



**Economic and Social
Council**

Distr.
GENERAL

TRANS/SC.3/WP.3/2002/4
9 January 2002

ENGLISH
Original: FRENCH

ECONOMIC COMMISSION FOR EUROPE

INLAND TRANSPORT COMMITTEE

Working Party on Inland Water Transport

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

(Twenty-third session, 19-21 March 2002,
agenda item 7)

**MINIMUM MANNING REQUIREMENTS FOR
INLAND NAVIGATION VESSELS**

Transmitted by the Central Commission for the Navigation of the Rhine (CCNR)

Note: The secretariat reproduces below the text of chapter 23 of the Rhine Vessel Inspection Regulations concerning crews, in force since 1 July 2001, which it has received from CCNR.

CHAPTER 23

CREWS

Article 23.01

General

1. Crews on board vessels navigating on the Rhine, under the Police Regulations for Navigation on the Rhine, shall conform to the requirements of this chapter for all operating modes.

The crew prescribed for the operating mode and the sailing time taken shall be on board the vessel at all times when it is under way. No departure shall be permitted without the prescribed crew.

If for unforeseen reasons (e.g., illness, accident, order by an authority) a maximum of one member of the prescribed crew is not on board during the voyage, vessels may nevertheless continue to the first appropriate stopping place in the direction of navigation - passenger vessels to the day's terminus - if a holder of the licence required under the Rhine Licensing Regulations, valid for the journey to be undertaken, and another member of the prescribed crew are on board.

The person responsible for supervising and caring for children under six years of age on board may not be a member of the minimum crew unless measures are taken to ensure the safety of the children without permanent supervision.

2. Each river State or Belgium may require its provisions concerning the protection of workers to be applied on Rhine vessels registered in that State. Unregistered vessels are subject to the provisions of the State, be it a river State or Belgium, in which the company or the owner have their headquarters or legal domicile.

Notwithstanding the above provision, the competent authorities of the river State or Belgium may agree bilaterally that certain vessels registered in one State are subject to the requirements of the other State.

Pregnant and recently delivered women may not be members of the crew for at least 14 weeks, of which not less than six weeks shall be prior to and seven weeks subsequent to the delivery.

3. For the purposes of articles 23.05, 23.06 and 23.08, account shall also be taken of sailing time and rest time outside the scope of these Regulations.

4. One hundred and eighty days of effective sailing time inland navigation are counted as one year of sailing time. A maximum of 180 days of effective sailing time may be taken into consideration in a period of 365 consecutive days. Two hundred and fifty days of sailing time at sea, in coastal navigation or in fishing are counted as one year of sailing time.

Article 23.02

Crew members - Qualifications

1. Crew members may be deck-hands, ordinary crewmen (ship's boy), able crewmen, engine-minders, leading-crewmen, helmsmen, boatmasters or engineers.
2. The qualifications for crew members are as follows:
 - 2.1 deck-hand: must be not less than 16 years of age;
 - 2.2 ordinary crewman (ship's boy): must be not less than 15 years of age and have an apprentice's contract which provides for attendance at a professional boatmasters' school or for a correspondence course approved by the competent authority to be taken in preparation of an equivalent diploma;
 - 2.3 able crewman:
 - (a) must be not less than 17 years of age and
 - have passed an examination on completion of the training referred to in 2.2, or
 - have passed an examination on completion of training in a professional boatmasters' school, or
 - have passed any other examination for able crewman recognized by the competent authority,
 - or
 - (b) must be not less than 19 years of age and have had not less than three years' experience as a deck-hand, including not less than one year in inland navigation and two years either in inland navigation or at sea in coastal navigation or fishing;
 - 2.4 engine-minder:
 - (a) must be either an able crewman and
 - have passed an engine-minder's examination recognized by the competent authority,
 - or
 - (b) must have had not less than one year's experience on board a motorized inland navigation vessel and have a basic knowledge of engines;

2.5 leading crewman:

- (a) must have had not less than one year's experience in inland navigation as an able crewman and
 - have successfully completed the training referred to in 2.2, or
 - have passed the final examination of a professional boatmasters' school, or
 - have passed any other examination for able crewman recognized by the competent authority,

or

- (b) must have successfully completed training referred to in 2.2 of a duration of not less than three years or have passed a final examination following training of not less than three years in a professional boatmasters' school provided the training includes not less than one year's experience in inland navigation,

or

- (c) must have had not less than one year's experience in inland navigation as an able crewman within the meaning of 2.3 (b), and have passed a practical examination in accordance with annex C, paragraph 3.1, of the Rhine Licensing Regulations in application of the Directive on examination procedures adopted under article 1.05 of the Rhine Licensing Regulations,

or

- (d) must have had not less than two years' experience in inland navigation as an able crewman within the meaning of 2.3 (b);

2.6 helmsman:

- (a) must have had not less than one year's experience in inland navigation as a leading crewman or not less than three years' experience as an able crewman within the meaning of 2.3 (b),

or

- (b) must hold a boatmaster's certificate established under Directive 96/50/EC or a boatmaster's certificate in accordance with appendix I to Directive 91/672/EEC,

or

- (c) must have had not less than four years' experience in inland navigation and hold a certificate of proficiency equivalent to the Principal Licence, permitting him to act as helmsman of a vessel on the inland waterways of a member State of the Central Commission for the Navigation of the Rhine,

or

- (d) must have had not less than four years' experience in inland navigation and hold a certificate of proficiency recognized by the Central Commission for the Navigation of the Rhine as equivalent to the Principal Licence in accordance with article 3.05, 3, of the Rhine Licensing Regulations, permitting him to act as helmsman on vessels on other inland waterways;

2.7 boatmaster:

must hold the licence required under the Rhine Licensing Regulations;

2.8 engineer:

- (a) must be at least 18 years of age and have passed an examination on completion of a full training course in the engine and mechanics sectors,

or

- (b) must be at least 19 years of age and have worked for not less than two years as an engine-minder on a motorized inland navigation vessel.

Article 23.03

Crew members - Physical fitness

1. Physical fitness for the job shall be certified by a medical certificate in accordance with annexes B1 and B2 of the Rhine Licensing Regulations, issued on first enlistment as a crew member by a doctor designated by the competent authority. The certificate shall not date back more than three months.

2. Requirements relating to eyesight and hearing as set out in annex B1 to the Rhine Licensing Regulations are not, however, mandatory for an engineer's duties.

3. Certification of fitness in accordance with 1 and 2 shall be renewed within the three months following the crew member's sixty-fifth birthday and each year thereafter.

4. Where a competent authority has doubts as to the physical fitness of a crew member, it may ask for a new medical certificate to be presented. The crew member is liable for the resulting costs only if the doubts are justified.

Article 23.04

Proof of qualifications - Service record

1. The service record contains general information such as medical certificates and the holder's qualifications under article 23.02, as well as specific information concerning voyages made. The competent local authority is responsible for the general information and for certification. It has the right to request the presentation of ship's logs, in full or in the form of extracts, or other appropriate documentary evidence. It may only certify the record for voyages effected not more than 15 months previously.

2. Every member of the crew shall have a personal service record conforming to the model in annex F or another valid service record recognized by the Central Commission for the Navigation of the Rhine as equivalent. The person in whose name the service record is established is considered to be the holder of the service record.

The holder of the service record shall

- (a) hand over the service record to the boatmaster on first taking up his duties and
- (b) present the service record to the competent local authority not less than once every 12 months as from the date on which it was established, for the purpose of recording the certification referred to in paragraph 1 above.

The helmsman is dispensed from the obligation to present the service record referred to in (b) above if he does not wish to obtain the Principal Licence to which the Rhine Licensing Regulations refer. If a helmsman nevertheless wishes to obtain this licence at a later date, only the voyages recorded in the service record and certified as prescribed in paragraph 1 above may be taken into account.

3. The boatmaster shall

- (a) enter regularly in the service record all the particulars to which the indications and guidelines contained in annex F concerning the keeping of the service record refer,
- (b) keep the service record in a safe place in the wheelhouse until the end of the period of service or until the end of the contract or any other arrangement,
- (c) return the service record to the holder on request at any time and without delay.

4. For crew members holding a Principal Licence in accordance with annex A1 or a provisional Principal Licence in accordance with annex A2 of the Rhine Licensing Regulations, such licence shall stand in lieu of the service record.

5. It must be possible to provide proof of qualification for employment on board at any time:
- (a) for the boatmaster, in the form of the licence required under the Rhine Licensing Regulations,
 - (b) for other crew members, in the form of the service record or the licence referred to in (a) above.

Article 23.05

Operating modes

1. A distinction shall be made between the following operating modes:
 - A1 navigation for not more than 14 hours,
 - A2 navigation for not more than 18 hours,
 - B navigation for not more than 24 hours,per 24-hour period.
2. In operating mode A1, navigation may be extended to not more than 16 hours once per calendar week as a maximum if the time of navigation is attested by recordings from a tachograph in good working order in accordance with annex H, if it has undergone a type approval test and is approved by the competent authority of a Rhine river State or Belgium and when the prescribed minimum crew, in addition to the boatmaster, includes another crew member with a helmsman's qualification.
3. A vessel navigating in operating mode A1 shall cease navigation for eight continuous hours or for six continuous hours in operating mode A2, i.e.:
 - (a) in operating mode A1, between 10 p.m. and 6 a.m. and
 - (b) in operating mode A2, between 11 p.m. and 5 a.m.

These timetables may be dispensed with if the vessel is equipped with a tachograph in good working order in accordance with annex H, if it has undergone a type approval and is approved by the competent authority of a Rhine river State or Belgium. The tachograph shall be in operation at least from the start of the last period of uninterrupted rest of eight or six hours, and shall be accessible at all times to the inspection bodies.

Article 23.06

Mandatory rest period

1. In operating mode A1, all crew members shall have eight hours rest, including six hours uninterrupted rest time outside sailing time, for each 24-hour period calculated 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 uninterrupted rest time outside sailing time, for each 24-hour period calculated from the end of each six-hour rest period. All crew members under 18 years of age shall have eight hours of uninterrupted rest time including six hours of rest outside sailing time.
3. In operating mode B, all crew members shall have 24 hours rest time per 48-hour period including at least two six-hour periods of uninterrupted rest.
4. During the mandatory rest time, a crew member may not be called on to perform any duty, including supervision or standby; the watch and supervision duties provided for in the police regulations for stationary vessels shall not be considered as an obligation under this paragraph.
5. The provisions of labour regulations and in collective agreements concerning longer rest periods shall remain valid.

Article 23.07

Change or repetition of the operating mode

1. By derogation from article 23.05, 1, a change or repetition of the operating mode may take place only if the requirements of 2 to 6 below 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 can prove that they have completed, immediately prior to the change, an eight-hour rest period, including six hours outside sailing time, and the extra crew required for operating mode A2 are 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 can prove that they have completed, immediately prior to the change, an 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 can prove that they have completed eight hours (A1) or six hours (A2) of uninterrupted rest immediately prior to the change.

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 can prove that they have completed 8 hours (A1) or six hours (A2) of uninterrupted rest immediately prior to the change outside sailing time and the extra crew required for operating mode B are on board.

6. A vessel may be brought into service directly after a voyage in operating mode A1 or A2 for another voyage in operating mode A1 or A2 if the crew has been entirely replaced and the new crew members can prove that they have completed an uninterrupted rest period of eight hours (A1) or six hours (A2) outside sailing time immediately prior to the start of the new voyage in operating mode A1 or A2.

7. Proof of the six- or eight-hour period of rest time shall be provided by a certificate in accordance with annex K or by a copy of the page of the ship's log containing the information concerning the sailing and rest times observed on the vessel on which the crew member has made his latest voyage.

Article 23.08

Ship's log - Tachograph

1. A ship's log conforming to the model in annex E shall be kept in the wheelhouse of each vessel, except for port tugs and pushers, unmanned barges, vessels belonging to the authorities and sports craft. The ship's log shall be kept in accordance with the instructions it contains. The responsibility for keeping the ship's log and making the necessary entries in it shall devolve on the boatmaster. The first ship's log, which shall bear the number 1, the name of the vessel and its official number, shall be issued by the authority which issued the vessel's inspection certificate.

The possibility mentioned in paragraph 2 of the instructions concerning the keeping of the log of only indicating rest periods in a single chart once for each voyage shall be valid only for crew members in operating mode B. In operating modes A1 and A2, the beginning and end of rest periods shall be entered each day during the voyage for each crew member.

The particulars required following a change of operating mode shall be entered on a fresh page of the ship's log.

2. Subsequent ship's logs may be issued by a competent local authority which shall affix to them their serial number; however, they may be issued only on production of the preceding log. The preceding log shall be marked indelibly "cancelled" and returned to the boatmaster.

A new ship's log may be issued on presentation of the certificate referred to in 4 below. In this case the owner of the vessel shall ensure that the preceding log has been presented to the same competent local authority as entered the new ship's log in the certificate referred to in 4, in order to be marked "cancelled" within 30 days following the date of issue of the new ship's log. The boatmaster shall further ensure that the ship's log has been brought back on board.

3. The cancelled log shall be kept on board for six months following the last entry.

4. On issue of the first ship's log in accordance with 1, the authority issuing it shall certify that it has done so by means of a certificate indicating the name of the vessel, its official number, the number of the ship's log and the date of issue. This certificate shall be kept on board and be produced on request. The issue of subsequent ship's logs in accordance with 2 shall be entered by the competent authority on the certificate.

5. Tachograph recordings shall be kept on board for six months following the last entry.

6. In the event of the replacement of the crew or additions to it under article 23.07, a certificate in accordance with annex K or a copy of the page of the ship's log containing the information concerning the sailing and rest times observed on the vessel on which the crew member has made his latest voyage shall be included for each new crew member.

Article 23.09

Equipment of vessels

1. Notwithstanding the other provisions of these Regulations, self-propelled vessels, pushers, pushed convoys and passenger vessels operated with a minimum crew shall meet one of the following standards for equipment:

1.1 Standard S1

(a) The propulsion equipment shall be so arranged as to enable the speed to be changed and the direction of propulsion reversed from the wheelhouse.

It must be possible to start and stop the auxiliary engines required to operate the vessel from the wheelhouse, unless they function automatically or continuously during each voyage.

- (b) The critical levels of the temperature of the water for cooling the main engines, the oil pressure of the main engines and transmission gear, the oil and air pressure of the devices for reversing the main engines, the reversible transmission gear or the propellers, and the filling level of the main engine room hold shall be indicated by devices which set off sound and visual alarms in the wheelhouse. The sound alarms may be contained in a single sound apparatus and can be stopped once the breakdown has been noted. The visual alarms shall be extinguished only when the relevant problems they indicate have been eliminated.
- (c) The fuel feed and the cooling of the main engines shall be automatic.
- (d) It must be possible for one person to man the helm without special effort even at the maximum authorized draught.
- (e) It must be possible to initiate the visual and sound signals prescribed by the Police Regulations for the Navigation of the Rhine for vessels under way from the wheelhouse.
- (f) If direct communication between the wheelhouse and the bow of the vessel, the stern of the vessel, the living quarters and the engine room is not possible, a sound link shall be provided. For the engine room, the sound link may be replaced by visual and sound signals.
- (g) It must be possible for a single crew member on his own to launch the required lifeboat with due dispatch.
- (h) A spotlight, which can be manipulated from the wheelhouse, shall be installed on board.
- (i) The effort required to manipulate cranks and similar pivoting devices for lifting equipment shall not be more than 160 N.
- (j) The towing winches mentioned in the inspection certificate shall be motorized.
- (k) The stripping-pumps and the deck swabbing pumps shall be motorized.
- (l) The main control devices and monitoring instruments shall be arranged ergonomically.
- (m) It shall be possible to control the equipment referred to in article 6.01, 1, from the wheelhouse.

1.2 Standard S2

- (a) for self-propelled vessels navigating alone:

standard S1 with the addition of a bow rudder which can be controlled from the wheelhouse;

- (b) for self-propelled vessels ensuring the propulsion of an abreast formation:

standard S1 with the addition of a bow rudder which can be controlled from the wheelhouse;

- (c) for self-propelled vessels ensuring the propulsion of a pushed convoy comprising the self-propelled vessel and a vessel in tandem:

standard S1 with the addition of equipment consisting of hydraulically or electrically-operated coupling winches. This equipment is not required, however, when the vessel at the front of the pushed convoy is equipped with a bow rudder which can be controlled from the wheelhouse of the self-propelled vessel propelling the convoy;

- (d) for pushers ensuring the propulsion of a pushed convoy:

standard S1 with the addition of equipment consisting of hydraulically or electrically-operated coupling winches. This equipment is not required, however, when the vessel at the front of the pushed convoy is equipped with a bow rudder which can be controlled from the wheelhouse of the pusher;

- (e) for passenger vessels:

standard S1 with the addition of a bow rudder which can be controlled from the wheelhouse. This equipment is not required, however, when the propelling and steering mechanisms of the passenger vessel permit of an equivalent manoeuvrability.

2. The conformity or non-conformity of the vessel with the requirements of 1.1 or 1.2 shall be certified by the Inspection Commission by an entry in No. 47 of the inspection certificate.

Article 23.10

Minimum crew for self-propelled vessels and pushers

1. The minimum crew for self-propelled vessels and pushers comprises:

| Group | Crew members | Number of crew members for 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 | - | | - | | - | - |
| | | leading crewman | - | | - | | - | - |
| | | able crewman | 1 | | - | | 1 | - |
| | | ordinary crewman | - | | - | | 1 ¹ | 2 ^{1 3} |
| 2 | 70 m ≤ L ≤ 86 m | boatmaster | 1 or 1 | 1 | 2 | | 2 | 2 |
| | | helmsman | - - | - | - | | - | - |
| | | leading crewman | 1 - | - | - | | - | - |
| | | able crewman | - 1 | 1 | - | | 2 | 1 |
| | | ordinary crewman | - 1 | 1 | 1 ¹ | | - | 1 |
| 3 | L > 86 m | boatmaster | 1 or 1 | 1 | 2 | 2 | 2 or 2 | 2 |
| | | helmsman | 1 1 | 1 | - | - | 1 1 ² | 1 |
| | | leading crewman | - | - | - | - | - - | - |
| | | able crewman | 1 - | - | 1 | - | 2 1 | 1 |
| | | ordinary crewman | - 2 | 1 | 1 ¹ | 2 ¹ | - - | 1 |

¹ The ordinary crewman or crewmen may be replaced by a deck-hand.

² The helmsman shall hold the licence prescribed in the Rhine Licensing Regulations.

³ One of the ordinary crewmen shall be more than 18 years of age.

2. The able crewmen required in the table in 1 above may be replaced by ordinary crewmen who have reached the minimum age of 17, who are at least in their third year of training and can provide evidence of one year's sailing time in inland navigation.

3. The minimum crew required in the table in 1 above,

(a) for Group 2, operating mode A1, standard S2 and

(b) for Group 3, operating mode A1, standard S1,

may be reduced by one ordinary crewman during an uninterrupted period of not more than three months per calendar year when the ordinary crewman in question is training in a professional boatmasters' school. A period of not less than one month shall separate the periods of reduction of crews. Training in a professional boatmasters' school shall be certified by a certificate issued by the school, recording the periods of attendance. These provisions are not valid for the ordinary crewman referred to in 2 above.

Article 23.11***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 for operating mode A1, A2 or B and for equipment standard S1 or S2 | | | | | | |
|-------|--------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------|----------------|----------------|----------------|----------------|------------------|------------------|
| | | A1 | | A2 | | B | | |
| | | S1 | S2 | S1 | S2 | S1 | S2 | |
| 1 | Abreast formation with the dimensions $L \leq 37$ m $B \leq 15$ m | boatmaster | 1 | | 2 | | 2 | 2 |
| | | helmsman | - | | - | | - | - |
| | | leading crewman | - | | - | | - | - |
| | | able crewman | 1 | | - | | 1 | - |
| | | ordinary crewman | - | | - | | 1 ¹ | 2 ^{1 3} |
| | | engineer or engine-minder | - | | - | | 1 | - |
| 2 | Abreast formation with the dimensions $37 \text{ m} < L \leq 86$ m $B \leq 15$ m | boatmaster | 1 or 1 | 1 | 2 | | 2 | 2 |
| | | helmsman | - - | - | - | | - | - |
| | | leading crewman | 1 - | - | - | | - | - |
| | | able crewman | - 1 | 1 | - | | 2 | 1 |
| | | ordinary crewman | - 1 | 1 | 1 ¹ | | - | 1 |
| | | engineer or engine-minder | - - | - | - | | - | - |
| 3 | Pusher + 1 barge of $L > 86$ m or abreast formation with the dimensions $86 \text{ m} < L \leq 116.5$ m $B \leq 15$ m | boatmaster | 1 or 1 | 1 | 2 | 2 | 2 or 2 | 2 |
| | | helmsman | 1 1 | 1 | - | - | 1 1 ² | 1 |
| | | leading crewman | - - | - | - | - | - - | - |
| | | able crewman | 1 - | - | 1 | - | 2 1 | 1 |
| | | ordinary crewman | - 2 | 1 | 1 ¹ | 2 ¹ | - - | 1 |
| | | engineer or engine-minder | - - | - | - | - | - - | - |
| 4 | Pusher + 2 barges* Self-propelled vessel + 1 barge* | boatmaster | 1 | 1 | 2 | 2 | 2 or 2 | 2 or 2 |
| | | helmsman | 1 | 1 | - | - | 1 1 ² | 1 1 ² |
| | | leading crewman | - | - | - | 1 | - - | 1 1 |
| | | able crewman | 1 | - | 2 | - | 2 2 | - - |
| | | ordinary crewman | 1 ¹ | 2 ¹ | 1 ¹ | 2 ¹ | - - | 1 1 |
| | | engineer or engine-minder | - | - | - | - | 1 - | 1 - |
| 5 | Pusher + 3 or 4 barges* Self-propelled vessel + 2 or 3 barges* | boatmaster | 1 or 1 | 1 | 2 | 2 | 2 or 2 | 2 or 2 |
| | | helmsman | 1 1 | 1 | - | - | 1 1 ² | 1 1 ² |
| | | leading crewman | - - | - | - | 1 | - - | 1 1 |
| | | able crewman | 2 1 | 1 | 2 | - | 2 2 | - - |
| | | ordinary crewman | - 2 | 1 | 1 ¹ | 2 ¹ | 1 ¹ - | 2 1 |
| | | engineer or engine-minder | 1 1 | 1 | 1 | 1 | 1 1 | 1 1 |

| Group | Crew members | Number of crew members for operating mode A1, A2 or B and for equipment standard S1 or S2 | | | | | | | |
|-------|------------------------------|-------------------------------------------------------------------------------------------|--------|----|----------------|----------------|------------------|----------------|----------------|
| | | A1 | | A2 | | B | | | |
| | | S1 | S2 | S1 | S2 | S1 | S2 | S1 | S2 |
| 6 | Pusher + more than 4 barges* | boatmaster | 1 or 1 | 1 | 2 | 2 | 2 or 2 | 2 | 2 |
| | | helmsman | 1 1 | 1 | - | - | 1 1 ² | 1 | 1 ² |
| | | leading crewman | - - | 1 | - | 1 | - - | 1 | 1 |
| | | able crewman | 3 2 | 1 | 3 | 1 | 3 3 | 1 | 1 |
| | | ordinary crewman | - 2 | 1 | 1 ¹ | 2 ¹ | 1 ¹ - | 2 ¹ | 1 |
| | | engineer or engine-minder | 1 1 | 1 | 1 | 1 | 1 1 | 1 | 1 |
| | | | | | | | | | |

* Within the meaning of this article, “barge” shall also mean self-propelled vessels which do not use their propelling machinery and lighters. The following equivalents are applied:

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

¹ The ordinary crewman or crewmen may be replaced by a deck-hand.

² The helmsman shall hold the licence prescribed in the Rhine Licensing Regulations.

³ One of the ordinary crewmen shall be over 18 years of age.

2. The able crewmen required in the table in 1 above may be replaced by ordinary crewmen who have reached the minimum age of 17, who are at least in their third year of training and can provide evidence of one year’s sailing time in inland navigation.

3. The minimum crew required in the table in 1 above,

(a) for Group 2, operating mode A1, standard S2 and

(b) for Groups 3, 5 and 6, operating mode A1, standard S1,

may be reduced by one ordinary crewman during an uninterrupted period of not more than three months per calendar year when the ordinary crewman in question is training in a professional boatmasters’ school. A period of not less than one month shall separate the periods of reduction of crews. Training in a professional boatmasters’ school shall be certified by a certificate issued by the school, recording the periods of attendance. These provisions are not valid for the ordinary crewman referred to in 2 above.

Article 23.12

Minimum crew for passenger vessels

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

| Group | Crew members | Number of crew members for operating mode A1, A2 or B and for equipment standard S1 or S2 | | | | | |
|-------------------------------------------------------------------|---------------------------|-------------------------------------------------------------------------------------------|----------------|----------------|----------------|----------------|----------------|
| | | A1 | | A2 | | B | |
| | | S1 | S2 | S1 | S2 | S1 | S2 |
| 1 Permitted number of passengers: up to 75 persons | boatmaster | 1 | | 2 | | 2 | 2 |
| | helmsman | - | | - | | - | - |
| | leading crewman | - | | - | | - | 1 |
| | able crewman | 1 | | 1 | | 2 | - |
| | ordinary crewman | - | | - | | - | 1 |
| | engineer or engine-minder | - | | - | | - | - |
| 2 Permitted number of passengers: between 76 and 250 persons | boatmaster | 1 or 1 | 1 | 2 | | 2 | |
| | helmsman | - - | - | - | | - | |
| | leading crewman | - - | - | - | | - | |
| | able crewman | 1 - | 1 | - | | 1 | |
| | ordinary crewman | 1 - | 1 | 1 ¹ | | 1 ¹ | |
| | engineer or engine-minder | - 1 | - | 1 | | 1 | |
| 3 Permitted number of passengers: between 251 and 600 persons | boatmaster | 1 or 1 | 1 | 2 | 2 | 3 | 3 |
| | helmsman | - - | - | - | - | - | - |
| | leading crewman | 1 1 | 1 | - | - | - | - |
| | able crewman | - - | - | 1 | - | 1 | - |
| | ordinary crewman | - 2 | 1 | - | 1 | - | 1 |
| | engineer or engine-minder | 1 - | - | 1 | 1 | 1 | 1 |
| 4 Permitted number of passengers: between 601 and 1 000 persons | boatmaster | 1 | 1 | 2 | 2 | 3 | 3 |
| | helmsman | 1 | 1 | - | - | - | - |
| | leading crewman | - | - | - | 1 | - | 1 |
| | able crewman | 1 | - | 2 | - | 2 | - |
| | ordinary crewman | 1 ¹ | 2 ¹ | - | 1 | - | 1 |
| | engineer or engine-minder | 1 | 1 | 1 | 1 | 1 | 1 |
| 5 Permitted number of passengers: between 1 001 and 2 000 persons | boatmaster | 2 or 2 | 2 | 2 | 2 | 3 | 3 |
| | helmsman | - - | - | - | - | - | - |
| | leading crewman | - - | 1 | - | 1 | - | 1 |
| | able crewman | 3 2 | 1 | 3 | 1 | 3 | 1 |
| | ordinary crewman | - 2 | 1 | 1 ¹ | 2 ¹ | 1 ¹ | 2 ¹ |
| | engineer or engine-minder | 1 1 | 1 | 1 | 1 | 1 | 1 |
| 6 Permitted number of passengers: more than 2 000 persons | boatmaster | 2 | 2 | 2 | 2 | 3 | 3 |
| | helmsman | - | - | - | - | - | - |
| | leading crewman | - | 1 | - | 1 | - | 1 |
| | able crewman | 3 | 1 | 4 | 2 | 4 | 2 |
| | ordinary crewman | 1 ¹ | 2 ¹ | - | 1 | 1 ¹ | 2 ¹ |
| | engineer or engine-minder | 1 | 1 | 1 | 1 | 1 | 1 |

¹ An ordinary crewman or one of the ordinary crewmen may be replaced by a deck-hand.

Article 23.12 (continued)

2. The minimum crew for steamboats for day excursions comprises:

| Group | Crew members | Number of crew members in operating mode A1, A2 or B and for equipment standard S1 or S2 | | | | | | |
|-------|-----------------------------------------------------------------|------------------------------------------------------------------------------------------|--------|----|----------------|----------------|----------------|----------------|
| | | A1 | | A2 | | B | | |
| | | S1 | S2 | S1 | S2 | S1 | S2 | |
| 1 | Permitted number of passengers: between 501 and 1 000 persons | boatmaster | 1 | 1 | 2 | 2 | 3 | 3 |
| | helmsman | 1 | 1 | - | - | - | - | |
| | leading crewman | 1 | 1 | 1 | 1 | 1 | 1 | |
| | able crewman | 1 | - | 1 | - | 1 | - | |
| | ordinary crewman | - | 1 | - | 1 | - | 1 | |
| | engineer or engine-minder ² | 2 | 2 | 2 | 2 | 3 | 3 | |
| 2 | Permitted number of passengers: between 1 001 and 2 000 persons | boatmaster | 2 or 2 | 2 | 2 | 2 | 3 | 3 |
| | helmsman | - | - | - | - | - | - | |
| | leading crewman | - | - | 1 | - | 1 | - | 1 |
| | able crewman | 3 | 2 | 1 | 3 | 1 | 3 | 1 |
| | ordinary crewman | - | 2 | 1 | 1 ¹ | 2 ¹ | 1 ¹ | 2 ¹ |
| | engineer or engine-minder ² | 3 | 3 | 3 | 3 | 3 | 3 | 3 |

¹ The ordinary crewman or one of the ordinary crewmen may be replaced by a deck-hand.

² The need for engineers or engine-minders is determined by the Inspection Commission which shall enter it in No. 52 of the inspection certificate.

3. The minimum crew for passenger cabin vessels comprises:

| Group | Crew members | Number of crew members in operating mode A1, A2 or B and for equipment standard S1 or S2 | | | | | | |
|-------|-------------------------------------------------------|------------------------------------------------------------------------------------------|--------|----|----|----|----|---|
| | | A1 | | A2 | | B | | |
| | | S1 | S2 | S1 | S2 | S1 | S2 | |
| 1 | Permitted number of berths: up to 50 berths | boatmaster | 1 | 1 | 2 | 2 | 3 | 3 |
| | helmsman | - | - | - | - | - | - | |
| | leading crewman | 1 | - | - | - | - | - | |
| | able crewman | - | - | 1 | - | 1 | - | |
| | ordinary crewman | - | 2 | - | 1 | - | 1 | |
| | engineer or engine-minder | 1 | 1 | 1 | 1 | 1 | 1 | |
| 2 | Permitted number of berths: between 51 and 100 berths | boatmaster | 1 | 1 | 2 | 2 | 3 | 3 |
| | helmsman | 1 | 1 | - | - | - | - | |
| | leading crewman | - | - | - | - | - | - | |
| | able crewman | 1 | - | 1 | - | 1 | - | |
| | ordinary crewman | - | 1 | - | 1 | - | 1 | |
| | engineer or engine-minder | 1 | 1 | 1 | 1 | 1 | 1 | |
| 3 | Permitted number of berths: more than 100 berths | boatmaster | 1 or 1 | 1 | 2 | 2 | 3 | 3 |
| | helmsman | 1 | 1 | - | - | - | - | |
| | leading crewman | - | - | - | 1 | - | 1 | |
| | able crewman | 2 | 1 | 1 | 3 | 1 | 3 | 1 |
| | ordinary crewman | - | 2 | 1 | - | 1 | - | 1 |
| | engineer or engine-minder | 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 23.10.
5. The able crewmen prescribed in the tables in 1 and 2 above may be replaced by ordinary crewmen who have reached the minimum age of 17, are at least in their third year of training and can provide evidence of one year's sailing time in inland navigation.
6. The minimum crew prescribed in the table in 1 (passenger vessels for day excursions),
 - (a) for group 2, operating mode A1, standard S2 and
 - (b) for groups 3 and 5, operating mode A1, standard S1,

may be reduced by one ordinary crewman during an uninterrupted period of not more than three months per calendar year when the ordinary crewman in question is training in a professional boatmasters' school. A period of not less than one month shall separate the periods of reduction of crews. Training in a professional boatmasters' school shall be certified by a certificate issued by the school, recording the periods of attendance. These provisions are not valid for the ordinary crewman referred to in 5 above.

7. The minimum crew prescribed in the table in 2 (steamboats for day excursions), for group 2, operating mode A1, standard S1, may be reduced by one ordinary crewman during an uninterrupted period of not more than three months per calendar year when the ordinary crewman in question is training in a professional boatmasters' school. A period of not less than one month shall separate the periods of reduction of crews. Training in a professional boatmasters' school shall be certified by a certificate issued by the school, recording the periods of attendance. These provisions are not valid for the ordinary crewman referred to in 5 above.

8. The minimum crew prescribed in the table in 3 (passenger cabin vessels), for group 3, operating mode A1, standard S1, may be reduced by one ordinary crewman during an uninterrupted period of not more than three months per calendar year when the ordinary crewman in question is training in a professional boatmasters' school. A period of not less than one month shall separate the periods of reduction of crews. Training in a professional boatmasters' school shall be certified by a certificate issued by the school, recording the periods of attendance.

Article 23.13

Cases in which the minimum equipment referred to in article 23.09 is incomplete

1. When the equipment of a self-propelled vessel, pusher, rigid convoy, or other rigid assembly or passenger vessel does not correspond to the standard S1 required in article 23.09, 1.1, the minimum crew prescribed in article 23.10, 23.11 or 23.12 shall be increased by:
 - (a) one able crewman in operating modes A1 and A2 and

(b) two able crewmen in operating mode B. When, however, the requirements of standard S1, (i) and (l) only, or of one of these letters prescribed in article 23.09, 1.1, are not met, the crew shall be increased in operating mode B by one able crewman instead of two.

2. In addition, when one or more of the requirements of article 23.09, 1.1, (a) to (c), are not met,

(a) the able crewman prescribed in 1 (a) shall be replaced by an engine-minder in operating modes A1 and A2 and

(b) the two able crewmen prescribed in 1 (b) shall be replaced by two engine-minders in operating mode B.

Article 23.14

Minimum crews for other vessels

The Inspection Commission shall determine for vessels not covered by articles 23.10 to 23.12 (e.g. tugs, lighters, floating equipment) according to their dimensions, form of construction, equipment and intended use, what crews shall be on board during navigation.

For supply vessels which can be operated over short sectors only, the Inspection Commission may establish a minimum crew which does not conform to article 23.10.

Article 23.15

Exonerations and reductions

For navigation downstream from the Spijk ferry (k.p. 857.40), and provided that the German-Netherlands border is not crossed in either direction, the application of the Netherlands act "Wet vaartijden en bemanningssterkte binnenvaart" (Staatsblad 1993, No. 368) is sufficient.

Insert an article 24.05 to read:

"Article 24.05

Transitional provisions concerning Chapter 23 - Crews

Notwithstanding the provisions of article 23.03 concerning physical fitness, the following transitional provision is applicable to Chapter 23:

1. A deck-hand in service in inland navigation at 31 December 2001 may qualify as an able crewman when he is not less than 19 years of age and has not less than three years' experience as a deck-hand, including at least one year in inland navigation and two years either in inland navigation or at sea in coastal navigation or fishing. As an able crewman he may qualify as:

(a) a leading crewman when he has not less than one year's experience as an able crewman in Rhine navigation,

(b) a helmsman when he has not less than two years' experience as an able crewman in Rhine navigation.

2. An able crewman in service in inland navigation at 31 December 2001 may qualify as a leading crewman when he has not less than one year's experience as an able crewman in Rhine navigation.

3. An able crewman in service in inland navigation at 31 December 2001 may qualify as a helmsman when he has not less than two years' experience as an able crewman in Rhine navigation.

4. A leading crewman in service in inland navigation at 31 December 2001 may qualify as a helmsman when he has not less than one year's experience as a leading crewman in Rhine navigation.”

**Annex B
to the Rhine Vessel Inspection Regulations**

Model inspection certificate

Entry 47 of the inspection certificate to read:

“

| 47. | <p>Equipment of the vessel in accordance with article 23.09.</p> <p>The vessel complies with*/does not comply with* article 23.09, 1.1*/article 23.09, 1.2*.</p> <p>In accordance with article 23.13, the minimum crew shall be increased*/shall not be increased* as follows:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th rowspan="2" style="width: 60%;"></th> <th colspan="3" style="text-align: center;">Operating mode</th> </tr> <tr> <th style="width: 15%; text-align: center;">A1</th> <th style="width: 15%; text-align: center;">A2</th> <th style="width: 10%; text-align: center;">B</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Able crewman Replacement of the able crewman by an engine-minder</td> <td style="height: 40px;"></td> <td style="height: 40px;"></td> <td style="height: 40px;"></td> </tr> </tbody> </table> <p style="margin-top: 10px;">Observations and special conditions:</p> | | Operating mode | | | A1 | A2 | B | Able crewman Replacement of the able crewman by an engine-minder | | | |
|---------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|----------------|--|--|----|----|---|---------------------------------------------------------------------|--|--|--|
| | Operating mode | | | | | | | | | | | |
| | A1 | A2 | B | | | | | | | | | |
| Able crewman Replacement of the able crewman by an engine-minder | | | | | | | | | | | | |

”

Insert an annex K to read:

**“Annex K
of the Rhine Vessel Inspection Regulations**

(Model)

**Certificate justifying the rest time required
in accordance with article 23.07, 2 to 6**
(valid only in connection with the service record,
or the principal licence in accordance with annex 1 or the
provisional principal licence in accordance with annex 2
of the Rhine Licensing Regulations

Name:

Number of service record or licence:

| Name or official number of vessel | End of voyage Date | End of voyage time | Operating mode preceding end of voyage | Last rest period preceding end of voyage | | Boatmaster's signature |
|-----------------------------------|--------------------|--------------------|----------------------------------------|------------------------------------------|--------|------------------------|
| | | | | Start | Finish | |
| | E | E1 | E2 | E3 | E4 | |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |
| | | | | | | |

This certificate is part of the ship's log of the vessel on which the crew member begins his new voyage and is a document referred to in article 1.10 of the Police Regulations for the Navigation of the Rhine.

Incorrect or faulty particulars may lead to sanctions; at best they constitute a violation.

The boatmaster of the vessel on which the crew member made his previous voyage is responsible for the particulars furnished in the certificate.

Particulars relating to the content of the certificate

1. The certificate shall be completed on each change of vessel by the boatmaster of the vessel on which the crew member made his last voyage.
2. The certificate shall be presented to the boatmaster of the vessel on which the new voyage commences.
3. The particulars contained in the certificate shall conform to those contained in the service record and in the ship's log of the vessel on which the crew member made his previous voyage.”
