VOYAGE PREPARATION

IVR Technical leaflet

ORGANIZATIONAL ASPECTS

Research into human factors as causes of incidents in inland navigation has revealed that human errors account for more than 80% of accidents.

Based on the research, IVR has published the Human Factors leaflet in April 2022 regarding Phase 2b of the study on Organizational Aspects. The research revealed that two of the four main factors related to the causes of organizational aspects are:

1. **Fatigue and stress**
2. **Specific navigational situations**

To reduce fatigue and stress and stay informed about specific navigational situations, thorough voyage preparation can help and enhance on-board safety.

PRECAUTIONARY MEASURE

Voyage preparation can be considered a precautionary measure. While it may initially result in more administrative work, it will undoubtedly contribute to reduced stress and a better understanding of navigational situations.

REGULATION

Except for tanker shipping, there is no legal obligation for thorough voyage preparation in inland navigation. However, Article 1.04 of the Inland Navigation Police Regulations states: *"The skipper must, even in the absence of explicit provisions in these regulations, take all precautionary measures required by good seamanship or by the circumstances in which the vessel or assembly finds itself."*

DISCLAIMER
The content of this technical leaflet has been written with the utmost care. However, IVR cannot guarantee the accuracy or completeness of the information. IVR accepts no liability for any consequences arising from the content of this technical leaflet.

© IVR Technical leaflet - July 2024, revised May 2025

VOYAGE PREPARATION

IVR Technical leaflet

The skipper's review of the following tips before each voyage will contribute to increased safety and reduced risk of damage.

Some valuable tips:

1.

The condition of the vessel

- Is the vessel in good technical condition (certification valid)?
- Is the loaded draft in accordance with the planned route?
- Is the height of the cargo in accordance with the maximum clearance height on the planned route?
- Does the stability of the vessel and the cargo meet the requirements?
- Is the cargo properly secured?

2.

Is the crew qualified and familiar with the emergency procedures (fire, steering failure, etc.) and safety regulations of the vessel?

3.

Has attention been given to the existing routing and reporting systems for vessels, traffic services, and the required VHF channels on the route?

4.

Is all current route information, such as water levels, bridge clearances, VHF channels, and weather reports, known to the responsible crew, and are potential changes in water levels during the voyage taken into account?

5.

Ensure timely relief during the voyage and avoid distractions from TV/ computer and/or phone.

6.

Are navigation charts and navigation and communication systems up-to-date, do all systems function properly, and is their use known to all responsible persons on board?

DISCLAIMER

The content of this technical leaflet has been written with the utmost care. However, IVR cannot guarantee the accuracy or completeness of the information. IVR accepts no liability for any consequences arising from the content of this technical leaflet.

© IVR Technical leaflet - July 2024, revised May 2025

IVR