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CEVNI/DFND/RPNR/SNSR COMPARISON DOCUMENT

Note: This informal document presents an excerpt from a comparison document, currently being prepared by the Austrian delegation following the decision of the Working Party on Inland Water Transport (ECE/TRANS/SC.3/178, para. 24). The document identifies the differences in traffic rules between CEVNI and Basic Rules of Navigation on the Danube (DFND), Police Regulations for the Navigation of the Rhine (RPNR), and Rules for the Navigation on Sava.

The Working Party on the Standardization of Technical and Safety Requirements in Inland Navigation may wish to take note of the ongoing work and issue comments and suggestions, if appropriate, on the content and the format of the document to the Austrian delegation.

Use of abbreviation and fonts

The following abbreviations are applied in the document:

- C: European Code for Inland Waterways (CEVNI)
- D : Basic Rules of Navigation on the Danube (DFND)
- R : Police Regulations for the Navigation of the Rhine (RPNR),
- S: Rules for the Navigation on Sava river

The following fonts are applied in the document:

- Regular font indicates that the text is identical in all documents.
- Mentions like CRD, CRS etc. indicate that the text is only present in the documents mentioned.
- Underlined text indicates that the comment following the underlined part applies to this part of the text only.

European Code for Inland Waterways, (CEVNI) [*]	Comments
Chapter 1, GENERAL PROVISIONS	
Article 1.01 – Meaning of certain terms	
In these regulations:	
(a) The term “vessel” means <u>any inland waterway craft</u> (1), including small craft and ferry-boats, as well as floating equipment <u>and seagoing vessels</u> ;(2) ¹	(1) S: any inland waterway craft intended for navigation. (2) CRD: and seagoing vessels
(b) The term “motorized vessel” means any craft using its own mechanical means of propulsion,	(3) CRS: except craft whose engines are used only to cover short distances (in harbours or

^{*} The third revised edition (ECE/TRANS/SC.3/115/Rev.3).

¹ The competent authorities may, on certain waterways much used by seagoing ships, exempt such vessels from compliance with some of the provisions of these regulations.

except craft whose engines are used only to cover short distances (in harbours or at loading and unloading points) or to make them easier to handle while being towed or pushed; (3)	at loading and unloading points) or to make them easier to handle while being towed or pushed;
(c) The term “sailing vessel” means any vessel proceeding under sail only; a vessel proceeding under sail and making use at the same time of its own mechanical means of propulsion shall be considered as a motorized vessel;	
(d) The term “small craft” means any vessel with a hull(4) less than 20 m long, ² except vessels built or equipped to tow, push or propel in side-by-side formation vessels other than small craft, craft authorized to carry more than 12 passengers and ferry-boats (5);	4) R: <i>m</i>) without rudder and bowsprit (5) R: <i>m</i>) a pushed barge; S: regardless to their length;
(e) The term “floating equipment” means(6) <u>floating structures carrying</u> (7) <u>machinery used for work on waterways or in harbours</u> (8) (dredgers, elevators, derricks, cranes, etc.);	(6) S: vessel, with or without its own mechanical means of propulsion, equipped with (7) CRD: floating structures carrying (8) S: inland waters; CRD: waterways or in harbours
(f) The term “floating establishment” means any floating installation that is (9) <u>normally a fixture</u> , e.g. swimming baths, docks, wharves or boat-sheds;(10)	(9) S: permanently moored, anchored or laid on the river bed, e.g. landing-places, accommodation-establishment, restaurants, repair-shops, warehouses, pontoon bridges, floating hangars; (10) CRD: normally a fixture, e.g. swimming baths, docks, wharves or boat-sheds;
(g) The term “assembly of floating material” means a raft or any construction, assembly or object capable of navigation, other than a vessel or floating establishment;	
(h) The term “ferry-boat” means any vessel providing a transport service across a waterway, that is classed as a ferry-boat by the competent authorities; ³	
(i) The term “pushed barge” means any vessel designed or specially equipped to be pushed; (11)	(11) S: “barge” means any vessel designed or specially equipped to be towed;

² The competent authorities may in the application of the provisions of CEVNI and for particular waterways limit the category of small craft to vessels of 15 m long.

³ The competent authorities shall in any case class as “ferry-boats” all vessels providing such a service which do not move independently.

(j)	The term “shipborne barge” means a pushed barge designed to be carried on board seagoing vessels and to navigate on inland waterways;	
(k)	The term “convoy” means a towed convoy, a pushed convoy or a side-by-side formation;	
(l)	The term “towed convoy” means any group consisting of one or more vessels, floating establishments or assemblies of floating material towed by one or more motorized vessels, the later forming part of the convoy <i>and being known as tugs</i> ; (12)	(12) CDS: and being known as tugs;
(m)	The term “pushed convoy” means a rigid ⁴ group of vessels, one at least of which is placed in front of the motorized vessel (13) propelling the convoy and is known as a pusher; (14)	(13) R: e) or two motorized vessels (14) R: e) this includes convoys with a pusher, a pushed vessel and clutch which allows steered buckling.
(n)	The term “side-by-side formation” means a group consisting of vessels coupled side-by-side, none of which is placed in front of the motorized vessel propelling the formation;	
(o)	A vessel, an assembly of floating material or a floating establishment is “stationary” when it is, directly or indirectly, anchored or made fast to the shore;	
(p)	A vessel, an assembly of floating material or a floating establishment is “under way” or “proceeding” when it is neither directly nor indirectly at anchor, made fast to the shore or grounded. <u>For such vessels, floating equipment or floating establishments under way, the term “stop” applies with respect to the land</u> ; (15)	(15) CDS: For such vessels, floating equipment or floating establishments under way, the term “stop” applies with respect to the land;
(q)	<u>The term “vessel engaged in fishing” means any vessel fishing with nets, lines, trawls or other fishing apparatus that restrict manoeuvrability, but does not apply to a vessel fishing with trolling lines or other fishing apparatus that does not restrict manoeuvrability</u> ;(16)	(16) R: The term “vessel engaged in fishing” means any vessel fishing with nets, lines, trawls or other fishing apparatus that restrict manoeuvrability, but does not apply to a vessel fishing with trolling lines or other fishing apparatus that does not restrict manoeuvrability;
(r)	The terms “white light”, “red light”, “green	(17) R: t) conforming to the requirements

⁴ The competent authorities may class some non-rigid groups as “pushed convoys”.

light”, “yellow light” and “blue light” mean lights of colours (17) <u>conforming to the provisions of annex 4 to these regulations</u> ; (18)	concerning the colour and intensity of lights and approval of signal lanterns for inland waterway vessels;
(s) The terms “strong light”, “bright light” and “ordinary light” mean lights of intensities (19) <u>conforming to the provisions of annex 5 to these regulations</u> ; (20)	(19) R: t) conforming to the requirements concerning the colour and intensity of lights and approval of signal lanterns for inland waterway vessels; (20) CDS: conforming to the provisions of annex 5 to these regulations
(t) The terms ‘scintillating light’ and ‘quick scintillating light’ mean rhythmic lights flashing 50-60 times per minute and 100-120 times per minute;	
(u) The term “short blast” means a blast lasting approximately one second, and the term “long blast” means a blast lasting approximately four seconds, the interval between two consecutive blasts being about one second;	
(v) The term “series of very short blasts” means a series of at least six blasts lasting approximately ¼ second each, separated by intervals of approximately ¼ second;	(21): (SD) “series of blows” means two peals of bell;
(w) <u>The term “three-tone signal” means a signal repeated three times, of three blasts of different pitch with no interval between them lasting about two seconds in all. The frequency of the blasts shall be within the range 165 to 297 Hertz and the difference between the highest and the lowest blasts shall be at least two full notes. Each series of three blasts shall begin with the lowest and end with the highest note;</u> (22)	(22) CDS: The term “three-tone signal” means a signal repeated three times, of three blasts of different pitch with no interval between them lasting about two seconds in all. The frequency of the blasts shall be within the range 165 to 297 Hertz and the difference between the highest and the lowest blasts shall be at least two full notes. Each series of three blasts shall begin with the lowest and end with the highest note;
(x) The term “night” means the period between sunset and sunrise;	
(y) The term “day” means the period between sunrise and sunset;	
(z) <u>The term “state of fatigue” means a state occurring as the result of insufficient rest or of sickness, and expressed in deviations from the norm in behaviour and reaction speed;</u> (23)	(23) CDS: The term “state of fatigue” means a state occurring as the result of insufficient rest or of sickness, and expressed in deviations from the norm in behaviour and reaction speed;
(aa) <u>The term “state of intoxication” means a state occurring as a result of the use of alcohol, narcotics, medicines or other similar substances</u>	(24) CD: The term “state of intoxication” means a state occurring as a result of the use of alcohol, narcotics, medicines or other

<p><u>and determined from the results of laboratory examination or from clinical symptoms in accordance with national legislation and practice;</u>(24)</p>	<p>similar substances and determined from the results of laboratory examination or from clinical symptoms in accordance with national legislation and practice. S: The term “state of intoxication” means that a person shall be considered to be in an intoxicated state if blood or blood and urine analysis or some other method of measurement confirms that the blood alcohol level is greater than 0,5 g/Kg or if the presence of alcohol in the organism is confirmed by use of appropriate means or devices (alcometer, etc.) for measuring degree of intoxication, which corresponds with amounts greater than 0,5 g/Kg or a person who upon expert examination, regardless of the blood alcohol level, show signs of alcoholic derangement. Similarly, a person under the influence of narcotics, medicines or some other similar substance shall also be considered to be in an intoxicated state, which shall be established with the assistance of results from laboratory tests or clinical symptoms.</p>
<p>(bb) <u>The term “water bike” means any small craft using its own mechanical means of propulsion, which is able to carry one or more persons and built or designed to be used for skiing over the water or performing figures, for example, waterbobs, waterscooters, jetbikes, jetski and other similar craft;</u>⁵ (25)</p>	<p>(25) CDS: The term “water bike” means any small craft using its own mechanical means of propulsion, which is able to carry one or more persons and built or designed to be used for skiing over the water or performing figures, for example, waterbobs, waterscooters, jetbikes, jetski and other similar craft;</p>
<p>(cc) The term ‘high-speed vessel’ means a motorized vessel, with the exception of small craft, capable of travelling at a speed greater than 40 km/h in relation to still water, when this is stated in its inspection certificate;^{6 7}</p>	
<p>(dd) <u>The term ‘reduced visibility’ means conditions in which visibility is reduced owing to fog, haze, snow, rain or other reasons.</u>(26)</p>	<p>(26) CDS: The term ‘reduced visibility’ means conditions in which visibility is reduced owing to fog, haze, snow, rain or other reasons.</p>
<p>(27)</p>	<p>(27) DS: The term fairway means zone on</p>

⁵ The competent authority may define a water bike as an assembly of floating material instead of a small craft.

⁶ In countries where the competent authorities prescribe such certificates.

⁷ Competent authorities may supplement this definition with their interpretation as to the applicability of the term to vessels navigating on particular inland waterways or stretches thereof, for example, when the vessels have to limit their speed.

	inland waterways of a particular depth, width and other dimensions which is developed, marked and open for safe navigation.
(ee) <u>The term ‘safe speed’ means a speed at which a vessel or a convoy can navigate safely, undertake manoeuvres and stop within the distance required by the prevailing circumstances and conditions.</u>	(28) CDS: The term ‘safe speed’ means a speed at which a vessel or a convoy can navigate safely, undertake manoeuvres and stop within the distance required by the prevailing circumstances and conditions
(29)	(29) R: “radar navigation”
(30)	(30) R: “ADNR”
(31)	(31) R: “upstream”
(32)	(32) RS: The term “left and right bank” means left and right side of the river looking from the river source towards the river mouth;
Article 1.02 – Boatmaster ⁸	
1. Every vessel or assembly of floating material, except vessels in a pushed convoy other than the pusher, shall be placed under the authority of a person having the necessary qualifications. ⁹ ¹⁰ (33) This person is hereinafter referred to as the boatmaster.	(33) R: a boatmaster is competent when he is holder of a Rhine patent or an recognized qualification.
2. Every convoy shall likewise be placed under the authority of a person having the necessary qualifications. ¹¹ This boatmaster shall be appointed as follows:	
(a) In the case of a convoy with only one motorized vessel, the boatmaster of the convoy shall be the boatmaster of the motorized vessel;	
(b) In the case of a towed convoy led by two or more motorized vessels in line, the boatmaster of the convoy shall be the boatmaster of the leading vessel(34), <u>unless that vessel is a temporary auxiliary tug, in which case the boatmaster of the convoy shall be the boatmaster of the</u>	(34) CRS: unless that vessel is a temporary auxiliary tug, in which case the boatmaster of the convoy shall be the boatmaster of the second vessel;

⁸ The competent authorities may use the term “chef de bord” instead of the term “conducteur” currently used in the French text of CEVNI as long as it means a person exercising a nautical responsibility on board a vessel. The question of the use of one or the other term in the French text of CEVNI is under consideration by the Working Party.

⁹ The competent authorities may waive this provision in the case of certain assemblies of floating material and non-motorized vessels in certain side-by-side formations.

¹⁰ The competent authorities may lay down requirements regarding these qualifications.

¹¹ The competent authorities may lay down requirements regarding these qualifications.

<u>second vessel;</u>	
(c) In the case of a towed convoy led by two or more motorized vessels not in line, one of which provides the main traction, the boatmaster of the convoy shall be the boatmaster of the vessel providing the main traction;	
(d) <u>In a pushed convoy propelled by two pushers side-by-side,(35) the boatmaster of the starboard pusher shall be the boatmaster of the convoy;</u> (36) ¹²	(35) CRS: In a pushed convoy propelled by two pushers side-by-side (36) CR: In a pushed convoy propelled by two pushers side-by-side, the boatmaster of the starboard pusher shall be the boatmaster of the convoy; ¹ (S), the boatmaster of a pusher of a higher propelling power shall be the boatmaster of the convoy;
(e) In other cases, the boatmaster of the convoy shall be appointed when required.	
3. When a vessel is under way the boatmaster shall be on board; in addition, the boatmaster of floating equipment shall always be on board when the equipment is in operation.	
4. The boatmaster is responsible for compliance with these regulations on his vessel, convoy or assembly of floating material. In a towed convoy, the boatmasters of the towed vessels shall obey the orders of the boatmaster of the convoy; however, even without such orders, they shall take all steps required by the circumstances for the proper handling of their vessels. The same provisions apply to boatmasters of vessels in a side-by-side formation who are not the boatmaster of the formation. ¹³	
5. <u>Every floating establishment shall be placed under the authority of a (37) person. This person shall be responsible for the observance of the provisions of these regulations (38) on the floating establishment.</u> (39)	(37) S: competent (38) S: and any special instructions given them by officials of the competent authorities (39) CSD: Every floating establishment shall be placed under the authority of a person. This person shall be responsible for the

¹² The competent authorities may prescribe that the boatmaster of a pusher of a higher propelling power shall be the boatmaster of the convoy.

¹³ When circumstances make it necessary for two or more vessels and/or convoys to sail together (for example, with the support of an ice-breaker), the relationships between the boatmasters are determined by the competent authority.

	observance of the provisions of these regulations on the floating establishment.
6. The faculties of the boatmaster shall not be impaired as a result of a state of fatigue or intoxication.(40)	(40) S: An authorized official of the competent authorities may subject the boatmaster to testing with the aid of suitable means and devices (alcometers etc.) or bring him in for an expert examination to check whether he is in a state of intoxication. The boatmaster is obliged to submit to testing or an expert examination.
7. In the case of a moored vessel or assembly of floating material having no boatmaster, the person responsible for ensuring compliance with the provisions of these regulations shall be:	
(a) The operator or owner of such vessel or assembly;	
(b) The person responsible for keeping watch and surveillance under article 7.08.	
Article 1.03 – Duties of crew and other persons on board	
1. Crew members shall carry out the orders given to them by the boatmaster in the performance of his duties. They shall assist in complying with the requirements of these regulations and of any other provisions applicable.	
2. All other persons on board are required to comply with the orders given to them by the boatmaster in the interest of safe navigation or of good order on board.	
3. Members of the crew and other persons on board who temporarily determine the vessel's course and speed themselves shall also be responsible in that respect for ensuring compliance with the requirements of these regulations.	
4. The faculties of crew members on duty and other persons on board who participate temporarily in the navigation of the vessel shall not be impaired as a result of a state of fatigue or intoxication.	

Article 1.04 – General obligation to exercise vigilance	
1. <u>When under way every vessel shall at all times proceed at a safe speed.</u> (41)	(41) C: When under way every vessel shall at all times proceed at a safe speed
2. Even where no special rules are laid down in these regulations, boatmasters shall take all the precautions required by the general obligation to exercise vigilance and good navigational practice in order to avoid, in particular: <p style="margin-left: 40px;">(a) Danger to human life;</p> <p style="margin-left: 40px;">(b) Damage to vessels or assemblies of floating material, banks, works or installations of any kind on or adjacent to the waterway;</p> <p style="margin-left: 40px;">(c) Causing obstructions to shipping; and</p> <p style="margin-left: 40px;">(d) Causing harm to <u>crew members and other persons on board the vessel or damage to barges moored alongside, port or wharf facilities and the</u> (42) environment.</p>	(42): C: members and other persons on board the vessel or damage to barges moored alongside, port or wharf facilities and the
3. <u>The above provisions shall also apply to persons in charge of floating establishments.</u> (43)	(43) C: The above provisions shall also apply to persons in charge of floating establishments.
Article 1.05 – Conduct in special circumstances	
To avoid imminent danger, boatmasters shall take all the steps required by the situation, even if this entails departing from these regulations.	
Article 1.06 – Use of the waterway	
(44)The length, width, height, draught and speed of vessels, convoys and assemblies of floating material shall be suited to the characteristics of the <u>waterway</u> (45) and its installations. ¹⁴	(44) R: without prejudice to §§ 8.08, 9.02 Nr. 10, 10.01, 10.02, 11.01, 11.02, 11.03, 11.04 and 11.05 of this regulation. (45) S: fairway. CRD: waterway
Article 1.07 – Maximum load and maximum number of passengers	
Article 1.07 – Maximum load (46) and maximum	(46): R: view

¹⁴ The competent authorities may lay down rules on this matter, taking traffic density into account if necessary.

number of passengers	
1. Vessels shall not be loaded beyond their maximum draught markings.	
2. <u>The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility abaft is restricted during the voyage, this lack of visibility may be compensated for by the use of radar apparatus.</u> (47) ¹⁵	(47): C: The load or the list of the vessel shall not restrict the direct view at a distance of more than 350 m in front of the vessel. If direct visibility abaft is restricted during the voyage, this lack of visibility may be compensated for by the use of radar apparatus. R: direct view of 350 m in front of the vessel. Compensation is allowed for the view backwards and when sailing through bridges or locks. SD: The load shall not endanger the vessel's stability or the strength of the hull. The load shall not restrict the direct or indirect view at a distance of more than 350 m in front of the vessel or convoy under way.
3. Passenger vessels shall not have on board more passengers than the number authorized by the competent authorities. High-speed passenger vessels shall not have on board more persons than the number of available seats.	
4. In addition, the stability of vessels carrying containers shall be checked before departure for the following cases:	
(a) for vessels with a beam of less than 9.5 m, loaded with more than one tier of containers;	
(b) for vessels with a beam of 9.5 m or more <u>but less than 11 m</u> (48), loaded with more than two tiers of containers;	(48) CRS: but less than 11 m,
(c) <u>(49)for vessels with a beam of 11 m or more, loaded with more than three tiers of containers or more than three widths;</u>	(49) R: for vessels with a beam of 11,00 m or more: -if the vessel is loaded with more than three breadths and more than two tiers of containers - if the vessel is loaded with more than three tiers of containers ; CSD: for vessels with a beam of 11 m or more, loaded with more than three tiers of

¹⁵ The competent authorities may also prescribe the use of flat reflector periscopes.

	containers or more than three widths; (d) for vessels with a beam of 15 m or more, loaded with more than three tiers of containers.
(d) <u>for vessels with a beam of 15 m or more, loaded with more than three tiers of containers.</u>	
Article 1.08 – Construction, rigging and crews of vessels	
1. Vessels <u>and assemblies of floating</u> (50) material shall be so constructed and rigged as to ensure the safety of those on board and safe navigation and to be able to satisfy the requirements of these regulations. (51)	(50) CDS: and assemblies of floating material (51) S: and of other regulations in force
2. All vessels, <u>except vessels in a pushed convoy other than the pusher (52), shall have a crew sufficient in number and sufficiently skilled to ensure the safety of those on board and safe navigation. However, non-motorized vessels in a side-by-side formation and some of the towed vessels in a rigid group are not required to have a crew if the vessel propelling the side-by-side formation or rigid group, or keeping it safely stopped, has a crew sufficiently large and skilled to ensure the safety of those on board and safe navigation.</u> (53)	(52) CSD:except vessels in a pushed convoy other than the pusher (53) CSD: However, non-motorized vessels in a side-by-side formation and some of the towed vessels in a rigid group are not required to have a crew if the vessel propelling the side-by-side formation or rigid group, or keeping it safely stopped, has a crew sufficiently large and skilled to ensure the safety of those on board and safe navigation. R: The requirements are satisfied if the vessel is provided with a ship’s certificate pursuant to the Regulation on Inspection of Shipping on the Rhine, the construction and equipment of the vessel fully comply with the specifications of the ship’s certificate and crew and operation are in accordance with the Regulation on Inspection of Shipping on the Rhine.
(54)	(54) S: 3. All vessels performing carriage of the dangerous goods shall have a one crew member qualified for the carriage of the dangerous goods in accordance with the regulations for the carriage of the dangerous goods in force.
Article 1.09 – Steering	
1. When under way, a vessel(55) shall be steered by at least one qualified person of not less than 16 years of age. ¹⁶	(55) S: except vessels from Article 1.08, paragraph 2 R: Age limits do not apply to small non motorized vessels.

¹⁶ The competent authorities may prescribe other provisions concerning age.

<p>2. In order to ensure proper control of the vessel, the helmsman shall be able to receive and give all information and all orders reaching or proceeding from the wheelhouse. In particular, he shall be able to hear sound signals and have a sufficiently clear view in all directions. <u>If a sufficiently clear view is not possible, he has to have a possibility to use an optical means giving a clear and undistorted image over an adequate field.</u> (56)</p>	<p>(56) CDS: If a sufficiently clear view is not possible, he has to have a possibility to use an optical means giving a clear and undistorted image over an adequate field.</p>
<p>3. When particular circumstances so require, a look-out or listening-post shall be set up to keep the helmsman informed.</p>	
<p>4. <u>When under way, all high-speed vessels shall be steered by a person not younger than 21 years of age holding a diploma certifying that he has the necessary qualifications referred to in article 1.02, paragraph 1 and the certificate referred to in article 4.05, paragraph 1 (b). A second person who also holds these documents shall be in the wheelhouse except during berthing and casting off and in locks and their forebays.</u> (57)</p>	<p>(57) CDS: When under way, all high-speed vessels shall be steered by a person not younger than 21 years of age holding a diploma certifying that he has the necessary qualifications referred to in article 1.02, paragraph 1 and the certificate referred to in article 4.05, paragraph 1 (b). A second person who also holds these documents shall be in the wheelhouse except during berthing and casting off and in locks and their forebays. R: When under way, all high-speed vessels shall be steered by a person holding a Rhine patent and a Radar patent. In conformity with the Rhine License regulation and the radar patent, a second person who also holds these documents must be in the wheelhouse except during berthing and casting off and in locks and their forebays.</p>

Article 1.10 – Vessel’s papers and other documents	
1. Every vessel shall carry:	
(a) Ship’s certificate; (58)	(58) S: A certificate of registry; CDR: Ship’s certificate;
(b) (59) <u>tonnage certificate (cargo vessels only)</u> (60);	(59) R: b) The Rhine Patent or any other document referring to the Rhine Patent Regulation for the boat master and for the crew, a personal service record or the Rhine Patent or any other document referring to the Rhine Patent Regulation. c) the duly completed logbook including the certificate to in Annexe K of the Regulation on Inspection of Shipping on the Rhine d) The certificate on the release of the logbooks e) The certificate of the membership to the Rhine License Regulation f) Certificate of measurement of the vessel g) The certificate of installation and function of the recording equipment and its legal record. h) The Radar patent or any other document referring to the regulation on assignation of a Radar patent; these documents are not necessary if the Rhine patent card contains the entry “Radar” or any other entry in a certification referring to the Rhine patent regulation i) The certificate on installation and function of radar device and turn-and-bank indicator k) The certificate of radiotelephony to operate on radio telephone installations according to Annex 5 of the Regulation on the Agreement of Radiotelephony in Inland Navigation l) Certificate “Frequency allocation” m) the Handbook on radiotelephony in inland navigation, general part and regional part n) the duly completed book of oil control o) The certificate of boilers and auxiliaries for vessels p) The certificate for liquefied gas installations q) The certificate for Electrical Equipment r) The verification certificate for portable fire extinguishers and fixed fire extinguisher installations, s) Verification certificate of cranes, t) The certificate referring to in ADNR Nr. 8.1.2.1, 8.1.2.2 and 8.1.2.3 u) The certificate for confirmation of stability for the transport of containers, including stowage plan or manifest for each loading

	<p>condition and calculation methods shall be provided for confirmation of stability on a previous or standardized carriage case under explanation of the chosen calculation method.</p> <p>v) The certificate on duration and local boundary of the construction site, where the worksite craft is allowed to be used.</p> <p>w) On the section between Basel and Mannheim, for vessels with a length more than 110 m: according to § 22a.05 Nr.2 Letter b of the Regulation on Inspection of Shipping on the Rhine</p> <p>(60) S: A measurement certificate; D: A measurement certificate (cargo vessels only); C: tonnage certificate (cargo vessels only);</p>
(c) (61) <u>Ship's articles</u> or crew list;	(61) D: except vessels which are not crewed CDR: Ship's articles or
(d) (62) A ship's log; ¹⁷	(62) D: (only motorized vessels)
(e) <u>Boatmaster's licence or licences belonging to boatmasters of the vessel and for other crew members a service record duly completed.</u> (63)	(63) CDR: Boatmaster's licence or licences belonging to boatmasters of the vessel and for other crew members a service record duly completed. S: A ship's certificate
(64)	(64) D: and crewed vessels referred in 8.1.2.1, 8.1.2.2 and 8.1.2.3 of the annex relating to ADN-D certificates.
and any other documents relating to navigation required under international conventions or agreements.	
2. <u>By derogation from paragraph 1 above, small craft are not required to carry the documents referred to in subparagraphs (b) and (d); moreover, in the case of small pleasure craft, the document referred to in subparagraph (c) is not required, and that referred to in subparagraph (a) may be replaced by a national navigation permit.</u> (65)	(65) CSD: By derogation from paragraph 1 above, small craft are not required to carry the documents referred to in subparagraphs (b) and (d); moreover, in the case of small pleasure craft, the document referred to in subparagraph (c) is not required, and that referred to in subparagraph (a) may be replaced by a national navigation permit.
3. <u>Assemblies of floating material shall carry a national navigation permit.</u> (66) ¹⁸	(66) CSD: Assemblies of floating material shall carry a national navigation permit.

¹⁷ The competent authorities may waive the requirement to carry this document. If they do require it, they shall exempt from producing it vessels registered in countries where it is not required.

¹⁸ The competent authorities may waive this provision.

<p>4. The documents required to be carried on board under these regulations or any other provisions applicable shall be produced whenever requested by officials of the competent authorities.</p> <p>5. However, the ship's certificate and the tonnage certificate need not be carried on board a pushed barge to which is affixed a metal plate conforming to the following model:</p> <div data-bbox="342 485 833 720" style="border: 1px solid black; padding: 10px; margin: 10px 0;"> <p>Official No.:</p> <p>Ship's certificate No.:</p> <p>Competent authority:</p> <p>Expiry date:</p> </div> <p>These particulars shall be engraved or stamped in easily legible characters not less than 6 mm high. The metal plate shall be not less than 60 mm high and 120 mm long; it shall be permanently affixed in a prominent place towards the stern of the barge on the starboard side.</p> <p>The conformity of the particulars given on the plate to those in the barge's ship's certificate shall be certified by the competent authority, whose stamp shall be applied to the plate. The ship's certificate and tonnage certificate shall be kept by the owner of the barge.¹⁹</p>	
Article 1.11 – Navigation regulations	
<p>An updated copy of the navigation regulations applicable to the waterway shall be carried (67) on board every vessel, except vessels in a pushed convoy other than the pusher (68) and on every assembly of floating material.²⁰</p>	<p>(67) R: navigation regulations by electronic means is also sustained</p> <p>(68) R: small vessels</p>
Article 1.12 – Dangerous objects on board; loss of objects; obstacles	
<p>1. It is prohibited to allow objects that would constitute a danger to vessels (69), assemblies of floating material, floating establishments or</p>	<p>(69) R: Referring to in § 1.04</p>

¹⁹ The competent authorities may allow photocopies of the certificate of registry and the tonnage certificate, certified as true copies by a competent authority, to be carried on board the pusher.

²⁰ The competent authorities may exempt certain classes of small craft and of assemblies of floating material from this regulation.

installations on or adjacent to the waterway to project beyond the sides of vessels or of assemblies of floating material.	
2. When anchors are weighed, they shall not hang below the bottom or keel of a vessel or the bottom of an <u>assembly of floating material</u> .(70)	(70) CDS: assembly of floating material. S: and no part of it may be permanently immersed in water.
3. When a vessel, an assembly of floating material or a floating establishment loses an object and this may cause an obstruction or danger to navigation, the boatmaster or the person responsible for the floating establishment shall at once inform the nearest competent authorities, specifying as accurately as possible the place where the object was lost. If possible, he shall also place a marker at the spot.	
4. When a vessel encounters an unknown obstacle on a waterway, the boatmaster shall at once inform the nearest competent authority, specifying as accurately as possible the place where the obstacle was encountered.(71)	(71) S: When this obstacle may cause danger to navigation he shall also place a marker at the spot.
Article 1.13 – Protection of waterway signs and marking	
1. It is prohibited to use waterway signs or marking (boards, buoys, floats, beacons, etc.) for mooring or warping vessels or assemblies of floating material, to damage them or to render them unfit for use.	
2. When a vessel or an assembly of floating material has displaced or damaged any device or installation which is part of the system of waterway signs and marking, the boatmaster shall at once inform the nearest competent authority.	
3. Every boatmaster has a general duty immediately to inform the nearest competent authority of any incident or accident affecting waterway signs or marking (failure of a light, displacement of a buoy, destruction of a sign, etc.).	
Article 1.14 – Damage to permanent structures	
When a vessel or assembly of floating material has damaged a permanent structure (lock, bridge, etc.), the boatmaster shall at once inform the nearest competent authority.	

Article 1.15 – Prohibition of discharge into waterways	
<p>1. It is forbidden to throw, pour or allow to fall or flow into a waterway any objects or substances likely to cause an obstruction or danger to navigation or to other users of the waterway.</p> <p>2. It is in particular forbidden to throw, pour or discharge into a waterway any form of petroleum waste or mixtures of such waste with water.</p> <p>3. In the event of accidental spillage of a substance covered by paragraph 1 or paragraph 2 or of any risk of such spillage, the boatmaster shall immediately inform the nearest competent authority, specifying as accurately as possible the nature and site of the spillage.</p>	
Article 1.16 – Salvage and assistance	
<p>1. In the event of an accident endangering those on board, the boatmaster shall use every means at his disposal to save them.</p> <p>2. Every boatmaster who is close to a vessel or assembly of floating material which has suffered an accident endangering persons or threatening to obstruct the channel is required to give immediate assistance insofar as is consistent with the safety of his own vessel.</p>	
Article 1.17 – Grounded or sunken vessels	
<p>1. The boatmaster of a grounded or sunken vessel or of a grounded or broken assembly of floating material shall arrange for the nearest competent authority to be informed as soon as possible. In the case of a grounded or sunken vessel, the boatmaster or a member of the crew shall remain on board or near the site of the accident until the competent authority has authorized him to leave.</p> <p>2. When a vessel is grounded or sunk, or an assembly of floating material is grounded, in or near the channel, its boatmaster shall, unless it is obviously unnecessary, as soon as possible and without prejudice to the obligation to display the marking referred to in article 3.25, give warning to approaching vessels and assemblies of floating material at suitable points far</p>	

<p>enough from the site of the accident to enable them to take the necessary action in good time.</p> <p>3. Should an accident occur while a vessel is passing through a lock, the boatmaster shall immediately inform the service in charge of the lock in question.</p>	
(72)	<p>(72) S: 4. When the vessels from paragraph 1. 2. and 3. of this Article are part of the pushed or towed convoy or side by side formation the boatmaster of the convoy or side by side formation shall be responsible in that respect for ensuring compliance with the requirements of this Article.</p> <p>D: 4. When the vessels from paragraph 1. and 2. of this Article are part of a convoy the boatmaster of the convoy be responsible in that respect for ensuring compliance with the requirements of this Article.</p>
Article 1.18 – Obligation to clear the channel	
<p>1. When a grounded or sunken vessel, a grounded assembly of floating material or an object lost by a vessel or assembly of floating material causes or threatens to cause total or partial obstruction of the channel, the boatmaster of the vessel or assembly of floating material shall endeavour to get the channel cleared as soon as possible.</p> <p>2. A boatmaster whose vessel is in danger of sinking or becomes impossible to control is under the same obligation.</p>	

(73)	<p>(73) R: 3. For the obligation to clear the channel from grounded or sunken vessel, a grounded assembly of floating material or an object lost by a vessel, national regulations should be considered.</p> <p>D: 3. When the vessels from paragraph 1. and 2. of this Article are part of a convoy the boatmaster of the convoy be responsible in that respect for ensuring compliance with the requirements of this Article</p>
(74)	<p>(74) R: 4. The competent authorities may begin immediately with the clearance, if the administrative discretion bears no delay.</p> <p>S: 4. When the vessels from paragraph 1. 2. of this Article are part of the pushed or towed convoy or side by side formation the boatmaster of the convoy or side by side formation shall be responsible in that respect for ensuring compliance with the requirements of this Article.</p>
Article 1.19 – Special instructions	
<p>Boatmasters and persons in charge of floating establishments shall comply with any special instructions given to them by officials of the competent authorities in order to ensure safe and orderly navigation. (75)</p>	<p>(75) R: in cases of border-crossing.</p> <p>SD: 2. Authorised officials of the competent authorities may, except in special cases when the provisions of other legislation is applied, by means of a special decision prohibit the navigation of a vessel and especially in the following case(S)</p> <ol style="list-style-type: none"> 1. when the vessel does not have a certificate of registry or national navigation permit or these documents have expired 2. when the vessel does not comply with the conditions referred to in Article 1.07 of this Decision 3. when the crew or vessel do not comply with the conditions referred to in Article 1.08 of this Decision 4. when the capabilities of the boatmaster or on-duty crew members have been diminished due to a state of fatigue or intoxication.
Article 1.20 – Inspection	
<p>Boatmasters and persons in charge of floating establishments shall give officials of the competent authorities the necessary facilities for verifying</p>	

compliance with these regulations and any other provisions applicable, and in particular facilitate immediate boarding by them.	
Article 1.21 – Special transport operations	
Article 1.21 – Special transport operations(76)	(76) R: amphibian vehicles
1. Movements on inland waterways are deemed to be special transport operations if they are movements of:	
(a) Vessels or convoys which do not comply with the requirements of articles 1.06 and 1.08;	
(b) Floating establishments or <u>assemblies of floating material (77)</u> , unless it is evident that their movement cannot cause any hindrance or danger to navigation or any damage to permanent structures.	(77) C: assemblies of floating material
2. Such a transport operation shall be allowed only under a special authorization issued by the competent authorities of the sector or sectors over which it is to take place.	
3. <u>It shall be subject to such conditions as those authorities may determine in each case.</u> (78)	(78) CDS: It shall be subject to such conditions as those authorities may determine in each case.
4. A boatmaster shall be appointed for each transport operation, account being taken of the provisions of article 1.02.	
(79)	(79) R: 2. In this regulation amphibian vehicles are considered as small vessels. S: 5. Before issuing approval for the transports referred to in paragraph 1 of this Article, the competent authorities may request a review and verification of ability for navigation by the competent organisation.
Article 1.22 – Special temporary requirements	
Boatmasters shall comply with any temporary requirements issued by a competent authority in special circumstances and published as notices to ensure safe and orderly navigation.	

(80)	<p>(80) R: 2. These requirements should be issued in case of work on the waterway, military exercises, public events referring to in § 1.23 or due to waterway conditions. They may on certain passages, where special attention is needed and which are signalled with buoys; beacons or any other sign or warning, prohibit navigation by night or passage of vessels of too much draught.</p> <p>3. The requirements under paragraph 1 also cover the requirements that could be taken, when it appears necessary to introduce navigation rules measures, while waiting for the amendment of the existing rules or as a test. The requirements will remain valid for three years, maximum. They will be implemented in all riparian states at the same time and revoked under the same conditions.</p>
Article 1.23 – Authorization of public events	
(81) Sporting events, regattas or other public events which may endanger safe and orderly navigation shall be subject to authorization by the competent authorities.	(81) S: 1. Organizers of the sporting events, regattas and other public activities on waterways from Article 1.0 of these Rules shall inform competent authorities in charge about such activities 20 days in advance