Commission Regulation (EC) No 414/2007 of 13 March 2007 concerning the technical guidelines for the planning, implementation and operational use of river information services (RIS) referred to in Article 5 of Directive 2005/44/EC of the European Parliament and of the Council on harmonised river information services (RIS) on inland waterways in the Community (revoked)

Article 1 This Regulation defines guidelines for the planning, implementation and operational...
Article 2 This Regulation shall enter into force on the day following...
Signature

ANNEX

RIS guidelines

ABBREVIATIONS

FIGURES

TABLES

1. INTRODUCTION
   (1) The RIS guidelines describe the principles and general requirements for...
   (2) They are equally applicable to the traffic of cargo vessels,...
   (3) They should be used in conjunction with international regulations, recommendations...
   (4) A number of concepts and standardisation proposals for river information...
   (5) The concept for Inland ECDIS has been developed in the...
   (6) The concept for a RIS architecture has been developed by...
   (7) When reference is made in this document to Inland ECDIS...

2. DEFINITIONS
   2.1. River information services (RIS)
   2.2. RIS system
   2.3. RIS area
   2.4. RIS centre
   2.5. Inland VTS
   2.6. VTS area
   2.7. VTS centre
   2.8. Competent authority
   2.9. RIS authority
   2.10. RIS users
   2.11. Levels of RIS information
   2.12. Vessel tracking and tracing

3. PARTICIPATING VESSELS
   (1) Vessels navigating in a RIS area shall make use of...

(2) Decisions concerning the actual navigation and the manoeuvring of the...
(3) Depending on the level of information available and on the...

4. RIS ARCHITECTURE
4.1. General
4.2. RIS stakeholders
4.2.1. Policy makers
4.2.2. Regional managers
4.2.3. System engineers
4.2.4. Service providers
4.2.5. RIS users
4.3. RIS objectives
4.4. RIS tasks
4.5. River information services
Table 4.5 River information services
Mainly traffic related
1. Fairway information service (FIS)
2. Traffic information (TI)
3. Traffic management (TM)
4. Calamity abatement support (CAS)
Mainly transport related
5. Information for transport logistics/management (ITL)
6. Information for law enforcement (ILE)
7. Statistics (ST)
8. Waterway charges and harbour dues (CHD)
4.6. RIS functions and information needs
4.7. RIS applications
4.8. RIS systems

5. RECOMMENDATIONS FOR INDIVIDUAL SERVICES
5.1. Fairway information service (FIS)
5.1.1. General
(1) Traditional means to supply FIS are e.g. visual aids to...
(2) Types of fairway information are listed in Table 4.6.
(3) Fairway information contains static and dynamic as well as urgent...
(4) Safety related fairway information should be provided by or on...
(5) Fairway information for an international river area should be given...
(6) Provided safety related data should be certified by the competent...
(7) Values should only be given with an indication of the...
(8) Fairway information services should be provided through the approved communication...
(9) In order to enable navigation in poor visibility by means...
5.1.2. Radiotelephone service on inland waterways
(1) The radiotelephone service on inland waterways enables the establishment of...
(2) The radiotelephone service is based on the following rules and...
(3) In the service categories ship-to-ship, nautical information and ship-to-port authorities,...

(4) Fairway information by voice in the nautical information (shore/ship) service...
(5) The urgent and dynamic information to be communicated by voice...
(6) The RIS area should be fully covered by the range...
(7) In the nautical information service category, information may be transmitted...
(8) It should be possible for the operator in the RIS...
5.1.3. Internet service
(1) An Internet service is recommended to be established for the...
(2) A standard vocabulary should be used for the notices to...
(3) For a dense and/or extended waterway network, the dynamic information...
(4) In addition to the Internet presentation, the notices to skippers...
(5) In order to facilitate route planning by the skipper, all...
(6) Notices to skippers via the Internet or via data exchange...
(7) The requirements of the technical specifications for notices to skippers...
5.1.4. Electronic navigational chart service (Inland ECDIS)
(1) Electronic navigational charts (ENC) as a means of presenting fairway...
(2) The chart information to be used in Inland ECDIS should...
(3) If the ENC is intended to be used in the...
(4) It is recommended to include all geo-objects of the object...
(5) It is recommended to include the water depths to the...
5.2. Traffic information service
5.2.1. General
5.2.2. Tactical traffic information (TTI)
(1) Vessels should be equipped with radar in order to monitor...
(2) A tactical traffic image on board (Chapter 2.11 (2)) should be...
(3) The integrated display should be in accordance with the requirements...
(4) In the navigation mode of Inland ECDIS, the vessel's position...
(5) The use of a vessel tracking and tracing system (such...
(6) Tactical traffic information on shore is used also in local...
5.2.3. Strategic traffic information (STI)
(1) Strategic traffic information (Chapter 2.11(3)) should be established, when a permanent...
(2) Strategic traffic information can be helpful to the following services:...
(3) For strategic information a ship reporting system (e.g. in connection...
(4) The STI should be delivered to RIS users (Chapter 2.10) on...
(5) Vessel and cargo data should be collected in a database....
(6) Reports from inland vessels should fulfil the requirements of the...
(7) A possible composition of data sets for different services like...
(8) A strategic traffic image on shore may be restricted to...
(9) Data interchange should be established between neighbouring authorities. In case...
5.3. Traffic management

5.3.1. Local traffic management (vessel traffic services — VTS)
(1) Reference is made to the Inland VTS Guidelines of IALA...
(2) A VTS centre for local traffic management by means of...
(3) The tactical traffic image (TTI) is produced by collecting shore-based...
5.3.2. Navigational support
5.3.3. Lock and bridge management
(1) RIS should optimise the traffic flow by:
(2) A vessel tracking and tracing system with a database and...
5.4. Calamity abatement support
(1) Calamity abatement support registers the vessel and transport data at...
(2) Depending on the risk assessment (Table 6.4 point B.2.a), a...
(3) It should be the responsibility of the skipper to report...
(4) A ship reporting system with a database and appropriate means...
(5) Position and sailing direction of the vessel should be reported:...
5.5. Information for transport logistics
(1) Logistic applications of RIS comprise:
(2) Voyage planning is the task of the skipper and the...
(3) Transport management means the management of the transport chain beyond...
(4) The competent authorities should design their information systems in a...
(5) Communication and information exchange between private and public partners in...
(6) The competent authorities should provide ample room for logistics applications...
(7) Confidentiality of data exchange in a RIS needs to be...
5.6. Information for law enforcement

6. PLANNING OF RIS
6.1. General
6.2. Responsibilities
(1) The competent authority has the responsibility — as far as...
(2) Where two or more governments or competent authorities have a...
(3) Attention should be paid to the possibilities of monitoring and...
(4) During the planning of RIS, the concerned competent authority should:...
6.3. Liability
6.4. Planning process
Table 6.4The planning process for RIS
A. PRELIMINARY INVESTIGATION
1. Description and analysis of the existing and future situation in...
2. Objectives see Chapter 4.3
3. Tasks see Chapter 4.4
4. Services and functions to be provided see Chapter 4.5 and 4.6...
5. Regulations required
6. Requirements for the applications
7. Proposal for decision on further procedure
B. APPLICATION DESIGN
1. Design of one or more future RIS applications
2. Evaluation of future RIS applications

3. Organisational structure of the future RIS applications
6.5. Training

7. STEPWISE DEVELOPMENT OF RIS
(1) An overview of the possible step by step development of...
(2) Because of the widely varying parameters, it is not possible...

8. RIS STANDARDISATION PROCEDURES
(1) Standardisation of RIS is needed because:
(2) RIS shall be developed and operated, following agreed standards and...
(3) Technical specifications should be developed in compatibility with the maritime...
(4) International organisations being already involved in maritime standardisation should be...
(5) Those organisations should be invited to participate and cooperate in...
(6) The international bodies like UN/ECE; the Central Commission for the...
(7) The national governments are asked to certify the equipment produced...
(8) National governments are requested to cooperate in a bilateral or...

Appendix

Example of an information processing loop to Chapter 4.4

Changes to legislation:
There are currently no known outstanding effects for the Commission Regulation (EC) No 414/2007.