

# **REGULATIONS FOR RHINE NAVIGATION PERSONNEL (RPN)**

**UNOFFICIAL VERSION**

**This English version of the RPN is an unofficial translation of the Regulations as applicable on 1 July 2016.**

**Amendments which entered into force after this date can be consulted on the CCNR website (Resolutions).**

<b>PART I GENERAL PROVISIONS .....</b>	<b>1</b>
CHAPTER 1 GENERAL PROVISIONS APPLICABLE TO HEADINGS I, II AND III .....	3
<i>Article 1.01 Definitions.....</i>	3
<i>Article 1.02 Temporary requirements.....</i>	5
<i>Article 1.03 Administrative Instructions .....</i>	5
<b>PART II CREW-RELATED REQUIREMENTS .....</b>	<b>1</b>
CHAPTER 2 GENERAL PROVISIONS APPLICABLE TO PART II.....	1
<i>Article 2.01 Scope of application.....</i>	1
<i>Article 2.02 General provisions .....</i>	1
CHAPTER 3 PROVISIONS APPLICABLE TO ALL TYPES OF VESSEL .....	1
SECTION 1: CREW MEMBER QUALIFICATION .....	1
<i>Article 3.01 Description of qualifications .....</i>	1
SUB-SECTION 1: CONDITIONS FOR QUALIFICATION .....	1
<i>Article 3.02 Requirements.....</i>	1
<i>Article 3.03 Physical and mental fitness of crew members.....</i>	3
<i>Article 3.04 Periodic examination of physical and mental fitness .....</i>	3
SUB-SECTION 2: METHOD OF PROVING QUALIFICATION .....	1
<i>Article 3.05 Proof of qualification.....</i>	1
<i>Article 3.06 Service record book .....</i>	1
<i>Article 3.07 Suspension of validity of the service record book.....</i>	1
SUB-SECTION 3: NAVIGATION TIME .....	1
<i>Article 3.08 Calculation of navigation time .....</i>	1
<i>Article 3.09 Proof of navigation time and sectors travelled through.....</i>	1
SECTION 2: MANDATORY RESTING TIME .....	1
<i>Article 3.10 Operating modes.....</i>	1
<i>Article 3.11 Mandatory resting time.....</i>	2
<i>Article 3.12 Change or repetition of operating mode .....</i>	2
<i>Article 3.13 Logbook – Tachograph .....</i>	3
SECTION 3: MINIMUM CREW ON BOARD .....	4
<i>Article 3.14 Vessels' equipment.....</i>	4
<i>Article 3.15 Minimum crew for motor vessels and pushers.....</i>	6
<i>Article 3.16 Minimum crew for rigid convoys and other rigid assemblies .....</i>	8
<i>Article 3.17 Minimum crew of passenger vessels.....</i>	10
<i>Article 3.18 Cases in which the equipment referred to in article 3.14 is incomplete.....</i>	12
<i>Article 3.19 Minimum crew for other craft.....</i>	13
<i>Article 3.20 Minimum crew for seagoing ships.....</i>	13
<i>Article 3.21 Minimum crew for canal barges .....</i>	14
<i>Article 3.22 Minimum crew for recreational craft.....</i>	14
<i>Article 3.23 Exception.....</i>	14

CHAPTER 4 SUPPLEMENTARY PROVISIONS APPLICABLE TO SECURITY PERSONNEL REQUIRED ABOARD CRAFT TRANSPORTING DANGEROUS GOODS .....	15
<i>Article 4.01 Reference to ADN provisions</i> .....	15
CHAPTER 4A SUPPLEMENTARY PROVISIONS PERTAINING TO THE EXPERTISE OF CREW .....	16
MEMBERS OF VESSELS USING LIQUEFIED NATURAL GAS (LNG) AS A FUEL.....	16
<i>Article 4a.01 Expertise and instruction</i> .....	16
<i>Article 4a.02 Attestation</i> .....	16
<i>Article 4a.03 Training course and examination</i> .....	16
<i>Article 4a.04 Validity and extension of attestation</i> .....	17
<i>Article 4a.05 Competence</i> .....	17
CHAPTER 5 SUPPLEMENTARY PROVISIONS APPLICABLE TO SECURITY PERSONNEL REQUIRED ABOARD PASSENGER VESSELS .....	18
<i>Article 5.01 Passenger vessel security personnel</i> .....	18
SECTION 1: REQUIREMENTS FOR OBTAINING AND PROVING QUALIFICATIONS .....	18
<i>Article 5.02 Passenger navigation expert</i> .....	18
<i>Article 5.03 Basic training for experts</i> .....	18
<i>Article 5.04 Refresher courses for experts</i> .....	19
<i>Article 5.05 First aider</i> .....	19
<i>Article 5.06 Breathing apparatus wearer</i> .....	19
<i>Article 5.07 Training course and refresher courses for first aiders     and breathing apparatus wearers</i> .....	19
<i>Article 5.08 Methods of proving qualification</i> .....	20
SECTION 2: OPERATING REQUIREMENTS FOR PASSENGER VESSELS .....	21
<i>Article 5.09 Number of security personnel</i> .....	21
<i>Article 5.10 Boatmaster's and expert's obligations</i> .....	21
<i>Article 5.11 Supervision</i> .....	22
<b>PART III REQUIREMENTS REGARDING BOATMASTER'S CERTIFICATES .....</b>	<b>23</b>
CHAPTER 6 GENERAL PROVISIONS APPLICABLE TO PART III.....	23
<i>Article 6.01 Scope of application</i> .....	23
<i>Article 6.02 Mandatory skipper's certificate</i> .....	23
<i>Article 6.03 Mandatory radar certificate</i> .....	24
<i>Article 6.04 Types of boatmaster's certificate</i> .....	24
CHAPTER 7 PROVISIONS REGARDING SKIPPERS' CERTIFICATES.....	25
SECTION 1: CONDITIONS FOR OBTAINING A RHINE BOATMASTER'S CERTIFICATE .....	25
SUB-SECTION 1: TYPES OF BOATMASTER'S CERTIFICATE.....	25
<i>Article 7.01 Rhine boatmaster's certificate Class 1</i> .....	25
<i>Article 7.02 Rhine boatmaster's certificate Class 2</i> .....	26
<i>Article 7.03 Recreational boatmaster's certificate</i> .....	26
<i>Article 7.04 Administration boatmaster's certificate</i> .....	27
SUB-SECTION 2: SECTOR KNOWLEDGE .....	27
<i>Article 7.05 River sector in question</i> .....	27
<i>Article 7.06 Obtaining sector knowledge</i> .....	27
<i>Article 7.07 Attestation of sector knowledge</i> .....	28

SECTION 2: ADMISSION AND EXAMINATION PROCEDURES .....	28
Article 7.08 Examination board .....	28
Article 7.09 Request to obtain or extend a Rhine boatmaster's certificate .....	28
Article 7.10 Request to obtain or extend an attestation of sector knowledge .....	29
Article 7.11 Admission to the examination .....	30
Article 7.12 Examination.....	30
Article 7.13 Dispensations and reduced requirements .....	31
Article 7.1 Issuing and extension of Rhine boatmaster's certificates .....	31
Article 7.15 Issuing the attestation of sector knowledge .....	32
Article 7.16 Expenses.....	32
SECTION 3: EXAMINATION OF PHYSICAL AND MENTAL FITNESS .....	32
Article 7.17 Periodic examination of physical and mental fitness .....	32
Article 7.18 Proof of physical and mental fitness for holders of a Rhine boatmaster's certificate aged 50 and above .....	32
SECTION 4: SUSPENSION AND WITHDRAWAL.....	33
Article 7.20 Suspension of validity of the Rhine boatmaster's certificate .....	33
Article 7.21 Expiry of validity on the Rhine of a boatmaster's certificate recognised as being equivalent .....	34
Article 7.22 Withdrawal of the Rhine boatmaster's certificate .....	34
Article 7.23 Ban on navigating imposed on the holder of a boatmaster's certificate recognised as being equivalent.....	35
Article 7.24 Confiscation of the Rhine boatmaster's certificate .....	35
Article 7.25 Confiscation of a boatmaster's certificate recognised as being equivalent .....	36
CHAPTER 8 RADAR CERTIFICATE .....	37
Article 8.01 General provisions .....	37
Article 8.02 Request and admission to the examination .....	37
Article 8.03 Examination board .....	37
Article 8.04 Examination.....	37
Article 8.05 Issuing of the radar certificate .....	38
Article 8.06 Withdrawal of the radar certificate.....	38
Article 8.07 Orders handed down against the holder of a certificate of proficiency for radar navigation recognised as being equivalent .....	38
Article 8.08 Expenses.....	39
CHAPTER 9 TRANSITIONAL PROVISIONS.....	40
Article 9.01 Validity of logbooks and service record books .....	40
Article 9.02 Validity of earlier boatmaster's certificates .....	40
Article 9.03 Relationship between types of boatmaster's certificate .....	41
Article 9.04 Taking account of navigation time.....	41
Article 9.05 Attestation of expertise in the use of liquefied natural gas (LNG) as a fuel.....	41

**Annexes (currently not available in the unofficial version)**



## **PART I GENERAL PROVISIONS**

### **CHAPTER 1 GENERAL PROVISIONS APPLICABLE TO HEADINGS I, II AND III**

#### **Article 1.01 Definitions**

In these regulations, the following definitions shall apply:

##### **Types of vessel**

1. "Vessel": an inland waterway vessel, a ferry, a seagoing ship or a floating equipment;
2. "Inland waterway vessel": a vessel intended solely or mainly for navigation on inland waterways;
3. "Seagoing ship": a vessel approved and intended primarily for maritime or coastal navigation;
4. "Motor vessel": a craft intended for the carriage of goods and built to navigate independently under its own motive power;
5. "Ferry": a vessel providing a transport service across a waterway, that is classed as a ferry by the competent authority;
6. "Administration service boat": a vessel of not more than 25m in length and which is operated in the service of the Administration;
7. "Fire service boat": a vessel of 15m or more in length and which is operated as part of the emergency service;
8. "Tug": a craft specially built to perform towing operations;
9. "Pusher": a craft specially built to propel a pushed convoy;
10. "Towed barge": a craft intended for the carriage of goods built to be towed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres;
11. "Pushed barge": a craft built or specially equipped to be pushed;
12. "Passenger vessel": a craft constructed and equipped to carry more than 12 passengers;
13. "Day-trip vessel": a passenger vessel without overnight passenger cabins, where the vessel's certificate bears the appropriate entry;
14. "Cabin vessel": a passenger vessel with overnight passenger cabins, the vessel certificate of which bears the appropriate entry;
15. "Floating equipment": a floating structure carrying working gear such as cranes, dredging equipment, pile drivers or elevators;

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16. "Recreational craft": a vessel other than a passenger vessel, intended for sport or pleasure;

#### **Assemblies of craft**

17. "Convoy": a rigid or a towed convoy;
18. "Formation": the manner in which a convoy is assembled;
19. "Rigid convoy": a pushed convoy or side-by-side formation;
20. "Pushed convoy": a rigid assembly of vessels of which at least one is positioned in front of the one or two motorised vessels propelling the convoy, known as the "pusher(s)"; also included are convoys composed of a pushing vessel and a pushed vessel coupled so as to permit guided articulation;
21. "Side-by-side formation": an assembly composed of vessels coupled rigidly side by side, none of which is positioned in front of the motorised vessel propelling the assembly;
22. "Towed convoy": an assembly composed of one or more vessels, floating establishments or assemblies of floating material and towed by one or more motorised vessels;
23. "Length "or "L": the maximum length of the hull in m, excluding rudder and bowsprit;
24. "Breadth" or "B": the maximum breadth of the hull in m, measured to the outer edge of the shell plating (excluding paddle wheels, rub rails, and similar);

#### **Personnel**

25. "Crew": deck crew and machinery personnel;
26. "Minimum crew": the crew prescribed in accordance with articles 3.15 to 3.23 of these regulations;
27. "Deck crew": the crew excluding machinery personnel;
28. "Shipboard personnel": all employees on board a passenger vessel who are not part of the crew;
29. "Security personnel": the passenger navigation expert, the first aider and the breathing apparatus wearer as well as the expert in the carriage of dangerous goods;
30. "Passenger": any person aboard a passenger vessel who is not part of the crew or the shipboard personnel;
31. "Navigation time": the time spent aboard a vessel under way;
32. "Radar navigation": navigation in foggy weather using radar to skipper the vessel;
33. "Limited radiotelephone certificate" ("LRC") a valid radio operator certificate issued on the basis of Annex 5 of the Regional Arrangement pertaining to the radiotelephony service on inland waterways;
34. "Skipper's certificate": a Rhine boatmaster's certificate or other boatmaster's certificate of proficiency to skipper vessels in inland navigation;

35. "Rhine boatmaster's certificate": a boatmaster's certificate of proficiency to skipper vessels on the Rhine in accordance with article 6.04 (1) of these regulations;

#### **Other terms**

36. "ADN": the regulations annexed to the European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN);
37. "Navigation certificate": an inspection certificate or Community certificate for inland navigation vessels;
38. "Inspection body": the competent national authority for issuing the inspection certificate, the composition of which is defined in article 2.01 of the Rhine Vessel Inspection Regulations;
39. "Liquefied natural gas (LNG)": natural gas that has been liquefied by cooling it to a temperature of - 161 °C<sup>1</sup>.

### **Article 1.02** ***Temporary requirements***

The CCNR may adopt temporary requirements when it appears necessary, to take account of technical developments in inland navigation, to take action to make urgent amendments to these regulations or to allow tests without detriment to safe and orderly navigation. These requirements shall be published by the competent authority and shall be valid for a maximum of three years. They shall enter into force in all the Rhine riparian States and in Belgium at the same time and be annulled under the same conditions.

### **Article 1.03** ***Administrative Instructions***

The CCNR can adopt administrative instructions to facilitate and standardise the application of these regulations. The competent authorities shall be required to abide by these administrative instructions.

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<sup>1</sup> *Entry into force 1<sup>st</sup> July 2016 (Resolution 2015-I-7)*  
01.07.2016

## **PART II CREW-RELATED REQUIREMENTS**

### **CHAPTER 2 GENERAL PROVISIONS APPLICABLE TO PART II**

#### **Article 2.01 *Scope of application***

1. This part applies
  - a) to vessels having a length of 20 m or more;
  - b) to vessels for which the product of  $L \cdot B \cdot T$  is equal to or greater than a volume of 100 m<sup>3</sup>.
2. Furthermore, this part applies
  - a) to tugs and pushers, designated to tow or to push or to move alongside vessels as referred to in 1, or floating equipment;
  - b) to vessels in possession of an approval certificate in accordance with the ADN;
  - c) to passenger vessels;
  - d) to floating equipment.
3. This part shall not apply to ferries.

#### **Article 2.02 *General provisions***

1. The crew and security personnel required to be aboard vessels navigating on the Rhine under the Rhine Police Regulations must comply with the requirements of these regulations.

The crew prescribed for the applied operating mode and navigation time and the security personnel shall be on board the vessel at all times when it is under way. Departure without the prescribed crew or security personnel is not permitted.

When, in unforeseen circumstances (for example sickness, accident, order by an authority) a maximum of one member of the prescribed crew is absent while under way, the vessels may nevertheless continue their voyage to the first appropriate berth in the direction of travel - in the case of passenger vessels as far as the destination for the day - provided the holder of a valid skipper's certificate for the sector in question is aboard as well as another member of the prescribed crew.

The person responsible for minding and looking after children under the age of six who are on board cannot be a member of the minimum team unless measures have been taken to ensure the safety of children not under constant supervision.

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2. Each Rhine riparian State or Belgium may decide that its requirements for the protection of workers are applicable on Rhine vessels licensed in this State. Unlicensed vessels are subject to the requirements of the Rhine riparian State or Belgium in which the company or owner has his head office or legal domicile.

By way of derogation from this provision, the competent authorities of the Rhine riparian States or Belgium may agree bilaterally that certain vessels licensed in one state are subject to the requirements of the other state.

Pregnant or postpartum women cannot be part of the crew for not less than 14 weeks, a minimum of six weeks before and seven weeks after giving birth.

3. In applying articles 3.10, 3.11 and 3.13 account must also be taken of the navigation and resting times spent outside the scope of application of these regulations.

## **CHAPTER 3 PROVISIONS APPLICABLE TO ALL TYPES OF VESSEL**

### **Section 1: Crew member qualification**

#### **Article 3.01 *Description of qualifications***

The crew members comprise the deck crew and the machinery personnel. The deck crew members are the deckhand, the apprentice, the boatman, the engine-minder, the able boatman, the helmsman and the boatmaster. The machinery personnel comprises the engineer.

#### **Sub-section 1: Conditions for qualification**

#### **Article 3.02 *Requirements***

The crew members must satisfy the following qualifying conditions:

- 1 deckhand: be not less than 16 years of age;
2. apprentice: be not less than 15 years of age and have an apprentice's contract which provides for a training course in a professional college of inland navigation or for a correspondence course recognised by the competent authority to be taken in the preparation of an equivalent diploma;
3. boatman:
  - a) be not less than 17 years of age and
    - have successfully completed the training course referred to in 2. above, or
    - have passed an examination on completing a training course in a professional college of inland navigation, or
    - have passed another boatman's examination recognised by the competent authority, or
    - have qualified as a boatman within the meaning of an administrative Arrangement concerning the mutual recognition of the qualification as boatman obtained by means of professional training<sup>1</sup> ;
  - or
  - b) be not less than 19 years of age and have sailed as part of a deck crew for not less than three years, including not less than one year in inland navigation and two years either in inland navigation or maritime, coastal or fishing navigation;

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<sup>1</sup> Entry into force 1<sup>st</sup> December 2015 (Resolution 2014-II-13)

4. engine-minder:
- a) be a qualified boatman and have passed an engine-minder examination recognised by the competent authority;
- or
- b) have accumulated not less than one year's navigation time as a boatman on board a motorised inland navigation vessel and have a basic knowledge of engines;
5. able boatman:
- a) have accumulated not less than one year's navigation time in inland navigation as an able boatman and
    - have successfully completed the training course referred to in (2), or
    - have passed another final examination at a professional college of inland navigation, or
    - have passed another boatman's examination recognised by the competent authority;
- or
- b) have successfully completed the training course referred to in (2) of a duration of not less than three years or have passed a final examination following training of not less than three years in a professional college of inland navigation provided the training course includes not less than one year's navigation time in inland navigation;
- or
- c) have accumulated not less than one year's navigation time in inland navigation as a boatman within the meaning of (3) (b) and have passed a practical examination in accordance with Annex D7, 3.1 of these regulations;
- or
- d) have accumulated not less than two years' navigation time in inland navigation as a boatman within the meaning of (3) (b);
6. helmsman:
- a) have accumulated not less than one year's navigation time in inland navigation navigationas an able boatman or not less than three years' experience as a boatman within the meaning of (3) (b);
- or
- b) hold a boatmaster's certificate issued under Directive 96/50/EC or a boatmaster's certificate mentioned in Annex 1 of Directive 91/672/EEC;
- or
- c) have accumulated four years' navigation time in inland navigation and hold a boatmaster's certificate recognised as being equivalent to the Rhine boatmaster's certificate class 1;
7. boatmaster:
- hold either a Rhine boatmaster's certificate issued in accordance with these regulations or a boatmaster's certificate recognised as being equivalent by the CCNR, for the type and size of vessel in question, as well as for the sector to be travelled through, in accordance with article 6.02 of these regulations;

8. engineer:
  - a) be not less than 18 years of age and have passed an examination on completion of a full training course of study in the engine and mechanics sectors;
  - or
  - b) be not less than 19 years of age and have worked for not less than two years as an engine-minder on a motorised inland navigation vessel.

The holder of a Rhine boatmaster's certificate class 1, of a boatmaster's certificate issued under Directive 96/50/EC, of a boatmaster's certificate mentioned in Annex 1 of Directive 91/672/EEC or a boatmaster's certificate recognised as being equivalent to the Rhine boatmaster's certificate class 1, may work both as helmsman as well as a deckhand, boatman, engine-minder and able boatman.

### **Article 3.03** ***Physical and mental fitness of crew members***

1. All crew members must satisfy the physical and mental fitness standards defined in annex B1. Physical and mental fitness shall be proved by the following documents when requesting the initial service record book and Rhine boatmaster's certificate:
  - a) a medical certificate complying with annex B2 and not more than three months old. Should this cast doubt on the person's physical and mental fitness, the competent authority may demand that additional medical certificates or certificates issued by medical specialists be presented ;
  - or
  - b) a medical certificate recognised as being equivalent by the CCNR, not more than three months old, and completed at a minimum in accordance with the requirements laid down in annex B1 ;
  - or
  - c) a valid boatmaster's certificate recognised as being equivalent by the CCNR and to which, at a minimum, identical requirements apply as those laid down in annex B1.
2. The eyesight and hearing requirements prescribed in annex B1 are not obligatory for qualification as an engineer.

### **Article 3.04** ***Periodic examination of physical and mental fitness***

Certification of physical and mental fitness must be renewed by presentation of a medical certificate in accordance with annex B2 or a medical certificate recognised as being equivalent by the CCNR and not more than three months old:

- a) every five years after reaching the age of 50 and up to the age of 65 then annually after reaching the age of 65, for the holder of a skipper's certificate;
- b) upon reaching the age of 65 and annually thereafter for the other crew members.

**Sub-section 2:  
Method of proving qualification**

**Article 3.05  
Proof of qualification**

1. It must be possible at any time to prove qualification for a position on board
  - a) by the boatmaster by means of a Rhine boatmaster's certificate or a boatmaster's certificate recognised as being equivalent by the CCNR, for the type and size of vessel in question, as well as for the sector to be travelled through, in accordance with article 6.02 of these regulations;
  - b) by the other crew members by means of a valid service record book made out in their name in accordance with Annex A2 or another valid service record book recognised as being equivalent by the CCNR; the list of service record books recognised as being equivalent can be seen in Annex A5.
2. The crew members other than the engineer can also provide evidence of their qualification by means of a Rhine boatmaster's certificate class 1 or a boatmaster's certificate recognised as being equivalent by the CCNR in accordance with Part III of these regulations.

**Article 3.06  
Service record book**

1. The person in whose name the service record book has been made out is called the holder of the service record book. A crew member may only be in possession of one service record book. The service record book must be issued by the competent authority and be in at least one of the official languages of the CCNR.
  2. The service record book contains, on the one hand, general information such as the proof of physical and mental fitness and the holder's qualification within the meaning of article 3.02 and, on the other hand, specific information concerning the voyages made.
  3. The competent authority is responsible for the general information and the control stamps. It is entitled to request the presentation of logbooks, in full or extracts from them, or other appropriate documentary evidence. It may only enter the control stamp for voyages within the past 15 months. The boatmaster is responsible for entering the specific data on the voyages made.
  4. The holder of the service record book shall:
    - a) hand over the service record book to the boatmaster when first reporting for duty aboard and
    - b) present the service record book to the competent authority not less than once every twelve months from the date of issue so that the latter can enter the control stamp mentioned in (3) above.
  5. The helmsman shall be exempted from the requirement to present the service record book mentioned in (4) (b) above if he does not wish to obtain the Rhine boatmaster's certificate class 1 referred to in Part III of these regulations. However, should a helmsman wish to obtain this boatmaster's certificate at a later date, only the sectors that have been travelled through and entered in the service record book and furnished with the control stamp mentioned in (3) above can be considered.
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6. The boatmaster shall:
  - a) regularly enter all the particulars in the service record book in accordance with the instructions contained therein concerning the maintenance of the service record book except when the holder of the book is the helmsman and writes, on page 10 of his service record book, the following entry, duly signed: "does not wish to obtain the skipper's certificate";
  - b) keep the service record book in a safe place in the wheelhouse until the end of the service or the term of the labour contract or any other arrangement;
  - c) at the holder's request, return the service record book to the latter promptly and at any time.

**Article 3.07**  
***Suspension of validity of the service record book***

1. The validity of the service record book shall be suspended automatically, even in the absence of a decision, until proof of physical and mental fitness has been renewed, if fresh proof of the latter has not been provided during the three months following the deadline for renewal laid down in article 3.04 (b).
2. When a competent authority has doubts as to the physical or mental fitness of the holder of the service record book in accordance with article 3.05 (1) (b),
  - a) it shall inform the issuing authority, which may demand that a medical certificate be submitted in accordance with annex B2, or a medical certificate recognised as being equivalent by the CCNR, attesting to the holder's current physical and mental fitness; the holder shall only be liable for the resulting cost if the doubts were justified;
  - b) it may suspend the validity of the service record book, for a duration not exceeding the date of the decision taken by the issuing authority based on the new medical certificate; in these circumstances it shall inform the CCNR and issuing authority of its decision.
3. When it is proven that the holder is unfit within the meaning of (1) and (2), the issuing authority shall clearly write the entry "UNFIT", which it shall duly authenticate, on pages 2 and 7 of the service record book.

**Sub-section 3:**  
**Navigation time**

**Article 3.08**  
***Calculation of navigation time***

180 days of actual navigation in inland navigation count for one year of navigation time. Within a period of 365 consecutive days, a maximum of 180 days of actual navigation may be counted. 250 days of maritime, coastal or fishing navigation shall count for one year of navigation time.

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**Article 3.09**  
***Proof of navigation time and sectors travelled through***

1. The sectors travelled through required on the Rhine and the navigation time must be proved by means of a duly completed and checked service record book in accordance with the template in annex A2, or by means of a service record book recognised as being equivalent by the CCNR. Service record books recognised as being equivalent are to be found in annex A5.
2. In as much as a service record book is not compulsory, on the other waterways apart from the Rhine by virtue of the national requirements of the Rhine riparian States and Belgium, navigation time may be proved by means of a valid administrative document containing the following indications at a minimum:
  - a) types, dimensions, number of passengers, names of the vessels on board which the candidate has navigated;
  - b) names of the boatmasters;
  - c) voyage beginning and end dates;
  - d) duties undertaken;
  - e) sectors travelled through (precise designation with places of departure and arrival).

For the Administration boatmaster's certificates, the sectors travelled through and the prescribed navigation times shall be proved by an attestation issued by the authority under whose jurisdiction the candidate falls.

3. Navigation time can also be proved by a boatmaster's certificate referred to in article 7.13 (3) provided that it has already been proved for the purpose of obtaining this certificate.
4. Navigation time at sea must be proved by means of a maritime navigation service record book. Coastal or fishing navigation time must be proved by means of a valid administrative document.
5. Time spent on a training course in a professional college of inland navigation must be proved by a certificate from this college.
6. The documents referred to in (2) to (5) must, if so required, be presented in an official translation in German, French or Dutch.

**Section 2:**  
**Mandatory resting time**

**Article 3.10**  
***Operating modes***

1. A distinction shall be made between the following operating modes:
  - A1 navigation for a maximum of 14 hours,
  - A2 navigation for a maximum of 18 hours,
  - B navigation for a maximum of 24 hours,in a 24-hour period.
2. In operating mode A1, navigation time may be extended to a maximum of 16 hours and to a maximum of once per calendar week, if the navigation time is attested by the recordings of a tachograph in good working order, in accordance with annex A3, having undergone a type test and approved by the competent authority of a Rhine riparian State or Belgium and when, in addition to the boatmaster, the minimum crew includes another member who is a qualified helmsman.

3. A vessel navigating in operating mode A1 or A2 shall cease navigation for eight hours or six hours continuously respectively, namely
  - a) in operating mode A1 between 22.00 and 06.00 and
  - b) in operating mode A2 between 23.00 and 05.00.

These hours may be waived if the navigation time is proved by the recordings of a tachograph in good working order, in accordance with annex A3 having undergone a type test and approved by the competent authority of a Rhine riparian State or Belgium. The tachograph must be in service at a minimum since the beginning of the last uninterrupted resting time of eight or six hours respectively and shall be accessible at any time to the supervisory bodies.

### **Article 3.11** ***Mandatory resting time***

1. In operating mode A1, all crew members shall have eight hours uninterrupted rest outside navigating time for each 24-hour period, starting from the end of each eight-hour resting time.
2. In operating mode A2, all crew members shall have eight hours rest, including six hours of uninterrupted rest outside navigating time for each 24-hour period, starting from the end of each six-hour resting time. All crew members under 18, shall have eight hours of uninterrupted rest, including six hours of rest outside navigation time.
3. In operating mode B, all crew members shall have 24 hours resting time per 48-hour period including not less than two times six hours of uninterrupted rest.
4. During his mandatory resting time, a crew member cannot be called on to perform any duty, including monitoring or standby; the watch and on-call duties provided for by police requirements for stationary vessels shall not be considered as an obligation under this paragraph.
5. The provisions of labour regulations and in collective agreements concerning longer resting times shall remain valid.

### **Article 3.12** ***Change or repetition of operating mode***

1. By way of derogation from article 3.10, (1) and (3), an operating mode may only be changed or repeated provided that the requirements of (2) to (6) are complied with.
2. The change-over from operating mode A1 to operating mode A2 may take place only if
  - a) the crew has been entirely replaced, or
  - b) the crew members required for operating mode A2 prove that they have observed, immediately prior to the change, eight hours resting time, including six hours outside sailing time, and the reinforcement required for operating mode A2 is on board.

3. The change-over from operating mode A2 to operating mode A1 may take place only if:
  - a) the crew has been entirely replaced, or
  - b) the crew members required for operating mode A1 prove that they have observed, immediately prior to the change, an uninterrupted eight-hour resting time outside navigation time.
4. The change-over from operating mode B to operating mode A1 or A2 may take place only if
  - a) the crew has been entirely replaced, or
  - b) the crew members required for operating mode A1 or A2 respectively prove that they have observed, immediately prior to the change, eight or six hours respectively of uninterrupted rest.
5. The change-over from operating mode A1 or A2 to operating mode B may take place only if
  - a) the crew has been entirely replaced, or
  - b) the crew members required for operating mode B prove that they have observed, immediately prior to the change, eight or six hours of uninterrupted rest respectively, outside the navigation time, and the reinforcement required for operating mode B is on board.
6. A vessel may be put into operation immediately after a voyage in operating mode A1 or A2 for a new voyage in operating mode A1 or A2 provided that the crew has been entirely replaced and the new crew members prove that they have observed an uninterrupted eight-hour or six-hour resting time respectively outside the navigation time immediately prior to the commencement of the aforementioned new voyage in operating mode A1 or A2 respectively.
7. The resting time of six or eight hours shall be proved by an attestation in accordance with annex A4 or by a copy of the page of the logbook containing the particulars of the navigation times and resting times observed on the vessel aboard which the crew member carried out his last voyage.

### **Article 3.13** **Logbook – Tachograph**

1. A logbook in accordance with the template in annex A1 must be kept in the wheelhouse of every vessel, with the exception of port tugs and pushers, crewless push barges, Administration service boats and recreational craft. The logbook must be kept in accordance with the instructions contained therein. Responsibility for the presence of the logbook and the entries it must contain lies with the boatmaster. The first logbook, which must be marked with the figure "1", the name of the vessel and its unique European Number of Identification (ENI) or its official number, must be issued by a competent authority in a Rhine riparian State or in Belgium, on presentation of a valid navigation certificate.  
A logbook issued by a competent authority of a third party state and recognised by the CCNR may be held aboard vessels in possession of a community certificate recognised on the Rhine in accordance with annex O of the RVIR instead of the logbook issued by a competent authority of a Rhine riparian State or Belgium. Recognised logbooks must be maintained in at least one of the official languages of the CCNR.

The competent authorities for issuing logbooks valid on the Rhine are set out in annex A1a<sup>1</sup>.

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<sup>1</sup> Entry into force 1<sup>st</sup> July 2016 (Resolution 2015-I-11)  
01.07.2016

2. All subsequent logbooks may be issued by any competent authority in a Rhine riparian State or in Belgium, which indicates the sequential number of the logbook; they may only be issued, however, on presentation of the previous logbook. The previous logbook must be indelibly stamped "Cancelled" and returned to the boatmaster. A new logbook may be issued upon presentation of the attestation referred to in (4) below. In this case, the owner of the craft must ensure that the previous logbook has been presented to the same competent authority which listed the new logbook on the attestation referred to in (4), in order to receive the "cancelled" stamp within a period of 30 days following the date of issue of the new logbook. The owner of the craft must also ensure that the logbook is then brought back on board.
3. The cancelled log shall be kept on board for six months following the last entry.
4. When issuing the first logbook in accordance with paragraph (1), the authority issuing the first logbook certifies the issue by means of an attestation indicating the name of the vessel, its unique European Number of Identification (ENI) or its official number, the sequential number of the logbook, and its date of issue. This attestation shall be kept on board and be presented upon request. The issue of subsequent logbooks in accordance with paragraph (2) should be indicated on the attestation by the competent authority.
5. Observance of resting times may also be proved by means of a tachograph in accordance with the technical requirements in annex A3. Tachograph recordings must be kept on board for six months following the last recording.
6. In the case of the replacement or reinforcement of the crew under Article 3.12, an attestation in accordance with annex A4 or a copy of the page in the logbook indicating the sailing and resting times observed on the vessel on board which the preceding voyage was carried out as a crew member must be attached for each new crew member.
7.
  - a) The possibility referred to in point 2 of the instructions on keeping the logbook of only mentioning resting times in a single diagram for each voyage is only valid for crew members in operating mode B. In operating modes A1 and A2, the start and end of resting times must be listed each day during the voyage, for each crew member;
  - b) The indications necessary after a change in operating mode must be entered on a fresh page in the logbook;
  - c) If two or more voyages are carried out on the same day with no changes in the crew, it is only necessary to indicate the time of the start of the first voyage of the day and the time of the end of the last voyage of the day.

### **Section 3: Minimum crew on board**

#### **Article 3.14 *Vessels' equipment***

1. Notwithstanding the provisions of the Rhine Vessel Inspection Regulations (RVIR), motor vessels, pushers, pushed convoys and passenger vessels shall comply with one of the following equipment standards if they are to be operated with the minimum crew prescribed in this section:

### 1.1 Standard S1

- a) The propulsion systems shall be arranged in such a way that speed can be changed and the direction of propulsion reversed from the steering position.  
It shall be possible for the auxiliary engines needed for operational purposes to be switched on or off from the steering position, unless this is done automatically or the engines run continuously during each voyage.
- b) Critical levels  
of  
the temperature of the main-engine cooling water,  
of the lubricating-oil pressure for the main engines and transmissions,  
of the oil and air pressure of the main-engine reversing units, reversible transmissions or propellers,  
of the bilge level in the main engine room,  
shall be indicated by means of devices which set off optical and acoustic alarms in the wheelhouse. The acoustic alarm signals may be combined in a single sound device. They may cease as soon as the failure has been acknowledged. The optical alarm signals may only cease when the functional failures which triggered them have been rectified.
- c) The main engine fuel supply and cooling shall be automatic.
- d) The steering system shall be able to be operated by one person, even in maximum authorised draught, without requiring particular force;
- e) It shall be possible to give the optical and acoustic signals laid down by the Rhine Police Regulations for vessels under way from the steering position;
- f) Where there is no direct communication between the steering position and the fore-section, the aft, the accommodation and the engine rooms, a voice communication link shall be provided. For the engine rooms, the voice communication link may be replaced by visual and sound signals.
- g) (Left void);
- h) (Left void);
- i) The operation of cranks and similar revolving parts of lifting devices shall not require a force of more than 160 N;
- j) The towing winches referred to on the inspection certificate shall be motorised.
- k) The stripping-pumps and the deck swabbing pumps shall be motorized;
- l) The principal control units and monitoring instruments shall be ergonomically arranged;
- m) The equipment required under article 6.01 (1) of the RVIR shall be capable of being operated from the steering position.

### 1.2 Standard S2

- a) for motor vessels operating separately:  
standard S1 and additionally a bow thruster capable of being operated from the steering position;
- b) for motor vessels propelling a side-by-side formation:  
standard S1 and additionally a bow thruster capable of being operated from the steering position;
- c) for motor vessels propelling a pushed convoy made up of the motor vessel itself and a craft in front:  
standard S1 and additionally equipped with hydraulic or electric coupling winches. This equipment is, however, not required if the foremost vessel in the pushed convoy is equipped with a bow thruster which can be operated from the steering position of the pushing motor vessel;
- d) for pushers propelling a pushed convoy:  
standard S1 and additionally equipped with hydraulic or electric coupling winches. This equipment is, however, not required if the foremost vessel in the pushed convoy is equipped with a bow thruster which can be operated from the steering position of the pusher;

- e) for passenger vessels:  
standard S1 and additionally a bow thruster capable of being operated from the steering position. This equipment is, however, not required if the propulsion and steering system of the passenger vessel guarantee equal manoeuvrability.

2. The compliance or non-compliance with the requirements of (1.1) or (1.2) shall be attested by the Inspection body by an entry in No. 47 of the navigation certificate.

**Article 3.15**  
**Minimum crew for motor vessels and pushers**

1. The minimum crew for motor vessels and pushers comprises:

Group	Crew members	Number of crew members in operating mode								
		A1, A2 or B and for equipment standard S1 or S2								
		A1		A2		B				
		S1	S2	S1	S2	S1	S2			
1	L ≤ 70 m	boatmaster.....	1		2		2	2		
		helmsman .....	-		-		-	-		
		able boatman .....	-		-		-	-		
		boatman.....	1		-		1	-		
		apprentice .....	-		-		1 <sup>1)</sup>	2 <sup>1) 3)</sup>		
2	70 m < L ≤ 86 m	boatmaster.....	1 or 1	1	2		2	2		
		helmsman .....	-	-	-		-	-		
		able boatman .....	1	-	-		-	-		
		boatman.....	-	1	1		2	1		
		apprentice .....	-	1	1	1 <sup>1)</sup>		-	1	
3	L > 86 m	boatmaster.....	1 or 1	1	2	2	2 or 2	2		
		helmsman .....	1	1	1	-	1	1 <sup>2)</sup>	1	
		able boatman .....	-	-	-		-	-	-	
		boatman.....	1	-	-	1	-	2	1	1
		apprentice .....	-	2	1	1 <sup>1)</sup>	2 <sup>1)</sup>	-	-	1

<sup>1)</sup> The apprentice or one of the apprentices may be replaced by a deckhand

<sup>2)</sup> The helmsman must hold a boatmaster's certificate specified by these regulations.

<sup>3)</sup> One of the apprentices must be over the age of 18.

2. The boatmen specified in the table in (1) above may be replaced by apprentices having reached the minimum age of 17, who are at a minimum in their third year of training and who are able to prove one year's navigation time in inland navigation.

3. The minimum crew specified in the table in (1) above,

- a) for Group 2, operating mode A1, Standard S2 and
- b) for Group 3, operating mode A1, Standard S1,

may be reduced by one apprentice for an uninterrupted period of a maximum of three months per calendar year when this apprentice is undergoing a training course in a professional college of inland navigation. The reduced manning periods must be separated by a minimum period of one month. The training course in a professional college of inland navigation shall be proved by an attestation issued by the aforementioned college and retained on board, showing the training periods at the college. These provisions are not valid for the apprentices referred to in (2) above.

**Article 3.16**  
**Minimum crew for rigid convoys and other rigid assemblies**

1. The minimum crew for rigid convoys and other rigid assemblies comprises:

Group	Crew members	Number of crew members in operating mode A1, A2 or B and for equipment standard S1 or S2							
		A1		A2		B			
		S1	S2	S1	S2	S1	S2		
1	Dimensions of the assembly L ≤ 37 m W ≤ 15 m	boatmaster.....	1		2		2	2	
		helmsman .....	-		-		-	-	
		able boatman.....	-		-		-	-	
		boatman.....	1		-		1 <sup>1)</sup>	-	
		apprentice.....	-		-		1 <sup>1)</sup>	2 <sup>1)3)</sup>	
		engineer or engine-minder	-		-		-	-	
2	Dimensions of the assembly 37 m < L ≤ 86m W ≤ 15 m	boatmaster.....	1 or 1	1	2		2	2	
		helmsman .....	-	-	-		-	-	
		able boatman.....	1	-	-		-	-	
		boatman.....	-	1	-		2	1	
		apprentice.....	-	1	1 <sup>1)</sup>		-	1	
		engineer or engine-minder	-	-	-		-	-	
3	Pusher + 1 pushed barge of L > 86 m or Dimensions of the assembly 86 m < L ≤ 116.5 m W ≤ 15 m	boatmaster.....	1 or 1	1	2	2	2 or 2	2	
		helmsman .....	1	1	-	-	1	1 <sup>2)</sup>	1
		able boatman.....	-	-	-	-	-	-	-
		boatman.....	1	-	1	-	2	1	1
		apprentice.....	-	2	1 <sup>1)</sup>	2 <sup>1)</sup>	-	-	1
		engineer or engine-minder	-	-	-	-	-	-	-
4	Pusher + 2 Pushed barges <sup>*)</sup> Motor vessel + 1 Pushed barge <sup>*)</sup>	boatmaster.....	1	1	2	2	2 or 2	2 or 2	
		helmsman .....	1	1	-	-	1	1 <sup>2)</sup>	1
		able boatman.....	-	-	-	1	-	-	1
		boatman.....	1	-	2	-	2	2	-
		apprentice.....	1 <sup>1)</sup>	2 <sup>1)</sup>	1 <sup>1)</sup>	2 <sup>1)</sup>	-	-	1
		engineer or engine-minder	-	-	-	-	1	-	1
5	Pusher + 3 or 4 Pushed barges <sup>*)</sup> Motor vessel + 2 or 3 Pushed barges <sup>*)</sup>	boatmaster.....	1 or 1	1	2	2	2 or 2	2 or 2	
		helmsman .....	1	1	-	-	1	1 <sup>2)</sup>	1
		able boatman.....	-	-	-	1	-	-	1
		boatman.....	2	1	2	-	2	2	-
		apprentice.....	-	2	1 <sup>1)</sup>	2 <sup>1)</sup>	1 <sup>1)</sup>	-	2
		engineer or engine-minder	1	1	1	1	1	1	1
6	Pusher + more than 4 Pushed barges <sup>*)</sup>	boatmaster.....	1 or 1	1	2	2	2 or 2	2 or 2	
		helmsman .....	1	1	-	-	1	1 <sup>2)</sup>	1
		able boatman.....	-	-	1	1	-	-	1
		boatman.....	3	2	3	1	3	3	1
		apprentice.....	-	2	1 <sup>1)</sup>	2 <sup>1)</sup>	1 <sup>1)</sup>	-	2 <sup>1)</sup>
		engineer or engine-minder	1	1	1	1	1	1	1

<sup>1)</sup> The apprentice or one of the apprentices may be replaced by a deckhand.

<sup>2)</sup> The helmsman must hold a boatmaster's certificate specified under these regulations.

<sup>3)</sup> One of the apprentices must be over the age of 18.

<sup>\*)</sup> Under this article the term "pushed barge" also refers to motor vessels not using their main engines and towed barges. Moreover, the following equivalence applies:

1 pushed barge = several barges of a total length not exceeding 76.50 m and a total width not exceeding 15 m.

2. The boatmen specified in the table in (1) above may be replaced by apprentices having reached the minimum age of 17, who are at a minimum in their third year of training and who are able to prove one year's navigation time in inland navigation.
3. The minimum crew specified in the table in (1) above,
  - a) for Group 2, operating mode A1, Standard S2 and
  - b) for Groups 3, 5 and 6, operating mode A1, Standard S1,

may be reduced by one apprentice for an uninterrupted period of a maximum of three months per calendar year when this apprentice is undergoing a training course in a professional college of inland navigation. The reduced manning periods must be separated by a minimum period of one month. The training course in a professional college of inland navigation shall be proved by an attestation issued by the aforementioned college and retained on board, showing the training periods at the college. These provisions are not valid for the apprentices referred to in (2) above.

**Article 3.17**  
**Minimum crew of passenger vessels**

1. The minimum crew for passenger day trip vessels comprises:

Group	Crew members	Number of crew members in operating mode A1, A2 or B and for equipment standard S1 or S2						
		A1		A2		B		
		S1	S2	S1	S2	S1	S2	
1	Maximum permitted number of passengers ; up to 75	boatmaster .....	1		2		2	2
		helmsman .....	-		-		-	-
		able boatman .....	-		-		-	1
		boatman .....	1		1		2	-
		apprentice .....	-		-		-	1
		engineer or engine-minder .....	-		-		-	-
2	Permitted number of passengers: from 76 to 250	boatmaster .....	1 or 1	1	2		2	
		helmsman .....	-	-	-		-	-
		able boatman .....	-	-	-		-	-
		boatman .....	1	1	-		1	
		apprentice .....	1	1	1 <sup>1)</sup>		1 <sup>1)</sup>	
		engineer or engine-minder .....	-	1	1		1	
3	Permitted number of passengers: from 251 to 600	boatmaster .....	1 or 1	1	2	2	3	3
		helmsman .....	-	-	-	-	-	-
		able boatman .....	1	1	1	-	-	-
		boatman .....	-	-	-	1	-	1
		apprentice .....	-	2	1	-	1	-
		engineer or engine-minder .....	1	-	-	1	1	1
4	Permitted number of passengers: from 601 to 1000	boatmaster .....	1	1	2	2	3	3
		helmsman .....	1	1	-	-	-	-
		able boatman .....	-	-	-	1	-	1
		boatman .....	1	-	2	-	2	-
		apprentice .....	1 <sup>1)</sup>	2 <sup>1)</sup>	-	1	-	1
		engineer or engine-minder .....	1	1	1	1	1	1
5	Permitted number of passengers: from 1001 to 2000	boatmaster .....	2 or 2	2	2	2	3	3
		helmsman .....	1	1	-	-	-	-
		able boatman .....	-	-	1	-	1	1
		boatman .....	3	2	1	3	1	3
		apprentice .....	-	2	1	1 <sup>1)</sup>	2 <sup>1)</sup>	1 <sup>1)</sup>
		engineer or engine-minder .....	1	1	1	1	1	1
6	Permitted number of passengers: more than 2000	boatmaster .....	2	2	2	2	3	3
		helmsman .....	-	-	-	-	-	-
		able boatman .....	-	1	-	1	-	1
		boatman .....	3	1	4	2	4	2
		apprentice .....	1 <sup>1)</sup>	2 <sup>1)</sup>	-	1	1 <sup>1)</sup>	2 <sup>1)</sup>
		engineer or engine-minder .....	1	1	1	1	1	1

<sup>1)</sup> The apprentice or one of the apprentices may be replaced by a deckhand.

2. The minimum crew for steamship day trip vessels comprises:

Group	Crew members	Number of crew members in operating mode A1, A2 or B and for equipment standard S1 or S2						
		A1		A2		B		
		S1	S2	S1	S2	S1	S2	
1	Permitted number of passengers: from 501 to 1000	boatmaster .....	1	1	2	2	3	3
		helmsman .....	1	1	-	-	-	-
		able boatman .....	1	1	1	1	1	1
		boatman .....	1	-	1	-	1	-
		apprentice .....	-	1	-	1	-	1
		engineer or engine-minder <sup>2)</sup> .....	2	2	2	2	3	3
2	Permitted number of passengers: from 1001 to 2000	boatmaster .....	2 or 2	2	2	2	3	3
		helmsman .....	3	3	-	-	-	-
		able boatman .....	-	-	1	-	1	-
		boatman .....	3	2	1	3	1	3
		apprentice .....	-	2	1	1 <sup>1)</sup>	2 <sup>1)</sup>	1 <sup>1)</sup>
		engineer or engine-minder <sup>2)</sup> .....	1	1	3	3	3	3

<sup>1)</sup> The apprentice or one of the apprentices may be replaced by a deckhand.  
<sup>2)</sup> The requirement for engineers or engine-minders shall be determined by the Inspection body, which will refer to it in No. 52 of the navigation certificate.

3. The minimum crew for cabin vessels comprises:

Group	Crew members	Number of crew members in operating mode A1, A2 or B and for equipment standard S1 or S2						
		A1		A2		B		
		S1	S2	S1	S2	S1	S2	
1	Permitted number of berths: up to 50	boatmaster .....	1	1	2	2	3	3
		helmsman .....	-	-	-	-	-	-
		able boatman .....	1	-	-	-	-	-
		boatman .....	-	-	1	-	1	-
		apprentice .....	-	2	-	1	-	1
		engineer or engine-minder .....	1	1	1	1	1	1
2	Permitted number of berths: from 51 to 100	boatmaster .....	1	1	2	2	3	3
		helmsman .....	1	1	-	-	-	-
		able boatman .....	-	-	-	-	-	-
		boatman .....	1	-	1	-	1	-
		apprentice .....	-	1	-	1	-	1
		engineer or engine-minder .....	1	1	1	1	1	1
3	Permitted number of berths: more than 100	boatmaster .....	1 or 1	1	2	2	3	3
		helmsman .....	1	1	-	-	-	-
		able boatman .....	-	-	-	1	-	1
		boatman .....	2	1	1	3	1	3
		apprentice .....	-	2	1	-	1	-
		engineer or engine-minder .....	1	1	1	1	1	1

4. For the passenger vessels referred to in (1) and (3) above sailing without passengers on board, the minimum crew shall be determined in accordance with article 3.15.

5. The boatmen specified in the tables in (1) and (2) above may be replaced by apprentices having reached the minimum age of 17, who are at a minimum in their third year of training and who are able to prove one year's navigation time in inland navigation.

6. The minimum crew specified in the table in (1) (day trip vessels),
  - a) for Group 2, operating mode A1, Standard S2 and
  - b) for Groups 3, and 5, operating mode A1, Standard S1,

may be reduced by one apprentice for an uninterrupted period of a maximum of three months per calendar year when this apprentice is undergoing a training course in a professional college of inland navigation. The reduced manning periods must be separated by a minimum period of one month. The training course in a professional college of inland navigation shall be proved by a certificate issued by the aforementioned college and retained on board, showing the training periods at the college. These provisions are not valid for the apprentices referred to in (5) above.

7. The minimum crew specified in the table in (2) (steamship day trip vessels), for Group 2, operating mode A1, Standard S1, may be reduced by one apprentice for an uninterrupted period of a maximum of three months per calendar year when this apprentice is undergoing a training course in a professional college of inland navigation. The reduced manning periods must be separated by a minimum period of one month. The training course in a professional college of inland navigation shall be proved by a certificate issued by the aforementioned college and retained on board, showing the training periods at the college. These provisions are not valid for the apprentices referred to in (5) above.
8. The minimum crew specified in the table in (3) (cabin vessels), for Group 3, operating mode A1, Standard S1, may be reduced by one apprentice for an uninterrupted period of a maximum of three months per calendar year when this apprentice is undergoing a training course in a professional college of inland navigation. The reduced manning periods must be separated by a minimum period of one month. The training course in a professional college of inland navigation shall be proved by a certificate issued by the aforementioned college and retained on board, showing the training periods at the college.

### **Article 3.18**

#### ***Cases in which the equipment referred to in article 3.14 is incomplete***

1. When the equipment of a motor vessel, pusher, rigid convoy, other rigid assembly or passenger vessel does not comply with standard S1 as defined in article 3.14 of these regulations, the minimum crew specified in article 3.15, 3.16 or 3.17 shall be increased
  - a) by one boatman in operating modes A1 and A2 and
  - b) by two boatmen in operating mode B. When, however, the requirements of letters i) and l) only, or one of letters i) or l) of standard S1 specified in article 3.14 (1.1) are not met, the crew shall be increased in operating mode B by one boatman instead of two.
2. When the vessel's equipment complies only partially with standard S1 as defined in article 3.14, namely when one or a number of the requirements of article 3.14 (1.1) (a) to (c) has not been met
  - a) the boatman prescribed in (1) (a) shall be replaced by an engine-minder in operating modes A1 and A2 and
  - b) The two boatmen prescribed in (1) (b) shall be replaced by two engine-minders in operating mode B.
3. The additional crew members required are entered in No. 47 of the inspection certificate by the Inspection body.

**Article 3.19**  
***Minimum crew for other craft***

1. For vessels not referred to by articles 3.15 to 3.17 (for example tugs, towed barges, floating equipment) the Inspection body shall determine the crew required to be on board when underway according to their dimensions, form of construction, equipment and intended use.
2. For supply vessels only capable of short-haul operations, the Inspection body may determine a minimum crew notwithstanding article 3.15.
3. The Inspection body shall make the appropriate entries in No. 48 of the inspection certificate.

**Article 3.20**  
***Minimum crew for seagoing ships***

1. This part shall apply in determining the minimum crew for seagoing ships.
2. By way of derogation from (1) seagoing ships may continue to sail with the crew arrangements set out in the provisions of IMO Resolution A.481 (XII) and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers of 1978, provided that the number of the crew is not less than the minimum crew detailed in Part II for operating mode B, and particularly Articles 3.14 and 3.18.

The relevant documents showing crew member qualification and numbers must be held onboard. Also required to be on board is a holder of the Rhine boatmaster's certificate Class 1 or a boatmaster's certificate recognised as being equivalent by the CCNR in accordance with these regulations, valid for the sector to be travelled through. This Rhine boatmaster's certificate class 1 or boatmaster's certificate holder must be replaced by another Rhine boatmaster's certificate class 1 or boatmaster's certificate holder after a maximum period of 14 hours navigation time in any 24 hour period.

The following entries must be made in the logbook:

- a) name of the boatmaster's certificate holders on board, along with the beginning and end of their watch;
- b) beginning and interruption, resumption and end of the voyage, with the following particulars: date, time and place and kilometre post.

**Article 3.21**  
***Minimum crew for canal barges***

The provisions of this chapter are not applicable to canal barges. However, the crew shall consist at a minimum of

- a boatmaster in possession of the skipper's certificate required under these regulations and
- a person of not less than 16 years of age who can help manoeuvre the vessel.

**Article 3.22**  
***Minimum crew for recreational craft***

The provisions of this chapter are not applicable to recreational craft.

However, the crew shall consist at a minimum of

- a boatmaster in possession of the skipper's certificate required under these regulations and
- a person who can help manoeuvre the vessel.

**Article 3.23**  
***Exception***

When navigating downstream of the Spijk ferry (k.p. 857.40) and provided that the German-Dutch border is not crossed in either direction, it is sufficient if the requirements of the Dutch law "Binnenvaart wet" (Staatsblad 2007 issue 498) are applied).

**CHAPTER 4**  
**SUPPLEMENTARY PROVISIONS APPLICABLE TO SECURITY PERSONNEL**  
**REQUIRED ABOARD CRAFT TRANSPORTING DANGEROUS GOODS**

**Article 4.01**  
***Reference to ADN provisions***

Aboard craft transporting dangerous goods, one person must hold an attestation of expertise in accordance with the template in 8.6.2 of the ADN under 7.1.3.15 and 7.2.3.15 of the ADN.

**CHAPTER 4A<sup>1</sup>**  
**SUPPLEMENTARY PROVISIONS PERTAINING TO THE EXPERTISE OF CREW**  
**MEMBERS OF VESSELS USING LIQUEFIED NATURAL GAS (LNG) AS A FUEL**

**Article 4a.01**  
***Expertise and instruction***

1. The boatmaster and crew members involved in the bunkering procedure of vessels using liquefied natural gas (LNG) as a fuel must have expertise in the use of liquefied natural gas as a fuel.
2. A crew member shall only be permitted to commence his duties on board once he has been instructed by the boatmaster in the use of liquefied natural gas (LNG) as a fuel aboard the vessel in question, in particular as to the bunker procedure.

**Article 4a.02**  
***Attestation***

The crew members in question shall prove their expertise by means of an attestation in accordance with the template in annex E1.

The attestation shall be issued if the candidate satisfies the requirements of articles 4a.03 and 4a.04.

**Article 4a.03**  
***Training course and examination***

The training course as regards expertise comprises a theoretical section and a practical section and concludes with an examination.

The theoretical section of the training course includes the subjects listed in annex E2, part A.

The practical section of the training course concerns the practical application of the theoretical knowledge aboard a vessel using liquefied natural gas (LNG) as a fuel and/or an appropriate shore installation for this purpose. It includes the subjects listed in annex E2, part B.

The examination comprises a theoretical section and practical section. It covers all the subjects listed in annex E2 part A and part B. The examination will be successfully passed if the candidate has demonstrated sufficient knowledge and abilities in each of the two sections of the examination.

The practical section of the examination will be taken aboard a vessel and/or ashore.

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<sup>1</sup> Entry into force 1<sup>st</sup> July 2016 (Resolution 2015-I-7)  
01.07.2016

**Article 4a.04**  
***Validity and extension of attestation***

1. The attestation is valid for five years.
2. At the holder's request, the currently valid attestation in accordance with the template in annex E1 shall be extended for five years by the competent authority if the aforementioned holder
  - a) is able to prove the following navigation time aboard a vessel using liquefied natural gas (LNG) as a fuel:
    - not less than 180 days during the previous five years, or
    - not less than 90 days during the previous year;
  - or, if this is not the case,
  - b) attends a refresher course with examination. Article 4a.03 shall apply mutatis mutandis to the refresher course syllabus and examination, recognising that the scope of the training course and examination will be more limited.

**Article 4a.05**  
***Competence***

The approved training institutions are competent to deliver the approved training and refresher courses, to administer the examinations and issue the attestations in accordance with the template in annex E1.

The approval of training courses and refresher courses and training institutions shall be given by the competent authorities based on harmonised criteria defined by the CCNR.

The competent authority can reserve the right to issue or extend attestations.

Each competent authority shall be competent to extend attestations based on navigation time.

The competent authorities shall inform the CCNR of each decision concerning the approval of a training institution or the abrogation or suspension of such approval.

The list of approved training institutions and approved training courses is published electronically by the CCNR.

## CHAPTER 5 SUPPLEMENTARY PROVISIONS APPLICABLE TO SECURITY PERSONNEL REQUIRED ABOARD PASSENGER VESSELS

### Article 5.01

#### *Passenger vessel security personnel*

1. Adequate numbers of security personnel must be aboard any passenger vessel as long as passengers are aboard.
2. Security personnel members may be part of the crew or shipboard personnel.

### Section 1:

#### Requirements for obtaining and proving qualifications

### Article 5.02

#### *Passenger navigation expert*

The passenger navigation expert must be a minimum of 18 years of age and possess the required qualification. This qualification shall be deemed to have been obtained when the person in question

- a) has undergone basic training recognised by the competent authority complying at a minimum with the requirements laid down in article 5.03 and has successfully passed the final examination, and
- b) has regularly taken part in refresher courses in accordance with article 5.04 (2).

### Article 5.03

#### *Basic training for experts*

Persons required to play the role of expert within the meaning of article 5.02 must have undergone basic training with a view to acquiring specific knowledge. The basic training must be undergone in the context of a training course organised or recognised by the competent authority and must at a minimum comprise:

- a) theoretical training on the following subjects:
  - compliant passenger vessel configuration and equipment,
  - safety requirements and familiarisation with the necessary forms of assistance,
  - crew and shipboard tasks in accordance with the safety rota,
  - general knowledge of passenger vessel stability in the event of damage;
  - fire prevention and firefighting, use of the firefighting systems (operation of the automatic pressurised water sprinkler systems, the fire alarm systems and the permanently installed firefighting systems;
  - safety system and equipment test attestations,
  - principles of conflict management;
  - basic principles of preventing panic;

- b) practical training on the following subjects:
- knowledge of the handling and use of passenger vessel safety equipment, (for example: use of the lifejacket, use of floats; use of the lifeboat and other life-saving equipment, use of portable fire extinguishers);
  - knowledge of the practical application of safety requirements and necessary emergency measures (for example, evacuating passengers from a smoke-filled room to a safe area, fighting an outbreak of fire, use of watertight doors and fire doors);
- c) a final examination.

**Article 5.04**  
***Refresher courses for experts***

1. The passenger navigation expert must attend a refresher course organised or recognised by the competent authority before expiry of a 5-year period from his successful participation in the basic training.
2. In particular the refresher course shall address the common risks (for example preventing panic, firefighting) in a dangerous situation and, as far as possible, include information on new developments in passenger safety. During the refresher course, the active participation of the trainee will be ensured by means of exercises and tests.
3. The passenger navigation expert must attend a new refresher course before expiry of a 5-year period from his attendance of the previous refresher course.

**Article 5.05**  
***First aider***

The first aider must be a minimum of 17 years of age and possess the required qualification. This qualification shall be deemed to have been obtained when the person in question

- a) has undergone training as a first aider, and
- b) has regularly taken part in training and refresher courses in accordance with article 5.07.

**Article 5.06**  
***Breathing apparatus wearer***

The breathing apparatus wearer must be a minimum of 18 years of age and possess the necessary proficiency for using the breathing apparatus referred to in article 15.12 (10) (a) of the RVIR for rescuing people. This latter proficiency shall be deemed to have been acquired when the person in question proves his physical and mental fitness and his qualification in accordance with the national requirements of the Rhine riparian States or Belgium and has regularly attended training and refresher courses in accordance with article 5.07.

**Article 5.07**  
***Training course and refresher courses for first aiders  
and breathing apparatus wearers***

Training and refresher courses for first aiders and breathing apparatus wearers must be attended in accordance with the requirements of one of the Rhine riparian States or Belgium.

**Article 5.08**  
***Methods of proving qualification***

1. After passing the final examination and upon presentation of the documentary evidence of the training course, the competent authority or training establishment shall issue an attestation as a passenger navigation expert in accordance with annex C1.

After the passenger navigation expert has attended the refresher course, the competent authority or training establishment shall extend his attestation as a passenger navigation expert for 5 years or will issue him with a new attestation.

2. Upon presentation of documentary evidence of the training course, the competent authority shall issue or extend an attestation of proficiency for the position of first aider in accordance with annex C2. Documents issued by national or regional organisations of the Red Cross or comparable national or regional first aid organisations, and published by the CCNR, will also be accepted as attestation.
3. Upon presentation of documentary evidence of the training course, the competent authority shall issue or extend an attestation as a breathing apparatus wearer in accordance with the template in annex C3.

This documentary evidence of training shall serve as a substitute for attestation when issued by a training establishment approved in accordance with the national law of a Rhine riparian State or Belgium and when it has been published by the CCNR.

4. The attestation as a passenger navigation expert in accordance with annex C1, the attestation as a first aider in accordance with annex C2 and the attestation as a breathing apparatus wearer in accordance with annex C3 can be consolidated in a single document in accordance with annex C4.

## Section 2: Operating requirements for passenger vessels

### Article 5.09 Number of security personnel

1. The positions of passenger navigation expert, first aider and breathing apparatus wearer must be present in a number corresponding to the following table:

- a) on board when underway:

aa) day trip vessels			
Group	Number of people on board	Passenger navigation expert	First aiders
1	up to 250	1	1
2	more than 250	1	2

bb) cabin vessels				
Group	Number of beds occupied	Passenger navigation experts	First aiders	Breathing apparatus wearers
1	up to 100	1	1	2
2	more than 100	1	2	2

- b) permanently available when stationary:  
 the security personnel specified for group 1 in (a) above.

For cabin vessels of 45 m or less in length, the cabins of which are provided with readily accessible smoke hoods equal in number to the number of berths in each cabin, breathing apparatus wearers are not required.

2. Aboard day trip vessels where the maximum permitted number of people does not exceed 75 and aboard stationary passenger vessels, the same person may at one and the same time perform the duties of passenger navigation expert and first aider. In all other situations one and the same person may not at one and the same time perform the duties of passenger navigation expert, first aider and breathing apparatus wearer.

### Article 5.10 Boatmaster's and expert's obligations

1. Notwithstanding the provisions of the Rhine Police Regulations, the boatmaster shall
- a) familiarise the passenger navigation expert with the safety rota and safety plan referred to in article 15.13 of the RVIR;
  - b) take care to familiarise security personnel with the passenger vessel ;
  - c) be able at any time to prove the qualification required of the onboard security personnel referred to in articles 5.02 to 5.07 in the form of the corresponding attestations referred to in article 5.08.
  - d) ensure that the carrying out of safety rounds can be proven.

2. The passenger navigation expert is responsible for monitoring the safety systems and equipment mandated by the safety rota as well as for passenger safety in the event of danger or in the event of shipboard emergencies. He shall possess detailed knowledge of the safety rota and safety plan and, as instructed by the boatmaster,
  - a) assign crew members and shipboard personnel designated in the safety rota their various duties in an emergency;
  - b) regularly inform crew members and shipboard personnel of what their duties entail;
  - c) inform cabin vessel passengers at the beginning of the voyage of the code of conduct and contents of the safety plan.

### **Article 5.11** ***Supervision***

An hourly patrol must be carried out at night while passengers are on board. Suitable proof of patrols must be kept.

## **PART III REQUIREMENTS REGARDING BOATMASTER'S CERTIFICATES**

### **CHAPTER 6 GENERAL PROVISIONS APPLICABLE TO PART III**

#### **Article 6.01 *Scope of application***

This Part governs the requirement for boatmaster's certificates for the navigation of the Rhine for different types and sizes of vessel and the sectors to be travelled through as well as the conditions applicable to obtaining these boatmaster's certificates.

#### **Article 6.02<sup>1</sup> *Mandatory skipper's certificate***

1. For skippering a vessel on the Rhine, one must hold either a Rhine boatmaster's licence issued in accordance with these regulations, or else a boatmaster's certificate recognised as being equivalent by the CCNR for the type and size of vessel in question, as well as for the sector to be travelled through; the list of boatmasters' certificates recognised as being equivalent, as well as any additional conditions attaching to this recognition are to be found in annex D5.
2. The Rhine boatmaster's certificate is issued for the Rhine or for a specific section of the river; when it is issued for a specific section it is also valid for skippering a vessel downstream of the Spijk ferry (k.p. 857.40) and on the section between Basel (Mittlere Rheinbrücke k.p. 166.53) and the Iffezheim locks (k.p. 335.92); the boatmaster's certificates recognised as being equivalent shall be accompanied by a certificate attesting to knowledge of the sector in accordance with the template to be found in annex D3 to be valid on the section described in article 7.05.
3. For skippering a vessel downstream of the Spijk ferry (k.p. 857.40) and on the section between Basel (Mittlere Rheinbrücke k.p. 166.53) and the Iffezheim locks (k.p. 335.92) it shall be sufficient:
  - a) instead of the boatmaster's certificate referred to in article 7.01 to hold a boatmaster's certificate mentioned in annex I of Council Directive 91/672/EEC or a boatmaster's certificate issued according to Council Directive No. 96/50/EC;
  - b) instead of the boatmaster's certificates referred to in articles 7.02 to 7.04 to hold a boatmaster's certificate recognised as being equivalent by the competent authority.
4. For vessels less than 15 m in length, except for passenger vessels, pushers and tugs, it is sufficient to be in possession of a boatmaster's certificate of proficiency to skipper vessels in line with the national requirements of Rhine riparian States and Belgium pertaining to inland waterways.
5. The requirement for a skipper's certificate is governed exclusively by the national requirements of the Rhine riparian states:
  - (a) for ferries;
  - (b) for vessels operated solely by muscle power;
  - (c) for vessels less than 15 m in length navigating only by sail or which are equipped only with propulsion machinery of a power not exceeding 3.68 kW.

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<sup>1</sup> Amendment in force (Resolution 2012-II-12)  
01.07.2016

**Article 6.03**  
***Mandatory radar certificate***

1. For radar navigation on the Rhine, in addition to a skipper's certificate for the sector to be travelled through, one must also be in possession of a radar certificate issued in accordance with these regulations or another certificate of proficiency for radar navigation recognised as being equivalent by the CCNR. The list of certificates of proficiency for radar navigation recognised as being equivalent as well as any additional conditions attaching to this recognition are to be found in annex D6.
2. By derogation from article 8.05, the competent authority may issue a radar certificate for the skippering of ferries in its area of jurisdiction, taking account of the specifics of the route for which the radar certificate will be valid.

**Article 6.04**  
***Types of boatmaster's certificate***

Under these regulations one can distinguish

1. four types of Rhine boatmaster's certificate:
  - a) the Rhine boatmaster's certificate Class 1 for skippering any kind of vessel
  - b) the Rhine boatmaster's certificate Class 2 for skippering vessels intended for transporting a maximum of 12 passengers and for skippering vessels less than 35 m in length, with the exception of tugs, pushers and vessels propelling a side-by-side formation;
  - c) the recreational boatmaster's certificate for skippering recreational craft less than 25 m in length;
  - d) the Administration boatmaster's certificate for skippering Administration service boats and fire service boats.

The boatmaster's certificates referred to above also permit the skippering of vessels referred to in article 6.02 (4).

2. the radar certificate for radar navigation.

## CHAPTER 7 PROVISIONS REGARDING SKIPPERS' CERTIFICATES

### Section 1: Conditions for obtaining a Rhine boatmaster's certificate

#### Sub-section 1: Types of boatmaster's certificate

##### Article 7.01 *Rhine boatmaster's certificate Class 1*

1. The candidate for the Rhine boatmaster's certificate Class 1 must be not less than 21 years of age.
2. The candidate must possess a limited radiotelephone certificate ("LRC").
3. The candidate must possess the necessary ability; the candidate shall be able if he:
  - a) is physically and mentally fit to be the boatmaster of a vessel. Physical and mental fitness must be proven by a medical certificate issued in accordance with annexes B1 and B2 by a doctor recognised by the competent authority;
  - b) has not committed any navigating offences, if his previous conduct provides grounds to presume the reliable skippering of a vessel and if he is competent to command a crew;
  - c) is qualified, that is to say possesses the necessary professional know-how and knowledge, including both nautical knowledge and a knowledge of the regulations and of the waterway. Qualification is proved by passing an examination set to establish this fact.
4. The candidate must prove having put in four years navigation time as a member of the deck crew, of which not less than two years in inland navigation as a boatman or engine-minder or not less than one year as an able boatman. The navigation time must have been served aboard motorised vessels, the skippering of which requires the Rhine boatmaster's certificate Class 1 or Class 2.
5. Navigation time is calculated in accordance with article 3.08. The following are also taken into account as navigation time:
  - a) up to a maximum of three years, training time for persons in possession of an attestation recognised by the competent authority and certifying the successful completion of a professional training course in inland navigation including practical learning time modules;
  - b) up to a maximum of two years proven navigation time at sea as a member of the deck crew, on the understanding that 250 days of maritime navigation are counted as one year of navigation.

**Article 7.02**  
***Rhine boatmaster's certificate Class 2***

1. The candidate for the Rhine boatmaster's certificate Class 2 must be not less than 21 years of age.
2. The candidate must possess a limited radiotelephone certificate ("LRC").
3. The candidate must possess the necessary ability; the candidate shall be able if he:
  - a) is physically and mentally fit to be the boatmaster of a vessel.  
Physical and mental fitness must be proved by a medical certificate issued in accordance with annexes B1 and B2 by a doctor recognised by the competent authority;
  - b) has not committed any navigating offences, if his previous conduct provides grounds to presume the reliable skippering of a vessel and if he is competent to command a crew;
  - c) is qualified, that is to say possesses the necessary professional know-how and knowledge, including both nautical knowledge and a knowledge of the regulations and of the waterway. Qualification is attested to by passing an examination set to establish this fact.
4. The candidate must prove having put in three years navigation time as a member of the deck crew, of which not less than one year in inland navigation as a boatman or engine-minder. The navigation time must have been served aboard motorised vessels, the skippering of which requires the Rhine boatmaster's certificate Class 1 or Class 2.
5. Navigation time is counted in accordance with article 3.08. The following are also counted as navigation time:
  - a) up to a maximum of three years, training time if the person is in possession of an attestation recognised by the competent authority and certifying the successful completion of a professional training course in inland navigation including practical learning time modules;
  - b) up to a maximum of two years proven navigation time at sea as a member of the deck crew, on the understanding that 250 days of maritime navigation are counted as one year of navigation.

**Article 7.03**  
***Recreational boatmaster's certificate***

1. The candidate for the recreational boatmaster's certificate must be not less than 18 years of age.
2. The candidate must possess the necessary ability; the candidate shall be able if he:
  - a) is physically and mentally fit to be the boatmaster of a vessel.  
Physical and mental fitness must be proven by a medical certificate issued in accordance with annexes B1 and B2 by a doctor recognised by the competent authority;
  - b) has not committed any navigating offences and if his previous conduct provides grounds to presume the reliable skippering of a vessel;
  - c) is qualified, that is to say possesses the necessary know-how and knowledge, including both nautical knowledge and a knowledge of the regulations and of the waterway. Qualification is proved by passing an examination set to establish this fact.

**Article 7.04**  
***Administration boatmaster's certificate***

1. The candidate for the Administration boatmaster's certificate shall:
  - a) be not less than 21 years of age;
  - b) be member of a police or customs authority, of another authority or recognised firefighting service;
  - c) be physically and mentally fit to be the boatmaster of a vessel.  
Physical and mental fitness must be proven by a medical certificate issued in accordance with annexes B1 and B2 by a doctor recognised by the competent authority;
  - d) be qualified, that is to say possess the necessary professional know-how and knowledge, including both nautical knowledge and a knowledge of the regulations and of the waterway; qualification shall be proved by passing an examination set to establish this fact;
  - e) have practised inland navigation for a minimum of three years, not less than three months of which during the past year.
  
2. The authority under whose jurisdiction the candidate falls must have issued an attestation confirming that the latter satisfies the requirements referred to in (1) (b), (e) and in articles 7.05 and 7.06.

**Sub-section 2:**  
**Sector knowledge**

**Article 7.05**  
***River sector in question***

Irrespective of the type of boatmaster's certificate in question, specific sector knowledge are also required between the Iffezheim locks (k.p. 335.92) and the Spijk ferry (k.p. 857.40).

**Article 7.06**  
***Obtaining sector knowledge***

1. The candidate for a Rhine boatmaster's certificate or for an attestation of sector knowledge must have travelled through the sector in question located between the Iffezheim locks and the Spijk ferry, not less than 16 times during the previous ten years, including not less than three times in each direction during the past three years.
  - a) The candidate for a Rhine boatmaster's certificate Class 1, a Rhine boatmaster's certificate Class 2 or an attestation of sector knowledge must have made his voyages as a boatman, engine-minder, able boatman or helmsman aboard motorised vessels, the skippering of which requires the boatmaster's certificate being applied for or a boatmaster's certificate recognised as being equivalent by the CCNR;
  - b) The candidate for the recreational boatmaster's certificate must have made his voyages aboard vessels 15 m and more in length; these voyages shall only be taken into consideration when the person is not less than 15 years of age. The required number of sectors travelled through may be reduced to four voyages in each direction during the year preceding receipt of the request if these voyages are undertaken as part of an appropriate training course ;
  - c) The candidate for the Administration boatmaster's certificate must have made his voyages aboard vessels 15 m and more in length; these voyages shall only be taken into consideration when the person is not less than 15 years of age.

2. The candidate must also pass an examination comprising a description of the navigable channel upstream and downstream, a description of the dimensions of the waterway and questions aiming to confirm his ability to apply specific police regulations to the section in question located between the Iffezheim locks and the Spijk ferry (annex D7).

**Article 7.07**  
***Attestation of sector knowledge***

1. Candidates for a boatmaster's certificate for a section including all or part of the sector defined in article 7.05 and holders of boatmaster's certificates recognised as being equivalent and wishing to skipper on all or part of the sector defined in article 7.05 must be able to provide evidence of the required sector knowledge.
2. Evidence of sector knowledge is provided by the entry, on the boatmaster's certificate card, of the latter's sector of validity. For boatmaster's certificates recognised as being equivalent to the Rhine boatmaster's certificate Class 1, sector knowledge is proved by an attestation of sector knowledge in accordance with annex D3.

**Section 2:**  
**Admission and examination procedures**

**Article 7.08**  
***Examination board***

1. The competent authority shall set up one or more examination boards to administer the examinations. Each examination board shall comprise a Chairman belonging to the administration of one of the Rhine riparian States or Belgium and not less than two appropriately qualified examiners.
2. The make-up of an examination board for a Rhine boatmaster's certificate shall be such as to include not less than one holder of the type of boatmaster's certificate being requested or of the Rhine boatmaster's certificate Class 1 and that the latter or another examiner holds the valid boatmaster's certificate for the requested sector.

**Article 7.09**  
***Request to obtain or extend a Rhine boatmaster's certificate***

1. The candidate for a Rhine boatmaster's certificate or extension of the Rhine boatmaster's certificate shall submit to the competent authority a request for admission to the examination and for the award of the boatmaster's certificate containing the following information:
  - a) name and first name(s), date of birth, place of birth, address;
  - b) type of boatmaster's certificate requested;
  - c) sector of the Rhine for which the boatmaster's certificate is requested.
2. The request to obtain a Rhine boatmaster's certificate must be accompanied by the following documents:
  - a) a recent ID photograph;
  - b) a copy of one's identity card or passport;
  - c) a medical certificate complying with annex B2 and not more than three months old. Should this cast any doubt on the person's physical and mental fitness, the competent authority may demand that additional medical certificates or certificates issued by medical specialists be presented;

- d) proof of navigation time and sectors travelled through;
  - e) for an application for a Rhine boatmaster's certificate Class 1 and Class 2, a copy of the limited radiotelephone certificate ("LRC").
  - f) a Criminal Records Bureau certificate.
3. Instead of the medical certificate referred to in annex B2, physical and mental fitness may also be proved by one of the following documents recognised by the CCNR:
- a) a valid boatmaster's certificate, subject to at least the identical requirements to those defined in annexes B1 and B2 and which is renewed in accordance with article 3.04 (a), or
  - b) a medical certificate not more than three months old, and completed at a minimum in accordance with the requirements laid down in annexes B1 and B2.
4. In place of the Criminal Records Bureau certificate, competence to command a crew may be proved by an equivalent document under the applicable legislation in the place of residence. This document, which must still be valid, shall not be more than six months old.
5. The request to extend a Rhine boatmaster's certificate to another section must be accompanied by the following documents:
- a) a recent ID photograph;
  - b) a copy of one's identity card or passport;
  - c) a copy of the valid Rhine boatmaster's certificate;
  - d) proof of the sectors travelled through.
6. The request to obtain another type of Rhine boatmaster's certificate by the holder of a Rhine boatmaster's certificate must be accompanied by the following documents:
- a) a recent ID photograph;
  - b) a copy of one's identity card or passport;
  - c) a copy of the valid Rhine boatmaster's certificate;

#### **Article 7.10**

##### ***Request to obtain or extend an attestation of sector knowledge***

1. The candidate for obtaining or extending an attestation of sector knowledge shall submit to the competent authority a request for admission to the examination and for the award of the boatmaster's certificate containing the following information:
  - a) name and first name(s), date of birth, place of birth, address;
  - b) the sector of the Rhine for which the attestation of sector knowledge is requested.
2. The request to obtain or extend the attestation of sector knowledge shall be accompanied by the following documents:
  - a) a recent ID photograph;
  - b) a copy of one's identity card or passport;
  - c) a copy of the valid boatmaster's certificate recognised as being equivalent by the CCNR in accordance with article 6.02 (1);
  - d) proof of the sectors travelled through.

### **Article 7.11** **Admission to the examination**

1. The candidate for a Rhine boatmaster's certificate shall be accepted to sit the examination to obtain a Rhine boatmaster's certificate when the requirements referred to in article 7.01, 7.02 except for (3) (c), or 7.03 except for (2) (c), are met and the application has been completed in accordance with article 7.09 (1) to (4). If the medical certificate identifies limited physical and mental fitness, the candidate shall nevertheless be accepted to sit the examination. In this case, the competent authority may make the boatmaster's certificate contingent on conditions which must be entered on it when issued. Any rejection of the request must be explained.

The competent authority can decide that a candidate whose Criminal Records Bureau certificate, or equivalent document, is not satisfactory cannot be accepted to sit an examination before a certain period has expired (time-limit to object).

2. The candidate for an extension of a Rhine boatmaster's certificate to another section shall be accepted to sit the examination when the application has been completed in accordance with article 7.09 (1) and (5).
3. The holder of a Rhine boatmaster's certificate who is a candidate for another type of Rhine boatmaster's certificate, shall be accepted to sit the examination when the application has been completed in accordance with article 7.09 (1) and (6).
4. The candidate for obtaining or extending an attestation of sector knowledge shall be accepted to sit the examination once the application has been completed in accordance with article 7.10.

### **Article 7.12** **Examination**

1. The candidate for the examination must be able to prove to the examination board that he possesses:
  - a) sufficient knowledge of the requirements for skippering vessels and the necessary nautical and technical knowledge for operating vessels required for the safe navigation of vessels, the professional know-how and knowledge of the basic principles of avoiding accidents; this knowledge is tested by an examination in accordance with the examination syllabus in annex D7;
  - b) the required sector knowledge, if such an examination is required for the river sector in question, under article 7.05.
2. The necessary examination for obtaining the Rhine boatmaster's certificate Class 1 or Class 2 is theoretical; the necessary examination for obtaining the recreational boatmaster's certificate or Administration boatmaster's certificate comprises a theoretical section practical section.
3. Should the candidate fail the examination, he will be informed of the reasons. The examination board may make participation in a new exam session contingent on certain conditions or requirements or may grant certain exemptions.

### **Article 7.13** ***Dispensations and reduced requirements***

1. The candidate who has successfully passed the final examination of a professional training course may be exempted from that part of the examination relating to the knowledge and know-how covered by an exam recognised as being equivalent by the CCNR.
2. To obtain the recreational boatmaster's certificate, the holder of a certificate of proficiency to skipper vessels referred to in article 6.02 (4) may be exempted from that part of the examination relating to nautical abilities.
3. To obtain a Rhine boatmaster's certificate, the holder of a valid boatmaster's certificate of a Rhine riparian State or Belgium or of another valid boatmaster's certificate recognised as being equivalent by the CCNR must satisfy the conditions of admission referred to in article 7.11; however, during the examination, it shall be sufficient to demonstrate knowledge of the regulations and provisions in force on the Rhine and the required sector knowledge for the sector as defined in article 7.05.
4. Upon request the holder of an Administration boatmaster's certificate shall obtain a recreational boatmaster's certificate for the same section without any examination.
5. As regards the request for another type of Rhine boatmaster's certificate referred to in article 6.04, or to extend it to another sector, the candidate who is in possession of a Rhine boatmaster's certificate may be exempted from that part of the examination relating to the knowledge or know-how that has been demonstrated in obtaining the Rhine boatmaster's certificate he already holds.

### **Article 7.1** ***Issuing and extension of Rhine boatmaster's certificates***

1. If the candidate has passed the examination, the competent authority shall issue him the appropriate Rhine boatmaster's certificate, in accordance with the template in annex D1.  
  
The following entry shall be made on the boatmaster's certificate card:  
"Rhine boatmaster's certificate Class 1", "Rhine boatmaster's certificate Class 2", "Recreational boatmaster's certificate" and "Administration boatmaster's certificate".
2. The conditions referred to in article 7.11 (1), 3rd sentence must be mentioned on the boatmaster's certificate card.
3. For the period between passing the exam and issuing the boatmaster's certificate card in accordance with the template in annex D1, the competent authority shall issue a provisional Rhine boatmaster's certificate in accordance with the template in annex D2; the competent authority may also issue a provisional Rhine boatmaster's certificate for the period between the expiry date for renewal of the boatmaster's certificate and the issuing of the new Rhine boatmaster's certificate card.
4. In the case of an extension, a competent authority may also issue the provisional boatmaster's certificate referred to in (3) for the period between passing the examination and issuing the full boatmaster's certificate card. It shall inform the issuing authority with a view to the new Rhine boatmaster's certificate card being issued in accordance with the template in annex D1.
5. In the event of damage, loss or disappearance of the boatmaster's certificate card, the issuing authority shall issue upon request a duplicate identified as such. The holder shall declare the loss to the competent authority. A damaged boatmaster's certificate card, or one that has been found, must be handed over to the issuing authority or be presented to it for cancellation.

**Article 7.15**  
***Issuing the attestation of sector knowledge***

If the candidate has passed the examination of sector knowledge laid down in article 7.06 (2), the competent authority shall issue him with an attestation of sector knowledge in accordance with the template in annex D3.

**Article 7.16**  
***Expenses***

The examination, the issuing and extension of the Rhine boatmaster's certificate or attestation of sector knowledge as well as duplicates and exchanges shall be contingent on the payment, by the applicant, of appropriate expenses. The level of these expenses shall be determined by the competent authority. The latter may demand payment of all or part of the expenses upon receipt of the application.

**Section 3:**  
**Examination of physical and mental fitness**

**Article 7.17**  
***Periodic examination of physical and mental fitness***

1. The holder of the Rhine boatmaster's certificate Class 1, Rhine boatmaster's certificate Class 2, the recreational boatmaster's certificate or of a boatmaster's certificate recognised as being equivalent by the CCNR, must renew the proof of his physical and mental fitness according to article 3.04(a) of these regulations.
2. He shall be required to present his medical certificate to the authority that issued the boatmaster's certificate. He may also present it to another competent authority. The latter will pass the documentation to the issuing authority and may make out a provisional Rhine boatmaster's certificate in this authority's stead.
3. For holders of boatmaster's certificates recognised as being equivalent, the medical certificate must be presented to any authority empowered to issue a Rhine boatmaster's certificate or to the issuing authority of the certificate recognised as being equivalent.

**Article 7.18**  
***Proof of physical and mental fitness for holders of a Rhine boatmaster's certificate aged 50 and above***

1. Upon presentation of the medical certificate and based thereon, the issuing authority shall issue the boatmaster's certificate holder the following documents:
  - a) a new boatmaster's certificate card when the Rhine boatmaster's certificate holder reaches the age of 50 and 65;
  - b) a new boatmaster's certificate card or attestation of physical and mental fitness in accordance with annex B3 when the Rhine boatmaster's certificate holder reaches the age of 55 and 60;
  - c) an attestation of physical and mental fitness in accordance with annex B3 for checks after the age of 65.

The attestation of physical and mental fitness in accordance with annex B3 must bear a validity date replacing the one on the boatmaster's certificate card.

2. The attestation of physical and mental fitness in accordance with annex B3, provided for in (1) (b) and (c) may be replaced by an entry, by the issuing authority, on the medical certificate in accordance with annex B2. The entry on the medical certificate must bear a validity date replacing the one on the boatmaster's certificate card.
3. If the medical certificate concludes that there is only limited physical and mental fitness, the issuing authority shall enter the additional conditions under which the boatmaster's certificate is valid on the renewed boatmaster's certificate card, on the attestation of physical and mental fitness or on the medical certificate in accordance with annex B2.
4. If a new boatmaster's certificate card is not issued, the Rhine boatmaster's certificate shall only be valid if accompanied by the attestation of physical and mental fitness in accordance with annex B3 or the medical certificate in accordance with annex B2, endorsed by the competent authority.

#### **Article 7.19**

#### ***Proof of physical and mental fitness for holders of a boatmaster's certificate recognised as being equivalent aged 50 and above***

1. Upon presentation of the medical certificate, and based on it, the competent authority, as defined in article 7.17(3), shall issue an attestation of physical and mental fitness in accordance with the template in annex B3 to the holder of a boatmaster's certificate recognised as being equivalent by the CCNR where the holder is aged 50 or over.

If national regulations impose the same conditions for renewing proof of physical and mental fitness as these regulations and if the authority involved is the issuing authority of the boatmaster's certificate recognised as being equivalent, the latter may also, each time proof of physical and mental fitness is renewed, issue a new boatmaster's certificate bearing a validity date, rather than issuing the attestation of physical and mental fitness in accordance with the template in annex B3.

2. If the medical certificate concludes that there is only limited physical and mental fitness, the competent authority shall enter on the attestation of physical and mental fitness or on the renewed boatmaster's certificate, the additional conditions required in order for the boatmaster's certificate recognised as being equivalent to be valid for the Rhine.
3. Should a new boatmaster's certificate not be issued, the boatmaster's certificate recognised as being equivalent shall only be valid on the Rhine if accompanied by the attestation of physical and mental fitness in accordance with annex B3.

### **Section 4: Suspension and withdrawal**

#### **Article 7.20**

#### ***Suspension of validity of the Rhine boatmaster's certificate***

1. The validity of the Rhine boatmaster's certificate is suspended
  - a) by decision of the competent authority which shall determine the period of suspension. The competent authority may take such a decision in favour of suspension when grounds for withdrawal have not yet been established but there are doubts as to the physical and mental fitness of the boatmaster's certificate holder. If the doubts are dispelled prior to expiry of the decision, the latter must be rescinded;

- b) automatically, even in the absence of a decision, until proof of physical and mental fitness has been renewed, if fresh proof of the latter has not been provided during the three months following the deadline for renewal laid down in article 3.04 (a).
2. When a competent authority has doubts as to the physical or mental fitness of the Rhine boatmaster's certificate holder, it
    - a) shall inform the issuing authority, which may demand that a medical certificate be submitted in accordance with annex B2, or a medical certificate recognised as being equivalent by the CCNR, attesting to the holder's current physical and mental fitness; the holder shall only be liable for the resulting cost if the doubts were justified;
    - b) may suspend the validity of the boatmaster's certificate, for a duration not exceeding the date of the decision taken by the issuing authority based on the new medical certificate; in this case it shall inform the CCNR and issuing authority of its decision.
  3. In the case referred to in (1) (a) above, the Rhine boatmaster's certificate shall be handed over to the competent authority for safekeeping.

#### **Article 7.21**

#### ***Expiry of validity on the Rhine of a boatmaster's certificate recognised as being equivalent***

The boatmaster's certificate recognised as being equivalent by the CCNR shall automatically cease to be valid on the Rhine, even in the absence of a decision

- a) If the attestation of physical and mental fitness in accordance with annex B3 has not been presented, or is not renewed within the three months following the renewal deadline as laid down in article 3.04 (a) or
- b) in those cases in which the CCNR, in accordance with article 7.19 (1), recognises the issuing of a new boatmaster's certificate as being valid proof for the renewal of physical and mental fitness, if the validity date of the boatmaster's certificate recognised as being equivalent has expired at least three months ago.

#### **Article 7.22**

#### ***Withdrawal of the Rhine boatmaster's certificate***

1. When it has been proven that the holder of a Rhine boatmaster's certificate is unfit to skipper craft within the meaning of articles 7.01, 7.02, or 7.03, the issuing authority shall withdraw his boatmaster's certificate.
2. When the holder of a Rhine boatmaster's certificate has repeatedly failed to comply with a condition or abide by a restriction referred to in article 7.14 (2), the issuing authority may withdraw his boatmaster's certificate.
3. The Rhine boatmaster's certificate shall cease to be valid the moment it is withdrawn. The invalidated boatmaster's certificate shall be handed over to the issuing authority promptly or be presented to it for cancellation.
4. In the course of withdrawal, the authority that has issued the boatmaster's certificate may decide:
  - a) that a new boatmaster's certificate cannot be issued before expiry of a certain period, or
  - b) that the candidate for a new boatmaster's certificate must satisfy certain conditions to be accepted for re-examination.

5. Upon receipt of the request to obtain a new boatmaster's certificate, the competent authority may exempt the candidate from all part of the examination.
6. The authority that withdraws the licence shall inform the CCNR to that effect. When a competent authority learns of facts likely to warrant withdrawal, it shall inform the issuing authority accordingly.

### **Article 7.23**

#### ***Ban on navigating imposed on the holder of a boatmaster's certificate recognised as being equivalent***

1. In the event of any doubt as to the physical or mental fitness of the holder of a boatmaster's certificate recognised as being equivalent by the CCNR, the competent authority or competent court may impose a temporary ban on navigating on the Rhine until a new medical certificate in accordance with annex B2, or a certificate recognised as being equivalent by the CCNR has been presented; the competent authority shall inform the CCNR and issuing authority of its decision. If the doubts are dispelled upon presentation of the medical certificate, the decision to ban must be rescinded. The holder shall only be liable for the costs incurred in issuing the new medical certificate if the doubts were justified.
2. The competent authority or competent court may impose a temporary or permanent ban from navigating on the Rhine against the holder of a boatmaster's certificate recognised as being equivalent:
  - a) in the event of proven physical or mental unfitness; or
  - b) in the event of repeated infringements of important requirements as to safety or conduct, especially in the event of repeatedly skipping a vessel with a blood alcohol level in excess of the maximum authorised by the Police Regulations.
3. Except in an emergency, the decision shall be taken after having heard the holder of the aforementioned boatmaster's certificate on an adversarial basis; the issuing authority and the CCNR shall be informed of this hearing and the decision taken by the competent authority.

### **Article 7.24**

#### ***Confiscation of the Rhine boatmaster's certificate***

1. In the event of serious prima facie evidence indicating withdrawal (article 7.22) of the Rhine boatmaster's certificate or its suspension (article 7.20 (1) (a)), or in the event of serious prima facie evidence of the boatmaster's certificate having been fraudulently obtained, the competent authority may order the provisional confiscation of the boatmaster's certificate.
2. A Rhine boatmaster's certificate that has been provisionally confiscated must be handed over promptly to the issuing authority or competent court in accordance with the national requirements of the Rhine riparian States or Belgium, stating the reasons.
3. The issuing authority, having been informed of the confiscation decision, shall immediately make a determination on the suspension or withdrawal of the Rhine boatmaster's certificate. If a court is competent, it shall make its determination in accordance with the national requirements of the Rhine riparian States and Belgium. In the event of a determination referred to in sentence 1 or 2, the confiscation decision shall be tantamount to a determination in accordance with article 7.20 (1) (a).
4. The provisional confiscation of the Rhine boatmaster's certificate shall be terminated and the boatmaster's certificate returned to the holder when the reason for the confiscation ceases to exist or the suspension or withdrawal of the Rhine boatmaster's certificate has not been determined.

**Article 7.25**

***Confiscation of a boatmaster's certificate recognised as being equivalent***

1. In the event of serious prima facie evidence indicating withdrawal of a boatmaster's certificate or its suspension by the issuing authority, or in the event of serious prima facie evidence of the boatmaster's certificate having been fraudulently obtained, the competent authority may order the provisional confiscation of the certificate.
2. A provisionally confiscated boatmaster's certificate must be handed over forthwith to the issuing authority.
3. The issuing authority shall undertake the necessary checks and inform the competent authority that has confiscated the certificate and the CCNR forthwith of the validity of the aforementioned certificate.

## **CHAPTER 8 RADAR CERTIFICATE**

### **Article 8.01 *General provisions***

The candidate for the radar certificate shall:

- a) be not less than 18 years of age;
- b) hold a skipper's certificate and
- c) possess a limited radiotelephone certificate ("LRC").

### **Article 8.02 *Request and admission to the examination***

1. The candidate for a radar certificate shall submit to the competent authority a request for admission to the examination and for the award of the certificate containing the following information:
  - a) name and first name(s);
  - b) date and place of birth;
  - c) address.
2. The request must be accompanied by the following documents:
  - a) a recent ID photograph;
  - b) a copy of one's identity card or passport;
  - c) a copy of the skipper's certificate;
  - d) A copy of the limited radiotelephone certificate ("LRC").

### **Article 8.03 *Examination board***

1. The competent authority shall set up one or more examination boards to administer the examinations. Each examination board shall comprise a Chairman belonging to the competent administration and not less than two appropriately qualified examiners.
2. The examiner responsible for ensuring that the practical element of the examination is properly conducted must be a radar certificate holder.

### **Article 8.04 *Examination***

1. During an examination in accordance with the examination syllabus in annex D8 (theoretical and practical sections) the candidate must demonstrate to the examination board referred to in article 8.03 that he possesses sufficient knowledge to navigate a vessel by radar.
2. The practical examination may also be taken using a radar simulator approved for this purpose by the competent authority.

3. The condition imposed in (1) shall be deemed to have been met if the candidate possesses a certificate other than the one prescribed by these regulations, provided that the equivalence of this certificate has been recognised by the competent authority of a Rhine riparian State or Belgium.
4. The candidate who fails the theoretical or practical section of the examination may resit this section before the same examination board and within a period determined by the competent authority. A minimum period of 2 months is required between failing a section of the examination and the resit. If this section of the examination is not passed within a period of one year, the candidate will have to resit all the tests comprising the examination.
5. The examination board will notify each candidate of his results individually. At the candidate's request, the examination board shall be required to provide verbal information on the mistakes made and may permit him to inspect his exam papers.

**Article 8.05**  
***Issuing of the radar certificate***

1. If the candidate has passed the examination, the competent authority shall issue him the radar certificate, in accordance with the template in annex D4.
2. The fact of being in possession of the radar certificate can also be documented by the entry "radar" on the boatmaster's certificate card.
3. The radar certificates referred to in article 6.03 (2) shall bear the entry:  
  
"only valid for skippering ferries between ..... and ....."
4. In the event of damage, loss or disappearance of the radar certificate, the issuing authority shall issue upon request a duplicate identified as such. The holder shall declare the loss to the competent authority. A damaged radar certificate, or one that has been found, must be handed over to the issuing authority or be presented to it for cancellation.

**Article 8.06**  
***Withdrawal of the radar certificate***

The radar certificate may be withdrawn by the issuing authority if the holder has demonstrated unfitness that is a potential threat to navigation when navigating by radar. Withdrawal of the radar certificate may be temporary or permanent.

**Article 8.07**  
***Orders handed down against the holder of a certificate of proficiency for radar navigation recognised as being equivalent***

1. The competent authority or competent court may impose a temporary or permanent ban from radar navigation on the Rhine against the holder of a certificate of proficiency for radar navigation recognised as being equivalent if the holder has demonstrated unfitness that is a potential threat to navigation when navigating by radar.
2. Except in an emergency, the decision shall be taken after having heard the holder of the aforementioned certificate of proficiency for radar navigation on an adversarial basis; the issuing authority and the CCNR shall be informed of this hearing and the decision taken by the competent authority.

**Article 8.08**  
***Expenses***

The examination and issuing of the radar certificate, duplicates and exchanges shall be contingent upon the payment, by the applicant, of appropriate expenses. The level of these expenses shall be determined by the competent authority. The latter may demand payment of all or part of the expenses upon receipt of the application.

## CHAPTER 9 TRANSITIONAL PROVISIONS

### Article 9.01

#### ***Validity of logbooks and service record books***

The logbooks and service record books issued in accordance with the applicable requirements until these regulations come into force or the validity of which was extended under the aforementioned requirements shall remain valid as determined by the aforementioned requirements until their renewal.

### Article 9.02

#### ***Validity of earlier boatmaster's certificates***

1. Rhine boatmaster's certificates issued in accordance with the applicable requirements until these regulations come into force or the validity of which was extended under the aforementioned requirements shall remain valid as determined by the aforementioned requirements until the first renewal of proof of physical and mental fitness.
2. The provisions of article 7.17 concerning the examination of physical and mental fitness apply to holders of the Rhine boatmaster's certificate, Rhine boatmaster's certificate Class 2 and recreational boatmaster's certificate referred to in (1) above. However, the anomaloscope quotient for colour sense may be between 0.7 and 3.0. Boatmaster's certificate holders who at the time these regulations come into force have reached the age referred to in article 3.04 (a) must renew the proof of their physical and mental fitness in time for the next specified renewal date. Upon the first renewal of the proof of physical and mental fitness they are issued with a boatmaster's certificate in accordance with the template in annex D1.
3. The provisions of article 7.20 and 7.22 apply to the boatmaster's certificates referred to in (1) above.
4. The radar certificates and certificates of proficiency for radar navigation recognised as being equivalent issued in accordance with the applicable requirements until these regulations come into force shall remain valid as determined by the aforementioned requirements. They may be replaced by radar certificates in accordance with these regulations.

**Article 9.03**  
***Relationship between types of boatmaster's certificate***

1. The valid boatmaster's certificates referred to in article 9.02 (1) equate to the boatmaster's certificates referred to in article 6.04 (1) as shown in the following table:

The following certificates valid under article 9.02 (1),	equate	to the certificates referred to in article 6.04 (1) of these regulations
Rhine boatmaster's certificate .....	→	Rhine boatmaster's certificate Class 1
Rhine boatmaster's certificate Class 2 .....	→	Rhine boatmaster's certificate Class 2
Police boat certificate .....	→	Administration boatmaster's certificate
Customs boat certificate .....	→	Administration boatmaster's certificate
Fire service boat certificate.....	→	Administration boatmaster's certificate
Recreational boatmaster's certificate .....	→	Recreational boatmaster's certificate

2. A valid boatmaster's certificate may be exchanged for a valid boatmaster's certificate for the same sector in accordance with the table in (1) above.

**Article 9.04**  
***Taking account of navigation time***

Navigation time and sectors travelled through before these regulations come into force shall be taken into account in accordance with the previous requirements.

**Article 9.05<sup>1</sup>**  
***Attestation of expertise in the use of liquefied natural gas (LNG) as a fuel***

Crew members of vessels aboard which liquefied natural gas (LNG) started to be used as a fuel prior to 1 July 2016 shall receive an attestation from the competent authorities within the meaning of article 4a.02 if, based on a CCNR recommendation in accordance with article 2.19 of the RVIR, they have undergone training and can prove a minimum of 90 days navigation time aboard such vessels.

<sup>1</sup> Entry into force 1<sup>st</sup> July 2016 (Resolution 2015-I-7)  
01.07.2016