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From:	General Secretariat of the Council
To:	Working Party on Shipping
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Subject:	DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL amending Directive 2005/44/EC on harmonized river information services (RIS) on inland waterways in the Community. - Comments by Sweden.

Delegations will find attached comments by Sweden on the above proposal.



Ministry of Rural Affairs and infrastructure
Transport Markets Division

Sweden's comments on 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

Article 2 - Scope

Position

Sweden opposes a change to the scope in Article 2. Sweden believes that it should continue to be voluntary to transpose the RIS directive for those Member States that do not have any cross border inland waterways.

Justification

In the proposal, the scope has been changed by removing the criteria of interconnectivity between two states' inland waterways. This is a significantly different and expanded scope and would mean that Sweden must implement the directive. The Swedish inland waterways listed and defined in the TEN-T regulation are used for the transport of goods and passengers, however not by ships certified for inland waterway navigation, but by maritime ships certified according to international or national regulations. The Swedish inland waterways are accessible to sea-going traffic and on the Swedish inland waterways, such vessels and barges that are found on the European rivers in Central Europe, are not used. Therefore, no RIS-user that would take advantage of the implementation of the RIS directive operates on these waterways. No inland waterways in Sweden are connected to any inland waterways of another Member State. In the proposal, the Commission emphasizes that since the majority of transports within inland waterway

shipping is international and cross-border, the focus should be on these parts of the TEN-T network.

Sweden already has various types of maritime traffic and information systems on all our waterways, including the inland waterways, and which any future ships certified under the inland waterway navigation regulations can receive support and benefit from. As we already have these maritime systems in place, and they largely correspond to RIS, it would have disproportionate financial consequences for Sweden to have to implement the RIS directive.

Sweden also took note that the circumstances for Member States, as for Sweden, that has not transposed the directive today, has not been properly addressed, assessed, and analysed in the Impact Assessment when proposing to amend the scope that significantly.

Background

Sweden does not have any inland waterways that are connected to another state's inland waterways and Sweden has thus not implemented the RIS directive. In 2014, Sweden implemented the EU's technical regulations for inland waterway shipping into Swedish legislation, but so far, however, there are no Swedish ships that are certified and no inland waterway vessels flagged in another member state operating today on the Swedish inland waterways.