

Inland waterway transport: River Traffic Information Services RIS for safety, security and efficiency of inland navigation

2004/0123(COD) - 25/05/2004 - Legislative proposal

PURPOSE : to increase the safety, reliability and efficiency of inland waterway transport, and thus improve the competitiveness of this cheap, economical and environmentally friendly transport mode.

PROPOSED ACT : Directive of the European Parliament and of the Council.

CONTENT : this proposed Directive aims to establish a framework for the deployment and use of harmonised River Traffic Information Services (RIS) in the Community in order to support inland waterway transport with a view to enhance safety, security, efficiency and environmental friendliness and to facilitate the interface with other transport modes.

The proposal provides a framework under which technical requirements, specifications and conditions to ensure harmonised, interoperable and open RIS on the Community Inland Waterways will be developed. Continuity shall be ensured with other modal traffic management services, in particular maritime vessel traffic management and information services.

More specifically, based on advanced information and communication technologies, RIS will include, amongst others, information regarding the navigation conditions of the waterways, the actual traffic situation in the immediate vicinity of a vessel as well as strategic traffic information important for planning of voyages, including lock, port and terminal scheduling. They will also allow for enhanced cargo and fleet management and the tracking of vessels and shipments. Data such as the position and heading of the vessel, ship's name and speed as well as information related to the cargo will be captured electronically and processed automatically.

Many economic and environmental benefits are expected from RIS. Vessel operators will have their navigational operations supported. Shipping companies, ports and logistics companies will be able to optimise their transport and logistics processes and to offer the industry high quality services at lower costs. Through better planning of voyages, waiting times at locks and ports are likely to be reduced, traffic speeds adapted and fuel consumption optimised.

In accordance with the principle of subsidiarity, the use of a (framework) directive is considered to be the most appropriate form to achieve the intended purpose. The technical details and standards for the implementation, however, will be adopted by the Commission in cooperation with the Member States by means of a committee procedure.

FINANCIAL IMPLICATIONS :

- Budget line : A - 7031, Heading: Meetings and invitations in general (ABB

nomenclature: 06.01.02.11).

- Total cost of the action : EUR 595 500. EUR 119 100 per annum.

- period of application : 2005 and end not determined.

