

**Regional Arrangement  
on the  
Radiocommunication Service  
for Inland Waterways  
(RAINWAT)**



**Bucuresti, 18.04.2012**

**Revision, 11.10.2016**

**REGIONAL ARRANGEMENT ON THE RADIOCOMMUNICATION SERVICE  
FOR INLAND WATERWAYS**

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**REGIONAL ARRANGEMENT  
ON THE RADIOCOMMUNICATION SERVICE  
FOR  
INLAND WATERWAYS**

concluded between the Administrations of the following countries:

Austria, Belgium, Bulgaria, Croatia, the Czech Republic, France, Germany, Hungary, Luxembourg, Moldova, Montenegro, the Netherlands, Poland, Romania, Serbia, the Slovak Republic and Switzerland.

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**PREAMBLE**

In accordance with Article 6 of the Radio Regulations (RR) of the International Telecommunication Union (ITU), the undersigned delegates of the Administrations of the above-mentioned countries, willing to implement common principles and rules for a safe carriage of people and goods on Inland Waterways, and considering that:

- the harmonisation of the radiocommunication service shall contribute to a safer navigation on Inland Waterways,
- this harmonisation shall facilitate a more efficient and effective use of the radio spectrum,
- this harmonisation shall also contribute to a more efficient, economical and smooth execution of ship management,

adopted by mutual consent, subject to the approval of this Arrangement, the following provisions concerning the radiocommunication service for Inland Waterways within their territory.

A committee, called Committee RAINWAT, is established to administer, harmonize and optimize the Regional Arrangement.

## CHAPTER I

### TERMINOLOGY

#### **Article 1** *Definitions*

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

#### **A. Radiotelephone service on Inland Waterways and Automatic Transmitter Identification System (ATIS)**

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) using ATIS.

Service categories on Inland Waterways:

- Ship-to-ship,  
Radiocommunication between ship stations.
  
- Nautical information,  
Radiocommunication between ship stations and stations of the competent authorities for the operational services on Inland Waterways. The stations of the above-mentioned authorities can be either land stations or mobile stations.
  
- Ship-to-port authorities,  
Radiocommunication between ship stations and stations of the competent authorities for the operational services in Inland Ports. The stations of the above-mentioned authorities shall be preferably land stations.
  
- On board communications,  
Internal radiocommunication on board of a ship or radiocommunication within a group of vessels being towed or pushed, as well as for line handling and mooring instructions.

ATIS is a system for automatic identification of ship radiotelephone transmitters according to the Annex B of the European Standard ETSI EN 300 698-1.

#### **B. Radar**

A radiodetermination system based on the comparison of reference signals with radio

signals reflected, or retransmitted, from the position to be determined.

Radar used on Inland Waterways is part of the radionavigation service and intended for the benefit and for the safe operation of ships.

### **C. Inland Automatic Identification System (AIS)**

A communications system based on a protocol using the VHF maritime mobile band, for the exchange of navigation data.

Inland AIS is based on the maritime AIS according to the SOLAS (Safety Of Life At Sea) regulation 1974 as amended of the International Maritime Organization (IMO).

River information services (RIS) use the Inland AIS. AIS and radar complement each other.

Inland AIS enables the establishment of vessels' track and tracing systems for specific purposes by using agreed channels and an agreed operational procedure.

### **D. Maritime Mobile Service Identity (MMSI)**

A nine digit unique ship station identity assigned by Administrations to their maritime and inland ship stations. The first three digits represent the Maritime Identification Digits (MID) identifying that Administration.

An MMSI is mandatory for the usage of Inland AIS. For ships visiting the inland waters covered by the provisions of this Arrangement, an MMSI is required to generate their individual ATIS code.

### **E. Digital Selective Calling (DSC)**

A semi-automated method designated by the IMO as an international standard for establishing maritime MF, HF, and VHF radiocommunications.

### **F. Ship station**

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

### **G. Land station**

A station in the mobile service not intended to be used while in motion.

#### **H. Handheld equipment**

A radio station that is portable, including an antenna and power supply.

#### **I. Small ships**

Ships smaller than 20 m, as defined in the “Code Européen des Voies de Navigation Intérieure” (CEVNI).

#### **J. Output power (OP)**

The average power supplied to the antenna transmission line by a transmitter during one radio frequency cycle taken under the condition of no modulation (carrier power).

#### **K. Contracting Administrations**

- Administrations of the countries which have signed the Arrangement,
- Administrations of the countries which have acceded to the Arrangement (Article 8).

#### **L. Committee RAINWAT**

The mission of the Committee RAINWAT is defined in Article 6.

#### **M. Administrative Contact Points**

Persons competent for all questions concerning the radiocommunication service on Inland waterways and designated by the contracting administrations.

#### **N. Ships identification database Contact Points**

Competent persons designated by the contracting administrations for all questions concerning the identification of the ships in their competence.

**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 radiotelephone equipment is using the VHF frequencies on the basis of Appendix 18 of the Radio Regulations (Table of transmitting frequencies in the VHF maritime mobile band).

For radiocommunication on Inland Waterways, the use of the channels, the transmitting frequencies and service categories are shown in Annex 2. The channel designators are used in accordance with Appendix 18 of the Radio Regulations. The limitations of the OP of equipment are shown in Annex 3.

The radar equipment on Inland Waterways is using the band 9.2 - 9.5 GHz.

The AIS equipment is normally using the channels AIS 1 and AIS 2. *(14 October 2014)*

**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 of the Arrangement and competences of the Committee RAINWAT*

The Committee RAINWAT is established in order to administer, harmonize and optimize this Regional Arrangement including all the Annexes, Resolutions and Recommendations.

The latest version of the Regional Arrangement is published on the website of the Committee RAINWAT (see Annex 7).

The Committee RAINWAT is composed of the representatives from the signed contracting Administrations.

Chairperson and vice-chairperson are elected by and out of the Committee RAINWAT for a period of four years.

The chairperson and the vice-chairperson are responsible for the administrative handling of the Regional Arrangement, according to the Rules of Procedures as contained in Annex 7 of this Arrangement.

#### **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 possible, its Recommendations.

#### **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 Committee RAINWAT. The contracting Administrations will be informed at least one month before the next meeting of the Committee RAINWAT.

Accession to the Arrangement, which will become effective at the date of deposit, shall be made without reservation and shall apply to the Arrangement as it stands at the time

of accession.

## **Article 9**

### *Denunciation of the Arrangement*

Any Administration shall have the right at any time to denounce the Arrangement by a notification sent to the Committee RAINWAT. Such denunciation shall take effect after a period of six months from the date of receipt of the notification by the Committee RAINWAT.

## **Article 10**

### *Coordination of frequency assignments*

Frequency assignments and their coordination should be made in accordance with the latest version of the HCM Agreement<sup>1</sup> and for the countries, not party to the aforementioned Coordination Agreement, they should be made in accordance with the latest version of 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 11**

### *Notification of this Arrangement to the ITU and information of other organizations*

In accordance with Article 6 of the Radio Regulations the Chairperson of the Committee RAINWAT 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 contracting Administration which denounces this Arrangement;
- the expiry of the Arrangement.

Upon advice of the Committee, the Chairperson shall inform other organizations as appropriate.

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<sup>1</sup> The **HCM Agreement** is the "Agreement between the Administrations of Austria, Belgium, Croatia, the Czech Republic, France, Germany, Hungary, the Netherlands, Italy, Liechtenstein, Lithuania, Luxembourg, Poland, Romania, the Slovak Republic, Slovenia and Switzerland on the co-ordination of frequencies between 29.7 MHz and 39.5 GHz for the fixed service and land mobile service".

## CHAPTER IV

### FINAL PROVISIONS

#### Article 12

##### *Entry into force*

The present Arrangement shall enter into force on 18.04.2012. It shall from this same date replace the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways concluded in Basel on the 6<sup>th</sup> of April 2000.

IN WITNESS WHEREOF the undersigned representatives of the Administrations of the countries mentioned above have, on behalf of their respective Administration, 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 Committee RAINWAT.

One certified copy in each language shall be forwarded to each contracting Administration according to the rules of procedures contained in Annex 7.

**DONE at  
Bucuresti, 18.04.2012**

## CONTRACTING ADMINISTRATIONS

	Name	Signature
For the Administration of Austria		
For the Administration of Belgium		
For the Administration of Bulgaria		
For the Administration of Croatia		
For the Administration of the Czech Republic		
For the Administration of France		
For the Administration of the Federal Republic of Germany		
For the Administration of Hungary		

	Name	Signature
For the Administration of the Grand Duchy of Luxembourg		
For the Administration of the Republic of Moldova		
For the Administration of Montenegro		
For the Administration of the Kingdom of the Netherlands		
For the Administration of Poland		
For the Administration of Romania		
For the Administration of the Republic of Serbia		
For the Administration of the Slovak Republic		
For the Administration of the Swiss Confederation		

## ANNEX 1

### ADMINISTRATIVE PROVISIONS FOR SHIP STATIONS

#### 1. GENERAL

##### 1.1 Ship Station Licence

No ship station may be established or operated without a Ship Station Licence (hereinafter referred to as SSL), issued by the competent authority of the country where the ship is registered. The layout of the SSL should be in accordance with Recommendation 7 (Rev. WRC-97).

##### 1.2 Operator's Certificate

The operation of a ship station shall be performed 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 certificate for the radiotelephone service on Inland Waterways are contained in Annex 5. The harmonised examination syllabus to obtain a radio operator's certificate for the radiotelephone service is described in Recommendation No. 3 of this Arrangement.

The operator's certificate issued in accordance with the provisions of Article 47 of the Radio Regulations shall also entitle the holder to operate a ship station on Inland Waterways.

##### 1.3 Ship station documents

The following documents have to be carried on board:

- The SSL according to item 1.1;
- The operator's certificates according to item 1.2;
- The Guide concerning the radiotelephone service on Inland Waterways (general part and relevant regional parts), as defined by the Resolution No. 1 of this Arrangement.

##### 1.4 Inspection of the ship station

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 competent authority.

The competent Administrations of countries which a ship visits may conduct the inspection of that station in accordance with Article 49 of the Radio Regulations. Those Administrations 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 boat master 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. IDENTIFICATION OF THE SHIP STATION

- 2.1** Each ship station participating in the radiocommunication service on Inland Waterways shall have a call sign, the official name of the ship, an ATIS code which has to be in accordance with the technical requirements given in Annex B of ETSI EN 300 698-1 and, when fitted with AIS equipment, an MMSI. The formation of ship call signs shall be in accordance with Article 19 of the Radio Regulations.
- 2.2** In the service categories ship-to-ship, nautical information and ship-to-port authorities, the official name of the ship shall be used.
- 2.3** A call sign shall also be assigned to handheld equipment used for the service category on board communications. The use of this call sign is on a non-mandatory basis.

## 3. ATIS code

The structure of the ATIS code is as follows (ETSI EN 300 698-1, Annex B):

**Z MID X<sub>1</sub> X<sub>2</sub> X<sub>3</sub> X<sub>4</sub> X<sub>5</sub> X<sub>6</sub>**

Z	MID	X <sub>1</sub> X <sub>2</sub>	X <sub>3</sub> X <sub>4</sub> X <sub>5</sub> X <sub>6</sub>
represents the figure 9 (Z = always 9)	MID = Maritime Identification Digit of the country of registration of the ship (ITU-R)	representing the second or third letter of the call sign, wherein 01 represents A, 02 represents B, 03 represents C, etc.	the 4 digits of the call sign

## **Examples of a conversion of a radio call sign into an ATIS code:**

### EXAMPLE 1(second letter):

call sign = FM8075;  
the ship's ATIS code shall be formed as follows:  
Z MID X<sub>1</sub>X<sub>2</sub>8 0 7 5;  
Z = 9;  
MID = for France 227;  
second letter = M => X<sub>1</sub>X<sub>2</sub> = 13;  
ship's ATIS code:  
9 227 13 8075

### EXAMPLE 2 (third letter):

call sign = OED9999;  
the ship's ATIS code shall be formed as follows:  
Z MID X<sub>1</sub>X<sub>2</sub>9 9 9 9;  
Z = 9;  
MID = for Austria 203;  
third letter = D=> X<sub>1</sub>X<sub>2</sub> = 04;  
ship's ATIS code:  
9 203 04 9999

## **4. PROCEDURE FOR SHIPS VISITING THE INLAND WATERWAYS COVERED BY THE PROVISIONS OF THE REGIONAL ARRANGEMENT**

The usage of ATIS is mandatory for all such ships. Ship owners are responsible for equipping their ships with ATIS-capable equipment and a valid ATIS code.

For the ships mentioned in this paragraph the ATIS code shall be generated by complementing the MMSI and adding the figure "9" as the very first digit.

For example, if the MMSI is 220278025, the ATIS code will be 9220278025.



**ANNEX 2**

**TABLES OF CHANNELS, TRANSMITTING FREQUENCIES AND SERVICE CATEGORIES FOR INLAND WATERWAYS**

**1. Table 1**

This table gives the usage of VHF channels by the contracting Administrations on the Inland Waterways in accordance with the channeling arrangement of Appendix 18 of the Radio Regulations.

Columns 1 to 3 reflect the channeling arrangement as defined in Appendix 18 of the Radio Regulations.

Columns 4 to 6 reflect the channel usages according to the service categories.

Columns 7 to 23 show the respective usage of channels by the contracting Administrations (country names are according to ITU codes).

Y = channel authorized by the contracting Administration to be used on Inland Waterways in the area of its competence.

N = channel not authorized by the contracting Administration to be used on Inland Waterways in the area of its competence.

Y! = special regulations in given country (see Table 2)

Channelling arrangement given in App 18 of the Radio Regulations			Service categories			Usage of the contracting Administrations																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Channel designator	Transmitting frequencies (MHz)		Ship-to-ship	Ship-to-port	Nav. info	A	B	B	C	D	F	H	H	H	L	M	M	P	R	S	S	S
	From ship stations	From coast stations				U	E	U	Z			N	O	R	U	D	N	O	O	R	S	R
						T	L	L	E			G	L	V	X	A	E	L	U	B	K	I
60	156.025	160.625			X	N	Y	N	Y	Y	N	N	Y	N	Y	N		Y	Y	N	N	N
01	156.050	160.650			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
61	156.075	160.675			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
02	156.100	160.700			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
62	156.125	160.725			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
03	156.150	160.750			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
63	156.175	160.775			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
04	156.200	160.800			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N

Channelling arrangement given in App 18 of the Radio Regulations			Service categories			Usage of the contracting Administrations																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Channel designator	Transmitting frequencies (MHz)		Ship-to-ship	Ship-to-port	Nav. info	A	B	B	C	D	F	H	H	H	L	M	M	P	R	S	S	S
	From ship stations	From coast stations				U	E	U	Z			N	O	R	U	D	N	O	R	O	R	S
						T	L	L	E			G	L	V	X	A	E	L	U	B	K	I
64	156.225	160.825			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
05	156.250	160.850			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
65	156.275	160.875			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	N	N
06	156.300	156.300	X			N	Y	N	Y	Y!	Y	N	Y	N	Y	N		Y	Y	N	Y	N
66	156.325	160.925			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
07	156.350	160.950			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
67	156.375	156.375			X	N	Y	N	Y	Y	N	N	Y!	N	Y	N		Y	Y	N	Y	N
08	156.400	156.400	X			Y	Y	N	Y!	Y	Y	N	Y	N	Y	N		Y	Y	N	Y	Y
68	156.425	156.425			X	N	Y	N	N	Y	Y	N	Y	N	Y	N		Y	Y	N	Y	N
09	156.450	156.450			X	N	Y	N	Y	Y!	N	N	Y	N	Y	N		Y	Y	N	Y	N
69	156.475	156.475			X	N	Y	N	Y	Y	Y!	N	Y	N	Y	N		Y	Y	N	Y	N
10	156.500	156.500	X			Y	Y!	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y
70	156.525	156.525				N	N	N	N	Y	N	N	Y!	N	N	N		N	Y	N	N	N
11	156.550	156.550		X		Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y
71	156.575	156.575		X		Y	Y	Y	Y	Y	Y!	Y	Y	Y	Y	Y		Y	Y	Y	Y	N

Channelling arrangement given in App 18 of the Radio Regulations			Service categories			Usage of the contracting Administrations																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Channel designator	Transmitting frequencies (MHz)		Ship-to-ship	Ship-to-port	Nav. info	A	B	B	C	D	F	H	H	H	L	M	M	P	R	S	S	S
	From ship stations	From coast stations				U	E	U	Z			N	O	R	U	D	N	O	R	O	R	S
						T	L	L	E			G	L	V	X	A	E	L	U	B	K	I
12	156.600	156.600		X		Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y	N
72	156.625	156.625	X			Y	Y	Y	Y!	Y	Y	N	Y!	Y	Y	N		Y	Y	Y	Y	Y
13	156.650	156.650	X			Y!	Y	Y	Y	Y	Y	Y!	Y	Y	Y	Y		Y	Y	Y!	Y!	Y
73	156.675	156.675			X	Y	Y!	Y	N	Y	N	Y!	Y!	Y	Y	Y		Y	Y	Y!	Y!	N
14	156.700	156.700		X		Y	Y		Y!	Y	Y	Y	Y		Y			Y	Y	Y	Y	N
74	156.725	156.725		X		N	Y	N	Y	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
15	156.750	156.750				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y
75	156.775	156.775		X		N	Y	Y	N	Y	Y!	Y	Y	Y	Y	Y		Y	Y	Y	Y	N
16	156.800	156.800				N	Y	Y	Y	Y	Y	Y!	Y	Y	N	Y		Y	Y	Y!	N	N
76	156.825	156.825			X	N	Y	Y	N	Y	N	Y	Y	Y	Y	Y		Y	Y	Y	Y	N
17	156.850	156.850				Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y
77	156.875	156.875	X			Y	Y	N	Y	Y	Y	N	Y	N	Y	N		Y	Y	Y	Y	Y
18	156.900	161.500			X	Y	Y!	Y	N	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y
78	156.925	161.525			X	Y	Y	Y	N	Y	N	Y	Y	Y	Y	Y		Y	Y	Y	Y	N
19	156.950	161.550			X	Y	Y	Y	N	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y

Channelling arrangement given in App 18 of the Radio Regulations			Service categories			Usage of the contracting Administrations																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Channel designator	Transmitting frequencies (MHz)		Ship-to-ship	Ship-to-port	Nav. info	A	B	B	C	D	F	H	H	H	L	M	M	P	R	S	S	S
	From ship stations	From coast stations				U	E	U	Z			N	O	R	U	D	N	O	O	R	S	V
						T	L	L	E			G	L	V	X	A	E	L	U	B	K	I
79	156.975	161.575			X	N	Y!	N	Y	Y	N	N	Y	N	Y	N		Y	Y	N	Y	Y
20	157.000	161.600			X	Y	Y!	Y	N	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y	N
80	157.025	161.625			X	Y	Y!	Y	Y	Y	N	Y	Y	Y	Y	Y		Y	Y	Y	Y	N
21	157.050	161.650			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
81	157.075	161.675			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
22	157.100	161.700			X	Y	Y!	Y	N	Y	Y	Y	Y	Y	Y	Y		Y	Y	Y	Y	Y
82	157.125	161.725			X	Y	Y!	Y	N	Y	Y	Y	Y!	Y	Y	Y		Y	Y	Y	Y	N
23	157.150	161.750			X	Y	Y!	Y	N	Y	Y!	Y	Y	Y	Y	Y		Y	Y	Y	Y	N
83	157.175	161.775			X	N	Y	N	Y	Y	N	N	Y	N	Y	N		Y	Y	N	Y	N
24	157.200	161.800			X	Y	Y	Y	N	Y	N	Y	Y	Y	Y	Y		Y	Y	Y	Y	N
84	157.225	161.825			X	Y	Y	Y	N	Y	N	Y	Y	Y	Y	Y		Y	Y	Y	Y	N
25	157.250	161.850			X	Y	Y	Y	N	Y	N	Y	Y	Y	Y	Y		Y	Y	Y	Y	N
85	157.275	161.875			X	N	Y	N	Y	Y	N	N	Y	N	Y	N		Y	Y	N	N	N
26	157.300	161.900			X	Y	Y	Y	Y	Y	Y!	Y	Y	Y	Y	Y		Y	Y	Y	Y	N
86	157.325	161.925			X	N	Y	N	N	Y	N	N	Y	N	Y	N		Y	Y	N	N	N

Channelling arrangement given in App 18 of the Radio Regulations			Service categories			Usage of the contracting Administrations																
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Channel designator	Transmitting frequencies (MHz)		Ship-to-ship	Ship-to-port	Nav. info	A	B	B	C	D	F	H	H	H	L	M	M	P	R	S	S	S
	From ship stations	From coast stations				U	E	U	Z			N	O	R	O	R	U	D	N	O	O	R
						T	L	L	E			G	L	V	X	A	E	L	U	B	K	I
27	157.350	161.950			X	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	Y		Y	Y	Y	Y	N
87	157.375	157.375			X	N	Y	N	Y	Y	Y	N	Y	N	Y	N		Y	Y	N	Y	N
28	157.400	162.000			X	Y	Y	Y	Y	Y	Y!	Y	Y	Y	Y	Y		Y	Y	Y	Y	N
88	157.425	157.425			X	N	Y	N	Y	Y	N	N	Y	N	Y	N		Y	Y	Y	Y	N
AIS 1	161.975	161.975				Y	Y	Y	Y	Y!	Y	Y	Y	N	Y	N		Y	Y	Y	Y	Y!
AIS 2	162.025	162.025				Y	Y	Y	Y	Y!	Y	Y	Y	N	Y	N		Y	Y	Y	Y	Y!

(14 October 2014)

**2. Table 2: Special regulations**

Channel	Transmitting frequencies (MHz)		Country	Special regulations
	From ship stations	From coast stations		
60	156.025	160.625		
01	156.050	160.650		
61	156.075	160.675		
02	156.100	160.700		
62	156.125	160.725		
03	156.150	160.750		
63	156.175	160.775		
04	156.200	160.800		
64	156.225	160.825		
05	156.250	160.850		
65	156.275	160.875		
06	156.300	156.300	D, SUI	This channel is not allowed to be used between Rhine km 150 and km 350.
66	156.325	160.925		
07	156.350	160.950		
67	156.375	156.375	HOL	This channel is used for on-scene communications during safety operations on the North Sea, IJsselmeer, Waddenzee, Ooster- and Westerschelde.
08	156.400	156.400	CZE	This channel is used for service category nautical information.
68	156.425	156.425		
09	156.450	156.450	-	This channel may also be used for piloting, mooring, tugging and for other nautical purposes.
			D, SUI	This channel is not allowed to be used between Rhine km 150 and km 350.
69	156.475	156.475	F	This channel is not allowed to be used within a distance of 40 km from the coast or estuaries.
10	156.500	156.500	-	This channel is the first ship-to-ship channel, unless the competent authority has designated another channel.
			BEL	This channel is also used as "Ship-to-Port" channel in different places.

Channel	Transmitting frequencies (MHz)		Country	Special regulations
	From ship stations	From coast stations		
70	156.525	156.525	-	DSC is not allowed in radiocommunication on Inland Waterways.
			-	In maritime mixed area's DSC may be used. The areas will be defined by national regulations and shall be published in the Regional Part of the Guide.
			HOL	On large Inland Waterways of the Netherlands (Waddenzee, IJsselmeer, Ooster- and Westerschelde), which fall under the responsibility of the Netherlands Coast Guard, DSC is allowed on these waterways on a voluntary basis.
11	156.550	156.550		
71	156.575	156.575	F	This channel is not allowed to be used within a distance of 40 km from the coast or estuaries.
12	156.600	156.600		
72	156.625	156.625	-	This channel may be used for communications with a social character.
			CZE	This channel is used for service category ship-to-port authorities.
			HOL	This channel is used for salvage and tugging operations and may also be used for communications with a social character.
13	156.650	156.650	AUT, BUL, HNG, HRV, MDA, ROU, SRB, SVK	Channel is used for service category ship-to-port authorities
73	156.675	156.675	AUT, BUL, HNG, HRV, MDA, ROU, SRB, SVK	Channel is used for service category ship-to-port authorities
			HOL	This channel is used by the Netherlands Coast Guard for communications during oil pollution operations on the North Sea and for safety messages for the North Sea, Waddenzee, IJsselmeer, Ooster- and Westerschelde.

Channel	Transmitting frequencies (MHz)		Country	Special regulations
	From ship stations	From coast stations		
73	156.675	156.675	BEL	This channel is used for communications during oil pollution operations on the North Sea
14	156.700	156.700	-	After permission of the competent authority, this channel may be used only for special events on a temporary basis.
			CZE	This channel is used for service category nautical information.
74	156.725	156.725		
15	156.750	156.750	-	This channel may be used only for service category on board communications, except on small ships (below 20 meters), as defined in the Code Européen des Voies de Navigation Intérieure (CEVNI).
75	156.775	156.775	-	This channel is used for satellite detection of an automatic ship identification and surveillance system (AIS) capable of providing worldwide operation on seas.
			F	The use of this channel is reserved to the Inland Waterways authorities for management and maintenance purpose.
16	156.800	156.800	-	This channel may be used only for distress, safety and calling within the maritime mixed areas.
			HNG, SRB	This channel may be used only for distress, safety and calling.
			BUL, HRV, MDA, ROU	This channel is used as the first ship-to-ship channel, instead of channel 10, only for calling purposes.
76	156.825	156.825	-	This channel may also be used for piloting, mooring, tugging and for other nautical purposes.
			-	The output power shall be reduced automatically to a value between 0.5 and 1 W.



Channel	Transmitting frequencies (MHz)		Country	Special regulations
	From ship stations	From coast stations		
			-	This channel is used for satellite detection of an automatic ship identification and surveillance system (AIS) capable of providing worldwide operation on seas.
17	156.850	156.850	-	This channel may be used only for service category on board communications, except on small ships (below 20 meters), as defined in the Code Européen des Voies de Navigation Intérieure (CEVNI).
77	156.875	156.875	-	This channel may be used for communications with a social character.
18	156.900	161.500	BEL	This channel is also used as “Ship-to-Port” channel in different places.
78	156.925	161.525		
19	156.950	161.550		
79	156.975	161.575	BEL	This channel is also used as “Ship-to-Port” channel in different places.
20	157.000	161.600	BEL	This channel is also used as “Ship-to-Port” channel in different places.
80	157.025	161.625	BEL	This channel is also used as “Ship-to-Port” channel in different places.
21	157.050	161.650		
81	157.075	161.675		
22	157.100	161.700	BEL	This channel is also used as “Ship-to-Port” channel in different places.
82	157.125	161.725	BEL, HOL	This channel may be used for transmitting messages concerning bunkering and victualing. The output power has to be reduced manually to a value between 0.5 and 1 W.
23	157.150	161.750	BEL	This channel is also used as “Ship-to-Port” channel, “Marina-channel” in different places.

Channel	Transmitting frequencies (MHz)		Country	Special regulations
	From ship stations	From coast stations		
			F	The use of this channel is reserved to the Inland Waterways authorities for management and maintenance purpose.
83	157.175	161.775		
24	157.200	161.800		
84	157.225	161.825		
25	157.250	161.850		
85	157.275	161.875		
26	157.300	161.900	F	The use of this channel is reserved to the Inland Waterways authorities for management and maintenance purpose.
86	157.325	161.925		
27	157.350	161.950		
87	157.375	157.375	-	This channel may also be used for piloting, mooring, tugging and for other nautical purposes.
28	157.400	162.000	F	The use of this channel is reserved to the Inland Waterways authorities for management and maintenance purpose.
88	157.425	157.425	-	After permission of the competent authority, this channel may be used only for special events on a temporary basis.
AIS 1	161.975	161.975	-	This channel is used for an automatic ship identification and surveillance system (AIS) capable of providing worldwide operation on seas and Inland Waterways.
			D, SUI	No land station on exposed location between Rhine km 174 and 350 shall be installed. Coordination with Switzerland according to the procedure described in the HCM Agreement is necessary.
AIS 2	162.025	162.025	-	This channel is used for an automatic ship identification and surveillance system (AIS) capable of providing worldwide operation on seas and Inland Waterways.

Channel	Transmitting frequencies (MHz)		Country	Special regulations
	From ship stations	From coast stations		
			D, SUI	No land station on exposed location between Rhine km 174 and 350 shall be installed. Coordination with Switzerland according to the procedure described in the HCM Agreement is necessary.

### ANNEX 3

## **OPERATIONAL AND TECHNICAL REQUIREMENTS OF THE EQUIPMENT**

### **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 or equipment for combinations of several of those.
- b) In addition the ship station may be fitted with a radar and/or an Inland AIS transponder.
- c) A ship, which is equipped with and licensed for VHF radiotelephone equipment permanently installed in accordance with this Arrangement, is also allowed to use handheld equipment for the service category on board communication.
- d) If a ship station participates in several service categories and permanent watch is mandatory, simultaneous reception on all the channels actually used shall be ensured.
- e) Dual watch is not allowed.
- f) DSC usage is not allowed in radiocommunication on Inland Waterways.
- g) The radiotelephone equipment operating on Inland Waterways on the channels indicated in Annex 2 to the Arrangement shall comply with the following ETSI standards or for countries having implemented EU Directive 1999/5/EC comply at least with that Directive<sup>2</sup>:
  - EN 300 698-1 concerning fixed VHF equipment (channels mentioned in table 1 of Annex 2),
  - EN 301 178 concerning handheld VHF equipment (channels mentioned in table 1 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.
- i) In addition to the previous regulations it is allowed to Administrations which wish so, inside the national boundaries, to permit the use of handheld equipment for safety purposes for the service category ship-to-ship, nautical information and ship-to-port authorities, on board small ships on Inland Waterways. Administrations permitting the use of such radios should remark it in the regional part annexed to the Guide concerning the radiotelephone service on Inland Waterways.

By allowing this kind of use, Administrations are recommended to give due regard to the following aspects into their considerations:

- the handheld equipment shall be associated to a vessel and shall only be used on board that vessel;

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<sup>2</sup> Equipment complying with these standards is presumed to comply with Directive 1999/5/EC. The standards EN 300 698 and EN 301 178 are harmonized standards covering essential requirements of article 3.2 of the EU Directive 1999/5/EC.

- the handheld equipment shall be mentioned on the licence;
- the user shall hold an appropriate operating certificate.

## **2. ADDITIONAL REQUIREMENTS FOR VHF RADIOTELEPHONE EQUIPMENT PERMANENTLY INSTALLED**

### **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  $>1.5$  dB 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. For crossing bridges the antenna height should be lowered in such a way that the polarisation will not be changed.

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

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

### **3.1 General**

The use of handheld equipment is limited to the channels 15 and/or 17 unless national Administrations have permitted its use, inside their national boundaries, as stand-alone or additional equipment on small ships for all service categories according to paragraph 1- i) of this annex.

### **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 requirements for electromagnetic compatibility (EMC) in the relevant parts of EN 60945, or for countries having implemented Directive 2004/108/EC, shall comply with that Directive.

## **4. EQUIPMENT POWER**

### **4.1 OP for mobile VHF equipment used on Inland waterways**

The OP for mobile VHF radiotelephone equipment shall be set to a value between 0.5 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 the reduction of the OP to a value between 0.5 and 1 W for vessels within their territory.
- c) The OP for AIS shall not exceed 12.5 W.

### **4.2 OP for handheld equipment used on Inland waterways**

The OP of the handheld equipment shall be set to a value between 0.5 and 6 W. The following exceptions apply:

- 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 the reduction of the OP to a value between 0.5 and 1 W for vessels within their territory.

## **5. ATIS**

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.

## **ANNEX 4**

### **PROVISIONS CONCERNING THE OPERATING PROCEDURES**

#### **1. GENERAL PROVISIONS**

The general radiotelephone procedure for the Maritime Mobile Service provided in the Radio Regulations (Article 57) 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 should 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.

Any suitable language may be used where no Police Navigation Regulations exist. After a transition period ending on 1 February 2022, where no Police Navigation Regulations exist, the following provisions for communications will be applicable:

- Ship-to-port authorities: primarily the English language should be used. As fall back the language of the country in which the land stations are situated can be used.
- Ship-to-ship: primarily the English language should be used for navigational purposes.

*(3 April 2013)*

##### **2.2 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 except on the ship-to-ship channels specially defined for the use for communications with a social character.

##### **2.3 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 14 of the Radio Regulations shall be used.

## ANNEX 5

### **PROVISIONS FOR THE ACQUISITION, ISSUE AND MUTUAL RECOGNITION OF RADIO OPERATOR'S CERTIFICATES**

The operation of a ship station in the radiocommunication service on Inland Waterways may only be performed by an operator holding a valid radio operator's certificate.

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. 3 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);
  - operation of a VHF station;
  - radiocommunication procedures for the safety of navigation on Inland Waterways;
  - transmission and reception of messages;
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. 3, 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 former Article S47 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 has been elaborated. It contains all call signs, the official names of ships, ATIS codes and MMSI of the countries having signed the “Regional Arrangement on the Radiocommunication Service for Inland Waterways”.

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

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

The database and a search engine can be found on the Committee RAINWAT website especially provided to that end. The webmaster of the website of the Committee RAINWAT is responsible for keeping the database up to date and providing the facilities in good order.

#### 2. PROCEDURE

All contracting Administrations forward electronically their recent database to the webmaster, within the first 5 business days of each month. Between the 6th and 10th business day of each month the webmaster will update the database. Every Administration should also send the date of creation of an update of its database together with its concerned database to the webmaster. This date will be shown by clicking on the relevant country on the Committee RAINWAT website.

The update of the database should be sent in the following order: call sign, official name of the ship, ATIS code and MMSI. The data fields of the database should be send in CSV format or in UTF-8 text format in which case the data should be separated by a semicolon.

The database starts with the field names: “call”;”ship”;”atis”;”mmsi”. These field names are not case sensitive. It’s not allowed to change these titles. If there are no data available, for example no MMSI, the respective data field remains empty.

*(29 September 2015)*

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

The ships identification database is only accessible by means of a user name and a password (see Annex 7 - Committee RAINWAT website).

## ANNEX 7

### RULES OF PROCEDURES

#### *Revision of the Arrangement*

The Arrangement can be revised by the Committee RAINWAT.

Contracting Administrations shall be entitled to submit proposals for a modification of the Arrangement to the Committee RAINWAT via an input document.

The revision of the Arrangement shall enter into force after the final approval of the Minutes of the meeting which adopted the proposed revision.

The final approval of the Minutes of a specific meeting will be done during the next Committee meeting.

#### *Designation of the Chairperson and the vice-chairperson*

Chairperson and vice-chairperson are elected in accordance with the provisions of Article 6.

The elections take place at the last Committee meeting before the end of the Chairperson's mandate.

The validation of the elections needs the majority of all the contracting Administrations.

For the elections meeting the contracting Administrations receive a special invitation.

The elections are scheduled for the first day of that meeting. If there is no majority of Administrations present, the elections are postponed to the next day of that meeting and are validated with the simple majority of the present representatives of the contracting Administrations. An Administration can task another one to vote on its behalf.

If the meeting does not elect a new Chairperson and vice-chairperson the Chairperson and vice-chairperson in charge keep their positions until the next meeting of the Committee.

#### *Administrative handling*

The administrative handling consists of:

- ensuring the general correspondence with regard to the Arrangement (Article 6);
- receiving the notifications from the contracting Administrations on their approval of the Arrangement (Article 8);
- receiving the formal request of accession from an Administration (Article 8);
- receiving proposed amendments from contracting Administrations concerned (Annex 7);
- receiving the official notification from the Administration which have the intention to withdraw from the Arrangement (Article 9);
- sending a certified copy of the original signed Arrangement to each contracting Administration according to Article 12;
- informing the ITU Secretary-general of the conclusions and the terms of the Arrangement (Article 11);
- informing other organizations about the Arrangement (Article 11);

- being the depository of the archives of the original signed Arrangement.

### *Committee RAINWAT website*

In order to support the Committee RAINWAT in its activities, to provide information to the traffic management centers and for public consultation a website has been created. The website contains the ships identification database, as established by the Annex 6 of the Arrangement, the text of the Arrangement in the official languages of the Committee and the archive of the Committee meetings.

The website is hosted by a contracting Administration on a voluntary basis. Presently the website of the Committee RAINWAT is hosted by the Belgian Administration under the following address <http://www.rainwat.bipt.be>.

If the contracting Administration which hosts the website declares that it is no longer in the position to host the website, a period of at least six months is needed to transfer the most recent version of the website to another contracting Administration. The six month period start after the moment when a contracting Administration declares that is ready to host the website.

Through the website information is provided at different levels:

1. for the general public: the Arrangement itself and the links to the contracting Administrations. In case of amendments to the Arrangement the Committee publishes the new versions on the website. The website is adapted when necessary.
2. consultation of ships identification database: each month the contracting Administrations send an update of their ships identification database. Bodies in charge of the inspection of radio installations on board ships and traffic management centers are granted access to consult data (on a national basis). The webmaster sees to the e-mail traffic, the preparation and the introduction of these databases into the website. The webmaster also creates a global database containing all ATIS codes of all contracting Administrations. The date of the last update on the website is adapted and the global database is sent to the Administrations which have requested this.
3. internal documents: at each meeting the hosting Administration gives a state of affairs regarding input into the ships identification database and provides for an update of the contact data and other useful information (such as certificates, licences, etc.);
4. radiocommunications information for skippers and frequency managers

The webmaster ensures that the coordinates of the contracting Administrations and the ships identification database contact points on the website remain up-to-date. All input, information documents, working documents are published on the website.

The usernames and passwords (accounts) are allocated by the administration hosting the website. Only the Administrative Contact Point of a Contracting Administration can submit requests for changing its passwords. The Contracting Administration is responsible for the distribution of those passwords in their country. If needed, a Contracting Administration can apply for additional accounts.

*(29 September 2015)*

## **RESOLUTION N° 1**

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

The Committee RAINWAT  
Bucuresti, 18/04/2012,

#### ***considering***

that it is of the greatest importance 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 N°. 2

### MUTUAL RECOGNITION OF TYPE APPROVALS OF RADIO EQUIPMENT COVERED BY THIS ARRANGEMENT

The Committee RAINWAT  
Bucuresti, 18/04/2012,

#### *considering*

- that the Inland Waterways are used by ships of the contracting Administrations and that such ships are normally provided with equipment complying with the technical requirements established by this Arrangement;
- 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 Arrangement or the established internationally applicable standards.

## **RECOMMENDATION N°. 1**

### **REDUCTION OF NATIONAL EXCEPTIONS**

The Committee RAINWAT  
Bucuresti, 18/04/2012,

#### ***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 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 radiocommunication 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

#### ***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 as far as possible;
- 2. that contracting Administrations should indicate such deletion of national exceptions to the Committee RAINWAT which will proceed according to Annex 7 of this Arrangement.

## RECOMMENDATION No. 2

### SHIP INFORMATION DATABASE CONTAINING ATIS CODES AND MMSI

The Committee RAINWAT  
Bucuresti, 18/04/2012,

#### *considering*

- a) that for the purpose of on-site inspection the identification by ATIS or MMSI 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 or MMSI,

#### *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 ship names, ATIS code and MMSI.

(Annex 6 contains further details concerning the ship's identification database).

### **RECOMMENDATION N°. 3**

#### **HARMONISED EXAMINATION SYLLABUS OF THE RADIO OPERATORS' CERTIFICATES FOR THE RADIOTELEPHONE SERVICE ON INLAND WATERWAYS**

The Committee RAINWAT  
Bucuresti, 18/04/2012,

#### ***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***

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 below.



## ANNEX TO THE RECOMMANDATION N° 3

### 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.

2. Types of communications:

- distress, urgency and safety communications;
- routine communications;
- Digital Selective Calling (DSC).

3. Types of stations:

- ship stations;
- land stations;
- handheld equipment.

4. Elementary knowledge of frequencies and frequency bands:

- the concept of frequency and radio channels; simplex, semi-duplex and duplex;
- propagation of VHF 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 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)