

# Public Consultation: Evaluation of the River Information Services (RIS) Directive (Directive 2005/44/EC)

Fields marked with \* are mandatory.

## Introduction

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**This is a public survey by the European Commission collecting views and experiences with River Information Services for a retrospective assessment (evaluation) of the River Information Services Directive.**

### **River Information Services and the RIS Directive**

River Information Services (RIS) are defined as a concept of harmonised information services to support traffic and transport management in inland navigation. They include interfaces to other modes of transport.

RIS are regulated in European legislation by Directive 2005/44/EC, also called the "RIS Directive". The Directive provides a Europe-wide framework for the harmonised implementation of the RIS concept. Its aim is to ensure the compatibility and interoperability of current and new RIS systems across Europe. It also defines a framework of binding rules for data communication and equipment, as well as the minimum level of RIS Services to be put in place by a Member State. You can find the Directive here > [RIS DIRECTIVE](#).

### **Your contributions count**

We are currently collecting evidence for our evaluation and invite you to contribute via this survey. We are aware your experiences are shaped by national legislation and the various sets of specifications (most of them based on the RIS Directive), as well as other factors. Nevertheless, **your contributions are of great value to us as they allow us to better understand how the framework of the Directive plays out in the everyday life of the sector.**

**Your responses and any submitted evidence will feed directly into the retrospective assessment of the RIS Directive.** In addition, the results of all stakeholder consultation activities will be published as an annex to the evaluation on DG MOVE's website for inland waterways (European Commission > Transport > Transport modes > Inland waterways) once the Commission's evaluation is finalised (currently expected Q2 2020).

Thank you very much for your responses.

Ports and Inland Navigation Unit (D.3)  
DG Mobility and Transport

*Note:* At the end of the questionnaire you have the opportunity to upload files to support your response with evidence.

## About you

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\* Language of my contribution

- Bulgarian
- Croatian
- Czech
- Danish
- Dutch
- English
- Estonian
- Finnish
- French
- Gaelic
- German
- Greek
- Hungarian
- Italian
- Latvian
- Lithuanian
- Maltese
- Polish
- Portuguese
- Romanian
- Slovak
- Slovenian
- Spanish
- Swedish

\* I am giving my contribution as

- Academic/research institution
- Business association
- Company/business organisation
- Consumer organisation
- EU citizen
- Environmental organisation
- Non-EU citizen
- Non-governmental organisation (NGO)
- Public authority
- Trade union
- Other

My role in inland navigation is (e.g. skipper, fleet operator, terminal manager, fairway authority, infrastructure manager, project promoter, consultant)

\* First name

\* Surname

\* Email (this won't be published)

\* Scope

- International
- Local
- National
- Regional

\* Organisation name

*255 character(s) maximum*

\* Organisation size

- Micro (1 to 9 employees)
- Small (10 to 49 employees)
- Medium (50 to 249 employees)
- Large (250 or more)

Transparency register number

*255 character(s) maximum*

Check if your organisation is on the [transparency register](#). It's a voluntary database for organisations seeking to influence EU decision-making.

\* Country of origin

Please add your country of origin, or that of your organisation.

- |                                     |  |                                     |  |
|-------------------------------------|--|-------------------------------------|--|
| <input type="radio"/> Afghanistan   | <input type="radio"/> Djibouti           | <input type="radio"/> Libya         | <input type="radio"/> Saint Martin                     |
| <input type="radio"/> Åland Islands | <input type="radio"/> Dominica           | <input type="radio"/> Liechtenstein | <input type="radio"/> Saint Pierre and Miquelon        |
| <input type="radio"/> Albania       | <input type="radio"/> Dominican Republic | <input type="radio"/> Lithuania     | <input type="radio"/> Saint Vincent and the Grenadines |
| <input type="radio"/> Algeria       | <input type="radio"/> Ecuador            | <input type="radio"/> Luxembourg    | <input type="radio"/> Samoa                            |

- American Samoa
- Andorra
- Angola
- Anguilla
- Antarctica
- Antigua and Barbuda
- Argentina
- Armenia
- Aruba
- Australia
- Austria
- Azerbaijan
- Bahamas
- Bahrain
- Bangladesh
- Barbados
- Belarus
- Belgium
- Belize
- Benin
- Bermuda
- Bhutan
- Bolivia
- Bonaire Saint Eustatius and Saba
- Bosnia and Herzegovina
- Botswana
- Bouvet Island
- Brazil
- British Indian Ocean Territory
- British Virgin Islands
- Brunei
- Egypt
- El Salvador
- Equatorial Guinea
- Eritrea
- Estonia
- Eswatini
- Ethiopia
- Falkland Islands
- Faroe Islands
- Fiji
- Finland
- France
- French Guiana
- French Polynesia
- French Southern and Antarctic Lands
- Gabon
- Georgia
- Germany
- Ghana
- Gibraltar
- Greece
- Greenland
- Grenada
- Guadeloupe
- Guam
- Guatemala
- Guernsey
- Guinea
- Guinea-Bissau
- Guyana
- Haiti
- Macau
- Madagascar
- Malawi
- Malaysia
- Maldives
- Mali
- Malta
- Marshall Islands
- Martinique
- Mauritania
- Mauritius
- Mayotte
- Mexico
- Micronesia
- Moldova
- Monaco
- Mongolia
- Montenegro
- Montserrat
- Morocco
- Mozambique
- Myanmar /Burma
- Namibia
- Nauru
- Nepal
- Netherlands
- New Caledonia
- New Zealand
- Nicaragua
- Niger
- Nigeria
- San Marino
- São Tomé and Príncipe
- Saudi Arabia
- Senegal
- Serbia
- Seychelles
- Sierra Leone
- Singapore
- Sint Maarten
- Slovakia
- Slovenia
- Solomon Islands
- Somalia
- South Africa
- South Georgia and the South Sandwich Islands
- South Korea
- South Sudan
- Spain
- Sri Lanka
- Sudan
- Suriname
- Svalbard and Jan Mayen
- Sweden
- Switzerland
- Syria
- Taiwan
- Tajikistan
- Tanzania
- Thailand
- The Gambia
- Timor-Leste

- Bulgaria
- Burkina Faso
- Burundi
- Cambodia
- Cameroon
- Canada
- Cape Verde
- Cayman Islands
- Central African Republic
- Chad
- Chile
- China
- Christmas Island
- Clipperton
- Cocos (Keeling) Islands
- Colombia
- Comoros
- Congo
- Cook Islands
- Costa Rica
- Côte d'Ivoire
- Croatia
- Cuba
- Curaçao
- Cyprus
- Czechia
- Democratic Republic of the Congo
- Denmark
- Heard Island and McDonald Islands
- Honduras
- Hong Kong
- Hungary
- Iceland
- India
- Indonesia
- Iran
- Iraq
- Ireland
- Isle of Man
- Israel
- Italy
- Jamaica
- Japan
- Jersey
- Jordan
- Kazakhstan
- Kenya
- Kiribati
- Kosovo
- Kuwait
- Kyrgyzstan
- Laos
- Latvia
- Lebanon
- Lesotho
- Liberia
- Niue
- Norfolk Island
- North Korea
- North Macedonia
- Northern Mariana Islands
- Norway
- Oman
- Pakistan
- Palau
- Palestine
- Panama
- Papua New Guinea
- Paraguay
- Peru
- Philippines
- Pitcairn Islands
- Poland
- Portugal
- Puerto Rico
- Qatar
- Réunion
- Romania
- Russia
- Rwanda
- Saint Barthélemy
- Saint Helena Ascension and Tristan da Cunha
- Saint Kitts and Nevis
- Saint Lucia
- Togo
- Tokelau
- Tonga
- Trinidad and Tobago
- Tunisia
- Turkey
- Turkmenistan
- Turks and Caicos Islands
- Tuvalu
- Uganda
- Ukraine
- United Arab Emirates
- United Kingdom
- United States
- United States Minor Outlying Islands
- Uruguay
- US Virgin Islands
- Uzbekistan
- Vanuatu
- Vatican City
- Venezuela
- Vietnam
- Wallis and Futuna
- Western Sahara
- Yemen
- Zambia
- Zimbabwe

**\* Publication privacy settings**

The Commission will publish the responses to this public consultation. You can choose whether you would like your details to be made public or to remain anonymous.

**Anonymous**

Only your type of respondent, country of origin and contribution will be published. All other personal details (name, organisation name and size, transparency register number) will not be published.

**Public**

Your personal details (name, organisation name and size, transparency register number, country of origin) will be published with your contribution.

I agree with the [personal data protection provisions](#)

**Contribution of the RIS Directive to its main goals**

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1) The purpose of the RIS Directive is to establish a framework for the deployment and use of harmonised River Information Services (RIS) in Europe. The underlying idea is to enhance safety, efficiency and environmental friendliness of inland waterway transport and to facilitate interfaces with other modes of transport. **From your point of view, to what extent has the RIS Directive contributed to the following goals?**

	Significant contributions	Moderate contributions	No contributions	I don't know
* <b>Enhanced safety</b> of inland waterway transport (e.g. through better navigation decisions and calamity abatement)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* <b>Enhanced efficiency</b> of inland waterway transport (e.g. through better route and voyage planning)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* <b>Enhanced environmental friendliness</b> of inland navigation (e.g. through fuel reduction due to better navigation information)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* <b>Enhanced interfaces</b> with other modes of transport (e.g. through digital information about characteristics and capabilities of ports and terminals)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

**How useful are River Information Services for you?**

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2) The RIS Directive sets the framework of how some information services and technologies in inland waterway transport should be applied. These include Electronic Navigational Charts (Inland ENCs), Notices to Skippers (NtS), Vessel Tracking & Tracing (VTT, Inland AIS) and Electronic Ship Reporting (e-Ship Reporting). **How useful are these main services in your day-to-day operation?**

	very useful	mostly useful	mostly not useful	not useful at all	not applicable	I don't know
* <b>Electronic Navigational Charts</b> (inland waterway charts suitable for navigational purposes)	<input type="radio"/>					
* <b>Electronic Ship Reporting</b> (e.g. electronic reports for container or tanker vessels, instead of paper or Fax)	<input type="radio"/>					
* <b>Notices to Skippers</b> (e.g. information from the fairway authorities about obstacles in the fairway, maintenance works, ice situations)	<input type="radio"/>					
* <b>Vessel Tracking &amp; Tracing</b> (e.g. traffic image supported by Inland AIS transponders)	<input type="radio"/>					
* <b>Data for navigation and planning</b> (easy to access digital information about location of ports and terminals, water level gauges, operation times of locks and bridges, etc.)	<input type="radio"/>					

Tell us more about your opinion (optional):

*3000 character(s) maximum*

3) River Information Services intend to streamline information exchanges between public and private parties participating in inland waterway transport. The information is used in different applications and systems for enhancing traffic and transport processes. **How would you characterise changes in the following services since the introduction of the RIS Directive in 2005?**

	significant improvements	moderate improvements	no improvements	it got worse	not applicable	I don't know
* Fairway Information Services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Traffic Information Services	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Vessel Traffic Services / Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Lock and Bridge Management	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Traffic Planning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Calamity Abatement Support	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Voyage Planning	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
*						

Port and Terminal Management	<input type="radio"/>					
* Cargo and Fleet Management	<input type="radio"/>					
* Information for law enforcement	<input type="radio"/>					
* Information for statistics	<input type="radio"/>					
* Information for waterway charges and harbour dues	<input type="radio"/>					

Tell us more about your opinion (optional):

*3000 character(s) maximum*

**How do the benefits compare to the costs (time and money)?**

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4) How much effort (time and/or money) does providing the information for the following services/technologies involve for you?

	low effort	medium effort	significant effort	not applicable	I don't know
* for Electronic Navigational Charts	<input type="radio"/>				
* for Electronic Ship Reporting	<input type="radio"/>				
* for Notices to Skippers	<input type="radio"/>				
* for Vessel Tracking & Tracing	<input type="radio"/>				
* for Data for navigation and planning	<input type="radio"/>				

Tell us more about your opinion (optional):

*3000 character(s) maximum*

5) Compared to the benefits, is the overall effort for providing the information adequate in your opinion?

	low effort overall, considering benefits	adequate effort overall, considering benefits	high effort overall, considering benefits	not applicable	I don't know
* Electronic Navigational Charts	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Electronic Ship Reporting	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Notices to Skippers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* Vessel Tracking & Tracing	<input type="radio"/>				
* Data for navigation and planning	<input type="radio"/>				

Tell us more about your opinion (optional):

*3000 character(s) maximum*

## **Type approval of RIS equipment**

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According to the RIS Directive certain RIS terminals, network equipment and software applications shall be type-approved. This means that a manufactured item meets the required specifications, for example Inland ECDIS Viewers in navigation mode. The idea behind this is that manufacturers can sell their type-approved equipment throughout the EU, and users can be certain that their type approved RIS equipment meets the specification.

7) Where necessary for the safety of navigation and required by the relevant technical specifications, RIS terminal and network equipment and software applications shall be type approved.

\* If you are using RIS equipment / applications: Do you know whether your (on-board) equipment has been type-approved according to the RIS Directive?

- Yes
- No
- Does not apply

\* If you are manufacturing RIS equipment / applications: For you, do the benefits of type approval according to the RIS Directive outweigh the costs?

- Yes
- No
- Does not apply

Tell us more about your opinion (optional):

*3000 character(s) maximum*

## **Data protection, security and privacy**

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The RIS Directive asks EU countries to ensure that processing of personal data necessary for the operation of RIS is carried out according to the applicable data protection legislation. In addition, countries have to implement and maintain security measures to protect RIS messages and records against adverse events or misuse, including improper access, alteration or loss.

**8) Please tell us your point of view on data protection, security and privacy in the context of River Information Services.**

	yes	no	I don't know
* In general, is data protection and data security important to you?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Do you think that data protection and data security is taken seriously enough in the RIS Directive?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Have you experienced a situation where data protection or data security worked well?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Have you experienced a situation where data protection or data security was inadequate?	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please provide more detail on any situation experienced or insight you have on this topic (optional):

*3000 character(s) maximum*

**Do River Information Services address your needs and problems properly?**

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The RIS Directive aims for harmonised information services. However, the implementation and provision of RIS is done locally on Member State level. We would like to know from you if RIS address your needs and problems properly, and if you found any difficulties and/or inconsistencies in the way how RIS are provided.

9) If you found any difficulties, inconsistencies or clashes in the way how RIS are provided locally or between the countries, please let us know and give us concrete examples:

	observed difficulties, inconsistencies, clashes
a) River Information Services (in one country)	
b) River Information Services (between countries)	
c) RIS Standards	

10) Technological developments, external factors, policy developments

The RIS Directive provides a framework for technical specifications and implementation / operation guidelines for River Information Services. At the time of the creation of the RIS Directive these were considered relevant for the sector.

**Do you think the following guidelines and technical specifications of the RIS Directive are still relevant and needed today?** (In your answer, please take technological developments since 2005 into account.)

	very relevant	relevant	not relevant	I don't know
* Technical guidelines for the planning, implementation and operational use of RIS (RIS Guidelines)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Technical specifications for electronic chart display and information systems (Inland ECDIS)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Technical specifications for vessel tracking and tracing systems (Inland AIS)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Technical specifications for electronic ship reporting in inland navigation	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
* Technical specifications for notices to skippers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

If you think that the RIS Directive is missing important technical specifications or should cover new developments, please mention (optional):

*5000 character(s) maximum*

11) From your experience are there any problems or needs in the sector, linked to RIS, that are not addressed at all? (Please provide examples that illustrate the problem or need.)

*5000 character(s) maximum*

## Added value of regulating RIS at European level

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12) The RIS Directive was introduced at European level as, in principle, EU legislation has an advantage over national legislation when it comes to helping inland navigation to cross borders.

One idea was, that the ready availability of standardised information on navigable waterways in the EU should make it easier to plan and carry out trips across several Member States. Similarly, information contained in electronic ship reports would not have to be resubmitted when crossing a border, as it is passed on by the Competent Authority of the country to that of the next country.

We want to find out to what extent this potential "EU-added value" has been realised.

\* In your opinion, have any aspects related to RIS become easier in an EU wide sense? (Please consider cross-border navigation and other aspects where EU-wide coordination plays a role.)

- Yes
- No
- I don't know

Please tell us more about relevant experiences since 2005, that could help us assess the actual "EU-added value". (optional)

This could include your general experience or accounts of relevant incidents, particularly with respect to cross-border navigation.

(Please be reminded you can provide any documentation via the upload function at the end of the survey.)

*5000 character(s) maximum*

\* 13) MONITORING - Has the monitoring of the application of the RIS Directive in Member States been properly put in place (by EU or Member States)?

- Yes - by the EU
- Yes - by the Member States
- Yes - by both, the EU and the Member States
- No
- I don't know

Tell us more about your views (optional):

*5000 character(s) maximum*

**14) SIMPLIFICATION** - Based on your experience since 2005, have you identified any aspects covered by the RIS Directive that could be improved or simplified?

*5000 character(s) maximum*

### **Further information**

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**15)** If you wish to add further comments - within the scope of this questionnaire - please do so here.

*5000 character(s) maximum*

**16)** If you wish to upload files as support to your responses, please do so here.

The maximum file size is 1 MB

Only files of the type pdf,txt,doc,docx,odt,rtf are allowed