹ and Regulation (EU) 2018/1725².</p> <p>1. — OJ L 119, 4.5.2016, p. 1. 2. — OJ L 295, 21.11.2018, p. 39.</p>	<p>voyages. By analysing the subject matter of the complaints, as well as their frequency and the way and timeliness of their resolution, it can be possible to identify the extent to which the provisions of the Directive are complied with, thus supporting the monitoring of implementation by pointing to areas where implementation can be improved. It is therefore important that this information is collected and reported by the Member States to the Commission an annual basis. Any handling of complaints under this directive should be without prejudice of the competence of supervisory authorities under Union and Member States laws, including Regulation (EU) 2016/679¹ and Regulation (EU) 2018/1725².</p> <p>1. — OJ L 119, 4.5.2016, p. 1. 2. — OJ L 295, 21.11.2018, p. 39.</p>	<p>extent to which the provisions of the Directive are complied with, thus supporting the monitoring of implementation by pointing to areas where implementation can be improved. It is therefore important that this information is collected and reported by the Member States to the Commission an annual basis. Any handling of complaints under this directive should be without prejudice of the competence of supervisory authorities under Union and Member States laws, including Regulation (EU) 2016/679¹ and Regulation (EU) 2018/1725².</p> <p>1. — OJ L 119, 4.5.2016, p. 1. 2. — OJ L 295, 21.11.2018, p. 39.</p>	<p>incompatible standards in reporting of vessel information), as 75% of inland waterways operations includes international voyages.</p> <p>By analysing the subject matter of the complaintsfeedbacks, as well as their frequency and the way and timeliness of their resolution, it can be possible to identify the extent to which the provisions of the Directive are complied with, thus supporting the monitoring of implementation by pointing to areas where implementation can be improved. It is therefore important that this information is collected and reported by the Member Statesprovided to the Commission on an annual basis. Any handling of complaints under this directive should be without prejudice of the competence of supervisory authorities under Union and Member States laws, including Regulation (EU) 2016/679¹ and Regulation (EU) 2018/1725².</p> <p>1. — OJ L 119, 4.5.2016, p. 1. 2. — OJ L 295, 21.11.2018, p. 39.</p>

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				Adaptation of the text in line with the Pcy proposals in Article 8a. TRILOGUE Feedback
Recital 13				
23	(13) The development of technical specifications should follow a set of principles (in particular, the ones included in Annex II) in order to ensure the proper and harmonised implementation of the provisions of Directive 2005/44/EC. Those principles should outline the main elements that each RIS component should include.	(13) The development of technical specifications should follow a set of principles (in particular, the ones included in Annex II) in order to ensure the proper and harmonised implementation of the provisions of Directive 2005/44/EC. Those principles should outline the main elements that each RIS component should include.	(13) The development of technical specifications should follow a set of principles (in particular, the ones included in Annex II) in order to ensure the proper and harmonised implementation of the provisions of Directive 2005/44/EC. Those principles should outline the main elements that each RIS component should include.	Identical
Recital 14				
24	(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	(14) The requirements and technical specifications for the purposes of RIS should ensure in particular that all RIS data, which constitute personal data under Regulation (EU) 2016/679 of the European Parliament and of the Council , 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	(14) The requirements and technical specifications for the purposes of RIS should ensure in particular that all RIS data which constitute personal data under Regulation (EU) 2016/679 of the European Parliament and of the Council 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	EP = CONS

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	<p>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 Council¹ and Regulation (EU) 2018/1725 of the European Parliament and of the Council², 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.</p> <p>1. Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1, ELI: http://data.europa.eu/eli/reg/2016/679/oj).</p> <p>2. Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39, ELI: http://data.europa.eu/eli/reg/2018/1725/oj).</p>	<p>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 Council¹ and Regulation (EU) 2018/1725 of the European Parliament and of the Council², 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.</p> <p>1. ———Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1, ELI: http://data.europa.eu/eli/reg/2016/679/oj).</p> <p>2. ———Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No</p>	<p>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 Council¹ and Regulation (EU) 2018/1725 of the European Parliament and of the Council², 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.</p> <p>1. ———Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1, ELI: http://data.europa.eu/eli/reg/2016/679/oj).</p> <p>2. ———Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No</p>	

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
		1247/2002/EC (OJ L 295, 21.11.2018, p. 39, ELI: http://data.europa.eu/eli/reg/2018/1725/oj)	1247/2002/EC (OJ L 295, 21.11.2018, p. 39, ELI: http://data.europa.eu/eli/reg/2018/1725/oj)	
Recital 15				
25	(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.	(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, such as the processing of names or the processing of location data, which 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.	(15) In order to ensure the safe and optimal navigation of vessels in inland waterways, Member States should be aware of the position location 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 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.	(15) In order to ensure the safe and optimal navigation of vessels in inland waterways, Member States should be aware of the position location 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 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.

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				Tentatively agreed Cons GA
Recital 16				
Y	26	(16) In order to ensure that RIS users are supplied with the necessary information concerning navigation and voyage planning, and taking account of scientific and technical progress, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in order to amend the minimum data requirements established in the Annex I to Directive 2005/44/EC.	(16) In order to ensure that RIS users are supplied with the necessary information concerning navigation and voyage planning, and taking account of scientific and technical progress, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in order to amend the minimum data requirements established in the Annex I to Directive 2005/44/EC.	(16) In order to ensure that RIS users are supplied with the necessary information concerning navigation and voyage planning, and taking account of scientific and technical progress, the power to adopt acts in accordance with Article 290 TFEU should be delegated to the Commission in order to amend the minimum data requirements established in the Annex I to Directive 2005/44/EC. Link with line 116 - reintroduction of delegated acts for Annex I. TRILOGUE Delegated Acts
Recital 17				
G	27	(17) Where duly justified by an appropriate analysis and in the absence of pertinent and up-to-date international standards to ensure safety of navigation, or where changes in or the outcome of the decision-making process of the European committee for drawing up standards in the field of inland navigation (CESNI) would compromise Union interests, the power to adopt acts	(17) Where duly justified by an appropriate analysis and in the absence of pertinent and up-to-date international standards to ensure safety of navigation, or where changes in or the outcome of the decision-making process of the European committee for drawing up standards in the field of inland navigation (CESNI) would compromise Union interests, the power to adopt acts	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	in accordance with Article 290 TFEU should be delegated to the Commission in respect of the amendment of Annex III to Directive 2005/44/EC in order to provide appropriate technical specifications for RIS, in line with the principles set out in Annex II of Directive 2005/44/EC with the aim of safeguarding Union interests.	in accordance with Article 290 TFEU should be delegated to the Commission in respect of the amendment of Annex III to Directive 2005/44/EC in order to provide appropriate technical specifications for RIS, in line with the principles set out in Annex II of Directive 2005/44/EC with the aim of safeguarding Union interests.	in accordance with Article 290 TFEU should be delegated to the Commission in respect of the amendment of Annex III to Directive 2005/44/EC in order to provide appropriate technical specifications for RIS, in line with the principles set out in Annex II of Directive 2005/44/EC with the aim of safeguarding Union interests.	
Recital 18				
28	(18) The experience gained from the implementation of Directive 2005/44/EC shows that the period to introduce and update the technical specifications has been lengthy, which has impacted the performance of the sector. It is therefore important to change the process by which technical specifications are introduced.	(18) The experience gained from the implementation of Directive 2005/44/EC shows that the period to introduce and update the technical specifications has been lengthy, which has impacted the performance of the sector. It is therefore important to change the process by which technical specifications are introduced.	(18) The experience gained from the implementation of Directive 2005/44/EC shows that the period to introduce and update the technical specifications has been lengthy, which has impacted the performance of the sector. It is therefore important to change the process by which technical specifications are introduced.	Identical
Recital 19				
29	(19) Directive (EU) 2016/1629 of the European Parliament and of the Council ¹ introduced such a process based on technical specifications developed by the CESNI. Acting under the auspices of the Central Commission for Navigation on the Rhine ('CCNR') and open to experts	(19) Directive (EU) 2016/1629 of the European Parliament and of the Council ¹ introduced such a process based on technical specifications developed by the CESNI. Acting under the auspices of the Central Commission for Navigation on the Rhine ('CCNR') and open to experts	(19) Directive (EU) 2016/1629 of the European Parliament and of the Council ¹ introduced such a process based on technical specifications developed by the CESNI. Acting under the auspices of the Central Commission for Navigation on the Rhine ('CCNR') and open to experts	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	<p>from all Member States, CESNI² is responsible for drawing up the technical standards in the field of inland waterway transport. Experience has shown that CESNI has developed and updated technical requirements for inland navigation vessels in an organised and timely manner. Taking into account the expertise of CESNI and the experience from implementing Directive (EU) 2016/1629, a similar approach should be applied for Directive 2005/44/EC.</p> <p>1. Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (OJ L 252, 16.9.2016, p. 118, ELI: http://data.europa.eu/eli/dir/2016/1629/oj).</p> <p>2. CESNI is established under CCNR resolution 2015-i-3.</p>	<p>from all Member States, CESNI² is responsible for drawing up the technical standards in the field of inland waterway transport. Experience has shown that CESNI has developed and updated technical requirements for inland navigation vessels in an organised and timely manner. Taking into account the expertise of CESNI and the experience from implementing Directive (EU) 2016/1629, a similar approach should be applied for Directive 2005/44/EC.</p> <p>1. Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (OJ L 252, 16.9.2016, p. 118, ELI: http://data.europa.eu/eli/dir/2016/1629/oj).</p> <p>2. CESNI is established under CCNR resolution 2015-i-3.</p>	<p>from all Member States, CESNI² is responsible for drawing up the technical standards in the field of inland waterway transport. Experience has shown that CESNI has developed and updated technical requirements for inland navigation vessels in an organised and timely manner. Taking into account the expertise of CESNI and the experience from implementing Directive (EU) 2016/1629, a similar approach should be applied for Directive 2005/44/EC.</p> <p>1. ———Directive (EU) 2016/1629 of the European Parliament and of the Council of 14 September 2016 laying down technical requirements for inland waterway vessels, amending Directive 2009/100/EC and repealing Directive 2006/87/EC (OJ L 252, 16.9.2016, p. 118, ELI: http://data.europa.eu/eli/dir/2016/1629/oj).</p> <p>2. CESNI is established under CCNR resolution 2015-i-3.</p>	
	Recital 20			
G 30	<p>(20) In order to ensure a high level of safety and efficiency in inland navigation, to ensure the provision of RIS and to take into account scientific and technical progress and other developments in the sector, the reference to the</p>	<p>(20) In order to ensure a high level of safety and efficiency in inland navigation, to ensure the provision of RIS and to take into account scientific and technical progress and other developments in the sector, the reference to the</p>	<p>(20) In order to ensure a high level of safety and efficiency in inland navigation, to ensure the provision of RIS and to take into account scientific and technical progress and other developments in the sector, the reference to the</p>	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	applicable technical specifications for river information services, the European Standard for River Information Services (ES-RIS), provided it is in line with the principles of Annex II, should form and integral but not essential part of Directive 2005/44/EC, and be kept up to date. Therefore, the power to adopt acts amending Annex III to Directive 2005/44/EC in view of updating the reference to the most recent version of the ES-RIS standard and setting the date of its application should be delegated to the Commission in accordance with Article 290 TFEU.	applicable technical specifications for river information services, the European Standard for River Information Services (ES-RIS), provided it is in line with the principles of Annex II, should form and integral but not essential part of Directive 2005/44/EC, and be kept up to date. Therefore, the power to adopt acts amending Annex III to Directive 2005/44/EC in view of updating the reference to the most recent version of the ES-RIS standard and setting the date of its application should be delegated to the Commission in accordance with Article 290 TFEU.	applicable technical specifications for river information services, the European Standard for River Information Services (ES-RIS), provided it is in line with the principles of Annex II, should form and integral but not essential part of Directive 2005/44/EC, and be kept up to date. Therefore, the power to adopt acts amending Annex III to Directive 2005/44/EC in view of updating the reference to the most recent version of the ES-RIS standard and setting the date of its application should be delegated to the Commission in accordance with Article 290 TFEU.	
Recital 21				
31	(21) When adopting delegated acts, it is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making ¹ . In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the	(21) When adopting delegated acts, it is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making ¹ . In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the	(21) When adopting delegated acts, it is of particular importance that the Commission carry out appropriate consultations during its preparatory work, including at expert level and that those consultations be conducted in accordance with the principles laid down in the Interinstitutional Agreement of 13 April 2016 on Better Law-Making ¹ . In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	<p>Council receive all documents at the same time as the experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p> <p>1. — OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinst/2016/512/oj.</p>	<p>Council receive all documents at the same time as the experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p> <p>1. — OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinst/2016/512/oj.</p>	<p>Council receive all documents at the same time as the experts, and their experts systematically have access to meetings of Commission expert groups dealing with the preparation of delegated acts.</p> <p>1. — OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinst/2016/512/oj.</p>	
Recital 22				
32	<p>(22) The Committee on boatmasters' certificates for the carriage of goods and passengers by inland waterway referred to in Article 11 of Directive 2005/44/EC has been abolished. In its place, the Inland Waterway Transport Committee having expertise in standards and technical specifications in the inland waterway sector is relevant to assist the Commission within the meaning of Regulation (EU) 182/2011 of the European Parliament and of the Council¹ in respect of RIS. Furthermore, this Directive introduces amendments to Article 5 and Article 12 of Directive 2005/44/EC relating to the Committee procedure that need to be reflected in an updated article. Therefore Article 11 of</p>	<p>(22) The Committee on boatmasters' certificates for the carriage of goods and passengers by inland waterway referred to in Article 11 of Directive 2005/44/EC has been abolished. In its place, the Inland Waterway Transport Committee having expertise in standards and technical specifications in the inland waterway sector is relevant to assist the Commission within the meaning of Regulation (EU) 182/2011 of the European Parliament and of the Council¹ in respect of RIS. Furthermore, this Directive introduces amendments to Article 5 and Article 12 of Directive 2005/44/EC relating to the Committee procedure that need to be reflected in an updated article. Therefore Article 11 of</p>	<p>(22) The Committee on boatmasters' certificates for the carriage of goods and passengers by inland waterway referred to in Article 11 of Directive 2005/44/EC has been abolished. In its place, the Inland Waterway Transport Committee having expertise in standards and technical specifications in the inland waterway sector is relevant to assist the Commission within the meaning of Regulation (EU) 182/2011 of the European Parliament and of the Council¹ in respect of RIS. Furthermore, this Directive introduces amendments to Article 5 and Article 12 of Directive 2005/44/EC relating to the Committee procedure that need to be reflected in an updated article. Therefore Article 11 of</p>	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	<p>Directive 2005/44/EC should be amended to reflect these changes.</p> <p>1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).</p>	<p>Directive 2005/44/EC should be amended to reflect these changes.</p> <p>1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).</p>	<p>Directive 2005/44/EC should be amended to reflect these changes.</p> <p>1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).</p>	
Recital 23				
33	<p>(23) For the purposes of better regulation and simplification, it should be possible for Directive 2005/44/EC to make reference to international standards without duplicating them in the Union legal framework.</p>	<p>(23) For the purposes of better regulation and simplification, it should be possible for Directive 2005/44/EC to make reference to international standards without duplicating them in the Union legal framework.</p>	<p>(23) For the purposes of better regulation and simplification, it should be possible for Directive 2005/44/EC to make reference to international standards without duplicating them in the Union legal framework.</p>	Identical
Recital 24				
34	<p>(24) RIS has been established in the Union since 2005 and considerable experience in its development and implementation has been gathered by the Member States. Furthermore, the technical specifications necessary for the functioning of RIS are included in Annex III of Directive 2005/44/EC. In this regard, Article 12(2) of Directive 2005/44/EC should be deleted. In addition, by</p>	<p>(24) RIS has been established in the Union since 2005 and considerable experience in its development and implementation has been gathered by the Member States. Furthermore, the technical specifications necessary for the functioning of RIS are included in Annex III of Directive 2005/44/EC. In this regard, Article 12(2) of Directive 2005/44/EC should be deleted. In addition, by</p>	<p>(24) RIS has been established in the Union since 2005 and considerable experience in its development and implementation has been gathered by the Member States. Furthermore, the technical specifications necessary for the functioning of RIS are included in Annex III of Directive 2005/44/EC. In this regard, Article 12(2) of Directive 2005/44/EC should be deleted. In addition, by</p>	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	amending the scope of Directive 2005/44/EC to focus on the TEN-T the requirement to implement RIS is applicable on the most important waterways, creating a reliable transport network. As such, Article 12(3) of Directive 2005/44/EC should be deleted.	amending the scope of Directive 2005/44/EC to focus on the TEN-T the requirement to implement RIS is applicable on the most important waterways, creating a reliable transport network. As such, Article 12(3) of Directive 2005/44/EC should be deleted.	amending the scope of Directive 2005/44/EC to focus on the TEN-T the requirement to implement RIS is applicable on the most important waterways, creating a reliable transport network. As such, Article 12(3) of Directive 2005/44/EC should be deleted.	
Recital 25				
35	(25) In accordance with the principle of proportionality, it is necessary and appropriate for the achievement of the basic objective of establishing a framework for the provision of River Information Services (RIS) in the Union to lay down rules on the setting up, operation and technical specifications of RIS. This Directive does not go beyond what is necessary in order to achieve the objectives pursued in accordance with Article 5(4) of the Treaty on European Union.	(25) In accordance with the principle of proportionality, it is necessary and appropriate for the achievement of the basic objective of establishing a framework for the provision of River Information Services (RIS) in the Union to lay down rules on the setting up, operation and technical specifications of RIS. This Directive does not go beyond what is necessary in order to achieve the objectives pursued in accordance with Article 5(4) of the Treaty on European Union.	(25) In accordance with the principle of proportionality, it is necessary and appropriate for the achievement of the basic objective of establishing a framework for the provision of River Information Services (RIS) in the Union to lay down rules on the setting up, operation and technical specifications of RIS. This Directive does not go beyond what is necessary in order to achieve the objectives pursued in accordance with Article 5(4) of the Treaty on European Union.	Identical
Recital 26				
36	(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	(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	(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	EP = CONS

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	delivered an opinion on [XX XX 2024] ¹ . 1. OJ C [...], [...], p. [...].	delivered an opinion on [XX XX 2024] 20 March 2024 ¹ . 1. OJ C [...], [...], p. [...].	delivered an opinion on [XX XX 2024] 20 March 2024 ¹ . 1. OJ C [...], [...], p. [...].	
Recital 27				
37	(27) Directive 2005/44/EC should therefore be amended accordingly,	(27) Directive 2005/44/EC should therefore be amended accordingly,	(27) Directive 2005/44/EC should therefore be amended accordingly,	Identical
Formula				
38	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:	HAVE ADOPTED THIS DIRECTIVE:	Identical
Article 1				
39	Article 1 Amendments to Directive 2005/44/EC	Article 1 Amendments to Directive 2005/44/EC	Article 1 Amendments to Directive 2005/44/EC	Identical
Article 1, first paragraph				
40	Directive 2005/44/EC is amended as follows:	Directive 2005/44/EC is amended as follows:	Directive 2005/44/EC is amended as follows:	Identical
Article 1, first paragraph, point (1)				
41	(1) Article 1 is replaced by the following:	(1) Article 1 is replaced by the following:	(1) Article 1 is replaced by the following:	Identical
Article 1, first paragraph, point (1), amending provision, first paragraph				
42	‘ Article 1	‘ Article 1	‘ Article 1	Identical
Article 1, first paragraph, point (1), amending provision, second paragraph				
43	Subject Matter	Subject Matter	Subject Matter	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	Article 1, first paragraph, point (1), amending provision, numbered paragraph (1)			
44	1. This Directive establishes a framework for the deployment and use of harmonised river information services (RIS) in the Union in order to support inland waterway transport with a view to enhancing its safety, efficiency and sustainability and to facilitating interfaces with other transport modes.	1. This Directive establishes a framework for the deployment and use of harmonised river information services (RIS) in the Union in order to support inland waterway transport with a view to enhancing its safety, efficiency and sustainability and to facilitating interfaces with other transport modes.	1. This Directive establishes a framework for the deployment and use of harmonised river information services (RIS) in the Union in order to support inland waterway transport with a view to enhancing its safety, efficiency and sustainability and to facilitating interfaces with other transport modes.	Identical
	Article 1, first paragraph, point (1), amending provision, numbered paragraph (2)			
45	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.	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 facilitate continuity with other modal traffic management services, in particular maritime vessel traffic management and information services through the use of standardised interfaces.	2. This Directive provides a framework for the establishment and further development of technical requirements, specifications and conditions to ensure harmonised, interoperable and open accessible RIS on the Union inland waterways and ensure continuity facilitate standardised interfaces with other modal traffic management services, in particular maritime vessel traffic management and information services.	2. This Directive provides a framework for the establishment and further development of technical requirements, specifications and conditions to ensure harmonised, interoperable and open accessible RIS on the Union inland waterways and ensure facilitate continuity with other modal traffic management services, in particular maritime vessel traffic management and information services through the use of standardised interfaces. EP agreed to replace 'open' to 'accessible'. The second part of the EP amendment is similar in substance

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				with the Council text, but more clear and better structured. Tentatively agreed
	Article 1, first paragraph, point (2)			
G 46	(2) in Article 2, paragraph 1 is replaced by the following:	(2) in Article 2, paragraph 1 is replaced by the following:	(2) in Article 2, paragraph 1 is replaced by the following:	Identical
	Article 1, first paragraph, point (2), amending provision, numbered paragraph (1)			
G 47	<p>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 Council¹.</p> <p>1. Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1, ELI: http://data.europa.eu/eli/reg/2013/1315/oj)</p>	<p>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 2024/1679 of the European Parliament and of the Council¹and 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 Annexes I and II to Regulation (EU) No 2024/1679 of the European Parliament and of the Council.</p>	<p>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 Council¹and 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>	<p>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 2024/1679 of the European Parliament and of the Council¹and 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 Annexes I and II to Regulation (EU) No 2024/1679 of the European Parliament and of the Council.</p>

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
		1. Regulation (EU) No 1315/2013 2024/1679 of the European Parliament and of the Council of 11 December 2013 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1) Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024, ELI: http://data.europa.eu/eli/reg/2013/1315/oj) eu/eli/reg/2024/1679/oj).	1. Regulation (EU) No 1315/2013 of the European Parliament and of the Council of 11 December 2013 on Union guidelines for the development of the trans-European transport network and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1, ELI: http://data.europa.eu/eli/reg/2013/1315/oj) .	1. Regulation (EU) No 1315/2013 2024/1679 of the European Parliament and of the Council of 11 December 2013 13 June 2024 on Union guidelines for the development of the trans-European transport network, amending Regulations (EU) 2021/1153 and (EU) No 913/2010 and repealing Decision No 661/2010/EU (OJ L 348, 20.12.2013, p. 1) Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024, ELI: http://data.europa.eu/eli/reg/2013/1315/oj) eu/eli/reg/2024/1679/oj). The TEN-T Regulation was updated and the correct reference should be used. Tentatively agreed EP text ok
Article 1, first paragraph, point (3)				
48	(3) in Article 3, the following points (ha) to (hi) are added:	(3) in Article 3, the following points (ha) to (hi) are added:	(3) in Article 3, the following points (ha) to (hi) are added:	(3) in Article 3, the following points (ha) to (hi) are added: Tentatively agreed Cons GA
Article 1, first paragraph, point (3), amending provision, numbered paragraph (ha)				
49	(ha) ‘trans-European transport network’ (TEN-T) means inland waterways as defined in Annex I of Regulation (EU) 1315/2013;	(ha) ‘trans-European transport network’ (TEN-T) means inland waterways as defined in Annex I of Regulation (EU) 1315/2013 2024/1679 ;	(ha) ‘trans-European transport network’ (TEN-T) means inland waterways as defined in Annex I of Regulation (EU) 1315/2013;	(ha) ‘trans-European transport network’ (TEN-T) means inland waterways as defined in Annex I of Regulation (EU) 1315/2013 2024/1679 ;

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				<p>The TEN-T Regulation was updated and the correct reference should be used.</p> <p>Tentatively agreed EP text ok</p>
Article 1, first paragraph, point (3), amending provision, numbered paragraph (hb)				
50	<p>(hb) ‘electronic freight transport information’ (eFTI) means electronic freight transport information as defined in Article 3(4) of Regulation (EU) 2020/1056 of the European Parliament and of the Council¹;</p> <p>1. Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33, ELI: http://data.europa.eu/eli/reg/2020/1056/oj)</p>	<p>(hb) ‘electronic freight transport information’ (eFTI) means electronic freight transport information as defined in Article 3(4) of Regulation (EU) 2020/1056 of the European Parliament and of the Council¹;</p> <p>1. Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33, ELI: http://data.europa.eu/eli/reg/2020/1056/oj)</p>	<p>(hb) ‘electronic freight transport information’ (eFTI) means electronic freight transport information as defined in Article 3(4) of Regulation (EU) 2020/1056 of the European Parliament and of the Council¹;</p> <p>1. Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33, ELI: http://data.europa.eu/eli/reg/2020/1056/oj)</p>	<p>EP = CONS</p>
Article 1, first paragraph, point (3), amending provision, numbered paragraph (hc)				
51	<p>(hc) ‘European Maritime Single Window environment’ (‘EMSWe’) means European Maritime Single Window environment as defined in Article 2(1) of Regulation (EU) 2019/1239 of the European Parliament and of the Council¹;</p> <p>1. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European</p>	<p>(hc) ‘European Maritime Single Window environment’ (‘EMSWe’) means European Maritime Single Window environment as defined in Article 2(1) of Regulation (EU) 2019/1239 of the European Parliament and of the Council¹;</p> <p>1. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European</p>	<p>(hc) ‘European Maritime Single Window environment’ (‘EMSWe’) means European Maritime Single Window environment as defined in Article 2(1) of Regulation (EU) 2019/1239 of the European Parliament and of the Council¹;</p> <p>1. Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European</p>	<p>EP = CONS</p>

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64, ELI: http://data.europa.eu/eli/reg/2019/1239/oj)	Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64, ELI: http://data.europa.eu/eli/reg/2019/1239/oj)	Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64, ELI: http://data.europa.eu/eli/reg/2019/1239/oj)	
	Article 1, first paragraph, point (3), amending provision, numbered paragraph (hd)			
G 52	(hd) ‘maritime National Single Window’ means a maritime National Single Window as defined in Article 2(3) of Regulation (EU) 2019/1239;	(hd) ‘maritime National Single Window’ means a maritime National Single Window as defined in Article 2(3) of Regulation (EU) 2019/1239;	(hd) ‘maritime National Single Window’ means a maritime National Single Window as defined in Article 2(3) of Regulation (EU) 2019/1239;	EP = CONS
	Article 1, first paragraph, point (3), amending provision, numbered paragraph (he)			
G 53	(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;	(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. It does not include the network data provided by the Member State in accordance with Annexes I and III;	(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. It does not include the network data in accordance with Annex I and Annex III provided-operated by the Commission Member State;	(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 under the authority of the Commission. It does not include the network data provided by the Member State in accordance with Annexes I and III; The last part of the first paragraph was adjusted to allow for the possibility that the ERDMS could be outsourced in the future. This is in line with the Council general approach in line 16 - last part of the recital.

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				For the second phrase, differences are editorial; EP text seems more clear. Tentatively agreed
Article 1, first paragraph, point (3), amending provision, numbered paragraph (hf)				
54	(hf) ‘Port Community System’ means an electronic platform for the exchange of information between public and private stakeholders to ensure smooth port and logistics processes;	(hf) ‘Port Community System’ means an electronic platform for the exchange of information between public and private stakeholders to ensure smooth port and logistics processes;	(hf) ‘Port Community System’ means an electronic platform for the exchange of information between public and private stakeholders to ensure smooth port and logistics processes;	Identical
Article 1, first paragraph, point (3), amending provision, numbered paragraph (hg)				
55	(hg) ‘smart inland waterway infrastructure system’ an electronic platform supporting semi and fully automated management of IWT infrastructure in locks and movable bridges in the TEN-T, operated by the public waterway management authorities;	(hg) ‘smart inland waterway infrastructure system’ an electronic platform supporting semi and fully automated management of IWT infrastructure in locks and movable bridges in the TEN-T, operated by the public waterway management authorities;	(hg) ‘smart inland waterway infrastructure system’ an electronic platform supporting semi and fully automated management of IWT infrastructure in locks and movable bridges in the TEN-T, operated by the public waterway management authorities;	Identical
Article 1, first paragraph, point (3), amending provision, numbered paragraph (hh)				
56	(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	(hh) ‘RIS Platform’ means an electronic single-point-of-access platform sourced by national RIS information and providing technical and operational services such as Fairway-, Infrastructure-, Traffic- and Transport Information Services, including route- and transport	(hh) ‘European RIS EnvironmentRIS 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	(hh) ‘European RIS EnvironmentRIS Platform’ means an electronic single-point-of-access platform sourced by national RIS information and providing Fairway-, Infrastructure-, Traffic- and Transport Informationtechnical and operational services, including

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	reporting according to the ‘once-only’ principle;	planning, for RIS users and serving for electronic reporting according to the ‘once-only’ principle;	RIS users and serving for providing links to electronic reporting according to the ‘once-only’ principle;	route and transport planning, for RIS users and serving for providing links to electronic reporting according to the ‘once-only’ principle; Pcy considers that the EP addition related to 'technical and operational services' does not create difficulties, and it could be a useful clarification. Tentatively agreed
Article 1, first paragraph, point (3), amending provision, numbered paragraph (hi)				
57	(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.	(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 No 2024/1679.	(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.	(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 No 2024/1679. The TEN-T Regulation was updated and the correct reference should be used. Tentatively agreed EP text ok
Article 1, first paragraph, point (4)				
58	(4) Article 4 is replaced by the following:	(4) Article 4 is replaced by the following:	(4) Article 4 is replaced by the following:	Identical
Article 1, first paragraph, point (4), amending provision, first paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal	
G	59	Article 4	Article 4	Identical	G
Article 1, first paragraph, point (4), amending provision, second paragraph					
G	60	Setting-up of RIS	Setting-up of RIS	Identical	G
Article 1, first paragraph, point (4), amending provision, numbered paragraph (1)					
G	61	1. Member States shall take the necessary measures to implement RIS on inland waterways and inland ports falling within the scope of this Directive.	1. Member States shall take the necessary measures to implement RIS on inland waterways and inland ports falling within the scope of this Directive.	Identical	G
Article 1, first paragraph, point (4), amending provision, numbered paragraph (2)					
G	62	2. Member States shall develop RIS in such a way that the RIS application is efficient, expandable and interoperable so as to interact with other RIS applications and with systems for other modes of transport, while also providing inter- faces to transport management systems and commercial activities.	2. Member States shall develop RIS in such a way that the RIS application is efficient, expandable and interoperable so as to interact with other RIS applications and with systems for other modes of transport, while also providing inter- faces to transport management systems and commercial activities.	Identical	G
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph					
G	63	3. In order to set up RIS, Member States shall:	3. In order to set up RIS, Member States shall:	Identical	G
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph, point (a)					
G	64	(a) ensure that all relevant data are supplied to RIS users concerning navigation and voyage	(a) ensure that all relevant data are supplied to RIS users concerning navigation and voyage	EP = CONS	G

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	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;	planning on inland waterways. These network 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 ;	planning on inland waterways. These network 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 ;	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph, point (b)				
65	(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;	(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;	(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;	EP = CONS
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph, point (c)				
66	(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;	(c) enable, as far as ship reporting is required by national or international regulations, the competent authorities to receive electronic ship reports of the all required data from ships. In cross-border transport, this information shall be transmitted in full to the competent authorities of the neighbouring State and any such transmission shall be completed before arrival of the vessels at the border;	(c) enable, as far as ship reporting is required by national or international regulations, the competent authorities to receive electronic ship reports of the all required data from ships. In cross-border transport, transmission of this data in full between this information shall be transmitted to the competent authorities of the neighbouring State and any such transmission States shall be completed enabled before arrival of the vessels at the border;	(c) enable, as far as ship reporting is required by national or international regulations, the competent authorities to receive electronic ship reports of the all required data from ships. In cross-border transport, this information data shall be transmitted made available in full to the competent authorities of the neighbouring Member State and any such transmission shall be completed before arrival of the vessels at the border;

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				<p>The EP is concerned that the wording proposed by the Council in the general approach could lead to a situation where the data is not transmitted from one Member State to the other in cross border transport, making it necessary for the operator to re-transmit it, which would be against the 'reporting once' principle.</p> <p>As a compromise, the Presidency is proposing to use the wording "make available in full". This would make the legislation more futureproof in terms of the actual technical modalities that could be used for storing and making data available to those who need it. This could also be useful for the protection of data, in line with GDPR provisions - a personal data record would not be stored in multiple databases, but only in one and accessed only when necessary and permitted.</p> <p>Tentatively agreed</p>
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph, point (d)			
67	(d) ensure that notices to skippers, including water level (or maximum allowable draught) and ice reports of their inland waterways, are provided as	(d) ensure that notices to skippers, including water level (or maximum allowable draught) and ice reports of their inland waterways, are provided as	(d) ensure that notices to skippers, including water level (or maximum allowable draught) and ice reports of their inland waterways, are provided as	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	standardised, encoded and downloadable messages. The standardised message shall contain at least the information necessary for safe navigation. The notices to skippers shall be up-to-date and provided at least in an accessible common electronic format;	standardised, encoded and downloadable messages. The standardised message shall contain at least the information necessary for safe navigation. The notices to skippers shall be up-to-date and provided at least in an accessible common electronic format;	standardised, encoded and downloadable messages. The standardised message shall contain at least the information necessary for safe navigation. The notices to skippers shall be up-to-date and provided at least in an accessible common electronic format;	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph, point (e)				
68	(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;	(e) ensure that ERDMS the network data in the European RIS Platform is kept up to date by supplying all the necessary network data in accordance with Annexes I and III data without delay and revise them at least once per year;	(e) (ea) ensure that ERDMS 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 data without delay and revise them at least once per year;	(e) (ea) ensure that ERDMS the network data in the European RIS Environment is kept up to date by supplying all the necessary network data defined in Annexes I and III data without delay and revise them at least once per year; EP tentatively agreed with the Council argumentation to change 'RIS Platform' to 'RIS Environment'. Tentatively agreed
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph, point (ea)				
68a				
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph, point (f)				
69	(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	(f) ensure that at least traffic related information is exchanged between RIS and made available through interfaces following the technical specifications laid down in accordance with Annex	(f) ensure facilitate that at least traffic related information is exchanged between RIS and made available through interfaces following the technical specifications laid down in	(f) ensure, when available , that at least traffic related information is exchanged between RIS and made available through interfaces following the technical specifications laid down in

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	transport modes, including through maritime National Single Windows within EMSWe;	II, point 7, where applicable, to electronic information exchange environments established by Union law and used in other transport modes, including through maritime National Single Windows within EMSWe;	accordance with Annex II, §7 where applicable, to electronic information exchange environments established by Union law and used in other transport modes, including through maritime National Single Windows within EMSWe;	accordance with Annex II, point 7, where applicable, to electronic information exchange environments established by Union law and used in other transport modes, including through maritime National Single Windows within EMSWe; EP considers that the availability of traffic information to be a crucial element of the proposal. The Presidency considers that the wording proposed initially by the Commission ("ensure") can be acceptable, if the other changes made in the general approach are accepted, and in particular the caveats "when available" in the first part of the text and "where applicable". Tentatively agreed Up-to-date / Real-time
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph, point (g)				
70	(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),	(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);	(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);	EP = CONS

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	<p>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 Council¹ 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>1. Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13, ELI: http://data.europa.eu/eli/dir/2008/68/oj).</p>	<p>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 Council¹ 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>1. Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13, ELI: http://data.europa.eu/eli/dir/2008/68/oj).</p>	<p>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 Council¹ 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>1. Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13, ELI: http://data.europa.eu/eli/dir/2008/68/oj).</p>	
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph, point (h)				
71	<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 Council¹;</p> <p>1. Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of</p>	<p>(h) ensure that information is exchanged between RIS and standardised interfaces in accordance with Annexes II and 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 Council¹;</p>	<p>(h) ensure that information is exchanged between RIS and 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 Council¹;</p>	<p>(h) ensure that information is exchanged between RIS and standardised interfaces in accordance with Annexes II and III are made available for the port community systems of inland ports, including, among others when available, up-to-date, information on the 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</p>

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	alternative fuels infrastructure and repealing Directive 2014/94/EU (OJ L 234, 22.9.2023, p. 1, ELI: http://data.europa.eu/eli/reg/2023/1804/oj)	1. Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure and repealing Directive 2014/94/EU (OJ L 234, 22.9.2023, p. 1, ELI: http://data.europa.eu/eli/reg/2023/1804/oj)	1. Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure and repealing Directive 2014/94/EU (OJ L 234, 22.9.2023, p. 1, ELI: http://data.europa.eu/eli/reg/2023/1804/oj)	European Parliament and of the Council ¹ ; 1. Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure and repealing Directive 2014/94/EU (OJ L 234, 22.9.2023, p. 1, ELI: http://data.europa.eu/eli/reg/2023/1804/oj) For the EP (and COM) it is important that users have up-to-date information about the availability of berths and alternative fuels infrastructures. As a compromise, the Presidency is proposing to add the caveat "when available", because there may be situations when such information is not available (like small inland ports which do not have personnel 24/7). Tentatively agreed Up-to-date / Real-time
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph, point (i)			
G 72	(i) ensure that information is exchanged between RIS and other smart inland waterways infrastructure systems for the purpose of managing of river traffic.	(i) ensure that information is exchanged between RIS and standardised interfaces in accordance with Annexes II and III are made available to other smart inland waterways infrastructure systems for the	(i) ensure that information is exchanged between RIS and standardised interfaces in accordance with Annex II and Annex III are made available to other smart inland waterways infrastructure systems for the	(i) ensure that information is exchanged between RIS and standardised interfaces in accordance with Annexes II and III are made available to other smart inland waterways infrastructure systems for the

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
		purpose of managing of river traffic.	purpose of managing of river traffic.	purpose of managing of river traffic. Tentatively agreed
Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), second subparagraph				
G	73	The obligations referred to in this paragraph shall be fulfilled in compliance with the requirements and principles set out in Annexes I and II.	The obligations referred to in this paragraph shall be fulfilled in compliance with the requirements and principles set out in Annexes I and II.	Identical
Article 1, first paragraph, point (4), amending provision, numbered paragraph (4)				
G	74	4. The competent authorities of the Member States shall establish RIS centres according to regional needs.	4. The competent authorities of the Member States shall establish RIS centres according to regional needs.	Identical
Article 1, first paragraph, point (4), amending provision, numbered paragraph (5)				
Y	75	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	5. Member States shall jointly create, govern , operate, use and maintain a single RIS Platform European RIS Environment which provides fairway-, infrastructure-, traffic-, and transport related services and provide the necessary data. The European RIS Environment 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	5. Member States shall jointly create, govern , operate, use and maintain a single RIS Platform European RIS Environment which provides fairway-, infrastructure-, traffic-, and transport related services and provide the necessary data. The European RIS Environment 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

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	competent authorities responsible for operating RIS Platform.	competent authorities responsible for operating RIS Platform. The RIS platform shall be open to contributions from third countries whose waterways are connected to the European waterway network willing to cooperate and provide their network data, provided that the data is of identical quality and format as that of Member States. Contributing third countries shall be able to use and benefit from the ERDMS and the RIS platform in the same manner as Member States, provided they adhere to the same level of cybersecurity.	systems of other transport modes and inland ports. Member States shall designate one or more competent authorities responsible for operating RIS Platform the European RIS Environment.	systems of other transport modes and inland ports. Member States shall designate one or more competent authorities responsible for operating RIS Platform the European RIS Environment. The RIS Environment shall be open to contributions from third countries whose waterways are connected to the European waterway network and are willing to cooperate and provide their network data, provided that the data is of identical quality and format as that of Member States. Contributing third countries shall be able to use and benefit from the ERDMS and the European RIS Environment in the same manner as Member States, provided they adhere to the same level of cybersecurity and data protection. As part of the broader compromise, the Presidency is proposing to agree to incorporate the last part of the EP amendment (slightly amended) in the text of the general approach. Link with line 21a. TRILOGUE 3rd Countries

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (5a)			
G 75a		5a. ERDMS provides reference data and code lists necessary for the proper functioning of RIS.		deleted Tentatively agreed
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (6)			
G 76	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).	6. The Commission shall adopt implementing acts laying down the operational characteristics, roles and procedures for the RIS platform including its interaction with ERDMS 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).	6. The Commission shall adopt implementing acts laying down the operational characteristics, roles and procedures for the European RIS Environment 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).	6. The Commission shall adopt implementing acts laying down the operational characteristics, roles and procedures for the European RIS Environment 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). Link with line 16. Tentatively agreed Cons GA
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (7)			
G 77	7. For the use of the automatic identification systems ('AIS'), the regional arrangement concerning the radiotelephone service on inland waterways	7. For the use of the automatic identification systems ('AIS'), the Regional Arrangement concerning the radiotelephone on the Radio Communication	7. For the use of the automatic identification systems ('AIS'), the Regional Arrangement concerning the radiotelephone on the Radiocommunication Service	7. For the use of the automatic identification systems ('AIS'), the Regional Arrangement concerning the radiotelephone on the Radiocommunication Service

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	concluded in Basel on 6 April 2000 in the framework of the radio regulations of the International Telecommunication Union (ITU) shall apply.	Service on for Inland Waterways (RAINWAT) concluded in Basel on 6 Bucharest on 12 April 2000 2012 in the framework of the radio regulations of the International Telecommunication Union (ITU) shall apply.	on for Inland Waterways (RAINWAT) concluded in Basel on 6 Bucharest on 12 April 2000 2012 in the framework of the radio regulations of the International Telecommunication Union (ITU) shall apply.	on for Inland Waterways (RAINWAT) concluded in Basel on 6 Bucharest on 12 April 2000 2012 in the framework of the radio regulations of the International Telecommunication Union (ITU) shall apply. Tentatively agreed Cons GA
Article 1, first paragraph, point (4), amending provision, numbered paragraph (8)				
78	8. Member States, if appropriate in cooperation with the Union, shall 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.	8. Member States, if appropriate in cooperation with the Union, shall 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.	8. Member States, if appropriate in cooperation with the Union, shall 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.	8. Member States, if appropriate in cooperation with the Union, shall 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. EP (and COM) consider it is useful for MS to encourage stakeholders to make proper use of the services made available. As this obligation does not seem to be too prescriptive ("shall encourage") and allows for flexibility in implementation, the Presidency considers it could be acceptable, as part of the broader compromise.

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				TRILOGUE Promo
	Article 1, first paragraph, point (4), amending provision, numbered paragraph (9)			
79	9. The Commission shall take appropriate measures to verify the interoperability, reliability and safety of RIS.	9. The Commission shall take appropriate measures to verify the interoperability, reliability, availability and safety of RIS.	9. The Commission shall take appropriate measures to verify the interoperability, reliability, availability and safety of RIS.	EP = CONS
	Article 1, first paragraph, point (5)			
80	(5) Article 5 is replaced by the following:	(5) Article 5 is replaced by the following:	(5) Article 5 is replaced by the following:	Identical
	Article 1, first paragraph, point (5), amending provision, first paragraph			
81	Article 5	Article 5	Article 5	Identical
	Article 1, first paragraph, point (5), amending provision, second paragraph			
82	Technical specifications	Technical specifications	Technical specifications	Identical
	Article 1, first paragraph, point (5), amending provision, numbered paragraph (1)			
83	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:	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:	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:	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (a)				
G	84	(a) electronic chart display and information system for inland navigation (inland ECDIS);	(a) electronic chart display and information system for inland navigation (inland ECDIS);	Identical
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (b)				
G	85	(b) electronic ship reporting;	(b) electronic ship reporting;	Identical
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (c)				
G	86	(c) notices to skippers;	(c) notices to skippers;	Identical
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (d)				
G	87	(d) vessel tracking and tracing systems;	(d) vessel tracking and tracing systems;	Identical
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (e)				
G	88	(e) compatibility of the equipment necessary for the use of RIS;	(e) compatibility of the equipment necessary for the use of RIS;	Identical
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (f)				
G	89	(f) operation of the RIS Platform;	(f) operation of the RIS Platform;	(f) operation of the RIS Platform;
Both the title in line 82 and the text in line 83 clarify that this article refers to "technical specifications". A repetition in this line seems redundant and Pcy is proposing to				

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				revert to the initial COM text in this line. Tentatively agreed
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (g)				
90	(g) interconnection and exchange of information with Union data bases (ERDMS);	(g) interconnection and exchange of information with Union data bases (ERDMS);	(g) interconnection and exchange of information with Union data bases (ERDMS);	Identical
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (h)				
91	(h) interconnection and exchange of information with IT platforms of other transport modes, including at least eFTI and EMSWe;	(h) interconnection and exchange of information with standardised interfaces for IT platforms of other transport modes, including at least eFTI and EMSWe;	(h) interconnection and exchange of information with standardised interface for IT platforms of other transport modes, including at least eFTI and EMSWe;	EP = CONS
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (i)				
92	(i) interconnection and exchange of information with port management systems and with smart inland waterway infrastructure systems;	(i) interconnection and exchange of information with standardised interface for port management systems and with smart inland waterway infrastructure systems;	(i) interconnection and exchange of information with port management standardised interface for port community systems and with smart inland waterway infrastructure systems;	(i) interconnection and exchange of information with port management standardised interface for port community systems and with smart inland waterway infrastructure systems; Tentatively agreed Cons GA
Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (j)				
93	(j) provisions for navigation, and voyage planning.	(j) provisions data for navigation, and voyage planning.	(j) provisions data for navigation, and voyage planning.	EP = CONS

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	Article 1, first paragraph, point (5a)			
G	93a	(5a) Article 6 is replaced by the following:	(5a) Article 6 is replaced by the following:	EP = CONS
	Article 1, first paragraph, point (5a), amending provision, first paragraph			
G	93b	Article 6	Article 6	EP = CONS
	Article 1, first paragraph, point (5a), amending provision, second paragraph			
G	93c	Satellite positioning	Satellite positioning	EP = CONS
	Article 1, first paragraph, point (5a), amending provision, third paragraph			
G	93d	For the purpose of RIS, for which exact positioning is required, the use of satellite positioning technologies is recommended, 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.	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.	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.

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				Tentatively agreed Cons GA
	Article 1, first paragraph, point (6)			
G	94	(6) Article 8 is replaced by the following:	(6) Article 8 is replaced by the following:	Identical
	Article 1, first paragraph, point (6), amending provision, first paragraph			
G	95	Article 8	Article 8	Identical
	Article 1, first paragraph, point (6), amending provision, second paragraph			
G	96	Competent authorities	Competent authorities	Identical
	Article 1, first paragraph, point (6), amending provision, third paragraph			
Y	97	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].	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].	Member States shall designate competent authorities for the RIS application, for the international exchange of data, for the operation of the European RIS Environment 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 transposition of this Directive]. The Presidency suggests to maintain a deadline of one year after transposition, as part of a broader compromise. Once the transposition

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				<p>takes place, the MS already know which will be the competent authorities for the RIS application. This has to be considered together with the transposition deadline. [Pcy proposal, as part of the broader compromise: 3 years transposition + 1 year notification, with a possible fallback position of 3 years transposition + 1 year notification]</p> <p>TRILOGUE Transposition</p>
	Article 1, first paragraph, point (7)			
98	(7) The following Article 8a is inserted:	(7) The following Article 8a is inserted:	(7) The following Article 8a is inserted:	<p>(7) The following Article 8a is inserted:</p> <p>Tentatively agreed Feedback</p>
	Article 1, first paragraph, point (7), amending provision, first paragraph			
99	Article 8a	Article 8a	Article 8a	<p>Article 8a</p> <p>Tentatively agreed Feedback</p>
	Article 1, first paragraph, point (7), amending provision, second paragraph			
100	Handling of complaints	Handling of complaints	Handling of complaints	<p>Handling of complaints Feedback mechanism</p> <p>Tentatively agreed Feedback</p>
	Article 1, first paragraph, point (7), amending provision, numbered paragraph (1)			
101	1. Each Member State shall ensure that an effective procedure	1. Each Member State shall ensure that an effective, simple	1. Each Member State shall ensure that an effective procedure	<p>1. Each Member State shall ensure that an effective, simple</p>

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	is in place to handle complaints arising from the application of this Directive.	and accessible procedure is in place, building, where possible, on existing structures , to handle complaints arising from the application of this Directive.	is in place to handle complaints arising from the application of this Directive.	and accessible procedure is in place, building, where possible, on existing structures , to handle complaints feedback from users arising from the application of this Directive. Tentatively agreed Feedback
Article 1, first paragraph, point (7), amending provision, numbered paragraph (2)				
G 102	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.	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.	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.	2. The handling of complaints feedback from users 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 feedback shall be impartial and transparent and shall duly respect the right to freely conduct business. Tentatively agreed Feedback
Article 1, first paragraph, point (7), amending provision, numbered paragraph (3)				
Y 103	3. Complaints shall be filed in the Member State in whose waterways or inland ports the reason for the complaint originated. Member States shall ensure that RIS users and other	3. Complaints shall be filed in the Member State in whose waterways or inland ports the reason for the complaint originated. Member States shall ensure that RIS users and other	3. Complaints shall be filed in the Member State in whose waterways or inland ports the reason for the complaint originated. Member States shall ensure that RIS users and other	3. Complaints shall be filed in the Feedback from users should be submitted through the European RIS Environment and be transmitted to the relevant Member State in whose waterways

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	relevant stakeholders are informed of where and how to lodge a complaint and which authorities are responsible for handling complaints.	relevant stakeholders are informed of where and how to lodge a complaint and which authorities are responsible for handling complaints.	relevant stakeholders are informed of where and how to lodge a complaint and which authorities are responsible for handling complaints.	or inland ports the reason for the complaint originated States. Member States shall ensure that RIS users and other relevant stakeholders are informed of where and how to lodge a complaint and which authorities are responsible for handling complaints submit feedback. TRILOGUE Feedback
Article 1, first paragraph, point (7), amending provision, numbered paragraph (4)				
104	4. The authorities responsible for handling complaints shall cooperate for the purposes of complaints of a cross-border nature.	4. The authorities responsible for handling complaints shall cooperate for the purposes of complaints of a cross-border nature.	4. The authorities responsible for handling complaints shall cooperate for the purposes of complaints of a cross-border nature.	4. The authorities responsible for handling complaints Member States shall cooperate for the purposes of complaints of a cross-border nature ensure that feedback from users is handled in a timely and appropriate manner and that the information on the follow-up is provided through the European RIS Environment. TRILOGUE Feedback
Article 1, first paragraph, point (7), amending provision, numbered paragraph (5)				
105	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	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	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	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

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	international exchange of data, providers of RIS services, infrastructure managers and inland ports to provide them with information relevant to a complaint.	international exchange of data, providers of RIS services, infrastructure managers and inland ports to provide them with information relevant to a complaint.	international exchange of data, providers of RIS services, infrastructure managers and inland ports to provide them with information relevant to a complaint.	international exchange of data, providers of RIS services, infrastructure managers and inland ports to provide them with information relevant to a complaint. Tentatively agreed Feedback
Article 1, first paragraph, point (7), amending provision, numbered paragraph (6)				
G	106 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.	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.	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.	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. Tentatively agreed Feedback
Article 1, first paragraph, point (7), amending provision, numbered paragraph (7)				
Y	107 7. Member States shall inform the Commission of the procedure for the handling of complaints by ... [one year after the date of entry into force] and, subsequently, of any changes to that information. The Commission shall publish and regularly update such information on its website.	7. Member States shall inform the Commission of the procedure for the handling of complaints by ... [one year after the date of entry into force] and, subsequently, of any changes to that information. The Commission shall publish and regularly update such information on its website.	7. Member States shall inform the Commission of the procedure for the handling of complaints by ... [one year after the date of entry into force] and, subsequently, of any changes to that information. The Commission shall publish and regularly update such information on its website.	7. Member StatesThe European RIS Environment shall inform the Commission of the procedure for the handling of complaints by ... [one year after the date of entry into force] and, subsequently, of any changes to that information. The Commission shall publish and regularly update such information on its website, on an annual basis, on the number and the way that the

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				feedback from users was handled. TRILOGUE Feedback
Article 1, first paragraph, point (7), amending provision, numbered paragraph (8)				
108	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.	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, justifications for the cases, where no corrective action has been taken and the time required to resolve complaints.	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.	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. Tentatively agreed Feedback
Article 1, first paragraph, point (7), amending provision, numbered paragraph (8a)				
108a				,
Article 1, first paragraph, point (8)				
109	(8) Article 9 is replaced by the following:	(8) Article 9 is replaced by the following:	(8) Article 9 is replaced by the following:	Identical
Article 1, first paragraph, point (8), amending provision, first paragraph				
110	Article 9	Article 9	Article 9	Identical
Article 1, first paragraph, point (8), amending provision, second paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
G 111	Rules on privacy and security of information	Rules on privacy and , security of information and processing of personal data	Rules on privacy and , security of information and processing of personal data	EP = CONS
Article 1, first paragraph, point (8), amending provision, third paragraph				
G 112	Member States shall take the necessary technical and organisational measures in accordance with the applicable Union and national law to protect RIS information and records against untoward events or misuse, including improper access, alteration or loss and to ensure the confidentiality of commercial and other sensitive information exchanged pursuant to this Directive.	Member States shall take the necessary technical and organisational measures in accordance with the applicable Union and national law to protect RIS information and records against untoward events or misuse, including improper access, alteration or loss and to ensure the confidentiality of commercial and other sensitive information exchanged pursuant to this Directive.	1. Member States shall take the necessary appropriate technical and organisational measures in accordance with the applicable Union and national law to protect RIS information and records against untoward events or misuse, including improper access, alteration or loss and to ensure the confidentiality of commercial and other sensitive information exchanged pursuant to this Directive.	1. Member States shall take the necessary technical and organisational measures in accordance with the applicable Union and national law to protect RIS information and records against untoward events or misuse, including improper access, alteration or loss and to ensure the confidentiality of commercial and other sensitive information exchanged pursuant to this Directive. The Commission and the EP consider the initial wording was more clear. Moreover, the change introduced by the Council does not bring anything new. As a consequence, Pcy is proposing to revert to the text as proposed by the Commission. Tentatively agreed EP text ok
Article 1, first paragraph, point (8), amending provision, third paragraph a				
G 112a		Data that constitute personal data as defined in Article 4, point (1) of Regulation (EU)	2. Data that constitute personal data as defined in Article 4, point (1), of	2. Data that constitute personal data as defined in Article 4, point (1), of

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
		2016/679 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 ensuring harmonised, interoperable and accessible RIS on the Union inland waterways and to facilitate standardised interfaces with other modal traffic management services.	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.	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. Tentatively agreed Cons GA
	Article 1, first paragraph, point (9)			
G	113	(9) Article 10 is replaced by the following:	(9) Article 10 is replaced by the following:	Identical
	Article 1, first paragraph, point (9), amending provision, first paragraph			
G	114	Article 10	Article 10	Identical
	Article 1, first paragraph, point (9), amending provision, second paragraph			
G	115	Amendment procedure	Amendment procedure	Amendment procedure Amendment procedure Delegated powers Following a legal-linguistic comment, Presidency is suggesting this revised text, as it is commonly used in legislative drafting for delegated acts.

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				Tentatively agreed
	Article 1, first paragraph, point (9), amending provision, numbered paragraph (1)			
116	1. The Commission shall be empowered to adopt delegated acts in accordance with Article 10a to amend Annex I, by updating and revising the minimum data requirements, taking into account the experience gained from the application of this Directive, and the technical progress in developing RIS technologies and applications.	1. The Commission shall be empowered to adopt delegated acts in accordance with Article 10a to amend Annex I, by updating and revising the minimum data requirements, taking into account the experience gained from the application of this Directive, and the technical progress in developing RIS technologies and applications.	1. The Commission shall be empowered to adopt delegated acts in accordance with Article 10a to amend Annex I, by updating and revising the minimum data requirements, taking into account the experience gained from the application of this Directive, and the technical progress in developing RIS technologies and applications.	1. The Commission shall be empowered to adopt delegated acts in accordance with Article 10a to amend Annex I, by updating and revising the minimum data requirements, taking into account the experience gained from the application of this Directive, and the technical progress in developing RIS technologies and applications. Pcy is proposing to reinstate the COM proposal for a DA to adapt Annex 1, as part of a broader compromise. Link with line 26. TRILOGUE Delegated Acts
	Article 1, first paragraph, point (9), amending provision, numbered paragraph (2)			
117	2. The Commission shall be empowered to adopt delegated acts in accordance with Article 10a to amend Annex III by updating, if appropriate in view of the criteria defined in paragraph 3, and in line with the principles of Annex II the reference to the most recent	2. The Commission shall be empowered to adopt delegated acts in accordance with Article 10a to amend Annex III by updating, if appropriate in view of the criteria defined in paragraph 3, and in line with the principles of Annex II the reference to the most recent	2. The Commission shall be empowered to adopt delegated acts in accordance with Article 10a to amend Annex III by updating, if appropriate in view of the criteria defined in paragraph 3, and in line with the principles of Annex II the reference to the most recent	2. The Commission shall be empowered to adopt delegated acts in accordance with Article 10a to amend Annex III by updating, if appropriate in view of the criteria defined in paragraph 3, and in line with the principles of Annex II the reference to the most recent

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	version of the ES-RIS and to set the date of its application.	version of the ES-RIS and to set the date of its application.	version of the ES-RIS and to set the date of its application.	version of the ES-RIS and to set the date of its application. Link with line 237. No need for a delegated act to adapt Annex III if we keep a dynamic reference in line 237, so this can be deleted. TRILOGUE Delegated Acts
Article 1, first paragraph, point (9), amending provision, numbered paragraph (3)				
118	3. In the absence of pertinent and up-to-date technical specifications, or when technical specifications developed by CESNI do not comply with any applicable requirements set out in the Annex II or where changes in the decision-making process of CESNI or in other elements of the standard would compromise Union interests and where duly justified by an appropriate analysis, the Commission shall be empowered to adopt delegated acts in accordance with Article 10a to amend Annex III to provide appropriate technical specifications based on the principles set out in Annex II.	3. In the absence of pertinent and up-to-date technical specifications, or when technical specifications developed by CESNI do not comply with any applicable requirements set out in the Annex II or where changes in the decision-making process of CESNI or in other elements of the standard would compromise Union interests and where duly justified by an appropriate analysis, the Commission shall be empowered to adopt delegated acts in accordance with Article 10a to amend Annex III to provide appropriate technical specifications based on the principles set out in Annex II.	3. In the absence of pertinent and up-to-date technical specifications, or when technical specifications developed by CESNI do not comply with any applicable requirements set out in the Annex II or where changes in the decision-making process of CESNI or in other elements of the standard would compromise Union interests and where duly justified by an appropriate analysis, the Commission shall be empowered to adopt delegated acts in accordance with Article 10a to amend Annex III to provide appropriate technical specifications based on the principles set out in Annex II.	Identical
Article 1, first paragraph, point (10)				

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
119	(10) In Article 10a, paragraph 2 is replaced by the following:	(10) In Article 10a, paragraph 2 is replaced by the following:	(10) In Article 10a, paragraph 2 is replaced by the following:	Identical
Article 1, first paragraph, point (10), amending provision, numbered paragraph (2)				
120	<p>2. The power to adopt delegated acts referred to in Article 10 shall be conferred on the Commission for a period of five years from [the date of entry into force]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.</p>	<p>2. The power to adopt delegated acts referred to in Article 10 shall be conferred on the Commission for a period of five years from [the date of entry into force]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.</p>	<p>2. The power to adopt delegated acts referred to in Article 10 shall be conferred on the Commission for a period of five years from [the date of entry into force]. The Commission shall draw up a report in respect of the delegation of power not later than nine months before the end of the five-year period. The delegation of power shall be tacitly extended for periods of an identical duration, unless the European Parliament or the Council opposes such extension not later than three months before the end of each period.</p>	Identical
Article 1, first paragraph, point (11)				
121	(11) In Article 10a, paragraph 6 is replaced by the following:	(11) In Article 10a, paragraph 6 is replaced by the following:	(11) In Article 10a, paragraph 6 is replaced by the following:	Identical
Article 1, first paragraph, point (11), amending provision, numbered paragraph (6)				
122	6. A delegated act adopted pursuant to this Article shall enter into force only if no objection has	6. A delegated act adopted pursuant to this Article shall enter into force only if no objection has	6. A delegated act adopted pursuant to this Article shall enter into force only if no objection has	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament.	been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament.	been expressed either by the European Parliament or by the Council within a period of two months of notification of that act to the European Parliament.	
Article 1, first paragraph, point (12)				
123	(12) Article 11 is replaced by the following:	(12) Article 11 is replaced by the following:	(12) Article 11 is replaced by the following:	Identical
Article 1, first paragraph, point (12), amending provision, first paragraph				
124	Article 11	Article 11	Article 11	Identical
Article 1, first paragraph, point (12), amending provision, second paragraph				
125	Committee procedure	Committee procedure	Committee procedure	Identical
Article 1, first paragraph, point (12), amending provision, numbered paragraph (1)				
126	<p>1. The Commission shall be assisted by the Inland Waterway Transport Committee. That Committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council¹.</p> <p>1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States</p>	<p>1. The Commission shall be assisted by the Inland Waterway Transport Committee. That Committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council¹.</p> <p>1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States</p>	<p>1. The Commission shall be assisted by the Inland Waterway Transport Committee. That Committee shall be a committee within the meaning of Regulation (EU) No 182/2011 of the European Parliament and of the Council¹.</p> <p>1. Regulation (EU) No 182/2011 of the European Parliament and of the Council of 16 February 2011 laying down the rules and general principles concerning mechanisms for control by Member States</p>	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).	of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).	of the Commission's exercise of implementing powers (OJ L 55, 28.2.2011, p. 13, ELI: http://data.europa.eu/eli/reg/2011/182/oj).	
	Article 1, first paragraph, point (12), amending provision, numbered paragraph (2)			
127	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply.	2. Where reference is made to this paragraph, Article 5 of Regulation (EU) No 182/2011 shall apply. Where the committee delivers no opinion, the Commission shall not adopt the draft implementing act and the third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply. The EP (and COM) were very negative towards the non-opinion clause introduced by the Council. The Commission is concerned that a possible abstention (or lack of involvement) of the MS which are less concerned with inland waterway transport would lead to the fact that the opinion of the Committee could not be adopted, which could block the entire process. As a compromise, the Presidency is considering to propose an additional recital explaining the need for such a clause.

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				<p>+ new Recital: "Implementing acts under this Directive should not be adopted by the Commission where the committee referred to in this Directive delivers no opinion, e.g. where there is no qualified majority in support of an opinion, either positive or negative, and where the draft implementing act is not submitted to the appeal committee or the appeal committee delivers a negative opinion. In accordance with the principle of sincere cooperation, Member States and the Commission should collaborate to swiftly set up the necessary operational characteristics, roles and procedures for the European RIS Environment."</p> <p>TRILOGUE Non-opinion Clause</p>
	Article 1, first paragraph, point (13)			
G	128	(13) in Article 12, paragraphs 2 and 3 are deleted.	(13) in Article 12, paragraphs 2 and 3 are deleted.	(13) in Article 12, paragraphs 2 and 3 are deleted. Identical
	Article 1, first paragraph, point (14)			
G	129	(14) The following Article 12a is inserted:	(14) The following Article 12a is inserted:	(14) The following Article 12a is inserted: Tentatively agreed Cons GA
	Article 1, first paragraph, point (14), amending provision, first paragraph			
G	130	Article 12a	Article 12a	Article 12a Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	Article 1, first paragraph, point (14), amending provision, second paragraph			
G	131	Monitoring	Monitoring	Identical
	Article 1, first paragraph, point (14), amending provision, third paragraph			
Y	132	<p>The Commission shall monitor the setting up of RIS in the Union and shall report to the European Parliament and to the Council by ... [5 years after the date of entry into force].</p>	<p>The Commission shall monitor the setting up of RIS in the Union and shall report to the European Parliament and to the Council by ... [5 years after the date of entry into force].</p>	<p>The Commission shall monitor the setting up of RIS in the Union and shall report to the European Parliament and to the Council by ... [5 years after the date of entry into force].</p> <p>The report shall include an analysis of the impact of this directive on the level of integration of inland waterway transport in the overall logistics chain and shall examine the potential for new digital tools to increase efficiency throughout the TEN-T inland waterway network.</p> <p>The EP had decided to reduce the scope of the directive because the Commission IA did not provide sufficient data on the added value of extending the scope to all inland waterways on the TEN-T network. However, it argued that, if sufficient data would be available at a later moment, such an extension of scope should be reconsidered. (see EP proposal in line 132a)</p>

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				<p>As a compromise, the Presidency is proposing an alternative wording, which would not single out the potential extension of the geographical scope of the directive as one of objectives of the Commission monitoring report. Consequently, the EP amendment in line 132a would be withdrawn.</p> <p>TRILOGUE Review Clause</p>
Article 1, first paragraph, point (14), amending provision, third paragraph a				
Y	132a	<p>The Commission shall, if appropriate, by ... [3 years after the date of entry into force] submit a report to the European Parliament and to the Council on the potential benefits and costs of extending the scope of this Directive to those inland waterways and inland ports of the Member States, which are part of the trans-European transport network (TEN-T) but are not covered by Article 2(1).</p>		<p>deleted</p> <p>See above.</p> <p>TRILOGUE Review Clause</p>
Article 1, first paragraph, point (15)				
G	133	<p>(15) Annex I to Directive 2005/44/EC is replaced by the text set out in Annex I to this Directive.</p>	<p>(15) Annex I to Directive 2005/44/EC is replaced by the text set out in Annex I to this Directive-;</p>	<p>Identical</p>
Article 1, first paragraph, point (16)				

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
G	134	(16) Annex II to Directive 2005/44/EC is replaced by the text set out in Annex II to this Directive.	(16) Annex II to Directive 2005/44/EC is replaced by the text set out in Annex II to this Directive-;	Identical
Article 1, first paragraph, point (17)				
G	135	(17) The text set out in Annex III to this Directive is added as Annex III.	(17) The text set out in Annex III to this Directive is added as Annex III.	Identical
Article 2				
G	136	Article 2 Transposition	Article 2 Transposition	Article 2 Transposition Identical
Article 2(1)				
Y	137	1. Member States falling within the scope of this Directive shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by ... [one year after the entry into force] at the latest. They shall immediately inform the Commission thereof.	1. Member States falling within the scope of this Directive shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by ... [one three years after the entry into force] at the latest. They shall immediately inform the Commission thereof.	1. Member States falling within the scope of this Directive shall bring into force the laws, regulations and administrative provisions necessary to comply with this Directive by ... [one two years after the entry into force] at the latest. They shall immediately inform the Commission thereof. Pcy is proposing, as part of the broader compromise, a 3-years transposition deadline. [3 years transposition + 1 year notification in line 97]. As a fallback position, Pcy is proposing a 2-years transposition

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				<p>deadline, which is the same as the transposition deadline agreed in 2005 for the existing RIS Directive.</p> <p>TRILOGUE Transposition</p>
Article 2(2)				
138	2. When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	2. When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	2. When Member States adopt those provisions, they shall contain a reference to this Directive or be accompanied by such a reference on the occasion of their official publication. Member States shall determine how such reference is to be made.	Identical
Article 2(3)				
139	3. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.	3. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.	3. Member States shall communicate to the Commission the text of the main provisions of national law which they adopt in the field covered by this Directive.	Identical
Article 3				
140	Article 3 Entry into force	Article 3 Entry into force	Article 3 Entry into force	Identical
Article 3, first paragraph				
141	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.	Identical
Article 4				

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal		
G	142	Article 4 Addressees	Article 4 Addressees	Article 4 Addressees	Identical	G
	Article 4, first paragraph					
G	143	This Directive is addressed to the Member States which have inland waterways falling within the scope of Article 2 of Directive 2005/44/EC.	This Directive is addressed to the Member States which have inland waterways falling within the scope of Article 2 of Directive 2005/44/EC.	This Directive is addressed to the Member States which have inland waterways falling within the scope of Article 2 of Directive 2005/44/EC.	Identical	G
	Formula					
G	144	Done at Brussels,	Done at Brussels,	Done at Brussels,	Identical	G
	Formula					
G	145	For the European Parliament	For the European Parliament	For the European Parliament	Identical	G
	Formula					
G	146	The President	The President	The President	Identical	G
	Formula					
G	147	For the Council	For the Council	For the Council	Identical	G
	Formula					
G	148	The President	The President	The President	Identical	G
	Annex I					
G	149	Annex I	Annex I	Annex I	Identical	G
	Annex I, amending provision, first paragraph					

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal	
G	150	‘ ANNEX I	‘ ANNEX I	‘ ANNEX I	Identical
Annex I, amending provision, second paragraph					
G	151	MINIMUM DATA REQUIREMENTS	MINIMUM DATA REQUIREMENTS	MINIMUM DATA REQUIREMENTS	Identical
Annex I, amending provision, third paragraph					
G	152	As referred to in Article 4(3), point (a), in particular the following data shall be supplied:	As referred to in Article 4(3), point (a), in particular the following data shall be supplied:	As referred to in Article 4(3), point (a), in particular the following data shall be supplied:	Identical
Annex I, amending provision, third paragraph, first indent					
G	153	- waterway axis with kilometre indication;	- waterway axis with kilometre indication;	- waterway axis with kilometre indication;	Identical
Annex I, amending provision, third paragraph, second indent					
G	154	- restrictions for vessels or convoys in terms of length, width, draught and air draught;	- restrictions for vessels or convoys in terms of length, width, draught and air draught;	- restrictions for vessels or convoys in terms of length, width, draught and air draught;	Identical
Annex I, amending provision, third paragraph, third indent					
G	155	- operation times of restricting structures, in particular locks and bridges;	- operation times of restricting structures, in particular locks and bridges;	- operation times of restricting structures, in particular locks and bridges;	Identical
Annex I, amending provision, third paragraph, fourth indent					
G	156	- current and expected waiting times at bridges, locks and inland ports;	- current and expected waiting times at bridges, locks and inland ports;	- current and expected predicted waiting times at bridges, locks and inland ports;	‘ - current and expected predicted waiting times at bridges, locks and inland ports, in real time, when available;

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
				<p>For the EP and COM the availability of real time data is important for the users to be able to properly plan their journeys. As such real time data is not always available, Pcy is proposing a compromise to limit this to the situations when it is available, which would not cause additional burdens for Member States.</p> <p>Tentatively agreed Up-to-date / Real-time</p>
Annex I, amending provision, third paragraph, fifth indent				
G 157	- location of ports and transshipment sites;	- location of ports and transshipment sites;	- location of ports and transshipment sites;	Identical
Annex I, amending provision, third paragraph, sixth indent				
G 158	- reference data for water level gauges relevant to navigation.	- reference data for water level gauges relevant to navigation.	- reference data for water level gauges relevant to navigation-;	Identical
Annex I, amending provision, third paragraph, point (a)				
158a		- location and current availability of alternative fuels infrastructure, including shore-side electricity supply;	- location of alternative fuels infrastructure.	<p>(a) location and, when available, current availability of alternative fuels infrastructure, including shore-side electricity supply;</p> <p>EP and COM have similar concerns as explained in line 156.</p> <p>Tentatively agreed Up-to-date / Real-time</p>

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	Annex I, amending provision, third paragraph, seventh indent			
158b				
	Annex I, amending provision, fourth paragraph			
159	The information provided shall be up-to-date and reflect the real-time situation.	The information provided shall be up-to-date and reflect the real-time situation.	The information provided shall be up-to-date and reflect the real-time situation.	The information provided shall be up-to-date and, when available , reflect the real-time situation. EP and COM have similar concerns as explained in line 156. Tentatively agreed Up-to-date / Real-time
	Annex II			
160	Annex II	Annex II	Annex II	Identical
	Annex II, amending provision, first paragraph			
161	‘ ANNEX II	‘ ANNEX II	‘ ANNEX II	Identical
	Annex II, amending provision, second paragraph			
162	PRINCIPLES FOR RIS TECHNICAL SPECIFICATIONS	PRINCIPLES FOR RIS TECHNICAL SPECIFICATIONS	PRINCIPLES FOR RIS TECHNICAL SPECIFICATIONS	Identical
	Annex II, amending provision, numbered paragraph (1)			
163	1. Overall principles	1. Overall principles	1. Overall principles	Identical
	Annex II, amending provision, numbered paragraph (1), first paragraph			

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal	
G	164	The RIS technical specifications shall respect the following overall principles:	The RIS technical specifications shall respect the following overall principles:	Identical	G
Annex II, amending provision, numbered paragraph (1), first paragraph, point (a)					
G	165	(a) the indication of technical requirements for the planning, implementing and operational use of services and related systems;	(a) the indication of technical requirements for the planning, implementing and operational use of services and related systems;	Identical	G
Annex II, amending provision, numbered paragraph (1), first paragraph, point (b)					
G	166	(b) the RIS architecture and organisation;	(b) the RIS architecture and organisation;	Identical	G
Annex II, amending provision, numbered paragraph (1), first paragraph, point (c)					
G	167	(c) recommendations for vessels to participate in RIS, for individual services and for the stepwise development of RIS.	(c) recommendations for vessels to participate in RIS, for individual services and for the stepwise development of RIS.	Identical	G
Annex II, amending provision, numbered paragraph (2)					
G	168	2. Inland ECDIS	2. Inland ECDIS	Identical	G
Annex II, amending provision, numbered paragraph (2), first paragraph					
G	169	The technical specifications to be established in accordance with Article 5 for an electronic chart display and information system (inland ECDIS) shall respect the following principles:	The technical specifications to be established in accordance with Article 5 for an electronic chart display and information system (inland ECDIS) shall respect the following principles:	Identical	G
Annex II, amending provision, numbered paragraph (2), first paragraph, point (a)					

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
170	(a) compatibility with the maritime ECDIS in order to facilitate traffic of inland vessels in mixed traffic zones of the estuaries and sea-river traffic;	(a) compatibility with the maritime ECDIS in order to facilitate traffic of inland vessels in mixed traffic zones of the estuaries and sea-river traffic;	(a) compatibility with the maritime ECDIS in order to facilitate traffic of inland vessels in mixed traffic zones of the estuaries and sea-river traffic;	Identical
Annex II, amending provision, numbered paragraph (2), first paragraph, point (b)				
171	(b) the definition of minimum requirements for inland ECDIS equipment as well as the minimum content of electronic navigational charts with a view to the safety of navigation, in particular:	(b) the definition of minimum requirements for inland ECDIS equipment as well as the minimum content of electronic navigational charts with a view to the safety of navigation, in particular:	(b) the definition of minimum requirements for inland ECDIS equipment as well as the minimum content of electronic navigational charts with a view to the safety of navigation, in particular:	Identical
Annex II, amending provision, numbered paragraph (2), first paragraph, point (b)(a)				
172	(a) a high level of reliability and availability of the inland ECDIS equipment used;	(a) a high level of reliability and availability of the inland ECDIS equipment used;	(a) a high level of reliability and availability of the inland ECDIS equipment used;	Identical
Annex II, amending provision, numbered paragraph (2), first paragraph, point (b)(b)				
173	(b) the robustness of the inland ECDIS equipment in order to withstand the environmental conditions typically prevailing on board a vessel without any degradation in quality or reliability;	(b) the robustness of the inland ECDIS equipment in order to withstand the environmental conditions typically prevailing on board a vessel without any degradation in quality or reliability;	(b) the robustness of the inland ECDIS equipment in order to withstand the environmental conditions typically prevailing on board a vessel without any degradation in quality or reliability;	Identical
Annex II, amending provision, numbered paragraph (2), first paragraph, point (b)(c)				
174	(c) the inclusion in the electronic navigational chart of all kinds of geographical objects (e.g. boundaries of the fairway, shoreline constructions, beacons)	(c) the inclusion in the electronic navigational chart of all kinds of geographical objects (e.g. boundaries of the fairway, shoreline constructions, beacons)	(c) the inclusion in the electronic navigational chart of all kinds of geographical objects (e.g. boundaries of the fairway, shoreline constructions, beacons)	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	that are needed for safe navigation;	that are needed for safe navigation;	that are needed for safe navigation;	
Annex II, amending provision, numbered paragraph (2), first paragraph, point (b)(d)				
175	(d) the monitoring of the electronic chart with overlaid radar image when used for conning the vessel;	(d) the monitoring of the electronic chart with overlaid radar image when used for conning the vessel;	(d) the monitoring of the electronic chart with overlaid radar image when used for conning the vessel;	Identical
Annex II, amending provision, numbered paragraph (2), first paragraph, point (c)				
176	(c) the integration of up-to-date depth information on the fairway in the electronic navigational chart and display to a predefined or the actual water level;	(c) the integration of up-to-date depth information on the fairway in the electronic navigational chart and display to a predefined or the actual water level;	(c) the integration of up-to-date depth information on the fairway in the electronic navigational chart and display to a predefined or the actual water level;	Identical
Annex II, amending provision, numbered paragraph (2), first paragraph, point (d)				
177	(d) the integration of additional information (e.g. of other parties than the competent authorities) in the electronic navigational chart and display in the inland ECDIS without affecting the information that is needed for safe navigation;	(d) the integration of additional information (e.g. of other parties than the competent authorities) in the electronic navigational chart and display in the inland ECDIS without affecting the information that is needed for safe navigation;	(d) the integration of additional information (e.g. of other parties than the competent authorities) in the electronic navigational chart and display in the inland ECDIS without affecting the information that is needed for safe navigation;	Identical
Annex II, amending provision, numbered paragraph (2), first paragraph, point (e)				
178	(e) the availability of electronic navigational charts to RIS users;	(e) the availability of electronic navigational charts to RIS users;	(e) the availability of electronic navigational charts to RIS users;	Identical
Annex II, amending provision, numbered paragraph (2), first paragraph, point (f)				

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
179	(f) the availability of the data for electronic navigational charts to all manufacturers of applications, when appropriate against a reasonable cost-related charge;	(f) the availability of the data for electronic navigational charts to all manufacturers of applications, when appropriate against a reasonable cost-related charge;	(f) the availability of the data for electronic navigational charts to all manufacturers of applications, when appropriate against a reasonable cost-related charge;	Identical
Annex II, amending provision, numbered paragraph (2), first paragraph, point (g)				
180	(g) the integration of up-to-date information on the waiting times at locks, bridges and inland ports in the electronic navigational chart and display in the inland ECDIS without affecting the information that is needed for safe navigation.	(g) the integration of up-to-date information on the waiting times at locks, bridges and inland ports in the electronic navigational chart and display in the inland ECDIS without affecting the information that is needed for safe navigation.	(g) the integration of up-to-date information on the waiting times at locks, bridges and inland ports in the electronic navigational chart and display in the inland ECDIS without affecting the information that is needed for safe navigation.	(g) the integration of up-to-date information on the waiting times at locks, bridges and inland ports in the electronic navigational chart and display in the inland ECDIS without affecting the information that is needed for safe navigation. Tentatively agreed Cons GA
Annex II, amending provision, numbered paragraph (3)				
181	3. Electronic ship reporting	3. Electronic ship reporting	3. Electronic ship reporting	Identical
Annex II, amending provision, numbered paragraph (3), first paragraph				
182	The technical specifications for electronic ship reporting in inland navigation in accordance with Article 5 shall respect the following principles:	The technical specifications for electronic ship reporting in inland navigation in accordance with Article 5 shall respect the following principles:	The technical specifications for electronic ship reporting in inland navigation in accordance with Article 5 shall respect the following principles:	Identical
Annex II, amending provision, numbered paragraph (3), first paragraph, point (a)				
183	(a) the facilitation of the electronic data exchange between	(a) the facilitation of the electronic data exchange between	(a) the facilitation of the electronic data exchange between	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	the competent authorities of the Member States, between participants in inland as well as maritime navigation and in multi-modal transport where inland navigation is involved;	the competent authorities of the Member States, between participants in inland as well as maritime navigation and in multi-modal transport where inland navigation is involved;	the competent authorities of the Member States, between participants in inland as well as maritime navigation and in multi-modal transport where inland navigation is involved;	
Annex II, amending provision, numbered paragraph (3), first paragraph, point (b)				
184	(b) the use of a standardised transport notification message for ship-to-authority, authority-to-ship and authority-to-authority messaging in order to obtain compatibility with maritime navigation;	(b) the use of a standardised transport notification message for ship-to-authority, authority-to-ship and authority-to-authority messaging in order to obtain compatibility with maritime navigation;	(b) the use of a standardised transport notification message for ship-to-authority, authority-to-ship and authority-to-authority messaging in order to obtain compatibility with maritime navigation;	Identical
Annex II, amending provision, numbered paragraph (3), first paragraph, point (c)				
185	(c) the use of internationally accepted code lists and classifications, possibly complemented for additional inland navigation needs;	(c) the use of internationally accepted code lists and classifications, possibly complemented for additional inland navigation needs;	(c) the use of internationally accepted code lists and classifications, possibly complemented for additional inland navigation needs;	Identical
Annex II, amending provision, numbered paragraph (3), first paragraph, point (d)				
186	(d) the use of a unique European vessel identification number.	(d) the use of a unique European vessel identification number.	(d) the use of a unique European vessel identification number.	Identical
Annex II, amending provision, numbered paragraph (4)				
187	4. Notices to skippers	4. Notices to skippers	4. Notices to skippers	Identical
Annex II, amending provision, numbered paragraph (4), first paragraph				

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
188	The technical specifications for notices to skippers in accordance with Article 5, in particular regarding fairway information, traffic information and management as well as voyage planning, shall respect the following principles:	The technical specifications for notices to skippers in accordance with Article 5, in particular regarding fairway information, traffic information and management as well as voyage planning, shall respect the following principles:	The technical specifications for notices to skippers in accordance with Article 5, in particular regarding fairway information, traffic information and management as well as voyage planning, shall respect the following principles:	Identical
Annex II, amending provision, numbered paragraph (4), first paragraph, point (a)				
189	(a) a standardised data structure using predefined text modules and encoded to a high extent in order to enable automatic translation of the most important content into other languages and to facilitate the integration of notices to skippers into voyage planning systems;	(a) a standardised data structure using predefined text modules and encoded to a high extent in order to enable automatic translation of the most important content into other languages and to facilitate the integration of notices to skippers into voyage planning systems;	(a) a standardised data structure using predefined text modules and encoded to a high extent in order to enable automatic translation of the most important content into other languages and to facilitate the integration of notices to skippers into voyage planning systems;	Identical
Annex II, amending provision, numbered paragraph (4), first paragraph, point (b)				
190	(b) the compatibility of the standardised data structure with the data structure of inland ECDIS to facilitate integration of notices to skippers in inland ECDIS;	(b) the compatibility of the standardised data structure with the data structure of inland ECDIS to facilitate integration of notices to skippers in inland ECDIS;	(b) the compatibility of the standardised data structure with the data structure of inland ECDIS to facilitate integration of notices to skippers in inland ECDIS;	Identical
Annex II, amending provision, numbered paragraph (4), first paragraph, point (c)				
191	(c) an alignment with technical specifications for navigation and voyage planning to ensure coherence of provided information.	(c) an alignment with technical specifications for navigation and voyage planning to ensure coherence of provided information.	(c) an alignment with technical specifications for navigation and voyage planning to ensure coherence of provided information.	Identical
Annex II, amending provision, numbered paragraph (5)				

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
G	192	5. Vessel tracking and tracing systems	5. Vessel tracking and tracing systems	Identical
Annex II, amending provision, numbered paragraph (5), first paragraph				
G	193	The technical specifications for vessel tracking and tracing systems in accordance with Article 5 shall respect the following principles:	The technical specifications for vessel tracking and tracing systems in accordance with Article 5 shall respect the following principles:	Identical
Annex II, amending provision, numbered paragraph (5), first paragraph, point (a)				
G	194	(a) the definition of the requirements concerning systems and of standard messages as well as procedures so that they can be provided in an automated way;	(a) the definition of the requirements concerning systems and of standard messages as well as procedures so that they can be provided in an automated way;	Identical
Annex II, amending provision, numbered paragraph (5), first paragraph, point (b)				
G	195	(b) the differentiation between systems suited to requirements of tactical traffic information and systems suited to requirements of strategic traffic information, both with regard to positioning accuracy and required update rate;	(b) the differentiation between systems suited to requirements of tactical traffic information and systems suited to requirements of strategic traffic information, both with regard to positioning accuracy and required update rate;	Identical
Annex II, amending provision, numbered paragraph (5), first paragraph, point (c)				
G	196	(c) the description of the relevant technical systems for vessel tracking and tracing such as Inland AIS (inland automatic identification system);	(c) the description of the relevant technical systems for vessel tracking and tracing such as Inland AIS (inland automatic identification system);	Identical
Annex II, amending provision, numbered paragraph (5), first paragraph, point (d)				

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal	
G	197	(d) compatibility of data formats with the maritime AIS system.	(d) compatibility of data formats with the maritime AIS system.	Identical	G
Annex II, amending provision, numbered paragraph (6)					
G	198	6. Operation of the RIS Platform	6. Operation Principles of the European RIS Environment RIS Platform	6. Operation Operational principles of the European RIS Environment RIS Platform Tentatively agreed	G
Annex II, amending provision, numbered paragraph (6), first paragraph					
G	199	The technical specifications the RIS Platform in accordance with Article 5 shall respect the following principles:	The technical specifications the European RIS Environment RIS Platform in accordance with Article 5 shall respect the following principles:	The technical specifications the European RIS Environment RIS Platform in accordance with Article 5 shall respect the following principles: Tentatively agreed Cons GA	G
Annex II, amending provision, numbered paragraph (6), first paragraph, point (a)					
G	200	(a) acting as a single digital window for inland navigation;	(a) acting as a single digital window for inland navigation;	Identical	G
Annex II, amending provision, numbered paragraph (6), first paragraph, point (b)					
G	201	(b) a harmonised, single point of access for up-to-date, if possible real-time, information on fairway conditions for safe and sustainable navigation, planning and port operations along the TEN-T;	(b) a harmonised, single point of access for up-to-date, if possible real-time, information on fairway conditions for safe and sustainable navigation, planning and port operations along the TEN-T;	Identical	G
Annex II, amending provision, numbered paragraph (6), first paragraph, point (c)					

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal	
G	202	(c) enabling multi-modality transport chains while providing an adequate level of data protection;	(c) enabling multi-modality transport chains while providing an adequate level of data protection;	Identical	G
Annex II, amending provision, numbered paragraph (6), first paragraph, point (d)					
G	203	(d) high level of data accuracy for seamless data exchange among relevant RIS users along the TEN-T (within and outside the Union);	(d) high level of data accuracy for seamless data exchange among relevant RIS users along the TEN-T (within and outside the Union);	Identical	G
Annex II, amending provision, numbered paragraph (6), first paragraph, point (e)					
G	204	(e) user-friendly interface with serviceable, useful and practical functionalities like the ability to save and store profiles;	(e) user-friendly interface with serviceable, useful and practical functionalities like the ability to save and store profiles;	Identical	G
Annex II, amending provision, numbered paragraph (6), first paragraph, point (f)					
G	205	(f) harmonised, single point of reporting in accordance with the 'once-only' principle, also for international voyages;	(f) harmonised, single point of reporting in accordance with the 'once-only' principle, also for international voyages;	Identical	G
Annex II, amending provision, numbered paragraph (6), first paragraph, point (g)					
G	206	(g) link with other systems using information, communication, navigation or positioning/localisation technologies in order to manage infrastructure, mobility and traffic on the TEN-T effectively and to provide value-added services to citizens and operators, including systems for safe, secure,	(g) link with other systems using information, communication, navigation or positioning/localisation technologies in order to manage infrastructure, mobility and traffic on the TEN-T effectively and to provide value-added services to citizens and operators, including systems for safe, secure,	Identical	G

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	environmentally sound and capacity-efficient use of the network;	environmentally sound and capacity-efficient use of the network;	environmentally sound and capacity-efficient use of the network;	
	Annex II, amending provision, numbered paragraph (6), first paragraph, point (h)			
G 207	(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).	(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) or platforms.	(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 RIS platform, connection and the number of exchanges with other digital systems (for example eFTI, EMSWe, port community systems) or platforms;	(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 RIS platform, connection and the number of exchanges with other digital systems (for example eFTI, EMSWe, port community systems) or platforms; Tentatively agreed Cons GA
	Annex II, amending provision, numbered paragraph (6), first paragraph, point (ha)			
G 207a		(ha) ensure cybersecurity.	(ha) ensure cybersecurity.	EP = CONS
	Annex II, amending provision, numbered paragraph (6), first paragraph, point (hb)			
G 207b				
	Annex II, amending provision, numbered paragraph (7)			
G 208	7. Exchange of data with other digital systems or platforms	7. Exchange Availability of data with for other digital systems or platforms	7. Exchange Availability of data with for other digital systems or platforms	EP = CONS
	Annex II, amending provision, numbered paragraph (7), first paragraph			

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
209	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:	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:	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:	EP = CONS
Annex II, amending provision, numbered paragraph (7), first paragraph, point (a)				
210	(a) build on the functionalities provided by the RIS Platform;	(a) build on the functionalities provided by the RIS Platform;	(a) build on the functionalities provided by the European RIS Environment RIS Platform;	(a) build on the functionalities provided by the European RIS Environment RIS Platform; Tentatively agreed Cons GA
Annex II, amending provision, numbered paragraph (7), first paragraph, point (b)				
211	(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;	(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 interfaces;	(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 interfaces;	EP = CONS
Annex II, amending provision, numbered paragraph (7), first paragraph, point (c)				
212	(c) the definition of the requirements concerning systems as well as procedures for automated data exchange;	(c) the definition of the requirements concerning systems as well as procedures for automated data exchange;	(c) the definition of the requirements concerning systems as well as procedures for automated data exchange;	Identical
Annex II, amending provision, numbered paragraph (7), first paragraph, point (d)				

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal	
G	213	(d) the real-time exchange of information in particular for time-critical data;	(d) the real-time exchange of information in particular for time-critical data;	(d) the real-time exchange of information in particular for time-critical data;	Identical
Annex II, amending provision, numbered paragraph (7), first paragraph, point (e)					
G	214	(e) ensuring the secure exchange of information in accordance with a comprehensive rights-based access-control system;	(e) ensuring the secure exchange of information in accordance with a comprehensive rights-based access-control system;	(e) ensuring the secure exchange of information in accordance with a comprehensive rights-based access-control system;	Identical
Annex II, amending provision, numbered paragraph (7), first paragraph, point (f)					
G	215	(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.	(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.	(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.	Identical
Annex II, amending provision, numbered paragraph (8)					
G	216	8. Exchange of data with other digital systems or platforms	8. Exchange of data with other digital systems or platforms	8. Exchange of data with other digital systems or platforms	EP = CONS
Annex II, amending provision, numbered paragraph (8), first paragraph					
G	217	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	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	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	EP = CONS

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	accordance with Article 5, shall respect the following principles:	accordance with Article 5, shall respect the following principles:	accordance with Article 5, shall respect the following principles:	
	Annex II, amending provision, numbered paragraph (8), first paragraph, point (a)			
G 218	(a) build on the functionalities provided by the RIS Platform;	(a) build on the functionalities provided by the RIS Platform;	(a) build on the functionalities provided by the RIS Platform;	EP = CONS
	Annex II, amending provision, numbered paragraph (8), first paragraph, point (b)			
G 219	(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;	(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;	(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;	EP = CONS
	Annex II, amending provision, numbered paragraph (8), first paragraph, point (c)			
G 220	(c) the definition of the requirements concerning systems as well as procedures for automated data exchange;	(c) the definition of the requirements concerning systems as well as procedures for automated data exchange;	(c) the definition of the requirements concerning systems as well as procedures for automated data exchange;	EP = CONS
	Annex II, amending provision, numbered paragraph (8), first paragraph, point (d)			
G 221	(d) the real-time exchange of information in particular for time-critical data;	(d) the real-time exchange of information in particular for time-critical data;	(d) the real-time exchange of information in particular for time-critical data;	EP = CONS
	Annex II, amending provision, numbered paragraph (8), first paragraph, point (e)			
G 222	(e) ensuring the secure exchange of information in accordance with a comprehensive rights-based access-control system;	(e) ensuring the secure exchange of information in accordance with a comprehensive rights-based access-control system;	(e) ensuring the secure exchange of information in accordance with a comprehensive rights-based access-control system;	EP = CONS
	Annex II, amending provision, numbered paragraph (8), first paragraph, point (f)			

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
223	(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.	(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.	(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.	EP = CONS
Annex II, amending provision, numbered paragraph (9)				
224	9. Navigation and voyage planning	9. Navigation and voyage planning	9. Data for navigation and voyage planning	9. Data for navigation and voyage planning Tentatively agreed Cons GA
Annex II, amending provision, numbered paragraph (9), first paragraph				
225	The technical specifications for navigation and voyage planning in accordance with Article 5 shall respect the following principles:	The technical specifications for navigation and voyage planning in accordance with Article 5 shall respect the following principles:	The technical specifications for data for navigation and voyage planning in accordance with Article 5 shall respect the following principles:	The technical specifications for data for navigation and voyage planning in accordance with Article 5 shall respect the following principles: Tentatively agreed Cons GA
Annex II, amending provision, numbered paragraph (9), first paragraph, point (a)				
226	(a) provision of up-to-date information at regular intervals and at least when significant changes in the fairway situation take place that can impact the navigation;	(a) provision of up-to-date information at regular intervals and at least when significant changes in the fairway situation take place that can impact the navigation;	(a) provision of up-to-date information at regular intervals and at least when significant changes in the fairway situation take place that can impact the navigation;	Identical
Annex II, amending provision, numbered paragraph (9), first paragraph, point (aa)				

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
G 226a				G
Annex II, amending provision, numbered paragraph (9), first paragraph, point (b)				
G 227	(b) cover at least the following information:	(b) cover at least the following information:	(b) cover at least the following information:	G Identical
Annex II, amending provision, numbered paragraph (9), first paragraph, point (b)(a)				
G 228	(a) waiting times at locks, (movable) bridges, inland ports;	(a) waiting times at locks, (movable) bridges, inland ports;	(a) predicted waiting times at locks, (movable) bridges, inland ports;	G (a) predicted waiting times at locks, (movable) bridges, inland ports; Tentatively agreed Cons GA
Annex II, amending provision, numbered paragraph (9), first paragraph, point (ba)				
G 228a		(aa) data on the European waterway network required for navigation and voyage planning and covering at least the minimum requirements set out in Annex 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;	G (aa) data on the European waterway network required for navigation and voyage planning and covering at least the minimum requirements set out in Annex I; Tentatively agreed EP text ok
Annex II, amending provision, numbered paragraph (9), first paragraph, point (b)(b)				
G 229	(b) 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;	(b) water level, the least sounded depth, the vertical clearance, the barrage status, the discharge if blocking navigation , the regime, the predicted water level, the least sounded predicted depth or the predicted discharge;	(b) water level, the least sounded depth, the vertical clearance, the barrage status, the discharge if blocking navigation , the regime, the predicted forecast water level, the least sounded predicted depth or the predicted discharge;	G (b) water level, the least sounded depth, the vertical clearance, the barrage status, the discharge if blocking navigation , the regime, the predicted forecast water level, the least sounded predicted depth or the predicted discharge; Tentatively agreed Cons GA

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	Annex II, amending provision, numbered paragraph (9), first paragraph, point (b)(c)			
230	(c) ice situation and the related navigability;	(c) ice situation and the related navigability;	(c) ice situation and the related navigability;	(c) ice situation and the related navigability or other extreme weather warnings ; Tentatively agreed
	Annex II, amending provision, numbered paragraph (9), first paragraph, point (b)(d)			
231	(d) operating hours of locks, (moveable) bridges, inland ports;	(d) operating hours of locks, (moveable) bridges, inland ports;	(d) operating hours of locks, (moveable) bridges, inland ports;	Identical
	Annex II, amending provision, numbered paragraph (9), first paragraph, point (b)(e)			
232	(e) weather information.	(e) weather information.	(e) weather information.	(e) weather information. Tentatively agreed Cons GA
	Annex II, amending provision, numbered paragraph (9), first paragraph, point (c)			
233	(c) be provided through Inland ECDIS, Notices to Skippers and the RIS Platform as appropriate.	(c) be provided through Inland ECDIS, Notices to Skippers and the RIS Platform as appropriate.	(c) be provided provision of information through Inland ECDIS, Notices to Skippers and the European RIS Environment RIS Platform as appropriate.	(c) be provided provision of information through Inland ECDIS, Notices to Skippers and the European RIS Environment RIS Platform as appropriate. Tentatively agreed Cons GA
	Annex III			
234	Annex III	Annex III	Annex III	Identical
	Annex III, amending provision, first paragraph			
235	‘ ANNEX III	‘ ANNEX III	‘ ANNEX III	Identical

	Commission Proposal	EP Mandate	Council Mandate	Presidency Proposal
	Annex III, amending provision, second paragraph			
G	236 TECHNICAL SPECIFICATIONS FOR RIS	TECHNICAL SPECIFICATIONS FOR RIS	TECHNICAL SPECIFICATIONS FOR RIS	Identical
	Annex III, amending provision, third paragraph			
Y	237 The technical specifications applicable to RIS shall be those set out in ES-RIS 2023/1.	The technical specifications applicable to RIS shall be those set out in the latest edition of ES-RIS adopted by CESNIES-RIS 2023/1.	The technical specifications applicable to RIS shall be those set out in [ES-RIS 2023/1].	<p>The technical specifications applicable to RIS shall be those set out in the latest edition of ES-RIS adopted by CESNIES-RIS 2023/1.</p> <p>As part of a broader compromise, Pcy is proposing to agree with the dynamic reference.</p> <p>Link with line 117.</p> <p>TRILOGUE Delegated Acts</p>