



**2024/0011(COD)**

19.12.2024

**\*\*\*I**

## **DRAFT REPORT**

on the proposal for a directive of the European Parliament and of the Council amending Directive 2005/44/EC on harmonised river information services (RIS) on inland waterways in the Community (COM(2024)0033 – C9-0014/2024 – 2024/0011(COD))

Committee on Transport and Tourism

Rapporteur: Tom Berendsen

### ***Symbols for procedures***

- \* Consultation procedure
- \*\*\* Consent procedure
- \*\*\*I Ordinary legislative procedure (first reading)
- \*\*\*II Ordinary legislative procedure (second reading)
- \*\*\*III Ordinary legislative procedure (third reading)

(The type of procedure depends on the legal basis proposed by the draft act.)

### ***Amendments to a draft act***

#### **Amendments by Parliament set out in two columns**

Deletions are indicated in ***bold italics*** in the left-hand column. Replacements are indicated in ***bold italics*** in both columns. New text is indicated in ***bold italics*** in the right-hand column.

The first and second lines of the header of each amendment identify the relevant part of the draft act under consideration. If an amendment pertains to an existing act that the draft act is seeking to amend, the amendment heading includes a third line identifying the existing act and a fourth line identifying the provision in that act that Parliament wishes to amend.

#### **Amendments by Parliament in the form of a consolidated text**

New text is highlighted in ***bold italics***. Deletions are indicated using either the ▬ symbol or strikeout. Replacements are indicated by highlighting the new text in ***bold italics*** and by deleting or striking out the text that has been replaced.

By way of exception, purely technical changes made by the drafting departments in preparing the final text are not highlighted.

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## DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION

**on the proposal for a directive of the European Parliament and of the Council amending Directive 2005/44/EC on harmonised river information services (RIS) on inland waterways in the Community  
(COM(2024)0033 – C9-0014/2024 – 2024/0011(COD))**

**(Ordinary legislative procedure: first reading)**

*The European Parliament,*

- having regard to the Commission proposal to Parliament and the Council (COM(2024)0033),
  - having regard to Article 294(2) and Article 91(1) of the Treaty on the Functioning of the European Union, pursuant to which the Commission submitted the proposal to Parliament (C9-0014/2024),
  - having regard to the opinion of the Committee on Legal Affairs on the proposed legal basis,
  - having regard to Article 294(3) of the Treaty on the Functioning of the European Union,
  - having regard to the opinion of the European Economic and Social Committee of [...] <sup>1</sup>
  - having regard to the opinion of the Committee of the Regions of [...] <sup>2</sup>,
  - having regard to Rules 60 and 41 of its Rules of Procedure,
  - having regard to the report of the Committee on Transport and Tourism (A10-0000/2024),
1. Adopts its position at first reading hereinafter set out;
  2. Calls on the Commission to refer the matter to Parliament again if it replaces, substantially amends or intends to substantially amend its proposal;
  3. Instructs its President to forward its position to the Council, the Commission and the national parliaments.

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<sup>1</sup> [OJ C 0, 0.0.0000, p. 0. / Not yet published in the Official Journal].

<sup>2</sup> [OJ C 0, 0.0.0000, p. 0. / Not yet published in the Official Journal].

## Amendment 1

### Proposal for a directive 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.

*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.***

Or. en

## Amendment 2

### Proposal for a directive 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')<sup>12</sup> should enable harmonised ship reporting across the Union. The exchange of traffic

*Amendment*

(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')<sup>12</sup> should enable harmonised ship reporting across the Union ***in maritime transport.***

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.

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<sup>12</sup> Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64, ELI: <http://data.europa.eu/eli/reg/2019/1239/oj>).

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.

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<sup>12</sup> Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64, ELI: <http://data.europa.eu/eli/reg/2019/1239/oj>).

Or. en

### Amendment 3

#### Proposal for a directive Recital 11 a (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.***

Or. en

## Amendment 4

### Proposal for a directive 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) 2016/679<sup>14</sup> and Regulation (EU) 2018/1725<sup>15</sup>.

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

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

#### *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) 2016/679<sup>14</sup> and Regulation (EU) 2018/1725<sup>15</sup>.

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

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

Or. en



## Amendment 5

### Proposal for a directive 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<sup>16</sup> and Regulation (EU) 2018/1725 of the European Parliament and of the Council<sup>17</sup>, including to protect against personal data breaches and that the processing of sensitive commercial information can be carried out in a way that respects the confidentiality of that information.

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<sup>16</sup> Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1, ELI: <http://data.europa.eu/eli/reg/2016/679/oj>).

<sup>17</sup> Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of

#### *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<sup>16</sup>**, 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<sup>17</sup>, including to protect against personal data breaches and that the processing of sensitive commercial information can be carried out in a way that respects the confidentiality of that information.

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<sup>16</sup> Regulation (EU) 2016/679 of the European Parliament and of the Council of 27 April 2016 on the protection of natural persons with regard to the processing of personal data and on the free movement of such data and repealing Directive 95/46/EC (OJ L 119, 4.5.2016, p. 1, ELI: <http://data.europa.eu/eli/reg/2016/679/oj>).

<sup>17</sup> Regulation (EU) 2018/1725 of the European Parliament and of the Council of 23 October 2018 on the protection of

natural persons with regard to the processing of personal data by the Union institutions, bodies, offices and agencies and on the free movement of such data, and repealing Regulation (EC) No 45/2001 and Decision No 1247/2002/EC (OJ L 295, 21.11.2018, p. 39, ELI: <http://data.europa.eu/eli/reg/2018/1725/oj>).

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>).

Or. en

## Amendment 6

### Proposal for a directive

#### 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***.

Or. en

## Amendment 7

### Proposal for a directive

#### Article 1 – paragraph 1 – point 1

Directive 2005/44/EC

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 standardised interfaces*** with other modal traffic management services.

Or. en

## Amendment 8

### Proposal for a directive

#### Article 1 – paragraph 1 – point 2

Directive 2005/44/EC

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 Council<sup>23</sup>.

*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 1315/2013 of the European Parliament and of the Council<sup>23</sup> ***and which are directly connected to inland waterways and inland ports of another Member State, which are part of the trans-European transport network, as specified and listed in Annex I and II to Regulation (EU) No 1315/2013 of the European Parliament and of the Council.***

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<sup>23</sup> 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>).

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<sup>23</sup> 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>).

Or. en

## Amendment 9

### Proposal for a directive

#### Article 1 – paragraph 1 – point 3

Directive 2005/44/EC

Article 3 – point hb

*Text proposed by the Commission*

*(hb) ‘electronic freight transport information’ (eFTI) means electronic freight transport information as defined in Article 3(4) of Regulation (EU) 2020/1056 of the European Parliament and of the Council<sup>24</sup> ;*

*Amendment*

*deleted*

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<sup>24</sup> Regulation (EU) 2020/1056 of the European Parliament and of the Council of 15 July 2020 on electronic freight transport information (OJ L 249, 31.7.2020, p. 33, ELI: <http://data.europa.eu/eli/reg/2020/1056/oj>).

Or. en

## Amendment 10

### Proposal for a directive

#### Article 1 – paragraph 1 – point 3

Directive 2005/44/EC

Article 3 – point hc

PE766.881v01-00

12/27

PR1312143EN.docx

*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 European Parliament and of the Council<sup>25</sup> ;**

**deleted**

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<sup>25</sup> **Regulation (EU) 2019/1239 of the European Parliament and of the Council of 20 June 2019 establishing a European Maritime Single Window environment and repealing Directive 2010/65/EU (OJ L 198, 25.7.2019, p. 64, ELI: <http://data.europa.eu/eli/reg/2019/1239/oj>).**

Or. en

## **Amendment 11**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 3**

Directive 2005/44/EC

Article 3 – point hd

*Text proposed by the Commission*

*Amendment*

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

**deleted**

Or. en

## **Amendment 12**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 3**

Directive 2005/44/EC

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

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

Or. en

**Amendment 13**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 4**

Directive 2005/44/EC

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;

Or. en

**Amendment 14**

**Proposal for a directive**

**Article 1 – paragraph 1 – point 4**

Directive 2005/44/EC

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

*Amendment*

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

receive electronic ship reports of *all* required data from ships. In cross-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;

Or. en

## Amendment 15

### Proposal for a directive

#### Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

Article 4 – paragraph 3 – point f

#### *Text proposed by the Commission*

(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***;

#### *Amendment*

(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;

Or. en

## Amendment 16

### Proposal for a directive

#### Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

Article 4 – paragraph 3 – point g

#### *Text proposed by the Commission*

(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***

#### *Amendment*

***deleted***

***Waterways (ADN), concluded at Geneva on 26 May 2000, as referred to in Section III.1 of Annex III to Directive 2008/68/EC of the European Parliament of the Council<sup>26</sup> shall be made available to the competent authorities on an eFTI platform, through a unique electronic identifying link referred to in point (e) of Article 9(1) of Regulation (EU) 2020/1056;***

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<sup>26</sup> ***Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods (OJ L 260, 30.9.2008, p. 13, ELI: <http://data.europa.eu/eli/dir/2008/68/oj>).***

Or. en

## **Amendment 17**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 4**

Directive 2005/44/EC

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 Council<sup>27</sup> ;

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<sup>27</sup> Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure and repealing Directive 2014/94/EU (OJ L 234,

*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 Council<sup>27</sup> ;

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<sup>27</sup> Regulation (EU) 2023/1804 of the European Parliament and of the Council of 13 September 2023 on the deployment of alternative fuels infrastructure and repealing Directive 2014/94/EU (OJ L 234,



22.9.2023, p. 1, ELI:  
<http://data.europa.eu/eli/reg/2023/1804/oj>).

22.9.2023, p. 1, ELI:  
<http://data.europa.eu/eli/reg/2023/1804/oj>).

Or. en

## Amendment 18

### Proposal for a directive

#### Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

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.

Or. en

## Amendment 19

### Proposal for a directive

#### Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

Article 4 – paragraph 5

#### *Text proposed by the Commission*

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.

#### *Amendment*

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 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.

Or. en

## Amendment 20

### Proposal for a directive

#### Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

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.

Or. en

## Amendment 21

### Proposal for a directive

#### Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

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.

Or. en

## Amendment 22

### Proposal for a directive

#### Article 1 – paragraph 1 – point 5

Directive 2005/44/EC

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;

Or. en

## Amendment 23

### Proposal for a directive

#### Article 1 – paragraph 1 – point 5

Directive 2005/44/EC

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;

Or. en

## Amendment 24

### Proposal for a directive

#### Article 1 – paragraph 1 – point 7

Directive 2005/44/EC

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 procedure is in place, ***building, where possible, on existing structures***, to handle complaints arising

from the application of this Directive.

Or. en

## **Amendment 25**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 8**

Directive 2005/44/EC

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*

Or. en

## **Amendment 26**

### **Proposal for a directive**

#### **Article 1 – paragraph 1 – point 8**

Directive 2005/44/EC

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.*

Or. en

## Amendment 27

### Proposal for a directive

#### Annex I

Directive 2005/44/EC

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;***

Or. en

## Amendment 28

### Proposal for a directive

#### Annex II

Directive 2005/44/EC

Annex II – article 6 – point h

*Text proposed by the Commission*

*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 ***(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 ***or platforms***.

Or. en

## Amendment 29

### Proposal for a directive

#### Annex II

Directive 2005/44/EC

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

*Text proposed by the Commission*

*Amendment*

- (ha) ensure cybersecurity.***

### Amendment 30

#### Proposal for a directive

##### Annex II

Directive 2005/44/EC

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

### Amendment 31

#### Proposal for a directive

##### Annex II

Directive 2005/44/EC

Annex II – article 7 – introductory part

#### *Text proposed by the Commission*

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:

#### *Amendment*

The technical specifications for exchange of data with other digital systems or platforms in accordance with Article 5, shall respect the following principles:

### Amendment 32

#### Proposal for a directive

##### Annex II

Directive 2005/44/EC

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*;

Or. en

### **Amendment 33**

#### **Proposal for a directive**

#### **Annex II**

Directive 2005/44/EC

Annex II – article 8

*Text proposed by the Commission*

*Amendment*

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

*deleted*

*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.*

Or. en

#### **Amendment 34**

##### **Proposal for a directive Annex II**

Directive 2005/44/EC

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;*

Or. en

#### **Amendment 35**

##### **Proposal for a directive Annex II**

Directive 2005/44/EC

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

(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;

predicted depth or the predicted discharge;

Or. en

### **Amendment 36**

#### **Proposal for a directive**

#### **Annex III**

Directive 2005/44/EC

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***.

Or. en

## EXPLANATORY STATEMENT

The Rapporteur supports the intention of the Commission to bring the Directive on harmonised river information services (RIS) on inland waterways up to date. Further digitalisation and reduction of administrative burden for users and authorities are of paramount importance for the further strengthening of inland waterway transport. The generally positive reactions from stakeholders are a good sign to this effect.

As the current RIS Directive has been lacking proper implementation and its application differed significantly between Member States, your Rapporteur proposes a number of changes in his draft report.

Any development in the role and place of electronic freight trade information (eFTI) should be addressed via a cross-sectoral review of the eFTI Regulation and should not just be imposed on inland waterway transport via this Directive. To interconnect these services prematurely, without other transport modes being ready, would risk additional problems in the development and implementation of river information services. The same goes for the proposed interconnection with the European Maritime Single Window. With the proposals in this draft, the Rapporteur aims to be prescient for further developments and synergies between platforms and services, without being prejudicial on their development.

On the one hand, the Rapporteur regards the handling of complaints as an important tool to defend the interests of RIS users and to flag problems. On the other hand, it is important to avoid unnecessary bureaucracy. The Rapporteur therefore proposes to build on existing national feedback mechanisms for the implementation of this Directive.

Finally, your Rapporteur proposes a pragmatic approach on the geographical scope of this proposal. Inland waterways and inland ports in the Union that are isolated from the rest of the TEN-T inland waterways network should not be drawn into the remit of this Directive. This will allow us to focus on those inland waterways and ports that are part of a cross-border network, thus making a European approach essential, while safeguarding the possibility for voluntary application by Member States on those inland waterways that are not connected. This approach should, however, not only be applied by the Member States. Active cooperation to ensure interoperability between the RIS Platform and the RIS of neighbouring third countries is necessary.

With these changes, your Rapporteur aims to contribute to the competitiveness of inland waterway transport and its modal share, leading in consequence to less congestion on our roads and a more sustainable European transport system.

## **ANNEX: ENTITIES FROM WHOM THE RAPPORTEUR HAS RECEIVED INPUT**

Pursuant to Article 8 of Annex I to the Rules of Procedure, the rapporteur declares that he received input from the following entities in the preparation of the draft, prior to the adoption thereof in committee:

<b>Entities</b>
European Barge Union
Inland Navigation Europe
European IWT Platform
European Skippers' Organisation
European Federation of Inland Ports
Central Commission for the Navigation of the Rhine
Danube Commission
Algemeene Schippers Vereeniging

The list above is drawn up under the exclusive responsibility of the rapporteur.