



Plenary sitting

A10-0033/2025

20.3.2025

*****I**

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.

CONTENTS

	Page
DRAFT EUROPEAN PARLIAMENT LEGISLATIVE RESOLUTION	4
EXPLANATORY STATEMENT	31
ANNEX: ENTITIES FROM WHOM THE RAPPORTEUR HAS RECEIVED INPUT	32
PROCEDURE – COMMITTEE RESPONSIBLE	33
FINAL VOTE BY ROLL CALL BY THE COMMITTEE RESPONSIBLE	34

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 [...] ¹
 - having regard to the opinion of the Committee of the Regions of [...] ²,
 - having regard to Rules 60 and 41 of its Rules of Procedure,
 - having regard to the report of the Committee on Transport and Tourism (A10-0033/2025),
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.

Amendment 1

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

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

Proposal for a directive
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.*

³ 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>).

Amendment 2

Proposal for a directive
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.

¹⁰ Regulation (EU) **No 1315/2013** of the European Parliament and of the Council of **11 December 2013** on Union guidelines for

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 of the working conditions of vessel crew members.*

³ 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>).

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) **2024/1679** of the European Parliament and of the Council of **13 June 2024** on Union guidelines for the

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.

Amendment 3

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 4

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>)

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 those RIS services on cross-border inland waterways.***

Proposal for a directive
Recital 6

Text proposed by the Commission

(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.**

Amendment 5

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')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

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') **provides reference data and code 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

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.

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>).

Amendment 6

Proposal for a directive 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 7

Proposal for a directive Recital 11 a (new)

PE766.881v02-00

(‘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>).

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

8/34

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(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.

Amendment 8

Proposal for a directive Recital 12

Text proposed by the Commission

Amendment

(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

(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

laws, including Regulation (EU) 2016/679¹⁴ and Regulation (EU) 2018/1725¹⁵.

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.

¹⁴ OJ L 119, 4.5.2016, p. 1.

¹⁵ OJ L 295, 21.11.2018, p. 39.

¹⁴ OJ L 119, 4.5.2016, p. 1.

¹⁵ OJ L 295, 21.11.2018, p. 39.

Amendment 9

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 Council¹⁶ and Regulation (EU) 2018/1725 of the European Parliament and of the Council¹⁷, 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.

¹⁶ 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>).

¹⁷ 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>).

¹⁶ 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>).

¹⁷ 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>).

Amendment 10

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.**

Amendment 11

Proposal for a directive 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]*²².

²² OJ C [...], [...], p. [...].

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 **20 March 2024**

²² OJ C [...], [...], p. [...].

Amendment 12

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** continuity with other modal traffic management services, **through the use of standardised interfaces.**

Amendment 13

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 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>).

Amendment 14

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 2005/44/EC
Article 3 – paragraph 1 – point ha

Text proposed by the Commission

(ha) ‘trans-European transport network’ (TEN-T) means inland waterways as defined in Annex I of Regulation (EU)

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 Annexes I and II to Regulation (EU) No 2024/1679 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

(ha) ‘trans-European transport network’ (TEN-T) means inland waterways as defined in Annex I of Regulation (EU)

1315/2013;

2024/1679;

Amendment 15

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2005/44/EC

Article 3 – paragraph 1 – 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 ; ***deleted***

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>).*

Amendment 16

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2005/44/EC

Article 3 – paragraph 1 – 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 European Parliament and of the Council²⁵ ; ***deleted***

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>).

Amendment 17

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2005/44/EC

Article 3 – paragraph 1 – 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

Amendment 18

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2005/44/EC

Article 3 – paragraph 1 – point he

Text proposed 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;

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

Amendment 19

Proposal for a directive

Article 1 – paragraph 1 – point 3

Directive 2005/44/EC
Article 3 – paragraph 1 – 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;

Amendment 20

Proposal for a directive
Article 1 – paragraph 1 – point 3
Directive 2005/44/EC
Article 3 – paragraph 1 – point hi

Text proposed by the Commission

(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***.

Amendment

(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 2024/1679***.’

Amendment 21

Proposal for a directive
Article 1 – paragraph 1 – point 4
Directive 2005/44/EC
Article 4 – paragraph 3 – subparagraph 1 – 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;

Amendment 22

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

Article 4 – paragraph 3 – subparagraph 1 – 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;

Amendment 23

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

Article 4 – paragraph 3 – subparagraph 1 – 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 transmitted to the competent authorities of the neighbouring State and any such transmission shall be completed before arrival of the vessels at the border;

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 **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;

Amendment 24

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

Article 4 – paragraph 3 – subparagraph 1 – point e

Text proposed by the Commission

(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**;

Amendment

(e) ensure that **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** without delay;

Amendment 25

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

Article 4 – paragraph 3 – subparagraph 1 – 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;

Amendment 26

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

Article 4 – paragraph 3 – subparagraph 1 – 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 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**

Amendment

deleted

of the Council²⁶ 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;

²⁶ *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>).*

Amendment 27

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

Article 4 – paragraph 3 – subparagraph 1 – 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 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, 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 28

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

Article 4 – paragraph 3 – subparagraph 1 – 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 Annexes II and III are made available to** other smart inland waterways infrastructure systems for the purpose of managing of river traffic.

Amendment 29

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. ***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.***

Amendment 30

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

Article 4 – paragraph 5 a (new)

Text proposed by the Commission

Amendment

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

Amendment 31

Proposal for a directive

Article 1 – paragraph 1 – point 4

Directive 2005/44/EC

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).

Amendment 32

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.

Amendment 33

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.

Amendment 34

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;

Amendment 35

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;

Amendment 36

Proposal for a directive
Article 1 – paragraph 1 – point 5
Directive 2005/44/EC
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.

Amendment 37

Proposal for a directive
Article 1 – paragraph 1 – point 5 a (new)
Directive 2005/44/EC
Article 6

Present text

Article 6
Satellite positioning
For the purpose of RIS, for which exact positioning is required, the use of satellite positioning technologies is recommended.

Amendment

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

"Article 6
Satellite positioning
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."

(32005L0044)

Amendment 38

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, ***simple and accessible*** procedure is in place, ***building, where possible, on existing structures***, to handle complaints arising from the application of this Directive.

Amendment 39

Proposal for a directive

Article 1 – paragraph 1 – point 7

Directive 2005/44/EC

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.

Amendment 40

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**

Amendment 41

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 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.

Amendment 42

Proposal for a directive
Article 1 – paragraph 1 – point 9
Directive 2005/44/EC
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

deleted

application.

Amendment 43

Proposal for a directive

Article 1 – paragraph 1 – point 14

Directive 2005/44/EC

Article 12a – paragraph 1 a (new)

Text proposed by the Commission

Amendment

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).

Amendment 44

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;

Amendment 45

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

(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*).

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*.

Amendment 46

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 47

Proposal for a directive

Annex II

Directive 2005/44/EC

Annex II – article 7 – title

Text proposed by the Commission

Amendment

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

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

Amendment 48

Proposal for a directive

Annex II

Directive 2005/44/EC

Annex II – article 7 – introductory part

Text proposed by the Commission

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**

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

infrastructure system, in accordance with Article 5, shall respect the following principles:

Amendment 49

Proposal for a directive

Annex II

Directive 2005/44/EC

Annex II – article 7 – point b

Text proposed by the Commission

(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*;

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 *interfaces*;

Amendment 50

Proposal for a directive

Annex II

Directive 2005/44/EC

Annex II – article 8

Text proposed by the Commission

8. Exchange of data with other digital systems or platforms

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

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

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

Amendment

deleted

(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.

Amendment 51

Proposal for a directive

Annex II

Directive 2005/44/EC

Annex II – article 9 – point b – point 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 set out in Annex I;

Amendment 52

Proposal for a directive

Annex II

Directive 2005/44/EC

Annex II – article 9 – point b – point b

Text proposed by the Commission

Amendment

(b) water level, the least sounded depth, the vertical clearance, the barrage

(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;

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

Amendment 53

Proposal for a directive

Annex III

Directive 2005/44/EC

Annex III – paragraph 1

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***.

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 report, prior to the adoption thereof in committee:

Entities
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.

PROCEDURE – COMMITTEE RESPONSIBLE

Title	Amending Directive 2005/44/EC on harmonised river information services (RIS) on inland waterways in the Community
References	COM(2024)0033 – C9-0014/2024 – 2024/0011(COD)
Date submitted to Parliament	26.1.2024
Committee(s) responsible	TRAN
Rapporteurs Date appointed	Tom Berendsen 16.9.2024
Discussed in committee	14.10.2024
Date adopted	18.3.2025
Result of final vote	+: 37 –: 2 0: 0
Members present for the final vote	Adrian-George Axinia, Tom Berendsen, Rachel Blom, Nikolina Brnjac, Nina Carberry, Benoit Cassart, Vivien Costanzo, Johan Danielsson, Valérie Devaux, Gheorghe Falcă, Jens Gieseke, Borja Giménez Larraz, Sérgio Gonçalves, Roman Haider, Dariusz Joński, François Kalfon, Martine Kemp, Sophia Kircher, Elena Kountoura, Luis-Vicențiu Lazarus, Julien Leonardelli, Vicent Marzà Ibáñez, Milan Mazurek, Alexandra Mehnert, Ștefan Mușoiu, Jan-Christoph Oetjen, Philippe Olivier, Matteo Ricci, Arash Saeidi, Marjan Šarec, Andreas Schieder, Rosa Serrano Sierra, Virginijus Sinkevičius, Kai Tegethoff, Elissavet Vozemberg-Vrionidi, Maciej Wąsik
Substitutes present for the final vote	Carlo Fidanza, Marianne Vind
Members under Rule 216(7) present for the final vote	Niels Geuking
Date tabled	20.3.2025

FINAL VOTE BY ROLL CALL BY THE COMMITTEE RESPONSIBLE

37	+
ECR	Adrian-George Axinia, Carlo Fidanza, Maciej Wąsik
NI	Luis-Vicențiu Lazarus
PPE	Tom Berendsen, Nikolina Brnjac, Nina Carberry, Gheorghe Falcă, Niels Geuking, Jens Gieseke, Borja Giménez Larraz, Dariusz Joński, Martine Kemp, Sophia Kircher, Alexandra Mehnert, Elissavet Vozemberg-Vrionidi
PfE	Rachel Blom, Julien Leonardelli, Philippe Olivier
Renew	Benoit Cassart, Valérie Devaux, Jan-Christoph Oetjen, Marjan Šarec
S&D	Vivien Costanzo, Johan Danielsson, Sérgio Gonçalves, François Kalfon, Ștefan Mușoiu, Matteo Ricci, Andreas Schieder, Rosa Serrano Sierra, Marianne Vind
The Left	Elena Kountoura, Arash Saeidi
Verts/ALE	Vicent Marzà Ibáñez, Virginijus Sinkevičius, Kai Tegethoff

2	-
ESN	Milan Mazurek
PfE	Roman Haider

0	0

Key to symbols:

+ : in favour

- : against

0 : abstention