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Discover the Keys to Inland Navigation's
Sustainable Future Around the World



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European Hull Database – EHDB European Unique Vessel Identifier – ENI

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What can there be interesting ??

- Why Unique ID?
- Necessity for RIS
- Ideas, Structure, Definition
- Hull Data Base as consequence of ENI
- Development – Problems
- Outlook

Why Unique ID ?

- RIS – necessity stated
- EU-Project COMPRIS – Definition
- European coverage desirable
- Existing unique identifiers ?
- Rhine – NO !
- Rest of Europe – NO !

RIS Relevance of Unique ID

- AIS as relevant RIS service
- vessel identification for lock management
- vessel identification for calamity abatement
- no need to stop a vessel to check validity of certification

Preconditions for Unique ID

- Rhine
 - biggest fleet of Central + Western Europe
 - find a way to keep the numbers
- vessels leaving Europe
- vessels coming back to Europe
- foreign vessels coming to Europe

Principle Ideas for Unique ID

- one identification number per vessel
- fixed to the vessel for a lifetime
- similar to HIN on (new) pleasure craft
- similar to VIN on (new) cars
- also for existing vessels
 - not from the manufacturer

Questions about Unique ID

- how to guarantee the principle
 - 1 Vessel – 1 Unique ID
- who is competent to issue the Unique ID
 - authority of the registration state
- how to make it Pan-European
 - EU frame too narrow

Definition of ENI

- ENI = European Unique Identification Number for Inland vessels
- vessel definition by “Minimum Hull Data Set”
- Legislation:
 - “RIS-Directive” of EU
 - “Technical Directive” of EU
 - CCNR Rules

How does ENI look like?

- 8 digits
- **1 2 3 4 5 6 7 8**
- first 3 digits – country code for issuing authority (UNECE members)
- following 5 digits – individual number

ENI – Minimum Hull Data Set 1

A. All vessels (according to 2008/87/EC and RheinSchuO)

1. Unique European Vessel Identification Number
2. Name of the craft/vessel
3. Type of craft
4. Length over all
5. Breadth over all
6. Draught
7. Source of data (= Community Certificate)
8. Deadweight for cargo vessels
9. Displacement for vessels other than cargo vessels
10. Operator
11. Issuing Authority
12. Number of Community Inland Navigation Certificate
13. Expiration date
14. Creator of dataset

ENI – Minimum Hull Data Set 2

B. Where available (according to 2008/87/EC and RheinSchuO)

1. National number
2. Type of craft in accordance with the Technical Specification for Electronic Ship Reporting in inland navigation
3. Single or double hull in accordance with ADN/ADNR
4. Height as defined in Article 1.01 No 75
5. Gross tonnage (for maritime vessels)
6. IMO number (for maritime vessels)
7. Call sign (for maritime vessels)
8. MMSI number
9. ATIS code
10. Type, number, issuing authority and expiration date of other certificates'

Why European Hull Data Base ?

- Issuing authority should be able to check
 - Does the vessel with the given data set already have an ENI ?
- Ask all possible issuing authorities ?
 - complicated
 - time-consuming
- Centralised Solution – Data Base

European Hull Data Base – EHDB

- ENI issuing authorities enter ENI and Minimum Hull Data Set
- all issuing authorities have access to all data in the EHDB
- plausibility check to avoid double ENI for one vessel

1 vessel – 1 ENI ?



Meanwhile solved thanks to effective cooperation of authorities

EHDB Design

- technical definitions
- call for tenders
- international jury
- contract awarded to Sony-Ericson HU
- pilot operation in PLATINA project
- successful from technical POV

EHDB Legal Aspects

- not even all EU Members cooperate
- concerns about privacy protection
 - different national interpretations
- data exchange with non-EU-Members
- agreement of vessel owner to forward data

ENI Acceptance Non-EU

- UNECE Resolution 61
 - Technical Requirements for Inland Navigation Vessels
 - Reflect the relevant legislation (EU and CCNR)
- autumn 2010 adoption of ENI and issuing rules

EHDB Operational Phase

- PLATINA EHDB pilot ends mid 2012
 - regular handover desired
 - budget for operation required
- EHDB = (Pan-)European task
- EU responsible
- interests for hosting EHDB
 - UNECE, CCNR, IVR, ...

Outlook ENI + EHDB

- ENI is legally binding for EU + Rhine
- UNECE – chance for Pan-European solution
- EU in the driving seat
- less than 1 year left

Thank You

for your attention
and your patience!

I hope it was not as boring as the title indicated.....

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