

Message 001

Communication from the Commission - TRIS/(2025) 2176

Directive (EU) 2015/1535

Notification: 2025/0445/BE

Notification of a draft text from a Member State

Notification – Notificación – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahtuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késésekét - Non fa decorrere la mora - Atidējimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20252176.EN

1. MSG 001 IND 2025 0445 BE EN 13-08-2025 BE NOTIF

2. Belgium

3A. FOD Economie, KMO, Middenstand en Energie

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3B. Vlaamse overheid

Departement Mobiliteit en Openbare Werken -

4. 2025/0445/BE - T20T - Sea and river and navigation on inland waterways

5. Decree of the Flemish Government on innovative inland navigation

6. Innovative inland navigation

7.

8. The draft decree contains provisions that make it possible for inland waterway vessels to request certain derogations from existing domestic rules if they wish to operate in Flanders with an automated or remotely-operated vessel (hereinafter 'innovative vessel'). For those derogations to be granted, the vessel owner must demonstrate that a sufficiently high level of safety is achieved. To this end, specific requirements are laid down for innovative vessels:

- First, the technologies used must not give rise to dangerous situations on the waterway. The technology must function such that other waterway users are not required to alter their behaviour. Nor should existing infrastructure need to be adapted to behaviour that differs due to automation.

- Secondly, it is required that all communications can be conducted as on a conventional vessel. The vessel must therefore be able at all times to communicate with all parties in inland navigation.

- In addition, it is required that correct action can always be taken in various emergency scenarios. Therefore, one or more prior risk analyses must be carried out, depending on the circumstances, especially the technology used. Depending on the technology concerned, the risk assessment is based on one or more of the following risk analyses:

- o 'HAZID': hazard identification in accordance with the international standard IEC/ISO 31010:2019;
- o 'HAZOP': Hazard and Operability study in accordance with the international standard IEC 61882:2016;
- o risk management with regard to information security, cybersecurity and privacy protection in an organisation in accordance with the international standard ISO/IEC 27001:2022;
- o 'FMECA': Failure Modes, Effects and Critical Analysis of on-board and shore-based systems in accordance with the international standard IEC/ISO 31010:2019;

- Fourth, the technology must always include a form of fallback system in the event of system failures. Evidence must be provided on the basis of documentation from the system integrator, manufacturer or shipyard.

- Finally, the clock(s) on board the vessel and in the remote-control centre from which it is operated must be synchronised. Both clock systems must therefore be able to reference the same clock.

9. The need to create a robust framework for technological development in the field of automation and remote control is recognised internationally, and there is a desire to meet the demand of the sector and to ensure this technology has adequate opportunities to develop. Nevertheless, the requirement that such innovative inland navigation achieves the same degree of safety as conventional navigation also remains important.

The proposed legislation requires the applicant to demonstrate that, despite the requested exemptions or derogations, safety is still ensured. Accordingly, the application dossier must not be generic; it must demonstrate concretely for the requested exemptions or derogations from the rules that safety is still guaranteed. This approach seeks to strike an appropriate trade-off between sectoral progress and safety on the water.

10. Numbers or titles of the basic texts: There are no basic texts.

11. No

12.

13. No

14. No

15. No

16.

TBT aspects: No

SPS aspects: No

European Commission

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