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To:	Ms Thérèse BLANCHET, Secretary-General of the Council of the European Union
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Subject:	ANNEX II to the 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

Delegations will find attached document COM(2024) 33 final - ANNEX II.

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ANNEX 2

ANNEX

to the 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

{SEC(2024) 38 final} - {SWD(2024) 15 final} - {SWD(2024) 16 final}

ANNEX II

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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 a 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 of the RIS Platform

The technical specifications the 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 RIS platform, connection and the number of exchanges with other systems (for example eFTI, EMSWe, port community systems).

7. Exchange of data with other digital systems or platforms

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

(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.

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. Navigation and voyage planning

The technical specifications 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) waiting times at locks, (movable) bridges, inland ports;

(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;

(c) ice situation and the related navigability;

(d) operating hours of locks, (moveable) bridges, inland ports;

(e) weather information.

(c) be provided through Inland ECDIS, Notices to Skippers and the RIS Platform as appropriate.'