



## INTERNATIONAL SAVA RIVER BASIN COMMISSION

**Conscious** of the importance of the Sava River for the economic, social and cultural development of the region,

**Desirous** of development of the inland navigation on the Sava River,

**Having regard** to the Regional Arrangement concerning the radiotelephone Service on Inland Waterways (Basel, 2000),

**Believing** that public authorities can contribute significantly to the development of safe navigation through establishment of the unified rules in the field of the radiotelephone service in inland navigation on the Sava river waterway,

**In accordance** with Article 16 Paragraph 1 (a) and 2 of the Framework Agreement of the Sava River Basin, the International Sava River Basin Commission (hereinafter: Sava Commission) on its 27<sup>th</sup> Session held on October 12-13, 2011, has adopted the following

### **DECISION – 16/11**

on adoption of

### **THE MANUAL FOR THE RADIOTELEPHONE SERVICE IN THE SAVA RIVER BASIN**

1. Text of the Manual for the Radiotelephone service in the Sava River Basin is attached to this Decision as its integral parts.
2. Parties shall adopt the measures necessary to implement this Decision and notify the Sava Commission.
3. This Decision shall be binding for the Parties unless any of the Sava Commission members withdraws his vote within 30 days after the decision has been adopted, or informs the Sava Commission that the Decision is subject to the approval of the relevant authority of his State.

If any of the Sava Commission members withdraws his vote within 30 days after the decision has been adopted, or informs the Sava Commission that the Decision is subject to the approval of the relevant authority of his State, the Sava Commission Secretariat shall, thereof, inform all other Sava Commission members.

4. If no member withdraws his vote nor informs the Sava Commission that the Decision is subject to the approval of the relevant authority of his State, the Decision shall enter into force on November 13, 2011 and shall be applied as of June 1<sup>st</sup> 2012.

5. Upon entry into force, this Decision shall be binding in its entirety and directly applicable in the Parties.
6. The Sava Commission Secretariat shall notify the Parties of the entry into force of the Decision.

Doc. No: 1S-27-D-11-1/1-2  
*Zagreb, October 13, 2011*

**Mr. Aleksandar Prodanović**  
**Chairman of the Sava Commission**



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**THE MANUAL FOR THE  
RADIOTELEPHONE SERVICE IN THE  
SAVA RIVER BASIN**

## **FOREWORD**

So far, the navigation on the Sava river basin did not have an adequate and, from an international point of view, harmonised manual for radiotelephone service that would be utilized by all participants in navigation.

The Secretariat of the International Sava River Basin Commission has, pursuant to the Sava Commission Work Plan, developed this Manual with an aim to ensure a significantly increased level of navigation safety on the waterway of the Sava River and its navigable tributaries, as well as to achieve the standards established in this field for European waterways.

The Manual for the Radiotelephone Service in the Sava River Basin is harmonized with the general principles of the Regional Arrangement Concerning the Radiotelephone Service on Inland Waterways (Basel 2000) endorsed to date by 15 signatories (Germany, Austria, Belgium, Croatia, France, Hungary, Luxembourg, Moldova, the Netherlands, Poland, Romania, the Slovak Republic, Switzerland, the Czech Republic and Serbia) together with the Danube Commission, the Moselle Commission and the Central Commission for the Navigation of the Rhine. Also, this Manual has been harmonized with the Manual for the Radio Communications in Inland Navigation published by the three above stated commissions.

The Manual for Radiotelephone service in the Sava River Basin comprises:

The General Part of the Manual, consisting of the general provisions, data and instructions relevant for the radio service in inland navigation in the Sava River Basin;

The Regional Parts of the Manual (introduced as needed), which prescribe specific standards for particular areas in the Sava River Basin concerning the equipment, the list of permanently active radiotelephone services, recommended phrases, etc.; and

The Annexes supplement the Manual and provide certain information in order to facilitate its simpler use; if needed, these can be updated and new ones can be added.

The Manual has been developed on the basis of:

- The Radio Regulations of the International Telecommunication Union (ITU)
- The Regional Arrangement Concerning the Radiotelephone Service on Inland Waterways (Basel, 6<sup>th</sup> of April 2000).

The regional parts of the Manual (if any exist) are updated annually.

We hope that this Manual will provide practical assistance in radiotelephone communication in the inland waterway navigation.

## **Chapter 1**

### **GENERAL PROVISIONS**

#### *Article 1.1 – Scope*

This Manual shall be applied on the inland waterways on the Sava River from the river kilometre 0.00 up to Brežice, on the Kolubara River from the river kilometre 0.00 to the river kilometre 5.00, on the Drina River from the river kilometre 0.00 to the river kilometre 15.00, on the Bosna River from the river kilometre 0.00 to the river kilometre 5.00, on the Vrbas River from the river kilometre 0.00 to the river kilometre 3.00, on the Una River from the river kilometre 0.00 to the river kilometre 15.00 and on the Kupa River from the river kilometre 0.00 to the river kilometre 5.00

#### *Article 1.2 – Purpose*

This Manual shall regulate the manner of VHF and UHF communication in the area of application, while considering the particular conditions along the waterway.

The provisions of this Manual shall apply to all participants in the radiotelephone service on inland waterways.

This manual shall, during navigation, be at all times on vessels that have ship radio stations.

The Parties to the Framework Agreement on the Sava River Basin (hereinafter: the Parties) shall, pursuant to their regulations, issue licenses for possession and use of communication equipment.

#### *Article 1.3 – Definitions and meaning of certain terms*

For the purposes of this Manual:

- a) "Competent authority" is a party's body authorised to issue licences for possession and use of VHF and UHF communication equipment;
- b) "Radiotelephone service on Inland Waterways" is international mobile VHF and UHF radiotelephone service on inland waterways which enables the establishment of radio communications for specific purposes by using agreed channels and agreed operational procedure;
- c) Service category "ship-to-ship" means radio communications between vessels stations;
- d) Service category "nautical information" means radio communications between vessels stations and stations of the authorities responsible for the navigation safety. The stations of the above-mentioned authorities can be either land stations or mobile stations;
- e) Service category "ship-to-port authorities" means radio communications between vessels stations and operational services in inland ports. The stations in inland ports shall be preferably land stations;
- f) Service category "on-board communications" means radio communications on board a vessel or a radio communication within a convoy in the command system;
- g) Service category "public correspondence" means radio communications between vessels stations and the public national and international telecommunication networks;
- h) "ATIS" (Automatic Transmitter Identification System) is an automatic system for identification of transmitters in inland navigation;
- i) "Block-channel" is the channel that may be used in an individual country by vessels stations and radio stations of traffic control centres for transmission of messages

concerning personal protection and navigation safety. That block-channel is, within certain areas, simultaneously valid as a ship-to-ship radio communication (for example for direction negotiation, etc.) as well as transmission of nautical information;

- j) "Duplex-radio communication" is a mode of operation enabling the simultaneous transmission in both directions of radio communication. As with telephone conversations, it is possible to send and to receive messages at the same time. Duplex radio communication is only possible for nautical information transmission. Except in the relay mode of operation, block-channel transmission from one vessel station to another may not be heard;
- k) "Ship radio station" is a mobile radio station on a vessel and it may comprise several devices;
- l) "Fixed radio station" is a radio station on land and it may comprise several devices;
- m) "GMDSS" (Global Maritime Distress and Safety System) is the global maritime distress and safety system;
- n) "Radio communication on lock" means use of radio communication in service category "nautical information" in order to regulate the traffic in the aquatorium of a lock;
- o) "Traffic centres" are centres for surveillance and traffic control by means of river information services.

## Chapter 2

### DESCRIPTION AND MODES OF COMMUNICATION CATEGORIES

#### *Article 2.1 General provisions*

Channels and frequencies used in radiotelephone service on inland waterways are subject to provisions of the ITU Radio Regulations. Channels, frequencies, effective radiated power (ERP) or output power (OP) of radio equipment and service categories are given in Annex 2 to the Regional Arrangement Concerning the Radiotelephone Service on Inland Waterways (RAINWAT). The Annex is enclosed:

#### *Article 2.2 Annex 2 to the RAINWAT*

Tables of channels, transmitting frequencies, effective radiated power (ERP), output power (OP) and service categories for radiotelephone service for inland waterways (Basel 2000):

#### 1. Table of Frequencies 1

Channel	Specific footnotes	Transmitting frequency (MHz)		Ship-to-ship	Ship-to-port	Nautical information
		Ship	Land			
60	a)	156.025	160.625			X
01	a)	156.050	160.650			X
61	a)	156.075	160.675			X
02	a)	156.100	160.700			X
62	a)	156.125	160.725			X

Channel	Specific footnotes	Transmitting frequency (MHz)		Ship-to-ship	Ship-to-port	Nautical information
		Ship	Land			
03	a)	156.150	160.750			X
63	a)	156.175	160.775			X
04	a)	156.200	160.800			X
64	a)	156.225	160.825			X
05	a)	156.250	160.850			X
65	a)	156.275	160.875			X
06	a)b)	156.300	156.300	X		
66	a)	156.325	160.925			X
07	a)	156.350	160.950			X
67	a)c)	156.375	156.375			X
08	a)q)	156.400	156.400	X		
68	a)	156.425	156.425			X
09	a)b)d)	156.450	156.450			X
69	a)	156.475	156.475			X
10	e)	156.500	156.500	X		
70	a)s)t)	156.525	156.525	Digital selective calling for distress, safety and calling		
11		156.550	156.550		X	
71		156.575	156.575		X	
12		156.600	156.600		X	
72	a)k)r)u)	156.625	156.625	X		
13	f)	156.650	156.650	X		
73	f)g)	156.675	156.675			X
14	q)	156.700	156.700		X	
74	a)	156.725	156.725		X	
15	h)	156.750	156.750			
75	o)	156.775	156.775		X	
16	i)	156.800	156.800			
76	j)d)o)	156.825	156.825			X
17	h)	156.850	156.850			
77	a)k)	156.875	156.875	X		
18		156.900	161.500			X
78		156.925	161.525			X
19		156.950	161.550			X
79	a)	156.975	161.575			X
20		157.000	161.600			X
80		157.025	161.625			X
21	a)	157.050	161.650			X

Channel	Specific footnotes	Transmitting frequency (MHz)		Ship-to-ship	Ship-to-port	Nautical information
		Ship	Land			
81	a)	157.075	161.675			X
22		157.100	161.700			X
82	l)m)	157.125	161.725			X
23	m)	157.150	161.750			X
83	a)m)	157.175	161.775			X
24	m)	157.200	161.800			X
84	m)	157.225	161.825			X
25	m)	157.250	161.850			X
85	a)m)	157.275	161.875			X
26	m)	157.300	161.900			X
86	a)m)	157.325	161.925			X
27	m)	157.350	161.950			X
87	a)d)	157.375	157.375			X
28	m)	157.400	162.000			X
88	a)p)	157.425	157.425			X
AIS 1	a)n)	161.975	161.975			
AIS 2	a)n)	162.025	162.025			

### 1.1 General remarks to table 1:

1.1.1 The channels for service categories ship-to-ship and nautical information may also be used for vessel traffic systems by traffic centres.

1.1.2 In some countries, certain channels are used for another service category or other radio services. These countries are Austria (with exception of channels 08, 16, 72, 73 and 77), Bulgaria (with exception of channel 72), Croatia (with exception of channel 72), Hungary, Moldova, Romania (with exception of channel 72), the Russian Federation, the Slovak Republic (with exception of channel 72), the Czech Republic (with exception of channels 08, 09, 72, 74 and 86), and Ukraine (with exception of channel 72) and Serbia (with exception of channel 72). The Administrations concerned should make any possible attempt to make these channels as soon as possible available for the radiotelephone service on Inland Waterways and the required service category.

### 1.2 Explanation of specific footnotes in table 1:

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

- e) This channel is the first ship-to-ship channel, unless the competent authority has designated another channel;
- f) In the countries mentioned under 1.1.2, this channel is used for service category ship-to-port authorities;
- g) In the Netherlands, this channel is used by its national coastguard for communications during oil pollution operations on the North Sea and for safety messages for the North Sea, Waddenzee, IJsselmeer, Ooster- and Westerschelde;
- h) This channel may be used only for service category on board communications;
- i) This channel may be used only for communications between seagoing vessels and participating landstations in case of distress and safety communications within the maritime areas. In the countries mentioned under 1.1.2, this channel may be used only for distress, safety and calling;
- j) The output power shall be reduced automatically to a value between 0.5 and 1 W;
- k) This channel may be used for communications with a social character;
- l) In the Netherlands and Belgium, this channel may be used for transmitting messages concerning bunkering and victualling. The output power has to be reduced manually to a value between 0.5 and 1 W;
- m) This channel may also be used for public correspondence;
- n) This channel will be used for an automatic ship identification and surveillance system (AIS) capable of providing worldwide operating on seas and Inland Waterways;
- o) The availability of this channel is on a voluntary basis. All existing equipment shall be capable of operating on this channel within a ten-year period after the entry into force of this Arrangement;
- p) After permission of the competent authority, this channel may be used only for special events on a temporary basis;
- q) In the Czech Republic this channel is used for service category nautical information;
- r) In the Czech Republic this channel is used for service category ship-to-port authorities;
- s) Digital selective calling (DSC) is not allowed on Inland Waterways;
- t) In the border area between Maritime Area and Inland Waterways Area DSC may be used. The areas will be defined by national regulations and shall be published in the Regional Part of the Guide;
- u) In the Netherlands, this channel is used for salvage and tugging operations and may also be used for communications with a social character.

## 2. Table 2

Transmitting frequencies (MHz)	Footnotes
457.525	a)c)
457.5375	b)c) d)
457.550	a)c)
457.5625	b)c)d)
457.575	a)c)
467.525	a)c)

Transmitting frequencies (MHz)	Footnotes
467.5375	b)c)
467.550	a)c)
467.5625	b)c)
467.575	a)c)

### 2.1. Explanation of the footnotes to table 2:

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

## 3. Equipment Power

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

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

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

### 3.2. Effective Radiated Power (ERP) for portable VHF equipment using channels mentioned in table 1

The Effective Radiated Power for portable VHF equipment shall be set to a value between 0.1 and 1W.

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

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

### ***Article 2.3 Service category "ship-to-ship"***

- Task: to establish radio communication between ship stations, for example, agreements on directions
- Specific condition: messages with a social and private character are allowed only on channel 77. These channels must not be used in all countries; see channel tables in Article 2.2 of this Manual
- Mode of operation: Simplex: automated reduction of power to max. 1W
- Contents: Only messages concerning navigation, vessel safety and safety of people may be broadcasted

### ***Article 2.4 Service category "nautical information"***

- Task: to establish radio communication between ship stations and fixed radio stations of competent authorities in charge of the waterway and navigation safety; for example: exchange of information concerning the conditions of waterways, traffic status and traffic management.
- Specific condition: in Belgium and the Netherlands, this category service may only be used with output power of max. 1W
- Mode of operation: Duplex; Semi-Duplex-only for vessel stations or Simplex
- Contents: Only messages concerning navigation, vessel safety and safety of people may be broadcasted

### ***Article 2.5 Service category "ship-to-port authorities"***

- Task: to establish radio communication between ship stations and fixed radio stations of port authorities; for example port entering, port traffic, agreement on berthing.
- Specific condition: in Belgium and the Netherlands, this category service may only be used with output power of max. 1W
- Mode of operation: Simplex: automated reduction of power to max. 1W
- Contents: Only messages concerning navigation, vessel safety and safety of people may be broadcasted

### ***Article 2.6 Service category "on-board communications"***

- Task: to establish radio communication between radio stations on board vessel, radio stations of a group of vessels, convoy or command system.
- Specific condition: Use of portable radio equipment is allowed
- Mode of operation: Simplex: automated reduction of power to max. 1W
- Contents: Only messages concerning navigation, vessel safety and safety of people may be broadcasted

## **Chapter 3**

### **Radiotelephone Service on Inland Waterways**

#### ***Article 3.1 General Provisions***

Provisions of the Regulations for Radiotelephone Service, Radio Regulations of the International Telecommunications Union (ITU) are valid for radio communications in the Inland Waterways.

Only the news referring to navigation, safety of vessels or protection of persons may be transmitted.

Information of social and private nature shall be permitted on the channel 77 in accordance with the tables as set in the Article 2.2 of this Manual.

Fixed radio stations (land stations) shall ensure reception (hearing) during the previously determined work time on the assigned channel.

#### ***Article 3.2 Preparation Measures***

Prior to each broadcasting interference with other radio communications should be prevented. This specially refers to transmission in case of danger, which is always a priority.

#### ***Article 3.3 Order of Priority in Radio Communications***

Radio stations (ship stations and land stations) shall give priority to information that relate to the safety of human lives.

Order of priority in radio communications:

- Communication in case of distress (MAYDAY)
- An emergency call or priority communications in case of urgency (PAN PAN)
- Safety communications (SECURITE)
- Routine communication

So as to provide right of priority, radio stations must announce such kind of radio communication.

#### ***Article 3.4 Methods of Calling a Station by Radiotelephony***

1. Calling a station is performed in the following method:

- Name of the radio station that is being called (three times the most)
- Words THIS IS (or DE when there are difficulties to use the language – spelled as DELTA EHO)
- Name of the radio station making call (twice)

In case of the good connection, the call may look as follows:

- Name of the radio station that is being called (once)
- Words THIS IS
- Name of the radio station making call (twice)

Instead of the name of the called radio station, the following expressions may be used. i.e. “all downstream”, “all upstream” etc.

2. The answer to call is performed in the following way:
  - Name of the radio station making call (three times the most)
  - Words THIS IS (or DE with difficulties with language use / spelled as DELTA EHO)
  - Name of the radio station that is being called (twice)

In case of good connection, the call may look as follows:

- Name of the radio station making call (once)
- Words THIS IS
- Name of the radio station that is being called (twice)

### ***Article 3.5 Discipline during Radio Communications***

Discipline necessary for immaculate radio communications presumes the following:

- Broadcasting only when necessary;
- Strict application of radio communications methods;
- Short messages and clear and articulate pronunciation ;
- Only official conversations shall be permitted for service categories ship-to-ship, nautical information, ship-to-port, and internal radio communication;
- Channel 77 shall exclusively be used for private conversations
- Push-to-talk switch shall not be pressed longer than required
- For the service category nautical information, select the lowest power of transmission so as to avoid interference with other equipment;
- Ban on broadcasting music in radio communications

### ***Article 3.6 Test Transmission***

When necessary for a radio station to make a test transmission, the whole procedure should not be longer than 10 seconds. Test transmission shall contain the name of the radio station calling, after which, the word "Test" will follow. Pronunciation shall be clear and slow.

### ***Article 3.7 Instructions (information) for Fixed Radio Stations (land stations)***

Instructions shall be used for work with fixed radio stations. Instructions may be as follows:

- Radio station's period of silence;
- Decreased strength of transmission for ship stations;
- Prescribed duty hours on the allocated channel

Note: In the dangerous situations instructions of the fixed radio stations may be omitted. However, fixed radio station shall be duly informed on that.

### ***Article 3.8 Confirmation of Alerts (announcements)***

Received alerts or announcements shall be confirmed upon the request of a radio station which broadcasted information.

### ***Article 3.9 Distress***

Distress presumes immediate danger for people and vessels as well as danger on land.

So as to undertake measures for rescuing, land stations in the service category nautical information shall be primarily called.

Ship stations, in case of distress, may forward information on the channels of the service category ship-to-ship.

During radio communications in case of distress, radio stations which do not participate must end their broadcasting.

Note: No regulation may represent an obstacle to undertake all necessary measures to save human lives and remove danger.

### ***Article 3.10 Introduction of Radio Communications in Case of Distress***

Announcement of radio communication distress call shall be as follows:

- Distress signal (call for help) MAYDAY (three times)
- The words THIS IS
- Name of the vessel in distress

Call for help follows after announcement:

- Distress signal MAYDAY
- Name of the vessel in distress
- Position
- The kind of assistance required and information (instruction) on protection from danger

MAYDAY RELAY is used by radio station which is not in danger when sending distress call.

### ***Article 3.11 Confirmation of Announcement of Distress Call***

Once the distress call has been transmitted in the service category nautical information, the confirmation of reception shall be done by land station.

When the distress call is transmitted in the service category ship-to-port, reception confirmation shall be done in the port service. If the reception confirmation does not arrive within one minute, than ship station on the vessel which is nearby must overtake communication in case of distress.

Once distress call is transmitted in the service category ship-to-ship, confirmation of reception shall be done by the radio station on vessel which is nearby.

Distress signal MAYDAY

Name of the vessel in danger

THIS IS

Name of the radio station providing confirmation

RECEIVED MAYDAY

### ***Article 3.12 Radio Silence***

Radio station in distress may impose silence on all radio stations broadcasting on that frequency - SILENCE MAYDAY.

Radio station which does not participate in the communication in case of distress, may ask from other stations interfering, to stop transmission and impose (radio silence) called SILENCE DETRESSE followed by the name of radio station.

**Article 3.13 Limitations – Suspension of Radio Communications in Case of Distress**

Limited radio communications shall be performed under the call PRUDENCE.

Upon the termination of reasons for introduction of limitations in the radio communication of all participating radio stations, it should be announced that radio communication in case of distress is finalized or end of silence. For that purpose call SILENCE FINI is used.

**Article 3.14 Urgency**

An urgency call is made when a station wants to transmit an urgent message concerning safety of persons or a ship i.e. news on illness that does not represent life danger or damage on vessels which is not serious or does not cause immediate danger. Radio communication in urgency should be performed in the service category nautical information. Urgency call is transmitted under call PAN PAN (pronounced three times).

**Article 3.15 Security Call**

A security call is made when the station has transmitted an important warning to navigators or an important meteorological warning. Security call is transmitted under call SECURITE (pronounced three times)

**Article 3.16 Routine Communications**

Direction ship-to-land and ship-to-ship	Direction land-to-ship
<ul style="list-style-type: none"><li>- name of the land station or ship station</li><li>- THIS IS</li><li>- Type of vessel</li><li>- Name of vessel</li><li>- Navigation direction (not necessary in port)</li><li>- Vessel's position</li><li>- Communication subject</li></ul>	<ul style="list-style-type: none"><li>- Name of the vessel communicated to or all ship stations</li><li>- THIS IS</li><li>- Name of the land station</li><li>- Communication subject</li></ul>

**Chapter 4**

**Radio Alphabet Spelling Chart and Examples of Communications**

**Article 4.1 Spelling Chart**

In the event of bad connection and poor understanding, it is recommendable to spell words in messages according to the code in the table given below. The numbers shall be pronounced separately

Letter	Key word	Key words pronunciation
A	Alfa	AL FAH
B	Bravo	BRA WO
C	Charlie	TSCHA LI

D	Delta	DEL TAH
E	Echo	ECK O
F	Foxtrot	FOX TROTT
G	Golf	GOLF
H	Hotel	HO TELL
I	India	IN DI AH
J	Juliett	JUH LI ETT
K	Kilo	KI LO
L	Lima	LI MAH
M	Mike	MEIK
N	November	NO WEMM BER
O	Oscar	OSS KAR
P	Papa	PA PAH
Q	Quebec	KI BECK
R	Romeo	RO MIO
S	Sierra	SSI ER RAH
T	Tango	TANG GO
U	Uniform	JU NI FORM
V	Victor	WICK TAR
W	Whiskey	OUISS KI
X	X-ray	EX REY
Y	Yankee	JENG KI
Z	Zoulou	SUH LUH

Letter	Key word	Key words pronunciation
0	NADAZERO	NA DA SEH RO
1	UNAONE	UN NAH WANN
2	BISSOTWO	BIS SO TUH
3	TERRATHREE	TER RA TRIH
4	CARTEFOUR	KAR TE FAUER
5	PANTAFIVE	PAN TA FAIF
6	SOXISIX	SSOCK SSI SSIX
7	SEITSEVEN	SSET TEH SSÄWN
8	OKTOEIGHT	OCK TO ÄIT
9	NOVENINE	NO WEH NAINER
Decimal coma	DECIMAL	DEH SSI MAL
Fullstop	STOP	SSTOP

### *Article 4.2 Examples of Communication*

#### 1. Radio Communication in Case of Distress

<p>Example 1</p> <p>Self propelled vessel Felix calls on the service category nautical information channel to the port master office Sremska Mitrovica call for help:</p> <p>MAYDAY MAYDAY MAYDAY</p> <p>THIS IS</p> <p>Self propelled vessel Felix (three times)</p>	<p>Example 2</p> <p>Pusher Vega calls on the service category ship-to-ship channel and informs “man in the water” :</p> <p>MAYDAY MAYDAY MAYDAY</p> <p>THIS IS</p> <p>Pusher Vega (three times )</p> <p>MAYDAY</p>
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<p>MAYDAY  Self propelled vessel Felix  Downstream, sector Kamičak  kilometre 85+300  colision with tanker,  leaking cargo, fire danger  Please undertake necessary measures  Over  Port master office Sremska Mitrovica response:  MAYDAY  Self propelled vessel Felix  THIS IS  Port master office Sremska Mitrovica  MAYDAY Received</p> <p>Port master Sremska Mitrovica sends distress call circularly :  MAYDAY RELAY (three times)  THIS IS  Port master office Sremska Mitrovica (three times the most)  Vessels colision in Kamičak sector at 85+300 kilometres between self propelled vessel Felix and tanker, tanker is losing cargo  Navigation from 88 to 77 kilometres is banned until further notice  Over and out  Following the termination of danger, port master Sremska Mitrovica sends circulatory announcement:  MAYDAY  To all radio stations (three times)  THIS IS  Port master Sremska Mitrovica (three times the most)  17:45  Self propelled vessel Felix  SILENCE FINI</p>	<p>Pusher Vega  Upstream at 335 kilometre  Man in the water  Stop navigation  Further information to follow  Over</p> <p>After the danger is over, pusher Vega informs:  MAYDAY  To all radio stations (three times)  THIS IS  Pusher Vega (three times the most )  11:30 hour  Pusher Vega  SILENCE FINI</p>
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## 2. Radio Communication in Case of Urgency

<p>Example:  Tugboat Deneb needs medical assistance (there is no immediate danger to life) and asks help on the service category nautical information channel from the port master office Slavonski Brod:    PAN PAN PAN PAN PAN PAN  Port master office Slavonski Brod (three times the most)</p>
--

THIS IS

Tugboat Deneb (three times the most)

Downstream at 335+700 kilometre

Requires medical assistance

Crew member injured, possible fracture of tibia

Over

Port master office Slavonski Brod response:

PAN PAN PAN PAN PAN PAN

Tugboat Deneb (three times the most)

THIS IS

Port master office Slavonski Brod (three times the most)

Copy

Urgent medical assistance required

Stay on line

### 3. Safety Call (announcement)

Example:

Centre for Navigation Safety Sisak warns over service category nautical information channel on dense fog stretching from Krapje village 533 kilometres up to river estuary Una 515+200 km:

SECURITE SECURITE SECURITE

To all ship stations (three times the most)

THIS IS

Center for Navigation Safety Sisak (three times the most)

Dense fog in the area of Krapje village, kilometre 533 until the estuary Una kilometre 515+200

Visibility 50 meters

End

### 4. Routine Communications

Examples:

Passenger ship "Sirius" is communicating via service category ship-to-port channel and asking whether there is a free sailing to passenger dock of Brčko port:

Brčko port (three times the most)

THIS IS

Passenger ship "Sirius" (three times the most)

Is it possible to make safe entering to passenger transport landing stage?

over

Brčko Port answers:

"Sirius" (three times the most)

THIS IS

Brčko Port

Passenger harbour free

Over

Receipt by passenger ship "Sirius":

Brcko Port

THIS IS "Sirius"

understood

Docking free

Thank you, end.

## **Chapter 5**

### **PRIVACY OF COMMUNICATIONS**

#### ***Article 5.1 General Provisions***

All persons participating in operating (handling and supervision) a ship station shall not disclose content of conversation and communications. The same refers to all persons, employees, who have knowledge of content, or in general, of existing discussions or news broadcasted via ship stations.

Violation of privacy of conversation content may have punitive consequences.

Privacy of information shall not refer to:

- Information broadcasted to "all radio stations" (circulatory)
- Information on weather forecast from ship stations
- Information referring to navigation on the fairway (i.e. course, obstacles...)

Privacy obligations may be relieved only by judicial body.

## **Chapter 6**

### **Technical Requirements of Ship Stations**

#### ***Article 6.1 General Provisions***

Radio telephone equipment used in the Inland Waterway shall be constructed and produced in accordance with the regulations of the Regional Agreement on Radio Communications in Inland Waterway.

It is necessary to obtain permit from the authorized body for radio telephone equipment used on ships. The permit should remain on vessel and shall be shown upon the request of supervising bodies.

Radio antennas shall be omnidirectional on the horizontal plane, they should be installed at least 4 meters from all important metal masses exceeding then in height. The highest point of antennas should not be higher than 12 m above the load waterline.

The value of output power must be from 6 to 25 W.

Radio equipment must be equipped with switch to decrease value of the output power to 0.5 and 1W.

It is forbidden to use Dual-Watch procedure

#### ***Article 6.2 Automatic Transmitter Identification System ATIS***

All ship stations and mobile radio equipment on vessels must be equipped and capable for coding and transmission of ATIS signals. Transmission shall be automatic on all channels following the pressing of the “Send” key.

#### ***Article 6.3 Output Power***

Output power 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 1W.

#### ***Article 6.4 Possibility of Recording***

So as to facilitate investigation and examination of facts in case of incidents, equipment for recording radio communications may be installed for communication on the channels 10 and 13, or on some other channel as approved by the authorised bodies. At the same time, it is permitted to record communications of land stations for the purpose of documenting.

### **Chapter 7**

#### **Operator’s Certificate**

#### ***Article 7.1 Obligation for Obtaining Operator’s Certificates***

The operation of a ship station in the Radiotelephone Service on Inland Waterways may only be performed or controlled by an operator holding a valid radio operator’s certificate for the Radiotelephone Service on Inland Waterways or an operator’s certificate which entitles the holder to operate a ship station. Permits issued and based on the provisions of regulations in some countries shall be mutually recognized by all contracting authorities.

### **Chapter 8**

#### **Mandatory Reporting**

#### ***Article 8.1 General Provisions***

Mandatory reporting to supervising bodies for navigation safety shall be imposed on and valid for all vessels transporting dangerous cargo, special transport vessels etc. on the waterway as defined in the Article 1 of this Manual. Mandatory reporting shall be imposed to all other navigation participants in accordance with the national regulations.

## ANNEX I SAFETY NAVIGATION BODIES AND IMPORTANT PORTS

INSTITUTION /ORGANIZATION	ADDRESS	TEL/FAX	R-TEL	Web/E-mail
<b><u>BEOGRAD</u></b>				
1. Port master office Belgrade	Karađorđeva 6, 11000 Beograd	tel: +381 11 202 99 00 fax: +381 11 202 99 01	channel 16 VHF	www.port-bgd.rs
2. Belgrade Port (on Danube)	Francuska 81, 11000 Beograd	tel: +381 11 752 971 fax: +381 11 764 764	Channel 16 VHF	office@lukabeograd.com
3. Passenger terminal (boarder crossing 0+350)	Karađorđeva 6., 11000 Beograd	tel: +381 11 2183 633 fax:+381 11 3288 253	Channel 16 VHF	www.port-bgd.rs office@port-bgd.rs
<b><u>SREMSKA MITROVICA</u></b>				
4. Port master office Sremska Mitrovica	Promenada 13, 22000 Sremska Mitrovica	tel: +381 22 621 080 fax: +381 22 621 080	Channel 16 VHF	lkapetanijasm@hotmail.com
<b><u>BRČKO</u></b>				
5. Port Master Office Brčko (RS-BiH) (RS- BiH)	Episkopa Nikolaja Velimirovića 10 76100 Brčko	tel: +387 49 217 589 fax: +387 49 217 589		kapetanijabrcko@teol.net
6. Port Master Office of Brčko District	Bulevar Mira 1, 76100 Brčko	tel: +387 49 216 105 fax: +387 49 216 030		mrogic@teol.net
7. Brčko Port	Lučka 1, Brčko 76100 Brčko	tel: +387 49 217 803 fax: +387 49 216 113	Channel 16 VHF	Port-bd@teol.net
<b><u>OSTROŽAC</u></b>				
8. Inland Navigation Port Master Office (FBiH-BiH)	88 423 Ostrožac	tel: +387 36 755 215 fax: +387 33 667620		miralem.b@fmpik.gov.ba

INSTITUTION /ORGANIZATION	ADDRESS	TEL/FAX	R-TEL	Web/E-mail
<b><u>ŠAMAC/BOSANSKI ŠAMAC</u></b>				
9. Šamac Port	Cara Dušana 2, 76 230 Šamac	tel: +387 53 611 608 fax: +387 53 611 150		lukas@elinspanic.net
<b><u>SLAVONSKI BROD</u></b>				
10. Port Master Office Slavonski Brod	Šetalište braće Radić 19a	tel: +385 35 446 655 fax: +385 35 447 418	Channel 16 VHF	Mirjana.mandic@mmpi.hr
11. Port Authority Slavonski Brod	Šetalište braće Radić 19a	tel: +385 35 404 430 fax: +385 35 404 430	Channel 16 VHF	lucka-uprava@sb.t-com.hr
<b><u>SISAK</u></b>				
12. Port Master Office Sisak	Rimska 16, 44000 Sisak	tel: +385 44 526 711 fax: +385 44 521 611	Channel 16 VHF	zeljko.kozic@mmpi.hr
13. Port Authority Sisak	Rimska 28 44000 Sisak	tel: +385 44 524 804 fax: +385 44 524 809		luckauprava@luckaupravisisak.hr

ANNEX II Review of port masters' jurisdictions on the Sava River waterway

Name	Jurisdiction Area			
	Right bank		Left bank	
	from rkm	to rkm	from rkm	to rkm
Port Master Office Belgrade	80.00	0.00	48.00	0.00
Port Master Office Sremska Mitrovica	178.00	80.00	210.70	48.00
Port Master Office Brčko (RS-BiH)	210.70 314.00 515.36	178.00 312.70 346.75		
Port Master Office Brcko District	239.00	210.70		
Inland Navigation Port master Office (FBiH- BiH)	312.70 346.75	239.00 314.00		
Port Master Office Slavonski Brod			476.00	210.70
Port Master Office Sisak	594.00	515.36	594.00	476.00

**ANNEX III Mandatory Provisions and Use of Communication Equipment on the Sava River Waterway**

Waterway	Vessel Type	Number of Communications Equipment	Mandatory provision and Use of Communication Equipment on the Sava River Waterway
<p>Sava River rkm 0 up to Brežice,                      Kolubara River rkm 0 - 5, Drina River rkm 0 - 15,                      Bosna River rkm 0 - 5,                      Vrbas River rkm 0 - 3,                      Una River rkm 0 – 15,                      Kupa River rkm 0 – 5.</p>	<p>Motorized vessels                      (excluding small craft, ferry-boats and floating equipment)</p>	<p>2</p>	<p><b>According to the Decision of Sava Commission 19/10 of the Navigation Rules on the Sava River Basin from the 13<sup>th</sup> November 2007, Article 4.05 – Radio telephony</b></p> <p>1. Every radiotelephone set carried on board a vessel or floating establishment shall conform to, and shall be operated in accordance with, the requirements of the Regional Arrangement concerning the Radiotelephone Service on Inland Waterways - RAINWAT.</p> <p>2. Motorized vessels, excluding small craft, ferry-boats and floating equipment, may sail only if they are equipped with two radiotelephone installations in proper working order. When under way, the radiotelephone installations for the ship-to-ship and nautical information channels must be permanently in a ready-to-transmit and ready-to-receive state. The channel allocated to nautical information may only be left for a short time in order to transmit or receive information on other channels.</p> <p>3. Ferry-boats and motorized floating equipment may only sail if they are equipped with a radiotelephone installation in proper working order. When under way, the radiotelephone installation for the ship-to-ship channel must be permanently in a ready to-transmit and ready to receive state. This channel may only be left for a short time in order to transmit or receive information on other channels. The first and the second sentence shall also apply during operation.</p> <p>4. Each vessel equipped with a radiotelephone installation shall make reports on the channel allocated to the ship to ship network before entering blind sections, narrow channels or bridge openings and sections determined by competent authorities.</p> <p>5. Sign B.11 (Annex 7) shall indicate that the competent authority requires the use of radiotelephone communications.</p>
	<p>Ferry-boats and motorized floating equipment</p>	<p>1</p>	