

Electronic reporting in inland navigation

Status and outlook overview
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ERI-Expertgroup

Agenda

- **Introduction**
- **Status overview**
- **Outlook**

ERI Expertgroup

- To enable authorities to receive harmonised electronic reports of ships.
- To inform competent authorities about the voyage of a vessel and the cargo on board.
- To **ensure interoperability** within **all** modalities especially the **Maritime**.
- For cross border transport, the reported information shall be transmitted to the next competent authority.

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- To extend and maintain the standards for electronic reporting in inland navigation, including:
 - Data standards
 - Technical standards,
 - Message standards
 - Codes and reference tables.
 - Privacy and security aspects and uniform procedures
 - Elaboration of clarification documents with respect to the standards
 - Maintenance procedures
 - Harmonisation of standards and procedures for electronic reports to and between governmental bodies and were applicable to other parties involved in inland waterway transport.
- To submit proposals for the extension or amendment of standards to EC, CCNR, DC, Sava Commission, Mosel Commission, UN/ECE and other interested international standardisation bodies.

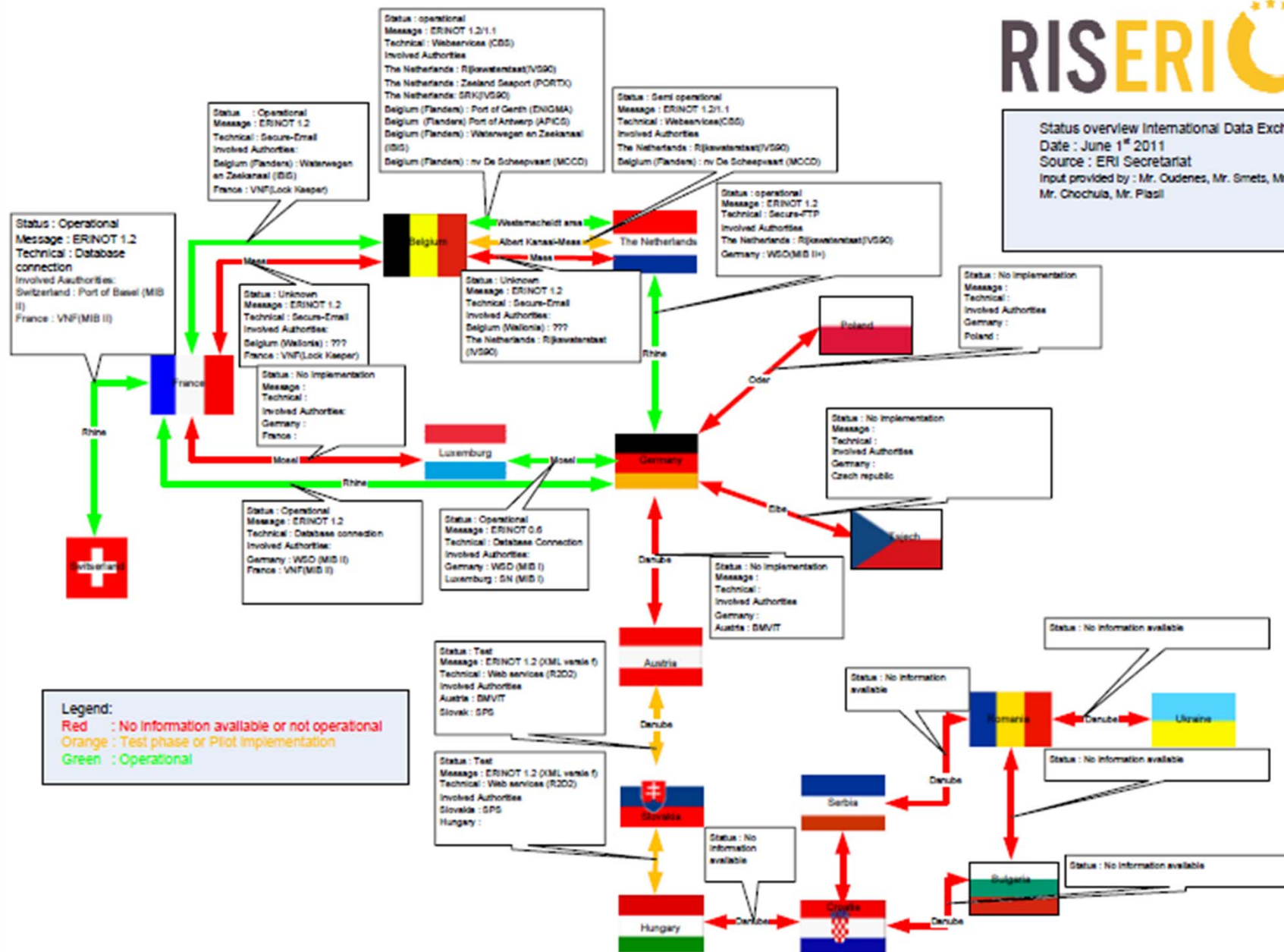
Commission Regulation no 164/2010 technical specification.

- ERINOT (IFTDGN) shall be used for the reporting of voyage related information in inland navigation.
- PAXLST shall be used for the exchange of passenger and crew data in inland navigation.
- BERMAN pre-arrival/pre-departure legal requirements of the notification of a ship to a port
- ERIRSP (APERAK) may be generated by a competent authority to indicate whether or not the original message has been processed.

Current Status

- Commission Regulation 164/2010
defining the technical specifications for
electronic ship reporting (ERI) in effect as of 07/03/2010.
- On 01-01-2010, electronic reporting for container vessels became compulsory.

Status overview International Data Exchange
 Date : June 1st 2011
 Source : ERI Secretariat
 Input provided by : Mr. Oudenes, Mr. Smets, Mr. Wepper
 Mr. Chochula, Mr. Piasl



Status

Electronic Reporting by or on behalf of skippers is possible on inland waterways in:

- The Netherlands
- Germany (Rhine)
- Switzerland
- France (Rhine)

Status

Electronic Reporting by or on behalf of skippers in pilot operation:

- Flanders
- France (VNF)
- Austria
- Slovakia
- Hungary
- Croatia
- Serbia

CCNR

- The introduction of mandatory electronic reporting for container vessels has been accomplished to the satisfaction of all involved parties.
- The CCNR explores the possibilities to expand §12.01 with respect to electronic reporting to other IWT segments.
- Evaluation reports will serve as input for such a step.

Highlight evaluation

- Strategic and operational co-operation is the key to successful implementation
- The active involvement and engagement of the branch organisations is essential to ensure acceptance of such a measure.

Reporting formalities 2010/65/EU

- Harmonisation and alignment of RIS and Maritime standards
- Single Window:
 - Maritime single window
 - Inland shipping single window
 - Customs single window

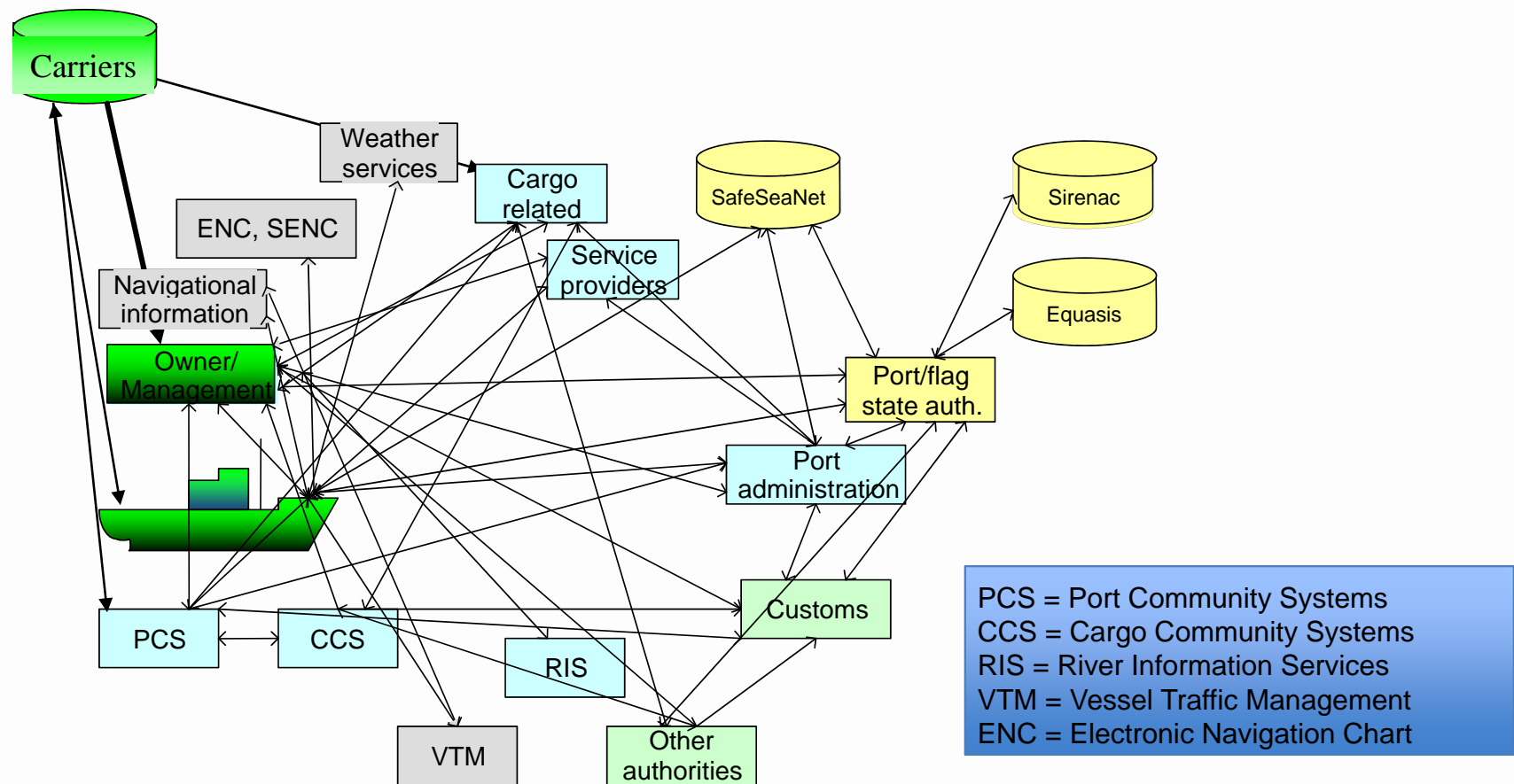
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The ERI-messages are standardised messages used in inland waterway transport . They are based on the information requirements of the IMO FAL Convention and the standardised facilitation forms and messages as mentioned in this Convention and the IMO FAL

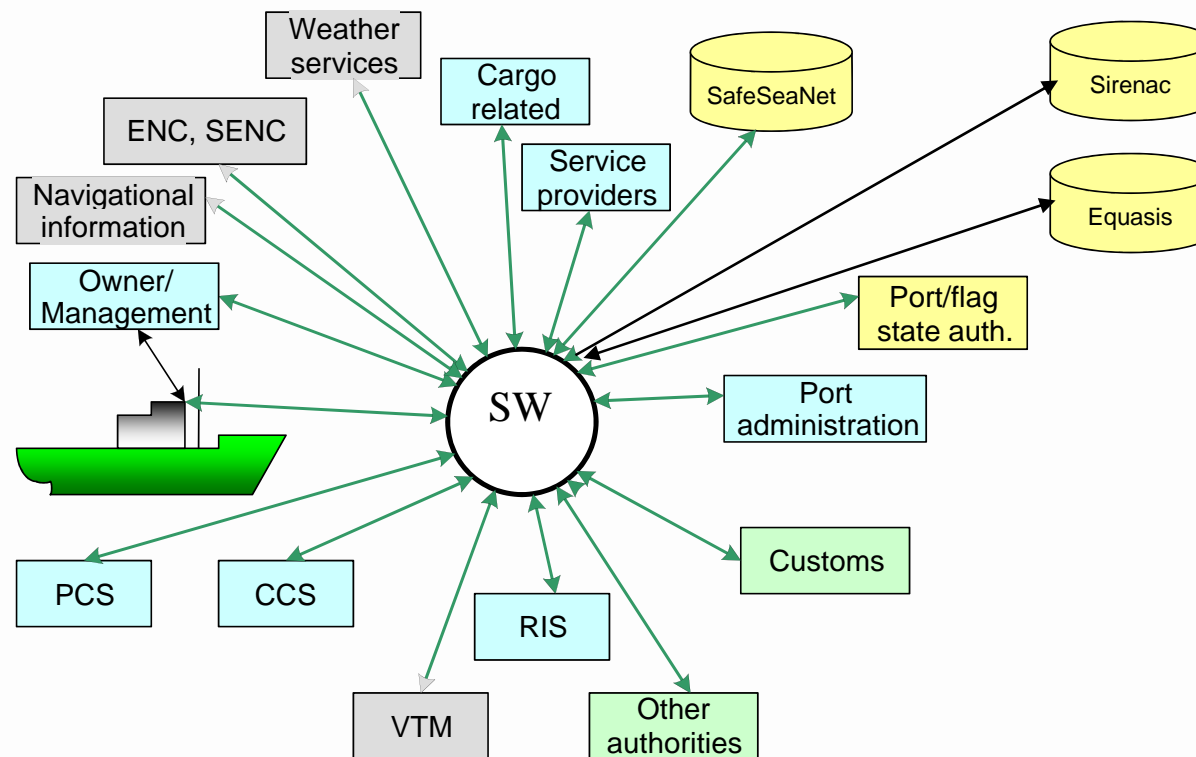
Compendium on facilitation and e-business

- FAL form 1: General Declaration -- BERMAN
- FAL form 2: Cargo Declaration --CUSCAR (not in the regulation)
- FAL form 3: Ship's Stores Declaration --INVRPT (not in the regulation)
- FAL form 5: Crew List --PAXLST
- FAL form 6: Passenger List-- PAXLST
- FAL form 7: Dangerous Goods --IFTDGN

Today's information flow and processes in the maritime environment



Maritime Information Management goals



Summary

- Standard electronic messages are available and used
- The official European RIS standards have been published by the EC in the European Journal
- Messages used in Inland Waterway transport and the Maritime environment are based on the same United Nations Standard Messages (UNSM's)
- Harmonisation between ERI and maritime transport with regard to the information requirements, the used data and code / reference tables is of the utmost importance to ensure interoperability between the respective modes in Ports.

ERI way forward

- Use the present developed tools and standards to share data where required with other competent authorities
- Ensure that in line with the RIS directive data used for maritime and inland waterway transport is compatible.
- Define procedures for the exchange of data within e.g. a Single Window environment.
- Ensure that privacy aspects and security of information remain an urgent priority
- Harmonise information requirements between RIS and the Maritime environment

The End

