INTERNATIONAL SAVA RIVER BASIN COMMISSION

# The manual for the radiotelephone service in the Sava river basin

International Sava River Basin Commission
Zagreb, 2019.

# MANUAL FOR THE RADIOTELEPHONE SERVICE IN THE SAVA RIVER BASIN

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# MANUAL FOR THE RADIOTELEPHONE SERVICE IN THE SAVA RIVER BASIN

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# PREAMBLE

**The General Part and the Regional Part** of the Manual for the Radiotelephone Service in the Sava River Basin should, in its current version, be permanently located on vessels that are obliged to participate in the radiotelephone service.

The manual is based on international and national regulations, particularly on

- The Radio Regulations of the International Telecommunication Union (ITU) and
- The Regional Arrangement Concerning the Radiotelephone Service on Inland Waterways – RAINWAT (Bucharest, April 18, 2012), revised October 11, 2016.

The Regional Parts of the Manual will be updated when need arises.

We hope that you will find this Manual convenient and useful for navigation on inland waterways. We thank you in advance for all your suggestions and remarks and we wish all users safe trip.

# I - GENERAL PART

## 1. Definitions of terms

### 1.1 Administrative Contact Points

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

### 1.2 AIS – see 'Inland AIS"

### 1.3 Ships identification database Contact Points (ATIS, MMSI)

Persons appointed by the Contracting Parties, competent for any matter relating to the identification of ships under their jurisdiction.

### 1.4 ATIS

***A**utomatic **T**ransmitter **I**dentification **S**ystem - ATIS*

The system for automatic identification of marine radio transmitters in accordance with Appendix B of the European Standard *ETSI EN 300 698-1*.

Transmission of ATIS signal shall be automatic on all channels following the pressing of the 'Send" key.

Each ship radio station is assigned only one ATIS code.

### 1.5 Radio equipment and radiotelephone device

**Radio equipment,** for the purpose of this manual, is electrical equipment that can, by emitting and/or receiving radio waves, communicate in the frequency range designate for radio communication.

**Radiotelephone device** is a radio device for voice transmission.

### 1.6 Ship radio station

A radio station used in the radiotelephone service on inland waterways, on board a ship which is not permanently connected in one place.

A ship radio station may consist of one or several devices (eg. Inland AIS equipment, radio telephone).

### 1.7 Radiotelephone service on inland waterways

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

Service categories on inland waterways:

- 'Ship-to-ship' (radio communication between ship radio stations)
- 'Nautical information' (radio communication between ship radio stations and radio stations of the competent authorities for the operational services on inland waterways. The radio stations of the above-mentioned authorities can be either coastal (land) radio stations or mobile radio stations)

- 'Ship-to-port authorities' (radio communication between ship radio stations and radio stations of the competent authorities for the operational services in inland ports. The radio stations of the above-mentioned authorities shall preferably be coastal radio stations)
- 'On-board communications' (internal radio communications on board of a ship or radio communication within a group of vessels being towed or pushed, as well as radio communication for line handling and mooring instructions).

### 1.8 Block Channel (BlockKanal)

The radiotelephone channel which is used by traffic control centres and ships in order to transmit messages concerning personal protection and navigation safety. It is used in the Netherlands and Belgium.

In certain areas, this block channel can also be used for ship-to-ship radio communication (e.g. for agreeing on the navigation route), as well as for the transmission of nautical information.

### 1.9 CARING

***C**entre d`**A**lerte **R**hénan et d`**I**nformations **N**autiques de **G**ambsheim*

The name of the French center in Gambsheim for accident reports and navigational information.

### 1.10 Committee RAINWAT

The RAINWAT Committee is in charge of administering, harmonizing and optimizing this Regional Arrangement - RAINWAT.

### 1.11 Digital Selective Calling - Digital Selective Calling (DSC)

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

It is the territorial component of GMDSS (***G**lobal **M**aritime **D**istress and **S**afety **S**ystem*). DSC usage is not allowed in radio communication on Inland Waterways.

### 1.12 GMDSS (Global Maritime Distress and Safety System)

A system which comprises the totality of technical facilities, specialized units and rules for assistance in the event of a sea hazard and for ensuring the safety of navigation. The IMO established the GMDSS under the SOLAS Convention (Safety Of Life At Sea, 1974).

### 1.13 Portable Radio Equipement

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

Portable radiotelephone equipment has a limited battery capacity and a short range.

## 1.14 Inland Automatic Identification System (Inland AIS) in inland navigation

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

The Inland Waterway Identification System (*Inland AIS*) is based on maritime AIS.

River Information Services (RIS) use Inland AIS.

AIS inland navigation enables the establishment of a vessel monitoring and control system for specific needs using agreed channels and operational procedures.

AIS is an automated identification system for ships, whereby a ship can immediately obtain identification data for other vessels, as well as information on their voyage and maneuvering if the system is installed on those vessels. AIS can be used to track the movement of the vessel, provided that the navigation control centers collect data independently through the AIS coast radio stations. AIS is used to prevent collision between ships.

AIS Class A equipment is used on boats for which AIS equipment is mandatory but it can be used on all vessels. Such an emitter adjusts the frequency of repetitive transmissions to the current velocity of movement.

AIS Class B (with limited functionality) equipment can be used on all vessels that have no obligation to install equipment such as pleasure craft. Class B equipment emits at a lower priority level, i.e. broadcasting intervals have a longer time period than class A.

## 1.15 IVS

***I**nformatie **V**erwerkend **S**ysteem*

The system for the transmission of messages and information in inland navigation which is in use in the Netherlands and Belgium.

## 1.16 Small craft

Any vessel with a hull less than 20m long which should not carry more than 12 passengers, as defined in the Rules of Navigation in The Sava River Basin and the European Code for Inland Navigation (CEVNI).

## 1.17 Land radio station

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

## 1.18 MIB

***M**elde- und **I**nformationssystem in der **B**innenschiffahrt*

A system for the transmission of messages and information in inland navigation which is in use in Germany, France and Switzerland.

## 1.19 Maritime Mobile Service Identity (MMSI)

A unique nine-digit ship radio station identity number assigned by Administrations to their maritime and inland ship radio stations. The first three

digits represent the ***M**aritime **I**dentification **D**igits* (MID) identifying that Administration.

MMSI is mandatory for the usage of *Inland AIS.*

For ships temporarily visiting the inland waters covered by the provisions of this Arrangement, an MMSI is required to generate their individual ATIS code. For them, use of ATIS code is also mandatory. Ship owners are responsible for equipping their ships with ATIS-capable equipment and obtaininga valid ATIS code.

For the ships mentioned in this paragraph the ATIS code shall be generated by adding the figure ‘9” to the MMSI number as the very first digit.

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

### 1.20 NIF

***N**autisher **I**nformations**f**unk*

A radio communication system which includes radio communication with the locks, regional traffic control points and navigation points, and radio communication which takes place on the ‘Block Channel’ (***B**lock**K**anal*).

### 1.21 Radar

A radiodetermination system based on the comparison of reference signals with radio signals which are reflected or retransmitted from the position which needs to be determined.

The Radar used on inland waterways is part of the radionavigation service and intended for the safe operation of ships.

### 1.22 Regional traffic control points (Verkehrsposten / Revierzentrale)

Centers that accept messages from participants in navigation (e.g. accident messages) and report on the condition of the waterways.

The ***Revierzentrale*** can also control the traffic/movement of the vessel.

### 1.23 RIS (River Information Services)

It represents the concept of harmonized IT services for support and traffic management in inland navigation. RIS includes, but is not limited to, the following services: waterway and traffic information, traffic management, incident prevention support, traffic management information, statistics and customs service, as well as shipping and port fees.

### 1.24 Radio telephone service on lock

Radio communication in the service category ‘nautical information’ for regulating traffic in the aquatorium of a lock.

### 1.25 Maritime mobile radiotelephone service

Mobile radiotelephone service between coastal and marine radio stations or among marine radio stations.

### 1.26 Marine radio station

A marine radio station is a mobile radio station used in the mobile maritime radiotelephone service and located on a ship which is not permanently located in one spot.

A marine radio station may consist of one or more marine radio stations. It is forbidden to use the maritime radio service on inland waterways.

Combined devices provide the possibility of establishing both maritime and inland radio communications.

### 1.27 Semi-Duplex radio mode (two-way communication)

The operating mode in which both sides speak alternately on one duplex channel, with transmission and reception on two different frequencies. Transmission can be carried out in both directions only alternately, i.e. by pressing the appropriate swich. The ship radio stations cannot hear each other if the relay radio station is not used.

### 1.28 Simplex radio communication (alternate transmission)

The operating mode in which both sides speak alternately on the same frequency. Transmission can be carried out in both directions only alternately, i.e. by pressing the appropriate swich. The transmitting radio station cannot hear the receiving radio station. Transmission and reception is performed on the same frequency.

### 1.29 Squelch (noise reduction)

The squelch control switches on the speaker when the received signal exceeds the pre-set value (which can be adjusted.

### 1.30 Contracting Administrations

Administrations of the countries which originally signed or subsequently accessed the Arrangement.

## 2. Table of channels, transmitting frequencies and service categories for inland waterways

Channels and frequencies used in radiotelephone service on inland waterways are subject to provisions of the ITU Radio Regulations. Channels, transmitting 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.

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

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

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

Columns 7 to 23 show the respective usage of channels by the contracting Administrations (country names are according to ITU[1] codes).

Y = channel authorized by the contracting Administration for use on Inland Waterways in the area of its competence.

N = channel not authorized by the contracting Administration for use on Inland Waterways in the area of its competence.

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

Table 2 contains the appropriate frequencies and the related special provisions.

[1] ITU codes may differ from the codes used in certain police navigation rules, such as police regulations on the Rhine.

## 2.1 Table 1: channels, transmitting frequencies and service categories for inland waterways

| Channels given in Appendix 18 | | | Service categories | | | Usage of the contracting Administration | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Channel designator | Transmitting frequencies (MHz) | | Ship-to-ship | Ship-to-port | Nav. info | AUT | BEL | BUL | CZE | D | F | HNG | HOL | HRV | LUX | MDA | MNE | POL | ROU | SRB | SVK | SUI |
| | From ship station | From coastal station | | | | | | | | | | | | | | | | | | | | |
| 60 | 156.025 | 160.625 | | | X | N | Y | N | Y | Y | N | N | Y | N | Y | N | | Y | Y | N | N | N |
| 01 | 156.050 | 160.650 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 61 | 156.075 | 160.675 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 02 | 156.100 | 160.700 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 62 | 156.125 | 160.725 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 03 | 156.150 | 160.750 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 63 | 156.175 | 160.775 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 04 | 156.200 | 160.800 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 64 | 156.225 | 160.825 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 05 | 156.250 | 160.850 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 65 | 156.275 | 160.875 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | N | N |
| 06 | 156.300 | 156.300 | X | | | N | Y | N | Y | Y! | Y | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 66 | 156.325 | 160.925 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 07 | 156.350 | 160.950 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 67 | 156.375 | 156.375 | | | X | N | Y | N | Y | Y | N | N | Y! | N | Y | N | | Y | Y | N | Y | N |
| 08 | 156.400 | 156.400 | X | | | Y | Y | N | Y! | Y | Y | N | Y | N | Y | N | | Y | Y | N | Y | Y |
| 68 | 156.425 | 156.425 | | | X | N | Y | N | N | Y | Y | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 09 | 156.450 | 156.450 | | | X | N | Y | N | Y | Y! | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 69 | 156.475 | 156.475 | | | X | N | Y | N | Y | Y | Y! | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 10 | 156.500 | 156.500 | X | | | Y | Y! | Y | Y | Y | Y | Y | Y | Y | Y | Y | | Y | Y | Y | Y | Y |
| 70 | 156.525 | 156.525 | | | | N | N | N | N | Y | N | N | Y! | N | N | N | | N | Y | N | N | N |
| 11 | 156.550 | 156.550 | | | X | Y | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | | Y | Y | Y | Y | Y |
| 71 | 156.575 | 156.575 | | | X | Y | Y | Y | Y | Y | Y! | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |
| 12 | 156.600 | 156.600 | | X | | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |

| Channels given in Appendix 18 | | | Service categories | | | Usage of the contracting Administration | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Channel designator | Transmitting frequencies (MHz) | | Ship-to-ship | Ship-to-port | Nav. info | AUT | BEL | BUL | CZE | D | F | HNG | HOL | HRV | LUX | MDA | MNE | POL | ROU | SRB | SVK | SUI |
| | From ship station | From coastal station | | | | | | | | | | | | | | | | | | | | |
| 72 | 156.625 | 156.625 | X | | | Y | Y | Y | Y! | Y | Y | N | Y! | Y | Y | N | | Y | Y | Y | Y | Y |
| 13 | 156.650 | 156.650 | X | | | Y! | Y | Y | Y | Y | Y | Y! | Y | Y | Y | Y | | Y | Y | Y! | Y! | Y |
| 73 | 156.675 | 156.675 | | | X | Y | Y! | Y | N | Y | N | Y! | Y! | Y | Y | Y | | Y | Y | Y! | Y! | N |
| 14 | 156.700 | 156.700 | | X | | Y | Y | | Y! | Y | Y | Y | Y | | Y | | | Y | Y | Y | Y | N |
| 74 | 156.725 | 156.725 | | X | | N | Y | N | Y | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 15 | 156.750 | 156.750 | | | | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | Y | Y | Y | Y | Y |
| 75 | 156.775 | 156.775 | | X | | N | Y | Y | N | Y | Y! | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |
| 16 | 156.800 | 156.800 | | | | N | Y | Y | Y | Y | Y | Y! | Y | Y | N | Y | | Y | Y | Y! | N | N |
| 76 | 156.825 | 156.825 | | | X | N | Y | Y | N | Y | N | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |
| 17 | 156.850 | 156.850 | | | | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | Y | | Y | Y | Y | Y | Y |
| 77 | 156.875 | 156.875 | X | | | Y | Y | N | Y | Y | Y | N | Y | N | Y | N | | Y | Y | Y | Y | Y |
| 18 | 156.900 | 161.500 | | | X | Y | Y! | Y | N | Y | Y | Y | Y | Y | Y | Y | | Y | Y | Y | Y | Y |
| 78 | 156.925 | 161.525 | | | X | Y | Y | Y | N | Y | N | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |
| 19 | 156.950 | 161.550 | | | X | Y | Y | Y | N | Y | Y | Y | Y | Y | Y | Y | | Y | Y | Y | Y | Y |
| 79 | 156.975 | 161.575 | | | X | N | Y! | N | Y | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | Y |
| 20 | 157.000 | 161.600 | | | X | Y | Y! | Y | N | Y | Y | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |
| 80 | 157.025 | 161.625 | | | X | Y | Y! | Y | Y | Y | N | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |
| 21 | 157.050 | 161.650 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 81 | 157.075 | 161.675 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 22 | 157.100 | 161.700 | | | X | Y | Y! | Y | N | Y | Y | Y | Y | Y | Y | Y | | Y | Y | Y | Y | Y |
| 82 | 157.125 | 161.725 | | | X | Y | Y! | Y | N | Y | Y | Y | Y! | Y | Y | Y | | Y | Y | Y | Y | N |
| 23 | 157.150 | 161.750 | | | X | Y | Y! | Y | N | Y | Y! | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |
| 83 | 157.175 | 161.875 | | | X | N | Y | N | Y | Y | N | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 24 | 157.200 | 161.800 | | | X | Y | Y | Y | N | Y | N | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |
| 84 | 157.225 | 161.825 | | | X | Y | Y | Y | N | Y | N | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |
| 25 | 157.250 | 161.850 | | | X | Y | Y | Y | N | Y | N | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |
| 85 | 157.275 | 161.875 | | | X | N | Y | N | Y | Y | N | N | Y | N | Y | N | | Y | Y | N | N | N |
| 26 | 157.300 | 161.900 | | | X | Y | Y | Y | Y | Y | Y! | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |

| Channels given in Appendix 18 | | | Service categories | | | Usage of the contracting Administration | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Channel designator | Transmitting frequencies (MHz) | | Ship-to-ship | Ship-to-port | Nav. info | AUT | BEL | BUL | CZE | D | F | HNG | HOL | HRV | LUX | MDA | MNE | POL | ROU | SRB | SVK | SUI |
| | From ship station | From coastal station | | | | | | | | | | | | | | | | | | | | |
| 86 | 157.325 | 161.925 | | | X | N | Y | N | N | Y | N | N | Y | N | Y | N | | Y | Y | N | N | N |
| 27 | 157.350 | 161.950 | | | X | Y | Y | Y | Y | Y | N | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |
| 87 | 157.375 | 157.375 | | | X | N | Y | N | Y | Y | Y | N | Y | N | Y | N | | Y | Y | N | Y | N |
| 28 | 157.400 | 162.000 | | | X | Y | Y | Y | Y | Y | Y! | Y | Y | Y | Y | Y | | Y | Y | Y | Y | N |
| 88 | 157.425 | 157.425 | | | X | N | Y | N | Y | Y | N | N | Y | N | Y | N | | Y | Y | Y | Y | N |
| AIS1 | 161.975 | 161.975 | | | | Y | Y | Y | Y | Y! | Y | Y | Y | N | Y | N | | Y | Y | Y | Y | Y! |
| AIS2 | 162.025 | 162.025 | | | | Y | Y | Y | Y | Y! | Y | Y | Y | N | Y | N | | Y | Y | Y | Y | Y! |

## 2.2 Table 2: Special regulations

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

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

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

| Channel | Transmitting frequencies (MHz) | | Country | Special regulations |
|---|---|---|---|---|
| | From ship station | From coastal station | | |
| | | | | |
| | | | | an automatic ship identification and surveillance system (AIS) capable of providing worldwide operation on seas. |
| 17 | 156.850 | 156.850 | - | This channel may be used only for service category on board communications, except on small ships (below 20 meters), as defined in the Code Européen des Voies de Navigation Intérieure (CEVNI). |
| 77 | 156.875 | 156.875 | - | This channel may be used for communications with a social character. |
| 18 | 156.900 | 161.500 | BEL | This channel is also used as 'Shipto-Port" channel in different places. |
| 78 | 156.925 | 161.525 | | |
| 19 | 156.950 | 161.550 | | |
| 79 | 156.975 | 161.575 | BEL | This channel is also used as 'Shipto-Port" channel in different places. |
| 20 | 157.000 | 161.600 | BEL | This channel is also used as 'Shipto-Port" channel in different places. |
| 80 | 157.025 | 161.625 | BEL | This channel is also used as 'Shipto-Port" channel in different places. |
| 21 | 157.050 | 161.650 | | |
| 81 | 157.075 | 161.675 | | |
| 22 | 157.100 | 161.700 | BEL | This channel is also used as 'Shipto-Port" channel in different places. |
| 82 | 157.125 | 161.725 | BEL, HOL | This channel may be used for transmitting messages concerning bunkering and victualing. The output power has to be reduced manually to a value between 0.5 and 1 W. |
| 23 | 157.150 | 161.750 | BEL | This channel is also used as 'Shipto-Port" channel in different places. |
| | | | F | The use of this channel is reserved to the Inland Waterways authorities for management and maintenance purpose. |
| 83 | 157.175 | 161.775 | | |
| 24 | 157.200 | 161.800 | | |

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

### 2.3 Service category 'Ship–to–ship'

| | |
|---|---|
| Purpose: | Radio communication between ship radio stations, e.g. for making arrangements about the navigation route. |
| Operating mode: | Simplex; automatic reduction of output power (OP) (see 3.4.1 a). |
| Message content: | Only such information relating to navigation, boat safety or the protection of persons may be transmitted. |
| Specificity: | Personal data transfer is permitted only on channels 77 and 72. These channels are allowed for use in all countries, see Tables 1 and 2. |

### 2.4 Service category 'nautical information'

| | |
|---|---|
| Purpose: | Radio communication between ship radio stations and coastal radio stations of the competent authorities for the navigation safety and operational services on Inland Waterways, e.g. waterways status information exchange, traffic conditions and traffic management. |
| Operating mode: | Semi-Duplex; simplex channels 73 and 76. |
| Message content: | Only such information relating to navigation, boat safety or the protection of persons may be transmitted. |
| Specificity: | n/a |

### 2.5 Service category 'Ship–to–port authorities'

| | |
|---|---|
| Purpose: | Radio communications between ship radio stations and coastal radio stations of the competent authorities, e.g. for making agreements about mooring or maneuvering within the port. |
| Operating mode: | Simplex; automatic reduction of output power (OP) (see 3.4.1 a). |
| Message content: | Only such information relating to navigation, boat safety or the protection of persons may be transmitted. |
| Specificity: | n/a |

### 2.6 Service category 'On-board communications'

| | |
|---|---|
| Purpose: | Establishing radio communication on a vessel or convoy. |
| Operating mode: | Simplex; automatic reduction of output power (OP) (see 3.4.1 a). |
| Message content: | Only such information relating to navigation, boat safety or the protection of persons may be transmitted. |
| Specificity: | The use of portable radiotelephone devices is allowed only on channels 15 and 17 (see 3.3.1). |

# 3. Operational and technical equipment requirements

## 3.1 General

a) The ship radio station used in the radiotelephone service on Inland Waterways may consist of either separate devices for each of the service categories or of a single radiotelephone device for several service categories.

b) In addition, the ship radio station may be fitted with a radar and/or an Inland AIS transponder.

c) A ship which is equipped with and licensed for a VHF radiotelephone device permanently installed in accordance with this Arrangement is also allowed to use portable radiotelephone equipment for the service category 'on-board communication'.

d) If a ship radio station participates in several service categories and permanent watch is mandatory, simultaneous reception on all the channels actually used shall be ensured at all times.

e) *Dual Watch* is not allowed.

f) DSC usage is not allowed in radio communication on Inland Waterways.

g) The radiotelephone devices operating in the radiotelephone service on Inland Waterways on the channels indicated in Annex 2 to the Arrangement shall comply with the following ETSI standards or, for countries having implemented EU Directive 1999/5/EC, comply at least with that Directive[2].

   – EN 300 698-1 concerning fixed VHF devices,
   – EN 301 178 concerning portable VHF equipment.

   In addition to these requirements, equipment shall conform to the relevant parts of the EN 60945, titled ”Maritime navigation and radio communication equipment and systems. General requirements – Methods of testing and required test results’.

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

   For documentation purposes, recordings can be conducted by a coastal radio station.

i) In addition to the previous regulations it is allowed to Administrations which wish so, inside the national boundaries, to permit the use of portable equipment for safety purposes for the service category 'ship-to-ship', 'nautical information' and 'ship-to-port authorities', on board small craft on Inland Waterways. Administrations permitting the use of such radios should remark it in the regional part annexed to the Guide concerning the radiotelephone service on inland waterways.

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

If this type of use is allowed, Administrations are recommended to give due regard to the following aspects:

- the portable equipment shall be associated with only one vessel and shall only be used on board that vessel;
- the portable equipment shall be mentioned in the licence;
- the user shall hold an appropriate operating certificate.

## 3.2 Additional requirements for permanently installed VHF radiotelephone devices

### 3.2.1 Push-to-talk switch

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

### 3.2.2 Antennas

The antennas shall be omnidirectional in the horizontal plane.

Antennas with a gain >1.5 dB and < -3 dB related to a (λ/2) dipole are not allowed.

The antennas shall be isolated, i.e. they shall be installed at least 4m away from all important metal masses exceeding them in height. The highest point of the antennas should not be higher than 12m above the load waterline. For passing under bridges there shall be a possibility to lower the antenna height without changing the polarisation.

Note: A lowered or folded antenna can reduce the range of radio communication.

Suitable measures shall be taken to ensure adequate decoupling of the antennas belonging to different pieces of VHF equipment.

## 3.3 Additional requirements for portable VHF equipment on board

### 3.3.1 General

The use of portable equipment is limited to channels 15 and/or 17 unless national Administrations have permitted its use, inside their national boundaries, as stand-alone or additional equipment on small ships for all service categories in accordance with paragraph 3.1 i) of this manual.

### 3.3.2 Batteries

The batteries may be an integral part of the equipment.

Primary and/or secondary batteries may be used.

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

### 3.3.3 Battery-charging devices

Battery-charging devices specifically designed for charging radio equipment batteries shall comply with the requirements for electromagnetic compatibility

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

## 3.4 Radiotelephone devic power

### 3.4.1 Output power (OP) for mobile VHF radiotelephone devices used on inland waterways

The OP for mobile VHF radiotelephone devices shall be set to a value between 0.5 and 25W. The following exceptions apply:

a) the OP for frequencies designated for the service categories 'ship-to-ship', 'ship-to-port authorities' and 'on-board communications' shall automatically be limited to a value between 0.5 and 1W.

b) for the service category 'nautical information' the Administrations may demand the reduction of the OP to a value between 0.5 and 1W for vessels within their territory.

c) The OP for AIS shall not exceed 12.5W.

### 3.4.2 OP for portable radiotelephone equipment used on inland waterways

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

a) the OP for frequencies designated for the service categories 'ship-to-ship', 'ship-to-port authorities' and 'on-board communications' shall automatically be limited to a value between 0.5 and 1W.

b) for the service category 'nautical information' the Administrations may demand the reduction of the OP to a value between 0.5 and 1W for vessels within their territory.

## 3.5 Automatic Transmitter Identification System (ATIS)

All radiotelephone devices and portable radiotelephone equipment on vessels must be equipped and capable for coding and transmission of ATIS signals.

Transmission is automatic on all active channels following the pressing of the ‘Send” key.

Administrations may allow the use of radiotelephone devices on which the reception of the ATIS signals on the loudspeaker or handset can be suppressed by suitable technical measures.

# 4. Operating procedure of radio communication

## 4.1 General

Provisions of the Radio Regulations of the International Telecommunications Union (ITU) are valid for radio communications in the inland waterways.

As a rule, only news referring to navigation, safety of vessels or protection of persons may be transmitted. Information of social and private nature shall be permitted on channels 77 and 72 in accordance with Table 1of this document.

Castal radio stations (land radio stations) shall ensure a constant presence of communications staff during thir working hours on the assigned channel. According to the Radio Regulations (RR) for Coastal Radio Stations, first the name of the place and then the type of station (e.g. the Koblenc lock) is given.

### 4.1.1 Precautionary Measures

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

### 4.1.2 Discipline during Radio Communications

In the categories 'ship-to-ship' and 'ship-to-port authorities', only messages that relate exclusively to the human safety, movement, and ship safety are permitted. This does not apply to specific channels for radio communication of private nature between ships.

Discipline necessary for immaculate radio communications presumes the following:

- first listen and then transmit;
- speak in short sentences, slowly and articulately;
- do not transmit without specifying your call sign;
- restrict to the minimum necessary communication;
- athere strictly to the operating procedure;
- push-to-talk switch shall not be pressed longer than required;
- for the service category 'nautical information', select the lowest possible power of transmission so as to avoid interference with other equipment;
- the ship radio station must confirm receipt of the message which has been sent to it.

### 4.1.3 Language

In communications between ship radio stations and coastal radio stations, the language of the country in which the coastal radio stations are situated should be used.

In communications between ship radio stations, the language of the country in which the ship radio station initiating the radio communication is located.

In case of difficulties in understanding in radio communications, the language specified in the navigation rules concerning that segment of the waterway shall be used.

### 4.1.4 Test Transmission

When it is necessary for a radio station to make a test transmission, the procedure should not last longer than 10 seconds. A test transmission shall contain the name of the radio station calling, followed by the word 'TESTING'. Pronunciation shall be clear and slow.

### 4.1.5 Instructions for Coastal Radio Stations

While communicating with coastal radio stations their instructions shall be followed, e.g.:

- observing the determined periods of radio silence,
- decreasing the ship radio station's transmission strength,
- prescribed duty hours on the allocated channel.

Note: In case of danger, instructions recived from coastal radio station may be disregarded. The coastal radio station shall be duly informed about it.

### 4.1.6 Alert confirmation

The reception of alerts or announcements shall be confirmed upon the request of the radio station which has broadcast the information.

## 4.2 Order of Priority in Radio Communications

Radio stations (ship and coastal) shall give priority to information which relates to human safety on waterways, on land or in the air.

In order to exercise this right of priority, radio stations shall announce this type of radio communication. The order of priority in radio communications is given below:

| | | |
|---|---|---|
| 1. Communication in case of distress | Distress | MAYDAY |
| 2. Communication in case of urgency | Urgency | PAN PAN |
| 3. Safety communication | Safety | SECURITE |
| 4. Routine communication | Routine | --- |

During radiotelephone communications in the event of danger, urgency and security the following code terms shall be used): 'MAYDAY', 'MAYDAY RELAY', 'SILENCE MAYDAY', 'RECEIVED', 'SILENCE FINI', 'PAN PAN', 'SECURITE', 'THIS IS' i 'ALL STATIONS'.

The proper use of the these code terms will be explained for each particular case in the text below. Usage is specified by the Radio Rulebook (ITU). These code terms shall not be modified or translated. The remainder of the conversation shall proceed in one of the official languages of the actual waterway.

### 4.2.1 Cases of Distress

A case of distress occurs when a ship or a person is in immediate danger and urgent assistance is required. The person in charge of the ship shall decide if a case of distress has occurred.

**No regulation shall represent an obstacle to taking all the necessary measures to save human lives and remove danger.**

In order to take rescue measures, coastal radio stations in the service category ‘nautical information’ shall be called first.

In case of distress, ship radio stations may forward information on the channels of the service category 'ship-to-ship’.

During radio communications in the event of distress, radio stations which do non-participating shall end their transmittion.

#### 4.2.1.1 Starting Distress Radio Communications

Anouncing the start of distress radio communication shall proceed as follows:

- distress signal (call for help) 'MAYDAY' (repeat three times);
- words 'THIS IS';
- name of the vessel in distress (repeat three times);
- call sign or other identification.

The remainder of the conversation shall be carried out in one of the languages prescribed on the actual waterway.

An emergency call shall be formulated as follows:

- distress signal (call for help) 'MAYDAY';
- name of the vessel in distress;
- call sign or other identification;
- position of the ship or river kilometre;
- type of distress;
- type of assistance required;
- other useful information.

The retransmission of a distress signal ('MAYDAY RELAY') is carried out by a radio station which is not in distress while forwarding the distress signal, as follows:

- distress signal (call for help) 'MAYDAY RELAY', (repeat three times);
- words 'ALL STATIONS' or name of thecoastal radio station (repeat three times);
- words 'THIS IS';
- name of the radio station transmitting the message, (repeat three times);
- call sign or other identification of the radio station forwarding the message.

The remainder of the conversation shall be carried out in one of the languages prescribed on the actual waterway.

A message transmitting an emergency call should, if possible, contain all the information from the initially sent emergency signal.

#### 4.2.1.2 Confirmation of Distress Call Reception

Once a distress call has been transmitted in the service category '**nautical information**', reception shall be confirmed by a coastal radio station.

When the distress call has been transmitted in the service category '**ship-to-port authority**', the ship shall wait for the port authorities' confirmation of reception. If reception is not confirmed within one minute, then the ship radio station on a nearby ship shall take over distress communication.

A distress call has been transmitted in the service category '**ship-to-ship**', reception shall be confirmed by a one of the nearby ships in the following maner:

- distress signal (call for help) 'MAYDAY';
- name, followed by the call sign or any other code of the radio station which has sent the emergency call;
- words 'THIS IS';
- name and call sign or any other identification of the radio station confirming the receipt of the emergency call;
- word 'RECEIVED';
- distress signal (call for help) 'MAYDAY'.

#### 4.2.1.3 Obligation to comply with radio silence and with limitations of radio communications in case of danger

The navigation control center, the regional point, the unit coordinating the rescue operation, the radio station in danger or another radio station may ask the radio stations wich are causing interference to suspend broadcasting (radio silence).

The message shall be formulated as follows:

- words 'SILENCE MAYDAY';
- name or the call sign of the ship causing the interference or words 'ALL STATIONS';
- words 'SILENCE MAYDAY'.

All radio stations which have been informed of the radio silence request and which are not in danger are forbidden to broadcast at frequencies where distress communication is taking place, untill they have received a message confirming that they can re-establish normal radio communication (see 4.2.1.4).

Those radio stations which are not participating in the distress communication shall behave in such a way as not to interfere with the danger communications procedure, e.g. by observing radio silence.

#### 4.2.1.4 Suspension of Distress Radio Communications

The radio stations having participated in radio silence shall be notified that distress radio communications have ended. After taking the necessary

measures, the radio stations involved in the emergency procedure shall be notified that the distress radio communications have ended, as follows.

- distress signal (call for help) 'MAYDAY';
- words 'ALL STATIONS', repeat three times;
- words 'THIS IS';
- name of the radio station transmitting the message, repeat three times;
- call sign or other identification of the radio station forwarding the message;

The remainder of the conversation shall be carried out in one of the languages prescribed on the actual waterway.

- message send time;
- words ‘SILENCE FINI’.

### 4.2.2 Urgency

Concerning the safety of the crew or the vessel, such as e.g. information on an illnesses which do not pose a life danger or on damage to vessels without imidiate danger (e.g. running aground without leakage of cargo).

**The procedure for urgency radio communication**

An urgency message shall be formulated as follows:

- urgency signal 'PAN PAN', repeat three times;
- name of the receiving radio station or words 'ALL STATIONS', repeat three times;
- words 'THIS IS';
- name of the radio station transmitting the urgency message, repeat three times;
- the radio station’s call sign or any other code.

The remainder of the conversation shall be carried out in one of the languages prescribed on the actual waterway.

- urgency message (aa urgency message includs the position of the transmitting ship, etc.).

### 4.2.3 Safety notices

A safety notices include important nautical or meteorological warnings.

A safetty call shall be formulated as follows:

- safety signal 'SECURI**TE**' , repeat three times;
- name of the receiving radio station or words 'ALL STATIONS', repeat three times;
- words 'THIS IS';
- name of the radio station transmitting the safety message, repeat three times;
- the radio station’s call sign or any other code;

The remainder of the conversation shall be carried out in one of the languages prescribed on the actual waterway.

- contents of the safety notice.

### 4.2.4 Routine Communications

Direction 'ship-to-land' and 'ship-to-ship'

- name of the receiving radio station (no more than three times);
- words 'THIS IS' or 'HIER IST';
- type of ship;
- name of the transmitting ship (no more than three times);
- the ship's position;
- navigation direction (not required in port);
- subject of conversation.

Direction 'land-to-ship'

- name of the receiving radio station (no more than three times) or
- words 'ALL STATIONS' or 'AN ALLE FUNKSTELLEN' (no more than three times);
- words 'THIS IS' or 'HIER IST';
- name of the transmitting coastal radio station (no more than three times);
- subject of convesation.

When calls are made under good hearing conditions, the name of the receiving radio station shall be said once. The name of the transmitting radio station or the type and name of the transmitting shall be said twice.

Once the connection has been established, it is enough to say the name of the ship or coastal radio station only once.

## 5. Spelling Chart and conversation examples

If it is necessary to spell a call sign, an abbreviation or words, the following pronunciation chart shall be used.

| Letter | Code word | Code word pronunciation[3] |
|---|---|---|
| A | Alfa | **AL**-FAH |
| B | Bravo | **BRAH-V**OH |
| C | Charlie | **CHAR**-LEE or **SHAR**-LEE |
| D | Delta | **DELL**-TAH |
| E | Echo | **ECK**-OH |
| F | Foxtrot | **FOKS**-TROT |
| G | Golf | GOLF |
| H | Hotel | HOH-**TEL** |
| I | India | **IN**-DEE-AH |
| J | Juliett | **JEW**-LEE-**ETT** |
| K | Kilo | **KEY**-LOH |
| L | Lima | **LEE**-MAH |
| M | Mike | MIKE |
| N | November | NO-V**EM**-BER |
| O | Oscar | **OSS**-CAH |
| P | Papa | PAH-**PAH** |
| Q | Québec | KEH-**BECK** |
| R | Roméo | **ROW**-ME-OH |
| S | Sierra | SEE-**AIR**-RAH |
| T | Tango | **TANG**-GO |
| U | Uniform | **JOU**-NEE-FORM or **OO**-NE-FORM |
| V | Victor | **VIK-TAH** |
| W | Whiskey | **WISS**-KEY |
| X | X-ray | **ECKS**-RAY |
| Y | Yankee | **JANG**-KEY |
| Z | Zoulou | **ZO**- LOO |

If it is necessary to spell a number or a punctuation sign, the following pronunciation chart shall be used. In addition, it is recommended that the numbers be transferred individually (12 is pronounced as 1-2 'OO-NAH-WUN – BEES-SOH-TOO').

| number or character to be sent | Key word | Key words pronunciation [4] |
|---|---|---|
| 0 | NADAZERO | NAH-DAH-ZEE-ROW |
| 1 | UNAONE | OO-NAH-WUN |
| 2 | BISSOTWO | BEES-SOH-TOO |
| 3 | TERRATHREE | TAY-RAH-TREE |
| 4 | KATEFOUR | KAR-TAY-FOW-ER |
| 5 | PANTAFIVE | PAN-TAH-FIFE |
| 6 | SOXISIX | SOK-SEE-SIX |
| 7 | SETTESEVEN | SAY-TAY-SEV-EN |
| 8 | OKTOEIGHT | OK-TOH-AIT |
| 9 | NOVENINER | NO-VAY-NINE-ER |
| decimal comma | DECIMAL | DAY-SEE-MAL |
| full stop | STOP | STOP |

[3] The stressed syllables are in bold

[4] All the syllables carie equally stress

## 5.1 Distress Communications

| **Exemples** | **Beispiele** | **Primjeri** | **Примеры** |
|---|---|---|---|
| **5.1 Distress Communications** | **5.1 Notverkehr** | **5.1 Komunikacija u slučaju opasnosti** | **5.1 Радиообмен в случае бедствия** |
| *Example 1:* | *1. Beispiel:* | *1. Primjer:* | *1-й пример*: |
| *The self-propelled cargo ship 'Karin' on Channel 18 of the service category for 'nautical information' calls the Oberwesel Regional Traffic Center and asks for help after the collision:* | *Gütermotorschiff „Karin" ruft auf Kanal 18 des Verkehrskreises „Nautische Information" die Revierzentrale Oberwesel und bittet nach Kollision wie folgt um Hilfe:* | *Samohodni teretni brod „Karin" na kanalu 18 kategorije službe „nautičke informacije" poziva Regionalni prometni centar Oberwesel i traži pomoć nakon sudara:* | *Самоходное грузовое судно "Карин" на канале 18 сети для "навигационной информации" вызывает зональную станцию надзора за движением Обервезель и просит о помощи после столкновения:* |
| **MAYDAY,<br>MAYDAY,<br>MAYDAY** | **MAYDAY,<br>MAYDAY,<br>MAYDAY** | **MAYDAY,<br>MAYDAY,<br>MAYDAY** | **MAYDAY,<br>MAYDAY,<br>MAYDAY** |
| **THIS IS** | **THIS IS** | **THIS IS** | **THIS IS** |
| Self-propelled cargo ship Karin,<br>Self-propelled cargo ship Karin,<br>Self-propelled cargo ship Karin | Gütermotorschiff Karin,<br>Gütermotorschiff Karin,<br>Gütermotorschiff Karin | Samohodni teretni brod Karin,<br>Samohodni teretni brod Karin,<br>Samohodni teretni brod Karin | Самоходное грузовое судно Карин,<br>Самоходное грузовое судно Карин,<br>Самоходное грузовое судно Карин |
| FM 1234 | FM 1234 | FM 1234 | FM 1234 |
| **MAYDAY** | **MAYDAY** | **MAYDAY** | **MAYDAY** |
| Self-propelled cargo ship Karin | Gütermotorschiff Karin | Samohodni teretni brod Karin | Самоходное грузовое судно Карин |
| FM 1234 | FM 1234 | FM 1234 | FM 1234 |
| Going downstream near Mannheim | zu Tal im Raum Mannheim | Plovim nizvodno u blizini Manheima | идущее вниз по течению возле Маннгейма |
| Rhine river kilometre 424,30 | Rheinkilometer 424,30 | Rajna, riječni kilometar 424,30 | на 424,30 км (Рейн) |

| | | | |
|---|---|---|---|
| Collision with a Tanker | Habe Kollision mit einem Tankmotorschiff | Sudar s tankerom | столкнулось с наливным судном |
| Cargo leakage | Ladung läuft aus | Istjecanje (curenje) tereta | Утечка груза |
| Danger of fire | Feuergefahr | Opasnost od požara | Опасность пожара |
| Take the necessary steps | Bitte leiten Sie die erforderlichen Maßnahmen ein | Poduzmite nužne mjere | Примите нужные меры |
| *Answer from the Oberwesel Regional Traffic Center:* | *Antwort der Revierzentrale Oberwesel* | *Odgovor iz Regionalnog prometnog centra Oberwesel:* | *Ответ зональной станции надзора за движением Обервезель:* |
| **MAYDAY** | **MAYDAY** | **MAYDAY** | **MAYDAY** |
| Self-propelled cargo ship Karin | Gütermotorschiff Karin | Samohodni teretni brod Karin | самоходное грузовое судно Карин |
| **THIS IS** | **THIS IS** | **THIS IS** | **THIS IS** |
| Oberwesel Regional Traffic Center | Oberwesel Revierzentrale | Regionalni prometni centar Oberwesel | Обервезель Ревирцентрале |
| RECEIVED | RECEIVED | RECEIVED | RECEIVED |
| MAYDAY | MAYDAY | MAYDAY | MAYDAY |

| | | | |
|---|---|---|---|
| *Oberwesel Regional Traffic Center further informs the ships and shipping companies:*<br>**MAYDAY RELAY,**<br>**MAYDAY RELAY,**<br>**MAYDAY RELAY**<br>**ALL STATIONS,**<br>**ALL STATIONS,**<br>**ALL STATIONS**<br>**THIS IS**<br>Oberwesel Regional Traffic Center,<br>Oberwesel Regional Traffic Center,<br>Oberwesel Regional Traffic Center<br>The call sign of the Oberwesel Regional Traffic Center<br>Collision near Mannheim rkm 424.30 between the self-propelled cargo ship Karin and a self-propelled tanker<br>The motor tanker loses cargo<br>Gasoline flows | *Die Revierzentrale Oberwesel wird dann die Schifffahrt wie folgt informieren:*<br>**MAYDAY RELAY,**<br>**MAYDAY RELAY,**<br>**MAYDAY RELAY**<br>**ALL STATIONS,**<br>**ALL STATIONS,**<br>**ALL STATIONS**<br>**THIS IS**<br>Oberwesel Revierzentrale,<br>Oberwesel Revierzentrale,<br>Oberwesel Revierzentrale<br>Rufzeichen der Revierzentrale Oberwesel<br>Schiffskollision im Raum Mannheim bei Rheinkilometer 424,30 zwischen Gütermotorschiff Karin und Tankmotorschiff<br>Tankmotorschiff verliert Ladung<br>Benzin läuft aus | *Regionalni prometni centar Oberwesel potom obavještava brodarstvo:*<br>**MAYDAY RELAY,**<br>**MAYDAY RELAY,**<br>**MAYDAY RELAY**<br>**ALL STATIONS,**<br>**ALL STATIONS,**<br>**ALL STATIONS**<br>**THIS IS**<br>Regionalni prometni centar Oberwesel,<br>Regionalni prometni centar Oberwesel,<br>Regionalni prometni centar Oberwesel<br>Pozivni znak Regionalnog prometnog centra Oberwesel<br>Sudar kod Mannheima rkm 424.30 između samohodnog teretnog broda Karin i samohodnog tankera<br>Tanker ispušta (gubi) teret<br>Istječe (curi) benzin | *Зональная станция надзора за движением Обервезель информирует далее судоходство:*<br>**MAYDAY RELAY,**<br>**MAYDAY RELAY,**<br>**MAYDAY RELAY**<br>**ALL STATIONS,**<br>**ALL STATIONS,**<br>**ALL STATIONS**<br>**THIS IS**<br>Обервезель Ревирцентрале,<br>Обервезель Ревирцентрале,<br>Обервезель Ревирцентрале<br>Позывной зональной станции надзора за движением Обервезель<br>Столкновение судов возле Маннгейма у 424,30 км Рейна между самоходным грузовым судном Карин и наливным судном<br>Утечка груза с наливного судна<br>Утечка бензина |
| The navigation is interrupted until further notice from rkm 423.00 to rkm 431.00.<br>*At the end of the distress situation, the Oberwesel Regional Traffic Center informs ships and shipping companies as follows:*<br>**MAYDAY** | Schifffahrt vom Rheinkilometer 423,00 bis Rheinkilometer 431,00 bis auf weiteres gesperrt<br>*Nach Beendigung des Notfalls wird die Revierzentrale Oberwesel die Schifffahrt wie folgt informieren:*<br>**MAYDAY** | Plovidba se do daljnjeg prekida od rkm 423.00 do rkm 431.00.<br>*Nakon što je postupak za slučaj opasnosti završen, Regionalni prometni centar Oberwesel obavijestit će brodarstvo kako slijedi:*<br>**MAYDAY** | Судоходство между 423,00 – 431,00 км Рейна прекращено до получения новых инструкций<br>*После завершения случая бедствия зональная станция надзора за движением Обервезель проинформирует судоходство следующим образом:*<br>**MAYDAY** |

| | | | |
|---|---|---|---|
| **ALL STATIONS,**<br>**ALL STATIONS,**<br>**ALL STATIONS**<br>**THIS IS** | **ALL STATIONS,**<br>**ALL STATIONS,**<br>**ALL STATIONS**<br>**THIS IS** | **ALL STATIONS,**<br>**ALL STATIONS,**<br>**ALL STATIONS**<br>**THIS IS** | **ALL STATIONS,**<br>**ALL STATIONS,**<br>**ALL STATIONS**<br>**THIS IS** |
| Oberwesel Regional Traffic center,<br>Oberwesel Regional Traffic center,<br>Oberwesel Regional Traffic center | Oberwesel Revierzentrale,<br>Oberwesel Revierzentrale,<br>Oberwesel Revierzentrale | Regionalni prometni centar Oberwesel,<br>Regionalni prometni centar Oberwesel,<br>Regionalni prometni centar Oberwesel | Обервезель Ревирцентрале,<br>Обервезель Ревирцентрале,<br>Обервезель Ревирцентрале |
| The call sign of the Oberwesel Regional Traffic Center | Rufzeichen der Revierzentrale Oberwesel | Pozivni znak Regionalnog prometnog centra Oberwesel | Позывной зональной станции надзора за движением Обервезель |
| 10 hours 15 | 10 Uhr 15 | 10 sati i 15 minuta | 10 часов 15 минут |
| Self-propelled cargo ship Karin | Gütermotorschiff Karin | Samohodni teretni brod Karin | самоходное грузовое судно Карин |
| Call sign FM 1234 | Rufzeichen FM 1234 | Pozivni znak FM 1234 | позывной FM 1234 |
| SILENCE FINI | SILENCE FINI | SILENCE FINI | SILENCE FINI |

| *Example 2:* | *2. Beispiel:* | *2. Primjer:* | *2-й пример* |
|---|---|---|---|
| *The self-propelled tanker 'Corinna' on channel 10 of the service category 'ship-to-ship' calls other vessels and reports 'man overboard'.* | *Tankmotorschiff „Corinna" ruft wie folgt auf Kanal 10 im Verkehrskreis „Schiff-Schiff" andere Schiffe und teilt mit, dass eine „Person über Bord gefallen ist".* | *Samohodni tanker „Corinna" na kanalu 10 u kategoriji službe „brod-brod" poziva druga plovila i izvještava: „čovjek u vodi".* | *Самоходное наливное судно "Коринна" на канале 10 сети "судно - судно" вызывает другие суда и сообщает "человек за бортом".* |
| **MAYDAY,<br>MAYDAY,<br>MAYDAY** | **MAYDAY,<br>MAYDAY,<br>MAYDAY** | **MAYDAY,<br>MAYDAY,<br>MAYDAY** | **MAYDAY,<br>MAYDAY,<br>MAYDAY** |
| **THIS IS** | **THIS IS** | **THIS IS** | **THIS IS** |
| Self-propelled tanker Corinna, Self-propelled tanker Corinna, Self-propelled tanker Corinna | Tankmotorschiff Corinna, Tankmotorschiff Corinna, Tankmotorschiff Corinna | Samohodni tanker Corinna, Samohodni tanker Corinna, Samohodni tanker Corinna | самоходное наливное судно Коринна, самоходное наливное судно Коринна, самоходное наливное судно Коринна |
| OED4711 | OED4711 | OED4711 | OED4711 |
| MAYDAY | MAYDAY | MAYDAY | MAYDAY |
| Self-propelled tanker Corinna | Tankmotorschiff Corinna | Samohodni tanker Corinna | самоходное наливное судно Коринна |
| OED4711 | OED4711 | OED4711 | OED4711 |
| Going downstream on the Danube at rkm 1501.35 | zu Tal bei Donaukilometer 1501,35 | Ide nizvodno Dunavom na rkm 1501,35 | идущее вниз по течению Дуная на 1501,35 км |
| Man overboard | Mann über Bord | Čovjek u vodi | Человек за бортом |
| Stop navigation | Fahrt einstellen | Zaustavi (prekini) plovidbu | Прекратить судоходство |
| Follow-up information | Weitere Informationen folgen | Slijede dalje informacije | Направим дополнительную информацию |

| | | | |
|---|---|---|---|
| *Upon completion of the emergency, the tanker 'Corinna' will inform ships and shipping companies as follows:* | *Nach Beendigung des Notfalls wird das Tankmotorschiff „Corinna“ die Schifffahrt wie folgt unterrichten:* | *Nakon prestanka postupka za slučaj opasnosti, brod „Corinna“ će obavijestiti brodarstvo tvrtke na sljedeći način:* | *После завершения случая бедствия самоходное наливное судно "Коринна" сообщает судоходству следующее:* |
| **MAYDAY** | **MAYDAY** | **MAYDAY** | **MAYDAY** |
| **ALL STATIONS,<br>ALL STATIONS,<br>ALL STATIONS** | **ALL STATIONS,<br>ALL STATIONS,<br>ALL STATIONS** | **ALL STATIONS,<br>ALL STATIONS,<br>ALL STATIONS** | **ALL STATIONS,<br>ALL STATIONS,<br>ALL STATIONS** |
| **THIS IS** | **THIS IS** | **THIS IS** | **THIS IS** |
| Self-propelled tanker Corinna | Tankmotorschiff Corinna | Samohodni tanker Corinna | самоходное наливное судно Коринна |
| OED4711 | OED4711 | OED4711 | OED4711 |
| 10 hours 15 | 10 Uhr 15 | 10 sati i 15 minuta | 10 часов 15 мин. |
| Self-propelled tanker Corinna | Tankmotorschiff Corinna | Samohodni tanker Corinna | самоходное наливное судно Коринна |
| OED4711 | OED4711 | OED4711 | OED4711 |
| SILENCE FINI | SILENCE FINI | SILENCE FINI | SILENCE FINI |

## 5.2 Emergency Communications

| 5.2 Emergency Communications | 5.2 Dringlichkeitsverkehr | 5.2 Razgovor u slučaju hitnosti | 5.2 Радиообмен в случае срочности |
|---|---|---|---|
| *Example :* | *Beispiel:* | *Primjer:* | *Пример:* |
| *The self-propelled cargo ship 'Mara' requires (needs) medical assistance on board (there is no danger to life) and asks for the help (assistance) of the Duisburg regional traffic center on channel 22 of the service category for 'nautical information':* | *Gütermotorschiff „Mara“ benötigt ärztliche Hilfe an Bord (keine Lebensgefahr) und bittet auf Kanal 22 im Verkehrskreis „Nautische Information“ die Revierzentrale Duisburg wie folgt um Hilfe:* | *Samohodnom teretnom brodu „Mara” potrebna je medicinska pomoć na brodu (nema opasnosti po život) i traži pomoć Regionalnog prometnog centra Duisburg na kanalu 22 kategorije službe „nautičke informacije“:* | *Самоходному грузовому судну "Мара" требуется медицинская помощь на борту (нет опасности для жизни); оно просит от зональной станции надзора за движением Дуисбург помощи на канале 22 сети для "навигационной информации":* |
| **PAN PAN,**<br>**PAN PAN,**<br>**PAN PAN**<br>Duisburg Regional Traffic Center,<br>Duisburg Regional Traffic Center,<br>Duisburg Regional Traffic center | **PAN PAN,**<br>**PAN PAN,**<br>**PAN PAN**<br>Duisburg Revierzentrale,<br>Duisburg Revierzentrale,<br>Duisburg Revierzentrale | **PAN PAN,**<br>**PAN PAN,**<br>**PAN PAN**<br>Regionalni prometni centar Duisburg,<br>Regionalni prometni centar Duisburg,<br>Regionalni prometni centar Duisburg | **PAN PAN,**<br>**PAN PAN,**<br>**PAN PAN**<br>Дуисбург Ревирцентрале,<br>Дуисбург Ревирцентрале,<br>Дуисбург Ревирцентрале |
| **THIS IS** | **THIS IS** | **THIS IS** | **THIS IS** |
| The self-propelled cargo ship Mara,<br>The self-propelled cargo ship Mara,<br>The self-propelled cargo ship Mara | Gütermotorschiff Mara,<br>Gütermotorschiff Mara,<br>Gütermotorschiff Mara | Samohodni teretni brod Mara,<br>Samohodni teretni brod Mara,<br>Samohodni teretni brod Mara | самоходное грузовое судно Мара,<br>самоходное грузовое судно Мара,<br>самоходное грузовое судно Мара |
| OED1147 | OED1147 | OED1147 | OED1147 |
| Going downstream on the Rhine at rkm 805.75 | zu Tal bei Rheinkilometer 805,75 | Ide nizvodno rijekom Rajnom na rkm 805,75 | идущее вниз по течению Рейна на 805,75 км |
| Request for medical assistance | Erbitte ärztliche Hilfe | Zahtijeva medicinsku pomoć | просит о медицинской помощи |
| Sailor injured, supposedly broken arm | Matrose verletzt, vermutlich Armbruch | Mornar ozlijeđen, vjerojatno slomljena ruka | Матрос ранен, вероятно, рука сломана |

| *Answer from the Duisburg regional traffic center:* | *Antwort der Revierzentrale Duisburg:* | *Odgovor Regionalnog prometnog centra Duisburg:* | *Ответ зональной станции надзора за движением Дуисбург:* |
|---|---|---|---|
| **PAN PAN** | **PAN PAN** | **PAN PAN** | **PAN PAN** |
| The self-propelled cargo ship Mara,<br>The self-propelled cargo ship Mara,<br>The self-propelled cargo ship Mara | Gütermotorschiff Mara,<br>Gütermotorschiff, Mara<br>Gütermotorschiff Mara | Samohodni teretni brod Mara,<br>Samohodni teretni brod Mara,<br>Samohodni teretni brod Mara | самоходное грузовое судно Мара,<br>самоходное грузовое судно Мара,<br>самоходное грузовое судно Мара |
| OED1147 | OED1147 | OED1147 | OED1147 |
| **THIS IS** | **THIS IS** | **THIS IS** | **THIS IS** |
| Duisburg Regional Traffic Center,<br>Duisburg Regional Traffic Center,<br>Duisburg Regional Traffic Center | Duisburg Revierzentrale,<br>Duisburg Revierzentrale,<br>Duisburg Revierzentrale | Regionalni prometni centar Duisburg,<br>Regionalni prometni centar Duisburg,<br>Regionalni prometni centar Duisburg | Дуисбург Ревирцентрале,<br>Дуисбург Ревирцентрале,<br>Дуисбург Ревирцентрале |
| I understood | Habe verstanden | Razumio sam Vas | Понял вас |
| I'm calling an ambulance | Verständige Krankenwagen | Zovem hitnu pomoć | Вызываю машину скорой помощи |
| I will inform you about the place where the ambulance awaits you | Teile Ihnen mit, wo Krankenwagen eintrifft | Obavijestit ću Vas o mjestu na kojem će vas čekati hitna pomoć | Проинформирую вас о месте, где вас ждет машина скорой помощи |
| Stay tuned (on line) | Bitte bleiben Sie auf Empfang | Molim Vas ostanite na prijemu | Продолжайте прием |

## 5.3 Safety call

| 5.3 Safety call | 5.3 Sicherheitsmeldung | 5.3 Sigurnosni poziv | 5.3 Сообщение безопасности |
|---|---|---|---|
| *Example :* | *Beispiel:* | *Primjer:* | *Пример:* |
| *Dordrecht Traffic Center warns ships and shipping companies about dense fog on the Oude Maas river near Dordrecht on block channel 19 (nautical information) as follows:* | *Der Verkehrsposten Dordrecht warnt die Schifffahrt auf dem Blockkanal 19 des Verkehrskreises (Nautische Information) vor dichtem Nebel im Raum Dordrecht auf der Oude Maas wie folgt:* | *Prometno središte Dordrechta upozorava brodarstvo na blok kanalu 19 (nautičke informacije) na gustu maglu na rijeci Oude Maas blizu Dordrecht kako slijedi:* | *Пункт надзора за движением Дордрехт (verkeerspos Dordrecht) на совмещенном канале 19 сети навигационной информации предупреждает судоходство о том, что на реке Ауде Маас на участке Дордрехт густой туман:* |
| **SECURITE,<br>SECURITE,<br>SECURITE<br>ALL STATIONS,<br>ALL STATIONS,<br>ALL STATIONS** | **SECURITE,<br>SECURITE,<br>SECURITE<br>ALL STATIONS,<br>ALL STATIONS,<br>ALL STATIONS** | **SECURITE,<br>SECURITE,<br>SECURITE<br>ALL STATIONS,<br>ALL STATIONS,<br>ALL STATIONS** | **SECURITE,<br>SECURITE,<br>SECURITE<br>ALL STATIONS,<br>ALL STATIONS,<br>ALL STATIONS** |
| **THIS IS** | **THIS IS** | **THIS IS** | **THIS IS** |
| Dordrecht Traffic Center,<br>Dordrecht Traffic Center,<br>Dordrecht Traffic Center | Dordrecht verkeerspost, Dordrecht verkeerspost, Dordrecht verkeerspost | Prometno središte Dordrecht ,<br>Prometni središte Dordrecht,<br>Prometni središte Dordrecht | Дордрехт феркерспост,<br>Дордрехт феркерспост,<br>Дордрехт феркерспост |
| Thick fog in the area of Dordrecht on the Oude Maas river | Dichter Nebel im Raum Dordrecht auf der Oude Maas | Gusta magla u području mjesta Dordrecht na rijeci Oude Maas | Густой туман на участке Дордрехт на реке Ауде Маас |
| Visibility approximately 50 meters | Sichtweite etwa 50 Meter | Vidljivost oko 50 metara | Видимость примерно 50 метров |

## 5.4 Routine Conversation

| 5.4 Routine Conversation | 5.4 Routinegespräch | 5.4 Rutinski razgovor | 5.4 Обычные переговоры |
|---|---|---|---|
| *Example 1:* | *1. Beispiel:* | *1. Primjer:* | *1-й пример:* |
| *The self-propelled tanker 'Sylvia' enquires on the Birsfelden lock's channel 22 whether the entrance to the upper gate of the lock is free:* | *Tankmotorschiff „Sylvia" erkundigt sich auf Kanal 22 bei der Schleuse Birsfelden, ob die Einfahrt in den oberen Schleusenvorhafen frei ist:* | *Samohodni tanker „Sylvia" raspituje se na kanalu 22 prevodnice Birsfelden je li ulaz na uzvodnim vratima prevodnice slobodan:* | *Самоходное наливное судно "Сильвия" на канале 22 просит шлюз Бирсфельден сообщить, свободен ли вход в аванпорт верхнего бьефа шлюза:* |
| Birsfelden lock (no more than three times) | Birsfelden Schleuse (höchstens dreimal) | Prevodnica Birsfelden (maksimalno tri puta) | Бирсфельден Шлейзе (не более трех раз) |
| 'THIS IS' or 'HERE' | „THIS IS" oder „HIER IST" | „THIS IS" ili „OVDJE" | "THIS IS" или "ЗДЕСЬ" |
| The self-propelled tanker Sylvia (no more than three times) | Tankmotorschiff Sylvia (höchstens dreimal) | Samohodni tanker Sylvia (maksimalno tri puta) | самоходное наливное судно Сильвия (не более трех раз) |
| Laden, going downstream from Grenzach | Beladen zu Tal bei Grenzach | Natovaren, ide nizvodno od Grenzacha | груженое, идущее вниз возле Гренцах |
| Is it possible to enter the lock basin of the lock? | Ist die Einfahrt in den Schleusenvorhafen frei? | Je li slobodan ulaz u pretkomoru prevodnice? | Можем ли мы войти в аванпорт шлюза? |
| Over | Bitte kommen | Prijem | Приём |
| *The Birsfelden locks responds:* | *Die Schleuse Birsfelden antwortet wie folgt:* | *Odgovor Prevodnice Birsfelden:* | *Шлюз Бирсфельден отвечает:* |
| The self-propelled tanker Sylvia (no more than three times) | Tankmotorschiff Sylvia (höchstens dreimal) | Samohodni tanker Sylvia (maksimalno tri puta) | Самоходное наливное судно Сильвия (не более трех раз) |
| 'HIS IS' or 'HERE' | „THIS IS" oder „HIER IST" | „THIS IS" ili „OVDJE" | "THIS IS" или "ЗДЕСЬ" |
| Birsfelden lock (no more than three times) | Birsfelden Schleuse (höchstens dreimal) | Prevodnica Birsfelden (maksimalno tri puta) | Бирсфельден Шлейзе (не более трех раз) |
| Entrance to the lock is free | Die Einfahrt ist frei | Ulaz u prevodnicu slobodan | Вход в шлюз свободен |
| Over | Bitte kommen | Prijem | Приём |

| | | | |
|---|---|---|---|
| *The ship's radio station confirms the reception as follows:* | *Bestätigung durch die Schiffsfunkstelle wie folgt:* | *Brodska radio stanica potvrđuje informaciju na sljedeći način:* | *Судовая радиостанция подтверждает прием следующим образом:* |
| Birsfelden lock | Birsfelden Schleuse | Prevodnica Birsfelden | Бирсфельден Шлейзе |
| 'THIS IS" or 'HERE' | „THIS IS" oder „HIER IST" | „THIS IS" ili „OVDJE" | "THIS IS" или "ЗДЕСЬ" |
| The self-propelled tanker Sylvia | Tankmotorschiff Sylvia | Samohodni tanker Sylvia | самоходное наливное судно Сильвия |
| I understood | Habe verstanden | Razumio sam Vas | Понял вас |
| Entrance is free | Einfahrt ist frei | Ulaz slobodan | Вход свободен |
| Over and out | Ende | Završavam (Kraj) | Конец связи |
| *Example 2:* | *2. Beispiel:* | *2. Primjer:* | *2-й пример* |
| *The Hasselt lock transmits the following message on channel 20:* | *Schleuse Hasselt gibt auf Kanal 20 folgende Meldung durch:* | *Prevodnica Hasselt na kanalu 20 objavljuje sljedeću poruku:* | *Шлюз Хассельт передает нижеследующее сообщение на канале 20:* |
| 'ALL STATIONS' or 'All Ship Radio Stations' (no more than three times) | „ALL STATIONS" oder „An alle Schiffsfunkstellen" (höchstens dreimal) | "ALL STATIONS" ili „svim brodskim radio stanicama" (maksimalno tri puta) | "ALL STATIONS" или "Всем судовым радиостанциям" (не более трех раз) |
| 'THIS IS' or 'HERE' | „THIS IS" oder „HIER IST" | „THIS IS" ili „OVDJE" | "THIS IS" или "ЗДЕСЬ" |
| Hasselt lock (no more than three times) | Hasselt sluis (höchstens dreimal) | Prevodnica Hasselt (maksimalno tri puta) | Хассельт слюис (не более трех раз) |
| Downstream of the lock on the Albert Canal a sports event will be held from 18.30 hours. Navigation will be interrupted from 18.00 to 20.00 hours. | Auf dem Albertkanal findet ab 18.30 Uhr unterhalb der Schleuse eine Wassersportveranstaltung statt. Die Schifffahrt ist daher von 18.00 Uhr bis 20.00 Uhr gesperrt. | Nizvodno od prevodnice na Kanalu Albert od 18.30 sati održat će se sportski događaj. Navigacija će biti prekinuta od 18.00 do 20.00 sati. | На канале Альберт ниже шлюза с 18.30 часов проводится водноспортивное мероприятие. По этой причине судоходство прекращено с 18.00 до 20.00 часов. |
| Over and Out | Ende | Završavam (Kraj) | Конец связи |

| *3. Example :* | *3. Beispiel:* | *3. Primjer:* | *3-й пример:* |
|---|---|---|---|
| *The self-propelled tanker 'Britta', moving towards the mouth of the Main River, requests information about vessel traffic on the Rhine river on channel 10 of the service category 'ship-to-ship':* | *Tankmotorschiff „Britta" fährt auf dem Main auf die Mainmündung zu und fragt auf Kanal 10 des Verkehrskreises „Schiff-Schiff" wie folgt nach Schifffahrt auf dem Rhein:* | *Samohodni tanker „Britta", koji se kreće prema ušću rijeke Majne, na kanalu 10 kategorije službe brod-brod traži informaciju o prometu plovila na rijeci Rajni:* | *Самоходное наливное судно "Бритта", двигаясь по реке Майн в направлении устья Майна, запрашивает на канале 10 сети "судно-судно" информацию о движении судов по Рейну:* |
| 'ALL STATIONS in the area of the Main river mouth' or 'to all ship radio stations in the area of the Main river mouth' (no more than three times) | „ALL STATIONS im Bereich der Mainmündung" oder „An alle Schiffsfunkstellen im Bereich der Mainmündung" (höchstens dreimal) | „ALL STATIONS u zoni ušća rijeke Majne" ili „svim brodskim radio stanicama u zoni ušća rijeke Majne" (maksimalno tri puta) | "ALL STATIONS в зоне устья Майна" или "Всем судовым радиостанциям в зоне устья Майна" (не более трех раз) |
| 'THIS IS' or 'HERE' | „THIS IS" oder „HIER IST" | „THIS IS" ili „OVDJE" | "THIS IS" или "ЗДЕСЬ" |
| Self-propelled tanker Britta (no more than three times) | Tankmotorschiff Britta (höchstens dreimal) | Samohodni tanker Britta (maksimalno tri puta) | Самоходное наливное судно Бритта (не более трех раз) |
| Going downstream along the Main river at about 1 km from the mouth | Zu Tal auf dem Main, ca. 1 Kilometer vor der Mündung. | Krećem se nizvodno rijekom Majnom 1 kilometar od ušća | Идущее вниз по течению по Майну примерно в 1 км от устья. |
| I wish to sail into the Rhine | Möchte zu Berg auf den Rhein. | Želim se uključiti na Rajnu | Хочет следовать вверх против течения по Рейну. |
| Are there ships sailing upstream or downstream in the vicinity? | Ist Berg oder Talfahrt in der Nähe? | Ima li brodova u blizini koji plove uzvodno ili nizvodno? | Имеются ли вблизи идущие вверх или вниз суда? |
| Over and out | Bitte kommen | Završavam (Kraj) | Приём |

| | | | |
|---|---|---|---|
| *The self-propelled cargo ship 'Tanya' answers as follows:* | *Gütermotorschiff „Tanja“ antwortet wie folgt:* | *Samohodni teretni brod „Tanja“ odgovara na sljedeći način:* | *Самоходное грузовое судно "Таня" отвечает следующим образом:* |
| Self-propelled tanker Britta (no more than three times) | Tankmotorschiff Britta (höchstens dreimal) | Samohodni tanker Britta (maksimalno tri puta) | Самоходное наливное судно Бритта (не более трех раз) |
| ‘THIS IS’ or ‘HERE’ | „THIS IS“ oder „HIER IST“ | „THIS IS“ ili „OVDJE“ | "THIS IS" или "ЗДЕСЬ" |
| The self-propelled cargo ship ‘Tanya’ (no more than three times) | Gütermotorschiff Tanja (höchstens dreimal) | Samohodni teretni brod Tanja (maksimalno tri puta) | Самоходное грузовое судно Таня (не более трех раз) |
| Going upstream currently 500m below the mouth of the Main river | Zu Berg 500 Meter unterhalb der Mainmündung | Krećem se uzvodno, trenutno sam 500m ispod ušća rijeke Maine | идущее вверх против течения на 500м ниже устья реки Майн |
| There are no other ships | Keine Schifffahrt | Nema drugih brodova | Нет других судов |
| Over | Bitte kommen | Prijem | Приём |
| *Self-propelled tanker 'Britta' confirms as follows:* | *Tankmotorschiff „Britta“ bestätigt wie folgt:* | *Samohodni tanker „Britta“ potvrđuje na sljedeći način:* | *Самоходное наливное судно "Бритта" подтверждает прием сообщения следующим образом:* |
| The self-propelled cargo ship Tanya (no more than three times) | Gütermotorschiff Tanja (höchstens dreimal) | Samohodni teretni brod Tanja (maksimalno tri puta) | Самоходное грузовое судно Таня (не более трех раз) |
| ‘THIS IS’ or ‘HERE’ | „THIS IS“ oder „HIER IST“ | „THIS IS“ ili „OVDJE“ | "THIS IS" или "ЗДЕСЬ" |
| Self-propelled tanker Britta | Tankmotorschiff Britta | Samohodni tanker Britta | Самоходное наливное судно Бритта |
| I understood, Thank you | Habe verstanden Danke | Razumio sam. Hvala | Понял вас, спасибо |
| Have a safe trip (Bon Voyage) | Gute Fahrt | Sretan put | Доброго пути |
| Over and out | Ende | Završavam (Kraj) | Конец связи |

## 6. Confidentiality of radio communications

In the Radio Regulations, the Contracting Parties agreed to take the necessary measures in order to prohibit and prevent:

a) unauthorized interception and eavesdropping on radiotelephone conversations which are not intended for the public;

b) disclosure of the content or of the very fact of the existence of the content, unauthorized disclosure or any use of any kind of information obtained by eavesdropping radiotelephone conversations referred to in item a).

## 7. RAINWAT Committee website

For the purpose of providing information to the traffic management centers and informing the public, a website has been created:

http://www.rainwat.bipt.be

This website contains a list of persons for administrative contact with countries which have signed the Regional Agreement. The persons appointed by the Contracting Parties are authorized to provide answers to all questions relating to radio communication on inland waterways.

On this website one can download the latest official version of the RAINWAT Regional Agreement on the Radio Communication Service for Inland Waterways.

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# II - REGIONAL PART

## 1. Obligation to equip and use radiocommuniction equipment on the Sava River Waterway

<table>
<tr><th>Waterway</th><th>Type of vessel</th><th>Obligation to own and use</th></tr>
<tr><td rowspan="2">Sava river from rkm. 0.00 to Brežica, Kolubara river from rkm. 0.00 to rkm. 5.00, Drina river from rkm. 0.00 to rkm. 15.00, Bosna river from rkm. 0.00 to rkm. 5.00, Vrbas river from rkm. 0.00 to rkm. 3.00, Una river from rkm. 0.00 to rkm. 15.00 and Kupa river from rkm. 0.00 to rkm. 5.00.</td><td>motorized vessels (excluding small craft, ferry boats and floating equipment)</td><td rowspan="2">According to the Sava Commission Decision 4/16 ‘Navigation Rules in the Sava River Basin’ of 18 February 2016 - Article 4.05 - Radiotelephony<br><br>1. Every radiotelephone set carried on board a vessel shall conform to the requirements of the Regional Arrangement on the Radiocommunication Service for Inland Waterways (RAINWAT). Details of these provisions can be found in the Manual for the Radiotelephone Service in the Sava River Basin.<br><br>Vessels sailing on inland waterways not covered by the aforementioned Regional Agreement shall have on board a radio telephone device wich conforms to the requirements of the national competent authorities.<br><br>2. Motorized vessels, excluding small craft, may navigate only if they are equipped with a radiotelephone installation in proper working order for the service categories 'ship-to-ship', 'nautical information' and 'ship-to-port authorities'. When under way, the radiotelephone installations for the 'ship-to-ship' and 'nautical information' channels shall be permanently ready for transmission end reception. The nautical information channel may be left for only a short time in order to transmit or receive information on other channels.<br><br>The radiotelephone installation shall ensure that two of these service categories can be monitored simultaneously.<br><br>The ship radio station used in the radiotelephone service on inland waterways may consist of either separate equipment for each of the service categories or equipment for combinations of several service categories.<br><br>3. Ferry boats and motorized floating equipment may sail only if they are equipped with a radiotelephone installation in proper working order. When under way, the radiotelephone installation for the 'ship-to-ship' channel shall be permanently ready for transmission end reception. This channel may be left for only a short time in order to transmit or receive information on other channels. The first and the second sentence shall also apply to these vessels while carrying out works.<br><br>4. Vessel equipped with a radiotelephone installation shall make reports on the channel allocated to the service category 'ship-to-ship' before entering blind sections, narrow channels or bridge openings and sections determined by competent</td></tr>
<tr><td>Self-propelled ferry boats and floating equipment</td></tr>
</table>

| | | |
|---|---|---|
| | | authorities.<br>5. Sign B.11 (Annex 7) shall indicate that the competent authority requires the use of radiotelephone communications. |

## 2. Authorities responsible for navigation safety and major ports

| INSTITUTION/ORGANISATION | ADDRESS | TEL/FAX | R-TEL | Web/E-mail |
|---|---|---|---|---|
| **BEOGRAD/BELGRADE** | | | | |
| 1. Port master's office Belgrade | Karađorđeva 6,<br>11000 Beograd | tel: +381 11 202 99 00<br>fax: +381 11 202 99 01 | kanal 16 VHF | lk.beograd@mgsi.gov.rs |
| 2. Port of Belgrade (on the Danube) | Francuska 81,<br>11000 Beograd | tel: +381 11 752 971<br>fax: +381 11 764 764 | kanal 16 VHF | http://lukabeograd.com/<br>info@lukabeograd.com |
| 3. Passenger terminal (border crossing 0+350) | Karađorđeva 6.,<br>11000 Beograd | tel: +381 11 2183 633<br>fax:+381 11 3288 253 | kanal 16 VHF | http://lukabeograd.com/<br>info@lukabeograd.com |
| **SREMSKA MITROVICA** | | | | |
| 4. Port master's office Sremska Mitrovica | Promenada 13,<br>22000 Sremska Mitrovica | tel: +381 22 621 080<br>fax: +381 22 621 080 | kanal 16 VHF | stevan.zivanovic@mgsi.gov.rs |
| **BRČKO** | | | | |
| 5. Port master's office Brčko (RS-BiH) | Episkopa<br>Nikolaja Velimirovića 10<br>76100 Brčko | tel: +387 49 217 589<br>fax: +387 49 217 589 | | kapetanijabrcko@teol.net |
| 6. Port master's office Brčko (Brčko district) | Bulevar Mira 1,<br>76100 Brčko | tel: +387 49 216 105<br>fax: +387 49 216 030 | | mrogic@teol.net |
| 7. Port of Brčko | Lučka bb, Brčko<br>76100 Brčko | tel: +387 49 216 113<br>fax: +387 49 216402 | kanal 16 VHF | http://www.lukabrcko.ba<br>Port-bd@teol.net |
| **OSTROŽAC** | | | | |
| 8. Port master's office (FBiH-BiH) | 88 423 Ostrožac | tel: +387 36 755 215<br>fax: +387 33 667620 | | miralem.b@fmpik.gov.ba |
| **ŠAMAC/BOSANSKI ŠAMAC** | | | | |

| INSTITUTION/ORGANISATION | ADDRESS | TEL/FAX | R-TEL | Web/E-mail |
|---|---|---|---|---|
| 9. Port of Šamac | Cara Dušana 2,<br>76 230 Šamac | tel: +387 53 611 608<br>fax: +387 53 611 150 | | lukas@elinspanic.net |
| **SLAVONSKI BROD** | | | | |
| 10. Port master's office Slavonski Brod | Šetalište braće Radić 19a | tel: +385 35 446 655<br>fax: +385 35 447 418 | Kanal 16 VHF | Mirjana.mandic@mmpi.hr |
| 11. Port authority Slavonski Brod | Šetalište braće Radić 19a | tel: +385 35 404 430<br>fax: +385 35 404 430 | Kanal 16 VHF | lucka-uprava@sb.t-com.hr |
| **SISAK** | | | | |
| 12. Port master's office Sisak | Rimska 16,<br>44000 Sisak | tel: +385 44 526 711<br>fax: +385 44 521 611 | Kanal 16 VHF | zeljko.kozic@mmpi.hr |
| 13. Port authority Sisak | Rimska 28<br>44000 Sisak | tel: +385 44 524 804<br>fax: +385 44 524 809 | | luckauprava@luckaupravasisak.hr |

## 3. Areas of competence of the state bodies responsible for the safety of navigation on the Sava River Waterway

| NAME | AREAS OF COMPETENCE | | | |
|---|---|---|---|---|
| | RIGHT BANK | | LEFT BANK | |
| | from rkm | to rkm | from rkm | to rkm |
| Port master's office Beograd | 63.70 | 0.00 | 49.00 | 0.00 |
| Port master's office Sremska Mitrovica | 178.00 | 63.70 | 210.80 | 49.00 |
| Port master's office Brčko (RS-BiH) | 212.50 | 178.00 | | |
| | 314.00 | 312.70 | | |
| | 515.36 | 346.75 | | |
| Port master's office Brčko (Brčko Distrct) | 246.0 | 210.70 | | |
| Port master's office (FBiH- BiH) | 312.70 | 246.50 | | |
| | 346.75 | 314.00 | | |
| Port master's office Slavonski Brod | | | 475.10 | 210.70 |
| Port master's office Sisak | 594.00 | 515.36 | 594.00 | 475.10 |

## 3.1 Areas of competence of the state authorities responsible for navigation safety on the Sava River tributaries

| NAME | AREAS OF COMPETENCE | | | | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | KOLUBARA | | | | DRINA | | | | BOSNA | | | | VRBAS | | | | UNA | | | | KUPA | | | |
| | right/km | | left/km | | right /km | | left /km | | right /km | | left /km | | right /km | | left /km | | right /km | | left /km | | right /km | | left /km | |
| | od | do | od | do | od | do | od | do | od | do | od | do | od | do | od | do | od | do | od | do | od | do | od | do |
| Port master's office Beograd | 5.00 | 0.00 | 5.00 | 0.00 | | | | | | | | | | | | | | | | | | | | |
| Port master's office Sremska Mitrovica | | | | | 15.00 | 0.00 | | | | | | | | | | | | | | | | | | |
| Port master's office Brčko (RS-BiH) | | | | | | | 15.00 | 0.00 | 5.00 | 0.00 | | | 3.00 | 0.00 | 3.00 | 0.00 | 15.00 | 0.00 | | | | | | |
| Port master's office (FBiH- BiH) | | | | | | | | | | | 5.00 | 0.00 | | | | | | | | | | | | |
| Port master's office Sisak | | | | | | | | | | | | | | | | | | | 15.00 | 0.00 | 5.00 | 0.00 | 5.00 | 0.00 |

## 4. Common expressions in navigation

| | Croatian | English | German |
|---|---|---|---|
| **1.** | **Manevar** | **Manoeuvring** | **Manöver** |
| 2. | Mijenjam kurs udesno/ulijevo | I am altering course to starboard/port side. | Ich richte meinen Kurs nach Steuerbord / Backbord. |
| 3. | Okrećem se prema nizvodno preko desnog/lijevog boka | I am turning downstream to starboard/port side. | Ich wende über Steuerbord / Backbord zu Tal. |
| 4. | Okrećem se prema uzvodno preko desnog/lijevog boka | I am turning upstream to starboard/port side. | Ich wende über Steuerbord / Backbord zu Berg. |
| 5. | Vozim krmom | My engine is in reverse. | Meine Maschine geht rückwärts. |
| 6. | Zaustavljam se pramcem nizvodno | I am stopping facing downstream. | Ich halte meinen Bug zu Tal an. |
| 7. | Zaustavljam se pramcem uzvodno | I am stopping facing upstream. | Ich halte meinen Bug zu Berg an. |
| 8. | Sidrim se pramcem nizvodno | I am anchoring facing downstream. | Ich gehe Bug zu Tal vor Anker. |
| 9. | Sidrim se pramcem uzvodno | I am anchoring facing upstream | Ich gehe Bug zu Berg vor Anker. |
| 10. | **Ulazak ili napuštanje luke, plovnog puta/rijeke** | **Entering or Leaving a port / a waterway / a river** | **Ein- und Ausfahren (Hafen, Wasserstraße, Fluss)** |
| 11. | Pitanje: Nalazi li se u ovom području još plovila? | Question: Is there any other vessel in that area? | Frage: Gibt es in diesem Bereich noch Schifffahrt ? |
| 12. | Uplovit ću u luku..... (ime)/..... (ime vodnog puta)/...(ime rijeke)<br><br>Primjer: Uploviti ću u luku Lobith/Rajnu. | I will enter the port ... (name ) /the … (name of the waterway) /the…(name of the river).<br><br>Example: I will enter the port of Lobith / the Rhine. | Ich werde in den Hafen … (Name) /in… (Wasserstraßenname) /in…(Flussname) einfahren.<br><br>Beispiel: Ich werde in den Hafen vonLobith / in den Rhein einfahren. |
| 13. | Mijenjam kurs udesno/ulijevo | I am altering course to starboard / port | Ich ändere meinen Kurs nach Steuerbord / Backbord |
| 14. | Isploviti ću iz luke..(ime)/...(ime vodnog puta)/..(ime rijeke) | I will leave the port ... (name) / the …(name of the waterway) / the… (name of | Ich werde aus dem Hafen (Name) / dem ... (Wasserstraßenname) / dem ....(Flussname) |

| | | | |
|---|---|---|---|
| | | the river). | ausfahren. |
| 15. | Ploviti ću preko... (ime vodnog puta)/.....(ime rijeke) | I will cross the … (name of the waterway) / the … (name of the river). | Ich werde den … (Wasserstraßenname) /den … (Flussname) überqueren. |
| 16. | **Pretjecanje** | **Overtaking** | **Überholen** |
| 17. | Pretjecat ću uz vaš desni/lijevi bok. Slažete li se? | I will overtake on your starboard / port side. Do you agree? | Ich werde Sie auf Ihrer Steuerbordseite /Backbordseite überholen. Sind Sie einverstanden? |
| 18. | Da, možete me preteći uz moj desni/lijevi bok | Yes, you can overtake on my starboard / port side. | Einverstanden, überholen Sie an meiner Steuerbordseite /Backbordseite. |
| 19. | Ne, ne pretječite | No, do not overtake. | Nicht einverstanden, Sie können nicht überholen. |
| 20. | Ne, ali možete me preteći uz moj desni/lijevi bok | No, but you can overtake on my starboard / port side. | Nicht einverstanden, Sie können aber an meiner Steuerbordseite /Backbordseite überholen. |
| **21.** | **Mimoilaženje** | **Passing** | **Begegnen** |
| 22. | Mimoići ćemo se desnim bokom uz plavu tablu/bijelo trepćuće svjetlo | I will to pass starboard to starboard with blue board / white scintillating light | Begegnung Steuerbord an Steuerbord mit blauer Tafel / weißem Funkellicht. |
| 23. | Ne, molim mimoilaženje lijevim bokom | No, please pass port to port. | Nicht einverstanden, Begegnung Backbord an Backbord. |
| 24. | Da, mimoilaženje desnim bokom uz plavu tablu/bijelo trepćuće svjetlo | Yes, passing starboard to starboard with blue board / white scintillating light. | Einverstanden, Begegnung Steuerbord an Steuerbord mit blauer Tafel / weißem Funkellicht. |
| 25. | Mimoići ćemo se lijevim bokom | I will pass port side to port side. | Begegnung Backbord an Backbord. |
| 26. | Ne, mimoilaženje desnim bokom uz plavu tablu/bijelo trepćuće svjetlo | No, please pass starboard to starboard with blue board / white scintillating light. | Nicht einverstanden, Begegnung Steuerbord an Steuerbord mit blauer Tafel / weißem Funkellicht. |
| 27. | **Plovidba pomoću radara / radio komunikacija pri smanjenoj vidljivosti** | **Radar navigation / radiotelephone communication in poor visibility** | **Radarfahrt / Sprechfunkverkehr bei unsichtigem Wetter** |

| | | | |
|---|---|---|---|
| 28. | Plovite li uz pomoć radara? | Are you navigating by radar? | Fahren Sie mit Radar? |
| 29. | Plovim uz pomoć radara | I am navigating by radar. | Ich fahre mit Radar. |
| 30. | Ne plovim uz pomoć radara | I am not navigating by radar. | Ich fahre ohne Radar. |
| 31. | Magla, vidljivost otprilike .... m/manje od .... m | Fog, visibility approx. ... m / less than… m | Nebel, Sichtweite ca. .../ unter ... m. |
| 32. | Prelazim na kanal 13/10 | I am switching to channel 13/10 | Ich schalte um auf Kanal 13/10. |
| 33. | **Kvarovi i nesreće** | **Breakdowns and accidents** | **Ausfälle und Unfälle** |
| 34. | Radar mi je u kvaru | My radar is out of order | Mein Radar ist ausgefallen. |
| 35. | Pokazivač otklona kormila mi ne radi | My rate-of-turn indicator is out of action | Mein Wendeanzeiger ist ausgefallen. |
| 36. | Motor mi je u kvaru | My engine has broken down | Meine Maschine ist ausgefallen. |
| 37. | Kormilarski uređaj mi je u kvaru | My steering gear has broken down | Ich habe Ruderausfall. |
| 38. | Nesposoban sam za manevar | I am not under command | Ich bin manövrierunfähig. |
| 39. | Nasukan sam | I am aground. | Ich bin festgefahren. |
| 40. | Imamo požar na brodu/MB (Motorni brod) .... gori (nakon eksplozije) | I am / MV [Motorvessel] ... on fire (- after explosion). | Ich habe / MS [Motorschiff] ... hat Feuer im Schiff ( - nach einer Explosion). |
| 41. | Tonemo i hitno nam je potrebna pomoć | I am sinking and I need immediate assistance | Ich sinke und brauche sofort Hilfe. |