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THE DUTCH CERTIFICATION PROCESS FOR INLAND WATERWAY VESSELS

INTRODUCTION

Assignment

The German Safety Board (Bundesstelle für Seeunfalluntersuchung, BSU) submitted a request to the Dutch Safety Board (Onderzoeksraad voor Veiligheid) to chart out the Dutch certification process for inland waterway vessels. On the basis of that request, the following central question was formulated:

What is the structure of the certification process for inland waterway vessels in the Netherlands?

On 24 November 2014, the Dutch Safety Board was informed by the BSU that the floating workboat Zander had sunk at around 8 a.m., in the vicinity of the German island Norderney, on the North Sea. The Zander was travelling from Copenhagen in Denmark via the Kiel canal to the Netherlands. The Zander was operating under a Dutch temporary Community inland navigation certificate. The inspection for obtaining this certificate had been undertaken in Denmark by a Dutch recognised institution. According to the community certificate, the ship/vessel was not permitted to travel in open sea. Denmark has no inland waterways, as a result of which it was not possible for the Zander to sail to the Netherlands under its own steam, as an inland waterway vessel.

Because the Zander sank in German territorial waters, with two crew members on board, the BSU is conducting an investigation into this very serious incident. In consultation with the BSU, the decision was taken that the Dutch Safety Board would adopt a supporting role in this investigation. The BSU is in charge of the investigation and is responsible for writing the final report.

Approach

The information used for drawing up this document was obtained from interviews with employees of the Human Environment and Transport Inspectorate (ILT), the recognised institution that undertook the inspection of the Zander, and issued a community certificate, and the potential Dutch owner of the workboat. Relevant legislation and regulations were also consulted.

The answer to the central question is related to the incident involving the Zander, and cannot be related directly to other inland waterway vessels. That would require a more extensive, more far-reaching and broader investigation.

Structure of the report

The central question led to four elements, which also make up the structure of this report. The first chapter describes the legislation and regulations concerning the certification of inland waterway vessels. The second chapter deals with the structure of the certification system and describes the various parties involved. The third chapter outlines the work process in respect of an application for a certificate. Chapter four provides an analysis of the certification of the Zander. Finally, conclusions are formulated that can be used by the BSU in its final report. Four appendices are added to construct a history of the certification process and to provide extra information concerning waterways in the Netherlands and law and regulations in force.

CHAPTER 1: REGULATIONS GOVERNING CERTIFICATION OF INLAND WATERWAY VESSELS¹

On 30 December 2008, European Directive 2006/87/EC came into force. The aim of these regulations is to lay down harmonised conditions under which technical certificates for inland waterway vessels can be issued in all Member States. The Dutch elaboration of the European Directive is implemented in the Inland Waterways Act which on 1 July 2009 replaced the Inland Waterways Act. The Inland Waterways Act specifies that vessels on inland waterways must be provided with a valid certificate, and that the vessel may not be used in any other manner than specified on the certificate. Starting from that date, a certificate was made obligatory for among other things:

- all vessels with a length of 20 m or more
- all vessels of which the product of the length, width and draught exceeds 100 m³ (i.e. also vessels shorter than 20 m)
- all tug and push boats irrespective of their length
- all passer vessels (for the transport of more than 12 passengers)
- floating equipment

The owner of the vessel himself/herself decides how he/she wishes to use the vessel. According to that decision, the requirements with which the vessel must comply are determined. There is a choice of technical requirements listed in European Directive 2006/87/EC for the following vessel types:

- Freighters
- Passenger vessels
- Passenger sailing vessels
- Tugs or push boats
- Craft suitable for pushing or propelling side-by-side other vessels longer than 20 m
- Floating equipment
- Worksite craft
- Historic vessels
- Pleasure craft

If the use of a vessel changes, the requirements for the new function must be complied with.

The zone notation designates the navigation area and applies for the regulations for the inspection of vessels on the Rhine (RosR) and the EU Directive. Inland waterways are divided into zones by the European Economic Commission of the United Nations. The division of the zones is based on a minimum and maximum value for the defined significant wave height. The zone classification is the determining factor, for example, for the guidelines concerning equipment requirements imposed on the craft. The standards for the various zones are as follows:

- Zone 0: wave height > 2 m
- Zone 1: wave height between 1.2 m and 2.0 m
- Zone 2: wave height between 0.6 m and 1.2 m
- Zone 3: wave height up to 0.6 m
- Zone 4: no designated wave height

Appendix 3 shows the Dutch inland waterways per zone.

¹ See Appendix 4 for the supporting regulations.

A valid certificate must be present on board all inland waterway vessels in the Netherlands. An inland waterway vessel is a non-seaworthy vessel that transports goods and persons over inland waterways (such as rivers and canals). The use of an inland waterway vessel whose condition, use and equipment are not in accordance with the details laid down in the certificate is prohibited. A certificate is issued when an inland waterway vessel complies with the national and international legislation relating to safety, the environment and working conditions. The certificate contains regulations that must be taken into account when using the inland waterway vessel, and as the case arises the permitted derogations and provisions to be taken, stating the inland waterways and the period for which they apply. The most important technical legislation for inland waterway vessels consists of the European Directive 2006/87/EC, the general technical requirements imposed on craft, the ADN(R)², the specific requirements for the transport of dangerous goods.

To date, the coexistence of different national and international sets of regulations has proved an obstacle to the calls for mutual recognition of national technical certificates for inland waterway vessels, without additional inspections of foreign craft. For that reason, the provisions in the regulations for shipping inspections on the Rhine were adopted in the version approved in 1982 by the Central Commission for the Navigation of the Rhine (CCR). The conditions and technical regulations for the issuing of inland navigation certificates on the basis of Article 22 of the revised Rhine Navigation Act have themselves been regularly revised since that time. During one of the discussions with ILT, the comment was in fact made that it takes some time before an employee has built up sufficient experience to be able to recognise the crosslinks between the different sets of regulations.

Laying down the content of the technical regulations for the entire Community inland waterways network will result in harmonisation at European level. The objective still remains of having Community inland navigation certificates declared applicable on all Community waterways. The same applies for equal conditions for the issuing of supplementary Community inland navigation certificates by Member States for navigation on the waterways of zones 1 and 2 (river estuaries) and for navigation on waterways in zone 4. This is not yet the case.

In addition to the Inland Waterways Act, that is applicable on all Dutch waters, there is also the Inland Waterways Decree; this provides more detailed information about the certificate for the various vessel types. The Inland Waterways Regulations contains the technical requirements. Certification is carried out in accordance with the Inland Waterways Act, and more specifically in accordance with the RosR.

The Inland Waterways Regulation makes it possible to provide a craft already awarded a certificate on the basis of the revised Rhine Navigation Act with a supplementary certificate when other (i.e. less stringent) requirements apply for navigation on inland waterways for zones 2, 3 or 4, as compared with the requirements for navigation on the international Rhine. This applies, for example, to vessels that are permitted within the Netherlands to propel larger formations than according to the certificate for the Rhine.

The owner is then required to report to government any damage and its repair, any renovation or other fundamental changes, and transfers of ownership.

If an inspection reveals that the use of a craft represents a risk to the safety of navigation or the environment, the certificate for that craft can be withdrawn as a result of which the craft is no longer permitted to sail. In that case, the craft must be transported to a designated location and must remain moored there until, in the judgement of the government, the reasons that led to the interruption have been corrected.

² ADNR is the abbreviation for the French title of the European agreement concerning the international carriage of dangerous goods on the Rhine navigation: 'Accord Européen relatif au Transport International des Marchandises Dangereuses par voie de Navigation du Rhin'. The ADNR is currently used in relation to transport on all European inland waterways.

On the basis of the European Directive, in order to be able to navigate on European inland waterways, a Dutch inland waterway vessel must be in possession of a Community inland navigation certificate, or a certificate of inspection based on the revised Rhine Navigation Act. A craft holding these certificates is permitted to sail on all inland waterways covered by zones 2, 3 and 4. Within the Netherlands, the Regulations for the Inspection of Vessels on the Rhine (RosR) apply to the Rhine, the Waal and the Lek (from Krimpen or Gorinchem to Basel) and Pannerdensch canal. In other words, these waters are classified as zone R. The craft permitted to sail on the Rhine are provided with a Certificate of Inspection (Col) for the Rhine. There is therefore no obligation to exchange the Rhine navigation certificate for a Community certificate. However, the Directive does offer Member States the possibility of imposing additional requirements for zones 1 and 2 and less stringent requirements for zones 3 and 4. To demonstrate that a craft makes use of these additional or less stringent requirements, the craft in question must be provided with a supplementary Community inland navigation certificate. This also applies to craft with a Rhine navigation certificate.

Article 3.9 of the Inland Waterways Regulation refers to the following certificates:

- Certificate of Inspection (Col) (RosR1995)
- Temporary certificate of inspection
- Community inland navigation certificate (CBB)
- Temporary Community inland navigation certificate
- Additional certificates

Article 8 of the Inland Waterways Decree places the above certificates on a par with one another (certificate of Inspection is placed on a par with the Community inland navigation certificate and temporary certificate of inspection is placed on a par with the temporary Community inland navigation certificate). At his/her own discretion, the ship's owner can decide whether to obtain a Col or CBB from the ILT via an recognised institution. At the start, a temporary certificate is often first issued after examination of the ship. This is valid for a maximum period of three months.

The Revised Rhine Navigation Act charges the CCR with laying down the rules. This body upholds the RosR and if the craft is certified according to the RosR, this is considered equivalent to a Col for the Rhine. Effectively, this bypasses the EU Directive, but this is permitted because both the EU Directive and the RosR are recognised. By way of example, see 3.19 of the regulations.

The coexistence of different national and international sets of regulations forms an obstacle to the mutual recognition of national technical certificates for inland waterway vessels.

Several years of experience are needed to be able to recognise the crosslinks between the various sets of regulations.

CHAPTER 2: STRUCTURE OF THE SYSTEM OF CERTIFICATION

General

In 2006, the Dutch Government launched the ‘Inspection Reform’ programme (see Appendix 2), the aim of which is to reduce supervisory burdens on industry and to promote more effective and efficient working methods. This is also reflected in the supervision by the Human Environment and Transport Inspectorate (ILT) in respect of inland shipping. Targets have been laid down for cooperation between the various government services involved in the supervision of inland shipping, in respect of the selectiveness of supervision, professionalism, organisation, communication and the applicable rules.³

The necessary examinations and inspections and the issuing of certificates are undertaken by classification societies and inspection bodies also designated by the collective term Recognised institutions. Ship’s owners can contact a recognised institution whenever they wish to apply for, replace or extend a certificate for their inland waterway vessel. The ILT retains final responsibility for the inspection of inland waterway vessels subject to the Inland Waterways Act and the issuing of inland navigation certificates. The ILT carries out enforcement tasks and, by means of audits among the recognised institutions and ‘reality checks’ on inland waterway vessels, supervises the quality of the certification process. In an agreement with the recognised institutions, the method for the issuing of certificates on behalf of the Minister of Infrastructure and the Environment (I&M) is laid down, together with how information is exchanged between the recognised institutions and the ILT, and how the supervision of the recognised institutions is regulated. The ILT is also responsible for interpretation of legislation and the issuing of recommendations and exemptions.

Below is a brief description of the various parties involved in the certification of inland waterway vessels. The relationships between these parties are reproduced in figure 1.

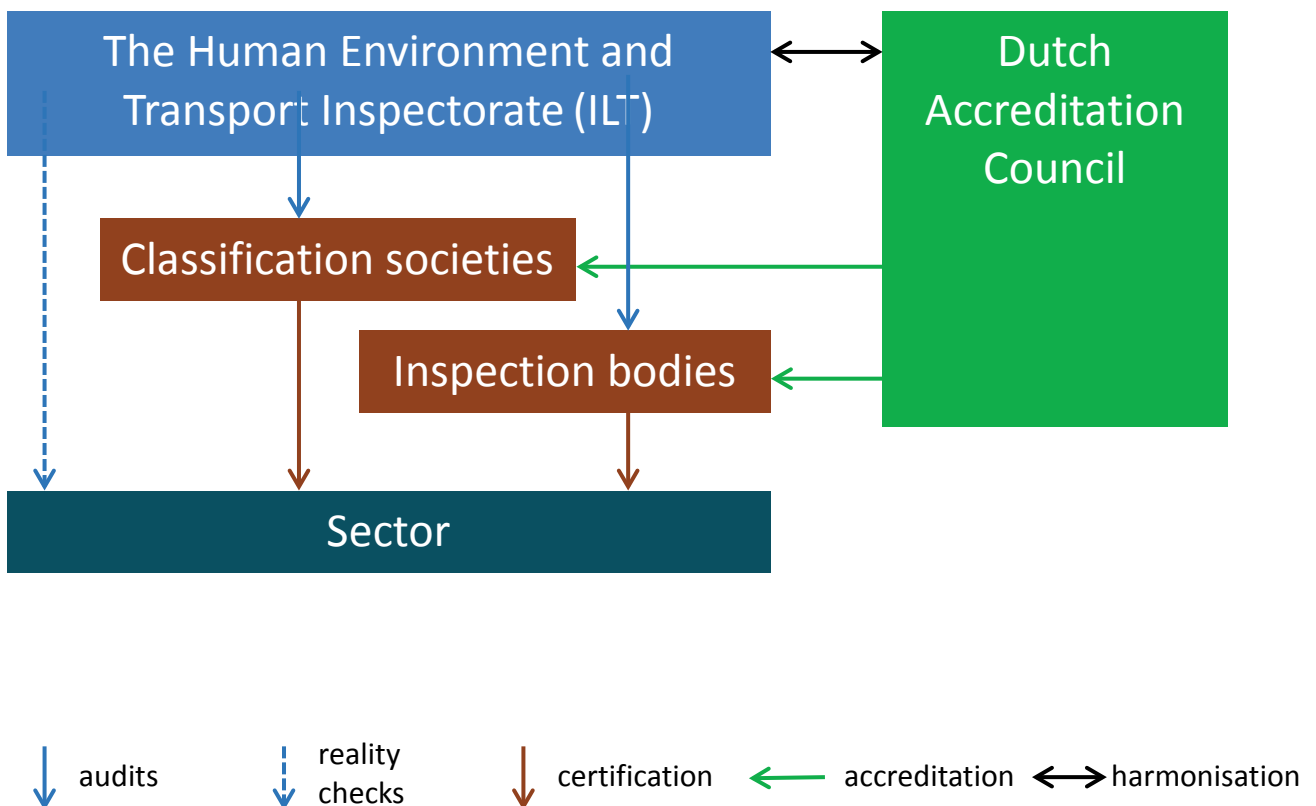


Figure 1. Diagrammatic representation of the supervision of inland waterway vessels⁴

³ See Appendix 2 and <http://www.inspectieloket.nl/domeinen/binnenvaart/doelen/>.

⁴ Derived from the vision document ‘Supervision of inland navigation – Part 1: task transfer certification and measurement’ (Inspectie Verkeer en Waterstaat, November 2007)

The Human Environment and Transport Inspectorate (ILT)

The task of the ILT is to ensure that businesses, organisations and government bodies comply with legislation and regulations in respect of the (sustainable) human environment and physical safety. The scope of activity of the Inspectorate encompasses the domains waste, industry & business, housing, water & products, rail & road transport, shipping, and aviation.

The regulations are aimed at all businesses, organisations and government bodies operating in the supply chain of these sectors. The Inspectorate imposes requirements on operational practice, admission, transport, production, trade, use and disposal of (waste) substances and products, the quality of water and soil and spatial planning and building in terms of energy consumption. The regulations also impose safety requirements on the (rail) infrastructure and in the air, on the condition of carriages, vehicles, vessels and aircraft, on drivers and crew members, and on the storage, distribution and transport of dangerous goods. In a number of areas, the Inspectorate also maintains administrative supervision of the provinces.

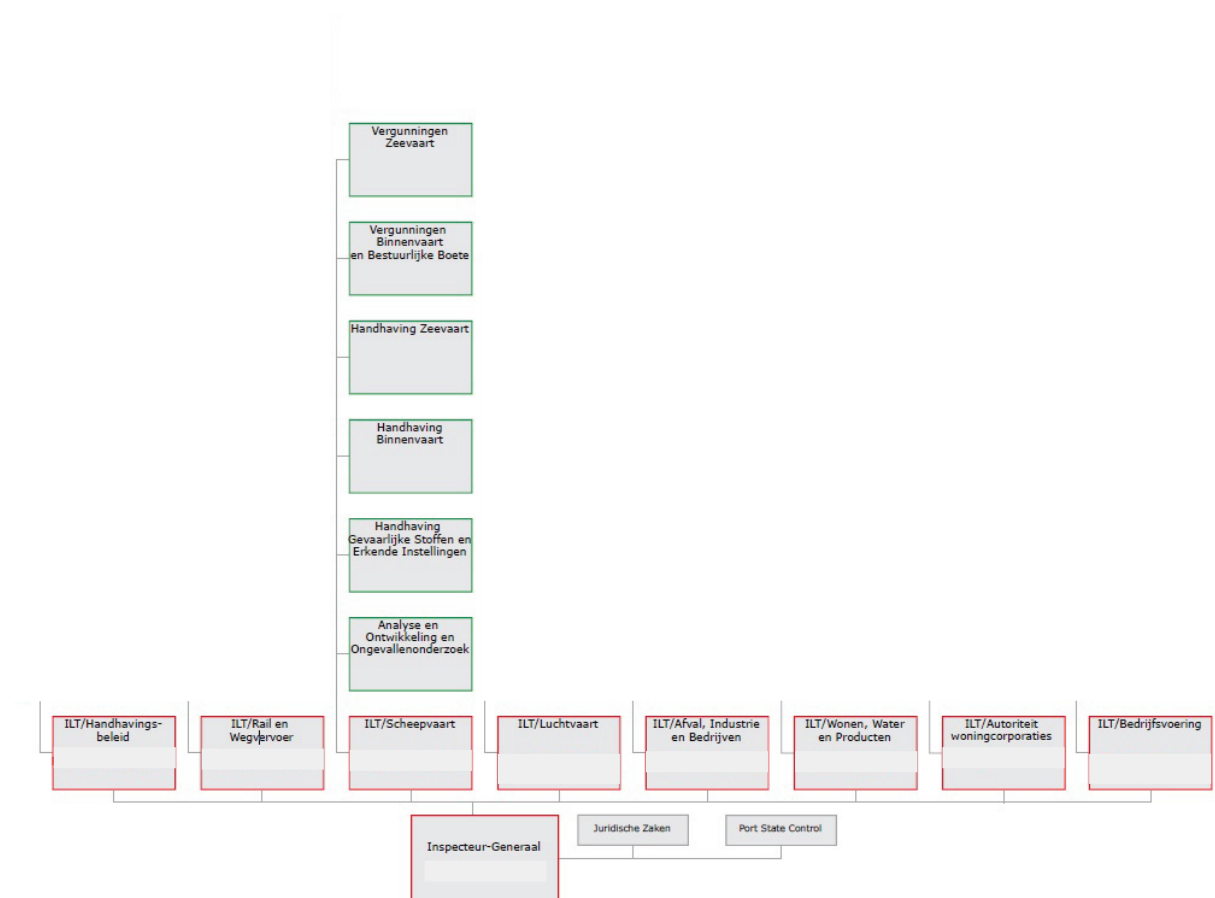


Fig. 2: Organisation chart of Human Environment and Transport Inspectorate, Shipping divisionⁱ

The ILT Inland Waterways no longer certifies vessels. This task has been mandated to the classification societies Lloyds Register, Germanischer Lloyds (or DNV GL), Bureau Veritas, and the inspection bodies Register Holland and The Dutch Society for the Inspection of Inland shipping vessels (NBKB). It is the task of ILT to ‘translate’ EU legislation and regulations in such a way that they are implemented within the Netherlands. ILT is also responsible for supervising execution of the mandate decision⁵, agreements and Dutch legislation in relation to the execution of the tasks by the recognised institutions.

⁵ An agreement in which a mandated transfer is formalised. A mandate is the authority to act on behalf of another party but without the related responsibilities. In the event of a mandate, no authorities are transferred.

If a skipper/owner is not in agreement with the actions of the recognised institution, he/she can submit a complaint to the recognised institution. If this has no effect, ILT can be requested to pass a judgement. The recognised institution can also consult with ILT. Certification consultations are also held each quarter between ILT and the recognised institutions, in which generic subjects and issues of interpretation can be discussed.

The structure of the Human Environment and Transport Inspectorate

In response to the 'Inspection Reform' programme, over the past two years, ILT has been involved in transferring and shifting supervision tasks. This shift relates to the outsourcing of various activities to the recognised institutions.

At ILT, this transfer of tasks represents a shift from supervision of technical content to system-based supervision of the recognised institutions. This supervision is undertaken by the department for Enforcement of Dangerous Goods and Recognised Institutions/Supervision of Recognised institutions (HGSEI/TEI) by carrying out secondary supervision and the inspection of individual objects. The aim of supervision is to guarantee operating methods of the recognised institutions, so that certificates are correctly processed and issued by those recognised institutions. Supervision tasks arising from the mandate contracts and/or agreements entered into between the recognised institutions and ILT were only legally underpinned and were difficult or impossible to assess by the Inspectorate, due to the absence of practical standards. These contracts have been 'translated' into products (output-related) as a result of which ILT had the possibility of inspecting the agreements with the recognised institutions. This is an administrative activity in the form of reality checks, held on board, and office audits at the recognised institutions. The staff of TEI also provides support to other departments within ILT.

Individual recognised institutions are not always authorised to certify all types of inland waterway vessel; what is and what is not permitted appears in the individual contract with ILT. ILT carries out no active monitoring to ensure compliance. In theory, there are no obstacles to prevent recognised institutions from certifying vessels that are beyond the scope of their mandate. The dissolution of a contract with a recognised institution is laid down in the contract with the recognised institution. Whether the contract would actually be dissolved is considered dubious within ILT, because there are no market forces applicable within the inland shipping sector, between the classification societies and the inspection bodies.

The Permits and Administrative Fines department consists of a small number of staff responsible for a large number of vessels and a whole raft of tasks that are carried out on a fragmented basis. This has resulted in an internal distribution where each person has their own specific field of specialisation. Most contacts with the recognised institutions take place via the department coordinator.

It is in theory possible for a vessel to obtain a certificate without the vessel actually being entitled. For example as a result of ICT problems, recognised institutions are not able to consult the status of a vessel online, in real time. Use is then made of an emergency procedure whereby the recognised institution is still able to issue a certificate. This information is then placed online at a later stage. A subsequent inspection may be carried out, but the ICT structure for carrying out such inspections is neither user friendly nor efficient. On the other hand, it is also not desirable for vessels to be moored up for long periods, due to the non-issuing of a certificate. This economic pressure can also result in a vessel being provided with a (temporary) certificate via the emergency procedure, although from a safety perspective, the vessel is not actually entitled.

Recognised institutions

Recognised institutions is the collective term for classification societies and inspection bodies. The recognised institutions must comply with EU legislation and regulations to be able to act as recognised institutions.

There are three classification societies that are authorised as recognised institutions to carry out the technical inspection of inland waterway vessels, and following approval issue the certificate. These are Bureau Veritas, Lloyd's Register and DNV-GL. These are worldwide-operating organisations that carry out shipping inspections, and that are also viewed as authorities in the field. Owners of new-built hulls longer than 45 metres and vessels which according to the relevant legislation are subject to inspection by the classification society are only authorised to submit their applications to one of these classification societies.

Inspection bodies are subject to restrictions for certain tasks and vessel types.⁶ At present, two parties have been appointed as inspection bodies: Stichting Nederlands Bureau Keuringen Binnenvaart (NBKB) and Register Holland⁷. The Stichting NBKB foundation has no inspectors of its own. As a result, subject to the instructions and responsibility of the NBKB, 34 approved experts and assessment firms approved by ILT carry out inspections including hull and thickness measurements.

The skipper/owner is responsible for complying with all regulations as translated by ILT, and calling in the relevant recognised institutions. The skipper/owner can also be notified by the recognised institutions that a certificate is due to expire, in the run-up to a certificate inspection. If a skipper/owner is actually in possession of an expired part certificate, this represents no obstacle to an inspection by the recognised institution. The inspector determines whether it is safe to continue sailing in the current condition. If this is not the case, the vessel is no longer permitted to sail (suspension). Recognised institutions may not issue certificates for the vessel in question, if the vessel is still subject to an active suspension. The recognised institution must duly report to the ILT. Following consultation with a recognised institution, ILT can release a vessel once the reason for the suspension has been corrected, and an inspection has been carried out. A (temporary) certificate is then issued.

Dutch Accreditation Council

The core activity of the Dutch Accreditation Council (RvA) is the provision of accreditation services. As the national accreditation body, the RvA ensures that all interested parties are justified in their confidence in all declarations of conformity and assessment reports issued subject to its supervision.

If a recognised institution fulfils the requirements, it is issued with a conformity declaration, in the form of a certificate or report. Certificates and reports that bear this mark are accepted in practically all countries around the world. In this way, accreditation⁸ promotes international trade.

The recognised institutions must comply with the ISO standard 17020:2012 – 'Conformity assessment – Requirements for the operation of various types of bodies performing inspections'. Compliance with this standard is monitored and results in formal accreditation by the RvA. The RvA recognises the recognised institutions for the Dutch inland shipping sector.

Cooperation

The way in which the recognised institutions currently work and cooperate was determined by ILT as part of the Inspection Reform programme. One internal point for attention may be the feedback of findings from inspections and audits. ILT staff within the Shipping department report that they hear little feedback, and that this point requires improvement. What is the outcome of the audits, and what follow-up actions are proposed? In the judgement of the interviewees, right now a balance needs to be found between responsibilities of the Inland Shipping Permit department and TEI. The cause for this imbalance lies in the capacity within the various departments. To give an impression of capacity: whereas in the past 15 experienced experts were employed, excluding office staff, now only 2 experts are at work, for a fleet of approximately 10,000 inland waterway vessels. In addition (direct) contact is sought on a regular basis with ILT by inspectors from recognised institutions, about working methods.

⁶ See publication 'Applications according to vessel types', (ILT, version 29 July 2014) for the various classifications.

⁷ Initially there were three inspection bodies. Since 1 January 2014, Register Holland joined forces with Selles & van Dijk. The takeover means that the certification activities of Selles & van Dijk and Register Holland have been combined, and all certification activities are undertaken under the name Register Holland BV.

⁸ An independent confirmation of the expertise, impartiality and independence of a conformity-assessing organisation, based on internationally harmonised standards.

These contacts relate to the historical experience of ILT. Despite reduced capacity, ILT is expected to still be able to provide this knowledge.

Another point for attention is harmonisation between ILT and RvA as reproduced in figure 1. During audits and reality checks by ILT, findings are often made that have to be fed back to the RvA. The RvA should then use this feedback to adjust its accreditation process for audits at recognised institutions. This could help guarantee the quality of the certification process for inland waterway vessels.

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| The 'Inspection Reform' programme has led to a shift from supervision of technical content to system-based supervision of recognised institutions by ILT. |
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| The structure of system-based supervision is still being developed. |
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| Identifying a balance between responsibilities of the Inland Shipping Permit Department and those of the Supervision of Recognised institutions department. |
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| Harmonisation between ILT and RvA on quality assurance of the certification process requires further attention. |
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CHAPTER 3: WORK PROCESS FOR CERTIFICATE APPLICATION

General

Within the inland shipping sector, two types of certificates are used, a temporary and a definitive certificate, issued by the recognised institutions on behalf of ILT. If an owner or skipper wishes to obtain a certificate for a vessel, a recognised institution is approached. A Dutch certificate can be issued in a European country other than the Netherlands because both states comply with the same EU Directive. The recognised institution passes on this request for a certificate to ILT. If there is no recorded identification number for the vessel, ILT allocates an ID number. For existing vessels, the recognised institution already has the identification number, and is able to autonomously trace the vessel in question in 'Web-based Information Transfer Inland Shipping' (WIO-B, certificate generator), the software package used throughout the sector. The WIO-B, which was developed for the purpose of issuing certificates, is linked to the ILT database. The certificate is drawn up within the WIO-B. When a recognised institution, be it a classification society or inspection body, undertakes to recertify an existing, operating vessel, the vessel in question will be 'frozen' in the WIO-B, by the recognised institution in question. As a result, the vessel is blocked to prevent actions relating to this vessel being undertaken by other parties. If no suspension is in place, the recognised institution can start its work and subsequently autonomously issue a certificate via the WIO-B, without the intervention of ILT.

A new vessel – or indeed an existing vessel that has never been certified or which has originated abroad – first has to be registered with ILT by the recognised institution, by means of an application form that has already been partially filled in with such details about the vessel as are already available. ILT enters the vessel in its database, which is linked to the WIO-B, and allocates an ID number (Europe number or certificate number). Before this number can be issued, a minimum set of details must be available for the vessel in question, such as a ship's name and dimensions. Checks are made for an entry in the ships' register and for the presence of a brand mark, etc. The application form is then sent back to the recognised institution. The recognised institution can then 'link' the vessel in the WIO-B, and continue with the certification process.

A temporary certificate can be issued if the inspector considers the vessel safe for operation. Below are a number of examples of circumstances under which a temporary certificate can be issued:

- Where the vessel's certificate is still being processed, following the inspection;
- For vessels that have suffered damage of such a kind that their current status no longer matches the status recorded on the certificate after approval of ILT;
- Vessels for which a Committee of Experts has not yet issued its recommendations;
- In the case of a single journey, i.e. for breaking up the vessel afterwards.

In principle, a temporary certificate is valid for a period of not more than 3 months.

A temporary certificate is issued to bridge the period until a definitive certificate is issued, during which findings made in the course of the inspection are corrected. A temporary certificate can only be issued if during the inspection no shortcomings were identified which represent safety risks or which could influence the technical operation of the vessel. The skipper/owner of the vessel is then able to sail without first having to wait for the definitive certificate. In practice, temporary certificates are almost never refused (in about two of every thousand applications⁹), even if shortcomings are detected. There are no definitions of specific circumstances under which inspectors may refuse to issue a certificate. This decision will, in part, depend on the inspector's view of the situation.

It is possible for a Dutch certificate to be issued in a European country other than the Netherlands.

⁹ Indicated during the interviews with ILT and RH BV.

CHAPTER 4: THE ZANDER CASE

Certification of the workboat Zander

The Zander was in possession of an expired German Rhine certificate, which was not due to be extended. The vessel was moored in Copenhagen. At the request of the Dutch buyer, an inspection was carried out on board by the inspection body Register Holland BV. On behalf of the ILT, this body issued a temporary certificate to the Zander, for inland navigation. This certificate is valid for all inland waterways. The inspection report drawn up for the issuing of the temporary certificate gave details of all the inspection points that required correction. None of these findings were considered obstacles to the operation of the Zander as a floating workboat, or represented a risk to safety.

To obtain a definitive certificate, among the documents that have to be presented are proof of ownership (ships register) and a hull inspection (including thickness measurement). These requirements had not yet been met but were due to be undertaken following the transfer to the Netherlands. The Zander obtained a temporary certificate. A definitive certificate was to be issued to the Zander after arrival in the Netherlands.

Because the Zander had never previously been registered in the Netherlands, Register Holland BV was required to submit a request to ILT, to obtain an identification number. No mooring has to be specified on the application form. The Inland Shipping Permits and Administrative Fines department therefore failed to note that the vessel was moored in Denmark. This is possibly also the reason why ILT did not ask any further questions as to how the vessel was to be transported to the Netherlands. It is still dubious whether this question would have been asked, anyway; ILT is after all not under any obligation to ask any such questions. There were no external grounds for ILT to retrieve a certificate from the WIO-B, for further examination.

The certificate issued to the Zander listed the zones in which the vessel was permitted and required to sail, in this case a CBB for zones 3 and 4, and in the Netherlands for zone 2. Finally, a certificate indicates that a vessel is 'good to go'. At this point, the responsibility of a recognised institution and the ILT ends. There is thereafter no supervision of the use of the vessel. The fact that an inland waterway vessel is moored in Denmark leads to the assumption that the owner will provide for suitable transport to the Netherlands. It is however not one of the tasks of the recognised institution to duly point out this expectation, to the owner.

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| There were no external grounds for the ILT or recognised institution to retrieve a certificate from the WIO-B for further examination. |
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| No questions were asked nor comments placed about the transport of the workboat Zander to the navigable waters on which the vessel was authorised to sail. |
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| The workboat Zander received a temporary certificate in accordance with the normal procedures and normal practice. |
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CHAPTER 5: CONCLUSIONS

The main conclusions from the investigation into the accident with the Zander will have to be drawn on the basis of the entire body of evidence from the investigation. The conclusions in this chapter will be submitted as sub-conclusions to the BSU, for inclusion in the final report.

The purpose of this sub-investigation, which was undertaken by the Dutch Safety Board, was to explore the certification process for inland waterway vessels in the Netherlands. It produced the following sub-conclusions:

- The coexistence of different national and international sets of regulations forms an obstacle to the mutual recognition of national technical certificates for inland waterway vessels.
- Several years of experience are needed to be able to recognise the crosslinks between the various sets of regulations.
- The ‘Inspection Reform’ programme has led to a shift from the supervision of technical content to the system-based supervision of recognised institutions by ILT.
- The structure of system-based supervision is still being developed.
- Identifying a balance between responsibilities of the Inland Shipping Permit Department and those of the Supervision of Recognised institutions department.
- Harmonisation between ILT and RvA on quality assurance of the certification process requires further attention.
- It is possible for a Dutch certificate to be issued in a European country other than the Netherlands.
- There were no external grounds for the ILT or recognised institution to retrieve a certificate from the WIO-B for further examination.
- No questions were asked or comments placed about the transport of the workboat Zander to the navigable waters on which the vessel was authorised to sail.
- The workboat Zander received a temporary certificate in accordance with the normal procedures and normal practice.

APPENDIX 1: History of transfer of tasks and supervision

1976-2007

Since 1976 – the year in which the RosR¹⁰ and ADNR were fully modernised – the inspectorate has been responsible for the tasks of certification and measurement, in inland shipping sector.

In 1988, the first stage of transferring tasks to the market took place. At that time, a lack of capacity within government served as the reason to transfer the task of hull inspection. Private assessment firms (subsequently identified as Private Institutions or PIs) and insurance companies were then authorised to take over government tasks, because they already had sufficient expertise to carry out the inspections. In subsequent years, other tasks were transferred. As well as PIs, classification societies are also active operators in this sector. The recognised institutions correctly carried out the inspections and complied with the information obligations imposed upon them. The experience accrued led to the further expansion of the process of task transfer.

2008

The Secretary of State for the former Inspectorate for Transport, Public Works and Water Management (IVW) published a vision document in February 2008, dealing with the transfer of supervision tasks for inland shipping sector.

The essence of this vision was that the inspectorate (the IVW) would be transferring the certification and measurement tasks in respect of existing and new-built inland waterway vessels to recognised institutions, to be appointed by the IVW, on the basis of specified conditions. These recognised institutions were both classification societies and private institutions. The proposed approach would enable the Inspectorate to supervise the processes of approval and continuation, in a risk-based manner. As a result of this task transfer, in the future, skippers would have only a single point of contact for the majority of issues relating to vessel certification. As a result of this task transfer, the IVW would be able to focus more closely on enforcement of the new Inland Waterways Act and the Act on the Transport of Dangerous Goods. This would involve risk analysis, trend analysis, in-house theme-based campaigns, and campaigns undertaken in collaboration with the Department of Public Works and Water Management.

With its vision, IVW also ensured implementation of the policy of the Ministry of Transport, Public Works and Water Management (V&W) which was to entrust as many tasks as possible to the market. “The market, unless ...”.

In its vision document, the IVW specified both the parameters with which the recognised institutions had to comply, in order to be designated (recognised), and the new structure for supervision of these recognised institutions, aimed at guaranteeing the quality of the service they provide. In order to maintain the primary focus on safety, the Inspectorate opted for sound transfer and market supervision. “The market, on condition that ...”. IVW Shipping and the recognised institutions shared a single unique vision on technology, safety and certification.

Since September 2005, the subject of task transfer in inland shipping sector has been further elaborated, together with market and sector parties. This subject was presented as the first part of the vision on the ‘supervision arrangement for inland shipping sector’. The second part of the vision was the sector-wide vision for inland shipping sector, excluding task transfer. The plan was to present part two in mid-2008. Together, both parts form the basis for the description of the ‘supervision arrangement for inland shipping sector’ that was handed over at the end of 2008.

On 30 December 2008, the new Inland Waterways Act came into force. With the introduction of the Inland Waterways Act, the Inland Waterways Decree and the accompanying regulations, a number of new categories of vessel became subject to compulsory certification, and the navigation area of these vessels was extended to include the Rhine.

¹⁰ Regulations governing the Inspection of Vessels on the Rhine (RosR) is managed by the CCR (Central Commission for the Navigation of the Rhine) and contains regulations for the construction, equipment and crewing of craft navigating the International Rhine.

According to the former European Directive 82/714/EC, cargo vessels, tugs and push boats had to be in possession of a Community certificate, on the basis of which they were able to navigate European waters, with the exception of the Rhine. In 2009, passenger boats, floating equipment and leisure craft with a length of more than 20 metres also became subject to compulsory certification. The former European Directive was replaced by a new Technical Directive (2006/87/EC), which came into effect on 30 December 2008.

2010

Starting in early 2010, the IVW began the process of gradually transferring its permit-issuing tasks within inland shipping sector to the market, over a period of two years. These were certification tasks for existing and new-built vessels. Some of these tasks were already undertaken by classification societies and private institutions. Until that moment, the breakdown of tasks was that the classification society would inspect the technical aspects, while the IVW would inspect national and international safety aspects, as contained for example in the RosR and ADNR. There was a degree of overlap. Both aspects today are monitored by the same companies, and the overlap has been eradicated. Furthermore, the client only has to deal with a single certifying body, a form of one-stop shopping. Inland waterway vessel operators and shipyards can now have their certification and re-inspection carried out directly by Lloyd's Register. The idea behind this transfer was that in most cases, skippers would only have a single point of contact for all issues relating to the issuing of permits and certification. This also meant that as a result of the task transfer, the IVW could concentrate fully on its enforcement tasks. The permit-issuing tasks were undertaken by companies recognised by the Inspectorate. In principle, any party demonstrating an interest in the tasks, and also demonstrating compliance with the requirements, could carry out the permit-issuing tasks. The Inspectorate was to supervise the correct implementation of the tasks by these companies.

On 15 March, Lloyd's Register was the first classification society authorised to carry out all tasks relating to certification and the measurement of inland waterway vessels, on behalf of the IVW.

In the second half of 2009, the surveyors at Lloyd's Register had completed a series of training sessions on statutory legislation governing inland shipping sector. At the end of 2009, pilot projects were launched for the complete certification of new inland waterway vessels by Lloyd's Register. The statutory certification work could also be undertaken by Lloyd's Register on existing vessels, such as the five-yearly surveys. In the case of new-built vessels, Lloyd's Register immediately carried out the statutory work during the inspection of the drawings and during the final construction phase at the yard. Until that time, Lloyd's Register had primarily focused on tankers. However, having expanded the scope of tasks, they also started to certify all other vessel types.

The IVW reached agreement with three classification societies that from 15 April onwards, they would be authorised to issue certificates to Dutch inland waterway vessels. The Inspectorate mandated Bureau Veritas, Germanischer Lloyd and Lloyd's Register for this task. These classification societies had already been authorised by the IVW to carry out technical inspections on new and existing inland waterway vessels.

The IVW authorised the classification societies Bureau Veritas and Germanischer Lloyd to carry out inspections for the certification of inland waterway vessels starting on 6 May and 4 June 2010 respectively.

For the time being, IVW retained the task of issuing certificates. The classification societies submit the necessary information.

2011

The Inspectorate authorised the private institution Register Holland to carry out inspections for the certification of inland waterway vessels starting on 22 April 2011. The inspections relate to tug and push boats, passenger vessels, ferry barges and ferry boats, patrol craft and pleasure craft, fast boats and floating equipment. This made Register Holland the first private institution authorised to carry out such

inspections. The appointment was provisional. The next year, Register Holland had to demonstrate that it was indeed capable of correctly carrying out the inspections. In that case, the organisation would be definitively appointed as a recognised inspection institution.

2013

The Human Environment and Transport Inspectorate (ILT, formerly the IVW) mandated the inspection bodies Register Holland (RH), the Nederlands Bureau Keuringen Binnenvaart (NBKB) and Selles & Van Dijk (S&D) to issue inland navigation certificates.

The three inspection bodies had already been designated in 2012 to carry out inspections for the certification of inland waterway vessels. Until 29 November 2013, the ILT issued certificates on the basis of the investigations carried out by the inspection bodies. From then on, the inspection bodies themselves would issue the certificates. This mandate meant that the certification activities of the ILT were transferred to market parties such as the inspection bodies (Register Holland, Nederlands Bureau Keuringen Binnenvaart and Selles & Van Dijk) and the previously mandated classification societies (Bureau Veritas, Germanischer Lloyd and Lloyd's Register).

2014

With effect from 1 January, the Van Dijk Expertise Groep BV took over Register Holland. The latter's certification activities were continued under the name Register Holland BV. Register Holland BV has been appointed by ILT as a private institution for inspecting inland waterway vessels and issuing the necessary certificates.

APPENDIX 2: System supervision and cooperation

General objectives of (system) supervision in inland shipping sector

Inland shipping sector - Objectivesⁱⁱ

The national Inspection Reform programme (VT) gave the government inspectorates, brought together within the Inspectorates Board, a dual set of tasks. On the one hand, supervisory burdens had to be reduced, for example by fewer visits by the Inspectorates. On the other hand, the approach of the Inspectorates had to be made more effective and more efficient. The objectives for cooperation within inland shipping sector have been compiled within target outlines.

Selectivity

The joint inspection programme is based on risks. There is a gold list and a blacklist with 100 companies, subject to a joint programme (type of intervention in the chain). On the basis of risk analyses, a supervision system is employed within a selected group of companies (that comply with yet to be formulated requirements). For this supervision system, use is made of the information from the companies themselves. Clear agreements have been reached between the sector and the supervisors concerning the information to be provided (on time, and proactively) to the supervisors, with a view to arriving at harmonised supervision.

Professionalism

All types of inspections have been 'tuned' to reduce burdens for the parties placed under supervision, and to ensure effectiveness. The supervisors work on the basis of a jointly prepared risk analysis and an intervention strategy based on that analysis. The supervisors inform one another who has inspected which vessel. This information is exchanged professionally (using IT systems) in a process known as information-based intervention (IGO). The various supervisors systematically exchange details of their supervisory practices, in the form of training courses and exchange programmes.

Organisation of supervision

A tactical enforcement consultation group coordinates the implementation of supervision. The supervisors work on the basis of a joint inspection programme. There is a joint intervention strategy and as far as possible the supervisors exercise their discretionary powers in the same manner.

Communication

The supervisors communicate jointly with the sector on the results of their inspections. There is now a (virtual) gateway that the sector can use to submit any questions about supervision. There is a joint website on which the progress of the various stages of supervision is communicated. As a consequence, the rules have been made – and continue to become – simpler and less extensive.

Review of 2014ⁱⁱⁱ

The following supervisors cooperate with one another in the Shipping domain: the Department of Public Works and Water Management (RWS), the National Police (National Unit and Ports Police); Customs, Netherlands Food and Consumer Product Safety Authority (NVWA), Human Environment and Transport Inspectorate (ILT), Inspectorate Social Affairs and Employment (Inspectie SZW), Port of Amsterdam Authority (HbA), Port of Rotterdam Authority (HbR), Royal Netherlands Marechaussee (KMar) and the Public Prosecution Service (OM).

In the case of specific themes and spearheads, cooperation with other chain partners is also possible.

Information-based intervention

A start has been made on the sharing of information and the analysis of information available to the services, about individual vessels and companies. On the basis of that information, step-by-step investigations are undertaken at company level and subsequently at vessel level into what we know about the company/vessel in the inland shipping sector. Which vessels are visited, how often, and with what result. For this purpose, the *Inspectieview* tool has been developed. Using this software, inspectors

from different inspection services can see who last carried out an inspection, with what result, on a specific inland waterway vessel.

Covenants

RWS, HbR, HbA and the ILT have entered into covenants with the operators in the inland shipping sector, in which agreements are laid down on securing and complying with legislation and regulations. Covenant companies (operators) are companies willing and able to comply with the legislation and regulations, and who themselves are responsible for supervision. In other words, supervision has been shifted from the individual vessel to the operator who runs those ships. The supervision of covenants is a supplement to (rather than a replacement of) individual object supervision.

There is still a need for reality checks to determine whether those involved are indeed in compliance with the covenant. These audits show that the covenant parties are constantly improving.

Harmonisation and other forms of supervision for inland shipping sector

At quantitative level, agreements on the number of inland waterway vessels inspected are complied with to a reasonable extent. At qualitative level, there is still little hope of equivalency between all services. On the input side, considerable efforts are still being made to deliver a comparable level of quality. The ILT, for example, organises national Enforcement Days during which knowledge is exchanged. The ILT also publishes newsletters several times a year, in which current issues are discussed and a number of regularly occurring cases are considered. The special consultation group for the celebration of case history has now been opened up to representatives from other services. To date, the only collaboration partner to actually participate is RWS. Work instructions are shared by all collaboration partners. Finally, a corporate training programme on the Inland Waterways Act has been prepared, that is open to representatives from all the services. On the output side, there are still no criteria for arriving at a sound judgement of whether the inspection work has reached the required high level. Wherever administrative fine reports are prepared, these are assessed equally by a single service (the Administrative Fines Department of the ILT). The challenge here lies in establishing output criteria at both quantitative and qualitative level with which the parties are willing to comply.

APPENDIX 3: Inland waterways

A country's inland waterways are all those waterways situated on the landward side of the baseline. This distinguishes them from the sea.

Inland waterways can be divided into two groups:

- rivers, canals and lakes navigable by inland waterway vessels (generally designated as navigation channels);
- all maritime waters behind the baseline: bays, estuaries and seaports.

In formal terms, inland waterways are the waters in the Netherlands located behind the Dutch coastline that runs from

- the intersection of the circle of latitude 53°26'.5 N with the German coast at Upleward;
- from there to the point with coordinates 53°26'.5 N and 006°55'.9 E;
- from there to a point located 25 metres to the west of the tip of the Borkum breakwater;
- from there via the most northerly points of Rottumeroog, Rottumerplaat and the Simonszand sandbar, to the most easterly tip of Schiermonnikoog, and also along the northern coast to the most westerly point of Schiermonnikoog;
- from there to the most northerly point of the Het Rif sandbar;
- from there to the most easterly point of Ameland and also along the northern coast to the most westerly point of this island;
- from there to the most easterly point of Terschelling and also along the northern coast to the most westerly point of this island;
- from there to the most northerly point of Vlieland and also along the northern coast to the most westerly point of this island;
- from there to the most northerly point of Texel and also along the western coast to the intersection of the coastline and the line between the Loodsmansduin on Texel, at coordinates 53°01'.3 N and 004°43'.7 E, and the point at coordinates 52°58'.4 N and 004°39'.4 E on the island of Noorderhaaks,
- from there to the point at coordinates 52°58'.4 N and 004°39'.4 E;
- from there to the coast of Noord-Holland at the Kijkduin lighthouse in Den Helder and also along the coast of Noord-Holland and Zuid-Holland, which includes the headlands at IJmuiden, Scheveningen and Hook of Holland, as far as the Haringvliet dam;
- from there along the seaward side of this dam and the seaward side of the outer port of Stellendam, to Goeree and also along the western coast of Goeree as far as the Brouwersdam;
- from there along the seaward side of this dam to Schouwen and also along the western coast of Schouwen, to the closure of the Eastern Scheldt;
- from there along the seaward side of this closure, across the jetties of the Neeltje Jans port of refuge and the Noordland Outer Harbour (Roompot locks), to Noord-Beveland and also along the coastline of Noord-Beveland as far as the Veersedam;
- from there along the seaward side of this dam to Walcheren and also along the western coast of Walcheren to the de Nolle light beacon, at coordinates 51°26'.9 N and 003°33'.1 E, at Vlissingen;
- from there to the Nieuwe Sluis light beacon, at coordinates 51°24'.4 N and 003°31'.3 E, in Zeeland-Flanders and also along the north-western coast of Zeeland-Flanders to the border-crossing point between the Netherlands and Belgium.

Zone 2 Kingdom of the Netherlands

- Dollard
- Eems
- Waddenzee, including the links with the North Sea
- IJsselmeer, including the Markermeer and IJmeer, but excluding the Gouwzee
- Nieuwe Waterweg and the Scheur
- Calandkanaal west from the Benelux harbour
- Hollands Diep

- Breediep, Beerkanaal and its connected harbours
- Haringvliet and Vuile Gat, including the waterways between Goeree-Overflakkee on the one hand and Voorne-Putten and Hoeksche Waard on the other
- Hellegat
- Volkerak
- Krammer
- Grevelingenmeer and Brouwershavensche Gat, including the waterways between Schouwen-Duiveland on the one hand and Goeree-Overflakkee on the other
- Keten, Mastgat, Zijpe, Krabbenkreek, Eastern Scheldt and Roompot, including the waterways between Walcheren, Noord-Beveland and Zuid-Beveland on the one hand and Schouwen-Duiveland and Tholen on the other, excluding the Scheldt-Rhine canal
- Scheldt and Western Scheldt and its opening to the sea, including the waterways between Zeeland-Flanders on the one hand, and Walcheren and Zuid-Beveland on the other, excluding the Scheldt-Rhine canal

Zone 3 Kingdom of the Netherlands

- Rhine. Article 22 of the Revised Rhine Navigation Act refers to this as zone R.
- Sneekermeer, Koevordermeer, Heegermeer, Fluessen, Slotermeer, Tjeukemeer, Beulakerwijde, Belterwijde, Ramsdiep, Ketelmeer, Zwartemeer, Veluwemeer, Eemmeer, Gooimeer, Alkmaardermeer, Gouwzee, Buiten IJ, Afgesloten IJ, Noordzeekanaal, Port of IJmuiden, Rotterdam port area, Nieuwe Maas, Noord, Oude Maas, Beneden Merwede, Nieuwe Merwede, Dordtsche Kil, Boven Merwede, Waal, Bijlandsch Kanaal, Boven Rijn, Pannerdensch Kanaal, Geldersche IJssel, Neder Rijn, Lek, Amsterdam-Rijn canal, Veerse meer, Scheldt-Rhine Canal up to the point where it open into the Volkerak, Amer, Bergsche Maas, the Meuse below Venlo, Europort, Calandkanaal (east from the Benelux harbour), Hartelkanaal

Zone 4 Kingdom of the Netherlands

- All other rivers, canals and lakes not listed in zones 1, 2 and 3

APPENDIX 4: Regulations concerning Certificate of Inspection

Inland Waterways Act

§ 1. Certificate of inspection

Article 7

1. The use of a vessel without the required valid certificates is prohibited.
2. In accordance with binding decisions of institutions of the European Communities or otherwise, in implementation of treaties or binding decisions of organisations governed by international law, in or in accordance with Orders by Decree, the types of certificates of inspection and the categories of inland waterway vessels are designated for which a certificate of inspection is required.

Article 8

1. In accordance with binding decisions of institutions of the European Communities or otherwise in implementation of treaties or binding decisions of organisations governed by international law, by Ministerial Ruling, rules are imposed in respect of the technical condition of an inland waterway vessel.
2. By Ministerial Ruling, rules can be imposed in addition to the rules as intended in paragraph one.
3. The use of an inland waterway vessel in contravention of the rules as intended in paragraph one or two above is prohibited.

Article 9

1. Our Minister or the competent body shall issue a certificate of inspection for the inland waterway vessel, on request, if it has emerged from the inspection that the rules as intended in Article 8 have been complied with.
2. By Ministerial Ruling, rules are imposed in respect of the period of validity of a certificate of inspection, and the conditions according to which a lost or damaged copy can be replaced.
3. Regulations or restrictions may be imposed on the certificate of inspection.

Article 10

1. In the certificate of inspection, the regulations are laid down that must be taken into account in using the inland waterway vessel, and as the case arises the permitted derogations and the provisions to be taken, specifying the inland waterways concerned, and the period for which they apply.
2. The use of an inland waterway vessel in contravention of paragraph one is prohibited.

Article 12

The use of a vessel whose condition, use and equipment are not in accordance with the provisions laid down in the required valid certificate is prohibited.

Inland Waterways Decree

§ 1. Certificate of inspection

Article 6

A certificate of inspection is required for the following categories of inland waterway vessels:

- a. inland waterway vessels having a length of 20 metres or more;
- b. inland waterway vessels for which the product of length, breadth and draught is a volume of 100 m³ or more;
- c. tugs, push boats or push tugs, unless:
 - 1. they are not covered by the criteria referred to in parts a or b,
 - 2. as demonstrated by a declaration from Our Minister, they are exclusively used as pleasure craft, and
 - 3. they are used in accordance with the conditions imposed on that declaration;
- d. passenger vessels;
- e. ferry barges intended for or used for the commercial transport of more than twelve persons, in addition to the crew;
- f. ferries;
- g. floating equipment;
- h. inland waterway vessels transporting dangerous goods as intended in the Dangerous Goods Transport Act;
- i. inland waterway vessels which according to the Inland Shipping Police Regulations or the 1995 Rhine Navigation Police Regulations are admitted to take up a mooring alongside an inland waterway vessel as intended in section h; or
- j. assemblies of vessels closely linked together, with a combined measurement as intended in parts a or b;
- k. bunker stations with dimensions as intended in parts a or b.

Article 8

A community inland navigation certificate for inland waterway vessels in accordance with Directive no. 2006/87/EC of the European Parliament and the Council of the European Communities dated 12 December 2006 laying down technical requirements for inland waterway vessels and repealing Directive no. 82/714/EEC of the Council (OJEC L 389) shall be considered equivalent to a certificate of inspection.

Article 9

1. For inland waterway vessels on which additional rules as intended in Article 8 paragraph two of the Act apply and which are provided with a certificate of inspection on request of the owner of the inland waterway vessel, Our Minister will issue a supplementary Community inland navigation certificate of inspection in accordance with Directive no. 2006/87/EC of the European Parliament and the Council of the European Communities of 12 December 2006 laying down technical requirements for inland waterway vessels and repealing Directive no. 82/714/EEC of the Council (OJEC L389).

3. The supplementary Community inland navigation certificate of inspection is subject to paragraph 1 of the Inland Waterways Act and this paragraph, mutatis mutandis.

Inland Waterways Regulations

Article 1.3

The zones, as intended in Article 2 of the Act are:

- a. zones 2, 3 and 4 referred to in Appendix I of Directive 2006/87/EC;
- b. zone R, that includes the inland waterways intended in section a, for which a certificate is issued in accordance with Article 22 of the Revised Rhine Navigation Act, according to the wording of that article at the moment when the Inland Waterways Act came into force.

§ 4. Regulations for the Rhine, including the Waal and the Lek

Article 1.6

1. For the Rhine in the Netherlands, including the Waal and the Lek, the RosR 1995 with the accompanying appendices shall apply, as contained in Appendix 1.1. to these regulations, and referred to as: Regulations for inspection of vessels on the Rhine 1995.
2. In application of the provisions in paragraph one, the Committee of Experts as intended in Article 1.19 shall act in accordance with the service instructions from the Central Committee for the Navigation of the Rhine concerning the application of the RosR 1995.
3. The Minister shall announce the service instructions as intended in paragraph two in the Netherlands Government Gazette.

Article 3.9

1. The certificate of inspection, the temporary certificate of inspection, the Community inland navigation certificate, the temporary Community inland navigation certificate and the Community supplementary inland navigation certificate in conjunction with a certificate of inspection as intended in the Revised Rhine Navigation Act shall apply for the purpose and for the zones for which the vessel has been found suitable, in accordance with the certificate.
2. The Community inland navigation certificate as intended in Article 8 of the Decree shall be issued by the Minister according to the model contained in Appendix V, section I, of Directive 2006/87/EC.
3. The supplementary Community inland navigation certificate as intended in Article 9 of the Decree shall be issued by the Minister in accordance with the model in Appendix V, section II, of Directive 2006/87/EC.
4. The temporary certificate of inspection as intended in Article 10 of the Decree shall be issued by the Minister in accordance with the model in Appendix V, part III, of Directive 2006/87/EC.
5. The certificate of inspection as intended in Article 7 of the Act for the vessels as intended in Article 3.4 shall be issued by the Minister in accordance with the model in Appendix V, part I, of Directive 2006/87/EC.
6. The certificate of inspection as intended in Article 7 of the Act shall be issued for the bunker stations by the Minister in accordance with the model contained in Appendix 3.10 attached to these regulations.

7. The certificate of inspection as intended in the Revised Rhine Navigation Act shall be issued by the Minister in accordance with the model in Appendix B to the RosR 1995.

Article 3.19

1. The Minister shall also inspect vessels not covered by the scope of Directive 2006/87/EC or the RosR 1995, if they are submitted for inspection.

2. If the inspection as intended in paragraph one above shows that the vessel complies with Directive 2006/87/EC or the RosR 1995, the Minister shall issue a certificate of inspection.

Revised Rhine Navigation Act

Article 22; Ship's patent required

Before a vessel undertakes its first journey on the Rhine, the owner or operator must obtain a statement that the vessel possesses the necessary proofness and the necessary equipment for navigation on that section of the river for which it is intended.

The declaration or ship's patent will be issued following inspection by experts by the competent body of one of the Riparian States.

On the craft and in the patent, the name of the vessel and the limit of the largest permitted draught are designated.

The inspection as intended shall be repeated following each major repair or alteration. A new inspection can also be carried out at the request of the charterer. The outcome shall be recorded in the patent.

Each Riparian State that considers it necessary can order an inspection at its own expense.

The ship's patent must be kept on board throughout the journey. It must be displayed at the request of port and police officers.

ⁱ [http://www.ilent.nl/Images/2%20-%20ILT%20organogram201507%20Directeuren_tcm334 - 366794.pdf](http://www.ilent.nl/Images/2%20-%20ILT%20organogram201507%20Directeuren_tcm334-366794.pdf)

ⁱⁱ <http://www.inspectieloket.nl/domeinen/binnenvaart/doelen/>

ⁱⁱⁱ Supervision plan Safe transport by water 2015