



Implementation of Electronic Ship Reporting on the Rhine and on the Moselle – perspective of authorities and users, next steps and challenges

Content

- **History of Electronic Ship Reporting**
- **Uptake of Electronic Ship Reporting**
- **Joint working group**

The history of ESR (Electronic Ship Reporting)

- Due to ever-growing cargo volumes and dangerous goods, an alternative for the verbal exchange of information via VHF was strongly felt necessary
- First trials in 1990 with electronic ship reporting between RWS and shipping companies (land based reporting)
- Soon followed by trials of data exchange between RWS and skippers (reporting from the wheelhouse)
- Introduction of BICS in 1996 as a first application in the wheelhouse
- The voluntary use of the BICS application was stimulated by RWS
- Introduction Electronic Reporting obligation for container vessels by the CCNR in 2008.
In operation in 2010. (RPR 12.01)



Benifits of ESR

Skipper

- Relief on VHF communication between skipper and traffic centre
- Reduction of administrative burden (statistics)

Waterway authority

- Reduction of admistrative burden (manual input)
- Quality improvement of information (less errors)
- Relief on VHF communication between traffic centre and skipper
- Safety and calamity abatement (more detailed information on heterogenic cargo)



ICT and IWT

- As of 1980 rapid up take of mobile phone and broad band internet by IWT
- Coverage and quality of mobile connections on waterways remain problematic
- E-mail the most successful application in IWT, computers on almost all vessels
- Soon followed by RIS applications in the wheelhouse like Inland ECDIS (100%?)
- Positive effect of integration of software in the wheelhouse with regard to ESR
- A central user interface, a so called 'office for IWT' is not yet available
- Logistics supported by EDI has little up take so far, with the exception containers
- Arrival of many new devices (in addition to desk top) allow for new applications
- Governments stimulate on going digitalisation
- Connectivity, 'digitalisation of everything' and 'Internet of things' (ships)
- How will the barge owner i.e. shipping company benefit?

Up Take ESR

- Some facts & figures on the use of ESR (Dutch perspective)
- Present active users (messages < 3 months):
 - Container : #400 = 100% of NL fleet
 - Tanker : #200 = 10% of NL fleet
 - Other (bulk): #200 = 5% of NL fleet
- Push/tow Rotterdam - Duisburg virtually 100% electronic
- Positive effects when connected to stowage and other software
- Matching with BOS messages was a reason to participate in ESR
- RWS has always widely stimulated the use of ESR in IWT
- For instance in the early years through giving a free e-mail account
- Positive effects of the introduction by the CCNR of ESR obligation
- Availability of electronic data on cargo in logistics chain!

Tanker transport

- Envisioned as the second user group following container shipping
- An estimated 10% of tankers reports via ESR on a voluntary bases
- Electronic Data Interchange (EDI) almost non-existent in global logistics of liquid cargo between shippers and LSP's
- First experiments with 'Uniforme Aanmelding Barges' (UAB) as an introduction to more standardised message exchange with oil majors
- IDVV – data inventory Business-to-Business (B-to-B)
- Business-to-Government (B-to-G) adopt IFTMIN BICS to IFTMIN TANK
- B-to-B does not progress well – how to proceed?
- Efforts are made to make one 'office' IWT tanker transport in the wheelhouse!

River Cruise Vessels

- Experiments with PAXLIST – Zonnebloem and Henry Dunant
- Pilots on Danube in Hungary with Schengen border crossings
- Focus on cruise vessel (instead of day trips and ferries)
- Development of ICT on board
- Differentiate between hotel systems and nautical systems



Observations

- A good 'marketing campaign' will contribute to a smooth implementation of an electronic reporting obligation
- Without mandatory reporting requirements, electronic ship reporting will not come to full deployment in all segments of IWT
- There seems to be a Europe at different speeds with regard to the implementation of electronic ship reporting
- Voluntary electronic ship reporting is not always used in the traffic management systems of waterway authorities

Requirements

- 'Easy accessible' applications can stimulate the voluntary use of electronic ship reporting
- Information of cargo should be available digitally before the journey starts, provided by partners in the logistic chain
- If mandatory electronic ship reporting is to be extended, it should be supported by ample measures and support programmes
- Electronic ship reporting should allways lead to an decrease of adminstrative burden



Multilateral Conventions for Data Exchange

- **Data Exchange between RIS Centers based on multilateral conventions since 1995**
along the Rhine NL – DE – FR – CH
along the Moselle DE – LU – FR
- **Data Exchange between skippers and waterway authorities (BICS, etc.)**
- **Technical boundary is the ERINOT standard of the CCNR Edition April 2013**
(in EDIFACT „published version“, not based on XML as the agreed „de facto Standard“)



Bild: Verkeerspost Nijmegen



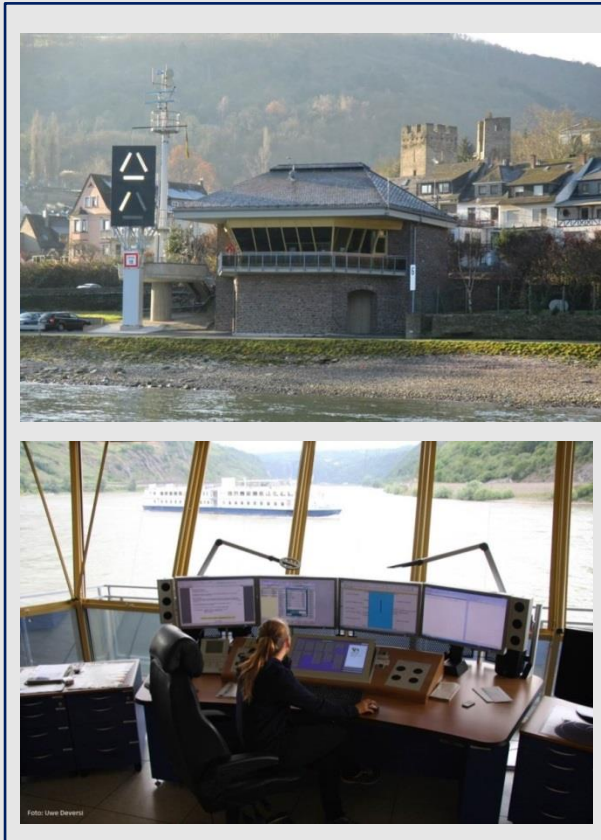
Bild: CARING Gamsheim

Exchange of Experiences and combined Education



- Getting to know the colleagues from other RIS centers for the promotion of a better exchange of information among themselves
- Understanding of the different national reporting systems
- Information on the status of the technical implementation of electronic reporting on the Rhine
- Optimization and tuning of the working methods within and between the RIS centers
- Development of consistent communication between the RIS centers and the branch organization
- Experience on today's implementation of mandatory reporting and elaboration of further clarification is required

Successor of Reporting and Information System (called NaMIB)



RIS Centers (RVZ):

RVZ Magdeburg

RVZ Minden

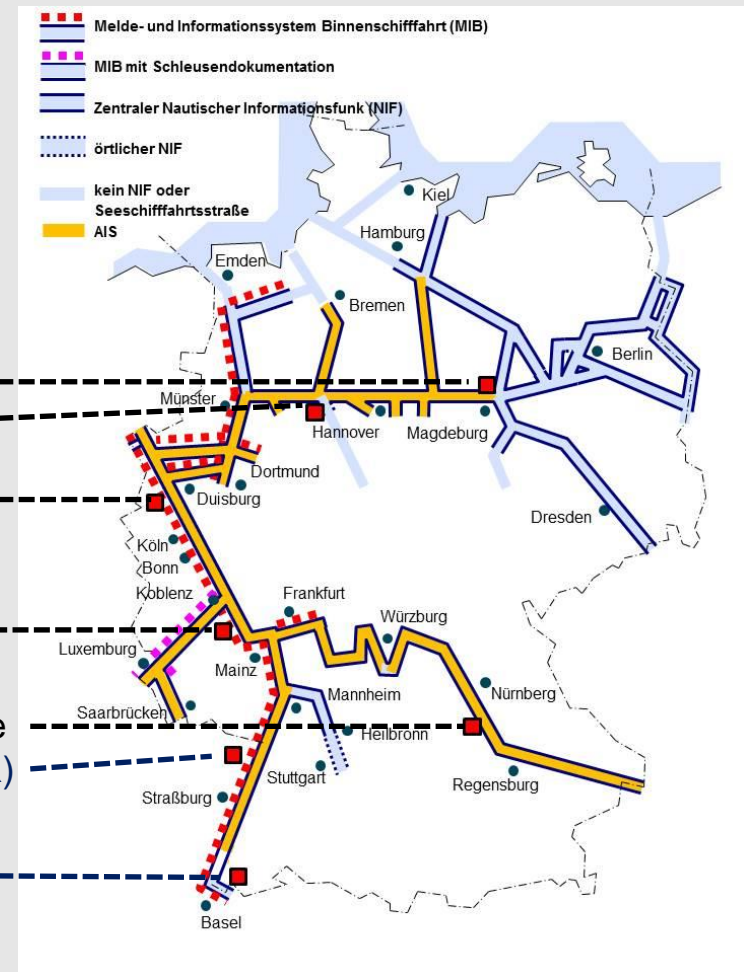
RVZ Duisburg

RVZ Oberwesel

RVZ Gösselthalmühle

RVZ Gamsheim (FR)

RVZ Basel (CH)



Exchange of Experiences along Moselle, Saar and Rhine on 23. and 24.09.2015



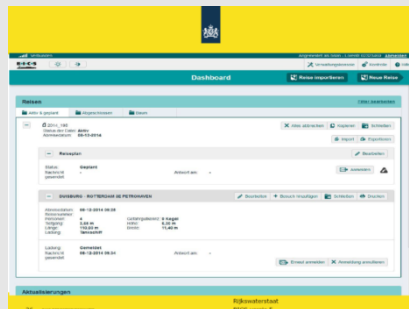
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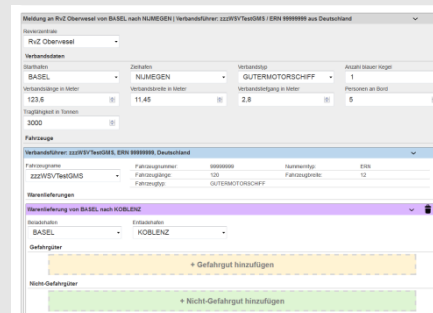
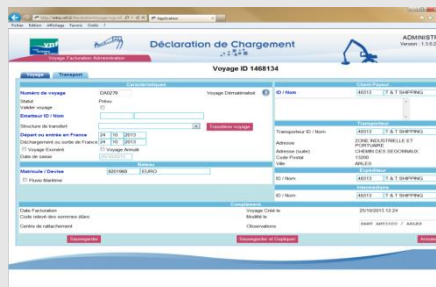
Challenges w.r.t. reporting applications (1)

➤ Current versions of reporting applications are:

1. Server – client application (BICS desktop application on board or in office)



2. Browser application (e. g. VELI, ERINET, TEN-T Project DE-NL, DORIS ...)

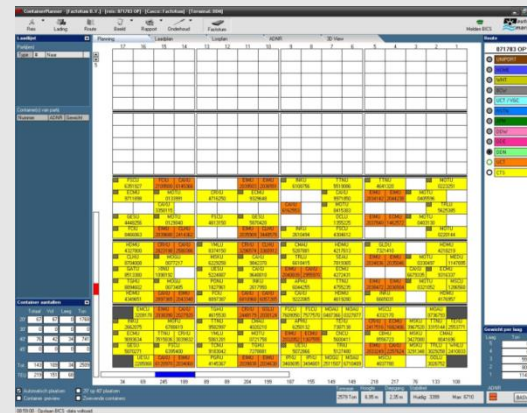
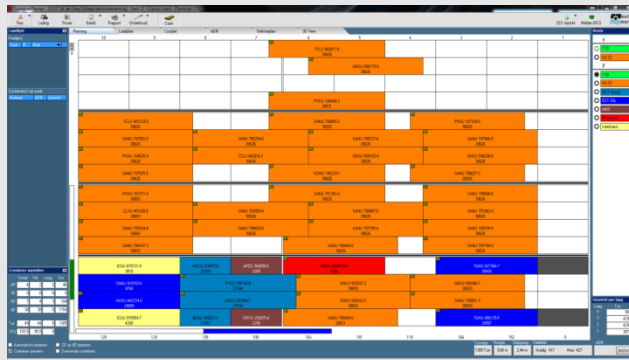


Challenges w.r.t. reporting applications (2)

3. Smartphone App (e. g. Reis melden)



4. Stowage application



Challenges w.r.t. reporting applications (3)



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- Institutions who are developing new reporting applications for skippers or shippers have to be informed about the current versions of the ERI standard along the relevant waterways (e.g. standard of EU, CCNR, DC and their syntax EDIFACT/ XML) over one central information platform
- Authorities have to be informed about new reporting applications to ensure the feasibility, interoperability and compatibility of the data exchange between skipper and authorities and between authorities
- All RIS user have to use the same current reference tables to ensure a proper data exchange (data integrity)
- Quality of reporting applications on various devices and different environments might be an issue to be addressed in the future

Any questions?

