



Leaflet

Electronic Ship Reporting in Inland Navigation

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1. Basis

1.1 Purpose

The purpose of the standard for Electronic Reporting in Inland Navigation is

- to facilitate electronic data interchange (EDI) between partners in inland navigation as well as partners in the multi-modal transport chain involving inland navigation,
- to avoid the reporting of the same information related to a voyage several times to different authorities and/or commercial parties,
- to provide rules and standards for the interchange of electronic messages between partners in the field of inland navigation. Public authorities and other parties concerned (ship owners, skippers, shippers, terminals, ports) shall exchange data in conformity with these standards and rules.

1.2 Terminology

Electronic Data Interchange (EDI) means the transfer of structured data by agreed standards from applications on the computer of one party to applications on the computer of another party by electronic means.

Electronic Reporting International (ERI) means the endeavour to harmonise inland ship reporting in Europe, recommended by the ERI Group.

UN/EDIFACT means rules for Electronic Data Interchange for Administration, Commerce and Transport. The rules are approved and published by the UN/ECE in the UN Trade Data Interchange Directory (UNTDID) and are maintained under agreed procedures.

Other general used terms are in this context:

Code means a character string used as an abbreviated means of recording or identifying information.

Competent authority means the authorities and organisations authorised by the governments to receive and pass on information reported pursuant to this standard.

Consignee means	the party such as mentioned in the transport document by which the goods, cargo or containers are to be received.
EDI number means	the electronic address of the sender or receiver of a message (e.g. the sender and receiver of the cargo). This may be an E-mail address or an agreed identifier
Procedure means	the steps to be followed in order to comply with a formality, including the timing, format and transmission method for the submission of required information.
Shipmaster means	the person on board of the ship being responsible for the operation of the ship and having the authority to take all decisions pertaining to navigation and ship management. (Synonyms: captain, skipper).
Transport notification means	the announcement of an intended voyage of a ship to a competent authority.
Sender of the message means	the party actually sending / conveying the message and can be held responsible for the contents of this message. (Sender identification: Name or code identifying the party or organisation of the sender of a message.)
Receiver (recipient) of the message means	the party for whom the actual message and its contents are intended. (Recipient identification: Name or code identifying the party or organisation of the recipient of a message.)

1.3 Features of the international standard for electronic reporting in Inland Navigation

- The standard for electronic reporting in Inland Navigation is based on internationally accepted trade and transport standards and recommendations. It complements these for inland navigation. The standard reflects the experiences that have been gained in European research and development projects and in the applications of reporting systems in different countries. New developments that have been undertaken in the Working Group “Electronic Reporting International (ERI)” are included.

- In order to achieve compatibility with maritime navigation, two documents of the European Commission have been taken into account:
 - Directive 2002/6/EC of the European Parliament and of the Council of 18 February 2002 on reporting formalities for ships arriving in and/or departing from ports of the Member States of the Community,
 - Directive 2002/59/EC of the European Parliament and of the Council of 27 June 2002 establishing a Community vessel traffic monitoring and information system and repealing Council Directive 93/75/EEC.

2. International Standard for Electronic Reporting in Inland Navigation

2.1 Purpose

1. The purpose of this Standard for Electronic Reporting in Inland Navigation is to facilitate electronic data interchange (EDI) between partners in inland navigation as well as partners in multi-modal transport with involvement of inland navigation.
2. The standard describes the messages, data items, codes and references to be used in electronic reporting for the different services and functions of River Information Services (RIS).
3. The standard contains the basic and most important recommendations for electronic reporting. Some rules and recommended practices for special measures have to be complemented after further experience has been gained.
4. In the standard the relation between private parties (shippers, skippers, terminal operators, fleet managers) and public parties (waterway authorities, public ports) is addressed. The relationship between private parties without involvement of public partners (e.g. the relationship between skippers and terminal operators) is not addressed.

2.2 Legal Basis

- Resolution of the Central Commission for Navigation on the Rhine (CCNR) of 28 May 2003: "Standard for Electronic Reporting in Inland Navigation" (Resolution 2003-I-23).
- United Nations recommendations regarding the interchange of trade data (UNCEFACT recommendation 25, 31 and 32, EDI and E-Commerce agreements).
- 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.

2.3 Current edition of the standard

The current edition of the standard is published on the internet under www.ccr-zkr.org.

2.4 Structure of the standard

The standard contains:

- Text in English, Dutch, French and German languages,
- Messaging procedures,
- RIS services to be supported,
- EDIFACT messages and the XML messages derived thereof.

The standard comprises also an annex with the following sub annexes:

1. Data items to be reported in the different services and functions of RIS,
2. ERINOT message branching diagram,
3. ERI message specifications,
4. Classifications (codes),
 - 4.1 Codes for types of means of transport in inland navigation, Recommendation No. 28 of UN/ECE, extract for inland navigation with amendments by the CCNR for usage in the Standard for Electronic Ship Reporting in Inland Navigation, 26 August 2002,
 - 4.2 Vessel and convoy type codes in four languages,
 - 4.3 Examples for the combination of elements in the location code.

2.5 RIS services to be supported

The following services can be supported by electronic reporting¹:

1. Traffic management (strategic traffic information, lock and bridge management),
2. Calamity abatement,
3. Transport management (port and terminal management, fleet and cargo management),
4. Statistics,
5. Waterway infrastructure charges,
6. Border control,
7. Customs services.

¹ See RIS Guidelines 2004, ch. 4.5

3 Messaging procedures

3.1 Ship-to-authority messaging

1. Ship-to-authority messaging consists mainly of:
 - a) Transport notification messages on the voyages of loaded or empty ships within the jurisdictional area of the authority where such is applicable.
 - b) Arrival notification and position reports at locks, bridges, reporting points of traffic centres.
2. Ship-to-authority messaging is not confined to messages sent from a ship directly to the authority. All messages concerning the ship, sent by or on behalf of the ship, count as ship-to-authority messaging even if sent by legal representatives of the ship ashore.
3. If a permit for entering a jurisdictional area is needed, the transport notification shall always be sent at the start of the voyage to the authority and subsequently when entering the area.

3.1.1 Transport notification

1. The transport notification message is used to inform the competent authorities of the intention to make specified voyage with a specified ship, either carrying a specified cargo or being empty.
2. The transport notification can either originate from the skipper of the ship or from the shipper of the cargo on behalf of the skipper.
3. Transport notifications shall be sent before the start of a voyage respectively before entering the jurisdictional area of a competent authority and subsequently after every significant change of the voyage data, e.g. number of crew on board or number of barges in the convoy. When a ship requires a permit for the voyage or part thereof, the competent waterway authority shall acknowledge the message after processing the contents of the notification. The acknowledgement will include the permission together with a reference or where applicable a refusal for such a permit together with further details upon the action to be taken.
4. The competent authorities shall be able, as far as ship reporting is required by national or international regulations, 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 jurisdictional area and any such transmission shall be completed before arrival of the vessels at the border: Directive 2005/44/EC article 4.3 c.
5. Transport notification message exchanges shall be sent asynchronous but within short time.
6. Every authority shall accept messages delivered as secure E-mail (electronic mail) in accordance to the message specification preferably as attachment to the E-mail but where required the structured message can also be directly in the text of the message. The mailbox itself shall be reachable directly by public telephone (PSTN) and indirectly through the Internet.

7. For other vessels than those mentioned under § 12.01 part 3 of the Rhine Police Regulation, the competent authority can decide to accept additional other means of delivery. Where notifications are submitted in the traditional way (e. g. on paper, by fax, by VHF) and subsequently processed electronically, the information should be given in a format facilitating the entry in computerised systems.

3.1.2 Arrival notification and position report

1. The arrival notification shall be used to inform the local waterway operators – such as lock masters, bridge operators, traffic centre operators, ports and docking crew – of the impending arrival of a ship. Arrival notifications shall be sent at least 2 hours before arrival at a lock, bridge or port.
2. Position reports shall be sent at certain reporting points at the waterway.
3. Arrival notifications and position reports can be obtained by several means, either active or passive²:

1 Visual / manual

The traditional way of notifying the arrival of a ship is visual. The exact time of arrival at the specific point is noted and in some cases manually entered into a computer system.

2 By VHF radio

The ship may inform the lock or bridge of its presence by VHF. In this case the ATIS code can be used to identify the calling ship and to insert the passage of the ship into the waiting queue of the lock's computer system. In this case, visual or radar control by the lock master is still necessary to avoid vessels entering themselves into the waiting queue prematurely.

3 By mobile Inland AIS station

Mobile Inland AIS stations are increasingly used on board of the vessels to indicate the position of the vessel and to provide additional information.³

3.2 Authority-to-authority messaging

1. Authority-to-authority messaging consists mainly of transport notifications for ships, carrying cargo or being empty, travelling from one jurisdictional area to the other.
2. A message shall be sent to the neighbouring authority if the ship passes a mutually agreed point on the fairway.
3. All messages shall be sent asynchronous but within short time. The sending authority is allowed to ask for acknowledgement from the receiving authority.

² These and other arrival and position reports are not specified in this standard.

³ According to the Standard for Tracking and Tracing in Inland Navigation.

4. Every authority shall accept messages delivered as electronic mail in accordance to the message specification, either directly in the text or preferably as attachment to the E-mail. The mailbox itself shall be reachable either directly by public telephone (PSTN) and indirectly by means of the Internet. Authorities can decide to accept additional other means of communication, for example a direct connection between systems.
5. A request to forward information contained in a ship-to-authority-message to any other involved party will not be executed without explicit approval from the owner of the information being the skipper of the vessel or the shipper of the cargo.

3.3 Authority-to-ship messaging

1. Authority-to-ship messaging mainly consists of acknowledgements and responses to previously submitted notification messages.
2. Authority-to-ship messaging may also include the sending of fairway information, such as notices-to-skipper and hydro-meteo information. This type of information is not supported by this standard.⁴
3. All messages are asynchronous, however responses should be available within a short period of time.
4. The sender of a notification message (skipper or shipper) shall have access to a personalised E-mail address to allow reception of messages sent by authorities. To facilitate the use of such a mailbox it must be accessible by all involved parties taking into account costs, maintainability and convenience.
5. Authorities must not send messages, which do not comply with the published standards.

⁴ The inclusion of notices-to-skipper into electronic ship reporting is dealt with in the standardisation of notices-to-skipper with direct relation to Inland ECDIS.

4. EDIFACT messages

1. In electronic ship reporting, information is exchanged using messages.
2. The message standard currently in use is UN/EDIFACT in accordance with the syntax rules for the message structure (ISO 9735-1). A more recent developed syntax specially designed for personal computers and based on HTML is XML (Extended Mark-up Language) that is flexible and independent of the data format. Both, EDIFACT and XML are using the same data structures and code tables. Presently the UN/ECE together with ISO and other standardisation bodies have finalised the first version of the XML standards and messages. This is called ebXML and UN/eDocs. Presently the first what are called core components have been defined and can be used. To avoid ambiguous interpretation, presently, this standard uses only the data and codes of the UN/EDIFACT directories and TDED (Trade Data Elements Directory).
3. The ERI format for the dangerous goods notification is the UN/EDIFACT "International Forwarding and Transport Dangerous Goods Notification (IFTDGN) message". The port authorities of Antwerp, Bremen, Felixstowe, Hamburg, Le Havre and Rotterdam have derived the PROTECT message from the IFTDGN message. Out of PROTECT, the ERI notification message has been derived for inland navigation. This procedure ensures conformity between maritime and inland navigation for dangerous and polluting goods. By means of a Memorandum of Understanding between the PROTECT group of ports and the ERI group of experts, it has been agreed to mutually develop and use the respective messages, data and codes which will lead to this required conformity.
4. Using some possibilities of the IFTDGN message, the ERI notification message has been slightly extended to allow non-dangerous goods to be notified. This feature makes it possible to submit all data of the transport or voyage notification (ship and cargo data of a voyage) in one single message.
5. The EDIFACT messages shall be applied without any change. Their definitions can be found in the UN/ECE UNTDID (UN Trade Data Interchange Directories) and the subsequent yearly publications thereof. For the use of the messages in the RIS environment reference should be made to the respective user guidelines and technical specifications.

5. Classifications and code lists

1. In order to minimise translating work to be done by the receivers of messages, classifications and code lists shall be used to the highest possible extent.
2. Existing codes shall be used in order to avoid special work to be done for the assembling and maintenance of new code lists.
3. The following classifications shall be used in inland ship reporting:
 - 1 Vessel and convoy type (UN Recommendation 28)
 - 2 Official ship number (OFS)
 - 3 IMO ship identification number (IMO), is the Lloyds Register as published for every seagoing vessel, number without the letters LR
 - 4 ERI ship identification number
 - 5 ENI unique European vessel identification number
 - 6 Harmonized commodity description and coding system 2002 (HS, goods)
 - 7 Combined nomenclature (CN, goods)
 - 8 Standard goods classification for transport statistics /Revised (NST/R, goods)
 - 9 UN dangerous goods number (UNDG)
 - 10 International maritime dangerous goods code (IMDG)
 - 11 ADN/ADNR
 - 12 UN code for country and nationality
 - 13 UN code for trade and transport locations (UNLOCODE)
 - 14 Fairway section code
 - 15 Terminal code
 - 16 Freight container size and type code
 - 17 Container Identification code
 - 18 Package type code
 - 19 Handling Instructions
 - 20 Purpose of call
 - 21 Nature of cargo.

6. Confidentiality and security of information

1. The competent authorities shall take the necessary measures to ensure the confidentiality, integrity and security of information sent to them pursuant this standard. They must use such information only for the purposes of the intended services, for example calamity abatement, border control, customs.
2. An agreement on the protection of privacy between all involved public and private parties shall be concluded for new applications, based on UN/ECE Recommendation 26 that contains a "Model Interchange Agreement".

7. Implementation of electronic reporting in Inland Navigation

7.1 Austria

Reporting to the competent authority for traffic management is obligatory for the transport of dangerous goods according to the Austrian inland navigation act following the ADN agreement of the UN ECE. Other reporting duties comprise cargo and voyage reports to the Austrian statistics office for vessels in transit. Reports can be provided in written form, by FAX or by e-mail following standard forms.

Electronic reporting in Inland Navigation according to 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 is under implementation and testing until the end of 2008 (in the frame of the TEN-T co-funded project IRIS Europe). A fully operational electronic reporting infrastructure as part of the Austrian DoRIS system will be made available from 2009 on, and standardised electronic reports (e.g. provided by BICS) will be supported.

7.2 Belgium

Flanders Waterways

Authority-to-authority reporting:

Fully operational between Flemish Waterway Authorities. When FlarRIS 1 will be operational around July 2008, reporting between these authorities will become superfluous as they will then operate a single database. Authority-to-authority reporting around the Scheldt estuary is also fully operational through SBS message broker, including Antwerp and Ghendt sea ports and the Netherlands IVS system. Exchange between RIS-Hasselt and IVS90 partly operational. Exchange between Flemish systems and MET-GINA also partly operational. Exchange with the French system VNF-2000 still in pilot phase due to communications problems. Flemish systems fully authority-to-authority capable. On Albert canal empty ships correctly announced by GINA can navigate completely paperless !

Ship-to-authority reporting:

Pilot under construction for RIS-Hasselt. Once fully operational to be incorporated in FlarRIS 1. System will include mailbox for direct ship-to-authority reporting, identification still to be solved. Talks with BICS system in final phase. Antwerp BTS system offers web interface for vessels to and from Antwerp. Is also to offer mailbox but status is unknown.

Walloon Waterways

7.3 Croatia

Electronic reporting system in accordance with standard will be operational during March 2008. Users will access ERI system through web application. For authentication users will need USB key with client certificate. With web application users will be able to browse available reports and insert new reports. Support for BICS application will be added afterwards.

7.4 France

The French Authorities have implemented the BICS software with 2 main fleet operators to receive electronic reporting from them for all their vessels and voyages.

Moreover electronic reporting will be implemented on the Moselle river to receive electronically reports for all the vessels arriving from the other side of the border and to avoid double data entry.

VNF is also implementing interfaces with seaports to announce vessels that will arrive in ports by the information collected inside the lock keeper software. The ports will send to the lock keeper software information to announce electronically vessels to the first locks after sea ports.

The CARING in Gambsheim, is using the MIB software to receive electronically reports from vessels (especially container vessels). The port of Strasbourg is going to implement an interface to the information system of the CARING to obtain electronic reporting for container vessels also.

In the SIF Seine Scheldt project, electronic reporting will be implemented with sea ports and vessels by using software like ERINET for electronic reporting. Cross border data exchange will be implemented with Wallonia. Electronic reporting project will be used and coupled with Tracking and Tracing information collected by the French AIS infrastructure on the Seine river and the North of France.

7.5 Germany

Since the mid-1990's in Germany the "Reporting and Information System Inland Navigation" (MIB) has been used on the Rhine river. With MIB transport data of vessels, required according to § 12.01 Rhine Police Regulation to notify the authorities, are collected in order to pass them on in the case of an accident to the rescue services and the institutions responsible for calamity abatement.

Vessels are able to provide their messages either via radio, fax, telephone or electronic messaging. For electronic messaging the BICS software, provided by the Netherlands free of charge, can be used.

A new MIB version has been installed to support all mandatory data fields of the standard ERINOT 1.2.

7.6 Hungary

Vessels transporting dangerous goods on the River Danube entering Hungary are obliged to report via VHF channel 22 to Radio NAVINFO-BUDAPEST according to the Notice to Skippers 7/Du/2006 based on the ADN regulation. The information is currently registered at Radio NAVINFO in a database and an ID number is issued to the skipper to be noted in the logbook. Meanwhile the form is sent to the National Transport Authority, who is responsible for dangerous cargo transport registration, administration and monitoring. During the voyage on the Hungarian section of the Danube vessels have to report at defined points of the river to Radio NAVINFO-BUDAPEST on their location and status. These informations are also registered in the above mentioned database.

Hungary is also taking part in the "IRIS Europe" project that includes the definition, elaboration and testing of electronic reporting infrastructure and processes according to the Directive 2005/44/EC on RIS. This infrastructure is currently under development and testing. The operational system that enables the exchange of standardized reports is planned to be running from second half of 2008.

7.7 The Netherlands

The ERI standard and the BICS software have generally been implemented by parts of the Dutch inland river fleet. The reporting software and the possibilities for commercial links are commonly used and both are fulfilling a real need of both the involved authorities and the commercial users. Through a project called "Paperless Sailing" between Antwerp and Rotterdam the possibilities of electronic reporting have been further extended.

Through the privacy rules of the traffic registration system IVS90, all data provided by the ships is duly protected against any unauthorised usage, sharing or publication. Any operational data provided will only be kept for the limited period of 7 days.

7.8 Romania

A RIS system on the Romanian Danube stretch called RoRIS, fully in line with the RIS Directive and standards, is operational. Vessels sailing into or out of Romanian ports have to report and get permission from a Captaincy of the Romanian Naval Authority. These reports, currently on paper, are used to create electronic voyages in the RoRIS system. The system also allows for receiving electronic reports from BICS software, which are automatically converted in electronic voyages. But this functionality is currently only under testing.

This year two major developments will start: a second phase of RoRIS and a RIS/VTMIS system on the Danube – Black Sea Canal, fully compatible and integrated with RoRIS. The main objectives of the RoRIS second phase are

- to extend AIS coverage,
- to bring the possibility to receive and utilise BICS electronic reports to full functionality,
- to make connections with authorities, administrations and companies which will use the ERI messages and
- develop all the necessary modules for international RIS data exchange.

7.9 Slovakia

The electronic reporting infrastructure is developed in the frame of the pilot RIS implementation project called IRIS Europe as a part of the complex system for the RIS data exchange. Within the year 2008 the tests are executed, including the interconnection tests with other national / regional electronic reporting installations. The system is expected to be in the full operation from the beginning of 2009.

The implemented system complies with the agreed technical concept for the international RIS data exchange, and the electronic reporting infrastructure itself makes use of standardised ERI messages and standardised reference tables.

The data exchange infrastructure consists of following main modules: web based input form for entering electronic reports (in the first stage for the standardised ERINOT message), module for processing standardised messages from the electronic reporting software BICS with the mail server functionality and the gateway for data exchange with other RIS centres and users. Furthermore, the system interfaces the available AIS infrastructure in Slovakia and the hull data management system, and thus enables users, both governmental and commercial users, to query the AIS, ERI and Hull data via web based interface.

7.10 Switzerland

Switzerland is connected to the German MIB system and co-operates closely with competent German authorities regarding the adaptation of MIB to the ERI standard. A new MIB version has been installed to support all mandatory data fields of the standard ERINOT 1.2. The Swiss authorities can receive ERI messages and pass them on to the other involved authorities.

7.11 Czech Republic

At present in the context of the application of electronic reporting the current standard is not used. It is planned to introduce the current standard in the context of the next project for RIS implementation. This should be completely at the end of 2011. The RIS index for the Czech Republic is available at present for downloading under www.lavdis.cz.

Contact addresses of the competent waterway authorities and organisations responsible for provision of Electronic Reporting services in Inland Navigation

Austria:

Bundesministerium für Verkehr, Innovation und Technologie, Oberste Schifffahrtsbehörde,
Radetzkystrasse 2, 1030 Wien,
Bernd Birkhuber and Bernhard Bieringer, Tel.: +43 (0)171 162 655 902, Fax: +43 (0)171 162 655 999,
E-Mail: bernd.birkhuber@bmvit.gv.at, bernhard.bieringer@bmvit.gv.at

via donau - Österreichische Wasserstraßen-Gesellschaft m.b.H., Donau City Straße 1, A-1220 Wien,
Mario Sattler, Tel.: +43 (0)504 321 16 13, Fax : +43 (0)504 321 10 50,
E-mail: mario.sattler@via-donau.org

Belgium:

Flanders:

nv De Scheepvaart, Havenstraat 44, 3500 Hasselt,
ir Johan Torfs, Tel.: +32 496 578 511, Fax: +32 112 212 77, E-mail: j.torfs@descheepvaart.be

Wallonia:

Ministère de l'Équipement et des Transports, Direction générale des Voies hydrauliques, Direction de la Coordination, Boulevard du Nord 8, 5000 Namur,
Pascal Moens, Tel.: +32 817 730 29, Fax: +32 817 737 99, E-mail: pmoens@met.wallonie.be
Gianni Ferrara, Tel.: +32 817 730 20, Fax: +32 817 737 99, E-mail: gferrara@met.wallonie.be

France:

Voies Navigables de France, 175 rue Ludovic Boutleux, 62400 Béthune,
Catherine Leleu, Tel.: +33 (0)321 612 965, E-mail: catherine.leleu@vnf.fr
Olivier Dissaux Tel.: +33 (0)321 632 956, E-mail: olivier.dissaux@vnf.fr

Germany:

Wasser- und Schifffahrtsverwaltung des Bundes
Wasser- und Schifffahrtsdirektion Südwest, Brucknerstr. 2, 55127 Mainz,
Mathias Polschinski, Tel.: +49 (0)613 197 92 92, Fax: +49 (0)613 197 91 55,
E-Mail: Mathias.Polschinski@wsv.bund.de

Hungary:

National Transport Authority, 389 Budapest, Pf.: 102
Csaba Bellyei, Tel.: +36 148 621 56, Fax: +36 126 803 98, E-mail: bellyei.csaba@nkh.gov.hu

RSOE – H-1089 Budapest, Elnök u. 1.

Róbert Rafael, Tel.: +36 130 301 68, Fax: +36 147 705 49, E-mail: robert.rafael@rsoe.hu

The Netherlands:

Rijkswaterstaat, Vessel Traffic Management Center, Postbus 20906, 2500 EX The Hague,
Jos van Splunder, Tel.: +31 703 519 539, +31 655 195 100, E-mail: Jos.van.Splunder@rws.nl

Romania:

Romanian Naval Authority, Constanta Port No.1 – 900900 Constanta,
Tel.: +40 241 616 124, +40 241 602 229, Fax: +40 241 616 229, +40 241 601 996,
E-mail: RNA@RNA.RO

Ghiba Mihai Gheorghe, Tel.:+40 252 316 493, Fax: +40 252 312 720, E-mail: mghiba@rna.ro

Slovakia:

Štátna plavebná správa (State Navigation Administration), Prístavna 10, 821 09 Bratislava 2
Štefan Chalupka, Tel.: +421 (0)255 566 336 ext. 123, Fax: +421 (0)255 566 335,
E-mail: stefan.chalupka@sps.sk

Switzerland:

Schweizerische Rheinhäfen, Hochbergerstrasse 160, 4019 Basel,
Peter Sauter, Tel.: +41 61 639 95 94, Fax: +41 61 639 95 11, E-Mail: peter.sauter@portof.ch

Czech Republic:

State Navigation Administration (RIS Operator in Czech Republic), Jankovcova 4, Post box 28,
170 04 Praha 7 - Holešovice
Tel.: +420 234 637 110, Fax: +420 283 871 514, E-mail: reditelstvi@spspraha.cz