

Brussels, 4 July 2025  
(OR. en)

11085/25

LIMITE

TRANS 276  
MAR 100  
CODEC 939  
IA 78

---

---

Interinstitutional File:  
2024/0011 (COD)

---

---

#### 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 - Analysis of the final compromise text with a view to agreement

---

#### 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 Community<sup>1</sup>.

---

<sup>1</sup> 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 services<sup>2</sup> 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 evaluation<sup>3</sup> 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 assessment<sup>4</sup> which was informed by an external support study.
7. On 24 April 2024, the European Economic and Social Committee adopted its opinion on the proposal<sup>5</sup>. On 9 February 2024, the European Committee of the Regions decided not to give an opinion.
8. The Council agreed on a *general approach* on 18 June 2024.

---

<sup>2</sup> 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.

<sup>3</sup> SWD(2021)0050 final.

<sup>4</sup> 6008/24 ADD 4 + ADD 5

<sup>5</sup> 10350/24

## II. NEGOTIATIONS WITH THE EUROPEAN PARLIAMENT

9. At the beginning of the 10<sup>th</sup> 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. On 25 June 2025, the Committee of Permanent Representatives gave the Presidency a comprehensive mandate in view of the trilogue on 26 June.

## III. MAIN ELEMENTS OF THE FINAL COMPROMISE TEXT

13. Several open issues were discussed during the trilogue, and the compromises reached, as well as the final articulation of the compromise package are presented below.
14. For most of the outstanding issues, the compromise proposals prepared at technical level were confirmed during the trilogue, fully in line with the mandate:
  - a) on the promotion of RIS by the Member States - Article 4(8); in order to facilitate a rapid take-up of river information services by the users, the text proposed by the Commission will be maintained in the article, and not only in the recital.
  - b) on the complaint handling mechanism - Article 8a; the 'complaint handling mechanism' was replaced with a 'feedback mechanism', designed to minimise costs for Member States, as it allows for more flexibility in setting up internal mechanisms to handle the feedback received.

- c) on the delegated acts procedure - Article 10; the possibility to adapt Annex I with delegated acts was maintained, as it is currently the case in the directive in force. For Annex III, this will no longer be necessary, due to the introduction of a dynamic reference to the 'latest ES-RIS standard'.
- d) on the non-opinion clause - Article 11; the wording in the *general approach* was maintained. At the same time, a recital was included to explain how this procedure operates; it will also include a reference to the duty of sincere cooperation between Member States and EU Institutions, as defined in Article 4(3) TEU.
- e) on the review clause - Article 12a; the compromise text prepared at technical level, which does not include any reference to a potential future extension of the geographical scope, was agreed.
15. In respect to the Parliament amendments on cooperation with third countries, the Commission continued to express reservations, considering the text proposed in Article 4(5) and Recital (11b) could call into question the way in which the external competence of the Union should be exercised. After discussions, it was agreed to maintain the text of the *general approach* in the recital and to revise the text in Article 4(5). This revision is still opening the possibility for third countries to contribute to the European RIS Environment, in line with the mandate.
16. The most difficult discussions focused on the transposition deadline. The Parliament argued that the Council position on a 3-year transposition deadline in combination with a 2-year deadline for Member States to notify their competent authorities to the Commission is excessive. After several exchanges and further clarifications from the Commission on the articulation of the next steps necessary for the directive to be implemented, the Parliament agreed with a 3-year transposition deadline. After this deadline, Member States would have an additional two weeks to inform the Commission of the national authorities which were designated through the national transposition measures.
17. The Presidency considers this to be a balanced compromise package that 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.

#### IV. CONCLUSION

18. In the light of the above, the Permanent Representatives Committee is invited to:

- examine and approve the final compromise text in the Annex with a view to reaching an agreement at first reading with the European Parliament.
  - allow the Presidency to send a letter to the European Parliament stating that if the plenary of the European Parliament were to adopt, subject to revision of the text by the legal-linguist experts, the amended text of the draft Directive in the same form as set out in the Annex to this report, the Council would adopt the Directive in the form of the Commission proposal as thus amended by the Parliament.
-

2024/0011 (COD)

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**

THE EUROPEAN PARLIAMENT AND THE COUNCIL OF THE EUROPEAN UNION,

Having regard to the Treaty on the Functioning of the European Union, and in particular Article 91(1) thereof,

Having regard to the proposal from the European Commission,

After transmission of the draft legislative act to the national parliaments,

Having regard to the opinion of the European Economic and Social Committee<sup>1</sup>,

~~Having regard to the opinion of~~ **After consulting** the Committee of the Regions<sup>2</sup>,

Acting in accordance with the ordinary legislative procedure,

Whereas:

- (1) Directive 2005/44/EC of the European Parliament and of the Council<sup>3</sup> 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

---

<sup>1</sup> OJ C , , p. .

<sup>2</sup> ~~OJ C , , p. .~~

<sup>3</sup> 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>).

of transport by inland waterways, and ultimately ~~its~~ **the sustainability and attractiveness of the sector**, by increasing the efficiency of inland waterways operations.

- (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 Deal<sup>4</sup> 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 Strategy<sup>5</sup> 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, efficient capacity allocation and traffic management. The NAIADES III action plan<sup>6</sup> 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 Strategy<sup>7</sup>. 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.
- (3) In the interest of adopting a coherent approach to interoperability in the public service sector, when implementing the **European RIS Environment**~~RIS platform~~ and other solutions in scope of this act, the principles laid down by the latest European Interoperability Framework (EIF)<sup>8</sup>, 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)<sup>9</sup>, should be followed.

---

<sup>4</sup> COM/2019/640 final.

<sup>5</sup> COM/2020/789 final.

<sup>6</sup> COM/2021/324 final.

<sup>7</sup> COM/2020/66 final.

<sup>8</sup> COM/2017/134 final.

<sup>9</sup> COM/2022/720 final.

- (4) Regulation (EU) ~~1315/2013~~**2024/1679**<sup>10</sup> sets up requirements for the development of the trans-European transport network ('TEN-T')<sup>11</sup> 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.
- (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 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.**
- (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.**
- (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

---

<sup>10</sup> 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)**

<sup>11</sup> 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.

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.**

- (7) The availability to RIS users, during navigation, of up-to-date and accurate information 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.
- (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 ('EMSW<sup>e</sup>')<sup>12</sup> should enable harmonised ship reporting across the Union **in maritime transport**. The exchange of traffic related information, such as arrival and departure times, would ensure interoperability, multimodality, and smooth integration of inland waterway transport ('IWT') with the overall logistics chain. The electronic freight transport information ('eFTI') should form the basis for the exchange of cargo information **on dangerous goods and waste** between RIS users where required. When necessary, RIS should ~~create~~**facilitate links with and should make and exchange** information ~~with~~**available to digital** systems and platforms of other modes of transport.
- (9) The exchange of information between inland waterway vessels and inland ports, for example on availability of port installations, operating times, or 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

---

<sup>12</sup> 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>).

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.

- (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 platform ('the **European RIS Environment**~~RIS Platform~~') should support relevant services, be a central point for the exchange of RIS information within the inland waterways sector as well as with other transport modes, and therefore become the main digital backbone for the provision of RIS in the Union. Member States should designate one or more competent authorities responsible for operating **the European RIS Environment**~~RIS Platform~~. These authorities are controllers for purpose of operating the **European RIS Environment**~~RIS Platform~~.
- (11) In order to ensure uniform conditions for introduction of the **European RIS Environment**~~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.<sup>13</sup>
- (11a) **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.**

---

<sup>13</sup> 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>).

- (11b) **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.**
- (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, incompatible standards in reporting of vessel information), as 75% of inland waterways operations includes international voyages.
- By analysing the subject matter of the ~~complaints~~**feedbacks**, 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~~**provided** 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) 2016/679<sup>14</sup> and Regulation (EU) 2018/1725<sup>15</sup>.~~
- (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.
- (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

<sup>14</sup> ~~OJ L 119, 4.5.2016, p. 1.~~

<sup>15</sup> ~~OJ L 295, 21.11.2018, p. 39.~~

accordance with a comprehensive, rights-based access-control system that provides assigned functionalities, that all competent authorities can have immediate access to that data in accordance with their respective regulatory competences, that appropriate technical and organisational measures are implemented to ensure that the processing by electronic means of personal data can be carried out in accordance with Regulation (EU) 2016/679 of the European Parliament and of the Council<sup>16</sup> and Regulation (EU) 2018/1725 of the European Parliament and of the Council<sup>17</sup>, 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.

- (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**.
- (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.

---

<sup>16</sup> 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>).

<sup>17</sup> 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>).

- (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 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.
- (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.
- (19) Directive (EU) 2016/1629 of the European Parliament and of the Council<sup>18</sup> 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 from all Member States, CESNI<sup>19</sup> 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.
- (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 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 an integral but not essential part of Directive 2005/44/EC, and be kept up to date. Therefore, the power to

---

<sup>18</sup> 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>).

<sup>19</sup> CESNI is established under CCNR resolution 2015-i-3.

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.

- (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<sup>20</sup>. In particular, to ensure equal participation in the preparation of delegated acts, the European Parliament and the 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.
- (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 Council<sup>21</sup> 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 Directive 2005/44/EC should be amended to reflect these changes.
- (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.
- (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

---

<sup>20</sup> OJ L 123, 12.5.2016, p. 1, ELI: [http://data.europa.eu/eli/agree\\_interinstit/2016/512/oj](http://data.europa.eu/eli/agree_interinstit/2016/512/oj).

<sup>21</sup> 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>).

of Directive 2005/44/EC. In this regard, Article 12(2) of Directive 2005/44/EC should be deleted. In addition, by 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.

- (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.
- (26) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council and delivered an opinion on ~~[XX-XX-2024]~~ **20 March 2024**<sup>22</sup>.
- (27) Directive 2005/44/EC should therefore be amended accordingly,

HAVE ADOPTED THIS DIRECTIVE:

#### *Article 1*

#### **Amendments to Directive 2005/44/EC**

Directive 2005/44/EC is amended as follows:

- (1) Article 1 is replaced by the following:

‘Article 1

Subject Matter

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

---

<sup>22</sup> OJ C [...], [...], p. [...].

transport with a view to enhancing its safety, efficiency and sustainability and to facilitating interfaces with other transport modes.

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.**'

(2) in Article 2, paragraph 1 is replaced by the following:

- '1. This Directive applies to the implementation and operation of RIS on all inland waterways and inland ports of the Member States which are part of the trans-European transport network, as specified and listed in Annex I and II to Regulation (EU) ~~No 1315/2013~~ **No 2024/1679** of the European Parliament and of the Council<sup>23</sup> **and which are directly connected to inland waterways and inland ports of another Member State, which are part of the trans-European transport network, as specified and listed in Annexes I and II to Regulation (EU) No 2024/1679 of the European Parliament and of the Council.**'

(3) in Article 3, the following points ~~(ha) to (hi)~~ are added:

- '(ha) 'trans-European transport network' (TEN-T) means inland waterways as defined in Annex I of Regulation (EU) ~~1315/2013~~**2024/1679**;

---

<sup>23</sup> 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).**

- (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 Council<sup>24</sup>;~~
- (he) ~~‘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 Council<sup>25</sup>;~~
- (hd) ~~‘maritime National Single Window’ means a maritime National Single Window as defined in Article 2(3) of Regulation (EU) 2019/1239;~~
- (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;**
- (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;
- (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;
- (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 route and transport planning, for RIS users and serving for providing links to electronic reporting according to the ‘once-only’ principle;~~

---

<sup>24</sup> ~~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>).~~

<sup>25</sup> ~~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>).~~

- (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.**’

(4) Article 4 is replaced by the following:

‘Article 4

Setting-up of RIS

1. Member States shall take the necessary measures to implement RIS on inland waterways and inland ports falling within the scope of this Directive.
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.
3. In order to set up RIS, Member States shall:
  - (a) ensure that all relevant data are supplied to RIS users concerning navigation and voyage planning on inland waterways. These **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**;
  - (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;
  - (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;
  - (d) ensure that notices to skippers, including water level (or maximum allowable draught) and ice reports of their inland waterways, are provided as

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;

- (e) 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;~~
- (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 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;~~
- (g) ~~ensure that dangerous goods related information as required pursuant to Chapter 5.4 of Part 5 of the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), concluded at Geneva on 26 May 2000, as referred to in Section III.1 of Annex III to Directive 2008/68/EC of the European Parliament of the Council<sup>26</sup> 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;~~
- (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

---

<sup>26</sup> ~~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>).~~

10 of Regulation (EU) 2023/1804 of the European Parliament and of the Council<sup>27</sup>;

- (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 purpose of managing of river traffic.

The obligations referred to in this paragraph shall be fulfilled in compliance with the requirements and principles set out in Annexes I and II.

- 4. The competent authorities of the Member States shall establish RIS centres according to regional needs.
- 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 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 allow for the possibility of 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 and that they adhere to the same level of cybersecurity and data protection.**
- 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

---

<sup>27</sup> 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>).

implementation throughout the Union. Those implementing acts shall be adopted in accordance with the examination procedure referred to in Article 11(2).

7. For the use of the automatic identification systems ('AIS'), the Regional Arrangement ~~concerning the radiotelephone~~ **on the Radiocommunication Service 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.
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.
9. The Commission shall take appropriate measures to verify the interoperability, reliability, **availability** and safety of RIS.'

(5) Article 5 is replaced by the following:

'Article 5

Technical specifications

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:
  - (a) electronic chart display and information system for inland navigation (inland ECDIS);
  - (b) electronic ship reporting;
  - (c) notices to skippers;
  - (d) vessel tracking and tracing systems;
  - (e) compatibility of the equipment necessary for the use of RIS;

- (f) operation of the **European RIS Environment**~~RIS Platform~~;
- (g) interconnection and exchange of information with Union data bases (ERDMS);
- (h) ~~interconnection and exchange of information with~~ **standardised interface for** IT platforms of other transport modes, ~~including at least eFTI and EMSWe~~;
- (i) ~~interconnection and exchange of information with port management~~ **standardised interface for port community** systems and with smart inland waterway infrastructure systems;
- (j) ~~provisions~~ **data** for navigation, and voyage planning.’

(5a) **Article 6 is replaced by the following:**

**‘Article 6**

#### **Satellite positioning**

**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.’**

(6) **Article 8 is replaced by the following:**

**‘Article 8**

#### **Competent authorities**

Member States shall designate competent authorities for the RIS application, for the international exchange of data, for the operation of the **European RIS Environment**~~RIS platform~~ and for the handling of complaints by RIS users. These authorities shall be notified to the Commission by ... [~~one year~~ **two weeks** after the date of ~~entry into force~~ **transposition** of this Directive].’

(7) The following Article 8a is inserted:

‘Article 8a

**Handling of complaintsFeedback mechanism**

1. Each Member State shall ensure that an effective, **simple and accessible** procedure is in place, **building, where possible, on existing structures**, to handle **complaintsfeedback from users** arising from the application of this Directive.
2. The handling of **complaintsfeedback 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 **complaintsfeedback** shall be impartial and transparent and shall duly respect the right to freely conduct business.
3. **ComplaintsFeedback from users** shall be ~~filed in the~~**submitted through the European RIS Environment and be transmitted to the relevant Member State in whose waterways or inland ports the reason for the complaint originatedStates.** 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.**
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.**
5. ~~The authorities responsible for the handling of complaints shall, in accordance with national law, have the power to require competent authorities for the RIS application, for the international exchange of data, providers of RIS services, infrastructure managers and inland ports to provide them with information relevant to a complaint.~~
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.~~

7. ~~Member States~~**The European RIS Environment** shall inform the Commission, **on an annual basis**, 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 **number and the way that the feedback from users was handled.**
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.~~<sup>2</sup>

(8) Article 9 is replaced by the following:

‘Article 9

Rules on privacy~~and~~, security of information **and processing of personal data**

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

(9) Article 10 is replaced by the following:

‘Article 10

~~Amendment procedure~~**Delegated powers**

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.
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 version of the ES-RIS and to set the date of its application.~~
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.'

(10) In Article 10a, paragraph 2 is replaced by the following:

- '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.'

(11) In Article 10a, paragraph 6 is replaced by the following:

- '6. A delegated act adopted pursuant to this Article shall enter into force only if no objection has 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.'

(12) Article 11 is replaced by the following:

## ‘Article 11

### Committee procedure

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 Council<sup>28</sup>.
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.’**

(13) in Article 12, paragraphs 2 and 3 are deleted.

(14) The following Article ~~12a~~ is inserted:

## ‘Article 12a

### Monitoring

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~~**ettransposition**]. **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.’**

(15) Annex I to Directive 2005/44/EC is replaced by the text set out in Annex I to this Directive-;

(16) Annex II to Directive 2005/44/EC is replaced by the text set out in Annex II to this Directive-;

---

<sup>28</sup> 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>).

(17) The text set out in Annex III to this Directive is added as Annex III.

## *Article 2*

### **Transposition**

- 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~~**three years** after the entry into force] at the latest. They shall immediately inform the Commission thereof.
- 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.
- 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.

## *Article 3*

### **Entry into force**

This Directive shall enter into force on the twentieth day following that of its publication in the Official Journal of the European Union.

## *Article 4*

### **Addressees**

This Directive is addressed to the Member States which have inland waterways falling within the scope of Article 2 of Directive 2005/44/EC.

Done at Brussels,

*For the European Parliament*  
*The President*

*For the Council*  
*The President*

## Annex I

### ‘ANNEX I

#### MINIMUM DATA REQUIREMENTS

As referred to in Article 4(3), point (a), in particular the following data shall be supplied:

- waterway axis with kilometre indication;
- restrictions for vessels or convoys in terms of length, width, draught and air draught;
- operation times of restricting structures, in particular locks and bridges;
- ~~current and expected~~ **predicted** waiting times at bridges, locks and inland ports, **in real time, when available**;
- location of ports and transshipment sites;
- reference data for water level gauges relevant to navigation-;
- **location and, when available, current availability of alternative fuels infrastructure, including shore-side electricity supply**;

The information provided shall be up-to-date and, **when available**, reflect the real-time situation.’

## Annex II

### ‘ANNEX II

#### PRINCIPLES FOR RIS TECHNICAL SPECIFICATIONS

##### 1. Overall principles

The RIS technical specifications shall respect the following overall principles:

- (a) the indication of technical requirements for the planning, implementing and operational use of services and related systems;
- (b) the RIS architecture and organisation;
- (c) recommendations for vessels to participate in RIS, for individual services and for the stepwise development of RIS.

##### 2. Inland ECDIS

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:

- (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;
- (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:
  - (a) a high level of reliability and availability of the inland ECDIS equipment used;
  - (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;

- (c) the inclusion in the electronic navigational chart of all kinds of geographical objects (e.g. boundaries of the fairway, shoreline constructions, beacons) that are needed for safe navigation;
- (d) the monitoring of the electronic chart with overlaid radar image when used for conning the vessel;
- (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;
- (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;
- (e) the availability of electronic navigational charts to RIS users;
- (f) the availability of the data for electronic navigational charts to all manufacturers of applications, when appropriate against a reasonable cost-related charge;
- (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.

### 3. Electronic ship reporting

The technical specifications for electronic ship reporting in inland navigation in accordance with Article 5 shall respect the following principles:

- (a) the facilitation of the electronic data exchange between 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;
- (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;
- (c) the use of internationally accepted code lists and classifications, possibly complemented for additional inland navigation needs;

- (d) the use of a unique European vessel identification number.

#### 4. Notices to skippers

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:

- (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;
- (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;
- (c) an alignment with technical specifications for navigation and voyage planning to ensure coherence of provided information.

#### 5. Vessel tracking and tracing systems

The technical specifications for vessel tracking and tracing systems in accordance with Article 5 shall respect the following principles:

- (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;
- (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;
- (c) the description of the relevant technical systems for vessel tracking and tracing such as Inland AIS (inland automatic identification system);
- (d) compatibility of data formats with the maritime AIS system.

#### 6. ~~Operation~~ **Operational principles of the European RIS Environment** ~~RIS Platform~~

The technical specifications the **European RIS Environment**~~RIS Platform~~ in accordance with Article 5 shall respect the following principles:

- (a) acting as a single digital window for inland navigation;
- (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;
- (c) enabling multi-modality transport chains while providing an adequate level of data protection;
- (d) high level of data accuracy for seamless data exchange among relevant RIS users along the TEN-T (within and outside the Union);
- (e) user-friendly interface with serviceable, useful and practical functionalities like the ability to save and store profiles;
- (f) harmonised, single point of reporting in accordance with the ‘once-only’ principle, also for international voyages;
- (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, environmentally sound and capacity-efficient use of the network;
- (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**;
- (ha) ensure cybersecurity.**

## 7. ~~Exchange~~**Availability** of data ~~with~~**for** other digital systems or platforms

The technical specifications for exchange of data with other digital systems or platforms, including EMSWe, eFTI, ERDMS, port community systems of inland ports and smart inland waterway infrastructure system, in accordance with Article 5, shall respect the following principles:

- (a) build on the functionalities provided by the **European RIS EnvironmentRIS Platform**;
- (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**;
- (c) the definition of the requirements concerning systems as well as procedures for automated data exchange;
- (d) the real-time exchange of information in particular for time-critical data;
- (e) ensuring the secure exchange of information in accordance with a comprehensive rights-based access-control system;
- (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.

#### 8. ~~Exchange of data with other digital systems or platforms~~

~~The technical specifications for exchange of data with other digital systems or platforms, including EMSWe, eFTI, ERDMS, port community systems of inland ports and smart inland waterway infrastructure system, in accordance with Article 5, shall respect the following principles:~~

- ~~(a) build on the functionalities provided by the RIS Platform;~~
- ~~(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;~~

- ~~(c) the definition of the requirements concerning systems as well as procedures for automated data exchange;~~
- ~~(d) the real time exchange of information in particular for time critical data;~~
- ~~(e) ensuring the secure exchange of information in accordance with a comprehensive rights based access control system;~~
- ~~(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.~~

9. **Data for navigation and voyage planning**

The technical specifications **for data** for navigation and voyage planning in accordance with Article 5 shall respect the following principles:

- (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;
- (b) cover at least the following information:
  - (a) **predicted** waiting times at locks, (movable) bridges, inland ports;
  - (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;**
  - (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~~;
  - (c) ice situation and the related navigability **or other extreme weather warnings**;
  - (d) operating hours of locks, (moveable) bridges, inland ports,;
  - ~~(e) weather information.~~

- (c) ~~be provided~~**provision of information** through Inland ECDIS, Notices to Skippers and the **European RIS Environment**~~RIS Platform~~ as appropriate.’



### Annex III

‘ANNEX III

TECHNICAL SPECIFICATIONS FOR RIS

The technical specifications applicable to RIS shall be those set out in **the latest edition of ES-RIS adopted by CESNIES-RIS 2023/4.**