

# REGULATIONS FOR RHINE NAVIGATION PERSONNEL (RPN)

UNOFFICIAL TRANSLATION

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

The working languages of the Central Commission for the Navigation of the Rhine (CCNR) are Dutch, French and German. The authentic text of the Regulations for Rhine navigation personnel (RPN) is published in these languages on the CCNR website.

The original French, German and Dutch language versions of this text are the sole authoritative versions in the event of a dispute.

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## **PART I: GENERAL PROVISIONS**

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

#### **Article 1.01 Scope of application**

These regulations apply to

- a) vessels having a length of 20 m or more;
- b) vessels for which the product of L · B · T is equal to or greater than a volume of 100 m<sup>3</sup>;
- c) tugs and pushers, designated to tow or to push or to move alongside craft as referred to in a, b or f;
- d) vessels in possession of an approval certificate in accordance with the ADN;
- e) passenger vessels;
- f) floating equipment

unless these regulations provide otherwise.

#### **Article 1.02<sup>1</sup> Definitions**

In these regulations, the following definitions shall apply:

##### **Types of craft**

1. "Craft": an inland waterway vessel, 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 craft providing a transport service across a waterway, that is classed as a ferry by the competent authority;
6. "Administration service boat": a craft which is operated in the service of the Administration;
7. "Fire service boat": a craft which is operated as part of the emergency service;
8. "Tug": a vessel specially built to perform towing operations;
9. "Pusher": a vessel specially built to propel a pushed convoy;

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<sup>1</sup> Amendment entered into force on 1 January 2025 (Resolution 2024-I-8).

10. "Towed barge": a vessel 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 vessel intended for the carriage of goods, built or specially modified to be pushed, either having no motive power of its own or having only sufficient motive power to perform restricted manoeuvres when not part of a pushed convoy;
12. "Passenger vessel": a vessel constructed and equipped to carry more than 12 passengers;
13. "Day-trip vessel": a passenger vessel without overnight passenger cabins;
14. "Cabin vessel": a passenger vessel with overnight passenger cabins;
15. "Floating equipment": a floating structure carrying working gear such as cranes, dredging equipment, pile drivers or elevators;
16. "Recreational craft": a craft demonstrably intended and used for leisure purposes, aboard which people are navigating for recreational or leisure purposes;

#### **Assemblies of craft**

17. "Convoy": a rigid or a towed convoy;
18. "Rigid convoy": a pushed convoy or side-by-side formation;
19. "Pushed convoy": a rigid assembly of craft of which at least one is positioned in front of the craft providing the power for propelling the convoy, known as the 'pusher(s)'; a convoy composed of a pusher and a pushed craft coupled so as to permit guided articulation is also considered as rigid;
20. "Side-by-side formation": an assembly composed of craft coupled rigidly side by side, none of which is positioned in front of the motorised craft propelling the assembly;
21. "Towed convoy": an assembly composed of one or more craft, floating establishments or assemblies of floating material and towed by one or more motorised craft;
22. "Large convoy": a pushed convoy for which the product of total length and total width of the pushed craft is 7 000 square metres or more;

#### **Marine engineering terms**

23. "Length "or "L": the maximum length of the hull in metres, excluding rudder and bowsprit;
24. "Breadth" or "B": the maximum breadth of the hull in metres, measured to the outer edge of the shell plating (excluding paddle wheels, rub rails, and similar);
25. "Draught" or "T": the vertical distance in metres between the lowest point of the hull without taking into account the keel or other fixed attachments and the maximum draught line;

## Personnel

26. "Boatmaster": a deck crew member who is qualified to sail a craft on inland waterways and is qualified to have overall responsibility on board, including for the crew, for the passengers and for the cargo;
27. "Crew": deck crew and machinery personnel;
28. "Deck crew": the crew excluding machinery personnel;
29. "Deck crew members": persons who are involved in the general operation of a craft navigating on inland waterways and who carry out various tasks such as tasks related to navigation, controlling the operation of the craft, cargo handling, stowage, passenger transport, marine engineering, maintenance and repair, communication, health and safety and environmental protection, other than persons who are solely assigned to the operation of the engines, cranes or electrical and electronic equipment;
30. "Minimum crew": the crew prescribed in accordance with Chapter 19 of these regulations;
31. "Shipboard personnel": all employees on board a passenger vessel who are not part of the crew;
32. "Safety personnel": the safety personnel prescribed in accordance with the ADN, the liquefied natural gas (LNG) expert and the passenger navigation expert, as well as the first aider and the breathing apparatus wearer;
33. "Liquefied natural gas expert": a person who is qualified to be involved in the bunkering procedure of a craft using liquefied natural gas as fuel or to be the boatmaster sailing such a craft;
34. "Passenger navigation expert": a person serving on board who is qualified to take measures in emergency situations on passenger vessels;
35. "Passenger": any person aboard a passenger vessel who is not part of the crew or the shipboard personnel;
36. "Navigation time": the time, measured in days, that deck crew members have spent aboard during a journey on a craft on inland waterways, including loading and unloading activities that require active navigational operations, which has been validated by the competent authority;
37. "Radar navigation": navigation in reduced visibility using radar;
38. "Specific risk": a safety hazard that is due to specific navigation conditions, which require boatmasters to have competences beyond what is expected under the general standards of competence for the management level;
39. "Certificate of qualification": a certificate issued in accordance with these regulations;
40. "Union certificate of qualification": a certificate issued by an authority of a Member State of the European Union designated for this purpose, certifying that a person satisfies the requirements of Directive (EU) 2017/2397<sup>1</sup>;

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<sup>1</sup> Directive (EU) 2017/2397 of the European Parliament and of the Council of 12 December 2017 on the recognition of professional qualifications in inland navigation and repealing Council Directives 91/672/EEC and 96/50/EC, OJ L 345, 27.12.2017, p. 53.

41. "Radio operator's certificate": a national certificate issued in accordance with the Radio Regulations appended to the International Telecommunications Convention, authorising the operation of a radio-communication station on an inland waterway craft;
42. "Rhine certificate of qualification as a boatmaster": a certificate of qualification in accordance with article 12.01 of these regulations to sail vessels;
43. "Service record book": a personal record of a crew member's professional experience, in particular details of his navigation time and journeys;
44. "Logbook": an official record of the journeys undertaken by a craft and its crew;
45. "Active service record book" or "active logbook": a service record book or logbook which is open for recording data;
46. "Competence": the proven ability to apply knowledge and skills required by the established standards for the proper performance of the tasks necessary for the operation of inland waterway craft;
47. "Management level": the level of responsibility associated with serving as boatmaster and with ensuring that other deck crew members properly perform all the tasks in the operation of a craft;
48. "Operational level": the level of responsibility associated with serving as boatman, as able boatman or as helmsman and with maintaining control over the performance of all tasks within that person's designated area of responsibility in accordance with proper procedures and under the direction of a person serving at management level;

#### **Other terms**

49. "Inland waterway": a waterway, other than the sea, open to navigation by craft referred to in article 1.01;
50. "ADN": the Regulations annexed to The European Agreement concerning the International Carriage of Dangerous Goods by Inland Waterways (ADN) in its up-to-date version;
51. "Inland navigation vessel certificate": a Rhine vessel inspection certificate or Union inland navigation certificate for inland navigation vessels as construed by article 1.04 of the Rhine Vessel Inspection Regulations (RVIR);
52. "Vessel inspection body": the domestic authority charged with issuing the vessel inspection certificate, the composition of which is defined in article 2.01 of the Rhine Vessel Inspection Regulations;
53. "Competent authority": the appropriate national authority of a Rhine riparian state or Belgium designated to perform duties in accordance with these regulations;

54. "Issuing authority": the competent authority of a State that has issued the relevant certificate of qualification;
55. "Liquefied natural gas (LNG)": natural gas that has been liquefied by cooling it to a temperature of - 161 °C.
56. "ES-TRIN": the European Standard laying down technical requirements for inland navigation vessels, edition 2023/1<sup>1</sup>. When applying the ES-TRIN, Member State shall be construed as a Rhine riparian state or Belgium;
57. "ES-QIN": the European Standard for Qualifications in Inland Navigation, edition 2024/1<sup>2</sup>;
58. "STCW Convention": the Convention of the International Maritime Organisation (IMO) on Standards of Training, Certification and Watchkeeping for Seafarers (1978) in the applicable version, including the transitional provisions of Article VII and Rule 1/15 of the Convention and including the applicable provisions of the STCW code in any given case, respectively in the applicable version.

### **Article 1.03**

#### **Orders of a provisional nature of the Central Commission for the Navigation of the Rhine**

1. The Central Commission for the Navigation of the Rhine can decide on orders of a provisional nature, valid for a maximum of three years, when it appears necessary,
  - a) to permit derogations from these regulations in urgent cases or
  - b) to enable trials that do not compromise the safety and ease of navigational traffic.
2. The derogating requirements shall be compatible with the requirements of Directive (EU) 2017/2397 and the EU legal acts adopted on the basis of this Directive.

### **Article 1.04<sup>3</sup>**

#### **Service instructions**

The CCNR can adopt service instructions to facilitate and standardise the application of these regulations. The competent authorities shall be required to abide by these service instructions. In addition, the CCNR publishes electronic versions of lists and tables for the application of the RPN.

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1 European Standard laying down technical requirements for inland navigation vessels (ES-TRIN), edition 2023/1, of the European Committee for drawing up standards in the field of inland navigation (CESNI), adopted by Resolution 2022-II-1 of 13 October 2022

2 European Standard for Qualifications in Inland Navigation (ES-QIN), edition 2024, adopted by the European Committee for drawing up standards in the field of inland navigation (CESNI) in Resolution 2024-I-1 of 11 April 2024

3 Amendment entered into force on 1 June 2024 (Resolution 2023-II-10).

### **Article 1.05 Monitoring**

1. All activities conducted by the competent authority of the Rhine riparian states or Belgium, or under their supervision, relating to training and the assessment of competence, and to the issuing, renewal, suspension, withdrawal and updating of certificates of qualification, service record books and logbooks, are continuously monitored through a quality standards system to ensure that these regulations' objectives are achieved.
2. The competent authority shall ensure that the training objectives and related standards of competence are clearly defined and identify the knowledge and skills to be assessed and examined in accordance with these regulations.
3. Having regard to the policies, systems, controls and internal quality assurance reviews established to ensure achievement of the defined objectives, the competent authority shall ensure that the fields of application of the quality standards cover the following:
  - a) the issuance, renewal, suspension and withdrawal of certificates of qualification, service record books and logbooks,
  - b) all training courses and programmes,
  - c) examinations and assessments carried out by the Rhine riparian states or Belgium, or under their authority, and
  - d) the qualifications and experience required by trainers and examiners.

### **Article 1.06 Evaluation**

1. The competent authority shall ensure that independent bodies evaluate activities relating to competence, acquisition and assessment and to the administration of certificates of qualification, service record books and logbooks by 17 January 2037 and at least every 10 years thereafter.
2. The competent authority shall ensure that the results of the evaluations by those independent bodies are duly documented and brought to the attention of the competent authorities concerned. If necessary, the competent authority shall take appropriate measures to remedy any shortcomings identified by the independent evaluation.

## **CHAPTER 2: REGISTER**

### **Article 2.01 Entry in a digital register**

1. Each certificate of qualification, service record book and logbook issued by a competent authority, and the data contained therein, is to be included in the national register to be maintained by these authorities as required by article 25 of Directive (EU) 2017/2397.
2. As required by Delegated Regulation 2020/473<sup>1</sup> the national registers of the competent authorities are to be linked to the database to be kept by the EU Commission in accordance with article 25 of Directive (EU) 2017/ 2397.

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<sup>1</sup> Commission Delegated Regulation (EU) 2020/473 of 20 January 2020 supplementing Directive (EU) 2017/2397 of the European Parliament and of the Council with regard to the standards for databases for the Union certificates of qualification, service record books and logbooks, OJ, L 100, 01.04.2020, p. 1.

## **PART II: QUALIFICATIONS**

### **Section 1: General Provisions**

#### **CHAPTER 3: GENERAL PROVISIONS**

##### **Article 3.01 Description of functions**

1. The deck crew members are the deckhand, apprentice, boatman, able boatman, helmsman and boatmaster. The machinery personnel comprises the engineer.
2. Further functions are the passenger navigation expert, the liquefied natural gas expert and first aider, the breathing apparatus wearer and the safety personnel aboard vessels carrying dangerous goods.

##### **Article 3.02 Validity of crew documents**

1. Valid documents on the Rhine are Union certificates of qualification, service record books and logbooks issued in accordance with Directive (EU) 2017/2397, as well as certificates of qualification, service record books and logbooks issued in accordance with these regulations, which lay down requirements that are identical to those stipulated in the aforementioned directive.

It must be possible at any time to prove qualification for a position on board

- a) by the boatmaster by means of a certificate of qualification as a boatmaster for the type and size of craft in question, or a Union certificate of qualification as a boatmaster with any specific authorisations required;
- b) by the other members of the crew by means of a service record book containing a certificate of qualification or a Union certificate of qualification and issued in their name;
- c) by passenger navigation experts and liquefied natural gas experts, by means of a certificate of qualification or Union certificate of qualification, as well as by first aiders, breathing apparatus wearers, and by the safety personnel aboard vessels carrying dangerous goods, by means of a certificate for the specific activity.

By way of derogation from (b) and (c), crew members of seagoing ships navigating on the Rhine, with the exception of the boatmaster, can prove their competence by means of a certificate issued under the STCW Convention or recognised by it.

2. The holder of a certificate of qualification as a boatmaster can also be employed as a deckhand, boatman, able boatman or helmsman. The holder of a certificate of qualification as a helmsman can also be employed as a deckhand, boatman or able boatman. The holder of a certificate of qualification as an able boatman can also be employed as a deckhand or boatman. The holder of a certificate of qualification as a boatman can also be employed as a deckhand.
3. Also valid on the Rhine are certificates of qualification and attestations that have been issued, or which are valid, in accordance with these regulations, and which do not fall within the scope of Directive (EU) 2017/2397.

### **Article 3.03** **Replacement copy**

If a certificate of qualification, service record book or logbook has become unusable, been lost or disappeared, the issuing authority will make an entry to this effect in its national register and, upon request, issue a new certificate of qualification, service record book or logbook. The holder shall corroborate the loss to the issuing authority. A certificate of qualification, service record book or logbook that has become unusable or has been found again is to be surrendered to the issuing authority or submitted to it for cancellation.

### **Article 3.04** **Costs**

The examination or issuing of a certificate of qualification, service record book or logbook, of a replacement copy and an exchange will incur an appropriate reimbursement of the costs by the applicant. The amount of the costs shall be determined by the CCNR's Member States in conformity with their respective national law.

## **CHAPTER 4: MEDICAL FITNESS**

### **Article 4.01 Medical fitness of crew members**

1. Holders of a certificate of qualification must be medically fit. This shall be the case if they meet ES-QIN requirements for medical fitness (Part IV).
2. When the certificate of qualification is first issued, medical fitness is to be corroborated by proof of medical fitness in accordance with Annex 1 which must not be more than three months old. Should this cast doubt on the person's medical fitness, the competent authority may demand that additional medical certificates or certificates issued by medical specialists be presented by the applicant.
3. If the proof of medical fitness attests to permanently or temporarily restricted medical fitness, the mitigation measures and restrictions shall be mentioned in the certificate of qualification in accordance with the conditions stipulated in the ES-QIN (part IV).

### **Article 4.02 Regular examination of medical fitness**

1. The holder of a certificate of qualification must provide a proof of medical fitness in accordance with the conditions specified in article 4.01(1) and (2):
  - a) every five years after reaching the age of 60;
  - b) every two years after reaching the age of 70;
2. In order to remove a refusal or restriction of medical fitness in the certificate of qualification in accordance with article 4.01(3), the holder of a certificate of qualification shall be required to submit proof of medical fitness in accordance with the provisions of article 4.01(2).
3. The holder of the certificate of qualification shall be required to present the appropriate proof of medical fitness to the authority that issued the certificate of qualification. When renewing a certificate of qualification issued in accordance with these regulations, he may also submit the proof of medical fitness to another competent authority. The latter will forward the documents to the issuing authority. In the case of the renewal of a certificate of qualification as a boatmaster, the competent authority may issue a provisional Rhine certificate of qualification as a boatmaster or recreational boatmaster's certificate for the period until a decision is forthcoming, provided that the medical fitness has been demonstrated.

**Article 4.03**  
**Medical fitness of the engineer**

By way of derogation from article 4.01(1), the medical fitness of the holder of a certificate of qualification as an engineer shall be determined by the following visual acuity requirements:

The: "Minimum required standards for the visual acuity of seafarers in the course of their official duties" specified in table A-1/9 of the STCW code for "all technical ship's officers" shall be applied, except for colour perception. Engineers are permitted to have impaired colour vision.

## **CHAPTER 5: SERVICE RECORD BOOK AND NAVIGATION TIME**

### **Article 5.01 Service record book**

1. On the one hand, the service record book for crew members, who are not boatmasters, issued in accordance with these regulations contains general information, such as the proof of medical fitness and the holder's certificates of qualification in accordance with article 3.02, and on the other hand specific information about journeys undertaken, in particular details concerning the holder's navigation time.
2. The service record book for crew members, who are not boatmasters shall be issued in accordance with the model contained in the ES-QIN (Part IV, Chapter 2). The service record book for boatmasters shall be issued in accordance with the model contained in the ES-QIN (Part IV, Chapter 4).
3. The competent authority shall be responsible for 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 journeys within the past 15 months.
4. A crew member who is the holder of a certificate of qualification may only possess a single active service record book.
5. The holder shall be required to hand the service record book over to the boatmaster when first taking up his duties aboard.
6. The boatmaster shall be responsible for regularly entering the specific data on the journeys made into the service record book. The boatmaster shall be required to
  - a) 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;
  - b) at the holder's request, return the service record book to the latter promptly and at any time.

### **Article 5.02<sup>1</sup>**

#### **Proof of navigation time and stretches travelled through**

1. The stretches required to be travelled through, and the navigation time, must be proved by means of a duly completed and checked service record book. Navigation times can be accumulated
  - a) on the Rhine, and
  - b) on inland waterways on which navigation times for Union certificates of qualification can be accumulated.
  
2. If a service record book is not a compulsory national requirement in the Rhine riparian States and Belgium or in Directive (EU) 2017/2397 for inland waterways that are not connected to another State's waterway network – including waterways classified as inland waterways with a maritime character – navigation time may also be proved by means of an administrative document. This document shall contain the following indications:
  - a) types, dimensions, number of passengers, names of the craft on board which the applicant has navigated;
  - b) names of the boatmasters;
  - c) journey beginning and end dates;
  - d) duties undertaken;
  - e) stretches travelled through (precise designation with places of departure and arrival).

For the Administration boatmaster's certificates, the stretches travelled through and the prescribed navigation times shall be proved by an attestation issued by the authority under whose jurisdiction the applicant falls.
  
3. Navigation time can also be proved by a certificate of qualification as a boatmaster referred to in article 12.01 or article 12.03 provided that it has already been proved for the purpose of obtaining this certificate.
  
4. Navigation time at sea must be proved by means with a maritime navigation service record book. Coastal or fishing navigation time must be proved by means of an 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) must, if so required, be presented in an official translation in German, French or Dutch.

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<sup>1</sup> Amendment entered into force on 1 June 2024 (Resolution 2023-II-10).

## CHAPTER 6: APPROVED TRAINING PROGRAMMES

### Article 6.01<sup>1</sup> Approval of a training programme

1. The competent authority may approve the training programmes subject to the following conditions:
  - a) the training objectives, learning content, methods, media of delivery, procedures, including the use of simulators where applicable and course materials are properly documented and allow the applicant to achieve the standards of competence;
  - b) the programmes for the assessment of the relevant competences are conducted by qualified persons with sound knowledge of the training programme;
  - c) the examinations are carried out by qualified examiners who are free from conflicts of interest.
2. For the issuing of certificates of qualification, the riparian states of the Rhine and Belgium recognise all certificates that were awarded upon completion of the training programmes in (1) approved by other States under these regulations or under Directive (EU) 2017/2397.
3. The competent authorities shall inform the CCNR of each decision concerning the approval of a training programme or the revocation or suspension of approval.

The list of approved training programmes is published electronically by the CCNR.
4. Approval is given with no time limit. After a period of ten years, the training programme organiser shall submit documents to the competent authority demonstrating that the requirements in (1) are still being met.
5. If a training programme no longer satisfies the requirements in (1), the competent authority shall immediately revoke or suspend it. Certificates issued after revocation or suspension can no longer be recognised by the competent authority for the issuing of a certificate of qualification.

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<sup>1</sup> Amendment entered into force on 1 January 2024 (Resolution 2023-I-3).

## **CHAPTER 7: ADMISSION TO AND CONDUCT OF THE EXAMINATION UNDER THE RESPONSIBILITY OF AN ADMINISTRATIVE AUTHORITY**

### **Article 7.01**

#### **Admission to the examination under the responsibility of an administrative authority**

1. After submission of all the necessary application documents, those satisfying the relevant requirements will be admitted to the examination under the responsibility of an administrative authority.
2. If the proof of medical fitness identifies limited medical fitness, the candidate shall nevertheless be accepted to sit the examination. Any rejection of the request must be explained.

### **Article 7.02**

#### **Content of the examination under the responsibility of an administrative authority**

1. The applicant shall be required to demonstrate to an examination body that he possesses sufficient knowledge and skills; these competencies are demonstrated in an examination comprising a theoretical and, where required, practical part.
2. Should the applicant fail the examination, the applicant will be informed of the reasons. The examination board may make participation in a new examination session contingent on certain conditions or requirements or may grant certain exemptions.

### **Article 7.03**

#### **Examination body for examinations under the responsibility of an administrative authority**

1. The competent authority shall set up one or more examination boards to administer the examinations under the responsibility of an administrative authority. Each examination board shall comprise a Chairman belonging to the competent administration and a minimum of two appropriately qualified assessors.
2. The examination body for an oral or practical examination for certificates of qualification under these regulations shall be so constituted that at least one examiner holds the certificate of qualification in question.
3. For written or computer-aided examinations, the examiners may be replaced by one or more qualified supervisors.

## **CHAPTER 8: VERIFICATION AND WITHDRAWAL OF THE CERTIFICATES OF QUALIFICATION**

### **Article 8.01 Suspension of the validity of the certificate of qualification**

1. The competent authority can suspend the validity of the certificate of qualification for a limited period for reasons of safety or public order.
2. If there are justified grounds for the assumption that there are doubts concerning the medical fitness of the holder of a certificate of qualification, the competent authority, the employer and the boatmaster may demand that an up-to-date proof of medical fitness of the corresponding medical fitness and certificates issued by medical specialists be presented by the crew member. The holder shall only bear the costs incurred himself if the objective evidence is confirmed. If this proof is not submitted within a period determined by the competent authority, the validity of the certificate of qualification will be suspended.
3. The suspension may be accompanied by ancillary provisions (e.g. requirements).
4. The competent authorities shall immediately record the suspensions of validity in the database referred to in article 2.01. The competent authority shall inform the issuing authority and the CCNR of the suspension, the duration of the suspension, and its rationale. If the doubts as to medical fitness are dispelled prior to expiry of the suspension, the suspension is to be lifted.
5. In the event of suspension, the certificate of qualification issued as a physical document shall be handed over to the competent authority for safekeeping should it so request.

### **Article 8.02 Withdrawal of the certificate of qualification**

1. When it has been proven that the holder of a certificate of qualification as a boatmaster is unfit to sail craft within the meaning of articles 12.01 (2) or 12.02 (2), the issuing authority shall withdraw his certificate of qualification as a boatmaster.
2. When it has been proven that the holder of another certificate of qualification is unfit to exercise his qualification within the meaning of articles 14.01, 15.02, or 16.10, the issuing authority shall withdraw his certificate of qualification. Unfit in the first sentence also covers whoever is no longer fit within the meaning of article 4.01 or 4.03.
3. When it is proven that the holder of a service record book issued in accordance with these regulations is unfit within the meaning of article 4.01 (1) or 4.03, the issuing authority shall clearly write the entry "UNFIT", which it shall duly authenticate, on page 1 of the service record book.
4. When the holder of a certificate of qualification has repeatedly failed to comply with a medical condition or abide by a restriction referred to in article 4.01(3), the issuing authority may withdraw his certificate of qualification.
5. The certificate of qualification shall cease to be valid the moment it is withdrawn. The no longer valid certificate of qualification is to be surrendered to the issuing authority forthwith or marked as no longer valid in the electronic format.

6. In the course of withdrawal, the authority that has issued the certificate of qualification may decide:
  - a) that a new certificate of qualification cannot be issued before expiry of a certain period, or
  - b) that the applicant must satisfy certain conditions to be accepted for re-examination.
7. The authority withdrawing the certificate of qualification shall immediately record the withdrawal in the database referred to in article 2.01 and notify the CCNR of the withdrawal. When a competent authority learns of facts likely to warrant withdrawal, it shall inform the issuing authority accordingly.

### **Article 8.03**

#### **Confiscation of the certificate of qualification issued as a physical document**

1. In the event of serious prima facie evidence indicating withdrawal (article 8.02) of a certificate of qualification or its suspension (article 8.01), or in the event of factually corroborated evidence of the certificate of qualification having been fraudulently obtained, the competent authority may order the provisional confiscation of the certificate of qualification.
2. A certificate of qualification 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 certificate of qualification. 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 8.01(1).
4. The provisional confiscation of the certificate of qualification shall be terminated and the certificate of qualification returned to the holder when the reason for the confiscation ceases to exist or the suspension or withdrawal of the certificate of qualification has not been determined.

**Section 2:  
Qualifications at entry-level and operational level**

**CHAPTER 9:  
SCOPE OF APPLICATION OF THIS SECTION**

**Article 9.01  
Functions at entry-level and operational level**

1. The deckhand and apprentice are entry-level functions. The boatman, able boatman and helmsman are operational level functions.
2. The engineer also falls within the scope of application of this section.

## **CHAPTER 10: CONDITIONS FOR OBTAINING THE CERTIFICATES OF QUALIFICATION AT ENTRY-LEVEL AND OPERATIONAL LEVEL**

### **Article 10.01 Minimum requirements for age, administrative compliance, competence and navigation time**

To acquire a certificate of qualification, entry-level and operational level deck crew members shall comply with the following minimum requirements in respect of age, administrative compliance, competence and navigation time:

1. for the deck hand
  - a) be at least 16 years of age and
  - b) have completed basic safety training according to national requirements;
  
2. for the apprentice
  - a) be at least 15 years of age and
  - b) have signed an apprenticeship agreement as part of an approved training programme for the operational level in accordance with Chapter 6;
  
3. for the boatman
  - a) either
    - aa) be at least 17 years of age and
    - bb) have successfully completed an approved two-year training programme for the operational level in accordance with Chapter 6, including navigation time of at least 90 days ;
  
  - b) or
    - aa) be at least 18 years of age and
    - bb) have passed an examination under the responsibility of an administrative authority for the operational level and
    - cc) have accumulated navigation time of at least 360 days as a deck crew member; of this total, up to 180 days navigation time may be replaced by 250 days of work experience as a deck crew member aboard a seagoing ship;
  
  - c) or
    - aa) have successfully completed an approved training programme of at least nine months for the operational level in accordance with Chapter 6, comprising navigation time of at least 90 days and
    - bb) at least five years' work experience gained prior to enrolment in this programme or
    - cc) at least 500 days work experience as a deck crew member aboard a seagoing ship gained prior to enrolment in this programme or
    - dd) successful conclusion of any professional training programme of at least three years' duration prior to enrolment in this programme;

4. for the able boatman
  - a) either navigation time of at least 180 days in the inland navigation sector as a boatman;
  - b) or have successfully completed an approved training programme for the operational level in accordance with Chapter 6 of at least three years, comprising navigation time of at least 270 days;
5. for the helmsman
  - a) either at least 180 days' navigation time in the inland navigation sector as an able boatman and possession of a valid radio operator's certificate;
  - b) or
    - aa) have successfully completed an approved training programme for the operational level in accordance with Chapter 6 of at least three years, comprising navigation time of at least 360 days and
    - bb) possession of a valid radio operator's certificate;
  - c) or
    - aa) at least 500 days' work experience as a captain aboard a seagoing ship;
    - bb) have passed an examination under the responsibility of an administrative authority for the operational level and
    - cc) possession of a valid radio operator's certificate.

#### **Article 10.02**

#### **Minimum requirements for age, administrative compliance, competence and navigation time of the engineer**

To acquire a certificate of qualification, the engineer shall comply with the following minimum requirements for age, administrative compliance, competence and navigation time:

- a) be at least 18 years of age and have successfully passed the final examination of a professional training course in the engine, mechanics or, where engine knowledge was taught, the mechatronics sector;
- or
- b) be at least 19 years of age and have accumulated navigation time of at least 360 days as an able boatman aboard a motorised craft.

**Article 10.03**

**Validity and issuance of the certificates of qualification for the entry-level and operational level**

1. The certificates of qualification for the entry-level and operational level shall cease to be valid no later than on the day of the next medical examination as prescribed by article 4.02(1). Thereafter, the validity of the certificate of qualification shall automatically expire without requiring any separate instruction from the competent authority.
2. The certificates of qualification for the entry-level and the operational level shall be issued in accordance with the relevant model in the ES-QIN (Part V, Chapter 2).

**Section 3:  
Qualifications at management level**

**CHAPTER 11:  
REQUIREMENT FOR BOATMASTER'S CERTIFICATES AND TYPES OF  
BOATMASTER'S CERTIFICATES**

**Article 11.01  
Requirement for boatmaster's certificates**

1. Anyone sailing a craft on the Rhine is required to hold either a Union certificate of qualification as a boatmaster issued in accordance with Directive (EU) 2017/2397, or a certificate of qualification as a boatmaster issued in accordance with these regulations.
2. Instead of the boatmaster's certificates required under articles 12.02 and 12.03, an alternative boatmaster's certificate recognised as being equivalent by the competent authority shall be sufficient for sailing a craft 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).
3. For craft less than 20 m in length, except for passenger vessels, pushers and tugs, it is sufficient to be in possession of a certificate of qualification as a boatmaster in line with the national requirements of Rhine riparian States and Belgium pertaining to inland waterways.
4. The requirement for boatmaster's certificates shall be governed exclusively by the national requirements of the Rhine riparian states and Belgium
  - a) for ferries;
  - b) for craft operated solely by muscle power;
  - c) for craft less than 20 m in length navigating only by sail or which are equipped only with propulsion machinery of a power not exceeding 11.03 kW;
  - d) for craft operated by the armed forces.

**Article 11.02  
Types of boatmaster's certificate**

Under these regulations one can distinguish

- a) the Rhine certificate of qualification as a boatmaster for sailing any kind of craft;
- b) the recreational boatmaster's certificate for sailing recreational craft less than 25 m in length;
- c) the Administration boatmaster's certificate for sailing Administration service boats and fire service boats.

These boatmaster's certificates also permit the sailing of a craft referred to in article 11.01(3).

## CHAPTER 12: ACQUISITION OF THE CERTIFICATES

### Article 12.01 Rhine certificate of qualification as a boatmaster

1. Every applicant shall satisfy the following requirements:
  - a) either
    - aa) be at least 18 years of age;
    - bb) have successfully completed an approved training programme for the management level, as approved in accordance with Chapter 6, of at least three years' duration,
    - cc) have accumulated navigation time of at least 360 days as part of this approved training programme or after completion and
    - dd) possession of a valid radio operator's certificate;
  - b) or
    - aa) be at least 18 years of age;
    - bb) possession of a certificate of qualification as a helmsman under these regulations or under Directive (EU) 2017/2397;
    - cc) have accumulated navigation time of at least 180 days;
    - dd) have passed an examination under the responsibility of an administrative authority for the management level and
    - ee) possession of a valid radio operator's certificate;
  - c) or
    - aa) be at least 18 years of age;
    - bb) have accumulated navigation time of at least 540 days, or have accumulated navigation time of at least 180 days, if a minimum of 500 days work experience as a deck crew member aboard a seagoing ship can be proven;
    - cc) have passed an examination under the responsibility of an administrative authority for the management level and
    - dd) possession of a valid radio operator's certificate;
  - d) or
    - aa) have successfully completed a training programme for the management level, as approved in Chapter 6, of at least one and a half years' duration, comprising a navigation time of at least 180 days, and after completion of which an additional navigation time of 180 days can be proven and
    - bb) at least five years' work experience gained prior to enrolment in this programme or
    - cc) at least 500 days work experience as a deck crew member aboard a seagoing ship gained prior to enrolment in this programme or
    - dd) successful conclusion of any vocational training programme of at least three years' duration prior to enrolment in this programme and
    - ee) possession of a valid radio operator's certificate;

2. Each applicant shall also possess the necessary fitness as a boatmaster.  
Anyone shall be deemed fit who
  - a) is fit within the meaning of article 4.01 of these regulations;
  - b) is qualified, that means who possesses the necessary professional skills and knowledge as laid down by the ES-QIN (Part I, Chapter 2).
3. Qualification as construed by 2(b) shall be proved by the successful passing of a theoretical examination of the required knowledge as laid down in the ES-QIN (Part I, Chapter 2) and the successful passing of a practical examination as laid down in the ES-QIN (Part II, Chapter 4).
4. The practical examination as laid down in (3) may be conducted aboard a craft identified in the ES-QIN or in a simulator certified for this purpose by the competent authority in accordance with ES-QIN (Part III, Chapter 2). The simulator must comply with the technical and functional requirements of the ES-QIN (Part III, Chapter 1).

### **Article 12.02 Recreational boatmaster's certificate**

1. Each applicant must be at least 18 years of age when the recreational boatmaster's certificate is issued.
2. The applicant must possess the necessary ability. The applicant shall be able if he:
  - a) is fit within the meaning of article 4.01 of these regulations;
  - b) has committed no criminal acts that justify the expectation that, given his previous conduct, he is unable to sail a craft safely;
  - 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.
3. Qualification shall be proven by the successful passing of a theoretical examination and of a practical examination as laid down in Annex 2.

The practical examination may be taken aboard a recreational craft or on a simulator approved for this purpose by the competent authority.

### **Article 12.03 Administration boatmaster's certificate**

1. When the administration boatmaster's certificate is issued, each applicant shall
  - a) be at least 18 years of age;
  - b) belong to an authority, in particular the police or customs, or a recognised emergency service, such as a private firefighting service;
  - c) be fit within the meaning of article 4.01 of these regulations;
  - 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;
  - 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 applicant falls must have issued an attestation confirming that the latter satisfies the requirements referred to in (1)(b) and (e).
3. Qualification shall be proven by the successful passing of a theoretical examination and of a practical examination as laid down in Annex 2.

The practical examination may be taken aboard an Administration service boat or on a simulator approved for this purpose by the competent authority.

#### **Article 12.04**

##### **Request for admission to the examination under the responsibility of an administrative authority**

1. Whosoever wishes to acquire a certificate of qualification as a boatmaster by means of the examination under the responsibility of an administrative authority 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) first name and name(s), date of birth, place of birth, address;
  - b) type of boatmaster's certificate requested;
2. The request to obtain a boatmaster's certificate must be accompanied by the following documents:
  - a) a current passport photo;
  - b) a proof of medical fitness specified in article 4.01(2);
  - c) proof of navigation time;
  - d) a copy of the radio operator's certificate.
3. Identity shall be proved by presentation of a personal ID card or passport.

#### **Article 12.05**

##### **Dispensations and reduced requirements applicable to the examination**

1. The applicant who has successfully passed the final examination of a professional training course may be exempted from that part of the theoretical examination for the Rhine certificate of qualification as a boatmaster relating to the knowledge covered by the final examination of the professional training course. The CCNR publishes a list of these final examinations of a professional training course and those parts of an examination for a Rhine certificate of qualification as a boatmaster conferring dispensation. The list of examinations of recognised equivalence is published electronically by the CCNR.
2. To obtain the recreational boatmaster's certificate, the holder of a certificate of qualification to sail vessels referred to in article 11.01(3) may be exempted from that part of the examination relating to nautical abilities.
3. Upon request the holder of an Administration boatmaster's certificate shall obtain a recreational boatmaster's certificate without any examination.

**Article 12.06**  
**Examination in relation to an approved training programme**

1. In the event of an examination in relation to an approved training programme in accordance with article 12.01(1)(a) or (d), the applicant shall apply to the competent authority for the issuing of a Rhine certificate of qualification as a boatmaster as required by article 12.04(2) to (4), once he has successfully completed the training programme. In addition to the documents referred to therein, the applicant shall also include the certificate certifying the successful completion of a training programme.
2. The authority shall then verify whether the requirements laid down in article 12.01 have been met. A prior separate admission to the examination in accordance with article 7.01 is not required.
3. If the relevant requirements in accordance with article 12.01 have been met, the competent authority shall issue the Rhine certificate of qualification as a boatmaster in accordance with article 12.07(1).

**Article 12.07**  
**Validity and issuing of the certificates of qualification as a boatmaster**

1. Without prejudice to the provisions of article 4.01(1), the Rhine certificate of qualification as a boatmaster (article 12.01) shall be issued with a 13-year validity period from the time the last required part of the examination was passed. After the date referred to in article 4.02(1), the Rhine certificate of qualification as a boatmaster shall expire automatically without the need for any separate instruction by the competent authority. The Rhine certificate of qualification as a boatmaster shall be issued by the competent authority in accordance with the relevant model in the ES-QIN (Part V, Chapter 1).
2. The recreational boatmaster's certificate (article 12.02) shall be issued with a validity period until the date specified in article 4.02(1). After this date the recreational boatmaster's certificate shall expire automatically without the need for any separate instruction by the competent authority. The list of recreational boatmaster's certificates issued by the riparian States of the Rhine and Belgium is to be found in Annex 3.
3. The Administration boatmaster's certificate (article 12.03) shall be issued for an indefinite period on condition that it is returned once the holder has left the employ of the authority in question. The list of Administration boatmaster's certificates issued by the riparian States of the Rhine and Belgium is to be found in Annex 4.

**Article 12.08**  
**Provisional Rhine certificate of qualification as a boatmaster**

If after passing the exam the applicant opts for a physical certificate, the competent authority shall award a provisional Rhine certificate of qualification as a boatmaster for the period between the exam being passed and receipt of the certificate of qualification as a boatmaster card. To this end, the competent authority shall print an excerpt from the electronic database that shall be deemed to be a provisional Rhine certificate of qualification as a boatmaster. By the same token, the competent authority can issue a provisional Rhine certificate of qualification as a boatmaster for the period between the due date for renewal of the certificate of qualification as a boatmaster and receipt of the new Rhine certificate of qualification as a boatmaster card.

## **CHAPTER 13: ACQUISITION OF SPECIFIC AUTHORISATIONS**

### **Article 13.01 Specific authorisations**

1. Sailing a craft requires specific authorisation, if in his capacity as the boatmaster in charge he
  - a) needs to sail with the aid of radar;
  - b) is operating on waterways identified as stretches of inland waterways with specific risks;
  - c) is operating on waterways classified as inland waterways with a maritime character;
  - d) is sailing craft using liquefied natural gas as fuel or
  - e) is sailing large convoys.
2. Specific authorisations, except for the authorisation in accordance with (1)(d), shall be entered on the certificate of qualification as a boatmaster.
3. The examinations required for specific authorisations can be taken in the context of an examination under the responsibility of an administrative authority or an approved training programme.
4. The application for admission to the examination for a specific authorisation is to be accompanied by:
  - a) a copy of the certificate of qualification as a boatmaster or evidence that the minimum requirements for certificates of qualification as a boatmaster have been met;
  - b) a copy of the relevant pages of the service record book, if required.

Identity shall be proved by presentation of a personal ID card or passport.

5. The validity of a specific authorisation shall be determined according to the validity of the relevant certificate of qualification as a boatmaster. The validity period of the specific authorisation shall end when the validity of the certificate of qualification ends. The specific authorisation shall be entered in the appropriate certificate of qualification as a boatmaster in accordance with the ES-QIN.

### **Article 13.02 Specific authorisation for sailing with the aid of radar**

1. Anyone sailing with the aid of radar in the circumstances as required by the Police Regulations for the Navigation of the Rhine shall require specific authorisation for this purpose.
2. Each applicant shall possess the competences listed in the ES-QIN (Part I, Chapter 4). This shall be proved by the successful passing of a theoretical examination of the required knowledge as laid down in the ES-QIN (Part I, Chapter 4) and a practical examination as laid down in the ES-QIN (Part II, Chapter 1).
3. The practical examination may be taken aboard a craft mentioned in the ES-QIN or on a simulator approved for this purpose by the competent authority in accordance with ES-QIN (Part III, Chapter 2). The simulator must comply with the technical and functional requirements of the ES-QIN (Part III, Chapter 1).

4. The competent authority shall grant the specific authorisation for sailing with the aid of radar once it has been ascertained that the applicant satisfies the requirements laid down in (2) and (3), and once it has verified that the documents submitted by the applicant in accordance with article 13.01 are genuine and valid.
5. Holders of national certificates of qualification within the meaning of article 11.01(3) can also acquire the specific authorisation for sailing with the aid of radar under (2) and (3).

### **Article 13.03**

#### **Specific authorisation for sailing on waterways identified as being stretches of inland waterways with specific risks**

1. Anyone sailing a craft on a waterway identified as being a stretch of inland waterway with a specific risk as per (2), shall require specific authorisation for this purpose.
2. If safety of navigation so requires, the riparian States may identify particular stretches passing through their respective sovereign territory as being stretches of inland waterways with specific risks, where such risks are to be attributed to one or more of the following reasons:
  - a) frequently changing current patterns and speeds;
  - b) the hydromorphological characteristics of the inland waterway and the absence of adequate fairway information services on the inland waterway, or suitable charts;
  - c) the existence of special local traffic regulations justified by specific hydromorphological characteristics of the inland waterway, or
  - d) frequent accidents on particular stretches of the inland waterway attributable to the absence of qualification not recognised in ES-QIN, Part I, Chapter 2.
3. The stretches of inland waterways with specific risks on the Rhine identified in Annex 5.
4. The applicant shall present adequate proof concerning the following aspects to the competent authority:
  - a) his identity;
  - b) that he meets the competence requirements in respect of the specific risks presented by the section of inland waterway in question for which the authorisation is required;
  - c) that he possesses a certificate of qualification as a boatmaster or meets the intended minimum requirements for certificates of qualification as a boatmaster.
5. To obtain the specific authorisation on the Rhine, the holder of a certificate of qualification as a boatmaster shall have successfully passed the examination as laid down in Annex 5. To be admitted to the examination for a stretch, to be determined by the applicant himself, requires proof of the journeys referred to in Annex 5.
6. The competent authority shall review the applicant's qualification in respect of the specific risks and shall grant the specific authorisation having verified that the documents submitted by the applicant are genuine and valid.

7. Holders of national certificates of qualification within the meaning of article 11.01(3) can also acquire the specific authorisation for sailing on inland waterways with specific risks in accordance with Annex 5.

**Article 13.04**  
**Specific authorisation for sailing on inland waterways**  
**with a maritime character**

1. Anyone sailing a craft on inland waterways with a maritime character requires specific authorisation for this purpose.
2. Each applicant must have successfully passed a theoretical examination in accordance with the ES-QIN (Part 1, Chapter 3).
3. The competent authority shall grant the specific authorisation for sailing on inland waterways with a maritime character once it has been ascertained that the applicant satisfies the requirements laid down in (3), and once it has verified that the documents submitted by the applicant in accordance with article 13.01 are genuine and valid.

**Article 13.05**  
**Special authorisation for sailing craft using liquefied natural gas**

Anyone sailing craft using liquefied natural gas as fuel requires specific authorisation for this purpose. This is corroborated by an appropriate certificate of qualification for liquefied natural gas experts, acquisition of which shall be governed by Articles 15.02 to 15.04.

**Article 13.06**  
**Specific authorisation for sailing large convoys**

1. Anyone sailing a large convoy requires specific authorisation for this purpose.  
  
Each applicant must be able to demonstrate a navigation time of at least 720 days, including at least 540 of them as boatmaster and have determined the course and speed of a large convoy by himself for at least 180 days.
2. The competent authority shall grant the specific authorisation for sailing large convoys once it has been ascertained that the applicant satisfies the requirements laid down in (1), and once it has verified that the documents submitted by the applicant in accordance with article 13.01 are genuine and valid.

**Section 4:  
Qualifications for specific operations**

**CHAPTER 14:  
SAFETY PERSONNEL ABOARD VESSELS SUBJECT TO THE ADN**

**Article 14.01  
Reference to ADN provisions**

Pursuant to sections 7.1.3.15 and 7.2.3.15 of the ADN and without prejudice to the provisions of Directive 2008/68/EC, vessels transporting dangerous goods are required to have a person holding an attestation of expertise in accordance with the model in 8.6.2 of the ADN.

## **CHAPTER 15: SAFETY PERSONNEL ABOARD CRAFT USING LIQUEFIED NATURAL GAS (LNG) AS FUEL**

### **Article 15.01 Expertise and instruction**

The boatmaster and anyone involved in the bunkering procedure of craft using liquefied natural gas as fuel must be qualified as LNG experts.

### **Article 15.02 Certificate of qualification**

1. Liquefied natural gas experts demonstrate their expertise and capabilities by means of a certificate of qualification for LNG experts based on the ES-QIN model (Part V, Chapter 1).
2. The certificate of qualification for LNG experts shall be awarded if the requirements in articles 15.03 and 15.04 have been satisfied and the expert is at least 18 years of age.

### **Article 15.03 Training course and examination**

1. The training course as regards expertise comprises a theoretical part and a practical part and concludes with an examination.
2. The theoretical part of the training course comprises the competences listed in ES-QIN (Part I, Chapter 6), referred to as "knowledge".
3. The practical part of the training course concerns the practical application of the theoretical knowledge aboard craft using liquefied natural gas (LNG) as fuel and/or an appropriate shore installation for this purpose. It shall comprise the competences listed in ES-QIN (Part I, Chapter 6), referred to as "ability".
4. The examination shall comprise a theoretical part and a practical part. The theoretical part of the examination shall have been passed if the applicant has sufficiently demonstrated that he possesses the competences referred to in ES-QIN (Part I, Chapter 6) as "knowledge". The practical part of the examination shall have been passed if the applicant has successfully passed the practical examination for obtaining the certificate of qualification for LNG experts in accordance with ES-QIN (Part II, Chapter 3).
5. The practical part of the examination shall be taken aboard a craft and/or an appropriate shore installation for this purpose that complies with the "Technical requirements for craft and shore installations used for practical examinations" set out in the ES-QIN (Part II, Chapter 3).

### **Article 15.04** **Approval of training courses**

1. Training courses shall be approved by the competent authorities in accordance with the standard criteria laid down in article 15.05.
2. The competent authorities shall inform the CCNR of each decision concerning the approval of training courses or the revocation or suspension of such an approval.

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

### **Article 15.05** **Criteria for the approval of training courses**

1. The competent authority can approve a training course if it is persuaded that the training institution offers training courses and examinations that ensure the expertise of crew members of craft using LNG as fuel.

The training courses and examinations shall comply with article 15.03.

2. The application for approval shall be in writing and contain the following:
  - a) a detailed training course plan specifying the content and duration of the subjects taught and the teaching method;
  - b) a register of the teaching personnel, including evidence of their specialist knowledge and specifying the subjects taught in each case;
  - c) information on where the training will take place and on the teaching material, and specifying the facilities available for practice and the practical examination;
  - d) the conditions of participation in the training course, such as the number of participants;
  - e) a description of the examination programme (theoretical and practical examinations) and the required examination pass marks, both for the first examination and for the examination required to extend the qualification;
  - f) The declaration that the training institution undertakes to notify the competent authority, immediately and at its own initiative, of any change to the information in (a) to (e).
3. The competent authority shall monitor the training courses and examinations. It may revoke approval that has been granted if
  - a) the conditions for approval did not exist, or no longer exist, or
  - b) the training institution has not complied with its duty of cooperation, or other duties.

**Article 15.06**  
**Validity and extension of the certificate of qualification**

1. The certificate of qualification shall be valid for five years.
2. At the holder's request, the currently valid certificate of qualification in accordance with the model in the ES-QIN (Part V, Chapter 1) shall be extended by the competent authority for five years from the time the application was lodged if the aforementioned holder
  - a) is able to prove the following navigation time aboard craft using liquefied natural gas (LNG) as 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) he has successfully taken a new examination as laid out in article 15.03 as part of an approved training programme.

## **CHAPTER 16: SAFETY PERSONNEL ABOARD PASSENGER VESSELS**

### **Article 16.01 Safety personnel aboard passenger vessels**

1. Adequate numbers of safety personnel shall be aboard any passenger vessel as long as passengers are aboard.
2. Safety personnel members may be part of the crew or shipboard personnel.

### **Article 16.02<sup>1</sup> Obtaining a certificate of qualification as a passenger navigation expert**

1. To obtain the initial certificate of qualification as a passenger navigation expert, the applicant must be at least 18 years of age and possess the required competences set out in the ES-QIN (Part I, Chapter 5). These shall be deemed to have been acquired when the person in question has passed the examination organised in accordance with Article 16.03:
  - a) as part of a recognised basic training course, or
  - b) under the responsibility of a competent authority.
2. The certificate of qualification as a passenger navigation expert is valid for 5 years
3. Anyone seeking to renew their certificate of qualification as a passenger navigation expert must retake and pass the examination referred to in point 1.

### **Article 16.03<sup>2</sup> Passenger navigation expert examination**

The examination consists of a theoretical and a practical part.

The theoretical part of the examination shall have been passed if the applicant can demonstrate that they have acquired the knowledge set out in the ES-QIN (Part I, Chapter 5).

The practical part shall have been passed if the applicant has successfully passed the practical examination in accordance with ES-QIN (Part II, Chapter 2). The practical part of the examination shall be taken aboard a craft or in a shore installation that complies with the technical requirements set out in the ES-QIN (Part II, Chapter 2).

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<sup>1</sup> Amendment entered into force on 1 January 2025 (Resolution 2024-I-7)

<sup>2</sup> Amendment entered into force on 1 January 2025 (Resolution 2024-I-7).

**Article 16.04<sup>1</sup>**  
**Training for passenger navigation experts**

The training course referred to in Article 16.02 (1) (a) must be approved by the competent authority and comply with the conditions in Article 16.05. It must include:

- a) theoretical training to acquire the knowledge set out in the ES-QIN (Part I, Chapter 5);
- b) practical training to acquire the skills set out in the ES-QIN (Part II, Chapter 2).

**Article 16.05**  
**Approval of training courses for experts**

1. Training courses shall be approved by the competent authorities based on the criteria laid down in article 16.06.
2. The competent authorities shall inform the CCNR of each decision concerning the approval of training courses or the revocation or suspension of such an approval.

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

**Article 16.06**  
**Criteria for the approval of training courses**

1. The competent authority can approve a training course or refresher training course if it is persuaded that the training institution offers (refresher) training courses and examinations that ensure the specific qualifications of passenger navigation experts as set out in article 16.03.
2. The application for approval shall be in writing and contain the following:
  - a) a detailed training course plan specifying the content and duration of the subjects taught and the teaching method;
  - b) a register of the teaching personnel, including evidence of their specialist knowledge and specifying the subjects taught in each case;
  - c) information on where the training will take place and on the teaching material, and specifying the facilities available for practice and the practical examination;
  - d) the conditions of participation in the training course, used (e.g. as the number of participants);
  - e) a description of the examination programme (theoretical and practical examinations) and the required examination pass marks, both for the first examination and for the examination required to extend the certificate of qualification;
  - f) the declaration that the training institution undertakes to notify the competent authority, immediately and at its own initiative, of any change to the information in (a) to (e).
3. The competent authority shall monitor the training courses and examinations. It may revoke approval that has been granted if
  - a) the conditions for approval did not exist, or no longer exist, or
  - b) the training institution has not complied with its duty of cooperation, or other duties.

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<sup>1</sup> Amendment entered into force on 1 January 2025 (Resolution 2024-I-7).

**Article 16.07**  
**First aiders**

The first aider shall be at least 17 years of age and possess the required competence. This competence 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 refresher training courses in accordance with article 16.09.

**Article 16.08**  
**Breathing apparatus wearer**

The breathing apparatus wearer shall be at least 18 years of age and possess the necessary proficiency for using the breathing apparatus referred to in article 19.12 (10) (a) of the ES-TRIN for rescuing people. This latter proficiency shall be deemed to have been acquired when the person in question proves his medical fitness and his competence in accordance with the national requirements of the Rhine riparian States or Belgium and has regularly attended refresher training courses in accordance with article 16.09.

**Article 16.09**  
**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 16.10<sup>1</sup>**  
**Certificate of qualification**

1. Once the candidate has passed the final examination referred to in Article 16.03, the competent authority shall issue a certificate of qualification as a passenger navigation expert in accordance with the model set out in ES-QIN (Part V, Chapter 1).
2. Upon presentation of proof of training in accordance with articles 16.07 and 16.09, the competent authority shall issue or extend an attestation as a first aider in accordance with the model in annex 6. Documents issued by national or regional organisations of the Red Cross or comparable national or regional first aid organisations, and published by the CCNR, shall also be accepted as attestation.
3. Upon presentation of documentary evidence of training in accordance with articles 16.07 and 16.09, the competent authority shall issue or extend an attestation as a breathing apparatus wearer in accordance with the model in annex 7.

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

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<sup>1</sup> Amendment entered into force on 1 January 2025 (Resolution 2024-I-7).

### Article 16.11 Number of safety 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 berths occupied	Passenger navigation expert	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 safety 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 sleeping places 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 16.12 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 19.13 of the ES-TRIN;
  - b) take care to familiarise safety personnel with the passenger vessel ;
  - c) be able at any time to prove the qualification required of the onboard safety personnel referred to in articles 16.02 to 16.09 in the form of the corresponding attestations referred to in article 16.10;
  - 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 journey of the code of conduct and contents of the safety plan.
  - d) assist passengers in respect of passenger rights.

### **Article 16.13 Supervision**

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

## **PART III: CREW**

### **CHAPTER 17: GENERAL**

#### **Article 17.01 General**

1. The crew and safety 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 safety personnel shall be on board the craft at all times when it is under way. Departure without the prescribed crew or safety 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 craft may nevertheless continue their journey 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 certificate of qualification as a boatmaster 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 crew unless measures have been taken to ensure the safety of children not under constant supervision.

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 18.01, 18.02 and 18.03 account must also be taken of the navigation and rest periods spent outside the scope of application of these regulations.
4. The holder of a Rhine certificate of qualification as a boatmaster can only exercise the role of boatmaster if he possesses the necessary aptitude.
5. Aptitude as defined in (4) can be assessed by the competent authority in accordance with national law. If the competent authority concludes that the holder of a Rhine certificate of qualification as a boatmaster does not possess the necessary aptitude, it may prohibit him from exercising the role of boatmaster.

A withdrawal or suspension in accordance with article 8.01 or article 8.02 for this reason alone is not permissible.

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**Article 17.02**  
**Equivalence and derogations**

1. If the provisions of this part prescribe that certain crew requirements are to be applied, the competent authority may, with due regard to the requirements of the Police Regulations for the Navigation of the Rhine, permit other crew requirements to be applied where they are recognised as being equivalent based on CCNR recommendations.
2. For experimental purposes and for a limited period, a competent authority may adopt different minimum crew regulations based on a CCNR recommendation for a craft incorporating new technical specifications provided that these regulations offer adequate safety in their interaction with these new technical specifications.
3. The equivalences and derogations in (1) and (2) are to be entered in the inland navigation vessel certificate.
4. The competent authorities shall notify the CCNR of the granting of equivalences and derogations within one month. The CCNR shall publish a list of equivalences and derogations granted.

## **CHAPTER 18: OPERATING MODES, MINIMUM REST PERIOD, LOGBOOK**

### **Article 18.01 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, sailing time may be extended to a maximum of 16 hours and to a maximum of once per calendar week, if the sailing time is attested by the recordings of a tachograph in good working order, that complies with the requirements of Annex 5, Section V of the ES-TRIN in terms of the minimum requirements for, and regulations for the installation and performance testing of, tachographs in inland navigation and when, in addition to the boatmaster, the minimum crew includes another member who possesses a certificate of qualification as a 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.

Derogations from these times shall be permitted if the sailing time is attested by the recordings of a tachograph in good working order that complies with the requirements of Annex 5, Section V of the ES-TRIN in terms of the minimum requirements for, and regulations for the installation and performance testing of, tachographs in inland navigation. The tachograph must be in service at a minimum since the beginning of the last uninterrupted rest period of eight or six hours respectively and shall be accessible at any time to the supervisory bodies.

### **Article 18.02 Minimum rest period**

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 rest period.
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 rest period. 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. By way of derogation from (1) and (2), the rest period can also be complied with while underway if
  - during this time the required number of crew members to ensure the vessel's safety, of which at least one must be a boatmaster, is in service and
  - the rest period can be spent in an appropriate room in which to spend the rest period, assigned to a single crew member only, and protected against inadmissible noise and vibration. The sound pressure level in the room may not exceed 60 dB(A), as evidenced by the inland navigation vessel certificate, with the measurement of the sound pressure level being made in accordance with the current edition of the ES-TRIN.
5. During his mandatory rest period, 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 craft shall not be considered as an obligation under this paragraph.
6. The provisions of labour regulations, including provisions of the law of the European Union, and in collective agreements, for a longer rest period shall remain unaffected.

### **Article 18.03** **Change or repetition of operating mode**

1. By way of derogation from article 18.02(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 rest period, 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 rest period outside sailing 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 sailing time or in accordance with the requirements in article 18.02(4), and the reinforcement required for operating mode B is on board.

6. A craft may be put into operation immediately after a journey in operating mode A1 or A2 for a new journey 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 rest period respectively outside the sailing time immediately prior to the commencement of the aforementioned new journey in operating mode A1 or A2 respectively.
7. The rest period of six or eight hours shall be proved by an attestation in accordance with annex 8 or by a copy of the page of the logbook containing the particulars of the sailing times and rest periods observed on the craft aboard which the crew member carried out his last journey. If the rest period while underway can be complied with, a copy of the inland navigation certificate of the vessel in question is also required showing that the maximum sound pressure level of the room in this vessel complies with the requirements in article 18.02(4).

#### **Article 18.04** **Logbook – tachograph**

1. An active logbook in accordance with the ES-QIN model (Part V, Chapter 5) must be kept in the wheelhouse of every craft, with the exception of port tugs and pushers, crewless push barges, Administration service boats and recreational craft. The logbook shall 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 shall be issued by a competent authority on presentation of a inland navigation vessel certificate.
2. All subsequent logbooks may be issued by any competent authority indicating the sequential number of the logbook; they may only be issued, however, on presentation of the previous logbook. The previous logbook shall 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 shall 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 shall also ensure that the logbook is then brought back on board.
3. The cancelled logbook 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 shall certify the issue by means of an attestation indicating the name of the vessel, its unique European Number of Identification (ENI), 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) is to be indicated on the attestation by the competent authority.
5. Observance of rest periods may also be proved by means of a tachograph in accordance with the technical requirements in Article 18.01(2). Tachograph recordings shall 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 18.03, an attestation in accordance with annex 8 or a copy of the page in the logbook indicating the sailing and rest periods observed on the craft on board which the preceding journey was carried out as a crew member shall be attached for each new crew member.
7.
  - a) The possibility referred to in the instructions on keeping the logbook of only mentioning rest periods in a single diagram for each journey is only valid for crew members in operating mode B; in operating modes A1 and A2, the start and end of rest periods shall be listed each day during the journey, for each crew member;
  - b) the indications necessary after a change in operating mode shall be entered on a fresh page in the logbook;
  - c) if two or more journeys 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 journey of the day and the time of the end of the last journey of the day.

## CHAPTER 19: MINIMUM CREW ON BOARD

### Article 19.01 Vessels' equipment

1. Notwithstanding the provisions of the ES-TRIN, 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 journey.
    - b) In the critical areas of,
      - the temperature of the main-engine cooling water,
      - the lubricating-oil pressure for the main engines and transmissions,
      - the oil and air pressure of the main-engine reversing units, reversible transmissions or propellers,
      - the bilge levels in the main engine room,there shall be monitoring by means of instruments which set off optical and acoustic signals in the wheelhouse in the event of malfunction. The acoustic alarm signals may be combined in one audible warning device. They may be switched off as soon as the malfunction has been acknowledged. The visual alarm signals may only be switched off when the malfunctions which set them off have been corrected.
    - c) The fuel shall be supplied and main engines cooled automatically.
    - 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 system shall be provided. For communication with the engine rooms, this may be in the form of an optical or acoustic signal.
    - g) The operation of cranks and similar revolving parts of lifting devices shall not require a force of more than 160 N.
    - h) The towing winches entered in the inland navigation vessel certificate shall be motorised.
    - i) The bilge and deck-wash pumps shall be motorised.
    - j) The principal control units and monitoring instruments shall be ergonomically arranged.
    - k) The equipment required under Article 6.01(1) of the ES-TRIN, shall be capable of being remotely 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 vehicle 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 craft 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 system 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 vessel inspection body by an entry in No. 47 of the inland navigation vessel certificate.

**Article 19.02**  
**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	-		2	1	
		apprentice.....	-	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 <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 helmsmen must hold a Rhine certificate of qualification as a boatmaster or Union certificate of qualification as a boatmaster. Specific authorisation under article 13.01(1)(b) is not required.  
<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 navigation time of one year in inland navigation.
3. The minimum crew specified in the table in (1) above,
- for Group 1, operating mode B, Standard S2,
  - for Group 2, operating mode A1, Standard S2 and
  - for Group 3, operating mode A1, Standard S1 and operating mode A2 Standard S2

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. The first sentence (a) and (c) second alternative shall only apply if when one of the apprentices is attending college the second apprentice is aboard. These provisions are not valid for the apprentices referred to in (2) above.

**Article 19.03**  
**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 B ≤ 15 m	boatmaster	1		2		2	2
		helmsman	-		-		-	-
		able boatman	-		-		-	-
		boatman	1		-		1	-
		apprentice	-		-		1 <sup>1)</sup>	2 <sup>1)3)</sup>
		engineer	-		-		-	-
2	Dimensions of the assembly 37 m < L ≤ 86m B ≤ 15 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
		engineer	- -	-	-		-	-
3	Pusher + 1 barge of L > 86 m or Dimensions of the assembly 86 m < L ≤ 116.5 m B ≤ 15 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
		engineer	- -	-	-	-	- -	-
4	Pusher + 2 pushed barges*) Motor vessel + 1 Pushed barge*)	boatmaster	1	1	2	2	2 or 2	2 or 2
		helmsman	1	1	-	-	1 1 <sup>2)</sup>	1 1 <sup>2)</sup>
		able boatman	-	-	-	1	- -	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 1
		engineer	-	-	-	-	1 -	1 -
5	Pusher + 3 or more pushed barges *) Motor vessel + 2 or more pushed barges*)	boatmaster	1 or 1	1	2	2	2 or 2	2 or 2
		helmsman	1 1	1	-	-	1 1 <sup>2)</sup>	1 1 <sup>2)</sup>
		able boatman	- -	-	-	1	- -	1 1
		boatman	2 1	1	2	-	2 2	- -
		apprentice	- 2	1	1 <sup>1)</sup>	2 <sup>1)</sup>	1 <sup>1)</sup> -	2 1
		engineer	1 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 helmsmen must hold a Rhine certificate of qualification as a boatmaster or Union certificate of qualification as a boatmaster. Specific authorisation under article 13.01(1)(b) is not required.

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

<sup>4)</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 navigation time of one year in inland navigation.
3. The minimum crew specified in the table in (1) above,
  - a) for Group 1, operating mode B, Standard S2,
  - b) for Group 2, operating mode A1, Standard S2,
  - c) for Group 3, operating mode A1, Standard S1 and operating mode A2 Standard S2
  - d) for Group 4, operating mode A1, Standard S1 and operating mode A2 Standard S2 and
  - e) for Group 5, operating mode A1 Standard S1, operating mode A2 Standard S2 and operating mode B Standard S2

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. The first sentence (a), (c) second alternative, (d) and (e) second alternative shall only apply if the second apprentice is aboard when one of the apprentices is attending college. These provisions are not valid for the apprentices referred to in (2) above.

4. Each of the engineers prescribed in the table in (1) may be replaced by an additional able boatman. Each of them may also be replaced by an additional boatman if an able boatman is already prescribed in the table in (1).

**Article 19.04**  
**Minimum crew for passenger vessels**

1. The minimum crew for 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	Permissible number of passengers : up to 75	boatmaster	1		2		2	2
		helmsman	-		-		-	-
		able boatman	-		-		-	1
		boatman	1		1		2	-
		apprentice engineer .....	-		-		-	1
2	Permissible number of passengers : between 76 and 250	boatmaster	1 or 1	1	2		2	
		helmsman	-	-	-		-	-
		able boatman	-	-	-		-	-
		boatman	1	1	-		1	
		apprentice engineer .....	1	1	1 <sup>1)</sup>		1 <sup>1)</sup>	
3	Permissible number of passengers : between 251 and 600	boatmaster	1 or 1	1	2	2	3	3
		helmsman	-	-	-		-	-
		able boatman	1	1	-		-	-
		boatman	-	-	1		1	-
		apprentice engineer .....	-	2	1		1	1
4	Permissible number of passengers : between 601 and 1000	boatmaster	1	1	2	2	3	3
		helmsman	1	1	-		-	-
		able boatman	-	-	-	1	-	1
		boatman	1	-	2		2	-
		apprentice engineer .....	1 <sup>1)</sup>	2 <sup>1)</sup>	-	1	-	1
5	Permissible number of passengers : from 1001 to 2000	boatmaster	2 or 2	2	2	2	3	3
		helmsman	-	-	-		-	-
		able boatman	-	1	-	1	-	1
		boatman	3	1	3	1	3	1
		apprentice engineer .....	-	1	1 <sup>1)</sup>	2 <sup>1)</sup>	1 <sup>1)</sup>	2 <sup>1)</sup>
6	Permissible 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 engineer .....	1 <sup>1)</sup>	2 <sup>1)</sup>	-	1	1 <sup>1)</sup>	2 <sup>1)</sup>

<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	Permissible number of passengers : between 501 and 1000	boatmaster	1	1	2	2	3	3
	helmsman	1	1	-	-	-	-	
	able boatman	1	1	1	1	1	1	
	boatman	1	-	1	-	1	-	
	apprentice engineer <sup>2)</sup> .....	-	1	-	1	-	1	
engineer <sup>2)</sup> .....	2	2	2	2	3	3		
2	Permissible number of passengers : from 1001 to 2000	boatmaster	2 or 2	2	2	2	3	3
	helmsman	-	-	-	-	-	-	
	able boatman	-	-	1	-	1	-	1
	boatman	3	2	1	3	1	3	1
	apprentice engineer <sup>2)</sup> .....	-	2	1	1 <sup>1)</sup>	2 <sup>1)</sup>	1 <sup>1)</sup>	2 <sup>1)</sup>
engineer <sup>2)</sup> .....	3	3	3	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 shall be determined by the Inspection body, which will refer to it in No. 52 of the inland navigation vessel 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	Permissible number of beds: up to 50	boatmaster	1	1	2	2	3	3
	helmsman	-	-	-	-	-	-	
	able boatman	1	-	-	-	-	-	
	boatman	-	-	1	-	1	-	
	apprentice engineer .....	-	2	-	1	-	1	
engineer .....	1	1	1	1	1	1		
2	Permissible number of beds: between 51 and 100	boatmaster	1	1	2	2	3	3
	helmsman	1	1	-	-	-	-	
	able boatman	-	-	-	-	-	-	
	boatman	1	-	1	-	1	-	
	apprentice engineer .....	-	1	-	1	-	1	
engineer .....	1	1	1	1	1	1		
3	Permissible number of beds: more than 100	boatmaster	1 or 1	1	2	2	3	3
	helmsman	1	1	1	-	-	-	
	able boatman	-	-	-	-	1	-	1
	boatman	2	1	1	3	1	3	1
	apprentice engineer .....	-	2	1	-	1	-	1
engineer .....	1	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 19.02.

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 navigation time of one year 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,
  - b) for Group 3, operating mode A1, Standard S1,
  - c) for Group 4, operating mode A1, Standard S2,
  - d) for Group 5, operating mode A1 Standard S1, operating mode A2 Standard S2 and operating mode B Standard S2 and
  - e) for Group 6, operating mode B, Standard S2

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. The first sentence (c), (d) second and third alternative and (e) shall only apply if when one of the apprentices is attending college the second apprentice is aboard. 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),
  - a) for Group 2, operating mode A1, Standard S1,
  - b) for Group 2, operating mode A2, Standard S2 and
  - c) for Group 2, operating mode B, Standard S2

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. The first sentence (b) and (c) shall only apply if another apprentice is onboard during the training period 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),
  - a) for Group 1, 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 a certificate issued by the aforementioned college and retained on board, showing the training periods at the college.

9. In the case of day trip vessels with a fixed number of passengers at the beginning of the journey and which remains unchanged throughout the journey (charter trip), the minimum crew prescribed in (1) for Groups two to six may be reduced to the next lower Group if the minimum number of passengers is less than the number defined for Groups two to six. The requirements of Chapter 16 and the crew and shipboard personnel requirements as dictated by the safety rota shall remain unaffected.

10. The engineers prescribed in the tables in (1) and (3) may be replaced by additional able boatmen. These able boatmen may also be replaced by additional boatmen if the number of boatmen as the minimum crew onboard prescribed in the tables in (1) to (3) is equal to the number of engineers to be replaced.

### **Article 19.05**

#### **Non-compliance with the equipment standards in article 19.01**

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 19.01 of these regulations, the minimum crew specified in articles 19.02, 19.03 or 19.04 shall be increased as follows:
  - 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 g) and j) only, or one of letters g) or j) of standard S1 specified in article 19.01(1.1) are not met, the crew shall be increased in operating mode B by one boatman instead of two.
2. When the equipment of the craft complies only partially with standard S1 as defined in article 19.01, namely when one or a number of the requirements of article 19.01(1.1) (a) to (c) has not been met
  - a) the boatman prescribed in (1) (a) shall be replaced by an able boatman in operating modes A1 and A2;
  - b) the two boatmen prescribed in (1) (b) shall be replaced by two able boatmen in operating mode B.

In the case of the 1st sentence, the boatmen may be replaced by able boatmen if the boatmen already belong to the minimum crew prescribed in article 19.02, article 19.03 or article 19.04.

3. The additional crew members required are entered in No. 47 of the inland navigation vessel certificate by the inspection body.

### **Article 19.06**

#### **Minimum crew for other craft**

1. For vessels not referred to by articles 19.02 to 19.04 (for example tugs, towed barges, floating equipment) the vessel 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 19.02.
3. The vessel inspection body shall make the appropriate entries in No. 48 of the inland navigation vessel certificate.

### **Article 19.07**

#### **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 STCW Convention provided that the number of the crew is not less than the minimum crew detailed in Part III for operating mode B, and particularly Articles 19.02 and 19.06.

The relevant documents showing crew member qualification and numbers must be held onboard. Also required to be on board is a holder of the certificate of qualification as a boatmaster, valid for the sector to be travelled through. This holder of the certificate of qualification as a boatmaster shall be replaced by another holder of the certificate of qualification as a boatmaster 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 holder of the certificate of qualification as a boatmaster on board, along with the beginning and end of their watch;
- b) beginning and interruption, resumption and end of the journey, with the following particulars: date, time and place and kilometre post.

### **Article 19.08**

#### **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 certificate required under these regulations and
- a person of at least 16 years of age who can help manoeuvre the craft.

### **Article 19.09**

#### **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 certificate required under these regulations and
- a person who can help manoeuvre the craft.

### **Article 19.10**

#### **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.

## **Part IV: TRANSITIONAL PROVISIONS**

### **CHAPTER 20: TRANSITIONAL PROVISIONS**

#### **Article 20.01<sup>1</sup> Validity of service record books**

1. 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 in accordance with the previous requirements until their previous expiry date, but no later than 17 January 2032. The 1st sentence shall also apply to service record books recognised by the CCNR as being equivalent.
2. The holder of a service record book according to (1) can apply for a new service record book issued under these regulations containing his particular qualification by 17 January 2032. This document shall be issued in accordance with the provisions of article 5.01 of these regulations.

If the holder applies for a new qualification or a replacement copy pursuant to article 3.03 of these regulations, the competent authority shall issue a new service record book pursuant to ES-QIN (Part V, Chapter 2).

3. The holder of a service record book according to (1) can apply for a new service record book with a certificate of qualification for which the requirements are higher by 17 January 2032 if the following conditions are met:
  - a) for a boatman's certificate: 540 days navigation time, with a minimum of 180 days in inland navigation;
  - b) for an able boatman's certificate: 900 days navigation time, with a minimum of 540 days in inland navigation;
  - c) for a helmsman's certificate: 1080 days navigation time, with a minimum of 720 days in inland navigation.

Navigation experience shall be proved by a service record book, logbook or other documentation. The minimum navigation times given in (a), (b) and (c) of this paragraph can be reduced by a maximum of 360 days navigation time if the applicant has completed a training programme included in 1 or 3 of Part II of the lists and tables for the application of the RPN.

4. The exchange described in (2) and (3) can be effected with any competent authority of a CCNR Member State. The competent authority shall issue the service record book pursuant to these regulations if the applicant presents his old service record book according to (1), together with a copy of his ID document. If the applicant has already reached the age of 60, he shall also be required to provide evidence of his fitness pursuant to article 4.02, which must not be more than three months old.

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<sup>1</sup> Amendment entered into force on 1 January 2024 (Resolution 2023-I-4).

### **Article 20.02** **Validity of logbooks**

1. Logbooks 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 in accordance with the previous requirements until their previous expiry date, but no later than 17 January 2032. The 1st sentence shall also apply to logbooks that recognised by the CCNR as being equivalent.
2. A logbook as in (1) can be exchanged for a new logbook issued in accordance with this regulation until 17 January 2032.

### **Article 20.03** **Validity of earlier Rhine boatmaster's certificates**

1. Rhine boatmaster's certificates Class 1 or Class 2 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 in accordance with the previous requirements until their previous expiry date, but no later than 17 January 2032.
2. The Rhine boatmaster's certificates specified in (1) can be exchanged for a Rhine certificate of qualification as a boatmaster as construed by these regulations until the expiry date specified therein. The exchange of a Rhine boatmaster's certificate Class 2 shall require proof of an additional year's navigation time as the holder of a Rhine boatmaster's certificate Class 2. The exchange can be effected with any competent authority of a CCNR Member State. The competent authority shall issue the Rhine certificate of qualification as a boatmaster pursuant to these regulations if the applicant presents his old Rhine boatmaster's certificate according to (1) together with a copy of his ID document. If the applicant has already reached his 60th birthday he shall also be required to provide evidence of his fitness pursuant to article 4.02, which must not be more than three months old.
3. The boatmaster's certificates recognised by the CCNR as being equivalent shall remain valid on the Rhine until their previous expiry date, but no later than 17 January 2032. These certificates can be exchanged for a Rhine certificate of qualification as a boatmaster at a competent authority according to the procedure laid down in (2).

### **Article 20.04** **Validity of Administration and recreational boatmaster's certificates**

Administration and recreational boatmaster's certificates that are valid in accordance with the applicable requirements until these regulations come into force shall retain their validity.

### **Article 20.05** **Validity of earlier sector knowledge**

The holder of a Rhine boatmaster's certificate Class 1 or Class 2, of an Administration or recreational boatmaster's certificate, issued in accordance with the applicable requirements until these regulations come into force, or the validity of which was extended under the aforementioned requirements, and who has successfully passed the required examination for the stretches specified in annex 5 of these regulations, may continue to navigate the stretch of water in question for which the sector knowledge examination was successfully passed, in accordance with the previous requirements.

#### **Article 20.06**

##### **Validity of earlier attestations of sector knowledge**

1. If the holder of a boatmaster's certificate recognised as being equivalent on the Rhine holds an attestation of sector knowledge for the sectors specified in annex 5 of these regulations, he may continue to sail on the corresponding sector until 17 January 2032.
2. The attestation of sector knowledge referred to in (1) shall prove the specific authorisation to sail on the corresponding stretches with specific risks according to article 13.03.

#### **Article 20.07**

##### **Validity of the specific authorisation for inland waterways with a maritime character**

1. A Rhine boatmaster's certificate Class 1 or Class 2 in accordance with article 20.03(1) shall confer authorisation to sail on inland waterways with a maritime character in accordance with article 13.04 until its expiry date, but no later than 17 January 2032.
2. When exchanging a Rhine boatmaster's certificate Class 1 or Class 2 in accordance with article 20.03, the new Rhine certificate of qualification as a boatmaster shall also be issued with the special authorisation to sail on inland waterways with a maritime character in accordance with article 13.04.

#### **Article 20.08**

##### **Validity of certificates under the STCW Convention**

Crew members of seagoing ships navigating on the Rhine can prove their competence by means of a certificate issued under the STCW Convention, or recognised by it. This shall apply for the boatmaster only until 17 January 2038 and provided that the inland navigation activity is performed at the beginning or at the end of a maritime transport journey.

#### **Article 20.09**

##### **Validity of radar certificates**

1. Radar 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 for sailing on the Rhine with the aid of radar, in accordance with the previous requirements, until their previous expiry date.
2. When exchanging a Rhine boatmaster's certificate Class 1 or Class 2 in accordance with article 20.03, the new Rhine certificate of qualification as a boatmaster shall also be issued with the special authorisation to sail with the aid of radar in accordance with article 13.02.
3. The holder of a radar certificate recognised as being equivalent on the Rhine may continue to sail on the Rhine with the aid of radar until 17 January 2032.

### **Article 20.10**

#### **Validity of the qualification as safety personnel aboard passenger vessels or as an LNG expert**

1. Attestations as a passenger navigation expert issued by the competent authorities in accordance with the applicable requirements until these regulations come into force, or the validity of which was extended under the aforementioned requirements, and the certificates of special knowledge for the use of liquefied natural gas (LNG) as a fuel 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, in accordance with the previous requirements, until their previous expiry date.
2. Holders of the attestations referred to in (1) may apply to the competent authorities for the issuing of a new certificate of qualification in accordance with article 15.06 or article 16.10 until the expiry date of the attestation in question. The competent authority shall issue the requested certificate of qualification if the applicant has submitted his old attestation in accordance with (1), a copy of his ID document and the documentary evidence required by article 15.06 or article 16.10.

### **Article 20.11**

#### **Taking account of navigation time**

Navigation times required in accordance with these regulations can also be taken into account if they have been performed in accordance with the applicable requirements until these regulations come into force

## Annexes

### **Annex 1: Medical certificate for the inspection of fitness in inland navigation (model)<sup>1</sup>**

Name, first name (name at birth, if applicable) of the individual being examined	
Date and place of birth	Documented by
Name and first name of the examining medical practitioner	
Address	Telephone number

The individual being examined was examined for his/her physical and mental fitness in accordance with the ES-QIN standards for medical fitness (general fitness, vision and hearing) with the following results:

- Permanently unfit
- Temporarily unfit, expected until \_\_\_\_\_
- Fit without restrictions
- Fit until \_\_\_\_\_<sup>2</sup>
- Fit with one or more of the following restrictions (code as per ES-QIN)
- 01 Sight correction (glasses and/or contact lenses) required
  - 02 Hearing aid required
  - 03 Limb prosthesis required
  - 04 No solo duty in the wheelhouse
  - 05 Only during daylight
  - 06 No navigational duties allowed
  - 07 Limited to one craft, named ..... \_\_\_\_\_
  - 08 Limited area, namely ..... \_\_\_\_\_
  - 09 Limited task, namely ..... \_\_\_\_\_
- Fit under the condition that the boatmaster's certificate was issued before 1 April 2004 in accordance with Directive 96/50/EC.

Stamp

\_\_\_\_\_  
Date and medical practitioner's signature

<sup>1</sup> Amendment entered into force on 1 January 2025 (Resolution 2024-I-9)

<sup>2</sup> Only to be used if this is expressly provided for in the ES-QIN standards for medical fitness for the condition in question.

**Annex 2: Examination programme for the acquisition of a recreational boatmaster's certificate and an Administration boatmaster's certificate**

**Preliminary remarks:**

Types of certificate (columns 4 to 6)

A - Recreational boatmaster's certificate

B - Administration boatmaster's certificate

**required knowledge** (column 3)

1 - detailed knowledge

2 - basic knowledge

1	2	3	4	5
No.	Examination material		A	B
<b>1.</b>	<b>Knowledge of the regulations, leaflets and manuals</b>			
<b>1.1</b>	Police Regulations for the Navigation of the Rhine (including provisional orders)			
	Chapters 1 to 7, 15	1	x	x
	Chapter 8	1		
	Chapters 9, 10, 12, 14 (for the sectors being applied for)	1	x	x
	Chapter 11	1		
	<b>Annexes</b>			
	3. Signalling	1	x	x
	6. Acoustic signals	1	x	x
	7. Navigational signs	1	x	x
	8. Waterway name	1	x	x
	10. Used-oil log	1	x	x
	<b>Leaflets / manuals</b>			
	Radiotelephone	2	x	x
	Waste disposal	2	x	x
<b>1.2</b>	<b>Traffic regulations for maritime waters</b>	1	x	
	(Vessel identification, acoustic signals, navigational signs, maritime aids to navigation and buoyage system, rules of the road)			

1	2	3	4	5
No.	Examination material		A	B
<b>1.3</b>	<b>Rhine Vessel Inspection Regulations and European Standard laying down technical requirements for inland navigation vessels</b>			
	Structure and content	2	x	x
	Inland navigation vessel certificate content	2	x	x
<b>1.4</b>	<b>Crew requirements, part III of the Regulations for Rhine Navigation Personnel</b>	1		x
<b>1.5</b>	<b>ADN</b>			
	Structure	2		x
	Documents/instructions	2		x
	Knowledge of the prescribed marking with blue cones/lights	1		x
	Locating operating instructions	2		x
<b>1.6</b>	<b>Requirements concerning the certificates, parts II and III of the Regulations for Rhine Navigation Personnel</b>			
	Types of certificate and specific authorisations	2	x	x
	Criteria for withdrawal of a certificate and suspension of validity	1	x	x
<b>1.7</b>	<b>Prevention of accidents</b>	2	x	x
<b>2.</b>	<b>Nautical knowledge</b>			
<b>2.1</b>	<b>Rhine and secondary waterways</b>	2	x	x
	(most important geographical, hydrological, meteorological and morphological characteristics)			
<b>2.2</b>	<b>Local knowledge of the sectors of the Rhine being applied for</b>			
	Route description up and down stream	1	x	x
	Route dimensions	1	x	x
<b>2.3</b>	<b>Navigation of maritime waters</b>	2	x	
	(Determination of the course, base and intersecting lines and vessel position, compass checking procedures, rudiments of tide knowledge)			

1	2	3	4	5
No.	Examination material		A	B
<b>3.</b>	<b>Professional knowledge</b> (nautical and technical knowledge for operating vessels, professional skills)			
<b>3.1</b>	<b>Navigation of the craft</b> Steering operations, manoeuvring characteristics Functioning of steering equipment and propulsion system Influence of current, wind and undertow Buoyancy, stability and their practical application Anchoring and mooring	2 2 2 2 2	x x x x x	x x x x x
<b>3.2</b>	<b>Machinery-related knowledge</b> Construction, how the engines work, functioning of electrical equipment Operation, operational control What to do in the event of a breakdown	2 2 2	x x x	x x x
<b>3.3</b>	<b>Loading and unloading</b> Determining the carrying capacity using the measurement certificate Use of the draught scales Stowing the cargo	2 2 2		x
<b>3.4</b>	<b>Conduct in specific circumstances</b> What to do in the event of an accident, first aid, stopping leaks Use of life-saving equipment Unique features in the event of accidents in maritime waters Waste handling and water protection Notification of competent authorities Fire protection	2 2 2 2 2 2	x x x x x x	x x x x x x

### ***Annex 3: Recreational boatmaster's certificate***

The list of recreational boatmaster's certificates of the riparian States of the Rhine and Belgium and models is published by the CCNR on its website [www.ccr-zkr.org](http://www.ccr-zkr.org).

### ***Annex 4: Administration boatmaster's certificate***

The list of Administration boatmaster's certificates of the riparian States of the Rhine and Belgium and models is published by the CCNR on its website [www.ccr-zkr.org](http://www.ccr-zkr.org).

## ***Annex 5: Particularities for sailing on stretches of the Rhine identified as being stretches of inland water with specific risks***

### **Part A: Requirements for stretches of the Rhine with specific risk**

1. Anyone sailing a craft on the stretches between km 335.92 (Iffezheim locks) and km 857.40 (Spijk ferry) shall require a specific authorisation to sail on inland waterways with specific risks.
2. The requisite examination is examined by the competent authority as the administrative authority responsible for the examination (Chapter 7). The examination may be conducted either as a multiple-choice examination or as an oral examination. The following candidate knowledge will be examined:
  - a) Description of the route both downstream and upstream;
  - b) Detailed knowledge of the characteristics of the stretch, with particular regard to the local current conditions and the consequential requirements for the safe navigation of the vessel through the stretch of the Rhine.
  - c) Detailed knowledge of the waterway's dimensions;
  - d) Knowledge of the police regulations for this stretch of the Rhine.

Details are to be found in Part B.

3. Anyone wishing to acquire the specific authorisation must have sailed through the stretch in question at least three times upstream and three times downstream in the past three years. During all the journeys referred to in sentence 1, the applicant must have been in the wheelhouse. For at least one journey upstream and one journey downstream, the applicant must have decided the course and speed himself. During all the journeys referred to in sentence 1, the candidate must have been in the wheelhouse. For at least one journey upstream and one journey downstream, the candidate must have decided the course and speed himself.
4. The journeys must have been completed aboard a motorised vessel for the operation of which a certificate of qualification as a boatmaster is required.
5. The candidate shall provide proof of completion of the journeys by the candidate by means of a service record book. The applicant shall provide proof of completion of the journeys by the candidate by means of a service record book. If when registering for the examination the applicant has not yet completed all the necessary journeys, the applicant shall be admitted for the examination on condition that all the journeys are completed by the day of the examination in accordance with the requirements in (4) and (5).
6. The boatmaster shall be required to enable the applicant to undertake journeys – within the bounds of safe vessel operation – and support him in doing so.

## **Part B: Parts of the Rhine for which the boatmaster requires additional qualifications**

### **I. Rhine from Rhine km 335.92 (Iffezheim lock) to Rhine km 352.07 (Franco-German border)**

#### Additional qualification

The boatmaster sailing on this stretch of the Rhine presenting particular risks requires knowledge of the attributes and local characteristics of this stretch of the Rhine.

1. He must be able to describe the route both downstream and upstream.
2. He must also possess
  - a) detailed knowledge of the characteristics of the stretch,
  - b) detailed knowledge of the shipping lane's dimensions.
3. The boatmaster must also
  - a) be knowledgeable about current patterns and speeds on this stretch of the Rhine and he must know how to adjust his local boat handling accordingly. This especially includes knowledge of
    - (1) unusual effects and importance of groin structures on this stretch
    - (2) numerous changes between the side on which a vessel is passed from port to starboard and vice versa with the associated pronounced turning motion of the vessels
    - (3) the position of groin fields in order to assess their influence on the current
    - (4) the extremely high density of the confluence of tributaries
    - (5) special regulations for vessels above certain lengths
    - (6) the especially confined fairway situations in areas in which one should avoid passing convoys
    - (7) the very changeable current patterns and current speeds that occur
    - (8) regulations governing the minimum speed of convoys
    - (9) the particular requirements occasioned by the numerous small vessels
  - b) be familiar with the hydromorphological attributes of this stretch of the Rhine and know how to respond to them. This especially includes knowledge of
    - (1) the changeable nature of the waterway bed, from gravel banks to groin fields to fine sediment
    - (2) strong tendency for the formation of alluvial deposits, giving rise to insufficient fairway depths
    - (3) the depth conditions in the fairway in order to be able to avoid vessels sailing downstream, or using the optimal upstream track
    - (4) location and configuration of refuges or emergency turning opportunities in the event of unforeseen obstacles
    - (5) the numerous danger spots.

## **II. Rhine from Rhine km 352.07 (Franco-German border) to Rhine km 425.00 (Mannheim)**

The addition of qualification corresponds to the additional qualification in I (Rhine from Rhine km 335.92 (Iffezheim lock) to Rhine km 352.07 (Franco-German border)).

## **III. Rhine from Rhine km 425.00 (Mannheim) to Rhine km 498 (Mainz, Mainspitze)**

Additional qualification

The boatmaster sailing on this stretch of the Rhine presenting particular risks requires knowledge of the attributes and local characteristics of this stretch of the Rhine.

1. He must be able to describe the route both downstream and upstream.
2. He must also possess
  - a) detailed knowledge of the characteristics of the stretch,
  - b) detailed knowledge of the shipping lane's dimensions,
  - c) knowledge of the police regulations for this stretch.
3. The boatmaster must also
  - a) be knowledgeable about current patterns and speeds on this stretch of the Rhine and he must know how to adjust his local boat handling accordingly. This includes knowledge of
    - water levels fluctuating by more than 6 m on some stretches
    - Course of the fairway in the current at high water
    - Location of all depth and width constraints at low water
    - The changed appearance of the river and landscape as a result of pronounced fluctuations in water level
    - Changes in flow volumes and speeds at high and low water
    - Crosscurrents,
  - b) be familiar with the hydromorphological attributes of this stretch of the Rhine and know how to respond to them. This includes knowledge of
    - depth constraints,
    - bedload management,
    - nautically challenging stretches,
  - c) be familiar with the special local traffic rules.

**IV. Rhine from Rhine km 498.00 (Mainz, Mainspitze) to Rhine km 592.00 (Koblenz, mouth of the Moselle)**

Additional qualification

The boatmaster sailing on this stretch of the Rhine presenting particular risks requires knowledge of the attributes and local characteristics of this stretch of the Rhine.

1. He must be able to describe the route both downstream and upstream.
2. He must also possess
  - a. detailed knowledge of the characteristics of the stretch,
  - b. detailed knowledge of the shipping lane's dimensions;
  - c. knowledge of the police regulations for this stretch.
3. The boatmaster must also
  - a) be knowledgeable about current patterns and speeds on this stretch of the Rhine and he must know how to adjust his local boat handling accordingly. This especially includes knowledge of
    - navigation of the Rheingau
    - Change in the equivalent water level of the Rhine (GIW) from 2.10 m to 1.90 m in this area
    - Calculation of the different benchmark level for determining the fairway and draught depths in this area
    - Effect of current
    - Naming and knowing suitable berths in order to be able to respond correctly and safely in the event of unforeseen events,
  - b) be familiar with the special local traffic rules
    - Traffic regulations in the mountain section
    - Waiting positions
    - Overtaking prohibitions

**V. Rhine from Rhine km 592.00 (Koblenz, mouth of the Moselle) to Rhine km 769.00 (Krefeld)**

Additional qualification

The boatmaster sailing on this stretch of the Rhine presenting particular risks requires knowledge of the attributes and local characteristics of this stretch of the Rhine.

1. He must be able to describe the route both downstream and upstream.
2. He must also possess
  - a. detailed knowledge of the characteristics of the stretch,
  - b. detailed knowledge of the shipping lane's dimensions.
3. The boatmaster must also
  - a) be knowledgeable about current patterns and speeds on this stretch of the Rhine and he must know how to adjust his local boat handling accordingly. This includes knowledge of
    - fluctuating water levels, sometimes by more than 7 m
    - Course of the fairway in the current at high water
    - Location of all depth and width constraints at low water
    - The changed appearance of the river and landscape as a result of pronounced fluctuations in water level
    - Changes in flow volumes and speeds at high and low water
    - Crosscurrents,
  - b) be familiar with the hydromorphological attributes of this stretch of the Rhine and know how to respond to them. This includes knowledge of the local circumstances as regards bedload management and unmarked depth and width constraints.

## **VI. Rhine from Rhine km 769.00 (Krefeld) to Rhine km 857.40 (Spijk ferry/Dutch border)**

### Additional qualification

The boatmaster sailing on this stretch of the Rhine presenting particular risks requires knowledge of the attributes and local characteristics of this stretch of the Rhine.

1. He must be able to describe the route both downstream and upstream.
2. He must also possess
  - a. detailed knowledge of the characteristics of the stretch,
  - b. detailed knowledge of the shipping lane's dimensions,
  - c. knowledge of the police regulations for this stretch.
3. The boatmaster must also
  - a) be knowledgeable about current patterns and speeds on this stretch of the Rhine and he must know how to adjust his local boat handling accordingly. This includes knowledge of:
    - Course of the fairway in the current
    - The effects of high and low water on the appearance of the river and landscape and flow volumes and speeds
    - Crosscurrents,
  - b) be familiar with the hydromorphological attributes of this stretch of the Rhine and know how to respond to them. This includes knowledge of:
    - the course of the fairway: It shifts within the significantly wider river to another side after each bend. Adequate experience and timely consultation using Rhine radio channel 10 are required for oncoming traffic and overtaking manoeuvres
    - Location of all shallow and width reductions, especially the following unmarked width reductions and bedload management
    - difficult sectors,
  - c) be familiar with the special local traffic rules.

**Annex 6: Attestation as a first aider in passenger navigation (model)**

<p>valid until: .....</p> <p>..... (Place and date of the extension)</p> <p>valid until: .....</p> <p>.....</p> <p>valid until: .....</p> <p>.....</p> <p>valid until: .....</p> <p>.....</p> <p>valid until: .....</p> <p>.....</p>	<p><b>Attestation as a first aider in passenger navigation</b></p> <p><b>no. ....</b></p>
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Inside pages

<p>Mr Mrs .....</p> <p style="text-align: center;">Name, first name</p> <p>born on/in.....</p> <p>.....</p> <p>Crew member number (CID), if available</p> <p>Possesses a qualification as a first aider in passenger navigation.</p> <p>This attestation is valid until</p> <p>.....</p> <p>..... (Place and date of issue)</p>	<div style="border: 1px solid black; width: 150px; height: 100px; margin: 0 auto; text-align: center; padding: 5px;">Photo of holder 35 mm x 45 mm</div> <p style="text-align: right;">..... Personal signature</p> <p>(Competent Authority)</p> <p>..... (Signature)</p>
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**Annex 7: Attestation as a breathing apparatus wearer in passenger navigation  
(model)**

<p>valid until: ..... ..... (Place and date of the extension)</p> <p>valid until: ..... .....</p> <p>valid until: ..... .....</p> <p>valid until: ..... .....</p> <p>valid until: ..... .....</p>	<p><b>Attestation as a breathing apparatus wearer in passenger navigation</b></p> <p><b>no. ....</b></p>
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Inside pages

<p>Mr Mrs ..... Name, first name</p> <p>born on/in..... .....</p> <p>Crew member number (CID), if available .....</p> <p>possesses a qualification as a breathing apparatus wearer in inland navigation. This attestation is valid until .....</p> <p>..... (Place and date of issue)</p>	<p style="text-align: center;">Photo of holder 35 mm x 45 mm</p> <p>..... Personal signature</p> <p>(Competent Authority)</p> <p>..... (Signature)</p>
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**Annex 8: Attestation proving the required rest period  
in accordance with article 18.03 (2) to (6) (model)**

(only valid in conjunction with the service record book  
or with the certificate of qualification as a boatmaster in accordance with article 11.01 (1) or the  
provisional Rhine certificate of qualification as a boatmaster in accordance with article 12.08 RPN)

Name and first name .....

Number of the service record book or certificate of qualification as a boatmaster: ...

Vessel name, unique European vessel identification number (ENI)	End of journey  Date	End of journey  Time	Operating mode before the end of the journey	Last rest period before the end of the journey		Boatmaster's signature
				Start	End	
	E	E1	E2	E3	E4	
1	2	3	4	5	6	7

**Instructions for completion of the attestation:**

1. Each time when changing vessel, the attestation needs to be completed by the boatmaster of the vessel on which the crew member's last journey took place.
2. It is to be handed to the boatmaster on the vessel on which the journey is resumed.
3. The entries in the attestation must tally with the entries in the service record book and logbook of the vessel on which the crew member's last journey took place.

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