Working Party on Inland Water Transport

Sixty-fourth session
Geneva, 7–9 October 2020
Item 10 (b) of the provisional agenda
**Promotion of River Information Services and other Information
and Communication Technologies in inland navigation:
International Standard for Electronic Ship Reporting
in Inland Navigation (annex to resolution No. 79)**

Revised annex to resolution No. 79, International Standard for Electronic Ship Reporting in Inland Navigation

Note by the secretariat

The annex to the present document contains the consolidated text of the revised annex to resolution No. 79, International Standard for Electronic Ship Reporting in Inland Navigation (see ECE/TRANS/SC.3/WP.3/2020/23 and ECE/TRANS/SC.3/2020/18) and includes (a) Purpose and scope and (b) the updated information from UN/CEFACT on:

- Recommendation No. 3 (ISO country codes for the representation of the names of countries)

- Recommendation No. 16 "UN Code for Trade and Transport Locations" (UN/LOCODE)

- Recommendation No. 21 "Codes for Passengers, Types of Cargo, Packages and Packaging Materials"

- Recommendation No. 28 "Codes for Types of Means of Transport"

- Handling instruction description code

- Conveyance call purpose description code and

- Cargo type classification code.

Annex

International Standard for Electronic Ship Reporting in Inland Navigation

Contents

Appendices:

Appendix 1, (Dangerous) Goods Reporting (IFTDGN) — ERINOT

Appendix 2, Passenger and crew list — (PAXLST)

Appendix 3, ERINOT response and receipt message (APERAK) — ERIRSP

Appendix 4, Berth management port notification (BERMAN)

Appendices 1–4 are available in English and French in the electronic format only at www.unece.org/trans/main/sc3/sc3res.html.

Part 0: Purpose and scope[1]

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 EDI among partners in inland navigation as well as with partners in the multimodal transport chain involving inland navigation.

This 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).

This standard is based on internationally accepted trade and transport standards and classifications 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 initiatives that have been developed in the Expert Group "Electronic Reporting International (ERI)" are included.

This standard contains the basic and most important recommendations for electronic reporting. Some procedures and recommended practices will have to be revised upon empirical experience.

In this standard the relationships between private parties (shippers, skippers, terminal operators, fleet managers) and public parties (waterway authorities, public ports) are addressed. The relationship between private parties without involvement of public partners (e.g. between skippers and terminal operators) is not addressed.

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

- Directive 2002/65/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;

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[1] *Note by the secretariat:* SC.3 may wish to include this chapter as part 0 or a separate appendix to the revised standard.

- 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.

The legal basis for this standard is:

- 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 Implementing Regulation (EU) 2019/1744 of 17 September 2019 on technical specifications for electronic ship reporting in inland navigation and repealing Regulation (EU) No. 164/2010;

- 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 on the interchange of trade data (UN/CEFACT recommendations **Nos.** 25, 31 and 32, EDI and E-Commerce agreements).

For the United Nations Economic Commission for Europe (UNECE), the standard was adopted by the Working Party on Inland Water Transport (SC.3) as resolution No. 60, "International standards for Notices to Skippers and for Electronic Ship Reporting in inland navigation" on 20 October 2005 and, later on, as resolution No. 79 on 14 November 2014.

The present revised standard has been prepared in 2020 by the UNECE secretariat in cooperation with the Chair of the CESNI/TI ERI Temporary Expert Group. It was finalized and adopted by SC.3 at its sixty-fourth session as resolution No. … on 9 October 2020.

Part I: Message implementation manual convention

1.1 Introduction

These technical specifications define the structure of four messages for electronic ship reporting in inland navigation, based on the United Nations (UN) rules for Electronic Data Interchange for Administration, Commerce and Transport (UN/EDIFACT)[2] message structure and customised, where required, for the purpose of inland navigation.

In the case that electronic ship reporting in inland navigation is required by national or international law, these technical specifications shall be applied.

The exact use of the messages, data elements and codes are defined in the Appendices (Message Implementation Manuals) in order to ensure a common understanding and usage of the messages.

The messages are:

1.   (Dangerous) goods reporting message (IFTDGN) — ERINOT

2.   Passenger and crew lists message (PAXLST)

3.   ERINOT response and receipt message (APERAK) — ERIRSP

4.   Berth management port notification message (BERMAN)

For sharing of information, the use of XML technology is another possibility, apart from the UN/EDIFACT standards.

1.2 UN/EDIFACT message structure

The message structure is based on ISO 9735.

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[2] For the abbreviations used in this annex, see chapter 2.5.

UN/EDIFACT messages are composed of segments. The structure of a message is described in a branching diagram indicating the position and the mutual relationship of the segments and segment groups.

For each segment, data elements are defined: some data elements are combined to form composite data elements. A segment and a data element within a segment are either mandatory (M) or conditional (C). Mandatory segments and/or data elements contain important data for a receiving application and shall be filled with valid data.

Each message starts with two or three segments, the 'interchange header' (UNB) and the 'message header' (UNH). Where required, also the 'service string advice' (UNA) is used as a first segment to define which character sets are used in the message. Each message finishes with the segments 'message trailer' (UNT) and 'interchange trailer' (UNZ). Thus, each message is contained in one interchange, and an interchange contains only one single message.

1.3. Introduction to message types

As mentioned in section 1.1, the four message types are:

1.   (Dangerous) goods reporting message (IFTDGN) – ERINOT

2.   Passenger and crew lists message (PAXLST)

3.   ERINOT response and receipt message (APERAK) – ERIRSP

4.   Berth management port notification message (BERMAN).

In addition, messages can fulfil the following functions:

- new message (identifier '9');

- modification of message (identifier '5');

- cancellation of message (identifier '1');

- end of voyage (identifier '22');

- interruption of voyage (identifier '150');

- restart of voyage (identifier '151').

1.3.1   ERINOT

The ERI notification message (ERINOT) 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. The ERINOT message is a specific use of the UN/EDIFACT 'International Forwarding and Transport Dangerous Goods Notification (IFTDGN)' message. For the data and codes contained in the message applications based on these message specifications, use has been made of the UN Directory D98B.

The ERINOT message encompasses the following types:

- transport notification from vessel to authority (identifier 'VES'), from ship to shore;

- transport notification from carrier to authority (identifier 'CAR'), from shore to shore;

- passage notification (identifier 'PAS'), from authority to authority.

1.3.2   PAXLST

The PAXLST message is based on the UN/EDIFACT message PAXLST. It shall be used for the exchange of data in inland navigation between the captain/skipper or carrier and designated authorities such as customs, immigration, police or terminals falling under the International Ship and Port Facility Security (ISPS) Code, [as defined in Regulation (EC) No. 725/2004 of the European Parliament and of the Council].

The message shall be also 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.

1.3.3   ERIRSP

The ERI response message (ERIRSP) is derived from the UN/EDIFACT APERAK message. It may be generated by the system of the designated authority. The response to a 'modification' or a 'cancellation' contains information whether or not the 'modification' or 'cancellation' has been processed by the receiving system.

1.3.4   BERMAN

The Berth Management (BERMAN) message combines the pre-arrival notification, respectively general declaration, into one single notification which is based on the EDIFACT message BERMAN from the UN/EDIFACT D04B directory.

The BERMAN message shall be sent by vessels sailing on inland waterways before arriving at or departing from a berth or a port and provides information about the time of arrival and the services required to ensure a prompt handling, to support procedures and to facilitate controls.

` Part II: Codes and references

2.1   Introduction

Codes and references, as defined in this Part, shall be used in electronic ship reporting for inland navigation. The use of codes and references serves the purpose of unambiguousness: it eliminates the possible misinterpretation and facilitates the translation of messages into other languages.

Therefore, the usage of codes and references is mandatory for the data elements indicated in the message implementation manuals. Those codes and references are also available electronically in the European Reference Data Management System (ERDMS) operated by the European Commission.

Those codes and references shall be used whenever data is interchanged between various computer applications and between parties using different languages, even beyond the message types in the subject of this Annex.

2.2   Definitions

For the purposes of this annex, the following definitions shall apply:

"Agent" means any person mandated or authorized to act for or to supply information on behalf of the (transport) operator of the vessel.

"Barge" means a vessel that has no propulsion of its own.

"Blue cones" mean signals that inland vessels carrying out transport operations involving dangerous substances are required to show pursuant to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN), namely one, two or three blue cones by day and one, two or three blue lights at night.

"Carrier" or "transport operator" means the person responsible for the carriage of goods, either directly or using a third party.

"Cargo" means any goods, wares, merchandise and articles carried on a ship. So, ship carries cargo consisting of one or more consignments (with the necessary equipment) each consisting of one or more goods items.

"Code" means a character string used as an abbreviated means of (a) recording or identifying information, and (b) to represent or identify information using a specific symbolic form that can be recognized by a computer.

"Common access reference" means a common key to relate all subsequent transfers of data to the same business case or file (Data Element 0068 TDED). The common access reference

shall be regarded as a common denominator[3] linking through a unique number documents, electronic messages and other communications with the same objective and characteristics.

"Consignee" means the party such as mentioned in the transport document by whom the goods, cargo or containers are to be received.

"Consignment" means a separate identifiable number of goods transported from one consignor (port of loading) to one consignee (port of discharge) and identified and specified in one single transport document. A container as equipment shall in this context be seen as a separate identifiable packing unit for which separate bookings are done and as such shall be considered a single consignment.

"Consignor" means the merchant by whom, in whose name or on whose behalf a contract of carriage of goods has been concluded with a carrier or any party by whom, in whose name or on whose behalf the goods are actually delivered to the carrier in relation to the contract of carriage (Synonyms: shipper, cargo sender).

"Container" means an item of equipment for transport purposes with the following characteristics:

1.   a permanent character and accordingly strong enough to be suitable for repeated use;

2.   specially designed to facilitate the carriage of goods, by one or more modes and means of transport;

3.   fitted with devices permitting its ready handling, particularly from one mode of transport to another;

4.   so designed as to be easy to fill and to empty.

The term "container" includes neither vehicles nor conventional packing.

"Dangerous goods" mean the following categories, referred to in the relevant international instruments [as defined in Directive 2002/59/EC of the European Parliament and of the Council]:

- goods classified in the UNDG Code,[4]

- goods classified in the ADN Code,[5]

- goods classified in the IMDG Code,[6]

- dangerous liquid substances listed in the IBC Code,[7]

- liquefied gases listed in the IGC Code,[8]

- solids referred to in ~~Appendix B of the BC Code~~ **Appendix 1 in the IMSBC Code**.[9]

"Data Element" means a unit of data which, in certain context, is considered indivisible and for which the identification, description and value representation has been specified.

"Deadweight tonnage (DWT)" means the maximum displacement of a ship after deduction of the weight of the ship.

"Displacement ton" means a unit for measuring the displacement of ships equal to 35 ft^3; this is approximately equal to the volume of a long ton (1,016.06 kg) of sea water.

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[3] The common denominator means an attribute that is common to all members of a category.

[4] *Note by the secretariat:* the United Nations Dangerous Goods Number.

[5] *Note by the secretariat:* the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways.

[6] *Note by the secretariat:* the International Maritime Dangerous Goods Code.

[7] *Note by the secretariat:* the International Code for the Construction and Equipment of Ships carrying Dangerous Chemicals in Bulk.

[8] *Note by the secretariat:* the International Code of the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk.

[9] *Note by the secretariat:* the Code of Safe Practice for Solid Bulk Cargoes; in 2008, replaced with the International Maritime Solid Bulk Cargoes Code (IMSBC Code).

"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, an agreed identifier or e.g. a number of the European Article Numbering Association (EAN number).

"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.

"Goods" means movable property, merchandise or wares.

"Goods item" means whole or part of the cargo (consignment) received from the shipper, including any packaging material such as pallets supplied by the shipper.

"Gross tonnage (GRT)" means the measure of the overall size of a vessel determined in accordance with the provisions of the international convention on measurement of vessels, usually expressed in register ton.

"Gross weight" means the weight (mass) of goods including packing, but excluding the carrier's equipment expressed in whole kilogrammes.

"Message implementation manual" means a manual that describes in detail how a certain standard message will be implemented and which segments, data elements, codes and references will be used and how.

"Location" means any named geographical place, such as a port, an inland freight terminal, an airport, a container freight station, a terminal or any other place where customs clearance or regular receipt or delivery of goods can take place, with permanent facilities used for goods movements associated with international trade or transport and used frequently for those purposes. The location shall be recognized as such by a competent national body.

"Means of transport" means the type of vehicle used for the transport of goods such as barge, truck, vessel or train.

"Metric ton" means a unit of weight equivalent to 1,000 kg.

"Mode of transport" means a method of transport used for the conveyance of goods e.g. by rail, by road, by sea, by inland waterways.

"Next port of call" means the consecutive place (port of call) where a ship will arrive after having made a voyage. The term is used by the master only to indicate the subsequent competent authority in accordance with the applicable regulations.

"Passage point" means a defined distinguishable spot which serves as a marker to determine parts of a voyage of a vessel and triggering a certain action. It may take the form a virtual line perpendicular on the fairway axis running from side to side of the fairway.

"Port of call" means a place where a vessel actually drops anchor, moors or otherwise comes to rest for a certain period of time to execute any necessary operations related to ship, cargo or crew.

"Qualifier" means a data element whose value is expressed as a code that gives specific meaning to the function of another data element or a segment.

"Reference number" means a number that serves to refer to or mention a relation or where applicable a restriction.

"Register ton" means a unit of internal capacity of ships equal to 100 ft^3 (2.8317 m^3).

"Segment" means a predefined and identified set of functionally related data elements values which are identified by their sequential positions within the set. A segment starts with a segment tag and ends with a segment terminator. It can be a service segment or a user data segment.

"Segment code" means a code which uniquely identifies each segment as specified in a segment directory.

"Shipmaster" means the person on board of the vessel being responsible for the operation of the vessel and having the authority to take all decisions pertaining to navigation and vessel management (synonyms: captain, skipper, boatmaster).

"Tag" means a unique identifier for a segment or data element.

"Transport notification" means the announcement of an intended voyage of a vessel to a competent authority.

"UN/EDIFACT" means the United Nations rules for Electronic Data Interchange for Administration, Commerce and Transport. They comprise a set of standards, directories and guidelines for the electronic interchange of structured data, and in particular that related to trade in goods or services between independent computerized information systems. Recommended within the framework of the United Nations, the rules are approved and published by UNECE in the United Nations Trade Data Interchange Directory (UNTDID) and are maintained under agreed procedures.

"Vessel traffic services (VTS)" mean services as defined in paragraph 2.1.1 of the annex to resolution No. 58, Guidelines and Criteria for Vessel Traffic Services on Inland Waterways.

"Voyage" means the journey of a vessel between the port(s) of loading and the first port of discharge of a consignment**.**

2.3 Classifications and code descriptions

The following classifications shall be used in inland ship reporting:

1. Vessel and convoy type (UN Recommendation **No.** 28)

2. IMO ship identification number (IMO)

3. Unique European vessel identification number (ENI)

4. Harmonized Commodity Description and Coding System (HS) including Combined Nomenclature

5. Standard goods classification for transport statistics (NST)

6. International maritime dangerous goods code (IMDG)

7. European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)

8. UN country code

9. UN location code (UN/LOCODE)

10. Fairway section code

11. Terminal code

12. Container size and type code

13. Container identification code

14. Package type code

15. Handling instructions

16. Purpose of call

17. Nature of cargo

In the following, details and remarks on the application of those codes in inland navigation and user guidelines are given.

*2.3.1   Vessel and convoy type (UN Recommendation **No. 28**)*

FULL TITLE	Codes for Types of Means of Transport Annex 2, chapter 2.5: Inland water transport
ABBREVIATION	UN Recommendation **No.** 28
ORIGINATING AUTHORITY	UN~~ECE~~/CEFACT ~~www.unece.org/cefact~~
LEGAL BASIS	UN Recommendation **No.** 28, ECE/~~Trade~~**TRADE**/276; **TRADE/CEFACT/**2001/23
CURRENT STATUS	Operational
IMPLEMENTATION DATE	March 2001
AMENDMENT	~~UN/CEFACT 2010~~**Revision 4.2 in 2018** or most current one.
STRUCTURE	4-digit alphanumeric code: 1 digit: '1' for maritime navigation, '8' for 'inland navigation' 2 digits for vessel or convoy 1 digit for subdivision
SUCCINCT DESCRIPTION	That recommendation establishes a common code list for the identification of the type of means of transport. It has a particular relevance to transport organizations and providers, customs and other authorities, statistical offices, forwarders, shippers, consignees and other parties concerned with transport
LINKED CLASSIFICATIONS	UN Recommendation No. 19
MEDIA THROUGH WHICH AVAILABLE	**www.unece.org/uncefact/codelistrecs.html**~~www.unece.org/cefact/recommendations/rec_index.htm~~ European Reference Data Management Service (ERDMS) operated by the European Commission
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	**The United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT)** **Palais des Nations, 1211, Geneva 10, Switzerland,** **www.unece.org/cefact.html**~~UNECE~~
REMARKS	The main set of code values is governed by an international body (UNECE). To ensure harmonization, one single set of code values representing also additional vessel types may be used by all RIS applications

Example:

8010	Motor freighter (Inland)
1500	General cargo vessel (sea)
Usage in the implementation manuals	TDT/C228/8179 (convoy) EQD(B)/C224/8155 (vessel)

2.3.2   *IMO ship identification number (IMO)*

FULL TITLE	IMO ship identification number
ABBREVIATION	IMO No.
ORIGINATING AUTHORITY	International Maritime Organization/IHS Maritime
LEGAL BASIS	IMO Resolution A.1078(28), SOLAS chapter XI, regulation 3
CURRENT STATUS	Operational
IMPLEMENTATION DATE	—
AMENDMENT	Updated daily
STRUCTURE	Prefix "IMO" and Lloyd's Register (LR) number (seven digits)
SUCCINCT DESCRIPTION	The IMO resolution aims at assigning a permanent identification number to ~~each~~ a ship for identifying purposes
LINKED CLASSIFICATIONS	—
USAGE	For seagoing ships
MEDIA THROUGH WHICH AVAILABLE	https://imonumbers.ihs.com; www.equasis.org; https://gisis.imo.org/Public/SHIPS/Default.aspx
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	IHS Maritime (Part of IHS Global Limited), Sentinel House, 163 Brighton Road, Coulsdon, Surrey CR5 2YH, United Kingdom

Example

Vessel DWT 2774	Danchem East 9031624
Usage in the implementation manuals	TDT/C222/8213
	EQD(1)/C237/8260
	SGP/C237/8260

2.3.3   *Unique European vessel identification number (ENI)*

FULL TITLE	Unique European vessel identification number
ABBREVIATION	ENI
ORIGINATING AUTHORITY	European Union
LEGAL BASIS	Directive (EU) 2016/1629 of the European Parliament and of the Council (Article 18, Article 2.18 of Annex V)
CURRENT STATUS	—
IMPLEMENTATION DATE	—

LIMIT OF OPERATIONAL LIFE	—
AMENDMENT	Continuously
STRUCTURE	8-digit number
SUCCINCT DESCRIPTION	The unique European vessel identification number aims at assigning a permanent number to each vessel for identifying purposes
LINKED CLASSIFICATIONS	IMO number
USAGE	In electronic ship reporting, tracking and tracing and certification of vessels for inland vessels
MEDIA THROUGH WHICH AVAILABLE	Competent authorities keep a register. Access will be granted to competent authorities of other Member States
	European Hull Data Base
	Contracting States of the Mannheim Convention and other parties based on administrative agreements
LANGUAGES	—
ADDRESS OF RESPONSIBLE AGENCY	Member States of the European Union and the Contracting States of the Mannheim Convention
REMARK	The unique European vessel identification number (ENI) consists of eight Arabic numerals. The first three digits are the code of the assigning competent authority. The next five digits are a serial number

Example

12345678

Usage in the implementation manuals	TDT, EQD (V1 and V2-V15)
	CNI/GID and CNI/GID/DGS, Tag 1311

2.3.4 *Harmonized Commodity Description and Coding System (HS) including Combined Nomenclature*

FULL TITLE	Harmonized commodity description and coding system
ABBREVIATION	HS; Harmonized System
ORIGINATING AUTHORITY	World Customs Organization
LEGAL BASIS	International Convention on the Harmonized Commodity Description and Coding System
CURRENT STATUS	Operational
IMPLEMENTATION DATE	1 January 2007
AMENDMENT	In principle, revised every five years. The latest version to be used

STRUCTURE	7,466 headings, organized in four hierarchical levels
	Level 1: sections coded by Roman numerals (I to XXI)
	Level 2 chapters identified by two-digit numerical codes
	Level 3: headings identified by four-digit numerical codes
	Level 4: subheadings identified by six-digit numerical code
SUCCINCT DESCRIPTION	HS convention is a classification of goods by criteria based on raw material and the stage of production of commodities. HS is the heart of the whole process of harmonization of international economic classifications being jointly conducted by the United Nations Statistics Division and Eurostat. Its items and sub-items are the fundamental terms on which industrial goods are identified in product classifications. Objectives: to harmonize (a) external trade classifications to guarantee direct correspondence; and (b) countries external trade statistics and to guarantee that those are comparable internationally
LINKED CLASSIFICATIONS	Harmonized System (HS): full agreement on six-digit level; Combined Nomenclature (CN)
	NST on 3-digit level
USAGE	Products
MEDIA THROUGH WHICH AVAILABLE	World Customs Organization, ~~Rue de l'Industrie, 26 39 1040~~ **Rue du Marché, 30, B-1210** Brussels, Belgium
	www.wcoomd.org
	Customs Cooperation Council, Brussels
LANGUAGES	All official languages of the European Union
ADDRESS OF RESPONSIBLE AGENCY	A subset of the codes used for electronic reporting will be maintained through the ERI Expert Group
	European Reference Data Management Service (ERDMS) operated by the European Commission
REMARKS	The HS classification is further subdivided at the European Union level into a classification called Combined Nomenclature (CN)

Example

730110	Sheet piling of iron or steel
310210	Mineral or chemical fertilisers, ammonium sulphate
Usage in the implementation manuals	CNI/GID/FTX(1)/C108/4440 CNI/GID/FTX(2)/C108/4440

2.3.5   *Standard goods classification for transport statistics (NST)*

FULL TITLE	Nomenclature uniforme de marchandises pour les statistiques de transport/Standard goods classification for transport statistics/revised

ABBREVIATION	NST 2007
ORIGINATING AUTHORITY	UNECE; European Commission (Statistical Office/Eurostat)
LEGAL BASIS	Commission Regulation (EC) No. 1304/2007
CURRENT STATUS	—
IMPLEMENTATION DATE	1 January 2007
AMENDMENT	Regularly, every two years. The latest version to be used
STRUCTURE	2 digit NST 2007 Level 1: a 2-digit CPA subdivision
SUCCINCT DESCRIPTION	Commodity Classification for Transport Statistics in Europe (CSTE)
LINKED CLASSIFICATIONS	Harmonized commodity description and coding system (HS) Combined Nomenclature (CN)
USAGE	Products
MEDIA THROUGH WHICH AVAILABLE	www.unece.org/fileadmin/DAM/trans/doc/2008/wp6/ECE-TRANS-WP6-155a1e.pdf http://ec.europa.eu/eurostat/ramon/nomenclatures/index.cfm?TargetUrl=LST_NOM_DTL&StrNom=NST_2007&StrLanguageCode=EN&IntPcKey= &StrLayoutCode=HIERARCHIC European Reference Data Management Service (ERDMS) operated by the European Commission
LANGUAGES	All official languages of the European Union
ADDRESS OF RESPONSIBLE AGENCY	UN Economic Commission for Europe, Palais des Nations, CH–1211 Geneva 10, Switzerland Statistical Office of the European Communities (Eurostat) Unit C2 Bâtiment BECH A3/112, 2920 Luxembourg, Luxembourg
REMARKS	—

2.3.6 *International maritime dangerous goods code (IMDG)*

FULL TITLE	International maritime dangerous goods code
ABBREVIATION	IMDG code
ORIGINATING AUTHORITY	International Maritime Organization (IMO)
LEGAL BASIS	—
CURRENT STATUS	Operational
IMPLEMENTATION DATE	18 May 1965
AMENDMENT	1 January 2001 (30th amendment) approximately every 2 years

STRUCTURE	2-digit numerical code:
	1-digit numerical for class
	1-digit numerical for division
SUCCINCT DESCRIPTION	The IMDG code governs the vast majority of shipments of hazardous material by water. The code is recommended to governments for adoption as the basis for national regulations in conjunction with the SOLAS convention
LINKED CLASSIFICATIONS	The code is based on the UN Recommendations on the transport of dangerous goods (UNDG)
USAGE	Maritime transport of dangerous and harmful goods
MEDIA THROUGH WHICH AVAILABLE	www.imo.org
	European Reference Data Management Service (ERDMS) operated by the European Commission (included in the ADN table)
LANGUAGES	English, French, **Russian,** German, Dutch
ADDRESS OF RESPONSIBLE AGENCY	International Maritime Organization, 4 Albert Embankment, London SE1 7SR, United Kingdom of Great Britain and Northern Ireland
REMARKS	For inland shipping the IMO code may be used, as this code is often already known; where necessary, an ADN corresponding with the IMDG code shall be inserted

Example

32	Flammable liquid, not otherwise specified (Ethanol)
Usage in the implementation manuals	CNI/GID/DGS/C205/8351

2.3.7   *Agreement on Dangerous Goods (ADN)*

FULL TITLE	European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)
ABBREVIATION	ADN
ORIGINATING AUTHORITY	United Nations Economic Commission for Europe (English, French and Russian versions of ADN)
	Central Commission for the Navigation of the Rhine (German version of ADN)
LEGAL BASIS	European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways, Directive 2008/68/EC of the European Parliament and of the Council
CURRENT STATUS	Operational
IMPLEMENTATION DATE	Operational
AMENDMENT	Regularly every two years as indicated
STRUCTURE	For goods on dry cargo vessel:

UN number

Name of the substance (in accordance with table A of part 3 of ADN)

Class

Danger classification code

Packing group

Hazard Identification placard (label)

For goods on tank vessels:

UN number

Name of substance (in accordance with table C of part 3 of ADN)

Class

Packing group

SUCCINCT DESCRIPTION	ADN, the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways which will replace the various regional agreements.
LINKED CLASSIFICATIONS	ADN, ADR, RID
USAGE	Transport of dangerous goods in inland navigation
MEDIA THROUGH WHICH AVAILABLE	www.unece.org/trans/danger/publi/adn/adn_e.html
	www.ccr-zkr.org
	www.danubecommission.org
	European Reference Data Management Service (ERDMS) operated by the European Commission
LANGUAGES	English, French, Russian, German
ADDRESS OF RESPONSIBLE AGENCY	UN Economic Commission for Europe, Palais des Nations, CH–1211 Geneva 10, Switzerland
	Central Commission for the Navigation of the Rhine, 2, Place de la Republique, 67082 Strasbourg Cedex, France
REMARKS	The provisions of the European Agreement concerning the international carriage of dangerous goods by inland waterways (ADN) are applicable on all European waterways (including the Rhine and the Danube). The 2021 edition of ADR/RID/ADN is harmonized with the 21st revised edition of the UN Model Regulations and will enter into force on 1 January 2021

Example

for dry cargo vessel:	for tank vessel:
1203; petrol; 3; F1; III; 3	1203; petrol; 3; III
Usage in the implementation manuals	CNI/GID/DGS/C205/8078

2.3.8   *UN country code*

FULL TITLE	~~International standard~~ Codes for the representation of the names of countries **and their subdivisions — Part 1: Country code**
ABBREVIATION	ISO 3166-1
ORIGINATING AUTHORITY	International Organization for Standardisation (ISO)
LEGAL BASIS	UN Recommendation **No.** 3 (**ISO country** ~~code~~s for the representation of the names of countries)
CURRENT STATUS	Operational
IMPLEMENTATION DATE	1974
AMENDMENT	As per ISO 3166-1
STRUCTURE	Two-letter-alpha code (to be used in principle)
	Three-digit numeric code (alternatively)
SUCCINCT DESCRIPTION	ISO provides a unique two-letter code for each country listed, as well as a three-digit numeric code which is intended as an alternative for all applications that need to be independent of the alphabet
LINKED CLASSIFICATIONS	UN/LOCODE
USAGE	This code is used as one element in the combined location code in chapter 2.4 of this annex
MEDIA THROUGH WHICH AVAILABLE	UNECE
	www.unece.org/cefact/locode/welcome.html
	European Reference Data Management Service (ERDMS) operated by the European Commission
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	**The United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) Palais des Nations, 1211, Geneva 10, Switzerland, www.unece.org/cefact.html**~~www.unece.org/cefact~~
REMARKS	See chapter 2.4 of this annex for the combination of the alpha country code with the location code

Example

BE	Belgium
Usage in the implementation manuals	ERINOT Message:
	TDT/C222/8453
	NAD(1)/3207
	NAD(2)/3207
	ERIRSP Message

NAD(1)/3207

2.3.9   UN location code (UN/LOCODE)

FULL TITLE	UN Code for Trade and Transport Locations
ABBREVIATION	UN/LOCODE
ORIGINATING AUTHORITY	UN~~ECE~~/CEFACT
LEGAL BASIS	~~UNECE~~ Recommendation **No. 16 (ECE/TRADE/227)**
CURRENT STATUS	Operational
IMPLEMENTATION DATE	1980
AMENDMENT	~~2018-2 (December 2018)~~**2020 (updated two times a year)**
STRUCTURE	ISO 3166-1 country code (alpha 2-digit) followed by a space and a 3-digit-alpha code for the place names (5 digits)
	Place name (a..29)
	Subdivision ISO 3166-2, optional (a..3)
	Function, mandatory (an..5)
	Remarks, optional (an..45)
	Geographical coordinates (000N 0000 W, 000 S 00000 E)
SUCCINCT DESCRIPTION	UN recommends a five-letter alphabetic code for abbreviating the names of locations of interest to international trade, such as ports, airports, inland freight terminals, and other locations were customs clearance of goods can take place, and whose names need to be represented unambiguously in data interchange between participants in international trade
LINKED CLASSIFICATIONS	UN country code
USAGE	This code is used as one element in the combined location code in chapter 2.4 of this annex
MEDIA THROUGH WHICH AVAILABLE	www.unece.org/cefact/locode/welcome.html
	European Reference Data Management Service (ERDMS) operated by the European Commission
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	**The United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) Palais des Nations, 1211, Geneva 10, Switzerland, www.unece.org/cefact.html**~~UNECE~~
REMARKS	See also chapter 2.4 of this annex

Example

BEBRU	Belgium Brussels

Usage in the implementation manuals	TDT/LOC (1..9)/C517/3225
	CNI/LOC(1..2)/C517/3225

2.3.10   *Fairway section code*

FULL TITLE	Fairway section code
ABBREVIATION	
ORIGINATING AUTHORITY	National administrations of waterways
LEGAL BASIS	—
CURRENT STATUS	Operational
IMPLEMENTATION DATE	—
AMENDMENT	—
STRUCTURE	5-digit numerical code
SUCCINCT DESCRIPTION	The waterway network is divided into sections. These may be whole rivers and canals over several 100 km or small sections. The position of a location inside a section may be given by hectometre or by the name (code) of a terminal or passage point
LINKED CLASSIFICATIONS	UN/LOCODE
USAGE	Numbering of the waterways in a national network. This code is used as one element in the combined location code in chapter 2.4 of this annex
MEDIA THROUGH WHICH AVAILABLE	European Reference Data Management Service (ERDMS) operated by the European Commission
LANGUAGES	—
ADDRESS OF RESPONSIBLE AGENCY	National administrations of waterways
REMARKS	See also chapter 2.4 of this annex

Example

03937	Rhein, Rüdesheimer Fahrwasser
02552	Oude Maas at Dordrecht
Usage in the implementation manuals	TDT/LOC/C517/3225
	CNI/LOC/C517/3225
See:	See this document and implementation manuals
	Definition of the revised location and terminal code
Remark 1:	If there is no fairway code available, the field shall be filled in with zeros

| Remark 2: | See also chapter 2.4 of this annex |

2.3.11 Terminal code

FULL TITLE	Terminal code
ABBREVIATION FROM	—
ORIGINATING FROM	National waterway authorities or user communities
LEGAL BASIS	—
CURRENT STATUS	Version 2, April 2000
IMPLEMENTATION DATE	—
AMENDMENT	Regularly
STRUCTURE	Type of terminal (1-digit numeric) number of terminal (5-digit alphanumeric)
SUCCINCT DESCRIPTION	A further specification of the location of a terminal within the location of the port in the country
LINKED CLASSIFICATIONS	UN/LOCODE
USAGE	This code is used as one element in the combined location code in chapter 2.4 of this annex
MEDIA THROUGH WHICH AVAILABLE	European Reference Data Management Service (ERDMS) operated by the European Commission
LANGUAGES	—
ADDRESS OF RESPONSIBLE AGENCY	National administrations of waterways or respective user communities
REMARKS	It is of the utmost importance that maintenance of the codes is done in such way that maximum stability and consistency is achieved to ensure that no changes are necessary apart from additions and deletions
	See also chapter 2.4 of this annex

Example

LEUVE	Leuvehaven at Rotterdam, Netherlands
Usage in the implementation guidelines	TDT/LOC/C517/3225
	CNI/LOC/C517/3225
See:	Implementation manuals and this document
	Definition of the revised location and terminal code
Remark 1:	If there is no terminal code available, the field shall be filled in with zeros

Remark 2:	Each national RIS authority will be responsible for its own data

2.3.12 Container size and type code

FULL TITLE	Freight containers — coding, identification and marking
ABBREVIATION	—
ORIGINATING AUTHORITY	International Organization for Standardisation (ISO)
LEGAL BASIS	ISO 6346, chapter 4 and annexes D and E
CURRENT STATUS	Operational
IMPLEMENTATION DATE	—
AMENDMENT	Third edition, 1 December 1995
STRUCTURE	Container size: two alphanumeric characters(first for length, second for combination of height and width)
	Container type: two alphanumeric characters
SUCCINCT DESCRIPTION	Size and type codes established for each sort of containers
LINKED CLASSIFICATIONS	ISO 6346 coding identification and marking
USAGE	Whenever known and indicated in the commercial exchange of information
MEDIA THROUGH WHICH AVAILABLE	www.iso.ch/iso/en
	European Reference Data Management Service (ERDMS) operated by the European Commission
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	—
REMARKS	The size type codes are displayed on the containers and as such shall be used in the electronic reporting whenever available from other exchanged information e.g. during the booking. Size type codes shall be used as a whole i.e. the information shall not be broken into its component parts (ISO 6346:1995)

Example

42	Length: 40 ft.; height: 8 ft. 6 in.; width: 8 ft.

Example for type

GP	General purpose container
BU	Dry bulk container

Usage in the implementation manuals	Where appropriate EQD segment

2.3.13   *Container identification code*

FULL TITLE	Freight containers — coding, identification and marking
ABBREVIATION	—
ORIGINATING AUTHORITY	International Organization for Standardization (ISO)
LEGAL BASIS	ISO 6346, chapter 3, annex A
CURRENT STATUS	Implemented throughout the world on all freight containers
IMPLEMENTATION DATE	1995
AMENDMENT	—
STRUCTURE	Owner code: Three letters
	Equipment category identifier: one letter
	Serial number: six numerals
	Check digit: one numeral
SUCCINCT DESCRIPTION	The identification system is intended for general application, for example in documentation, control and communications (including automatic data processing systems), as well as for display on the containers themselves
LINKED CLASSIFICATIONS	ISO 668, ISO 1496, ISO 8323
USAGE	—
MEDIA THROUGH WHICH AVAILABLE	www.iso.ch/iso/en
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	Bureau International des Conteneurs (BIC), 167 Rue de Courcelles, 75017 Paris, France, www.bic-code.org
REMARKS	—

Example

KNLU4713308	NEDLLOYD maritime freight container with serial number 471330, (8 is the check digit)
Usage in the implementation manuals	CNI/GID/DGS/SGP/C237/8260

2.3.14 Package type

FULL TITLE	**Codes for Passengers, Types of Cargo, Packages and Packaging Materials** ~~Codes for types of packages and packing materials~~

ABBREVIATION	UNECE Recommendation **No.** 21
ORIGINATING AUTHORITY	UN/CEFACT
LEGAL BASIS	—
CURRENT STATUS	Operational
IMPLEMENTATION DATE	August 1994 (ECE/TRADE/195)
AMENDMENT	**ECE/TRADE/211** ~~Trade/CEFACT/2002/24~~**, the code list updated in 2020**
STRUCTURE	2-character alphanumeric code value
	Code-value name
	2-digit numeric code value description
SUCCINCT DESCRIPTION	A numeric code system to describe the appearance of goods as presented for trans- port to facilitate identification, recording, handling, and establishing handling tariffs
LINKED CLASSIFICATIONS	—
USAGE	—
MEDIA THROUGH WHICH AVAILABLE	~~www.unece.org/cefact~~ **www.unece.org/uncefact/codelistrecs.html**
	European Reference Data Management Service (ERDMS) operated by the European Commission.
LANGUAGES	English, French, **Russian,** German
ADDRESS OF RESPONSIBLE AGENCY	**The United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) Palais des Nations, 1211, Geneva 10, Switzerland, www.unece.org/cefact.html** —
REMARKS	The numeric code value is not used in this standard

Example

BG	Bag
BX	Box
Usage in the implementation manuals	CNI/GID/C213/7065

2.3.15 Handling instructions

FULL TITLE	Handling instruction description code
ABBREVIATION	UN/EDIFACT data element 4079
ORIGINATING AUTHORITY	UN/CEFACT
LEGAL BASIS	—

CURRENT STATUS	Operational
IMPLEMENTATION DATE	25 July 2005
AMENDMENT	~~Trade/CEFACT/2005~~**Updated twice per year**
STRUCTURE	Repr.: an..3
	Code-value name
	3-digit alpha code value description
SUCCINCT DESCRIPTION	An alpha code system to describe handling instructions for the tasks to be executed in a port to facilitate the handling of the vessel and establishing handling tariffs.
LINKED CLASSIFICATIONS	—
USAGE	UN/EDIFACT messages
MEDIA THROUGH WHICH AVAILABLE	~~www.unece.org/cefact~~**www.unece.org/tradewelcome/un-centre-for-trade-facilitation-and-e-business-uncefact/outputs/standards/unedifact/directories/2011-present.html, Data element directory (EDED)**
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	**The United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) Palais des Nations, 1211, Geneva 10, Switzerland, www.unece.org/cefact.html**—
REMARKS	The numeric code value is not used in this standard

Example

LOA	Loading
DIS	Discharge
RES	Re-stow
Usage in the implementation manuals	LOC/HAN/C524/4079

2.3.16 Purpose of call

FULL TITLE	Conveyance call purpose description code
ABBREVIATION	~~POC C525~~**UN/EDIFACT data element 8025**
ORIGINATING AUTHORITY	UN CEFACT
LEGAL BASIS	—
CURRENT STATUS	Operational
IMPLEMENTATION DATE	25 July 2005
AMENDMENT	**Updated twice per year**~~Trade/CEFACT/2005~~

STRUCTURE	Repr.: an..3
	2-character numeric code value
	Code-value name
SUCCINCT DESCRIPTION	A numeric code system to describe the purpose of the call of the vessel to facilitate identification and recording
LINKED CLASSIFICATIONS	HAN
USAGE	EDIFACT messages
MEDIA THROUGH WHICH AVAILABLE	**www.unece.org/tradewelcome/un-centre-for-trade-facilitation-and-e-business-uncefact/outputs/standards/unedifact/directories/2011-present.html, Data element directory (EDED)**~~www.unece.org/cefact~~
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	**The United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) Palais des Nations, 1211, Geneva 10, Switzerland, www.unece.org/cefact.html**—
REMARKS	The numeric code value is used in this standard

Example

1	Cargo operations
23	Waste disposal
Usage in the implementation manuals	TSR/POC/C525/8025

2.3.17 Nature of cargo

FULL TITLE	Cargo type classification code
ABBREVIATION	UN/EDIFACT **data element** 7085 ~~cargo type~~
ORIGINATING AUTHORITY	UN/CEFACT
LEGAL BASIS	—
CURRENT STATUS	Operational
IMPLEMENTATION DATE	25 July 2005
AMENDMENT	**Updated twice per year** ~~Trade/CEFACT/2005~~
STRUCTURE	Repr.: an..3
	2-character numeric code value
	Code-value name
	2-digit numeric code value description

SUCCINCT DESCRIPTION	A numeric code system to specify the classification of a type of cargo as trans- ported to facilitate identification, recording, handling, and establishing tariffs.
LINKED CLASSIFICATIONS	HAN
USAGE	EDIFACT messages
MEDIA THROUGH WHICH AVAILABLE	**www.unece.org/tradewelcome/un-centre-for-trade-facilitation-and-e-business-uncefact/outputs/standards/unedifact/directories/2011-present.html, Data element directory (EDED)**www.unece.org/cefact
LANGUAGES	English
ADDRESS OF RESPONSIBLE AGENCY	**The United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT) Palais des Nations, 1211, Geneva 10, Switzerland, www.unece.org/cefact.html**—
REMARKS	The numeric code value is used in these technical specifications

Example

5	Other non-containerized
30	Cargo in bulk
Usage in the implementation manuals	TSR/LOC/HAN/C703/7085

2.4 Location codes

The ISRS Location Code is defined in the annex to resolution No. 80 "International Standard for Notices to Skippers in Inland Navigation", revised.

2.5 List of abbreviations

Abbreviations	*Description*
ADN	European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (Directive 2008/68/EC of the European Parliament and of the Council of 24 September 2008 on the inland transport of dangerous goods)
ADR	European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)
BERMAN	Berth management (EDI message)
CCNR	Central Commission for the Navigation of the Rhine
DWT	Dead weight
EDI	Electronic data interchange
ENI	Unique European vessel identification number
ERDMS	European Reference Data Management Service

Abbreviations	Description
ERI	Electronic reporting international
ERINOT	ERI notification (message)
ERIRSP	ERI response (message)
ETA	Estimated time of arrival
ETD	Estimated time of departure
HS Code	Harmonized commodity description and coding system of the World Customs Organization (WCO)
IFTDGN	International forwarding and transport dangerous goods notification (message)
IMDG	International maritime dangerous goods code (number)
IMO	International Maritime Organization
IMO-FAL	Convention on the Facilitation of International Maritime Traffic, 1965, with amendments
ISO	International Standardisation Organization
ISPS	International ship and port facility security (code)
LOCODE	UNECE location code for ports and freight stations
NST 2007	Standard goods classification for transport statistics (to be used from 2007 onwards)
PAXLST	Passenger list (message)
PROTECT	International Organization of North Europeans Ports dealing with dangerous goods message implementation
RID	Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID)
RIS	River information services
SOLAS	IMO Convention on Safety of Live at Sea
TARIC	Integrated Tariff of the European Communities
UN/CEFACT	UN Centre for Trade Facilitation and Electronic Business
UNECE	United Nations Economic Commission for Europe
UN/EDIFACT	Electronic data interchange for administration, commerce and transport
UN/LOCODE	United Nations location code
UNDG	United Nations dangerous goods (number)
UNTDID	United Nations trade data interchange directory
URL	Uniform resource allocator (Internet address)
VTM	Vessel traffic management
WCO	World Customs Organization
XML	Extended mark-up language

Appendix 1

(Dangerous) Goods Reporting (IFTDGN) — ERINOT

Appendix 2

Passenger and crew list — (PAXLST)

Appendix 3

ERINOT response and receipt message (APERAK) — ERIRSP

Appendix 4

Berth management port notification (BERMAN)

Appendices 1–4 are available in English and French in the electronic format only at www.unece.org/trans/main/sc3/sc3res.html.

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