



Brussels, 12 June 2025
(OR. en)

9824/25

LIMITE

TRANS 222
MAR 91
CODEC 748
IA 62

**Interinstitutional File:
2024/0011 (COD)**

NOTE

From: General Secretariat of the Council
To: Delegations

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
- Presidency compromise proposal

In view of the Shipping Working Party meeting on 16 June 2025, delegations will find attached a four-column document with Presidency proposals for a final compromise package.

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

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|------------|---|---|---|---------------------|
| Citation 2 | | | | |
| 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 | | | | |
| 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 | | | | |
| 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 | | | | |
| 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. . | Keep GA |
| Citation 6 | | | | |
| 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 | | | | |
| 10 | Whereas: | Whereas: | Whereas: | Identical |
| Recital 1 | | | | |
| 11 | (1) Directive 2005/44/EC of the European Parliament and of | (1) Directive 2005/44/EC of the European Parliament and of | (1) Directive 2005/44/EC of the European Parliament and of | Keep GA |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|----|---|---|---|---------------------|
| | <p>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>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>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> | |
| | 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</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</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</p> | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|--|--|---------------------|
| | <p>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, 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>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, 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>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, 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> | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|-----------|---|---|---|--|
| | <ol style="list-style-type: none"> 1. COM/2019/640 final. 2. COM/2020/789 final. 3. COM/2021/324 final. 4. COM/2020/66 final. | <ol style="list-style-type: none"> 1. COM/2019/640 final. 2. COM/2020/789 final. 3. COM/2021/324 final. 4. COM/2020/66 final. | <ol style="list-style-type: none"> 1. COM/2019/640 final. 2. COM/2020/789 final. 3. COM/2021/324 final. 4. COM/2020/66 final. | |
| 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 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>(3) In the interest of adopting a coherent approach to interoperability in the public service sector, when implementing the RIS platform and other solutions in scope of this act, the principles laid down by the latest European Interoperability Framework (EIF)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>(3) In the interest of adopting a coherent approach to interoperability in the public service sector, when implementing the European RIS EnvironmentRIS platform and 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> | Keep GA |
| 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</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</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</p> | The TEN-T Regulation was updated and the correct reference should be used. |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|-----------|---|--|---|---------------------|
| | <p>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 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>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 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>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 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>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</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</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</p> | <p>Keep GA</p> |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|------------|--|---|---|---------------------|
| | 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. | 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 those RIS services on cross-border inland waterways. | 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 shall cooperate for the purpose of the provision of these RIS services on cross-border inland waterways. | |
| 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. | Keep GA |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|-----------|---|--|---|---------------------|
| Recital 6 | | | | |
| 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> | Keep GA |
| Recital 7 | | | | |
| 17 | <p>(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</p> | <p>(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</p> | <p>(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</p> | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|-----------|--|--|---|---------------------|
| | 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. | 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. | 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 transport with the overall logistics chain. The electronic freight | (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 interoperability, multimodality, and smooth integration of inland | (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 information, such as arrival and departure times, would ensure | Keep GA |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|-----------|--|---|---|--|
| | <p>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>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>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> | |
| Recital 9 | | | | |
| 19 | <p>(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</p> | <p>(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</p> | <p>(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</p> | <p>(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</p> |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|------------|--|---|--|--|
| | <p>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.</p> | <p>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.</p> | <p>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.</p> | <p>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.</p> <p>Pcy considers that the EP proposal brings clarity to the text and is in line with the GA.</p> <p>Link with several other lines: 45, 71, 72, 91, 112a etc.</p> |
| Recital 10 | | | | |
| 20 | <p>(10) The use of a single digital platform for RIS should streamline the provisions of RIS, improve efficiency in IWT operations and reduce burden for RIS providers and users. That platform (‘the RIS Platform’) should support relevant services, be a central point for the exchange of RIS information within the inland waterways sector as well as with other transport modes, and therefore become the</p> | <p>(10) The use of a single digital platform for RIS should streamline the provisions of RIS, improve efficiency in IWT operations and reduce burden for RIS providers and users. That platform (‘the RIS Platform’) should support relevant services, be a central point for the exchange of RIS information within the inland waterways sector as well as with other transport modes, and therefore become the</p> | <p>(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</p> | <p>Keep GA</p> |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|------------|--|--|---|---------------------|
| | 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. | 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. | 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 . | |
| Recital 11 | | | | |
| 21 | <p>(11) In order to ensure uniform conditions for introduction of the RIS Platform, implementing powers should be conferred on the Commission to set the framework for the development and the functioning of the platform. Those powers should be exercised in accordance with Regulation (EU) No 182/2011 of the European Parliament and of the Council.¹</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>(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</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>(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</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,</p> | Keep GA |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|-------------|---------------------|--|--|--|
| | | | 28.2.2011, p.13, ELI: http://data.europa.eu/eli/reg/2011/182/oj . | |
| 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. |
| Recital 11b | | | | |
| 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 | deleted Reintroduced in the articles (see Pcy explanations in line 78). TRILOGUE Promo |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|----|---|---|---|--|
| | | | which are made available under this Directive. | |
| | Recital 12 | | | |
| 22 | <p>(12) In order to ensure the proper and effective application of Directive 2005/44/EC, Member States should ensure that an effective procedure is in place to handle complaints. 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 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</p> | <p>(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 extent to which the provisions of the Directive are complied with, thus supporting the monitoring of implementation by pointing to</p> | <p>(12) In order to ensure the proper and effective application of Directive 2005/44/EC, Member States should ensure that an effective procedure is in place to handle encouraged to set up an effective procedure is in place 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 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</p> | <p>(12) In order to ensure the proper and effective application of Directive 2005/44/EC and to avoid fragmentation, 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 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</p> |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|------------|---|---|---|--|
| | <p>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>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>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>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>Adaptation of the text in line with the Pcy proposals in Article 8a.</p> |
| Recital 13 | | | | |
| 23 | <p>(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.</p> | <p>(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.</p> | <p>(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.</p> | Identical |
| Recital 14 | | | | |
| 24 | <p>(14) The requirements and technical specifications for the</p> | <p>(14) The requirements and technical specifications for the</p> | <p>(14) The requirements and technical specifications for the</p> | EP = CONS |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|---|---|---------------------|
| | <p>purposes of RIS should ensure in particular that all RIS data can be processed solely in accordance with a comprehensive, rights-based access-control system that provides assigned functionalities, that all competent authorities can have immediate access to that data in accordance with their respective regulatory competences, that appropriate technical and organisational measures are implemented to ensure that the processing by electronic means of personal data can be carried out in accordance with Regulation (EU) 2016/679 of the European Parliament and of the 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> | <p>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 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</p> | <p>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 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</p> | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|------------|--|---|---|---------------------|
| | <p>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>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>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> | |
| Recital 15 | | | | |
| 25 | <p>(15) In order to ensure the safe and optimal navigation of vessels in inland waterways, Member States should be aware of the position of all inland waterway vessels including through the use of automatic identification systems ('AIS') data. Member States should also exchange RIS related information to increase the efficiency of RIS and reduce reporting requirements. Where transmission and exchange of RIS related information for these purposes cannot be achieved</p> | <p>(15) In order to ensure the safe and optimal navigation of vessels in inland waterways, Member States should be aware of the position of all inland waterway vessels including through the use of automatic identification systems ('AIS') data. Member States should also exchange RIS related information to increase the efficiency of RIS and reduce reporting requirements. Where transmission and exchange of RIS related information for these purposes cannot be achieved</p> | <p>(15) In order to ensure the safe and optimal navigation of vessels in inland waterways, Member States should be aware of the positionlocation 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</p> | Keep GA |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|------------|--|--|---|--|
| | 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. | 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. | 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. | |
| Recital 16 | | | | |
| 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. | (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 - delegated acts for Annex I. TRIOLOGUE Delegated Acts |
| Recital 17 | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|------------|---|---|---|---------------------|
| 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 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. | (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. | (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. | Identical |
| 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 | (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 | (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 | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|------------|---|---|--|---------------------|
| | process by which technical specifications are introduced. | process by which technical specifications are introduced. | process by which technical specifications are introduced. | |
| Recital 19 | | | | |
| 29 | <p>(19) Directive (EU) 2016/1629 of the European Parliament and of the Council¹ 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, 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</p> | <p>(19) Directive (EU) 2016/1629 of the European Parliament and of the Council¹ 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, 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</p> | <p>(19) Directive (EU) 2016/1629 of the European Parliament and of the Council¹ 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, 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</p> | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|------------|---|---|---|---------------------|
| | 252, 16.9.2016, p. 118, ELI: http://data.europa.eu/eli/dir/2016/1629/oj . 2. CESNI is established under CCNR resolution 2015-i-3. | 252, 16.9.2016, p. 118, ELI: http://data.europa.eu/eli/dir/2016/1629/oj . 2. CESNI is established under CCNR resolution 2015-i-3. | 252, 16.9.2016, p. 118, ELI: http://data.europa.eu/eli/dir/2016/1629/oj . 2. CESNI is established under CCNR resolution 2015-i-3. | |
| Recital 20 | | | | |
| 30 | (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 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. | (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 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. | (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 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. | Identical |
| Recital 21 | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|------------|--|--|--|---------------------|
| 31 | <p>(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-Making¹. 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.</p> <p>1. OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinst/2016/512/oj.</p> | <p>(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-Making¹. 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.</p> <p>1. OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinst/2016/512/oj.</p> | <p>(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-Making¹. 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.</p> <p>1. OJ L 123, 12.5.2016, p. 1, ELI: http://data.europa.eu/eli/agree_interinst/2016/512/oj.</p> | Identical |
| 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</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</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</p> | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|-------------------|--|--|--|---------------------|
| | <p>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 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>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 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>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 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 |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|------------|--|--|--|---------------------|
| Recital 24 | | | | |
| 34 | (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 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. | (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 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. | (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 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. | Identical |
| 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 | (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 | (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 | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|----------------------------|---|---|---|---------------------|
| | 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. | 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. | 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. | |
| 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 delivered an opinion on [XX XX 2024] ¹ . 1. OJ C [...], [...], p. [...]. | (26) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council and delivered an opinion on [XX XX 2024] 20 March 2024 ¹ . 1. OJ C [...], [...], p. [...]. | (26) The European Data Protection Supervisor was consulted in accordance with Article 42(1) of Regulation (EU) 2018/1725 of the European Parliament and of the Council and delivered an opinion on [XX XX 2024] 20 March 2024 ¹ . 1. OJ C [...], [...], p. [...]. | EP = CONS |
| 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 | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|--|--|--|--|
| 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 |
| 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 | 2. This Directive provides a framework for the establishment and further development of technical requirements, specifications and conditions to ensure harmonised, interoperable | 2. This Directive provides a framework for the establishment and further development of technical requirements, specifications and conditions to ensure harmonised, interoperable | 2. This Directive provides a framework for the establishment and further development of technical requirements, specifications and conditions to |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|---|---|---|--|
| | 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. | 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. | 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. | 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 with the Council text, but more clear and better structured. |
| Article 1, first paragraph, point (2) | | | | |
| 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) | | | | |
| 47 | 1. This Directive applies to the implementation and operation of RIS on all inland waterways and inland ports of the Member States which are part of the trans-European transport network, as specified and listed in Annex I and II to Regulation (EU) No 1315/2013 of the European Parliament and of the Council ¹ . | 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 Council ¹ and which are directly | 1. This Directive applies to the implementation and operation of RIS on all inland waterways and inland ports of the Member States which are part of the trans-European transport network, as specified and listed in Annex I and II to Regulation (EU) No 1315/2013 of the European Parliament and of the Council ¹ and which are directly | 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 Council ¹ and which are directly |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---------------------------------------|---|---|---|--|
| | <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>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. Regulation (EU) No 1315/20132024/1679 of the European Parliament and of the Council of 11 December 201313 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).</p> | <p>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. 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>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. Regulation (EU) No 1315/20132024/1679 of the European Parliament and of the Council of 11 December 201313 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).</p> <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) | | | | |
| 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: |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|--|--|--|
| | | | | 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) 1315/20132024/1679; | (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) 1315/20132024/1679; The TEN-T Regulation was updated and the correct reference should be used. Tentatively agreed EP text ok |
| Article 1, first paragraph, point (3), amending provision, numbered paragraph (hb) | | | | |
| 50 | (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 ¹ ; 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) | (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 ¹ ; 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) | (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 ¹ ; 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) | EP = CONS |
| Article 1, first paragraph, point (3), amending provision, numbered paragraph (hc) | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|---|---|---|
| 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 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>(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 Council¹;</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>(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 Council¹;</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>EP = CONS</p> |
| Article 1, first paragraph, point (3), amending provision, numbered paragraph (hd) | | | | |
| 52 | <p>(hd) ‘maritime National Single Window’ means a maritime National Single Window as defined in Article 2(3) of Regulation (EU) 2019/1239;</p> | <p>(hd) ‘maritime National Single Window’ means a maritime National Single Window as defined in Article 2(3) of Regulation (EU) 2019/1239;</p> | <p>(hd) ‘maritime National Single Window’ means a maritime National Single Window as defined in Article 2(3) of Regulation (EU) 2019/1239;</p> | <p>EP = CONS</p> |
| Article 1, first paragraph, point (3), amending provision, numbered paragraph (he) | | | | |
| 53 | <p>(he) ‘European Reference Data Management System’ (ERDMS) means a single point of access repository (library) of reference data and codes lists that are used by IT applications in inland waterway transport operated by the Commission;</p> | <p>(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</p> | <p>(he) ‘European Reference Data Management System’ (ERDMS) means a single point of access repository (library) of reference data and codes lists that are used by IT applications in inland waterway transport. It does not include the network data in accordance with Annex I and</p> | <p>(he) ‘European Reference Data Management System’ (ERDMS) means a single point of access repository (library) of reference data and codes lists that are used by IT applications in inland waterway transport operated by under the authority of the Commission. It does not include</p> |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---------------------|---|---|--|
| | | provided by the Member State in accordance with Annexes I and III; | Annex III provided-operated by the Commission Member State; | <p>the network data provided by the Member State in accordance with Annexes I and III;</p> <p>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.</p> <p>For the second phrase, differences are editorial; EP text seems more clear.</p> |
| Article 1, first paragraph, point (3), amending provision, numbered paragraph (hf) | | | | |
| G | 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; | Identical |
| Article 1, first paragraph, point (3), amending provision, numbered paragraph (hg) | | | | |
| G | 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; | Identical |
| Article 1, first paragraph, point (3), amending provision, numbered paragraph (hh) | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|---|---|--|
| 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 reporting according to the ‘once-only’ principle; | (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 planning, for RIS users and serving for electronic reporting according to the ‘once-only’ principle; | (hh) ‘European RIS Environment 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 providing links to electronic reporting according to the ‘once-only’ principle; | (hh) ‘European RIS Environment RIS Platform’ means an electronic single-point-of-access platform sourced by national RIS information and providing Fairway-, Infrastructure-, Traffic- and Transport Information technical and operational services, including route- and transport planning, for RIS users and 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.’ |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|--|--|--|---|
| | | | | 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 | | | | |
| 59 | Article 4 | Article 4 | Article 4 | Identical |
| Article 1, first paragraph, point (4), amending provision, second paragraph | | | | |
| 60 | Setting-up of RIS | Setting-up of RIS | Setting-up of RIS | Identical |
| Article 1, first paragraph, point (4), amending provision, numbered paragraph (1) | | | | |
| 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. | 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 |
| Article 1, first paragraph, point (4), amending provision, numbered paragraph (2) | | | | |
| 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 | 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 | 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 | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|--|--|--|
| | transport management systems and commercial activities. | transport management systems and commercial activities. | transport management systems and commercial activities. | |
| Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph | | | | |
| 63 | 3. In order to set up RIS, Member States shall: | 3. In order to set up RIS, Member States shall: | 3. In order to set up RIS, Member States shall: | Identical |
| Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph, point (a) | | | | |
| 64 | (a) ensure that all relevant data are supplied to RIS users concerning navigation and voyage planning on inland waterways. These data, as defined in Annex I, shall be up-to-date and provided at least in an accessible common electronic format; | (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 ; | (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 ; | EP = CONS |
| 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- | (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- | (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- | (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 |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|---|--|--|
| | 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; | 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; | 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 before arrival of the vessels at the border; | <p>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;</p> <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</p> |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|---|---|---|--|
| | | | | accessed only when necessary and permitted. |
| 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 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; | (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; | (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; | Identical |
| 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) | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|--|---|---|
| 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 transport modes, including through maritime National Single Windows within EMSWe; | (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 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; | (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 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; | (f) ensure, where possible , 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; 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 caveat "where applicable". 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 | (g) ensure that dangerous goods related information as | (g) ensure that dangerous goods related information as | EP = CONS |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|----|--|--|--|---|
| | <p>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 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>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 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>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 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</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,</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</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 where possible, up-to-date, information on the availability of</p> |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|--|--|--|
| | <p>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 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)</p> | <p>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 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)</p> | <p>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 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)</p> | <p>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 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)</p> <p>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 "where possible", because there may be situations when such information is not available (like small inland ports which do not have personnel 24/7).</p> <p>Up-to-date / Real-time</p> |
| Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), first subparagraph, point (i) | | | | |
| 72 | (i) ensure that information is exchanged between RIS and other smart inland waterways | (i) ensure that information is exchanged between RIS and standardised interfaces in | (i) ensure that information is exchanged between RIS and standardised interfaces in | (i) ensure that information is exchanged between RIS and standardised interfaces in |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|--|---|---|
| | infrastructure systems for the purpose of managing of river traffic. | accordance with Annexes II and III are made available to other smart inland waterways infrastructure systems for the purpose of managing of river traffic. | accordance with Annex II and Annex III are made available to other smart inland waterways infrastructure systems for the purpose of managing of river traffic. | accordance with Annexes II and III are made available to other smart inland waterways infrastructure systems for the purpose of managing of river traffic. Tentatively agreed |
| Article 1, first paragraph, point (4), amending provision, numbered paragraph (3), second subparagraph | | | | |
| 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. | 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) | | | | |
| 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. | 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) | | | | |
| 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 | 5. Member States shall create, operate, use and maintain a single RIS Platform which provides fairway-, infrastructure-, traffic-, and transport related services and provide the necessary 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 | 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 | 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 |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|---|---|---|--|
| | <p>systems of other transport modes and inland ports. Member States shall designate one or more competent authorities responsible for operating RIS Platform.</p> | <p>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 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.</p> | <p>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.</p> | <p>shall be the main platform for the exchange of RIS related information. It shall contain interfaces for connections with systems of other transport modes and inland ports. Member States shall designate one or more competent authorities responsible for operating the the European RIS Environment. The RIS platform 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 RIS platform in the same manner as Member States, provided they adhere to the same level of cybersecurity and data protection.</p> <p>Link with line 21a.</p> <p>Tentatively agreed</p> |
| <p>Article 1, first paragraph, point (4), amending provision, numbered paragraph (5a)</p> | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|--|--|---|--|
| 75a | | 5a. ERDMS provides reference data and code lists necessary for the proper functioning of RIS. | | EP addition could be useful in the recitals. Keep GA |
| Article 1, first paragraph, point (4), amending provision, numbered paragraph (6) | | | | |
| 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). | Link with line 16. Keep GA |
| Article 1, first paragraph, point (4), amending provision, numbered paragraph (7) | | | | |
| 77 | 7. For the use of the automatic identification systems ('AIS'), the regional arrangement concerning the radiotelephone service on inland waterways concluded in Basel on 6 April 2000 in the framework of the radio regulations of the International | 7. For the use of the automatic identification systems ('AIS'), the Regional Arrangement concerning the radiotelephone on the Radio Communication Service on for Inland Waterways (RAINWAT) concluded in Basel on 6 April 2000 Bucharest on 12 April 2012 in the framework of the | 7. For the use of the automatic identification systems ('AIS'), the Regional Arrangement concerning the radiotelephone on the Radiocommunication Service on for Inland Waterways (RAINWAT) concluded in Basel on 6 April 2000 Bucharest on 12 April 2012 in the framework of the | 7. For the use of the automatic identification systems ('AIS'), the Regional Arrangement concerning the radiotelephone on the Radiocommunication Service on for Inland Waterways (RAINWAT) concluded in Basel on 6 April 2000 Bucharest on 12 April 2012 in the framework of the |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|--|--|---|---|
| | Telecommunication Union (ITU) shall apply. | radio regulations of the International Telecommunication Union (ITU) shall apply. | radio regulations of the International Telecommunication Union (ITU) shall apply. | 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. TRILOGUE Promo |
| Article 1, first paragraph, point (4), amending provision, numbered paragraph (9) | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|--|--|---------------------|
| 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 |
| Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (a) | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|---|--|--|
| 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); | (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) | | | | |
| 85 | (b) electronic ship reporting; | (b) electronic ship reporting; | (b) electronic ship reporting; | Identical |
| Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (c) | | | | |
| 86 | (c) notices to skippers; | (c) notices to skippers; | (c) notices to skippers; | Identical |
| Article 1, first paragraph, point (5), amending provision, numbered paragraph (1), point (d) | | | | |
| 87 | (d) vessel tracking and tracing systems; | (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) | | | | |
| 88 | (e) compatibility of the equipment necessary for the use of RIS; | (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) | | | | |
| 89 | (f) operation of the RIS Platform; | (f) operation of the RIS Platform; | (f) technical specifications for operation of the European RIS Environment 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 revert to the initial COM text in this line. |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|---|---|---------------------|
| 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; | Keep 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 |
| Article 1, first paragraph, point (5a) | | | | |
| 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 | | | | |
| 93b | | Article 6 | Article 6 | EP = CONS |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|-----|--|---|---|---|
| | Article 1, first paragraph, point (5a), amending provision, second paragraph | | | |
| 93c | | Satellite positioning | Satellite positioning | EP = CONS |
| | Article 1, first paragraph, point (5a), amending provision, third paragraph | | | |
| 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. Tentatively agreed Cons GA |
| | Article 1, first paragraph, point (6) | | | |
| 94 | (6) Article 8 is replaced by the following: | (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 | | | |
| 95 | ‘ | ‘ | ‘ | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments | |
|---|---------------------|---|---|---|--|
| | Article 8 | 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 RIS platform and for the handling of complaints by RIS users. These authorities shall be notified to the Commission by ... [one two year after the date of entry into force transposition 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 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 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 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: 2 years transposition + 1 year notification] |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|--|---|---|---|
| | | | | TRIOLOGUE Transposition |
| 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: | (7) The following Article 8a is inserted: TRIOLOGUE Feedback |
| Article 1, first paragraph, point (7), amending provision, first paragraph | | | | |
| 99 | Article 8a | Article 8a | Article 8a | Article 8a TRIOLOGUE Feedback |
| Article 1, first paragraph, point (7), amending provision, second paragraph | | | | |
| 100 | Handling of complaints | Handling of complaints | Handling of complaints | Handling of complaints Feedback mechanism TRIOLOGUE Feedback |
| Article 1, first paragraph, point (7), amending provision, numbered paragraph (1) | | | | |
| 101 | 1. Each Member State shall ensure that an effective procedure is in place to handle complaints arising from the application of this Directive. | 1. Each Member State shall ensure that an effective, simple and accessible procedure is in place, building, where possible, on existing structures , to handle complaints arising from the application of this Directive. | 1. Each Member State shall ensure that an effective procedure is in place to handle complaints arising from the application of this Directive. | 1. Each Member State shall ensure that an effective, simple 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. TRIOLOGUE Feedback |
| Article 1, first paragraph, point (7), amending provision, numbered paragraph (2) | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|---|---|--|--|
| 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. TRIOLOGUE Feedback |
| Article 1, first paragraph, point (7), amending provision, numbered paragraph (3) | | | | |
| 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 relevant stakeholders are informed of where and how to lodge a complaint and which authorities are responsible for handling complaints. | 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 relevant stakeholders are informed of where and how to lodge a complaint and which authorities are responsible for handling complaints. | 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 relevant stakeholders are informed of where and how to lodge a complaint and which authorities are responsible for handling complaints. | 3. Complaints shall be filed in the Member State in whose waterways or inland ports the reason for the complaint originated Feedback from users should be submitted through the European RIS Environment. 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. TRIOLOGUE Feedback |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|--|--|---|--|
| 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. TRIOLOGUE 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 international exchange of data, providers of RIS services, infrastructure managers and inland ports to provide them with information relevant to a complaint. | 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. | 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. | 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. TRIOLOGUE Feedback |
| Article 1, first paragraph, point (7), amending provision, numbered paragraph (6) | | | | |
| 106 | 6. The authorities responsible for the handling of | 6. The authorities responsible for the handling of | 6. The authorities responsible for the handling of | 6. The authorities responsible for the handling of |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|---|---|--|--|
| | complaints shall, in accordance with national law, have the power to take decisions that have binding effect, subject to judicial review, where applicable. | complaints shall, in accordance with national law, have the power to take decisions that have binding effect, subject to judicial review, where applicable. | complaints shall, in accordance with national law, have the power to take decisions that have binding effect, subject to judicial review, where applicable. | complaints shall, in accordance with national law, have the power to take decisions that have binding effect, subject to judicial review, where applicable. TRILOGUE Feedback |
| Article 1, first paragraph, point (7), amending provision, numbered paragraph (7) | | | | |
| 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 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, 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 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 | 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 | 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 | 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 |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|--|--|---|
| | taken, and the time required to resolve complaints. | taken, justifications for the cases, where no corrective action has been taken and the time required to resolve complaints. | taken, and the time required to resolve complaints. | taken, and the time required to resolve complaints. TRILOGUE 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 | | | | |
| 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 | | | | |
| 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, | 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, | 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, | 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, |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|---|---|---|
| | alteration or loss and to ensure the confidentiality of commercial and other sensitive information exchanged pursuant to this Directive. | alteration or loss and to ensure the confidentiality of commercial and other sensitive information exchanged pursuant to this Directive. | alteration or loss and to ensure the confidentiality of commercial and other sensitive information exchanged pursuant to this Directive. | 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. |
| Article 1, first paragraph, point (8), amending provision, third paragraph a | | | | |
| 112a | | Data that constitute personal data as defined in Article 4, point (1) of Regulation (EU) 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. | 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. | 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. |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|---|---|--|---|
| | | | | 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: | (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 | Article 10 | Identical |
| Article 1, first paragraph, point (9), amending provision, second paragraph | | | | |
| G | 115 Amendment procedure | Amendment procedure | Amendment procedure | <p>Amendment procedure Delegated powers</p> <p>Following a legal-linguistic comment, Presidency is suggesting this revised text, as it is commonly used in legislative drafting for delegated acts.</p> <p>Identical</p> |
| Article 1, first paragraph, point (9), amending provision, numbered paragraph (1) | | | | |
| Y | 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. |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|--|---|--|---|
| | | | PUBLIC | <p>Following the discussions at the previous SWP, Pcy is proposing to reinstate the COM proposal for a DA to adapt Annex 1, as part of a broader compromise.</p> <p>Link with line 26.</p> <p>TRILOGUE Delegated Acts</p> |
| Article 1, first paragraph, point (9), amending provision, numbered paragraph (2) | | | | |
| 117 | <p>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.</p> | <p>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.</p> | <p>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.</p> | <p>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.</p> <p>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.</p> <p>TRILOGUE Delegated Acts</p> |
| Article 1, first paragraph, point (9), amending provision, numbered paragraph (3) | | | | |
| 118 | <p>3. In the absence of pertinent and up-to-date technical</p> | <p>3. In the absence of pertinent and up-to-date technical</p> | <p>3. In the absence of pertinent and up-to-date technical</p> | <p>Identical</p> |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|---|---|---------------------|
| | 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. | 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. | 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. | |
| Article 1, first paragraph, point (10) | | | | |
| 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 | 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 | 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 | 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 | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|---|---|---------------------|
| | 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. | 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. | 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. | |
| Article 1, first paragraph, point (11) | | | | |
| G | 121 | (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) | | | | |
| G | 122 | 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. | 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. | Identical |
| Article 1, first paragraph, point (12) | | | | |
| G | 123 | (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 | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|--|--|---|
| G | 124 Article 11 | Article 11 | Article 11 | Identical |
| Article 1, first paragraph, point (12), amending provision, second paragraph | | | | |
| G | 125 Committee procedure | Committee procedure | Committee procedure | Identical |
| Article 1, first paragraph, point (12), amending provision, numbered paragraph (1) | | | | |
| G | 126 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 ¹ . 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. 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 ¹ . 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. 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 ¹ . 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). | Identical |
| Article 1, first paragraph, point (12), amending provision, numbered paragraph (2) | | | | |
| Y | 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 | 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 |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|---|---|--|
| | | | third subparagraph of Article 5(4) of Regulation (EU) No 182/2011 shall apply. | 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. TRILOGUE Non-opinion Clause |
| Article 1, first paragraph, point (13) | | | | |
| 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) | | | | |
| 129 | (14) The following Article 12a is inserted: | (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 | | | | |
| 130 | Article 12a | Article 12a | Article 12a | Identical |
| Article 1, first paragraph, point (14), amending provision, second paragraph | | | | |
| 131 | Monitoring | Monitoring | Monitoring | Identical |
| Article 1, first paragraph, point (14), amending provision, third paragraph | | | | |
| 132 | The Commission shall monitor the setting up of RIS in the Union and shall report to the European Parliament and to the Council by | The Commission shall monitor the setting up of RIS in the Union and shall report to the European Parliament and to the Council by | The Commission shall monitor the setting up of RIS in the Union and shall report to the European Parliament and to the Council by | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|---|---|---|--|
| | ... [5 years after the date of entry into force]. | ... [5 years after the date of entry into force]. | ... [5 years after the date of entry into force]. | |
| Article 1, first paragraph, point (14), amending provision, third paragraph a | | | | |
| 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>The EP 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 considers that, if sufficient data would be available at a later stage (in respect to the potential benefits for the entire transport system and the costs for implementation), such an extension of scope should be reconsidered.</p> <p>For this reason, the EP insists on a revision clause with a specific focus on a possible future extension of the scope. They could agree to link this to the previous paragraph on monitoring, and a 5 years deadline.</p> <p>The Presidency would like to know if the Member States could agree to such an approach, as a part of the broader compromise, as this seems to be a politically important point for the EP. It should be noted that a</p> |

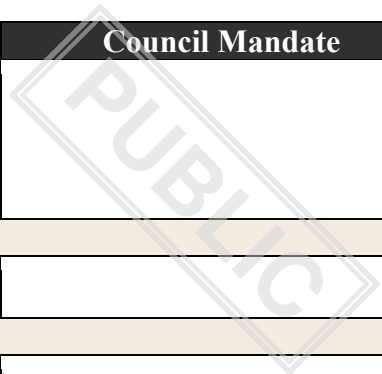
| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|--|---|--|
| | | | | possible revision would only be done in the ordinary legislative procedure. TRILOGUE Scope |
| Article 1, first paragraph, point (15) | | | | |
| G | 133 (15) Annex I to Directive 2005/44/EC is replaced by the text set out in Annex I to this Directive. | (15) Annex I to Directive 2005/44/EC is replaced by the text set out in Annex I to this Directive. | (15) Annex I to Directive 2005/44/EC is replaced by the text set out in Annex I to this Directive-; | Identical |
| Article 1, first paragraph, point (16) | | | | |
| 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. | (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. | (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 | 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 | 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 yearthree years after the entry | 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 yeartwo years after the entry into |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|----------------------------|---|---|---|--|
| | latest. They shall immediately inform the Commission thereof. | latest. They shall immediately inform the Commission thereof. | into force] at the latest. They shall immediately inform the Commission thereof. | force] at the latest. They shall immediately inform the Commission thereof. Pcy would like to know if Member States could agree to a 2 years transposition deadline, as part of the final compromise package. TRILOGUE Transposition |
| 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 | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|----------------------------|---|---|---|---------------------|
| 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 | | | | |
| 142 | Article 4 Addressees | Article 4 Addressees | Article 4 Addressees | Identical |
| Article 4, first paragraph | | | | |
| 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 |
| Formula | | | | |
| 144 | Done at Brussels, | Done at Brussels, | Done at Brussels, | Identical |
| Formula | | | | |
| 145 | For the European Parliament | For the European Parliament | For the European Parliament | Identical |
| Formula | | | | |
| 146 | The President | The President | The President | Identical |
| Formula | | | | |
| 147 | For the Council | For the Council | For the Council | Identical |
| Formula | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|--|--|--|---------------------|
| 148 | The President | The President | The President | Identical |
| Annex I | | | | |
| 149 | Annex I | Annex I | Annex I | Identical |
| Annex I, amending provision, first paragraph | | | | |
| 150 | ANNEX I | ANNEX I | ANNEX I | Identical |
| Annex I, amending provision, second paragraph | | | | |
| 151 | MINIMUM DATA REQUIREMENTS | MINIMUM DATA REQUIREMENTS | MINIMUM DATA REQUIREMENTS | Identical |
| Annex I, amending provision, third paragraph | | | | |
| 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 | | | | |
| 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 | | | | |
| 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 | | | | |
| 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 | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|--|--|--|
| 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; | <p>- current and expected predicted waiting times at bridges, locks and inland ports, in real time, when available;</p> <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>Up-to-date / Real-time</p> |
| Annex I, amending provision, third paragraph, fifth indent | | | | |
| 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 | | | | |
| 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. | (a) location and, when possible, current availability of alternative fuels infrastructure, including shore-side electricity supply; |



| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|---|---|---|
| | | | | EP and COM have similar concerns as explained in line 156. Up-to-date / Real-time |
| 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 possible , reflect the real-time situation. EP and COM have similar concerns as explained in line 156. 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 |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments | |
|---|--|---|---|---|---|
| | Annex II, amending provision, numbered paragraph (1), first paragraph | | | | |
| G | 164 | The RIS technical specifications shall respect the following overall principles: | 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; | (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; | (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. | (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 | 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: | 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 Comments |
|---|--|--|--|---------------------|
| 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 Comments |
|---|--|---|---|---------------------|
| | 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) | | | | |
| G | 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) | | | | |
| G | 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) | | | | |
| G | 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) | | | | |
| G | 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 Comments |
|--|--|--|--|--|
| 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 Comments |
|--|---|---|---|---------------------|
| | 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 Comments |
|--|---|---|---|---------------------|
| 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 Comments |
|--|--|--|--|---------------------|
| 192 | 5. Vessel tracking and tracing systems | 5. Vessel tracking and tracing systems | 5. Vessel tracking and tracing systems | Identical |
| Annex II, amending provision, numbered paragraph (5), first paragraph | | | | |
| 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: | 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) | | | | |
| 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; | (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) | | | | |
| 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; | (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) | | | | |
| 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); | (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 Comments |
|--|--|--|--|--|
| 197 | (d) compatibility of data formats with the maritime AIS system. | (d) compatibility of data formats with the maritime AIS system. | (d) compatibility of data formats with the maritime AIS system. | Identical |
| Annex II, amending provision, numbered paragraph (6) | | | | |
| 198 | 6. Operation of the RIS Platform | 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 |
| Annex II, amending provision, numbered paragraph (6), first paragraph | | | | |
| 199 | The technical specifications the RIS Platform in accordance with Article 5 shall respect the following principles: | 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 |
| Annex II, amending provision, numbered paragraph (6), first paragraph, point (a) | | | | |
| 200 | (a) acting as a single digital window for inland navigation; | (a) acting as a single digital window for inland navigation; | (a) acting as a single digital window for inland navigation; | Identical |
| Annex II, amending provision, numbered paragraph (6), first paragraph, point (b) | | | | |
| 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; | (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 |
| Annex II, amending provision, numbered paragraph (6), first paragraph, point (c) | | | | |
| 202 | (c) enabling multi-modality transport chains while providing | (c) enabling multi-modality transport chains while providing | (c) enabling multi-modality transport chains while providing | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|---|---|---------------------|
| | an adequate level of data protection; | an adequate level of data protection; | an adequate level of data protection; | |
| 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); | (d) high level of data accuracy for seamless data exchange among relevant RIS users along the TEN-T (within and outside the Union); | Identical |
| 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; | (e) user-friendly interface with serviceable, useful and practical functionalities like the ability to save and store profiles; | Identical |
| 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; | (f) harmonised, single point of reporting in accordance with the 'once-only' principle, also for international voyages; | Identical |
| 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, environmentally sound and | (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 | (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 | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|--|--|---|---|
| | capacity-efficient use of the network; | capacity-efficient use of the network; | capacity-efficient use of the network; | |
| Annex II, amending provision, numbered paragraph (6), first paragraph, point (h) | | | | |
| 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) | | | | |
| Y 207b | | | | (hb) provide a single point of feedback for users of the European RIS Environment and the consumers of its information. This includes proper feedback handling mechanisms with clear rules, responsibilities and work flows |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|---|---|---|
| | | | PUBLIC | <p>from the launch of an issue until its final resolution.</p> <p>Additional element to the Compromise proposal in Article 8a.</p> <p>Link with line 108a.</p> <p>TRILOGUE Feedback</p> |
| Annex II, amending provision, numbered paragraph (7) | | | | |
| 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 | | | | |
| 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; |
| Annex II, amending provision, numbered paragraph (7), first paragraph, point (b) | | | | |
| | | | | Tentatively agreed Cons GA |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|---|---|---------------------|
| 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 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 interphases; | 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) | | | | |
| 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) | | | | |
| 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) | | | | |
| 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 | (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 | (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 | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|--|---|---|---------------------|
| | designed to promote innovations in multimodality transport. | designed to promote innovations in multimodality transport. | designed to promote innovations in multimodality transport. | |
| Annex II, amending provision, numbered paragraph (8) | | | | |
| 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 | | | | |
| 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 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 (8), first paragraph, point (a) | | | | |
| 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) | | | | |
| 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) | | | | |
| 220 | (c) the definition of the requirements concerning systems | (c) the definition of the requirements concerning systems | (c) the definition of the requirements concerning systems | EP = CONS |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|--|---|---|
| | as well as procedures for automated data exchange; | as well as procedures for automated data exchange; | as well as procedures for automated data exchange; | |
| 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) | | | | |
| G | 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 | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|--|--|--|--|
| 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) | | | | |
| 226a | | | | |
| Annex II, amending provision, numbered paragraph (9), first paragraph, point (b) | | | | |
| 227 | (b) cover at least the following information: | (b) cover at least the following information: | (b) cover at least the following information: | Identical |
| Annex II, amending provision, numbered paragraph (9), first paragraph, point (b)(a) | | | | |
| 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; | (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) | | | | |
| 228a | | (aa) data on the European waterway network required for navigation and voyage planning | (aa) data on the European waterway network required for navigation and voyage planning | (aa) data on the European waterway network required for navigation and voyage planning |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|---|---|---|--|
| | | and covering at least the minimum requirements set out in Annex I; | and covering at least the minimum requirements contained in Annex I; | 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) | | | | |
| 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; | (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 |
| 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 ; In order to keep the general approach of the Council in line 232, the EP (supported by COM) asked for this addition. The objective is to make it easier for users to have information which could have an important impact on navigability and voyage planning. |
| Annex II, amending provision, numbered paragraph (9), first paragraph, point (b)(d) | | | | |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|---|--|--|---|---|
| 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, if the compromise in 230 is accepted by CONS. 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 |
| Annex III, amending provision, second paragraph | | | | |
| 236 | TECHNICAL SPECIFICATIONS FOR RIS | TECHNICAL SPECIFICATIONS FOR RIS | TECHNICAL SPECIFICATIONS FOR RIS | Identical |

| | Commission Proposal | EP Mandate | Council Mandate | Presidency Comments |
|--|---|---|---|--|
| | | | | |
| Annex III, amending provision, third paragraph | | | | |
| 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, this could be agreed by the Council.</p> <p>Link with line 117.</p> <p>TRILOGUE Delegated Acts</p> |