



**Conscious** of the importance of the Sava River for the economic, social and cultural development of the region,

**Desirous** of development of the inland navigation on the Sava River,

**Considering** that the Directive 2005/44/EC of the European Parliament and of the Council of 7 September 2005 on harmonised river information services (RIS) on inland waterways in the Community represent a set of guiding regulations with important role in inland navigation,

**Wishing** to fully implement the harmonized RIS in the Sava River Basin,

**In accordance** with Article 16 Paragraph 1 (a) and 2 of the Framework Agreement of the Sava River Basin and Article 4 Paragraph 1 (i) of the Statute of the International Sava River Basin Commission, the International Sava River Basin Commission (hereinafter: Sava Commission), on its 30<sup>th</sup> Session held on November 7-8, 2012, has adopted the following

## **DECISION – 15/12**

### **on adoption of**

## **RULES ON HARMONISED RIVER INFORMATION SERVICES (RIS) ON THE SAVA RIVER BASIN**

1. Text of the Rules on Harmonized River Information Services (RIS) is attached to this Decision as its integral part.
2. Parties shall adopt the measures necessary to implement this Decision and notify the Sava Commission.
3. This Decision shall be binding for the Parties unless any of the Sava Commission members withdraws his vote within 30 days after the decision has been adopted, or informs the Sava Commission that the Decision is subject to the approval of the relevant authority of his State.

If any of the Sava Commission members withdraws his vote within 30 days after the decision has been adopted, or informs the Sava Commission that the Decision is subject to the approval of the relevant authority of his State, the Sava Commission Secretariat shall, thereof, inform all other Sava Commission members.

4. If no member withdraws his vote nor informs the Sava Commission that the Decision is subject to the approval of the relevant authority of his State, the Decision shall enter into force on December 8<sup>th</sup>, 2012.
5. Upon entry into force, this Decision shall be binding in its entirety and directly applicable in the Parties.
6. The Sava Commission Secretariat shall notify the Parties of the entry into force of the Decision.

**Doc. No: 1S-30-D-12-3/1-2**  
**Zagreb, November 8, 2012**

**Ms. Dragana Milovanović**  
**Chairwoman of the Sava Commission**



**RULES ON HARMONISED  
RIVER INFORMATION  
SERVICES (RIS) ON THE  
SAVA RIVER BASIN**

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## *Article 1*

### **Subject matter**

1. These Rules establishes a framework for the deployment and use of harmonised river information services (RIS) in the Sava River Basin in order to support inland waterway transport with a view to enhancing safety, efficiency and environmental friendliness and to facilitating interfaces with other transport modes.

2. These Rules provides a framework for the establishment and further development of technical requirements, specifications and conditions to ensure harmonised, interoperable and open RIS on the inland waterways from Article 2. Such establishment and further development of technical requirements, specifications and conditions shall be carried out by the International Sava River Basin Commission (Sava Commission). In this context, the Sava Commission shall take due account of measures developed by relevant international organisations, such as EU, Danube Commission, PIANC, CCNR and UNECE. Continuity shall be ensured with other modal traffic management services, in particular maritime vessel traffic management and information services.

## *Article 2*

### **Scope**

1. The present Rules shall be applied on the waterways on the Sava River from the river kilometer 0.00 to the river kilometer 586.00, on the Bosna River from the river kilometer 0.00 to the river kilometer 5.00, on the Vrbas River from the river kilometer 0.00 to the river kilometer 3.00, on the Una River from the river kilometer 0.00 to the river kilometer 15.00 and on the Kupa River from the river kilometer 0.00 to the river kilometer 5.00.

## *Article 3*

### **Definitions**

For the purposes of these Rules, the following definitions shall apply:

(a) 'river information services (RIS)' means the harmonised information services to support traffic and transport management in inland navigation, including, wherever technically feasible, interfaces with other transport modes. RIS do not deal with internal commercial activities between one or more of the involved companies, but are open for interfacing with commercial activities. RIS comprise services such as fairway information, traffic information, traffic management, calamity abatement support, information for transport management, statistics and customs services and waterway charges and port dues;

(b) 'fairway information' means geographical, hydrological, and administrative information regarding the waterway (fairway). Fairway Information is one-way information: shore to ship or shore to office;

(c) 'tactical traffic information' means the information affecting immediate navigation decisions in the actual traffic situation and the close geographic surroundings;

(d) 'strategic traffic information' means the information affecting the medium and long-term decisions of RIS users;

(e) 'RIS application' means the provision of river information services through dedicated systems;

(f) 'RIS centre', means the place where the services are managed by operators;

(g) 'RIS users' means all different user groups including boatmasters, RIS operators, lock and/or bridge operators, waterway authorities, port and terminal operators, operators in calamity centres of emergency services, fleet managers, cargo shippers and freight brokers;

(h) 'interoperability' means that services, data contents, data exchange formats and frequencies are harmonised in such a way that RIS users have access to the same services and information on a European level.

#### *Article 4*

### **Setting-up of RIS**

1. Parties shall take the necessary measures to implement RIS on inland waterways falling within the scope of Article 2.
2. Parties shall develop RIS in such a way that the RIS application is efficient, expandable and interoperable so as to interact with other RIS applications and, if possible, with systems for other modes of transport. It shall also provide interfaces to transport management systems and commercial activities.
3. In order to set up RIS, Parties shall:
  - (a) supply to RIS users all relevant data concerning navigation and voyage planning on inland waterways. These data shall be provided at least in an accessible electronic format;
  - (b) ensure that for all their waterways from article 2, in addition to the data referred to in point (a), electronic navigational charts suitable for navigational purposes are available to RIS users;
  - (c) enable, as far as ship reporting is required by national or international regulations, the competent authorities to receive electronic ship reports of the required data from ships. In cross-border transport, this information shall be transmitted to the competent authorities of the neighbouring Party and any such transmission shall be completed before arrival of the vessels at the border;
  - (d) ensure that notices to skippers, including water level (or maximum allowable draught) and ice reports of their inland waterways from article 2, are provided as standardised, encoded and downloadable messages. The standardised message shall contain at least the information necessary for safe navigation. The notices to skippers shall be provided at least in an accessible electronic format.
  - (e) introduce vessel tracking and tracing services based on Automatic Identification System, and in order to ensure safety of navigation introduce onboard AIS carriage requirement

The obligations referred to in this paragraph shall be fulfilled in compliance with the specifications defined in Annexes I and II.

4. The competent authorities of the Parties shall establish RIS centres according to regional needs.
5. For the use of the automatic identification systems (AIS), the regional arrangement concerning the radiotelephone service on inland waterways concluded in Basel on 6 April 2000 in the framework of the radio regulations of the International Telecommunication Union (ITU) shall apply.
6. Parties, if appropriate in cooperation with the Sava Commission, shall encourage boatmasters, operators, agents or owners of vessels navigating on their inland waterways and shippers or owners of goods carried on board such vessels to fully profit from the services which are made available under this Rules.
7. The Sava Commission shall take appropriate measures to verify the interoperability, reliability and safety of RIS.
8. Parties shall take the necessary measures to comply with the requirements set out in this Article not later than January 1st, 2015. Where necessary, Parties shall assist one another in the implementation of these Rules.

#### *Article 5*

## **Technical Guidelines and Specifications**

1. In order to support RIS and to ensure the interoperability of these services as required by Article 4(2), the Sava Commission shall define in accordance with paragraph 2 technical guidelines for the planning, implementation and operational use of the services (RIS guidelines) as well as technical specifications in particular in the following areas:

- (a) electronic chart display and information system for inland navigation (inland ECDIS);
- (b) electronic ship reporting;
- (c) notices to skippers;
- (d) vessel tracking and tracing systems by means of Automatic Identification System
- (e) compatibility of the equipment necessary for the use of RIS.

These guidelines and specifications shall be based on the technical principles set out in Annex II and shall take account of work carried out in this field by other relevant international organisations.

2. The technical guidelines and specifications referred to in paragraph 1 shall be established and, when appropriate, amended by the Sava Commission in accordance with the Sava Commission procedure.

### *Article 6*

## **Satellite Positioning**

For the purpose of RIS, for which exact positioning is required, the use of satellite positioning technologies is recommended.

### *Article 7*

## **Type-Approval of RIS Equipment**

1. 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 for compliance with those specifications before being put into service on inland waterways.

2. Parties shall notify to the Sava Commission the national bodies responsible for type-approval. The Sava Commission shall communicate such information to the other Parties.

3. All Parties shall recognise type-approvals issued by the national bodies of the other Parties referred to in paragraph 2.

### *Article 8*

## **Competent Authorities**

Parties shall designate competent authorities for the RIS application and for the international exchange of data. These authorities shall be notified to the Sava Commission

### *Article 9*

## **Rules on Privacy, Security and the Re-use of Information**

1. Parties shall ensure that processing of personal data necessary for the operation of RIS is carried out in accordance with the rules protecting the freedoms and fundamental rights of individuals, including Directives 95/46/EC and 2002/58/EC.
2. Parties shall implement and maintain security measures to protect RIS messages and records against untoward events or misuse, including improper access, alteration or loss.
3. Directive 2003/98/EC of the European Parliament and of the Council of 17 November 2003 on the re-use of public sector information shall apply.

### *Article 10*

## **Amendment Procedure**

1. Annexes I and II may be amended in the light of the experience gained from the application of this Rules and adapted to technical progress in accordance with the Sava Commission procedure.
2. The Commission shall regularly consult representatives of the sector.



**ANNEX 1**  
**MINIMUM DATA REQUIREMENTS**

As referred to in Article 4(3)(a), in particular the following data shall be supplied:

- waterway axis with kilometre indication,
- restrictions for vessels or convoys in terms of length, width, draught and air draught,
- operation times of restricting structures, in particular locks and bridges,
- location of ports and transshipment sites,
- reference data for water level gauges relevant to navigation.

## **ANNEX 2**

### **PRINCIPLES FOR RIS GUIDELINES AND TECHNICAL SPECIFICATIONS**

#### **1. RIS Guidelines**

The RIS guidelines referred to in Article 5 shall respect the following principles:

- (a) the indication of technical requirements for the planning, implementing and operational use of services and related systems;
- (b) the RIS architecture and organisation; and
- (c) recommendations for vessels to participate in RIS, for individual services and for the stepwise development of RIS.

#### **2. Inland ECDIS**

The technical specifications to be established in accordance with Article 5 for an electronic chart display and information system (inland ECDIS) shall respect the following principles:

- (a) compatibility with the maritime ECDIS in order to facilitate traffic of inland vessels in mixed traffic zones of the estuaries and sea-river traffic;
- (b) the definition of minimum requirements for inland ECDIS equipment as well as the minimum content of electronic navigational charts with a view to the safety of navigation, in particular:
  - a high level of reliability and availability of the inland ECDIS equipment used,
  - the robustness of the inland ECDIS equipment in order to withstand the environmental conditions typically prevailing on board a vessel without any degradation in quality or reliability,
  - the inclusion in the electronic navigational chart of all kinds of geographical objects (e.g. boundaries of the fairway, shoreline constructions, beacons) that are needed for safe navigation,
  - the monitoring of the electronic chart with overlaid radar image when used for conning the vessel;
- (c) the integration of depth information on the fairway in the electronic navigational chart and display to a predefined or the actual water level;
- (d) the integration of additional information (e.g. of other parties than the competent authorities) in the electronic navigational chart and display in the inland ECDIS without affecting the information that is needed for safe navigation;
- (e) the availability of electronic navigational charts to RIS users;
- (f) the availability of the data for electronic navigational charts to all manufacturers of applications, when appropriate against a reasonable cost-related charge.

### **3. Electronic ship reporting**

Technical specifications for electronic ship reporting in inland navigation in accordance with Article 5 shall respect the following principles:

- (a) the facilitation of the electronic data exchange between the competent authorities of the Parties, between participants in inland as well as maritime navigation and in multi-modal transport where inland navigation is involved;
- (b) the use of a standardised transport notification message for ship-to-authority, authority-to-ship and authority-to-authority messaging in order to obtain compatibility with maritime navigation;
- (c) the use of internationally accepted code lists and classifications, possibly complemented for additional inland navigation needs;
- (d) the use of a unique European vessel identification number.

### **4. Notices to Skippers**

The technical specifications for notices to skippers in accordance with Article 5, in particular regarding fairway information, traffic information and management as well as voyage planning, shall respect the following principles:

- (a) a standardised data structure using predefined text modules and encoded to a high extent in order to enable automatic translation of the most important content into other languages and to facilitate the integration of notices to skippers into voyage planning systems;
- (b) the compatibility of the standardised data structure with the data structure of inland ECDIS to facilitate integration of notices to skippers in inland ECDIS.

### **5. Vessel tracking and tracing systems**

The technical specifications for vessel tracking and tracing systems by means of Automatic Identification System in accordance with Article 5, in particular regarding fairway information, traffic information and management as well as voyage planning, shall respect the following principles:

- (a) the definition of the requirements concerning systems and of standard messages as well as procedures so that they can be provided in an automated way;
- (b) the differentiation between systems suited to requirements of tactical traffic information and systems suited to requirements of strategic traffic information, both with regard to positioning accuracy and required update rate;
- (c) the description of the relevant technical systems for vessel tracking and tracing such as Inland AIS (inland automatic identification system);
- (d) compatibility of data formats with the maritime AIS system.
- (e) ability for AIS data exchange with other tracking and tracing systems