

RIS Activities of the CCNR

Focus on Electronic reporting

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1. Legal Framework
2. Implementation of electronic reporting along the Rhine
3. Conclusions and outlook

01

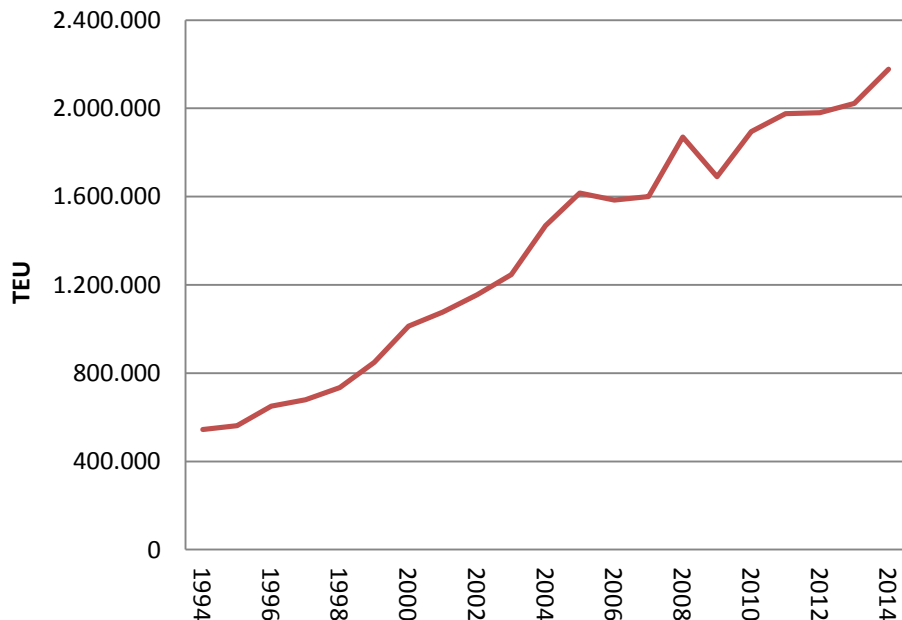
Legal framework

With effect from 1 December 2015, extension of mandatory electronic reporting to all vessels transporting containers (art. 12.01 of the RPR).

=> Increases safety and security of navigation on the Rhine

NEW

⇒ Simplifies the work of the authorities and boat masters: a single report!



⇒ Carriage of containers of great importance for navigation of the Rhine:

15 million metric tons transported by container,

8% of tonnage transported on the Rhine

...and a sector constantly on the rise (five times in 20 years)

02

**Implementation of electronic
reporting along the river Rhine**

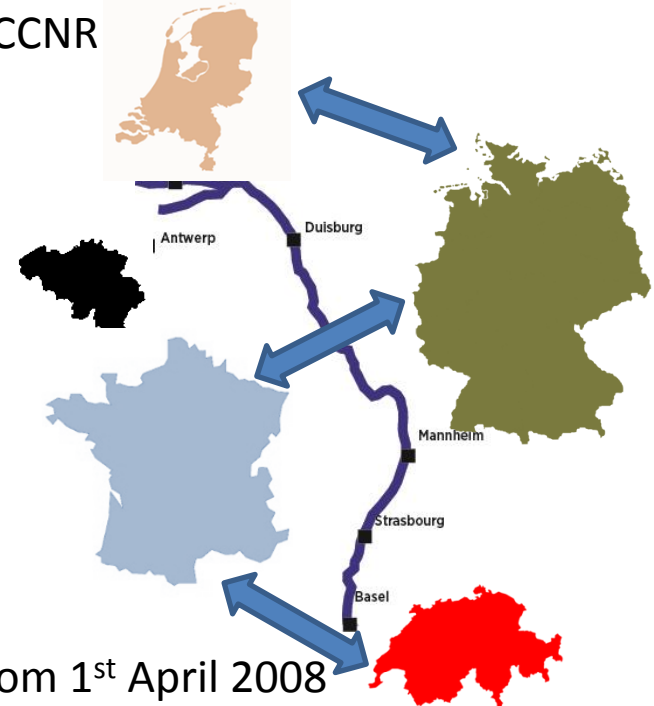


Main issues to be addressed for a successful implementation of electronic reporting

Feedback of the CCNR

Current Situation

- The boat master reports only once for a trip from Basel to Rotterdam
- Bilateral Agreements of data exchange
- Closed network to ensure data protection (privacy matters, trade issues)



Encountered difficulties in the implementation

CCNR introduced an obligation of electronic reporting from 1st April 2008 but had to postpone this decision until 1st January 2010



- Lack of international coordination (example: implement new reference data at the same time)
- Technical difficulties in data exchange (margin of interpretation of the Erinot message)
- Need to adapt national systems

03

Conclusions and outlook



The draft **Work Program of the CCNR** foresees to examine

- the possibility to extend the electronic reporting to other ship types, in particular tank vessels
- the possibility to simplify the reporting requirements by taking into account the equipment of the vessels with Inland AIS



RIS Standards have multiple benefits

- ⇒ To know the position of a specific container in the vessel is useful in case of an accident
- ⇒ This position of a container is also required for making a stability calculation
- ⇒ The CCNR wishes that there is an interoperability between software for both purposes and supports the development of the ERI standard in this direction!

RIS standards are evolving:

- ⇒ need to consolidate link between standards and regulatory authorities
- ⇒ need for an overall approach to incorporate all aspects of navigation

RIS are offering **new opportunities** for inland navigation: the CCNR will continue to promote and support them



THANK YOU FOR YOUR ATTENTION !

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