Don't forget to report in!

Amendment of the reporting obligation and new reporting requirements on the international Moselle as of 1 July 2020.

Who is subject to the new reporting requirements?

- All convoys
- Vessels with containers
- Vessels longer than 110 m
- Vessels with an LNG system on board

Who must make electronic reports?

- Convoys and vessels transporting containers
- Convoys and vessels in which at least one vessel is designated for transporting substances in fixed tanks, with the exception of bunker boats and oil separator vessels as defined in section 1.2.1 of the regulations annexed to ADN.

The report is made by the skipper. Except for the data relating to the location, direction of travel (course) and draught, the report can also be made by another individual, e.g. the cargo shipper or another person. However, in these cases the skipper still remains responsible for the report.

N.B.

Vessels and convoys that are subject to the electronic reporting requirement must report electronically all of the reportable data indicated above with the exception of their location, direction of travel and draught (the latter only when specifically requested).

What all must be reported, and what must be reported electronically?

- The vessel’s name, and for convoys: all the vessels in the convoy
- The Unique European vessel identification number or official ship number (OSN), for maritime vessels the IMO number, and for convoys: all the vessels in the convoy
- Category of vessel or convoy, and for convoys: category of all vessels pursuant to Annex 12
- The cargo capacity (dead-weight tonnage) of the vessel, and for convoys: all the vessels in the convoy
- The length and breadth of the vessel, and for convoys: the length and breadth of the convoy and all vessels in the convoy
- The presence of any LNG system on board for vessels transporting hazardous cargo subject to ADN:
- The UN number or number of the hazardous substance
- The official designation for transportation of the hazardous substance
- The class, classification code and, as applicable, the packing group of the hazardous substance
- The total quantity of dangerous goods to which these disclosures apply
- The number of blue cones / blue lights

For vessels transporting cargo not subject to ADN and which is not being transported in containers: the type and quantity of cargo
- Number of containers on board according to size, type and loading status (loaded or unloaded), and the respective stowage location of the containers
- Container number of the hazardous cargo containers
- Number of persons on board
- Location, direction of travel (course) and draught (only when specifically requested)
- Route indicating the port of origin and port of destination
- Port of loading
- Port of discharge

N.B.

Vessels and convoys that are subject to the electronic reporting requirement must report electronically all of the reportable data indicated above with the exception of their location, direction of travel and draught (the latter only when specifically requested).

How can reports be made electronically?

An electronic report must comply with the Standard for Electronic Ship Reporting in Inland Navigation, as amended, of the Central Commission for the Navigation of the Rhine (CCNR). This requires dedicated software or a dedicated application developed for this purpose. One such possible application is the BICS software. It can be downloaded free of charge from www.bics.nl.

When must the electronic report be made?

- Before entering the first waterway section subject to a reporting requirement
- Before setting off within a waterway section subject to a reporting requirement
- Where there is a change in the reported data while travelling in a waterway section subject to a reporting requirement

When must the skipper additionally report in by radio?

- When entering a waterway section subject to a reporting requirement
- Before setting off within a waterway section subject to a reporting requirement
- When passing the reporting points designated with notice and signal B.11
- When interrupting a journey for more than 2 hours (beginning and end of interruption)
- Where there is a change in the reported data during the journey that couldn’t be reported electronically

A nutshell description is provided below of what you must bear in mind from 1 July 2020.
Reporting obligation

Amendment of the reporting requirement pursuant to section 9.05 of the Moselle Waterway Police Ordinance (MoselSchPV) on the International Moselle from 1 July 2020

New reporting requirements applicable to all convoys and certain vessels, new waterway sections subject to a reporting requirement and new reporting points, introduction of the electronic reporting requirement

Background:
In its resolution of 27 November 2018, the Moselle Commission adopted a comprehensive amendment of section 9.05 of the Moselle Waterway Police Ordinance (MoselSchPV), which contains the provisions pertaining to reporting requirements. In particular, this means that from 1 July 2020 some vessels and all convoys that weren't previously subject to a reporting requirement are now covered by one. Also, from this date certain vessels and convoys must make their report electronically. This will be achieved by the skippers transmitting the requisite data electronically using dedicated software prior to embarking on their journey, or prior to entering a waterway section subject to a reporting requirement, or at fixed reporting points. The data is transmitted to the vessel traffic centres or the control centres located in the waterway section across national borders without the skippers needing to re-enter this data.

In the medium term, the data reported electronically will also be used to optimize lock management.

You can download the amended version of the Moselle Waterway Police Ordinance (MoselSchPV) to go into effect from 1 July 2020 from the website of the Moselle Commission at www.moselkommission.org.

From July 2020

Introducing an electronic reporting requirement for certain vessels and convoys will also reduce the administrative effort associated with the reporting procedure for the skippers of inland vessels and government authorities. This will be achieved by the skippers transmitting the requisite data electronically using dedicated software prior to embarking on their journey, or prior to entering a waterway section subject to a reporting requirement, or at fixed reporting points. The data is transmitted to the vessel traffic centres or the control centres located in the waterway section across national borders without the skippers needing to re-enter this data.

The change in the reporting requirement is designed to enhance waterway safety and security.