

Message 001

Communication from the Commission - TRIS/(2025) 0675

Directive (EU) 2015/1535

Notification: 2025/0134/DE

Notification of a draft text from a Member State

Notification – Notification – Notifizierung – Нотификация – Oznámení – Notifikation – Γνωστοποίηση – Notificación – Teavitamine – Ilmoitus – Obavijest – Bejelentés – Notifica – Pranešimas – Paziņojums – Notifika – Kennisgeving – Zawiadomienie – Notificação – Notificare – Oznámenie – Obvestilo – Anmälan – Fógra a thabhairt

Does not open the delays - N'ouvre pas de délai - Kein Fristbeginn - Не се предвижда период на прекъсване - Nezahajuje prodlení - Fristerne indledes ikke - Καμμία έναρξη προθεσμίας - No abre el plazo - Viivituste perioodi ei avata - Määräaika ei ala tästä - Ne otvara razdoblje kašnjenja - Nem nyitja meg a késésket - Non fa decorrere la mora - Atidējimai nepradedami - Atlikšanas laikposms nesākas - Ma jiftaħ il-perijodi ta' dewmien - Geen termijnbegin - Nie otwiera opóźnień - Não inicia o prazo - Nu deschide perioadele de stagnare - Nezačína oneskorenia - Ne uvaja zamud - Inleder ingen frist - Ní osclaíonn sé na moilleanna

MSG: 20250675.EN

1. MSG 001 IND 2025 0134 DE EN 11-03-2025 DE NOTIF

2. Germany

3A. Bundesministerium für Wirtschaft und Klimaschutz, Referat EB3

3B. Bundesministerium für Digitales und Verkehr; Referat WS 25 „Internationale Binnenschiffahrtspolitik, Recht und Nachhaltigkeit der Binnenschiffahrt, Sportschiffahrt“

4. 2025/0134/DE - T20T - Sea and river and navigation on inland waterways

5. Second Ordinance amending the Inland Waterways Inspection Ordinance and other shipping regulations

6. The draft Ordinance adapts, in particular, the technical requirements for inland waterway vessels for technical traffic approval.

7.

8. The aim of the legislative proposal is to amend various inland waterway transport provisions in the areas

of technical vessel approval, traffic rules and competence systems. The reason for the amendment is the new technical standards for ferries. The research project 'Identification of scientific bases for ferry regulations' reviewed the previous calculation bases for ship hulls, in particular the stability criteria, and identified new calculation bases based on current scientific standards. The newly determined calculation methods can now be implemented in the Inland Waterways Inspection Ordinance.

The amending Ordinance will also be used to make the necessary adjustments to inland waterway transport ordinances. These are mainly editorial changes, updating of references or terms and clarifications. The essential changes are summarised as follows:

#### Inland Waterway Vessel Inspection Ordinance (Binnenschiffsuntersuchungsordnung, BinSchUO)

In addition to the introduction of a new calculation method for determining the stability of ferries, the requirements for type approvals for ferry engines will be integrated into the BinSchUO. Because the amendment allows for the repeal of the Inland Waterway Vessel Exhaust Emission Ordinance, the fragmented ordinance structure will be corrected.

With regard to recreational craft used for commercial purposes, which do not yet have to comply with the existing requirements for passenger craft under the transitional provisions, it is clarified that they are subject to the rules for recreational craft and not to the obligations and privileges of professional shipping. In order to avoid undue hardship, especially in the case of regional specificities, exemptions are made possible on a case-by-case basis by means of discretionary decisions.

#### Ordinance on the Commercial Rental of Recreational Craft on Inland Waterways

On charter routes, it is possible, under certain conditions, to operate rented recreational craft without the required certificate of competence. By means of a temporary ordinance, charter routes on the Oranienburger Kanal, the Oranienburger Havel, the Finowkanal and the Werbelliner Wasser were tested. Now these route segments are to be permanently designated as charter routes.

#### Ordinance implementing the Inland Waterways Order

Penalties are brought into line with reference standards. In addition, fines are introduced for infringements of electronic reporting obligations.

#### Inland Waterways Order

Essentially, the following amendments are made:

- the carrying of certificates and documents,
- the positioning of side lights on a pushed convoy,
- the introduction of an obligation for the legal owner and equipment supplier to ensure that the Inland ECDIS equipment and electronic navigational charts used on board comply with the specified requirements,
- the requirements for the submission of electronic notifications,
- the adaptation of unloading depths to the changed equivalent water level on the Rhine,
- the approval of larger vehicle dimensions on the Leine and the Ihme; and
- the extension of the ban on anchoring on the Spree-Oder waterway.

#### Inland Waterways Order

A calibration register will be introduced. The register can now be used to document previous measurements.

## Inland Waterway Personnel Ordinance

The exchange of a certificate issued in accordance with Directive 96/50/EC introduces the possibility of obtaining, on request, a special authorisation for large convoys. The manning rules provide some relief by allowing a sailor to be replaced in certain cases by deckhands instead of light sailors. Finally, legal owners, equipment suppliers, their authorised representatives and ship's masters are also required to ensure that only persons with the necessary certificates of competence are employed.

## Repeal of regulations

The Second Ordinance on the temporary derogation from the Ordinance on the Commercial Rental of Recreational Craft on Inland Waterways is repealed, as the provisions will be incorporated into permanent law.

The Ordinance on the Conduct of Administrative Competence Tests at Operational Level under the Inland Waterway Personnel Ordinance is to be repealed due to the revocation of competence.

9. The aim of the legislative proposal is mainly to maintain existing ordinances and therefore to introduce clarifications, update of references or simplify of standards. On the other hand, the requirements for ferries are being reorganised in order to introduce a more precise technical benchmark.

10. Reference to the basic texts: Basic texts have been sent within the framework of a previous notification: 2017/0331/D

11. No

12.

13. No

14. No

15. Yes

16.

TBT aspects: No

SPS aspects: No

\*\*\*\*\*

European Commission

Contact point Directive (EU) 2015/1535

email: grow-dir2015-1535-central@ec.europa.eu