

A photograph of a canal with a barge in the middle ground. In the background, there is a tall, brick church tower with a pointed roof. The canal is bordered by trees and a grassy bank on the right. The text is overlaid on the image.

**Regional Arrangement**

**concerning the**

**Radiotelephone Service**

**on Inland Waterways**

**Basel, 6 April 2000**

**REGIONAL ARRANGEMENT CONCERNING THE RADIOTELEPHONE SERVICE  
ON INLAND WATERWAYS**

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### VERSIONS OF THE AGREEMENT

1. New version: 16/05/2002
2. New version: 16/11/2003
3. New version: 20/09/2005

**REGIONAL ARRANGEMENT**  
**CONCERNING THE RADIOTELEPHONE SERVICE**  
**ON**  
**INLAND WATERWAYS**

concluded in Basel between the Administrations of the following countries:

Germany, Austria, Belgium, Bulgaria, Croatia, France, Hungary, Luxembourg, Moldova, the Netherlands, Poland, Romania, Russian Federation, the Slovak Republic, Switzerland, the Czech Republic, Ukraine and the Federal Republic of Yugoslavia.

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**P R E A M B L E**

The undersigned delegates of the Administrations of the above-mentioned countries, willing to implement common safety principles and rules for people and goods on Inland Waterways, considering that the harmonisation of the radiotelephone service shall contribute to a safer navigation on Inland Waterways, particularly in case of bad weather conditions, having held a Regional Conference in Basel in accordance with Article S6 of the Radio Regulations of the International Telecommunication Union (ITU), adopted by mutual consent, subject to the approval of this Arrangement, the following provisions concerning the radiotelephone service on Inland Waterways in Europe.

## CHAPTER I

### TERMINOLOGY

#### Article 1

##### *Definitions*

In the present Arrangement, the terms not defined here in retain the meaning given to them in the Constitution, Convention and in the Radio Regulations (RR) of the International Telecommunication Union (ITU).

#### **Radiotelephone service on Inland Waterways**

International mobile VHF and UHF radiotelephone service on Inland Waterways.

The radiotelephone service on Inland Waterways enables the establishment of radiocommunications for specific purposes by using agreed channels and an agreed operational procedure (service categories).

The radiotelephone service on Inland Waterways comprises five service categories:

- ship-to-ship,
- nautical information,
- ship-to-port authorities,
- on board communications,
- public correspondence (service on a non-mandatory basis).

#### **Service category ship-to-ship**

Radiocommunications between ship stations.

#### **Service category nautical information**

Radiocommunications between ship stations and stations of the authorities responsible for the operational services on Inland Waterways. The stations of the above-mentioned authorities can be either land stations or mobile stations.

### **Service category ship-to-port authorities**

Radiocommunications between ship stations and stations of the authorities responsible for the operational services in Inland Ports. The stations of the above-mentioned authorities shall be preferably land stations.

### **Service category on board communications**

Internal radiocommunications on board a ship or radiocommunications within a group of vessels being towed or pushed, as well as for line handling and mooring instructions.

### **Service category public correspondence**

Radiocommunications between ship stations and the public national and international telecommunication networks.

### **Ship station**

A mobile station in the radiotelephone service on Inland Waterways located on board a ship, which is not permanently moored.

### **Contracting Administrations**

Contracting Administrations are

- Administrations of the countries who have signed and approved the Arrangement (Article 6),
- Administrations of the countries who have acceded to the Arrangement and approved it (Article 8).

## CHAPTER II

### GENERAL PROVISIONS FOR THE OPERATION OF THE SERVICE

#### Article 2

##### *Administrative provisions for ship stations*

The administrative provisions for ship stations are dealt with in Annex 1.

#### Article 3

##### *Use of frequencies*

The VHF frequencies to be used have been chosen from Appendix S18 of the Radio Regulations and are numbered in accordance with that Appendix.

The UHF frequencies to be used have been chosen from No. S5.287 of the Radio Regulations.

The channels, transmitting frequencies, effective radiated power (ERP) or output power (OP) of equipment and service categories are shown in Annex 2.

#### Article 4

##### *Operational and technical requirements of the radio equipment on board ships*

The operational and technical requirements of the equipment on board ships are dealt with in Annex 3.

The equipment shall be of a type which is in accordance with Annexes 2 and 3.

#### Article 5

##### *Operating procedures*

Annex 4 contains provisions concerning the operating procedures.



### CHAPTER III

#### APPLICATION OF THE ARRANGEMENT

##### Article 6

###### *Administrative Handling and Approval of the Arrangement*

The Belgian Administration is entrusted with the handling of the general correspondence concerning the Arrangement.

The contracting Administrations shall notify their approval of the Arrangement as soon as practicable to the Belgian Administration.

The latter shall notify such approval to the other contracting Administrations.

##### Article 7

###### *Execution of the Arrangement*

The contracting Administrations declare that they adopt and will apply the provisions of the Arrangement, its Annexes, its Resolutions and, as far as practicable, its Recommendations.

With the exception of the service categories ship-to-ship and on board communications, the supply of services defined is left to the discretion of the contracting Administrations.

##### Article 8

###### *Accession to the Arrangement*

Any Administration which has not signed the Arrangement may at any time deposit an instrument of accession and approval to the Administration of Belgium, which shall immediately inform the other Administrations. Accession to the Arrangement shall be made without reservations and shall apply to the Arrangement as it stands at the time of accession.

Accession to the Arrangement and the approval will become effective on the date on which the instrument of accession and approval are received by the Belgian Administration.

## **Article 9**

### *Revision of the Arrangement*

The Arrangement shall be revised only by a conference of the contracting Administrations. Such a conference shall be convened at the request of at least two of the contracting Administrations sent to the Belgian Administration.

## **Article 10**

### *Modification of the Annexes*

Contracting Administrations shall be entitled to submit proposals for a modification of the Annexes of the Arrangement to the Belgian Administration. Such proposals shall contain a time schedule for implementation of the proposed modification. The Belgian Administration shall inform the other contracting Administrations within 60 days. All contracting Administrations shall respond in writing within 6 months to the proposed modifications. Agreement of contracting Administrations having not responded within this 6 months period shall be assumed. The Belgian Administration shall notify the other contracting Administrations of the accepted modification within 30 days.

## **Article 11**

### *Denunciation of the Arrangement*

Any contracting Administration shall have the right at any time to denounce the Arrangement by a notification sent to the Belgian Administration, which shall inform the other contracting Administrations. Such denunciation shall take effect after a period of six months from the date of receipt of the notification by the Belgian Administration.

## **Article 12**

### *Coordination of frequency assignments*

Frequency assignments and their coordination shall as far as practicable be made in accordance with the "Agreement between the telecommunication authorities on the coordination of frequencies between 29,7 MHz and 960 MHz for Fixed Service and Land Mobile Service, Vienna, 1993" in the latest version in force and for those countries that are not parties to the aforementioned Coordination Agreement, they shall as far as practicable be made in accordance with the Recommendation T/R 25-08 of the Conference of European Posts and Telecommunications Administrations (CEPT) or be

made in accordance with bi- or multilateral agreements.

### **Article 13**

#### *Notification of this Arrangement to the ITU*

In accordance with Article S6 of the Radio Regulations the Belgian Administration shall notify to the Secretary-General of the ITU the conclusion and content of this Arrangement and shall provide details of:

- any Administration which accedes to this Arrangement;
- any Administration which denounces this Arrangement;
- the expiry of the Arrangement.

**CHAPTER IV**

**FINAL PROVISIONS**

**Article 14**

*Entry into force*

The present Arrangement shall enter into force on 1 August 2000. It shall from this same date replace the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways concluded in Brussels on 25 January 1996.

**IN WITNESS WHEREOF** the undersigned Delegates of the Administrations of the countries mentioned above have, on behalf of their respective Administrations, signed the originals in each of the French, English and German language, of which, in case of dispute, the French text shall be authentic. These originals shall remain deposited in the Archives of the Belgian Administration and one certified copy in each language shall be forwarded to each contracting Administration.

**DONE at Basel, 6 April 2000**

**CONTRACTING ADMINISTRATIONS**

	Name	Signature
For the German Administration:		OK
For the Austrian Administration:		OK
For the Belgian Administration:		OK
For the Bulgarian Administration:	Signed on 16/05/2002 Doc PT/Rainwat(02)11 Bucarest 10/06/2002	OK
For the Croatian Administration:		OK
For the French Administration:		OK
For the Hungarian Administration:		OK
For the Luxembourgian Administration:		OK
For the Moldavian Administration:		OK

	Name	Signature
For the Dutch Administration:		OK
For the Polish Administration:		OK
For the Romanian Administration:		OK
For the Administration of the Russian Federation:		
For the Administration of the Slovak Republic:		OK
For the Swiss Administration:		OK
For the Administration of the Czech Republic:		OK
For the Ukrainian Administration:		
For the Administration of the Federal Republic of Yugoslavia:		OK

## ANNEX 1

### ADMINISTRATIVE PROVISIONS FOR SHIP STATIONS

#### 1. GENERAL

##### 1.1 Ship Station Licences

For the establishment and for the operation of a ship station, it is necessary to be holder of a Ship Station Licence (hereinafter referred to as SSL), issued by the competent authority of the country where the ship is registered.

The SSL should be permanently on board the ship and shall be produced to any representative of the competent authority.

##### 1.2 Operator's Certificates

The operation of a ship station shall be performed or controlled by a person holding a radio operator's certificate for the radiotelephone service on Inland Waterways. Requirements concerning the acquisition and the issue of radio operator's certificates for the radiotelephone service on Inland Waterways are contained in Annex 5.

The operator's certificates issued in accordance with the provisions of former Article 55 or Article S47 of the Radio Regulations shall also entitle the holder to operate a ship station.

##### 1.3 Inspection

Before being put into operation the ship station may be subject to an inspection by the competent authority which issued the SSL. Afterwards, periodical inspections may be made by that authority.

In case of an inspection the competent authority shall issue a separate Certificate of Inspection, unless the SSL fulfils this purpose. This Certificate of Inspection, if any, shall be permanently available on board the ship and shall be produced upon request for examination.

The competent Administrations of countries which a ship visits may require the production of the SSL for examination. The person responsible for the station shall facilitate this examination. When the SSL cannot be produced or when other manifest irregularities are observed, the competent Administrations may inspect the radio installations in order to satisfy themselves that these conform to the conditions imposed by this Arrangement. In addition, inspectors have the right to request the production of the operator's certificate held by the person operating the station, but proof of professional knowledge may not be demanded. When irregularities are found, the competent Administration may levy a charge to cover the cost of the inspection. The boatmaster of the ship should be informed accordingly.

When a competent Administration has found it necessary to adopt the course indicated above, the Administration of the country of registration of the ship station shall be so informed without delay. Further corrective measures, if needed, can be taken after consultation between the Administrations concerned.

## **2. CALL SIGNS OF THE SHIP STATIONS**

- 2.1** Each ship station participating in the radiotelephone service on Inland Waterways shall have a call sign. The formation of ship call signs shall be in accordance with Article S19 of the Radio Regulations.
- 2.2** Ship stations participating in the Maritime Mobile Service shall, for the purpose of the radiotelephone service on Inland Waterways, use their already assigned call sign.
- 2.3** In the service categories ship-to-ship, nautical information and ship-to-port authorities, the official name of the ship shall be used.
- 2.4** A call sign shall also be assigned to portable equipment used for the service category on board communications. The use of this call sign is on a non-mandatory basis.





## ANNEX 2

**TABLES OF CHANNELS, TRANSMITTING FREQUENCIES, EFFECTIVE RADIATED POWER (ERP), OUTPUT POWER (OP) AND SERVICE CATEGORIES FOR INLAND WATERWAYS**

1. Table 1

Channel	Specific footnotes	Transmitting frequencies (MHz)		Ship-to-ship	Ship-to-port	Naut. inform.
		Ship	Land			
60	a)	156.025	160.625			x
01	a)	156.050	160.650			x
61	a)	156.075	160.675			x
02	a)	156.100	160.700			x
62	a)	156.125	160.725			x
03	a)	156.150	160.750			x
63	a)	156.175	160.775			x
04	a)	156.200	160.800			x
64	a)	156.225	160.825			x
05	a)	156.250	160.850			x
65	a)	156.275	160.875			x
06	a) b)	156.300	156.300	x		
66	a)	156.325	160.925			x
07	a)	156.350	160.950			x
67	a) c)	156.375	156.375			x
08	a) q)	156.400	156.400	x		
68	a)	156.425	156.425			x
09	a) b) d)	156.450	156.450			x
69	a)	156.475	156.475			x
10	e)	156.500	156.500	x		
70	a) s) t)	156.525	156.525	Digital selective calling for distress, safety and calling		
11		156.550	156.550		x	
71		156.575	156.575		x	
12		156.600	156.600		x	
72	a) r) k) u)	156.625	156.625	x		
13	f)	156.650	156.650	x		

73	f) g)	156.675	156.675			x
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Channel	Specific footnotes	Transmitting frequencies (MHz)		Ship-to-ship	Ship-to-port	Naut. inform.
		Ship	Land			
14	q)	156.700	156.700		x	
74	a)	156.725	156.725		x	
15	h)	156.750	156.750			
75	o)	156.775	156.775		x	
16	i)	156.800	156.800			
76	j) d) o)	156.825	156.825			x
17	h)	156.850	156.850			
77	a) k)	156.875	156.875	x		
18		156.900	161.500			x
78		156.925	161.525			x
19		156.950	161.550			x
79	a)	156.975	161.575			x
20		157.000	161.600			x
80		157.025	161.625			x
21	a)	157.050	161.650			x
81	a)	157.075	161.675			x
22		157.100	161.700			x
82	l) m)	157.125	161.725			x
23	m)	157.150	161.750			x
83	a) m)	157.175	161.775			x
24	m)	157.200	161.800			x
84	m)	157.225	161.825			x
25	m)	157.250	161.850			x
85	a) m)	157.275	161.875			x
26	m)	157.300	161.900			x
86	a) m)	157.325	161.925			x
27	m)	157.350	161.950			x
87	a) d)	157.375	157.375			x
28	m)	157.400	162.000			x
88	a) p)	157.425	157.425			x
AIS 1	a) n)	161.975	161.975			
AIS 2	a) n)	162.025	162.025			

### 1.1 General remarks to table 1

- 1.1.1 The channels for service categories ship-to-ship and nautical information may also be used for vessel traffic systems by traffic centres.
- 1.1.2 In some countries, certain channels are used for another service category or other radio services. These countries are Austria (with exception of channels 08, 16, 72, 73 and 77), Bulgaria (with exception of channel 72), Croatia (with exception of channel 72), Hungary, Moldova, Romania (with exception of channel 72), the Russian Federation, the Slovak Republic (with exception of channel 72), the Czech Republic (with exception of channels 08, 09, 72, 74 and 86), and Ukraine and the Federal Republic of Yugoslavia (with exception of channel 72). The Administrations concerned should make any possible attempt to make these channels as soon as possible available for the radiotelephone service on Inland Waterways and the required service category.

### 1.2 Explanation of specific footnotes in table 1

- a) In the countries mentioned under 1.1.2, it is strictly prohibited to use this channel.
- b) This channel is not allowed to be used between Rhine km 150 and km 350.
- c) In the Netherlands, this channel is used for on-scene communications during safety operations on the North Sea, IJsselmeer, Waddenzee, Ooster- and Westerschelde.
- d) This channel may also be used for piloting, mooring, tugging and for other nautical purposes.
- e) This channel is the first ship-to-ship channel, unless the competent authority has designated another channel.

In the countries mentioned under 1.1.2, it is allowed that the output power is set to a value between 6 and 25 W until 1 January 2005.

- f) In the countries mentioned under 1.1.2, this channel is used for service category ship-to-port authorities.
- g) In the Netherlands, this channel is used by its national coastguard for communications during oil pollution operations on the North Sea and for safety messages for the North Sea, Waddenzee, IJsselmeer, Ooster- and Westerschelde.
- h) This channel may be used only for service category on board communications.
- i) This channel may be used only for communications between seagoing vessels and participating landstations in case of distress and safety communications within the maritime areas. In the countries mentioned under 1.1.2, this channel may be used only for distress, safety and calling.
- j) The output power shall be reduced automatically to a value between 0.5 and 1 W.
- k) This channel may be used for communications with a social character.
- l) In the Netherlands and Belgium, this channel may be used for transmitting messages concerning bunkering and victualling. The output power has to be reduced manually to a value between 0.5 and 1 W.
- m) This channel may also be used for public correspondence.

- n) This channel will be used for an automatic ship identification and surveillance system (AIS) capable of providing worldwide operating on seas and Inland Waterways.
- o) The availability of this channel is on a voluntary basis. All existing equipment shall be capable of operating on this channel within a ten-year period after the entry into force of this Arrangement.
- p) After permission of the competent authority, this channel may be used only for special events on a temporary basis.
- q) In the Czech Republic this channel is used for service category nautical information.
- r) In the Czech Republic this channel is used for service category ship-to-port authorities.
- s) DSC usage is not allowed on Inland Waterways.
- t) In the border area between Maritime Area and Inland Waterways Area DSC may be used. The areas will be defined by national regulations and shall be published in the Regional Part of the Guide.
- u) In the Netherlands, this channel is used for salvage and tugging operations and may also be used for communications with a social character.
  
- v)

**2. Table 2**

<b>Transmitting frequencies (MHz)</b>	<b>Footnotes</b>
457.525	a) c)
457.5375	b) c) d)
457.550	a) c)
457.5625	b) c) d)
457.575	a) c)
467.525	a) c)
467.5375	b) c)
467.550	a) c)
467.5625	b) c)
467.575	a) c)

**2.1 Explanation of the footnotes to table 2**

- a) These frequencies may be used for service category on board communications. The use of these frequencies may be subject to the national regulations of the Administrations concerned.
- b) Where needed, equipment designed for 12.5 kHz channel spacing may also use these additional frequencies which may be introduced for on board communications. The use of these frequencies may be subject to the national regulations of the Administration concerned.
- c) In the following countries the use of these frequencies is prohibited: Germany, Austria, Belgium, Bulgaria, Croatia, France, Luxembourg, Moldova, Romania, the Russian Federation, the Slovak Republic, Switzerland, the Czech Republic, Ukraine and the Federal Republic of Yugoslavia.
- d) Only in the Netherlands this channel may also be used for communications with a social character between vessels in close vicinity.

### **3. Equipment Power**

#### **3.1 Output Power (OP) for fixed VHF equipment using channels mentioned in table 1**

In accordance with Annex 3 the output power for fixed VHF equipment shall be set to a value between 6 and 25 W, however:

- a) the OP for frequencies designated for service categories ship-to-ship, ship-to-port and on board communications shall be limited automatically to a value between 0.5 and 1 W.
- b) for nautical information the Administrations may demand OP reduction to a value between 0.5 and 1 W for vessels within their territory.
- c) The OP for AIS shall not exceed 25 W.

#### **3.2 Output Power (OP) for portable VHF equipment using channels mentioned in table 1**

The output power of the portable VHF equipment shall be set to a value between 0,5 and 6 W.

#### **3.3 Effective Radiated Power (ERP) for portable UHF equipment using frequencies mentioned in table 2**

The ERP for portable UHF equipment shall be set to a value between 0.2 and 2 W.



### ANNEX 3

## OPERATIONAL AND TECHNICAL REQUIREMENTS OF THE EQUIPMENT (see also note under 6)

### 1. General

- a) The ship station used in the radiotelephone service for Inland Waterways may consist of either separate equipment for each of the service categories mentioned below or equipment for combinations of several of these:
  - ship-to-ship
  - nautical information
  - ship-to-port authorities
  - on board communications
  - public correspondence (service on a non-mandatory basis).
- b) A ship, which is equipped with and licensed for fixed VHF equipment in accordance with this Arrangement, is also allowed to use portable VHF/UHF equipment for the service category on board communication. The use of UHF equipment is as indicated in Annex 2.
- c) The service category on board communications on small ships, as defined in the Code Européen des Voies de Navigation Intérieure (CEVNI), is prohibited.
- d) If a ship station participates in several service categories and permanent watch is prescribed, simultaneous reception on all the channels actually used shall be ensured.
- e) Dual watch is not allowed and shall be disabled<sup>1)</sup>
- f) DSC usage is not allowed on Inland Waterways (see also footnote t) to table 1 of Annex 2).
- g) The radiotelephone equipment operating on Inland Waterways on the channels indicated in Annex 2 to the Arrangement shall comply with the following standards or for countries having implemented EU Directive 1999/5/EC comply with that Directive<sup>2)</sup>:
  - ETS 300 698 concerning fixed VHF equipment (channels mentioned in table 1 of Annex 2),
  - EN 301 178 concerning portable VHF equipment (channels mentioned in table 1 of Annex 2),
  - ETS 300 720 concerning portable UHF equipment (frequencies mentioned in table 2 of Annex 2).

In addition to these requirements, equipment shall conform to the relevant parts of the EN 60945, titled "Maritime navigation and radiocommunication equipment and systems. General requirements - Methods of testing and required test results".

- h) To facilitate investigations on incidents regarding the safety of navigation it would be desirable to provide facilities for recording of radiocommunications.

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<sup>1)</sup> Except in the following countries: Austria, Bulgaria, Croatia, Hungary, Moldova, Romania, the Russian Federation, the Slovak Republic, Ukraine and the Federal Republic of Yugoslavia.

<sup>2)</sup> Equipment complying with these standards are presumed to comply with Directive 1999/5/EC

## **2. Additional requirements for fixed VHF equipment**

### **2.1 Push-to-talk switch**

To operate the transmitter, a non-locking spring loaded push-to-talk switch shall be used. This switch may be operated by hand or foot.

### **2.2 Antennas**

The antennas shall be omnidirectional in the horizontal plane.

Antennas with a gain  $>1.5$  and  $< -3$  dB related to a  $\lambda/2$  dipole are not allowed.

The antennas shall be isolated, i.e. they should be installed at least 4 m away from all important metal masses exceeding them in height. The highest point of the antennas should not be higher than 12 m above the load waterline.

Suitable measures shall be taken to ensure adequate decoupling of the antennas between the various VHF equipment.

## **3. Additional requirements for portable VHF equipment on board**

### **3.1 General**

The use of portable VHF equipment is limited to the channels 15 and/or 17.

### **3.2 Batteries**

The batteries may be an integral part of the equipment.

Primary and/or secondary batteries may be used.

If the equipment is fitted with secondary batteries, a suitable battery charger shall be recommended by the manufacturer.

### **3.3 Battery-charging devices**

Battery-charging devices specifically designed for charging the batteries of the equipment shall comply with the relevant parts of EN 60945 for EMC requirements or for countries having implemented EU Directive 89/336/EEC comply with that Directive.

**4. Additional requirements for portable UHF equipment**

**4.1 The effective radiated power (ERP) of the transmitter**

The ERP shall be set to a value between 0.2 and 2 W.

**5. Automatic Transmitter Identification System (ATIS)**

6.

ATIS is mandatory for all fixed and portable equipment and has to be in accordance with the technical requirements given in Annex B of ETS 300 698.

Administrations may allow radio equipment for stations where the reception of the ATIS-signals on the loudspeaker or handset can be suppressed by suitable technical measures.

**6. Note**

In some countries equipment is in use which does not completely fulfil the operational and technical requirements of this Annex. These countries are: Austria, Bulgaria, Croatia, , Hungary, Moldova, Romania, the Russian Federation, the Slovak Republic, the Czech Republic, Ukraine and the Federal Republic of Yugoslavia.

This equipment may be used within these countries until 1 January 2005. The countries concerned should make every possible attempt to adjust this equipment to meet the requirements of this Annex.

## ANNEX 4

### PROVISIONS CONCERNING THE OPERATING PROCEDURES

#### 1. General provisions

The general radiotelephone procedure for the Maritime Mobile Service provided in the Radio Regulations (S57) shall apply to radiotelephone communications and test transmissions of the radiotelephone service on Inland Waterways.

The relevant provisions of the Radio Regulations are to be found in the Guide concerning the radiotelephone service on Inland Waterways mentioned in Resolution No. 1.

#### 2. Special provisions

##### 2.1 Languages

In communications between ship stations and land stations, the language of the country in which the land stations are situated shall be used.

In communications between ship stations, the language of the country in which the vessels concerned sail shall be used. In case of difficulties of understanding, the language specified in the appropriate Police Navigation Regulations has to be used. The languages German, French or any other suitable language may be used where no police regulation exists.

##### 2.2 Watch

Each land station shall maintain a permanent watch during its service hours. The regulations issued by the competent authorities, if any, shall be observed in this connection.

##### 2.3 Ship stations

Ship stations must at least be able to transmit and to receive on the channels for the service categories ship-to-ship, nautical information and ship-to-port authorities which are necessary for their service, taking into account the rules which may be imposed by the competent authorities.

##### 2.4 Message content

In the service categories ship-to-ship, nautical information and ship-to-port authorities, the transmission of messages shall deal exclusively with the safety of human life, movement and the safety of ships.

## 2.5 Receipt of messages

Ship stations are obliged to acknowledge the receipt of a message addressed to them.

When it is necessary to spell out call signs, service abbreviations, words, figures or marks, the tables given in Appendix S14 of the Radio Regulations shall be used.

### ANNEX 5

#### PROVISIONS FOR THE ACQUISITION, ISSUE AND MUTUAL RECOGNITION OF OPERATOR'S CERTIFICATES FOR THE OPERATION OF SHIP STATIONS

The operation of a ship station in the Radiotelephone service on Inland Waterways may only be performed or controlled by an operator holding a valid radio operator's certificate for the Radiotelephone Service on Inland Waterways or an operator's certificate which entitles the holder to operate a ship station.

The procedure to issue a radio operator's certificate shall be subject to the following conditions:

1. In an examination made in accordance with Recommendation No. 4 the applicant shall give proof at least of the knowledge enumerated below:
  - provisions concerning the Radiotelephone Service on Inland Waterways (and in particular the provisions of the Guide concerning the Radiotelephone Service on Inland Waterways);
  - control and operation of a VHF station within the Radiotelephone Service on Inland Waterways;
  - radiocommunication procedures for the safety of navigation on Inland Waterways;
  - transmission and reception of messages within the Radiotelephone Service on Inland Waterways;
2. The certificate shall be issued in accordance with Nos. 47.9- 47.17 of Article 47 of the Radio Regulations; to facilitate the verification of certificates, these shall carry in addition to the text in the national language a translation preferable in the English language. The certificate shall contain a statement in which the holder declares to preserve the secrecy of communications.
3. In order to facilitate the mutual recognition, a certificate issued in accordance with Recommendation No.4, should bear a reference to this Recommendation.

The operator's certificates issued in accordance with these conditions or with the former Article 55 (RR edition 1990, revised 1994) or the existing Article 47 of the Radio Regulations shall be recognised by all contracting Administrations without further restrictions.

## ANNEX 6

### SHIPS IDENTIFICATION DATABASE

#### 1. General

A ships identification database is being elaborated. It contains all ATIS codes, call signs and ship names of the countries having signed the “Regional Arrangement concerning the Radiotelephone Service on Inland Waterways”.

By using the ATIS code, call sign or ship name, it is possible to retrieve the additional information of the inland waterway ship concerned.

In some cases when using the ship name, it can be lead to more than one result, because the ship name is not an unique identifier.

#### 2. Operation

The database and a search engine can be found on the COMMITTEE RAINWAT website especially provided to that end. The Belgian Administration is responsible for keeping the database up to date and providing the facilities in good order. All contracting Administrations forward electronically their recent database to the Belgian Administration's webmaster responsible, and this before the first Tuesday of each month as a minimum requirement. In the first week of each month or earlier where appropriate, the Belgian Administration will update the databases. The last date of creation an update from the database of each individual country will be shown at the selection page. Every country should also send the date of creation an update of its database together with its concerned database to the Belgian Administration's webmaster. The date of the update of the database should be given in the name of the attachment.

The database layout should be as follows:

Column 1: call sign made up of maximum 10 characters

Column 2: Ship name made up of maximum 50 characters

Column 3: Atis code made up of maximum 10 characters

Call Sign	Ship Name	Atis Code

All contracting Administrations send their recent database in CSV format (Comma Separated Value) and in the right sequence. The sequence is call sign, ship name and ATIS code.

The CSV format should be as follows:

Each record consist of 3 fields, namely “**call sign**”, “**ship name**”, “**atis code**”  
Each field must be terminated by ; and enclosed by “...”

As an example the database looks as follows:

(the table start immediately with the first ship – not any title)

```
"OS2000";"TWEEDUIZEND";"9205192000"  
"OS2001";"INKA";"9205192001"  
"OS2002";"IRIS";"9205192002"  
"OS2003";"ONDIN 3";"9205192003"
```

.....

The smooth operation of this ship identification database depends on the regular forwarding and updating of the files to the Belgian Administration’s webmaster of the website of COMMITTEE RAINWAT. In case of any change, the Belgian Administration’s webmaster of the website of COMMITTEE RAINWAT should immediately be informed.

The ship information database is only accessible by means of a username and a password. The username and password will be communicated by the Belgian Administration’s webmaster to the Administrative contactpoints of the contracting Administrations. The changes of username and password are not more than once a year or more frequently in cases when there is a security problem. Minimum two weeks before the actual change of the username and password, the Belgian Administration’s webmaster shall communicate the new username and password to the Administrative contactpoints of the contracting Administrations preferably by email. Every Administration is responsible for the distribution of username and password.



**RESOLUTION NO. 1**

**GUIDE CONCERNING THE RADIOTELEPHONE SERVICE ON  
INLAND WATERWAYS**

The Regional Conference concerning the radiotelephone service on Inland Waterways  
(Basel, 6 April 2000),

**considering**

that it is of the greatest interest to the users of the radiotelephone service to have at their disposal an up-to-date operational guide,

**resolves**

- that the Central Commission for the navigation of the Rhine (CCNR) and the Danube Commission (DC) shall prepare a Guide concerning radiotelephone service on Inland Waterways according to an uniform model and publish it;
- that the competent Administrations shall submit to the CCNR and the DC the necessary contributions and supplements to the Guide concerning the radiotelephone service on Inland Waterways as quickly as possible;
- that Administrations shall take the necessary steps that the Guide is carried on board ships;
- that the contracting Administrations shall publish information supplementing the Guide concerning the radiotelephone service on Inland Waterways in appropriate form.

## RESOLUTION NO. 2

### MUTUAL RECOGNITION OF TYPE APPROVALS OR RECOGNITIONS IN THE FRAMEWORK OF THE DIRECTIVE 99/5/EC ON RADIO EQUIPMENT AND TELECOMMUNICATION TERMINALS EQUIPMENT COVERED BY THIS ARRANGEMENT

The Regional Conference concerning the radiotelephone service on Inland Waterways  
(Basel, 6 April 2000),

#### **considering**

- that the Inland Waterways are used by ships of the contracting Administrations and that such ships are normally provided with equipment meeting the technical characteristics;
- that it would be of advantage if the appropriate type approvals or recognitions in the framework of the Directive 99/5/EC of one country were also recognized by other contracting administrations;
- that it appears reasonable to leave the radio equipment on board ships in case of changing the country of registration,

#### **resolves**

- that the Administrations shall mutually recognize their recognized or approved types of equipment if the operational and technical characteristics of the equipment concerned are in accordance with this present Arrangement or the established internationally applicable standards.

## RECOMMENDATION NO. 1

### REDUCTION OF NATIONAL EXCEPTIONS (FOOTNOTES)

The Regional Conference concerning the radiotelephone service on Inland Waterways  
(Basel, 6 April 2000),

#### **considering**

- a) that the Arrangement is intended to harmonize the use of radiotelephone service on Inland Waterways;
- b) that a fixed time limit for different national exceptions (footnotes) is not feasible;
- c) that the target is to reduce national exceptions in due time to realize a harmonized usage of radiotelephone service on all covered Inland Waterways,

#### **noting**

- a) that the Regional Arrangement concerning the radiotelephone service on Inland Waterways covers Inland Waterway areas in which this service has developed in a different manner;
- b) that this results in a Regional Arrangement with a wide compromise and with a large number of national exceptions (footnotes),

#### **recommends**

- 1. that contracting Administrations should take every effort to modify their national regulations in conformity with the basic conditions of the Regional Arrangement and to reduce their national exceptions (footnotes) as far as possible;
- 2. that contracting Administrations should indicate such deletion of national footnotes to the Belgian Administration which will proceed according to Article 10 of this Arrangement.

## RECOMMENDATION NO. 2

### SHIP STATION LICENCE (SSL)

The Regional Conference concerning the radiotelephone service on Inland Waterways (Basel, 6 April 2000),

#### **considering**

- a) that Ship Station Licences shall be permanently available on board the ship;
- b) that Ship Station Licences shall be kept in such a way that they can be produced upon request for examination;
- c)
- d) that an inspection of the ship station can be performed by the Administration of the country visited by the ship;
- e) that due to different languages difficulties may arise during such an inspection,

#### **noting**

- a) that the Regional Arrangement covers a great area of European Inland Waterways;
- b) that in Annex 1 to the Regional Arrangement the condition exists that a Ship Station Licence has to be issued by the competent authority of the country where the ship is registered;
- c) that Ship Station Licences based on the conditions of the Regional Arrangement are valid in all contracting countries,

#### **recommends**

that contracting Administrations should, in order to harmonize the format and content of this Ship Station Licence as far as possible, follow the content and format of the SSL indicated in Recommendation No. 7 of the Radio Regulations.

### RECOMMENDATION NO. 3

#### SHIP INFORMATION DATABASE CONTAINING ATIS CODES

The Regional Conference concerning the radiotelephone service on Inland Waterways (Basel, 6 April 2000),

##### **considering**

- a) that for the purpose of on-site inspection the identification by ATIS does not provide enough information e.g. the ship name, so that an urgent necessary on-site inspection cannot take place in due time;
- b) that contracting Administrations have to identify contact points which are able to provide the necessary additional ship station information;
- c) that the List of Ship Stations of the ITU, which can also be accessed by the Internet/MARS system, contains only maritime mobile ship stations,

##### **noting**

- a) that the Regional Arrangement contains compulsory provisions for the identification of emissions by the use of ATIS;
- b) that the reason for the introduction of this identification system is to provide identification of any emission of a ship station automatically;
- c) that this identification system provides, in most cases, a direct translation from the code to the call sign of a ship;
- d) that in some cases it is not possible to translate a call sign directly to the corresponding ATIS code,

##### **recommends**

1. that contracting Administrations should provide and facilitate the exchange of information on Inland Waterway ships covered by the Regional Arrangement;
2. that contracting Administrations should support the development of a common online database for Inland Waterway ships containing ATIS code and ship names.

(Annex 6 contains further details concerning the ship's identification database, which is implemented since 6 January 2003)

## RECOMMENDATION No. 4

### CONCERNING THE HARMONISED EXAMINATION SYLLABUS OF THE OPERATOR CERTIFICATES FOR THE RADIOTELEPHONE SERVICE ON INLAND WATERWAYS

The Project Team for the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways,

*considering*

- a) that the operator's certificate to be dedicated for usage on inland waterways is related to the Regional Arrangement and governed by the provisions of the ITU Radio Regulations, as well as other national and international regulations;
- b) that the basic requirements for the content of the operator's certificate are laid down in Annex 5 of the Regional Arrangement;
- c) that it is desirable to establish common standards of competence for the personnel of stations of the Radiotelephone Service on Inland Waterways, which will facilitate the mutual recognition of the operator's certificates;
- d) that administrations are responsible for taking such measures as they consider necessary to verify the operational and technical qualifications of a person seeking a certificate for the Radiotelephone Service on Inland Waterways;

*recommends*

1. that administrations issue an operator's certificate for the Radiotelephone Service on Inland Waterways, for candidates passing the examination based on the syllabus described in the Annex;
2. that this recommendation shall enter into force on September 1<sup>st</sup>, 2004.

## ANNEX TO THE RECOMMANDATION No. 4

### HARMONISED EXAMINATION SYLLABUS FOR THE OPERATOR'S CERTIFICATE FOR THE RADIOTELEPHONE SERVICE ON INLAND WATERWAYS

The examination should consist of theoretical and practical tests and should include at least :

#### A. KNOWLEDGE OF THE BASIC FEATURES OF THE RADIOTELEPHONE SERVICE ON INLAND WATERWAYS

1. Types of service categories;
  - ship-to-ship communications;
  - nautical information;
  - ship-to-port authorities;
  - on-board communications;
  - public correspondence.
2. Types of communications
  - distress, urgency and safety communications;
  - routine communications;
  - DSC.
3. Types of stations
  - ship stations;
  - land stations;
  - portable radiotelephone equipment.
4. Elementary knowledge of frequencies and frequency bands:
  - the concept of frequency and radio channels; simplex, semi-duplex and duplex;
  - propagation of VHF and UHF frequencies.
5. Elementary knowledge of the purpose and formation of the ATIS code and its relationship with the call sign
6. Allocation of channels
  - channel arrangements for VHF and UHF telephony;
  - dual watch;
  - power limitations.
7. Elementary knowledge on existing regulations and publications
  - responsibility of the use of radio equipment;
  - secrecy of communications;
  - compulsory documents;
  - 'Guide concerning the Radiotelephone Service on Inland Waterways';

- national and international regulations and arrangements governing the radiotelephone service;
- other national publications.

## B. PRACTICAL KNOWLEDGE AND ABILITY TO USE THE BASIC EQUIPMENT OF A SHIP STATION

### 1. Radio equipment

- controls;
- channel selection;
- power settings;
- other adjustments;
- interferences;
- maintenance.

### 2. Antennas

- types ;
- positioning ;
- installation ;
- connectors and feeders;
- maintenance.

### 3. Power supplies

- different kinds of power supplies;
- characteristics;
- charging of batteries;
- maintenance.

## C. DETAILED KNOWLEDGE OF COMMUNICATION PROCEDURES

### Communication procedures

- order of priorities;
- distress;
- urgency;
- safety;
- routine;
- methods of calling a station by radiotelephony;
- acknowledgement of the receipt of a message;
- special procedures for calls;
- standard communication phrases and international spelling methods as specified in the 'Guide concerning the Radiotelephone Service on Inland Waterways'. (CCNR / DC)