

Steering Group appeal on international RIS data exchange

Appeal of the Steering Group of Priority Area 1a of the EU Strategy for the Danube Region (EUSDR) concerning the data exchange in River Information Services (RIS data exchange)

Whereas:

1. One target within Priority Area 1a – To improve mobility and multimodality: Inland waterways – of the EUSDR is to implement harmonised River Information Services (RIS) on the Danube and its navigable tributaries and ensure the international exchange of RIS data preferably by 2015.
2. Shippers, terminal operators, logistic service providers and other users of inland waterway transport have repeatedly requested improved information covering services provided by inland navigation. This need has been proven by means of various pilots and projects on a national and European level.
3. Multilateral RIS data exchange between competent authorities is a prerequisite for actual availability of information necessary for logistic purposes.

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4. The current European policy regarding RIS, more specifically laid down in the RIS Directive, provides for the pursuit of spin-off effects of RIS implementation. The European Parliament and the Council have made – inter alia – the following statements in RIS Directive 2005/44/EC and Commission Regulation Nr. 414/2007 (RIS Guidelines) relevant to RIS and information for transport logistics:
- Logistic applications of RIS comprise: voyage planning, transport management, intermodal port & terminal management and cargo & fleet management.
 - The competent authorities should design their information systems in such a way that the data flow between public and private partners is possible.
 - RIS do not deal with internal commercial activities between one or more of the involved companies, but are open for interfacing with commercial activities.

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- Member States, if appropriate in cooperation with the Community, should encourage boat masters, operators, agents or owners of vessels navigating on their inland waterways and shippers or owners of goods carried on board of such vessels to make the most of the services made available under the RIS Directive.
- The introduction of RIS should not lead to uncontrolled processing of economically sensitive data related to market operation.
- In cases where logistic information is provided by systems operated by a competent authority, this authority should take the necessary steps to ensure the protection of confidential commercial information. When confidential data is provided to third parties, privacy regulations have to be taken into account.

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The Steering Group of Priority Area 1a of the EU Strategy for the Danube Region (EUSDR) **appeals to the European Commission** to take the necessary legislative measures to provide a sufficient legal basis for RIS data exchange with and among authorities in a multilateral way including third countries along the Danube. Particular attention should be drawn to ensuring privacy protection while at the same time minimising administrative effort through a network approach rather than pure cross-border connection. In addition, the European Commission should encourage non-EU Member States to follow the requirements of the EU Member States to the highest extent possible.

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The Steering Group of Priority Area 1a of the EU Strategy for the Danube Region (EUSDR) **appeals to the partner Governments** to provide on a national level the necessary legislative basis for RIS data exchange with logistical users.

RIS for logistical purposes will involve the exchange of information that is obtained by RIS Providers on behalf of competent authorities and which waterway users are either legally obliged to provide or submit on a voluntary basis.

In a logistical context, RIS data may only be made available under explicit consent of the data owner determining content and addressee.

Done at Linz on the 17th of April 2013