

Clause voyage preparation inland vessels

2025, version 1.1

This text is a translation of the [original clause](#) in Dutch "Clausule reisvoorbereiding binnenvaartschepen, versie 1.1 2025". Dutch Law is applicable.

This clause is not binding. Insurers are free not to use this clause or to offer another clause or other conditions to their clients.

With respect to damages caused by collisions of barges with civil engineering structures and mooring facilities, the following additional conditions apply:

Policyholder and/or insured must ensure that at the start of each voyage or route to be traveled and in case of interim change:

- A demonstrable (written/digital) voyage preparation is prepared by the policyholder/insured, or by the responsible and (legally) authorized crew member.
- A voyage preparation document is drawn up beforehand which contains at least the information listed below:
 - The least sounded depth on the route?
 - Taking into account the current tidal movements and weather forecasts.
 - The lowest bridge on the route and its location?
 - The current creep line of the vessel (wheelhouse and masts in the lowest position and taking into account the height of cargo and vehicles on the fore or aft accommodation)?
 - The current draft of the vessel?
 - The position of the spud poles, car crane and (radar) masts?
 - A statement that the skipper/crew is sufficiently familiar with the wheelhouse lifting mechanism of the vessel and the unsubmerged superstructure of the wheelhouse?

In addition, the voyage preparation must:

- Be dated and signed by either policyholder/insured or the authorized crew member or,
- Be dated and digitally stored by either policyholder/insured or the authorized crew member.

In the event of damage due to collision with civil engineering structures, the policyholder, insured party, or the responsible and (legally) authorized crew member must submit demonstrable trip preparation, as described above, to the insurer.

If this is not or not fully complied with, an additional deductible of [number / %] of the total amount of damage eligible for compensation under the policy shall apply in the event of damage. This with a minimum of € [amount] and a maximum of € [amount] per event, unless the policyholder and/or insured party can make it plausible that the damage was not caused by this and has not been increased. This additional deductible will be applied after application of the other applicable deduction(s) according to the policy with accompanying clauses.

**Explanation**

Due to the structural increase in collisions by inland vessels with civil engineering structures, breakwaters and mooring facilities, damage to vessels and infrastructure is becoming more frequent and frequent. In particular, collisions with engineering structures, such as bridges and locks, have a major impact on the surrounding environment and (shipping) traffic.

The inland shipping industry's ambition to achieve 25% more transport to water by 2030 necessitates further increases in scale. The associated increase in the size of vessels and the (limited) draught and width of waterways increases the risk of collisions. Collisions also have a huge impact on inland navigation as a transport modality and cause image damage. The inland shipping industry wants to reduce the risk of collisions and is asking for adjustment of the waterways and standardization of preventive measures to be taken.

Goal

Legislation regarding voyage preparation for inland vessels is lacking, while this can reduce collision risks. The purpose of this clause is to increase risk awareness among owners and reduce the risk of bridge collisions by standardizing voyage preparation measures. This contributes to the insurability of these collision risks.