CCNR
CENTRAL COMMISSION
FOR THE NAVIGATION OF THE RHINE

Leaflet

Electronic Ship Reporting

in Inland Navigation

Leaflet
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Electronic Ship Reporting in Inland Navigation

Contents

1. Basis

1.1 Purpose

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

- to enable electronic data interchange (EDI) for reporting purposes to and between competent authorities and to facilitate electronic data interchange among partners in inland navigation as well as with partners in the multi-modal transport chain involving inland navigation,

- to avoid multiple reporting of skippers to competent authorities and to limit the provision of the same data related to a voyage to different authorities and/or commercial parties,

- to provide standards and procedures 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 and facilitate standardised electronic inland ship reporting in Europe, as recommended by the ERI Group in accordance with the publication of the RIS Directive (2005/44/EC) and its technical specifications.
UN/EDIFACT means	rules for Electronic Data Interchange for Administration, Commerce and Transport. The rules are approved and published by the UNECE 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 the standards.

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 standards for electronic reporting in Inland Navigation are based on internationally accepted trade and transport standards and recommendations. It complements these for inland navigation. The standards reflect the experiences that have been gained in European research and development projects and in the applications of reporting systems in different countries. New initiatives that have been developed in the Expert Group "Electronic Reporting International (ERI)" are included.

- In order to achieve compatibility with maritime navigation, two Directives of the European Commission have been taken into account:

  - Directive 2010/65/EU of the European Parliament and of the Council of 20 October 2010 on reporting formalities for ships arriving in and/or departing from ports of the Member States of the Community, repealing Directive 2002/6/EC;

  - 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 the standards for Electronic Reporting in Inland Navigation is to enable electronic data interchange (EDI) for reporting purposes to and between competent authorities and to facilitate electronic data interchange among partners in inland navigation as well as with partners in the multi-modal transport chain involving inland navigation.

2. The standards describe 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 standards contain the basic and most important recommendations for electronic reporting. Some procedures and recommended practices will have to be revised upon empirical experience.

4. In the standards the relationships 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

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;

- Commission Regulation (EU) No 164/2010 of 25 January 2010 on the technical specifications for electronic ship reporting in inland navigation 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;

- Resolution of the Central Commission for the Navigation of 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).

2.3   Current edition of the standard

The current edition of the EU standard (technical specifications) is published on the internet under http://eur-lex.europa.eu

In April 2013, the Police Committee adopted a new edition (the so called "April 2013" edition) of the Standard for Electronic Ship Reporting, which incorporates all necessary amendments to comply with current European specifications
The current edition of the CCNR standard is published on the internet under www.ccr-zkr.org.

2.4   Structure of the standard

The standards contain:
- Text in the majority of the European languages e.g. English, Dutch, French and German languages,
- Messaging procedures,
- RIS services to be supported,
- EDIFACT messages and the XML messages derived thereof.

The standards comprises the following messages and message functions as mentioned below; they also contain an annex with the following sub annexes:

1.   Data items to be reported in the different services and functions of RIS
- ERINOT (the ERI notification message shall be used for the reporting of voyage related information and of information on dangerous and non-dangerous cargo carried on-board vessels sailing on inland waterways),
- ERIRSP (the response messages with respect to the different functions (new, modification or cancellation) of the ERINOT message have all the same structure; the response to a 'modification' or a 'cancellation' contains information whether or not the 'modification' or 'cancellation' has been processed by the receiving system),
- BERMAN (the berth management message combines the pre-arrival notification respectively general declaration into one single notification)[1],
- PAXLST (this message shall be used for the exchange of data in inland navigation between the captain/skipper or carrier and designated authorities such as ISPS terminals, customs, immigration, police; the message shall also be used to transfer passenger/crew data from a designated authority in the country of departure to the appropriate authorities in the country of arrival of the means of transport)[1];

2.   ERI message implementation guidelines;

3.   Message branching diagrams;

4.   Classifications (codes)

4.1   Codes for types of means of transport in inland navigation, Recommendation No. 28 of UNECE, 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.

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[1]   Not part of the CCNR standard

2.5 Supporting documentation

On the website of the ERI Expert Group (www.ris.eu/expert_groups/eri) supporting documentation can be found pertaining to the implementation and use of the respective standards for electronic reporting, for example clarifications and definitions on the usage of the messages and the reporting procedures.

2.6 RIS services to be supported

The following services can be supported by electronic reporting[2]:

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.

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 competent 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 competent authority.

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 an authorised third party on behalf of the skipper.

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[2] See RIS Guidelines 2004, Ch. 4.5

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. Messages shall be sent asynchronous, however acknowledgements should be provided within a 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 inserted directly in the message text itself. The connection with a mailbox shall be made directly through the use of a public telephone network (PSTN) or indirectly through the use of the Internet.

7. For vessels sailing on the Rhine, other than those mentioned under § 12.01 part 3 of the Rhine Police Regulation, the competent authority accepts 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 along the waterway.

3. Arrival notifications and position reports can be obtained through several means, either active or passive[3]:

   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.

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[3]   These and other arrival and position reports are not specified in this standard.

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.[4]

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.

4.   Every authority shall accept messages delivered as electronic mail in accordance to the published ERI message specification. This should be done preferably as an attachment to an E-mail exchange. However where required the structured message can also be inserted directly in the message text itself. The connection with a mailbox shall be made directly through the use of a public telephone network (PSTN) or indirectly through the use 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-skippers and hydro-meteorological information. This type of information is not supported by these standards.[5]

3.   Messages shall be sent asynchronous; however acknowledgements should be provided within a short period of time.

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[4]   According to the Standard for Tracking and Tracing in Inland Navigation.
[5]   The inclusion of notices to skippers into electronic ship reporting is dealt with in the standardisation of notices to skippers with a direct relationship to Inland ECDIS.

4. The sender of a notification message (skipper or authorised third party) 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. 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 UNECE together with ISO and other standardisation bodies have finalised the first version of the XML standards and messages this is called ebXML. . 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. In close consultation and in co-operation with the PROTECT group of ports, the ERI notification and the ERI response messages have been derived for inland navigation, moreover the BERMAN message has been defined ensuring similar procedures for inland and maritime vessels in the respective ports.. By means of a Memorandum of Understanding between the PROTECT group of ports and the ERI Expert Group, it has been agreed to mutually develop and use the respective messages, data and codes which will lead to this required conformity. This procedure ensures conformity between maritime and inland navigation for dangerous, polluting goods and were applicable SPS requirements.

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 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 UNECE 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 exchange computerised data without direct human interference between the RIS users and the RIS services the use of codes and references is strongly advised and in a number of cases required to ensure unambiguous information. The indicated classification and the defined code lists shall be used to the highest possible extent.

2. Existing codes shall be used in order to ensure interoperability with all the systems within the transport chain and 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
   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 and take into account the legal aspects as described in directive 95/46/EC, 2002/58/EC, 2003/98/EC. 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 UNECE Recommendation 26 that contains a "Model Interchange Agreement".

7.   Looking into the future

It is to be expected that the use of electronic exchange of data between authorities and partners in inland waterway transport and traffic will increase considerably in the upcoming years. Present developments and signals from both governments and business show that in the not too distant future, it should be possible to deal electronically with all procedures and documents necessary for international trade and transport. The introduction of electronic reporting for inland waterway traffic and transport is a very first step towards a paperless handling of all information necessary for dealing with the inland waterway procedures and the necessary controls and services.

Competent authorities will be able through the use of electronic information and the application of accepted standards throughout the entire trade and transport chain, to perform their legislative tasks and controls without delays for the vessels and their cargo. By using a so called "Single Window" as is currently being developed, in line with the adopted European policy on a paperless environment for customs, trade and transport, the harmonisation and availability of required data for all involved authorities will be accomplished. In effect a Single Window should be considered as a facility that allows parties involved in trade and transport to lodge standardised information and data dealing with all regulatory requirements using one single entry point. In order to reduce the administrative burden for all partners involved which have to deal with all legislative requirements in the various countries, co-operation between the various competent authorities will be a "sine qua non"

The authorities responsible for the fairway and the traffic management need to have the correct data in case of emergencies. Increased traffic may lead to an increased likelihood of accidents that can only be prevented and managed through the use of information systems and electronic data provided in a standardized and timely manner, interpretable for all waterway authorities in Europe.

This data will not only be used for traffic management but will also be of use for the logistic chain. This will mean advanced notification and also the notification of any changes in the data originally provided.
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The first steps have been taken by the CCNR introducing the obligation for container vessels to report electronically. It is intended to stepwise extend the obligation to other vessels.

8.   Implementation of electronic reporting in Inland Navigation

8.1   Austria

Reporting to the competent authority for traffic management is obligatory for the transport of dangerous goods according to the Austrian inland waterway police regulation following the ADN agreement of the UNECE. Other reporting duties comprise cargo and voyage reports to the Austrian statistics office for vessels in transit and entering and leaving ports. 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 was pilot implemented for the purpose of dangerous cargo reporting in the framework of the TEN-T co-funded project initiative IRIS Europe. Pilot operation and integration of users will commence until 2015, where standardised electronic reports can be provided through a web-portal. The Austrian electronic reporting infrastructure supports ERINOT 1.2 and ERIRSP 1.2 message standards, in EDIFACT as well as XML formats. As of 2014 the ERINOT 1.2g XSD and the ERIRSP 1.2c XSD are supported. International exchange of electronic reports along the Danube (except Germany, due to missing reporting requirements on the German section of the Danube) follows the provisions for international data exchange as elaborated within IRIS Europe (I and II).

8.2 Belgium

Flemish Waterways

Since 2011 the Flemish waterway authorities 'nv De Scheepvaart' and 'Waterwegen en Zeekanaal NV' are exploiting the same system for electronic reporting purposes, being fully operational wall-to-wall, i.e. between authorities. Work is still ongoing to enhance the quality of the message content.

Since 2011 also, a pilot project on the Albert Canal has been broadened to all the waterways of the Flemish waterway authorities. Ship-to-wall reporting is available now for all skippers who are able to send ERINOT messages. This way it is possible to sail on the waterways and report in a paperless manner, though the manual procedure is still available.

In the coming time efforts will be made to make electronic reporting even more attractive. A campaign will be run to promote electronic reporting and a mobile payment system will be set up to facilitate online payment transactions.

The Flemish port authorities are using a different system to report voyages and cargo. A project will be started up regarding ship-to-wall reporting.

The Westerscheldt River area

Flanders and the Netherlands co-operate in the nautical field for the Westerscheldt River area in order to ensure a safe and efficient navigation to and from ports along the (Wester)Scheldt. Management and Exploitation is done by "Beheer & Exploitatie Team Schelderadarketen (BET-SRK)". The nautical authority is called (RIS) GNB.

To exchange information between the different authorities the RIS GNB authority uses for many years the Central Broker System (CBS) to exchange information. Different types of messages can be exchanged with the sea ports and neighbouring authorities in the Westerscheldt area. One of the messages is the ERINOT message (Edition 1.1).

The IVS system of RIS GNB, which keeps track of the voyage related information, is coupled with the CBS system to receive and send ERI messages with the partners of the CBS system.

The ERINOT message is transferred into the reports between authorities reporting. The CBS system is capable of converting ERINOT messages between different versions. RIS-GNB rarely creates ERI messages. The neighbouring partners create the messages. Reports between ship and authority are handled by the neighbouring partners. RIS-GNB is notified via the Central Broker System. The voyage management software (IVS) is being upgraded to support ERINOT messages version 1.2 and to work with ERIRSP messages.

Wallonia inland waterways

In Wallonia, a software for recording ship and voyage data is in use. It is called GINA (Gestion intégrée de la Navigation). Ship parameters and cargo data are registered on their first trip into the walloon network of waterways. Thereafter cargo data and eventual ship parameters modifications will have to be updated on each voyage. This is an administrative simplification for the skippers and the walloon waterways authority.

Automatic communication for voyage data between neighbouring waterways authorities is in the process of being fine tuned. This will be another simplification for skippers and waterways authorities with networks connected to the waterways of Wallonia.

In parallel to the AIS infrastructure project going on along the inland waterways in Wallonia, the voyage management software GINA will be upgraded to receive and manage messages from the ships with two service levels:
- Electronic reporting (paperless),
- Partial paper reporting (cargo data, passengers information, …).

8.3 Bulgaria

Implementation of river information system - BULRIS on the Bulgarian stretch of Danube started in 2010. It is developed with regard to Directive 2005/44/EC. The technical specifications of the BULRIS correspond to Commission Regulations 414/2007, 415/2007, 416/2007, 164/2010.

The electronic reporting infrastructure is a subsystem of BULRIS and consists of web based GUI to input/request reports, processing logic and a mail server for sending reports to users. It is integrated with a data gateway to exchange reports with other RIS. As part of the Bulgarian river information services, ERI uses common reference data synchronized with other European data sources. The system will undergo functional tests in the second half of 2011. Electronic reports exchange tests will be conducted with other national/regional ERI applications.

The system is expected to be fully operational in the beginning of 2012.

8.4 France

The French Authorities launched a web-service and a user-friendly website for electronic reporting of cargo transportation in October 2011, called VELI. This application is the heart of the French toll invoicing and the inland waterways statistics.

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

VNF has also implemented ERINOT-based interfaces with seaports to announce vessels arriving in ports, by information collected within the lock keeper software. The ports send to the lock keeper software information to announce electronically vessels to the first locks after sea ports.
These interfaces are also available for cross-border voyages with neighbouring countries.

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.

8.5 Germany

The Reporting and Information System Inland Navigation (Melde- und Informationssystem Binnenschifffahrt - MIB) first entered operation in Germany on the Rhine in January 1995 to provide the competent emergency and rescue services with the relevant operational information in the event of accidents, emergencies or disasters. This entails gathering and disseminating vessel, cargo or voyage data depending on the incident in question.

The latest version of the Reporting and Information System Inland Navigation, MIB II+, is in operation in the two German traffic centres of Duisburg and Oberwesel, thereby discharging the reporting obligation pursuant to article 12.01 of the RPR and articles 11.15, 14.15, 15.15 of the German Inland Waterway Traffic Regulations (BinSchStrO) over more than 1,000 km of inland waterways. Data is also exchanged with the Netherlands and France along the Rhine based on the ERINOT 1.2 standard. Shipping can send electronic messages for these inland waterways in accordance with the ERINOT 1.2 standard, thereby ensuring compliance with the electronic reporting obligation for container shipping the length of the Rhine.

The MIB I version of the system in operation within the jointly managed German and Luxembourgish territory on the Moselle, along the German Moselle and at the entrance lock to the Saar is still based on an older ERINOT standard (cf. article 9.05 of the Police Regulations for the Navigation of the Moselle, article 20.15 of the Inland Waterway Regulations) and is linked to a lock management application (MOVES). Electronic data interchange between Germany and the German-Luxembourgish jointly managed territory has been in operation since the beginning of 2000.

A central application for supporting calamity abatement and for report management NaMIB (Next Generation Reporting and Information System Inland Navigation) is currently under development in Germany for all inland waterways subject to the reporting requirement and will replace existing MIB applications and be extended to other inland waterways as well. The lock management application that will be commencing trials on the Danube in 2015 is also intended to come into operation – nationwide if possible – once it has been evaluated.

Both central applications (NaMIB and lock management) support the processing of electronic messages in accordance with the ERINOT 1.2 standard (April 2013 Edition), use the same reference data (including ADN, HS Code, vessel and convoy types, UN/LOCODE, etc.) and use AIS positional data for vessels and convoys subject to reporting requirements.

Ship reports must however continue to be sent by radio or as an electronic report in accordance with the ERINOT 1.2 standard. Currently, the BICS software provided free of charge by the Netherlands can be used in addition to the commonly encountered loading plan programs to send electronic messages in accordance with the ERINOT 1.2 standard. The use of fax is possible in particular as a fall-back option.

8.6 Hungary

Vessels transporting dangerous goods on the River Danube entering Hungary and/or starting/ending a voyage along the Hungarian Danube section are obliged to report via VHF channel 22 (or phone, fax, email) to the National Transport Authority (NTA) according to the notice to skippers 006/Du/2013 based on the ADN regulation. The new element compared to former reporting duties is that defined passenger vessels and vessels transporting more than 20 containers also need to report via VHF. The information is currently registered at the NTA's IWT Dispatcher Centre operated under the call sign '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, which is responsible for dangerous cargo transport registration, administration and monitoring. During the voyage the registered vessels are monitored by using the Inland AIS shore network and the on-board equipment. The National Directorate-General for Disaster Management also requires information on the transport of dangerous goods on the Hungarian waterways, however, those who fulfilled their reporting duties in the PannonRIS system, do not have to report twice or separately.

Hungary is also taking part in the IRIS Europe 3 project, where the formerly developed data gateway is technically available for operational usage under the defined legal circumstances. The pilot version of the PAXLST implementation, which provides the facility to reduce border crossing procedures at the Schengen Port of Mohács, is also available for testing.

8.7 The Netherlands

Facilitation of procedures for authorities and users

Over the last years the Netherlands have increased the possibilities for the use of electronic forms to allow vessels to report their voyage and cargo. In the Netherlands vessels and their skippers are invited to report all voyages and cargo, whether reporting is obligatory or not. Since the first of January 2010, vessels which are transporting containers, do have the legal obligation to report the required information electronically.

The current version of BICS (and also the web application ERI-Net) will not be (technical) supported anymore after 31.5.2015. A complete new BICS software (web based) has been launched in the second half of 2014. The new application is still free of charge and will be downloadable.

In order to further stimulate the use of electronic reporting in the Netherlands, Rijkswaterstaat and Bureau Telematica of the Dutch branch organisation have taken a number of initiatives such as BICSmail, a video, and leaflets, to inform the users about the possibilities and benefits of electronic reporting (such as reduced administrative burden, paperless sailing, correct data, faster procedures, increased information on e.g. dangerous goods on board).

ERI Data Exchange among authorities.

One of the objectives of electronic reporting is that a skipper should only have to report once for the complete voyage, this in accordance with the RIS Directive, to facilitate administrative procedures for the skipper. For this reason the authorities on the main Dutch fairways are now connected with each other and exchange the ERI reports. Apart from these national interconnections the Dutch waterway authorities are also connected with the neighbouring inland waterway and port authorities in Belgium and Germany. The next steps will among others place further emphasis on the improvement of these international and national connections to simplify, enhance and facilitate the international reporting possibilities.

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.

In paragraph 8.2 information about the Westerscheldt River area can be found.

8.8 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 connect authorities, administrations and companies, which will use the ERI messages and
- to develop all the necessary modules for international RIS data exchange.

8.9 Slovakia

The electronic reporting infrastructure was implemented in 2008, and enhanced in 2010, in line with the standards and agreed processes for the international RIS data exchange. It 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 both governmental and commercial users, to query the AIS, ERI and hull data via web based interface. The system supports ERINOT 1.2 and ERIRSP 1.2 messages.

Regarding the cross-border data exchange, the Transport Authority in the role of national RIS provider has signed the service agreement for cross-border exchange of RIS data. So, from the legal point of view it is possible to exchange data with some other countries which have signed the agreement. From the technical point of view interconnection with Austrian and Hungarian RIS systems is established and the data exchange is running in pilot operation.

According to the current legislation in Slovakia vessels are obliged to report by VHF when passing defined points on the Danube waterway. In addition to that, vessels arriving to or departing from a public port (Bratislava, Komárno, Štúrovo) are obliged to provide a report either in paper form or electronically as an ERINOT message according to the ERI standard (Commission Regulation (EU) No. 164/2010).

8.10 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.

8.11 Czech Republic

An upgrade of the ERI messages system within LAVDIS on the ERINOT Standard 1.2 has been achieved. The implementation of the technology of data import and export from the ERI messages has been realised. ERI services between the RIS system in the Czech Republic and the RIS system in Germany have been connected. The system will be so far limited to the Elbe river with Germany, because the system in Germany is not ready. The test pilot operation of services will be extended till the end of the year 2011.

The RIS index for the Czech Republic is available at present for downloading under www.lavdis.cz.

Annex

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

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