



Bundesrepublik Deutschland  
BG Verkehr - Dienststelle Schiffssicherheit



## Flag State Interpretation

### FI S/010/SC/2026/Rev. 00

replaces FI 06/2017/Rev. 01

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Flag State Interpretations (FI) are published by the Ship Safety Division of BG Verkehr, which is a part of the German Flag State Administration. The content is intended to provide a uniform interpretation of international and national rules and regulations for sea-going vessels under German Flag. Flag State Interpretations are also published as guidance to certain current topics. They are adapted to practical experience and are therefore under continuous development. New Flag State Interpretations as well as revisions of existing ones are prioritized based on market demands regarding rules, regulations and current topics. The period of validity results from the publication date. The German version of the Flag State Interpretation prevails.

**Unless otherwise specified below, the definitions of the FI S/-/000/2020 in the version valid at the time of completion of this FI are applicable.**

**This FI is always to be applied together with the referenced regulations.**

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<b>Schiffskategorie:</b>	<b>Inland vessel flying the German flag</b>		
<b>Bereich:</b>	<b>Shipbuilding / Machinery</b>		
<b>Themengebiet:</b>	<b>Intact stability / structural arrangements and integrity / Machine engineering requirements</b>		
<b>Thema:</b>	<b>Conveyance of German-flagged inland waterway vessels at sea</b>		
<b>Interpretierte Regel:</b>	<b>SchSV</b>		
<b>Referenzen:</b>	<b>Classification and construction rules and regulations of classifications societies IMO Resolution MSC.267(85) (IS Code 2008), as amended IMO Resolution A.765(18) (Guidelines on the safety of towed ships and other floating objects including installations, structures and platforms at sea)</b>		
<b>Datum:</b>	<b>27.04.2026</b>	<b>Anwendung ab:</b>	<b>01.06.2026</b>

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## Introduction

Conveyance voyages of inland waterway vessels are currently not specifically provided for in the German "Ship safety ordinance" (Schiffssicherheitsverordnung, SchSV). Therefore, there is no formal legal claim for these craft to be granted approval for such sea conveyance voyages.

However, there are circumstances making sea conveyances necessary, even if the craft is not approved for maritime voyages. In order to achieve an equivalent safety standard for conveyance voyages, the Ship Safety Division (DS), in consultation with the Federal Ministry of Transport, has established requirements that, if met, are intended to enable the issuance of a conveyance permit on a case-by-case basis.

This FI applies subject to safety requirements of Part 2 of Annex 1a SchSV for inland waterway vessels travelling in the area acc. to sec 9 para. 5 SchSV.

## Original text of the standard

No content.

## Information on the issue at hand

### 1. General requirements

- 1.1. For ships, floating structures, such as dredgers or cranes, or non-self-propelled watercraft, such as barges or pontoons, that only hold an approval for inland water shipping in accordance with the provisions of the German "Binnenschiffsuntersuchungsordnung" of 21 September 2018 (BGBl. I S. 1398, 2032), as amended, a temporary permission for a sea conveyance may be granted by the DS, but only within the scope of a national voyage (from a German port to the same or another German port) (refer to section "Additional information").
- 1.2. For a sea conveyance, a valid inland navigation certificates (Schiffsattest) for either zone 2-See or 1 by the Generaldirektion Wasserstraßen und Schifffahrt (GDWS), former Zentralstelle Schiffsuntersuchungskommission/Schiffseichamt (ZSUK), must be provided.
- 1.3. The sea conveyance must only be performed with neither cargo nor passengers on board (refer to section "Additional information").
- 1.4. An approval letter by a classification society must be provided certifying sufficient structural integrity of the craft for the sea area intended to be navigated in this instance and the respective sea state loads. The letter must indicate the minimum plate strength as well as its maximum acceptable significant wave height.
- 1.5. An intact stability calculation for the conveyance condition by the classification society must be provided (refer to section "Additional information").
- 1.6. Prior to a conveyance approval, a report of a valid bottom survey for the craft without objections must be provided. This survey must have taken place no more than 36 months ago (refer to section "Additional information").
- 1.7. Any openings leading to the buoyancy body as well as any windows to spaces of the buoyancy body or to spaces protecting openings leading to the buoyancy body must be able to be closed sufficiently weathertight as stipulated the surveyor.
- 1.8. In individual cases, the respective equipment for matters including fire protection, life-saving appliances, radiocommunication and navigation is to be stipulated at the discretion of the surveyor of the DS.

- 1.9. A conveyance survey must be conducted by the DS, during which all requirements are met without any objections and which is completed without any safety concerns. The conveyance survey is valid for 3 months.
  - 1.10. The conveyance certificate is usually valid for four weeks and may in exceptional circumstances with a proven good reason be extended by a month. Another extension is not possible.
2. Further requirements for craft intended to receive an approval for a self-propelled sea conveyance:
    - 2.1. The main propulsion engines must work faultlessly up to a 10° transverse angle and 5° longitudinal angle. The exhaust gas piping must be fitted in such a way that no water is able to enter the engine(s) during a conveyance.
    - 2.2. The vents and air pipes are to be fitted with arrangements that prevent the ingress of sea water without affecting their functionality.
    - 2.3. Emergency shutdown of the fuel supply must be possible from outside of the engine room.
    - 2.4. In the intact stability calculation, which must be checked by a classification society, at least the loading conditions "Start of a voyage" and "End of a voyage" must be calculated (refer to section "Additional information"). The loading condition "End of the voyage" may be omitted in consultation with the approving entity if the differences between the start and end of the voyage do not exceed 5%.
    - 2.5. The conveyance may only be conducted with the crew and master necessary for the conveyance on board.

## **Additional Information**

### **General)**

Depending on the particularities of the craft and the navigated sea area, a weather condition (maximum wind strength / maximum wave height) and/or other conditions and requirements (e.g. a maximum distance from the coastline or the next port of refuge) may be stipulated or, respectively, additional documents required.

### **Regarding 1.1**

No internationally valid certificate will be issued. International voyages only upon agreement of the port state. This agreement of the conveyance must be previously obtained by the operator and sent to the DS to the following e-mail address:

[schiffbau@bg-verkehr.de](mailto:schiffbau@bg-verkehr.de).

### **Regarding 1.3**

In relation to conveyances, cargo is understood to mean any equipment on board that is not part of the ship structure. This also includes crawler excavators usually used on board for work purposes, lifting appliances not permanently attached to the hull, etc. A lashing with chains welded to the deck is not regarded as permanent attachment. Anchor spuds are an exception to this.

### **Regarding 1.5 and 2.4**

The conveyance loading condition is to be calculated based on the lightship data for the inland waterway vessel approved by the GDWS (or former ZSUK, respectively). Proof of compliance with the stability criteria acc. to IS Code 2008, Part A, Chapter 2.2 and 2.3, as amended, as well as the Explanatory notes to the IS Code, Chapter 4, as amended, must be provided for

ships. For unmanned craft without its own propulsion, proof of compliance with the stability criteria acc. to IS Code 2008, Part B, Chapter 2.2, as amended, must be provided.

### **Regarding 1.6**

The bottom survey may be performed by a GDWS (or former ZSUK, respectively) expert, a surveyor of a recognized classification society or a surveyor of the DS.

For craft that are older than 15 years, a report of an ultrasound thickness measurement must be provided; for any other craft, ultrasound thickness measurements of the shell and, if necessary, the inner structure may be required, depending on the outcome of the conveyance survey. A previous report of an ultrasound measurement that took place no more than 3 years before the conveyance approval may be accepted. If the last bottom survey was conducted more than 3 years ago, only voyages directly related to obtaining a new operating permit may be conducted.

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