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**Working Party on Inland Water Transport**

**Working Party on the Standardization of Technical  
and Safety Requirements in Inland Navigation**

**Forty-fifth session**

Geneva, 25–27 June 2014

Item 3 of the provisional agenda

**Inland waterway infrastructure**

**Resolution No. 31: review of legal instruments in the area of professional  
requirements in inland navigation**

**Note by the secretariat**

The present document contains background information prepared by the secretariat for the September 2008 meeting of volunteer experts on mutual recognition of boatmasters' licences and updated, in track changes, for the first meeting of the International Group of Experts on Mutual Recognition of Boatmasters' Certificates and Harmonization of Professional Requirements in Inland Navigation.

This document may be useful for the discussions on developments in the area of professional requirements in inland navigation. It offers two comparison tables on the requirements related to the issuance of boatmasters' licences existing in the UNECE region. The information presented in these two tables has been updated by the secretariat and the last modifications are marked in track changes.

The following international legal instruments are reviewed:

- (a) UNECE Recommendations on Minimum Requirements for the Issuance of Boatmasters' Licences in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (Resolution No. 31, revised);<sup>1</sup>
- (b) Council Directive 96/50/EC on the harmonization of the conditions for obtaining national boatmaster's certificates for the carriage of goods and passengers by Inland Waterway in the Community (1996);
- (c) The Rhine Patent Regulation of the Central Commission for the navigation on the Rhine (CCNR, edition 2013);
- (d) The Danube Commission's (DC) Recommendations on the Establishment of Boatmasters' Licences on the Danube (1995).

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<sup>1</sup> Revised in accordance with the decision of the fifty-third session of the Working Party on Inland Water Transport (ECE/TRANS/SC.3/183, paragraph 15).

## COMPARATIVE TABLE ON MINIMUM REQUIREMENTS FOR THE ISSUANCE OF BOATMASTERS' LICENCES IN INLAND NAVIGATION

	UNECE	CCNR	DC	EC
<b>A. Legal Basis</b>				
	Recommendations on Minimum Requirements for the Issuance of Boatmasters' Licences in Inland Navigation with a view to their Reciprocal Recognition for International Traffic (Resolution No. 31, 1992)	The Rhine Patent Regulation	Recommendations on the Establishment of Boatmasters' Licences on the Danube (1995)	Council Directive 96/50/EC on the harmonization of the conditions for obtaining national boatmasters' certificates for the carriage of goods and passengers by Inland Waterway in the Community (1996)
<b>B. Scope</b>				
<b>1. Geographic scope</b>	Not specified	The Rhine or a particular section of the Rhine	The Danube	Group A: boatmasters' certificates valid for waterways of a maritime character as indicated in Annex II to Directive 91/672/EEC Group B: boatmasters' certificates valid for the other waterways in the Community, with the exception of the Rhine, the Lek and the Waal
<b>2. Type of vessels covered</b>	Cargo or passengers vessels on inland waterways, including self-propelled ships, tugs, pushers, towed convoys, pushed convoys and side-by-side formations, excluding: (a) seagoing vessels on inland waterways (b) pleasure craft (c) small craft, floating equipment, assembly of floating material and ferry-	Inland navigation vessel, seagoing vessel and floating equipment, excluding: (a) vessels whose length is less than 15 meters and which are not passenger vessels, tugs and towers	Cargo or passengers vessels on inland waterways, including self-propelled ships, tugs, pushers, towed convoys, pushed convoys and side-by-side formations, excluding:	Inland-waterway vessels: self-propelled barges, tugs, pusher craft, barges, pushed convoys or side-by-side formations, intended for the transport of goods or passengers, except for: (a) boatmasters of vessels intended for goods transport

	UNECE	CCNR	DC	EC
	boats (d) Special craft, such as hydrofoil craft and air-cushion vehicles	(b) ferry boats and vessels only propelled by the muscular force if they are: (i) of a length inferior to 15 meters (ii) only navigate by sail (iii) equipped with a propelling device with power inferior to 3,68 kW	(a) seagoing vessels (b) river-sea vessels	which are under 20 metres in length (b) boatmasters of vessels intended for passenger transport, which carry no more than 12 people in addition to the crew
<b>3. Definitions included</b>	Administration Boatmaster Boatmaster's <del>licence</del> <b>certificate</b> <b>Radiotelephone certificate</b>	Vessel Inland navigation vessel Seagoing vessel Floating equipment Ferryboat Passenger vessel Recreational vessel Tug Pusher Side-by-side formation Administration's vessels Fire service vessel Length Width Deck crew Rating, engine minder, leading crewman, helmsman Navigation time	Administration Boatmaster Boatmaster's licence	Competent authority Boatmaster Member of the deck crew

	<b>UNECE</b>	<b>CCNR</b>	<b>DC</b>	<b>EC</b>
		Navigation by radar Restricted radar certificate Rhine licence Boatmaster's licence Radar licence Certificate on the special sector's knowledge		

	UNECE	CCNR	DC	EC
<b>C. Minimum general requirements</b>				
<b>1. Age</b>	21 years old Not less than 18 in certain cases	21 years old	21 years old	21 years old. Exception: Member States may still issue certificates to persons 18 years old or older. Recognition by a Member State of a Group A or B certificate issued by another Member State may be subject to the same minimum age conditions as are required in that Member State for the issue of a certificate for the same Group
<b>2. Physical fitness</b>	Proof of physical fitness by passing a medical examination which tests among other things eyesight, hearing and the ability to distinguish colours. <b>The medical examination must be carried out by a doctor appointed by the competent authority.</b>	(a) Physical and mental fitness, certified by a document delivered by a doctor, appointed by competent authorities <b>(b) The certificate must attest the satisfaction of the requirements set in Annex B1 and B2</b> <del>(c)</del> <b>(c) Additional medical certification every five years after reaching 50 years of age, and every year after 65</b> <del>(d)</del> <b>(d) The model certificate is prescribed by Annex B2</b>	Applicant must satisfy the requirements on physical and mental fitness, including eyesight, hearing and the ability to distinguish colours, and present a medical certificate issued by a doctor, appointed by the competent body	(a) Proof of physical and mental fitness by passing a medical examination covering in particular visual and auditory acuity, colour vision, motricity of the upper and lower limbs and the neuro-psychiatric state and cardiovascular condition of the applicant (b) Examination is to be carried out by a doctor recognized by the competent authority (c) Annual medical examination starting from 65 year

	UNECE	CCNR	DC	EC
		<del>(d)</del> (e) Additional medical certification every five years after reaching 50 years of age		
<b>3. Professional experience</b>	<p>(a) <del>Two</del><b>Four</b> years' professional experience, acquired in the deck department on board <b>of</b> an inland navigation vessel, at least as a rating</p> <p>(b) Must be validated and/or approved by the Administration</p> <p>(c) The minimum duration may be reduced <b>by maximum 3 years</b> if:</p> <p>(i) The Administration requires special training considered as equivalent <b>and which covers the subjects listed in annex II</b></p> <p>(ii) The candidate possesses a diploma of specialized inland navigation training, comprising a period of mandatory on-board service <b>and which covers the subjects listed in annex II</b></p> <p><b>(d) The Administration decides to take into account maritime experience. The minimum duration of the professional experience may be reduced by maximum two years.</b></p> <p><b>(e) The navigation time is calculated as follows:</b></p> <p><b>(a) 180 days of actual inland waterway voyage are counted as one year of navigation.</b></p> <p><b>Over a period of 365</b></p>	<p>(a) Four years, including, at least, two years of inland navigation as rating, engine-minder or, at least, one year as leading crewman</p> <p>(b) The navigation time must be done on a self-propelled vessel for which a Rhine patent is required</p> <p>(c) The navigation time is calculated as follows: Minimum 180 days of navigation per calendar year</p> <p>(d) The required four year- time of experience may be reduced as follows:</p> <p>(i) By maximum 3 years for the time spent in a training programme</p> <p>(ii) By maximum 2 years for the maritime</p>	<p>(a) Four years as a crew member, including, at least, one year as rating or helmsman on a self-propelled vessel</p> <p>(b) Maritime experience counts for maximum two years. Professional training counts as professional experience</p> <p>(c) Definition of navigation time</p> <p>(d) The requirements described in paragraphs (a), (b) and (c) are considered as satisfied if the candidate has a certificate confirming his nautical knowledge and skills, delivered by the DC member states or other Danube countries</p>	<p>(a) Four years' professional experience as a member of the deck crew on an inland waterway vessel</p> <p>(b) Must be validated by the competent authority of the Member State by being entered in a personal service record</p> <p>(c) May be reduced by a maximum of three years:</p> <p>(i) where the applicant has a diploma recognized by the competent authority which confirms specialized training in inland navigation comprising practical navigation work</p> <p>(ii) Professional experience acquired on a seagoing vessel as a member of the deck crew (reduction of three years requires four years' experience in maritime navigation)</p> <p>(iii) Passing a practical</p>

	UNECE	CCNR	DC	EC
	<p><b>consecutive days, a maximum of 180 days may be taken into account;</b></p> <p><b>(b) 250 days of actual maritime navigation are counted as one year of navigation. Over a period of 365 consecutive days, a maximum of 250 days may be taken into account.</b></p>	<p>experience (minimum 250 days of navigation needed per calendar year)</p> <p>(d) The experience must be proved by a service record delivered by the Rhine authorities or a valid administrative document</p>		<p>examination in sailing a vessel; the certificate shall in that case cover only vessels with nautical characteristics similar to those of the vessel which underwent the practical examination</p>
<p><b>4. Examination of professional knowledge</b></p>	<p>The applicant must have passed the examination of professional knowledge to the satisfaction of the Administration; this examination shall cover at least the general subjects set out in <b>Section A of Annex II</b><del>the annex</del></p> <p>The Administration may supplement the examination with <b>particular and/or</b> additional subjects.</p>	<p>Candidates must demonstrate their professional knowledge and skills by passing an examination. <b>If candidates pass the examination successfully, the competent authority will deliver a rhine patent, according to the model contained in Annex D.1.</b></p> <p><del>The examination programme is contained in Annex D.1</del></p>	<p>Candidates must demonstrate their professional knowledge and skills by passing an examination</p> <p>The examination programme is contained in Annex 1</p> <p><b>Note:</b> the DC examination programme is equivalent to that in the annex to UNECE Resolution No.31</p>	<p>The applicant must have passed an examination of professional knowledge; that examination must include at least the general subjects listed in Chapter A of Annex II</p> <p>Subject to consultation of the Commission, a Member State may require a boatmaster to satisfy additional requirements concerning:</p> <p>(a) Knowledge of the local situation for navigation of certain waterways</p> <p>(b) Professional knowledge of special provisions relating to passenger safety, particularly in the event of accidents, fire or shipwreck</p>

	UNECE	CCNR	DC	EC
<b>5. Radar navigation</b>	<p>(a) For the issuance of a boatmaster's <del>licence-certificate</del> for a passenger vessel, the administration may provision for more detailed professional knowledge, including radar navigation</p> <p>(b) <b>In order to be authorized to navigate with the aid of radar, the boatmaster hold a special attestation delivered by the competent authority as proof that he or she has passed the examination covering professional knowledge of the subjects referred to in Section C of Annex II.</b> <del>Content of the examination on radar navigation is contained in Annex 1, point C</del></p>	<p>(a) The applicant must possess a restricted radar certificate (certificat restreint de radiotéléphonie)</p> <p>(b) The programme of an examination of the candidate's radar knowledge is contained in Annex D.82</p> <p><b>(c) The model of the radar patent is contained in the Annex D.4.</b></p>	<p>(a) For the issuance of a boatmaster's licence for a passenger vessel, the administration may provision for more detailed professional knowledge, including radar navigation</p> <p>(b) Content of the examination on radar navigation is contained in Annex 1, point C</p>	<p>(a) In order to be authorized to navigate with the aid of radar, the boatmaster must hold a special attestation delivered by the competent authority as proof that he has passed the examination covering professional knowledge of the subjects referred to in Chapter B of Annex II</p> <p>(b) The Member States shall recognize the qualification issued under the regulation of the issuing of qualifications to sail a vessel with the aid of radar on the Rhine</p> <p>(c) An applicant satisfying the conditions set out in paragraph (a) shall have his or her fitness to navigate by radar attested by the competent authority in the form of an endorsement on the certificate</p>
<b>6. Absence of past infractions to the safety of navigation</b>	N/A	Candidates must not have committed infractions in navigation and their prior conduct must support the assumption of their ability to lead the crew and navigate safely	Candidate must be able to captain the crew. The candidates that have been convicted of the infringement on human life, someone else's property or of the infractions to the custom requirements, while carrying out	N/A

	<b>UNECE</b>	<b>CCNR</b>	<b>DC</b>	<b>EC</b>
			their duties, are considered unable to captain the crew	

	UNECE	CCNR	DC	EC
<b>D. Knowledge of specific sectors</b>				
<b>1. General</b>	In so far as it deems necessary the Administration <del>may</del> <b>shall</b> supplement the examination syllabus with particular and/or additional subjects in order to meet the requirements for issuance of boatmasters' <del>licences</del> <b>certificates</b> . In this case, the Administration shall specify in the boatmaster's <del>licence</del> <b>certificate</b> its field of application and/or issue a special <del>licence</del> <b>certificate</b> .	The knowledge of specific sectors is required for all Rhine patents	In any case, the candidate must have the professional experience as a rating or a helmsman on a self-propelled vessel or convoy in the sector concerned, acquired by accomplishing 8 runs upstream and 8 runs downstream, including, at least, 3 runs in all directions, in the 18 months preceding his request	Subject to consultation of the Commission, a Member State may require a boatmaster to satisfy additional requirements concerning knowledge of the local situation for navigation of certain waterways, with the exception of the waterways of a maritime character referred to in Annex II to Directive 91/672/EEC
<b>2. Professional experience</b>		Applicants must have accomplished 16 runs in the sector between the locks of Iffezheim and the ferry of Spijk, during the preceding 10 years, including, at least, 3 runs in each direction during the last 3 years. They must have undertaken these runs as rating, engine minder, leading crewman, helmsman on board of a motorized vessel, conducting	As stated above, the candidate must have accomplished 8 runs upstream and 8 runs downstream, including, at least, 3 runs in all directions, in the 18 months preceding his request	

	UNECE	CCNR	DC	EC
		which requires the Rhine patent or an equivalent certificate		
<b>3. Examination</b>		The candidate must also pass an examination on the description of the fairway upstream and downstream, its dimensions and the ability to apply the Rhine Police regulation on this sector between the locks of Iffezheim and the ferry of Spijk		

**PROFESSIONAL KNOWLEDGE REQUIRED TO OBTAIN THE BOATMASTERS' CERTIFICATE FOR INLAND NAVIGATION**

UNECE/ DC	EC <sup>2</sup> (group B)	CCNR
<b>A. General subjects concerning the carriage of cargo and passengers</b>		
<b>1. Navigation</b>		
(a) Knowledge of the rules of the road and signs and signals on inland waterways, particularly those included in CEVNI	(a) Exact knowledge of the traffic regulations of inland waterways, particularly of European code for inland waterways, including nautical signing (designation and buoying of waterways) Note: For the waterways of a maritime character, listed in annex II to Directive 91/672/EEC (group A): Exact knowledge of the traffic regulations of inland waterways, particularly of the European code	(a) Rhine Police regulations (including temporary dispositions) (b) Requirements to the maritime navigation: marking on vessels, sound systems, waterways' marking, rules of the road

<sup>2</sup> Group B: all Community waterways except the waterways of a maritime character, listed in annex II to Directive 91/672/EEC, as well as the Rhine, the Lek and the Waal.

UNECE/ DC	EC <sup>2</sup> (group B)	CCNR
	for inland waterways, the International Regulations for Preventing Collisions at Sea, including nautical signing (designation and buoying of waterways)	
(b) Knowledge of general characteristics of main waterways from the standpoint of geography and hydrography	(b) Knowledge of the general geographical, hydrological, meteorological and morphological characteristics of the main inland waterways Note: For group A: main inland and maritime waterways	(a) Nautical and sectoral knowledge: (i) Rhine and its affluent (essential geographical, hydrological, meteorological and morphological characteristics) (ii) Knowledge of the requested Rhine sectors - description of the navigational channel - the waterway's dimensions (iii) Navigation on maritime waterways (Determination of the course, position lines and ship's position using sea chart, checking of the compass and bases of tidology).
(c) Knowledge of the buoyage system		
(d) Ability to use navigational documents (charts, shipping notices, etc.) and navigational instruments (compass, echo-sounder, etc.)	(c) Determination of the course, nautical printed matters and publications, buoyage systems Note: For group A: Terrestrial navigation with: Determination of the course, position lines and ship's position, nautical printed matters and publications, work in the sea chart, nautical marks and buoyage systems, checking of the compass and bases of tidology	See nautical knowledge
(e) Ability to determine the position of the vessel under any meteorological conditions (poor visibility, ice, etc.)		
<b>2. Vessel maneuvering and handling</b>		
(a) Piloting the vessel, having regard to the effects of current and winds, and the depth under the keel	(a) Handling of the vessel taking account of the effect of wind, current, thrust deduction and draught for the evaluation of sufficient buoyancy and stability	(a) Piloting and maneuvering

UNECE/ DC	EC <sup>2</sup> (group B)	CCNR
(b) Function and operation of the rudder and propeller	(b) Role and functioning of the rudder and propeller	(b) Function and operation of the rudder and propeller
(c) Anchoring and mooring under all conditions	(c) Anchoring and berthing in all conditions	(c) Anchoring and berthing
(d) Maneuvering in entering and leaving a lock, in entering and leaving port harbours as well as in meeting and overtaking	(d) Manoeuvres in locks and ports; manoeuvres when meeting and passing other vessels	
<b>3. Vessel design (construction) and stability</b>		
(a) Knowledge of the basic principles of vessel design, particularly as relates to the safety of persons and the vessel	(a) Knowledge of the basic principles of vessel construction with regard in particular to the safety of persons, the crew and the vessel	
<b>(c) Basic knowledge of the UNECE Resolution No. 61, “Recommendations on Harmonized Europe-Wide Technical Requirements for Inland Navigation Vessels” or other relevant national or regional instruments;</b>	<b>(b) Basic knowledge of Council Directive 82/714/EEC of 4 October 1982 on the technical provisions for inland waterway vessels</b>	<b>(a) Rhine vessels inspection regulations: (i) Structure and content (ii) Content of the ship’s certificate (iii) Crew requirements (Chapter 23)</b>
<del>(c)</del> Knowledge of the main structural elements of the vessel	<del>(b) Basic knowledge of Council Directive 82/714/EEC of 4 October 1982 on the technical provisions for inland waterway vessels</del> <b>(c) Basic knowledge of the main component parts of the vessel</b>	<del>(a) Rhine vessels inspection regulations: (i) Structure and content (ii) Content of the ship’s certificate (iii) Crew requirements (Chapter 23)</del>
<del>(d)</del> General theoretical knowledge of buoyancy and the rules of stability	<del>(c) Basic knowledge of the main component parts of the vessel</del>	
<del>(e)</del> Measures to be taken to ensure the stability of the vessel under different circumstances	(d) Theoretical knowledge of buoyancy and stability rules and their practical application	(b) buoyancy and stability rules and their practical application
	Additional requirements: For group A: (e) Theoretical knowledge of the buoyancy and stability rules and their practical application, especially seaworthiness (f) Additional requirements and in particular additional equipment, on maritime waterways	Additional requirements: (c) Impact of stream, wind and suction
<b>4. Engines</b>		
(a) Basic knowledge of how engines are constructed	(a) Basic knowledge of the design and working of	(a) Design and working of the engines,

<b>UNECE/ DC</b>	<b>EC<sup>2</sup> (group B)</b>	<b>CCNR</b>
and work so as to ensure their proper operation	the engines in order to ensure their proper functioning	functioning of electrical equipment
(b) Checking of the operation of the main and auxiliary engines and action to be taken	(b) Operation and inspection of the main and auxiliary engines and action to be taken in case of disorder	(b) Operation and inspection
		(c) Action to be taken in case of disorder
<b>5. Loading and unloading</b>		
(a) Use of draught marks	(a) Use of draught indicators	(a) Use of draught marks
(b) Determining the weight of the cargo by means of the measurement certificate	(b) Determination of the loading weight using the certificate of measurement	(b) Determination of the loading weight using the certificate of measurement
(c) Loading and unloading operations	(c) Loading and unloading, stowage of cargo (stowage plan)	(c) Stowage of cargo

UNECE/ DC	EC <sup>2</sup> (group B)	CCNR
<b>6. Procedure (action) in special circumstances</b>		
	(a) Principles of accident prevention	
(a) Steps to be taken in the event of damage, collision or grounding (before, during and after the event), including plugging of leaks	(b) Measures to be taken in the event of damage, collision and running aground, including the sealing of leaks	(a) Measures in the event of accidents, first aid and plugging of leaks
(b) Use of life-saving material and equipment	(c) Use of rescue apparatus and equipment	(b) Use of rescue apparatus and equipment
(c) First aid in the event of an accident	(d) First aid in the event of accident	(c) First aid in the event of accidents
(d) Prevention of fire and use of fire-fighting equipment	(e) Prevention of fires and use of fire-fighting equipment	(d) Fire fighting
(e) Prevention of pollution of waterway	(f) Prevention of pollution of waterways	(e) Waste management and pollution prevention
	(g) Specific measures relating to the rescue of persons, vessels and cargo on maritime shipping routes, survival in distress (only for group A)	(f) Specific measures for maritime accidents
		(g) Informing competent authorities
<b>7. Communications</b>		
Knowledge of procedures of usage of radio telephone		
<b>B. Radar navigation</b>		
Chapter C: Additional subjects for radar navigation	Chapter B: Obligatory additional subjects for radar navigation <sup>3</sup>	Special Annex D.2
(a) Knowledge of radar theory: general information on radio waves and the principles of radar operation	(a) Knowledge of radar theory: general knowledge of radioelectric waves and principles of radar operation	
(b) Ability to use the radar apparatus, interpretation of the radar image, analysis of the information supplied by the apparatus and knowledge of the limitations of radar information	(b) Ability to use radar equipment, interpretation of the radar display, analysis of the information supplied by the equipment and knowledge of the limits of the information supplied by radar	
(c) Use of the rotation-speed indicator	(c) Use of the turn indicator	
(d) Knowledge of regulations of CEVNI relating to <del>radar</del> navigation <b>by radar</b>	(d) Knowledge of the ECIW rules on radar navigation	

<sup>3</sup> Does not apply to group A.

UNECE/ DC	EC <sup>2</sup> (group B)	CCNR
<b>C. Knowledge for passenger transport</b>		
Chapter B: Special subjects for the transport of passengers required for the issuance of special <del>licences</del> <b>certificates</b> for navigating passenger vessels	Chapter C: Obligatory additional knowledge for passenger transport <sup>4</sup>	Special regulation on safety personnel on board passenger boats The knowledge may be acquired by other crew members than the boatmaster
For the issuance of a boatmaster's <del>licence</del> <b>certificate</b> for a passenger vessel, the Administration may, in so far as it deems necessary from the safety point of view, make provision for more detailed professional knowledge and require additional professional knowledge concerning in particular the following points:		
(a) Knowledge of safety instructions concerning the vessel	(a) Basic knowledge of technical regulations on: the stability of passenger vessels in case of damage, division into watertight compartments, plane of maximum draught	
(b) Specific provisions for passenger safety in general and in the event of accidents, fire, explosion or shipwreck	(b) First aid in case of accidents	
(c) Ability to direct passenger movements, embarkation and disembarkation, and deal with the effects of panic	(c) Fire prevention and fire-fighting equipment	
(d) Rules to be followed in assisting drowned persons (knowledge of first aid)	(d) Life-saving methods and equipment	
(e) Special case of vessels equipped to provide meals or accommodation	(e) How to protect passengers in general, especially in the case of evacuation, damage, collision, running aground, fire, explosion and other situations which may give rise to panic	
The Administration may make provision for an additional test of knowledge of local geography in all cases in which it deems it justified. Practical tests should be carried out on a passenger	(f) Knowledge of safety instructions (emergency exits, gangplank, use of emergency helm)	

<sup>4</sup> Does not apply to group A.

UNECE/ DC	EC <sup>2</sup> (group B)	CCNR
vessel in normal operation. Theoretical tests should be of a particularly thorough character concerning passenger vessels		
<b>D. Additional subjects for the carriage of dangerous goods</b>		
(a) Familiarity with international regulations and recommendations concerning the carriage of dangerous goods by inland waterway <b>and, in particular, the Regulations annexed to the European Agreement Concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN);</b> (b) General requirements concerning the carriage of dangerous goods (c) Special steps to be taken during the loading and unloading of dangerous goods as well as during the voyage (d) Signalling of vessels and labelling of packages (e) Steps to be taken to prevent accidents, during and following an accident		Regulations concerning the Carriage of Dangerous Goods on the Rhine (ADNR): (a) Structure (b) Documents/instructions (c) Special marking (blue cones and lights) (d) Search for technical requirements
<b>E. Other</b>		
		Rhine Patent regulations: (a) Types of boatmasters' licences (b) Criteria for withdrawal and suspension of licences