Commission Implementing Regulation (EU) No 689/2012 of 27 July 2012 amending Regulation (EC) No 415/2007 concerning the technical specifications for vessel tracking and tracing systems 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

COMMISSION IMPLEMENTING REGULATION (EU) No 689/2012

of 27 July 2012

amending Regulation (EC) No 415/2007 concerning the technical specifications for vessel tracking and tracing systems 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

THE EUROPEAN COMMISSION,

Having regard to the Treaty on the Functioning of the European Union,

Having regard to 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[(1)], and in particular Article 1, paragraph 2, and Article 5, paragraph 2, thereof,

Having regard to Commission Regulation (EC) No 415/2007 of 13 March 2007 concerning the technical specifications for vessel tracking and tracing systems 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[(2)],

Whereas:

(1) In order to remain interoperable with maritime vessel traffic management and information services, and therefore with the maritime Automatic Identification System (AIS), it is necessary to amend Regulation (EC) No 415/2007 accordingly.

(2) The measures provided for in this Regulation are in accordance with the opinion of the Committee established pursuant to Article 7 of Council Directive 91/672/EEC of 16 December 1991 on the reciprocal recognition of national boatmasters' certificates for the carriage of goods and passengers by inland waterway[(3)],

HAS ADOPTED THIS REGULATION:

Article 1

The Annex to Regulation (EC) No 415/2007 is amended in accordance with the Annex to this Regulation.

Article 2

This Regulation shall enter into force on the twentieth day following that of its publication in the *Official Journal of the European Union*.

Changes to legislation: There are outstanding changes not yet made to Commission Implementing Regulation (EU) No 689/2012. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

Article 3

Member States shall take the necessary measures to comply with this Regulation 12 months after its entry into force at the latest.

This Regulation shall be binding in its entirety and directly applicable in all Member States.

Done at Brussels, 27 July 2012.

For the Commission

The President

José Manuel BARROSO

***Changes to legislation:** There are outstanding changes not yet made to Commission Implementing Regulation (EU) No 689/2012. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes*

ANNEX

The Annex to Regulation (EC) No 415/2007 is amended as follows:

(1) in the table of contents a chapter is inserted:

2.3.9. Type approval;

(2) the 'REFERENCES' are amended as follows:

(a) the 10th and 11th row are replaced by:

Document title	Organisation	Publication date
'Recommendation ITU-R M.1371 "Technical characteristics for a universal shipborne automatic identification system using time division multiple access in the VHF maritime mobile band"	ITU	2001
International Standard IEC 61993, "Maritime navigation and radio communication equipment and systems — Automatic Identification System, Part 2: Class A shipborne equipment of the universal automatic identification system (AIS)"	IEC	2002'

(b) the following row is added:

Document title	Organisation	Publication date
'Technical guidelines on Inland AIS	Expert group on vessel tracking and tracing'	

(3) in Chapter 2.2 the penultimate paragraph is replaced by the following:

For moving vessels an update rate for the dynamic information on tactical level can be switched between SOLAS mode and inland waterway mode. In inland waterway mode it can be increased up to 2 seconds. For vessels at anchor it is recommended to have an update rate of several minutes, or if information is amended.;

(4) in Chapter 2.3.1 the following sentence is added:

Changes to legislation: *There are outstanding changes not yet made to Commission Implementing Regulation (EU) No 689/2012. Any changes that have already been made to the legislation appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes*

The Inland AIS design shall take into account the technical guidelines on Inland AIS as prepared and maintained by the expert group on vessel tracking and tracing[(4)].;

(5) in the table in Chapter 2.3.2.1 the last row is deleted;

(6) Chapter 2.3.2.3 is amended as follows:

(a) the third row in the table is deleted;

(b) the following row is added:

Loaded/unloaded vessel	(Inland AIS extension)

(7) in Chapter 2.3.2.4 the fourth row in the first table titled 'ETA at lock/bridge/terminal' is amended as follows:

Maximum present static air draught	(Inland AIS extension)

(8) Chapter 2.3.3 is amended as follows:

(a) the second paragraph is replaced by the following:

For moving vessels in inland waterway areas the reporting rate for the dynamic information can be switched between SOLAS mode and inland waterway mode. In inland waterway mode it can be increased up to 2 seconds. In mixed traffic areas like seaports it shall be possible to decrease the reporting rate for dynamic information by the competent authority to ensure a balance in reporting behaviour between inland vessels and SOLAS vessels. The reporting behaviour shall be switchable by TDMA commands from a base station (automatic switching by TDMA telecommand via message 23) and by commands from ship borne systems, e.g. MKD, ECDIS or on board computer, via interface, e.g. IEC 61162 (automatic switching by ship borne system command). For static and voyage related information it is recommended to have a reporting rate of several minutes, on request, or if information is amended.;

(b) in Table 2.1 the ninth row is replaced by the following:

Ship dynamic conditions	**Nominal reporting interval**
'Ship operating in inland waterway mode, moving (^{2})	assigned between 2 seconds and 10 seconds'

(c) the following sentence is added:

Note: An Inland AIS mobile station operates either in inland waterway mode (group assignment by message 23) or in SOLAS mode (autonomous mode, no group assignment active).;

(9) in Chapter 2.3.4 the first paragraph is replaced by the following:

The technical solution of Inland AIS is based on the same technical standards as IMO SOLAS AIS (Rec. ITU-R M.1371, IEC 61993).;

(10) Chapter 2.3.5 is replaced by the following:

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2.3.5. *Compatibility to IMO Class A transponders*

Inland AIS transponders must be compliant to IMO Class A transponders and must therefore be capable of receiving and processing all IMO AIS messages (according to ITU-R M.1371 and IALA technical clarifications on ITU-R M.1371) and in addition the messages defined in Chapter 2.4 of these technical specifications.

The DSC transmitting (tx) capability and the provision of an MKD are not required for Inland AIS transponders, but the MKD functionality as well as the DSC channel management functionality are required. The manufacturers may remove the respective hard- and software from the Class A transponders.;

(11) the following chapter is inserted:

2.3.9. *Type-approval*

Inland AIS equipment shall be type-approved for compliance with these technical specifications.;

(12) Chapter 2.4.1 is amended as follows:

(a) the title of Chapter 2.4.1 is replaced by:

2.4.1. *Message 1, 2, 3: position reports (ITU-R 1371);*

(b) in Table 2.2 the penultimate row is replaced by:

Parameter	Number of bits	Description
‘Communication State	19	See ITU-R M.1371’

(13) the title of Chapter 2.4.2 is replaced by the following:

2.4.2. *Message 5: ship static and voyage related data (ITU-R 1371);*

(14) Chapter 2.4.3 is amended as follows:

(a) the title of Chapter 2.4.3 is replaced by the following:

2.4.3. *Message 23, group assignment command (ITU-R M.1371);*

(b) the following paragraph is inserted before Table 2.4:

The Group Assignment Command is transmitted by a base station when operating as a controlling entity. The message shall be applied to a mobile station within the defined region and as selected by “Ship and Cargo Type” or by “Station Type”. The receiving station shall consider all sector fields concurrently. It shall control the following operating parameters of a mobile station: transmit/receive mode; reporting interval; and the duration of a quiet time.;

(c) In Table 2.4 the ninth and 10th rows are replaced by the following:

Parameter	Number of bits	Description
‘Station type	4	0 = all types of mobiles (default); 1 = Class A mobile station only; 2 = all types of Class