ECONOMIC COMMISSION FOR EUROPE
INLAND TRANSPORT COMMITTEE
Working Party on Inland Water Transport

International Standard for Electronic Ship Reporting in Inland Navigation

Resolution No. 79
Revision 1

UNITED NATIONS
Geneva, 2021
Foreword

The International Standard for Electronic Ship Reporting in Inland Navigation was adopted by the Working Party on Inland Water Transport (SC.3) at its forty-ninth session as part II of the annex to resolution No. 60, “International standards for Notices to Skippers and for Electronic Ship Reporting in inland navigation”, which introduced for the first time the international standards for notices to skippers and for electronic ship reporting in inland navigation.

Since within the European Union, the Standards for Notices to Skippers and for Electronic Ship Reporting in Inland Navigation were maintained by two different international expert groups, the Working Party on Inland Water Transport decided at its fifty-seventh session to separate them into two resolutions to facilitate their updating as well as decided to add a reference to the work of the groups of experts.

International Standard for Electronic Ship Reporting in Inland Navigation

Resolution No. 79
(adopted by the Working Party on Inland Water Transport on 14 November 2014)

The Working Party on Inland Water Transport,

Considering its resolution No. 57 on River Information Services (TRANS/SC.3/165) and desiring to promote the rapid establishment of harmonized river information services on the European inland waterway network,

Believing that the adoption within the United Nations of Economic Commission for Europe of single pan-European standards for electronic ship reporting in inland navigation will serve to achieve this goal, help to overcome language difficulties, facilitate the electronic exchange of data between all partners involved in transport by inland navigation vessels and increase the efficiency and safety of such transport,

Taking into account that relevant international standards were adopted recently by the member States of the Central Commission for the Navigation of the Rhine and that the Danube Commission is also considering their use,


1. Recommends Governments to base the development and introduction of systems for electronic ship reporting in inland navigation on the international standards reproduced in the annex to this resolution,

2. Requests Governments to inform the Executive Secretary of the Economic Commission for Europe whether they accept this resolution,

3. Requests the Executive Secretary of the Economic Commission for Europe to place the question of the application of this resolution periodically on the agenda of the Working Party on Inland Water Transport.

4. Decides that the annex to this resolution supersedes the part II of the annex to Resolution No. 60 as reproduced in document ECE/TRANS/SC.3/175.
Amendments to resolution No. 79, “International Standard for Electronic Ship Reporting in Inland Navigation”

Resolution No. 101
(adopted by the Working Party on Inland Water Transport on 9 October 2020)

The Working Party on Inland Water Transport,

Noting with satisfaction the progress reached in the development of River Information Services (RIS), as set out in the Guidelines and Recommendations for River Information Services adopted by the Inland Navigation Committee (InCom) of the World Association for Waterborne Transport Infrastructure (PIANC) in 2019, in particular, electronic data interchange and electronic reporting for RIS,

Responding to the strategic recommendations set out in the Wroclaw Declaration and resolution No. 265 of 22 February 2019 of the Inland Transport Committee in relation to the development of RIS,

Responding also to Policy recommendation No. 5 of the UNECE White Paper on the progress, accomplishment and future of sustainable inland water transport (ECE/TRANS/279) to promote the development and pan-European application of RIS and other information technologies,

Emphasizing the contribution of standards for electronic reporting for smooth functioning of RIS and facilitating of data interchange among partners in inland navigation and with partners in multimodal transport chains,

Recognizing the need for the implementation of the harmonized standard for Electronic Ship Reporting on inland waterways of all UNECE member States with the aim of improving safety of navigation and transport of goods on inland waterways,

Bearing in mind the outcome of the work of the Expert Group “Electronic Reporting International” and the ongoing work of the European Commission and the European Committee for drawing up Standards in the field of Inland Navigation (CESNI) on updating the International Standard for Electronic Ship Reporting in Inland Navigation,


1. Decides to replace the text of the annex to resolution No. 79 with the text contained in the annex to this resolution,

2. Recommends Governments, intergovernmental organizations, regional economic integration organizations, river commissions and private entities to apply the International Standard for Electronic Ship Reporting in Inland Navigation reproduced in the annex to this resolution,

3. Invites Governments to keep the secretariat informed of the measures taken with a view to the implementation of the International Standard for Electronic Ship Reporting in Inland Navigation, specifying the inland waterways concerned,

4. Requests the Executive Secretary of the Economic Commission for Europe to periodically include the question of application of this resolution in the agenda of the Working Party on Inland Water Transport.
Annex

International Standard for Electronic Ship Reporting in Inland Navigation

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Appendix 4. Berth management port notification (BERMAN)

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1 Appendices 1–4 are available in the electronic format at https://unece.org/resolutions-1 in English and French only.
Part 0: Purpose and scope

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:


The legal basis for this standard is:

- United Nations (UN) 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. 101 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.

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 chapter 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’);

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\(^2\) For the abbreviations used in this annex, see chapter 2.5.
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.3

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.

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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 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).

4 The common denominator means an attribute that is common to all members of a category.
“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:

- Goods classified in the UNDG Code,
- Goods classified in the ADN Code,
- Goods classified in the IMDG Code,
- Dangerous liquid substances listed in the IBC Code,
- Liquefied gases listed in the IGC Code,
- Solids referred to in Appendix 1 in the IMSBC Code.

“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 ft³; this is approximately equal to the volume of a long ton (1,016.06 kg) of sea water.

“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

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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 ft³ (2.8317 m³).

“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)

<table>
<thead>
<tr>
<th>FULL TITLE</th>
<th>Codes for Types of Means of Transport Annex 2, chapter 2.5: Inland water transport</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABBREVIATION</td>
<td>UN Recommendation No. 28</td>
</tr>
<tr>
<td>ORIGINATING AUTHORITY</td>
<td>UN/CEFACT</td>
</tr>
<tr>
<td>LEGAL BASIS</td>
<td>UN Recommendation No. 28, ECE/TRADE/276; TRADE/CEFACT/2001/23</td>
</tr>
<tr>
<td>CURRENT STATUS</td>
<td>Operational</td>
</tr>
<tr>
<td>IMPLEMENTATION DATE</td>
<td>March 2001</td>
</tr>
<tr>
<td>AMENDMENT</td>
<td>Revision 4.2 in 2018 or most current one.</td>
</tr>
<tr>
<td>STRUCTURE</td>
<td>4-digit alphanumeric code:</td>
</tr>
<tr>
<td></td>
<td>1 digit: ‘1’ for maritime navigation, ‘8’ for ‘inland navigation’</td>
</tr>
<tr>
<td></td>
<td>2 digits for vessel or convoy</td>
</tr>
<tr>
<td></td>
<td>1 digit for subdivision</td>
</tr>
<tr>
<td>SUCCINCT DESCRIPTION</td>
<td>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</td>
</tr>
</tbody>
</table>
LINKED CLASSIFICATIONS
UN Recommendation No. 19

MEDIA THROUGH WHICH AVAILABLE
https://unece.org/trade/standards/trade-and-uncfact/code-list-recommendations
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)

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 a ship for identifying purposes
LINKED CLASSIFICATIONS  —
USAGE  For seagoing ships
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

<table>
<thead>
<tr>
<th>Vessel DWT 2774</th>
<th>Danchem East 9031624</th>
</tr>
</thead>
<tbody>
<tr>
<td>Usage in the</td>
<td>TDT/C222/8213</td>
</tr>
<tr>
<td>implementation manuals</td>
<td>EQD(1)/C237/8260</td>
</tr>
<tr>
<td></td>
<td>SGP/C237/8260</td>
</tr>
</tbody>
</table>

### 2.3.3 Unique European vessel identification number (ENI)

<table>
<thead>
<tr>
<th>FULL TITLE</th>
<th>Unique European vessel identification number</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABBREVIATION</td>
<td>ENI</td>
</tr>
<tr>
<td>ORIGINATING AUTHORITY</td>
<td>European Union</td>
</tr>
<tr>
<td>LEGAL BASIS</td>
<td>Directive (EU) 2016/1629 of the European Parliament and of the Council (Article 18, Article 2.18 of Annex V)</td>
</tr>
<tr>
<td>CURRENT STATUS</td>
<td>—</td>
</tr>
<tr>
<td>IMPLEMENTATION DATE</td>
<td>—</td>
</tr>
<tr>
<td>LIMIT OF OPERATIONAL LIFE</td>
<td>—</td>
</tr>
<tr>
<td>AMENDMENT</td>
<td>Continuously</td>
</tr>
<tr>
<td>STRUCTURE</td>
<td>8-digit number</td>
</tr>
<tr>
<td>SUCCINCT DESCRIPTION</td>
<td>The unique European vessel identification number aims at assigning a permanent number to each vessel for identifying purposes</td>
</tr>
<tr>
<td>LINKED CLASSIFICATIONS</td>
<td>IMO number</td>
</tr>
<tr>
<td>USAGE</td>
<td>In electronic ship reporting, tracking and tracing and certification of vessels for inland vessels</td>
</tr>
<tr>
<td>MEDIA THROUGH WHICH AVAILABLE</td>
<td>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</td>
</tr>
<tr>
<td>LANGUAGES</td>
<td>—</td>
</tr>
<tr>
<td>ADDRESS OF RESPONSIBLE AGENCY</td>
<td>Member States of the European Union and the Contracting States of the Mannheim Convention</td>
</tr>
<tr>
<td>REMARK</td>
<td>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</td>
</tr>
</tbody>
</table>
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

<table>
<thead>
<tr>
<th><strong>FULL TITLE</strong></th>
<th>Harmonized commodity description and coding system</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ABBREVIATION</strong></td>
<td>HS; Harmonized System</td>
</tr>
<tr>
<td><strong>ORIGINATING AUTHORITY</strong></td>
<td>World Customs Organization</td>
</tr>
<tr>
<td><strong>LEGAL BASIS</strong></td>
<td>International Convention on the Harmonized Commodity Description and Coding System</td>
</tr>
<tr>
<td><strong>CURRENT STATUS</strong></td>
<td>Operational</td>
</tr>
<tr>
<td><strong>IMPLEMENTATION DATE</strong></td>
<td>1 January 2007</td>
</tr>
<tr>
<td><strong>AMENDMENT</strong></td>
<td>In principle, revised every five years. The latest version to be used</td>
</tr>
<tr>
<td><strong>STRUCTURE</strong></td>
<td>7,466 headings, organized in four hierarchical levels</td>
</tr>
<tr>
<td></td>
<td>Level 1: sections coded by Roman numerals (I to XXI)</td>
</tr>
<tr>
<td></td>
<td>Level 2 chapters identified by two-digit numerical codes</td>
</tr>
<tr>
<td></td>
<td>Level 3: headings identified by four-digit numerical codes</td>
</tr>
<tr>
<td></td>
<td>Level 4: subheadings identified by six-digit numerical code</td>
</tr>
<tr>
<td><strong>SUCCINCT DESCRIPTION</strong></td>
<td>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</td>
</tr>
<tr>
<td><strong>LINKED CLASSIFICATIONS</strong></td>
<td>Harmonized System (HS): full agreement on six-digit level; Combined Nomenclature (CN)</td>
</tr>
<tr>
<td></td>
<td>NST on 3-digit level</td>
</tr>
<tr>
<td><strong>USAGE</strong></td>
<td>Products</td>
</tr>
<tr>
<td><strong>MEDIA THROUGH WHICH AVAILABLE</strong></td>
<td>World Customs Organization, Rue du Marché, 30, B-1210 Brussels, Belgium</td>
</tr>
<tr>
<td></td>
<td><a href="http://www.wcoomd.org">www.wcoomd.org</a></td>
</tr>
</tbody>
</table>
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**

**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**

---

6 Temporary Working Group for Electronic Reporting International of the European committee for drawing up standards in the field of inland navigation (CESNI/TI/ERI).
### 2.3.6 International maritime dangerous goods code (IMDG)

<table>
<thead>
<tr>
<th>FULL TITLE</th>
<th>International maritime dangerous goods code</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABBREVIATION</td>
<td>IMDG code</td>
</tr>
<tr>
<td>ORIGINATING AUTHORITY</td>
<td>International Maritime Organization (IMO)</td>
</tr>
<tr>
<td>LEGAL BASIS</td>
<td>—</td>
</tr>
<tr>
<td>CURRENT STATUS</td>
<td>Operational</td>
</tr>
<tr>
<td>IMPLEMENTATION DATE</td>
<td>18 May 1965</td>
</tr>
<tr>
<td>AMENDMENT</td>
<td>1 January 2001 (30th amendment) approximately every 2 years</td>
</tr>
<tr>
<td>STRUCURE</td>
<td>2-digit numerical code:</td>
</tr>
<tr>
<td></td>
<td>1-digit numerical for class</td>
</tr>
<tr>
<td></td>
<td>1-digit numerical for division</td>
</tr>
<tr>
<td>SUCCINCT DESCRIPTION</td>
<td>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</td>
</tr>
<tr>
<td>LINKED CLASSIFICATIONS</td>
<td>The code is based on the UN Recommendations on the transport of dangerous goods (UNDG)</td>
</tr>
<tr>
<td>USAGE</td>
<td>Maritime transport of dangerous and harmful goods</td>
</tr>
<tr>
<td>MEDIA THROUGH WHICH AVAILABLE</td>
<td><a href="http://www.imo.org">www.imo.org</a></td>
</tr>
<tr>
<td>LANGUAGES</td>
<td>English, French, Russian, German, Dutch</td>
</tr>
<tr>
<td>ADDRESS OF RESPONSIBLE AGENCY</td>
<td>International Maritime Organization, 4 Albert Embankment, London SE1 7SR, United Kingdom of Great Britain and Northern Ireland</td>
</tr>
</tbody>
</table>
| 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

### 2.3.7 Agreement on Dangerous Goods (ADN)

<table>
<thead>
<tr>
<th>FULL TITLE</th>
<th>European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN)</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABBREVIATION</td>
<td>ADN</td>
</tr>
<tr>
<td>ORIGINATING AUTHORITY</td>
<td>United Nations Economic Commission for Europe (English, French and Russian versions of ADN)</td>
</tr>
<tr>
<td></td>
<td>Central Commission for the Navigation of the Rhine (German version of ADN)</td>
</tr>
<tr>
<td>CURRENT STATUS</td>
<td>Operational</td>
</tr>
<tr>
<td>IMPLEMENTATION DATE</td>
<td>Operational</td>
</tr>
<tr>
<td>AMENDMENT</td>
<td>Regularly every two years as indicated</td>
</tr>
<tr>
<td>STRUCTURE</td>
<td>For goods on dry cargo vessel:</td>
</tr>
<tr>
<td></td>
<td>UN number</td>
</tr>
<tr>
<td></td>
<td>Name of the substance (in accordance with table A of part 3 of ADN)</td>
</tr>
<tr>
<td></td>
<td>Class</td>
</tr>
<tr>
<td></td>
<td>Danger classification code</td>
</tr>
<tr>
<td></td>
<td>Packing group</td>
</tr>
<tr>
<td></td>
<td>Hazard Identification placard (label)</td>
</tr>
<tr>
<td></td>
<td>For goods on tank vessels:</td>
</tr>
<tr>
<td></td>
<td>UN number</td>
</tr>
<tr>
<td></td>
<td>Name of substance (in accordance with table C of part 3 of ADN)</td>
</tr>
<tr>
<td></td>
<td>Class</td>
</tr>
<tr>
<td></td>
<td>Packing group</td>
</tr>
<tr>
<td>SUCCINCT DESCRIPTION</td>
<td>ADN, the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways which will replace the various regional agreements.</td>
</tr>
<tr>
<td>LINKED CLASSIFICATIONS</td>
<td>ADN, ADR, RID</td>
</tr>
<tr>
<td>USAGE</td>
<td>Transport of dangerous goods in inland navigation</td>
</tr>
</tbody>
</table>
MEDIA THROUGH WHICH AVAILABLE

https://unece.org/about-adn
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 République – CS 10023 F-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 enters 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

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 codes 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

https://unece.org/unlocode

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)


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/CEFACT

LEGAL BASIS  UN Recommendation No. 16 (ECE/TRADE/227)

CURRENT STATUS  Operational

IMPLEMENTATION DATE  1980

AMENDMENT  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)
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 where customs clearance of goods can take place, and whose names need to be represented unambiguously in data interchange between participants in international trade.

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

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.
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.

European Reference Data Management Service (ERDMS) operated by the European Commission

National administrations of waterways

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

Terminal code

National waterway authorities or user communities

Version 2, April 2000

Regularly

Type of terminal (1-digit numeric) number of terminal (5-digit alphanumeric)

A further specification of the location of a terminal within the location of the port in the country

UN/LOCODE
This code is used as one element in the combined location code in chapter 2.4 of this annex.

European Reference Data Management Service (ERDMS) operated by the European Commission.

National administrations of waterways or respective user communities.

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

Usage in the implementation guidelines

TDT/LOC/C517/3225

CNI/LOC/C517/3225

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

Freight containers — coding, identification and marking

International Organization for Standardisation (ISO)

ISO 6346, chapter 4 and annexes D and E

Operational

Third edition, 1 December 1995

Container size: two alphanumeric characters (first for length, second for combination of height and width)

Container type: two alphanumeric characters

Size and type codes established for each sort of containers

ISO 6346 coding identification and marking
 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
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
ABBREVIATION      UN Recommendation No. 21
ORIGINATING AUTHORITY  UN/CEFACT
LEGAL BASIS        —
CURRENT STATUS     Operational
IMPLEMENTATION DATE August 1994 (ECE/TRADE/195)
AMENDMENT         ECE/TRADE/211, 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 transport to facilitate identification, recording, handling, and establishing handling tariffs
LINKED CLASSIFICATIONS —
USAGE —
MEDIA THROUGH WHICH AVAILABLE
                  https://unece.org/trade/standards/trade-and-uncefact/code-list-recommendations
                  European Reference Data Management Service (ERDMS) operated by the European Commission
LANGUAGES         English, French, Russian, German
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  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  https://unece.org/2011-present, Data element directory (EDED)
LANGUAGES  English
ADDRESS OF RESPONSIBLE AGENCY  The United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT)
ADDRESS OF RESPONSIBLE AGENCY  Palais des Nations, 1211, Geneva 10, Switzerland, https://unece.org/trade/uncefact
REMARKS  The numeric code value is not used in this standard
Example

<table>
<thead>
<tr>
<th>LOA</th>
<th>Loading</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIS</td>
<td>Discharge</td>
</tr>
<tr>
<td>RES</td>
<td>Re-stow</td>
</tr>
</tbody>
</table>

Usage in the implementation manuals: LOC/HAN/C524/4079

2.3.16 Purpose of call

<table>
<thead>
<tr>
<th>FULL TITLE</th>
<th>Conveyance call purpose description code</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABBREVIATION</td>
<td>UN/EDIFACT data element 8025</td>
</tr>
<tr>
<td>ORIGINATING AUTHORITY</td>
<td>UN/CEFACT</td>
</tr>
<tr>
<td>LEGAL BASIS</td>
<td>—</td>
</tr>
<tr>
<td>CURRENT STATUS</td>
<td>Operational</td>
</tr>
<tr>
<td>IMPLEMENTATION DATE</td>
<td>25 July 2005</td>
</tr>
<tr>
<td>AMENDMENT</td>
<td>Updated twice per year</td>
</tr>
<tr>
<td>STRUCTURE</td>
<td>Repr.: an..3</td>
</tr>
<tr>
<td></td>
<td>2-character numeric code value</td>
</tr>
<tr>
<td></td>
<td>Code-value name</td>
</tr>
<tr>
<td>SUCCINCT DESCRIPTION</td>
<td>A numeric code system to describe the purpose of the call of the vessel to facilitate identification and recording</td>
</tr>
<tr>
<td>LINKED CLASSIFICATIONS</td>
<td>HAN</td>
</tr>
<tr>
<td>USAGE</td>
<td>EDIFACT messages</td>
</tr>
<tr>
<td>MEDIA THROUGH WHICH AVAILABLE</td>
<td><a href="https://unece.org/2011-present">https://unece.org/2011-present</a>, Data element directory (EDED)</td>
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<tr>
<td>LANGUAGES</td>
<td>English</td>
</tr>
<tr>
<td>REMARKS</td>
<td>The numeric code value is used in this standard</td>
</tr>
</tbody>
</table>

Example

| 1 | Cargo operations |
| 23 | Waste disposal |

Usage in the implementation manuals: TSR/POC/C525/8025
### 2.3.17 Nature of cargo

<table>
<thead>
<tr>
<th>FULL TITLE</th>
<th>Cargo type classification code</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABBREVIATION</td>
<td>UN/EDIFACT data element 7085</td>
</tr>
<tr>
<td>ORIGINATING AUTHORITY</td>
<td>UN/CEFACT</td>
</tr>
<tr>
<td>LEGAL BASIS</td>
<td>—</td>
</tr>
<tr>
<td>CURRENT STATUS</td>
<td>Operational</td>
</tr>
<tr>
<td>IMPLEMENTATION DATE</td>
<td>25 July 2005</td>
</tr>
<tr>
<td>AMENDMENT</td>
<td>Updated twice per year</td>
</tr>
<tr>
<td>STRUCTURE</td>
<td>Repr.: an..3</td>
</tr>
<tr>
<td></td>
<td>2-character numeric code value</td>
</tr>
<tr>
<td></td>
<td>Code-value name</td>
</tr>
<tr>
<td></td>
<td>2-digit numeric code value</td>
</tr>
<tr>
<td></td>
<td>description</td>
</tr>
<tr>
<td>SUCCINCT DESCRIPTION</td>
<td>A numeric code system to specify</td>
</tr>
<tr>
<td></td>
<td>the classification of a type</td>
</tr>
<tr>
<td></td>
<td>of cargo as transported to</td>
</tr>
<tr>
<td></td>
<td>facilitate identification,</td>
</tr>
<tr>
<td></td>
<td>recording, handling, and</td>
</tr>
<tr>
<td></td>
<td>establishing tariffs.</td>
</tr>
<tr>
<td>LINKED CLASSIFICATIONS</td>
<td>HAN</td>
</tr>
<tr>
<td>USAGE</td>
<td>EDIFACT messages</td>
</tr>
<tr>
<td>MEDIA THROUGH WHICH AVAILABLE</td>
<td><a href="https://unece.org/2011-present">https://unece.org/2011-present</a>, Data element directory (EDED)</td>
</tr>
<tr>
<td>LANGUAGES</td>
<td>English</td>
</tr>
<tr>
<td>ADDRESS OF RESPONSIBLE AGENCY</td>
<td>The United Nations Centre for Trade Facilitation and Electronic Business (UN/CEFACT)</td>
</tr>
<tr>
<td>REMARKS</td>
<td>The numeric code value is used in these technical specifications</td>
</tr>
</tbody>
</table>

**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

<table>
<thead>
<tr>
<th>Abbreviations</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ADR</td>
<td>European Agreement concerning the International Carriage of Dangerous Goods by Road (ADR)</td>
</tr>
<tr>
<td>BERMAN</td>
<td>Berth management (EDI message)</td>
</tr>
<tr>
<td>CCNR</td>
<td>Central Commission for the Navigation of the Rhine</td>
</tr>
<tr>
<td>DWT</td>
<td>Dead weight</td>
</tr>
<tr>
<td>EDI</td>
<td>Electronic data interchange</td>
</tr>
<tr>
<td>ENI</td>
<td>Unique European vessel identification number</td>
</tr>
<tr>
<td>ERDMS</td>
<td>European Reference Data Management Service</td>
</tr>
<tr>
<td>ERI</td>
<td>Electronic reporting international</td>
</tr>
<tr>
<td>ERINOT</td>
<td>ERI notification (message)</td>
</tr>
<tr>
<td>ERIRSP</td>
<td>ERI response (message)</td>
</tr>
<tr>
<td>ETA</td>
<td>Estimated time of arrival</td>
</tr>
<tr>
<td>ETD</td>
<td>Estimated time of departure</td>
</tr>
<tr>
<td>HS Code</td>
<td>Harmonized commodity description and coding system of the World Customs Organization (WCO)</td>
</tr>
<tr>
<td>IFTDGN</td>
<td>International forwarding and transport dangerous goods notification (message)</td>
</tr>
<tr>
<td>IMDG</td>
<td>International maritime dangerous goods code (number)</td>
</tr>
<tr>
<td>IMO</td>
<td>International Maritime Organization</td>
</tr>
<tr>
<td>IMO-FAL</td>
<td>Convention on the Facilitation of International Maritime Traffic, 1965, with amendments</td>
</tr>
<tr>
<td>ISO</td>
<td>International Standardisation Organization</td>
</tr>
<tr>
<td>ISPS</td>
<td>International ship and port facility security (code)</td>
</tr>
<tr>
<td>LOCODE</td>
<td>UNECE location code for ports and freight stations</td>
</tr>
<tr>
<td>NST 2007</td>
<td>Standard goods classification for transport statistics (to be used from 2007 onwards)</td>
</tr>
<tr>
<td>PAXLST</td>
<td>Passenger list (message)</td>
</tr>
<tr>
<td>PROTECT</td>
<td>International Organization of North Europeans Ports dealing with dangerous goods message implementation</td>
</tr>
<tr>
<td>Abbreviations</td>
<td>Description</td>
</tr>
<tr>
<td>---------------</td>
<td>-------------</td>
</tr>
<tr>
<td>RID</td>
<td>Regulations Concerning the International Carriage of Dangerous Goods by Rail (RID)</td>
</tr>
<tr>
<td>RIS</td>
<td>River information services</td>
</tr>
<tr>
<td>SOLAS</td>
<td>IMO Convention on Safety of Life at Sea</td>
</tr>
<tr>
<td>TARIC</td>
<td>Integrated Tariff of the European Communities</td>
</tr>
<tr>
<td>UN/CEFACT</td>
<td>UN Centre for Trade Facilitation and Electronic Business</td>
</tr>
<tr>
<td>UNECE</td>
<td>United Nations Economic Commission for Europe</td>
</tr>
<tr>
<td>UN/EDIFACT</td>
<td>Electronic data interchange for administration, commerce and transport</td>
</tr>
<tr>
<td>UN/LOCODE</td>
<td>United Nations location code</td>
</tr>
<tr>
<td>UNDG</td>
<td>United Nations dangerous goods (number)</td>
</tr>
<tr>
<td>UNTDID</td>
<td>United Nations trade data interchange directory</td>
</tr>
<tr>
<td>URL</td>
<td>Uniform resource allocator (Internet address)</td>
</tr>
<tr>
<td>VTM</td>
<td>Vessel traffic management</td>
</tr>
<tr>
<td>WCO</td>
<td>World Customs Organization</td>
</tr>
<tr>
<td>XML</td>
<td>Extended mark-up language</td>
</tr>
</tbody>
</table>
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 the electronic format at https://unece.org/resolutions-1 in English and French only.