

COMPROMISE AMENDMENTS

on amending Directive 2005/44/EC on harmonised **River Information Services (RIS)** on inland waterways in the Community

Compromise 1, Article 1, "**Subject matter**"

Amendments covered/falling: 7, 71, 72, 73, 74

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Article 1– paragraph 2

Text proposed by the Commission

2. This Directive provides a framework for the establishment and further development of technical requirements, specifications and conditions to ensure harmonised, interoperable and open RIS on the Union inland waterways and ***ensure continuity*** with other modal traffic management services, ***in particular maritime vessel traffic management and information services***.

Amendment

2. This Directive provides a framework for the establishment and further development of technical requirements, specifications and conditions to ensure harmonised, interoperable and open RIS on the Union inland waterways and ***facilitate*** continuity with other modal traffic management services, ***through the use of standardised interfaces***.

Compromise 2, Articles 2 and 12a, “Scope” and “Monitoring”

Amendments covered/falling: 8, 75, 76, 77

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Article 2 – paragraph 1

Text proposed by the Commission

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 Council²³.

²³ 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>).

Article 12a

Text proposed by the Commission

The Commission shall monitor the setting up of RIS in the Union and shall report to the European Parliament and to the Council by ... [5 years after the date of entry into force].

Amendment

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 **2024/1679** of the European Parliament and of the Council²³ **and which are directly connected to inland waterways and inland ports of another Member State, which are part of the trans-European transport network, as specified and listed in Annex I and II to Regulation (EU) No 1315/2013 of the European Parliament and of the Council.**'

²³ Regulation (EU) **2024/1679** of the European Parliament and of the Council of **13 June 2024** on Union guidelines for the development of the trans-European transport network, **amending Regulations (EU) 2021/1153 and (EU) No 913/2010** and repealing **Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024**, ELI: <http://data.europa.eu/eli/reg/2024/1679/oj>).

Amendment

The Commission shall monitor the setting up of RIS in the Union and shall report to the European Parliament and to the Council by ... [5 years after the date of entry into force]. **The Commission shall, if appropriate, by ... [3 years after the date of entry into force] draw up 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 paragraph 1.

Agence Europe

Compromise 3, Article 3, “Definitions”

Amendments covered/falling: 9, 10, 11, 12, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Article 3 - point ha

Text proposed by the Commission

Amendment

‘(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) 2024/1679;

Article 3 – point hb

Text proposed by the Commission

Amendment

(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 Council²⁴ ;

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²⁴ 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>).

Article 3 – point hc

Text proposed by the Commission

Amendment

(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

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European Parliament and of the Council²⁵ ;

²⁵ 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>).

Article 3 – point hd

Text proposed by the Commission

(hd) ‘maritime National Single Window’ means a maritime National Single Window as defined in Article 2(3) of Regulation (EU) 2019/1239;

Amendment

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Article 3 - point he

Text proposed by the Commission

(he) ‘European Reference Data Management System’ (ERDMS) means a single point of access repository (library) of reference data and codes lists that are used by IT applications in inland waterway transport operated by the Commission;

Amendment

(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 in accordance with Annex I and Annex III provided by the Member State;***

Article 3 – point hh

Text proposed by the Commission

(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

Amendment

(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

and serving for electronic reporting according to the 'once-only' principle;

route- and transport planning, for RIS users and serving for electronic reporting according to the 'once-only' principle;

Article 3 - point hi

Text proposed by the Commission

Amendment

'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**.'

'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 **2024/1679**.'

Agence Europe

Compromise 4, Article 4, “Setting-up of RIS”

Amendments covered/falling: 13, 14, 15, 16, 17, 18, 19, 20, 21, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141,

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Article 4 - paragraph 3 - point a

Text proposed by the Commission

(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;

Amendment

(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**;

Article 4 – paragraph 3 – point b

Text proposed by the Commission

(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;

Amendment

(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;

Article 4 – paragraph 3 – point c

Text proposed by the Commission

(c) enable, as far as ship reporting is required by national or international regulations, the competent authorities to receive electronic ship reports of **the** required data from ships. In cross-border transport, this information shall be

Amendment

(c) enable, as far as ship reporting is required by national or international regulations, the competent authorities to receive electronic ship reports of **all** required data from ships. In cross-border transport, this information shall be

transmitted to the competent authorities of the neighbouring State and any such transmission shall be completed before arrival of the vessels at the border;

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;

Article 4 - paragraph 3 - point e

Text proposed by the Commission

Amendment

(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 *the network data in the European RIS Platform* is kept up to date by supplying all the necessary *network data defined in Annex I and Annex III* without delay;

Article 4 – paragraph 3 – point f

Text proposed by the Commission

Amendment

(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 *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;

Article 4 – paragraph 3 – point g

Text proposed by the Commission

Amendment

(g) *ensure that dangerous goods related information as required pursuant to Chapter 5.4 of Part 5 of the Regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), concluded at Geneva on 26 May 2000, as referred to in Section III.1 of Annex III to Directive 2008/68/EC of the European Parliament of the Council²⁶ shall be made available to*

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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;

Article 4 – paragraph 3 – point h

Text proposed by the Commission

(h) ensure that ***information is exchanged between RIS and*** the port community systems of inland ports, including, among others, up-to-date, availability of berths, and of alternative fuel infrastructure, and in particular those installations required pursuant to Article 10 of Regulation (EU) 2023/1804 of the European Parliament and of the Council²⁷ ;

²⁷ 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>).

Amendment

(h) ensure that ***standardised interfaces in accordance with Annex II and Annex III are made available for*** the port community systems of inland ports, including, among others, up-to-date, availability of berths, and of alternative fuel infrastructure, and in particular those installations required pursuant to Article 10 of Regulation (EU) 2023/1804 of the European Parliament and of the Council²⁷ ;

²⁷ 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>).

Article 4 – paragraph 3 – point i

Text proposed by the Commission

(i) ensure that ***information is exchanged between RIS and*** other smart inland waterways infrastructure systems for the purpose of managing of river traffic.

Amendment

(i) ensure that ***standardised interfaces in 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.

Article 4 – paragraph 5

Text proposed by the Commission

5. Member States shall create, operate, use and maintain a single RIS

Amendment

5. Member States shall create, operate, use and maintain a single RIS

Platform which provides fairway-, infrastructure-, traffic-, and transport related data. The RIS Platform shall be accessible for all RIS users and shall be the main platform for the exchange of RIS related information. It shall contain interfaces for connections with systems of other transport modes and inland ports. Member States shall designate one or more competent authorities responsible for operating RIS Platform.

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 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.***

Article 4 - paragraph 5a (new)

Text proposed by the Commission

Amendment

5 a. ERDMS provides reference data and codes lists necessary for the proper functioning of RIS

Article 4 - paragraph 6

Text proposed by the Commission

Amendment

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).

Article 4 – paragraph 7

Text proposed by the Commission

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 Telecommunication Union (ITU) shall apply.

Amendment

7. For the use of the automatic identification systems ('AIS'), the Regional Arrangement *on the Radio communication* Service *for* Inland Waterways (**RAINWAT**) concluded in **Bucharest on 12 April 2012** in the framework of the radio regulations of the International Telecommunication Union (ITU) shall apply.

Article 4 – paragraph 9

Text proposed by the Commission

9. The Commission shall take appropriate measures to verify the interoperability, reliability and safety of RIS.

Amendment

9. The Commission shall take appropriate measures to verify the interoperability, reliability, *availability* and safety of RIS.

Compromise 5, Article 5, “Technical specifications”

Amendments covered/falling: 22, 23, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Article 5 – paragraph 1 – point h

Text proposed by the Commission

(h) ***interconnection and exchange of information with*** IT platforms of other transport modes, ***including at least eFTI and EMSWe***;

Amendment

(h) ***standardised interfaces for*** IT platforms of other transport modes;

Article 5 – paragraph 1 – point i

Text proposed by the Commission

(i) ***interconnection and exchange of information with*** port management systems and ***with*** smart inland waterway infrastructure systems;

Amendment

(i) ***standardised interface for*** port management systems and smart inland waterway infrastructure systems;

Article 5 – paragraph 1 – point j

Text proposed by the Commission

(j) ***provisions*** for navigation, and voyage planning.’

Amendment

(j) ***data*** for navigation, and voyage planning.’

Compromise 6, Article 6, “Satellite positioning”

Amendments covered/falling: 155, 156

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Present text

Amendment

Article 6

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

Article 6

Satellite positioning

Satellite positioning

For the purpose of RIS, for which exact positioning is required, the use of satellite positioning *and navigation systems is recommended, such as navigation services*

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."

Compromise 7, Article 8a, “Competent authorities”

Amendments covered/falling: 24, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Article 8a – paragraph 1

Text proposed by the Commission

1. Each Member State shall ensure that an effective procedure is in place to handle complaints arising from the application of this Directive.

Amendment

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.

Article 8a – paragraph 8

Text proposed by the Commission

8. Member States shall inform the Commission on an annual basis about the number and type of complaints received by the authorities responsible for handling of complaints, the number of corrective actions taken, and the time required to resolve complaints.

Amendment

8. Member States shall inform the Commission on an annual basis about the number and type of complaints received by the authorities responsible for handling of complaints, the number of corrective actions taken, ***justifications for the cases, where no corrective action has been taken***, and the time required to resolve complaints.

Compromise 8, Article 9, “Rules on privacy...”

Amendments covered/falling: 25, 26, 176

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Article 9 – title

Text proposed by the Commission

Rules on privacy *and* security of information

Amendment

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

Article 9 – paragraph 1 a (new)

Text proposed by the Commission

Amendment

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.

Compromise 9, Article 10, “Amendment procedure”

Amendments covered/falling: 177, 178

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Article 10 – paragraph 2

Text proposed by the Commission

Amendment

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.

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Agence Europe

Compromise 10, Annex I, “Minimum Data Requirements”

Amendments covered/falling: 27, 180, 181, 182, 183

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Annex I – indent 5 a (new)

Text proposed by the Commission

Amendment

- *location and current availability of alternative fuels infrastructure, including shore-side electricity supply;*

Agence Europe

Compromise 11, Annex II, “Principles for RIS guidelines and technical specifications”

Amendments covered/falling: 28, 29, 30, 31, 32, 33, 34, 35, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Annex II – article 6 – point h

Text proposed by the Commission

(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*).

Amendment

(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 *or platforms*.

Annex II – article 6 – point h a (new)

Text proposed by the Commission

Amendment

(ha) ensure cybersecurity.

Annex II – article 7 – title

Text proposed by the Commission

7. **Exchange** of data *with* other digital systems or platforms

Amendment

7. **Availability** of data *for* other digital systems or platforms

Annex II – article 7 – introductory part

Text proposed by the Commission

The technical specifications for exchange

Amendment

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:

of data with other digital systems or platforms in accordance with Article 5, shall respect the following principles:

Annex II – article 7 – point b

Text proposed by the Commission

Amendment

(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 ***interfaces***;

Annex II – article 8

Text proposed by the Commission

Amendment

8. Exchange of data with other digital systems or platforms

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

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

(b) the facilitation of the electronic data exchange between RIS technologies and the databases and systems in use by other modes of transport, through appropriate data links and interphases;

(c) the definition of the requirements concerning systems as well as procedures for automated data exchange;

(d) the real-time exchange of

information in particular for time-critical data;

(e) ensuring the secure exchange of information in accordance with a comprehensive rights-based access-control system;

(f) anticipate a system exchange framework that will allow for future developments and links with additional systems as required, including exchanges with the future European Mobility Data Space and any other system that is designed to promote innovations in multimodality transport.

Annex II – article 9 – point b – subparagraph a a (new)

Text proposed by the Commission

Amendment

(aa) data on the European waterway network required for navigation and voyage planning and covering at least the minimum requirements contained in Annex I;

Annex II – article 9 – point b

Text proposed by the Commission

Amendment

(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 **if blocking navigation**, the regime, the predicted water level, the least sounded predicted depth or the predicted discharge;

Compromise 12, Annex III, “Technical specifications for RIS”

Amendments covered/falling: 36, 206

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Annex III

Text proposed by the Commission

The technical specifications applicable to RIS shall be those set out in ***ES-RIS 2023/1***.

Amendment

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

Compromise 13, Recitals

Amendments covered/falling: 1, 2, 3, 4, 5, 6, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70

Supported by: EPP, S&D, P/E, ECR, Renew, Greens, The Left

Recital 1

Text proposed by the Commission

(1) Directive 2005/44/EC of the European Parliament and of the Council³ 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.*

Amendment

(1) Directive 2005/44/EC of the European Parliament and of the Council³ 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, efficiency *and sustainability* of transport by inland waterways, and ultimately *the attractiveness of the sector and the working conditions of vessel crew members.*

Recital 4

Text proposed by the Commission

(4) Regulation (EU) **1315/2013**¹⁰ sets up requirements for the development of the trans-European transport network ('TEN-T')¹¹ to achieve the smooth functioning of the internal market, and it aims to ensure that the same high-quality services are available and compatible with the systems of other transport modes along this network.

Amendment

(4) Regulation (EU) **2024/1679**¹⁰ sets up requirements for the development of the trans-European transport network ('TEN-T')¹¹ to achieve the smooth functioning of the internal market, and it aims to ensure that the same high-quality services are available and compatible with the systems of other transport modes along this network.

¹⁰ 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

¹⁰ Regulation (EU) **2024/1679** of the European Parliament and of the Council of **13 June 2024** 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>).

¹¹ 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.

Recital 5

Text proposed by the Commission

(5) Given that the majority of journeys of inland vessels are of international nature, RIS should be focused on those inland waterways being a part of the TEN-T and thus of high importance for the Union ***and not only those belonging to an interconnected network***. Member States should be able to continue extending, on a voluntary basis, the RIS requirements to parts of their inland waterways network other than those included in the TEN-T to account for national specificities.

Recital 6

Text proposed by the Commission

(6) The experience gained from the application of Directive 2005/44/EC

transport network, *amending Regulations (EU) 2021/1153 and (EU) No 913/2010* and repealing *Regulation (EU) No 1315/2013 (OJ L, 2024/1679, 28.6.2024*, ELI:
<http://data.europa.eu/eli/reg/2024/1679/oj>)

¹¹ 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.

Amendment

(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. Member States should be able to continue extending, on a voluntary basis, the RIS requirements to parts of their inland waterways network other than those included in the TEN-T to account for national specificities. ***Member States should also be able to provide RIS services in a cross-border context by either of the two Member States concerned. The competent Member States' authorities should cooperate for the purpose of the provision of these RIS services on cross-border inland waterways.***

Amendment

(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.**

Recital 8

Text proposed by the Commission

(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')¹² 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 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.

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') **provides reference data and codes lists** necessary for the proper functioning of RIS.

Amendment

(8) In order for RIS to allow for interconnection with the logistics chain, it is important that **interfaces are established** not only **between** the inland waterway transport **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')¹² should enable harmonised ship reporting across the Union **in maritime transport**. The exchange of traffic related information, such as arrival and departure times, would ensure interoperability, multimodality, and smooth integration of inland waterway transport (**IWT**) with the overall logistics chain. The electronic freight transport information ('eFTI') should form the basis for the exchange of cargo information **on dangerous goods and waste** between RIS users where required. When necessary, RIS should **facilitate links with, and should make information available to**, systems and platforms of other modes of transport.

¹² 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>).

¹² 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>).

Recital 9

Text proposed by the Commission

(9) The exchange of information between inland waterway vessels and inland ports, for example on availability of port installations, operating times, or vessel and cargo information is not always optimal, which impacts the efficiency of IWT operations. Information on the availability of alternative fuel infrastructure in ports is of particular importance in promoting the environmental performance of the sector. In order to simplify 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.

Amendment

(9) The exchange of information between inland waterway vessels and inland ports, for example on availability of port installations, operating times, or vessel and cargo information is not always optimal, which impacts the efficiency of IWT operations. Information on the availability of alternative fuel infrastructure in ports is of particular importance in promoting the environmental performance of the sector. In order to simplify and streamline the exchange of such information and improve the overall efficiency of the sector, it is important that *standardised interfaces are established to* become part of RIS and that the necessary technical specifications are developed

Recital 11a (new)

Text proposed by the Commission

Amendment

(11a) Cooperation with third countries, in particular neighbouring countries, is relevant in order to ensure connection and interoperability between the RIS Platform and these 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.

Recital 12

Text proposed by the Commission

(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 on an annual basis. Any handling of complaints under this directive should be without prejudice of the competence of supervisory authorities under Union and Member States laws, including Regulation (EU) 2016/67914 and Regulation (EU) 2018/172515 .

Amendment

(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 areas where implementation can be improved. It is therefore important that this information is collected and reported by the Member States to the Commission on an annual basis. Any handling of complaints under this directive should be without prejudice of the competence of supervisory authorities under Union and Member States laws, including Regulation (EU) 2016/67914 and Regulation (EU) 2018/172515 .

Recital 14

Text proposed by the Commission

(14) The requirements and technical specifications for the purposes of RIS should ensure in particular that **all** RIS data can be processed solely in accordance with a comprehensive, rights-based access-control system that provides assigned functionalities, that all competent authorities can have immediate access to that data in accordance with their respective regulatory competences, that appropriate technical and organisational measures are implemented to ensure that the processing by electronic means of personal data can be carried out in accordance with Regulation (EU) 2016/679 of the European Parliament and of the Council and Regulation (EU) 2018/1725 of the European Parliament and of the Council, 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.

Amendment

(14) The requirements and technical specifications for the purposes of RIS should ensure in particular that 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 Council and Regulation (EU) 2018/1725 of the European Parliament and of the Council, 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.

Recital 15

Text proposed by the Commission

(15) In order to ensure the safe and optimal navigation of vessels in inland waterways, Member States should be aware of the position of all inland waterway vessels including through the use of automatic identification systems ('AIS') data. Member States should also exchange RIS related information to increase the efficiency of RIS and reduce reporting requirements. Where transmission and exchange of RIS related information for these purposes cannot be achieved without processing of personal data, Member States should ensure the lawfulness of the processing of those personal data in accordance with Regulation (EU) 2016/679.

Amendment

(15) In order to ensure the safe and optimal navigation of vessels in inland waterways, Member States should be aware of the position of all inland waterway vessels including through the use of automatic identification systems ('AIS') data. Member States should also exchange RIS related information to increase the efficiency of RIS and reduce reporting requirements. Where transmission and exchange of RIS related information for these purposes cannot be achieved without processing of personal data, ***such as the processing of names or the processing of location data, which allows to identify directly or indirectly a person***, Member States should ensure the lawfulness of the processing of those personal data in accordance with Regulation (EU) 2016/679 ***and Directive 2002/58/EC, where applicable.***

Recital 26

Text proposed by the Commission

(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]***.

Amendment

(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 ***20th March 2024***