


Basic information	
2024/0011(COD) COD - Ordinary legislative procedure (ex-codecision procedure) Directive	Procedure completed
Inland waterway transport: River Information Services (RIS) Amending Directive 2005/44 2004/0123(COD)	
Subject 3.20.04 Inland waterway transport	

Key players				
European Parliament	Committee responsible		Rapporteur	Appointed
	TRAN	Transport and Tourism	BERENDSEN Tom (EPP)	16/09/2024
			Shadow rapporteur	
			KALFON François (S&D)	
			BLOM Rachel (PfE)	
			VAN DIJCK Kris (ECR)	
			DEVAUX Valérie (Renew)	
			TEGETHOFF Kai (Greens /EFA)	
			KYLLÖNEN Merja (The Left)	
	Former committee responsible		Former rapporteur	Appointed
	TRAN	Transport and Tourism	BERENDSEN Tom (EPP)	17/04/2024
Council of the European Union				
European Commission	Commission DG		Commissioner	
	Mobility and Transport		VĂLEAN Adina	
European Economic and Social Committee				
European Committee of the Regions				

Key events

Date	Event	Reference	Summary
26/01/2024	Legislative proposal published	COM(2024)0033 	Summary
29/02/2024	Committee referral announced in Parliament, 1st reading		
13/11/2024	Committee referral announced in Parliament, 1st reading		
18/03/2025	Vote in committee, 1st reading		
18/03/2025	Committee decision to open interinstitutional negotiations with report adopted in committee		
20/03/2025	Committee report tabled for plenary, 1st reading	A10-0033/2025	Summary
31/03/2025	Committee decision to enter into interinstitutional negotiations announced in plenary (Rule 71)		
02/04/2025	Committee decision to enter into interinstitutional negotiations confirmed by plenary (Rule 71)		
16/07/2025	Approval in committee of the text agreed at 1st reading interinstitutional negotiations		
07/10/2025	Decision by Parliament, 1st reading	T10-0210/2025	Summary
07/10/2025	Results of vote in Parliament		
27/10/2025	Act adopted by Council after Parliament's 1st reading		
26/11/2025	Final act signed		
12/12/2025	Final act published in Official Journal		

Technical information	
Procedure reference	2024/0011(COD)
Procedure type	COD - Ordinary legislative procedure (ex-codecision procedure)
Procedure subtype	Legislation
Legislative instrument	Directive
Amendments and repeals	Amending Directive 2005/44 2004/0123(COD)
Legal basis	Treaty on the Functioning of the EU TFEU 091-p1
Other legal basis	Rules of Procedure EP 165
Mandatory consultation of other institutions	European Economic and Social Committee European Committee of the Regions
Stage reached in procedure	Procedure completed
Committee dossier	TRAN/10/00336




Documentation gateway				
European Parliament				
Document type	Committee	Reference	Date	Summary
Committee draft report		PE766.881	19/12/2024	
Amendments tabled in committee		PE768.020	04/02/2025	

Committee report tabled for plenary, 1st reading/single reading		A10-0033/2025	20/03/2025	Summary
Text adopted by Parliament, 1st reading/single reading		T10-0210/2025	07/10/2025	Summary

Council of the EU

Document type	Reference	Date	Summary
Draft final act	00032/2025/LEX	18/11/2025	

European Commission

Document type	Reference	Date	Summary
Legislative proposal	COM(2024)0033 	26/01/2024	Summary
Document attached to the procedure	SEC(2024)0038	26/01/2024	
Document attached to the procedure	SWD(2024)0015 	26/01/2024	
Document attached to the procedure	SWD(2024)0016 	26/01/2024	
Commission response to text adopted in plenary	SP(2025)12-09	09/12/2025	

National parliaments

Document type	Parliament /Chamber	Reference	Date	Summary
Reasoned opinion	SE_PARLIAMENT	PE761.191	10/07/2024	

Other institutions and bodies

Institution/body	Document type	Reference	Date	Summary
EESC	Economic and Social Committee: opinion, report	CES0722/2024	24/04/2024	

Additional information

Source	Document	Date
EP Research Service	Briefing	30/05/2024

Meetings with interest representatives published in line with the Rules of Procedure

Rapporteurs, Shadow Rapporteurs and Committee Chairs

Transparency				

Name	Role	Committee	Date	Interest representatives
KALFON François	Shadow rapporteur	TRAN	25/04/2025	Grand Port Fluvio-maritime de l'Axe Seine
KYLLÖNEN Merja	Shadow rapporteur	TRAN	28/01/2025	Inland Navigation Europe Ms. De Schepper
TEGETHOFF Kai	Shadow rapporteur	TRAN	27/01/2025	Inland Navigation Europe
TEGETHOFF Kai	Shadow rapporteur	TRAN	22/01/2025	Central Commission for Navigation on the Rhine (CCNR)
VAN DIJCK Kris	Shadow rapporteur	TRAN	18/12/2024	Central Commission for the navigation of the Rhine
BERENDSEN Tom	Rapporteur	TRAN	12/12/2024	Algemeene Schippers Vereeniging
BERENDSEN Tom	Rapporteur	TRAN	05/12/2024	Danube Commission
BERENDSEN Tom	Rapporteur	TRAN	26/11/2024	Central Commission for the Navigation of the Rhine
DEVAUX Valérie	Shadow rapporteur	TRAN	26/11/2024	Commission centrale pour la navigation du Rhin
DEVAUX Valérie	Shadow rapporteur	TRAN	10/10/2024	Voies navigables de France
VAN DIJCK Kris	Shadow rapporteur	TRAN	24/09/2024	European Barge Union Inland Navigation Europe
BERENDSEN Tom	Rapporteur	TRAN	10/09/2024	European Barge Union Inland Navigation Europe

Other Members

Transparency		
Name	Date	Interest representatives
SAEIDI Arash	07/05/2025	Commission for the navigation of the Rhine
KIRCHER Sophia	24/09/2024	European Barge Union

Final act
Directive 2025/2482 OJ OJ L 12.12.2025

Inland waterway transport: River Information Services (RIS)

2024/0011(COD) - 07/10/2025 - Text adopted by Parliament, 1st reading/single reading

The European Parliament adopted by 636 votes to 10, with 4 abstentions, a 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.

Parliament adopted its position at first reading by amending the Commission's proposal as follows.

Subject matter

The Directive:

- establishes a framework for the deployment and use of harmonised river information services (RIS) in the Union in order to support inland waterway transport with a view to enhancing its safety, efficiency and sustainability and to facilitating interfaces with other transport modes;

- provides a framework for the establishment and further development of technical requirements, specifications and conditions to ensure **harmonised, interoperable and accessible RIS on inland waterways** in the Union and to facilitate continuity with traffic management services of other transport modes through the use of **standardised interfaces**.

The Directive applies to the implementation and operation of RIS on all inland waterways and inland ports of the Member States that form part of the trans-European transport network, as specified and listed in Annexes I and II to Regulation (EU) 2024/1679 and that are directly connected to inland waterways and inland ports of another Member State that form part of the trans-European transport network, as specified and listed in those Annexes.

Setting-up of RIS

To set up RIS, Member States will:

- ensure that network data in the European RIS environment is kept up to date by providing all necessary network data without delay;
- ensure that, where available, traffic information is, at a minimum, made available to electronic information exchange systems established by Union law and used in other modes of transport by means of interfaces, in compliance with certain technical specifications;
- ensure that standardised interfaces are made available to (i) inland ports' port community systems, including, where appropriate, up-to-date information on the availability of berths and alternative fuel infrastructure; (ii) other intelligent inland navigation infrastructure systems for the purpose of traffic management on inland waterways.

European RIS environment

Member States will jointly create, govern, operate, use and maintain a European RIS Environment that provides fairway, infrastructure, traffic, and transport-related services, and will provide the necessary data. The European RIS Environment will allow for the possibility of **contributions from third countries** whose waterways are connected to the European inland waterway network and which are willing to cooperate and provide their network data, provided that the data are of identical quality and format to that of Member States and that they adhere to the same level of cybersecurity and data protection.

Satellite positioning

For the purposes of RIS, for which exact positioning is required, the amended text recommends the use of navigation services provided by **Galileo**, including the high-accuracy service and the self-service navigation message authentication service, of the European Geostationary Navigation Overlay Service (**EGNOS**), as well as the use of **Copernicus** data, information or services for applications and services based on Earth observation data.

Feedback mechanism

Each Member State will ensure that an effective, simple and accessible procedure is in place, building, where possible, on existing structures, to handle feedback from RIS users arising from the application of this Directive. The European RIS Environment will inform the Commission, on an annual basis, of the amount of feedback received and of the way that the feedback was handled.

Processing of personal data

Data that constitute personal data may be processed on the basis of this Directive only insofar as such processing is necessary for the operation of RIS applications, with a view to ensuring harmonised, interoperable and accessible RIS on inland waterways in the Union and to facilitating standardised interfaces with traffic management services of other transport modes.

The amended text finally underlines that, in view of Russia's war of aggression against Ukraine, cooperation between the Union and Russia in the field of RIS is neither appropriate nor in the interest of the Union. As a consequence, cross-border cooperation on RIS with Russia is no longer a priority on the territory of the Member States.

Inland waterway transport: River Information Services (RIS)

2024/0011(COD) - 20/03/2025 - Committee report tabled for plenary, 1st reading/single reading

The Committee on Transport and Tourism adopted the report by Tom Berendsen (EPP, NL) 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.

The competent committee recommended that the European Parliament adopt its position at first reading by amending the Commission's proposal as follows.

Subject matter

According to Members, 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**.

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 Council on Union guidelines for the development of the trans-European transport network 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 of the said Regulation.

Implementation of RISs

In order to implement RIS, Member States should ensure that:

- RIS users have electronic charts suitable for navigation for all their waterways and inland ports included in the TEN-T;
- the network data in the European RIS platform are updated by providing without delay all necessary network data in accordance with Annexes I and III;
- traffic information, at a minimum, is made available to electronic information exchange systems established by Union law and used in other modes of transport by means of interfaces, respecting the technical specifications set out in Annex II, where applicable;
- standardised interfaces in accordance with Annexes II and III are made available to other smart inland navigation infrastructure systems for the purpose of river traffic management.

Electronic freight transport information (eFTI) should serve as a basis for the exchange of information on dangerous goods and waste between RIS users, where necessary. RIS should then facilitate links with the systems and platforms of other transport modes and make the information available to them.

Contributions from third countries

The RIS platform should 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 should 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.

Satellite positioning

For the purposes of RIS, for which exact positioning is required, Members recommended the use of navigation services provided by Galileo, including the High Accuracy Service and Open Service Navigation Message Authentication and the European Geostationary Navigation Overlay Service (EGNOS), as well as the applications and services relying on Earth observation data, the use of Copernicus data, information or services.

Complaints handling

Members believe that complaints handling is an important tool for defending the interests of RIS users and reporting problems, but that it is nevertheless important to avoid unnecessary administrative burdens. They therefore propose that each Member State ensure that an **effective, simple and accessible procedure**, building, where possible, on existing structures, is put in place to handle complaints arising from the application of the Directive.

Processing of personal data

Personal data may only be processed 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.

Report

The Commission should submit, no later than 3 years after the date of entry into force, a report to the European Parliament and the Council on the potential benefits and costs of extending the scope of the Directive to 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 the Directive.

Inland waterway transport: River Information Services (RIS)

2024/0011(COD) - 26/01/2024 - Legislative proposal

PURPOSE: to modernise the existing directive on river information services with a view to improving the efficiency and reliability of inland navigation and traffic management across Europe's rivers.

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

ROLE OF THE EUROPEAN PARLIAMENT: the European Parliament decides in accordance with the ordinary legislative procedure and on an equal footing with the Council.

BACKGROUND: Directive 2005/44/EC of the European Parliament and of the Council 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.

Since the entry into force of Directive 2005/44/EC, the inland waterway sector has benefited from the provision of harmonised RIS. However, the level of harmonisation between Member States varies, while the process of introducing the necessary specifications has proved to be lengthy.

At the same time, the European Green Deal calls for the further development of an automated and connected multimodal mobility, and RIS should be adapted to address those new challenges. Furthermore, the Sustainable and Smart Mobility Strategy proposes the revision of Directive 2005/44/EC among its measures to achieve the objective of promoting the creation of a truly smart transport system, efficient capacity allocation and traffic management.

Revisions of the legal framework on RIS would aim to help **close existing harmonisation and interoperability gaps** with other transport modes, and contribute to **improved data availability, reuse and interoperability of digital systems**, in line with the European Data Strategy. Those changes and developments as well as the experience gained in the implementation of Directive 2005/44/EC should be taken into account when adapting RIS.

CONTENT: this Commission proposal seeks to **modernise river information services in EU**. It should improve traffic management on the EU's rivers and canals.

The proposed amending directive:

- establishes a framework for the deployment and use of harmonised river information services (RIS) in the Union in order to support inland waterway transport with a view to **enhancing its safety, efficiency and sustainability and to facilitating interfaces with other transport modes**;
- 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;
- 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

The specific provisions of the proposal are as follows:

Setting-up of RIS and technical guidelines and specifications

The proposal updates both the way that services will be provided under RIS and the type of services that will be provided. The requirement for Member States to provide data on navigation and voyage planning is strengthened and refined, and a new requirement to provide information to the European Reference Data Management System (ERDMS) is introduced to improve the overall quality and timeliness of the information provided to RIS users.

In addition, to improve the exchange of information and multimodality of inland waterway transport, requirements are introduced for the exchange of information with other systems and platforms used in the transport sector.

RIS platform

The proposal also lays down the structure for the **digital architecture** of RIS, by laying down a single digital platform (the RIS platform) as the main digital backbone for the provision of RIS, through which all RIS should be developed and provided. The Commission is empowered to decide on the functional and technical specifications of the RIS platform through implementing acts.

Competent authorities and handling of complaints

The proposal describes the role and the main elements of the procedure that should be followed in handling the complaints. Member States are responsible for developing and applying this procedure and are required to regularly report on its performance to the European Commission. This would provide for improved monitoring and faster handling of issues in the implementation of the Directive.

Rules on privacy, security and the re-use of information

The amending directive updates the requirements on privacy, security and the re-use of information.